

Date 07 May 2026
Subject Hermiston Transportation System Plan Update
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FINAL DRAFT COMPREHENSIVE PLAN POLICY AND DEVELOPMENT CODE AMENDMENTS

From the scope of work:

Task 5.2 Draft Comprehensive Plan Policy and Development Code Amendments

Subconsultant shall prepare Draft Comprehensive Plan Policy and Development Code Amendments needed to implement recommendations of Draft Updated TSP. Consultant shall review relevant portions of the Comprehensive Plan, Subdivision and Zoning and Development Code to determine adequacy and recommended amendment concepts.

Subconsultant shall take the following steps to prepare the draft Comprehensive Plan Policy and Development Code Amendments, limited to the street standards in the Subdivision code and updating the City's Transportation Impact Analysis requirements in the Zoning and Development Code.

Contents of this package

Hermiston Residential Street Connectivity, Blocks, and Accessway Standards (154.xx)

Summary of response to comments

- **Section A –Residential street connectivity, blocks, and accessway standards**
 - Adjust connectivity standards to work for typical Hermiston residential plats.
- **Section B – Narrow streets with limitations and modifications**
 - Allow narrow streets only on streets that serve fewer than 10 lots.
 - Allow street trees in planting strips but restrict where they would interfere with a drainage swale.
 - Remove the provision that sidewalks can be waived on a street that serves less than 50 trips per day.
- **Section C –Residential lots abutting a major street**
 - Develop a street plan which requires a planting strip, buffered sidewalk, street trees, and HOA maintenance of these strips.
 - Require a maximum spacing of 300 feet between intersections onto a collector so that there are no rear yards onto a collector, only side yards.
 - Require one driveway per two lots onto collectors so that a shared driveway is built and thus pulling out rather than backing out onto collectors is encouraged.

TIA track change document

Summary of responses

- Exempt residential development from TIA requirements if they've submitted a TIA in the last five years.

Additional information – These documents were submitted previously and are included here as background.

- Attachment A - Overview of Overview of 154.XX Hermiston Residential Neighborhoods Local Streets
- Attachment B – Background supporting Transportation Impact Analysis (TIA) recommendations.
- Attachment C – Code matrix summarizing each section and subsection of 154 (Subdivision), 157 (Zoning), and Public Works Standards which is proposed to be amended and the nature and purpose of the amendment.

154.XX

RESIDENTIAL STREET CONNECTIVITY, BLOCKS, AND ACCESSWAY STANDARDS

Section A - Residential street connectivity, blocks, and accessway standards

Section B - Narrow streets with limitations and modifications

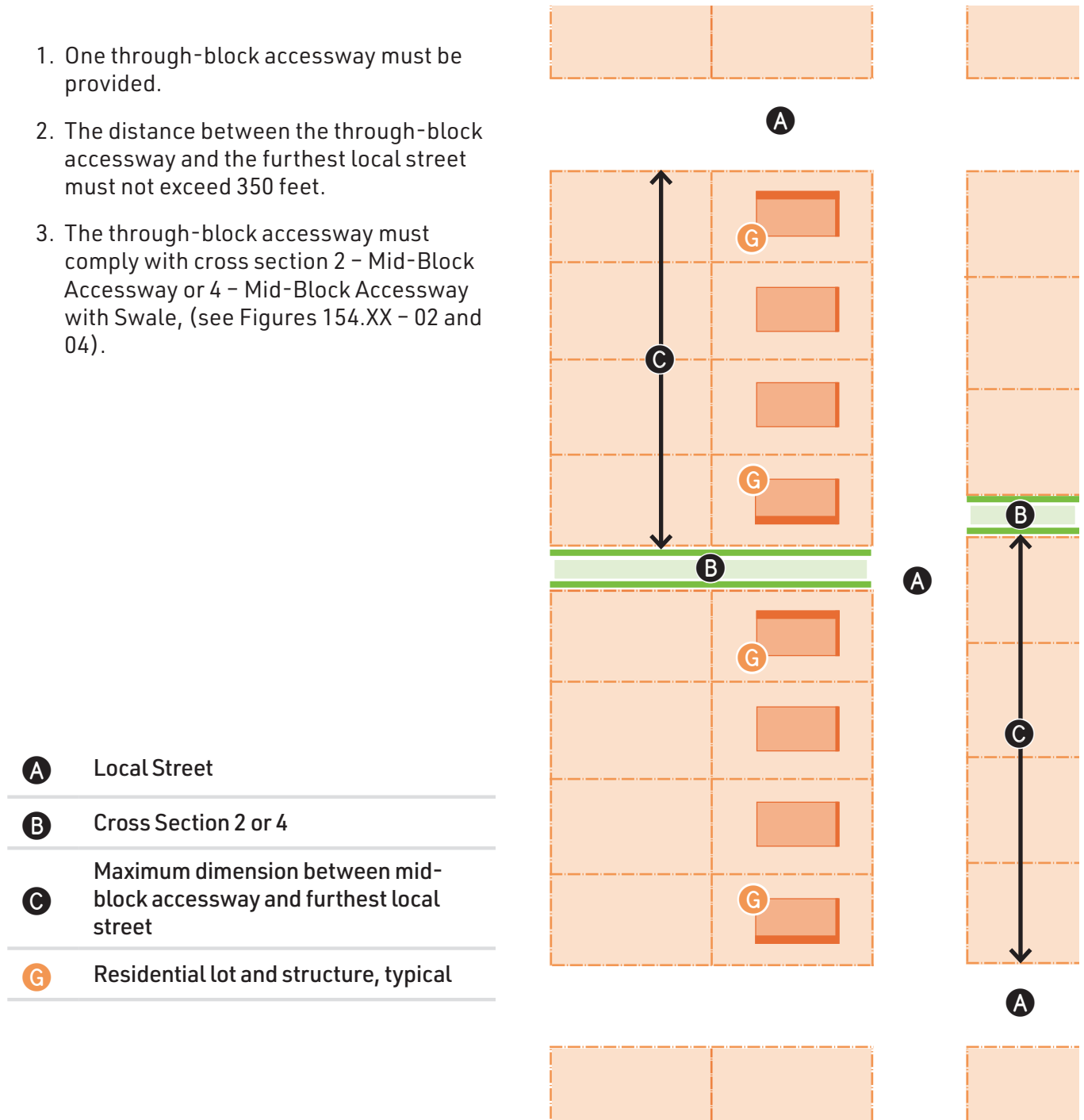
Section C - Residential lots abutting a major street

