



TRANSPORTATION ADVISORY COMMITTEE (TrAC)

AGENDA

Wednesday, May 26, 2021

5:30pm - 7:30pm Public Meeting Session

GoTo Meeting: <https://global.gotomeeting.com/join/719645709>

Phone: +1 (312) 757-3121 Access Code: 719-645-709

I. Introductions / Agenda Review – *Chair, Robin Mayall, 20 min.*

There will be three new TrAC members joining the committee. To welcome them we will have each member and staff introduce themselves and answer the following questions:

- How long have you been on the TrAC or worked at Lane County?*
- What is your favorite place in Lane County to visit and how do you get there?*

II. General Public Comment, **10 min.**

III. Lane County Transportation System Plan (TSP): Implementation Status 2020 Report – *Becky Taylor, 20 min. (attachments included)*

Staff will provide an overview of the report and the key areas of the TSP that is being monitored for implementation.

IV. Capital Improvement Plan (CIP) and Transportation Investments Prioritization Hierarchy as it Relates to Equity – *Sasha Vartanian/Dan Hurley, 30 min. (attachments included)*

Staff will review the Road & Bridge CIP project prioritization process and the status of the draft list of Road & Bridge projects. Public Works Director, Dan Hurley, will discuss the direction he has given staff about looking at data to make informed decisions about transportation investments that support equity. TrAC members will discuss how to modifying the prioritization hierarchy to elevate equity in the decision-making process. Additionally, staff will discuss the impact of fuel efficient an electric vehicles on State Highway Fund revenues.

V. Lundy Elementary School Safe Routes to School Project Overview – *Becky Taylor, 20 min. (attachments included)*

Staff will provide an overview of the project and describe the process for the upcoming public hearing.

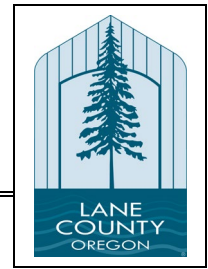
VI. Towards Zero Deaths Work – *Becky Taylor*, **10 min.** (***attachments included***)

Staff will share details about the upcoming London Road Safety Corridor pilot project, and other safety news.

VII. Info Share – *All*, **10 min.**

Additional attachments:

- TrAC 12 Month Calendar



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Becky Taylor, Senior Transportation Planner

AGENDA ITEM: Lane County Transportation System Plan (TSP): Implementation Status – 2020 Report

I. ACTION

No formal action is requested of the TrAC. This is an informational item about transportation policy and project implementation. Staff will provide an overview of the attached Lane County TSP Implementation Status 2020 Report.

II. BACKGROUND

The attached 2020 Report is the first annual report since the TSP was adopted in January 2017. Although this report is focused on 2020, it contains historical context to bridge the gap of key events over the past four years. In the future, the intent is to continue reporting on an annual basis.

The TSP is a state-mandated plan establishing Lane County's transportation policies and identifying transportation projects needed through 2036 to meet the needs of the community. As a 20-year policy and investment guide, the TSP addresses major systems rather than ongoing operations and maintenance activities. The TSP was adopted by the Board of County Commissioners in 2017 as an amendment to the Lane County Rural Comprehensive Plan, consistent with applicable transportation and planning requirements. The horizon year for the TSP is 2036.

TSPs are periodically updated, every five to eight years on average, to reflect changes in the assumptions used to forecast the transportation needs over a 20-year period and to comply with new regulations. A comprehensive update to the TSP is a significant planning effort that typically spans one to two years and involves extensive engineering analysis and stakeholder outreach. This annual report is an elective process by Transportation Planning staff which will support more efficient comprehensive updates in the future.

The annual report is intended to fully utilize the TSP as the resource it is intended to be – to guide transportation investments consistent with community needs. The focus of the report is the TSP policies and projects – to identify work that has been done or needs to be done to advance Lane County's transportation priorities. This report also provides information about post-adoption actions that effectively amend the TSP.

III. RECOMMENDATION / NEXT STEPS

The 2021 Report will be developed in December 2021. Staff can provide an update shortly thereafter, in early 2022.

IV. FOR MORE INFORMATION

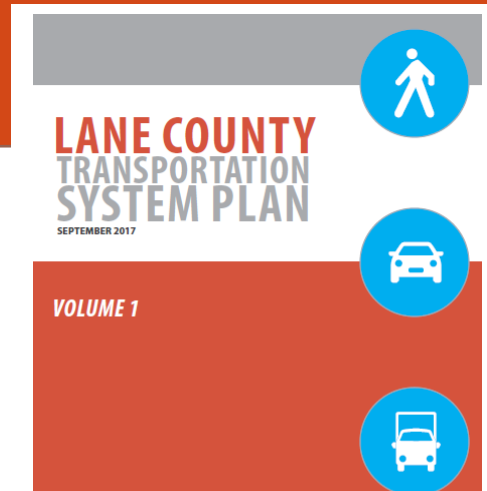
Feel free to contact Becky Taylor by phone at 541-255-5761 or by email at becky.taylor@co.lane.or.us.

V. ATTACHMENTS

Lane County TSP Implementation Status 2020 Report

Lane County Transportation System Plan: Implementation Status 2020 Report

*An annual
evaluation
of policy
and project
implementation*



Lane County Public Works:
Engineering & Construction
Services –
Transportation Planning

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Appendices

- A. Oregon Administrative Rule (OAR) on Transportation Planning Rule (TPR)
- B. Alternate Mobility Targets (AMT)
- C. Travel Demand Growth Rates

Introduction

The purpose of this annual report is to ensure effective and efficient management and implementation of the Lane County Transportation System Plan (TSP). Lane County's transportation system is a significant public asset, providing mobility and accessibility to essential employment, goods, and service to businesses, residents, and visitors alike. The TSP is a state-mandated¹ plan establishing Lane County's transportation policies and identifying transportation projects needed through 2036 to meet the needs of the community.

As a 20-year policy and investment guide, the TSP addresses major systems rather than ongoing operations and maintenance activities. The TSP was adopted by the Board of County Commissioners in 2017 as an amendment to the Lane County Rural Comprehensive Plan, consistent with applicable transportation and planning requirements. The horizon year for the TSP is 2036.

TSPs are periodically updated, every five to eight years on average, to reflect changes in the assumptions used to forecast the transportation needs over a 20-year period and to comply with new regulations. A comprehensive update to the TSP is a significant planning effort that typically spans one to two years and involves extensive engineering analysis and stakeholder outreach. This annual report is an elective process by Transportation Planning staff which will support more efficient comprehensive updates in the future.

Moreover, this annual report is intended to fully utilize the TSP as the resource it is intended to be – to guide transportation investments consistent with community needs. The focus of this report is the TSP policies and projects – to identify work that has been done or needs to be done to advance Lane County's transportation priorities. This report also provides information about post-adoption actions that effectively amend the TSP.

Actions that amend the 2017 TSP include Lane County's co-adoption of city TSPs. As noted in the following policy analysis, the Lane County TSP defers to city TSPs where

¹ *A TSP must be consistent with other TSPs and planning documents governing the region it serves (i.e. the Lane County Rural Comprehensive Plan) and with the Oregon Transportation Plan and its modal and topic plans. TSPs are required by the Transportation Planning Rule documented in the Oregon Administrative Rule 660-012-0015. See Appendix A.

there are inconsistencies within urban growth boundaries (UGB). The most typical outcome is amendments to the TSP project list concerning Lane County roads within UGBs. This is explained further in the final chapter of this report.

Notably, the most significant post-adoption action is the April 2020 Oregon Transportation Commission's adoption of the TSP's recommended alternate mobility targets (AMT) for two intersections on state highways within Lane County: OR 225 (McVay Highway) at 30th Avenue (south of Eugene); and Territorial Highway at OR 126 (Veneta). This action effectively removes the need for two related projects in the TSP and establishes a new standard applicable to land development. The decision documents are provided in Appendix B.

This is the first annual report since the TSP was adopted in January 2017. In the future, the intent is to continue reporting on an annual basis. Although this report is focused on 2020, it contains historical context to bridge the gap of key events over the past four years which are highlighted below.

Highlights Post 2017 TSP Adoption

- **Financial** – House Bill 2017 Keep Oregon Moving secured an estimated \$82 million for Lane County's transportation improvement projects over a ten-year period. Actual revenue has been lower as the result of declining gas tax receipts, especially during the COVID pandemic.
- **Jurisdictional** – ODOT transferred jurisdiction of Territorial Highway to Lane County. The jurisdictional transfer funds enabled Lane County to launch the Gillespie Corners – Town of Lorane reconstruction project, one of the largest projects in County history.
- **Safety** – Lane County adopted a Transportation Safety Action Plan, joined the National Strategy on Highway Safety, Toward Zero Deaths, and created two internal implementation teams focused on safety known as the Fatal Crash Investigation Team and the Systemic Engineering Implementation Team.
- **Equity** – Public Works adopted an ADA Transition Plan and a Limited English Proficiency Plan.
- **Active Transportation** – Public Works launched the development of a Lane County Bicycle Master Plan and created a rural Safe Routes to School education program.

TSP Policies

The TSP establishes Lane County's transportation policies. These were adopted by the Board of County Commissioners in 2017. **The policies are listed below in bold text,** followed by an explanation of the current implementation status, as of December 2020. The policies are organized by overarching goals.

Goals are broad statements of philosophy that describe aspirations for the future of the community, although they may not be fully attained within the 20-year planning horizon of this Plan. Policies are statements adopted to provide a consistent course of action and move the community toward attainment of its goals. These goals and policies which are all weighted the same, informed the development of the TSP project list. These goals and policies guide Lane County in future transportation decisions, such as formulating the Capital Improvement Program and developing code language.

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.

In 2017, Lane County became a member of the TZD program. The program is a national strategy on highway safety to advocate for eliminating serious injuries and deaths. The strategy calls for all stakeholders to champion the idea that one death on our nation's roadways is too many, and we must all work together to bring the annual number of roadway deaths down to zero. Transportation Planning staff manage a related webpage: <http://lanecounty.or/towardzerodeaths>

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.

The Capital Improvement Program (CIP) includes dedicated funding for safety and projects are reviewed for safety benefits. Public Works created a safety scoping checklist so that all capital projects are reviewed for opportunities to include safety features. The most current five years of crash data is evaluated annually to develop a Top 12 list of Lane County roads with the most fatal and severe-injury collisions in order to prioritize safety actions.

In 2017, the Board also adopted a Transportation Safety Action Plan (TSAP) based on analysis of crash data and best practices to define the greatest risks and opportunities

December 2020

for reducing fatal and severe-injury collisions. The TSAP recommends engineering, enforcement, and education countermeasures to address the greatest safety risk which is driver error or risky behavior. The engineering actions are focused on systemic countermeasures to address the prevalence of roadway departure crashes.

Public Works convenes a monthly Systemic Engineering Implementation Team (SEIT) consisting of representatives from traffic operations, road maintenance, engineering design, construction services, and transportation planning. The SEIT develops recommendations for implementing the TSAP engineering actions. The team meetings ensure safety is a top priority in making decisions for capital projects and transportation facility operations, maintenance, and repair.

Policy 1-c: Align County departments, external safety groups, and other public agencies toward common transportation safety goals.

In 2017, Lane County created a Fatal Crash Investigation Team (FCIT) which consists of representatives from County Counsel, Public Health, Sheriff's Office, and several work groups within Public Works such as Maintenance, Engineering, Construction, Traffic Operations, and Transportation Planning. The FCIT meets monthly and reports to the Board quarterly on the status of fatal and severe-injury crashes and implementation of the TSAP engineering, education, and enforcement actions.

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.

Public Works is currently implementing the Territorial Highway: Gillespie Corners – Town of Lorane Corridor Plan to reconstruct the portion of Territorial Highway located between the two unincorporated communities. Phase 1 construction began in 2020 to stabilize a slide area through realignment of the highway located at Stoney Point. This is the largest targeted transportation investment in Lane County's history which is dependent upon jurisdictional transfer funds being provided by ODOT.

Territorial Highway is a valuable asset, as a continuous corridor through west Lane County, providing regional connectivity to adjacent counties to the north and south, and local access to rural communities and resource lands, including forest, farming, and winery operations. The City of Veneta and several unincorporated communities, such as Cheshire, Elmira, Crow, Gillespie Corners and Lorane, have developed around Territorial

Highway. It has as a rich culture, as part of the historic Applegate Trail, and is a gateway to the scenic countryside, making it a popular bicycle route and tourist attraction.

Territorial Highway had been under the jurisdiction of the Oregon Department of Transportation, making it a lower priority for investments when compared to other State facilities, such as Beltline and Interstate-5. On March 21, 2019, Territorial Highway was transferred to Lane County which now has ownership and jurisdiction over the entire corridor; maintenance responsibilities, however, will be phased over several years. The jurisdictional transfer of Territorial Highway to Lane County came with additional funding provided by the Oregon Legislature. The funding falls significantly short of meeting all of the needs on Territorial Highway; investments will be prioritized toward maintenance and safety; and toward implementing the reconstruction project of the Territorial Highway, Gillespie Corners to Town of Lorane, Corridor Plan.

The corridor plan was developed in response to the tragic death of Jane Higdon, an experienced cyclist who was killed when a logging truck passed her on this narrow stretch of the road. Due largely to the road's geometric condition, the truck driver was found not to be at fault. Not only will the improvements address safety issues, they will result in a resilient, attractive roadway that no longer hinders economic growth and encourages multi-modal travel.

Policy 2-b: Realize the economic benefits that walking, biking, public transportation, and other active transportation investments can provide to Lane County.

Public Works dedicated County funds to develop a Bicycle Master Plan (BMP) for rural Lane County. The planning effort was launched with a technical advisory committee (TAC) in 2020, resulting in the development of a vision in which bicycling is a viable regional transportation option throughout Lane County for people of all ages and abilities, linking communities to destinations and services, and connecting where we live, work, and play. The TAC established multiple goals for the BMP, including: safety and comfort; regional connectivity; equitable and inclusive access; environment and quality of life; economic vitality; and feasibility. The objectives specific to economic vitality are as follows:

- Provide opportunities for low-cost active transportation to jobs for people who don't have access to a private vehicle.
- Identify opportunities to support bicycle-related tourism including regional partnerships and improving network connections that serve the needs of recreational long-distance cycling.
- Invest in amenities that attract bicycle tourism and recreation, including wayfinding, bike parking, campsites, and bicycle related businesses and services.

