

APPENDIX A

Plan Survey Detail

Table of Contents

	Page
APPENDIX A Plan Survey Detail	A-1
Statewide Plans and Policies.....	A-3
County Plans and Policies.....	A-6
Local Jurisdiction Plans and Policies.....	A-8

Table of Figures

	Page
Figure A-1 Relevant Plans and Proposed Goal Areas.....	A-2

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APPENDIX A PLAN SURVEY DETAIL

This section provides further detail about the transportation and land use plans and policies reviewed to support the development of the proposed goals and objectives for the Yamhill County TDP, as summarized in Section 2 of the memo (Plan Review and Outreach).

Figure A-1 identifies the reviewed policies and plans that address the Yamhill County TDP goal areas proposed in Section 3 of the memo (Proposed Goals, Objectives, and Performance Measures). These existing plans and policies were considered in developing the proposed TDP goals and objectives.

Descriptions providing further detail about the plans and policies and highlighting key takeaways follow Figure A-1. Links to online documents are provided where available.

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YCTA Transit Development Plan | Memo #1 Goals and Objectives – Appendix A
Yamhill County Transit Area

Figure A-1 Relevant Plans and Proposed Goal Areas

Document	Mobility	Accessibility	Passenger Experience / Comfort	Safety & Security	Livability & Economic Vitality	Efficiency
Statewide Plans						
Oregon Transportation Plan	●	●	●	●	●	●
Oregon Public Transportation Plan	●	●	●	●	●	●
Oregon Transportation Safety Action Plan			●	●		
Oregon Transportation Options Plan	●	●	●	●	●	●
Oregon Bicycle and Pedestrian Plan	●	●	●	●	●	●
Yamhill County Plans						
Yamhill County Transportation System Plan	●	●	●	●	●	●
Yamhill County Comprehensive Land Use Plan				●	●	●
Yamhill County Agribusiness Economic Development Plan		●	●		●	●
YCTA Coordinated Human Services Transportation Plan	●	●	●			●
YCTA Title VI and Limited English Proficiency (LEP) Plan			●			
Local Jurisdiction Plans						
Newberg Downtown Improvement Plan		●	●		●	●
Newberg Comprehensive Plan	●		●		●	●
Newberg Transportation System Plan	●	●			●	●
McMinnville Comprehensive Plan				●	●	●
McMinnville Transportation System Plan	●	●	●	●	●	●
Amity Transportation System Plan		●	●	●		●
Carlton Transportation System Plan	●	●		●		●
Dayton Transportation System Plan		●	●	●		●
Dundee Transportation System Plan	●	●	●	●		●
Lafayette Transportation System Plan		●		●		●
Sheridan Transportation System Plan		●	●	●		●
Willamina Transportation System Plan	●	●	●	●		●
City of Yamhill Transportation System Plan	●	●	●	●		●

STATEWIDE PLANS AND POLICIES

Oregon Transportation Plan

The Oregon Transportation Planning Rule (TPR) requires the state develop a statewide TSP, known as the [Oregon Transportation Plan](#) (OTP). The OTP serves as the guiding document for local TSPs and addresses the core challenges and opportunities facing transportation in Oregon. Relevant goals, policies, and strategies from the OTP include:

- **Policy 1.2 Equity, Efficiency and Travel Choices:** Promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.
- **Strategy 1.2.1:** Develop and promote inter and intra-city public transportation.
- **Strategy 1.2.2:** Better integrate, locate, and design passenger and freight multimodal transportation facilities and connections to expedite travel and provide travel options. Locate and design transportation facilities to connect with other modes.
- **Policy 2.1 Capacity and Operational Efficiency:** Manage the transportation system to improve its capacity and operational efficiency for the long term benefit of people and goods movement.
- **Strategy 4.3.5:** Reduce transportation barriers to daily activities for those who rely on walking, biking, rideshare, car-sharing and public transportation by providing access to public transportation and the knowledge of how to use it and facility designs that consider the needs of the mobility-challenged including seniors, people with disabilities, children and non-English speaking populations.
- **Policy 7.1 A Coordinated Transportation System:** Collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.

What are the key takeaways for the TDP?

