AGENDA
CITY OF DAYTON
JOINT DAYTON CITY COUNCIL/PLANNING COMMISSION WORK SESSION

DATE: Thursday, October 9, 2025
TIME: 6:30 PM
PLACE: DAYTON CITY HALL ANNEX – 408 FERRY STREET, DAYTON, OREGON
VIRTUAL: ZOOM MEETING – ORS 192.670/HB 2560

You may join the Council Meeting online via YouTube:
https://youtube.com/live/lt345ldw4cQ?feature=share

Dayton – Rich in History . . . Envisioning Our Future

ITEM	DESCRIPTION	PAGE #
A.	CALL TO ORDER & PLEDGE OF ALLEGIANCE	
B.	ROLL CALL	
C.	APPEARANCE OF INTERESTED CITIZENS	
D.	DISCUSSION ITEMS	
	1. Dayton Transportation System Plan Presentation, Hallie Turk & Scott Mansur DKS Associates	1-28
	a. Draft City of Dayton TSP Plan	29-74
E.	CITY COUNCIL COMMENTS/ CONCERNS	
F.	ADJOURN	

Posted: October 3, 2025
By: Rocio Vargas, City Recorder

Virtually via Zoom and in Person, City Hall Annex, 408 Ferry Street, Dayton, Oregon

The public is encouraged to relay concerns and/or comments to the City Council in one of the following methods:

a. **Email – any time up to 5:00 p.m.** the day of the meeting to rvargas@daytonoregon.gov. The Mayor will read the comments emailed to the City Recorder.
b. **Appear in person** – if you would like to speak during public comment, please sign up on the sign-in sheet located on the table when you enter the Council Chambers.
c. **Appear by Telephone only** – please sign up prior to the meeting by emailing the City Recorder at rvargas@daytonoregon.gov. (The chat function is not available when calling by phone into Zoom.)
d. **Appear virtually via Zoom** – send an email directly to the City Recorder, Rocio Vargas, prior to the meeting to request to speak during public comment. **The City Recorder will need your first and last name, address, and contact information** (email, phone number), **and topic name** you will receive the Zoom Meeting link or information. When it is your turn, the Mayor will announce your name, and your microphone will be unmuted.

Meeting Accessibility Services and Americans with Disabilities Act (ADA) Notice: City Hall Annex is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to the City Recorder (503) 864-2221 or rvargas@daytonoregon.gov .

JOINT WORK SESSION
CITY COUNCIL

DAYTON TRANSPORTATION SYSTEM PLAN

OCTOBER 9, 2025

AGENDA

1 INTRODUCTIONS

2 REVIEW OF TSP PROCESS

3 TRANSPORTATION IN DAYTON

4 IMPLEMENTATION

5 FURTHER WORK

6 NEXT STEPS

DKS

INTRODUCTIONS

REVIEW OF TSP PROCESS

TRANSPORTATION & GROWTH MANAGEMENT (TGM) PROGRAM

- Partnership program between Department of Land Conservation and Development, and Oregon Department of Transportation
- Provides funding for transportation and land use planning for Oregon cities and counties
- City of Dayton won a competitive grant for this TSP

WHAT IS A TRANSPORTATION SYSTEM PLAN?

- A long-range plan (20 year) that addresses needs for all transportation users:
  - > Walking, Biking, Transit
  - > Motor vehicle (including freight)
- Identifies transportation goals;
- Evaluates needs and provides financial forecast;
- Identifies and prioritizes solutions consistent with State, regional, and local long-range plans and policy guidance
- Will also support transportation related planning needs around themes of livability, equity, and safety.

WHY A TSP UPDATE?

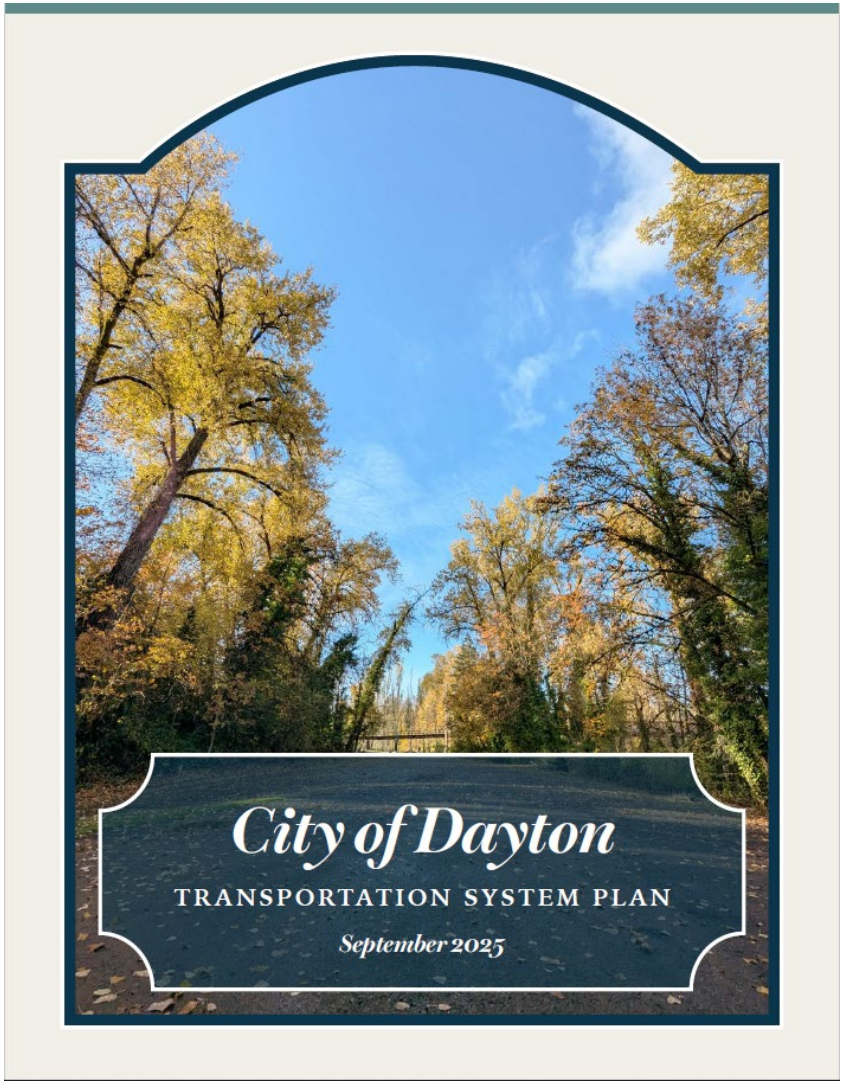
1) Legal requirement

- Required by OAR 660-012 (Transportation Planning Rule)

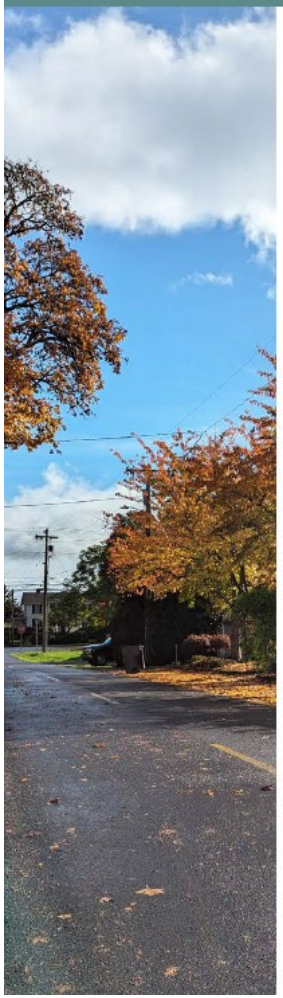
2) Practical:

- Provides basis for Capital Improvement Plan (CIP)
- Provides basis for System Development Charges (SDC)
- Informs land development conditions of approval
- Provides rationale for making investments and land use decisions
- Ensure planned transportation system will meet long-term needs
- Identifies right-of-way for needed improvements
- Provides consistency between state, regional, and local planning
- Provides link to Statewide Transportation Improvement Program (STIP)

DRAFT TSP

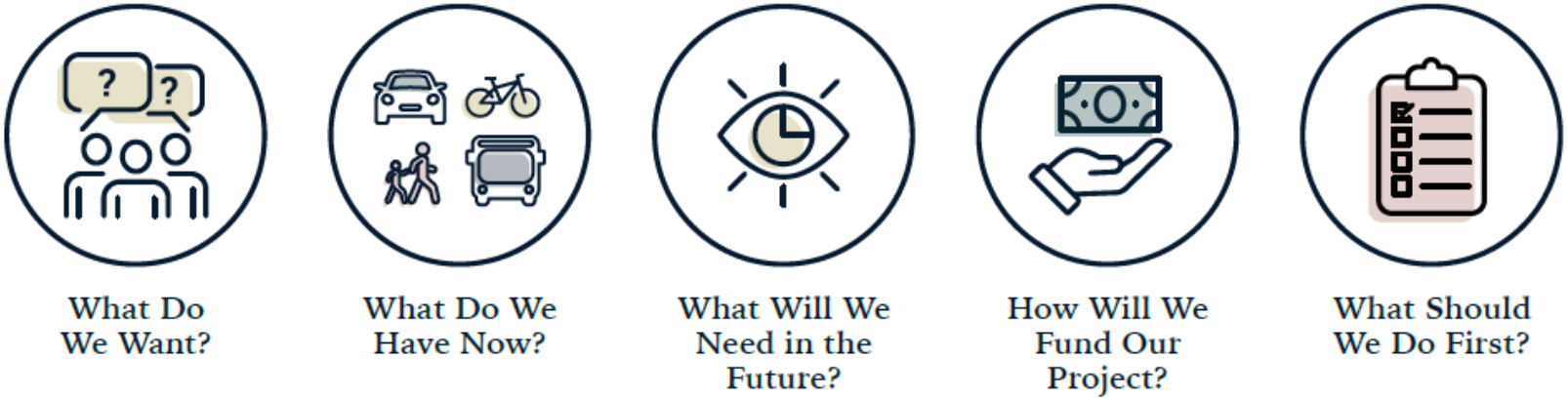


CONTENTS



REVIEW OF TSP DEVELOPMENT PROCESS

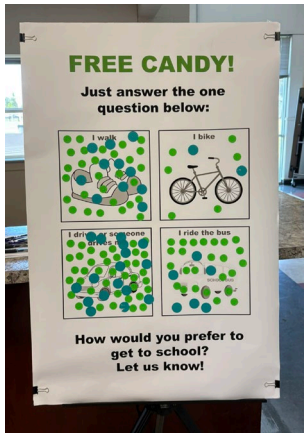
- See **Chapters 1-2 of Draft TSP**
- The Dayton TSP is a *long-term policy and planning document* to guide transportation improvements through 2045



- Collaboration among City staff, ODOT, Dayton residents, and other stakeholders

COLLABORATION AND PUBLIC OUTREACH

- Four meetings with Project Advisory Committee
- Two public open houses
  - > Gathered feedback on existing conditions and needs
  - > Presented project list
- Youth workshop – informed biking and walking routes near schools
- See **Chapter 2 of Draft TSP**

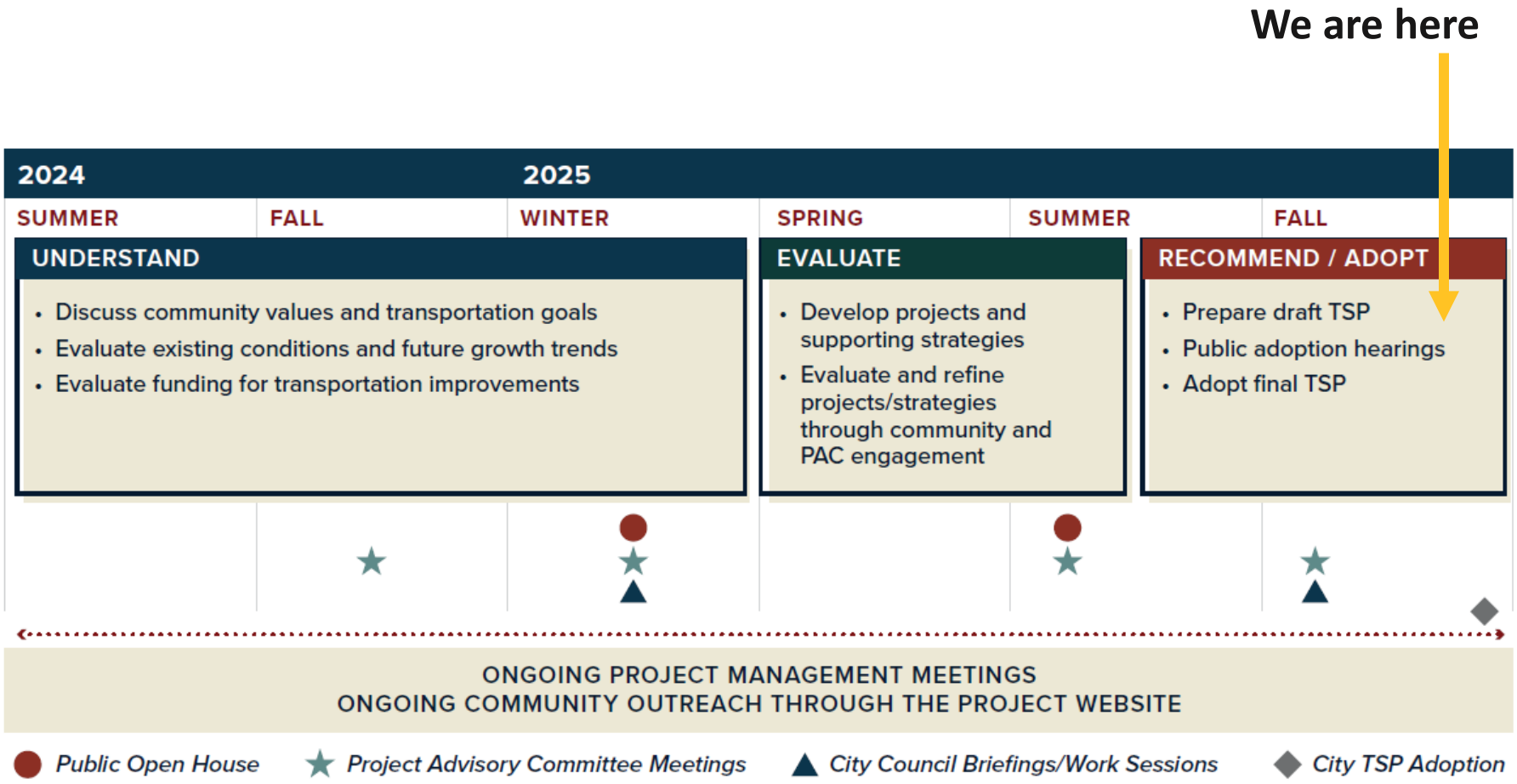


COLLABORATION AND PUBLIC OUTREACH

- Most common public concerns
  - > Speeding and traffic calming (speed bumps, speed feedback signs, lower speed limits)
  - > Gaps in sidewalks

- Feedback from last PAC meeting will be incorporated into revised TSP
  - > Inclusion of mobility devices
  - > Updates to system challenges to reflect pedestrian needs around high school

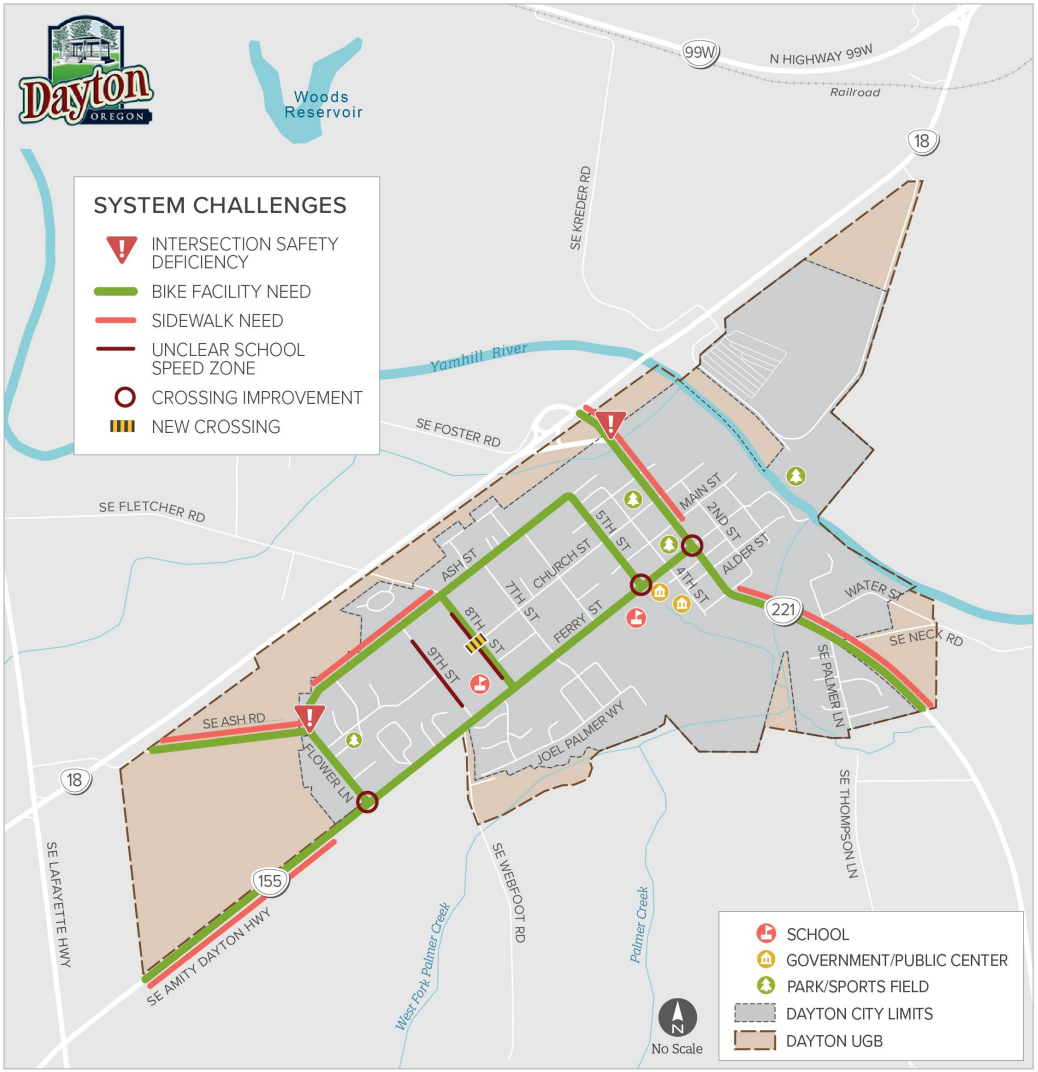
SCHEDULE


We are here
2024
2025
SUMMER
FALL
WINTER
SPRING
SUMMER
FALL
UNDERSTAND
• Discuss community values and transportation goals
• Evaluate existing conditions and future growth trends
• Evaluate funding for transportation improvements
EVALUATE
• Develop projects and supporting strategies
• Evaluate and refine projects/strategies through community and PAC engagement
RECOMMEND / ADOPT
• Prepare draft TSP
• Public adoption hearings
• Adopt final TSP
ONGOING PROJECT MANAGEMENT MEETINGS
ONGOING COMMUNITY OUTREACH THROUGH THE PROJECT WEBSITE
Public Open House
Project Advisory Committee Meetings
City Council Briefings/Work Sessions
City TSP Adoption

