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City Council & Planning Commission Joint Work Session Agenda

Rich Slack, Presiding

Monday, July 20, 2026

5:30 pm

Dallas City Hall, 187 SE Court St, Dallas, OR 97338

This meeting is electronically streamed and recorded via the City of Dallas YouTube Channel:

<https://www.dallasor.gov/community/page/dallasyoutube>

AGENDA ITEM

1. ROLL CALL

2. Transportation System Plan – Project Status Update p.2

3. OTHER BUSINESS

4. ADJOURNMENT

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CITY COUNCIL WORK SESSION STAFF REPORT

MEETING DATE: July 20, 2026
AGENDA ITEM NO. 2
TOPIC: Transportation System Plan – Project Status Update
PREPARED BY: Jess Ballew, City Planner
APPROVED BY:  City Manager

ATTACHMENTS:

- Tech Memo #6B through #9 Summary; Kittelson & Associates
- Tech Memo #6.B; Kittelson & Associates
- Tech Memo #9; Kittelson & Associates

BACKGROUND:

The City of Dallas is currently updating its 2008 Transportation System Plan (TSP) with support from the Oregon Department of Transportation (ODOT) and a consultant team. The planning process is guided by a Project Advisory Committee composed of City Councilors, Planning Commissioners, local business owners, residents, and representatives from transportation and emergency service providers.

PROJECT PROGRESS:

To date, the project team has evaluated goals and objectives; evaluated existing and future transportation conditions; identified gaps, deficiencies, and future needs; developed potential alternative scenarios; considered updates to policies and standards; and estimated future funding available for transportation.

The outcome of this analysis is the development of a list of proposed updates to the city's transportation policies (TECH MEMO 9), and the development of a final list of "preferred" transportation improvement projects. (TECH MEMO 6.B.)

ACTION:

At this stage of the process, we are seeking input and confirmation from the Planning Commission and City Council on the proposed policy updates and preferred improvement projects.

Following this step, the consultant will compile all of the materials generated into a final TSP document, and the city will begin the public hearings process for adoption of the final plan into the Dallas Comprehensive Plan.

This work session will include a brief presentation by the consultant team, followed by discussion of key issues. We have prepared a short memo summarizing the most recent technical work and outlining guiding questions to support the discussion. We look forward to your feedback.



Dallas TSP Update

Dallas Planning Commission and
City Council Work Session
July 20, 2026

Why Now?

Work Completed to Date and What's Coming Next

The project team has:

- Developed goals and objectives
- Evaluated existing and future transportation conditions

- Identified gaps, deficiencies, and future needs

- Developed potential alternatives
- Estimated future funding for transportation improvements

- Selected preferred alternatives

- Developed policies, programs, and projects

- Prepared an outline and template for the TSP update

The project is transitioning to:

- Drafting the Transportation System Plan

We're coming to city council tonight to provide an update on the work completed thus far and provide an understanding of what is coming over the next few months

Project Participants

- Project Management Team (PMT)
 - City, ODOT, & Consultant Staff
 - Project Advisory Committee (PAC)
- City, County, & ODOT staff, local business owners & operators, residents, transportation & emergency service providers
- Consultant Team
 - Kittelson & Associates, Inc. – transportation and travel demand modeling
 - 3J Consulting – land use and travel demand modeling
 - Cogito, LLC – public involvement



Think



Solutions Evaluation

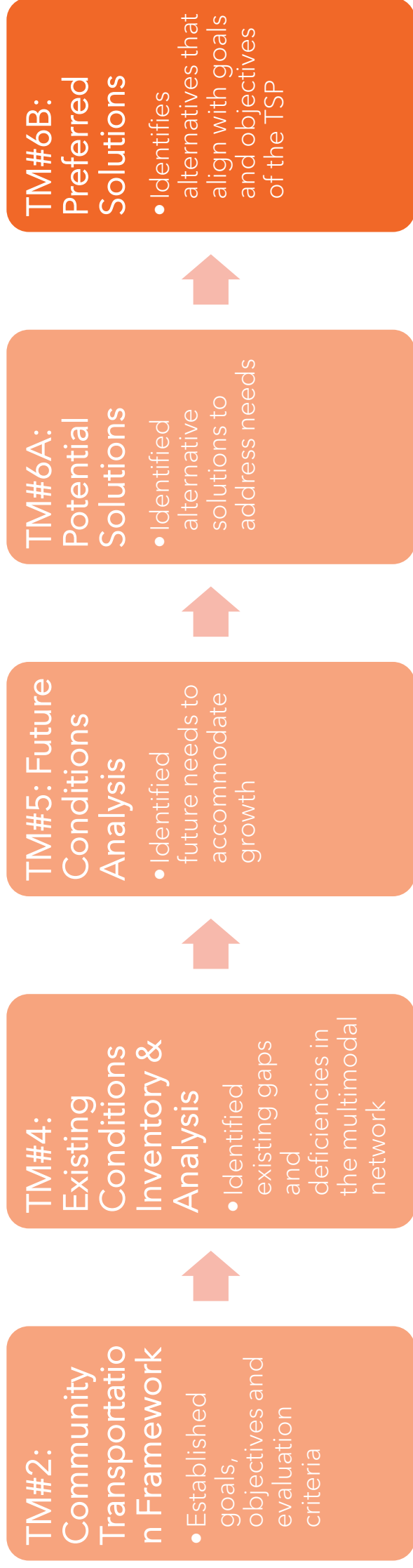
OVERVIEW

- Preferred Alternatives – Selection and Prioritization
- Street System
 - Major Street Connections
 - Intersection Improvements
- Pedestrian System
- Bicycle System
- Public Transportation System
- Rail System
- Preferred Safety Alternatives

Planning Context & Evaluation Criteria

BUILDING ON PRIOR WORK

Four technical memos set the foundation for preferred alternatives:



Planning Context & Evaluation Criteria

SCORING AND SELECTION PROCESS



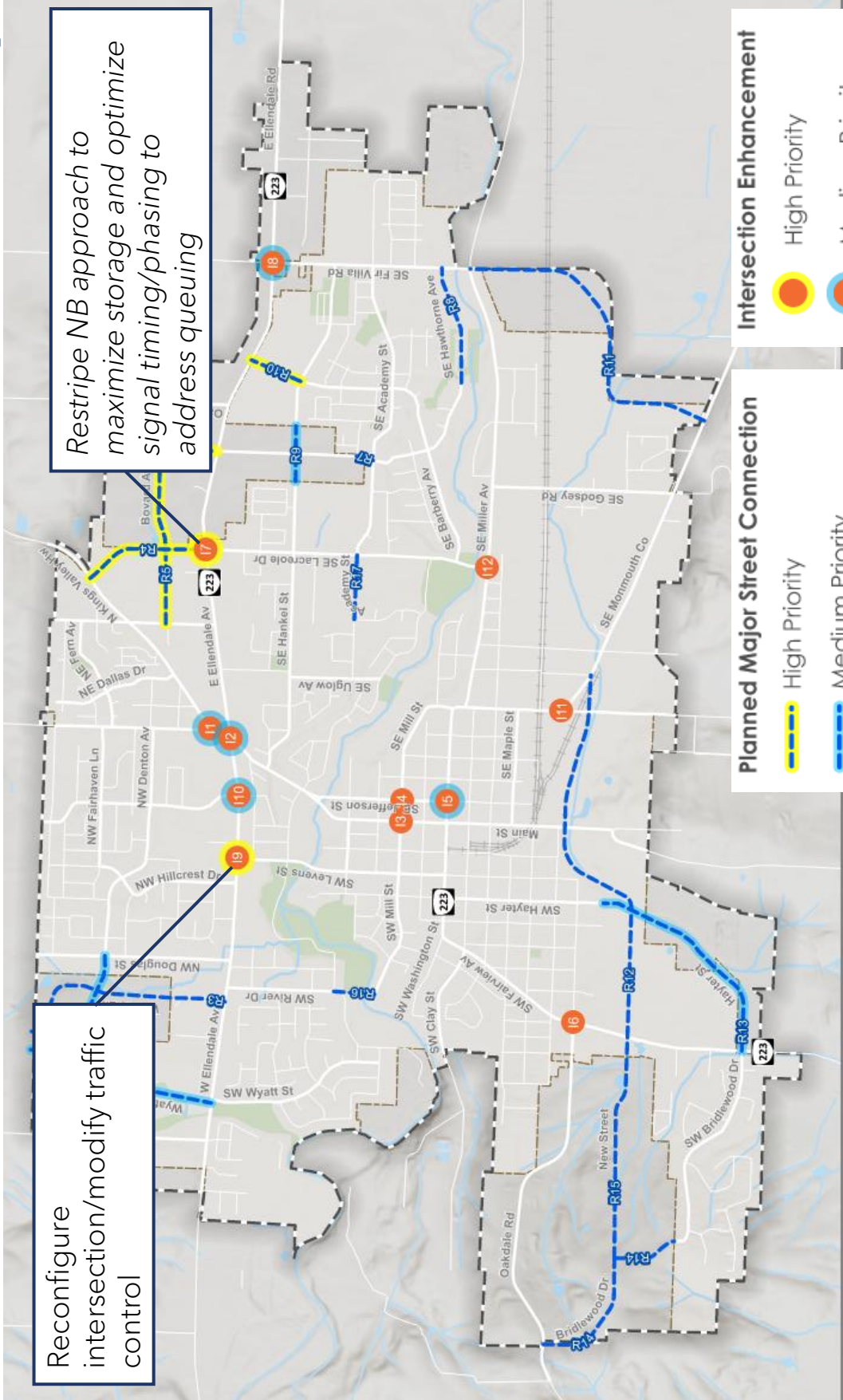
- Quantitative and qualitative evaluation of each solution against the criteria based in the Community Transportation framework goals

Score	Descriptor
+2	most desirable
+1	
0	
-1	least desirable
-2	

- Higher overall scored identified as preferred
- Similar scored refines or combined

Shaped by coordination with the City, ODOT & Polk County and by PAC, stakeholder & community input throughout the planning process.

Street Extensions and Intersection Improvements



High Priority:

- R4 - La Creole
- R5 - Bovard Ave
- R6 - Hawthorne Ave
- R10 - Barberry Ave
- I7 - SE La Creole Dr/E Ellendale Ave
- I9- SW Levens St/ W Ellendale Ave



Medium Priority

- P12– James Howe Rd SUP
- P19 – SE Fir Villa Rd
Sidewalks
- P30 – Hawthorne Ave
Sidewalks
- P45 – SW Fairview St SUP

High Priority

- C20 – SW Washington St/SW Ellis Street
- C21- Main St at Rickreall Creek Trail Crossing