- Ensure the transit system is easy-to-use, reliable, cost-effective, and accessible
- Consider new facilities and connections that support an efficient transportation system and meet the needs of the growing community
- Remove barriers between jurisdictions and agencies so transit functions as a cohesive system

Oregon Public Transportation Plan

The [Oregon Public Transportation Plan](#) (OPTP) provides a planning and policy framework to guide local decision-making and investments regarding public transportation but does not make service decisions for communities. The OPTP is currently being updated and is expected to be completed in 2018. The draft goals¹ for OPTP are:

- **Goal 1 Transit User Experience:** People of all ages, abilities, and income levels can travel reliably between destinations with relative ease using a seamless, affordable, convenient, well-coordinated public transportation system. People in Oregon routinely use public transportation options to meet their travel needs.

¹ Oregon Public Transportation Plan: DRAFT Opportunities, Challenges, and Trends Memo. Retrieved from https://www.oregon.gov/ODOT/TD/TP/docs/OPTP/OPTP_201608_PACMemo.pdf

- **Goal 2 System Connections and Links:** The public transportation system is linked and well-connected, with connections between public and private providers, user-friendly links between travel modes, and connections to urban, suburban, rural, regional and interstate destinations.
- **Goal 3 Community, Livability, and Economic Vitality:** Public and private interests collaboratively work to promote community livability and economic vitality, including economic expansion and diversification, through public transportation that efficiently and effectively moves people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
- **Goal 4 Equity:** Public transportation is an essential tool for enhancing equity and opportunities for all Oregonians. Public transportation options improve lives by providing affordable, safe, and welcoming access to services and opportunities and eliminating barriers that prevent access to homes, jobs, and other destinations.
- **Goal 5 Health:** Public transportation fosters improved health of Oregonians by giving people opportunities to integrate physical activity into everyday life through walking and biking, supporting community vitality by enhancing connections between people, promoting cleaner air, and ensuring access to medical services, healthy groceries, and recreation.
- **Goal 6: Safety and Security:** Public transportation feels safe and is safe for all riders. Public transportation contributes to emergency response and the ability of Oregon communities to cope with natural or human-caused disasters
- **Goal 7 Environmental Sustainability:** Public transportation contributes environmental and health benefits by lessening the need for additional vehicle travel while reducing greenhouse gas emissions by providing efficient and sustainable travel options.
- **Goal 8 Land Use:** Public transportation is a tool that contributes to Oregon’s state and local land use goals and policy. Agencies collaborate to ensure public transportation helps shape Oregon communities and preserves farm and forest land by providing efficient and effective travel options in urban, suburban, and rural areas.
- **Goal 9 Strategic Investment:** Sustainable and reliable funding meets the demand for public transportation service operations and infrastructure. Strategic investments in public transportation support the overall transportation system and the quality of life and economy of Oregon.
- **Goal 10 Communication, Collaboration, and Coordination:** Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

What are the key takeaways for Yamhill County?

- Transit should be accessible and feel safe for all ages, abilities, and income levels.
- A well-balanced transit system provides health, environmental, and economic benefits.
- Make strategic investments with reliable and sustainable funding that complement land use development patterns in the community.

Oregon Transportation Safety Action Plan

The [Oregon Transportation Safety Action Plan](#) (TSAP) provides long-term goals, policies and strategies in an effort to achieve no deaths or life changing injuries on Oregon’s transportation system by 2035. As one of seven plans under the Oregon Transportation Plan (OTP), the TSAP helps facilitate an integrated and interconnected transportation system to meet the diverse and changing needs of Oregonians. The plan identifies four emphasis areas that have a near-term focus. These emphasis areas include:

- **Risky Behaviors:** Deter unsafe or risky behaviors made by drivers and other transportation users to minimize impaired driving, unbelted, speeding, and distracted driving crashes.
- **Infrastructure:** Construct or retrofit multimodal transportation assets to minimize intersection and roadway departure crashes.
- **Vulnerable Users:** Protect vulnerable road users—pedestrians, bicyclists, motorcyclists, older drivers—to minimize pedestrian, bicycle, motorcycle, and older road user crashes.
- **Improved Systems:** Continually improve data, train, and educate transportation and safety staff, support law enforcement and emergency responders, and minimize commercial vehicle crashes.

What are the key takeaways for Yamhill County?

- Develop a transit system that prioritizes safety and limits roadway conflicts to support Oregon's long-term vision of zero deaths or life changing injuries by 2035.

