

BEFORE THE BOARD OF COMMISSIONERS OF LANE COUNTY, OREGON

ORDINANCE NO. PA 1386

IN THE MATTER OF AMENDING THE LANE COUNTY  
RURAL COMPREHENSIVE PLAN TO AMEND THE LANE  
COUNTY TRANSPORTATION SYSTEM PLAN; AND  
ADOPTING SAVINGS AND SEVERABILITY CLAUSES

**WHEREAS**, Oregon Administrative Rules (OAR) Section 660, Division 12, specifies the requirements of the Oregon Transportation Planning Rule of Statewide Planning Goal 12 that requires cities and counties to prepare and adopt local transportation system plans for lands within their planning jurisdiction as part of their comprehensive plans; and

**WHEREAS**, the Board of County Commissioners, through enactment of Ordinance No. PA 1354, adopted the Lane County Transportation System Plan that is a component of the Lane County Rural Comprehensive Plan (RCP); and

**WHEREAS**, Lane Code 12.100.050 establishes the method for amending the RCP by the Board through an ordinance to address changes in circumstances, public policy, or public needs based on a reevaluation of factors affecting the plan; and

**WHEREAS**, it is necessary to update the Lane County Transportation System Plan (TSP) to comply with Statewide Planning Goal 12 and to address changing circumstances affecting the Lane County transportation system; and

**WHEREAS**, the Lane County Planning Commission conducted a public hearing on July 19, 2022 and provided a recommendation to the Board of County Commissioners to adopt the updated TSP; and

**WHEREAS**, substantial evidence exists in the record indicating that the proposal meets the applicable requirements of the Lane Code Chapters 15 and 16 and the Transportation Planning Rule at OAR 660-012; and

**WHEREAS**, the Board of County Commissioners conducted a first reading of this Ordinance on 9/27/2022, conducted a second reading and public hearing on this Ordinance on 10/11/2022, and is now ready to take action.

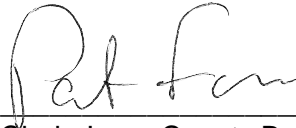
**NOW, THEREFORE**, the Board of County Commissioners **Ordains** as follows:

1. The Lane County Transportation System Plan adopted by Ordinance No. PA 1354 is amended by:
  - a. adopting a Bicycle Network Map as set forth in Exhibit 'A' and made a part of this ordinance by this reference;
  - b. amending the project list with new and revised projects, serving as a replacement project list in full as set forth in Exhibit 'B' and made a part of this ordinance by reference;
  - c. amending two (2) policies as set forth in Exhibit 'C' and made part of this ordinance by reference; and
  - d. correcting the functional classification of three (3) roads as set forth in Exhibit 'D' and made part of this ordinance by reference.
2. The prior policies repealed or changed by this Ordinance remain in full force and effect to authorize prosecution of persons in violation thereof prior to the effective date of this Ordinance.

3. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

**FURTHER**, although not part of this Ordinance, the Board of County Commissioners adopts findings as set forth in Exhibit 'E' attached and incorporated by this reference, in support of this action.

**ENACTED** this 11th day of October, 2022.



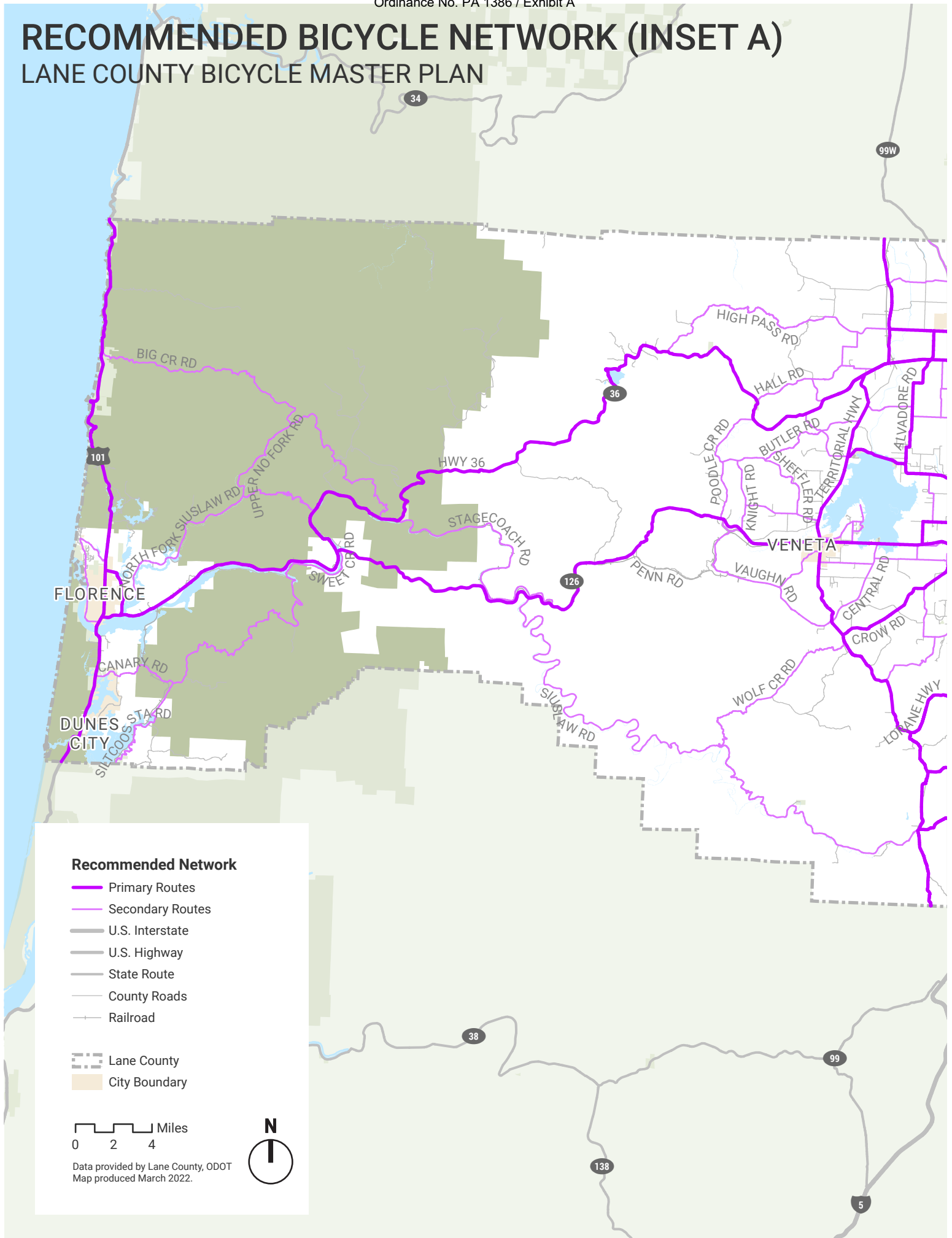
Chair, Lane County Board of Commissioners



Recording Secretary for this Meeting of the Board

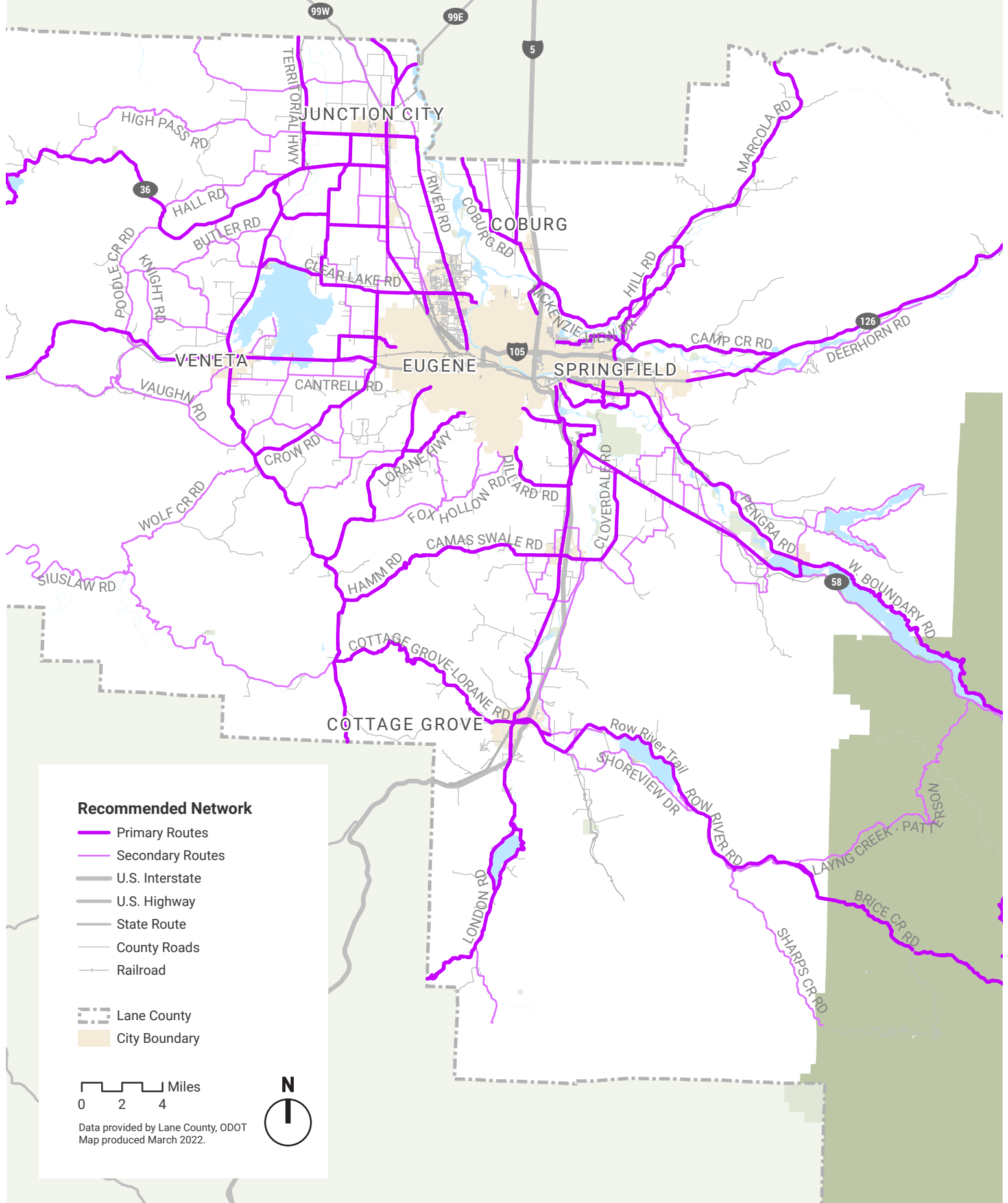
# RECOMMENDED BICYCLE NETWORK (INSET A)

## LANE COUNTY BICYCLE MASTER PLAN



# RECOMMENDED BICYCLE NETWORK (INSET B)

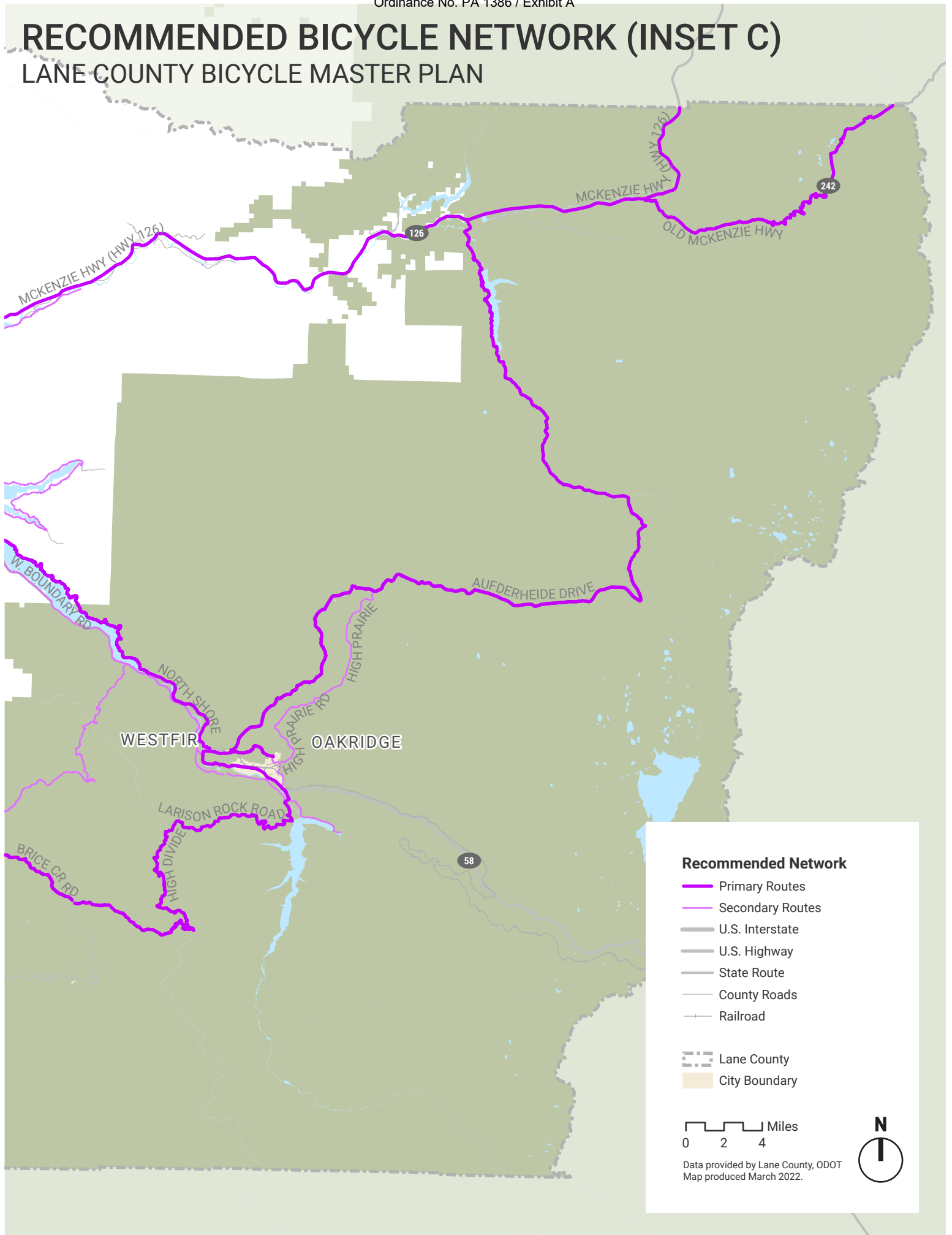
## LANE COUNTY BICYCLE MASTER PLAN





# RECOMMENDED BICYCLE NETWORK (INSET C)

## LANE COUNTY BICYCLE MASTER PLAN



LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
18th Avenue East & Deal St from Highway 99E to Dane Lane	Construct to Junction City's major collector standards, including bike lanes on both sides and sidewalk only on the south side (no center turn line).	2016 Junction City TSP	\$1,625,000	
18th Avenue West from Oaklea Drive to Juniper Street	Construct to Junction City's major collector standards, including bike lanes on both sides and sidewalks only on the south side (no center turn lane)	2016 Junction City TSP	\$2,585,000	
19th Avenue East from Henderson Avenue to Franklin Boulevard	Change to a two-lane cross-section with sidewalks and bicycle facilities.	Springfield TSP	\$3,550,000	
<del>30th Avenue from I-5 to University Street</del>	<del>Study to improve bicycle and pedestrian access and safety through the 30th Avenue corridor between Eugene and the LCC basin, to include a review of off road connections.</del>	<del>Interested Parties and County Staff</del>	<del>\$250,000</del>	<b>Project complete:</b> 30th Avenue Active Transportation Plan funded by MPO; study underway
30th Avenue (from Eugene to Hwy 99)	Shared Use Path	LC BMP 2022	\$968,000	<b>New project:</b> LC BMP 2022 Recommendation (Project Design Concept being developed as part of 30th Avenue Active Transportation Plan)
30th Avenue/McVay Highway/I-5 Interchange	Widen 30th Avenue structure over I-5 as well as McVay Highway and Franklin Boulevard ramp terminals to accommodate future multimodal users and motor vehicle capacity and improve safety for all modes.	2017 LC TSP	\$65,000,000	<b>Note:</b> BMP supports this project by identifying 30th Avenue on Bicycle Network Map.
<del>30th Avenue Exit to Gonyea Road</del>	<del>Remove clover ramp to improve access. (Dependent on implementation of Project 118)</del>	<del>TransPlan</del>	<del>\$950,000</del>	<b>Project unwarranted:</b> 30th Avenue Active Transportation Plan utilizes existing cover ramps
31st Street from Hayden Bridge to Bike Path at Pierce Park	Change to a two-lane cross-section with sidewalks and bicycle facilities.	Springfield TSP	\$3,975,000	
<del>Active Transportation Plan</del>	<del>County wide plan to address infrastructure needs for improving access and safety for people walking, running, biking, and riding horses for recreation, exercise, and commuting to work, school, home, parks, towns, transit centers, and other key destinations.</del>	<del>2018 LC TSP</del>	<del>\$300,000</del>	<b>Project complete:</b> The BMP fulfills this study project.
Alvadore Road from Highway 36 to <del>Snyder Road</del> Clear Lake Road (also see Dorsey Lane)	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	2004 and 2017 LC TSP and 2022 LC BMP	<del>\$5,475,000</del> \$19,927,000	<b>Project revised:</b> The BMP identifies Alvadore Road and Dorsey Lane as a Bike Network between High Pass Road and Clear Lake Road; the facility recommendation is 6' shoulder bikeway which is consistent with the TSP project but expands the extents.
Anderson Lane from By-Gully Path to Centennial Boulevard	Add signing and striping on Anderson Street and Quinault Street for bicycle facilities and construct 12-foot wide multi-use path between Anderson Lane and Quinault Street.	Springfield TSP	\$100,000	
Applegate Trail from Highway 36 to Territorial Highway	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	2004 & 2017 LC TSP	\$2,300,000	
Armitage Park - Springfield Bicycle Connection	Study to meet bicycle connectivity needs between Armitage Park and Springfield, generally following the south bank of the McKenzie River	2022 LC BMP	\$500,000	<b>New study project</b>
Aspen Street from Centennial to West D	Change to a two-lane cross-section with sidewalks and bicycle facilities.	Springfield 2014 TSP	\$2,925,000	
Awbrey Lane from Prairie Road to Highway 99W	Construct to Eugene's major collector standards, including two travel lanes with bike lanes, planting strip, and sidewalks on both sides	<del>2004 LC TSP</del> Eugene TSP	<del>\$1,225,000</del> \$8.7M	<b>Note:</b> This segment of Awbrey Lane is within Eugene's urban growth boundary (UGB) and is therefore governed by the Eugene TSP which had an updated/increased cost estimate. Note: The LC BMP scope was rural focused and excluded the Eugene-Springfield UGBs. The LC BMP acknowledges Awbrey Lane as a Bike Network and recommends facility improvements on the segments outside the UGB to the east and west which are listed as separate projects.
Awbrey Lane from Green Hill Rd to Eugene UGB	Construct 4' shoulder bikeway	2022 LC BMP	\$605,000	<b>New project</b>

LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
Awbrey Lane from Eugene UGB to Prairie Rd	Construct 4' shoulder bikeway	2022 LC BMP	\$420,000	New project
Bailey Lane from West UGB to Prairie Road	Construct to Junction City's major collector standards, including left turn lanes, bike lanes on both sides, and sidewalks.	2016 Junction City TSP	\$1,250,000	
Bailey Lane from North Pitney Lane to Prairie Road	Construct bike lane on north side and south side	2016 Junction City TSP	\$105,000	
Bailey Hill Road from Warren Street to Eugene UGB	Construct to Eugene's minor arterial standards, including two travel lanes, center turn lane, and bike lanes, planter strip, and sidewalks on both sides	Eugene TSP	\$9,200,000	<b>Note:</b> This segment of Bailey Hill Road is within Eugene's urban growth boundary (UGB) and is therefore governed by the Eugene TSP. The LC BMP scope was rural focused and excluded the Eugene-Springfield UGBs. The LC BMP acknowledges Bailey Hill Road as a Bike Network and recommends facility improvements on the segment outside the UGB to the south which is listed as a separate project.
Bailey Hill Road from Eugene UGB to Lorane Hwy	Construct 6' shoulder bikeway	2022 LC BMP	\$6,653,000	New project
Beacon Drive East from Eugene UGB to Hileman Lane and Hileman Lane	Construct 4' shoulder bikeway	2022 LC BMP	\$1,578,000	New project
Beacon Drive East from River Road to Scenic Drive	Construct to Eugene's neighborhood collector standards, including two travel lanes, alternating parking bays and planter strips, and bike lanes and sidewalks on both sides	2004 LC TSP	\$2,150,000	<b>Note:</b> This segment of Beacon Drive (East) is within Eugene's UGB governed by the Eugene TSP, but connects to County BMP network on either side which are listed as separate projects.
Beacon Drive West from River Road to Prairie Road	Construct to minor collector standards, including two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures	2004 & 2017 LC TSP & 2022 LC BMP	<del>\$925,000</del> \$2,703,000	<b>Revised project:</b> LC BMP recommends 4' shoulders consistent with this TSP project but has an updated/increased project cost estimate.
Bear Creek Rd from Cloverdale Rd to Hwy 58	Construct 4' shoulder bikeway	2022 LC BMP	\$23.180,000	New project
<del>Beaver Wilkes Multi-Use Path along Eugene's UGB</del>	<del>Construct a separated multiuse path facility, consistent with Beaver Hunsaker Corridor Study</del>	<del>Lane County Corridor Study</del>	<del>\$2,700,000</del>	<b>Project underway:</b> design and construction funding awarded by MPO to Eugene
<del>Beaver Street – Hunsaker Lane from Division Avenue to River Road</del>	<del>Construct consistent with the Beaver Hunsaker Corridor Study recommendations</del>	<del>Beaver Hunsaker Corridor Study</del>	<del>\$9,300,000</del>	<b>Project underway:</b> design and construction funding awarded by MPO to Eugene
<del>Beltline/I-5 Interchange</del>	<del>Interchange modernization including Beltline Aux Lane, 1-5 Ramp SB, NB 1-5 ramp, and sound wall.</del>	<del>2015-18 ODOT STIP KEY 16861</del>	<del>\$40,800,000</del>	<b>Project completed</b>
<del>Beltline/Delta Interchange</del>	<del>Construct interim safety improvements, replace/revise existing ramps, and widen Delta Highway bridge to 5 lanes.</del>	<del>2015-18 ODOT STIP KEY 16223</del>	<del>\$20,000,000</del>	<b>Project completed</b>
Beltline: New Local Arterial Bridge between Green Acres Rd and Beaver St	Construct a new frontage road with Willamette River Bridge. (Beltline Facility Plan: Local Arterial Bridge)	TransPlan (Future List) #32	\$83,000,000	
Big Creek Rd from Hwy 101 to Upper N Fork Rd	Gravel upgrades to maintain unpaved bikeway	2022 LC BMP	\$42,000	<b>New project:</b> maintenance is typically below the threshold of a TSP project, but this is to upgrade the gravel conditions to enable more efficient ongoing maintenance operations.
Blue River Drive (looped road off Highway 126)	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	2004 LC TSP Project #78	\$1,450,000	

LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
Bob Straub Parkway from 57th Street to Jasper Road	Multi-use path on both sides	Springfield TSP	\$3,000,000	
Bob Straub Parkway from Mt. Vernon Road to Springfield's UGB	Construct a three-lane cross-section-	Springfield TSP	\$2,450,000	
Bolton Hill Road from Vaughn Rd to Veneta UGB	Construct 4' shoulder bikeway	2022 LC BMP	\$4,479,000	New project
Bolton Hill Road from Veneta UGB to Dogwood Lane	Upgrade to Veneta urban standards with bike lanes and sidewalks	2019 Venete TSP	\$4,856,000	New project: City of Veneta adopted an updated TSP in 2019 (after the 2017 Lane County TSP). The Lane County TSP aspires to document City TSP recommendations on County facilities within UGBs for tracking purposes; regardless, where inconsistencies may exist between the Lane County and City TSPs, within UGBs, City TSPs prevail. (Note: the LC BMP recognizes Bolton Hill Road as a Bike Network and recommended 4' shoulders, but the facility recommendation is further prescribed by the Veneta TSP.)
Brice Creek Rd from Row River Trail to end of County jurisdiction	Construct 4' shoulder bikeway	2022 LC BMP	\$21,380,000	New project
Briggs Hill Road from Territorial Hwy <del>MP 2-5</del> to Spencer Cr Road	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	2004 & 2017 LC TSP & 2022 LC BMP	<del>\$1,800,000</del> \$11,577,000	Revised project: LC BMP recommends 4' shoulders consistent with this TSP project but expands extents and has an updated/increased project cost estimate.
Buford Park Rd within Lane County park	Construct 4' shoulder bikeway	2022 LC BMP	\$2,201,000	New project
Butler Rd from Sheffler Rd to Territorial Hwy	Construct 4' shoulder bikeway	2022 LC BMP	\$16,043,000	New project
Butte Rd from Howe Ln to Camas Swale Rd	Construct 4' shoulder bikeway	2022 LC BMP	\$6,039,000	New project
Camp Creek Rd from Marcola Rd to Hwy 126	Construct 6' shoulder bikeway	2022 LC BMP	\$26,624,000	New project
Canary Road from Highway 101 to <del>Weehink Lake South</del> Canary Road	Construct to major collector standards with two 11' travel lanes and <del>4'-6'</del> 4' shoulders on both sides. Integrate systemic safety measures.	2004 & 2017 LC TSP & 2022 LC BMP	<del>\$650,000</del> \$13,522,000	Revised project: LC BMP recommends 4' shoulder (instead of TSP 6' shoulder), expands extents and increases project cost
Cantrell Rd & Oak Hill Dr from Central Rd to Crow Rd	Construct 4' shoulder bikeway	200 LC BMP	\$12,905,000	New project (Note: The ODOT Hwy 126W Fern Ridge Corridor Plan also considered using Cantrell Rd and Kenneth Nielson Rd as parallel bike route. Projects on Kenneth Nielson Rd are listed separately.)
Central Road from Highway 126 to <del>Fleck Road</del> Territorial Hwy	Construct to major collector standards with two 11' travel lanes and <del>6'-4'</del> 4' shoulders on both sides. Integrate systemic safety measures.	2004 & 2017 LC TSP & 2022 LC BMP	<del>\$1,725,000</del> \$13,149,000	Revised project: LC BMP recommends 4' shoulder (instead of TSP 6' shoulder), expands extents and increases project cost
Clear Lake Rd from Alvadore Rd to Hwy 99 W	Construct 6' shoulder bikeway	2022 LC BMP	\$12,003,000	New project
Clear Lake Rd from Territorial Hwy to Alvadore Rd	Construct buffered/protected bike lanes	2022 LC BMP	\$99,000	New project
Clearwater Lane outside Springfield UGB	Construct 4' shoulder bikeway	2022 LC BMP	\$1,061,000	New project (Note: Aligns with Springfield TSP recommendation for portion within UGB.)

LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
Cloverdale Road (formerly OR 222) from Highway 58 to Hendricks Rd Creswell UGB (east of Dale Kuni Rd)	Construct to minor arterial standards, but with 4' shoulder bikeway, and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	2017 TSP & 2022 LC BMP	<del>\$2,875,000</del> \$15,188,000	Revised project: LC BMP recommends 4' shoulder (instead of arterial 6' shoulder), expands extents and increases project cost
Cloverdale Road from Creswell UGB (near Dale Kuni Rd) to Emerald Parkway (near Ziniker Ln)	Upgrade to arterial standards from Ziniker Ln. to East UGB; include transition from urban to rural cross section. (Cost estimate: )	2019 Creswell TSP	\$9,310,000	New project: Lane County co-adopted the 2019 Creswell TSP. Project recommendations on Lane County facilities are referenced in the Lane County TSP for tracking purposes.
Cloverdale Road (AKA E. Oregon Ave.) and Camas Swale Road (AKA W. Oregon Ave.) from Dale Kuni Road to Butte Road	Install buffered/protected bike lanes	2022 LC BMP	\$48,000	New project
Coburg Loop Path	Construct the Coburg Loop Path.	Coburg TSP & 2017 LC TSP	\$3,300,000	
Coburg Interchange from Roberts Road to eastern UGB	Improve the Coburg/I-5 Interchange including buffered bike lanes	Coburg TSP & 2017 LC TSP & 2022 LC BMP	\$35,000,000	Note: The BMP supports this project which includes replacing the bridge crossing of I-5 with a wider structure to accommodate sidewalks and bike lanes and to reconstruct the eastern (Van Duyn Rd) and western (Pearl Street) connecting street.
Coburg Road from North Coburg Road to Linn County Line	Construct to major collector standards with two 11' travel lanes and six-foot wide shoulders on both sides. Incorporate systemic safety measures.	2004 LC TSP Project #82	\$4,900,000	
Coburg Road from North Coburg Road to North Game Farm Road	Install buffered/protected bike lanes	2022 LC BMP	\$90,000	New project
Coburg (New East-West Freight Connector North of Coburg)	Study to determine alignment for a new east-west freight route connection between Coburg Road and I-5, north of the City of Coburg.	2017 LC TSP	\$250,000	
Coburg Loop Path	Determine alignment of paved path between City of Coburg and Lane County's Armitage Park	2022 LC BMP	\$350,000	New study project
Coburg Road North from Coburg Road to Linn County Line	Construct to freight route standards with 12' travel lanes and 6' shoulders on both sides.	2017 LC TSP & 2022 LC BMP	<del>7900000</del> \$12,947,000	Revised project: BMP recommendations consistent with TSP project; updated cost estimate
Cottage Grove Reservoir Road from London Road to London Road (N to S Loop)	Construct to minor collector standards which includes 4' shoulders and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	2017 LC TSP & 2022 LC BMP	<del>\$8,800,000</del> \$12,084,000	Revised project: 2022 LC BMP recommendation for 4' shoulders is consistent with TSP project to upgrade to minor collector standards which requires 4' shoulders. The cost estimate has been updated.
Cottage Grove-Lorane Highway from town of Lorane to Cottage Grove UGB	Install systemic safety measures such as barricades, curve warning signage; remove vegetation for vision clearance; and incorporate safety edges and a centerline rumble strip with a pavement overlay	New need identified	\$400,000	
Cottage Grove-Lorane Highway from Territorial Hwy to Hazelton Rd	Construct 4' shoulders	2022 LC BMP	\$20,080,000	New project
Cottage Grove-Lorane Highway from Hazelton Rd to Cottage Grove UGB	Construct 6' shoulders	2022 LC BMP	\$11,941,000	New project
Cottage Grove-Lorane Highway from Gowdyville Road to R-Street	Construct sidewalks and bike lanes	Cottage Grove 2015 TSP Project R16	\$100,000	Remove project: This segment is now a City street
Cottage Grove-Lorane Highway from Gowdyville Road to Cottage Grove City Limits	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides.	New need identified	\$1,700,000	Remove project: This segment is now a City street

LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
County Farm Loop North to South Section	Construct to Eugene's major collector standards with two travel lanes, sidewalks on both sides, and planting strips.	2017 Eugene TSP	\$4,400,000	
Creswell-Eugene Bicycle Connection	Study to meet bicycle connectivity needs between Creswell and Eugene. The study area overlaps the Camas Swale uplands and the gaps in the transportation network between Camas Swale Road, Fox Hollow Road, and Dillard Road	2022 LC BMP	\$500,000	New study project
Crow Road from Territorial Hwy to Green Hill Rd	Construct to major collector standards with two 11' travel lanes and <del>6'</del> 4'-shoulders	2017 LC TSP & 2022 LC BMP	<del>\$2,100,000</del> \$21,115,000	Revised project: 2022 LC BMP recommends 4' shoulders (instead of 6') with updated cost estimate.
Currin Blvd from Mosby Creek Rd to Row River Rd	Shared roadway with bicycles; add supporting signage and pavement markings	2022 LC BMP	\$9,000	New project
Dale Kuni Road from Highway 99 to Creswell UGB	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	2004 LC TSP & 2017 LC TSP	\$2,500,000	
Deerhorn Road from Highway 126 to Bridge Street	Construct to minor collector standards which includes 4' shoulders and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	2017 LC TSP & 2022 LC BMP	\$26,800,000	Note: BMP supports this project with recommendations consistent with the existing TSP
Dexter Road from west intersection with Highway 58 to <del>Barbre Road</del> east intersection with Hwy 58	Construct to major collector standards with two 11' travel lanes and <del>6'</del> 4' shoulders on both sides. Integrate systemic safety measures.	2004 LC TSP & 2017 LC TSP & 2022 LC BMP	<del>\$1,375,000</del> \$5,644,000	Revised project: 2022 LC BMP extends project length, reduces shoulder width from 6' to 4', and updates project cost estimate.
Dillard Access Road from Hwy 58 to Hwy 99	Construct 4' shoulders	2022 LC BMP	\$5,319,000	New project
Dillard Road from Highway 99 to Eugene UGB	Construct to minor collector standards which includes 4' shoulders and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	2004 LC TSP & 2017 LC TSP	<del>\$3,750,000</del> \$10,593,000	Revised project: 2022 LC BMP recommendation for 4' shoulders is consistent with TSP project to upgrade to minor collector standards which requires 4' shoulders. The cost estimate has been updated.
Dillard Road/I-5 Interchange	Future study to develop interchange facilities to address the lack of a southbound access to Short Mountain Landfill as well as improve economic redevelopment of Goshen as envisioned by the GREAT plan.	2017 LC TSP	\$300,000	
Dorsey Lane from Highway 36 to High Pass Road (also see Alvadore Road)	Construct to minor collector standards, but with 6' shoulder bikeway, and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	2004 & 2017 LC TSP & 2022 LC BMP	<del>\$1,375,000</del> \$4,911,000	Revised project: Minor collectors normally have 4' shoulders, but a 6' shoulder bikeway is recommended to connect with the larger network route with Alvadore Road
Edenvale Road from OR 222 to Ridgeway Road	Construct to minor collector standards and multi-use path from Bella Casa Park to OR 222.	2017 LC TSP	\$2,150,000	
Ellmaker Road from Highway 126 to Jeans Road	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	2004 & 2017 LC TSP & 2022 LC BMP	<del>\$1,000,000</del> \$2,934,000	Revised project: 2022 LC BMP recommendation for 4' shoulders is consistent with TSP project to upgrade to minor collector standards which requires 4' shoulders. The cost estimate has been updated.
Farm Belt Path	Study to meet bicycle connectivity needs between River Road and Green Hill Road, north and west of Eugene's UGB	2022 LC BMP	\$450,000	New study project
Ferguson Road from Highway 99 to Territorial Highway	Construct to minor collector standards which includes 4' shoulders and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	2017 LC TSP & 2022 LC BMP	<del>\$7,250,000</del> \$9,015,000	Revised project: 2022 LC BMP recommendation for 4' shoulders is consistent with TSP project to upgrade to minor collector standards which requires 4' shoulders. The cost estimate has been updated.
Fir Butte Road from Royal Ave to Clear Lake Road	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	2004 & 2017 LC TSP	\$2,450,000	

LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
Fish Hatchery Road from Highway 58 to 1st Street	<del>Construct 4' wide shoulders for safety</del>	Oakridge TSP, 2017 LC TSP & 2022 LC BMP	<del>\$500,000</del> \$3,601,000	Revised project: Clarified shoulder width and updated cost estimate.
Fisher Road from Highway 126 to Royal Avenue	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	2004 & 2017 LC TSP	\$1,075,000	
Fleck Road from Territorial Highway to Central Road	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	2004 & 2017 LC TSP	\$2,300,000	
Forest Service Road: Aufderheide Drive & N. Fork Rd. from Westfir-Oakridge Rd to Hwy 126	Construct 4' shoulder bikeway	2022 LC BMP	\$153,471,000	New project (recommended on Forest Service facility; will require agency coordination)
Forest Service Road: High Divide / Larison Rock Rd / Rigdon Rd from Brice Creek Rd to Kitson Springs Rd	Construct 4' shoulder bikeway	2022 LC BMP	\$53,100,000	New project (recommended on Forest Service facility; will require agency coordination)
Forest Service Road: Layng Creek - Patterson from Brice Creek Rd to Sharps Creek Rd	Construct 4' shoulder bikeway	2022 LC BMP	\$23,073,000	New project (recommended on Forest Service facility; will require agency coordination)
Forest Service Road: West Boundary Road/North Shore Road (USFS #582) from end of County road portion of West Boundary (MP 15.84) to Winfrey Rd	Pave gravel road and expand shoulders to 4' for bicycles	2022 LC BMP	\$17,590,000	New project (recommended on Forest Service facility; will require agency coordination)
Fox Hollow Road from Donald Street to Eugene UGB	Upgrade Fox Hollow Road consistent with major collector standards, including provision of two travel lanes, bike lanes, sidewalks on both sides of the road, and planting strips.	Eugene TSP	\$5,400,000	Note: This project is inside Eugene UGB; project recommendation from Eugene TSP on County road
Fox Hollow Road from Lorane Hwy to Eugene UGB	Construct 4' shoulders	2022 LC BMP	\$24,547,000	New Project
Franklin Boulevard East from I-5 Frontage to Twin Buttes Road	Construct to freight route standards with 12' travel lanes and 6' shoulders with 2' buffered bike lanes on both sides.	2017 LC TSP & 2022 LC BMP	<del>\$2,050,000</del> \$3,300,000	Revised project: 2022 LC BMP recommends buffered/protected bike lanes. Cost estimate updated.
Franklin Boulevard (Frontage) from Springfield UGB to 30th Ave.	Construct buffered/protected bike lanes	2022 LC BMP	\$8,100,000	New project
Franklin Rd from Territorial Hwy to Alvadore Rd	Construct 4' shoulders	2022 LC BMP	\$6,653,000	New project
Game Farm Road South from Game Farm Road East to Harlow Road	Modify and expand Game Farm Road South with a cross-section to include bicycle facilities.	Springfield TSP	\$4,275,000	
Garoutte Road from Mosby Creek Road to Shoreview Drive	Construct to minor collector standards and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	2017 LC TSP	\$10,750,000	
Gilham Road from Ashbury Drive to Mirror Pond Way	Sidewalk on west side of roadway	Eugene TSP	\$272,000	
Gilham Road from Ayres Road to Ashbury Drive	Upgrade to neighborhood collector standards	Eugene TSP	\$1,500,000	

LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
Goldson Road from Highway 36 to Hall Road	Improve to minor collector standards <b>which includes 4' shoulders.</b>	New need identified	<del>\$900,000</del> \$4,091,000	<b>Revised project:</b> updated cost estimate
Goshen N Connector from McVay Highway to Goshen Limits	Study to identify the location of a road that provides Goshen Regional Employment Area Transitioner connectivity to and from Goshen to the north.	2017 LC TSP	\$415,000	
Gowdyville Road from Territorial Highway to Cottage Grove UGB	Improve to minor collector standards.	2017 LC TSP	\$2,950,000	
Green Hill Road - entire length	<b>Study</b> to determine preferred design solution for the entire corridor	2017 LC TSP	\$500,000	
Green Hill Road from Barger Drive to Airport Road <b>to Milliron Rd</b>	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	2017 LC TSP & <b>2022 LC BMP</b>	<del>\$2,875,000</del> \$14,623,000	<b>Revised project:</b> 2022 LC BMP lengthens project but recommends 6' shoulders consistent with TSP project; updates cost estimate.
Green Hill Road from Highway 126 <b>Airport Rd</b> to Crow Road	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	2017 LC TSP & <b>2022 LC BMP</b>	<del>\$600,000</del> \$11,701,000	<b>Revised project:</b> 2022 LC BMP lengthens project but recommends 6' shoulders consistent with TSP project; updates cost estimate.
Greenhill Road/Clear Lake Road Intersection	Construct additional westbound and northbound left turn lanes.	2017 LC TSP	\$450,000	
Grove Street from Silver Lane to Howard Avenue	Construct neighborhood greenways (separated multiuse path facility).	Eugene TSP	\$75,000	
Hall Road from Highway 36 to Highway 36	Construct to minor collector standards <b>which includes 4' shoulders</b> and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	2017 LC TSP & <b>2022 LC BMP</b>	\$24,000,000	<b>Revised project:</b> 2022 LC BMP lengthens project; 4' shoulder bikeway is consistent with TSP project. (Kept existing cost estimate because higher than BMP estimate.)
<b>Hamm Rd &amp; Camas Swale Rd</b> from Territorial Highway to Creswell	<b>Construct 4' shoulders</b>	<b>2022 LC BMP</b>	<b>\$31,847,000</b>	<b>New project</b>
Hampton Road	Construct to freight route standards & railroad crossing improvements	2017 LC TSP	\$6,400,000	
Hampton Road/Dillard Road/Union Pacific Railroad Crossing	Improve intersection to accommodate future Goshen growth and connectivity over railroad.	2017 LC TSP	\$650,000	
Hayden Bridge Road (includes 23rd) from Yolanda to Marcola Road	Change Hayden Bridge Road to a two-lane cross-section with sidewalks and bicycle facilities.	Springfield TSP	\$12,525,000	
Hayden Bridge Road from 5th to 19th	Add bike lanes and pedestrian crossings.	Springfield TSP	\$4,200,000	
Hayden Bridge Way	Add crosswalk with a rapid rectangular flashing beacon at the intersections of Grovedale Drive, 3rd Street, and Castle Drive.	Springfield TSP	\$300,000	



LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
Harvey Road (and 5th Street) from Hwy 99 to <del>Creswell UGB</del> Camas Swale Road	Construct to minor collector standards with two 11' travel lanes and 4' shoulder <del>5'</del> bikeway on both sides. Integrate systemic safety measures.	2017 LC TSP & 2022 LC BMP	<del>\$1,300,000</del> \$4,584,000	
Heceta Beach Road from Highway 101 to Rhododendron Drive	Construct <del>bike lanes along the entire length of Heceta Beach Road</del> shared use path (side path)	Florence TSP, 2017 LC TSP, & 2022 LC BMP	\$3,875,000	Revised project: BMP preference for side path or setback shared use path
Henderson Avenue from Franklin Boulevard to E 19th Avenue	Modify Henderson Avenue with a three-lane cross-section with sidewalks and bicycle facilities.	Springfield TSP R-17	\$3,550,000	
Hideaway Hills (North) from Hampton Road to N Hideaway Hills Road	Improve road to collector standards to improve connectivity to Goshen	2017 LC TSP	\$9,500,000	
High Pass Road from Horton Rd to Smyth Rd	Signage and pavement markings to support shared roadway with bicycles	2022 LC BMP	\$175,000	New project
High Pass Rd from Smyth Rd to Territorial Hwy	Construct 4' shoulders	2022 LC BMP	\$7,200,000	New project
High Pass Road from <del>Oaklea Dr to Territorial Highway to Dorsey Ln (Junction City UGB)</del>	Construct to Major Collector standards <del>including left turn lane, bike lanes, and sidewalks</del> with 4' shoulders	2017 LC TSP & 2022 LC BMP	<del>\$6,050,000</del> \$6,900,000	Revised project: Extents to match UGB and description modified for rural standards (project is outside Junction City UGB)
High Pass Road from Junction City West UGB to Oaklea Drive	Construct Major Collector standards including left turn lanes, bike lanes on both sides, and sidewalks on the north side only.	2016 Junction City TSP	\$3,825,000	Note: This project is inside Junction City UGB
High Prairie Road from 1st Street to Oakridge UGB	Construct to major collector standards and implement intersection improvements.	2017 LC TSP	\$875,000	
Highway 36 from Hwy 126 to Stagecoach Rd	Construct 4' shoulders	2022 LC BMP	\$22,125,000	New project: ODOT facility (requires agency coordination)
Highway 36 from Stagecoach Rd to Horton Road	Construct 4' shoulders	2022 LC BMP	\$60,519,000	New project: ODOT facility (requires agency coordination)
Highway 36 from Horton Road to Territorial Highway	Construct 4' shoulders	2022 LC BMP	\$38,413,000	New project: ODOT facility (requires agency coordination)
Highway 36 from Territorial Highway to Territorial Highway	Construct 4' shoulders	2022 LC BMP	\$3,834,000	New project: ODOT facility (requires agency coordination)
Highway 36 from Territorial Highway to Hwy 99W	Construct 4' shoulders	2022 LC BMP	\$11,041,000	New project: ODOT facility (requires agency coordination)
Highway 58 from Matthews Rd to Enterprise Rd	Construct 6' shoulders	2022 LC BMP	\$15,628,000	New project: ODOT facility (requires agency coordination)
Highway 58 from Enterprise Rd to Wheeler Rd	Construct 6' shoulders	2022 LC BMP	\$13,301,000	New project: ODOT facility (requires agency coordination)

LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
Highway 58 from Wheeler Rd to Dexter Rd	Construct 6' shoulders	2022 LC BMP	\$646,000	New project: ODOT facility (requires agency coordination)
Highway 58 from Dexter Rd to Jasper-Lowell Rd	Construct 6' shoulders	2022 LC BMP	\$11,279,000	New project: ODOT facility (requires agency coordination)
Highway 58 from Jasper-Lowell Rd to LaDuke Rd	Construct 6' shoulders	2022 LC BMP	\$58,514	New project: ODOT facility (requires agency coordination)
Highway 58 from Westfir-Oakridge Rd to Kitson Springs Rd	Install buffered/protected bike lanes	2022 LC BMP	\$117,000	New project: ODOT facility (requires agency coordination)
Highway 58/Parkway Road Intersection	Implement advanced intersection warning signage and minor street detection as well as removed fixed objects from the clear zone.	New need identified	\$250,000	
Highway 99 from Peebles Road (in Goshen) to West Oregon Avenue (in Creswell)	<del>Enhance safety and connectivity for vehicles, bicyclists, and pedestrians by providing standard travel lane widths and widening shoulders to 4' width on each side of Highway 99 from MP 2.13 to 5.63. The project would overlay the entire roadway shoulder to shoulder, addressing slide and access issues where appropriate.</del>	2017 LC TSP	\$7,000,000	Replaced project: 2022 LC BMP recommends buffered bike lanes north of Dillard and 6' shoulders south of Dillard; see separate pojects, listed below.
Highway 99 (Goshen-Divide)from Twin Buttes Rd to Dillard Rd	Construct buffered bike lanes	2022 LC BMP	\$10,800,000	New project: ODOT facility (requires agency coordination)
Highway 99 (Goshen-Divide) from Dillard Rd to Camas Swale Road	Construct 6' shoulders	2022 LC BMP	\$11,004,000	New project: ODOT facility (requires agency coordination)
Highway 99 (Goshen-Divide) from Camas Swale Rd to Saginaw Rd	Construct buffered bike lanes (add min. 5' shoulder and 2' buffer)	2022 LC BMP	\$18,600,000	New project: ODOT facility (requires agency coordination)
Highway 99 (Goshen-Divide) from Saginaw Rd to Cottage Grove north border	Construct buffered bike lanes (add min. 5' shoulder and 2' buffer)	2022 LC BMP	\$5,100,000	New project: ODOT facility (requires agency coordination)
Highway 99 (Goshen-Divide) from Cottage Grove north border to Cottage Grove-Lorane Rd	Install buffered bike lanes (restriping)	2022 LC BMP	\$31,000	New project: ODOT facility (requires agency coordination)
Highway 99 (Goshen-Divide) from Cottage Grove-Lorane Rd to 6th Street	Install buffered bike lanes (restriping)	2022 LC BMP	\$10,000	New project: ODOT facility (requires agency coordination)
Highway 99E from north Lane County border to Hwy 99W	Construct buffered bike lanes (add min. 5' shoulder and 2' buffer)	2022 LC BMP	\$9,300,000	New project: ODOT facility (requires agency coordination)
Highway 99W from north Lane County border to Hwy 99E	Construct buffered bike lanes (add min. 5' shoulder and 2' buffer)	2022 LC BMP	\$13,200,000	New project: ODOT facility (requires agency coordination)
Highway 99W from Junction City to Hwy 36	Install buffered bike lanes (restriping)	2022 LC BMP	\$77,000	New project: ODOT facility (requires agency coordination)

LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
Highway 99W from Hwy 36 to Irving Rd	Install buffered bike lanes (restriping)	2022 LC BMP	\$114,000	New project: ODOT facility (requires agency coordination)
Highway 99 / 1st Avenue West Intersection	Enhance pedestrian crossing by upgrading pedestrian signal heads to countdown pedestrian signals. Upgrade pedestrian signals by using audible signals. Upgrade signal head backplates with retroreflective backplates.	2016 Junction City TSP	\$20,000	
Highway 99/Goshen Avenue Intersection	Modify to an all-way-stop controlled intersection and add a southbound left turn lane.	2017 LC TSP	\$500,000	
Highway 99/Harvey Road Intersection	Intersection improvements at Highway 99.	Creswell TSP	\$300,000	
<del>Highway 101 from 15th Street to Redwood Street</del>	<del>Construct pedestrian crossings with flashing beacons at three locations.</del>	<del>2018-21 ODOT STIP KEY 18864</del>	<del>\$550,000</del>	
Highway 101 from north Lane County border to Hwy 126	Construct 6' shoulder bikeway	2022 LC BMP	\$71,495,000	New project: ODOT facility (requires agency coordination)
Highway 101 from Hwy 126 to south Lane County border	Construct 6' shoulder bikeway	2022 LC BMP	\$26,333,000	New project: ODOT facility (requires agency coordination)
Highway 101/Munsel Lake Road Intersection	Install traffic signal when warranted.	Florence TSP	\$550,000	
Highway 126E (McKenzie Hwy) from Springfield UGB to Deerhorn Rd	Construct 6' shoulders	2022 LC BMP	\$7,903,000	New project: ODOT facility (requires agency coordination)
Highway 126E (McKenzie Hwy) from Deerhorn Rd to Camp Creek Rd	Construct 6' shoulders	2022 LC BMP	\$4,413,000	New project: ODOT facility (requires agency coordination)
Highway 126E (McKenzie Hwy) from Camp Creek Rd to Holden Creek Ln	Construct 6' shoulders	2022 LC BMP	\$15,629,000	New project: ODOT facility (requires agency coordination)
Highway 126E (McKenzie Hwy) from Holden Creek Ln to Ben and Kay Dorris Wayside (County Park)	Construct 6' shoulders	2022 LC BMP	\$36,362,000	New project: ODOT facility (requires agency coordination)
Highway 126E (McKenzie Hwy) from Ben and Kay Dorris Wayside (County Park) to Blue River Dr	Construct 6' shoulders	2022 LC BMP	\$33,356,000	New project: ODOT facility (requires agency coordination)
Highway 126E (McKenzie Hwy) from Blue River Dr to McKenzie River Dr	Construct 6' shoulders	2022 LC BMP	\$20,715,000	New project: ODOT facility (requires agency coordination)
Highway 126E (McKenzie Hwy) from McKenzie River Dr to McKenzie Bridge	Construct 6' shoulders	2022 LC BMP	\$12,464,000	New project: ODOT facility (requires agency coordination)
Highway 126E (McKenzie Hwy) from McKenzie Bridge to Hwy 242	Construct 6' shoulders	2022 LC BMP	\$14,673,000	New project: ODOT facility (requires agency coordination)

LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
Highway 126E (McKenzie Hwy) from Hwy 242 to north Lane County border	Construct 6' shoulders	2022 LC BMP	\$21,549,000	New project: ODOT facility (requires agency coordination)
Highway 126E/Deerhorn Road Intersection	Intersection safety improvements.	2017 LC TSP	\$500,000	
Highway 126E/Eagle Rock Park Entrance	Improve sight distance and implement advanced warning signage.	2017 LC TSP	\$10,000	
Highway 126E/Hendricks Park Road Intersection	Improve intersection to accommodate ingress and egress movements for longer vehicles (specifically boat trailers).	2017 LC TSP	\$300,000	
Highway 126W (Route F) from Hwy 101 to N. Fork Siuslaw Rd	Construct 6' shoulders	2022 LC BMP	\$3,127,000	New project: ODOT facility (requires agency coordination)
Highway 126W (Route F) from N. Fork Siuslaw Rd to Hwy 36	Construct 6' shoulders	2022 LC BMP	\$42,508,000	New project: ODOT facility (requires agency coordination)
Highway 126W (Route F) from Hwy 36 to Siuslaw Rd	Construct 6' shoulders	2022 LC BMP	\$38,380,000	New project: ODOT facility (requires agency coordination)
Highway 126W (Route F) from Siuslaw Rd to Knight Rd	Construct 6' shoulders	2022 LC BMP	\$49,831,000	New project: ODOT facility (requires agency coordination)
Highway 126W (Route F) from Knight Rd to Territorial Hwy	Construct 6' shoulders	2022 LC BMP	\$14,150,000	New project: ODOT facility (requires agency coordination)
Highway 126 from Eugene to Veneta	NEPA Review for Implementing Fern Ridge Corridor Plan	STIP 19661, 20149 & 19743	\$4,500,000	Project underway
Highway 126W from Eugene to Veneta	Construction (Implementing Fern Ridge Corridor Plan)	ODOT OR 126 W Fern Ridge Corridor Plan	\$115,000,000	
Highway 126W from Eugene to Veneta	Construction of Safety Improvements (Implementing Fern Ridge Corridor Plan)	ODOT OR 126 W Fern Ridge Corridor Plan	\$8,000,000	
Cantrell/Perkins (Highway 126 Bypass) from Greenhill Road to Territorial Highway	National Environmental Policy Act (NEPA) Review has been funded for this project	ODOT OR 126 W Fern Ridge Corridor Plan	\$4,500,000	Project redundant: merge with implementation; there isn't separate funding allocated for NEPA (path not included in NEPA funding for 126W)
Cantrell/Perkins (Highway 126 Bypass) from Greenhill Road to Territorial Highway	Implementing Fern Ridge Corridor Plan (construct the Fern Ridge Multi-Use Path) on Cantrell Road and Perkins Road south to Highway 126.	ODOT OR 126 W Fern Ridge Corridor Plan	\$9,650,000	
Highway 126: Eugene-Florence safety improvements	Widen roadway to 3 lanes to accommodate a 0.8 mile WB passing lane, west of Walton (MP 31.6 to 32.4). Widen shoulders at various locations (MP 24-40).	STIP KN:19661 (\$5M) & 20149 (\$2M shoulder widening)	\$7,000,000	Project complete
Highway 126W: Cornerstone Drive to West 11th Street	Bus pull-outs and intersection improvements identified in the Fern Ridge Corridor Plan	2015-18 STIP Project #19743	\$8,425,503	Project complete

LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
Highway 126W from Territorial Highway to Chambers St	<del>Construct safety improvements including shoulder rumble strips and fixed object removal.</del>	<del>HSIP Table 8 Priority #18</del>	<del>\$525,000</del>	Project complete
Highway 126W/Camp Lane Park (West of Stagecoach)	Construct a left turn lane on Highway 126 to allow better turning movements into the park.	2017 LC TSP	\$500,000	
Highway 126W/Perkins Peninsula County Park/Central Road	Add left turn lane and install any type of median barrier.	2017 LC TSP	\$6,775,000	
Highway 126W/Highway 36 Intersection	Analyze and implement a modified intersection configuration and improve intersection lighting.	2017 LC TSP	\$500,000	
Highway 126W/Ellmaker Road Intersection	Improve lighting, add right turn lanes on single major road approaches and improve intersection visibility or advance warning.	2017 LC TSP	\$900,000	
Hill Road from Old Mohawk Road to Marcola Road	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	2004 & 2017 LC TSP & 2022 LC BMP	<del>\$4,175,000</del> \$12,086,000	Revised project: BMP recommends 4' shoulders consistent with TSP project; cost estimate updated
Hileman Riverside Bicycle Connectivity Study	Study to meet bicycle connectivity needs between parklands, from Hileman Park to Whiely Park, east of Eugene's UGB and west of the Willamette River	2022 LC BMP	\$500,000	New study project
Horn Lane and N. Park Avenue to River Road	Construct neighborhood greenways (separated multiuse path facility).	Eugene TSP	\$125,000	
Horse Creek Road from Highway 126 to Entrance to Horse Creek Group Campground	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	2017 LC TSP	\$5,300,000	
Horton Road from OR 36 to High Pass Road	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	2017 LC TSP	\$4,850,000	
Howe Ln from Camas Swale Rd to Hwy 99	Construct 4' shoulders	2022 LC BMP	\$8,348,000	New project
Howard Avenue from River Road to North Park	Construct sidewalks on both sides of the street.	Eugene TSP	\$475,000	
Huston Road South from Hunter Road to Perkins Road	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	2004 & 2017 LC TSP	\$725,000	
Howard Buford Recreation Area (HBRA) Bicycle Connectivity Study	Study to meet bicycle connectivity needs between the Eugene-Springfield Riverbank Path system and HBRA, encompassing the portions of the Willamette River that create gaps in the regional bicycle network between Springfield and HBRA	2022 LC BMP	\$800,000	New study project
Hyacinth Street from Irvington Drive to Lynnbrook Drive	Construct to Eugene's neighborhood collector standards	Eugene TSP	\$700,000	
Jasper Road from S 42nd to northwest of Mt Vernon Road	Modify Jasper Road to a three-lane cross-section with sidewalks and bicycle facilities.	Springfield TSP	\$6,600,000	Existing project in 2017 LC TSP (from Springfield TSP)

LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
Jasper-Lowell Road from Parkway Road to Pengra Road	Construct to freight route standards with 12' travel lanes and 6' shoulders on both sides.	2004 & 7 2017 LC TSP & 2022 BMP	\$3,475,000	Note: No change; TSP project supports BMP network recommendations
Jasper-Lowell Road from Pengra Road to Lowell UGB	Construct 6' shoulders	2022 LC BMP	\$19,200,000	New project
Jasper-Lowell Road (North Moss Street) within City of Lowell UGB	Construct bike lanes and sidewalks	2022 LC BMP	\$2,400,000	New project
Jasper-Lowell Road (North Shore Road) within City of Lowell	Widen pavement to utilize entire 90' ROW to add bike lanes, widen sidewalks, add on-street parking, street trees.	Lowell Downtown Master Plan & 2022 LC BMP	\$420,000	New project: recommended by City of Lowell Downtown Master Plan; bike facilities consistent with 2022 LC BMP recommendations
Jasper-Lowell Road (North Shore Road) / Jasper-Lowell Road (Pioneer Street) / West Boudary Road intersection	Construct roundabout	Lowell Downtown Master Plan	\$490,000	New project: Lowell Downtown Master Plan. (Note: This was considered as part of Lane County's SRTS project; since roundabouts were not eligible for SRTS funding at the time, the pedestrian refuge island was designed to fit outside a future roundabout.)
Jasper-Lowell Road (Pioneer Street) from West Boundary Road to Hwy 58	Construct bike lanes and sidewalks	2022 LC BMP	\$2,190,000	New project
Jessen Drive from Ohio Street to Beltline	Construct bicycle and pedestrian path.	2014-15 ODOT STIP KEY 18859	\$2,115,972	Project complete
Jeans Road from Territorial Hwy thru Veneta to UGB	Construct 4' shoulders	2022 LC BMP	\$2,473,000	New project
Jeans Road from Veneta UGB to end of road	Construct 4' shoulders	2022 LC BMP	\$6,982,000	New project
Kenneth Nielson Rd from West 11th Ave to gravel road	Construct 4' shoulders	2022 LC BMP	\$3,067,000	New project
Kitson Springs Road from OR 58 to Hill Creek Bridge	Construct to major collector standards with two 11' travel lanes and 6' 4' shoulders on both sides. Integrate systemic safety measures.	2017 LC TSP & 2022 LC BMP	\$48,000,000	Revised project: BMP recommends 4' shoulders instead of 6'
Knight Road from Sheffler Rd to Hwy 126	Construct 4' shoulders	2022 LC BMP	\$10,119,000	New project
Laduke Rd from Hwy 58 to Trantham Ln	Construct 4' shoulders	2022 LC BMP	\$5,745,000	New project
Lake Drive/N. Park Avenue from Howard Road to Horn Lane	Construct neighborhood greenways (separated multiuse path facility).	Eugene TSP	\$125,000	
Latham Road from Highway 99 to London Road	Construct bicycle and pedestrian facilities.	Cottage Grove TSP	\$100,000	
Laura Street from Scots Glen Drive to Harlow Road	Change to a three-lane cross-section with sidewalks and bicycle facilities.	Springfield TSP	\$1,600,000	

LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
Lawrence Rd from Hwy 36 to Territorial Hwy	Construct 6' shoulders	2022 LC BMP	\$12,168,000	New project
Laying Rd from Row River Rd to Mosby Creek Rd	Construct 4' shoulders	2022 LC BMP	\$3,758,000	New project
Lingo Lane from Highway 99W to Highway 99E	Improve to minor collector standards.	2017 LC TSP	\$2,750,000	
London Road from Latham Road to Black Butte Shoestring Rd	<del>Safety Improvements: guardrails, advance warning signs, curve warning, centerline rumble strips, safety edges with pavement overlay</del> Construct 4' shoulders	2017 LC TSP & 2022 LC BMP	<del>5800000</del> \$39,039,000	Revised project: BMP recommends 4' shoulders; TSP project to integrate systemic safety improvements with pavement overlays is a systemwide expectation (and preservation/maintenance/operations is not typical of TSP).
Lorane Hwy from Territorial Hwy to Eugene UGB	Construct 6' shoulders	2022 LC BMP	\$38,962,000	New project
Lost Creek Road from Highway 58 to Marvin Road	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	2004 LC TSP Project #138	\$600,000	
Lynx Hollow Road from 99W to Melody Lane	Construct to minor collector standards and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	New need identified	\$3,700,000	
Marcola Road from Springfield UGB to Camp Creek Rd	Install buffered bike lanes (restriping to create 5' lane with 2' buffer)	2022 LC BMP	\$20,000	New project
Marcola Road from Camp Creek Rd to Sunderman Rd	Construct 6' shoulders	2022 LC BMP	\$17,100,000	New project
Marcola Road from Wendling Road to Johnson Road - Camp Creek Road to north Lane County border	Construct to major collector standards with two 11' travel lanes and 6' shoulders on each side. Integrate system safety measures.	2004 & 2017 LC TSP & 2022 LC BMP	<del>4325000</del> \$41,189,000	Revised project: BMP recommends 6' shoulders consistent with TSP; extents extended and cost estimate increased
Marcola Road/Brush Creek Road from Highway 228 to Camp Creek Road	Construct safety improvements including shoulder rumble strips and fixed object removal.	2017 LC TSP	\$975,000	
Mathews Rd from Dillard Access Rd to Hwy 58	Construct 4' shoulders	2022 LC BMP	\$6,142,000	New project
McBeth Rd from Lorane Hwy to Fox Hollow Rd	Construct 4' shoulders	2022 LC BMP	\$9,507,000	New project
McKenzie View Drive from Coburg Road to Hill Road	Construct to minor collector standards which includes 4' shoulders and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	2004 & 2017 LC TSP & 2022 LC BMP	<del>5475000</del> \$16,115,000	Project revised: BMP recommends 4' shoulders consistent with TSP project (minor collector standards); updates cost estimate
Meadowview Road (E) from Highway 99 to east Junction City UGB	Construct to Junction City's major collector standards including bike lanes on both sides and sidewalks only on the north side	2016 Junction City TSP	\$4,500,000	
Meadowview Road (E) from Junction City UGB to Prairie Rd	Construct 4' shoulders	2022 LC BMP	\$3,055,000	New project

LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
Meadowview Road (W) from Hwy 99W to Alvadore Rd	Construct 4' shoulders	2022 LC BMP	\$7,787,000	New project
Mill Road from Highway 58 to Wheeler Road	Realign Mill Road at the intersection of OR 58.	2004 LC TSP Project #128	\$575,000	
Milliron Road from West UGB to East UGB	Construct to Junction City's major collector standards including bike lanes and sidewalks.	2016 Junction City TSP	\$2,105,000	
Milliron Road (East) from Junction City UGB to Prairie Rd	Construct 4' shoulders	2022 LC BMP	\$150,000	New project
Milliron Road (West) from Hwy 99 W to Purkerson Rd	Construct 4' shoulders	2022 LC BMP	\$4,849,000	New project
Mosby Creek Road from Currin Connector to Row River Connector #1	Construct to major collector standards with two 11' travel lanes and <del>6'</del> 4' shoulders on both sides. Integrate systemic safety measures.	2004 & 2017 LC TSP & 2022 LC BMP	<del>\$350,000</del> \$1,031,000	Revised project: BMP recommends 4' (instead of 6') shoulders; updates cost estimate
Mosby Creek Road from Row River Connector #1 to Layng Rd	Construct 4' shoulders	2022 LC BMP	\$24,221,000	New project
Munsel Lake Road from Highway 101 to North Fork Siuslaw Road	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	2017 LC TSP & 2022 LC BMP	\$8,150,000	Note: BMP supports this TSP project (no revisions)
Nelson Mountain Road from Highway 126 to Shady Creek Crossing	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	New need identified	\$5,250,000	
Noraton Rd from Hwy 99E to north Lane County border	Construct 4' shoulders	2022 LC BMP	\$7,141,000	New project
North Fork Siuslaw Road from Highway 126 to Munsel Lake Road	Construct to minor collector standards which includes 4' shoulders and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	2004 & 2017 LC TSP & 2022 LC BMP	\$800,000	Note: BMP supports this TSP project (no revisions)
North Fork Siuslaw Road from Munsel Lake Road to <del>MP 17.9</del> Upper North Fork (MP 11.5)	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	2017 LC TSP & 2022 LC BMP	\$61,750,000	Revised project: BMP recommends shoulder widening on this segment that already has pavement marking and narrow shoulders; to the east, the pavement narrows and is unmarked and eventually transitions to a gravel surface which keeps vehicle traffic slower and is more desirable to keep existing conditions for a shared travel space.
Oaklea Drive from Highway 99W to 18th Avenue West	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	2004 & 2017 LC TSP	\$1,375,000	
Oaklea Drive Modernization from 18th Avenue West to High Pass Road	Construct to Junction City's major collector standards including left turn pockets, bike lanes, and sidewalks.	2016 Junction City TSP	\$7,200,000	
Oaklea Dr/18th Avenue West	Improve sight distance for northbound approach to the intersection	2016 Junction City TSP	\$55,000	
Oaklea Drive/10th Avenue West	Install intersection lighting, consider refuge island/curb extensions, and reevaluate need for crosswalk pavement markings.	2016 Junction City TSP	\$75,000	



LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
Oaklea Drive/6th Avenue West	Install intersection lighting, consider refuge island/curb extensions, and reevaluate need for crosswalk pavement markings.	2016 Junction City TSP	\$75,000	
Old Mohawk Rd from Marcola Road to Hill Rd	Construct 4' shoulders	2022 LC BMP	\$3,799,000	New project
Park Avenue (North) from Maxwell Road to Horn Lane	Construct protected bike lanes.	Eugene TSP	\$26,000	
Parkway Road from Hwy 58 to Jasper-Lowell Rd	Construct 4' shoulders	2022 LC BMP	\$7,590,000	New project
Parsons Creek Road from Marcola Road to Pioch Lane	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	2004 & 2017 LC TSP	\$800,000	
Pengra Road from Old Pengra Road to Jasper-Lowell Road	Construct 6' shoulders	2022 LC BMP	\$7,751,000	New project
Perkins Road from Venta UGB to Central Road	Construct to major collector standards with 4' shoulders	2004 & 2017 LC TSP & 2022 LC BMP	<del>2150000</del> \$7,437,000	Revised project: BMP recommends 4' shoulders (instead of 6' shoulders of TSP); cost estimate updated
Pheasant Lane from Hwy 58 to Wheeler Rd	Construct 4' shoulders	2022 LC BMP	\$3,175,000	New project
Pine Grove Rd from Crow Rd to Spencer Creek Rd	Construct 4' shoulders	2022 LC BMP	\$6,899,000	New project
Pitney Lane (North) from High Pass Road to Bailey Road	Construct to Junction City's major collector standards including bike lanes on both sides and sidewalks only on the east side (no center turn lane).	2016 Junction City TSP	\$2,675,000	
Poodle Creek Rd from Hwy 36 to Hwy 126	Construct 4' shoulders	2022 LC BMP	\$22,770,000	New project
Power Line Road from north Lane County border to North Coburg Road	Construct 4' shoulders	2022 LC BMP	\$6,498,000	New project
Prairie Road from Bailey Lane to Highway 99	Construct to Junction City's major collector standards including bike lanes and sidewalks. Do not construct sidewalks where adjacent to UGB.	2016 Junction City TSP	\$4,415,000	Note: inside Junction City UGB (north of bike network)
Prairie Road from Junction City UGB to MP 8.03 (near Highway 99)	Construct to Junction City's major collector standards including bike lanes and sidewalks.	2016 Junction City TSP	\$1,725,000	
Prairie Road from NW Expressway-Maxwell Road to Highway 99	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures. Install on-street bike lanes.	2004 & 2017 LC TSP Eugene TSP	<del>5025000</del> \$19,000	Project revised: updated for consistency with Eugene TSP (inside City of Eugene UGB)
Prairie Road from Hwy 36 to Eugene UGB	Construct 6' shoulders	2022 LC BMP	\$16,154,000	New project

LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
Prairie Road/Maple Rd Intersection with 1st Avenue West/High Pass Rd	Realign north and south approaches of intersection and add left turn lanes on all approaches; interim improvement, construct curb extensions on the opposing west corner of Maple St and east corner of Prairie Rd to enhance pedestrian visibility and shorten the crossing distance.	2016 Junction City TSP	\$1,175,000	
Purkerson Road from Milliron Rd to Meadowview Rd	Construct 4' shoulders	2022 LC BMP	\$4,008,000	New project
Rattlesnake Rd from Wheeler Rd to Dexter Rd	Construct 4' shoulders	2022 LC BMP	\$16,867,000	New project
Repurposing Transportation Corridors for Active Transportation countywide	Identify opportunities to repurpose existing transportation corridors (i.e. logging roads and railroads) into active transportation facilities (e.g. conversion of rails to paved paths and resurfacing logging roads)	2022 LC BMP	\$250,000	New study project
<del>Rhododendron Drive from Florence City Limits to Heceta Beach Road</del>	<del>Construct to local street standards and an off-street multi-use path facility.</del>	<del>2012 Florence TSP</del>	<del>\$3,025,000</del>	Project removed: City of Florence street does not belong in Lane County TSP; refer to Florence TSP instead. The BMP supports this project by identifying it on the bike network.
Ridgeway Road from OR 58 to MP 1.0	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	2004 & 2017 LC TSP	\$900,000	
River Drive from Hwy 99 to Cloverdale Rd	Construct 4' shoulders	2022 LC BMP	\$13,996,000	New project
River Loop #1 from River Road to Dalewood Street	Construct to Eugene's neighborhood collector standards.	Eugene TSP	\$1,400,000	
River Loop #2 from River Road to Burlwood Street	Construct to Eugene's neighborhood collector standards.	Eugene TSP	\$6,100,000	
River Road (1st Avenue East) from Highway 99 to Junction City's East UGB	Construct to Junctio City's major collector standards including center turn lane, bike lanes, and sidewalks.	Junction City TSP	\$4,275,000	
River Road from Junction City UGB to Eugene UGB	Construct buffered bike lanes with 5' shoulders and 2' buffer	2022 LC BMP	\$21,000,000	New project
<del>Row River Road from Sharps Creek Road to Brice Creek Rd</del>	<del>Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.</del>	<del>2004 &amp; 2017 LC TSP</del>	<del>\$3,175,000</del>	Project removed: This segment is a minor collector (not major); the BMP did not recommend shoulder widening of this segment.
Row River Connector #1 from Mosby Creek Road to Row River Rd	Construct 4' shoulders	2022 LC BMP	\$445,000	New project
Row River Road from Currin Connector to Cottage Grove UGB	Construct three-lane facility with bike lanes.	Cottage Grove 2015 TSP	\$925,000	
Row River Road from Currin Connector to Sears Road	Construct 4' shoulders	2022 LC BMP	\$1,200,000	New project
Row River Road from Sears Road to Layng Rd	Construct 4' shoulders	2022 LC BMP	\$3,841,000	New project

LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
<del>Row River Road from Snauer Lane to Laying Creek Road</del>	<del>Construct safety improvements including shoulder rumble strips and fixed object removal.</del>	<del>HSIP Table 8 Priority #24</del>	<del>\$600,000</del>	<b>Project removed:</b> shoulder rumbles are integrated with pavement preservation which is not included in TSP.
<del>Row River Trail Crossings</del>	<del>Construct additional pedestrian crossing improvements along the corridor.</del>	<del>Row River Corridor Plan</del>	<del>\$250,000</del>	<b>Project complete</b>
<del>Royal Avenue and from Fisher Road from Hwy 126 to Green Hill Road</del>	Construct to minor collector standards with two 11' travel lanes, but with 6' and 4' shoulders on both sides. Integrate systemic safety measures.	2017 LC TSP & 2022 LC BMP	<del>\$2,050,000</del> \$9,525,000	<b>Revised project:</b> lengthened project, wider shoulders, and updated cost estimate.
River Road (North) from Highway 99 to Bennett Creek Road	Upgrade to Cottage Grove's urban standards.	Cottage Grove TSP	\$450,000	
Saginaw Rd (East) from Hwy 99 to Sears Rd	Construct 4' shoulders	2022 LC BMP	\$2,217,000	<b>New project</b>
Scenic Drive from River Loop #2 to Beacon Drive East	Construct to Eugene's neighborhood collector standards.	Eugene TSP	\$4,000,000	
<del>Sears Road from Molitor Hill Road to Row River Road</del>	<del>Remove fixed objects from the clear zone.</del>	<del>HSIP Table 8 Priority #3</del>	<del>\$150,000</del>	
<del>Sears Road from MP 0.62 Cloverdale Road to Saginaw Road East</del>	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	2004 & 2017 LC TSP & 2022 LC BMP	<del>1575000</del> \$17,278,000	<b>Revised project:</b> lengthened project and updated cost estimate; BMP recommends 4' shoulders consistent with TSP.
Sears Road from Saginaw Road East to Row River Road	Construct 4' shoulders	2022 LC BMP	\$8,570,000	<b>New project</b>
Seavey Loop from OR 58 to Franklin Boulevard East	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	2004 & 2017 LC TSP & 2022 LC BMP	<del>3450000</del> \$11,798,000	<b>Revised project:</b> updated cost estimate; BMP recommends 4' shoulders consistent with TSP.
Sharps Creek Road from Row River Road to Champion Creek Road (Forest Service Road)	Construct 4' shoulders	2022 LC BMP	\$26,981,000	<b>New project</b>
Sheffler Road from Poodle Creek Rd to Warthen Rd	Construct 4' shoulders	2022 LC BMP	\$17,242,000	<b>New project</b>
Shoestring Road from London Road to Lane County border	Install warning signage for shared use roadway with bicycles	2022 LC BMP	\$50,000	<b>New project</b>
Siuslaw Road from Wolf Creek Rd to Territorial Hwy	Construct 4' shoulders	2022 LC BMP	\$45,762,000	<b>New project</b>
Smyth Road from High Pass Road to Hall Road	Construct 4' shoulders	2022 LC BMP	\$6,722,000	<b>New project</b>
South Jetty Road from Highway 101 to BLM Road	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	2004 & 2017 LC TSP	\$550,000	

LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
<del>MP 0.5 to</del> <b>Spencer Creek Road</b> from <del>MP 0.5 to</del> Pine Grove Road <del>to</del> <b>Lorane Hwy</b>	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	2004 & 2017 LC TSP & 2022 LC BMP	<del>245,000</del> \$10,489,000	<b>Revised project:</b> extended project length and updated project cost estimate; BMP recommends 6' shoulders consistent with TSP.
<b>Spring Creek Drive</b> from River Road to Scenic Drive	Construct to Eugene's neighborhood collector standards.	Eugene TSP	\$2,600,000	
<b>Stagecoach Road</b> from Richardson Road to MP 0.58	Slope stabilization.	2004 & 2017 LC TSP	\$1,100,000	
<b>Stagecoach Road</b> from Richardson Road to OR 36	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	2017 LC TSP & 2022 LC BMP	\$61,850,000	<b>Note:</b> BMP consistent with TSP recommendation; no changes to project
<b>Sunderman Road</b> from Marcola Road to Marcola Road	Construct 4' shoulders	2022 LC BMP	\$7,146,000	<b>New project</b>
<b>Suttle Road</b> from Highway 126 to Territorial Highway	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	2004 & 2017 LC TSP	\$3,425,000	
<b>Sutton Lake Road</b>	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	2017 LC TSP	\$10,900,000	
<b>Sweet Creek Road</b> from Highway 126 to MP 1.5	Construct to major collector standards and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	2017 LC TSP	\$6,600,000	
<b>Sweet Lane</b> from Highway 99 to Talemena Drive	Upgrade to Cottage Grove urban standards.	Cottage Grove TSP	\$800,000	
<b>Territorial Highway</b> from north Lane County border to Hwy 36	Construct 6' shoulders	2022 LC BMP	\$20,898,000	<b>New project</b>
<b>Territorial Highway</b> from Hwy 36 to Clear Lake Road	Construct 6' shoulders	2022 LC BMP	\$14,754,000	<b>New project</b>
<b>Territorial Highway</b> from Clear Lake Road to Warthen Road	Construct 6' shoulders	2022 LC BMP	\$11,870,000	<b>New project</b>
<del>Territorial Highway</del> from Suttle Road to Highway 126	<del>Design of off-road multi-use path along Territorial Highway (Phase 1) — not including bridges.</del>	<del>2017 LC TSP</del>	<del>\$498,270</del>	<b>Project complete:</b> Design funding programmed and underway
<b>Territorial Highway</b> from Suttle Road to Highway 126 <b>Veneta UGB</b>	Construct an off road multi-use path along Territorial Highway <del>not</del> including bridges (Phase 1)	2017 LC TSP	<del>1075330</del> \$6,300,000	<b>Revised project:</b> bridges included; cost estimate updated; project connects to sidewalks at Veneta UGB.
<del>Territorial Highway</del> from Suttle Road to Highway 126	<del>Phase 2 with bridges for multi-use path along Territorial Highway.</del>	<del>2017 LC TSP</del>	<del>\$3,150,000</del>	<b>Project redundant:</b> included in path construction
<b>Territorial Highway</b> from Hwy 126 to Perkins Road (south City of Veneta UGB)	Restripe to include 11- travel lanes, 12' center turn lane, and 8' buffered bike lanes (2' buffer + 6' lane)	Veneta TSP	\$3,227,000	<b>New project:</b> Integrating recommendations from Veneta TSP; LC BMP recommendations are consistent.

LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
Territorial Highway from Perkins Road to Crow Road	Construct 6' shoulders	2022 LC BMP	\$13,830,000	New project
Territorial Highway from Crow Road to Lorane Hwy	Construct 6' shoulders	2022 LC BMP	\$22,136,000	New project
<del>Territorial Highway from Gillespie Corners to Lorane</del>	<del>Complete design</del>	<del>2017 LC TSP</del>	<del>\$1,000,000</del>	<b>Project redundant:</b> Design is included in construction costs; this was a separate line item in the 2017 TSP because there was \$1M STIP funding for design which was subsequently merged with the jurisdictional transfer from ODOT to Lane County.
<del>Territorial Highway at Stony Point (Phase 1)</del>	<del>Shoulder widening and curve alignment adjustments; slope stabilization</del>	<del>2017 LC TSP</del>	<del>\$7,000,000</del>	<b>Project complete</b>
Territorial Highway from Lorane Highway to Easy Acres Drive (Phase 2)	Shoulder widening and curve alignment adjustments.	2017 LC TSP	\$4,200,000	
Territorial Highway from Easy Acres Drive to Stony Point (Phase 3)	Shoulder widening and curve alignment adjustments.	2017 LC TSP	\$12,000,000	
Territorial Highway from Stony Point to Cottage Grove-Lorane Rd (Phase 4)	Shoulder widening and curve alignment adjustments.	2017 LC TSP	\$12,000,000	
Territorial Highway from Cottage Grove-Lorane Rd (town of Lorane) to south Lane County border	Construct 6' shoulders	2022 LC BMP	\$31,540,000	New project
Territorial Highway/Bolton Hill Road Intersection (City of Veneta)	<del>Install signal when warranted.</del> Intersection safety improvements that may include a reconfiguration, additional lanes, roundabout or traffic signal. Cost estimate assumes a traffic signal is constructed.	2017 LC TSP & Veneta TSP	<del>\$500,000</del> \$639,000	<b>Revised project:</b> updated to match Veneta TSP recommendation
Territorial Highway/Broadway Ave (City of Veneta)	Intersection safety improvements that may include a reconfiguration, additional lanes, roundabout or traffic signal. Cost estimate assumes a traffic signal is constructed.		\$639,000	<b>Incorporated project:</b> referencing City TSP project recommendations on County facility
Territorial Highway/Jeans Road (Phase 1) (City of Veneta)	Realign Jeans Road to the north to create a new "T" intersection (two-way stop-controlled) with Territorial Highway.	Veneta TSP	\$5,150,000	<b>Incorporated project:</b> referencing City TSP project recommendations on County facility
Territorial Highway/Jeans Road (Phase 2) (City of Veneta)	After Jeans Rd has been realigned to the north, install appropriate traffic control to improve intersection capacity. Could include a traffic signal or roundabout (cost estimate assumes roundabout). Include pedestrian and bicycle crossing improvements.	Veneta TSP	\$5,944,000	<b>Incorporated project:</b> referencing City TSP project recommendations on County facility
Territorial Highway/Railroad Crossing (City of Veneta)	At-grade crossing improvements at the Territorial Highway railroad crossing to ensure multimodal safety and mobility including reconstructing sidewalks on both sides.		\$109,000	<b>Incorporated project:</b> referencing City TSP project recommendations on County facility
Territorial Highway /Lorane Highway Intersection (Gillespie Corners)	Implement curve and intersection warning signage safety treatments.	2017 LC TSP	\$15,000	
<del>Territorial Highway/Highway 126W Intersection</del>	<del>Construct additional eastbound and westbound through lanes.</del>	<del>2017 TSP</del>	<del>\$750,000</del>	<b>Project removed:</b> OTC approved Lane County's and City of Veneta's request for an Alternate Mobility Target to enable vehicle delays and avoid widening the intersection which is a focus of Safe Routes to School to minimize crossing distance and connect to the planned Veneta-Elmira side path along Territorial Highway.
Territorial Highway/Suttle Road Intersection	Intersections improvements needed to faciliate the multi-use path crossing	2017 LC TSP	\$750,000	

LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
Thurston Road from OR 126 to Weaver Road to Springfield UGB	Change Thurston Road to a three-lane cross-section with sidewalks and bicycle facilities.	Springfield TSP	\$5,000,000	<b>Note:</b> Project extent clarified to align Springfield TSP recommendation with Springfield UGB; the portion outside the UGB to Hwy 126 is a separate project recommended by the LC BMP.
Thurston Road from Springfield UGB to Hwy 126E	Construct 4' shoulders	2022 LC BMP	\$2,795,000	New project
Trails Plan rural Lane County outside the Eugene/Springfield UGBs	Identify off-road connections, including land and water trails, primarily for recreation use, with Lane County parks and boat ramps being key destinations	2022 LC BMP	\$600,000	New planning project
Upper Deadwood Creek Road from MP 7.5 to Basonette Road	Pave gravel road.	New need identified	\$2,650,000	
Upper North Fork Road from North Fork Siuslaw Road to Rodgers Ridge	Construct 4' shoulders	2022 LC BMP	\$14,676,000	New project
Vaughn Road from Noti Loop Road to Territorial Highway	Construct to freight route standards with 12' travel lanes and <del>6'</del> 4' shoulders on both sides.	2004 & 2017 LC TSP & 2022 LC BMP	<del>\$875,000</del> \$29,942,000	Revised project: BMP recommends 4' shoulder (instead of 6') and updates cost estimate.
Vista Drive from Jeans Rd to Ellmaker Rd	Construct 4' shoulders	2022 LC BMP	\$2,721,000	New project
Vogt Road from Hwy 36 to Milliron Rd	Construct 4' shoulders	2022 LC BMP	\$3,961,000	New project
Wallace Creek Road from Jasper Road to Weyerhauser Rd	Construct 4' shoulders	2022 LC BMP	\$2,794,000	New project
Warthen Road from Territorial Highway to Knight Road	Construct to minor collector standards which includes 4' shoulders and systemmic safety improvements	2004 & 2017 LC TSP & 2022 LC BMP	<del>\$2,600,000</del> \$10,552,000	Revised project: BMP 4' shoulder recommendation is consistent with TSP minor collector standard; cost estimate updated.
Wayside Lane from Ann Court to Riverbend Path	Construct a new multi-use 12-foot wide path along the Mill Race from Routh 2nd Street to Mill Street at Island Park.	Springfield TSP	\$80,000	
Wendling Road from Marcola Road to Paschelke Road	Construct to minor collector standards.	2004 LC TSP	\$1,450,000	
West Boundary Road from Wetleau Drive to Lowell UGB	Construct sidewalks and bike lanes	2022 LC BMP	\$1,500,000	New project
West Boundary Road from Lowell UGB to End of Pavement (MP 6.48)	Construct to minor collector standards which includes 4' shoulders and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	2017 LC TSP	\$24,150,000	Revised project: BMP 4' shoulder recommendation is consistent with TSP minor collector standard; cost estimate updated.
West Boundary Road from MP 6.48 to MP 15.84	Pave gravel road and expand shoulders to 4' for bicycles	2022 LC BMP	\$40,784,000	New project
West Eugene Wetlands to Fern Ridge Path along Amazon Diversion Channel	Develop design concepts in consulatation with the community and in consideration of natural resource constraints to develop construction cost estimate	2022 LC BMP	\$300,000	New study project

LC TSP Project List: 2022 Amendments

Project Name	Project Description	Source	Project Cost	Explanation
West Sheffler from Poodle Creek Road to Butler Road	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	2017 LC TSP	\$8,300,000	
Westfir Road from Hwy 58 to Westfir-Oakridge Rd	Construct 6' shoulders	2022 LC BMP	\$1,780,000	New project
Westfir-Oakridge Rd from Hwy 58 to Westfir Rd	Construct buffered bike lanes (minimum 5' lane with 2' buffer)	2022 LC BMP	\$4,800,000	New project
Westfir-Oakridge Rd from Westfir Rd to Aufderheidi / N. Fork Rd.	Construct 4' shoulders	2022 LC BMP	\$4,700,000	New project
Westfir-Oakridge Road from Norquist Lane Aufderheidi / N. Fork Rd. to High Prairie Road	Construct to major collector standards with two 11' travel lanes, but with 4' and 6' shoulders on each side. Integrate system safety measures.	2004 & 2017 LC TSP & 2022 LC BMP	<del>\$1,075,000</del> \$8,207,000	Revised project: BMP recommends 4' shoulders; lengthened project to match network connections; updated cost estimate
Weyerhauser Road from Springfield UGB to Wallace Creek Road	Construct shared use path	2022 LC BMP	\$299,000	New project: Interagency coordination is underway with Weyerhauser, Willamalane Park and Recreation District, and City of Springfield
Wheeler Road from Parkway Road to Hwy 58	Construct 4' shoulders	2022 LC BMP	\$13,857,000	New project
Wilkes Drive from River Road to River Loop #1	Construct to Eugene's major collector standards.	Eugene TSP	\$7,000,000	
Wolf Creek Road from Siuslaw Road to Territorial Hwy	Construct 4' shoulders	2022 LC BMP	\$30,475,000	New project
Yolanda Avenue from 23rd Street to 31st Street as well as 31st and 28th for Safe Routes to School	Modify Yolanda Avenue to a two-lane cross-section with sidewalks and bicycle facilities.	Springfield TSP	\$1,100,000	

## Proposed Lane County TSP Policy Amendments

The recommended amendments to two existing policies contained in the Lane County Transportation System Plan (TSP) are intended to support implementation of the Lane County Bicycle Master Plan (BMP). The TSP Goals and Policies are included in full below. Proposed amendments are included in **bold underlined text**. In cases where the proposed policy language differs greatly from the existing policy, the existing policy language that is recommended for removal follows in ~~*italic-strikethrough*~~.

### GOAL 1: SAFETY

Eliminate fatalities and reduce severe-injury collisions on Lane County's transportation system.

- Policy 1-a: Participate in the National Strategy on Highway Safety – Towards Zero Deaths (TZD) program.
- Policy 1-b: Ensure safety is a top priority in making decisions for the Capital Improvement Program and for transportation facility operations, maintenance, and repair.
- Policy 1-c: Align County departments, external safety groups, and other public agencies toward common transportation safety goals.

### GOAL 2: ECONOMIC VITALITY

Provide a reliable transportation system that enhances the economic health of Lane County.

- Policy 2-a: Support specifically targeted transportation investments, industries and employment sectors.
- Policy 2-b: Realize the economic benefits that walking, biking, public transportation, and other active transportation investments can provide to Lane County.
- Policy 2-c: Recognize the importance of resource-related uses such as agriculture and forestry to the local economy, and the need to maintain a transportation system that provides opportunities for the harvesting and marketing of agriculture and forest products.

### GOAL 3: NATURAL ENVIRONMENT

Create and maintain a transportation system that first avoids, then minimizes, and finally mitigates impacts to the natural environment.

- Policy 3-a: Support strategies in the Oregon Sustainable Transportation Initiative (OSTI) to encourage the reduction of greenhouse gases (GHG) such as building infrastructure that facilitates and supports bicycling or walking, supporting increased public transportation services, deploying intelligent transportation systems, and planning for efficient freight traffic movement.
- Policy 3-b: Identify, avoid, and or mitigate potential adverse ecological, scenic, historic, cultural, economic, social, and health impacts of transportation improvement projects.
- Policy 3-c: Explore opportunities to protect and enhance the local environment and conserve resources as part of transportation improvement projects.



#### **GOAL 4: EQUITY & ACCESSIBILITY**

Provide safe and efficient access to destinations and populations within Lane County.

- Policy 4-a: Consider transportation improvement projects that accommodate all transportation users by including shoulders, sidewalks, bike lanes, and bus stop turnouts, consistent with adopted road design standards.
- Policy 4-b: Provide a multi-modal transportation system that is accessible to all users, improves access to basic needs (e.g., education, employment, food, housing, and medical care) and complies the requirements of the American with Disabilities Act (ADA).
- Policy 4-c: Encourage the provision of transportation services to the meet the needs of the transportation disadvantaged such as low-income persons, children, older persons, alter-abled persons, racial and ethnic minorities, and those with limited English proficiency.

#### **GOAL 5: MOBILITY**

Promote the efficient and cost-effective movement of people, goods and services by all modes.

- Policy 5-a: Maintain and improve roads consistent with their functional classification. Reclassify roads as appropriate to reflect function and use. Make access decisions in a manner consistent with the functional classification of the roadway.
- Policy 5-b: Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from the land uses served, including freight access to the regional transportation network.
- Policy 5-c: Consider the requirements for truck movement when designing all improvements in the public right of way on designated truck routes. Requirements include turn radii, sight distance, lane widths, turn pocket lengths, pavement design, and improvements that reduce freight vehicle impacts to bicyclists and pedestrians.

#### **GOAL 6: CONNECTIVITY**

Provide improved and new transportation connections within and between developed and developing areas.

- Policy 6-a: Encourage safe and convenient pedestrian and bicycle connections between residential uses and adjacent activity centers, including transit facilities and commercial, employment, civic/institutional, and recreation uses.
- Policy 6-b: Consider opportunities to purchase land for extensions of right-of-way where connectivity is needed.
- Policy 6-c: Encourage the off-street trail networks to be integrated with on-street pedestrian and bicycle facilities.

#### **GOAL 7: ACTIVE TRANSPORTATION AND PUBLIC HEALTH**

Create a built environment that encourages healthy, safe, comfortable and convenient active transportation options that are viable for all users.

Exhibit C

- **Policy 7-a: Prioritize the improvement and construction of bicycling facilities on the Lane County Bicycle Network.** ~~*Develop a Bicycle and Pedestrian Master Plan to guide bicycle and pedestrian projects and programs to promote and support bicycle and pedestrian travel in unincorporated areas of Lane County.*~~
- Policy 7-b: Support creation of regional bicycle and pedestrian corridors to facilitate safe travel between and within urban and rural communities in Lane County.
- Policy 7-c: Coordinate with Lane County Department of Health and Human Services to recognize, promote, and track the public health benefits of active transportation.

#### **GOAL 8: COORDINATION**

Implement the Transportation System Plan by working with the public, community groups, transit providers, cities and other government agencies.

- Policy 8-a: Ensure the following guidelines are used in making decisions about transportation improvements and services where inconsistencies exist between jurisdictional plans and standards. Decisions about road improvements may follow different guidelines upon agreement of the elected officials of the involved jurisdictions or their designees, or if other recorded inter-jurisdictional agreements exist that supersede these guidelines.
  - (i) Improvements to a state highway, state transportation system plans and design standards will apply;
  - (ii) Improvements to a transportation facility outside of an urban growth boundary, the County TSP and design standards will apply;
  - (iii) Improvements to a transportation facility within an urban growth boundary, the City TSP and applicable road design standards will apply.
  - (iv) Improvements to an intersection or roads in more than one jurisdiction's ownership or control, the TSP goals and road design standards of the agency having ultimate maintenance responsibility will apply.
- Policy 8-b: Develop criteria with cities and ODOT to resolve conflicts and transfer roads to the appropriate jurisdiction, particularly as urban unincorporated areas are annexed and urban expansion occurs.
- Policy 8-c: Participate in regional and state technical and policy decision making processes, such as the Central Lane Area Commission on Transportation.

#### **GOAL 9: FUNDING**

Seek adequate and reliable funding for transportation.

- Policy 9-a: Prioritize improvements within statutory road fund limitations, to access ways, paths, or trails where trail or route improvements help complete a regional planned facility or make connections to an existing or planned facility within an incorporated city within the County.
- Policy 9-b: Strive to distribute funding so that it is proportionally balanced between the various needs of the community including modal and geographic considerations.
- Policy 9-c: Seek funding sources, such as the following:
  - Facilitate the formation of Local Improvement (special assessment) Districts to address transportation improvement needs on sub-standard transportation facilities.

Exhibit C

- Consider additional sources and strategies, such as a local option gas tax or vehicle registration fee, to ensure necessary funding is available to meet County transportation needs.
- Work with local, regional, and state agencies and elected officials to leverage and increase state funding for transportation improvement projects in Lane County.
- Evaluate existing transportation related funding agreements with incorporated cities, and make necessary amendments to allocate an appropriate share of system development charges (SDCs) to the County.

**GOAL 10: MAINTENANCE AND PRESERVATION**

Adequately maintain and preserve Lane County's transportation facilities.

- Policy 10-a: Ensure operations, maintenance, repair, and preservation of County transportation facilities, which include roads, bridges, sidewalks, and bike facilities, are the priority of the Road Fund and are routinely carried out to protect the public investment in, and to ensure adequate functioning of the County transportation system.
- Policy 10-b: Balance the need for controlling long-term pavement maintenance costs with consideration for providing improved road surfaces for bicycling **especially on the Lane County Bicycle Network** in road maintenance decisions.
- Policy 10-c: Look for opportunities to reduce maintenance costs through cooperative partnerships with other agencies and private enterprises.

## **2022 TSP Amendment Package Functional Classification Amendments**

**Proposal:** For consistency with State classifications, amend the functional classification of the following portion of two roads from Local to Major Collector: Huston Road (North) from Jeans Road to Wildwood Road (see Attachment 1); and Van Duyn Road, from I-5 to eastern City of Coburg Urban Growth Boundary (UGB) (see Attachment 2); and. In addition to the attached maps, justification for the proposal is provide below. The 2022 TSP amendment package is focused on implementing the Lane County Bicycle Master Plan, but provides the opportunity to make these functional classification corrections.

The proposed classification changes are to reflect the actual function of the roads and to reconcile inconsistencies with State designations, specifically: “Federal Aid” roads which applies to Huston Road (North); and the Coburg/I-5 Interchange Area Management Plan (IAMP) which applies to Van Duyn Road. Federal Aid roads are classified as arterial and major collector; whereas lower classifications, such as minor collector and local are not. Reconciliation of these classifications provides: better record keeping and reporting amongst agencies; and clarity about the eligibility of some federal funding sources. Functional classification changes are required to be processed as TSP amendments, pursuant to LC 15.035. It is also noted that OAR 660-012-0020(2)(b) requires “Functional classifications of roads in regional and local TSP's be consistent with functional classifications of roads in state and regional TSP's and shall provide for continuity between adjacent jurisdictions.”

**Huston Road (North)** is approximately 2,079 feet in length, connecting Highway 126 (West) with Jeans Road. Approximately 336 feet of Huston Road north of Highway 126 is: under the jurisdiction of the City of Veneta, within the City’s urban growth boundary (UGB), and classified as a Major Collector in the 2019 City of Veneta TSP. The remaining 1,743 feet of Huston Road (North) north of the UGB is: under the jurisdiction of Lane County and functionally classified as a Local road. The Oregon Department of Transportation (ODOT) identifies the entire roadway as a Major Collector on the “Oregon Transportation Map Showing Federal Functional Classification of Roads” (2021 Edition). Lane County staff recommends amending the functional classification of the County portion of Huston Road (North) from Local to Major Collector for consistency with the City and State designations and to reflect the existing function of the regional road which predominantly collects traffic from Jeans Road to Highway 126; the adjacent lands to which the road provides access include eight residential properties and six commercial properties that include an auto service station and mini-storage warehouse. The average daily traffic (ADT) is approximately 550 trips; this trip generation is within the

parameters for a Major Collector which ranges between 300 and 2,600 ADT for a rural road, per the US DOT FHWA Highway Functional Classification. (See Attachment 1.)

**Van Duyn Road** from the I-5 Bridge to approximately 540 feet to the east is part of the interchange under ODOT's jurisdiction and within the City of Coburg UGB. East of the interchange, the Van Duyn Road is: under Lane County jurisdiction, classified as a Local road, and outside the UGB. Although the road is outside the UGB, adjacent lands to the south (approximately 100 acres) were included in the UGB in 2019 for employment land (commercial development) with approximately 1,550 feet of frontage on the County portion of Van Duyn Road. Further, the I-5 Bridge interchange regulations apply to this portion of Van Duyn Road which prohibit driveways from being constructed within 1,320 feet of the interchange. The I-5/Coburg Interchange Area Management Plan (IAMP) prepared for ODOT by CH2M Hill and adopted by the City of Coburg and Lane County in 2009 recommended: the two-lane bridge that spans I-5, connecting Van Duyn Road (to the east) with Pearl Street (to the west), be replaced with a diamond-shaped interchange and four-lane bridge; and to close driveway accesses within 1,320 feet of the interchange by reconstructing Van Duyn Road and constructing a new frontage road south of Van Duyn Road. The recommendations were preferred over other alternatives, particularly because they offered "the ability to accommodate growth related to future UGB expansion." The City prepared the Coburg TSP in 2013 which was adopted by the Board of County Commissioners in 2015. The Coburg TSP anticipated the 100-acre employment land UGB expansion by recommending the adjacent portion of Van Duyn Road be reclassified from a Local to a Major Collector. The City and County adoption of the Coburg TSP formalized this functional classification change; however, the Coburg TSP was subsequently appealed which has yet to be resolved and acknowledged by the State. The 2017 Lane County TSP included some recommendations from the Coburg TSP, but overlooked this functional classification change. (See Attachment 2.)

**Process: The approval process for changing functional classifications is prescribed by Lane Code, as listed below.**

*Lane Code 15.035*

- (1) Application: Changes to County Road functional classifications is an amendment to the Transportation System Plan, a special purpose plan within the Rural Comprehensive Plan. The amendment is processed as a Type IV procedure, in accordance with LC Chapter 14.*

The proposed functional classification changes are being processed as an amendment to the TSP through the Type IV procedure.

- (2) Review:*

Ordinance No. PA 1386

Exhibit D

- a. *The Planning Director and County Engineer determine if a recommendation from the Transportation Advisory Committee (TrAC) is necessary. If deemed necessary, the TrAC will review the proposal and provide a recommendation prior to the first Planning Commission public hearing.*

On May 25, 2022, the TrAC recommended approval of the proposed classification changes.

- b. *The Planning Director will review the proposal against the approval criteria in LC 15.035(4) and prepare a report for the Planning Commission to review and recommendation to the Board and subsequently to the Board for review and action.*

Findings of compliance with the approval criteria are provided below.

*(3) Notice*

Consistent with the noticing requirements of LC 15.035(3)(b), notice was mailed to owners of record of all property abutting the portions of Huston Road and Van Duyn Road.

*(4) Criteria:*

- a. *The change will result in the County Road being used consistent with the functional classification definitions found in LC 15.010.*
- b. *The change will be consistent with the adopted General Plan Policies, including the policies of the Transportation System Plan.*

The proposed changes are consistent with the functional classification definitions of LC 15.010 and the policies of the General Plan and TSP.