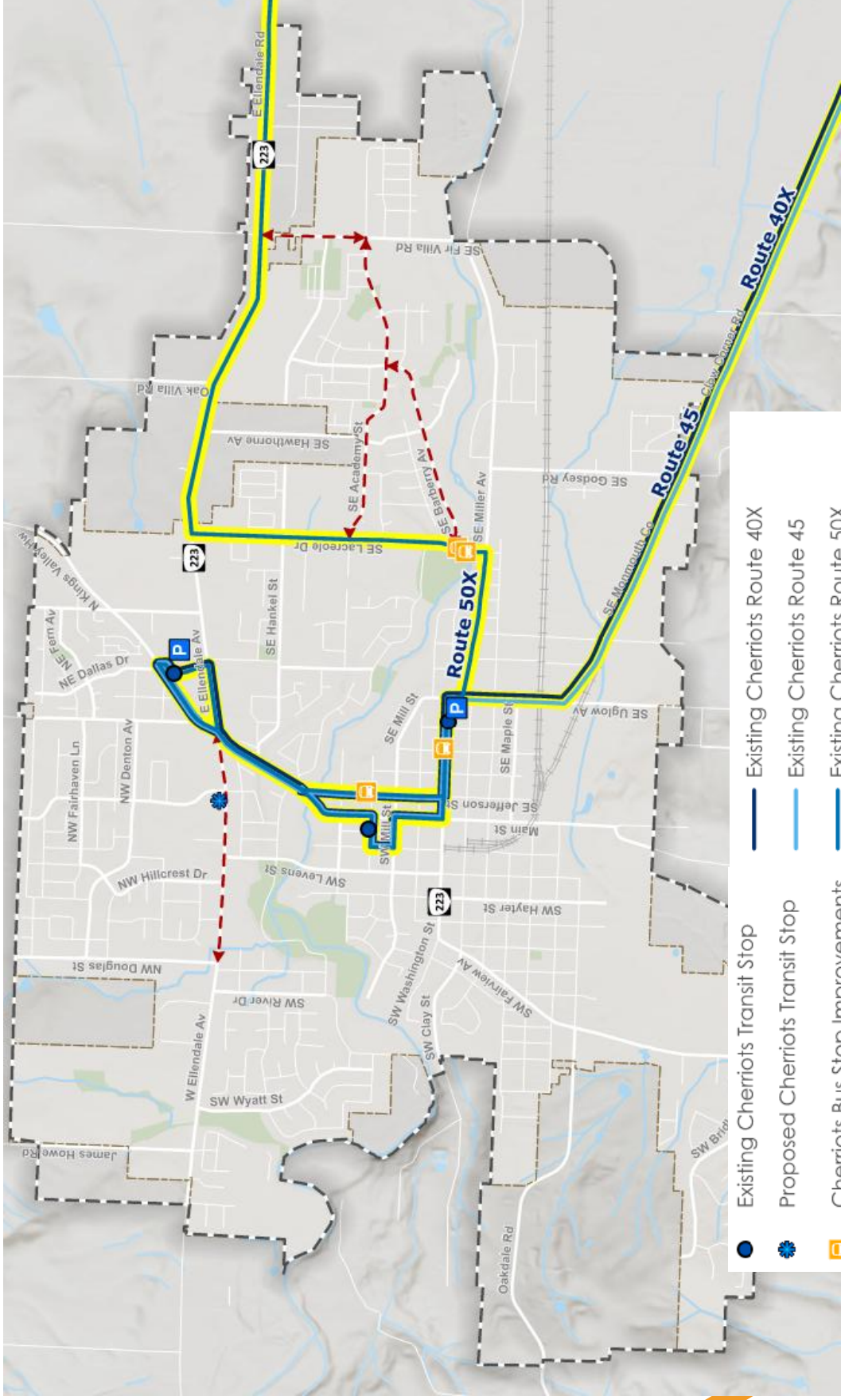
High Priority

- B19 - SE Fir Villa Rd Buffered Bike Lanes
- B33 & B34 - E Ellendale Ave SUP

Medium Priority

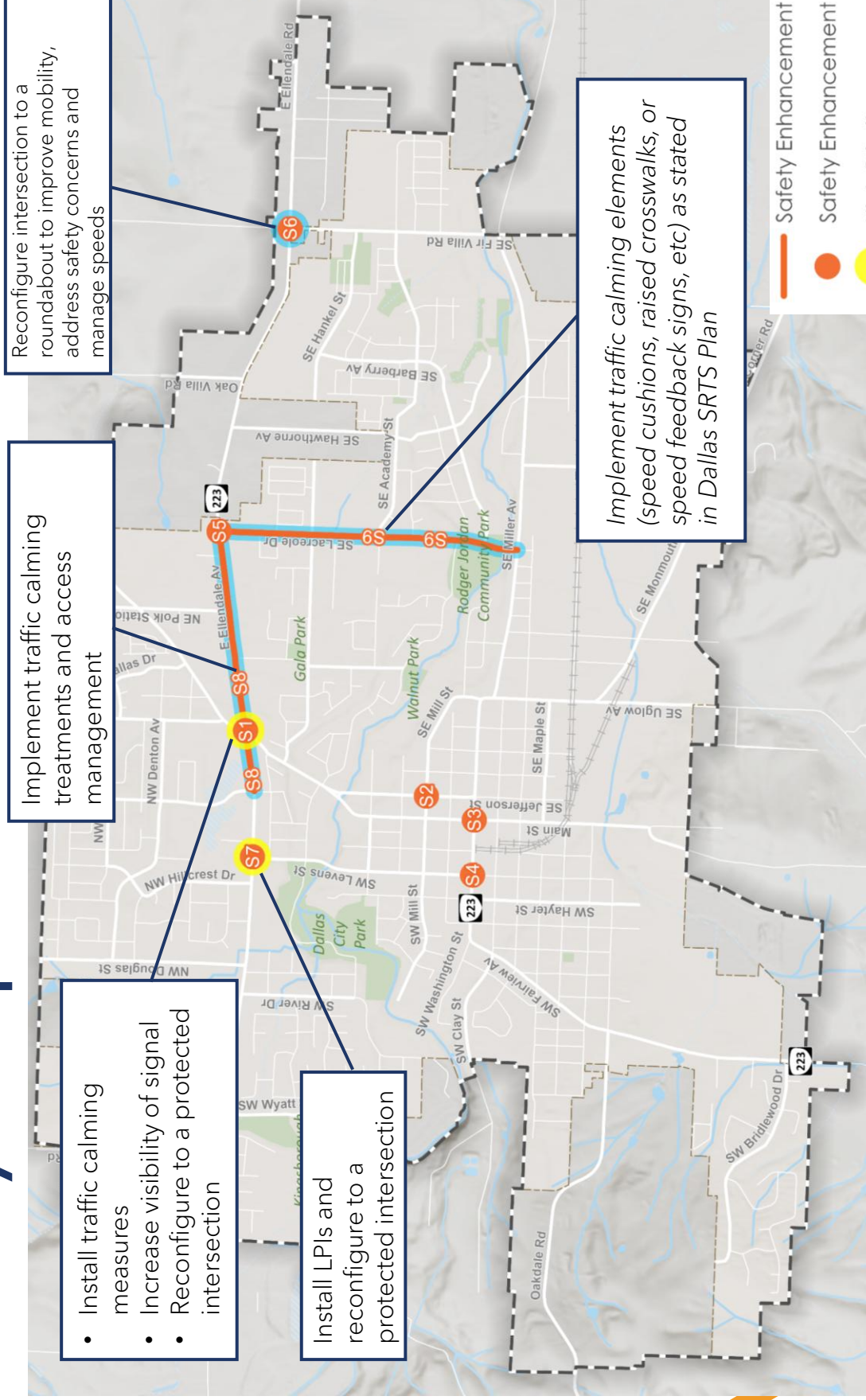
- B1 & B2 – SE Monmouth Cutoff Rd SUP
- B12 – James Howe Rd SUP
- B14 – Orchard Drive Bike Lanes
- BC1 – Kings Valley Hwy/Ellendale Bike Signal
- BC2 – La Creole Dr/Walnut St Bike Crossing

Public Transportation System



- Medium Priority
- Local Circulator
 - Work with Cherriots to add local circulator
 - Local Transit Service
 - Reroute 50x onto Fir Villa Rd and Academy St or Barbary Ave
 - Study extending service onto W Ellendale, identify stop near Dallas Retirement Village
 - Identify stop/service in La Creole Node
 - Bus stop Amenity Improvements
 - Aquatic Center stops
 - WB Washington St
 - NB Jefferson St

Safety Projects



High Priority

- S1– NE Kings Valley Hwy/Ellendale Ave
- S7– SW Levens St/Ellendale Ave

Medium Priority

- S6– SE Fir Villa Rd/Ellendale Ave
- S8– Ellendale Ave
- S9– La Creole Dr



Policy Updates

OVERVIEW

- Review existing goals and policies
- Evaluate and recommend direction
- Provide updated policies w/ (underline/
~~striketrough~~)

Review Approach

The project team reviewed each existing policy for:

- Consistency with updated TSP goals and objectives
- Consistency with state/regional planning requirements
- Relevance to current transportation needs
- Outdated, duplicative, time-sensitive, or overly operational language
- Opportunities for consolidation, clarification, or reorganization

Updated goals were previously reviewed with the PAC as part of TM#2.

Relevance

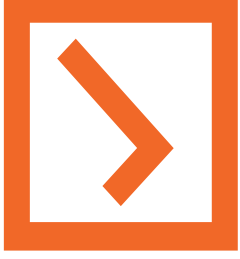
Requirements

Consistency

Redundancy

Implementation
vs policy

Big Picture Changes



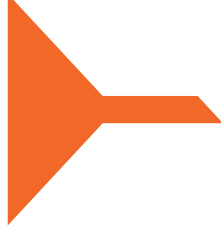
Retained

Core safety and mobility commitments carried forward.



Modernized

Goals updated for multimodal, performance-based outcomes.



Consolidated

Overlapping policies merged into clearer goal areas.



Reorganized

Standalone topics redistributed across the eight goals.

Policy Areas Retained and Updated

TSP Update Goal Policy Direction	
Safety	Proactive, data-driven safety planning for users of all ages and abilities.
Mobility	Expanded to multimodal mobility, goods movement, and context-sensitive performance.
Economic Development	Expanded to support downtown vitality, neighborhood livability, and freight movement.
Coordination	Modernized agency coordination and strengthened transportation-land use integration.
Connectivity	Expanded from pedestrian/bicycle facilities to comprehensive multimodal connectivity.
System Preservation	Expanded from roadway maintenance to proactive multimodal asset management.
Environment	Expanded to sustainable transportation, resource stewardship, and context-sensitive design.
Land Use	New goal integrating transportation planning with land use and development.

Policy Areas Retained and Updated

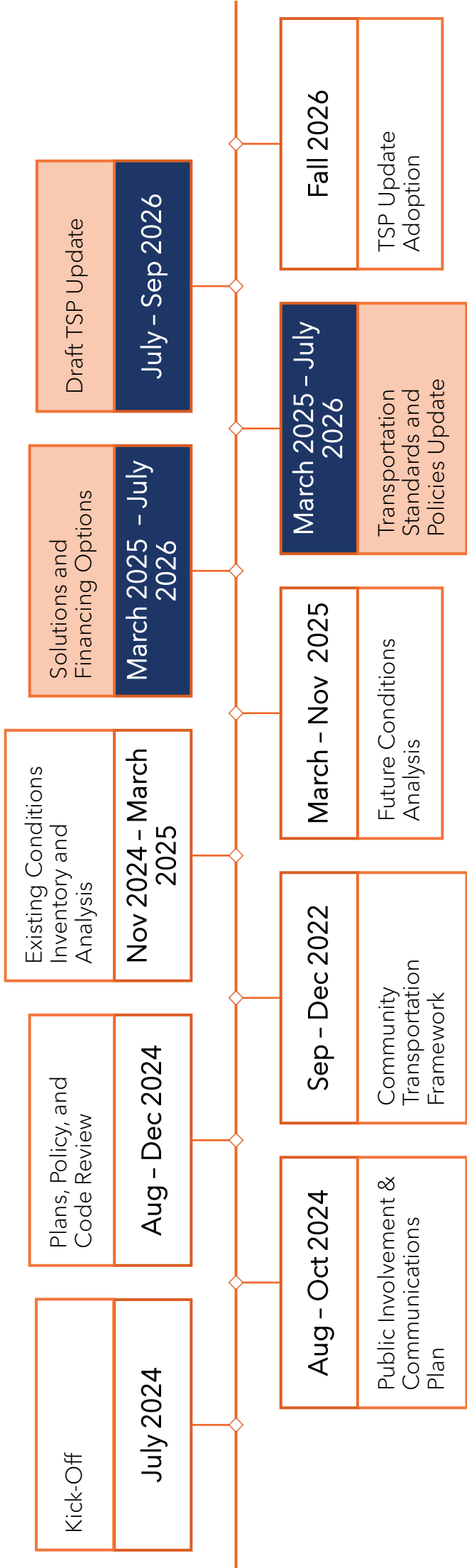
Policy Area	Main Update
Mobility	Expanded from roadway-oriented mobility to multimodal mobility, goods movement, context-sensitive targets, and land use integration
Economic Development	Expanded to include downtown placemaking, pedestrian safety, neighborhood context, and movement of goods/services
Coordination	Modernized references to state requirements and strengthened coordination with transportation, land use, economic development, and funding partners
System Preservation	Expanded beyond roadways to include multimodal infrastructure and proactive asset management
Safety	Shifted toward proactive, data-driven safety planning and fatal/severe injury reduction
Environmental	Added clearer policy direction around energy conservation, active transportation, natural resources, and context-sensitive design

Example: Mobility

- Previous language focused on maintaining mobility standards by functional classification
- Updated language maintains mobility standards and targets based on function and context
- Adds all travel modes, goods movement, land use patterns, reliability design standards, and access management

- A. Provide a network of arterials and collectors that are interconnected, appropriately spaced, ~~and~~ reasonably direct, and that include facilities supporting all travel modes.
- B. Maintain mobility standards and targets for each functional classification of street (e.g., arterial, collector, local) transportation facilities based on their intended function and context.
- C. ~~Accommodate~~ Balance the needs of local traffic and through travel, regional travel, and movement of goods within the transportation system.
- D. ~~Minimize~~ Support transportation and land use patterns that reduce travel distances and vehicle-miles traveled and improve access to destinations by all travel modes.
- E. Encourage development patterns that ~~offer~~ improved connectivity and provide multimodal mobility options for all members of the community.
- F. Support transportation system improvements that improve travel reliability and efficiency for people and goods while maintaining consistency with the City's multimodal transportation goals.
- G. Support development and application of transportation facility design standards that are consistent with roadway function and accommodate all travel modes.
- H. Manage access to arterial and collector roadways in a manner consistent with roadway function, safety, and mobility objectives.

Project Update



Project Update

- Complete:

- TM #1: Plan, Policy, and Code Review
- TM #2: Community Transportation Framework
- TM #3: Analysis Methodology
- TM#4A: Transportation Inventory
- TM#4B: Existing Conditions Inventory
- TM #5: Future Conditions Analysis
- TM #6: Alternatives Analysis
- TM #7: Funding and Financing Options
- TM #8: Update Transportation Standards

- Draft:

- TM #6B: Solutions Evaluation
- TM #9: Update Transportation System Policies
 - Draft Updated TSP Outline
- Moving Forward
 - TM #10: Implementing Ordinances
 - Draft Updated TSP
 - TSP Update Adoption

Next Steps



OPEN HOUSE #3
PLANNED FOR LATE
SUMMER



PLANNING
COMMISSION/CITY
COUNCIL WORK
SESSION EARLY FALL



CITY COUNCIL
ADOPTION PLANNED
FOR WINTER 2026

TECHNICAL MEMORANDUM

July 13, 2026

Project# 27003.029

To: Jess Ballew, Tyler Ferrari, Michael Peirce, and Charlie Mitchell, City of Dallas
Brandon Williams, Mark Bernard, and Naomi Zwerdling, Oregon Department of
Transportation

From: Matt Bell, Erika Adams, and Susan Wright, PE, PMP, Kittelson & Associates, Inc.

Project: Dallas Transportation System Plan Update

Subject: Tech Memo #6B through #9 Summary

Introduction

This memorandum summarizes key findings from two technical memoranda prepared as part of the Dallas Transportation System Plan (TSP) Update. Together, these memoranda identify the preferred transportation improvements and implementation priorities recommended for inclusion in the TSP update and present an updated transportation policy framework to guide future transportation planning, project development, and implementation. These memoranda are currently in draft form, and we are actively addressing feedback from City and ODOT staff and the Project Advisory Committee (PAC).

At this stage of the process, we are seeking confirmation that the preferred transportation improvements, implementation priorities, and updated transportation policies reflect the City's vision and priorities for the future transportation system. This feedback will be used to refine the recommendations before they are incorporated into the draft TSP. The recommended improvements and policies reflect a balanced consideration of technical analysis, community input, implementation considerations, and the City's long-term mobility, safety, and land use objectives.

PREFERRED TRANSPORTATION SYSTEM ALTERNATIVES

Tech Memo #6B: Preferred Transportation System Alternatives builds on the alternatives identified in Tech Memo #6A by evaluating and identifying the preferred transportation improvements recommended for inclusion in the Dallas TSP update. The memorandum documents the preferred street, intersection, pedestrian, bicycle, transit, and safety improvements based on technical analysis, the project evaluation criteria, implementation considerations, and input received from the City, ODOT, PAC, and the community. The preferred alternatives are intended to improve safety, mobility, connectivity, and multimodal access while supporting anticipated growth and development through the planning horizon.

The memorandum also establishes implementation priorities for each recommended improvement and discusses key considerations that may influence future project delivery, including right-of-way needs, environmental constraints, funding availability, agency coordination, and opportunities associated with future development and redevelopment. Collectively, the preferred alternatives provide the foundation for

the transportation project lists, policies, and implementation strategies that will be incorporated into the updated TSP.

Request for Feedback:

- Do you agree with the preferred transportation alternatives?
- Do you agree with the proposed implementation priorities?
- Do you have any questions, comments, or concerns regarding the recommended projects or implementation approach?

TRANSPORTATION POLICIES UPDATE

Tech Memo #9: Update Transportation System Policies reviews the transportation goals and policies in the 2008 TSP and recommends updates to reflect current transportation priorities, planning practices, and state requirements. The memorandum evaluates each existing goal and policy for continued relevance, identifies outdated or redundant policy language, and recommends updated policies organized under the revised transportation goals developed earlier in the TSP update process. The updated policy framework places greater emphasis on multimodal safety, connectivity, land use integration, transportation system preservation, environmental stewardship, and coordination among local, regional, and state partners while retaining key policy concepts that remain relevant today.

The memorandum also reorganizes the City's transportation policy framework to better reflect contemporary transportation planning practice by integrating multimodal transportation, pedestrian and bicycle planning, access management, and transportation funding concepts throughout the updated goals rather than treating them as standalone policy areas. A new Land Use goal has also been introduced to strengthen coordination between transportation planning, development, and implementation of the City's long-range transportation system. Collectively, these updates provide a clearer and more comprehensive policy framework to guide future transportation planning, project development, development review, and implementation of the updated TSP.

Request for Feedback:

- Do the updated policies reflect Dallas's current transportation priorities and long-term vision?
- Are the proposed policies clear enough to guide future transportation planning and decision-making?
- Are there policy areas that should be strengthened, clarified, or addressed differently before they are incorporated into the updated TSP?

TECHNICAL MEMORANDUM

June 24, 2026

Project# 27003.029

To: Jess Ballew, Tyler Ferrari, Michael Peirce, and Charlie Mitchell, City of Dallas
Mark Bernard, Brandon Williams, and Naomi Zwerdling, Oregon Department of Transportation

From: Matt Bell, Russ Doubleday, AICP, Erika Adams, and Susan Wright, PE, PMP, Kittelson & Associates, Inc.

CC: Arielle Childress, Oregon Department of Transportation

Project: Dallas Transportation System Plan Update

Subject: Tech Memo #6B: Solutions Evaluation

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Introduction

This memorandum presents the preferred alternatives developed by the project team to address the gaps, deficiencies, and needs identified throughout the planning process. The preferred alternatives identified in this memorandum will form the basis for the plans, policies, programs, and projects included in the Dallas Transportation System Plan (TSP) update.

