

**Agenda Item 6 - Attachment D**  
**COMMENTS ON ‘SKINNY STREETS’**  
**June 28-30, 2006 LCDC Meeting**

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# Oregon

Theodore R. Kulongoski, Governor

## Department of Land Conservation and Development

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### MEMORANDUM

April 15, 2006



TO: Interested Local Governments

FROM: Lane Shetterly, Director

SUBJECT: *STATUS OF PROPOSED TRANSPORTATION PLANNING RULE (TPR)  
AMENDMENTS RELATED TO "SKINNY STREETS"*

Over the last several weeks the department has received comments from local governments around the state expressing concern about proposed amendments to the Transportation Planning Rule (TPR) related to "skinny streets." Since the Land Conservation and Development Commission (LCDC) is not scheduled to consider the proposed TPR amendments again until its June 28-30 meeting, I would like to clarify the department's position on the skinny streets portion of the proposed amendments.

The department proposed the skinny streets amendments with the expectation that they were truly minor in character. Our intent was to recognize and allow local governments to rely on the recommendations of the 2000 Neighborhood Streets Working Group in meeting the requirements of the rule. It was not – and is not – our intent to create either a new requirement or a single statewide standard for residential street widths. Despite our intentions, it is apparent from the comments we have received that the amendments are viewed by many local officials as a significant change in policy. We respect these concerns and, given this response, the department is reconsidering its recommendation.

In June, the department will present an alternative that the Commission not adopt the proposed amendments that add the 28 foot "safe harbor" option for skinny streets. While the staff report and recommendation will not be completed until June, I expect that this option – i.e., not adopting the proposed amendments – will be the department's recommendation. This option would leave the existing rule language, adopted in 1995, unchanged and in place as the relevant guidance related to street widths.

The department remains committed to working with local governments on this important issue. As the Neighborhood Street Design Guidelines publication indicates, a variety of different street standards are available to accommodate local needs and meet the requirements in the rule to reduce street widths. (Available online at: [www.oregon.gov/LCD/docs/publications/neighstreet.pdf](http://www.oregon.gov/LCD/docs/publications/neighstreet.pdf))

If you have additional questions about the status of the proposed amendments, please contact Bob Cortright, the department's Transportation Planning Coordinator at 503.373.0050 x241 or by email at [bob.cortright@state.or.us](mailto:bob.cortright@state.or.us).

**From:** "Art Schlack" <ASchlack@orlocalgov.org>  
**To:** CORTRIGHT Bob <Bob.Cortright@state.or.us>  
**Date:** 11 April 2006 (Tuesday) 13:35  
**Subject:** Skinny Streets

Bob: I saw the memo that you sent to Linda Ludwig et. al. as a follow up to your meeting on skinny streets. Let me add that AOC does not support the proposed amendment to the TPR that would put a safe harbor for residential streets (skinny street standard) in the rule. I would like to be involved in future discussions on this issue. Art

P.S. I hope you have fully recovered from you bike accident.

**From:** "Chris Mayfield" <chris.mayfield@ci.newberg.or.us>  
**To:** SHETTERLY Lane <Lane.Shetterly@state.or.us>, WATSON Sarah <Sarah.Watson@state.or.us>, CORTRIGHT Bob <Bob.Cortright@state.or.us>, <johnvl@lclac.org>, <dderby@aol.com>, <tjosi@co.tillamook.or.us>, <hjenkins@union-county.org>, <tempo@onlinemac.com>  
**Date:** 22 March 2006 (Wednesday) 16:11  
**Subject:** Skinny Streets Safe Harbor

It is a bad idea to adopt language at the state level for skinny streets safe harbor. It is very important for individual cities to determine how the community should be developed. Decisions regarding emergency access is of utmost importance as far as I am concerned, but livability issues, community safety, and other services are important issues best left for the local residents to decide.

We have done a good job in our community in adopting street standards that work well for Newberg. It would be a poor idea to take local control away. Please drop the idea of the safe harbor approach.

Thanks,

Chris Mayfield  
Fire Marshal  
Newberg Fire Department

**From:** "Dan Danicic" <dan.danicic@ci.newberg.or.us>  
**To:** SHETTERLY Lane <Lane.Shetterly@state.or.us>, WATSON Sarah <Sarah.Watson@state.or.us>, CORTRIGHT Bob <Bob.Cortright@state.or.us>, <johnvl@lclac.org>, <dderby@aol.com>, <tjosi@co.tillamook.or.us>, <hjenkins@union-county.org>, <tempo@onlinemac.com>  
**Date:** 21 March 2006 (Tuesday) 14:48  
**Subject:** Skinny Streets Proposal

It has come to my attention that you may be considering the concept of skinny streets, which are streets that are only 28-feet wide. I share the concerns of the League of Oregon Cities regarding this proposal. Specifically, my concerns are:

- If the 28' standard is adopted, it will make it harder for cities to justify adopting other street widths.
- Cities have already adopted local street width standards; there is no need to provide a safe harbor approach.
- There is ample policy guidance already contained within the TPR requiring cities to adopt standards that minimize pavement width to accomplish five specific outcomes.
- Many cities currently take the "menu" approach, adopting several variations of curb-to-curb widths for similarly zoned land. This provides for the choice of different standard options for different developments.
- There are many site specific issues that cities must take into consideration when adopting local street standards such as on-street parking, alley access, planter strips, local connectivity, steepness of slope, straight or curved sections of roadway, snow storage, etc, which go into determining street cross sections.
- Street design standards are a local process and as long as local jurisdictions follow the policy guidance already contained within the TPR, the state shouldn't be prescribing specifics; they should stay a local process.

**DANIEL DANICIC, P.E.**

**PUBLIC WORKS DIRECTOR  
CITY OF NEWBERG  
PO BOX 970  
NEWBERG, OR 97132  
(503) 537-1238  
[dan.danicic@ci.newberg.or.us](mailto:dan.danicic@ci.newberg.or.us)**

**From:** "Dale Staib" <chiefstaib@philomathfire.com>  
**To:** CORTRIGHT Bob <Bob.Cortright@state.or.us>  
**Date:** 20 March 2006 (Monday) 11:52  
**Subject:** Skinny Streets

I am writing to you in opposition to the adoption of the skinny streets safe harbor by the commission. Rather than stating the many reasons why I take this position I would be willing to come to Salem and give testimony. Fire access for ingress and egress of firefighters combined with the evacuation of citizens during an emergency incident is a matter of my utmost concern.

Dale Staib  
Fire Chief  
Philomath Fire & Rescue  
[chiefstaib@philomathfire.com](mailto:chiefstaib@philomathfire.com)  
(541) 929-3002

**From:** "Diane Ragsdale" <dianeragsdale@comcast.net>  
**To:** SHETTERLY Lane <Lane.Shetterly@state.or.us>, WATSON Sarah  
<Sarah.Watson@state.or.us>, CORTRIGHT Bob  
<Bob.Cortright@state.or.us>, <johnvl@lclac.org>, <dderby@aol.com>,  
<tjosi@co.tillamook.or.us>, <hjenkins@union-county.orgh>,  
<tempo@onlinemac.com>  
**Date:** 24 March 2006 (Friday) 14:32  
**Subject:** Skinny Streets  
**CC:** "'Eve Foote'" <dundeeve@comcast.net>

As the City of Dundee was preparing its Transportation System Plan for adoption, the issue of requiring "skinny streets" was discussed in great detail. It was concluded that there will undoubtedly be circumstances where a "skinny street" was appropriate. It is also understood that there will be circumstances where "skinny streets" would be inappropriate. Therefore the TSP allows "skinny streets" but does not require them under any circumstances.

As the City has fully and adequately addressed this issue, we believe the adoption of regulations by LCDC, or any other State Agency, is unnecessary and inappropriate meddling in affairs that are best addressed locally.