LC 15.010(26) provides the following definitions relevant to the proposed changes:

*Local Road or Street.* *A road intended solely for the purpose of providing access to adjacent properties. A local road may terminate in a cul-de-sac or be part of a larger network.*

*Major Collector.* *A road or street which is primarily to channel traffic from neighborhoods to arterials, and to commercial or industrial districts in urban areas. In rural areas, major collectors provide connections from outlying areas to the arterial system (primarily State Highways).*

The affected portions of Huston Road (North) and Van Duyn Road are functioning Major Collector rather than Local Roads. Huston Road (North) channels traffic from neighborhoods

Ordinance No. PA 1386

Exhibit D

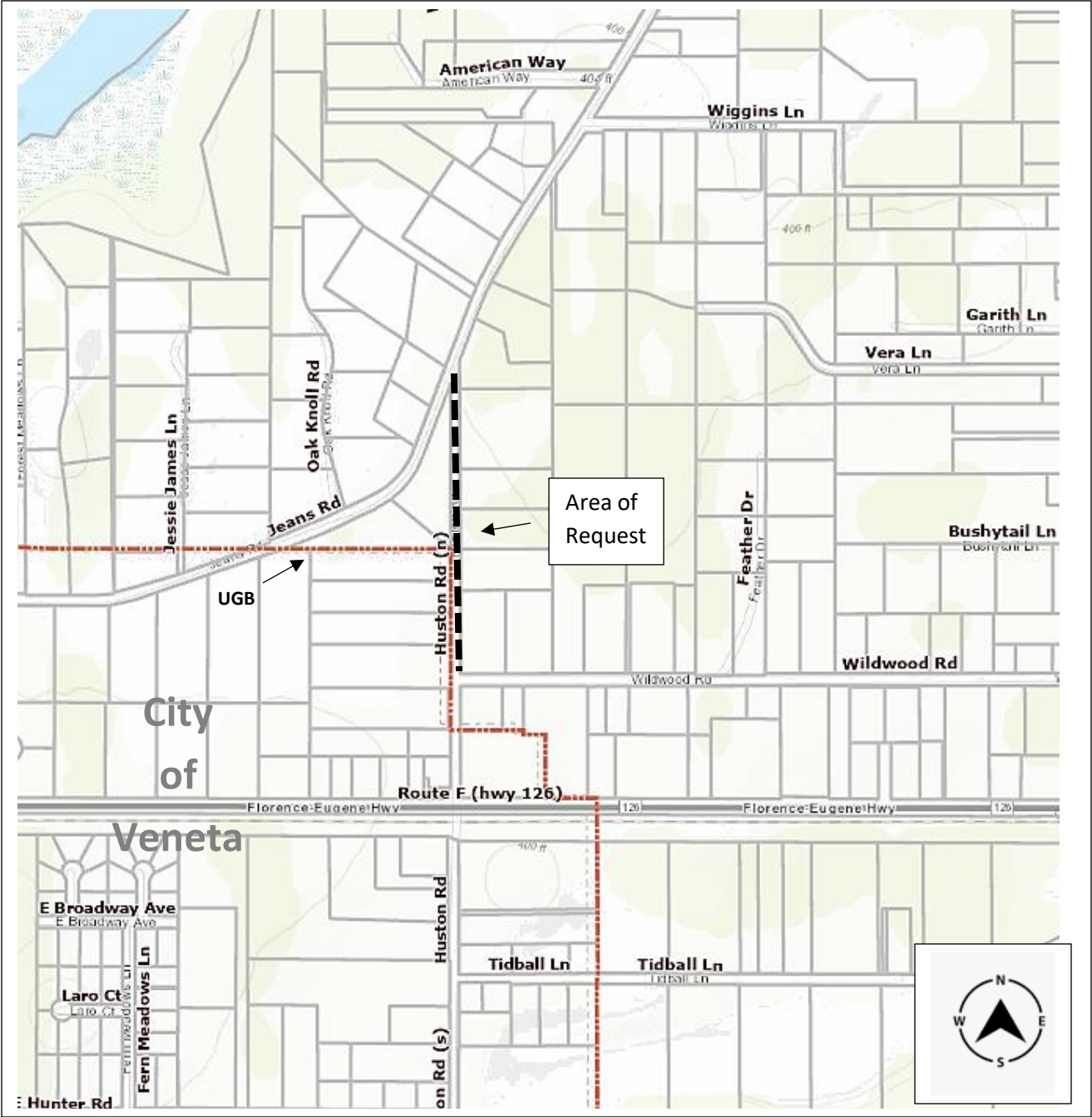
and commercial areas to the City of Veneta and Highway 126. The portion of Van Duyn Road that is within 1,320 feet from the interchange is not allowed to have driveway access which eliminates the function of the Local Road.

Lane County's transportation policies are established by the TSP. The following TSP policy is relevant to the proposed changes:

*Policy 5-a: Maintain and improve roads consistent with their functional classification. Reclassify roads as appropriate to reflect function and use. Make access decisions in a manner consistent with the functional classification of the roadway.*

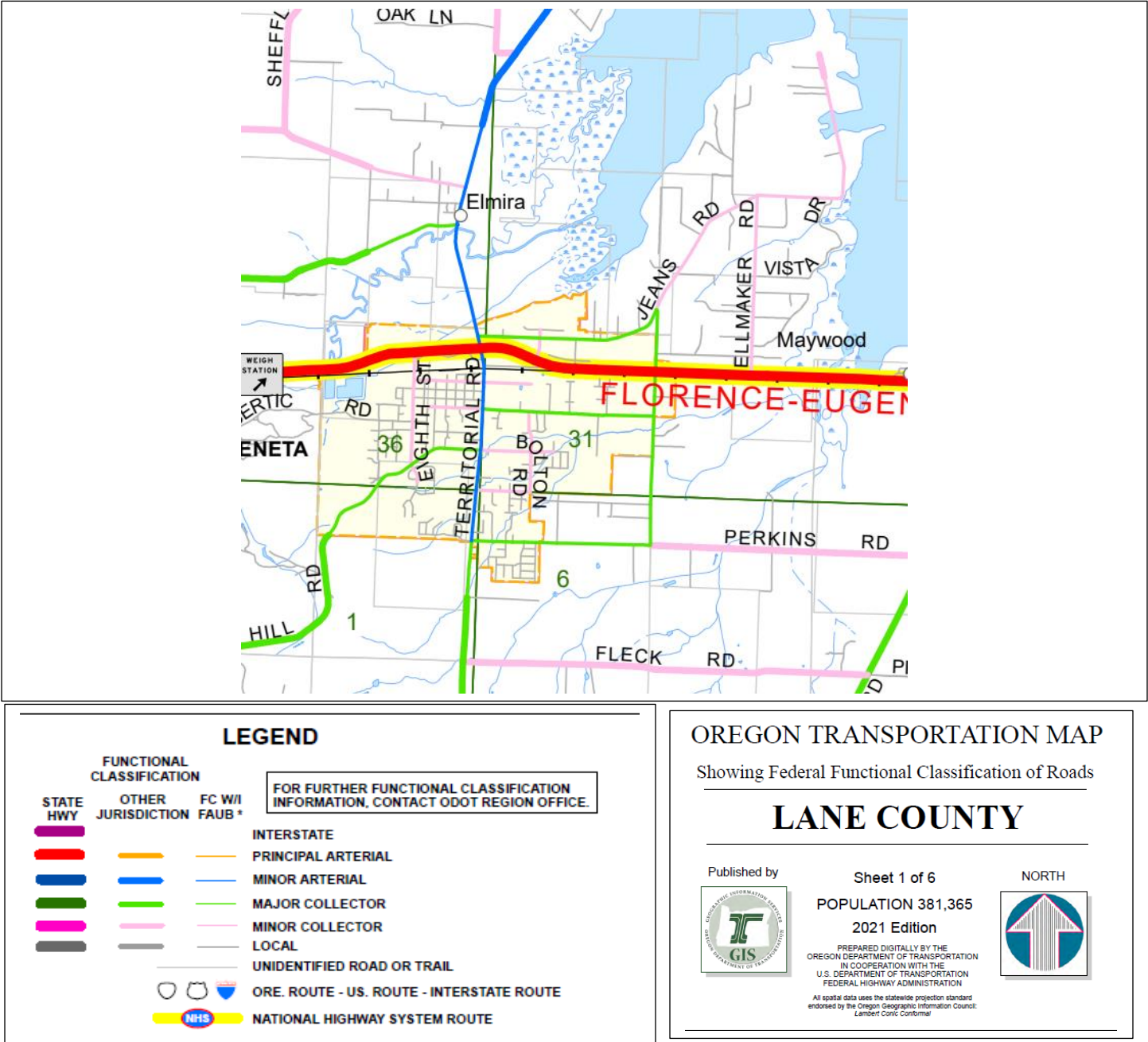
Consistent with this policy, the proposed classification changes are to reflect the actual function and use of the roads.

Vicinity Map: Huston Road (North)

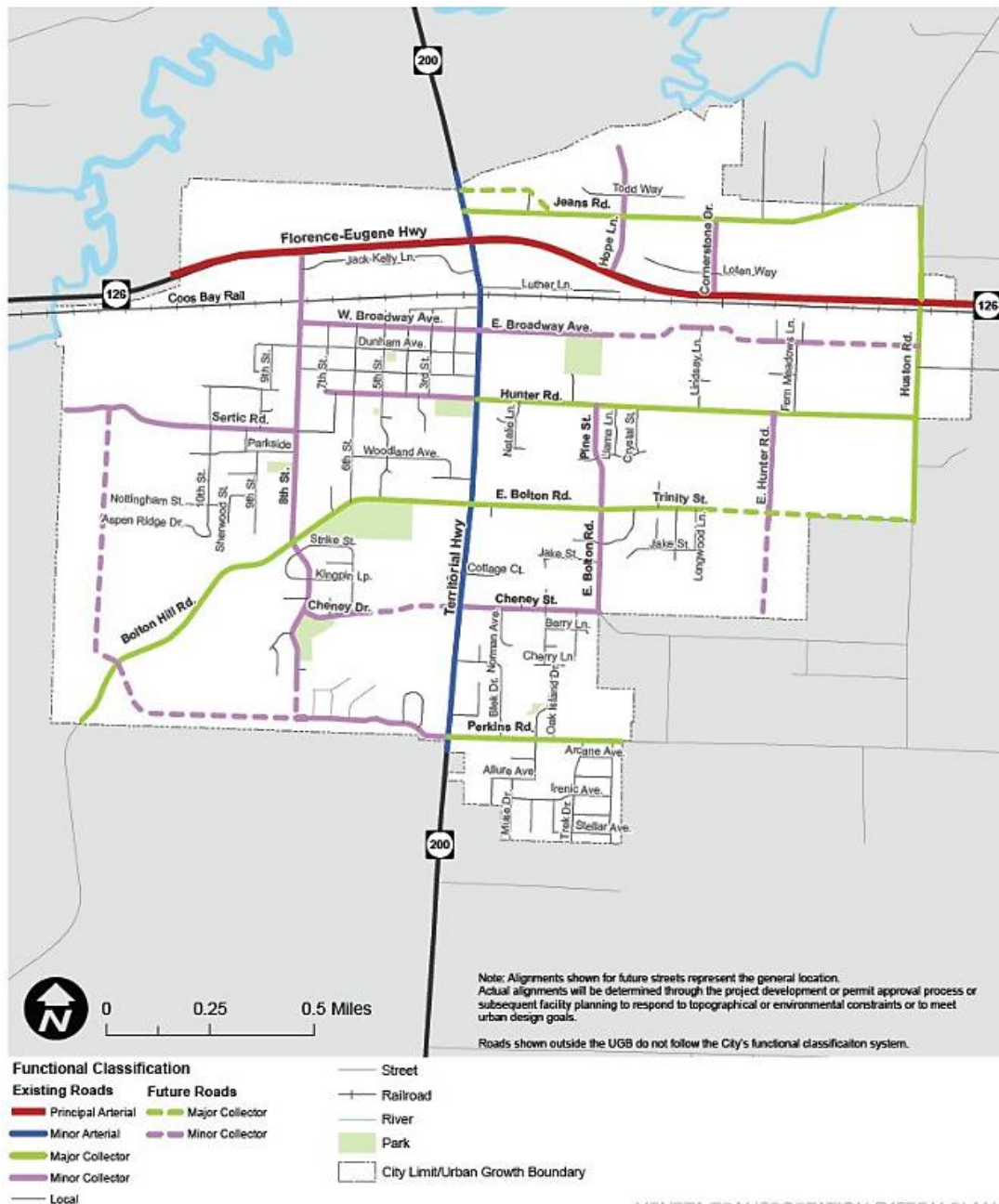




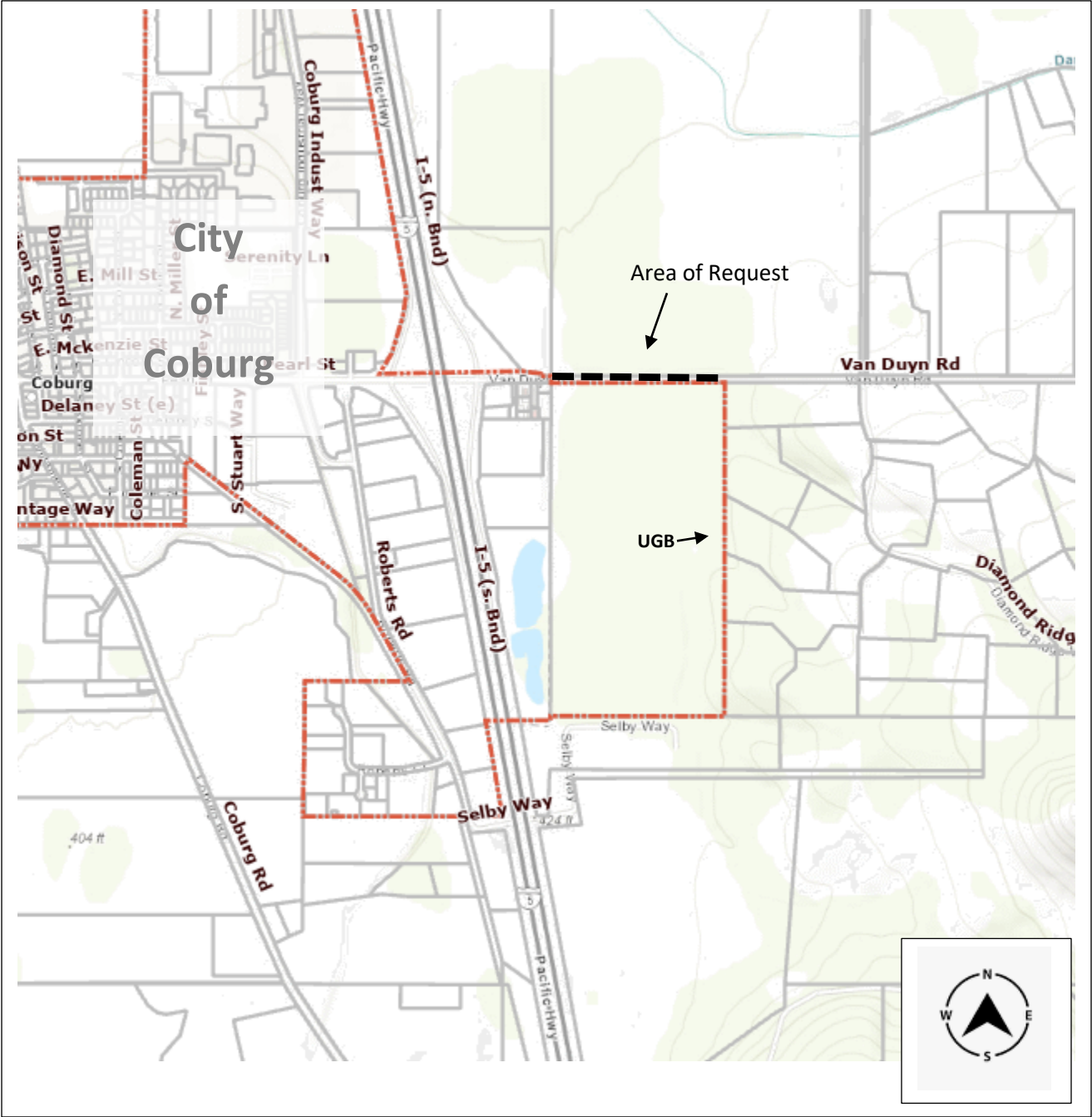
Excerpt of Oregon Transportation Map  
Showing Federal Functional Classification of Roads  
Huston Road (North)



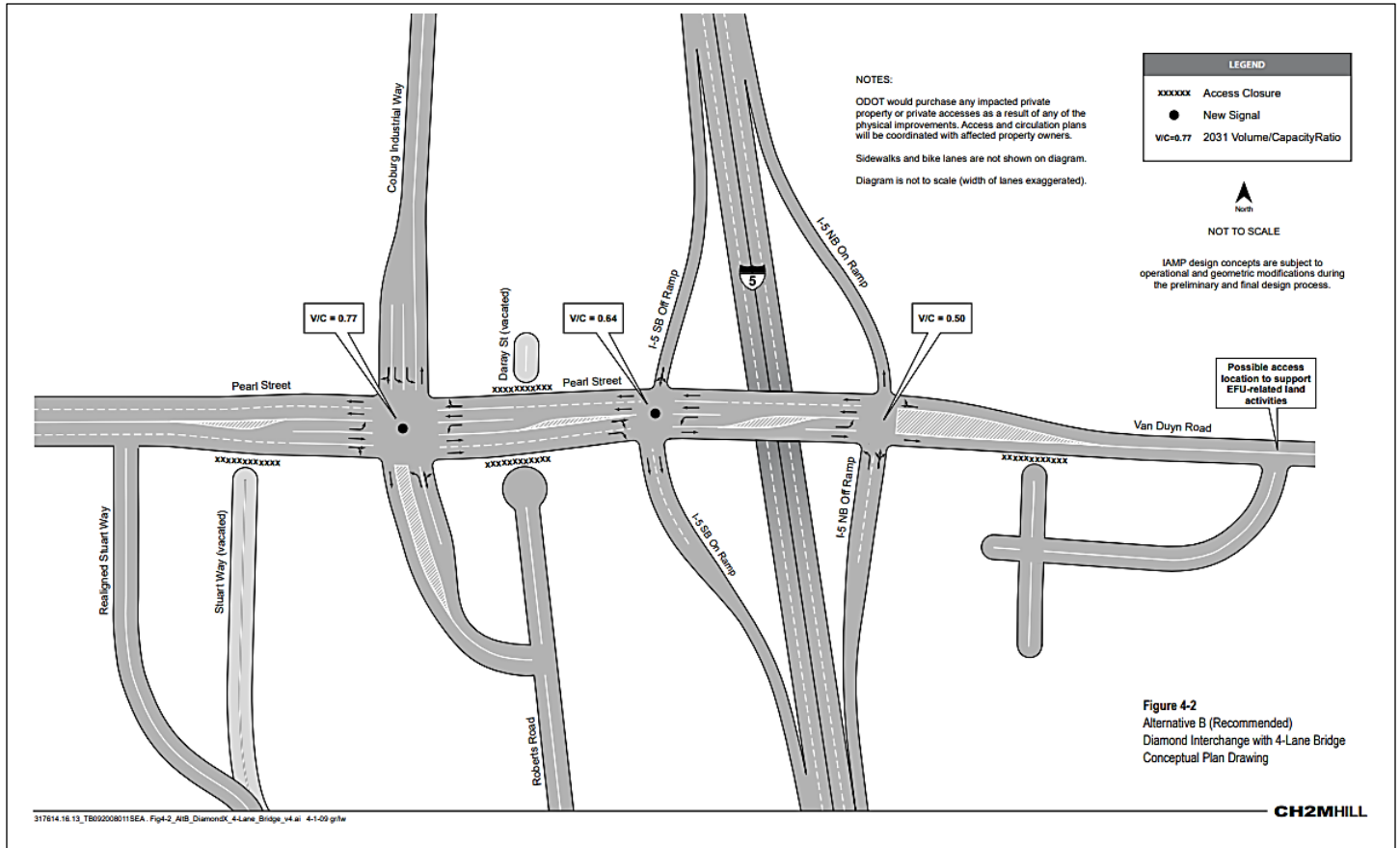
**Excerpt of City of Veneta Transportation System Plan  
Street Classification Map  
Huston Road (North)**



Vicinity Map: Van Duyn Road



**Excerpt of I-5/Coburg Interchange Area Management Plan (IAMP)  
Recommended Bridge and Interchange Replacement  
Constructing Frontage Road and Closing Access Connections  
Van Duyn Road**





Excerpt of City of Coburg Transportation System Plan  
Street Classification Map  
Van Duyn Road

Page 14, 2015 Coburg TSP:

collector streets and higher classifications are eligible for federal funding.

**PROPOSED RE-CLASSIFICATION**

Re-classification of a portion of Van Duyn Road from "local road" to "urban major collector" is proposed, from the east end of the Coburg I-5 Interchange

eastward approximately ½ mile (Figure 9). This section of Van Duyn is owned by Lane County. The reclassification is proposed by the City to reflect the anticipated increase in traffic on this road due to planned expansion of the Coburg UGB nearby.

The City will need to coordinate with Lane County to change the County road functional classification.

Figure 9

**Proposed Van Duyn Road functional classification revision**



## **FINDINGS AND CONCLUSIONS IN SUPPORT OF ORDINANCE No. PA1386**

Ordinance No. PA1386 adopts amendments to the Lane County Transportation System Plan (TSP) to implement the Lane County Bicycle Master Plan (BMP) and also includes two functional classification corrections. The relevant approval criteria are: Lane Code (LC) 16.400 Rural Comprehensive Plan Amendments; Oregon Administrative Rules (OAR) 660-012 which is the Transportation Planning Rule (TPR) that implements Statewide Planning Goal 12; and LC 15.035 Function Classification. The relationship between the proposed amendments and the relevant approval criteria are summarized below, followed by detailed findings of compliance.