The preferred alternatives presented herein reflect the goals and objectives developed for the TSP update, application of the evaluation criteria, findings from the existing and future conditions analyses, and input from the project team, the project advisory committee (PAC), and the community received through prior technical memoranda, meetings, and open houses. The preferred alternatives are intended to improve safety, mobility, connectivity, and multimodal access throughout the city while supporting planned growth and development over the planning horizon.

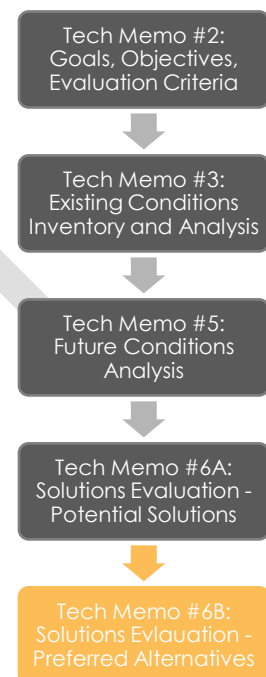
Planning Context and Evaluation Framework

This section describes the planning context and evaluation framework used to identify the preferred transportation system alternatives for the Dallas TSP update. It summarizes the relationship to previous technical memoranda, the goals and objectives that guided the evaluation process, and the approach used to evaluate and prioritize alternatives.

RELATIONSHIP TO PREVIOUS TECHNICAL MEMORANDA

Previous technical memoranda established the goals, objectives, and evaluation criteria used to guide the TSP update (see *Tech Memo #2: Community Transportation Framework*), documented existing transportation system gaps and deficiencies (see *Tech Memo #3: Existing Conditions Inventory and Analysis*), evaluated future transportation needs associated with anticipated growth and development (see *Tech Memo #5: Future Conditions Analysis*), and identified potential alternatives to address those needs (see *Tech Memo #6A: Solutions Evaluation – Potential Solutions*). These memoranda collectively established the technical foundation for development of the preferred alternatives presented in this memorandum.

The potential alternatives identified in Tech Memo #6A were informed by technical analysis, coordination with the City, ODOT, and Polk County, and input received from the PAC, stakeholders, and community members throughout the planning process. Public and stakeholder input helped identify transportation priorities for the community, refine potential alternatives, and evaluate tradeoffs related to connectivity, mobility, safety, multimodal access, environmental constraints, and community character. The preferred alternatives presented herein reflect the outcome of this planning and evaluation process and will serve as the basis for development of the transportation project lists, policies, and implementation strategies included in the TSP update.



GOALS, OBJECTIVES, AND EVALUATION CRITERIA

Tech Memo #2: Community Transportation Framework established the goals, objectives, and evaluation criteria used to guide development of the TSP update. The goals and objectives were developed to address key themes related to safety, mobility, economic development, coordination, connectivity, system preservation, environment, and land use. The goals used to evaluate and compare transportation system alternatives are summarized below. *The detailed evaluation criteria used in the solution evaluation process are provided in Attachment A.*

- **Goal 1: Safety** – Provide a transportation system that is safe and secure for all travel modes and vulnerable road users.
- **Goal 2: Mobility** – Optimize the performance of the transportation system for efficient movement of people and goods.
- **Goal 3: Economic Development** – Balance transportation system needs with the City's desire for economic development and vitality.

- **Goal 4: Coordination** – Maintain consistency with state, regional, and local plans and policies.
- **Goal 5: Connectivity** – Provide an equitable multimodal transportation system for all users.
- **Goal 6: System Preservation** – Preserve and extend the life of the existing transportation network.
- **Goal 7: Environment** – Balance transportation services with protection of environmental resources and natural features.
- **Goal 8: Land Use** – Support existing and planned land uses with an efficient multimodal transportation system.

The evaluation criteria shown in Attachment A were used to assess how effectively each alternative addressed identified transportation needs, supported multimodal connectivity, improved safety and operations, aligned with adopted plans and policies, and supported the City's long-term vision for growth and development. The criteria also helped inform discussions regarding implementation feasibility, tradeoffs, and project prioritization.

PREFERRED SOLUTIONS DEVELOPMENT PROCESS

The preferred solutions were identified through a qualitative and quantitative evaluation process using the criteria established in Tech Memo #2. Each solution was evaluated relative to the adopted goals and evaluation criteria and assigned a score ranging from +2 (most desirable) to -2 (least desirable) for each criterion. The scoring process provided a consistent framework for comparing solutions across travel modes and identifying the relative benefits and tradeoffs associated with each solution.

In general, solutions with higher overall scores were identified as preferred because they more effectively addressed transportation system needs and aligned with the goals of the TSP update. The evaluation process also considered technical feasibility, implementation considerations, coordination with agency partners, public and stakeholder input, and consistency with existing and planned land uses. In some cases, solutions with similar scores were further refined or combined to better balance transportation system performance, community priorities, environmental constraints, and long-term implementation considerations.

The resulting preferred alternatives were then used to inform the development and prioritization of transportation projects for inclusion in the TSP update.

Street System

The preferred alternatives for the street system include a combination of new major street connections and intersection improvements intended to improve safety, mobility, and overall connectivity within the city. The preferred alternatives were developed to address existing and future transportation needs, including projected growth, operational and safety deficiencies, and the need to improve multimodal connectivity throughout the city.

The preferred major street connections generally focus on improving connectivity, supporting planned growth areas, improving circulation within and between neighborhoods, reducing reliance on a limited number of key corridors and intersections, and increasing overall transportation system resiliency. The preferred intersection improvements focus on addressing existing and future operational deficiencies, improving safety, reducing queuing, and improving conditions for people walking and bicycling.

MAJOR STREET CONNECTIONS

The preferred major street connections include a combination of new arterial and collector street connections intended to improve circulation, connectivity, and access throughout the City. Several of the preferred connections close relatively short but strategic gaps in the street network that improve local circulation, network continuity, and reduce reliance on existing corridors and intersections. Other preferred connections support planned growth areas, such as the La Creole, Wyatt, and Barberry Nodes, and provide additional north-south and east-west travel options within the city.

The preferred major street connections reflect a balance between improving network connectivity and addressing the physical and environmental constraints present throughout the city, including waterways, wetlands, topography, rail infrastructure, and existing development patterns. In some cases, the preferred alternatives may be implemented incrementally through private development or in coordination with future redevelopment opportunities. Several of the preferred alternatives also support broader transportation system objectives related to emergency access, system resiliency, multimodal connectivity, and reducing pressure on existing arterial corridors and intersections.

Table 1 identifies the preferred alternatives and priorities for the major street connections. Figure 1 illustrates the location of the preferred street system alternatives.

Table 1. Preferred Major Street Connections

Map ID	Location	Description	Priority	Cost (\$1,000s)
R1	Denton Ave – Cascade Mountain Dr to Douglas St	– Construct a new roadway	Medium	\$4,820
R2	Wyatt St – W Ellendale Ave to the north UGB	– Construct a new roadway	Medium	\$6,410
R3	Woods Ln – W Ellendale Ave to the north UGB	– Construct a new roadway	Low	\$7,325
R4	La Creole Dr – E Ellendale Ave to Kings Valley Highway	– Construct a new roadway ¹	High	\$4,065
R5	Bovard Ave – Polk Station Rd to future Hawthorne Ave extension	– Construct a new roadway	High	\$5,660
R6	Hawthorne Ave – E Ellendale Ave to future Bovard Ave extension	– Construct a new roadway	High	\$1,525
R7	Hawthorne Ave – Golden Chain Avenue to Academy St	– Construct a new roadway	Medium	\$590
R8	Hawthorne Ave – Gleann Craig Drive to Fir Villa Rd	– Construct a new roadway	Low	\$3,915
R9	Hankel St – Greenway Drive to Shetterfly Drive	– Construct a new roadway	Medium	\$1,785 ²

R10	Barberry Ave – Northern terminus to Dallas-Rickreall Hwy	– Construct a new roadway ³	High	\$1,725
R11	Fir Villa Rd – Miller Ave to Monmouth Cutoff Rd	– Construct a new roadway	Low	\$14,335
R12	New Street – Fairview Ave to SE Monmouth Cutoff Rd	– Construct a new roadway	Low	\$16,845
R13	Hayter St – Southern terminus to Fairview Ave	– Construct a new roadway ⁴	Medium	\$7,435
R14	Bridlewood Dr – Western terminus to Oakdale Rd	– Construct a new roadway	Low	\$6,520
R15	New Street – Fairview Ave to future Bridlewood Dr extension	– Construct a new roadway	Low	\$7,205
-	Webb Ln – Western terminus to James Howe Rd and from Perry Rd to Kings Valley Hwy	– Construct a new roadway ²	Low	\$13,165
R16	River Dr Bridge – Southern terminus of River Drive to Mill St	– Construct a new roadway	Low	\$2,975
R17	Academy St – La Creole Dr to Deschutes Dr	– Construct a new roadway with school bus loading bays	Low	\$2,435
Total High Priority Cost				\$12,975
Total Medium Priority Cost				\$21,040
Total Low Priority Cost				\$74,720
Total Cost				\$108,735

Note: The cost estimates presented do not include costs associated with right-of-way acquisition due to its high variability depending on location, parcel sizes, and other characteristics. The cost estimates also reflect the full cost of the projects, including costs likely to be funded by others.

1. Access to N Kings Valley Hwy is deed restricted and any new street connections would require an approved road approach permit from ODOT District 3.
2. This proposed road connection is located outside of the Dallas UGB. The City will need to coordinate with Polk County on the funding and implementation of the planned improvements.
3. This road connection is being evaluated and a future connection at E Ellendale Avenue has not been cleared for an Intersection Control Evaluation (ICE). The City and ODOT will need to monitor status to properly guide future development along E Ellendale Avenue.
4. Segments of this road connection are located outside of the Dallas city limits and may require annexation to construct.

Several preferred roadway alternatives face implementation challenges related to environmental constraints, including waterways, wetlands, railroad crossings, topography, right-of-way limitations, permitting requirements, and/or neighborhood concerns. These considerations may influence project timing, cost, design, and feasibility, but do not preclude the need for the improvements identified through the TSP update process. In several cases, phased implementation, future redevelopment, or coordination with development activity may improve long-term feasibility.

INTERSECTION IMPROVEMENTS

The preferred intersection improvements focus on addressing existing and future operational deficiencies throughout the transportation system. The preferred alternatives include a combination of traffic control modifications, operational improvements, geometric modifications, signal timing improvements, multimodal safety enhancements, and long-term intersection reconstruction concepts.

The preferred alternatives were identified based on existing and projected intersection operations, queuing deficiencies, crash history, multimodal safety needs, and opportunities to improve overall system performance. In several locations, lower-cost operational or safety improvements were identified as near-term strategies, while more substantial intersection modifications may be implemented over the longer term as traffic volumes increase or adjacent development occurs. Several of the preferred alternatives also support broader corridor operations and are intended to complement the preferred roadway, pedestrian, bicycle, and safety improvements identified elsewhere in the TSP.

Table 2 identifies the preferred alternatives and priorities for the intersection improvements. Figure 1 illustrates the location of the preferred intersection improvements.

Table 2. Preferred Intersection Improvements

Map ID	Location	Description	Priority	Cost (\$1,000s)
I1	NE Kings Valley Highway/ Orchard Drive	– Realign Orchard Drive to intersect Kings Valley Highway at a 90-degree angle. Install a traffic signal when warranted ^{1,2}	Medium	\$2,500
I2	NE Kings Valley Highway/ Ellendale Avenue	– Restripe southbound and northbound approaches to maximize available storage and optimize signal timing/phasing to address queuing ¹	Medium	\$150
I3	Main Street/ Mill Street	– Reconfigure intersection/modify traffic control (e.g., all way stop/traffic signal) ^{1,2}	Low	\$500
I4	Jefferson Street/ Mill Street	– Reconfigure intersection/modify traffic control (e.g., all way stop/traffic signal) ^{1,2}	Low	\$500
I5	Jefferson Street/ SE Washington Street	– Reconfigure intersection/modify traffic control (e.g., all-way stop/traffic signal) ^{1,2}	Medium	\$500
I6	SW Fairview Avenue/ SW Oakdale Avenue	– Install an eastbound left-turn lane and reconfigure intersection/modify traffic control (e.g., all-way stop, traffic signal, roundabout) ^{1,2}	Low	\$500
I7	SE La Creole Drive/ E Ellendale Avenue	– Restripe northbound approach to maximize available storage and optimize signal timing/phasing to address queuing ^{1,2}	High	\$150

I8	SE Fir Villa Road/ E Ellendale Avenue	- Reconfigure intersection/modify traffic control (e.g., traffic signal, roundabout) ^{1,2}	Medium	\$2,500
I9	SW Levens Street/ W Ellendale Avenue	- Reconfigure intersection/modify traffic control (e.g., traffic signal) ³	High	\$750
I10	W Ellendale Avenue/ SW Jasper Street	- Restripe W Ellendale Avenue to extend the two-way left-turn lane west of Jasper Street	Medium	\$75
I11	SE Monmouth Cutoff Road/SE Uglow Avenue	- Realign the east leg to form a T-intersection to reduce conflict points and simplify traffic control	Low	\$1,500
I12	SE La Creole Drive/ SE Miller Avenue	- Reconfigure intersection/modify traffic control (e.g., all-way stop, traffic signal)	Low	\$500
Total High Priority Cost				\$900
Total Medium Priority Cost				\$5,725
Total Low Priority Cost				\$3,500
Total Cost				\$10,125

Note: The cost estimates presented do not include costs associated with right-of-way acquisition due to its high variability depending on location, parcel sizes, and other characteristics. The cost estimates also reflect the full cost of the projects, including costs likely to be funded by others, such as ODOT or private developers.

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.
2. An Intersection Control Evaluation (ICE) may be required to determine the most appropriate form of traffic control.
3. A signal is now being constructed at this location.

Several of the preferred intersection improvements may require additional evaluation and coordination during future project development and implementation. Depending on the improvement, implementation considerations may include right-of-way constraints, utility relocation, traffic signal warrants, access management, coordination with ODOT, and funding availability. These considerations may influence project timing, phasing, design, and cost, but do not preclude the need for the identified intersection improvements to address existing and future operational and safety deficiencies. Funding for improvements on state facilities is limited and subject to competing statewide priorities. As a result, implementation of improvements along E Ellendale Avenue and Kings Valley Highway may require a combination of local, state, and federal funds and may occur over an extended timeframe.

Kings Valley Highway/Ellendale Avenue

The NE Kings Valley Highway/Ellendale Avenue intersection is a key intersection within the community and represents one of the most operationally constrained locations within the transportation system. The existing conditions analysis identified queuing deficiencies at the intersection, particularly for the northbound and southbound left-turn movements, while the future conditions analyses forecast that the intersection will exceed its applicable mobility target during the weekday PM peak hour. While the preferred intersection improvements shown in Table 2 focus primarily on operational enhancements, including maximizing available turn lane storage and optimizing signal timing and phasing to improve intersection efficiency and reduce queuing, other system improvements could also influence intersection operations in the future.

Several of the preferred major street connections are expected to improve overall street network connectivity and reduce reliance on key corridors and intersections, such as Kings Valley Highway and E Ellendale Avenue. Further analysis showed that these improvements can help maintain intersection operations within, or close to, the applicable mobility target. However, the City may also choose to coordinate with ODOT to evaluate alternative mobility targets for this and other intersections along the E Ellendale Avenue corridor to balance corridor function, multimodal travel, and planned growth while avoiding unnecessary constraints on future development.