TRANSPORTATION IN DAYTON

SYSTEM CHALLENGES

- See **Chapters 4-5 of Draft TSP**



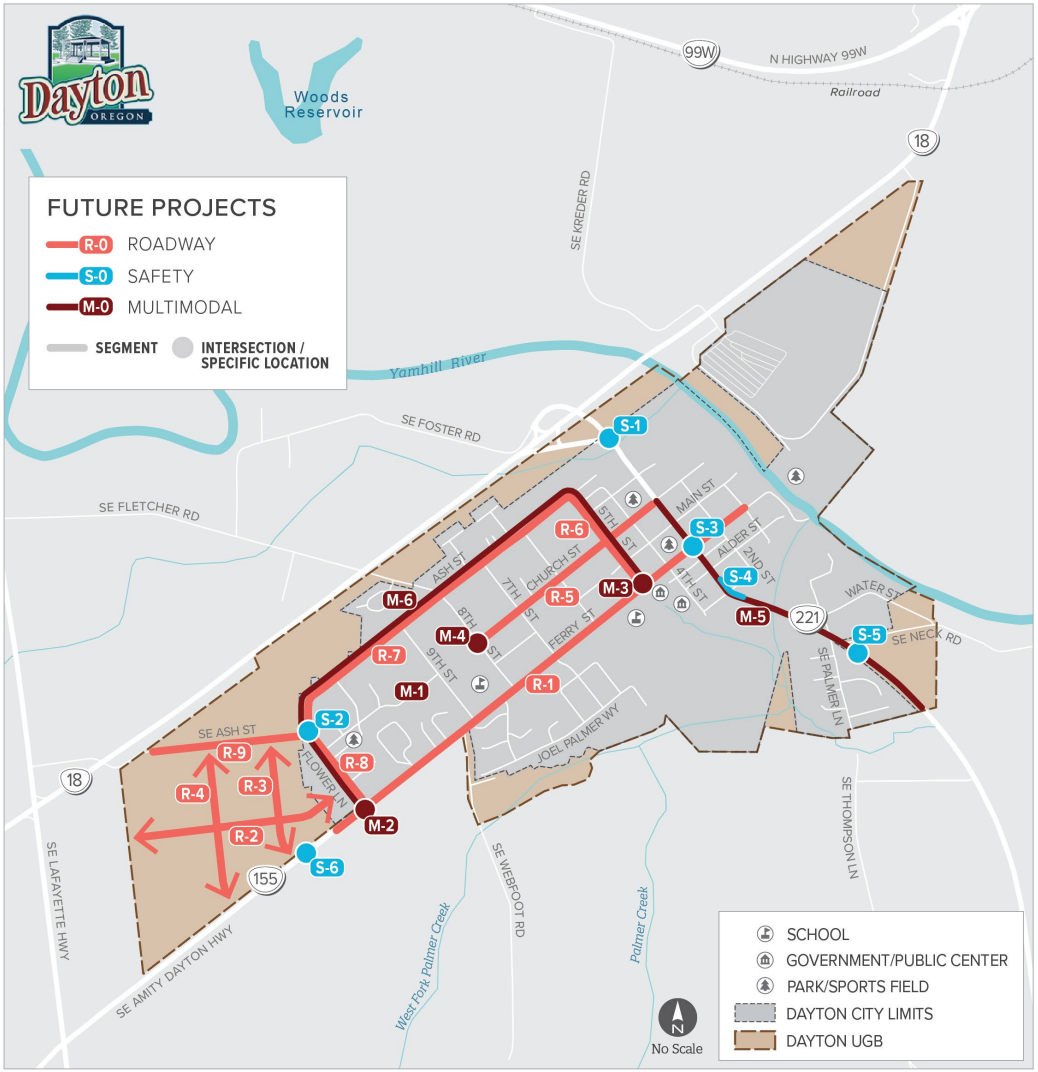
TRANSPORTATION STANDARDS

- See **Chapter 6 of Draft TSP**
- New collector street cross section standards and street spacing standards
- New intersection mobility standard of Level of Service “D”
- New guidelines for Transportation Impact Analysis (TIA) to support land development applications (residential and non-residential)

PROPOSED PROJECTS

- See **Chapter 7 of Draft TSP**

- **R** = Roadway
- **S** = Safety
- **M** = Multimodal (includes pedestrian projects, bicycle projects, and multimodal projects)



PROPOSED PROJECTS

- **Chapter 9 of Draft TSP** provides additional strategies to address transportation concerns as needed
  - > Traffic calming
  - > Crosswalk improvements
  - > Parking management

REVIEW OF FUNDING

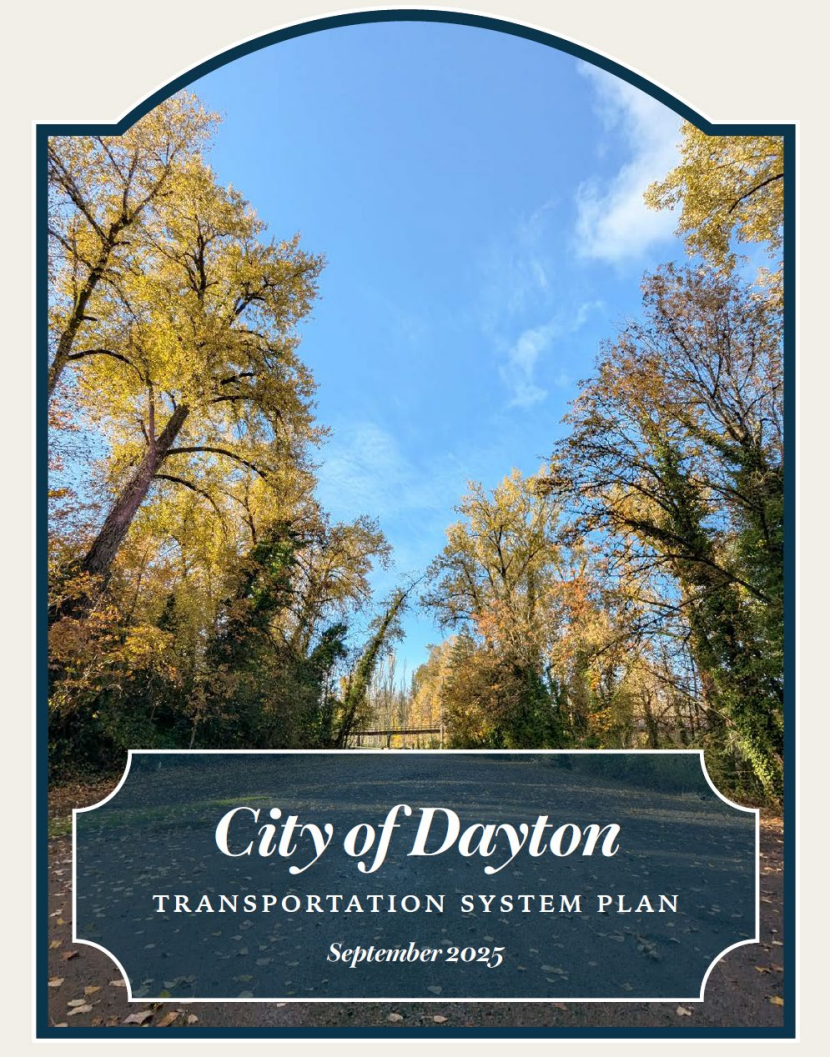
- See **Chapter 8 of Draft TSP**
- TSP identified total high priority project cost of $23.95 million
- Only $3.96 million of available funding identified

> Financially Constrained Project List:

	PROJECT	COST (2025 DOLLARS)
M-3	Ferry Street Enhanced Pedestrian Crossing	$500,000
S-3	Ferry Street/3rd Street Improvements	$600,000
M-1	Citywide Sidewalk Infill	$2,450,000
M-6	Neighborhood Greenway Improvements	$150,000
M-2	Flower Lane Marked Crosswalk	$150,000
	TOTAL	**$3,850,000**

IMPLEMENTATION

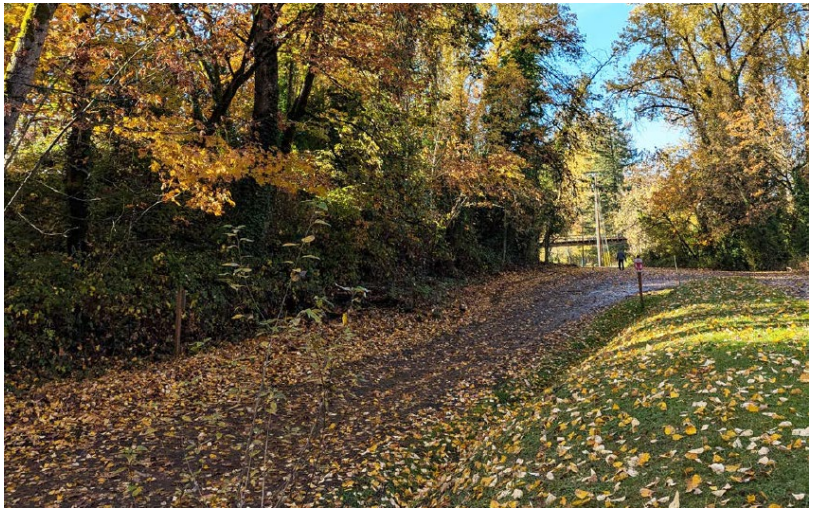
IMPLEMENTATION



TSP Adoption
+
Comprehensive Plan Transportation Element updates
+
Land Use and Development Code (“code”) updates

COMPREHENSIVE PLAN UPDATES

- Replace or add to existing transportation goals and policies with TSP goals and objectives (in **Chapter 3 of Draft TSP)**



UPDATES TO DEVELOPMENT CODE

- TSP consistency and TPR compliance
  - > Access
  - > Circulation
  - > Design
  - > Parking
  - > Transit
  - > Procedure

UPDATES TO DEVELOPMENT CODE

- Code updates examples
  - > Street design and spacing standards
  - > Orientation of building entrances and parking
  - > On-site ped circulation
  - > Traffic Impact Analysis
  - > Transit stop improvements
  - > Notification of transportation/transit agencies

FURTHER WORK

FERRY STREET

- Redesign of Ferry Street (ODOT highway) to a multimodal corridor with improved sidewalks, separated bike facilities, and delineated on-street parking on one/both sides
- *Will require extensive public outreach and coordination with ODOT to identify alternatives and select a preferred design*
- Potential designs identified in TSP
  - > **No design has been selected**

FUNDING

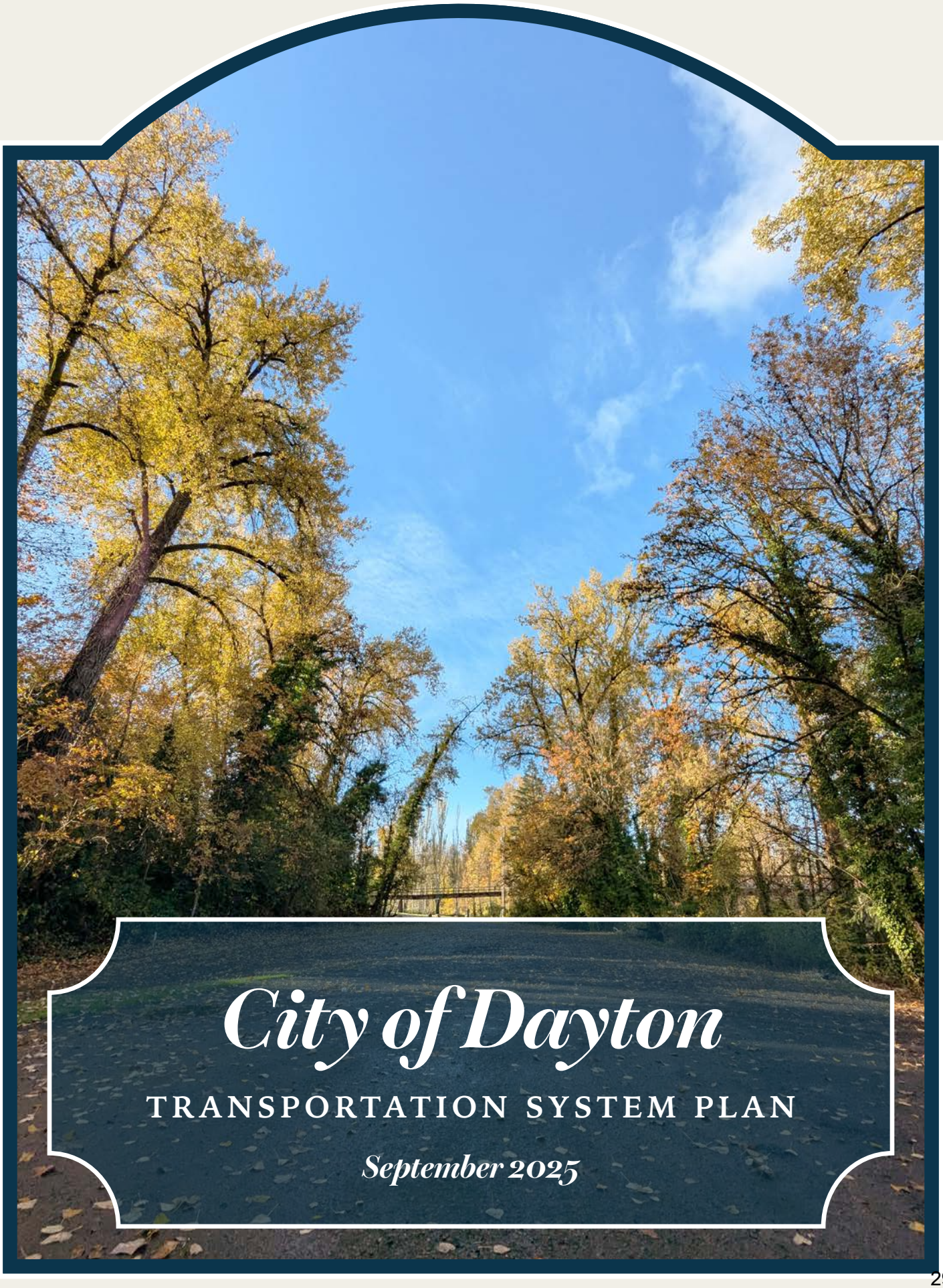
- See **Chapter 8 of Draft TSP**
- TSP identified total high priority project cost of $23.95 million
- Only $3.96 million of available funding identified
- Consider development fees (system development charges) and/or grant opportunities (Safe Routes to School) to support project implementation

6

NEXT STEPS

NEXT STEPS

- Draft TSP currently under review
  - > Provide comments by November 13
    (First hearing before Planning Commission)
- Revise Draft TSP according to comments
- Adoption of TSP by City Council - goal December 2025
  - > December 1 – Second hearing before City Council + adoption
  - > January 5, 2026 – Second reading of ordinance



City of Dayton

TRANSPORTATION SYSTEM PLAN

September 2025

ACKNOWLEDGMENTS

City of Dayton

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CYNDI PARK

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Project Advisory Committee Members

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This project is funded by a grant from the Transportation and Growth Management (TGM) program, a joint program of the Oregon Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT). The goal of the TGM program is to create thriving, livable places with diverse transportation choices.

CONTENTS

LIST OF FIGURES & TABLES

FIGURES

TABLES

01. INTRODUCTION

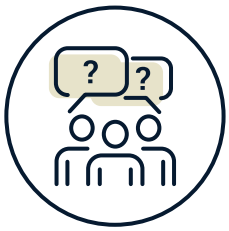
The City of Dayton 2025 Transportation System Plan (TSP) sets the framework for decisions about transportation investments that will support the City's future.

Purpose of the TSP

Dayton's last TSP was adopted in 2001. Since then, many of the projects from that plan have been completed. It is time to look ahead and update the plan to meet the community's current and future needs.

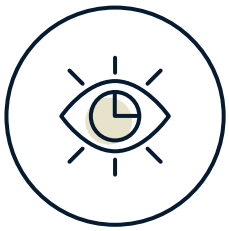
This updated TSP lays out a vision for how people will travel in and around Dayton through the Year 2045. It will help guide decisions about roads, sidewalks, bike lanes, transit, and other transportation options. The plan also includes cost estimates, funding strategies, and priorities so that the City can focus resources where they're needed most.

Having an adopted TSP is also important because it makes Dayton eligible for federal, state, and regional funding. In fact, the State of Oregon requires every city to have a TSP. This update is supported by a grant from the Transportation and Growth Management (TGM) program, which is a partnership between the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD). The TGM program helps cities like Dayton grow in ways that are livable, connected, and full of transportation choices.



What Do We Want?

What Do We Have Now?



What Will We Need in the Future?

How Will We Fund Our Project?

What Should We Do First?

Relationship to State and Regional Policies

This TSP complies with Oregon's Transportation Planning Rule (TPR) and supports the implementation of other statewide and local plans, including the Oregon Transportation Plan, the Oregon Highway Plan (OHP), and the Yamhill County Transportation System Plan.

- It ensures coordination with ODOT policies for state highways.
- It addresses statewide goals for mobility and multimodal access.
- It incorporates input from regional and local partners to ensure consistent and collaborative planning efforts.