The BMP related amendments include: the adoption of a bicycle network map, two policy revisions, and updates to the project list. It is noted that OAR 660-012-00200(2)(b) specifically requires the TSP to provide a network of bicycle routes; hence the proposed adoption of the bicycle network map as an amendment to the TSP. OAR 660-012-0016(3)(b) requires amendments to the TSP to add or delete a project from the list of planned transportation facilities (i.e. project list); therefore, project recommendations of the BMP are proposed as TSP amendments. The TSP policy language, however, is not required by state law; instead, it provides direction to Lane County to fulfill goals and objectives relative to state and local transportation planning purposes. As an efficiency measure to include all transportation-related policies in the TSP, the policy recommendations of the BMP are proposed as amendments to the TSP policies.

Also as an efficiency measure, this amendment package includes corrections to the functional classification of portions of two roads (Huston Road North and Van Duyn) from Local to Major Collector for consistency with State designations (i.e. ODOT Federal Aid Roads and the Coburg/I-5 Interchange Area Management Plan, IAMP). Federal Aid roads are classified as arterial and major collector; whereas lower classifications, such as minor collector and local are not. Reconciliation of these classifications provides: better record keeping and reporting amongst agencies; and clarity about the eligibility of some federal funding sources. Functional classification changes are required to be processed as TSP amendments, pursuant to LC 15.035. It is also noted that OAR 660-012-0020(2)(b) requires “Functional classifications of roads in regional and local TSP's be consistent with functional classifications of roads in state and regional TSP's and shall provide for continuity between adjacent jurisdictions”.

### **Approval Criteria and Findings**

The relevant approval criteria for this action are provided below in **bold** with findings and conclusions provided in regular text.

#### **LC 16.400 Rural Comprehensive Plan Amendments**

**(6) Plan Adoption or Amendment - General Procedures.** The Rural Comprehensive Plan, or any component of such Plan, shall be adopted or amended in accordance with the following procedures:

**(h) Method of Adoption and Amendment**

**(i) The adoption or amendment of a Rural Comprehensive Plan component shall be by Ordinance.**

**FINDING:** Ordinance No. PA 1386 fulfills this requirement for adoption of the TSP amendments as an RCP amendment.

**(iii) The Board may amend or supplement the Rural Comprehensive Plan upon making the following findings:**

**(aa) For Major and Minor Amendments as defined in LC 16.400(8)(a) below, the Plan component or amendment meets all applicable requirements of local and state law, including Statewide Planning Goals and Oregon Administrative Rules.**

**FINDING:** The amendments are consistent with all applicable requirements of local and state law including Statewide Planning Goals and Oregon Administrative Rules (OAR) as provided in the findings below.

**(bb) For Major and Minor Amendments as defined in LC 16.400(8)(a) below, the Plan amendment or component is:**

**(i-i) necessary to correct an identified error in the application of the Plan; or**

**FINDING:** The amendment package includes functional classification corrections for consistency with OAR 660-012-0020(2)(b) which requires "Functional classifications of roads in regional and local TSP's shall be consistent with functional classifications of roads in state and regional TSP's and shall provide for continuity between adjacent jurisdictions." As part of the comprehensive update to the TSP, adopted in 2017, functional classifications were intended to be amended for consistency; however, staff subsequently discovered discrepancies related to "federal aid" roads which consist of arterial and major collector classifications.

**(ii-ii) necessary to fulfill an identified public or community need for the intended result of the component or amendment; or**

**(iii-iii) necessary to comply with the mandate of local, state or federal policy or law; or**

**(iv-iv) necessary to provide for the implementation of adopted Plan policy or elements; or**

**(v-v) otherwise deemed by the Board, for reasons briefly set forth in its decision, to be desirable, appropriate or proper.**

**FINDING:** The TSP adopted in 2017 included a policy and project commitment for a subsequent planning effort to address active transportation (i.e. walking and biking). OAR 660-012-00200 Elements of Transportation System Plans, section (2)(b) requires “A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area.” The 2017 TSP findings of compliance in response to this requirement relied on OAR 660-012-0023(3) which enables local government to defer decisions regarding function and general location in response to transportation needs that warrant further analysis that cannot reasonable be made within the timeframe of the TSP. The 2022 Bicycle Master Plan provided the analysis necessary to produce the required elements of the TSP (i.e. a bicycle network map and project recommendations to meet bicycling needs). Therefore, the proposed amendments are necessary pursuant to provisions (ii-ii), (iii-iii), and (iv-iv), as stated above.

### **Statewide Planning Goals**

**Goal 1 - Citizen Involvement. To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.**

**FINDING:** The proposed amendments were developed through robust public involvement as part of a planning process to create a Lane County Bicycle Master Plan. Opportunities for citizen involvement were provided in all phases of the planning process. Specific actions for engaging citizens and stakeholders are listed below.

- Technical Advisory Committee (TAC). A committee of technical advisors was developed for the project team to consult regarding data, design, and methodology. The TAC provided public outreach assistance, reviewed materials, and provided feedback on deliverables. The TAC consisted of: staff from the cities of Veneta, Cottage Grove, Creswell, Oakridge, Florence, Eugene and Springfield; staff from other agencies, including Oregon Department of Transportation (ODOT), Lane Transit District (LTD), Lane Council of Governments (LCOG), Lane Education Service District, US Forest Service, Bureau of Land Management, and Willamalane Park and Recreation District; other County divisions, including Parks and Road Maintenance; representatives from the Confederated Tribes; and Travel Lane County. The TAC met six times during the course of the project at key milestones to provide feedback on draft deliverables.
- Stakeholder Focus Groups, Interviews and Surveys. Focus Group meetings were held on-line between project staff and stakeholders from specific geographies, as follows: March 9, 2021 Cottage Grove/Creswell with representatives from the City of Cottage Grove, City of Creswell, Rainy Peak Café, Covered Bridge Brewing Group, Cottage Grove Chamber, Cottage Grove Police, and Creswell Police; March 10, 2021 Oakridge/Westfir/Lowell with representatives from those three cities, Travel Lane County, GEARS, Oakridge Bike Shop, and Lane County Rural Safe Routes to Schools; and March 30, 2021 Veneta/Elmira with representatives from the City of Veneta, Oregon Country Fair, Travel Lane County, Veneta School District, Lane Fire Authority, and



Sheriff's Office. Stakeholder interviews occurred throughout the planning process. Surveys which were also provided in Spanish were distributed through Homes for Good, Mid Lane Cares, Saint Vincent de Paul, and Florence Food Share; survey responses were received from more than 400 people.

- Project Website, Online Open Houses and Comment Map. An on-line open house with an interactive comment map was open to the public from March 8 through March 22, 2021 with a live session with staff on March 16, 2021. More than 2,000 comments were received on the on-line comment map. Approximately 30 people attended the live session with staff.
- Media Coverage. "LaEKiss," an on-line Spanish network, produced a video of an interview with Lane County staff which was translated into Spanish and posted on social media; project updates were included in the Greater Eugene Area Riders (GEARS) E-Newsletter and the City of Eugene's In-Motion E-Newsletter; and articles were published by the Creswell Chronicle and the Cottage Grove Sentinel newspapers.
- Public Hearings. Notification of the proposed amendments and opportunities for public participation in these amendments was provided to interested parties in advance of public hearings and legal advertisements were published in the Register-Guard consistent with code requirements. On July 19, 2022, the Planning Commission held a public hearing. The Board will also hold a public hearing before rendering a final decision on these amendments.

The TSP amendments are subject to the public notification and hearing processes and provisions of LC Chapter 14 and 16 which have been met by the activities described above. The amendments are therefore consistent with statewide planning Goal 1.

**Goal 2 - Land Use Planning: To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.**

**FINDING:** Lane County has established a land use planning process and policy framework consistent with Goal 2 through its Rural Comprehensive Plan which has been acknowledged by the Land Conservation and Development Commission (LCDC) as complying with state planning goals. LC 16.400, adopted and acknowledged by LCDC, specifies the means by which the RCP may be amended. Consistent with these procedural requirements, notice of the public hearing and pending adoption of the proposed TSP amendments was mailed to the Oregon Department of Land Conservation and Development (DLCD) on June 3, 2022. The adoption process follows the procedures outlined in Lane Code and these findings provide an adequate factual basis for action. The amendment therefore conforms to the established land use planning process and framework consistent with Goal 2.

**Goal 3 – Agriculture Lane: To preserve and maintain agricultural lands.**

**FINDING:** Adoption of the TSP amendments will not change any agricultural land use designations. As addressed under Goal 12 below and incorporated by reference, certain transportation facilities (i.e. those proposed as part of the TPS Project List amendments) are allowed on agricultural land without a goal exception.

Goal 12 provides for a distinction between transportation system planning and project development, noting that the latter implements the former by determining the precise location, alignment, and preliminary design improvements included in the TSP. The TSP provides for transportation system planning while Lane Code provides for project development. Lane Code has been acknowledged by LCDC as complying with Statewide Planning Goals. This amendment package does not change any of the agricultural land code provisions.

Based on these findings, the amendment complies with Goal 3.

**Goal 4 –Forest Lands: To conserve forest lands by maintaining the forest land base and to protect the state’s forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.**

**FINDING:** Adoption of the TSP amendments will not change any forest land use designations. The above Goal 3 findings and the below Goal 12 findings are incorporated by reference as further evidence of compliance with Goal 4. Based on these findings, the amendment complies with Goal 4.

**Goal 5 - Open Spaces, Scenic and Historic Areas, and Natural Resources: To conserve open space and protect natural and scenic resources.**

**FINDING:** Pursuant to OAR 660-023-0250(3), Goal 5 is not affected because these amendments do none of the following: create or amend Goal 5 resources, amend a code provision adopted to address specific requirements of Goal 5, allow new uses that could be conflicting uses with a significant Goal 5 resource site, or amend the acknowledged urban growth boundary. The project design process that would occur prior to construction includes a review of natural resources to minimize and mitigate impacts. Based on these findings and those included by reference, specifically Goals 3 and 12, the amendment complies with Goal 5.

**Goal 6 - Air, Water and Land Resources Quality: To maintain and improve the quality of the air, water and land resources of the state.**

**FINDING:** To the extent the amendments support increasing bicycling as a form of transportation, thereby reducing greenhouse gas emissions, they are consistent with Goal 6.

**Goal 7 – Areas Subject to Natural Disasters and Hazards: To protect people and property from natural hazards.**

**FINDING:** Goal 7 requires that local government planning programs include provisions to protect people and property from natural hazards such as floods, landslides, earthquakes and related hazards, tsunamis and wildfires. The Goal prohibits a development in natural hazard areas without appropriate safeguards. The amendments do not affect the County's restrictions on development in areas subject to natural disasters and hazards.

**Goal 8 - Recreational Needs: To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.**

**FINDING:** The TSP amendments are consistent with Goal 8 by recommending policies and projects to support bicycling which is a recreational need of citizens and visitors.

**Goal 9 – Economic Development: To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.**

**FINDING:** The TSP amendments are consistent with this goal because the transportation system, including amenities for bicycling, is vital to economic development activity.

**Goal 10- Housing: To provide for the housing needs of citizens of the state.**

**FINDING:** The TSP amendments will not change any County requirements relating to housing. The amendments are consistent with Goal 10 because they support the livability of Lane County by including transportation projects that serve the community.

**Goal 11 - Public Facilities and Services: to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.**

**FINDING:** Transportation facilities are identified as public facilities under this goal. The TSP amendments are consistent with Goal 11 because they provide a timely, orderly and efficient arrangement of public transportation facilities, specific to supporting bicycling throughout rural Lane County with connections to existing urban facilities. Based on these findings, the amendment complies with Goal 11.

**Goal 12 - Transportation: To provide and encourage a safe, convenient and economic transportation system.**

**FINDING:** The amendments advance Goal 12 specific to bicycling as transportation. The proposed project and policy amendments are intended to improve the safety and convenience of bicycling in an economic manner. Refer to TPR findings of compliance following the Statewide Planning Goals review, which are incorporated by reference. Based on these findings and those incorporated by reference, the amendment complies with Goal 12.

**Goal 13 - Energy: To conserve energy.**

**FINDING:** The amendments are consistent with Goal 13 because they support a balanced transportation system that encourages additional walking, bicycling, and reduces reliance on the single-occupant vehicle.

**Goal 14 - Urbanization: To provide for an orderly and efficient transition from rural to urban land use.**

**FINDING:** The amendments do not involve any changes to urban growth boundaries, land use designations, or urbanization requirements. The amendments are consistent with Goal 14 by providing connections and transitions between urban and rural bicycle facilities.

**Goal 15 - Willamette River Greenway: To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.**

The amendments will not change any County requirements related to the Willamette River Greenway. Individual transportation projects that are located in the Willamette River Greenway are required to conduct an individual analysis of Goal 15 compliance during the project development phase of work. Additional findings supporting this conclusion are provided in the above Goal 12 analysis, which is incorporated by reference.

**Goal 16 – Estuarine Resources: To recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands; and to protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon’s estuaries.**

The amendments will not change any County requirements related to Estuarine Resources. As described above at Goals 3 and 12, which are incorporated by reference, all transportation projects will be subject to applicable resource protection regulations.

**Goal 17 – Coastal Shorelands: To conserve, protect, where appropriate develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses, economic resources**

**and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and to reduce the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands.**

The amendments will not change any County requirements related to coastal shoreland regulations. As described above at Goals 3 and 12, which are incorporated by reference, all transportation projects will be subject to applicable resource protection regulations.

**Goal 18 – Beaches and Dunes: To conserve, protect, where appropriate develop and where appropriate restore the resources and benefits of coastal beach and dune area; and to reduce the hazard to human life and property from natural or man-induced actions associated with these areas.**

The amendments will not change any County requirements related to beach or dune regulations. As described above at Goals 3 and 12, which are incorporated by reference, all transportation projects will be subject to applicable resource protection regulations.

**Goal 19 – Ocean Resources: To conserve the long-term values, benefits, and natural resources of the nearshore ocean and continental shelf. All local, state, and federal plans, policies, projects, and activities which affect the territorial sea shall be developed, managed and conducted to maintain, and where appropriate, enhance and restore, the long-term benefits derived from the nearshore oceanic resources of Oregon. Since renewable ocean resources and uses, such as food production, water quality, navigation, recreation, and aesthetic enjoyment will provide greater long-term benefits than will nonrenewable resources, such plans and activities shall give clear priority to the proper management and protection of renewable resources.**

The amendments will not change any County requirements related to ocean resource regulations. As described above at Goals 3 and 12, which are incorporated by reference, all transportation projects will be subject to applicable resource protection regulations.

## **DIVISION 12: TRANSPORTATION (OAR 660-012-0000) TRANSPORTATION PLANNING RULE FINDINGS**

This division implements Statewide Planning Goal 12 (Transportation) to provide and encourage a safe, convenient and economic transportation system. Additional purpose statements are included in section 660-12-000 Purpose. Specific terminology is clarified in section 660-012-0005 Definitions. These are not considered approval criteria for this proposal; therefore, findings of compliance are not included for those sections. Transportation Planning is clarified at 660-012-0010, which is also not an approval criterion for this proposal, but is provided below as relevant context:

As described in this division, transportation planning shall be divided into two phases: transportation system planning and transportation project development. Transportation system planning establishes land use controls and a network of facilities and services to meet overall transportation needs. Transportation project development implements the TSP by determining the precise location, alignment, and preliminary design of improvements included in the TSP.

The applicable provisions of Division 12 which serve as approval criteria for this proposal are provided below in **bold** text, following by findings and conclusions for each.

**Section 660-012-0015 Preparation and Coordination of Transportation System Plans**

- 1) ODOT shall... *(not applicable)*
- 2) MPOs and **counties shall prepare and amend regional TSPs in compliance with this division.** MPOs shall prepare regional TSPs for facilities of regional significance within their jurisdiction. **Counties shall prepare regional TSPs for all other areas and facilities:**
  - a) **Regional TSPs shall establish a system of transportation facilities and services adequate to meet identified regional transportation needs and shall be consistent with adopted elements of the state TSP.**
  - b) Where elements of the state TSP have not been adopted, the MPO or county shall coordinate the preparation of the regional TSP with ODOT to assure that state transportation needs are accommodated. *(Not applicable)*
  - c) Regional TSPs prepared by MPOs other than metropolitan service districts shall be adopted by the counties and cities within the jurisdiction of the MPO. Metropolitan service districts shall adopt a regional TSP for areas within their jurisdiction. *(Not applicable)*
  - d) **Regional TSPs prepared by counties shall be adopted by the county.**

**FINDING:** The Lane County TSP is considered a regional TSP to the extent it covers all of Lane County by including references to and consistency with the MPO RTP and the local TSPs adopted by the incorporated cities of Lane County. The amendments have been prepared by Lane County and will be adopted by the Lane County Board of Commissioners. Based on these findings, the proposal complies with the above criteria.

- 3) **Cities and counties shall prepare, adopt and amend local TSPs for lands within their planning jurisdiction in compliance with this division:**
  - a) **Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP;**
  - b) Where the regional TSP or elements of the state TSP have not been adopted, the city or county shall coordinate the preparation of the local TSP with the regional

transportation planning body and ODOT to assure that regional and state transportation needs are accommodated. *(Not applicable)*

**FINDING:** The Lane County TSP adopted in 2017 covers the lands within Lane County's planning jurisdiction. The Lane County TSP is able to defer to local TSPs because Lane County co-adopts local TSPs specific to the lands within Lane County's planning jurisdiction, which consists of the area between the incorporated city limits and urban growth boundaries. Applicable regional and state plans have been adopted; therefore, provision (3)(b) above does not apply. Based on these findings this criterion is met and is not affected by the proposed amendments.

- 4) Cities and counties shall adopt regional and local TSPs required by this division as part of their comprehensive plans. Transportation financing programs required by OAR 660-012-0040 may be adopted as a supporting document to the comprehensive plan.**

**FINDING:** Lane County adopted an updated TSP in 2017 as an amendment to the County's Rural Comprehensive Plan. The proposed amendments to the TSP are being adopted consistent with the above criterion.

- 5) The preparation of TSPs shall be coordinated with affected state and federal agencies, local governments, special districts, and private providers of transportation services.**

**FINDING:** The TSP amendments were prepared in coordination with affected agencies, including ODOT, USFS, BLM, and local governments. Participation details are included above as part of the Goal 1 findings above and incorporated by reference. Based on these findings, the proposal complies with the above criterion.

- 6) Mass transit, transportation, airport and port districts shall participate in the development of TSPs for those transportation facilities and services they provide. These districts shall prepare and adopt plans for transportation facilities and services they provide. Such plans shall be consistent with and adequate to carry out relevant portions of applicable regional and local TSPs. Cooperative agreements executed under ORS 197.185(2) shall include the requirement that mass transit, transportation, airport and port districts adopt a plan consistent with the requirements of this section.**

**FINDING:** This criterion was met by the TSP adopted in 2017 which is not affected by the proposed amendments.

**Section 660-012-0016 Coordination with Federally-Required Regional Transportation Plans in Metropolitan Areas...**

**FINDING:** This criterion was met by the TSP adopted in 2017 which is not affected by the proposed amendments.

**Section 660-012-0020 Elements of Transportation System Plans**

- 1) The TSP shall establish a coordinated network of transportation facilities adequate to serve state, regional and local transportation needs.**

**FINDING:** The proposed amendments comply with this criterion by providing a bicycle network map and projects to support bicycling safety and comfort in a manner that specifically responds to regional transportation needs. Other modes of transportation were addressed in the TSP adopted in 2017 which are not affected by the proposed amendments. Based on these findings the proposal complies with the above criterion.

- 2) The TSP shall include the following elements:**

- a) A determination of transportation needs as provided in 660-012-0030**
- b) A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections.**  
Functional classifications of roads in regional and local TSP's shall be consistent with functional classifications of roads in state and regional TSP's and shall provide for continuity between adjacent jurisdictions. The standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-012-0045(3)(b). New connections to arterials and state highways shall be consistent with designated access management categories. The intent of this requirement is to provide guidance on the spacing of future extensions and connections along existing and future streets which are needed to provide reasonably direct routes for bicycle and pedestrian travel. The standards for the layout of local streets shall address: (A) Extensions of existing streets; (B) Connections to existing or planned streets, including arterials and collectors; and (C) Connections to neighborhood destinations.
- c) A public transportation plan which:**
  - (A) Describes public transportation services for the transportation disadvantaged and identifies service inadequacies**
  - (B) Describes intercity bus and passenger rail service and identifies the location of terminals**
  - (C) For areas within an urban growth boundary... *(Not applicable)***
  - (D) For areas within an urban area... *(Not applicable)***
- d) A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514;**
- e) An air, rail, water and pipeline transportation plan which identifies where public use airports, mainline and branch line railroads and railroad facilities, port facilities, and major regional pipelines and terminals are located or planned within the planning area. For airports, the planning area shall include**



**all areas within airport imaginary surfaces and other areas covered by state or federal regulations;**

- f) For areas within an urban area... *(Not applicable)*
- g) A parking plan in MPO areas...*(Not applicable)*
- h) Policies and land use regulations for implementing the TSP as provided in OAR 660-012-0045;**
- i) For areas within an urban growth boundary... *(Not applicable)*

**FINDING:** The inapplicability of the provisions noted above are based on the findings provided at 660-012-0015 which are incorporated by reference; in summary, these explain how Lane County has fulfilled its obligation within the MPO and urban areas through its co-adoption of those separate TSPs. Determination of transportation needs is explained below at 660-012-0030, which is incorporated by reference.