- Support bicycle-related economic development in areas where those investments can provide multiple benefits for local residents, with a focus on transportation disadvantaged residents specifically

The planning effort will continue through 2021 to include an analysis of existing conditions and the development of recommendations that are informed by extensive community engagement. Key outcomes of the planning effort include the identification of the appropriate level of infrastructure needs to guide investments. This includes considering what types of users we are trying to serve with each project and determining what types of facilities make sense in each project area.

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.

Public Works recognizes the importance of agriculture and forestry and maintains County roads to support the movement of people, equipment, and products to serve these uses. The majority of capital investments in recent years has been pavement preservation on rural roads that traverse farm and forest lands.

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.

An outcome of the Lane County Bicycle Master Plan which is currently under development will be the development of infrastructure investment recommendations that best support bicycling. Public Works will also be creating an Intelligent Transportation Systems plan for its facilities located within the Eugene-Springfield-Coburg metro area (the funding for the planning effort is being provided by the Central Lane Metropolitan Planning Organization). Greenhouse gas reduction is a countywide priority.

Lane County has a Climate Strategist (Mark Nystrom) who developed the Lane County Climate Action Plan's Community Greenhouse Gas Inventory for 2019 to better understand sources of GHG emissions (i.e. climate pollution) to inform development of a community climate action plan (CAP). The inventory accounts for all significant sources

of GHG emissions driven by activities taking place within the County's geographic boundary. The inventory also measures consumption-based emissions from imported goods and food, air travel, as well as negative emissions, including forest sequestration and the purchase of carbon offsets. Highlights from the plan are listed below. For the full report, visit: https://lanecounty.org/government/county_departments/public_works/climateplan.

- During 2019, Lane County's local emissions totaled over 4.2 million Metric Tons of carbon dioxide equivalent (MT CO₂e). The largest sectors were transportation (primarily diesel and gasoline combustion, 66% local emissions) and energy use by buildings (natural gas and electricity use, 21%). Smaller local sources of emissions included agricultural animal emissions (5%), refrigerant loss and industrial processes (4%), and waste disposal (4%).
- Imported emissions from household consumption in Lane County and production of fuel and energy sold in Lane County totaled nearly 3.7 million MT CO₂e and include emissions from upstream fuel production (34%), production of goods (31%), food (29%), and air travel (6%).
- All emissions combine for a total 7.9 million MT CO₂e, or 21 MT CO₂e per resident.
- Forest growth and purchased carbon offsets sequestered over 3.5 million MT CO₂e.

Lane County is also a member of the Lane Area Commission on Transportation (LaneACT) which includes a Board representative (currently Commissioner Heather Buch) and a Lane County Transportation Advisory Committee (TrAC) representative (currently Gwen Jaspers). The LaneACT began a strategy planning process in 2020. Below are desired features of the transportation system in 2024, specific to GHG, expressed by LaneACT members at their November 2020 workshop:

- Encourage active & shared transportation
- Fossil fuel free transportation system – electric, alt. fuels, more active transportation
- Infrastructure is in place to serve a fully electrified transportation system
- All persons in Lane County have access to the world without use of private automobile
- Self-contained bicycle/pedestrian paths between towns
- Electrification of all modes of transportation (air, train, vehicle) supported by infrastructure
- Electric stations that provide free electricity for non-fossil fuels; reduce greenhouse gases
- More incentives for environmentally-friendly vehicles that don't use fossil fuels
- Freight systems electrified and supported by rail where feasible
- All publicly-owned vehicles powered by renewable energy
- Increase traffic controls more roundabouts and cross-overs to increase mobility and reduce greenhouse gas emissions
- A clean transportation system that is not harmful to the environment
- Transition to a fully electrified transportation fleet to reduce GHG

- Ability to continue to move freight with little or no GHG impacts

Climate change continues to be an emphasis during transportation discussion with the community, particularly with recent experiences of drought and wildfires.

Policy 3-b: Identify, avoid, and or mitigate potential adverse ecological, scenic, historic, cultural, economic, social, and health impacts of transportation improvement projects.

Road surfaces generate and carry pollutant loads that stormwater can transport to receiving waterbodies. Engineering and Construction Services evaluates transportation improvement projects consistent with local, state, and federal environmental policy. The County is currently working on several projects that address this policy, including:

- Territorial Highway project will construct wetlands and swales to treat runoff from the contributing impervious area
- London Road project will construct bio-slopes and bio-filtration swales
- North Park Avenue project will construct vegetated planters
- Hayden Bridge project has been designed to avoid environmental impacts to the McKenzie River and nearby wetlands

Within the Eugene-Springfield metro area, the County maintains a National Pollutant Discharge Elimination System (NPDES) Municipal Separate Sanitary Storm Sewer (MS4) Phase II General Permit from the Department of Environmental Quality (DEQ). This permit enables County road stormwater to discharge to waters of the state, subject to requirements for reducing pollutant loading. In response to the newest permit requirements issued in March of 2019, the County has taken the following actions:

- Hired a new position called the Water Resources Coordinator in 2019 to help with implementation of the new permit requirements which includes development of new codes, policies, and procedures
- Developed a Stormwater Policy Group in 2019. This group includes Public Works Department managers and the Director to make key decisions associated with stormwater policy
- Developed an Environmental Services Program within the Engineering and Construction Services Division of Public Works in 2020
- Updated countywide illicit discharge procedures
- Updated Intergovernmental agreements with the cities of Eugene and Springfield to support NPDES stormwater control measures

The County also holds a Water Pollution Control Facilities (WPCF) permit through DEQ to ensure County-owned drywells (or Underground Injection Control facilities) minimize pollutant discharge to groundwater. Further, as a Designated Management Agency (DMA) for the Willamette River, Lane County updated its five-year Total Maximum Daily

Load (TMDL) Implementation Plan in 2020. This was the third update to the plan to sustain the Willamette River Watershed.

Policy 3-c: Explore opportunities to protect and enhance the local environment and conserve resources as part of transportation improvement projects.

Protection and enhancement of environmental resources are considered with transportation projects. For example, the London Road and Fox Hollow projects replaced deficient culverts to improve fish passage. The Territorial Highway realignment at Stoney Point followed the least impactful alternative and will include creation of stormwater management features. While the Territorial Highway realignment at Gillespie Corners, which is still in the design process, will include stormwater quality features, improve floodplain function by raising the road and associated bridges and realigning existing stream channels.

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.

Given the Road Fund revenue constraints, most transportation projects are pavement preservation and maintenance which do not expand the footprint of the existing roadway. Through grant funds, Lane County was able to repair sidewalks on Prairie Road in Eugene and South 2nd Street in Springfield in 2018 and 2019. In 2020, Lane County secured Safe Routes to School funding to construct sidewalks in the City of Lowell in 2022. In 2023, Lane County will use additional Central Lane Metropolitan Planning Organization (MPO) funding awards to construct sidewalks on Gilham Road and North Park Avenue in Eugene.

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 with the American with Disabilities Act (ADA).

Public Works adopted an ADA Transition Plan in 2019 to identify and remove physical accessibility barriers in pedestrian facilities within the Lane County public right-of-way. In the 2019 ADA Transition Plan, Lane County estimated 44 curb ramps would be upgraded to ADA compliance each year and 2-3 push buttons would be upgraded to APS. In 2020, Public Works prepared its first Annual ADA Evaluation Report to track Lane County's progress towards ensuring the public right-of-way becomes fully accessible. The goal of 44 curb ramps was exceeded this reporting period. During this reporting

period 104 curb ramps were constructed or reconstructed to meet current ADA standards. The goal of 2-3 APS buttons was exceeded this reporting period. During this reporting period 23 push buttons were upgraded to APS.

Policy 4-c: Encourage the provision of transportation services to the meet the needs of the transportation disadvantaged such as such as low-income persons, children, older persons, alter-abled persons, racial and ethnic minorities, and those with limited English proficiency.

The TSP includes maps of transportation disadvantaged populations that have been integrated with Lane County's Geographic Information System (GIS) to enable equity analysis of transportation projects. Public involvement plans are prepared for projects that include a review of this demographic data to develop appropriate outreach methods. Public Works created a Limited English Proficiency Plan in 2018, resulting in policy to provide certified translation services for all projects and programs.

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.

Public Works maintains and improves roads consistent with their functional classification. For example, vehicle volumes and weights are considered in pavement designs and treatments, such as overlays on major roads and slurry seals on local roads. There have been no reclassification of roadways since adoption of the TSP in 2017. The BMP will evaluate roadway functions and use relative to bicycling and may result in classification changes. Lane Code manages access consistent with classifications with more stringent restrictions on higher classification roadways, such as arterials.

Policy 5-b: Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from the land uses they serve, including freight access to the regional transportation network.

Freight mobility was evaluated in the 2017, resulting in the recommendation for freight resource routes; however, these designations have not yet been recognized at the state or federal level. The last review of freight designations by ODOT per federal mandates resulted in only one Lane County road being designated a freight route: Airport Road. The only other Lane County road designated as a freight route is a portion of River Road within Eugene's urban growth boundary.

The TSP also recommends a study to determine the necessity and feasibility of a new freight route north of the City of Coburg. The need was identified in the Coburg TSP which was co-adopted by the Board in 2015; however, the plan was appealed and remanded. In 2020, the City began work to remedy the TSP which is expected to provide clarification about the transportation priorities for Coburg.

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.

Airport Road and a portion of River Road are the only officially-designated freight routes under Lane County's jurisdiction. All roadway projects, however, evaluate vehicle classifications for related specifications, such as pavement design.

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.

Most urban development is regulated by the cities; however, Lane County typically encourages the cities to require developments to improve County roads affected by the development with pedestrian and bicycle amenities.

Policy 6-b: Consider opportunities to purchase land for extensions of right-of-way where connectivity is needed.

Connectivity needs will be evaluated as part of the Lane County Bicycle Master Plan which is currently under development.

Policy 6-c: Encourage the off-street trail networks to be integrated with on-street pedestrian and bicycle facilities.

Connectivity opportunities between trails and paved systems will be evaluated as part of the Lane County Bicycle Master Plan which is currently under development.

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.

Policy 7-a 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.

This policy was developed in recognition that the TSP focus on arterial and collector roads was too broad to adequately address walking and bicycling needs. Currently, the TSP does not identify bicycle routes; instead, it acknowledges the need to accommodate bicycling on County roads by establishing a minimum shoulder width of four feet. Naturally, this system wide approach is difficult to implement, as shoulder widening is a costly and often controversial endeavor.

Development of a Bicycle Master Plan is underway, as of 2020. Pedestrian improvement planning is occurring as part of Lane County's Safe Routes to School (SRTS) Rural program that was established in 2019 through a three-year ODOT grant. The idea of a combining a bicycle and pedestrian planning effort was abandoned after failed attempts to secure grant funding for an Active Transportation Plan.

The Bicycle Master Plan will be adopted as an amendment to the TSP to establish a comprehensive guide for supporting bicycling throughout rural Lane County. The guidance provided by this plan will include mapping networks, identifying infrastructure needs, and recommending actions to create safe and comfortable opportunities for bicycling. The planning process will continue through 2021 with technical analysis and extensive public involvement, wrapping up with plan adoption toward the end of the year.

The SRTS Rural program focuses on providing bicycle and pedestrian safety education to rural elementary and middle school children. With an ODOT reimbursement grant, Lane County pays Lane Council of Governments staff to coordinate program development and implementation. The COVID pandemic limited in-person education opportunities; however, the program provided on-line education opportunities, including Zoom videos of UO athletes reading children's books on walking and bicycling. The program is currently exploring the creation of safe, remote learning places "Traffic Playgrounds" in Lane County parks.

Lane County also secured grant funding to construct sidewalks in the cities of Eugene and Lowell. With MPO funding, sidewalks will be constructed in Eugene on: Gilham Road to connect residential areas to Gilham Elementary; and North Park Avenue to connect residential areas to Howard Elementary and Colin Kelly Middle schools. With ODOT SRTS Infrastructure funding, sidewalks will be constructed in Lowell on: Main Street, between

West Boundary Road and Pioneer Street; and on West Boundary Road between Main Street and Pioneer Street.

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.

The Bicycle Master Plan under development will respond to this policy.

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.

Lane County's Community Health Improvement Plan (CHP) recognizes the health benefits of active transportation. The CHP is an action plan that identifies how the community will address key health issues in collaboration with community partners. Supporting Safe Routes to Schools programs and infrastructure is an action supported by the CHP. Lane County Public Works secured ODOT grant funding in 2019 to create a rural SRTS education program and again in 2020 to construct sidewalks to improve walking conditions for school children. Public Works will also involve Health and Human Services on the Bicycle Master Plan.

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.**

This policy has been instrumental in resolving discrepancies between City and County standards, particularly when directing developers on the applicable design standards.

Consistent with this policy, the County has been deferring to City standards within urban growth boundaries.

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.

Jurisdictional transfer of County roads to cities within urban growth boundaries continues to be a challenge. Most cities will not accept jurisdiction without prior upgrades to urban standards which is cost prohibitive.

Policy 8-c: Participate in regional and state technical and policy decision making processes, such as the Central Lane Area Commission on Transportation.