Pedestrian System

The preferred pedestrian improvements focus on improving safety, comfort, accessibility, and connectivity throughout the pedestrian network within the City of Dallas. The preferred alternatives were developed based on the pedestrian system deficiencies identified in Tech Memo #4B *Existing Conditions Analysis*, including missing sidewalks, sidewalk gaps, limited separation from vehicle traffic, insufficient crossing opportunities, limited lighting, and corridors with elevated vehicle speeds or documented multimodal safety concerns. Several of the identified pedestrian needs are located along key arterial and collector corridors that provide connections to schools, parks, trails, commercial areas, transit stops, and other community destinations.

The preferred pedestrian improvements include a combination of new sidewalks, widened sidewalks, landscaped buffers, shared-use paths, enhanced crossing treatments, and accessibility improvements intended to improve pedestrian safety and comfort while supporting a more connected multimodal transportation system. In several cases, the preferred alternatives also complement the preferred roadway, intersection, bicycle, public transportation, and safety improvements identified elsewhere in the TSP.

Table 3 identifies the preferred pedestrian enhancements and priorities on City-owned facilities. These improvements generally focus on improving pedestrian comfort, accessibility, and network connectivity along local streets and corridors throughout the city. Figure 2 illustrates the location of the preferred pedestrian alternatives.

Table 3. Preferred Pedestrian Alternatives – City-Owned Facilities

Map ID	Location	Description	Priority	Cost (\$1,000s)
P1-P2	SE Monmouth Cutoff Road – SE Uglow Avenue to SE East UGB	– Install a shared-use path on the north side of the street with a planting strip (see with Project B1-B2) ^{1,2}	Low	\$1,190
P3-P4	SE Uglow Avenue – SE Miller Avenue to Birch Street	– Reconstruct sidewalks to align with City minor arterial standards	Low	0 ³
P5-P6	SE Uglow Avenue – SE Birch Street to South UGB	– Install sidewalks with planting strips consistent with minor arterial standards	Low	\$870

P7	SE Washington Street – SE Jefferson Street to Uglow Avenue	– Reconstruct sidewalks to align with City minor arterial standards	Low	0 ³
P8A	W Ellendale Avenue – West UGB to James Howe Road	– Install sidewalks on the north side of the street consistent with minor arterial standards	Low	\$355
P8B	W Ellendale Avenue – West UGB to James Howe Road	– Reconstruct sidewalks on the south side of the street to align with City minor arterial standards	Low	0 ³
P9-P11	W Ellendale Avenue – James Howe Road to Kings Valley Highway	– Reconstruct sidewalks to align with City minor arterial standards	Low	0 ³
P12	James Howe Road – W Ellendale Avenue to North UGB	– Install a shared-use path on the west side of the road with a planting strip (see Project B12)	Medium	\$1,550
P13	NW Douglas Street – W Ellendale Avenue to North UGB	– Reconstruct sidewalks to align with City major collector standards	Low	0 ³
P14	Orchard Drive – W Ellendale Avenue to North UGB	– Reconstruct sidewalks to align with City major collector standards	Low	0 ³
P15-P17	SE Academy Street – SE La Creole Drive to SE Fir Villa Road	– Reconstruct sidewalks to align with City major collector standards	Low	0 ³
P18	SE Fir Villa Road – E Ellendale Avenue to SE Magnolia Avenue	– Reconstruct sidewalks to align with City minor arterial standards	Low	0 ³
P19	SE Fir Villa Road – SE Magnolia Avenue to SE Miller Avenue	– Install sidewalks with planting strips consistent with minor arterial standards	Medium	\$750
P20-P23	SE La Creole Drive – E Ellendale Avenue to SE Academy Street	– Reconstruct sidewalks to align with City major collector standards	Low	0 ³
P24-P26	SE Miller Avenue – SE Uglow Avenue to East UGB	– Reconstruct sidewalks to align with City minor arterial standards – There is a gap in the existing sidewalk network on the north side of the street from La Creole Drive to east of Godsey Road	Low	0 ³

P27	SE Uglow Avenue/SE Mill Street – SE Jefferson Street to SE Miller Avenue	– Reconstruct sidewalks to align with City minor arterial standards	Low	0 ³
P28- P29	SW Levens Street – W Ellendale Avenue to SE Washington Street	– Reconstruct sidewalks to align with City major collector standards	Low	0 ³
P30	Hawthorne Avenue – E Ellendale Avenue to Golden Chain Avenue	– Install sidewalks with planting strips consistent with major collector standards	Medium	\$955 ⁴
Total High Priority Cost				\$0
Total Medium Priority Cost				\$3,255
Total Low Priority Cost				\$2,415
Total Cost				\$5,670

Note: See City Street Design Standards for facility widths.

1. Project may serve as an interim improvement until the preferred cross section can be constructed.
2. There may be substantial right-of-way and property acquisition costs associated with project delivery.
3. Project costs assumed to be funded by others, including private landowners, private developers, and may include contributions from the City through the sidewalk rehabilitation program.
4. Coordinate with Polk County on the funding and implementation of the planned improvements.

Table 4 identifies the preferred pedestrian enhancements and priorities on state-owned facilities. These improvements generally focus on addressing pedestrian gaps, barriers, and multimodal safety concerns along key state highway corridors. Implementation of these improvements will require coordination with ODOT and will be subject to funding availability and competing statewide priorities.

Table 4. Preferred Pedestrian Alternatives – ODOT-Owned Facilities

Map ID	Type	Description	Priority	Cost (\$1,000s)
P31- P32	E Ellendale Avenue – Kings Valley Highway to SE La Creole Drive	– Reconstruct sidewalks with planting strips consistent with City minor arterial standards	Low	0 ³
P33- P34	E Ellendale Avenue – SW La Creole Drive to East UGB	– Install a shared-use path on one side of the street with a planting strip (see Project B33-B34) ^{1,2}	Low	\$1,060
P35	Kings Valley Highway – W Ellendale Avenue to Orchards Drive	– Reconstruct sidewalks with planting strips consistent with City minor arterial standards	Low	0 ³
P36- P38	Kings Valley Highway – Orchards Drive to North UGB	– Install sidewalks (fill in gaps) consistent with City minor arterials standards	Low	\$3,275
P39	Kings Valley Highway – Ellendale to SW Walnut Avenue	– Reconstruct sidewalks with planting strips consistent with City minor arterial standards	Low	0 ³

P40	Main Street – SW Walnut Avenue to SW Academy Street	– Reconstruct sidewalks with planting strips consistent with City minor arterial standards	Low	0 ³
P41- P42	Main Street – SE Academy Street to SE Washington Street	– Maintain existing infrastructure	Low	0 ³
P43- P44	SE Jefferson Street – SE Washington Street to SE Academy Street	– Reconstruct sidewalks with planting strips (particularly on the east side of the street) consistent with City minor arterial standards	Low	0 ³
P45	SW Fairview Street – South UGB to SW Oakdale Avenue	– Install a shared-use path on the west side of the street with a planting strip (see Project B45) ^{1,2}	Medium	\$940
P46- P49	SW Fairview Avenue – SW Oakdale Avenue to SW Washington Street	– Reconstruct sidewalks with planting strips consistent with City minor arterial standards	Low	0 ³
P50	SW Washington Street – SW Fairview Avenue to SE Jefferson Street	– Reconstruct sidewalks with planting strips consistent with City minor arterial standards	Low	0 ³
Total High Priority Cost				\$0
Total Medium Priority Cost				\$940
Total Low Priority Cost				\$4,335
Total Cost				\$5,275

Note: See City Street Design Standards for facility widths.

1. Project may serve as an interim improvement until the preferred cross section can be constructed.
2. There may be substantial right-of-way and property acquisition costs associated with project delivery.
3. Project costs assumed to be funded by others, including private landowners, private developers, and may include contributions from ODOT through statewide sidewalk infill (SWIP) and other funding programs.

Table 5 identifies the preferred pedestrian crossing enhancements and priorities on both City- and state-owned facilities. These improvements generally focus on improving pedestrian visibility, crossing opportunities, and safety at key intersections and crossing locations throughout the community. The preferred pedestrian crossing enhancements represent planning-level recommendations intended to identify locations where improved pedestrian crossings may be warranted. Additional evaluation will be required during future project development to determine the most appropriate crossing treatment and level of protection based on site-specific conditions, including traffic volumes, travel speeds, roadway configuration, proximity to existing crossings and driveways, pedestrian demand, and applicable agency requirements. Additional information regarding pedestrian crossing evaluations and potential crossing treatments is provided in *Tech Memo #8: Updated Transportation Standards*.

Table 5. Preferred Pedestrian Crossing Enhancements

Map ID	Location	Description	Priority	Cost (\$1,000s)
C1	W Ellendale Avenue/ James Howe Road	– Install enhanced crossing treatments	Medium	\$125 ²
C2	W Ellendale Avenue/ SW Wyatt Street	– Install enhanced crossing treatments	Medium	\$125 ²
C3	W Ellendale Avenue/ Hillcrest Drive	– Install enhanced crossing treatments	Medium	\$125 ²
C4	W Ellendale Avenue/ Jasper Street	– Install enhanced crossing treatments	Medium	\$125 ²
C5	NW Douglas Street/ NW Denton Avenue	– Install enhanced crossing treatments	Low	\$50 ¹
C6	NE Denton Avenue/NE Fairhaven Lane/NE Fern Avenue	– Install enhanced crossing treatments	Low	\$50 ¹
C7	SE Academy Street/ SE Hawthorne Avenue	– Install enhanced crossing treatments	Low	\$50 ¹
C8	SE Academy Street/ SE Shetterly Drive	– Install enhanced crossing treatments	Low	\$50 ¹
C9	La Creole Dr and Hankel St	– Install enhanced crossing treatments	Low	\$50 ¹
C10	La Creole Middle School Driveway crossings	– Enhance both existing crossings with continental crosswalk markings, and the crosswalk at the south driveway with RRFBs	Low	\$50 ¹
C11	SE Miller Avenue/ SE Eubank Street	– Enhance existing crosswalk with continental crosswalk markings	Medium	\$50 ¹
C12	SW Levens Street Crossings	– Enhance existing crossings at Rainbow Avenue, SW Walnut Avenue, SW Academy Street	Low	\$150 ¹
C13	SW Levens Street/ SW Mill Street	– Install enhanced crossing treatments	Low	\$50 ¹
C14	E Ellendale Avenue – Kings Valley to SE Uglove Street	– Install mid-block crossing with enhanced crossing treatments	Medium	\$250 ³
C15	E Ellendale Avenue/ Polk Station Road	– Install enhanced crossing treatments	Medium	\$250 ³
C16	Kings Valley Highway/ NE Dallas Drive	– Install enhanced crossing treatments	Medium	\$250 ³

C17	Kings Valley Highway/ NE Polk Station Road	– Install enhanced crossing treatments	Medium	\$250 ³
C18	SW Fairview Avenue/ SW Oakdale Avenue	– Install enhanced crossing treatments	Medium	\$125 ¹
C19	SW Fairview Avenue/ SW Maple Street	– Install enhanced crossing treatments	Medium	\$125 ¹
C20	SW Washington Street/ SW Ellis Street	– Install enhanced crossing treatments	High	\$125 ¹
C21	Main Street Rickreall Creek Trail Crossing	– Install mid-block crossing treatments	High	\$250 ¹
Total High Priority Cost				\$375
Total Medium Priority Cost				\$1,800
Total Low Priority Cost				\$500
Total Cost				\$2,675

1. Cost assumes curb ramps, high-visibility crosswalk markings and signs on a 2 to 3-lane street.

2. Cost assumes curb ramps, high-visibility crosswalk markings and signs, and RRFBs on a 2 to 3-lane street.

3. Cost assumes curb ramps, high-visibility crosswalk markings and signs, and RRFBs on a 3 to 5-lane street.

Overall, the preferred pedestrian improvements are intended to support the development of a safer, more comfortable, and more connected pedestrian network throughout the city. The preferred improvements include a combination of near-term crossing, accessibility, and operational enhancements, as well as longer-term corridor reconstruction and shared-use path improvements that may be implemented incrementally as roadway projects, redevelopment, and funding opportunities become available.

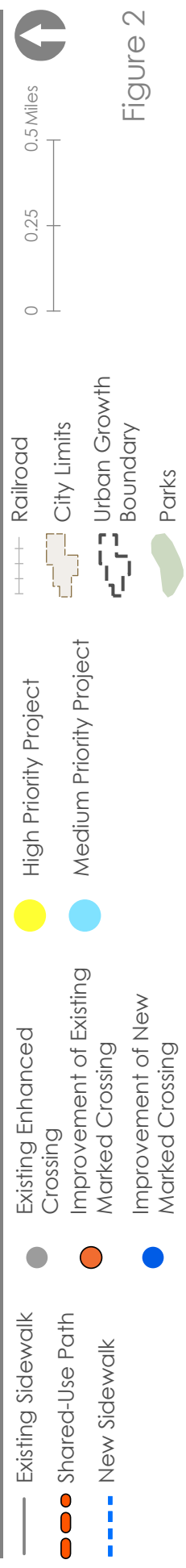
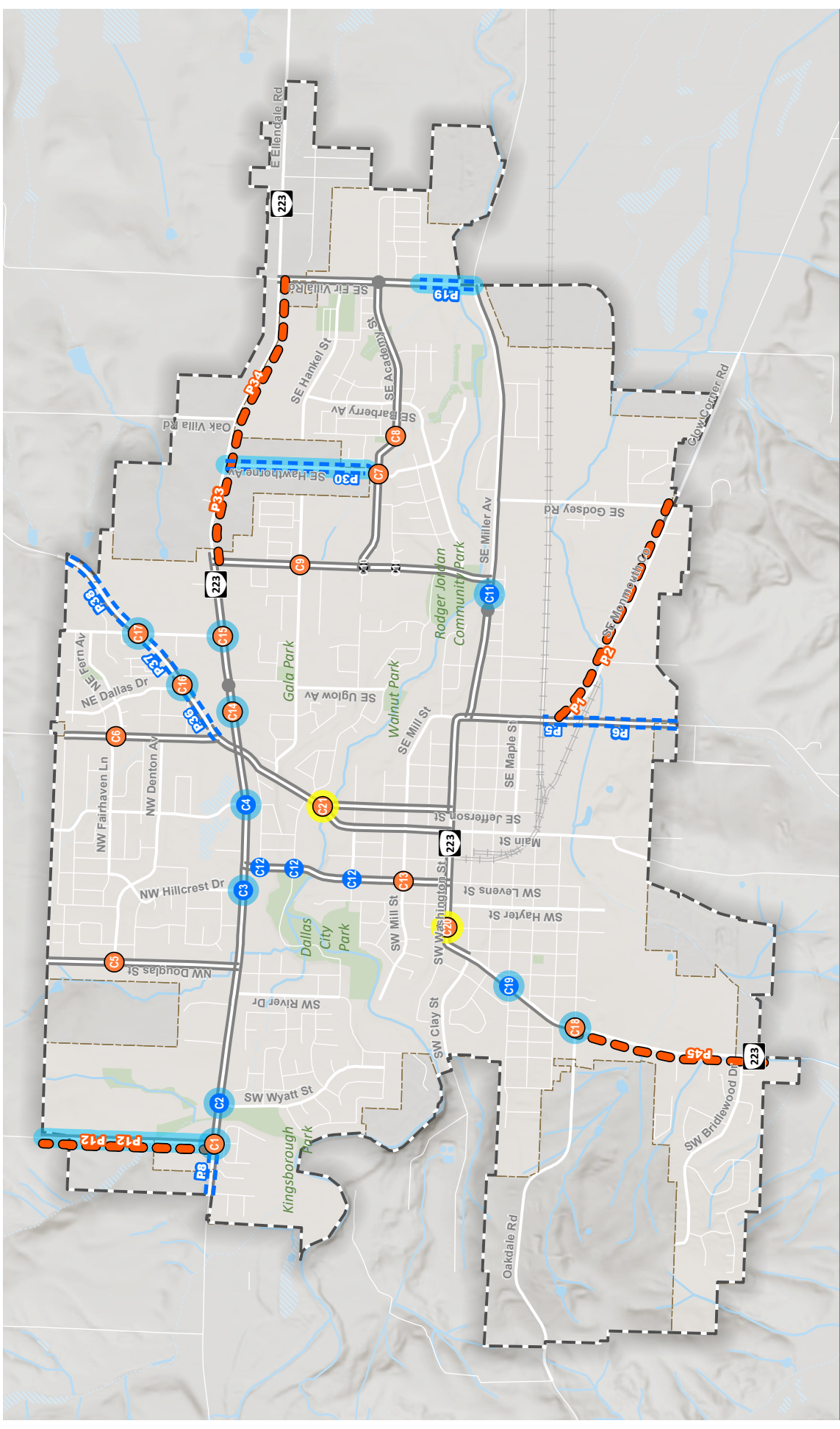