Section A - Residential street connectivity, blocks, and accessway standards

When a residential blocks exceeds 600 feet in length, the following standards must be met (see Figure 154.XX - 01):

1. One through-block accessway must be provided.
2. The distance between the through-block accessway and the furthest local street must not exceed 350 feet.
3. The through-block accessway must comply with cross section 2 - Mid-Block Accessway or 4 - Mid-Block Accessway with Swale, (see Figures 154.XX - 02 and 04).

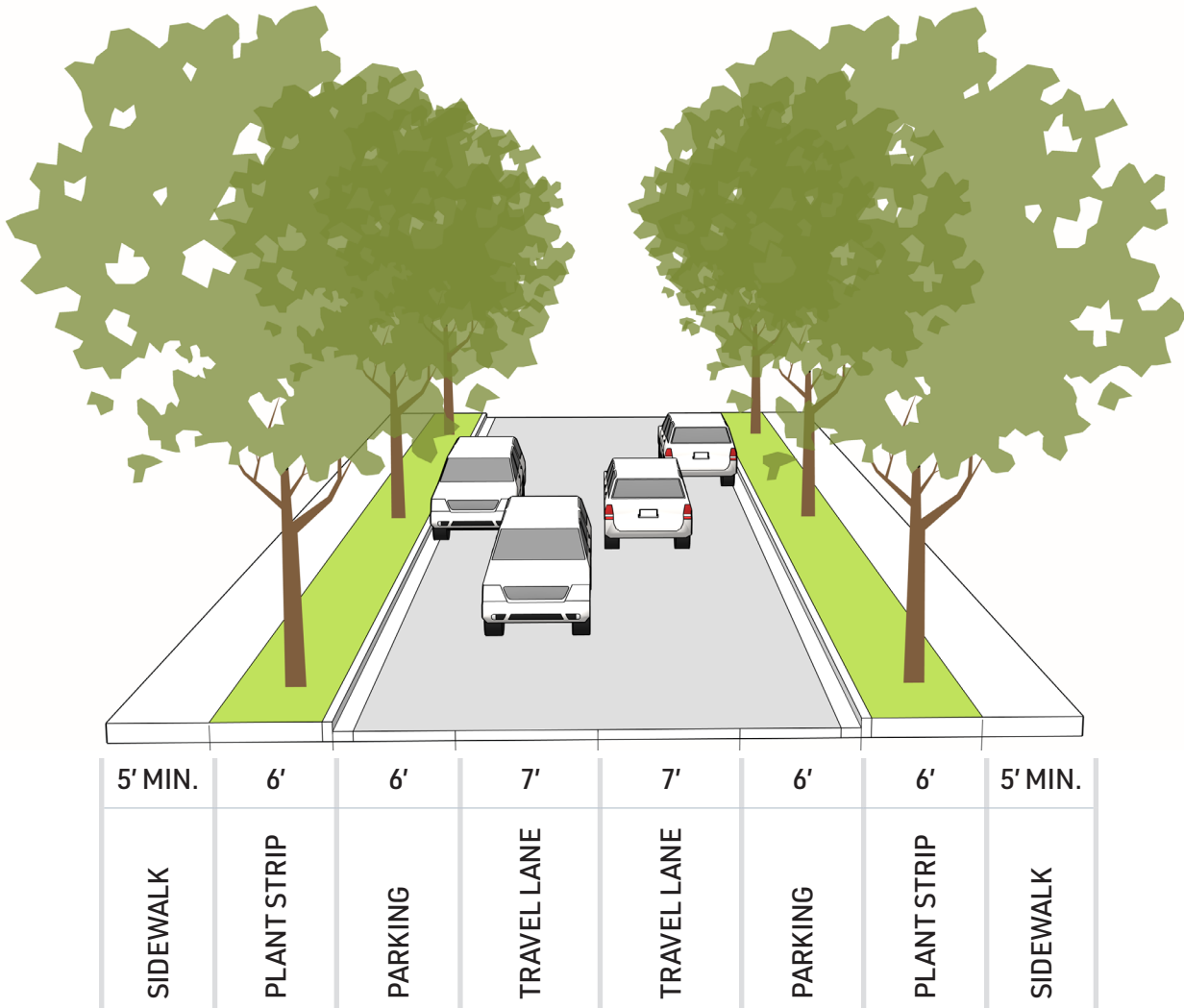
Figure 154.XX - 01 - Residential Street Connectivity, Blocks, and Accessways