C. Diane Ragsdale  
Mayor of dundee  
Mobile: 503.313.7971

**From:** <FCUTILITY@aol.com>  
**To:** SHETTERLY Lane <Lane.Shetterly@state.or.us>, WATSON Sarah  
<Sarah.Watson@state.or.us>, CORTRIGHT Bob  
<Bob.Cortright@state.or.us>, <johnvl@lclac.org>, <DDerby@aol.com>,  
<tjosi@c.tillamook.or.us>, <hjenkins@union-county.org>,  
<tempo@onlinemac.com>  
**Date:** 20 March 2006 (Monday) 11:12  
**Subject:** Skinny Streets Safe Harbor

Dear Commission Members:

The City of Falls City does not want the skinny streets safe harbor to be adopted by the Commission.

The City of Falls City has already adopted street width standards. We feel there is no need for the safe harbor approach. Additionally, there are many site specific issues that our city must take into consideration for each Land Use application. The City of Falls City takes the "menu" approach, which provides for the choice of different standard options for different developments.

If the Commission adopts the 28' standard, it will be harder for the City of Falls City to justify having adopted other street standards.

Sincerely,

Darla Williams  
City Recorder/Finance Officer  
City of Falls City  
299 Mill Street  
Falls City, OR 97344  
503-787-3631 (f) 503-787-3023  
fcutility@aol.com  
[www.fallscity.org](http://www.fallscity.org)

**From:** "firedepy" <firedept@ci.bay-city.or.us>  
**To:** <tjosi@co.tillamook.or.us>, <tempo@onlinemac.com>, "Jay Marugg"  
<GaribaldiFd@tillanet.com>, <shetterly@state.or.us>, WATSON Sarah  
<Sarah.Watson@state.or.us>, CORTRIGHT Bob  
<Bob.Cortright@state.or.us>, <johnv1@lclac.org>, <dderby@aol.com>,  
<hjenkins@union-county.orgh>  
**Date:** 20 March 2006 (Monday) 15:12  
**Subject:** Skinney streets

The Bay City Fire Department urges that you not adopt the the Safe Harbor "skinney Streets" amendment for public streets. Public safety vehicles and regular traffic will cause safety concerns with this rule and adoption will allow unneeded wrangling with developers over required development standards. Local jurisdictions should be making these rules to fit the ground where the development will be done. Leave it to the local jurisdictions!!!.

Don Reynolds, Fire Chief Bay City Fire Department

**From:** "Garibaldi Fire Department" <garibaldifd@tillanet.com>  
**To:** CORTRIGHT Bob <Bob.Cortright@state.or.us>  
**Date:** 23 March 2006 (Thursday) 16:45  
**Subject:** 28' wide streets

To whom it may concern,

We do not support this effort to make 28' wide streets with parking allowed on both sides. This does not allow enough emergency access for our vehicles!

Jay Marugg  
Fire Chief  
Garibaldi Fire Department

**From:** <gditter@wbcable.net>  
**To:** SHETTERLY Lane <Lane.Shetterly@state.or.us>, WATSON Sarah <Sarah.Watson@state.or.us>, CORTRIGHT Bob <Bob.Cortright@state.or.us>, <johnvl@clac.org>, <dderby@aol.com>, <tjosi@co.tillamook.or.us>, <hjenkins@union-county.orgh>, <tempo@onlinemac.com>  
**Date:** 23 March 2006 (Thursday) 13:34  
**Subject:** Skinny Streets, Safe Harbor  
**CC:** <subcityshop@wvi.com>

LCDC Commission Members:

The City of Sublimity is in strong opposition to the adoption of the "Skinny Streets Safe Harbor" rule. We currently have rules in place to address the street widths in our community so there is no need for a safe harbor approach by the State of Oregon. The City of Sublimity has taken many things into consideration when these were put into effect and we feel we have standards which are safe for our community and what the community wants. We work and live in our community and the state should not be prescribing specifics it should be a local process.

Thank You:

Gene Ditter

To All:

I will give my input on what I feel is important to consider in the sizing of local subdivision streets. Put yourself in the shoes of the person who will end up buying the home in one of these neighborhoods with skinny streets (and likely an approx. 6000 SF lot) and ask yourself – “Where do family and friends park when I invite them over?” It is my opinion that you need to keep a reasonable amount of street space for visitor parking. Since the lots are getting very small it is likely that the largest garage on average will be a 2 car garage. It’s a reasonable assumption that only one of the car spots in the garage will be open as on average people store extra stuff in the garage taking up available parking space. This means now there is room for one extra visitor vehicle within the lot assuming the owners do not have children with an extra car taking up that space.

My point is that I do not believe we can get away with not allowing parking on streets. The City of Madras’ street typical section for a local street is attached and illustrates that with two 9 foot travel lanes and two 7 foot parking lanes that 32 feet from curb to curb is required as a minimum. Anything less takes away the room for error when vehicles pass by at the same time with parked cars or trucks on both sides of the street. To shrink this area anymore, I believe we should be cautious and not expect every driver to be able to spilt hairs between the approaching vehicle and the vehicle parked curbside. These are my thoughts and I welcome any additional input. Thank you.

Gus Burrell, PE  
Public Works Director  
City of Madras  
541-475-7672

**From:** "Heather Hill" <heather@lcf1.org>  
**To:** SHETTERLY Lane <Lane.Shetterly@state.or.us>, WATSON Sarah  
<Sarah.Watson@state.or.us>, CORTRIGHT Bob  
<Bob.Cortright@state.or.us>, <johnv1@lclac.org>, <dderby@aol.com>,  
<tjosi@co.tillamook.or.us>, <hjenkins@union-county.org>,  
<tempo@onlinemac.com>  
**Date:** 21 March 2006 (Tuesday) 14:09  
**Subject:** 28' Street Safe Harbor  
**CC:** <prevention-lcf1@hotmail.com>

To Whom It May Concern:

Lane County Fire District #1 is not in support of the proposed 28-foot Street Safe Harbor that is before the Commission. The fire apparatus that we use is 14 feet wide when the doors are open, with additional space needed to work off the vehicle. In theory, that leaves approximately 10 feet of space for vehicles to park, or 5 feet on each side. An average vehicle driven by the public measures 6 feet in width, exceeding the 5-foot area. This does not account for a person's parking skills, which could place the vehicle another 6 or more inches from the curb, nor does it account for the larger vehicles with a wider design.

The City of Veneta, which is in our service area, has a street design standard in place that allows for adequate access for emergency services while providing a safe neighborhood environment. 28-foot streets are allowed under these standards, but only allows for parking on one side. The basis for the design standards comes from the Oregon Fire Code, which requires a 20-foot clear area for emergency access to all buildings.

As a Fire District, we recognize there is a document in existence that supports narrower street designs and there are some fire departments that are in support of the designs proposed in the document. Locally, we do not feel that we can provide adequate emergency services to our patrons when access is restricted to the 28-foot street with parking on both sides allows. We feel that we are doing a disservice to our public by supporting such a design.

Thank you for your time,

Heather Hill  
Prevention Coordinator  
Lane County Fire District #1  
[www.lcf1.org](http://www.lcf1.org)

**From:** "Jack Cooley" <jcooley@ci.roseburg.or.us>  
**To:** <tempo@onlinemac.com>, <hjenkins@union-county.org>, <tjosi@co.tillamook.or.us>, <dderby@aol.com>, <johnvl@lclac.org>, CORTRIGHT Bob <Bob.Cortright@state.or.us>, WATSON Sarah <Sarah.Watson@state.or.us>, SHETTERLY Lane <Lane.Shetterly@state.or.us>  
**Date:** 21 March 2006 (Tuesday) 12:43  
**Subject:** "Skinny Streets"

Dear Commissioners:

The fire service struggles daily with the implementation of minimum standards that are found within the fire codes. The influence of developers lowering those minimum code standards in our local ordinances have made it even more difficult to navigate ambulances and fire engines within our boundaries. Reducing the street widths further compromise public safety's ability to operate safely and timely. I feel that a 28-foot minimum street width is possible, yet it is not possible with parking on both sides. My responsibility to the public cannot be met with street widths that are any narrower. Running a call at night, in the rain, on narrow, over-parked streets, can cause delays in accessing a fire and/or patient that result in sub-standard outcomes.