Planning Area

The City of Dayton's planning area is outlined by its Urban Growth Boundary (UGB), which was last amended in 2022. It includes City limits plus several parcels on all sides of the City. One large tract, approximately 100 acres in size, lies west of the City limits between OR 18 and Ferry Street. This area is referred to as the "UGB swap area" and was part of the 2022 UGB amendment in which an area of land north of OR 18 was replaced with the UGB swap area. There are several smaller buildable tracts that are less than 60 acres each on the City's south side, north side near OR 18, and at its northeastern corner.

The TSP planning area is shown in Figure 1. The planning area within the UGB is where the City considered local transportation strategies. In selecting these strategies, the TSP considered both local and regional travel patterns and the diverse needs of road users throughout Yamhill County and beyond.

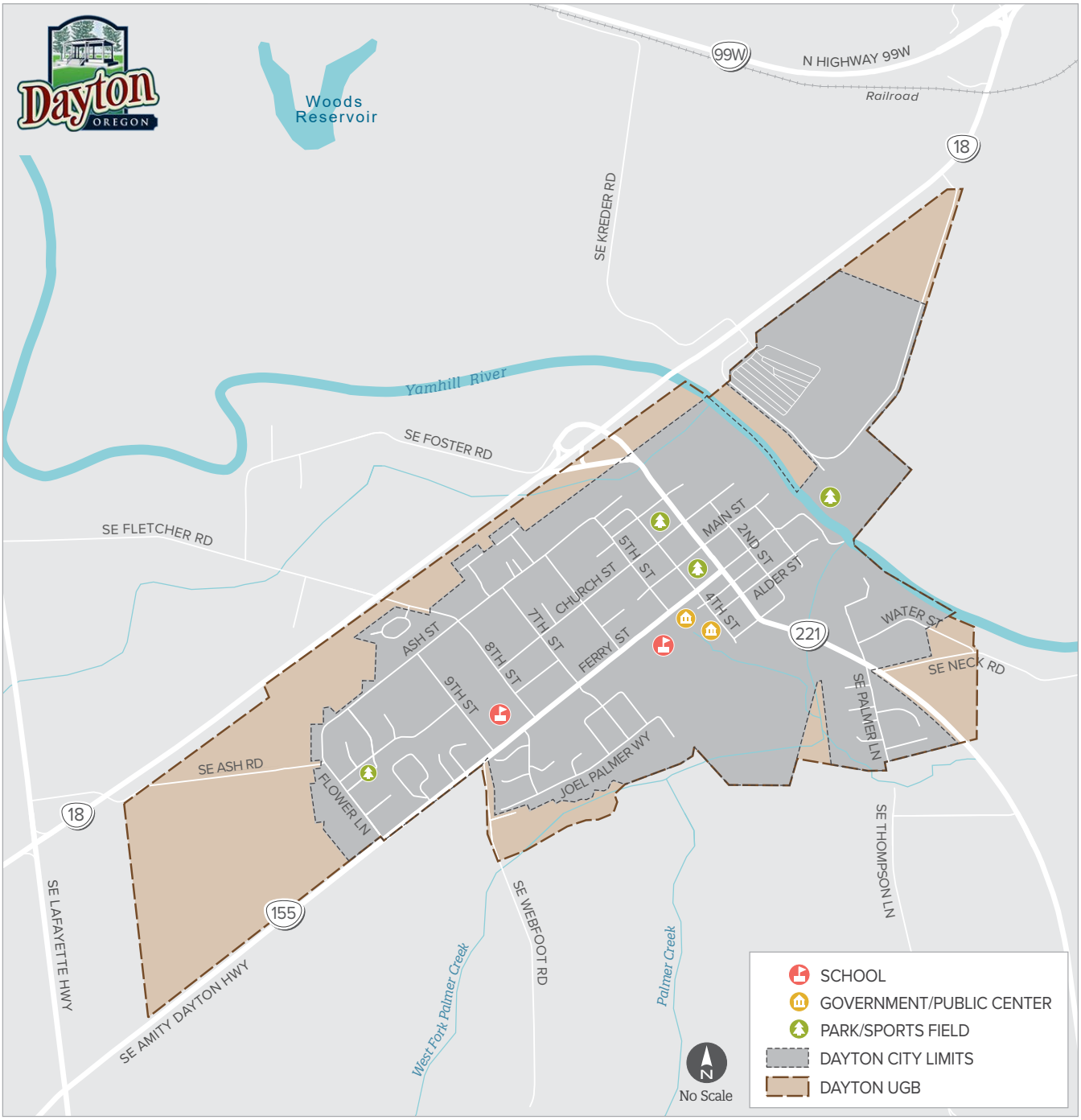
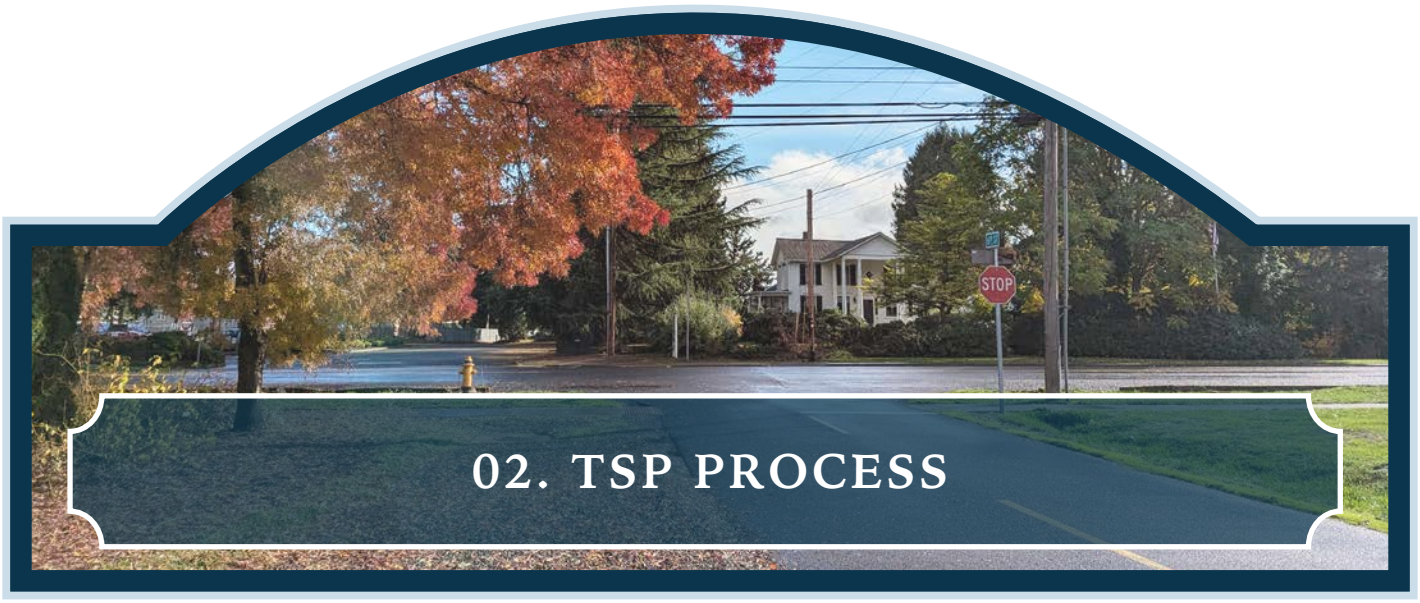


FIGURE 1. DAYTON TSP PLANNING AREA



02. TSP PROCESS

Developing the TSP update was a collaborative effort between City staff, technical experts, and the Dayton community.

Decision-Making Structure

The Dayton TSP update was guided by a collaborative decision-making structure that balances technical analysis with input from the public and City staff.

Project Management Team (PMT)	Project Advisory Committee (PAC)	City Council
The PMT provided technical oversight and day-to-day guidance throughout the TSP process. The PMT was composed of City staff, representatives from DKS Associates, and partners from ODOT and the Mid-Willamette Valley Council of Governments. The PMT met regularly and at project milestones to review deliverables, coordinate outreach, and ensure the TSP aligns with local and state transportation planning objectives.	The PAC was a diverse group of local stakeholders who provided guidance on community priorities and transportation issues and proposed solutions. Members included representatives from the City Council, Planning Commission, school district, local businesses, transit agencies, emergency services, freight and agriculture sectors, and accessibility advocates. The PAC met at four key points in the process to provide input on goals, existing transportation issues, solutions, and draft recommendations.	The City Council made all final decisions pertaining to this TSP update.

Public Engagement and Outreach

The TSP development process included public engagement to help the project team understand local travel patterns, safety concerns, and preferences for transportation solutions. Public involvement goals included:

- **Education and Awareness:** Building awareness of the TSP process by describing benefits and opportunities for public participation.
- **Reaching All Users:** Including traditionally underrepresented and transportation disadvantaged populations.
- **Making the Process Accessible:** Using a transparent process that fosters positive relationships among agencies and residents, builds trust, and creates ownership of outcomes.
- **On-Going Communication:** Creating early and ongoing opportunities to gather ideas, local knowledge, and feedback about problems and potential solutions.

Two in-person public events and two virtual open houses were conducted to provide a range of opportunities for community members to participate in the TSP update. The first round of outreach sought to introduce the plan and gather input on transportation challenges faced by community members. The second presented proposed solutions and asked for feedback on priorities. Additionally, a youth workshop engaged middle school and high school students to ensure the perspectives of younger residents were reflected in the plan.

Information was shared through a dedicated project website, which was maintained and updated by the City. The project website includes all technical memoranda and reports, meeting information, a sign-up form for project updates, a survey for community input, and a Spanish translation feature to ensure language access. Community outreach and communication materials were also distributed via social media platforms and flyers.

Technical Development

Each step of the TSP development process is illustrated in **FIGURE 2**.

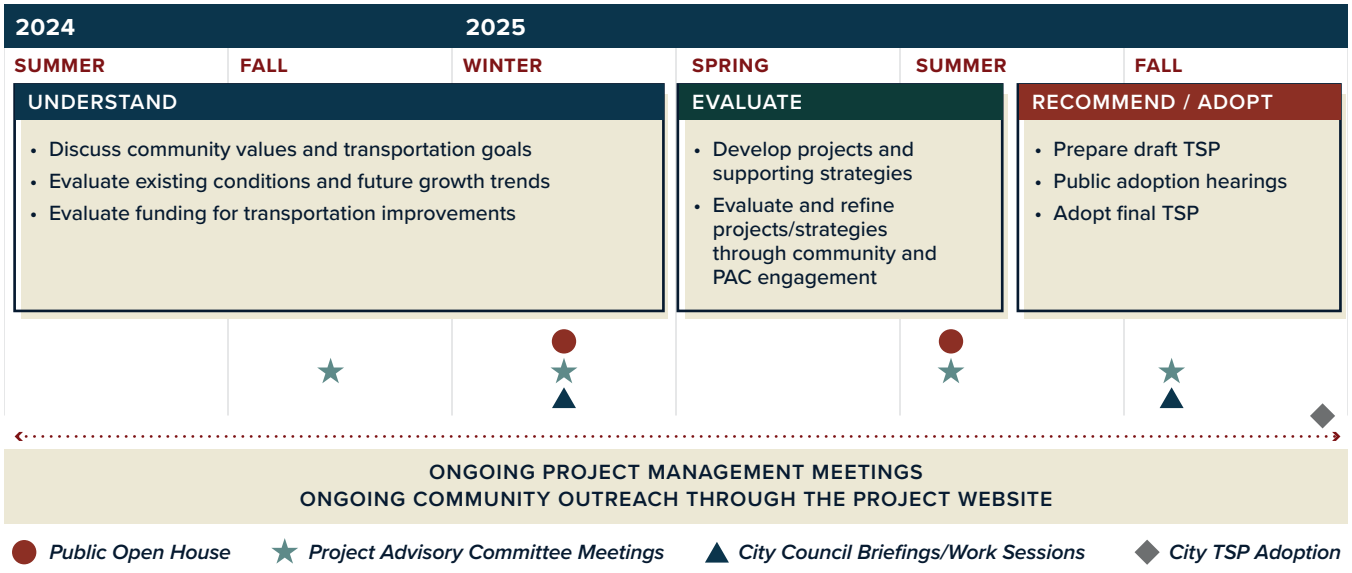


FIGURE 2. DAYTON TSP DEVELOPMENT PROCESS

03. SHARED VISION

A community vision centered on safety, access, livability, and collaboration guided every step of the TSP to ensure that Dayton's future is rooted in community priorities.

Goals and Objectives

Most people in Dayton travel by car, but many want safer and easier ways to walk and bike. Even though walking and biking happen most often in downtown, many residents also travel daily between Dayton and nearby towns. The City's goals focus on increasing choices for travel, making roads safer for walkers and bikers, and improving connections with other cities in the area.

Goals and objectives help turn an overarching vision into manageable actions. **Goals** are broad statements that describe a desired outcome, and they may be challenging but achievable. Each goal is supported by specific **objectives**, which identify key issues related to achieving the goal. The TSP goals and objectives are in line with TGM objectives and will bolster the community's vision and goals for transportation.

GOAL 1

SAFETY

Provide safe routes, corridors, and intersections for all modes of transportation.

OBJECTIVES:

1. Prioritize development that creates walking and bicycling opportunities, including safe pedestrian crossing opportunities.
2. Address safety concerns at locations with a high crash frequency
3. Identify and address safety concerns that discourage active transportation (walking and biking) to key destinations within the City.
4. Evaluate street design and vehicle speeds on arterial and collector streets within the City.
5. Upgrade key intersection locations to meet federal and state requirements, such as the Americans with Disabilities Act (ADA).
6. Provide safe walking and biking routes to/from schools for students.

Goals and Objectives (continued)

GOAL 2

MOBILITY, ACCESSIBILITY, AND CONNECTIVITY

Maintain transportation infrastructure that enables the efficient movement of people, goods, and services, balancing regional and local traffic needs.

OBJECTIVES:

1. Strengthen the downtown and central business core by maintaining mobility along the corridor while supporting reasonable access management to places of interest.
2. Consistent with roadway classification, design roads for non-passenger car types of vehicles and equipment, particularly freight, emergency vehicles, and agricultural equipment.
3. Address intersection capacity needs for present and future traffic volumes.
4. Identify future primary street connections between the existing City street network and unincorporated land inside the UGB.
5. Maintain a street functional classification system with associated cross-section standards so that streets are maintained and constructed consistent with the City's vision as development occurs.
6. Seek opportunities to support and encourage regional transit and public transportation programs.
7. Continue to investigate all sources of funding for street improvement and to upgrade City streets as funds become available.

GOAL 3

LIVABILITY & OPPORTUNITY

Provide a transportation network that preserves the character of the City and promotes changes in land use patterns and the transportation system that makes it more convenient for people to walk, bicycle, use transit, and drive less to meet their daily needs.

OBJECTIVES:

1. Maintain and enhance Dayton's compact, pedestrian-friendly, small-town character.
2. Support improvements that make the downtown area safe and comfortable for walking, including the use of landscape elements such as street trees, public parks, and trail systems.
3. Increase efforts to develop sidewalks and bikeways between residential areas and activity centers.
4. Coordinate with Yamhill County and ODOT in the development of a county-wide bikeway plan and a designated bicycle route.
5. Promote bicycle paths between schools, parks, commercial areas, and residential areas throughout the City.
6. Install bicycle lanes as part of arterial and collector street improvements.
7. Improve the transportation systems that provide direct access to local employment and regional employment centers.
8. Support regional tourism and strategies to encourage stops by visitors.
9. Adequately involve the needs of agricultural enterprises to support the growth of sustainable agriculture sectors.
10. Balance the needs and desires of a small city with a major highway running through it and regional travel needs.

Goals and Objectives (continued)

GOAL 4

COORDINATION

Provide a cohesive regional transportation system that coordinates with regional partners for an inter-connected system.

OBJECTIVES:

1. Improve and maintain relationships with ODOT, Yamhill County, Yamhill County Transit, and neighboring municipalities such as McMinnville, Newberg, Lafayette, and Salem.
2. Coordinate with regional, county, and state transportation policies and goals.
3. Adopt code revisions to implement the State TPR.
4. Work with transit service providers to provide services and amenities that encourage and increase ridership.
5. Develop strategies for regional project coordination and integration to improve congestion and alleviate delays on regional facilities and highways, including the Newberg-Dundee Bypass.
6. Pursue transfer of ownership of Ferry Street from ODOT to the City.
7. Seek from ODOT higher levels of maintenance for Third and Ferry Streets.

GOAL 5

EQUITY AND SUSTAINABILITY

Provide a transportation system that satisfies the present community without compromising the ability of future generations to meet their needs.

OBJECTIVES:

1. Ensure the transportation system provides equitable access for all people, taking into consideration the range of ages, abilities, and incomes of Dayton's residents.
2. Minimize the impacts of transportation system improvements on existing land uses, paying special attention to protecting natural resources.
3. Encourage infill development and placemaking within the existing fabric of the City and avoid auto-oriented commercial strip development.
4. Include the public in decision-making and planning processes to ensure transportation development continues to meet the needs of the community.
5. Align planning and development with ODOT Climate-Friendly and Equitable Communities (CFEC) recommendations to reduce greenhouse gas emissions and encourage climate-friendly transportation options.

04. CURRENT TRAVEL CONDITIONS

This TSP addresses the current conditions that shape how people move in and around Dayton.

The City of Dayton lies in the Willamette Valley, about 25 miles southwest of Portland and 7 miles east of McMinnville. Dayton is home to approximately 2,700 people. The local economy is mainly supported by education, construction, hospitality, and agriculture. Farmland in the surrounding area drives regional travel and brings freight traffic to town.

Demographics

Population demographics, including age, income, and disability, influence travel choices. Older and younger residents, as well as those with lower incomes and disabilities, tend to drive less and walk or bike more. Key demographic characteristics of Dayton's community are shown in **FIGURE 3**.