- A** Local Street
- B** Cross Section 2 or 4
- C** Maximum dimension between mid-block accessway and furthest local street
- G** Residential lot and structure, typical

Section B - Narrow streets with limitations and modifications

Figure 154.XX - 02 | Narrow Street



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CROSS SECTION NUMBER AND NAME	GENERAL CONDITIONS OR LIMITATIONS
<p>1 NARROW LOCAL STREET</p>	<p>a) Permitted to serve a maximum of 10 residential lots b) Sidewalks required both sides</p>
<p>2 MID-BLOCK ACCESSWAY</p>	<p>a) Sidewalk and plant strip required one side only b) Parking optional</p>

Figure 154.XX – 03 | Narrow Street with Swale

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5' MIN.	6'	6'	7'	7'	6'	6'	5' MIN.
SIDEWALK	PLANT STRIP	PARKING OR INFILTRATION SWALE	TRAVEL LANE	TRAVEL LANE	PARKING OR INFILTRATION SWALE	PLANT STRIP	SIDEWALK

CROSS SECTION NUMBER AND NAME

GENERAL CONDITIONS OR LIMITATIONS

3 NARROW LOCAL STREET WITH SWALE

- a) Permitted to serve a maximum of 10 residential lots
- b) Sidewalks required both sides
- c) Tree planting must not interfere with swale drainage

4 MID-BLOCK ACCESSWAY WITH SWALE

- a) Sidewalk and plant strip required one side only
- b) Parking optional
- d) Tree planting must not interfere with swale drainage

Section C - Residential lots abutting a major street - Siting and design standards

Where residential development abuts a major street (arterial or collector street), the following standards must be met:

1. Sidewalks on the major street must include a plant strip and street trees.
2. Plant strips and street trees must be maintained by a homeowners association or other legal entity. A copy of any applicable covenants, restrictions and conditions must be recorded and provided to the city prior to issuance of a building permit.
3. Where streets intersect with the major street (arterial or collector), the maximum dimensions between intersections is 300 feet. (see Figure 154.XX.04).
4. Residential lots abutting the major street must meet the following standards (see Figure 154.XX.05).
 - a) Share driveways. A maximum of one driveway approach is permitted for every two lots.
 - b) Orient the front or side yard to the major street. No rear yards may face the major street.
5. Residential lots with access on the side street shall take access from the side street.

Figure 154.XX - 04

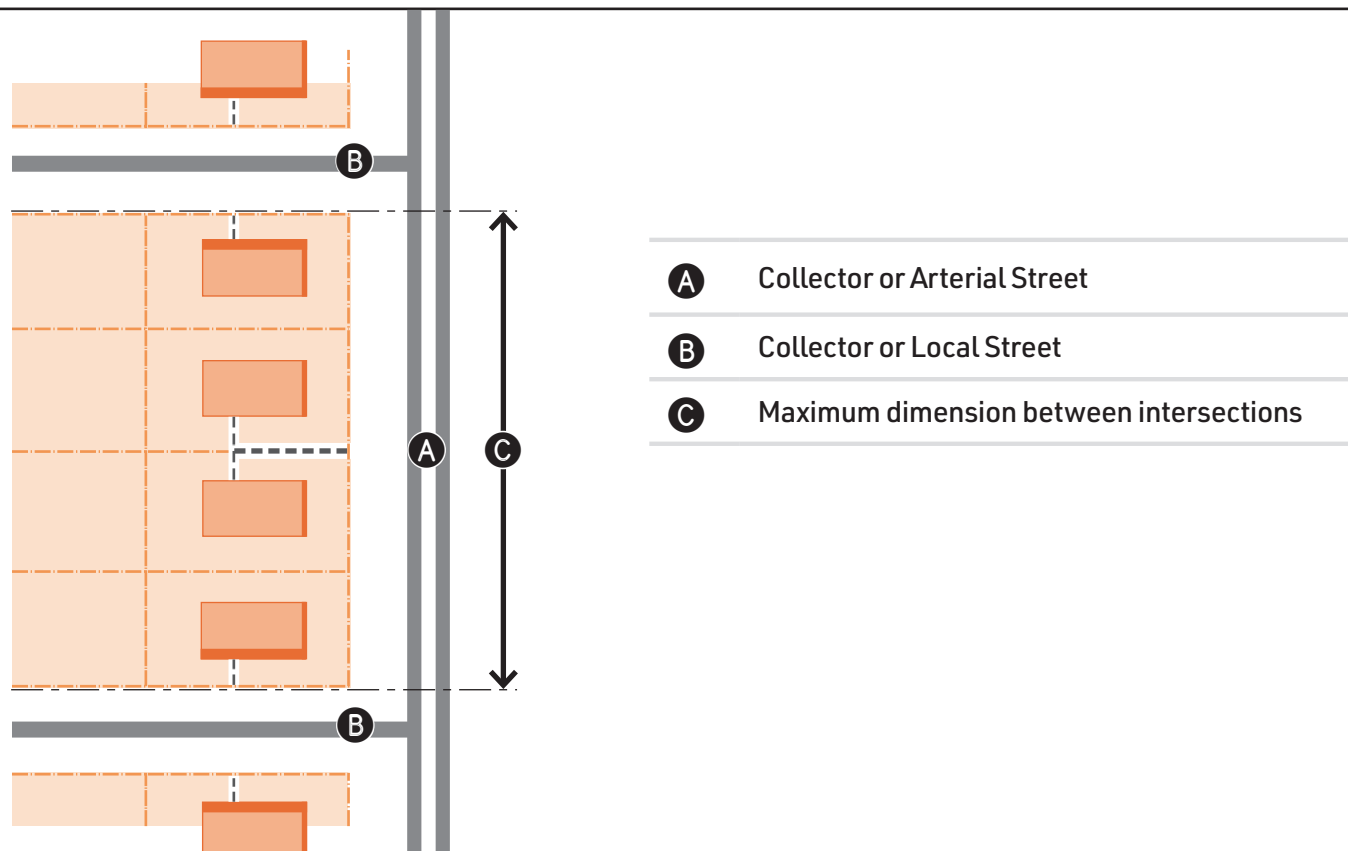
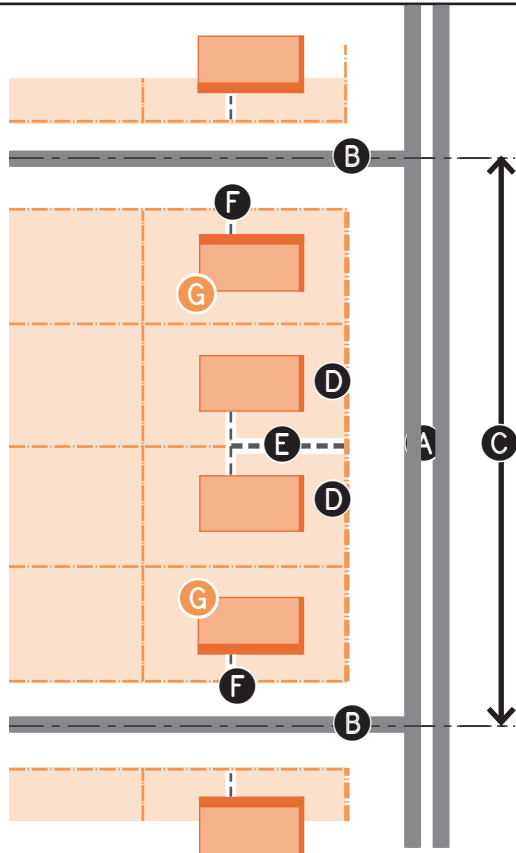