Sincerely yours,

Jack L. Cooley  
>From the desk of...

Jack Cooley  
Fire Chief

Roseburg Fire Department  
774 SE Rose St.  
Roseburg, OR 97470

(541) 673-4459 ext.11  
Cell: (541) 580-8001  
Fax: (541) 440-8952

**From:** "Jerry Schaeffer" <firemarshal@ivfire.com>  
**To:** SHETTERLY Lane <Lane.Shetterly@state.or.us>, WATSON Sarah <Sarah.Watson@state.or.us>, CORTRIGHT Bob <Bob.Cortright@state.or.us>, <johnvl@lclac.org>, <dderby@aol.com>, <tjosi@co.tillamook.or.us>, <hjenkins@union-county.orgh>, <tempo@onlinemac.com>  
**Date:** 23 March 2006 (Thursday) 15:27  
**Subject:** Skinny Streets

<<...>>

We do want the skinny streets safe harbor

Jerry Schaeffer  
Fire Marshal  
Illinois Valley Fire District  
681 Caves Hwy.  
Cave Junction Or. 97523

541-592-6538  
Fax 541-592-6122

**From:** "John Fowler" <John.Fowler@ci.pendleton.or.us>  
**To:** <dderby@aol.com>, "Bob Patterson" <Bob.Patterson@ci.pendleton.or.us>, "Mike Muller" <Mike.Muller@ci.pendleton.or.us>, <tjosi@co.tillamook.or.us>, <johnvl@lclac.org>, <tempo@onlinemac.com>, CORTRIGHT Bob <Bob.Cortright@state.or.us>, SHETTERLY Lane <Lane.Shetterly@state.or.us>, WATSON Sarah <Sarah.Watson@state.or.us>, <hjenkins@union-county.orgh>  
**Date:** 21 March 2006 (Tuesday) 11:32  
**Subject:** Skinny Streets "Safe Harbor Proposal"

I want to go on record in opposition to the proposed "skinny street safe-harbor standard. My objection to the proposal is aligned with those stated by the League of Oregon Cities (LOC), which has provided testimony in regards to the safe harbor not being adopted. Those arguments are:

-If the 28' standard is adopted, it will make it harder for cities to justify adopting other street widths.

-Cities have already adopted local street width standards, there is no need to provide a safe harbor approach.

-There is ample policy guidance already contained within the TPR requiring cities to adopt standards that minimize pavement width to accomplish five specific outcomes.

-Many cities currently take the "menu" approach, adopting several variations of curb-to curb widths for similarly zoned land. This provides for the choice of different standard options for different developments.

-There are many site specific issues that cities must take into consideration when adopting local street standards such as on-street parking, alley access, planter strips, local connectivity, steepness of slope, straight or curved sections of roadway, snow storage, etc, which go into determining street cross sections.

-Street design standards are a local process and as long as local jurisdictions follow the policy guidance already contained within the TPR, the state shouldn't be prescribing specifics, they should stay a local process.

Respectfully,

John F. Fowler, Fire Chief  
Pendleton Fire and Ambulance Service  
911 SW Court Avenue  
Pendleton, OR 97801  
(541) 276-1442  
[John.Fowler@ci.pendleton.or.us](mailto:John.Fowler@ci.pendleton.or.us)

**From:** "Bob Patterson" <Bob.Patterson@ci.pendleton.or.us>  
**To:** <dderby@aol.com>, "Mike Muller" <Mike.Muller@ci.pendleton.or.us>, <tjosi@co.tillamook.or.us>, <johnvl@lclac.org>, <tempo@onlinemac.com>, CORTRIGHT Bob <Bob.Cortright@state.or.us>, SHETTERLY Lane <Lane.Shetterly@state.or.us>, WATSON Sarah <Sarah.Watson@state.or.us>, <hjenkins@union-county.org>  
**Date:** 21 March 2006 (Tuesday) 10:59  
**Subject:** Re: Skinny Streets "Safe Harbor" Proposal

I also am not in support of the proposed "skinny street safe-harbor standard. My objection to the proposal is also as stated by the LOC, which has provided testimony in regards to the safe harbor not being adopted.

- If the 28-foot standard is adopted, it will definately restrict our justification for adopting other street widths.
- We already have street standards in place.
- We use policy guidance already identified in the TPR for establishing our standards.
- We offer a "menu" approach, with various curb-to-curb widths to address our street heirarchy and various development issues.
- We address site specific issues in addressing street cross-sections.
- BY ALL MEANS, local standards should remain under local control, as long as the policy guidance already contained in the TPR is followed.

Respectfully,

Bob Patterson  
Public Works Director  
City of Pendleton  
500 SW Dorion Avenue  
Pendleton, Oregon 97801  
541/966-0202  
541/966-0251 fax  
[Bob.Patterson@ci.pendleton.or.us](mailto:Bob.Patterson@ci.pendleton.or.us)

**From:** "John Morgan" <john@morgancps.com>  
**To:** <johnvl@lclac.org>, <dderby@aol.com>, <tjosi@co.tillamook.or.us>, <hjenkins@union-county.org>, <tempo@onlinemac.com>  
**Date:** 21 March 2006 (Tuesday) 14:38  
**Subject:** Skinny Streets standard  
**CC:** SHETTERLY Lane <Lane.Shetterly@state.or.us>, CORTRIGHT Bob <Bob.Cortright@state.or.us>, WATSON Sarah <Sarah.Watson@state.or.us>

Dear members of the Land Conservation and Development Commission:

I am very concerned about the notion of a skinny street safe harbor adoption by the LCDC. Our firm works with many small cities, including serving as the City Planners for twelve. I firmly believe that local values and considerations are critically important in establishing local street standards. There is no way a safe harbor provision can be adopted state-wide that can be applied well in all circumstances. I cannot see the benefit to the people of Oregon for the LCDC to get so far into driving the specifics of local zoning standards. In fact, I think such an action will ultimately prove counter-productive.

I support these statements provided by the League of Oregon Cities, as I believe they capture the issue and its problems very well:

- If the 28' standard is adopted, it will make it harder for cities to justify adopting other street widths.
- Cities have already adopted local street width standards, there is no need to provide a safe harbor approach.
- There is ample policy guidance already contained within the TPR requiring cities to adopt standards that minimize pavement width to accomplish five specific outcomes.
- Many cities currently take the "menu" approach, adopting several variations of curb-to curb widths for similarly zoned land. This provides for the choice of different standard options for different developments.
- There are many site specific issues that cities must take into consideration when adopting local street standards such as on-street parking, alley access, planter strips, local connectivity, steepness of slope, straight or curved sections of roadway, snow storage, etc, which go into determining street cross sections.
- Street design standards are a local process and as long as local jurisdictions follow the policy guidance already contained within the TPR, the state shouldn't be prescribing specifics, they should stay a local process.

We have many more important issues with which to dwell, such as job creation, redevelopment and revitalization, and affordable housing. Time spent telling cities how to design their own streets, with so little public interest in doing so, is a waste of time and resources.

Thank you for your consideration.

**John N. Morgan AICP**  
The MorganCPS Group, Inc.  
1308 Marigold Street NE  
Keizer OR 97303  
v - 503-304-9401/f - 503-304-9423

Commissioners,

I am writing to you today to express the City of Cannon Beach's opposition to the skinny streets safe harbor. The City of Cannon Beach has worked at developing appropriate local street width standards and there is no need to provide a safe harbor approach. We feel that existing policy guidance already promotes the minimization of pavement widths and that the one-standard fits all approach proposed is not appropriate. In developing our local street standards, the City considered slopes, on-street parking, alley access, as well as other local road conditions. Street design standards should remain a local decision with a local process. Thank you very much for your consideration.