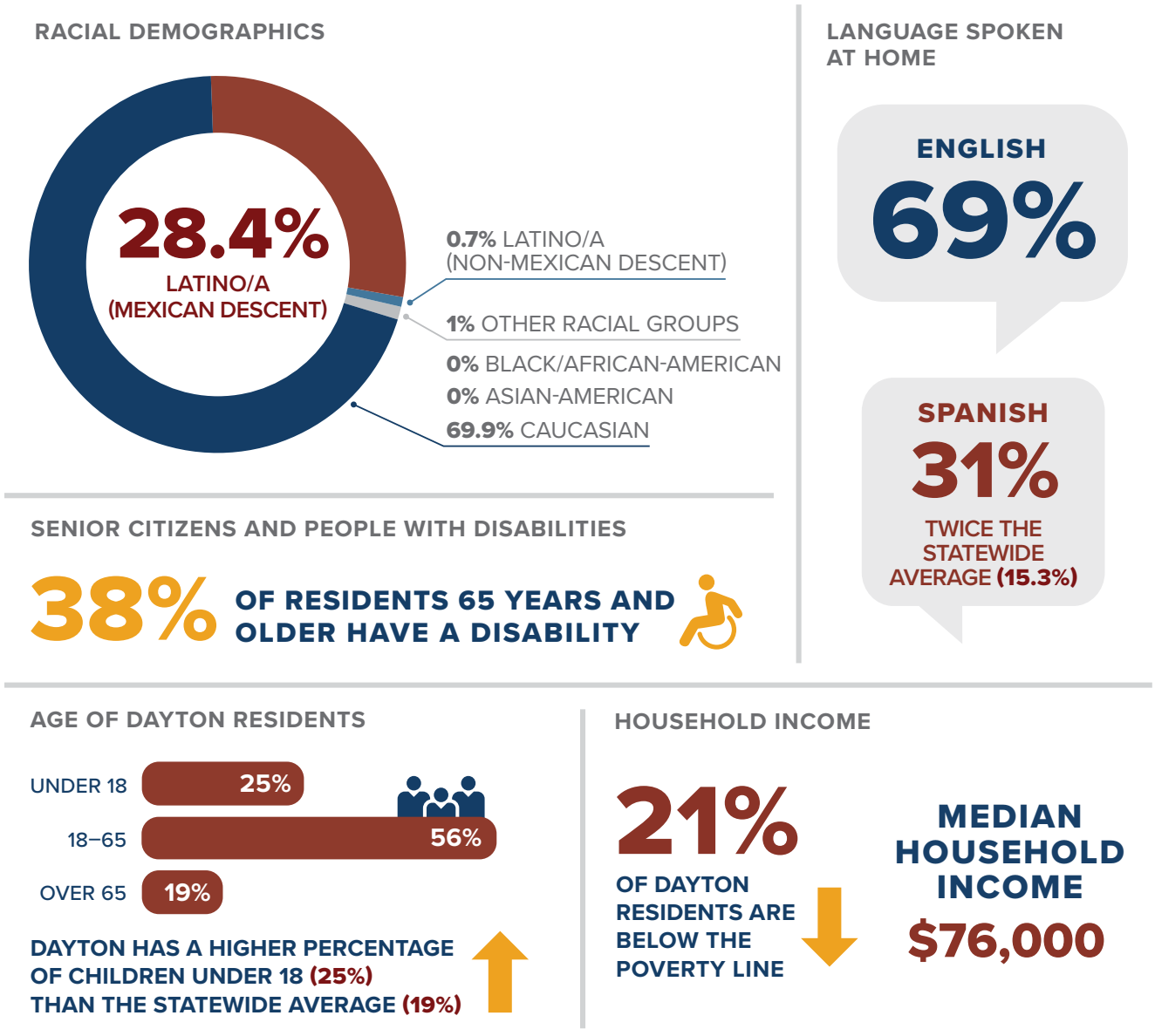


FIGURE 3. DAYTON DEMOGRAPHIC CHARACTERISTICS

Land Use and Transportation

Transportation demand in Dayton is directly related to how the land has been developed, so it is important to understand local land use patterns, how they are connected to the roadway system, and where growth is expected to occur. **FIGURE 4** shows the current zoning within the City.

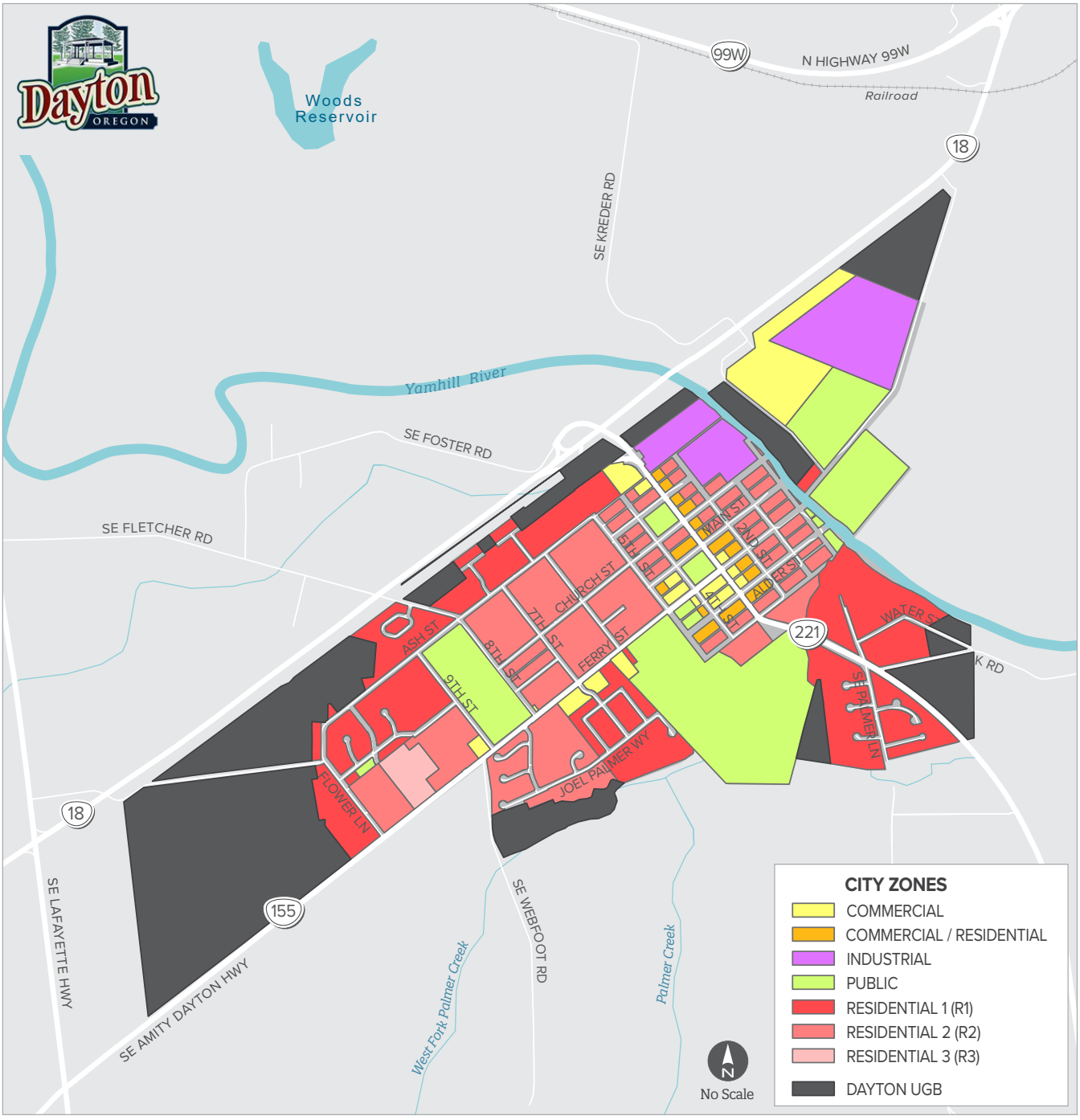


FIGURE 4. EXISTING LAND USE AND ZONING

Local activity centers that attract pedestrian and bicycle traffic, including schools, parks, and shops and restaurants in the downtown area, are concentrated along 3rd Street (OR 221) and Ferry Street (OR 155). In addition, over 40 locations in Dayton are listed on the National Register of Historic Places[1], many of which are located along Ferry Street and 4th Street, 5th Street, and 7th Street.

Travel Patterns

On a typical weekday, the highest number of vehicle trips occur between Dayton and McMinnville (about 30% via OR 18) and within Dayton (nearly 24%), as shown in **FIGURE 5**. A portion of residents travel outside the City on a regular basis to other cities such as Newberg, Lafayette, Salem, Hillsboro, and Portland.

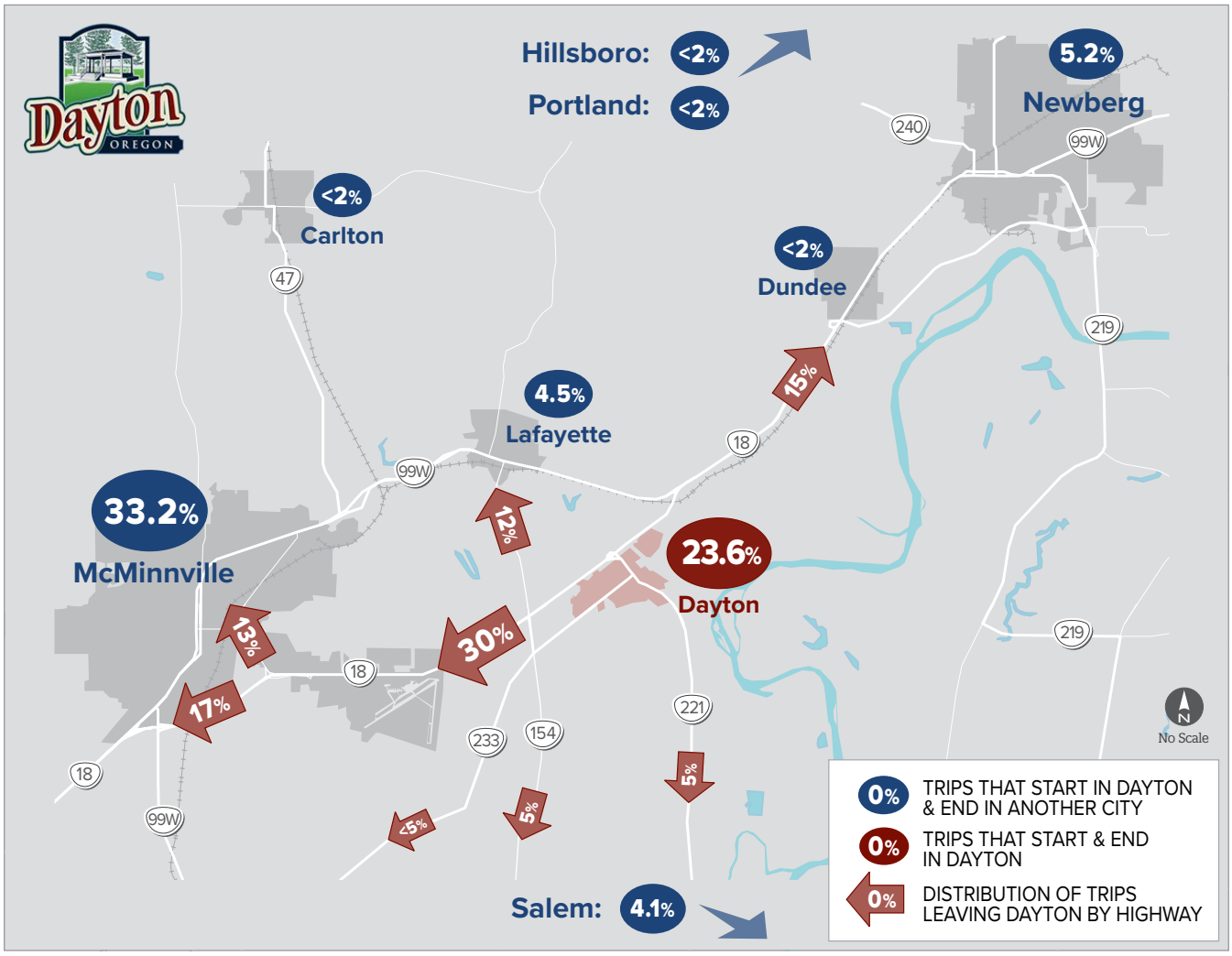


FIGURE 5. DESTINATIONS OF TRIPS ORIGINATING IN DAYTON

1 https://www.daytonoregon.org/historic-dayton-places/

Transportation System Overview

Dayton's transportation system reflects the character of a small but growing community, with a network that primarily serves local travel needs and connects to surrounding cities through state highways. OR 221 (3rd Street) and OR 155 (Ferry Street) function as the City's primary travel corridors.

The existing transportation system has many notable strengths.

- **Intersections**: Most intersections operate efficiently with minimal congestion. There are no traffic signals within the City, and there is no expected need for signals by Year 2045.
- **Walking and biking**: Sidewalks are present in the historic downtown area and near schools, but along key residential routes, the sidewalk network is incomplete. Dedicated bicycle facilities are currently absent.
- **Transit**: Transit service is limited but provides essential connections to nearby communities.
- **Safety**: Safety conditions are generally good, with no fatal crashes reported over the past 5 years, although some intersections have higher-than-expected crash rates or visibility issues. Key safety concerns for Dayton residents include speeding and walking and biking routes to schools.
- **Heavy vehicles**: The City's freight and agricultural users rely on state highway access for goods movement, particularly along OR 18 and OR 221.

While the existing system meets many of Dayton's current needs, challenges remain related to connectivity, accessibility, and multimodal options—particularly for those walking, biking, or relying on transit. These limitations will become more pronounced as the City grows and travel patterns evolve.

Road Network

The City of Dayton's roadway network is composed of a combination of locally maintained streets and state highways that serve both community access and regional connectivity functions. Key state facilities include OR 221 (3rd Street), OR 155 (Ferry Street), OR 18, and OR 233, which fall under ODOT jurisdiction.

Most intersections in Dayton work well andare rarely crowded. Still, there are a few spots where safety is a concern, especially at the eastbound entrance and exit ramps for OR 18 at 3rd Street (OR 221) and at the intersection of Ash Street/Ash Road/ Flower Lane, where it's hard to see approaching vehicles and make turns safely. As Dayton continues to grow, especially in the southwest part of town, it will be important to monitor these areas and plan for safety improvements.

Pedestrian and Bike Infrastructure

Dayton's pedestrian and bicycle networks are limited in availability and connectivity, reflecting the community's historical development patterns and emphasis on vehicular travel. Sidewalks are primarily located in the City's downtown core, near schools, and along select residential blocks. Outside of these areas, sidewalk coverage is intermittent or absent, particularly along key corridors like Ash Road, Flower Lane, and segments of 3rd Street (OR 221) and Ferry Street (OR 155). Many sidewalk segments lack ADA-compliant ramps or sufficient buffer space from traffic, limiting accessibility for people with disabilities, older adults, and children.

There are currently no designated bike lanes or marked bike routes in the City. All bikes must travel in mixed traffic, which can be challenging for some riders—especially along high-speed corridors such as 3rd Street (OR 221). Despite these limitations, local destinations such as schools, parks, and downtown businesses generate regular walking and biking activity, highlighting a strong potential for future investment in active transportation infrastructure.

The City's parks, schools, and historic downtown are well-positioned to serve as anchors for an improved pedestrian and bicycle network. As new development occurs, there is an opportunity to integrate sidewalks, crosswalks, trails, and bikeways that fill network gaps, support safer travel options, and expand access for all users. Prioritizing these improvements will be essential to meeting the community's goals for livability, equity, and sustainability.

Transit

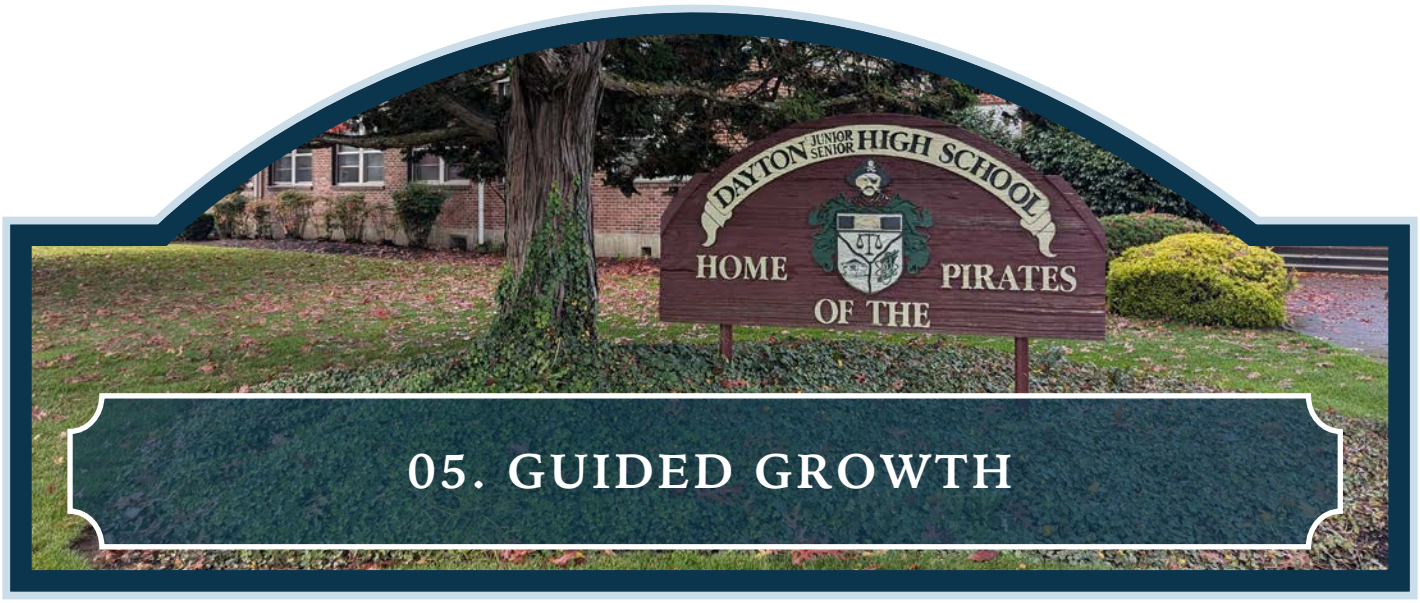
The City of Dayton is served by the Yamhill County Transit Area (YCTA). YCTA operates Route 44 between McMinnville and Tigard on weekdays that includes service in Dayton. Route 44 does not provide service on Sundays, and Saturday service is suspended until further notice. This limits transportation options for Dayton residents who use transit to commute to work, travel for social/ recreational activities, or access essential services like grocery stores, medical appointments, banks, and legal services.

Freight

Trucks and freight vehicles travel to and from Dayton throughout Yamhill County and the surrounding region for construction and agricultural purposes. Major freight traffic generators include the Knife River asphalt plant accessed via 3rd Street (OR 221) and restaurants and stores along Ferry Street (OR 155).