Oregon Transportation Options Plan

Goals, strategies, and policies in the [Oregon Transportation Options Plan](#) promote the efficient use of existing transportation system investments, reduced reliance on the single-occupancy vehicles, and the use of walking, biking, transit, rideshare, and telecommuting. This plan is part of a suite of plans under the Oregon Transportation Plan (OTP) that support an integrated and interconnected transportation system. Support for transportation options in Yamhill County is provided by the designated Regional Network Administrator (RNA) Cherriots Rideshare, which is housed within Salem Area Mass Transit District, or Cherriots. Strategies that are applicable to this plan include:

- **Strategy 2.i:** Facilitate cost sharing between local jurisdictions, healthcare organizations, and higher education institutions for transportation options coordinators and/or maintenance of bicycle, pedestrian, and transit facilities on campuses.
- **Strategy 3.b:** Develop guidance for transportation options programs suitable for all regions and communities of various sizes. For example, all communities with transit or rideshare services should also consider Guaranteed Ride Home programs.
- **Strategy 4.a:** Promote, encourage, and incentivize biking, walking, and taking transit, and carpool/vanpool (rideshare) program participation to help spread demand across modes and to more efficiently utilize existing modal capacity.
- **Strategy 4.k:** Foster the identification and development of mobility hubs through financial, policy, or technological support or coordination, with an initial focus on locations with an existing user base such as park-and-ride lots, transit stops or stations, universities, or institutional campuses.
- **Strategy 7.c:** Pair mixed-use development with expansion of transit, walking, and bicycle networks to facilitate availability of transportation options.
- **Strategy 8.i:** Encourage private and public development of transit and shuttle access or bicycle and pedestrian infrastructure that links to travel destinations.

What are the key takeaways for Yamhill County?

- Develop a transit system that supports multimodal connections.
- Encourage employers and educational institutions to adopt travel options programs that support transit use (e.g., transit subsidies, Guaranteed Ride Home Programs, etc.).

Oregon Bicycle and Pedestrian Plan

[Oregon's Bicycle and Pedestrian Plan](#) is one of seven plans under the Oregon Transportation Plan (OTP), that facilitate an integrated and interconnected transportation system to meet the diverse and changing needs of system users. Regional and local plans must be consistent with the Oregon Bicycle and Pedestrian Plan policies and strategies. Relevant policies and strategies include:

- **Policy 2.4:** Improve access to multimodal connections for bicyclists and pedestrians through planning, design, prioritization, and coordination.
- **Strategy 2.4B:** When designing, extending, or improving pedestrian and bicycle networks, coordinate with transit agencies to ensure that existing and planned transit service is considered in facility design and identify opportunities to remove physical barriers in access to transit.
- **Strategy 2.4C:** Build and maintain partnerships with transit agencies to facilitate network connections with travelers walking or biking and to support first and last mile connections to transit.

What are the key takeaways for Yamhill County?

- Coordinate with County departments, the state of Oregon, and local jurisdictions to ensure transit facility design integrates planned pedestrian and bicycle investments and supports pedestrian and bicycle connections.

COUNTY PLANS AND POLICIES

Yamhill County Transit Area 2016 Coordinated Public Transit Human Services Transportation Plan

The YCTA Coordinated Public Transit Human Services Transportation plan, or Coordinated Plan, is a specialized near-term planning document that establishes strategies without specific goals. The plan includes over 50 strategies to better serve public transit riders in the County. The needs are organized by six needs areas identified through focus groups and surveys to local human services agencies. The needs areas include:

- Transportation Services
- Infrastructure
- Coordination and Organizational Strategies
- Marketing, Customer Service, and Outreach Strategies
- Technology Strategies
- Capital and Funding Strategies

What are the key takeaways for Yamhill County?

- Transportation needs for customers accessing human services are wide ranging and best met by flexible, varied transportation solutions.
- Human services and medical needs extend beyond Yamhill County, which can stretch limited local resources if not carefully prioritized and managed.

Yamhill County 2015 Transportation System Plan

The Yamhill County Transportation System Plan (TSP) is guided by nine goals, each accompanied by a set of objectives by which the County will achieve these goals. Nearly all the goals, listed below, specifically relate to public transportation. The Plan aligns specific evaluation criteria with the objectives, and details information supporting short- to long-range investment strategies to meet the goals and objectives.

The TSP is a document required by Oregon cities and counties to satisfy the administrative rule known as the Transportation Planning rule implementing Statewide Planning Goal 12 (Transportation). The Rule requires local governments to plan for a safe, convenient, and adequate transportation system that is coordinated with local land use regulation.