Sincerely,

Joy Gannon  
Public Works Director  
City of Cannon Beach

As a fire service representative that worked on the "Neighborhood Street Guideline" document I am opposed to the "Safe Harbor" language being considered for adoption. This is viewed as an opportunity to further degrade an accepted standard/guideline that is already only marginally workable for fire suppression crews. The fire service made maximum concessions on the current process.

Any change to the current practices and/or requirements needs the opportunity for emergency service providers to fully review and comment. This is not seen as an improvement in the system.

Ken Johnson  
Division Chief / Fire Marshal  
Jackson County Fire District No. 3

**From:** "Kent Taylor" <taylork@ci.mcminnville.or.us>  
**To:** SHETTERLY Lane <Lane.Shetterly@state.or.us>, WATSON Sarah <Sarah.Watson@state.or.us>, CORTRIGHT Bob <Bob.Cortright@state.or.us>, <johnvl@lclac.org>, <dderby@aol.com>, <tjosi@co.tillamook.or.us>, <hjenkins@union-county.org>, <tempo@onlinemac.com>  
**Date:** 20 March 2006 (Monday) 16:23  
**Subject:** 28 foot street standard proposal  
**CC:** "Mayor Ed (E-mail)" <ed@gormleyplumbing.com>, "Doug Montgomery" <MONTGOD@ci.mcminnville.or.us>, "Don Schut" <SchutD@ci.mcminnville.or.us>

Dear DLCD Commission Members and Staff,

I am writing on behalf of the City of McMinnville to encourage you not to adopt the proposed 28 foot street standard - the proposed safe harbor rule. The primary objection is to having DLCD involved in this level of development standard detail. Such detailed standards should be left to local governments. Cities should continue to be allowed to adopt their own standards and use a variety of local factors to adopt specific standards, consistent with statewide policy guidelines. We would hope DLCD would continue to provide policy guidelines and not specific standards.

The City of McMinnville has a 26 foot street standard. That standard has proven problematic in some cases and the City Council is beginning a review of the standard. Our Fire Department has voiced concerns related to access for emergency response vehicles.

Thank you for your consideration of this input. We look forward to your visit and meeting in McMinnville later this week!

Regards,

Kent Taylor  
City Manager

>>> "Klum, John (PFB Email)" <jklum@fire.ci.portland.or.us> 03/24 1:41 PM >>>  
All,

The State Fire Marshal relayed information through the League of Oregon Cities that you are considering adopting policy regarding "skinny streets".

Portland already has an even tighter policy of 26' with parking allowed on both sides. This presents a challenge during the design process as well as creating an enforcement issue after development to maintaining sufficient width for our apparatus to navigate.

Portland Fire & Rescue is seeing more clearance related fleet liability claims as a result of these "skinny streets" and wider apparatus.

I encourage you to allow the Cities themselves to regulate street widths through their individual adopted ordinances.

John W. Klum

Fire Marshal  
Portland Fire & Rescue

>>> Mike Muller 3/21/2006 10:33 AM >>>

I am not in support of the proposed "skinny street safe-harbor standard" noted below:  
"Local ordinances or standards that allow outright 28' streets- curb-to-curb- with parking on both sides of the street in low and medium density residential areas, i.e. 10 or fewer dwelling units per acre, are considered to comply with the requirements of this section."

The my objection to the proposal is as stated by the LOC, which has provided testimony covering these points as to why the safe harbor should not be adopted:

- If the 28' standard is adopted, it will make it harder for cities to justify adopting other street widths.
- Cities have already adopted local street width standards, there is no need to provide a safe harbor approach.
- There is ample policy guidance already contained within the TPR requiring cities to adopt standards that minimize pavement width to accomplish five specific outcomes.
- Many cities currently take the "menu" approach, adopting several variations of curb-to curb widths for similarly zoned land. This provides for the choice of different standard options for different developments.
- There are many site specific issues that cities must take into consideration when adopting local street standards such as on-street parking, alley access, planter strips, local connectivity, steepness of slope, straight or curved sections of roadway, snow storage, etc, which go into determining street cross sections.
- Street design standards are a local process and as long as local jurisdictions follow the policy guidance already contained within the TPR, the state shouldn't be prescribing specifics, they should stay a local process.

Respectfully,  
Michael W. Muller, City Planner  
City of Pendleton  
500 SW Dorion  
Pendleton, OR 97801  
(541)966-0261

CC: "Jerry Odman" <Jerry.Odman@ci.pendleton.or.us>, "John Fowler" <John.Fowler@ci.pendleton.or.us>, "Pete Wells" <Pete.Wells@ci.pendleton.or.us>, "Tim Simons" <[Tim.Simons@ci.pendleton.or.us](mailto:Tim.Simons@ci.pendleton.or.us)>

Dear LCDC Commissioners:

It is my understanding that the Commission is considering adopting a "safe harbor" for skinny streets. The League of Oregon Cities has previously testified why the safe harbor for skinny streets **not** be adopted. The following bullet points have been expressed by the League and include:

- If the 28' standard is adopted, it will make it harder for cities to justify adopting other street widths.
- Cities have already adopted local street width standards, there is no need to provide a safe harbor approach.
- There is ample policy guidance already contained within the TPR requiring cities to adopt standards that minimize pavement width to accomplish five specific outcomes.
- Many cities currently take the "menu" approach, adopting several variations of curb-to-curb widths for similarly zoned land. This provides for the choice of different standard options for different developments.
- There are many site specific issues that cities must take into consideration when adopting local street standards such as on-street parking, alley access, planter strips, local connectivity, steepness of slope, straight or curved sections of roadway, snow storage, etc, which go into determining street cross sections.
- Street design standards are a local process and as long as local jurisdictions follow the policy guidance already contained within the TPR, the state shouldn't be prescribing specifics, they should stay a local process.

From the City of St. Helens perspective, I would like to reiterate these points. Our Development Code offers a matrix of street designs to accommodate low, moderate and high volume traffic areas. Our street widths in residential areas range from as narrow as 24 feet to a wide as 34 feet depending on Average Daily Traffic. A "one size fits all" is inappropriate for all cities. Our citizens spent a lot of time with our engineers in determining locally appropriate street standards. Our development community is satisfied with our standards and over 600 new subdivision lots have been built in St. Helens since adoption of the Development Code in 2003.

While we have accepted "safe harbor" methods for other resources (e.g. Goal 5 resources) having a standardized specifics for streets should be a local process. There is a greater "buy-in" with the public on local adopted standards. I would encourage the Commission to **not adopt the skinny street safe harbor** as is now being considered.

Thank you.

Brian Little  
City Administrator  
City of St. Helens  
503.366.8211

March 22, 2006

TO: LCDC MEMBERS

It is my understanding that the LCDC is considering a requirement that local ordinances allow outright 28' streets curb-to-curb, with parking on both sides of the street in low and medium density residential areas, 10 or fewer dwelling units per acre, are considered to comply with the requirements of this section."

It is of great concern to the City of Talent that this is actually being considered as a mandate that the City would have to include in the City's Transportation System Plan. While I understand that this mandate would seem to advance the principles of "Smart Growth", it violates a fundamental principle of home rule philosophy that recognizes that cities are in a much better position to determine for themselves what works and what does not work in their own community. Dictates from the state should be contained to only those issues that would affect the entire state if they were not followed by each of the individual municipalities. This test certainly has not been met in this instance.

In addition to this fundamental principle that should be respected by the state, this particular proposal is not an academic exercise in Talent, it has been tried and failed 2 out of 3 times in the last 2 years.

The City of Talent has had 3 developments that have been built out in the last 3 years. All of which had a 28' street width that the City allowed at the developer's request. Two of these have created grave concern for the fire department and challenges to the residents who live there and struggle with having to negotiate themselves in and out on a daily basis. The third development has included alleys and that has helped to mitigate some of the challenges the other two have had to deal with.