Figure 2

Preferred Pedestrian Alternatives City of Dallas, Oregon

Bicycle System

The preferred bicycle improvements focus on improving safety, comfort, accessibility, and connectivity throughout the bicycle network within the City of Dallas. The preferred alternatives were developed based on the bicycle system deficiencies identified in Tech Memo #4B *Existing Conditions Analysis*, including corridors with high levels of traffic stress, limited separation from vehicle traffic, gaps in the bicycle network, limited crossing opportunities, and barriers to accessing schools, parks, trails, transit stops, commercial areas, and other key community destinations. Several of the identified bicycle needs are located along key arterial and collector corridors that currently have limited low-stress bicycle facilities or experience elevated vehicle speeds and traffic volumes.

The preferred bicycle improvements include a combination of shared-use paths, separated bicycle facilities, buffered bike lanes, striped bicycle lanes, crossing improvements, and operational enhancements intended to improve rider comfort and safety while supporting a more connected multimodal transportation system. In several cases, the preferred alternatives also complement the preferred roadway, intersection, pedestrian, public transportation, and safety improvements identified elsewhere in the TSP. The preferred alternatives generally focus on reducing traffic stress, improving network continuity, enhancing access to schools, parks, trails, and other community destinations, and expanding the availability of low-stress bicycle facilities throughout the city. Where painted bicycle lanes are specified (conventional or buffered) along arterial or major collector streets, this is an interim improvement for existing streets. Should the underlying street be reconstructed, the reconstruction shall include physically protected/separated facilities under the street design standards then in effect.

Table 6 identifies the preferred bicycle enhancements and priorities on City-owned facilities. These improvements generally focus on improving bicycle comfort, connectivity, and access along local streets and corridors throughout the city. Figure 3 illustrates the location of the preferred bicycle alternatives.

Table 6. Preferred Bicycle Alternatives – City-Owned Facilities

Map ID	Location	Description	Priority	Cost (\$1,000s)
B1-B2	SE Monmouth Cutoff Road – SE Uglow Avenue to SE East UGB	– Install a shared-use path on the north side of the street with a planting strip ^{1,2}	Medium	\$1,190
B3-B5	SE Uglow Avenue – SE Miller Avenue to SE Monmouth Cutoff Road	– Install buffered bike lanes on both sides of the street ^{1,3}	Low	\$200
B6	SE Uglow Avenue – SE Monmouth Cutoff Road to South UGB	– Install buffered bike lanes on both sides of the street ^{1,3,4}	Low	\$915

B7	SE Washington Street – SE Jefferson Street to Uglow Avenue	– Install buffered bike lanes on both sides of the street ^{1,3}	Low	\$315
B8-B11	W Ellendale Avenue – West UGB to Kings Valley Highway	– Install buffered bike lanes on both sides of the street ^{1,3}	Low	\$1,040
B12	James Howe Road – W Ellendale Avenue to North UGB	– Install a shared-use path on the west side of the road with a planting strip	Medium	\$1,550
B13	NW Douglas Street – W Ellendale Avenue to North UGB	– Install shared lane pavement markings	Low	\$15
B14	Orchard Drive – W Ellendale Avenue to North UGB	– Install conventional bike lanes on both sides of the street ³	Medium	\$405
B15-B16	SE Academy Street – SE La Creole Drive to SE Barberry Avenue	– Install buffered bike lanes on both sides of the street ^{1,3}	Low	\$460
B17	SE Academy Street – SE Barberry Avenue to Fir Villa Road	– Install bicycle and pedestrian symbols on the shared-use path on the south side of the road	Low	\$10
B18	SE Fir Villa Road – E Ellendale Avenue to SE Magnolia Avenue	– Install buffered bike lanes on both sides of the street ^{1,3}	Medium	\$370
B19	SE Fir Villa Road – SE Magnolia Avenue to SE Miller Avenue	– Install buffered bike lanes on both sides of the street ^{1,3,4} – Install “bikes on bridge” sign ¹	High	\$2,125
B20-B22	SE La Creole Drive – E Ellendale Avenue to Miller Avenue	– Install buffered bike lanes on both sides of the street ^{1,3}	Medium	\$820
B24-B26	SE Miller Avenue – SE Uglow Avenue to East UGB	– Install buffered bike lanes on both sides of the street ^{1,3}	Low	\$1,215
B27	SE Uglow Avenue/SE Mill Street – SE Jefferson Street to SE Miller Avenue	– Install conventional bike lanes on both sides of the street ³	Low	\$40
B28-B29	SW Levens Street – W Ellendale Avenue to SE Washington Street	– Install buffered bike lanes on both sides of the street ^{1,3}	Low	\$545
B30	Hawthorne Avenue – E Ellendale Avenue to South Terminus	– Install conventional bike lanes on both sides of the street ^{3,4}	Low	\$435
B51	Hankel Avenue – Kings Valley Highway to East Terminus	– Install conventional bike lanes on both sides of the street ³	Low	\$770

B52	Hankel Avenue – East Terminus to Fir Villa Rd	– Install conventional bike lanes on both sides of the street ³	Low	\$110
B53	SE Barberry Avenue – E Ellendale Avenue to SE La Creole Drive	– Install conventional bike lanes on both sides of the street ³	Low	\$515
B54	SE Godsey Avenue – SE Miller Avenue to SE Monmouth Cutoff Road	– Install buffered bike lanes on both sides of the street ^{1,3,4}	Medium	\$1,240
Total High Priority Cost				\$2,125
Total Medium Priority Cost				\$5,575
Total Low Priority Cost				\$6,585
Total Cost				\$14,285

1. Project may serve as an interim improvement until the preferred cross section can be constructed.
2. There may be substantial right-of-way and property acquisition costs associated with project delivery.
3. Project may require narrowing the travel lanes, center turn lanes, and/or removing on-street parking.
4. Project may require widening the roadway to accommodate on-street bike lanes.

Table 7 identifies the preferred bicycle enhancements and priorities on state-owned facilities. These improvements generally focus on addressing barriers to bicycle travel, improving rider comfort and safety, and expanding low-stress bicycle connectivity along key state highways. Implementation of these improvements will require coordination with ODOT and will be subject to funding availability and competing statewide priorities.

Table 7. Preferred Bicycle Alternatives – ODOT-Owned Facilities

Map ID	Location	Description	Priority	Cost (\$1,000s)
B31-B32	E Ellendale Avenue Kings Valley Highway to SE La Creole Drive	Install buffered bike lanes on both sides of the street ^{1,3}	Medium	\$560
B33-B34	E Ellendale Avenue SW La Creole Drive to East UGB	Install a shared-use path on one side of the street with a planting strip (see Project P33-P34) ^{1,2}	High	\$1,060
B35-B38	Kings Valley Highway W Ellendale Avenue to North UGB	Install buffered bike lanes on both sides of the street ^{1,3,4}	Low	\$1,240
B39	Kings Valley Highway Ellendale to SW Walnut Avenue	Install buffered bike lanes on both sides of the street ^{1,3}	Low	\$255
B40	Main Street SW Walnut Avenue to SW Academy Street	Install buffered bike lanes on the west side of the street ^{1,3}	Medium	\$175
B41-B42	Main Street SE Academy Street to SE Washington Street	Install conventional bike lanes on the west side of the street ^{1,3}	Medium	\$285

B43	SE Jefferson Street SE Washington Street to SE Academy Street	Install shared lane pavement markings in the east travel lane ¹	Medium	\$5
B44	SE Jefferson Street SE Academy Street to SE Walnut Avenue	Install buffered bike lanes on the east side of the street ^{1,3}	Medium	\$150
B45	SW Fairview Street South UGB to SW Oakdale Avenue	Install a shared-use path on the west side of the street with a planting strip (see Project P45) ^{1,2}	Low	\$940
B46-B49	SW Fairview Avenue SW Oakdale Avenue to SW Washington Street	Install buffered bike lanes on both sides of the street ^{1,3}	Medium	\$430
B50	SW Washington Street SW Fairview Avenue to SE Jefferson Street	Install buffered bike lanes on both sides of the street ^{1,3}	Medium	\$440
Total High Priority Cost				\$1,060
Total Medium Priority Cost				\$2,045
Total Low Priority Cost				\$2,435
Total Cost				\$5,540

1. Project may serve as an interim improvement until the preferred cross section can be constructed.
2. There may be substantial right-of-way and property acquisition costs associated with project delivery.
3. Project may require narrowing the travel lanes, center turn lanes, and/or removing on-street parking.
4. Project may require widening the roadway to accommodate on-street bike lanes.

Table 8 identifies the preferred bicycle crossing enhancements and priorities on both City- and state-owned facilities. These improvements generally focus on improving rider visibility, crossing opportunities, and multimodal safety at key intersections and crossing locations throughout the community.

Table 8. Preferred Bicycle Alternatives

Map ID	Location	Description	Priority	Cost (\$1,000s)
BC1	SE La Creole Drive/ SE Walnut Street	Install bike crosswalk marking to transition cyclists from on-street bike lanes to shared use path	Medium	\$50
Total Medium Priority Cost				\$50
Total Cost				\$50

Overall, the preferred bicycle improvements are intended to support the development of a safer, lower-stress, and more connected bicycle network throughout the community. The preferred improvements include a combination of near-term operational and crossing enhancements, as well as longer-term corridor reconstruction, separated bicycle facilities, and shared-use path improvements that may be implemented incrementally as roadway projects, redevelopment, and funding opportunities become available over time.

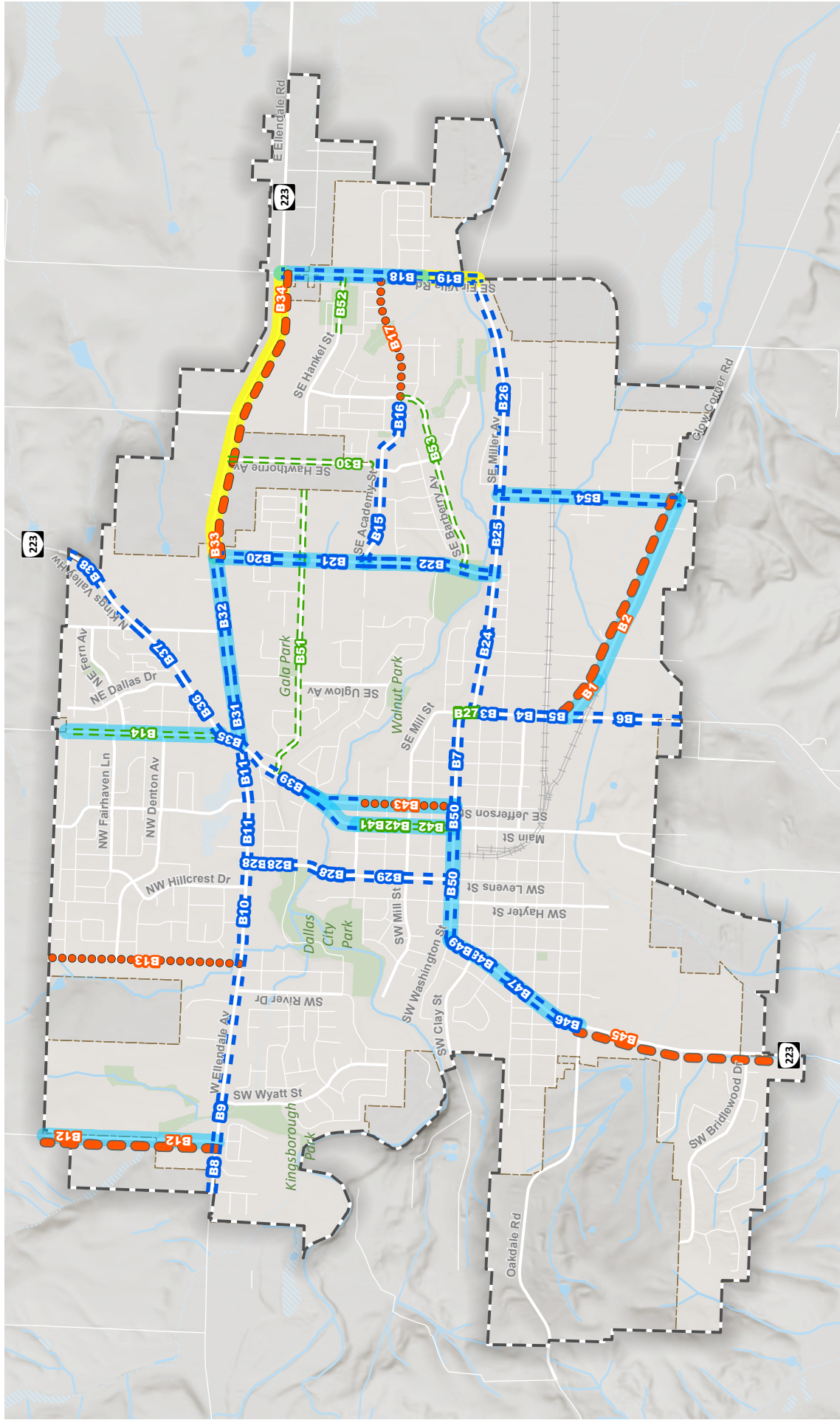


Figure 3

Preferred Bicycle Alternatives City of Dallas, Oregon

Public Transportation System

Public transit service within Dallas is provided by Cherriots. While the City does not directly operate transit service, the City can support and encourage development of a more effective and accessible transit system through coordination with Cherriots and implementation of complementary improvements.

The preferred public transportation alternatives focus on improving transit service, accessibility, and rider experience through a combination of service enhancements, new transit-supportive infrastructure (e.g., park-and-rides, bus stop amenities), and first- and last-mile walking and bicycling connections. The preferred alternatives are intended to improve connections between neighborhoods, schools, employment areas, commercial areas, and other key destinations throughout the city and the surrounding area while supporting increased transit accessibility and ridership.