Lane County continues to participate on the LaneACT with representing members including Commissioner Heather Buch, on behalf of the Board, and Gwen Jaspers, on behalf of the Lane County Transportation Advisory Committee. In 2020, the LaneACT began a strategic planning process to identify regional transportation priorities; in addition to the members' interest in reducing greenhouse gas emissions (see Policy 3a), the following desired future outcomes for the transportation system in 2034 were expressed at the November 2020 work session:

- **Safety** -- Enhanced safety features. A safe transportation system that has nearly achieved vision zero goals for fatalities and serious injuries. Automated enforcement on high speed roadways. Main streets through communities are safe for all users
- **Preservation and Resiliency**: System that is adaptable and resilient to new and innovative technology. Maintain and preserve critical multimodal infrastructure elements such as bridges, airports, and rail.
- **Enhanced Mobility**: Dedicated to autonomous truck lanes that can be used by express transit service as well. Eliminate key strategic bottlenecks on the system to improve safety and efficiency. Self-contained bicycle/pedestrian paths between towns, separate from vehicle lanes, in rural areas. Efficient transit transportation from urban to rural areas. Overpasses and interchanges designed to provide transit. High speed passenger rail. Countywide easy access to the Eugene Airport for general population as well as disabled and seniors.
- **Funding and Coordination**: Funding availability to allow system completeness, connectivity, community enhancements. Improved coordination between transportation owners and providers. A financially equitable and stable transportation system that takes care of preservation and maintenance, provides funding for all modes, and meets growing needs. An interconnected (regional and inter-regional) transportation system that seamlessly allows people to use different modes across jurisdictions or other boundaries without limit.

- **Equity:** Accessible transportation system that provides options to all people regardless of income or status.

GOAL 9: FUNDING -- Seek adequate and reliable funding for transportation.

Achieving this goal is an ongoing pursuit. The funding landscape for transportation varies dramatically each year and is difficult to predict, particularly since it relies heavily on gas tax sales. Transportation bills at the state and federal level change the funding programs and related policies at nearly every legislative session.

Historically, Lane County was dependent upon timber receipts from the vast, untaxable federal lands; 80 percent of land in Lane County is federally owned. As timber harvesting declined, transitional federal funding was provided to counties in the form of Secure Rural Schools (SRS) funding. As SRS funds tapered off, Lane County's Road Fund experienced significant declines. In response, Lane County pursued a local vehicle registration fee which was defeated in a general election, resulting in staff layoffs in 2015.

Shortly following the TSP adoption, House Bill 2017 Keep Oregon Moving secured an estimated \$82 million for Lane County's transportation improvement projects over a ten-year period. In the following years, Public Works struggled to manage the influx of funding expectations for project delivery, having lost staff to layoffs and retirement. After a focused recruitment effort, today most of the staff in Engineering and Construction Services have worked for Lane County for less than two years. At the same time, the influx of new resources energized Public Works' effort to become an ODOT Local Certified Agency.

In 2018, the federal omnibus bill provided \$70.3 billion for the U.S. Department of Transportation, a \$12.65 billion increase above 2017. The bill allocated \$45 billion from the Highway Trust Fund to be spent on the Federal-Aid Highways Program, which is \$3.5 billion above 2017 levels. This funding matches the levels authorized in the "Fixing America's Surface Transportation Act" (FAST Act), enacted in 2015.

Lane County utilizes this federal aid funding, especially the Federal Lands Access Program (FLAP). Although funding for the BUILD (formerly TIGER) grant program tripled with the 2018 omnibus bill, Lane County has not been able to secure this funding source, despite several rounds of grant applications. In recent years, Lane County has been successful in securing safety funding from the National Highway Traffic Safety

Administration (NHTSA) administered through ODOT's All Roads Transportation Safety (ARTS) program.

Transportation investment needs will always outweigh available resources. New stormwater requirements for project impacting wetlands/streams countywide and NPDES MS4 Phase II permit requirements in the metro area will also increase the cost of future projects. Public Works strives to make the best use of the available funds, prioritizing preservation, maintenance, and safety. To meet the needs of the future, particularly for a more equitable transportation system that better supports public and environmental health, additional resources need to be secured.

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.

Oregon Revised Statute (ORS) 366.514(3) requires at least one percent of the total amount of funds received from the highway fund be expended on footpaths and bicycle trails. In fiscal year 2019-20, Lane County exceeded this mandate, spending 7.37% (\$1,874,662.8) of the received \$25.44M highway funding. The spending included construction and maintenance of infrastructure that supports cyclist and pedestrian use, such as bike lanes (or wider shoulders, curb ramps, and sidewalks).

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.

Lane County's road fund is currently directed toward maintenance and preservation, prioritized by the condition of the infrastructure. Grant funding often eligibility criteria that dictates spending: MPO funding must be spent within the metro area; CMAQ funding must demonstrate a reduction on GHG; FLAP supports access to federal lands; and SRTS requires improving walking and biking for children within one mile of schools. When this policy was created, there was an interest in tracking investments by geography for equal distribution; however, Lane County's historical and continued prioritization on asset management prevails. More recently, the County's efforts on equity are emphasizing the need to prioritize investments toward underserved populations. Public Works is continuing to build equity analysis tools which will be a priority for 2021.

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.**

Lane Code Chapter 15 Road establishes provisions for levying assessments for public improvements which requires consent by at least 60% of abutting property owners. Charging construction costs to abutting property owners can be a significant financial burden and is politically difficult to support. Lane County's focus on pavement preservation and grant funding sources has avoided assessments.

During public outreach events on transportation planning projects, the overwhelming response from property owners is not only objection to assessments but to changing the roadway. Comments include concerns about sidewalks reducing front yard space and wider roads or shoulders increasing vehicle speeds. Not leveraging assessments has been key to building property owner support for physical changes on roadways, such as sidewalks.

- **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.**

As noted above, Lane County attempted to pass a local vehicle registration fee which failed popular vote in 2015. Lane County does not collect a local gas tax; instead, collects its share of the state gas tax. House Bill 2017 revenue stems from statewide gas taxes which increase annually. Some cities in Lane County, however, collect gas taxes; notably, the City of Coburg recently passed a gas tax.

The Board approved a study into the development of a stormwater utility fee due to recent changes in environmental regulations. This will be a multi-year analysis. The funds from this fee would support CIP projects as well as O&M of County road stormwater infrastructure.

- **Work with local, regional, and state agencies and elected officials to leverage and increase state funding for transportation improvement projects in Lane County.**

In addition to serving on the LaneACT, which is advisory to the Oregon Transportation Commission and includes elected officials from the cities within Lane County, Commissioner Buch was appointed to the National Association of Counties (NACo) Transportation Steering Committee in 2020. Both committees leverage local, regional and state agencies and elected officials to advocate for additional transportation

funding. NACo is currently calling on members of the 117th Congress to pass a comprehensive, bipartisan infrastructure bill by July 4, 2021. Lane County is also a member of the Oregon Association of Counties (OAC) which connects and strengthens Oregon's 36 counties by developing and sharing solutions to county issues through advocacy, research, and leadership development.

- **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.**

The impacts of urban development on County roads within city urban growth boundaries (UGB) is a significant burden. Lane County does not collect SDCs within UGBs nor does it receive shares collected by cities. Several cities collect SDCs from developers; these fees are collected based on the available capacity of the transportation system benefitting the development; the fees can only be expended on capacity-enhancement (not preservation) projects.

This issue of funding shares is similar to jurisdictional transfer agreements. Despite Lane County allocated funding to facilitate jurisdictional transfers, there has been a lack of participation on the part of city partners. These relationships are political in nature and need further attention.

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.

Maintenance and preservation are the core investments and activities for Public Works. Lane County maintains 1,472 miles of public roadway and 429 public bridges; some of the roads and bridges are subject to federal aid reporting requirements which scored as follows in 2019:

	Good Condition	Fair Condition	Poor Condition
Roadway Miles of Pavement	440	49	1
Number of Bridges	111	272	7

Highlights of Public Works' financial plan for the future includes:

- Dedicating \$4,250,000 of Road Funds annually toward road and bridge capital projects over the next 5 years.
- Receiving \$15.4M from reserves and federal aid programs.
- Utilizing \$2.7 million from the FY 20-21 Road Fund Budget, Service and Asset Stabilization Reserve to maintain ongoing services and offset the estimated reduction in State Highway Funds Allocation due to COVID-19.

Policy 10-b: Balance the need for controlling long-term pavement maintenance costs with consideration for providing improved road surfaces for bicycling in road maintenance decisions.

From a road surfacing perspective, the type of pavement treatment more comfortable for bicycling is considered on heavily-cycled roads; i.e. chip seals which create a rough surface are avoided where possible. This policy was created, however, with the intent of creating better roadway shoulders; most roadway shoulders are of substandard width (less than four feet) to support bicycling safety and comfort. Continual investment in pavement preservation within the existing roadway footprint without widening shoulders conflicts with the need to improve bicycling conditions.

Shoulder widening, however, often pushes a project beyond pavement preservation into a reconstruction project to create the appropriate road base which in turn widens the roadway footprint. Although there may be sufficient right-of-way, the roadway shoulders beyond the pavement are typically narrow as well and often steep, bordered by roadside ditches and vegetation. This introduces environmental impacts and associated increases in project cost and potential public controversy.

A key objective of the Bicycle Master Plan is to identify strategic locations for shoulder widening that would best support bicycling and be supported by the public. Fulfilling this objective will help Lane County to better prioritize investments and make the best use of limited resources.

Policy 10-c: Look for opportunities to reduce maintenance costs through cooperative partnerships with other agencies and private enterprises.

Lane County has several intergovernmental agreements with other agencies to improve resource efficiencies. For example, Lane County and the City of Eugene share maintenance of the River Road / Santa Clara area in which, regardless of roadway jurisdiction, Lane County maintains most roads north of Beltline Highway within the UGB and Eugene maintains County roads to the south. Lane County has similar agreements with other cities, including Springfield, Coburg, Cottage Grove, Creswell,

Dunes City, Florence, Lowell, Oakridge, and Veneta. Maintenance agreements also exist between Lane County and state and federal agencies, including the Oregon Department of Transportation, Bureau of Land Management and the United States Forest Service. Lane County also participates in a multi-county agreement [the MORE (Managing Oregon Resources Efficiently) IGA] that enables sharing equipment and personnel [amongst public agencies within the state].

TSP Projects

The TSP project list identifies \$1,091,993,075 of investment need in Lane County over the next 20 years. In addition to guiding Lane County, the TSP project list communicates financial needs to the Oregon Department of Transportation (ODOT) which evaluates TSPs in developing financial forecasts. Several grant sources require projects to be identified plan; therefore, TSP projects are stronger candidates for grant funding.

Development of the TSP projects was informed through technical analysis and public input. As defined by the Oregon Administrative Rules (OAR) that govern TSPs, “transportation needs” are based on projections of future travel demand resulting from a continuation of current trends as modified by policy objectives, especially those for avoiding principal reliance on any one mode of transportation. The Lane County TSP travel demand assumptions are included in Appendix C of this report; this is also a resource for projecting traffic volumes for Traffic Impact Analyses and other transportation planning activities.

Consistent with OAR (see Appendix A), TSP projects are defined as “project planning” which is distinct from “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.

OAR does not require TSP projects to include “minor transportation improvements” such as: signalization, addition of turn lanes or merge/deceleration lanes on arterial or collector streets (provided the roadway alignment does not change and additional travel lanes are not constructed), or the provision of local streets. The TSP does not address operations and maintenance which are considered ongoing programs. At the time the TSP was adopted in 2017, it was assumed the Road Fund would be devoted to maintenance and preservation; external funding would need to be secured to implement the TSP project list. The TSP did not address local roads, with the priority for public funding being arterial and collector roads.

The TSP projects include widening County roads in rural areas to better accommodate bicycling and freight, safety and capacity enhancements at intersections, upgrades to bridges to resolve obsolete or deficient ratings, and urban upgrades recommended on County roads in city TSPs. The projects enhance the existing system; no new roads are proposed for construction, but there are projects recommending studies to evaluate the

need and feasibility of new roads, such as a freight route north of the City of Coburg. Projects on ODOT facilities are also included, either to affirm County support for ODOT projects or to make recommendations to ODOT about desired improvements.

Rural Road Upgrades

Most of the rural road upgrades are for shoulder widening; however this requires reconstructing the entire road to provide the appropriate road base. The TSP establishes a minimum roadway shoulder width of four feet and recommends up to six feet of shoulder width on roads heavily traveled by bicycles and freight. Shoulders benefit all modes of travel, providing space for people to bicycle and walk, and for vehicles to pull over for emergencies – including vehicles in distress, accommodating passage of emergency vehicles, and law enforcement.

Most of Lane County's roadways have shoulders narrower than four feet. The need for shoulder widening and improvements on local roads to improve bicycling conditions will be further informed by the Bicycle Master Plan (BMP) underway. The BMP will be adopted as a refinement to the TSP and will likely result in amendments to the TSP project list. It is noted that OAR compliance must be demonstrated for TSP plan amendments that: add projects; removes projects that have not been completed; or modifies the general location of the planned project.

The TSP recommended over \$469M investments in upgrades to rural County roads as summarized in the following table. The only roadway reconstruction project that has occurred since 2017 is the Territorial Highway project between Gillespie Corners at Lorane Highway and the town of Lorane at Cottage Grove-Lorane Road (highlighted in green text in the table below). The first phase of construction began in 2020 to stabilize the slide on Stoney Point.

Several of the following roads have received pavement preservation treatments since 2017. Where possible, the pavement preservation work integrated systemic safety improvements, such as installing rumble strips and upgrading guardrails. Lane County has also implemented a countywide upgrade of curve warning signs to meet new federal mandates.