The requirement of allowing on-street parking on both sides of the road allows no room for maneuvering a fire vehicle in the event of an emergency. Developers wishing to maximize the use of the individual lot are resistant to providing off street parking to reduce the number of vehicles parked on the street. It is therefore common for one of the residents to be parking on the street all of the time. With property owners having 2-3 cars, and an additional car if an ADU is included it is not uncommon to have a street with cars filling every on-street space. When this occurs there is not room for a safe haven for one car to use when two cars are going in the opposite direction at the same time. This does not even deal with the problem when a fire truck needs to provide a very basic fundamental service of reacting to a fire call in a timely manner.

It is simply a matter of time when the first accident will occur or the fire truck is delayed where every minute is so critical in their response.

The City would encourage that you re-think this requirement and allow cities to through the creative planning process advance in their own ways the demands of infill.

Sincerely,

Betty Wheeler, City Manager

LCDC:

In the Oregon Fire Code, effective October 1, 2004, the State Fire Marshal chose to adopt by rule that streets less than 32 feet in width be marked with parking restrictions. This follows the standard contained in the model International Fire Code Appendix D. Although ORS 368.039 permits local government to supersede standards in the fire code, our cities have continued to support fire service response needs by requiring 32 foot streets unless all homes are constructed with residential fire sprinkler systems as approved by the fire marshal per ordinance. We would encourage that this practice continue.

One aspect of residential land development that is increasing risk of emergency vehicle response delays is the use of “private street” standards that allow narrower streets, often no more than 20 feet wide, to serve up to about nine parcels as long as parking restrictions are posted. In our experience these developments do not offer adequate off-street parking for residents, so the streets invariably become narrowed by illegally parked vehicles. Enforcement of the parking restrictions on these private streets is not within the purview of police jurisdiction, but rather it is the responsibility of the property owner(s) to maintain adequate signage and enforce the restrictions. Almost by design parking violations on private streets continue unabated because of this difficult arrangement.

It is clear that development standards evolve through a complex process involving many interested parties. Because the geographical, climactic and financial conditions surrounding emergency vehicle access roads are so variable across Oregon, we would prefer that the final decision regarding these standards be retained at the local level following state guidance. Regardless of where the final authority ultimately rests, we believe that any discussion regarding street widths should include adequate consideration as to enforcement of parking restrictions, as well as employment of mandatory fire sprinkler systems to mitigate the risk of emergency vehicle delays.

Thank you for your consideration of this important matter and feel free to share this memo as you see fit.

Scott Weninger  
Deputy Chief/Fire Marshal  
Clackamas Fire District #1



# CITY OF OREGON CITY

## PUBLIC WORKS

OPERATIONS DIVISION  
122 S. Center Street  
Oregon City, OR 97045  
(503) 657-8241  
Fax (503) 650-9590

PUBLIC PROJECTS DIVISION  
CODE ENFORCEMENT / PARKING  
*City Engineer/Public Works Director*  
P.O. Box 3040  
330 Warner Millie Road  
Oregon City, OR 97045  
(503) 657-0891  
Fax (503) 657-7892

March 21, 2006

Members of the Land Conservation and Development Commission:

Thank you for the opportunity to comment on your proposed consideration of the safe harbor criterion for local streets. I understand that the safe harbor reads, "Local ordinances that allow outright 28-foot streets – curb to curb with parking on both sides – in low to medium density residential areas, i.e., 10 or fewer dwelling units per acre, are considered to comply with the requirements of this section."

While Oregon City embraces reducing pavement widths and lane widths to slow traffic and reduce impervious surfaces and site disturbance, we believe that a wide range of design considerations should be creatively considered before a "one size fits all" local street standard is determined for narrowing streets.

Many land uses (particularly residential and some commercial and mixed use) should be complemented with on-street parking. A narrowed street may be achieved with some variation of the 28-foot width. Our experience with fire service districts suggests that a 28-foot pavement width may trigger limited on-street parking (one-side only) and/or fire sprinklers for buildings. This should be avoided where on-street parking directly benefits the adjoining land uses.

On the other hand, some frontages have no need for on-street parking, such as detention ponds, stream crossings or other water resources, steep slope zones where minimum grading is a priority, tree preservation, or side yards where bike lanes are more critical. In some of these cases, 20-foot pavement widths may be adequate to provide local access for limited distances.

I support requiring local agencies to adopt codes that allow narrow street cross-sections that address site-specific design needs and reduce the negative impacts of oversized minimum standards. However, I believe that local agencies should be charged with adopting standards that can be adapted to a wide range of local constraints and site conditions.

Please contact me to further discuss this issue at [nkraushaar@ci.oregon-city.or.us](mailto:nkraushaar@ci.oregon-city.or.us) or 503/496-1545.

Very truly yours,

Nancy J.T. Kraushaar, PE  
City Engineer/Public Works Director

*PRESERVING OUR PAST, BUILDING OUR FUTURE*

March 21, 2006

John Van Landingham, Chair  
Land Conservation and Development Commission  
635 Capital St. NE, Suite 150  
Salem, Oregon 97301-2540

**RE: Proposed Transportation Planning Rule Amendments**

Dear Chair Landingham and Commission Members,

This letter is in response to the proposed “Safe Harbor” amendment that is currently under consideration for adoption by the Commission. We understand that the currently proposed amendment to OAR 660-012-0045 (7) reads; “*Local ordinances or standards that allow outright 28’ streets (curb-to-curb) with parking on both sides of the street in low and medium density residential areas (i.e. 10 or fewer dwelling units per acre) are considered to comply with the requirements of this section.*”

We are in support of the previous testimony that has been provided by the League of Oregon Cities and the Board of Oregon City Planning Directors in opposition to the proposed amendment. Additionally, Klamath County Fire District No. 1 is in opposition to the proposed safe harbor streets for the following reasons:

- The proposed amendment is less restrictive than the current edition of the Oregon Fire Code (OFC) which only allows parking on one side of a 28’ wide privately owned and maintained fire apparatus access road. In the event that the amendment is adopted private driveways that are built to comply with the OFC may in fact be required to be wider than the public street that provides access to the driveway. This wouldn’t appear to make much sense.
- We believe that the proposed amendment essentially specifies a statewide street standard of 28 feet with parking permitted on both sides. The proposed amendment would then effectively eliminate or replace the performance objectives currently contained in OAR 660-012-0045 (7).
- We believe that the state requirements should not prohibit local jurisdictions from establishing local standards that meet performance objectives while still permitting local flexibility to address local needs for such things as snow removal.
- The proposed amendment is unnecessary and unwanted by most members of the fire service.

In the event that you wish to discuss this issue with me, please do not hesitate to contact me.

Respectfully,

Jim Kenworthy,  
Fire Marshal

March 24, 2006

Lane Shetterly  
Land Conservation and Development Director  
635 Capital St. NE, Suite 150  
Salem, Oregon 97301-2540

**RE: Proposed Transportation Planning Rule Amendments**

Dear Director Shetterly and Commission Members,

This letter is in response to the proposed “Safe Harbor” amendment that is currently under consideration for adoption by the Commission. We understand that the currently proposed amendment to OAR 660-012-0045 (7) reads; “*Local ordinances or standards that allow outright 28’ streets (curb-to-curb) with parking on both sides of the street in low and medium density residential areas (i.e. 10 or fewer dwelling units per acre) are considered to comply with the requirements of this section.*”

We are in support of the previous testimony that has been provided by the League of Oregon Cities and the Board of Oregon City Planning Directors in opposition to the proposed amendment. Additionally, Keizer Fire District is in opposition to the proposed safe harbor streets for the following reasons:

- The proposed amendment is less restrictive than the current edition of the Oregon Fire Code (OFC) which only allows parking on one side of a 28’ wide privately owned and maintained fire apparatus access road. In the event that the amendment is adopted, private driveways that are built to comply with the OFC may in fact be required to be wider than the public street that provides access to the driveway. This wouldn’t appear to make much sense.
- We believe that the proposed amendment essentially specifies a statewide street standard of 28 feet with parking permitted on both sides. The proposed amendment would then effectively eliminate or replace the performance objectives currently contained in OAR 660-012-0045 (7).
- We believe that the state requirements should not prohibit local jurisdictions from establishing local standards that meet performance objectives while still permitting local flexibility to address local needs.
- Furthermore, the proposed amendment would be in conflict with the City of Keizer Development Code street standards, a document that I personally worked closely with the City to develop allowing for reasonable emergency vehicle access.
- The proposed amendment is unnecessary and unwanted by most members of the fire service.