Figure 154.XX - 05



- D** Lots with access from major street
- E** Driveway serving two residential lots
- F** Lots with access from side street
- G** Residential lot and structure, typical

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ATTACHMENT A

Overview of 154.XX Hermiston Residential Neighborhoods Local Streets

Overview and purpose

Consistent with the scope of work, Urbsworks' TSP code amendments focus on local streets and multimodal access, neighborhood walkability and connectivity, local street standards, and Traffic Impact Analysis update. Relevant code provisions span several city documents:

- Title XV, Chapter 154: Subdivisions
- Title XV, Chapter 157: Zoning
- Public Works Standards

To comprehensively address issues, specific sections of these three documents were identified for amendments, see Code Matrix, Attachment C.

In response to comments and requests from staff and Planning Commission, a new subsection was created within Title XV, Chapter 154, devoted to local streets and connectivity measures to implement walkable middle housing neighborhoods.

The purpose of the new section 154.XX RESIDENTIAL STREET CONNECTIVITY, BLOCKS, AND ACCESSWAY STANDARDS is to:

- Expand the local street types permitted;
- Allow narrower streets (also called yield streets or queueing streets);
- Ensure local streets and alleys are appropriately sized (and not oversized) for middle housing residential development;
- Prioritize the minimum width requirements for local street components within a constrained right of way;
- Establish standards for connectivity;
- Provide guidance about residential neighborhoods facing an arterial or collector, and
- Provide more options for developers and applicants.

Local Streets

The Transportation System Plan (TSP) defines the role of each street within the street and highway network through functional classification, and is primarily concerned with the arterials and collectors, and not the construction details of local streets. Typically, TSP policies do not have much if any bearing on new construction standards for local streets, however, there are several TSP amendments that will support more flexibility in the design of local streets, specifically to allow some flexibility in the cross section and travel lane paved width.

Costs associated with providing infrastructure greatly impact the overall financial feasibility of housing projects. A common issue is public works standards for oversized local streets and alleys. New local street standards reduce the cost of streets by reducing the paved area for autos and limiting to one side of the street those portions which are most expensive to construct. These portions are usually the curbs, the plant strip, engineered stormwater facilities, and sidewalks.

Besides reducing the cost of streets and the cost of new housing, these new local street options reduce stormwater runoff and provide snow storage, calm traffic, and in some designs, actually provide more space for trees, pedestrian activities, and on-street parking.

Hermiston Housing Code Legislative Update

In 2025 Hermiston was awarded a state grant to support legislative amendments to the city's zoning and subdivision code ("Hermiston Housing Code Legislative Update"). These amendments will support the development of housing and permit a wider range of housing than may be allowed today, especially ADUs (Accessory Dwelling Units), plexes, townhouses, cottage clusters, and other forms of middle housing. The grant will also bring the city into compliance with state housing requirements. The grant-funded legislative amendments should bring state-required provisions for expedited middle housing land division into the subdivision code.