Project	Description	Cost
Alvadore Road from Highway 36 to Snyder Road	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	\$5.5M
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.	\$2.3M

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.	\$1.5M
Briggs Hill Road MP 2.5 to Spencer Cr Road	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	\$1.8M
Canary Road from Highway 101 to Woahink Lake	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	\$650K
Central Road from Highway 126 to Fleck Road	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	\$1.7M
Cloverdale Road from Highway 58 to Hendricks Road (State Highway Begins)	Construct to minor arterial standards and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	\$2.9M
Coburg Road from Coburg Road North 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	\$4.9M
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.	\$7.9M
Cottage Grove Reservoir Road from London Road to London Road (N to S Loop)	Construct to minor collector standards and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	\$8.8M
Cottage Grove - Lorane Highway from Gowdyveil Road to Cottage Grove City Limits	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides.	\$1.7M
Crow Road	Construct to major collector standards with two 11' travel lanes and 6' shoulders	\$2.1M
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.	\$2.5M
Deerhorn Road from Highway 126 to Bridge Street	Construct to minor collector standards and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	\$26.8M
Dexter Road from Highway 58 to Barbre Road	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	\$1.4M
Dillard Road from Highway 99 to Eugene UGB	Construct to minor collector standards and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	\$3.8M
Dorsey Lane from Highway 36 to High Pass Road	Construct to minor collector standards and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	\$1.4M

Edenvale Road from OR 222 to Ridgeway Road	Construct to minor collector standards and multi-use path from Bella Casa Park to OR 222.	\$2.2M
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.	\$1M
Ferguson Road from Highway 99 to Territorial Highway	Construct to minor collector standards and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	\$7.3M
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.	\$2.5M
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.	\$1M
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.	\$2.3M
Franklin Boulevard East from I-5 Frontage to Twin Buttes Road	Construct to freight route standards with 12' travel lanes and 6' shoulders on both sides.	\$2M
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.	\$10.8M
Goldson Road from Highway 36 to Hall Road	Improve to minor collector standards	\$900K
Gowdyville Road from Territorial Highway to Cottage Grove UGB	Improve to minor collector standards	\$3M
Green Hill Road: There are several projects for this corridor, some of which are inside the MPO but outside Eugene's UGB; refer to the Study section of this report which is the preferred project to develop the appropriate design solution for this corridor.		

Hall Road from Highway 36 to Highway 36	Construct to minor collector standards and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	\$24M
Hampton Road	Construct to freight route standards & railroad crossing improvements	\$6.4M
Harvey Road from Hwy 99 to Creswell UGB	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures	\$1.3M
Hideaway Hills (North) from Hampton Road to N Hideaway Hills Road	Improve road to collector standards to improve connectivity to Goshen	\$9.5M
High Pass Road from Oaklea Dr to Territorial Highway	Construct to Major Collector standards including left turn lane, bike lanes, and sidewalks	\$6M
High Prairie Road from 1st Street to Oakridge UGB	Construct to major collector standards and implement intersection improvements	\$875K
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	\$4M
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.	\$5.3M
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.	\$5M
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.	\$725K
Jasper-Lowell Road from Parkway Road to Pengra Road	Construct to freight route standards with 12' travel lanes and 6' shoulders on both sides.	\$3.5M

Kitson Springs Road from OR 58 to Hill Creek Bridge	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	\$48M
Lingo Lane from Highway 99W to Highway 99E	Construct to minor collector standards	\$2.8M
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.	\$600K
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.	\$3.7M
Marcola Road from Wendling Road to Johnson Road	Construct to major collector standards with two 11' travel lanes and 6' shoulders on each side. Integrate system safety measures.	\$4.3M
McKenzie View Drive from Coburg Road to Hill Road	Construct to minor collector standards and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	\$5.5M
Mosby Creek Road from Currin Connector to Row River Connector #1	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	\$350K
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.	\$8.2M
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.	\$5.3M
North Fork Siuslaw Road from Highway 126 to Munsel Lake Road	Construct to minor collector standards and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	\$800K
North Fork Siuslaw Road from Munsel Lake Road to MP 17.9	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	\$62M

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.	\$800K
Perkins Road from City Limits to Central Road	Construct to major collector standards to provide connection to the 126/Fern Ridge southern route for bicycles.	\$2.2M
Prairie Road from NW Expressway to Highway 99	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	\$5M
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.	\$900K
Row River Road from Sharps Creek Road to Brice Creek Rd	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	\$3.2M
Sears Road from MP 0.62 to Saginaw Road East	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	\$1.6M
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.	\$3.5M
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.	\$550K
Spencer Creek Road from MP 0.5 to Pine Grove Road	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	\$2M
Stagecoach Road 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.	\$62M
Suttle Road 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.	\$3.4M

Sutton Lake Road	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	\$11M
Sweet Creek Road 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.	\$6.6M
Territorial Highway from Gillespie Corners to Hamm Rd	Shoulder widening and curve alignment adjustments.	\$7M
Territorial Highway from Hamm Road to Lorane	Shoulder widening and curve alignment adjustments.	\$10M
Territorial Highway from Suttle Road to Highway 126 (AKA "Veneta-Elmira Path" – Phase 1)	Construct an off road multi-use path along Territorial Highway not including bridges	\$1M
Territorial Highway from Suttle Road to Highway 126 (AKA "Veneta-Elmira Path" – Phase 2)	Construct bridges for multi-use path along Territorial Highway	\$3.2M
Vaughn Road from Noti Loop Road to Territorial Highway	Construct to freight route standards with 12' travel lanes and 6' shoulders on both sides.	\$875K
Warthen Road from Territorial Highway to Knight Road	Construct to minor collector standards and systemic safety improvements	\$3.6M
Wendling Road from Marcola Road to Paschelke Road	Construct to minor collector standards	\$1.5M
West Boundary Road from Lowell UGB to End of Pavement	Construct to minor collector standards and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	\$24M
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.	\$8.3M

Westfir-Oakridge Road from Norquist Lane to High Prairie Road	Construct to major collector standards with two 11' travel lanes and 6' shoulders on each side. Integrate system safety measures.	\$1M
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Safety Projects

The Systemic Engineering Implementation Team (SEIT) guides the development and implementation of engineering safety improvements. Charged with implementing the engineering actions of the Lane County Transportation Safety Action Plan (TSAP), which was adopted shortly after the TSP in 2017, the SEIT institutionalized integration of systemic safety features, such as rumble strips and guardrail upgrades, as part of pavement preservation project. The TSAP supplements the TSP safety analysis and, in addition to education and enforcement actions, focuses on systemic engineering countermeasures which are typically exempt from OAR requirements of a TSP.

In 2019 and 2020, ODOT provided free consulting services (with DKS Engineering, the same firm that helped produce the TSP) for Lane County to develop safety projects for All Roads Transportation Safety (ARTS) funding. The ARTS application process relies on the most current five years of crash data. These mechanisms, therefore, supersede the TSP as superior sources for identifying safety problems and solutions. With safety being a high priority for Lane County, several safety projects have been completed since 2017, in addition to those identified in the following table of TSP safety projects.

Project	Description	Cost	Status
Cottage Grove-Lorane Highway	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	\$400K	<ul style="list-style-type: none"> Curve warning signs were upgraded as part of a countywide mandate to meet new federal requirements. Systemic safety will be integrated into future pavement preservation work.
London Road	Safety Improvements: guardrails, advance warning signs, curve warning, centerline rumble strips, safety edges with pavement overlay	\$5.8M	<ul style="list-style-type: none"> A portion of London Road was repaved and received centerline rumble strips and guardrail upgrades. 2018 ARTS application for CN 20-23 includes constructing guardrail at MP 12.00 to 12.15, installing 25 chevron signs at 8 curves, and upgrading curve signs at MP 4.97 and 12.05

Marcola Road	Construct safety improvements including shoulder rumble strips and fixed object removal.	\$975K	<ul style="list-style-type: none"> • Lane County installed centerline and shoulder rumble strips on Marcola Road. • 2020 ARTS application for CN 24-27 includes curve warning (recommended chevrons, oversized/doubled-up/fluorescent sheeting, advanced curve warning flashers, speed feedback signs & speed study) on Marcola Rd at MP 5-7, 10.4, 11.2, 11.6, 12, 13.3, 13.9, 14.6 & 17.9; also intersection warning at Hill Rd, Parson Creek.
Row River Road	Construct safety improvements including shoulder rumble strips and fixed object removal.	\$600K	<ul style="list-style-type: none"> • 2019 ARTS for CN 2-24 includes shoulder widening and guardrail construction at MP 18.49 to 18.61, installing 30 chevron signs at 13 curves (MUTCD “required”), and upgrading curve signs at MP 3.23, 9.15, & 18.5 • 2020 ARTS application for CN 24-27 includes curve warning (MUTCD “recommended” chevrons, oversized/doubled-up/fluorescent sheeting, advanced curve warning flashers, speed feedback signs & speed study) at MP 10.1, 32025, and 37.15; and also intersection warning (stop ahead, retroreflectivity, activated flashing beacon) at Layng, Cedar Park, and Shoreview.
Sears Road	Remove fixed objects from the clear zone.	\$150K	<p>ODOT allocated ARTS funding in 2015 for fixed object removal on Sears Road. This project was listed in the 2017 TSP in recognition of that funding. Implementation of the project, however, was controversial as property owners opposed tree removal. Only six trees were approved for removal. As a substitute safety countermeasure, Lane County will be installing centerline recessed pavement markers in 2021.</p>

Intersection Improvements

The TSP identified intersection projects to improve safety and address substandard performance. With regard to safety improvements, as noted above, the SEIT and ARTS mechanisms provide greater guidance than the 2017 TSP. With regard to performance, the TSP found only four intersections to fail mobility standards; alternate mobility targets (AMT) were recommended because the capacity enhancement projects were costly and contradicted other goals such as pedestrian safety. As detailed in the final chapter and Appendix B of this report, the Oregon Transportation Commission approved the recommended AMTs for two intersection, thereby removing the need for the related TSP projects. The status of the TSP intersection projects is provided in the following table.

Project	Description	Cost	Status
30th Avenue Exit to Gonyea Road	Remove clover ramp to improve access.	\$950K	This project has been carried forward in TSP updates throughout the years, but continues to be premature as broader access needs continue to evolve in the Lane Community College basin.
Hampton Road/Dillard Road/Union Pacific Railroad Crossing	Improve intersection to accommodate future Goshen growth and connectivity over railroad.	\$650K	
Mill Road from Highway 58 to Wheeler Road	Realign Mill Road at the intersection of OR 58.	\$575K	
Territorial Highway/Suttle Road Intersection	Intersections improvements needed to facilitate the multi-use path crossing	\$750K	2020 ARTS application proposes systemic intersection warning treatments, but could not support (cost-benefit based on crash data) reconstruction or reconfiguration
Territorial Highway/Highway 126W Intersection	Construct additional eastbound and westbound through lanes.	\$750K	This project is no longer needed with the OTC approval of ATM.
Row River Trail Crossings	Construct additional pedestrian crossing improvements along the corridor.	\$250K	All crossings recommended in the Row River Corridor Plan (approved Design Concept by Board Order No. 13-10-09-09, October 1, 2013) have been constructed. October 21, 2015, Lane County, the Bureau of Land Management, the City of Cottage Grove and the community celebrated the completion two crossings of Row River Road and Row River Trail, with an undercrossing at

			milepost 4.0, and an improved alignment with signage and lighting at milepost 5.4. In 2020, Lane County completed the remaining crossing improvements at MP 0.75 and MP 11.
Territorial Highway/Bolton Hill Road Intersection	Install traffic signal when warranted.	\$500K	As of 2020, this intersection does not meet signal warrants.
Territorial Highway /Lorane Highway Intersection	Implement curve and intersection warning signage safety treatments.	\$15K	2020 ARTS application for CN 24-27 includes curve warning (recommended chevrons, oversized/doubled-up/fluorescent sheeting, advanced curve warning flashers, speed feedback signs & speed study) and intersection warning (stop ahead, retroreflectivity, activated flashing beacon) at this and several other intersections on Territorial.

TSP Bridge Projects

No new bridges were proposed in the TSP, but are nevertheless inherent in some of the other roadway projects involving waterway crossings. In those cases, the OAR enables deferral to the project development process at which time the precise location and design of the bridge is subject to requirements to minimize impacts on riparian vegetation, habitat values, etc. The following table of needed bridge rehabilitation or replacement projects from the 2017 TSP is based on 2015 ODOT ratings of County bridges with sufficiency rating less than 80 that were classified as either Structurally Deficient or Functionally Obsolete.

A bridge is classified as Structurally Deficient if it is showing signs of deterioration due to environmental impacts or continuous vehicle loadings that exceed the bridge's design capacity. A bridge is classified as Functionally Obsolete when some aspect of the design or structure type is no longer appropriate to handle the traffic because of dimensional or geometric problems. The sufficiency rating is a number from 0 to 100 intended to indicate a measure of the ability of a bridge to remain in service. Calculations for the sufficiency rating utilize a formula that includes various factors determined during the bridge field inspection and evaluation. A sufficiency rating below 50 is a candidate for replacement, a rating 50 to 80 is a candidate for rehabilitation.

Bridge #	Road	Structurally Deficient	Functionally Obsolete	Cost Estimate	Status
39C183	Blue River Drive	No	Yes	\$3.5M	
39C111	Bridge Street	No	Yes	\$950K	Project completed summer 2019
39C045	Camp Creek Road	No	Yes	\$2M	
39C564	Dahlin Road	Yes	No	\$3M	
039C51	Green Hill Road	No	Yes	\$1.6M	
39C544	Indian Creek Road	No	Yes	\$1.1M	
39C627	Kitson Springs Road	Yes	No	\$3.9M	
14867A	London Road	No	Yes	\$2.8M	
04075A	Noti Loop Road	No	Yes	\$1.8M	
14964B	Row River Road	No	Yes	\$3.5M	
14782A	Saginaw Road East	Yes	No	\$1.2M	
39C236	Sharps Creek Road	No	Yes	\$620K	
39C231	Sharps Creek Road	No	Yes	\$1.1M	
39C371	Templeton Road	Yes	No	\$770K	

Urban Upgrades

Lane County has jurisdiction of over 338,000 miles of roadway within city urban growth boundaries (UGB). Most of this mileage is local roads, whereas TSPs focus improvement needs on arterial and collectors. Therefore, the actual need for urban upgrades greatly exceeds those identified in the following tables.

The goal of urban upgrades is to facilitate jurisdictional transfer of County roads within UGBs to the respective cities. TSPs are required in conjunction with comprehensive plans; for cities, the plans are based on providing adequate land and infrastructure to support housing and employment within UGBs. The goal is for land and infrastructure within UGBs to support urban development which is inherently a city function. (Conversely, county TSPs are “regional” which is further explained in the final chapter and Appendix A of this report.)