Goal 1. Provide for Efficient and Convenient Motor Vehicle Travel

Goal 2. Provide for the safety of all transportation modes.

Goal 3: Provide an equitable, balanced and connected multi-modal transportation system.

Goal 4: Increase the Quality and Availability of Pedestrian and Bicycle Facilities

Goal 5: Work with transit service providers to provide transit service and amenities that encourage and increase ridership.

Goal 6: Manage the transportation system to support a prosperous and competitive economy.

Goal 7: Provide Transportation Facilities and Services that are Fiscally Responsible and Economically Feasible

Goal 8: Provide a transportation system that conserves energy, and protects and improves the environment.

Goal 9: Coordinate with Local and State Agencies and Transportation Plans

What are the key takeaways for Yamhill County?

- Public transportation is an important part of the County's long-term multimodal transportation goals and strategies.
- It is important to coordinate public transportation with local and countywide transportation initiatives and land use regulations.

YCTA Title VI and Limited English Proficiency Plan

The YCTA Title VI plan contains YCTA's policy statement to ensure the agency's compliance with Title VI of the Civil Rights Act of 1964. It includes steps the County will take to ensure equal access to all members of the public. The plan is a Federal Transit Administration and Oregon Department of Transportation compliance requirement and does not set organizational nor community goals.

YCTA's Limited English Proficiency (LEP) Plan describes the steps the agency takes to ensure individuals with limited English proficiency can access YCTA services and information. It is contained with the YCTA Title VI plan. The plan does not set any future goals.

Yamhill County 2009 Agri-Business Economic and Community Development Plan

The Yamhill County Agri-Business Economic and Community Development Plan references transit as a potential opportunity, among others, to support tourism in the county. It does not set any goals that pertaining directly to transit.

LOCAL JURISDICTION PLANS AND POLICIES

City of Newberg 2017 Downtown Improvement Plan

The Newberg Downtown Improvement Plan does not set any future goals, but it does provide a list of strategies, projects, and actions to be taken up in the downtown Newberg. Within its list of Funding, Administrative, and Organizational Actions, the following actions are related to transit:

- **Multi-Unit Housing Tax Incentive.** The Multi-Unit Housing Tax Incentive is intended to stimulate construction of transit-supportive multiple-unit housing. The tax incentive is a 10-year property tax abatement for new or converted, non-transient housing units constructed within a designated boundary and providing one or more public benefits. Newberg can consider setting up the procedures for reviewing and approving applications for this tax incentive in coordination with State statute (ORS 307.600-690).

City of Newberg 2016 Comprehensive Plan

The Newberg Comprehensive Plan expresses goals categorized into 14 categories. The following goals are related to transit service. While all do not directly reference transit, each has connected supporting policies that directly reference transit.

Housing

- Goal 1: To provide for diversity in the type, density and location of housing within the City to ensure there is an adequate supply of affordable housing units to meet the needs of City residents of various income levels. (Ordinance 2006-2634)

Transportation

- Goal 1: Establish cooperative agreements to address transportation based planning, development, operation and maintenance.
- Goal 3: Promote reliance on multiple modes of transportation and reduce reliance on the automobile.
- Goal 6: Provide effective levels of non-auto oriented support facilities (e.g. bus shelters, bicycle racks, etc.).
- Goal 7: Minimize the capital improvement and community costs to implement the transportation plan.
- Goal 9: Create effective circulation and access for the local transportation system.

City of Newberg 2016 Transportation Systems Plan

The Newberg Transportation System Plan has five goals. One of them directly references public transit:

- Goal 4: Include “complete street” principles with both vehicle and pedestrian/bicycle improvements; improve the connectivity of the street and/or sidewalk system; improve access to public transit.