OR 18 on the north side of the City is a designated freight route. Freight vehicles from OR 18 typically enter Dayton from the north via 3rd Street (OR 221) and likely travel to destinations along Ferry Street (OR 155). Although 3rd Street (OR 221) and Ferry Street (OR 155) are not designated freight routes, roadway cross -sections and intersections must be designed to ensure that lane width and turning radii allow trucks to travel safely.

Dayton can be accessed by freight traffic from the south via OR 221 (SE Dayton-Salem Highway No. 150) or SE Webfoot Road. From the west, Dayton can be accessed via OR 154 (Lafayette Highway No. 154) or OR 233 (Amity-Dayton Highway No. 155).



05. GUIDED GROWTH

Existing patterns set the stage for anticipating how growth will create new transportation pressures. As Dayton grows, its transportation system must adapt to new challenges and opportunities.

Growth Assumptions

According to forecasts from the Portland State University Population Research Center, Dayton's population is expected to grow from approximately 2,704 residents in 2024 to 3,177 by 2045, a 17% increase. The City anticipates the need for over 400 new housing units to accommodate future growth and identified a 100-acre tract in the southwest part of the City's UGB as the primary area for this growth. This development will require new collector and local street connections, expanded pedestrian and bicycle infrastructure, and enhanced access to regional highways.

In addition to residential growth, Dayton is preparing for steady commercial growth, particularly along Ferry Street (OR 155) and 3rd Street (OR 221) near the downtown area. These future land use changes within and around the City of Dayton's UGB will create new travel demands that are likely to impact the existing transportation system.

Regional Network Improvements

Planned and Funded Projects

As of August 2025, a roundabout is planned for construction at the intersection of OR 18/SE Lafayette Highway (OR 154) per the Yamhill County Transportation System Plan.[1] After construction, there will also be a turn restriction from full access to right-in, right-out at the intersection of Ash Road/OR 18.

Potential Projects

As of August 2025, Phase 3 of the Newberg-Dundee Bypass project is in the conceptual planning stage and may extend into Dayton city limits. This project is most likely to construct a partial cloverleaf interchange at Kreder Road and a new vehicle bridge over the Yamhill River connecting to Ferry Street (OR 155). This new connection may establish a vehicle route at the current site of the utility and foot bridge leading to Alderman Park.

1 Yamhill County Transportation System Plan. Adopted November 2015.

The project has no identified funding and was not considered during the development of projects for this TSP. However, if constructed, the project team notes that traffic patterns may affect Dayton through the following:

- Removal of access from Kreder Road to/from OR 18
- An increase in traffic on Ferry Street (OR 155) due to the new bridge
- Shifting of traffic destined for/originating in Dayton from the OR 18/OR 221 interchange to the new Ferry Street bridge.
- Traffic generated by future development along Kreder Road traveling along Ferry Street (OR 155) to the new bridge or the new partial cloverleaf interchange

Challenges and Opportunities

Based on current conditions and anticipated growth, Dayton's transportation system is expected to continue serving motor vehicles and freight efficiently through 2045. However, targeted upgrades will be needed to address growing multimodal demands, safety concerns, and future development. System challenges are listed below and shown in **FIGURE 6**.

- Traffic is projected to grow about 1–2% per year, with slightly higher growth along Ferry Street (OR 155). Despite this growth, all key intersections are expected to operate within capacity thresholds through the planning horizon.
- Gaps in sidewalks and the absence of designated bike lanes—particularly along Ash Street, Ash Road, 3rd Street (OR 221), and Ferry Street (OR 155)—create barriers for people walking, biking, or relying on transit. These issues are most critical in areas slated for residential expansion.
- Planned development west of Flower Lane will require new collector and local streets to ensure a well-connected network. Some roadways in growth areas also lack clear design standards or functional classification, posing challenges for long-term consistency.
- Notable intersection safety issues have been identified at the OR 18 eastbound ramps at 3rd Street and the Ash Street / Ash Road / Flower Lane intersection. These locations may require visibility improvements, reconfiguration, or enhanced multimodal treatments. Future development and increased travel volumes will also elevate safety risks, particularly where sight distance, geometric constraints, or multimodal conflicts exist today.

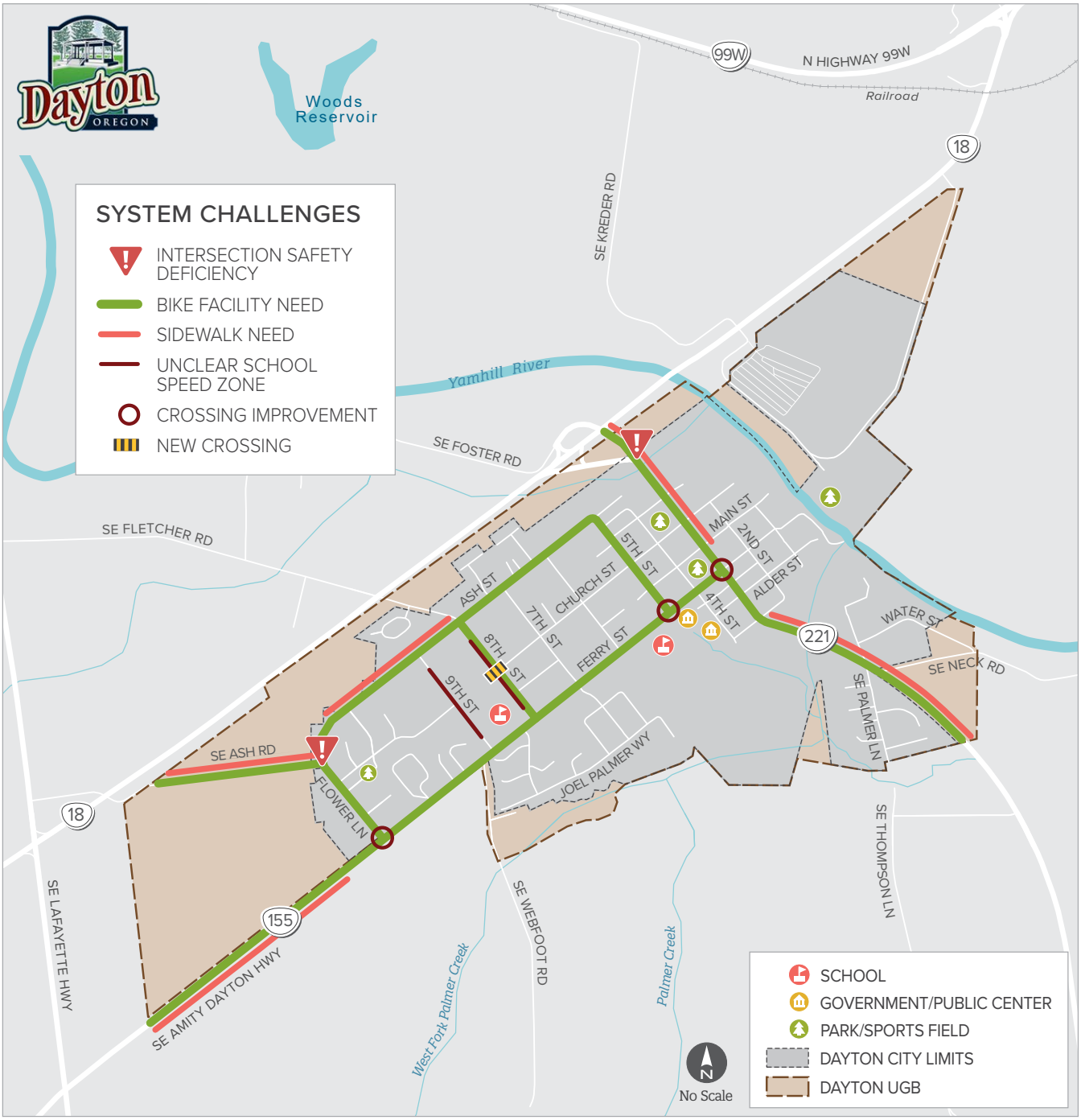


FIGURE 6. DAYTON TRANSPORTATION SYSTEM CHALLENGES

This TSP provides opportunities for strategic investments in infrastructure and design that will help Dayton maintain a safe, accessible, and resilient transportation system that supports all users as the community grows.

06. SYSTEM STANDARDS

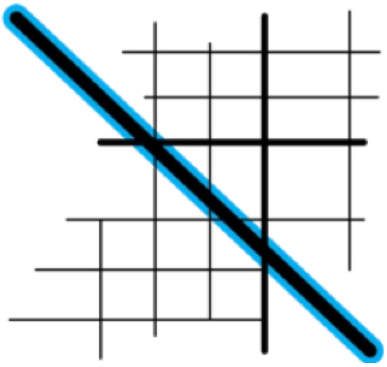
To effectively manage growth, Dayton relies on standards that guide how streets are designed. These standards are applied to all streets to ensure that the system functions as intended and that investments are used efficiently.

Street Functional Classification

Street functional classification is an important tool for managing the roadway network. The street functional classification system recognizes that individual streets do not act independently of one another but instead form a network in which each part works together to serve travel needs on a local and regional level. By designating the management and design requirements for each roadway classification, this hierarchal system supports a network of streets that perform as desired. The three primary levels of functional classification are arterials, collectors, and local streets.

Arterials

Arterials provide a high degree of mobility between major centers of metropolitan areas, as well as rural areas. They often serve high volumes of traffic (6,000 to 10,000 daily vehicles) over long distances, maintain higher posted speeds, and minimize direct access to adjacent land to support the safe and efficient movement of people and goods. Inside UGBs, speeds may be reduced to reflect the roadside environment and surrounding land uses. Ferry Street (OR 155) and 3rd Street (OR 221) are the only arterials in Dayton, both of which are under ODOT jurisdiction.



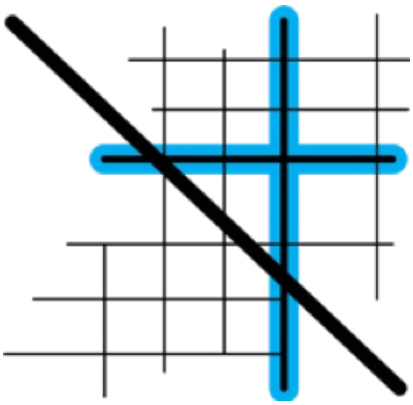
EXAMPLE OF ARTERIAL STREETS

Arterial streets are often the fastest and most direct routes for all modes of travel, including people walking and biking. However, facilities for people walking and biking should be designed to provide a greater degree of separation from the higher volumes and speeds of auto traffic. Wider and more heavily traveled arterial streets can also present barriers for people walking and biking where they need to cross the street to reach a destination. Therefore, the need for enhanced crossing opportunities may be greater.

Collectors

Collectors serve a critical role in the roadway network by connecting traffic from local streets with the arterial network. The general traffic volume on a collector ranges from 1,000 to 6,000 daily vehicles, and speeds are often managed between 25 miles per hour (mph) and 35 mph.

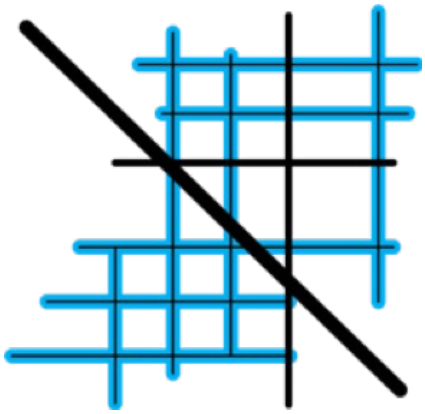
Due to the lower auto traffic volumes and speeds compared to arterials, traveling on major and minor collectors is generally more comfortable for people walking and biking. However, separate biking facilities are still needed.



EXAMPLE OF COLLECTOR STREETS

Local Streets

Local streets prioritize providing immediate access to adjacent land. These streets should be designed to enhance the livability of neighborhoods and should generally accommodate less than 1,000 vehicles per day. When traffic volumes exceed 1,000 vehicles per day through residential areas, safety and livability can be compromised. A well-connected grid system of relatively short blocks can minimize excessive volumes of motor vehicles, limit out-of-direction travel, and encourage walking and biking. Speeds are not normally posted, with a statutory 25 mph speed limit in effect. Local streets are not intended to support long distance travel and are often designed to discourage through-traffic.



EXAMPLE OF LOCAL STREETS

Local streets typically provide low-stress travel routes for people walking and biking. Due to lower vehicle volumes and speeds, dedicated bicycle facilities are not required on local streets and cyclists can share the lane with vehicles. Dedicated pedestrian facilities are required, and even curb-adjacent sidewalks on local streets can still provide a high level of comfort.

FIGURE 7 shows the functional classification for roadways in Dayton. **TABLE 1** and **TABLE 2** highlight the proposed changes in this TSP. For new roadways such as the future streets in the southwest area, the appropriate functional classification was selected based on expected land use, expected travel demands, and street spacing requirements.

TABLE 1. CHANGES TO FUNCTIONAL CLASSIFICATION ON EXISTING ROADWAYS

ROUTE	PREVIOUS FUNCTIONAL CLASSIFICATION	NEW FUNCTIONAL CLASSIFICATION
5TH STREET	Local street	Collector
ASH ROAD	Local street	Collector

TABLE 2. FUNCTIONAL CLASSIFICATION FOR PROPOSED ROADWAYS

FUTURE ROUTE	PROPOSED FUNCTIONAL CLASSIFICATION
NEW STREETS IN UGB SWAP AREA	Collector (three streets)

Note: Alignments of the new collector streets are conceptual, and final alignments are to be determined by the City at the time of development.

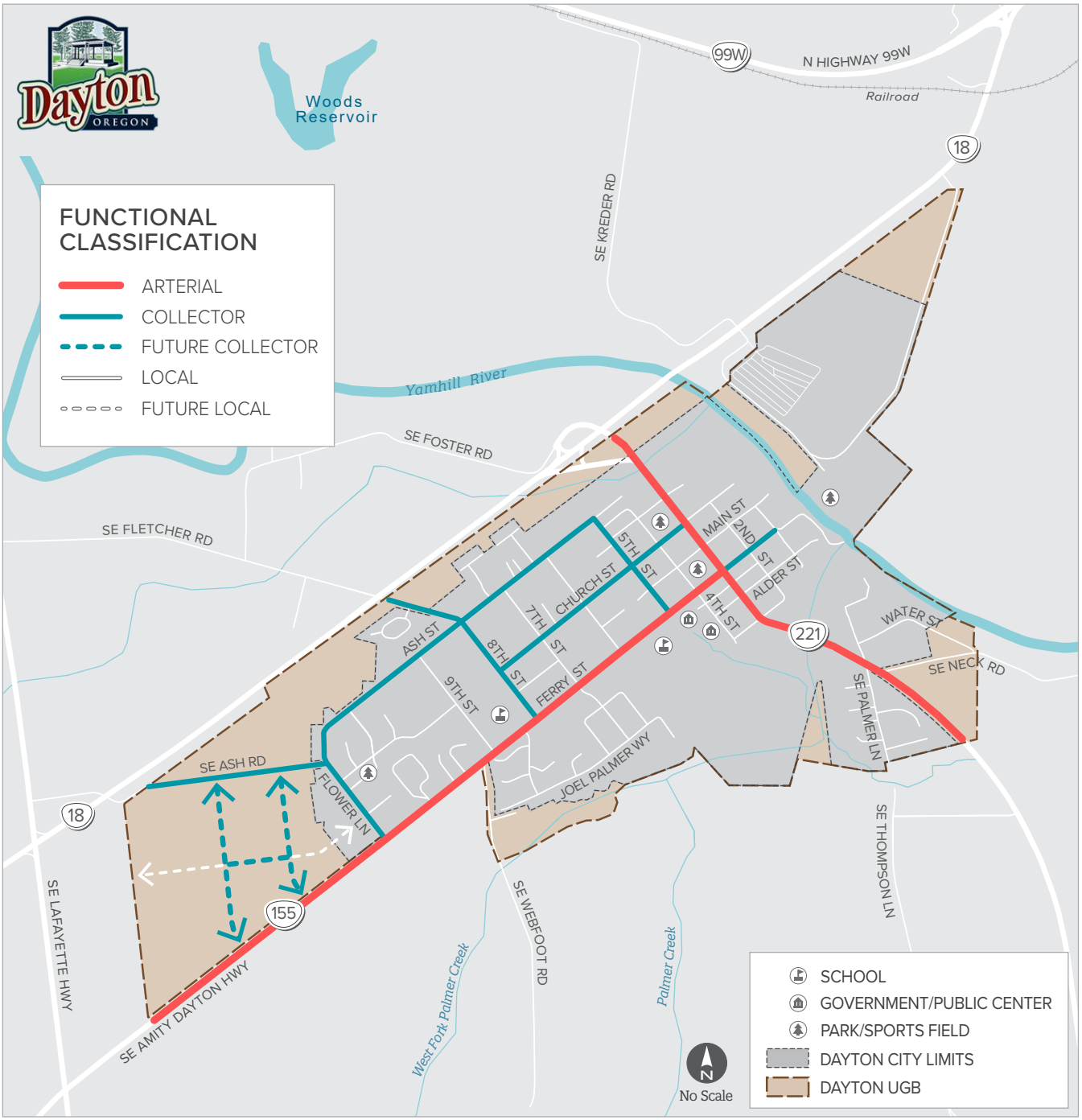


FIGURE 7. FUNCTIONAL CLASSIFICATION

Local Street Connectivity

Local street connectivity is required by the Oregon TPR (OAR 660-012) and is important for Dayton's continued development. Providing adequate connectivity can reduce the need for wider roads, traffic signals, and turn lanes. Increased connectivity can reduce a city's overall vehicle-miles traveled (VMT), balance the traffic load on major facilities, encourage citizens to seek out other travel modes, and reduce emergency vehicle response times. While improving local street connectivity is easier to implement in newly developed areas, retrofitting existing areas to provide greater connectivity should also be attempted.

Local street connectivity is accomplished through development code requirements such as street spacing. The design and construction of new connecting streets must evaluate whether neighborhood traffic management strategies are necessary for the safety and livability of developing neighborhoods.

Street Design

Dayton's street design standards set expectations for how streets should look and function. Cross-section standards are defined in the Dayton Municipal Code (City Code)[1] and Dayton Public Works Design Standards[2]. For any new roadway, re-development, or urban upgrade within the Dayton UGB, the developer or controlling municipality is required to bring the street or adjacent right-of-way up to current standards, including any sidewalk infill. Additionally, all new streets and multimodal projects should incorporate current best practices for bike and pedestrian facilities.