An important objective of the DLCD Housing Division grant is to support the production of new housing and the preservation of existing housing.

Without the updates provided for in 154.xx Hermiston Residential Neighborhoods Local Streets, the state grant-funded amendments will not be as effective in promoting housing and housing affordability.

ATTACHMENT B

Traffic Impact Analysis Recommendations

Task 5.2 Draft Comprehensive Plan Policy and Development Code Amendments

Subconsultant shall prepare Draft Comprehensive Plan Policy and Development Code Amendments needed to implement recommendations of Draft Updated TSP. Consultant shall review relevant portions of the Comprehensive Plan, Subdivision and Zoning and Development Code to determine adequacy and recommended amendment concepts.

Subconsultant shall take the following steps to prepare the draft Comprehensive Plan Policy and Development Code Amendments, limited to the street standards in the Subdivision code and updating the City's Transportation Impact Analysis requirements in the Zoning and Development Code.

Specifically,

- Update Hermiston's TIA to align with best practices in use by Oregon cities of a similar size and characteristics, and
- Ensure that TIA provision comply with middle housing rules (example, HB 2138 exempts residential development consisting of 12 or fewer dwellings from traffic impact analysis requirements).

Contents of this memo

- Hermiston current TIA requirements – text.
- Typical TIA Requirements – ORS 374.314 authorizes the Oregon Department of Transportation (ODOT) to require a Traffic Impact Analysis (TIA) for approach permits. This section summarizes the typical components and a description of each.
- TIA language and thresholds from other cities – a short list (three cities).

Hermiston current TIA requirements - text

PW 5-1.1(D)(1) - Traffic Analysis Requirement

1. The City will require a Traffic Impact Analysis (TIA) as determined by the type of development and its potential impact to existing street systems. A TIA may be required for a development when:
 - a. it will generate 1,000 vehicle trips per weekday or more, or
 - b. its location, proposed site plan, and traffic characteristics could affect traffic safety, access management, street capacity, or known traffic problems or deficiencies in a development's study area.

PW 5-1.1(D)(2) - Traffic Analysis Submission Standards

2. The TIA shall be prepared by a professional engineer licensed in the State of Oregon who specializes in traffic engineering. At a minimum, the TIA shall contain the following:
 - a. Purpose of TIA and Study Objectives
 - 1) A discussion of key traffic issues to be addressed and the transportation system and development objectives related to a specific development.
 - 2) General transportation system objectives are:
 - a) to maintain safe and efficient traffic flow on surrounding street system;
 - b) to provide safe and effective transfer of vehicular traffic between the site and the street system, providing a convenient, safe, and efficient on-site and off-site movement of private, service, and delivery vehicles, pedestrians, transit and bicycles; and
 - c) to effectively mitigate adverse site-generated traffic impacts on affected streets and intersections. Site-specific objectives may be established by the City for each study and report.
 - b. Executive Summary

A concise summary of the study purpose/objectives, site location and study area, development description, key assumptions, findings, conclusions, and recommendations.
 - c. Description of Site and Study Area Roadways
 - 1) A description of the site, study area, existing traffic conditions in the study area, anticipated nearby development, and committed roadway improvements that would affect future traffic in the study area.
 - 2) The study area will be defined as all roads, ramps, and intersections through which peak hour site traffic composes at least 5 percent of the existing capacity of an intersection approach, or roadway sections on which accident character or residential traffic character is expected to be significantly impacted.

d. On-site Traffic Evaluation

An evaluation of the proposed (and alternative) site access locations, the adequacy of access depth, number of lanes, queuing storage, safety, and efficiency of proposed vehicular circulation, parking layout, pedestrians, service vehicle routes/facilities, together with recommendations for on-site traffic markings and controls.

e. Technical Appendix

A technical appendix including worksheets, charts, traffic count, and drawings to support findings as described in the body of the report.

f. Recommendations for Public Improvements

- 1) Recommendations should be made for external roadway improvements, such as additional through and turn lanes, and TCD necessitated as a result of the development. Recommended improvements to transit facilities, pedestrian, and bicycle circulation should also be reported.
- 2) The recommendations should specify the time period within which improvements should be made, particularly if improvements are associated with a phased development; the estimated cost of improvements; and any monitoring of operating conditions and improvements that may be needed. If needed street improvements, unrelated to the development, are identified during the analysis, such improvements shall be reported.

g. Access Management

- 1) On sites with arterial and collector street frontages, the report shall evaluate and recommend the use of access management plans or techniques:
- 2) To separate basic conflict areas: Reduce the number of approaches or increase spacing between approaches and intersections.
- 3) To remove turning vehicles or queues from the through lanes (reduce both the frequency and severity of conflicts by providing separate paths and storage areas for turning vehicles and queues): Techniques may include turn restrictions, striping, medians, frontage roads, channelizing of lanes or approaches, shared approaches, access between similar uses, access consolidation, lanes for left or right turns, and other transportation system management actions.

h. A review of alternative access points for site access to highways, city streets, and county roads.

i. The analysis of alternate access proposals should include:

- 1) Existing daily and p.m. peak hour counts, by traffic movements, at intersections affected by generated traffic from the development. (Use traffic flow diagrams).