The following information is derived from city TSPs, some of which have been updated since the 2017 Lane County TSP, as explained in the final chapter of this report. The Lane County TSP references city TSP recommended projects on Lane County facilities within city UGBs; and even though the Board co-adopts city TSPs, which is also explained in the subsequent chapter, Lane County is not obligated to construct any of

the recommended projects. Instead, the project recommendations serve to support agency coordination and the communities each serve.

Coburg

Most of the busy roads in Coburg are owned and operated by Lane County. These include Coburg Road (which is named Willamette Street within the city) and Van Duyn (which is named Pearl Street west of I-5). The southerly portion of North Coburg Road is within the city's UGB and fronts the city's school and fire station.

The Board co-adopted the Coburg TSP on November 3, 2015 as Ordinance 1314. The Coburg TSP, however was subsequently appealed and remanded by the Land Use Board of Appeals (LUBA). Coburg is in the process of revising their TSP to advance toward state acknowledgement. The 2017 Lane County TSP identified the following projects from the 2015 Coburg TSP; however, neither of these are on Lane County facilities.

Project	Description	Cost
Coburg Loop Path	Construct the Coburg Loop Path	\$3.3M
Coburg Interchange	Improve the Coburg/I-5 Interchange.	\$35M

As of 2020, ODOT has launched a design (but not construction) project for the Coburg Interchange; the project will close accesses and reconstruct the road within a quarter-mile of the interchange, affecting Lane County's Van Duyn Road east of I-5. That area is in the process of incorporation, as Coburg effectively passed an UGB expansion for employment lands. In anticipation of annexation and jurisdictional transfer, the design for the affected portion of Van Duyn Road will be to Coburg's urban standards.

Cottage Grove

Lane County has jurisdiction of approximately 18 miles of roadway within the Cottage Grove UGB. Of those, the arterial and collector roads include: Mosby Creek Road, Row River Road, Sweet Lane, River Road, Row River Connector, Thornton Road, Latham Road, Sweet Lane, Cottage Grove-Lorane Road, Currin Connector, and South 6th Street. The Board co-adopted the Cottage Grove TSP on July 12, 2016 as Ordinance No. PA 1333. The Cottage Grove TSP recommended \$1.4M investments on County roads within the city UGB as summarized in the following table. There has been no progress on these projects.

Project	Description	Cost
Cottage Grove-Lorane Highway from Gowdyville Road to R Street	Construct sidewalks and bike lanes	\$100K
Latham Road from Highway 99 to London Road	Construct bicycle and pedestrian facilities.	\$100K

River Road from Highway 99 to Bennett Creek Road	Upgrade to Cottage Grove's urban standards	\$450K
Row River Road from UGB to Row River Road	Construct three-lane facility with bike lanes.	\$925K
Sweet Lane from Highway 99 to Talemna Drive	Upgrade to Cottage Grove urban standards	\$800K

Creswell

Lane County has jurisdiction of nearly eight miles of roadway within the Creswell UGB; several of those are local roads. The arterials and collectors under County jurisdiction are: Coverdale Road, Harvey Road, and Dale Kuni Road. For Creswell TSP projects involving County facilities, refer to the post-approval portion of this report; the Board co-adopted the Creswell TSP on August 20, 2019 as Ordinance No. PA 1379.

Dunes City

Lane County has jurisdiction of about six miles of roadway within the Dunes City UGB; of those, two are collectors: Canary Road and Clear Lake Road. The city does not have a TSP; with a population of 1,398, it likely has approval of an exemption from the TSP requirements which are eligible to cities with populations fewer than 10,000 people.

Eugene

Lane County has jurisdiction of approximately 137,000 miles of roadway within Eugene's UGB. Of those, 440 are local roads; the arterials and collectors include: Scenic Drive, Crest Drive, River Road, Horn Lane, Enid Road, River Avenue, Division Avenue, Blackfoot Avenue, Northwest Expressway, Awbrey Lane, Bailey Hill Road, 30th Avenue, Beacon Drive, Silver Lane, Howard Avenue, Irving Road, Lorane Highway, North Game Farm Road, Ruby Avenue, River Loop #1, River Loop #2, Maxwell Road, South Willamette Street, Lake Drive, Irvington Drive, Green Hill Road, Crocker Road, Airport Road, Coburg Road, Kalmia Street, Clear Lake Road, Barstow Avenue, Calla Street, Spring Creek Drive, Hyacinth Street, Royal Avenue, Beaver Street, Hunsaker Lane, Grove Street, Diblee Lane, Wilkes Drive, Dillard Road, Prairie Road, Lancaster Drive, Fox Hollow Road, Gimple Hill Road, Park Avenue. For Eugene TSP projects involving County facilities, refer to the post-approval portion of this report; the Board co-adopted the Eugene TSP on July 11, 2017 (Ordinance No. PA 1340).

Florence

Lane County has jurisdiction of approximately 24 miles of roadway within the Florence UGB. Of those, 43 are local roads; none are classified as arterials, but the collectors include Munsel Lake Road, Heceta Beach Road, North Fork Siuslaw Road, and Rhododendron Drive. In 2020, Florence received a Transportation Growth Management

(TGM) grant to update their Transportation System Plan. Lane County will be involved in that process which may result in project recommendations on County facilities.

Junction City

Lane County has jurisdiction of approximately 21 miles of roadway in the Junction City UGB. Of those 14 are local roads; the arterials and collectors include: Prairie Road, Meadowview Road, Oaklea Drive, Dorsey Lane, West 1st Avenue, River Road, West 18th Avenue, Deal Street, and High Pass Road. Lane County co-adopted the Junction City TSP on March 21, 2017 (Ordinance No. PA 1344); this was shortly after the January 2017 Lane County TSP adoption, but the Junction City project list had been developed in time for inclusion in the County TSP.

The Junction City TSP recommended over \$39M investments on County roads within the city UGB as summarized in the following table. None of these improvements have been made. In 2020, Lane County applied for an ODOT SRTS grant to construct sidewalks on 18th Avenue, Oaklea Drive, and High Pass Road (known as 1st Avenue within the city) and to install pedestrian-activated beacons at Oaklea and High Pass which would have advanced or completed several of the following projects; unfortunately, the grant was not awarded, but the project scoping process with the city strengthened relationships between agencies and provided clarity on the improvements needed.

Project	Description	Cost
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).	\$1.6M
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)	\$2.6M
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.	\$1.3M
Bailey Lane from North Pitney Lane to Prairie Road	Construct bike lane on north side and south side	\$105K
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.	\$3.8M
Meadowview Road E from Highway 99 to East UGB	Construct to Junction City's major collector standards including bike lanes on both sides and sidewalks only on the north side	\$4.5M
Milliron Road from West UGB to East UGB	Construct to Junction City's major collector standards including bike lanes and sidewalks.	\$2.1M
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.	\$1.4M

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.	\$7.2M
Oaklea Dr/18th Avenue West	Improve sight distance for northbound approach to the intersection	\$55K
Oaklea Drive/10th Avenue West	Install intersection lighting, consider refuge island/curb extensions, and reevaluate need for crosswalk pavement markings.	\$75K
Oaklea Drive/6th Avenue West	Install intersection lighting, consider refuge island/curb extensions, and reevaluate need for crosswalk pavement markings.	\$75K
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).	\$2.7M
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.	\$4.4M
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.	\$1.7M
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.	\$1.2M
River Road (1st Avenue East) from Highway 99 to Junction City's East UGB	Construct to Junction City's major collector standards including center turn lane, bike lanes, and sidewalks.	\$4.3M

Lowell

Lane County has approximately 12 miles of roadway within the Lowell UGB, including: Jasper-Lowell Road, West Boundary Road, and Pengra Road. Jasper-Lowell Road is the official main street, connecting the city to the unincorporated community of Jasper, to the east, and to Highway 58, to the south. Lowell does not have a TSP; instead, it refers to its 1999 Lowell Master Road Plan as the transportation element of the 2005 Lowell Comprehensive Plan. In its 2020-2024 Strategic Plan, Lowell identifies the need to secure grant funding to create a transportation plan in 2021. In June 2019, Lowell adopted a Downtown Master Plan which identified improvement needs on Jasper-Lowell Road. The plan was not co-adopted by Lane County, but the improvement recommendations are listed in the final chapter of this report, for reference.

Oakridge

Lane County has approximately three miles of roadway within the Oakridge UGB, including: Westfir-Oakridge Road, Roberts Ranch Road, High Prairie Road, Dunning

Road, and Fish Hatchery Road. Oakridge is in the process of updating its TSP. Refer to the final chapter of this report of a list of preliminary recommendations on County facilities.

Springfield

Lane County has jurisdiction of over 65 miles of roadway within the Springfield UGB, including 65 local roads, and the following arterials and collectors: South 2nd Street, 23rd Street, Aspen Street, Bob Straub Parkway, Centennial Boulevard, Game Farm Road, Hayden Bridge Road, Hayden Bridge Way, Henderson Avenue, and Thurston Road. Springfield was the first of the two cities to adopt its own TSP, breaking from the historical metropolitan regional transportation plan known as TransPlan; this resulted from the two cities establishing independent, rather than shared UGB.

To date, however, both cities still rely on the Metro Plan as the governing comprehensive plan. Lane County adopted the Springfield TSP as an amendment to the Metro Plan on March 11, 2014 (Ordinance PA 1303). In 2019, the City amended its TSP which is detailed in the final chapter of this report; the project recommendations in the amended 2019 Springfield TSP supersede those referenced in the 2017 Lane County TSP.

Veneta

Lane County has jurisdiction of approximately 22 miles of roadway within the City of Veneta, including: Territorial Highway, Bolton Road, Perkins Road, and Huston Road. The City updated its TSP in 2019; however, since the City has annexed all lands within its UGB, Lane County did not have a formal co-adoption role. Nevertheless, Lane County participated in the update process, providing technical advice and attending public meetings; a summary of which is provided in the final chapter of this report, including project recommendations on County facilities (and Territorial Highway which was transferred from ODOT to Lane County in 2020).

It is noted that the multi-use path project (referenced in the Lane County Rural Upgrades project list, above) parallel to Territorial Highway, between Veneta and the unincorporated community of Elmira, was initiated by the City of Veneta, despite the project being outside their UGB, because it is a high priority need for the two communities which share schools. This is an example of Veneta's extraordinary leadership. The City used its local funds to hire a consultant to prepare design concepts and grant applications for the project, leading to an award of state funding for designing the project. Lane County is partnering with the City to complete the design work.

Construction funding has not yet been secured, although Lane County prepared a strong application for Federal Lands Access Program (FLAP) funding in 2018.

Westfir

Lane County has jurisdiction of about three miles of roadway within the City of Westfir UGB; of those, seven are local roads and one is a major collector, Westfir-Oakridge Road which, as the name implies, connects the two cities that are approximately 1.6 miles apart. As noted in the final chapter of this report, the pending Oakridge TSP recommends improving bicycling conditions between the two cities. There is an opportunity to further evaluate this through the current Lane County Bicycle Master Plan process. Westfir does not have a TSP; with a population of 265 people, it likely has approval of an exemption from the TSP requirements which are eligible to cities with populations fewer than 10,000 people.

Studies

The TSP recommended several studies to enable analysis of specific transportation needs. Projects underway are shown in **green** text.

Project	Description	Cost	Status
30th Avenue from I-5 to University Street	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.	\$250K	The planning effort is underway with funding secured through the MPO.
Active Transportation Plan	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.	\$300K	Bicycle Master Plan effort underway. Targeted pedestrian improvements are considered as part of the Rural Safety Routes to School (SRTS) program (three-year ODOT grant) and the SRTS infrastructure grant cycles
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.	\$250K	The timing for funding a study is ripening with Coburg's focus on its TSP. The east-west connector is no longer associated with UGB expansion or Coburg development; the pressure for a study is entirely focused now on accommodating rural freight and shifting that burden from the school

			and fire station on North Coburg Rd to a more direct route to industrial lands and the I-5 interchange. A study is needed to test TPR compliance.**
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.	\$300K	
Goshen N Connector from McVay Highway to Goshen Limits	Implement a study to identify the location of a road that provides the GREAT* connectivity to and from Goshen to the north.	\$415K	
Green Hill Road	Study to determine preferred design solution for entire corridor	\$500K	Except for the portion between Milliron and Meadowview which is west of the Junction City UGB and north of the Eugene UGB (with less than a mile between the two city UGBs), most of the Green Hill corridor is within the MPO boundary which is a potential funding source for the study. Within the MPO, the section between Airport Road and Barger is outside the Eugene UGB and is therefore under County TSP purview. The portion within Eugene's UGB is Barger Drive to Crow Road. South of Crow Road to Willow Creek Road, Green Hill is outside the UGB but within the MPO. The Eugene TSP recommends a bike lane and multi-use path on sections of the corridor, including portions outside their UGB, but doesn't provide cost estimates. Most of the corridor borders wetlands; impacts to which will require a review of alternatives for minimization and mitigation strategies.

*The GREAT Plan is the Goshen Regional Employment and Transition area regarding industrial lands in the unincorporated community of Goshen located between the cities of Eugene and Creswell. The GREAT Plan intended to leverage the "regionally significant industrial area" provisions of Oregon Revised Statutes (ORS) 197.722. It resulted in the approval of a Goal 14 exception to enable urban scale development outside of a UGB. The approval process required compliance with TRP which found no significant effect in transportation impacts, based on a comparison between existing zoning trip generation estimates (3,108 trips) and proposed

(2,895); hence vehicle trips were not expected to increase, rather larger building sizes were expected for industrial warehouses. The exception and implementing zone changes became effective May 12, 2015.

**The Transportation Planning Rule (TRP) is governed by Oregon Administrative Rule (OAR) 660-12 Transportation (provided in Appendix A). OAR 660-12-0065 Transportation Improvements on Rural Lands require facilities and improvements to be limited to capacity and performance standards necessary to support rural land uses. Therefore, the first test of the Coburg Freight Route will be to ensure it is not necessary to serve urban uses; the initial vision of this new east-west road was to accommodate Coburg's UGB expansion which has yet to be resolved. OAR provides for exceptions to certain Statewide Planning Goals intended to protect rural resource lands which may be required to construct the Coburg Freight Route. The exception process is arduous to avoid and mitigate environmental, economic, social, and energy impacts. Further, the exception must demonstrate that the transportation need cannot be reasonably accommodated through other measures, such as improvements to existing transportation facilities.