Access Spacing and Street Spacing

Driveways and intersections are locations of high conflict among vehicles, bikes, and pedestrians. To keep traffic flowing smoothly and reduce crashes, Dayton uses spacing standards that regulate the distance between driveways and streets. Driveways/access points and streets must meet the spacing requirements outlined in **TABLE 3**.

TABLE 3. ACCESS SPACING STANDARDS FOR CITY STREETS

STREET CLASSIFICATION	MINIMUM DRIVEWAY/ ACCESS SPACING STANDARD	MINIMUM STREET SPACING STANDARD	MAXIMUM STREET SPACING STANDARD
COLLECTOR	75 feet	150 feet	600 feet
LOCAL	25 feet (No minimum for single-family residential driveways)	150 feet	600 feet

Driveway/access spacing is measured from centerline to centerline.

The City reserves the right to allow a variance where no reasonable alternatives exist or where strict application of the standards would introduce a hazard.

Because the City does not have jurisdiction over any arterial roadways, no arterial standards are provided. Access spacing standards for ODOT facilities are defined in the OHP.

1 Section 7.2.302, Dayton Municipal Code. Effective October 2021.

2 Division 2: Streets, Dayton Public Works Design Standards. Last updated September 2025.

Intersection Mobility Standards

Mobility standards, or targets, are the thresholds set by an agency for the maximum amount of motor vehicle congestion that is acceptable for a given roadway. Adopted mobility standards can be used to prioritize investment decisions, help the City ensure that transportation facilities are improved in a timely manner to support new growth, and prevent a proposed development's traffic demand from exceeding available capacity.

City Mobility Standards

The City of Dayton has adopted an intersection mobility standard of Level of Service (LOS) D as the minimum acceptable operating condition for the weekday peak hour.

ODOT Mobility Standards

All intersections under ODOT jurisdiction in Dayton must meet the mobility targets outlined in the OHP. ODOT uses volume-to-capacity (v/c) ratios as performance measures for mobility rather than LOS. The ODOT v/c targets vary with highway classification, area type, and posted speeds.

Transportation Impact Analysis Guidelines

The development review process is designed to manage growth in a responsible and sustainable manner. By assessing the transportation impacts associated with land use proposals and requiring adequate facilities to be in place to accommodate those impacts, the City of Dayton can maintain a safe and efficient transportation system concurrently with new development, diffusing the cost of system expansion. Transportation Impact Analysis (TIA) guidelines implement OAR 660-012-0045 of the state TPR, which requires a process to apply conditions to land use proposals to minimize impacts on and to protect transportation facilities.

A TIA report is required to be submitted with a land use application at the request of the City of Dayton or if the proposal is expected to involve one or more of the following criteria:

1. A change in use, zoning, Comprehensive Plan designation, or access.
2. An increase in net trip generation of 25 AM or PM peak hour trips, or more than 250 daily trips.
3. An increase in the use of adjacent streets by 10 or more vehicles per day that exceed the 20,000-pound gross vehicle weight.
4. A requirement by Yamhill County or ODOT to address operational or safety concerns on facilities under their jurisdiction.
5. For non-residential developments: Changes to local street connectivity that would impact travel patterns.
6. *For non-residential developments:* Potential impacts to pedestrian and bicycle routes, including Safe Routes to School.
7. *For non-residential developments:* The location of an existing or proposed access driveway that does not meet minimum access spacing or sight distance requirements.

The City maintains the right to waive a TIA, even if one of these criteria are met.

The study area must include all site accesses and adjacent roadways and intersections. The study area must also include all off-site major intersections impacted by 25 or more peak hour vehicle trips within 1 mile of the site. The City Engineer must approve the defined study area prior to commencement of the TIA and may choose to waive the study of certain intersections if deemed unnecessary.

07. PLANNED PROJECTS

This TSP provides a list of projects that address current and future needs. The project list translates the shared vision and system opportunities into street improvements that Dayton can implement over the next 20 years.

Project Development

The project team developed the recommended transportation projects using guidance provided by the project goals and objectives and with input from the PMT. Consistent with the TSP goals, project development focused on creating a balanced system that could provide travel options for a wide variety of needs and users. The solutions include lower-cost improvements to enhance existing infrastructure and extend its useful life rather than relying solely on the construction of new facilities, which requires substantial funding and may have greater impacts on the environment and adjacent property.

The final priority rankings (i.e., high, medium, or low) are listed in **TABLE 5** below. The project priority rankings do not create an obligation to construct projects in any order, and it is recognized that these priorities may change over time. The City of Dayton will use the priorities listed in this TSP to guide investment decisions but will also regularly reassess local priorities to leverage new opportunities and reflect evolving community interests.

Project Categories

- **Roadway (R)**: Projects along segments that alter the roadway or roadside character, or new road construction projects
- **Safety (S)**: Projects that address transportation safety needs
- **Multimodal (M)**: Projects that provide upgrades for pedestrian and/or bicycle travel

In addition to each project's description, additional information was provided:

- *Jurisdiction* shows which agency (City or ODOT) has ownership of the roadway(s). While there may be projects on state facilities that the City would like to prioritize in the next 20 years, these decisions are ultimately up to ODOT.

- *Priority* shows which projects are most important to implement first. Higher priority projects may be necessary to implement sooner for safety or capacity reasons.
- *Timeline* describes how long it may take to implement the project. A project's timeline often depends on the amount of planning and engineering necessary to implement the project.
- *Cost* shows the approximate cost categorized as low, medium, or high.

The project design elements are identified to create a reasonable cost estimate for planning purposes. The actual design elements for any project are subject to change and will ultimately be determined through a preliminary and final design process and are subject to City and/or ODOT approval.

TABLE 4. DAYTON TSP PROPOSED SOLUTIONS

ID	PROJECT NAME	DESCRIPTION	JURISDICTION	PRIORITY	TIMELINE	COST
R-1	FERRY STREET IMPROVEMENTS	Redesign Ferry Street from 1st Street to the western city limits to include buffered or separated bicycle facilities, sidewalk improvements, street furniture, landscaping, lighting, and on-street parking improvements. *Associated Projects: M-3*	ODOT	High	Long-term	$9,300,000
R-2	NEW PUBLIC STREET 1 (COLLECTOR/ LOCAL)	New east-west collector/local street south of Ash Road and west of Flower Lane. [A] *Associated Projects: R-3, R-4*	City	Low	Long-term	$7,400,000
R-3	NEW PUBLIC STREET 2 (COLLECTOR)	New north-south collector street south of Ash Road and west of Flower Lane. [A] *Associated Projects: R-2, R-4*	City	Low	Long-term	$3,700,000
R-4	NEW PUBLIC STREET 3 (COLLECTOR)	New north-south collector street south of Ash Road and west of Flower Lane. [A] *Associated Projects: R-2, R-3*	City	Low	Long-term	$4,600,000
R-5	CHURCH STREET COLLECTOR UPGRADES	Upgrade Church Street to meet collector street cross-section standards; includes sidewalk and curb improvements. *Associated Projects: M-4*	City	Medium	Mid-term	$6,810,000
R-6	5TH STREET COLLECTOR UPGRADES	Upgrade 5th Street to meet collector street cross-section standards; includes sidewalk and curb improvements. *Associated Projects: M-6*	City	Medium	Mid-term	$3,590,000

ID	PROJECT NAME	DESCRIPTION	JURISDICTION	PRIORITY	TIMELINE	COST
R-7	ASH STREET COLLECTOR UPGRADES	Upgrade Ash Street to meet collector street cross-section standards; includes sidewalk and curb improvements. Additionally, implement traffic calming treatments west of 8th Street such as: • Raised intersection at Ash/9th Streets • Marked crosswalks • Curb extensions *Associated Projects: M-6*	City	Medium	Mid-term	$10,570,000
R-8	FLOWER LANE COLLECTOR UPGRADES	Upgrade Flower Lane to meet collector street cross-section standards; includes sidewalk and curb improvements. *Associated Projects: M-6*	City	Medium	Mid-term	$2,970,000
R-9	ASH ROAD COLLECTOR UPGRADES	Upgrade Ash Road to meet collector street cross-section standards; includes sidewalk and curb improvements.	City	Medium	Mid-term	$5,400,000
S-1	OR 18 EB OFF-RAMP/OR 221 IMPROVEMENTS	Short-term: Install low-cost stop-controlled intersection visibility upgrades through signing and striping improvements. Long-term: Conduct an intersection control evaluation (ICE) to determine the long-term preferred traffic control and safety improvements.	ODOT	High/Low	Short-term/ Long-term	Short-term: $50,000 Long-term: $30,000 for ICE report; $3,000,000 to $6,000,000 for traffic control change
S-2	ASH STREET/ ASH ROAD/ FLOWER LANE IMPROVEMENTS	Construct a traffic circle or mini roundabout. Consider a mountable island to accommodate heavy vehicles.	City	Medium	Short-term	$150,000
S-3	FERRY STREET/3RD STREET SAFETY IMPROVEMENTS	Add striped marked pedestrian crosswalks and ADA-compliant curb ramps on all approaches. Install stop ahead signage and other stop sign visibility enhancements. Consider curb extensions, high-visibility crosswalk striping, and pedestrian-level lighting to improve visibility.	ODOT	High	Short-term	$600,000
S-4	OR 221 RUMBLE STRIPS	Install centerline rumble strips and other horizontal curve enhancements along the OR 221 curve south of Mill Street.	ODOT	Low	Short-term	$75,000
S-5	OR 221 GATEWAY TREATMENT	At the existing gateway treatment, install additional traffic calming gateway treatments such as landscaping, raised medians, lighting, artwork, and curb extensions near Neck Road on OR 221 to encourage lower speeds approaching the downtown area.	ODOT	Low	Short-term	$750,000

ID	PROJECT NAME	DESCRIPTION	JURISDICTION	PRIORITY	TIMELINE	COST
S-6	FERRY STREET GATEWAY TREATMENT	At the existing gateway treatment, install additional traffic calming gateway treatments such as landscaping, raised medians, lighting, artwork, and curb extensions along Ferry Street (OR 155) to encourage lower speeds approaching the downtown area.	ODOT	Low	Short-term	$750,000
M-1	CITYWIDE SIDEWALK INFILL	Infill gaps in the sidewalk on key walking routes.	City	High	Mid-term	$2,450,000
M-2	FLOWER LANE MARKED CROSSWALK	Improve pedestrian crossing on the Flower Lane approach at Ferry Street by striping a marked crosswalk and removing overgrown vegetation to maximize sight distance. *Associated Projects: R-8*	City	High	Short-term	$150,000
M-3	FERRY STREET ENHANCED PEDESTRIAN CROSSING	Install pedestrian crossing enhancements at the marked crosswalks on Ferry Street at 5th Street OR near the elementary school by installing curb extensions and rectangular rapid flashing beacons (RRFB). Consider high visibility crosswalk striping and pedestrian-level lighting to improve visibility. *Location of pedestrian crossing enhancements to be determined based on ODOT traffic manual and approval. *Associated Projects: R-1*	ODOT	High	Short-term	$500,000
M-4	8TH STREET MARKED CROSSWALK	Construct a new marked pedestrian crossing of 8th Street at Church Street. Consider curb extensions, high-visibility crosswalk striping, pedestrian-level lighting, and school crossing signage to improve visibility. *Associated Projects: R-5*	City	Medium	Short-term	$400,000
M-5	OR 221 PEDESTRIAN AND BIKE IMPROVEMENTS	Construct multimodal improvements such as a multi-use path, bike lanes, sidewalks, and enhanced crossings along OR 221 (3rd Street) from Church Street to the southern UGB. Consider enhanced crossing near Neck Road.	ODOT	High	Long-term	$10,800,000
M-6	NEIGHBORHOOD GREENWAY IMPROVEMENTS	Create a neighborhood greenway loop on 5th Street, Ash Street, and Flower Lane using shared bike lane markings (sharrows) and signage. *Associated Projects: R-6, R-7, R-8*	City	High	Short-term	$150,000

[A] *Alignment shown is conceptual and final alignments are to be determined by the City at the time of future development.*

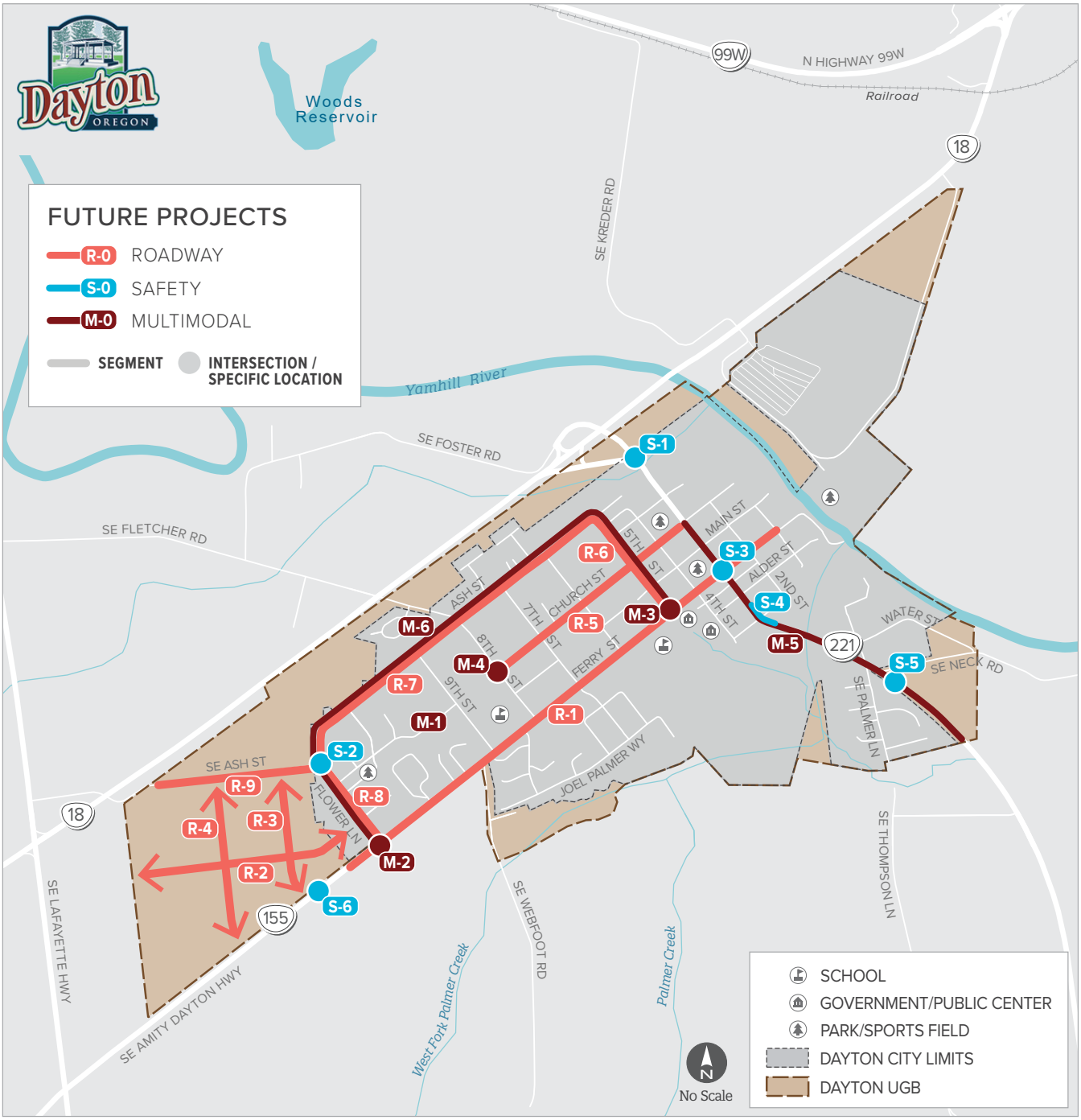


FIGURE 8. DAYTON TSP PROJECTS

Project Descriptions

Ferry Street Improvements

Project **R-1** will reconstruct Ferry Street (OR 155) to provide a multimodal corridor with improved sidewalks, bike facilities, and delineated on-street parking. The intent of this project is to establish Ferry Street (OR 155) as a primary travel route for people walking and biking in addition to vehicles and freight. The project will also consider adding electric vehicle chargers near key destinations such as Courthouse Square Park and City Hall to support the central business district. The City of Dayton will be responsible for any additional landscaping maintenance.

This TSP does not recommend a specific design, as extensive public outreach, coordination, and preliminary survey must take place to identify potential alternatives before selecting a preferred alternative. Important considerations during the project's design are listed as follows:

- Because Ferry Street (OR 155) is owned and maintained by ODOT, solutions are guided by the Highway Design Manual (HDM). All improvements on Ferry Street must consider the corridor's urban design context and comply with HDM descriptions for land use and roadway cross sections, including the pedestrian, transition, and travelway realms.
- Right-of-way widths vary from 60 feet to 80 feet along Ferry Street (OR 155), as shown below. The final design will have different cross sections on each block to accommodate the varying right-of-way; for example, parking on one side of the street may be removed. Example cross sections that may comply with the HDM are provided on the following page.
- Some aspects of the project, such as separated bike facilities, could be introduced using low-cost temporary strategies, such as pavement markings and post-mounted delineators, before they are permanently constructed.