City of McMinnville 2013 Comprehensive Plan

The McMinnville Comprehensive Plan provides goals and associated policies organized into 9 policy areas. The following two goals, and accompanied policies are related to transit:

- Goal V 2: To promote a residential development pattern that is land intensive and energy-efficient, that provides for an urban level of public and private services, and that allows unique and innovative development techniques to be employed in residential designs.
 - Westside Density Policy:
 - 71.01: The City shall plan for development of the property located on the west side of the city that is outside of planned or existing transit corridors (1/4 mile either side of the route) to be limited to a density of six units per acre. It is recognized that it is an objective of the City to disperse multiple family units throughout the community. In order to provide higher density housing on the west side, sewer density allowances or trade-offs shall be allowed and encouraged. (Ord. 4961, January 8, 2013; Ord.4796, October 14, 2003)
 - 71.08: Slightly higher densities (R-2) should be permitted on lands that exhibit the above-listed characteristics (Policy 71.06), and following factors or areas:
 - 2) Within one mile of existing or planned transit;
 - 71.10: The following factors should be used to define appropriate density ranges allowed through zoning in the medium density residential areas:
 - The distance to existing or planned public transit;
 - 71.13: The following factors should serve as criteria in determining areas appropriate for high-density residential development:
 - 6) Areas within a one-half mile wide corridor centered on existing or planned public transit routes;
 - Multiple-Family Development Policies:
 - 90.00: Greater residential densities shall be encouraged to locate along major and minor arterials, within one-quarter mile from neighborhood and general commercial shopping centers, and within a one-half mile wide corridor centered on existing or planned public transit routes. (Ord. 4840, January 11, 2006; Ord. 4796, October 14, 2003)
 - 92.00: High-density housing developments shall be encouraged to locate along existing or potential public transit routes.
- Goal VI 1: To encourage development of a transportation system that provides for the coordinated movement of people and freight in a safe and efficient manner.
 - Mass Transportation Policies:
 - 100.00: The City of McMinnville shall support efforts to provide facilities and services for mass transportation that serve the needs of the city residents.
 - 101.00: The City of McMinnville shall cooperate with local, regional, and state agencies and private firms in examining mass transit possibilities and implementing agreed upon services.
 - 102.00: The City of McMinnville shall place major emphasis on the land use development implications of large-scale regional mass transit proposals. Systems which could adversely affect the goals and policies as set forth in the plan should be closely evaluated.
 - 103.00: The City of McMinnville shall encourage development of mass transit systems in existing transportation corridors where possible.
 - 104.00: The City of McMinnville shall encourage a centrally located bus terminal, for intercity and intracity bus services.
 - 105.00: The City of McMinnville shall examine the impacts of transportation proposals involving bus and/or rail terminals on surrounding land uses

- Streets Policies:
 - 118.00: The City of McMinnville shall encourage development of roads that include the following design factors:
 - 4) Consideration given to Complete Streets, in consideration of all modes of transportation (public transit, private vehicle, bike, and foot paths). (Ord.4922, February 23, 2010)
- Complete Streets Policies:
 - 132.24: The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of a project so that even the most vulnerable McMinnville residents – children, elderly, and persons with disabilities – can travel safely within the public right-of-way.
- Connectivity and Circulation Policies:
 - 132.26: The vehicle, pedestrian, transit, and bicycle circulation systems shall be designed to connect major activity centers in the McMinnville planning area, increase the overall accessibility of downtown and other centers, as well as provide access to neighborhood residential, shopping, and industrial areas, and McMinnville’s parks and schools.
- Transportation System and Energy Efficiency Policies:
 - 132.30.00: The implementation of transportation system and transportation demand management measures, provision of enhanced transit service, and provision of bicycle and pedestrian facilities in the McMinnville planning area shall be embraced by policy as the first choice for accommodating travel demand and relieving congestion in a travel corridor, before street widening projects for additional travel lanes are undertaken.
 - 132.30.05: The McMinnville Transportation System Plan shall promote alternative commute methods that decrease demand on the transportation system, options which also enhance energy efficiency such as using transit, telecommuting, carpooling, vanpooling, using flexible work schedules, walking, and bicycling. (Ord. 4922, February 23, 2010)
- Livability Policies:
 - 132.35.00: Transportation facilities in the McMinnville planning area shall be, to the degree possible, designed and constructed to mitigate noise, energy consumption, and neighborhood disruption, and to encourage the use of public transit, bikeways, sidewalks, and walkways. (Ord. 4922, February 23, 2010)
- Systems Development Policies:
 - 132.51.00: Formalize New Sidewalk Construction Program – To complete the pedestrian facility network, the City will formalize a New Sidewalk Construction Program that reflects the City’s funding resources. This program will give priority to the construction of missing sidewalks in already developed areas of the city that would provide improved access to schools, parks, shopping, and transit services. (Ord. 4922, February 23, 2010)
- Bicycle Systems Plan Policies:
 - 132.56.35: Bicycle Parking at Transit Facilities – The City will work with the Yamhill County Transit Authority (YCTA) to encourage the installation of public bicycle parking facilities at transit stations and other inter-modal facilities, and encourage the provision of bicycle racks on all public transit vehicles. (Ord. 4922, February 23, 2010)
- Transit System Plan Policies:

- 132.57.00: Transit-supportive Street System Design – The City will include the consideration of transit operations in the design and operation of street infrastructure. (Ord. 4922, February 23, 2010)
- 132.57.05: Transit-supportive Urban Design – Through its zoning and development regulations, the City will facilitate accessibility to transit services through transit-supportive streetscape, subdivision, and site design requirements that promote pedestrian connectivity, convenience, and safety. (Ord. 4922, February 23, 2010)
- 132.57.10: Transit Facilities – The City will continue to work with YCTA to identify and help develop supportive capital facilities for utilization by transit services, including pedestrian and bicycle access to bus stop and bus shelter facilities where need is determined and right-of-way is available. (Ord. 4922, February 23, 2010)
- 132.57.15: Pedestrian Facilities – The City will ensure that arterial and collector streets' sidewalk standards are able to accommodate transit amenities as necessary along arterial and collector street bus routes. The City will coordinate with YCTA on appropriate locations. (Ord. 4922, February 23, 2010)
- 132.57.20: Intermodal Connectivity – The City of McMinnville will encourage connectivity between different travel modes. Transit transfer facilities should be pedestrian and cyclist accessible. (Ord. 4922, February 23, 2010)
- Transportation Demand Management Plan Policies:
 - 132.58.00: The City should coordinate with Yamhill County to promote and support Transportation Demand Management investments that may include, but are not limited to, the following strategies:
 - 3) Transit-oriented and pedestrian-friendly design. (Ord. 4922, February 23, 2010)
 - 132.58.10: The City should coordinate with YCTA to promote the use of transit and vanpools, in support of vehicle trip reduction strategies. (Ord. 4922, February 23, 2010)
 - 132.58.15: The City of McMinnville should coordinate with and encourage YCTA to administer its county-wide TDM Program where it affects McMinnville. The Program may include, but is not limited to, the provisions of:
 - 3) Information and referrals to the public on McMinnville and intercity transit service, vanpools, bicycle routes, tele-commuting, park-and-ride lots, other ridesharing agencies, and transportation services for special needs;

City of McMinnville 2010 Transportation Systems Plan

The McMinnville TSP expresses the following Transit System Goal guiding its approach and policies related to transit:

To support YCTA in their goal to provide a city-wide street and sidewalk system that result in efficient transit operations (current and future) as well as safe and convenient pedestrian and bicycle access to public transportation services and facilities.

The following transit policies are intended to supplement those in the McMinnville Comprehensive Plan:

- Transit-supportive Street System Design - the City will include the consideration of transit operations in the design and operation of street infrastructure.
- Transit-supportive Urban Design - through its zoning and development regulations, the City will facilitate accessibility to transit services through transit-supportive streetscape, subdivision, and site design requirements that promote pedestrian connectivity, convenience, and safety.

- Transit Facilities - the City will continue to work with YCTA to identify and help develop supportive capital facilities for utilization by transit services, including pedestrian and bicycle access to bus stop and bus shelter facilities where need is determined and right-of-way is available.
- Pedestrian Facilities - the City will ensure that arterial and collector streets' sidewalk standards are able to accommodate transit amenities as necessary along arterial and collector street bus routes. The City will coordinate with YCTA on appropriate locations.
- Intermodal Connectivity - the City of McMinnville will encourage connectivity between different travel modes. Transit transfer facilities should be pedestrian and cyclist accessible.

City of Amity 2014 Transportation Systems Plan

The Amity TSP expresses the city's single goal for its transportation system:

To provide a safe, convenient, aesthetic, and economic transportation system through a variety of transportation means.

The city bases all transportation policies off of this goal, including policies pertaining to public transit. The following policies are related to public transit:

- The City shall support and encourage use of public transit and coordinate with Yamhill County Transit Area (YCTA) on service changes or bus route modifications.
- The City shall promote a multi-modal transportation system that adequately considers the needs of drivers, pedestrian cyclists, and public transit riders.
- The City shall take advantage of opportunities to improve the public transit system as they arise.