ODOT Facilities

The TSP identified projects on ODOT facilities as summarized in the following table.

Project	Description	Cost	Status
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.	\$65,000,000	2020 Oregon Transportation Commission (OTC) approved the alternate mobility targets (ATM) recommended in the Lane County TSP for the 30th Avenue/McVay Highway intersection; this means level of service or volume/capacity specific to vehicle delays are acceptable and no longer require capacity enhancement infrastructure. However, from a bicycle/pedestrian access perspective the bridge over I-5 is limited in width, lacking sufficient bike lanes and sidewalks; replacing the bridge over I-5 should be a discussion with ODOT, although premature at this time. I-5 is an emergency route, but the bridge has not been identified as being seismically vulnerable.
Beltline/I-5 Interchange	Interchange modernization including Beltline Aux Lane, I-5 Ramp SB, NB I-5 ramp, and sound wall.	\$40,800,000	This project has been completed
Beltline/Delta Interchange	Construct interim safety improvements, replace/revise existing	\$20,000,000	This project is nearing completion

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	ramps, and widen Delta Highway bridge to 5 lanes.		
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)	\$83,000,000	This project is in the design phase.
Highway 58/Parkway Road Intersection	Implement advanced intersection warning signage and minor street detection as well as removed fixed objects from the clear zone.	\$250,000	
Highway 99 from Peebles Road (in Goshen) to West Oregon Avenue (in Creswell)	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.	\$7,000,000	
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.	\$20,000	
Highway 99/Goshen Avenue Intersection	Modify to an all-way-stop controlled intersection and add a southbound left turn lane.	\$500,000	
Highway 99/Harvey Road Intersection	Intersection improvements at Highway 99.	\$300,000	
Highway 101 from 15th Street to Redwood Street	Construct pedestrian crossings with flashing beacons at three locations.	\$550,000	Project completed
Highway 101/Munsell Lake Road Intersection	Install traffic signal when warranted.	\$550,000	

Highway 126 at Eagle Rock Park Entrance	Improve sight distance and implement advanced warning signage.	\$10,000	
Highway 126 at Entrance to Camp Lane Park (West of Stagecoach)	Construct a left turn lane on Highway 126 to allow better turning movements into the park.	\$500,000	
Highway 126 at Perkins Peninsula County Park/Central Road	Add left turn lane and install any type of median barrier.	\$6,775,000	
Highway 126 from Eugene to Veneta	NEPA Review for Implementing Fern Ridge Corridor Plan	\$4,500,000	In process
Highway 126 from Eugene to Veneta	Construction (Implementing Fern Ridge Corridor Plan)	\$115,000,000	
Highway 126 from Eugene to Veneta	Construction of Safety Improvements (Implementing 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	\$4,500,000	
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.	\$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).	\$7,000,000	
Highway 126: Cornerstone Drive to West 11th Street	Bus pull-outs and intersection improvements identified in the Fern Ridge Corridor Plan	\$8,425,503	
Highway 126 from Territorial Highway to Chambers St	Construct safety improvements including shoulder rumble strips and fixed object removal.	\$525,000	
Highway 126 /Highway 36 Intersection	Analyze and implement a modified intersection configuration and improve intersection lighting.	\$500,000	

Highway 126/Deerhorn Road Intersection	Intersection safety improvements.	\$500,000	Lane County's Bridge Street Bridge project (summer 2019) received lots of safety concerns from the public about this OR126E/McKenzie Hwy intersection. ODOT does not have funding for improvements, but they recommended an advance-warning sign that would cost about \$100,000; the pending 2020 ARTS cycle may include an application from ODOT for a TRAW at this location.
Highway 126/Ellmaker Road Intersection	Improve lighting, add right turn lanes on single major road approaches and improve intersection visibility or advance warning.	\$900,000	
Highway 126/Hendricks Park Road Intersection	Improve intersection to accommodate ingress and egress movements for longer vehicles (specifically boat trailers).	\$300,000	

Post-Approval Actions (Effective Amendments)

Lane County has not pursued any amendments to the TSP since its adoption in 2017; however, actions initiated by other agencies have effectively amended the TSP. This includes: the Oregon Transportation Commission's (OTC) adoption of the TSP's recommended alternate mobility targets (AMT); and Lane County's co-adoption of city TSPs. These actions are detailed below.

Alternate Mobility Targets

On April 2, 2020, the OTC adopted the AMTs recommended in the Lane County TSP for the following ODOT intersections:

- OR 225 (McVay Highway) at 30th Avenue (south of Eugene)
- Territorial Highway at OR 126 (Veneta).

Now that the OTC has adopted the AMTs they are effectively incorporated into the Lane County TSP. The County has authority to apply these mobility targets in evaluating the traffic impacts of development proposals (including plan amendments and zoning changes) on the transportation system – including both local and state facilities. The decision documents are provided in Appendix B.

County Co-Adoption of City TSP

OAR requires counties to prepare, amend, and adopt “regional” TSPs establishing a system of transportation facilities and services adequate to meet identified regional transportation needs and to be consistent with adopted elements of the state TSP. It is noted that OAR requirements of “regional” TSPs are more prescriptive for Metropolitan Planning Organizations to address air pollution and traffic unique to urban areas. The “regional” function applicable to rural areas is to coordinate land use and transportation plans to ensure that the planned transportation system supports travel patterns and land uses. With regard to land uses, it is noted that OAR 660-012-0065 is very prescriptive about transportation improvements on rural lands. With regard to coordination, OAR require counties to adopt TSPs within their “planning jurisdiction” which includes unincorporated lands within UGB.

The County co-adopts city TSPs so that the TSP may be applied to the unincorporated area between city limits and the UGB. For cities with coterminous city limits and UGB, such as the City of Veneta, Lane County has no co-adoption role, even though Lane County may have jurisdiction of roads within the city. Lane County co-adopts city TSPs as amendments to the Lane County Rural Comprehensive Plan which effectively amends the Lane County Transportation System Plan; the TSP is the transportation element of

the comprehensive plan. For Eugene and Springfield, however, the Metropolitan Plan prevails as the comprehensive plan and establishes a joint-process for amendments.

Outside of the metro area, co-adoption by Lane County typically occurs shortly after a city has adopted its TSP. The process involves public hearings, first by the Lane County Planning Commission, which develops a recommendation to the Board; then the Board holds a public hearing prior to making a final decision. Within the metro area, public hearings must be held jointly between the affected city and County Planning Commissions, followed by joint public hearings of the City Council and Board.

In all cases, the County's role is co-adoption only for applicability within the urban transition area, outside city limits but within the UGB; this narrow purview helps focus the elements of review for Lane County, although the County Planning Commission and Board have influenced decisions on broader elements through the joint process in the metro area. Outside the metro area, where the process is staggered rather than held jointly, it is more difficult for the County to amend the adoption package. In any case, the County can choose to not adopt any portion of the city TSP which means it would not be applicable to the urban transition area.

Co-adoption does not obligate Lane County to implement the TPS, rather it is an acknowledgment of needs and recommendations. Neither the city nor County is obligated to build any of the projects which are dependent on securing funding. City TSPs adopted by Lane County subsequent to the Lane County TSP adoption in 2017 are summarized below.

Creswell

Lane County has jurisdiction of nearly eight miles of roadway within the Creswell UGB; several of those are local roads. The arterials and collectors under County jurisdiction are: Coverdale Road, Harvey Road, and Dale Kuni Road. The Board co-adopted the Creswell TSP on August 20, 2019 as Ordinance No. PA 1379. Project recommendations on County facilities are provided in the following table. The Creswell TSP also affirms the needs identified on the unincorporated portions of Harvey Road and Dale Kuni Road listed in the rural projects of the Lane County TSP. It is also noted the ODOT transferred OR 222 to Lane County in 2019 which is named Cloverdale Road.

Project	Description	Cost
Harvey Rd./ Cobalt Ln. Intersection	Pedestrian improvements including marked crosswalks and ADA compliance	\$25K
Harvey Rd./ Niblock Ln. Intersection	Pedestrian improvements to enhance crossings in support of Safe Routes to School	\$50K

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Dale Kuni Rd./ Emerald Parkway Intersection	Pedestrian improvements including marked crosswalks and ADA compliance	\$1.2M
Cloverdale Road (formerly OR 222)	Restripe to provide buffered bike lanes and narrower travel lanes for motor vehicles	
Niblock Lane	Upgrade to urban standards	\$1.2M

Eugene

Lane County co-adopted the Eugene TSP on July 11, 2017 (Ordinance No. PA 1340). The Eugene TSP recommended over \$70M investments on County roads within the city UGB as summarized in the following table. Lane County and the City of Eugene have secured MPO funding for the projects highlighted in **green** text, below. Advancing other projects on the following list will require similar external funding.

Project	Description	Cost
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	\$8.2M
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	\$9.2M
Beacon Drive (East) from River Road to Scenic Drive (East Beacon is within Eugene's UGB; West Beacon is outside)	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	\$3.2M
Beaver-Wilkes Multi-Use Path along Eugene's UGB	Construct a separated multiuse path facility, consistent with Beaver-Hunsaker Corridor Study	\$2.7M
Beaver Street - Hunsaker Lane from Division Avenue to River Road	Construct consistent with the Beaver-Hunsaker Corridor Study recommendations	\$9.3M
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.	\$3.2M
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.	\$5.4M
Gilham Road from Ashbury Drive to Mirror Pond Way	Sidewalk on west side of roadway	\$272,000
Gilham Road from Ayres Road to Ashbury Drive	Upgrade to neighborhood collector standards	\$1,500,000
Green Hill Road from Airport Road to Crow Road	Construct bike lane	No cost estimate provided
Grove Street from Silver Lane to Howard Avenue	Construct neighborhood greenways (separated multiuse path facility).	\$75K
Horn Lane and N. Park Avenue to River Road	Construct neighborhood greenways (separated multiuse path facility).	\$125K

Howard Avenue from River Road to North Park	Construct sidewalks on south side	\$471K
Howard Avenue from River Road to North Park	Construct sidewalks on north side	\$452K
Hyacinth Street from Irvington Drive to Lynnbrook Drive	Construct sidewalk on west side	\$117K
Lake Drive/N. Park Avenue from Howard Road to Horn Lane	Construct neighborhood greenways (separated multiuse path facility).	\$125K
Park Avenue (North) from Maxwell Road to Horn Lane	Construct protected bike lanes.	\$26K
River Loop #1 from River Road to Dalewood Street	Construct to Eugene's neighborhood collector standards.	\$1.4M
River Loop #2 from River Road to Burlwood Street	Construct to Eugene's neighborhood collector standards.	\$6.1M
Royal Avenue from Fisher Road to Green Hill Road	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	\$11.2M
Scenic Drive from River Loop #2 to Beacon Drive East	Construct to Eugene's neighborhood collector standards.	\$4M
Spring Creek Drive from River Road to Scenic Drive	Construct to Eugene's neighborhood collector standards.	\$2.6M
Wilkes Drive from River Road to River Loop #1	Construct to Eugene's major collector standards.	\$7M

Lowell

In its 2020-2024 Strategic Plan, Lowell identifies the need to secure grant funding to create a transportation plan in 2021. In June 2019, Lowell adopted a Downtown Master Plan which identified improvement needs on Jasper-Lowell Road. The plan was not co-adopted by Lane County, but the improvement recommendations are listed below, for reference. The east-west portion of Jasper-Lowell Road is known as North Shore Drive within the city; the north-south portion is named South Pioneer Street.

Project	Description	Cost
North Shore Drive (east-west portion of Jasper-Lowell Road)	Repaint for parallel parking	\$166K
North Shore Drive (east-west portion of Jasper-Lowell Road)	Plant street trees	\$12K
North Shore Drive (east-west portion of Jasper-Lowell Road)	Repaint for parallel parking	\$166K
North Shore Drive (east-west portion of Jasper-Lowell Road)	Utilize entire 90-foot right-of-way with two 12-foot travel lanes, 5-foot bike lanes both sides, parallel parking both sides, 15-foot curbside sidewalk north side, and setback sidewalk with street trees south side	\$2.4M
South Pioneer Street (north-south portion of Jasper-Lowell Road)	Develop design concepts for improving pedestrian travel	\$88K

South Pioneer Street (north-south portion of Jasper-Lowell Road)	Plant street trees	\$25K
South Pioneer Street (north-south portion of Jasper-Lowell Road)	Connect the downtown to the city gateway at the Lowell Covered Bridge (managed by Lane County) with improved bicycle and pedestrian amenities (either widening the road or constructing another covered bridge)	\$9.6M
North Shore Drive / South Pioneer Street Intersection	Design roundabout	\$70K
North Shore Drive / South Pioneer Street Intersection	Construct roundabout	\$420K

In 2020, Lane County constructed ADA ramps two intersections (Main Street/South Pioneer Street and West Boundary Road/Wetleau Drive) that define the east edge of the Lowell Downtown Plan area. In 2020, Lane County also secured an ODOT SRTS infrastructure grant to construct sidewalks to connect those intersections to the downtown and schools. The construction funding will become available in 2022 for sidewalks on both sides of Main Street and West Boundary Road, between Wetleau Drive and South Pioneer Street. The project also includes installing a pedestrian refuge island to shorten the crossing distance of the North Shore Drive/South Pioneer Street intersection; this is an interim measure until the larger-scale improvements, envisioned above, can be funded and constructed.

Oakridge

With TGM grant funding, Oakridge began a TSP update process in 2018. Lane County staff participated on the technical advisory committee, attending meetings throughout 2019. In 2020, the process was delayed, in part due to COVID public meeting restriction and mostly due to controversy over the recommendations for Highway 58. The city and ODOT continue to work on resolving the design alternatives, but the project recommendations on County facilities, listed in the following table, have been supported by the community. The timing of adoption is uncertain at this time.