Several of the preferred alternatives focus on working with Cherriots to explore service enhancements, route modifications, expanded weekend service, and opportunities to improve local transit circulation within the city. Other preferred alternatives focus on improving walking and bicycling access to existing and future transit stops, recognizing that the effectiveness of the transit system is closely tied to the quality, comfort, and connectivity of the surrounding multimodal transportation network. Several of the preferred alternatives also support broader community objectives related to mobility, accessibility, equity, and reducing reliance on single-occupancy vehicle travel.

Table 9 identifies the preferred alternatives and priorities for the public transportation system. Figure 4 illustrates the location of the preferred public transportation system alternatives.

Table 9. Preferred Public Transportation Enhancements

Type	Description	Priority	Cost (\$1,000s)
Weekend Bus Service	Work with Cherriots to enhance weekend bus service, including: – Increase Saturday runs on Route 40X – Add Saturday service on Route 50X – Add Sunday service	Low	50 ¹
Service Frequency	Work with Cherriots to decrease headways on Route 45	Low	50 ¹
Local Circulator	Work with Cherriots to add a local circulator route	Medium	100 ¹
Local Transit Service	Work with Cherriots to enhance local transit service, including: – Study rerouting Route 50X onto Fir Villa Road and Academy Street (or Barberry Avenue) – Study extending one (or more) transit routes onto W Ellendale Avenue – Identify suitable location(s) for transit service and stops within the La Creole Node	Medium	100 ¹

	– Work with Cherriots to provide a stop at or near Dallas Retirement Village		
Park and Ride	Work with local property owners to establish park and rides in key locations, options include Walmart parking lot and West Valley Hospital campus	Low	\$150
Park and Ride	Identify property to purchase and construct a new park and ride facility	Low	\$750
Bus Stop Amenities	Enhanced existing bus stops at key locations: – Reconstruct bus shelter at the northbound Aquatic Center stop – Identify space on Aquatic Center property for a bus shelter for southbound bus service – Construct westbound bus shelter on Washington Street – Construct northbound bus shelter on Jefferson Street	Medium	\$150
First- and Last-Mile Connectivity (Walking)	Implement projects to enhance pedestrian access to/from local transit service (see pedestrian system projects): – Work with ODOT to construct sidewalks on Kings Valley Highway north of Ellendale Ave – Improve street crossing conditions on Kings Valley Highway north of Ellendale Ave	N/A	0 ²
First- and Last-Mile Connectivity (Biking)	Implement projects to enhance bicycle access to/from local transit service (see bicycle system projects): – Work with ODOT to construct bike lanes on Kings Valley Highway north of Ellendale Ave – Add bike lanes on La Creole Drive (remove on-street parking from one side of the street) – Improve bicycle comfort at the Kings Valley Highway/Ellendale Avenue intersection (through wider facilities and/or separation from cars) – Improve street crossing conditions on Kings Valley Highway north of Ellendale Ave	N/A	0 ²
Total Medium Priority Cost			\$350
Total Low Priority Cost			\$1,000
Total Cost			\$1,350

1. Project costs include coordination, planning, outreach, and grant support. The costs associated with the expanded service are assumed to be incurred by others.

2. Project cost included in pedestrian/bicycle system plan.

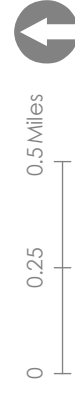
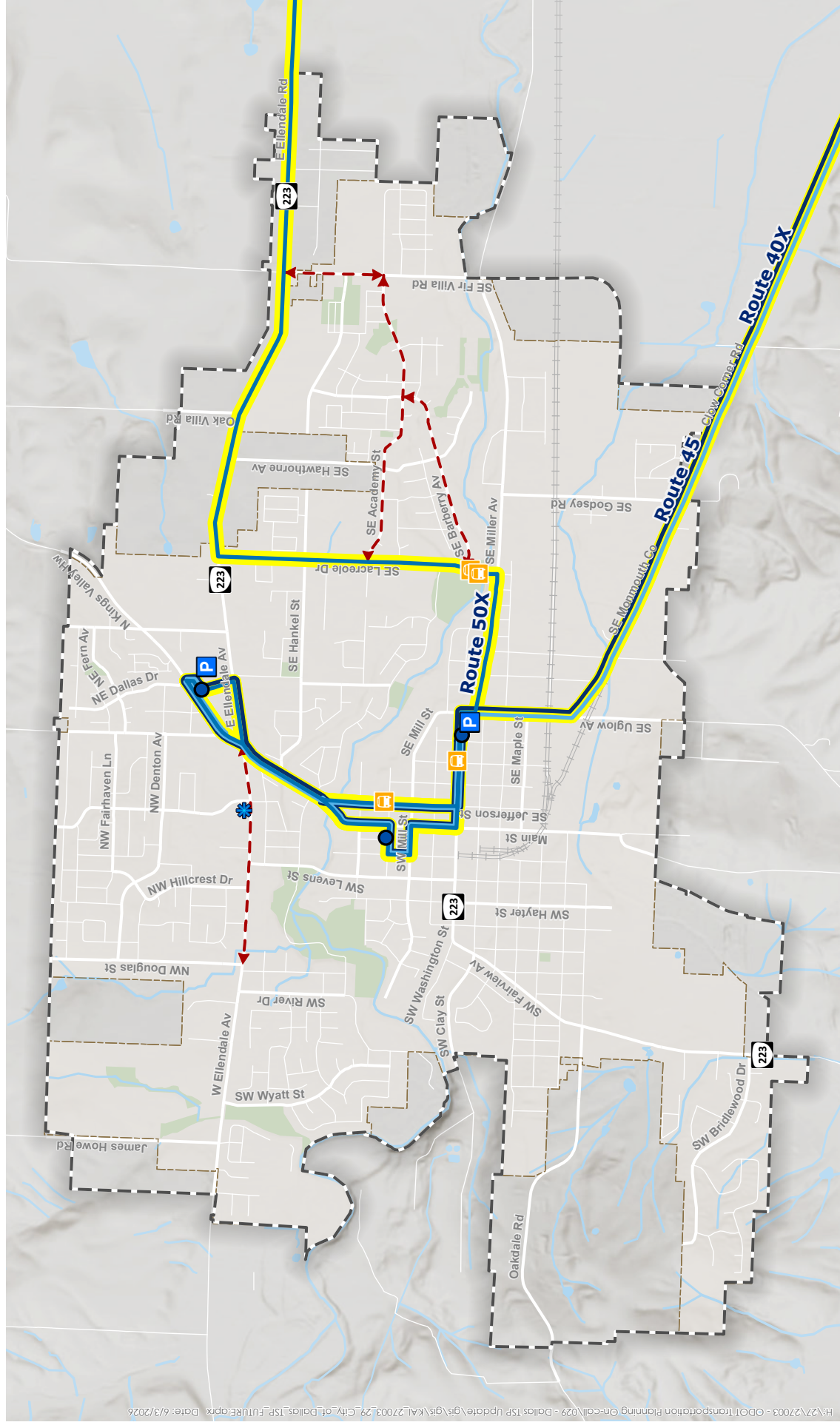


Figure 4

Preferred Transit Alternatives

City of Dallas, Oregon

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Overall, the preferred public transportation improvements are intended to support development of a more accessible, connected, and multimodal transportation system within the community. The preferred improvements include a combination of near-term transit-supportive infrastructure and multimodal access improvements, as well as longer-term service coordination opportunities that may be implemented incrementally through continued coordination with Cherriots, future development, and available funding opportunities. Implementation of service enhancements would require further evaluation by Cherriots and must be balanced with regional transit and non-emergency medical transportation (NEMT) service obligations, available funding, ridership demand, and operational considerations.

Safety

The preferred safety improvements focus on addressing locations within the transportation system with identified crash patterns, elevated crash rates, and multimodal safety concerns. The preferred alternatives were developed based on the safety analyses documented in Tech Memo #4B Existing Conditions Analysis, which identified several intersections and roadway segments with crash rates that exceed statewide benchmarks, an excess proportion of specific crash types associated with a higher probability of future crashes, and recurring pedestrian and bicycle safety concerns. Several of the identified safety needs are located along the Ellendale Avenue corridor and at key intersections within the community that also experience operational and queuing deficiencies.

The preferred safety improvements include a combination of traffic calming measures, operational enhancements, signal visibility improvements, protected intersection treatments, and intersection reconfigurations intended to reduce crash potential, manage vehicle speeds, improve intersection visibility, and improve safety for all roadway users, particularly people walking and bicycling. Several of the preferred improvements are intended to complement the preferred roadway and intersection improvements identified elsewhere in the TSP by improving multimodal safety and reducing the likelihood and severity of crashes at locations with documented operational and safety concerns.

Table 10 identifies the preferred safety improvements and priorities.

Table 10. Preferred Safety Enhancements

Map ID	Location	Description	Priority	Cost (\$1,000s)
S1	NE Kings Valley Highway/ Ellendale Avenue	- Install traffic calming measures on NE Kings Valley Highway and Ellendale Avenue approaching the intersection - Increase visibility of traffic signal heads (larger bulbs, LED bulbs) - Reconfigure to a protected intersection	High	\$1,000
S2	Jefferson St/ Mill Street	Reconfigure the intersection/modify the traffic control (e.g., all way stop, traffic signal) (see Project I2)^{1,2}	Low	\$0 ³

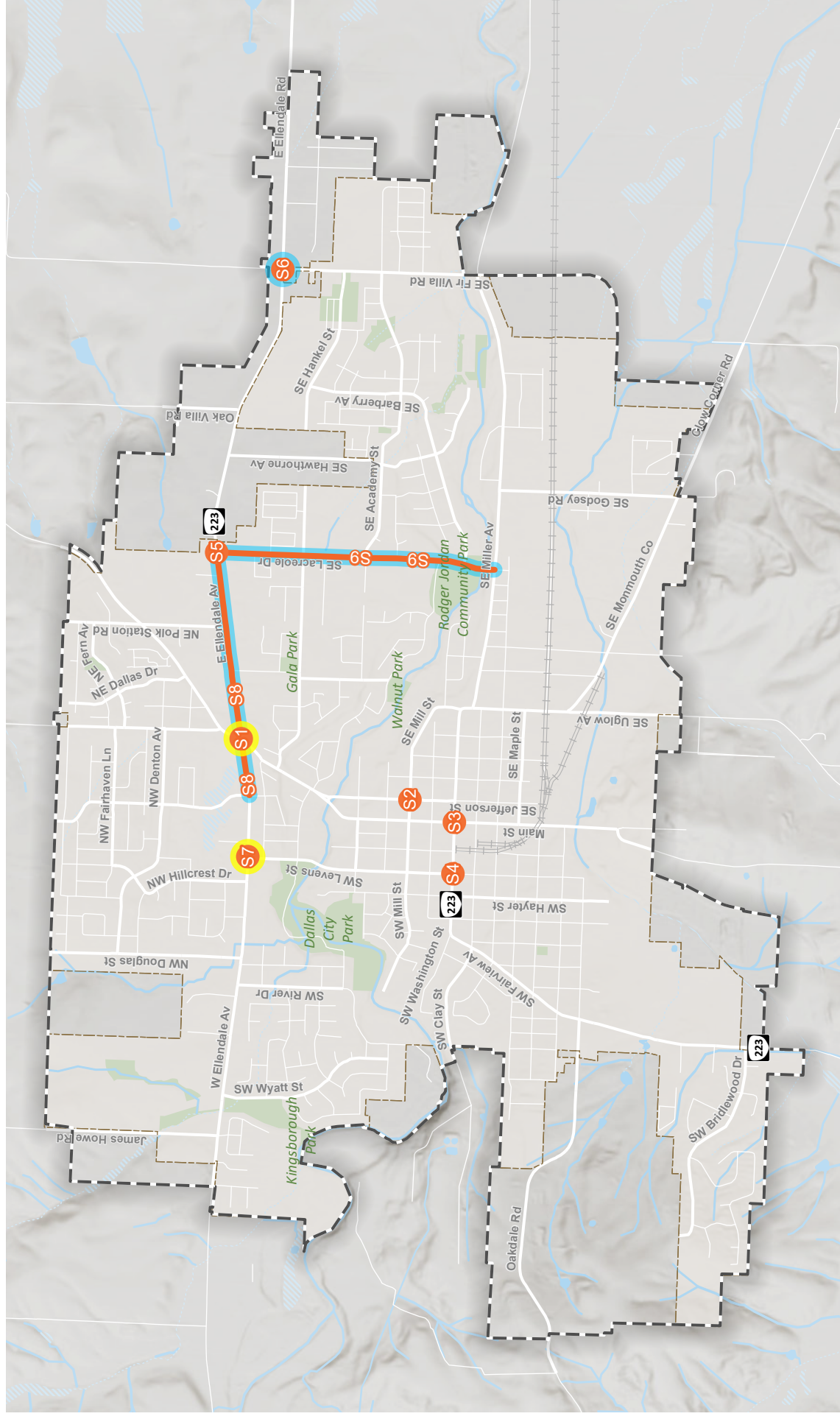
S3	Main Street/ SW Washington Street	– Increase visibility of traffic signal heads (larger bulbs, LED bulbs, reflective backplates)	Low	\$50
S4	SW Levens Street/ SW Washington Street	– Increase visibility of traffic signal heads (larger bulbs, LED bulbs, reflective backplates)	Low	\$50
S5	SE La Creole Drive/ E Ellendale Avenue	– Increase visibility of traffic signal heads (larger bulbs, LED bulbs)	Low	\$50
S6	SE Fir Villa Road/ W Ellendale Avenue	– Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) (see Project I8) ^{1,2}	Medium	\$0 ³
S7	SW Levens Street/ W Ellendale Avenue	– Install LPIs and reconfigure to a protected intersection (see Intersection Improvements)	High	\$150
S8	Ellendale Avenue – NW Jasper Street to SE La Creole Drive	– Implement traffic calming treatments and access management	Medium	\$1,500
S9	La Creole Drive – E Ellendale Avenue to Miller Avenue	– Implement traffic calming elements such as speed cushions, raised crosswalks, or speed feedback signs to calm speeds along roadway	Medium	\$500
Total High Priority Cost				\$1,150
Total Medium Priority Cost				\$2,000
Total Low Priority Cost				\$150
Total Cost				\$3,300

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.

2. An Intersection Control Evaluation (ICE) may be required to determine the most appropriate form of traffic control.

3. Project cost is included in the street system plan.

Overall, the preferred safety improvements are intended to support a safer and more resilient multimodal transportation system by addressing locations with documented crash histories, operational deficiencies, and multimodal safety concerns. The preferred improvements include a combination of near-term operational and visibility enhancements, as well as longer-term geometric and multimodal improvements that can be implemented incrementally as funding opportunities, redevelopment, and corridor improvements occur over time.



A scale bar with a vertical line and tick marks at 0, 0.25, and 0.5 miles. An arrow points to the right above the bar.