Lane, in the event that you wish to discuss this issue with me, please do not hesitate to contact me. Additionally, I would invite you to schedule time to let me take you on a tour

of our city so you can see first hand, what doesn't work when reasonable rules guiding emergency apparatus access are not followed.

Respectfully,

*Joel Stein*

Fire Marshal  
Keizer Fire District

**Subject:** Safe Harbor Approach to Street Width  
**Creation Date** 20 March 2006 (Monday) 17:21  
**From:** "Margaret Boutell" <mboutell@ci.veneta.or.us>

I would like to enter the following statements in the record for amendments to the TPR – specifically the safe harbor approach of 28' streets.

I understand that "extensive review" by a work group including fire and emergency service providers resulted in this recommendation to require 28' local streets with parking on both sides. This scheme, however, does not work well in smaller cities. I would be interested to know if emergency service providers in small cities were in the work group. Our Fire District is made up of mostly volunteers, who drive those large trucks through our city streets without the training and experience provided to emergency service providers in larger cities. This will create a safety hazard that may result in loss of life.

Our Fire District recommends 20' for clearance but has accepted 18'. With parking on both sides, a minimum local street width of 32' would be better suited to Veneta.

In addition, Veneta is recommending street side detention facilities, many of which will be bulb-outs that will slow traffic as well as detain and treat stormwater. However, that would cut into on-street parking availability. A high percentage of people in Veneta commute to Eugene or Springfield for work -- a car for every person who needs to get to work. A 28' street width may work in large cities that have mass transit available, making it unnecessary to own a car, but mass transit doesn't work well for people in Veneta at this time. On-street parking is needed, and will be in competition with detention facilities that protrude into the street.

In addition, Our Planning Commission is wary of approving skinny streets with parking on both sides. They usually opt for parking on one side only, which then results in more parking tickets. I would like to see Veneta make its own determination about street width. If the 28' standard is adopted, it will be very hard for Veneta to keep its adopted street standards, tailored to our community. Street design standards are a local process. The state shouldn't be prescribing how a local city looks and feels to its inhabitants.

Perhaps a more moderate approach would be helpful. How about a safe harbor of 32' with guidelines recommending 28' if the community can support that.

Sincerely

Margaret Boutell  
Community Services Director

**From:** "Mark Carman" <mcarman@jcf1.org>  
**To:** SHETTERLY Lane <Lane.Shetterly@state.or.us>  
**Date:** 22 March 2006 (Wednesday) 7:44  
**Subject:** Skinny Street Issue  
**CC:** WATSON Sarah <Sarah.Watson@state.or.us>, CORTRIGHT Bob  
<Bob.Cortright@state.or.us>, <johnyl@lclac.org>, <dderby@aol.com>,  
<tjosi@co.tillamook.or.us>, <hjenkins@union-county.org>,  
<tempo@onlinemac.co>, <mike.morgan@ci.madras.or.us>,  
<gus.burriel@ci.madras.or.us>

TO: LCDC Commission Members

The Jefferson County Fire District #1 is committed to building a great place for folks to live in Madras. We are very active in the pre-site development and planning of the current growth. Our community is experiencing RAPID expansion and the time we spend now is critical to the outcome.

The Fire District has two major issues as it relates to developments. The first and foremost is road access. We need access to allow fire trucks to safely travel to and from the emergency. The second concern is adequate water supply, we need fire hydrants to fight the fire.

The City of Madras is utilizing an adopted standard for all new roads which meets our approval. Its a standard that works well for both in town and out of town developers. They all work off the same document. The Fire District standard in that outlined in the International Fire Code. The whole concept of skinny streets goes against our ability to safely travel these future roads and access homes. To understand what we are dealing with the next time your in Central Oregon stop by the fire station and I will personally give you a tour of a skinny street disaster. Not a month goes by that I don't have a community member ask us how we are going to fight a fire or travel on those roads. My answer is simple, we do the best we can.

I believe communities, such as Madras, shall have the opportunity to dictate how their community will look at completion.

The Jefferson County Fire District #1 does not support the safe harbor provision for skinny streets.

Mark R. Carman  
Assistant Chief/Fire Marshal  
Jefferson Co Fire Dist #1

**From:** "Maryann N. Hills, Aumsville City Administrator" <maryann@aumsville.us>  
**To:** CORTRIGHT Bob <Bob.Cortright@state.or.us>  
**Date:** 20 March 2006 (Monday) 12:05  
**Subject:** Help We Do Not Want Skinny Streets In Aumsville

Hello LCDC Commission Member,

Please do not adopt the 28' residential street safe harbor! It is not in the best interest of all communities to have these "safe harbors" in place. People move to the more rural communities for the rural atmosphere that our wider streets and larger lot sizes create. It is important to them to know that emergency vehicles will have easy access, and that parking on both sides of their street won't restrict the flow of two-way traffic.

The "safe harbors" tend to compact development and that does not work in communities like Aumsville. Its a cookie-cutter concept that does not fit all the diverse communities in Oregon. We respectfully request that you keep street design standards a local process with the policy guidance that is already in place.

Sincerely,

Aumsville City Council and Administrator Hills

**Maryann N. Hills**

Maryann N. Hills  
City Administrator  
City of Aumsville  
595 Main Street  
Aumsville, OR 97342  
503.749.1049

March 22, 2006

To Whom It May Concern:

We were just informed of this concept and the Scappoose Rural Fire District does not support the skinny street of 28 feet with parking on both sides at this time due to the following:

- Fire engines setup, operations, removing equipment, hose layout would be limited due to space and access.
- International Fire Code states that road width shall be 26 feet near fire hydrants
- Dead-end streets serving less than 30 residential structures would block other emergency apparatus and ambulances to pass to proceed to other emergency locations.
- Turning radius would be difficult and tight at intersections.

I know that they were discussing at one time that fire sprinkler systems would be required if skinny streets are allowed, but am not sure where that process is.

Thank you for your considerations on these concerns.

Sincerely

Michael S. Greisen  
Fire Chief

EMAIL – March 22, 2006

I am quite troubled by the apparent paternalistic approach to this TPR discussion and that is the crux of the issue. Referring to point #2 below, it would offend me to believe that our City Council and community must “show that operational needs warrant additional width streets.” This is preemptive language to home rule and charter authority of local government. I hope that this “showing” is not suggesting that our TSP and Ordinance standards for streets must somehow or another pass an LCDC litmus test. The implication is that we would be foolish enough to unnecessarily oversize streets. In reality, because the City (not DLCD) pays for the maintenance and repair of these streets, we build them with as little asphalt and surface area as possible. We are highly motivated in this respect not by a State oversight, but the practicality of cost. Cities (and counties) already technically and public vet our street width policies based on traffic needs/volumes and accepted design standards related to pedestrian/vehicular traffic. I would add that Madras went through one of these micro managing of local street designs several years ago with a DLCD representative, and that did not sit well locally, especially when the “suggestions” of the State representative were about aesthetic matters and had nothing to do with functionality of design. Again, this needs to be left to the local community.

Mike Morgan  
City of Madras

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**From:** Bob CORTRIGHT [mailto:Bob.Cortright@state.or.us]  
**Sent:** Tuesday, March 21, 2006 8:40 AM  
**To:** gburril@ci.madras.or.us; kcoleman@ci.madras.or.us; mmorgan@ci.madras.or.us; Lane Shetterly; Sarah Watson  
**Cc:** dderby@aol.com; cmcgraw@ci.madras.or.us; tjosi@co.tillamook.or.us; johnvl@lclac.org; tempo@onlinemac.com; hjenkins@union-county.org  
**Subject:** RE: Skinny Streets- Help needed!

