



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

354 SW Upper Terrace Drive, Suite 101, Bend, Oregon 97702 P 541.312.8300 F 541.312.4585

TECHNICAL MEMORANDUM #6

Lake County & City of Paisley Transportation System Plan Update

City of Paisley Preferred Alternative

Date: March 5, 2016 Project #: 18547
To: Devin Hearing, ODOT
Town of Paisley City Council

From: Matt Kittelson, PE
cc: Project Advisory Committee

This memorandum outlines the draft preferred transportation system plan (TSP) projects for the City of Paisley, which will ultimately be contained as a subsection within the greater Lake County TSP. The TSP will contain elements consistent with OAR 660-12-020 and goals of OAR 660-12-025. The preferred plan includes recommendations for the Paisley's transportation system, with a specific focus on:

- Roadway System Plan
- Pedestrian and Bicycle System Plan

The greater Lake County TSP will contain elements addressing Access Management, Public Transportation, and the Air/Rail/Pipeline System Plan, though no specific elements of these sections will address Paisley.

The transportation components presented in this section were developed in accordance with the requirements of Oregon's Transportation Planning Rule (TPR). Each modal plan has been developed concurrent with the findings presented in the existing and future forecast conditions analysis. In addition, the plan relies heavily on feedback from the Public Advisory Committee (PAC) and in-person and on-line public workshops.

Draft projects were reviewed at the Project Advisory Committee (PAC) meeting in October 2015. Feedback was incorporated into the preferred project list and prioritization.

ROADWAY SYSTEM PLAN

Paisley is bisected by OR 31, which runs generally from north to east through city limits. Long sections of rural highway precede Paisley in both directions on OR 31. As such, roadway improvements are focused on alerting drivers that an urbanized area is approaching to facilitate a change in driving behavior.

Functional Classifications

Functional classification of a roadway characterizes the intended purpose, amount and type of vehicular traffic it is expected to carry, provisions for non-auto travel, and the roadway’s design standards. The classification considers access to adjacent land uses and the transportation modes to be accommodated.

The preferred functional classification system within Paisley is consistent with the preferred Lake County functional classification system, though only a subset of these classifications is applicable within city limits (shown by bold emphasis). Table 6-1 shows a description of each classification and also notes which roadways each applies to. Figure 6-1 shows a map of the functional classification system.

No modifications to functional classification within Paisley are proposed.

Table 6-1 Lake County and Town of Paisley Functional Classification Descriptions

Functional Classification	Description
Principal Arterial	The primary function of a Principal Arterial is to carry high levels of regional vehicular traffic at high speeds. US 97 and OR 140 west of Lakeview are the only two highways classified as Principal Arterials within Lake County.
Minor Arterial	Minor Arterials are similar to Principal Arterials, but do provide a higher degree of accessibility to lower classified roadways and private driveways. OR 31 is the only highway classified as a Minor Arterial within Lake County and the City of Paisley.
Major Collector	These facilities serve as access routes between population centers and Principal/Minor Arterials. Within Lake County these facilities are generally minor state highways and major county roads. They represent the most significant county-owned facilities.
Minor Collector	These facilities are similar to Major Collectors, but do allow a higher degree of accessibility to Local Roads and private driveways.
Local Road	The primary function of Local Roads are to provide direct access to adjacent land uses. They are characterized by short roadway distances, slow speeds, and low volumes.

Note: Bold emphasis indicates applicability to City of Paisley



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Functional Roadway Classifications

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Roads

**Functional Roadway Classifications
Paisley, Oregon**

**Figure
6-1**

Design Standards

OR 31 and Mill Street west of OR 31 are owned and maintained by ODOT and Lake County, respectively. As such, applicable ODOT and County standards apply to these facilities for roadway construction or improvements projects. The remaining roads in Paisley are currently classified as local roads and are not built to a consistent standard.

Improvement of local roads within Paisley should consider the following at a minimum:

- Addition of sidewalks where feasible
- Addition of shoulders for bicycle travel where feasible

Where possible, a complete roadway section should be constructed. An example roadway cross-section for Paisley is shown in Exhibit 1.