- 2) Projected daily and p.m. peak hour volumes for the same intersections and proposed access points when the development is in full service. (Use traffic flow diagrams.)
 - 3) A determination of the existing levels of service and projected levels of service at each intersection and access points studied.
 - 4) A discussion of the need for traffic signals. This should include a traffic warrant computation based on the "Manual on Uniform Traffic Control Devices."
 - a) The recommendations made in the TIA should be specific and should be based on a minimum level of service when the development is in full service. As an example, if a traffic signal is recommended, the recommendation should include the type of traffic signal control and what movements should be signalized. If a storage lane for right turn or left turn is needed, the recommendation should include the amount of storage needed. If several intersections are involved for signalization and an interconnect system is considered, specific analysis should be made concerning progression of traffic between intersections.
3. The TIA should include a discussion of bicycle and pedestrian usage and the facilities provided along with the availability of mass transit to serve the development, if appropriate.

Typical TIA Requirements

ORS 374.314 authorizes the Oregon Department of Transportation (ODOT) to require a Traffic Impact Analysis (TIA) for approach permits. The TIA, prepared by a Professional Engineer, assesses peak/daily trips and must evaluate impacts for the year of opening and future horizons. It ensures roadway safety, operational capacity, and mitigation of impacts from developments.

Component	Subcomponent	Description
Key requirements for Traffic Impact Analysis (ORS 374.314 & Rules)	Preparation	Must be prepared by an Oregon Licensed Professional Engineer (PE).
	Scope	The study scope must be approved by the department (e.g., PBOT for local, or ODOT) to evaluate highway peak hour, daily trips, and safety.
	Assessment Period	Analyzes impacts for the year of the action, phase openings, and future years (up to 15 years or the transportation plan horizon).
	Thresholds and application	Required for new or changed approach permits where traffic impact is significant, as determined by ODOT.
	Mitigation	The TIA must identify necessary improvements for safety and operational capacity, such as turn lanes or traffic control devices.
When a TIA is triggered	Increased traffic	When average daily trips are increased.
	Permit deviation	When a deviation from access management spacing or safety standards is requested.
	Development type	Based on the size and type of land use, and the potential to affect highway performance.

Component	Subcomponent	Description
Key standards and guidelines	Spacing standards	Access points must adhere to standards, with special requirements for signalized or high-volume, multilane highways.
	Safety standards	Sight distance must meet established standards, with studies required if not.
	Review time	Local reviews (e.g., Portland) typically require a minimum of 4 weeks for initial TIA review.
Other	Waiving privileges by designated administrator	

TIA language and thresholds from three other cities

Medford

A TIA shall be required if a proposed application has the potential of generating more than 250 net average daily trips (ADT) or the Public Works Department has concerns due to operations or accident history. A TIA will be required to evaluate development impacts to the transportation system. The Public Works Department may waive a TIA if it is concluded that the impacts are not substantial."

Sandy

TIA's are required for all residential development except:

"A transportation impact study is not required under this section if: a.The cumulative impact of the proposed development and development on abutting properties that received a certificate of occupancy or recorded a plat within the past five years will generate no more than 20 vehicle trips in any weekday a.m. or p.m. peak hour as determined by using the Institute of Transportation Engineers Trip Generation Manual (11 th Edition); or b.The proposed development completed a transportation impact study at the time of annexation within the past five years and that study assessed the impact of the same or more dwelling units than proposed under the new land use action; or c.The application only proposes to convert an existing detached single family dwelling to a duplex."

Pendleton

"A transportation impact study shall be required for all development applications in which the proposed development is projected to have an impact upon any affected transportation corridor or intersection of local significance."

"No traffic impact study shall be required, pursuant to the provisions of this Section, where the proposed development includes fewer than 50 single family residential units, 83 multifamily units, or 50,000 square feet of non-residential space."

ATTACHMENT C

Code Matrix

Code Documents Reviewed

Title XV, Chapter 154: Subdivisions

- 154.15 – Relation to Adjoining Street System
- 154.16 – Street and Alley Width
- 154.18 – Blocks
- 154.22 – Access Management
- 154.65 – Sidewalks

Title XV, Chapter 154: Subdivisions

- 154.15 – Relation to Adjoining Street System
- 154.16 – Street and Alley Width
- 154.18 – Blocks
- 154.22 – Access Management
- 154.65 – Sidewalks

Title XV, Chapter 157: Zoning

- 157.002 – Definitions
- 157.142 – Vision Clearance
- 157.150 - Transportation Improvements, Standards, and Procedures

Public Works Standards

- 5-1.1(B) – Right-of-Way and Pavement Width
- 5-1.1(D) – Traffic Analysis
- 5-1.1(H) – Design Speed
- 5-1.1(I) – Horizontal Curves
- 5-1.1(J) – Vertical Curves
- 5-1.1(K) – Grades
- 5-1.1(M) – Concrete Curb
- 5-1.1(O) – Sidewalks
- 5-1.1(Q) – Driveways
- 5-1.1(T) – Street System Description and Function
- 5-1.1(U) – Dead-End Streets
- 5-1.1(V) – Alleyways and Private Residential Streets / Access Ways

Public Works Standard Drawings

- ST01 – Curb and Gutter
- ST11 – Urban Local Street
- ST12 – Urban Local Street with Swale
- ST15 – Alley