Figure 5

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Attachment A Details Evaluation Criteria

Detailed Evaluation Criteria

Table 11. Detailed Evaluation Criteria

Score	Evaluation Criteria
Goal 1: Safety – Provide a transportation system that is safe and secure for all travel modes and vulnerable road users.	
Most Desirable (+2)	The project will address an existing safety issue.
Desirable (+1)	The project will proactively prevent a safety issue and increase perceived safety for all users.
No Effect (0)	The project will not address an existing safety issue.
Less Desirable (-1)	The project will increase potential for safety issues.
Least Desirable (-2)	The project will increase potential for safety issues for vulnerable users.
Goal 2: Mobility – Optimize the performance of the transportation system for efficient movement of people and goods.	
Most Desirable (+2)	The project meets mobility standards and targets for all modes and improves connectivity and system completeness.
Desirable (+1)	The project helps meet mobility standards and targets for multiple modes or helps with system completeness.
No Effect (0)	The project does not affect mobility standards, targets, connectivity, or system completeness.
Less Desirable (-1)	The project has a negative impact on meeting the mobility standards or targets and does not advance connectivity.
Least Desirable (-2)	The project has a negative impact on meeting the mobility standards or targets and would create a barrier to connectivity.
Goal 3: Economic Development – Provide a transportation system that balances transportation system needs with the City’s desire for economic development and vitality.	
Most Desirable (+2)	Project will directly and positively contribute to economic development within the City of Dallas.
Desirable (+1)	Project’s benefits are focused on improving an element of the transportation system, but is likely to indirectly contribute to the City’s economic development goals.
No Effect (0)	Project will neither benefit nor deter the City’s economic development goals.
Less Desirable (-1)	Project benefits are focused on improving an element of the transportation system and are likely inconsistent with the City’s economic development goals.
Least Desirable (-2)	Project will directly and negatively impact economic development within the City of Dallas, in a way that interferes with the City’s economic development goals.
Goal 4: Coordination – Maintain a TSP that is consistent with goals and objectives of the TPR and relevant state, regional, and local plans and policies.	
Most Desirable (+2)	The project is consistent with state, regional and local plans and policies and is included in their project list.
Desirable (+1)	Project aligns with state, regional and local plans and policies.
No Effect (0)	Project is not currently reflected in any state, regional or local plan.
Less Desirable (-1)	Project may be inconsistent with state, regional, and local plans or policies.
Least Desirable (-2)	Project is clearly inconsistent with state, regional, and local plans and policies.

Goal 5: Connectivity – Provide an equitable multimodal transportation system for all users to promote a livable, vibrant and interconnected community.	
Most Desirable (+2)	Project closes key gaps safely in multimodal networks to key destinations and increases transit, pedestrian and bicycle safety.
Desirable (+1)	Project improves current multimodal networks to key destinations.
No Effect (0)	Project does not significantly affect existing multimodal network.
Less Desirable (-1)	Project negatively impacts existing multimodal network.
Least Desirable (-2)	Project negatively impacts existing multimodal facilities near schools, affordable housing or other locations with vulnerable road users.
Goal 6: System Preservation – Preserve and extend the life of the existing transportation network by implementing proactive strategies to improve durability and functionality.	
Most Desirable (+2)	Project maintains critical infrastructure, extends service life, and prevents future costly repairs.
Desirable (+1)	Project addresses current maintenance needs and ensures infrastructure remains in reasonable condition.
No Effect (0)	Project does not significantly affect the condition or longevity of existing transportation network.
Less Desirable (-1)	Project delays scheduled maintenance, which compromises transportation assets over time.
Least Desirable (-2)	Project causes infrastructure to deteriorate to the point of failure or prevents crucial future connections from being constructed.
Goal 7: Environment – Provide a transportation system that balances services with a need to protect the environment and significant natural features.	
Most Desirable (+2)	Project promotes network efficiency and minimizes impacts on natural features, including riparian corridors, while improving active transportation access to them.
Desirable (+1)	Project promotes efficiency in the use of the roadway network and minimizes impacts on natural features.
No Effect (0)	Project does not significantly affect the environment, natural features, or resource conservation efforts.
Less Desirable (-1)	Project causes a minor disruption to natural features or riparian habitat, does not promote efficiency in the use of the roadway network, or does not encourage active travel options.
Least Desirable (-2)	Project causes a major disruption to natural features or riparian habitat, does not promote efficiency in the use or construction of the roadway network, or limits active travel options.
Goal 8: Land Use – Develop a built environment where existing and planned land uses are supported by an efficient multimodal transportation system.	
Most Desirable (+2)	Project includes improvements that align with future land use and economic development initiatives.
Desirable (+1)	Project includes improvements that align with existing land use.
No Effect (0)	Project is not affected by, nor does it affect, existing or future land use.
Less Desirable (-1)	Project does not align with existing land use.
Least Desirable (-2)	Project does not align with existing and future land use.

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Attachment B Solution Evaluation Results

TECHNICAL MEMORANDUM

June 22, 2026

Project# 27003.029

To: Jess Ballew, Tyler Ferrari, Michael Peirce, and Charlie Mitchell, City of Dallas
Mark Bernard and Naomi Zwerdling, Oregon Department of Transportation
From: Matt Bell, Erika Adams, and Susan Wright, PE, PMP, Kittelson & Associates, Inc.
Project: Dallas Transportation System Plan Update
Subject: Draft Tech Memo #9: Updated Transportation System Policies

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Introduction

The purpose of this memorandum is to review the transportation policies in the City's current (2008) Transportation System Plan (TSP) and recommend updated policies to guide implementation of the TSP over the next 20 years. The current (2008) TSP includes a chapter titled Goals and Policies, consisting of ten transportation goals and associated objectives that collectively establish the City's transportation policy direction. While the existing goals and objectives established a broad vision for a balanced, multimodal transportation system, they largely reflect the planning priorities and practices of the late 1990s and early 2000s and have not been revised since adoption of the TSP. The City's current (2035) Comprehensive Plan now references the TSP as the primary document for transportation information and policy direction, underscoring the need for an up-to-date policy framework within the TSP as an adopted element of the Comprehensive Plan.

Earlier in the TSP update process, the project team worked with City staff, the Project Advisory Committee (PAC), and community members to update the City's transportation goals and objectives (see Tech Memo #2: Community Transportation Framework). The updated goals and objectives establish the guiding framework for the TSP update and serve as the foundation for revising and modernizing the City's transportation policies. Together, they provide the structure for developing a safe, connected, and equitable multimodal transportation system that reflects the City's current needs and long-range vision.

This memorandum therefore:

- Reviews the existing goals, objectives, and policy direction in the 2008 TSP;
- Evaluates their continued relevance and consistency with the updated TSP goals and objectives, current state and regional requirements, and transportation planning best practices;

- Identifies those that are outdated, inconsistent, duplicative, or time-sensitive (such as policies that have already been implemented or are no longer applicable); and
- Recommends updated and new policies to better align the TSP with the City's updated transportation goals, planning framework, and current transportation needs and conditions.

The recommended policy updates are intended to clarify and modernize the transportation policy framework established in the current TSP and to reorganize policies under the updated transportation goals to support implementation of the transportation system over the next 20 years. Updated policies are presented using underline and strikethrough formatting to illustrate how policy language has been retained, modified, relocated, or removed from the existing TSP. In some cases, policies have also been consolidated or reorganized under different goal categories to better reflect the updated transportation framework and current planning practices.

Review of Existing Policies

Each of the goals, objectives, and policy statements in the 2008 TSP was reviewed and evaluated for consistency with the updated TSP goals and objectives, applicable state and regional planning requirements, and contemporary transportation planning practices. The review also considered whether individual policies remain relevant, are outdated or time-sensitive, overlap with other policies, or would benefit from clarification, consolidation, or reorganization.

The following sections summarize this review and present recommended updated policies organized under the updated transportation goals established through the TSP update process. The recommended policies are intended to modernize the City's transportation policy framework while retaining and reorganizing policy concepts from the existing TSP that remain relevant and consistent with the City's current transportation planning priorities and long-range vision.

GOAL 1: MULTIMODAL TRANSPORTATION SYSTEM

Existing Goal and Objectives

The current TSP includes a goal focused on developing a balanced transportation system that accommodates multiple modes of travel, including automobiles, public transportation, bicycling, and walking. Associated objectives emphasize coordination with transit providers and rail operators, promotion of ridesharing and freight routing strategies, development of roadway design standards that accommodate multiple travel modes, and recognition of the need for adequate parking to support commercial development.

Evaluation and Recommended Direction

Overall, the existing multimodal transportation system goal remains highly relevant and generally consistent with current transportation planning principles and the updated TSP goals and objectives. The existing goal appropriately recognizes the importance of providing transportation choices and accommodating multiple travel modes within the transportation system.

However, the existing objectives primarily reflect a collection of mode-specific transportation strategies and implementation concepts rather than a cohesive multimodal transportation policy framework. In addition, many of the concepts associated with multimodal transportation are now more appropriately integrated throughout broader transportation goals related to Mobility, Connectivity, Safety, Economic Development, Environment, and Land Use. Several objectives are also time-sensitive or operational in nature, including references to specific transit services, rideshare programs, truck routing strategies, and parking considerations.

Rather than retaining multimodal transportation as a standalone transportation goal, the updated TSP integrates multimodal transportation principles throughout the transportation policy framework to better reflect current transportation planning practice and emphasize that consideration of all travel modes is fundamental to transportation system planning and decision-making.

Existing Policies Incorporated into Other Goals

- ~~Work with the Salem Area Mass Transit District to educate residents about existing CARTS transit service and to identify future service improvements, including schedules that better serve the commuting public.~~
- ~~Encourage residents and business owners in Dallas, especially those that use the Dallas-Rickreall and Kings Valley highways on a daily basis, to make use of existing rideshare matching services provided by Mid-Valley Rideshare.~~
- ~~Identify ways to encourage freight vehicles to use the existing signed truck route along Levens Street.~~
- ~~Coordinate with the applicable railroad company to improve freight rail service and public right-of-way crossings. Develop, adopt and enforce design standards for arterials and collectors describing minimum ROW width pavement, pedestrian service, bicycle travel and other parameters.~~
- ~~Recognize the need for sufficient, but not excessive, parking for commercial development~~

GOAL 2: MOBILITY

Existing Goal and Objectives

The current TSP includes a goal focused on providing a transportation system that meets state and local mobility standards and provides reliable travel between origins and destinations. Associated objectives emphasize maintaining an interconnected network of arterial and collector streets, preserving mobility standards by functional classification, accommodating both local and through traffic, minimizing travel distances and vehicle-miles traveled, and encouraging development patterns that support connectivity and mobility options.

The updated mobility goal retains these core concepts while expanding the emphasis to include multimodal mobility, movement of goods, context-sensitive transportation performance, and integration of transportation and land use planning.

Evaluation and Recommended Direction

Overall, the existing mobility goal and objectives remain largely relevant and continue to provide a strong foundation for the City's transportation policy framework. In particular, the emphasis on interconnected street networks, functional classification, and coordination between land use and transportation remains consistent with the updated TSP goals and objectives. However, the existing objectives primarily reflect a roadway-oriented mobility framework focused on vehicular operations and level of service standards. While multimodal mobility and reduced vehicle travel are referenced, the objectives do not explicitly address complete multimodal facilities, movement of goods, or balancing the needs of local travel with regional and agricultural freight traffic. In addition, references to mobility standards would benefit from updated terminology and greater flexibility to reflect current state guidance and evolving multimodal transportation planning practices.

The updated policies therefore retain the core mobility framework while expanding the emphasis to include multimodal travel, movement of goods, context-sensitive mobility targets, and integration of transportation and land use planning.

Updated Policies

- A. Provide a network of arterials and collectors that are interconnected, appropriately spaced, and reasonably direct, and that include facilities supporting all travel modes.
- B. Maintain mobility standards and targets for each functional classification of street (e.g., arterial, collector, local) transportation facilities based on their intended function and context.
- C. Accommodate ~~Balance~~ the needs of local traffic ~~and through travel~~, regional travel, and movement of goods within the transportation system.
- D. ~~Minimize~~ Support transportation and land use patterns that reduce travel distances and vehicle-miles traveled and improve access to destinations by all travel modes.
- E. Encourage development patterns that ~~offer improve~~ connectivity and provide multimodal mobility options for all members of the community.
- F. Support transportation system improvements that improve travel reliability and efficiency for people and goods while maintaining consistency with the City's multimodal transportation goals.
- G. Support development and application of transportation facility design standards that are consistent with roadway function and accommodate all travel modes.
- H. Manage access to arterial and collector roadways in a manner consistent with roadway function, safety, and mobility objectives.
- I. Encourage neighborhood bikeways on local streets parallel to arterial roadways.
- J. Prioritize investments in active transportation modes to enhance mobility for vulnerable road users.

GOAL 3: ECONOMIC DEVELOPMENT AND VITALITY

Existing Goal and Objectives

The current TSP includes an economic development goal focused on balancing transportation system needs with the City's desire for economic development and viability. Associated objectives emphasize

minimizing congestion in the downtown commercial area, discouraging through traffic and high speeds in residential neighborhoods, slowing traffic in pedestrian-oriented areas, and providing efficient connections between industrial areas and the arterial street network.

The updated goals retain the core relationship between transportation and economic vitality while expanding the emphasis on downtown livability, pedestrian safety, neighborhood preservation, and efficient movement of goods and services throughout the city.

Evaluation and Recommended Direction

Overall, the existing economic development goal and objectives remain relevant and generally consistent with the updated TSP goals and objectives. The existing policies appropriately recognize the relationship between transportation, downtown vitality, neighborhood livability, and industrial access. However, several objectives reflect a primarily operational approach focused on congestion reduction and traffic movement without explicitly recognizing broader economic development considerations such as pedestrian-oriented commercial districts, multimodal access, freight mobility, and balancing the needs of all transportation users.

The updated policies therefore retain the existing focus on economic vitality and efficient transportation movement while expanding the emphasis on downtown placemaking, pedestrian safety, neighborhood context, and movement of goods and services.

Updated Policies

- A. ~~Minimize traffic congestion in the~~ Create a vibrant downtown commercial area by balancing traffic operations with pedestrian safety, multimodal access, frequent transit service, and efficient circulation.
- B. ~~Discourage~~ Preserve livability in residential areas and established neighborhoods by discouraging through-traffic and high vehicle speeds in residential areas.
- C. Use context-sensitive transportation design techniques to support pedestrian safety and appropriate vehicle speeds in slow traffic through downtown and in other pedestrian-oriented areas of high pedestrian traffic.
- ~~D. Provide efficient street connections between industrial sites and the arterial street network.~~
- D. Support transportation improvements that enhance access to commercial, industrial, employment, and community activity areas while maintaining consistency with the City's multimodal transportation goals.
- E. Support parking strategies that balance access, mode choice, economic vitality, and efficient use of land within commercial and mixed-use areas.

GOAL 4: COORDINATION

Existing Goal and Objectives

The current TSP includes a coordination goal focused on maintaining consistency with the Transportation Planning Rule (TPR) and relevant state, regional, and local plans and policies. Associated objectives

emphasize consistency with the Dallas Comprehensive Plan, coordination with ODOT and Polk County on facilities under their jurisdiction, and collaboration with local and regional partners on transportation and land use decisions.

The updated goals retain the existing coordination framework while refining references to applicable state plans, clarifying coordination responsibilities related to state facilities, and expanding coordination with economic development and regional partners.

Evaluation and Recommended Direction

Overall, the existing coordination goal and objectives remain highly relevant and generally consistent with current transportation planning requirements and practices. The emphasis on consistency with the TPR, coordination with ODOT and Polk County, and integration of transportation and land use planning continues to provide a strong foundation for the City's transportation policy framework. However, several objectives would benefit from updated terminology and broader policy language that reflects current interagency coordination practices and the City's evolving economic development and transportation priorities.

The updated policies therefore retain the existing coordination framework while modernizing references to state planning requirements and strengthening coordination between transportation, land use, and economic development planning efforts.