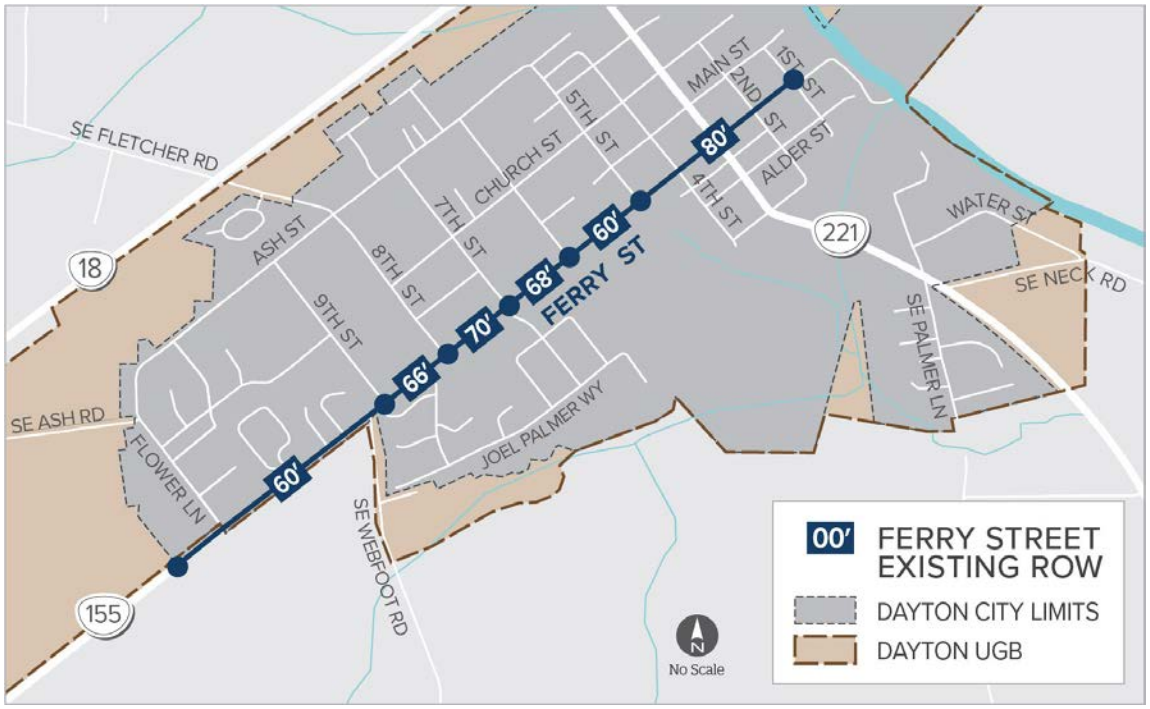


FIGURE 9. FERRY STREET EXISTING ROW

Ferry Street Option 1 – Two-Way Cycle Track

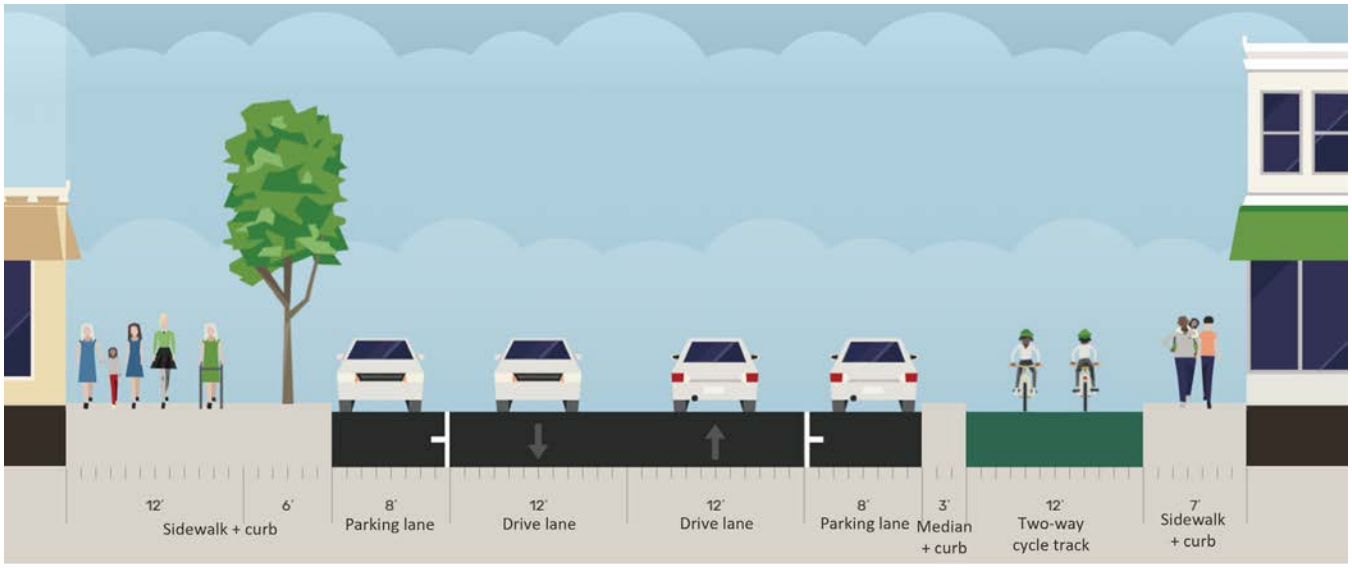


FIGURE 10. 80' RIGHT-OF-WAY EXAMPLE

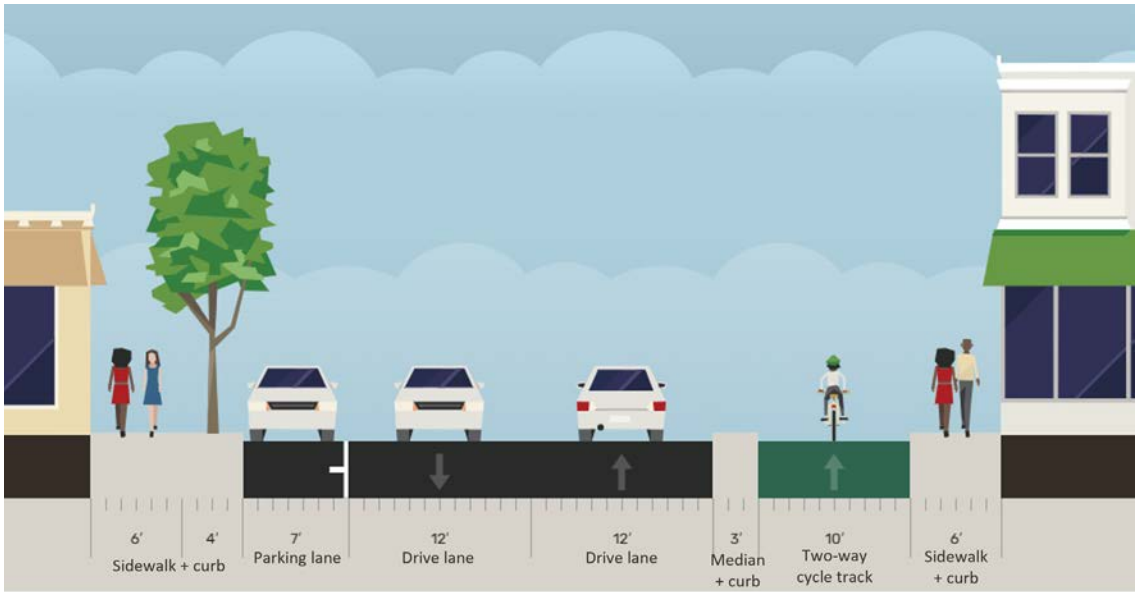


FIGURE 11. 60' RIGHT-OF-WAY EXAMPLE

Ferry Street Option 2 – Protected Bike Lanes (Outside Parking Area)

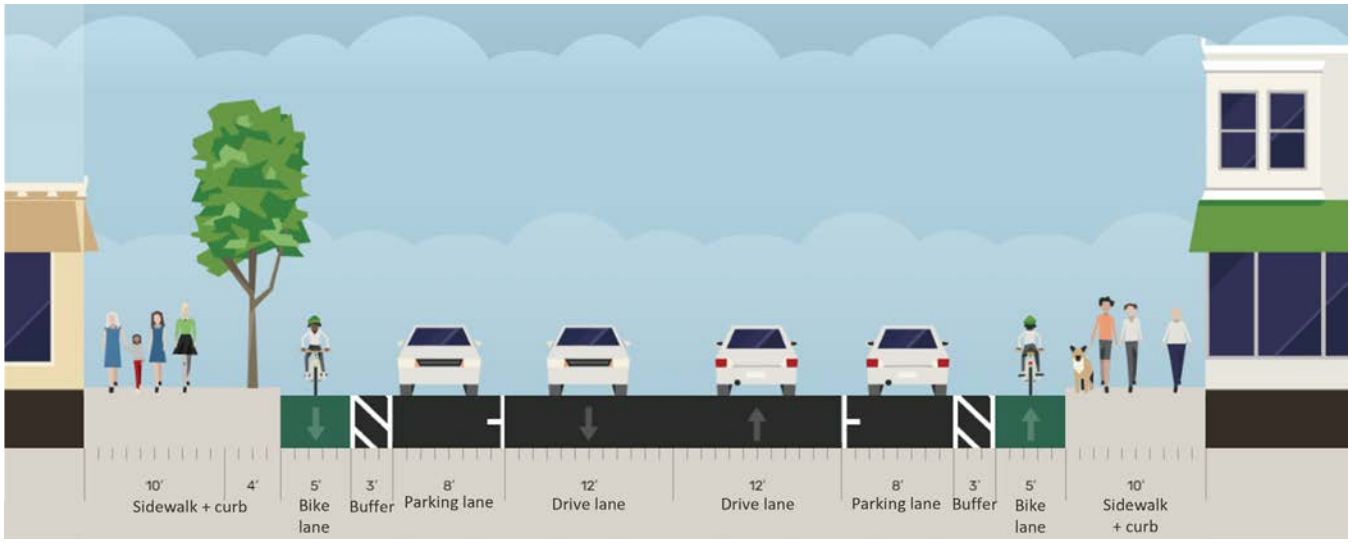


FIGURE 12. 80' RIGHT-OF-WAY EXAMPLE

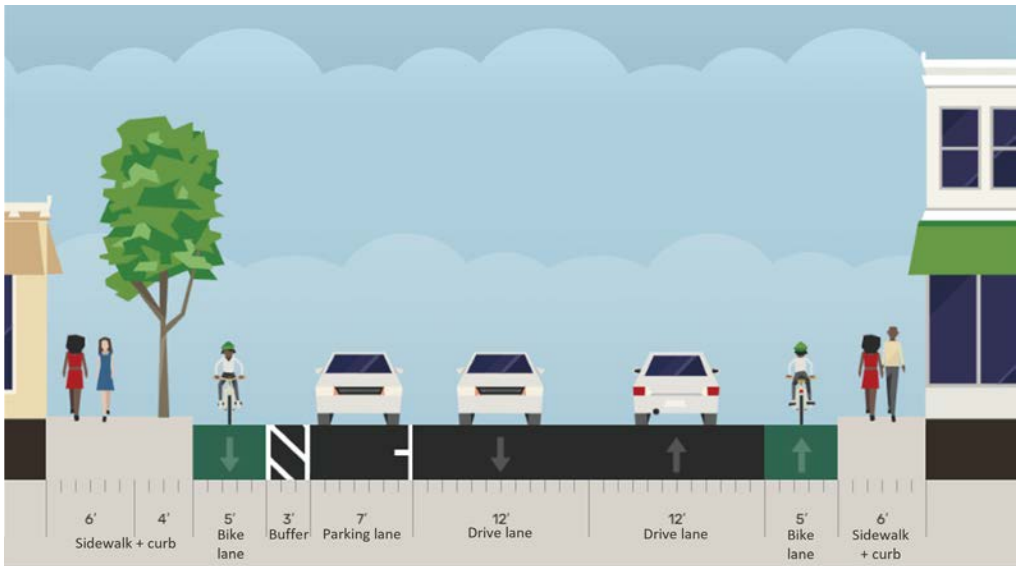


FIGURE 13. 60' RIGHT-OF-WAY EXAMPLE

Ferry Street Option 3 – Buffered Bike Lanes (Inside Parking Area)

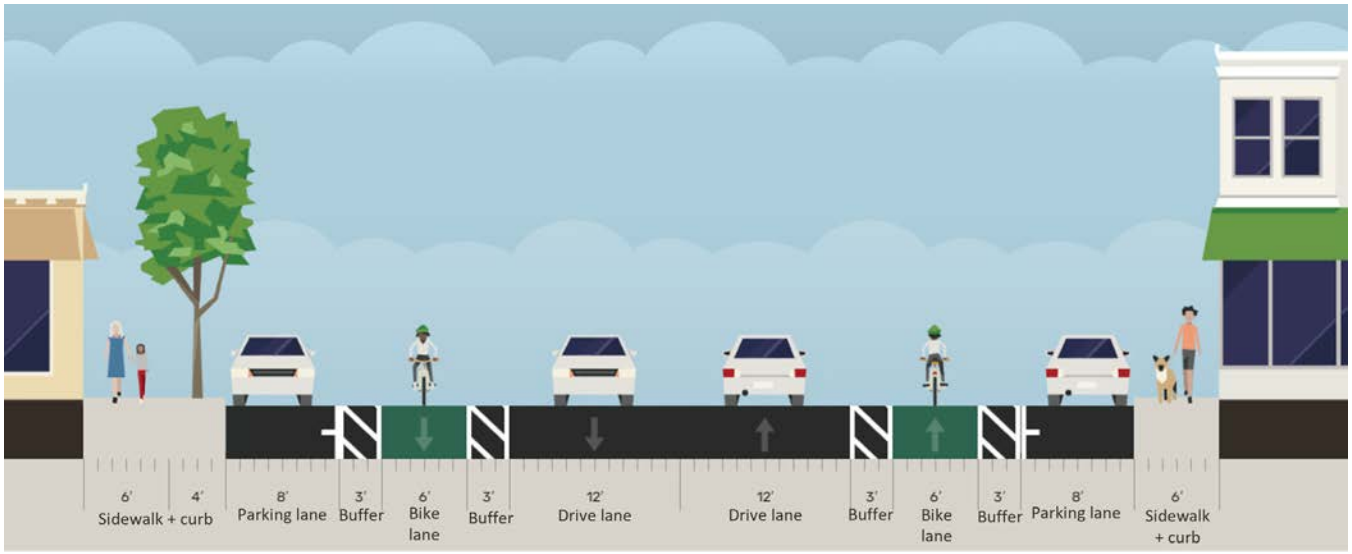


FIGURE 14. 80' RIGHT-OF-WAY EXAMPLE

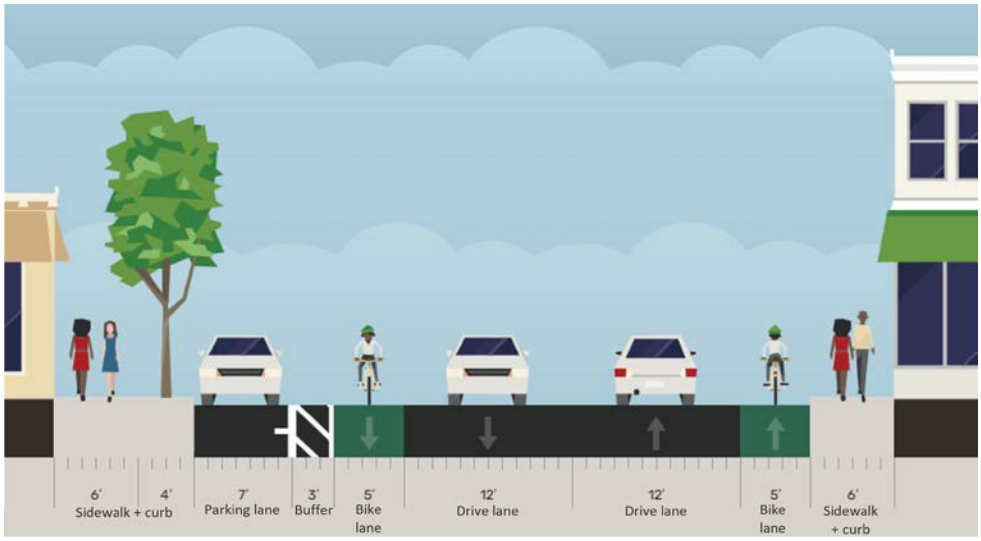


FIGURE 15. 60' RIGHT-OF-WAY EXAMPLE

High Priority Projects

The highest-value transportation projects for Dayton, regardless of the likelihood of funding or implementation, are summarized below. These projects rose to the top of the prioritization process based on the evaluation criteria developed to measure alignment with Dayton's transportation goals and objectives.

TABLE 5. HIGH PRIORITY PROJECTS

	PROJECT	COST (2025 DOLLARS)
R-1	Ferry Street Improvements	$9,300,000
M-3	Ferry Street Enhanced Pedestrian Crossing	$500,000
S-3	Ferry Street/3rd Street Improvements	$600,000
M-1	Citywide Sidewalk Infill	$2,450,000
M-6	Neighborhood Greenway Improvements	$150,000
M-5	OR 221 Pedestrian and Bike Improvements	$10,800,000
M-2	Flower Lane Marked Crosswalk	$150,000
	TOTAL	**$23,950,000**

08. FUNDING FRAMEWORK

Dayton faces typical small-city challenges in funding transportation improvements. With limited local revenue sources and a growing list of system needs, the City must explore new funding options to implement projects.

Funding Constraints

The amount of funding assumed to be available to construct projects in this TSP was estimated by reviewing transportation funding sources currently in place and projecting total revenue through 2045 based on past annual allocations. **TABLE 6** lists all the revenue sources assumed to be available to the City and indicates how much revenue is assumed to be available to implement the projects in this TSP. Overall, it is reasonable to assume that Dayton will have approximately $3.9 million to apply toward project implementation. It should be noted that some revenue sources have restrictions on the types of projects for which they can be used. With an estimated $22.0 million worth of transportation system projects, the City must make reasonable investment decisions to develop a set of transportation improvements that will likely be funded to meet identified needs through 2045.

TABLE 6. FUTURE FUNDING PROJECTION 2024 THROUGH 2045 (21 YEARS IN 2024 DOLLARS)

REVENUE SOURCE	FUNDING RESTRICTIONS	ESTIMATED THROUGH 2045	PERSONNEL, OPERATIONS, AND MAINTENANCE ALLOCATION	AVAILABLE AMOUNT FOR TSP PROJECTS
STATE GAS TAX	Transportation-related	$4,855,000	$2,560,000	$2,295,000
STREET AND STORMWATER SYSTEM DEVELOPMENT CHARGES (SDCS)	Capacity-adding projects	$1,480,000	$0	$1,480,000
MISCELLANEOUS REVENUE (E.G., SERVICES, INTEREST INCOME)	Unrestricted	$189,000	$0	$189,000
	TOTAL	**$6,524,000**	**$2,560,000**	**$3,964,000**

Since the total cost of all recommended transportation projects will greatly exceed the amount of expected funding available in the next 20 years, it is critical that the City explore new revenue sources and be attuned to grant opportunities. It should be noted that some projects (such as new collector streets in the UGB swap area) may be constructed and funded, completely or partially, by private development.