Exhibit 1 – Local Street Cross-section example for Paisley

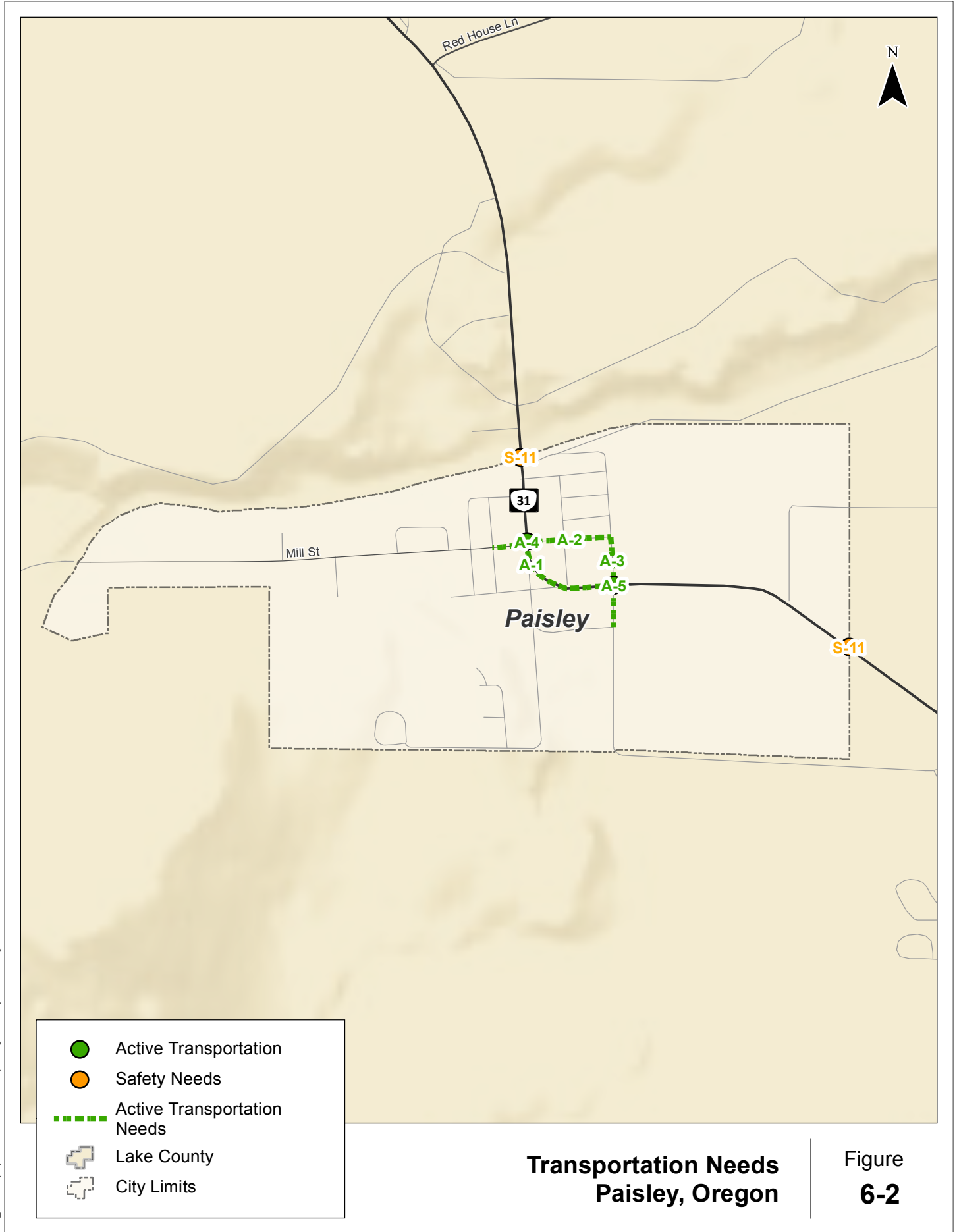
IMPLEMENTATION PLAN

This section outlines specific transportation system improvement projects. The projects identified within Paisley are focused and intended to assist with ongoing roadway maintenance needs, improve access to Paisley School, improve access across OR 31, and to encourage speed limit compliance on OR 31 within City Limits. All projects are considered high priorities.

These projects collectively reflect the broad goal of developing an efficient and accessible transportation network for all users.

Transportation System Improvements

The preferred transportation improvements within Paisley are listed in Table 6-2. The table includes a project number for reference to the project location illustrated in Figure 6-2. The numbering of projects in this table matches numbering within the greater Lake County TSP and are not necessarily sequential.



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**Transportation Needs
Paisley, Oregon**

**Figure
6-2**

ID	Category	Name	Description of Need	Description of Alternative(s)	Priority	Cost Estimate
S-11	Safety	Speed transition treatment – Paisley	Speeds on OR 31 transition from 55 mph to 35 mph within Paisley.	Construct transition treatments at the north and south City limits of Paisley on OR 31. This includes monuments announcing to vehicles that they are entering Paisley and permanent speed feedback signs.	High	\$85,000
A-1	Active Transportation	Sidewalks in Paisley	Limited sidewalks exist. Provide sidewalks through core of Paisley.	Construct sidewalks in Paisley along OR 31 between Main Street and Green Street.	High	\$345,000
A-2	Active Transportation	Sidewalks in Paisley	Limited sidewalks exist/ Provide sidewalks to/from Paisley school.	Construct sidewalks along Mill Street in Paisley between Willow Street and Paisley School.	High	\$345,000
A-3	Active Transportation	Sidewalks in Paisley	Limited sidewalks exist. Provide sidewalks to/from Paisley school.	Construct sidewalks in Paisley along Green Street between Cottonwood Street and Mill Street.	High	\$275,000
A-4	Active Transportation	Improve crossing at OR 31/Main Street	School crossing	Construct an improved crosswalk in Paisley at OR 31 and Main Street.	High	\$6,000
A-5	Active Transportation	Improve crossing at OR 31/Green Street	School crossing	Construct an improved crosswalk in Paisley at OR 31 and Green Street.	High	\$6,000

ID	Category	Name	Description of Need	Description of Alternative(s)	Priority	Cost Estimate
MA-2	Maintenance	City system	The City of Paisley struggles to maintain roadways to acceptable standard. Ongoing maintenance funding is challenging.	Identify long-term maintenance funding strategies.	High	Ongoing

PUBLIC TRANSPORTATION PLAN

Addressed within Lake County TSP. No specific City of Paisley elements.

AIR SERVICE

Addressed within Lake County TSP. No specific City of Paisley elements.

MARINE SYSTEM PLAN

Addressed within Lake County TSP. No specific City of Paisley elements.

RAIL SERVICE

Addressed within Lake County TSP. No specific City of Paisley elements.

PIPELINE AND TRANSMISSION SYSTEM PLAN

Addressed within Lake County TSP. No specific City of Paisley elements.