City of Carlton 1999 Transportation Systems Plan

The Carlton TSP is guided by four goals. Two of them directly reference or have connected policies and objectives related to transit:

- Goal 2: Enhance the transportation mobility and safety on the local street system.
 - Policies:
 - A) Approval Processes for Transportation Facilities:
 - The following policies relate to the approval processes for transportation facilities:
 - ◇ 4) Changes in the frequency of transit services that are consistent with the Transportation System Plan shall be allowed without land use review.
- Goal 3: Increase the use of alternative modes of transportation (walking, bicycling, rideshare/carpooling, and transit) through improved access, safety, and service. Increasing the use of alternative transportation modes includes maximizing the level of access to all social, work, and welfare resources for the transportation disadvantaged. The City of Carlton seeks for its transportation disadvantaged citizens the creation of a customer-oriented regionally coordinated public transit system that is efficient, effective, and founded on present and future needs.
 - Objectives:
 - C) Plan for future expanded transit service by coordinating with regional transit service efforts.
 - D) Seek Transportation and Growth Management (TGM) and other funding for projects evaluating and improving the environment for alternative modes of transportation.

- E) Seek further improvement of mass transit systems to the City of Carlton by encouraging more frequent scheduling of commercial carriers and by continued support of those systems presently developed for mass transit in the region.
- Policies:
 - B) Transit:
 - 1) Support the continued operation of existing public transit services is a priority.
 - 2) The City shall support efforts to coordinate with governmental and private agencies in the planning and provision of public transportation services and support a regional program to improve services, particularly for the transportation disadvantaged.
 - 3) The City will cooperate with Yamhill County and other agencies in investigating public transit possibilities, including bus and rail.
 - 4) The City will coordinate with other jurisdictions when the need for park-and-ride facilities is studied.

City of Dayton 2001 Transportation Systems Plan

The Dayton TSP does not specify any goals; instead it carries forward the following transportation objective from the 1979 City of Dayton Comprehensive Land Use Plan:

To provide a safe, convenient, aesthetic, and economic transportation system through a variety of transportation means.

City of Dundee 2015 Transportation Systems Plan

Dundee's TSP has 9 goals, with accompanying objectives and evaluation criteria. The following are related to transit:

Goal 4. Travel Options. Develop and maintain a transportation system that encourages, supports, and incorporates a variety of multi-modal travel options.

Objective 3: Support transit and rail system development to increase alternatives to single-occupant vehicle travel

City of Lafayette 2003 Transportation Systems Plan

The Lafayette has five goals, each with a corresponding set of policies. The following goal is set for public transportation:

Convenient, economical and safe local and regional transportation services for all residents of Lafayette, with particular emphasis on the transportation disadvantaged.

The following policies accompany Lafayette's public transportation goal:

- 1) The City seeks the creation of a customer-based [oriented] regionally coordinated public transit system that is efficient, effective, and founded on present and future needs.
- 2) The City will promote and encourage regional planning of public transportation services.
- 3) Where possible the City shall use innovative technology to maximize efficiency of operation, planning and administration of public transportation.
- 4) The City supports the development of a daily commuter and shopper shuttle service to the major activity centers in McMinnville.

City of Sheridan 1999 Transportation Systems Plan

Sheridan's TSP carries forward the transportation goal from the city's 1987 Comprehensive Plan, with new language that the TSP recommends for incorporation into the Comprehensive Plan's text. The language of this goal, as recommended by the TSP is:

To provide a safe, convenient, aesthetic and economic transportation system through a variety of transportation means.

This goal is accompanied by one corresponding policy related to public transit:

The City shall support and encourage mass transit and public transportation programs.

Willamina 1998 Transportation Systems Plan

Willamina's TSP has four goals, and a corresponding list of policies. The following goal specifically references public transit:

To provide a safe, convenient, aesthetic, economic, energy-efficient, reliable, and safe multimodal (road, rail, public transportation, waterway, bicycle, pedestrian, and pipeline) transportation systems for all users, including the young, elderly, disabled, and the disadvantaged.

The following three policies under the plan's four goals are related to transit:

General Policies:

- 4) The City shall promote and encourage usage of alternate modes, including public transportation, bicycle, and pedestrian systems.

Public Transit Policies:

- 1) The city shall work with Polk and Yamhill county officials to promote and encourage the future operation of an inter-county public transit system.
- 2) The city shall work with Polk and Yamhill counties to identify public transportation needs of the disadvantaged and attempt to fill those needs.