Project	Description	Cost
Westoak Road/E. 2nd Street Intersection Reconfiguration	The intersection is currently stop controlled for the westbound movement of E 2nd Street and has a significant skew with a substantial grade differential at the E 2nd Street approach. The skew and grade restrict sight distance for westbound vehicles on E 2nd Street. Traffic coming south from Westoak Road attempting to turn left onto E 2nd Street must complete a movement that is almost as tight as a U-turn. This project includes closing E 2nd Street between Westoak Road and Beech Street to eliminate the sight distance constraints at the skewed intersection of E 2nd Street/Westoak	\$190K

	Road. Reroute vehicles to Oak Street and convert Beech Street from one-way to two-way	
High Prairie Road/Westoak Road Intersection Realignment	Modify intersection warning signs and stop signs to improve sight distance and clarify right-of-way at the intersection. The intersection geometry, grade, sight distance, and nontraditional stop control were identified as potential risk factors	No cost provided; mostly signage and pavement markings
Fish Hatchery Road from East 1st Street to Crest View Drive	Designate as a freight route and rehabilitate pavement for truck traffic	\$1.35M
Fish Hatchery Road Multi-Use Path	Construct a multiuse path along Fish Hatchery Road from OR 58 to the existing sidewalk on E 1st Street. This should include a transition from the bike lanes on E 1st Street to the path. There are limited multimodal options on the east side of the City and options other than Highway 58 for bicyclists and pedestrians	\$2.03M
Westoak Road Multi-Use Path	Construct multiuse path on the north side of Westoak Road from Oak Street to City Limits. This should include a transition from the bike lanes on Oak Street to the path at E 2nd Street. There are limited multimodal options in the northeast area of the City. This connection would provide connections to the Hiland Ranch residential area and should be coordinated with the County to ultimately create connections with Westfir	\$1.29M
High Prairie Road Multi-Use Path	Construct multi-use path on the north side of High Prairie Road from Westoak Road to city limits	\$690K

Springfield

In 2018, the City initiated amendments to advance the goals and objectives of its 2014 TSP. The amendments included implementing development code changes and some relatively minor edits to the TPS project list. A controversial element that was not adopted was a proposed local street map.

The Lane County and Springfield Planning Commissions held two public hearings and two deliberations in order to respond to the overwhelming public response to the proposal. Over 200 people attended and 36 people testified at the first hearing; approximately 50 people attended and 12 people testified at the second hearing. Nearly half of that testimony was from people in the urban transition area, subject to Lane County's co-adoption purview. The controversy was a proposed local street network map which was intended to serve as a visual representation of how State-required street connectivity standards that are already in the development code could be implemented as properties develop. The map was ultimately dropped from the adoption package.

The Board adopted the amended Springfield TPS in 2019 (Ordinance PA 1359). The project recommendations on County facilities are listed in the following table. These supersede those referenced in the 2017 Lane County TSP.

Project	Description	Cost
Hayden Bridge Way – three intersections: 3 rd Street, Castle Drive, and Grovedale Drive	Add a crosswalk with a rapid rectangular flashing beacon	\$260K
Hayden Bridge Road - 19th Street to Marcola Road	Two-lane cross-section with sidewalks and bicycle facilities	\$12M
Bob Straub Parkway/Daisy Street	Add a pedestrian/bicycle signal and crossing	\$90K
Bob Straub Parkway/Mt. Vernon Road	Add crosswalks at three or four approaches with signing and striping and install pedestrian hybrid beacon on the north-south leg	\$390K
Thurston Road/ 66th Street	Add a crosswalk with a rapid rectangular flashing beacon	\$90K
Thurston Road/69th Street	Add a crosswalk with a rapid rectangular flashing beacon	\$90K
Henderson Avenue - Franklin Boulevard to East 19th Avenue	Three-lane cross-section with sidewalks and bicycle facilities	\$3.4M
Yolanda Avenue to 33rd 35th Street	Sidewalks and bike lanes	\$9.9M
31st Street - Hayden Bridge to U Street	two-lane cross-section with sidewalks and bicycle facilities	\$3.8M
Game Farm Road - Mallard Avenue to Harlow Road	Modify and expand Game Farm Road South with a cross-section to include sidewalks and bicycle facilities	\$2.2M

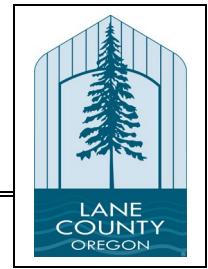
Veneta

The City updated its TSP in 2019; however, since the city has annexed all lands within its UGB, Lane County did not have a formal co-adoption role. Nevertheless, Lane County participated in the update process, providing technical advice and attending public meeting. Project recommendations on County facilities are provided in the following table.

Project	Description	Cost
Bolton Road / 8th Street Intersection	Add a channelized right-turn lane for westbound traffic on Bolton Hill Road to alleviate problems caused by an acute intersection angle. Include additional safety features for people walking and biking such as a pedestrian refuge island, signage (e.g. "Yield to Pedestrians and Bikes"), and pavement markings.	\$37K

Bolton Hill Road / Territorial Highway Intersection	Intersection safety improvements that may include a reconfiguration, additional lanes, roundabout or traffic signal. Initial cost estimate assumes a traffic signal is constructed.	\$639K
Bolton Hill Road	Urban upgrade to major collector standards with bike lanes and sidewalks	\$4.9M
Huston Road/Railroad	At-grade crossing improvements at the Huston Road railroad crossing to support multimodal safety. Project may include sidewalks, bike lanes, and repaving Huston Road. Evaluate need for increased vehicle storage on OR 126 for eastbound right turns and westbound left turns to accommodate waiting vehicles during train crossing.	\$1M
Huston Road/OR 126	Intersection capacity improvements could include constructing a southbound right turn lane and northbound right turn lane	\$1M
Perkins Road/Oak Island Drive	Pedestrian crossing improvement	\$82K
Territorial Highway/Jears Road	Roadway and intersection realignment to the north	\$5.9M
Territorial Highway/Rail Crossing	Pedestrian crossing improvement	\$109K
Territorial Highway/Fern Ridge Library	Pedestrian crossing improvement	\$107K
Territorial Highway/McCutcheon Street	Pedestrian crossing improvement	\$209K

The Veneta TSP also recommended the Alternate Mobility Target at the Territorial Highway/OR 126 intersection that was approved by the OTC in March 2020. Veneta noted that both of these highways are barriers for active transportation because they have high motor vehicle speeds and volumes and lack enhanced, safe pedestrian crossing opportunities. As noted in the previous chapter of this report, Lane County continues to work with the City on the multi-use path project between the City and unincorporated community of Elmira.



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Sasha Vartanian, Transportation Planning Supervisor

AGENDA ITEM: Capital Improvement Plan (CIP) and Transportation Investments
Prioritization Hierarchy as it Relates to Equity

I. ACTION

No formal action is requested of the TrAC. This is an informational item containing multiple topics related to Road & Bridge projects programed in Lane County's Capital Improvement Plan (LC-CIP). These topics include: the status of Road & Bridge Projects programed in Lane County's CIP; details about how County staff currently evaluate project needs; a discussion about modifying the prioritization hierarchy to elevate equity in the decision-making process; and impacts of fuel efficient vehicles and Electric Vehicles (EVs) on the State Highway Fund revenues.

II. BACKGROUND

Prior to the LC-CIP which is updated annually, Public Works prepared a biennial Road & Bridge CIP. The Road & Bridge CIP was a five-year planning document identifying potential transportation projects that might be publicly bid for construction during the five-year planning period. In an effort to streamline processes and develop a comprehensive LC-CIP, Public Works abandoned publishing a stand-alone Road & Bridge CIP.

A primary role of the TrAC is to recommend road and bridge projects for the LC-CIP and future LC-CIPs. A project prioritization hierarchy using Transportation System Plan (TSP) guiding principles and framework for system design help guide the project selection process. The prioritization hierarchy is used by staff to develop a draft list of road and bridge projects for review and input by the TrAC. Once the list is recommended for approval by the TrAC, the project list is incorporated into the LC-CIP review and approval process with the Board of County Commissioners.

In alignment with Lane County's recent adoption of the [2021-2022 Racial Equity Action Plan](#), Public Works Director, Dan Hurley, will discuss the direction he has given staff about looking at data to make informed decisions about transportation investments that support equity. Staff are looking for direction from the TrAC about how to modifying the prioritization hierarchy to elevate equity in the decision-making process.

At the January 2021 TrAC meeting, a request was made to learn more about how EVs have impacted State Highway Fund revenues. Staff will discuss this issue and any information available on the forecast of State Highway Fund revenues.

III. RECOMMENDATION / NEXT STEPS

At the July TrAC meeting Staff will bring a draft list of Road & Bridge projects to be programmed into the FY 2022-2026 Lane County CIP. At the September TrAC meeting, the TrAC will hold a public hearing on the proposed list of Road & Bridge projects to be programmed into the Lane County CIP. Staff will look to the TrAC for guidance on modifying the Transportation Projects Prioritization Hierarchy.

IV. FOR MORE INFORMATION

Feel free to contact Sasha Vartanian by phone at 541-682-6598 or by email at sasha.vartanian@lanecountyor.gov.

V. ATTACHMENTS

- [Lane County Capital Improvement Plan FY 2021-2025](#) (follow hyperlink)
- [Lane County Road & Bridge Projects FY2019-FY2024](#) (follow hyperlink)
- Lane County Road and Bridges Capital Improvement Plan Project Prioritization Hierarchy
- Road & Bridges DRAFT CIP project list FY 2022-2026 (Tables 8-17)