Potential Funding Sources

New transportation funding options include local taxes, assessments and charges, and state and federal appropriations, grants, and loans. All of these resources can be constrained based on a variety of factors, including the willingness of local leadership and the electorate to burden citizens and businesses, the availability of local funds to be dedicated or diverted to transportation issues from other competing City programs, and the availability of state and federal funds. Nonetheless, it is important for the City to consider available opportunities, such as those listed below, for enhanced funding for the transportation improvements that will be identified in the TSP, as the current sources will not be sufficient to meet the identified needs.

City Revenue Sources

Increasing System Development Charges (SDCs). SDCs from new developments are intended to offset the burden of development on the transportation system. The City of Dayton currently charges SDCs for streets/stormwater, parks, sewer, and water. Upon completion of this TSP update process, the City should re-evaluate the street/stormwater SDC rates based on the updated TSP. Increased SDC rates would generate additional funding beyond what is estimated in **TABLE 6** for transportation projects. For example, if the City of Dayton increases the street/stormwater SDC rate by $500, an additional $400,000 could be collected over the next 20 years.

General Fund Revenues. At the discretion of the City Council, the City can allocate General Fund revenues to pay for its transportation program (General Fund revenues primarily include taxes and fees imposed by the City). This allocation is completed as a part of the City's annual budget process, but the funding potential of this approach is constrained by competing community priorities

set by the City Council. General Fund resources can fund any aspect of the program, from capital improvements to operations, maintenance, and administration. Additional revenues available from this source are only available to the extent that either General Fund revenues are increased or City Council directs and diverts funding from other City programs.

Local Street Utility Fees. A street utility fee is a recurring monthly charge that is paid by all residents and businesses within the City to support the provision and maintenance of the local street system. These funds are restricted for transportation operations and maintenance related projects only. Typical utility fees range from $2 to $10 per month. If the City of Dayton increased street utility fees by $10 per month, up to $2 million in additional funding would be collected in the UGB swap area alone.

State Grants and Funds

Small City Allotment (SCA). The SCA program is an annual allocation of state funds for local transportation projects in incorporated cities with populations of 5,000 or less. SCA funds may only be used on streets with inadequate capacity or streets that are in an unsafe condition.

Safe Routes to School (SRTS). The SRTS program funds projects that improve connectivity for children to walk, bike, and roll to and from school. Funds are distributed as a reimbursement program through an open and competitive process. Funding is available for pedestrian and bicycle infrastructure projects within 2 miles of schools. These funds should be pursued for pedestrian and bicycle projects.

Oregon Community Paths (OCP). The OCP grant program helps communities create and maintain connections through multiuse paths and is funded by the state Multimodal Active Transportation fund and federal Transportation Alternatives Program fund.

ODOT All Road Transportation Safety (ARTS). ARTS is used to address safety challenges on public roads. Funding is distributed to each ODOT region, which collaborates with local governments to select projects that can reduce fatalities and serious injuries, regardless of whether they are local roads or state highways. Projects are built into the 4-year Statewide Transportation Improvement Program (STIP) timeframe.

ODOT STIP Enhance Funding. ODOT has modified the STIP funding process to allow local agencies to fund projects on non-state roadways. STIP projects enhance system connectivity and improve multimodal travel options. The updated TSP prepares the City to apply for STIP funding.

Oregon Transportation Infrastructure Bank (OTIB). The OTIB is a statewide revolving loan fund for roadway improvements, bicycle and pedestrian access, and transit capital projects. Projects are rated by OTIB staff with a regional advisory committee and require approval from the Oregon Transportation Commission.

Financially Constrained Projects

The Oregon TPR (OAR 660-012) requires that regional agencies identify a Financially Constrained list of projects within their TSP. Although the City of Dayton is not a regional agency, a Financially Constrained list is included in this plan so that it is consistent with regional plans and helps prioritize funding plans and identify gaps in funding. Additionally, this project list and the expected funding provide a basis of comparison for subsequent proposed land use amendments that may affect the TSP. For example, if a major land use amendment such as up-zoning from residential to commercial use is proposed, significantly intensifying travel activity beyond what is identified in the TSP, the City would need to demonstrate that the transportation system could still adequately serve the increased needs in the 2045 horizon year. In answering that question, the Financially Constrained system improvements would be assumed to be in place since it is reasonably likely, based on historical trends, that enough funding would be available to construct the improvements.

The Financially Constrained project list is typically different than the High Priority project list because it is limited by the anticipated amount and type of funding available, whereas the High Priority project list is not constrained by funding.

The Financially Constrained project list is shown in **TABLE 7**.

TABLE 7. FINANCIALLY CONSTRAINED PROJECT LIST

	PROJECT	COST (2025 DOLLARS)
M-3	Ferry Street Enhanced Pedestrian Crossing	$500,000
S-3	Ferry Street/3rd Street Improvements	$600,000
M-1	Citywide Sidewalk Infill	$2,450,000
M-6	Neighborhood Greenway Improvements	$150,000
M-2	Flower Lane Marked Crosswalk	$150,000
	TOTAL	**$3,850,000**

09. SUPPORTING STRATEGIES

Some transportation challenges can be addressed without a capital project. These transportation challenges in Dayton include vehicle speeding, providing safe walking and biking routes to schools, meeting parking demand, and more. However, these require strategic policies and processes to address. The following sections provide strategies and guidance in these areas that complement and extend the impact of capital projects.

Neighborhood Traffic Management

Neighborhood traffic management (NTM) describes strategies that improve safety and livability on residential streets. Essentially, these neighborhood streets place a priority on access over mobility and favor active transportation (such as walking and biking) over vehicles while still allowing access for service vehicles and emergency responders. **TABLE 8** lists common neighborhood traffic management strategies that could be appropriate for neighborhood streets in Dayton.

TABLE 8. NEIGHBORHOOD TRAFFIC MANAGEMENT (NTM) STRATEGIES

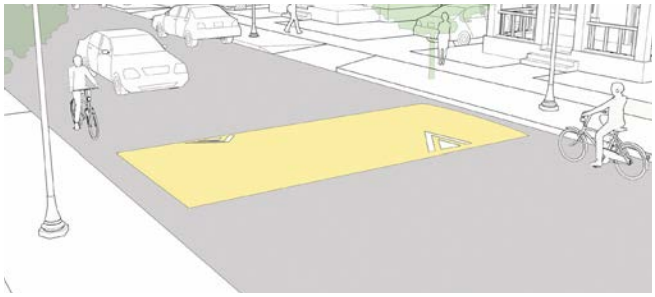
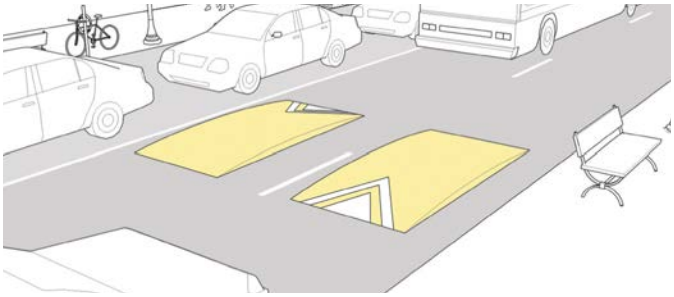
Speed Hump	*Speed Cushion*
Extends the entire width of the roadway and protrudes just a few inches off the roadway at their peak.	*Like speed humps, also extends the entire width but have wheel cutouts for vehicles with larger wheelbases (like emergency vehicles and buses).*
Impact: *Lowers vehicle speed*	***Impact:*** *Lowers vehicle speed*
	
Source: NACTO Urban Street Design Guide	*Source: NACTO Urban Street Design Guide*

TABLE 8. NEIGHBORHOOD TRAFFIC MANAGEMENT (NTM) STRATEGIES (CONTINUED)

Speed Feedback Sign

Directs a driver's attention to the posted speed limit and digitally displays the vehicle's speed on a message board.

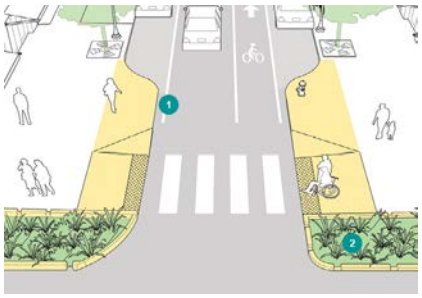
Impact: *Lowers vehicle speed*

Source: Trafficalm

Curb Extension

Also known as curb bulb-outs; extends the curb toward the center of the street to narrow the roadway and reduce crossing distance for pedestrians.

Impact: *Narrows travel lane and heightens pedestrian visibility*



Source: NACTO Urban Street Design Guide

Crosswalk Visibility Enhancements

Updates or adds crosswalk signage/ striping or a rectangular rapid flashing beacon (RRFB) to make pedestrian crossings more visible.

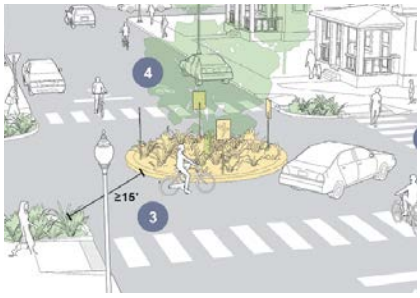
Impact: *Heightens pedestrian visibility*

Source: City of Sacramento

Center Island

A round island in the middle of an intersection.

Impact: *Lowers vehicle speed through intersection*

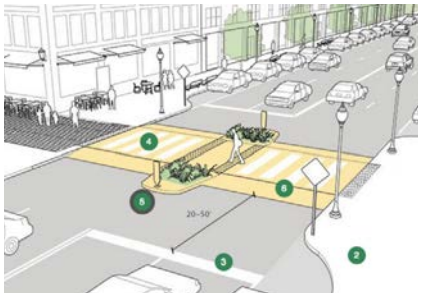


Source: NACTO Urban Street Design Guide

Raised Median

A raised curb, generally 2-3 feet in width, placed in the center of a roadway segment to divert traffic laterally to slow vehicle speeds.

Impact: *Lowers vehicle speeds along roadway segment*



Source: NACTO Urban Street Design Guide

Lane Striping

Delineates parking areas, travel lanes, bike lanes, and walking areas; can be used to narrow travel lanes to reduce vehicle speeds.

Impact: *Enhances street design and driver predictability*

Source: www.douglas.co.us

Safe Routes to School

The City of Dayton could establish an SRTS program to improve the safety of not just students, but all people who bike and walk in the City. In Oregon, SRTS programs and funding are administered by ODOT. As part of the 2017 transportation package passed by the Oregon Legislature, the SRTS program was allocated $10 million per year in funding, increasing to $15 million per year in 2023. In the coming years, there will be ample funding available to improve the safety of students and to encourage an active, healthy lifestyle for Dayton's youngest residents. The City will coordinate with ODOT staff to initiate an SRTS program and identify improvement projects within the walking boundaries of local schools.

Parking Supply and Management

The current parking supply in Dayton has not been recently evaluated. If future parking demand significantly outpaces supply, there are a variety of management options that Dayton may consider. Some options include the following:

- Time-limited parking regulations create time limits on continuous parking duration, encouraging vehicle turnover and thereby provide more parking opportunities.
- Pay-to-park meters put a cost on parking, often paired with time limits, that applies economic incentives to encourage vehicle turnover and thereby provides more parking opportunities.
- Various systems are available that could allow the City to price and manage parking differentially during high-demand time periods or in high-demand locations.
- Resident and employer permits allow exemptions for local residents and employers from a time-limited or pay-to-park system. This encourages visitors to limit their parking duration while allowing flexibility for other uses.

If implementing these management tools do not provide adequate parking availability, off-street parking lots or structures are an option for increasing the supply of parking. If off-street parking capacity is created, it is important that it is implemented as part of an overall parking management plan that encourages drivers to choose off-street parking. Ideally, off-street parking structures should be designed in a way that maintains the potential for current mixed-use or future repurposing. Mixed-use designs include features such as ground-floor retail, while design for future repurposing includes features such as level floors and exterior access ramps.

Other elements to consider when implementing parking policy reform include:

- **Bicycle parking.** Convenient and secure bicycle parking is an essential element of a complete multimodal transportation system. The City can improve the supply of bicycle parking by installing additional racks and setting standards for high-quality designs.
- **Loading zones.** In areas where business activity requires dedicated loading zones, or where private pick-up and drop-off activity is high, a loading zone can ensure curb availability even during high parking demand.

Land Use Planning

There is a fundamental relationship between transportation and land use. Travel demand is influenced by land use types and intensities, and by how they are connected to the community transportation services. Locating a robust, balanced mix of high-density land uses in a diverse, highly connected transportation system offers local travelers and freight operators a superior experience in terms of convenience, safety, mobility, and accessibility. In addition, strategic decisions about the location and type of development can leverage investments in the transportation system, such as increased transit ridership, and help to achieve community goals such as encouraging active transportation and reducing the number of trips made by single-occupancy vehicles.

Some key strategies for successfully implementing high-density, mixed-use developments include promoting a diversity of tenants, accommodating a wide range of tenant income levels, placing developments in strategic locations served by all modes of travel, and having a long-term plan for surrounding development and infrastructure improvements that support it.

Preparing for Smart Mobility

Emerging transportation technologies will shape our roads, communities, and daily lives for generations. Vehicles are becoming more connected, automated, shared, and electric. This future is highly uncertain, but it will have significant impacts for how we plan, design, build, and use our transportation system.

Below are some important definitions that provide the basis for potential impacts, policies, and action items.

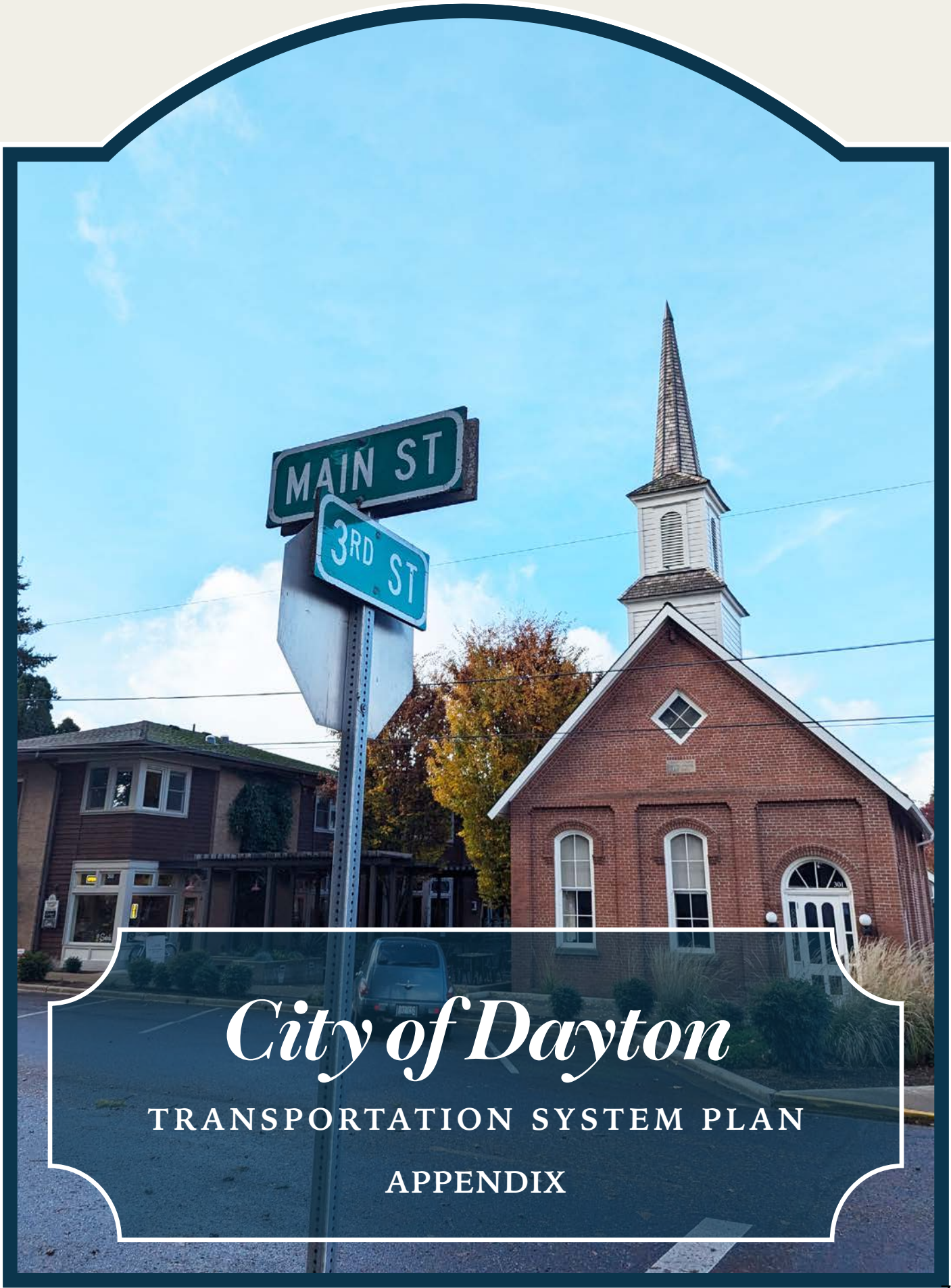
Connected vehicles (CVs) will enable communications between vehicles, infrastructure, and other road users. This means that vehicles will be able to assist human drivers and prevent crashes while making the system operate more smoothly.

Automated vehicles (AVs) will, to varying degrees, take over driving functions and allow travelers to focus their attention on other matters. Already today, vehicles today have combined automated functions like lane keeping and adaptive cruise control. However, these still require constant driver oversight. In the future, more sophisticated sensing and programming technology will allow vehicles to operate with little to no operator oversight.

Shared vehicles (SVs) allow ride-hailing companies to offer customers access to vehicles through cell phone applications. Ride-hailing applications allow for on-demand transportation with comparable convenience to car ownership without the hassle of maintenance and parking. Ride-hailing applications can enable customers to choose whether to share a trip with another person along their route, or travel alone.

Electric vehicles (EVs) have been on the road for decades and are becoming more economically feasible as the production costs of batteries decline.

Many of these vehicles will not be exclusive of the others and it is important to consider the implications that arise from the combination of these technologies. When discussing these vehicles as a whole, they can be referred to as connected, automated, shared, and electric (CASE) vehicles. Out of these, electric vehicles are likely to have the largest impact on Dayton in the next 20 years.



City of Dayton

TRANSPORTATION SYSTEM PLAN

APPENDIX