City of Yamhill 1999 Transportation Systems Plan

The City of Yamhill's TSP has four goals, accompanied by a list of policies. The following transit-related goal is identical to that of Willamina's TSP:

1) To provide a safe, convenient, aesthetic, economic, energy efficient, reliable, and multi-modal (road, rail, public transportation, bicycle, pedestrian, and pipeline) transportation systems for all users; including the young, elderly, disabled, and the disadvantaged.

The following public transit policies are put forth, stemming from the above goal:

General Policies:

- 4) The City shall promote and encourage the usage of alternate modes, including public transportation, bicycle and pedestrian systems. Urban Growth Boundary amendments shall be coordinated with Yamhill County and Oregon Department of Transportation to assure future transportation needs are addressed.

Public Transit Policies:

- 1) The City shall work with Yamhill County officials to promote and encourage the future operation of an inter-county transit system.
- 2) The City shall work with Yamhill County to identify public transportation needs of the disadvantaged, and attempt to fill those needs.
- 3) The City shall encourage transportation improvements and actions which address the special needs of the low income, the disabled and senior citizens.
- 4) Undeveloped lands near the Urban Growth Boundary and near arterials should be designated as "Critical Transportation Corridors," and receive special consideration for the use of the various access control techniques. These lands have both the greatest need and the greatest potential for access control.
- 5) The City shall ensure that any expansion plans or design changes undertaken by the Oregon Department of Transportation regarding either Highway 47 or the west end of Highway 240 be compatible with the City's goals and policies for future growth.

What are the key takeaways for Yamhill County?

- Local community transportation system plans (and other local plans) detail specific roadway, sidewalk, and cycling improvements that can complement the public transportation system.
- The Yamhill County TDP presents an opportunity to align **transit capital improvements** (e.g., bus stops) with prioritized local projects and investments.
- Local land use plans describe policies and programs that encourage medium residential and employment density. The plans address land use policies and codes that direct developers to provide roadway, sidewalk, or transit facility improvements.
- The Yamhill County TDP presents an opportunity to understand and inform communities interested in implementing **transit-supportive land use** regulations and decision-making processes.

APPENDIX B

Community Outreach Materials

Table of Contents

	Page
Appendix B Community Outreach Materials.....	B-1

Table of Figures

	Page
Figure B-1 Dot Exercise Board.....	B-2

DRAFT

APPENDIX B COMMUNITY OUTREACH MATERIALS

The project team conducted public outreach to allow people to provide input through a dot exercise. For this exercise, the project team prepared a board with a list of issue areas that people could place stickers on to mark important issues, or add their own issues, beyond those listed on the board. The following provides an image of the board (a photo of the board with dots placed by participants is included in Chapter 2).

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Figure B-1 Dot Exercise Board

PROVIDE INPUT ON GOALS FOR YCTA		
Public Transportation Issue Areas	What do these mean for your community?	Which issues matter most to you? (Vote using “dots”)
MOBILITY Provide efficient, reliable transit serving a wide range of needs	Transit serves job locations with convenient hours for commuters	
	Transit runs on weekends	
	Transit serves locations within my city or area	
	Connections to other cities within Yamhill County	
ACCESSIBILITY Provide transit services that are equitable and address the needs of all users	Well-timed connections with regional transit (outside of Yamhill County)	
	Transit is available within a short walk for most residents	
PASSENGER EXPERIENCE Make transit a convenient and welcoming way to travel	Transit picks me up at my house and drops me off at my destination	
	Transit schedules and fares are easy to understand	
	Buses are clean and well kept	
	Bus stops are well marked and there is a comfortable place to wait	
SAFETY AND SECURITY Ensure transit riders and drivers have safe and secure vehicles and facilities	Buses arrive and depart on schedule	
	Vehicles are well-maintained, and drivers are well-trained and supported	
LIVABILITY AND ECONOMY Integrate public transit in the transportation system to support a prosperous, healthy community	Feeling safe in vehicles and at bus stops	
	Transit is an affordable way to get around	
	Transit serves major employment and residential areas	
EFFICIENCY & FINANCIAL ACCOUNTABILITY Manage the transit system in a fiscally responsible way to provide quality, affordable services	Transit service is available in every community	
	Match service to land use densities and demand for key connections between activity centers	
	Cost of operating transit is in-line with peers	