-->  
Gus

Thank you for sending comments on proposed amendments to the Transportation Planning Rule (TPR) expressing concern about amendments that would adopt a safe harbor for "skinny streets". We will provide your comments to the Land Conservation and Development Commission (LCDC) for their consideration.

I do want to clarify that the Commission is not scheduled to consider these amendments at its March meeting. We do expect that they will consider these amendments at their May 2-3 meeting. We will have a revised staff recommendation on this issue in advance of the meeting that we will share with you and others who have commented on this issue.

We appreciate that the department's recommendation on this issue is of concern to a number of local governments. We take these concerns and comments seriously and will provide an option for the Commission's action that reflects local government concerns. At the same time, I would offer a couple of clarifications about the intent and effect of the proposed amendments:

- The proposed amendments reflect recommendations from a Working Group that included a range of stakeholders that met in 2000. The work group's report is available on the DLCD website. <http://www.oregon.gov/LCD/docs/publications/neighstreet.pdf>
- The proposed amendments would apply only to those communities that have not yet amended their ordinances to carry out this part of the TPR. Most communities have already adopted ordinance requirements for local streets and thus would not be affected by the proposed amendments.
- The "safe harbor" provision is not intended and would not apply as a minimum standard. It is intended only to indicate that the 28' standard accomplishes the objectives of the rule to reduce excessive street widths for streets in residential areas. With or without the proposed amendments, local governments can allow for wider streets where they show that operational needs warrant additional width.
- The department recognizes and supports the need for wider residential streets in a number of situations - for example, in higher density areas where there is an increased demand for on-street parking or for those residential streets that carry higher traffic volumes or a major access routes for emergency vehicles. Consequently, we expect and

encourage communities to provide more than one street standards to fit different situations.

Again, we appreciate that even with these clarifications, there is significant local government concern about the effect of the proposed amendments. We will be considering those comments as we prepare a revised recommendation to the Commission over the next month. If you have additional questions about this part of the TPR or the effect of the proposed amendments, I would be happy to discuss those with you. Thanks again for your comments.

Bob

Robert Cortright  
Transportation Planning Coordinator  
Department of Land Conservation and Development  
635 Capitol Street NE, Suite 150  
Salem, Oregon 97301  
phone 503.373.0050 x241  
fax 503.378.5518  
e-mail [bob.cortright@state.or.us](mailto:bob.cortright@state.or.us)  
DLCD Website: <http://www.oregon.gov/LCD/index.shtml>

March 21, 2006

Chair John Van Landingham  
Land Conservation and Development Commission  
635 Capitol Street NE, Suite 150  
Salem, OR 97301-2540

RE: TPR 660-012-0045(7) “Skinny Streets Safe Harbor”<sup>1</sup>

Dear Chair Van Landingham and Commission Members:

Thank you for the opportunity to comment on the Draft Transportation Planning Rule rulemaking. The City of Woodburn would like to take this opportunity to ask the Commission not to adopt the proposed “skinny streets” safe harbor in the draft rule 660-012-0045(7) for the following reasons:

- The City of Woodburn has already adopted “skinny street” standards in the Woodburn Development Ordinance and Woodburn Transportation System Plan for local residential streets. A 29 foot curb to curb improvement with parking on one side and a 24 foot curb to curb improvement without parking are allowed if additional on-site parking is provided. There are many site specific issues such as on-street parking, planter strips, emergency access, local connectivity, etc. which go into determining street cross-sections so it is important to have flexibility in regard to the street width and parking requirements. The current language in the TPR gives cities the flexibility to deal with specific development proposals in regard to reducing street and access way width requirements.
- The extensive guidelines that are provided by the TGM program, such as the Neighborhood Street Design Guidelines publication and the four point criteria currently provided in the TPR in 660-12-0045(7), provide adequate guidance for local governments to evaluate and adopt their residential street design standards.
- In the 6 years that the Neighborhood Street Design Guidelines have been developed, some cities that have utilized the 28’ provision have encountered problems with the standard. For example, when cars are parked adjacent to both

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<sup>1</sup>Proposed safe harbor:

660-012-0045(7) “ Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to: reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding subsection (1) or (3) of this section, local street standards adopted to meet this requirement need not be adopted as land use regulations. **Local ordinances or standards that allow outright 28’ streets (curb-to-curb) with parking on both sides of the street in low and medium density residential areas (i.e. 10 or fewer dwelling units per acre) are considered to comply with the requirements of this section.**

sides of a 28' curb to curb street with parking on both sides, only one way movement is possible. This is a major public safety concern that has attributed to additional head on collisions occurring in residential neighborhoods that have utilized this standard. A vehicle must block a driveway or utilize a parking area to allow an on-coming vehicle to pass.

- The proposed safe harbor would result in a 28' wide street for apartments, condo's or townhouses at 10 units per acre and for single family detached homes on 7,500 square foot lots on a 4.5-5 units per acre. Given the number of trips generated from 10 units per acre, more than one street is needed.
- Bicycle safety becomes more difficult when you have a 14' travel area for two-way traffic.
- Curved or steep streets become impossible for access or turning radius for fire trucks, garbage trucks or moving vans. No vehicles could pass these trucks if parking was allowed on both sides. What about RV access?

For the reasons listed above, the City of Woodburn cannot support the proposed "skinny streets" safe harbor in the draft rule 660-012-0045(7).

Thank you for the opportunity to present these comments.

Sincerely,

Naomi Zwerdling  
Interim Community Development Director

**From:** "Pam Mather" <pamm@highdesertair.com>  
**To:** SHETTERLY Lane <Lane.Shetterly@state.or.us>  
**Date:** 24 March 2006 (Friday) 13:09  
**Subject:** Safe harbor - skinny streets  
**CC:** WATSON Sarah <Sarah.Watson@state.or.us>, CORTRIGHT Bob  
<Bob.Cortright@state.or.us>, <johnvl@lclac.org>, <dderby@aol.com>,  
<tjosi@co.tillamook.or.us>, <hjenkins@union-county.org>,  
<tempo@onlinemac.com>

To Whom it May Concern:

This letter is in regards to the proposed paved 28' streets with parking on both sides. The City of Hines feels that is a real safety hazard. Our Transportation System Plan which was adopted April 2001 requires residential streets to be paved 36' curb to curb with sidewalks on both sides. We had a lot of community input on this. Hines has a lot of room to develop and the Public wants the wide streets. In Hines children historically play in the streets.

The City of Hines would like these decisions to be made locally instead of at the state level. We have different situations here such as a lot of snow and icy streets in the winter which would make it impossible for the Public Works Department to plow with 28' streets and parking on both sides. We also have room for these streets, with 7,500 square foot minimum lot size, and the Residents desire to keep it like that.

Thank you for taking the time to read this letter.

Ramona Hofman  
Planning Commission Secretary

**From:** "Sheila Ritz" <ritz@ci.wood-village.or.us>  
**To:** SHETTERLY Lane <Lane.Shetterly@state.or.us>, WATSON Sarah <Sarah.Watson@state.or.us>, CORTRIGHT Bob <Bob.Cortright@state.or.us>, <johnvl@lclac.org>, <dderby@aol.com>, <tjosi@co.tillamook.or.us>, <hjenkins@union-county.orgh>, <tempo@onlinemac.com>  
**Date:** 21 March 2006 (Tuesday) 16:39  
**Subject:** Skinny Streets Safe Harbor Provision

Dear LCDC Commissioners

I am writing to express the City's opposition to the LCDC proposed adoption of a skinny street safe harbor provision. The decision on street standards for any particular development needs to remain a local government determination.

Local jurisdictions need the flexibility to design streets in a manner that compliments the overall traffic flow and terrain of the area. If a 28' standard is adopted, it will be more difficult for cities to justify adopting other street widths. At present, Wood Village only allows a 28' street width where the street length is less than 2400' and cannot be extended.

The TPR already contains ample State policy guidance on standards to minimize pavement width. Beyond this, the State should not prescribe specifics. This should remain a local decision.