The TSP adopted in 2017 maps the arterial and collector system and includes standards for the layout of local streets. As noted previously, the proposed amendments include corrections to the functional classifications of two County roads for consistency with ODOT designations. These amendments provide the consistency required by this criterion: Functional classifications of roads in regional and local TSP's shall be consistent with functional classifications of roads in state and regional TSP's and shall provide for continuity between adjacent jurisdictions.

The proposed bicycle network map included in this amendment package fulfills the requirement to provide "A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area." With regard to the requirement that "The network and list of facility improvements shall be consistent with the requirements of ORS 366.514" those requirements and findings of compliance are provided at OAR 660-012-0030(1), below.

**3) Each element identified in subsections (2)(b)-(d) of this rule shall contain:**

- a) An inventory and general assessment of existing and committed transportation facilities and services by function, type, capacity and condition:**
  - (A) The transportation capacity analysis shall include information on:**
    - (i) The capacities of existing and committed facilities;**
    - (ii) The degree to which those capacities have been reached or surpassed on existing facilities; and**
    - (iii) The assumptions upon which these capacities are based.**
  - (B) For state and regional facilities, the transportation capacity analysis shall be consistent with standards of facility performance considered acceptable by the affected state or regional transportation agency;**
  - (C) The transportation facility condition analysis shall describe the general physical and operational condition of each transportation facility (e.g., very good, good, fair, poor, very poor).**
- b) A system of planned transportation facilities, services and major improvements. The system shall include a description of the type or functional**

classification of planned facilities and services and their planned capacities and performance standards;

- c) A description of the location of planned facilities, services and major improvements, establishing the general corridor within which the facilities, services or improvements may be sited. This shall include a map showing the general location of proposed transportation improvements, a description of facility parameters such as minimum and maximum road right of way width and the number and size of lanes, and any other additional description that is appropriate;
- d) Identification of the provider of each transportation facility or service.

**FINDING:** The amendments include updated project lists and bicycle facility mapping consistent with the above criteria.

**Section 660-012-0025 Complying with the Goals in Preparing Transportation System Plans; Refinement Plans**

- 1) Except as provided in section (3) of this rule, adoption of a TSP shall constitute the land use decision regarding the need for transportation facilities, services and major improvements and their function, mode, and general location.
- 2) Findings of compliance with applicable statewide planning goals and acknowledged comprehensive plan policies and land use regulations shall be developed in conjunction with the adoption of the TSP.
- 3) A local government or MPO may defer decisions regarding function, general location and mode of a refinement plan if findings are adopted that:
  - a) Identify the transportation need for which decisions regarding function, general location or mode are being deferred;
  - b) Demonstrate why information required to make final determinations regarding function, general location, or mode cannot reasonably be made available within the time allowed for preparation of the TSP;
  - c) Explain how deferral does not invalidate the assumptions upon which the TSP is based or preclude implementation of the remainder of the TSP;
  - d) Describe the nature of the findings which will be needed to resolve issues deferred to a refinement plan; and
  - e) Set a deadline for adoption of a refinement plan prior to initiation of the periodic review following adoption of the TSP.
- 4) Where a Corridor Environmental Impact Statement (EIS) is prepared pursuant to the requirements of the National Environmental Policy Act of 1969, the development of the refinement plan shall be coordinated with the preparation of the Corridor EIS. The refinement plan shall be adopted prior to the issuance of the Final EIS.

**FINDINGS:** Findings of compliance with applicable statewide planning goals and acknowledged policies and regulations are provided above in the Lane Code approval criteria analysis, which are incorporated by reference. Implementation of the proposed project list involves a

subsequent project development process that would evaluate compliance with NEPA; this is not considered a decision deferral because the subject amendments are considered TSP planning-level projects which is differentiated by TPR. Based on these findings, the proposal complies with the above criteria.

### **Section 660-012-0030 Determination of Transportation Needs**

- 1) The TSP shall identify transportation needs relevant to the planning area and the scale of the transportation network being planned including:**
  - (a) State, regional, and local transportation needs;**
  - (b) Needs of the transportation disadvantaged;**
  - (c) Needs for movement of goods and services to support industrial and commercial development planned for pursuant to OAR chapter 660, division 9 and Goal 9 (Economic Development).**
- 2) Counties or MPO's preparing regional TSP's shall rely on the analysis of state transportation needs in adopted elements of the state TSP. Local governments preparing local TSP's shall rely on the analyses of state and regional transportation needs in adopted elements of the state TSP and adopted regional TSP's.**
- 3) Within urban growth boundaries... *(Not applicable)*
- 4) In MPO areas... *(Not applicable)*

**FINDING:** The proposed TSP amendments include a bicycle network map and revisions and additions to the TSP project list which are required by OAR 660-012-0020(2)(d): "A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514." The reference to ORS 366.514 "Use of Highway Fund for Footpath and Bicycle Trails" helps to define the "scale of the transportation network being planned."

In addition to requiring cities and counties to expend at least one percent of the total highway funds received on bicycle and pedestrian infrastructure, ORS 366.514 provides the following direction as it relates to the above criteria and proposed amendments: subsection (1) requires the inclusion of bicycle and pedestrian infrastructure as part of highway, road or street construction, reconstruction or relocation and maintain bicycle and pedestrian infrastructure along highways, roads and streets; subsection (2) clarifies that bicycle and pedestrian infrastructure is not required when the cost would be excessively disproportionate to the need or probable use or where sparsity of population or other available ways indicate an absence of need; subsection (3) further affirms that the scope is for "highway, road and street purposes" and that improvements must comply with certain design standards, such as the MUTCD; and subsection (4) clarifies that a "bicycle trail" means a publicly owned and maintained lane or way designated and signed for use as a bicycle route.

As further clarification of the scope of the proposed amendments and to the above criteria relating to the "planning area", the amendments are consistent with the 2017 TSP adoption which included the following findings of compliance: "The TSP identifies transportation needs

relevant to the Lane County planning area, but excludes lands within UGBs and the MPO; the previous findings at 660-012-0015 regarding Lane County's co-adoption of each city TSP and the MPO RTP are incorporated by reference." By extension, subsections (3) and (4), above, regarding UGB and MPO areas are determined to be "not applicable." This has to do with the cities determining their transportation needs within their respective UGBs through their own TSP process which includes co-adoption by Lane County.

Therefore, the proposed bicycle network (which, to clarify, also serves as a pedestrian network) and projects: exclude the Eugene-Springfield metro area, but provides for connections between the urban and rural networks; address regional connectivity through and between cities, rather than detailing networks within the cities which are, again, determined through separate city TSP processes; and recognizes regional connectivity provided by facilities owned by other agencies, such as ODOT and USFS. The emphasis is regional connectivity and fulfilling a transportation need.

By contrast, the proposal does not include soft tails through forest lands and between parklands. However, the demand for these recreational opportunities was emphasized by public comments gathered through the BMP planning process. Therefore, the BMP does include recommendations for supporting other planning efforts to meet those needs. Notably, it is recommended that the Lane County Parks Division create a Trails Plan.

The needs analysis, as required by the above TPR criteria, for the proposed bicycle network map and TSP Project List amendments is based on the existing conditions analysis from the Lane County Bicycle Master Plan process. This included an equity analysis which addresses the above criterion for considering the needs of the transportation disadvantaged. The analysis included: Equity, Demand, Safety, and Bicycle Level of Traffic Stress (LTS). A summary of the key findings shaping the proposed amendments are provide below.

**The equity analysis** was based on the 2019 five-year estimates from the US Census Bureau American Community Survey, which is the most recent data available, and included the following metrics: Youth, Seniors, Race, Disability, Bike Commuter, Education, Income, Housing Tenure, Vehicle Access, and Language Proficiency. The census tracts containing the greatest concentrations of these populations were overlapped to identify the areas with the most transportation disadvantaged populations and highest equity. Projects were developed to serve these communities and are recommended to be implemented sooner than other projects.

**The demand analysis** determined the expected walking and biking activity throughout the County by overlaying the locations where people live, work, play, learn, shop, attend school, and access public transit. The demand model scores resulted from two complementing forces: distance decay, the effect of distance on spatial interactions that yields lower scores for features farther away from other features; and spatial density – the effect of closely clustered features that yields higher scores. The combined

distribution of residents, employment, recreational opportunities, schools, retail/services, and transit identified a composite demand.

**The safety analysis** considered reported bicycle-involved collisions on Lane County roads to better understand what improvements can be made on County-controlled facilities by Lane County Public Works. Between 2014 and 2018 (the most current five-year data available at the time of analysis), 28 bicycle-involved collisions occurred on County roads in Lane County, resulting in one fatality and five serious injuries. Due to the prevalence of under-reporting of collisions in rural areas, the collision data should be used not only to identify high-risk locations, but also to identify high-risk *conditions* for collisions along all County roads. On high-speed roads, vehicles regularly attempt to overtake bicyclists, which is a potentially dangerous situation if insufficient clearance is given. Further, rural roads in Lane County cover a diverse terrain with varied topography; hills and curves limit sightlines and reduce visibility and reaction time for vehicles traveling along these high-speed roads. In response to these findings, the BMP recommends creating physical separation between bicycles and other vehicles via shoulder widening of the roadway; the recommended shoulder and buffer widths vary depending on the roadway and surrounding land use context.

#### **Section 660-012-0035 Evaluation and Selection of Transportation System Alternatives**

- 1) The TSP shall be based upon evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified transportation needs in a safe manner and at a reasonable cost with available technology. The following shall be evaluated as components of system alternatives:**
  - (a) Improvements to existing facilities or services;**
  - (b) New facilities and services, including different modes or combinations of modes that could reasonably meet identified transportation needs;**
  - (c) Transportation system management measures;**
  - (d) Demand management measures; and**
  - (e) A no-build system alternative required by the National Environmental Policy Act of 1969 or other laws.**

**FINDINGS:** The TSP project list (pre and post proposed amendments) primarily consists of safety and shoulder widening improvements to existing facilities, rather than adding travel lanes or building new facilities. Where new facilities are proposed, they are identified as future studies to specifically enable an evaluation of the above criteria. Additional rationale for the appropriate deferment of the alternatives analysis to future studies is provided above at 660-012-0025, the findings for which are incorporated by reference. Based on these findings and those incorporated by reference the proposal complies with the above criteria.

- 2) Local governments in MPO areas ... *(Not applicable per 660-012-0015)*
- 3) The following standards shall be used to evaluate and select alternatives:**

- (a) The transportation system shall support urban and rural development by providing types and levels of transportation facilities and services appropriate to serve the land uses identified in the acknowledged comprehensive plan;**
- (b) The transportation system shall be consistent with state and federal standards for protection of air, land and water quality including the State Implementation Plan under the Federal Clean Air Act and the State Water Quality Management Plan;**
- (c) The transportation system shall minimize adverse economic, social, environmental and energy consequences;**
- (d) The transportation system shall minimize conflicts and facilitate connections between modes of transportation; and**
- (e) The transportation system shall avoid principal reliance on any one mode of transportation by increasing transportation choices to reduce principal reliance on the automobile.**

**FINDINGS:** The proposed amendments include a projects to support bicycling as a transportation option thereby increasing transportation choices to reduce automobile reliance, consistent with the above criterion.

- 4) In MPO areas... *(Not applicable per 660-012-0015)*
- 5) MPO areas... *(Not applicable per 660-012-0015)*
- 6) A metropolitan area... *(Not applicable per 660-012-0015)*
- 7) Regional and local TSPs shall include benchmarks to assure satisfactory progress towards meeting the approved standard or standards adopted pursuant to this rule at regular intervals over the planning period. MPOs and local governments shall evaluate progress in meeting benchmarks at each update of the regional transportation plan. Where benchmarks are not met, the relevant TSP shall be amended to include new or additional efforts adequate to meet the requirements of this rule.**

**FINDINGS:** As a member of the Central Lane MPO, and through its co-adoption of city TSPs, Lane County has acknowledged the benchmarks of those respective regional and local TSPs which have specific standards pursuant to this rule that do not otherwise apply to the balance of Lane County and the subject TSP. Based on these findings, the above criterion is met to the extent it applies.

- 8) The commission shall... *(Not applicable)*
- 9) Where existing and committed transportation facilities and services have adequate capacity to support the land uses in the acknowledged comprehensive plan, the local government shall not be required to evaluate alternatives as provided in this rule.**

**FINDINGS:** The Lane County TSP is specific to transportation facilities to support rural lands of the acknowledged Lane County Rural Comprehensive Plan. As noted previously, lands within urban growth boundaries are addressed in the respective city TSPs which are co-adopted by Lane County. The Lane County TSP adopted in 2017 was found to be compliant with this criterion. The proposed amendments do not change the capacity conditions; rather, the project recommendations support bicycling as a transportation option, which is consistent with the alternatives provided in this Rule for reduced reliance on single-occupancy vehicles. Based on these findings, the above criterion is met.

**10) Transportation uses or improvements listed in OAR 660-012-0065(3)(d) to (g) and (o) and located in an urban fringe may be included in a TSP only if the improvement project identified in the Transportation System Plan as described in section (12) of this rule, will not significantly reduce peak hour travel time for the route as determined pursuant to section (11) of this rule, or the jurisdiction determines that the following alternatives cannot reasonably satisfy the purpose of the improvement project:**

- (a) Improvements to transportation facilities and services within the urban growth boundary;**
- (b) Transportation system management measures that do not significantly increase capacity; or**
- (c) Transportation demand management measures. The jurisdiction needs only to consider alternatives that are safe and effective, consistent with applicable standards and that can be implemented at a reasonable cost using available technology.**

**FINDINGS:** The proposed transportation uses and improvements are specific to providing a space for people to bicycle; they do not expand vehicle capacity which is the concern of the above criterion. This criterion is met.

**11) An improvement project significantly reduces peak hour travel time when, based on recent data, the time to travel the route is reduced more than 15 percent during weekday peak hour conditions over the length of the route located within the urban fringe. For purposes of measuring travel time, a route shall be identified by the predominant traffic flows in the project area.**

**FINDING:** This provision clarifies subsection (10) above, the findings for which are incorporated by reference to demonstrate compliance.

**12) A "transportation improvement project" described in section (10) of this rule:**  
**(a) Is intended to solve all of the reasonably foreseeable transportation problems within a general geographic location, within the planning period; and**  
**(b) Has utility as an independent transportation project.**

**FINDING:** This provision clarifies subsection (10) above, the findings for which are incorporated by reference to demonstrate compliance.

### **Section 660-012-0040 Transportation Financing Program**

This section applies to areas within urban growth boundaries (UGBs). As discussed previously at 660-012-0015, the findings for which are incorporated by reference, the Lane County TSP does not include the areas within UGBs; instead, it references projects on Lane County facilities within UGBs that were recommended in local TSPs which Lane County co-adopts. Nevertheless, the Lane County TSP, and the proposed amendments, include a project list of transportation improvements with planning level cost estimates. Based on these findings and those incorporated by reference, this section does not apply.

### **Section 660-012-0045 Implementation of the Transportation System Plan**

- 1) Each local government shall amend its land use regulations to implement the TSP.**
  - (a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:**
    - (A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals;**
    - (B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;**
    - (C) Uses permitted outright under ORS 215.213(1)(j)–(m) and 215.283(1)(h)–(k), consistent with the provisions of OAR 660-012-0065; and**
    - (D) Changes in the frequency of transit, rail and airport services.**
  - (b) To the extent, if any, that a transportation facility, service or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment;**
  - (c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or to concern the application of a comprehensive plan or land use regulation and to be subject to standards that require interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with OAR 660-012-0050. To facilitate implementation of the TSP, each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project.**



**FINDINGS:** Lane Code (LC) Chapter 15 Roads was amended as part of the comprehensive update to the Lane County TSP in 2015, consistent with the above criteria. The proposed amendments do not necessitate corresponding amendments to land use regulations.

- 2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include:**
- (a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;**
  - (b) Standards to protect future operation of roads, transit ways and major transit corridors;**
  - (c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;**
  - (d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;**
  - (e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;**
  - (f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:**
    - (A) Land use applications that require public hearings;**
    - (B) Subdivision and partition applications;**
    - (C) Other applications which affect private access to roads; and**
    - (D) Other applications within airport noise corridors and imaginary surfaces which affect airport operations; and**
  - (g) Regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.**

**FINDINGS:** Lane Code currently meets the requirements above: (a) LC 15 establishes access control measures; (b) LC 15 establishes road performance standards and requirements for TIA, and LC 16 establishes Interchange Area Management Plan overlay zones; (c) LC 16 establishes airport safety overlay zones; (d) LC 14 and 16 include procedures for coordinated review of land use and transportation decisions; (e) LC 10, 13, 14, and 15 include provisions for applying conditions to development; (f) LC 14 provides for notice to affected public agencies; and LC 14 includes regulations regarding amendments ensuring consistency with the TSP. The proposed amendments do not change any of these existing standards. Based on these findings, the above criteria are met.

- 3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for**

safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.

- (a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments and all transit transfer stations and park-and-ride lots;
- (b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multifamily developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.

(A) "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;

(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors and most local streets in

urban areas, except that sidewalks are not required along controlled access roadways, such as freeways;

(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;

(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section.

Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel;

(E) Streets and accessways need not be required where one or more of the following conditions exist:

- (i) Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided;

(ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or

(iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.

(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors;

(d) For purposes of subsection (b) "safe and convenient" means bicycle and pedestrian routes, facilities and improvements which:

(A) Are reasonably free from hazards, particularly types or levels of automobile traffic which would interfere with or discourage pedestrian or cycle travel for short trips;

(B) Provide a reasonably direct route of travel between destinations such as between a transit stop and a store; and

(C) Meet travel needs of cyclists and pedestrians considering destination and length of trip; and considering that the optimum trip length of pedestrians is generally 1/4 to 1/2 mile.

(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.

**FINDINGS:** Most of the criteria above are met by existing Lane Code provisions, namely LC 13050 and LC 15.703 which establish standards for connectivity and on-site facilities. With regard to bicycle parking requirements, the BMP recommends this as a future implementation project. Based on these findings, the above criteria are met to the extent they apply to the subject TSP amendments.

4) To support transit in urban areas... *(Not applicable)*

5) In MPO areas... *(Not applicable)*

6) In developing a bicycle and pedestrian circulation plan as required by OAR 660-012-0020(2)(d)...A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514.

**FINDINGS:** As discussed previously at 660-012-0020, the finding for which are incorporated by reference, the amendments include the adoption of a Bicycle Network Map consistent with these requirements.

The remaining sections of OAR 660-012 do not apply to the subject amendments but are summarized below for reference.

- **Section 660-012-0050 Transportation Project Development:** As referenced previously at Section 660-012-0010, transportation project development is separate from transportation system planning. As such, this section does not apply.
- **Section 660-012-0055 Timing of Adoption and Update of Transportation System Plans; Exceptions:** The subject TSP amendments are considered amendments to the acknowledged Lane County Rural Comprehensive Plan. No exceptions are requested.
- **Section 660-012-0060 Plan and Land Use Regulation Amendments:** The subject amendments will refine the 2017 TSP, which will be adopted as an amendment to the Rural Comprehensive Plan.
- **Section 660-012-0065 Transportation Improvements on Rural Lands:** This section is implemented by Lane Code. The subject TSP does not change these regulations.
- **Section 660-012-0065 Exceptions for Transportation Improvements on Rural Lands:** This section is implemented by Lane Code. The subject TSP does not include any exceptions.

#### **Lane Code Chapter 15.035 Functional Classification**

Refer to Exhibit D of said ordinance for findings of compliance with the applicable approval criteria and vicinity maps of the affected two roads.

#### **Conclusion**

Based upon the preceding findings, the TSP is consistent with the requirements set forth in the applicable approval criteria. Therefore, the evidence and findings support adoption of the proposal.