Subdivision Ordinance

Reference	Description	Recommendations
154.15 (F)	<p>"If the subdivision abuts a present or proposed major arterial street, marginal interceptor streets running parallel to the arterial street may be required."</p>	<p>Issues:</p> <ul style="list-style-type: none"> · Ideally, there would be no residential subdivisions immediately abutting an arterial street. · "Marginal interceptor streets" are not defined in the code, nor are they associated with any development standards. <p>Recommendations:</p> <ul style="list-style-type: none"> · Provide guidance and new standards (see Attachment A for draft sample language).
154.15 (G)	<p>Explains that cul-de-sacs can only be permitted if a street connection is precluded by physical, topographic, or legal conditions.</p> <p>Requires multi-use paths connecting cul-de-sac streets to other streets or neighborhood centers "if feasible."</p> <p>Requires that cul-de-sac streets be "as short as possible and should not exceed a length of 400 feet" and that they should terminate in a turn-around.</p>	<p>Issues:</p> <ul style="list-style-type: none"> · Cul-de-sacs can significantly hinder mobility and connectivity within a transportation system. · Requiring a multi-use path connection only "if feasible" creates too much applicant discretion to determine feasibility and is also not defensible as clear and objective. · Compared to best practices, 400 feet is an excessive length for cul-de-sac streets. · No existing standards for driveway spacing on cul-de-sac bulbs. <p>Recommendations:</p> <ul style="list-style-type: none"> · Move these standards to the new local street section.

Reference	Description	Recommendations
		<ul style="list-style-type: none"> · Specify conditions and design standards for a required multi-use connecting path. · Implement a base maximum length of 200 feet for cul-de-sac streets with an option for 350 feet if a mid-block pedestrian connection is included. · Connect design review of proposed cul-de-sac longer than 200 feet or 350 feet with a mid-block pedestrian connection to a discretionary review procedure. · Specify driveway spacing standards on cul-de-sac bulbs.
154.16 (B)	Specifies that alleys in residential blocks must be at least 20 feet wide.	<p>Issues:</p> <ul style="list-style-type: none"> · 20 feet is an excessive width for residential alleys, and wide alleys encourage driving at unsafe speeds. · Does not specify when a residential alley would be required. <p>Recommendations:</p> <ul style="list-style-type: none"> · Move these standards to the new local street section. · Decrease minimum width to 14 feet with 3-foot buffers both sides (see Attachment A for proposed cross section). · Require that all residential lots that abut a public alley developed to City standards be accessed by the alley.

Reference	Description	Recommendations
154.18	<p>“In residential zones, block lengths shall not exceed 600 feet in length between intersecting through streets, except where topography or existing development creates conditions requiring longer blocks.”</p> <p>“Where block lengths exceed 600 feet, the Planning Commission may require a six- to ten-foot-wide paved bicycle/pedestrian access way through the block to enhance bicycle and pedestrian circulation by providing short, direct connections between destinations.”</p>	<p>Issues:</p> <ul style="list-style-type: none"> 600 feet is an excessively high block length, which hinders walkability and mobility. Conditions which would require or warrant a mid-block access way are not clear and objective. <p>Recommendations:</p> <ul style="list-style-type: none"> Implement a base maximum block length of 300 feet with a maximum perimeter of 1,100 feet Require that blocks in excess of 400 feet in length include mid-block paved pedestrian paths.
154.22	<p>“Access spacing policies set forth in the City Transportation System Plan and the Oregon Highway Plan will apply to any proposals for new access or change of existing access.”</p>	<ul style="list-style-type: none"> Review and possibly amend spacing standards on collectors and arterials where they abut residential zones. Review and possibly amend on-street parking limitations on collectors and arterials that abut residential zones
154.65	<p>“All development for which land use applications are required must include sidewalks adjacent to public streets. This requirement also applies to new single-family and</p>	<p>Issues:</p> <ul style="list-style-type: none"> Tying sidewalk improvements to vehicle trips per day ignores pedestrian demand. This is

Reference	Description	Recommendations
	<p>two-family homes if there is an existing sidewalk within 500 feet on the same side of the street.”</p> <p>“If an interim street standard is being constructed which does not include bike lanes or sidewalks, a paved shoulder at least six feet wide shall be provided as an interim walkway.”</p> <p>“The provisions of sidewalks may be waived where the street serves fewer than 50 trips per day (based on ITE standards) and cannot be continued or extended to other properties.”</p>	<p>especially true given the likelihood of significant future residential development in the City.</p> <ul style="list-style-type: none"> Waiving sidewalk improvement requirements based on a 500 foot trigger distance makes future improvements more difficult. <p>Recommendations:</p> <ul style="list-style-type: none"> Clarify that this section does not apply to residential local streets and provide a cross reference to 154.XX Hermiston Residential Neighborhoods Local Streets.

Zoning Ordinance

Reference	Description	Recommendations
157.002	<p>Provides definitions for key transportation and parking terms used throughout the code.</p> <ul style="list-style-type: none"> ALLEY. A narrow street through a block primarily for vehicular service access to the back or side of properties otherwise abutting on another street. STREET. A vehicular way which is: <ul style="list-style-type: none"> An existing state, county, or municipal roadway; Shown upon a plat approved pursuant to the law; Approved by other official action; or 	<p>Recommendations:</p> <ul style="list-style-type: none"> Coordinate definitions with terms used throughout the TSP, Subdivision, Zoning, and Public Works Standards.