Updated Policies

- A. Produce and maintain a TSP that ~~is consistent with the objectives of the TPR~~ meets the requirements of the Transportation Planning Rule (TPR).
- B. Provide a transportation system that is consistent with the ~~City of~~ Dallas Comprehensive Plan.
- C. Ensure that elements of the plan involving ~~or affecting OR 223 Kings Valley Highway and Dallas-Rickreall Highway state facilities~~ are consistent with the Oregon Transportation Plan and Oregon Highway Plan and pursue jurisdictional transfer where inconsistency exists.
- D. Coordinate with Polk County on elements of the plan involving or affecting County-owned roads.
- E. Coordinate with relevant local and regional partners on land use, ~~and~~ transportation, and economic development decisions.
- F. Coordinate with transit providers to improve access, reliability, and availability of public transportation services.
- G. Coordinate with local, regional, state, and federal agencies to identify and pursue funding opportunities for transportation improvements.

GOAL 5: PEDESTRIAN AND BICYCLE FACILITIES

Existing Goal and Objectives

The current TSP includes a goal focused on providing an interconnected system of pedestrian and bicycle facilities to serve both commuter and recreational users. Associated objectives emphasize safe and convenient pedestrian and bicycle access in the downtown area, development of connected pedestrian

and bicycle facilities near schools, residential districts, and commercial districts, provision of sidewalks on new public streets, and construction and maintenance of bicycle facilities such as bike lanes, bike paths, and shared roadway routes.

Evaluation and Recommended Direction

Overall, the existing pedestrian and bicycle goal and objectives remain highly relevant and continue to align closely with current transportation planning principles and the updated TSP goals and objectives. In particular, the emphasis on multimodal connectivity, access to key destinations, and development of connected pedestrian and bicycle facilities remains consistent with current transportation planning practice and community priorities.

However, the existing goal and objectives reflect a more mode-specific and facility-oriented planning framework than the updated TSP policy structure. Many of the concepts associated with pedestrian and bicycle planning are now incorporated throughout several updated transportation goals, including Safety, Mobility, Connectivity, Environment, and Land Use. In addition, several objectives would benefit from modernization to reflect broader multimodal transportation planning considerations, including accessibility, multimodal network connectivity, and transportation choices for users of all ages and abilities.

Rather than retaining pedestrian and bicycle facilities as a standalone transportation goal, the updated TSP integrates pedestrian and bicycle planning principles throughout the transportation policy framework to better reflect current multimodal transportation planning practice and emphasize consideration of active transportation throughout the transportation system.

Existing Policies Incorporated into Other Goals

- ~~Ensure and strengthen the presence of safe, attractive, and convenient pedestrian and bicycle access to and circulation in the downtown area.~~
- ~~Develop or maintain safe, connected pedestrian and bicycle facilities near schools, residential districts, and commercial districts.~~
- ~~Provide or require provision of sidewalks on all new public streets.~~
- ~~Construct and maintain bike lanes, bike paths, and shared roadway shoulder routes.~~

GOAL 6: SYSTEM PRESERVATION

Existing Goal and Objectives

The current TSP includes a system preservation goal focused on preserving and extending the life of the existing transportation network. Associated objectives emphasize maintaining roadways and related infrastructure in acceptable condition, implementing incremental transportation improvements to address future travel demand, preserving planned street connections, considering transportation impacts during land use review, and requiring development to contribute toward transportation system improvements.

The updated TSP goals and objectives retain the core emphasis on preserving and maintaining the existing transportation system while focusing more directly on proactive maintenance strategies, incremental system improvements, and long-term functionality of the transportation network.

Evaluation and Recommended Direction

Overall, the existing system preservation goal and objectives remain highly relevant and continue to provide a strong foundation for the City's transportation policy framework. The emphasis on maintenance, preservation of planned transportation connections, and coordination between transportation planning and development review remains consistent with current transportation planning practice and state planning requirements. However, several objectives combine implementation measures, development requirements, and land use review procedures that would benefit from clarification and modernization. In addition, the existing objectives primarily focus on roadway infrastructure and do not fully recognize preservation needs for multimodal facilities or the importance of proactive asset management strategies.

The updated policies therefore retain the existing preservation framework while modernizing references to transportation system maintenance, multimodal infrastructure, development coordination, and long-term system functionality.

Updated Policies

- A. Maintain consistent levels of maintenance to keep-preserve roadways, curbs, gutters, and sidewalks, bicycle facilities, and other transportation infrastructure in acceptable condition.
- B. Require new public streets to include pedestrian and bicycle facilities consistent with applicable City standards and planned transportation networks.
- C. Identify and construct incremental transportation improvement projects to meet that address future travel demands while minimizing impacts to residents, tourists, and businesses.
- D. Ensure-Preserve planned transportation connections and rights-of-way by ensuring that development does not preclude the construction of future street connections identified in this TSP.
- E. Consider transportation system impacts from relevant transportation impact studies when making land use decisions on planned transportation facilities when evaluating land use and development proposals.
- F. Consider jurisdictional transfer of state highways where transportation impacts from development proposals exceeds the mobility target in the OHP.
- G. Continue requiring developers to aid in the development of the transportation system by dedicating or reserving needed rights-of-way, by constructing street improvements to serve new development, and by providing bicycle or pedestrian improvements when appropriate. Require development to contribute toward planned transportation improvements through dedication or reservation of right-of-way, construction of transportation improvements, and provision of multimodal facilities consistent with City standards and applicable regulations.
- H. Support proactive transportation asset management and preservation strategies that improve long-term functionality, safety, and cost-effectiveness of the transportation system.

GOAL 7: ACCESS MANAGEMENT

Existing Goal and Objectives

The current TSP includes a goal focused on addressing access management standards along arterial and collector streets, particularly along OR 223 Kings Valley Highway and Dallas-Rickreall Highway. Associated objectives emphasize application of access spacing and control measures consistent with roadway functional classification, coordination with property owners on access approaches, compliance with local access standards during subdivision development, and consistency with access management strategies identified in the TSP.

Evaluation and Recommended Direction

Overall, the existing access management goal and objectives remain relevant and continue to support important transportation planning principles related to roadway function, safety, and interagency coordination. In particular, the emphasis on managing access along major roadways, coordinating with property owners and partner agencies, and applying access standards through development review remains consistent with current transportation planning practice.

However, the existing goal and objectives reflect a transportation planning framework heavily focused on vehicular mobility and roadway level of service. In addition, many of the access management concepts contained in the current TSP function more appropriately as implementation strategies, development review procedures, or roadway design standards rather than standalone transportation policy goals. Contemporary transportation planning practice increasingly integrates access management into broader discussions related to roadway safety, multimodal mobility, corridor function, land use coordination, and context-sensitive transportation design.

As a result, the existing access management goal and associated objectives have been consolidated and redistributed throughout the updated TSP goals and policies, particularly those related to Mobility, Safety, Coordination, Economic Development, Land Use, and System Preservation.

Existing Policies Incorporated into Other Goals

- Develop and apply access control measures (e.g., driveway and public road spacing, median control and signal spacing standards) that are consistent with the functional classification of roads and which limit development on rural land to rural uses and densities.
- Identify opportunities for and work with property owners to develop creative approaches to access management off the arterial street network.
- Require all new subdivision development to comply with access standards as described in City Ordinance.
- Ensure consistency with access management strategies outlined in this TSP.

GOAL 8: TRANSPORTATION FUNDING

Existing Goal and Objectives

The current TSP includes a transportation funding goal focused on identifying and implementing funding strategies needed to support transportation improvements. Associated objectives emphasize identifying funding opportunities for transportation improvements, preparing a funding strategy with project priorities and timelines, and developing transportation projects to a sufficient level of detail to support state and federal funding opportunities.

Evaluation and Recommended Direction

Overall, the existing transportation funding goal and objectives remain relevant and continue to support long-term implementation of the transportation system. The emphasis on capital improvement programming, project prioritization, and identification of funding opportunities remains generally consistent with current transportation planning practice and state planning requirements.

However, the existing objectives primarily focus on implementation and project delivery activities that are more appropriately addressed through financial planning, capital improvement programming, grant development, and ongoing TSP implementation rather than through a standalone transportation policy goal. In addition, several funding approaches and project delivery strategies identified in the existing TSP may evolve over time as funding programs, grant requirements, and local transportation priorities change.

Rather than retaining transportation funding as a standalone transportation goal, the updated TSP incorporates transportation funding and implementation concepts into broader policies related to System Preservation, Coordination, Land Use, and implementation of the financially constrained transportation project list.

Existing Policies Incorporated into Other Goals

- Identify a range of funding opportunities for transportation improvements, coordinating with County, State, and Federal agencies.
- Prepare a funding strategy that includes priorities and proposed timelines for transportation improvement projects.
- Develop proposed improvements to a sufficient level of detail to qualify for federal and/or state funding of engineering and construction phases.

GOAL 9: SAFETY

Existing Goal and Objectives

The current TSP includes a goal focused on maintaining adequate levels of safety for all transportation users. Associated objectives emphasize improving multimodal crossings, identifying safe connections

across major roadways, and conducting targeted traffic studies in areas with identified safety concerns, such as around schools.

The updated safety goal builds on this framework by emphasizing proactive identification of fatal and severe injury risk, protection of vulnerable road users, and development of a transportation system that is safe and accessible for users of all ages and abilities.

Evaluation and Recommended Direction

Overall, the existing safety goal and objectives remain relevant and generally consistent with the updated TSP goals and objectives. The emphasis on multimodal crossing safety and identifying safe connections across major roadways continues to support current transportation planning priorities. However, the existing objectives primarily reflect a reactive and location-specific approach to safety and do not explicitly address fatal and severe injury reduction, vulnerable road users, systemic safety analysis, or safe access for users of all ages and abilities.

The updated policies therefore emphasize proactive and data-driven safety planning, multimodal safety, and reduction of fatal and severe injury crashes.

Updated Policies

- ~~A. Identify safe connections for vehicles, bicycles, and pedestrians across OR 223 Kings Valley Highway and Dallas Rickreall Highway~~ Improve safety and connectivity for all users at roadway crossings and along major transportation corridors, with particular consideration for vulnerable road users.
- ~~B. Improve safety at locations where roads cross bicycle, and pedestrians, and rail facilities.~~ Improve safety at locations where roadways include pedestrian, bicycle, transit, and other multimodal facilities.
- ~~C. Undertake, as needed Pursue~~ special traffic studies in problem areas, such as around schools to determine appropriate traffic controls to effectively and safely manage vehicle, bicycle, and pedestrian traffic. Monitor, evaluate, and address locations with existing or potential safety concerns through data-driven and context-sensitive transportation safety improvements.
- D. Prioritize transportation improvements that reduce the risk of fatal and severe injury crashes for all users, particularly vulnerable road users.
- E. Provide transportation facilities that support safe access for users of all ages, abilities, and modes of travel.

GOAL 10: ENVIRONMENTAL

Existing Goal and Objectives

The current TSP includes an environmental goal focused on balancing transportation services with the protection of the environment and significant natural features. Unlike several other goals in the existing TSP, the environmental goal does not include associated objectives or policy direction describing how environmental considerations should be integrated into transportation planning or project development.

The updated TSP goals and objectives retain the core environmental goal while expanding the policy framework to address energy conservation, active transportation, protection of wetlands and riparian areas, and consideration of alternative transportation facility designs in environmentally constrained areas.

Evaluation and Recommended Direction

Overall, the existing environmental goal remains relevant and consistent with current transportation planning priorities and state planning requirements. However, the absence of supporting objectives or policy direction limits its usefulness as an implementation tool within the TSP. In addition, the existing goal does not explicitly address contemporary transportation and environmental planning considerations such as multimodal travel, greenhouse gas reduction, protection of sensitive natural resources, or context-sensitive facility design. The updated policies therefore retain the existing environmental goal while establishing a clearer policy framework linking transportation planning, environmental stewardship, and multimodal transportation choices.

Updated Policies

- A. Promote a transportation system that encourages energy conservation, in terms of efficiency of the roadway network and the standards developed for street improvements through operational efficiency, context-sensitive roadway standards, and incorporation of street trees and landscaping where appropriate.
- B. Balance transportation needs with the preservation of significant natural features and viewsheds environmental resources, particularly Rickreall Creek.
- C. Encourage use of alternative modes of transportation such as transit bicycling and walking that active transportation modes, including walking, bicycling, and transit, to reduce impacts to on the natural environment.
- D. Minimize transportation impacts on wetlands and wildlife habitat, riparian areas, and other environmentally sensitive resources.
- E. Consider alternative transportation facility designs and context-sensitive solutions in constrained areas to avoid or minimize impacts on natural resources.

UPDATE GOAL 8: LAND USE

Updated Goal and Objectives

The updated TSP introduces a new goal focused on strengthening the relationship between land use and transportation planning. The goal emphasizes development of a built environment where existing and planned land uses are supported by an efficient multimodal transportation system. Associated objectives emphasize compatibility between transportation facilities and surrounding land uses, development patterns that support connectivity and multimodal mobility options, preservation of planned transportation connections, consideration of transportation system impacts during land use review, and coordination between development and planned transportation improvements.

Evaluation and Recommended Direction

Overall, the addition of a standalone Land Use goal reflects contemporary transportation planning practice and strengthens the integration of transportation and land use decision-making within the TSP. While the existing TSP included several policies related to development coordination, connectivity, access management, and preservation of planned transportation facilities, these concepts were dispersed throughout the document and were not organized under a unified transportation and land use framework.

The updated Land Use goal consolidates these related concepts into a more comprehensive policy framework that recognizes the close relationship between transportation system performance, development patterns, multimodal access, and long-term community form. The goal also supports implementation of state planning requirements related to transportation and land use coordination, including consistency with the TPR and the City's Comprehensive Plan.

The updated policies therefore establish a clearer framework for coordinating transportation planning, land use decisions, development review, and multimodal transportation system planning. The policies also incorporate and modernize several concepts previously addressed under the existing Mobility, System Preservation, Access Management, and Multimodal Transportation System goals and objectives.

Updated Policies

- A. Support land use patterns and development that are consistent with the City's multimodal transportation system and long-term transportation objectives.
- B. Design and align transportation facilities in a manner that is compatible with existing and planned land uses and that supports neighborhood livability and community character.
- C. Ensure that land use decisions and development proposals are coordinated with the planned transportation system and do not preclude construction of planned transportation facilities or future street connections identified in this TSP.
- D. Apply Comprehensive Plan map and zoning designations in a manner consistent with best planning practice and local ordinances.
- E. Manage access to arterial and collector roadways in a manner that supports roadway safety, function, and multimodal mobility objectives while maintaining appropriate access to adjacent properties.
- F. Support application of transportation facility design standards that are consistent with roadway function, surrounding land use context, and accommodation of all travel modes.
- G. Encourage parking and site access strategies that support economic vitality, multimodal access, efficient land use patterns, and context-sensitive transportation system design.

Conclusion

The recommended policy updates presented in this memorandum are intended to modernize and clarify the transportation policy framework established in the City's current TSP while maintaining consistency with the updated transportation goals and objectives developed through the TSP update process. The updated policies incorporate relevant concepts from the existing TSP, reorganize and consolidate

overlapping policy direction, and introduce new policy language that reflects current transportation planning practices, multimodal transportation priorities, and coordination between transportation and land use planning.

The draft policies will be reviewed with City staff, the Project Advisory Committee (PAC), partner agencies, and the community as part of the ongoing TSP update process. Feedback received through this review process will be used to refine and finalize the recommended policies for incorporation into the updated TSP.

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