Sincerely,

Sheila Ritz  
City Administrator  
City of Wood Village  
503-667-6211

>>> "Sue Hollis" <suehollis@ci.dayton.or.us> 03/20 3:11 PM >>>

**It is our understanding that the Commission is considering adopting a "Skinny Streets Safe Harbor" rule regarding 28' street standards.**

**The City of Dayton is opposed to adoption of such a rule because street design standards for the following reasons:**

- 1) Street standards should remain a local process. Each city is unique in its topography and its desires for how it will appear physically. Guidelines should be just that – not specifics – and the TRP contains ample guidelines.**
- 2) The unique topography of each city makes it critical that we can address each design issue as it occurs. What works in Portland may not work in Dayton. We need the ability to develop in a logical, workable manner and should not be unnecessarily restrained by a 28' standard, nor should we have to justify another type of street cross-section if it is acceptable to our own local jurisdiction and public safety officials.**
- 3) We have a draft TSP that contains our own standards and are in the process of finalizing them. These rules meet the guidelines of the TRP and we neither need, nor want, a safe harbor rule.**

**Thank you for your consideration of our concerns.**

**Sue C Hollis  
City Manager**

**Cc: Mail to: Ron Henri  
Margaret Kirkpatrick**

**From:** "Theresa Syphers" <phoenixpwtheresa@charterinternet.com>  
**To:** CORTRIGHT Bob <Bob.Cortright@state.or.us>  
**Date:** 20 March 2006 (Monday) 13:53  
**Subject:** Skinny Streets

The City of Phoenix supports the League of Oregon City's position not supporting the Skinny Street Safe Harbor allowing 28' streets curb-to-curb with parking on both sides of the street in low and medium density residential areas for the reasons they have stated.

Jim Wear, Public Works Director



## City of Boardman

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April 19, 2006

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LAND CONSERVATION  
AND DEVELOPMENT

Land Conservation and Development Commission  
635 Capitol St N.E., Suite 150  
Salem, Oregon 97301-2540

Dear LCDC Members,

It is currently understood the Commission will soon consider adoption of amendments to the Transportation Planning Rule and the DLCD has postponed this item until at least June of 2006.

The City thanks the Commission for the opportunity to comment on the proposed changes to the Transportation Planning Rule concerning "safe harbor" designation for a 28-foot width on a local street standard. As a rural community in eastern Oregon, the City of Boardman disagrees with a need for the 28-foot street width standard. When the city adopted the current Transportation System Plan, the city compromised to a 32-foot width local street standard. The standard had been 36-foot and through the Transportation System Plan adoption process ODOT continually pushed for the 28-foot standard. The citizens of Boardman preferred the 36-foot standard and rejected the 28-foot standard. Since this time the 32-foot standard has also been the source of numerous complaints of the streets being too narrow. In addition to the local citizens complaints we have also met with numerous complaints from delivery trucks and the Fire Department.

The city has found new enforcement problems associated with the narrower standard, as local citizens now park the right side of their vehicles on the sidewalk to keep from having the left side of their vehicle in what is perceived as a travel lane. The most common complaint is they wish to keep their mirrors from being torn off the left side of their vehicles. Pickups, light trucks, vans, and SUV's, along with large family sizes which result in several vehicles per residence, are relatively common in our community. These vehicles are significantly wider and require more space than compacts and sub compact vehicles.

The city is not against a 28-foot standard for communities which wish to adopt such a standard. This is a local government decision, not a decision of the state. For the Commission to adopt a 28-foot standard which requires a city, and in particular a smaller rural city, to "justify" the need for a wider street standard can only be viewed as dictatorial. This is especially true when the smaller cities are more commonly strapped for resources because it

forces the city to answer the question of, "Comply with this standard or ignore which project to pay for the consultant, a registered traffic engineer, to justify what our citizens want and are willing to pay for?"

The Transportation Planning Rule has increasingly become a point of significant philosophical disagreement between local and state government. It seems the State philosophy is consistency in, and compliance with the rules only. All which matters is the local governments MUST fit the prescribed templates set forth by the state. However, local governments must answer to the majority of the citizens they serve, which appears to be the same majority which passed Measure 37.

Freeway interchange access management criteria, especially the 1320' distance for a local street connection, has been objected to in nearly every forum we have attended. The standards are not understood and the standard is widely rejected as even being valid by the public we serve, even after the purposes behind the standard are explained to the citizens. However, the level of deference given to ODOT in application of these standards in the land use process, for areas within ½ mile of the freeway interchanges is disturbing. Interchange Area Management Plans to address planning the areas around an interstate interchange seem to assume ODOT is better at planning local land use zones and local streets than a local government and the citizens they serve, who ultimately will use the facilities. Although expertise available from ODOT can be extremely helpful in planning an area around an interstate interchange, attempting to impose a single rigid standard statewide, which is not accepted at the local level, only leads to further frustration and undermining of the faith the public has in the land use program and processes within the state. This is especially true if the priority is "no impact to state highways" or "full local funding for state highways" to mitigate impacts which are part of the general population growth seen statewide.

The diversity of this state does not allow a "one-size-fits-all" approach and placing additional burden on a local government to "justify" meeting a similar standard with local citizen support is punitive towards those citizens simply for not choosing to live in a metropolitan density. Somewhere the idea of local government as partners in land use has been lost. The state's generalized vision of land use may sell to the public, but when the policies of implementation are delivered they do not! Unfortunately, it is the local governments which are left to sell those implementation policies to the public. When one of these implementation policies does not make sense in rural Oregon, telling the citizen at the counter, "we have no choice because it is the law" doesn't change the citizen's perception the decision or policy is wrong and local government is subsequently viewed as complicit in laws viewed as foolish.

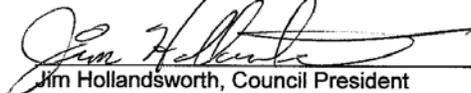
The challenges of the I-5 corridor are not the same as the challenges to the I-84 corridor. It is understood there are federal and state highway safety standards which must be met and there is no disagreement with this. It is only when it is assumed other state standards are then to be applied to a local government's decision making authority the conflicts begin to arise. Local street standards and land use decision making are simply not a state function. Assistance from the state, yes, this is welcomed. Guidelines from the state, yes, this is agreeable. Mandating locally unacceptable results, unfortunately is a serious problem. These are problems for state and local agencies to provide guidance in finding solutions. Local governments are certainly part of this effort and have repeatedly brought forth locally acceptable solutions which can benefit the state as a whole. Yet, local government does not seem to be trusted in looking at protecting the states interests, even though most of the time they are our own. Providing transportation, other essential infrastructure and services is the

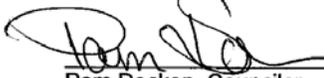
primary responsibility of local governments and they are pretty good at what they do. Recognition of local government as the lead, representing the citizens of their city, instead of just another voice or trying to circumvent the system, in the state's land use process could go a great distance to regaining the faith of the public who voted Measure 37 into law.

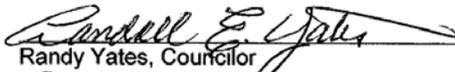
Again, thank you for the opportunity to comment. The City looks forward to working with the Department of Land Conservation and Development, Oregon Department of Transportation and the Land Conservation and Development Commission cooperatively in the future.

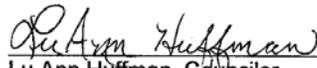
Respectfully submitted,  
Boardman City Council

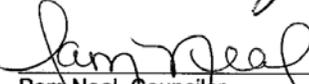
  
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F.E. Glenn, Mayor

  
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Jim Hollandsworth, Council President

  
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Pam Docken, Councilor

  
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Randy Yates, Councilor

  
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Lu Ann Huffman, Councilor

  
\_\_\_\_\_  
Pam Neal, Councilor

  
\_\_\_\_\_  
Steve Doherty, Councilor

Cc: Lane Shetterly, DLCD Director  
Cheri Davis, Oregon Governor's Office  
Linda Ludwig, League of Oregon Cities

The City of Boardman is an equal opportunity provider