Reference	Description	Recommendations
	<ul style="list-style-type: none"> · Shown on a plat duly filed and recorded in the office of the County Recording Officer. The street shall include all land between the right-of-way line, whether or not improved or unimproved. · STREET, CUL-DE-SAC. A street with a single common ingress and egress and with a turnaround at the end. · STREET, LOCAL. A street designed to provide vehicular access to abutting property and to discourage through traffic. · VISION CLEARANCE AREA. A triangular area on a lot at the intersection of two streets or a street and an alley, driveway, other point of vehicular access or railroad, two sides of which are lot lines measured from the corner intersection of the lot lines to a distance specified in these regulations. The third side of the triangle is a line across the corner of the lot adjoining the ends of the other two sides. Where the lot lines at intersections have rounded corners, the lot lines will be extended in a straight line to a point of intersection. The vision clearance area contains no plantings, walls, structures, or temporary or permanent obstructions exceeding two and one-half feet in height measured from the grade of the street center line. 	

Reference	Description	Recommendations
157.142	<p>Requires minimum vision clearance distances depending on zone and intersection type:</p> <ul style="list-style-type: none"> · Residential zones: 30 feet at street intersections, 10 feet at alley or driveway intersections · All other zones (except C-1): generally 15 feet, 25 feet for street intersections at less than a 30 degree angle 	<p>Issues:</p> <ul style="list-style-type: none"> · Vision clearance standards are inappropriate for residential neighborhoods served by low volume, slow-speed vehicular traffic. · These distances do not seem to be based on design speed, street classification, or actual sight triangle standards. · A 30 foot vision clearance creates expansive exposure, which can actually encourage unsafe driving speeds. <p>Recommendations:</p> <ul style="list-style-type: none"> · Address vision clearance in residential neighborhoods within new local streets section. · Propose to implement standards based on type of intersection: <ul style="list-style-type: none"> · Local-Alley/Driveway: 10 feet · Local-Local: 20 feet · Local-Collector: 30 feet · Daylighting standards/curb extensions: Prohibit parking within 20 feet and street trees within 5 feet of intersections on local streets.
157.150 (E)	<p>Requires a TIA if the development changes the functional classification of an existing or planned road, changes the standards implementing a functional classification system,</p>	<p>Recommendations:</p> <ul style="list-style-type: none"> · The TIA is currently located in Public Works Standards. To avoid confusing duplication,

<i>Reference</i>	<i>Description</i>	<i>Recommendations</i>
	would result in levels of traffic not intended by the functional classification of the road, or would reduce the LOS below the minimum accepted level identified by the TSP.	delete this language and provide a simple cross reference to Public Works Standards.

Public Works Standards

Reference	Description	Recommendations
5-1.1(B)	<p>“Right-of-way (ROW) and pavement widths for each street classification shall be as shown on the City Standard Drawings.”</p>	<p>Issues:</p> <ul style="list-style-type: none"> · There is currently too little flexibility for street design. For example, there is no option for decreasing travel lane width from 12 feet. · Trees not allowed in planter strips. <p>Recommendations:</p> <ul style="list-style-type: none"> · Create new allowed local street types and include these in the new local street standards section. · Reduce travel lanes width. · Introduce a queuing street option. · Introduce constrained right-of-way reduction allowance procedure. · Allow street trees in planter strips. <p>See Attachment A for proposed cross sections.</p>
5-1.1(D)	<p>A TIA may be required if a development will generate 1,000 weekday trips or if conditions warrant one. Specifies the required contents, analysis methods, and professional qualifications for Traffic Impact Analyses. Emphasizes mitigation, access management, and multimodal considerations.</p>	<p>Issues:</p> <ul style="list-style-type: none"> · Review the current threshold of 1,000 weekday trips against current “best practices” and thresholds used by other similar cities. · “May be required” is not clear and objective. · Verify that the compliant with HB 2138 (TIAs shall not be required for residential developments of 12 units). <p>See Attachment B for discussion of issues.</p>

Reference	Description	Recommendations
5-1.1(O)	Requires sidewalks for most development and establishes a minimum width of 5 feet, ADA compliance, and retrofit requirements.	<p>Recommendations:</p> <ul style="list-style-type: none"> · No change to this section. · Cross reference from within new local street section.
5-1.1(Q)	Limits driveway placement to protect street capacity and safety. Encourages shared access and access management techniques. Requires a minimum distance of 50 feet from approach to radius curb on local streets. Prohibits approach grades in excess of 12% from curb line to property line.	<p>Recommendations:</p> <ul style="list-style-type: none"> · No change to this section. · Cross reference from within new local street section.
5-1.1(U)	Limits dead-end streets and requires turnarounds and emergency access provisions. Requires cul-de-sacs at the end of permanent dead-end streets longer than 150 feet and prohibits dead-end streets longer than 400 feet.	<p>Recommendations:</p> <ul style="list-style-type: none"> · Address in new local street section. · Coordinate with cul-de-sac recommendations for SO 154.15 (G). · Cross reference from within new local street section.
5-1.1(V)	Establishes when alleys and private access ways are allowed and sets design, maintenance, and length standards. Alleyway ROW required to be 20 feet with a 20-foot surfacing width.	<p>Recommendations:</p> <ul style="list-style-type: none"> · Address in new local street section. · Cross reference from within new local street section.