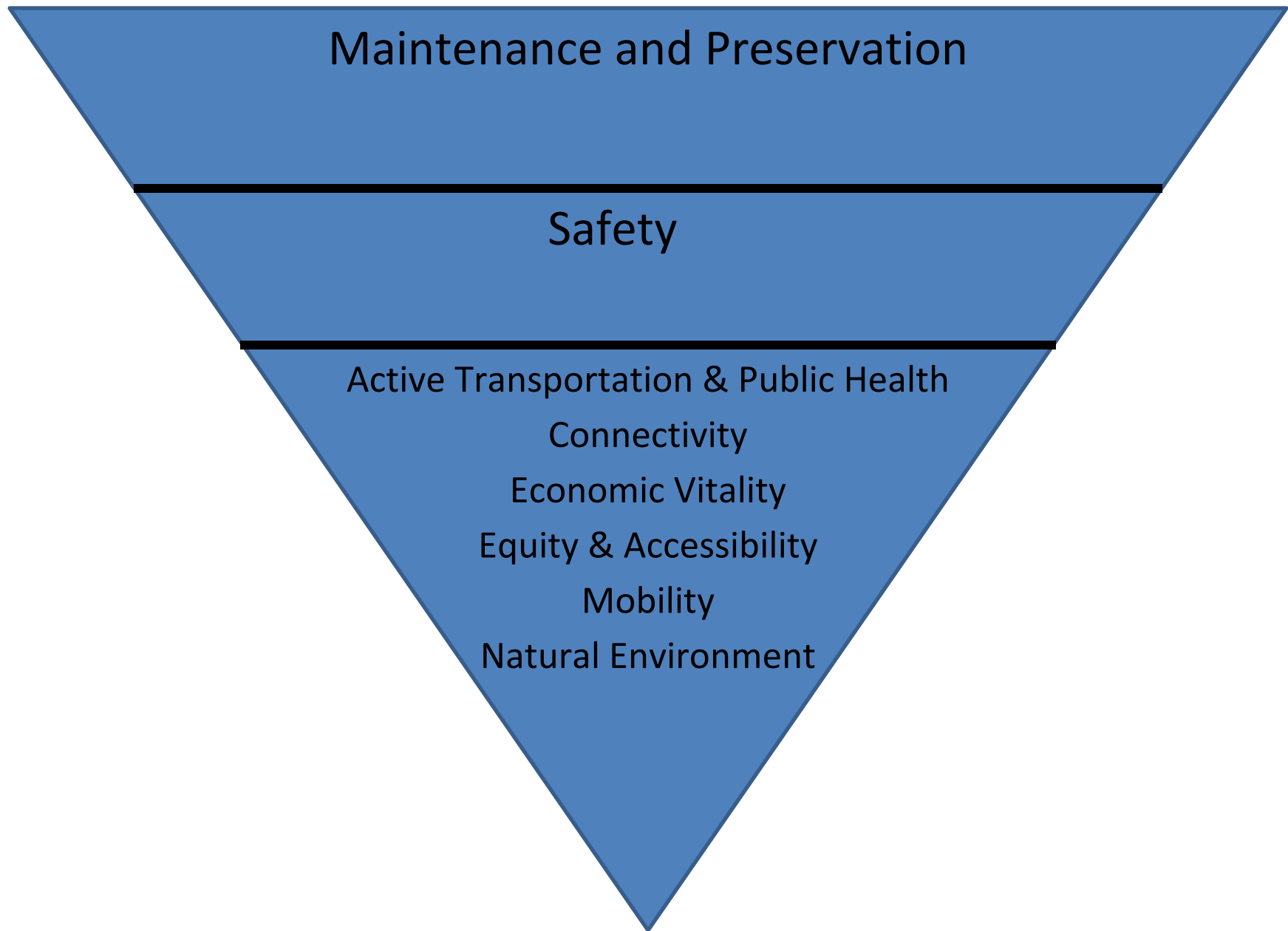


TABLE 8: ANNUAL EXPENSES BY CATEGORY

CATEGORY	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	5-YR TOTAL
PAVING (522524) (Table 9)						
Identified Overlay & Rehabilitation Paving Projects	\$3,330,000	\$2,040,000	\$2,947,000	\$1,800,000	\$0	\$10,117,000
Slurry Seals (Roads Identified Annually)	\$250,000	\$250,000	\$250,000	\$250,000	\$0	\$1,000,000
Unidentified Paving Funding Available	\$88,192	\$110,000	\$982,791	\$150,000	\$2,500,000	\$3,830,983
Total Paving	\$3,668,192	\$2,400,000	\$4,179,791	\$2,200,000	\$2,500,000	\$12,447,983
BRIDGES & STRUCTURES (522525) (Table 10)						
Bridge Preservation & Rehabilitation	\$0	\$325,000	\$415,000	\$11,477,000	\$0	\$12,217,000
Covered Bridge Preservation	\$0	\$0	\$405,000	\$0	\$0	\$405,000
Seismic Rehabilitation & Retrofit	\$919,000	\$0	\$0	\$0	\$0	\$919,000
Culverts	\$350,000	\$0	\$0	\$0	\$0	\$350,000
Unidentified Bridges & Structures Funding Available	\$31,000	\$650,000	\$180,000	\$16,312	\$1,000,000	\$1,877,312
Total Bridges & Structures	\$1,300,000	\$975,000	\$1,000,000	\$11,493,312	\$1,000,000	\$28,261,624
RIGHT-OF-WAY (522526) (Table 11)						
Identified Right of Way Needs	\$0	\$200,000	\$314,000	\$0	\$0	\$514,000
Unidentified Right of Way Funding Available		\$4,460	\$2,752	\$0	\$0	\$7,212
Total Right-of-Way	\$0	\$204,460	\$316,752	\$0	\$0	\$521,212
INFRASTRUCTURE SAFETY IMPROVEMENTS (522527) (Table 12)						
Pedestrian/Bicycle Improvements	\$1,357,000	\$250,000	\$250,000	\$250,000	\$250,000	\$2,357,000
Transportation Safety Actions	\$0	\$1,016,100	\$0	\$0	\$0	\$1,016,100
Unidentified Infrastructure Safety Improvement Funding Available	\$21,311	\$45,647	\$250,000	\$250,000	\$250,000	\$816,958
Total Infrastructure Safety Improvements	\$1,378,311	\$1,311,747	\$500,000	\$500,000	\$500,000	\$4,190,058
GENERAL CONSTRUCTION (522529) (Table 13)						
Identified General Construction Projects	\$0	\$3,101,889	\$0	\$0	\$0	\$3,101,889
Unidentified General Construction Funding Available	\$0	\$19,264	\$0	\$0	\$0	\$19,264
Total General Construction	\$0	\$3,121,153	\$0	\$0	\$0	\$3,121,153
CONSULTANTS (Table 14)						
Identified Consulting Services - Engineering	\$100,000	\$100,000	\$0	\$0	\$0	\$200,000
Unidentified Consulting Services - Engineering	\$0	\$50,000	\$150,000	\$150,000	\$150,000	\$500,000
Identified Consulting Services - Bridges	\$0	\$0	\$2,759,000	\$0	\$0	\$2,759,000
Unidentified Consulting Services - Bridges	\$0	\$100,000	\$181,651	\$100,000	\$100,000	\$481,651
COBO Consultants & Contract Work (Table 17)						
COBO Consultants & Contract Work	\$1,289,156	\$0	\$0	\$0	\$0	\$1,289,156
Total Consultants and COBO Work	\$1,389,156	\$250,000	\$3,090,651	\$250,000	\$250,000	\$3,240,651
ANNUAL CIP	\$7,735,659	\$8,262,360	\$9,087,193	\$14,443,312	\$4,250,000	\$51,782,681
Total Revenues- (see Table 15)	\$3,485,659	\$4,012,360	\$4,837,193	\$10,193,312	\$0	\$22,528,525
NET COUNTY CIP COST	\$4,250,000	\$4,250,000	\$4,250,000	\$4,250,000	\$4,250,000	\$29,254,156
TERRITORIAL HIGHWAY IMPROVEMENTS (Table 16)						
Total Territorial Highway Improvements	\$10,000,000	\$0	\$10,000,000			\$20,000,000

TABLE 9: PAVEMENT PRESERVATION

PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	5-YR TOTAL
Project Specific Paving*						
Coburg Rd & N Game Farm Rd, MP 4.84 - 6.60 and MP 0.59 - 1.69, Pavement Preservation	\$2,100,000					\$2,100,000
Cottage Grove - Lorane Road MP 5.0-12.654				\$1,800,000		\$1,800,000
Hamm Road MP 2.000-4.360			\$462,000			\$462,000
Laura Street Urban Upgrade			\$2,485,000			\$2,485,000
Lorane Highway Overlay: MP 4.458 to MP 7.78		\$2,040,000				\$2,040,000
Paiute, Winnebago, Indian	\$230,000					\$230,000
River Road UGB to Junction City	\$1,000,000					\$1,000,000
Slurry Seal Projects**	\$250,000	\$250,000	\$250,000	\$250,000		\$1,000,000
Unidentified Paving Funds Available for New Projects***	\$88,192	\$110,000	\$982,791	\$150,000	\$2,500,000	\$11,117,000
TOTAL PAVING	\$3,668,192	\$2,400,000	\$4,179,791	\$2,200,000		\$15,387,000

TABLE 10: BRIDGES & STRUCTURES

PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	5-YR TOTAL
Bridge Preservation & Rehabilitation						
Big Fall Creek Rd-Big Fall Creek Reservoir Bridge #39C636 (MP 7.55) Deck Seal		\$325,000				\$325,000
Crow Rd-Sprencer Creek O'flow Bridge #39C31A (MP 5.04) Section Loss Repairs			\$145,000			\$145,000
Dahlin Rd-Mercer Lake Bridge #39C564 (MP 0.04) Section Loss Repairs				\$974,000		\$974,000
King Rd W, Belknap Bridge #39C123 (MP)				\$932,000		\$932,000
Kitson Springs Rd-Salt Creek Bridge #39C627 Replacement (MP 0.268)				\$5,226,000		\$5,226,000
Maple Creek Rd-Maple Creek Bridge #39C566 (MP 0.59) Section Loss Repairs				\$305,000		\$305,000
Marlow Rd-Coyote Creek Bridge #39C204 (MP 0.008) Section Loss Repairs			\$110,000			\$110,000
Pine Grove Rd-Spencer Creek Bridge #39425 (MP 1.75) Section Loss Repairs			\$110,000			\$110,000
Sher Khan Rd-Camas Swale Bridge #14790 (MP 0.21) Section Loss Repairs			\$50,000			\$50,000
S Canary Rd Fiddle Creek Bridge #15149A (MP 5.729) Section Loss Repairs				\$2,750,000		\$2,750,000
S Canary Rd O'flow Bridge #39C573 (MP 0.43) Section Loss Repairs				\$738,000		\$738,000
Templeton Rd Bear Creek Bridge #39C371 (MP 0.98) Section Loss Repairs				\$552,000		\$552,000
Covered Bridge Preservation & Rehabilitation						
Goodpasture Rd Covered Bridge #39C118 Roof / Deck Repair						\$0
Old Mill Rd-Office Covered Bridge #39C650 Painting			\$405,000			\$405,000
Seismic Rehabilitation & Retrofit						\$0
Marcola Bridge	\$919,000					\$919,000
Culverts						\$0
Five Rivers (2) Culvert Replacements (MP 1.52 & 4.63)						\$0
Big Creek Rd Fish Culvert	\$350,000					\$350,000
Unidentified Bridges & Structures Funding Available for New Projects***	\$31,000	\$650,000	\$180,000	\$16,312	\$1,000,000	\$1,877,312
TOTAL BRIDGES & STRUCTURES	\$1,300,000	\$975,000	\$1,000,000	\$11,493,312	\$1,000,000	\$8,166,312

TABLE 11: RIGHT-OF-WAY ACQUISITION

PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	5-YR TOTAL
Howard Elementary & Colin Kelly Middle Schools (STP-U)						\$0
Dahlin Rd-Mercer Lake Bridge #39C564 (MP 0.04) Section Loss Repairs			\$19,000			\$19,000
Kitson Springs Rd-Salt Creek Bridge #39C627 Replacement (MP 0.268)			\$122,000			\$122,000
Row River Deep Culverts						\$0
Gilham Road Sidewalk & Safety Improvements (KN21385, STBG, Match \$22,055)						\$0
Laura Street Urban Upgrade		\$200,000				\$200,000
Maple Creek Rd-Maple Creek Bridge #39C566 (MP 0.59) Section Loss Repairs			\$29,000			\$29,000
Beaver Hunsaker						\$0
South 28th						\$0
S Canary Rd Fiddle Creek Bridge #15149A (MP 5.729) Section Loss Repairs			\$63,000			\$63,000
S Canary Rd O'flow Bridge #39C573 (MP 0.43) Section Loss Repairs			\$52,000			\$52,000
Templeton Rd Bear Creek Bridge #39C371 (MP 0.98) Section Loss Repairs			\$29,000			\$29,000
Unidentified Right of Way funding available for new projects		4460	\$2,752			
TOTAL RIGHT-OF-WAY	\$0	\$204,460	\$316,752			\$514,000

TABLE 12: INFRASTRUCTURE SAFETY IMPROVEMENTS

PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	5-YR TOTAL
Project Specific Bicycle/Pedestrian Improvements						
ADA Upgrades		\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000
Gilham Road Sidewalk & Safety Improvements (KN21385) CMAQ & STBG	\$1,107,000					\$1,107,000
Maxwell ADA Upgrades	\$250,000					\$250,000
Traffic Calming Pilot Project (site tbd)		\$100,000				\$100,000
Project Specific Transportation Safety Actions						
Lane County Signing Improvements & Guardrail Installation		\$1,016,100				\$1,016,100
						\$0
Unidentified Infrastructure Safety Improvement Funding Available for New Projects	\$21,311	\$45,647	\$250,000	\$250,000	\$250,000	\$816,958
TOTAL INFRASTRUCTURE SAFETY IMPROVEMENTS	\$1,378,311	\$1,411,747	\$500,000	\$500,000		\$4,290,058

TABLE 13: GENERAL CONSTRUCTION

PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	5-YR TOTAL
						\$0
						\$0
Kitson Springs Rd Slide Repair		\$3,101,889				\$3,101,889
						\$0
						\$0
Unidentified General Construction Funding Available for New Projects***	\$0	\$19,264	\$0	\$0	\$0	\$19,264
TOTAL GENERAL CONSTRUCTION*	\$0	\$3,121,153	\$0			\$3,121,153

TABLE 14: CONSULTANTS

PROJECT	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	5-YR TOTAL
Engineering Services 522190							
Geotech Services (BB&A)							\$0
Geotech Services (Western States Soil)							\$0
East King Rd (NEPA)	\$100,000	\$100,000					\$100,000
Design/Archy Consulting							\$0
Cloverdale Road Overlay			\$100,000				\$100,000
Kitson Springs Rd Slide Repair	\$325,000						\$0
Unidentified Other Professional Services	\$100,000		\$50,000	\$150,000	\$150,000	\$150,000	\$500,000
Bridge Engineering Services 522509							
Dahlin Rd-Mercer Lake Bridge #39C564 (MP 0.04) Section Loss Repairs				\$213,000			\$213,000
King Rd W, Belknap Bridge #39C123 (MP)				\$290,000			\$290,000
Kitson Springs Rd-Salt Creek Bridge #39C627 Replacement (MP 0.268)				\$795,000			\$795,000
Maple Creek Rd-Maple Creek Bridge #39C566 (MP 0.59) Section Loss Repairs				\$206,000			\$206,000
S Canary Rd Fiddle Creek Bridge #15149A (MP 5.729) Section Loss Repairs				\$727,000			\$727,000
S Canary Rd O'flow Bridge #39C573 (MP 0.43) Section Loss Repairs				\$179,000			\$179,000
Templeton Rd Bear Creek Bridge #39C371 (MP 0.98) Section Loss Repairs				\$349,000			\$349,000
Unidentified Bridge Consultant Services	\$75,000		\$100,000	\$181,651	\$100,000	\$100,000	\$481,651
Total Consultant Services	\$600,000	\$100,000	\$250,000	\$3,090,651	\$250,000	\$250,000	\$3,940,651

TABLE 15: PROJECT-SPECIFIC REVENUES

PROJECT	FY 22-23	FY 23-24	FY24-25 Consultants	FY 24-25	FY 25-26	FY 26-27	5-YR TOTAL
Anticipated One-time funds							\$0
Annual ODOT Fund Exchange (453115)							\$0
Big Creek Rd Fish Culvert	\$300,000						\$300,000
Dahlin Rd-Mercer Lake Bridge #39C564 (MP 0.04) Section Loss Repairs			\$176,125	\$17,049	\$858,970		\$1,052,144
Gilham Road Sidewalk & Safety Improvements (STBG & CMAQ)	\$978,311						\$978,311
Goodpasture Covered Bridge Roof / Deck Repair							\$0
King Rd W, Belknap Bridge #39C123 (MP)			\$245,217		\$821,284		\$1,066,501
Kitson Springs Rd MP2.5-2.75 Slide Repair (FLAP Funds		\$2,921,153					\$2,921,153
Kitson Springs Rd-Salt Creek Bridge #39C627 Replacement (MP 0.268)			\$683,354	\$109,471	\$4,674,290		\$5,467,114
LC Signing Implementation & Guardrail Safety Improvements		\$911,747					\$911,747
Laura Street Urban Upgrade		\$179,460		\$2,214,791			\$2,394,251
Maple Creek Rd-Maple Creek Bridge #39C566 (MP 0.59) Section Loss Repairs			\$169,844	\$26,022	\$258,677		\$454,542
N Game Farm Road MP 0.590-1.690 and Coburg Road MP 4.836-6.601	\$918,192						\$918,192
So. 28th Dust Mitigation	\$1,289,156						\$1,289,156
S Canary Rd Fiddle Creek Bridge #15149A (MP 5.729) Section Loss Repairs			\$622,337	\$56,530	\$2,452,575		\$3,131,442
S Canary Rd O'flow Bridge #39C573 (MP 0.43) Section Loss Repairs			\$145,617	\$46,660	\$647,207		\$839,484
Templeton Rd Bear Creek Bridge #39C371 (MP 0.98) Section Loss Repairs			\$298,158	\$26,022	\$480,310		\$804,489
Veneta-Elmira Multi-use parth							\$0
TOTAL REVENUES	\$3,485,659	\$4,012,360		\$4,837,193	\$10,193,312		\$22,528,525

TABLE 16: TERRITORIAL HIGHWAY IMPROVEMENTS

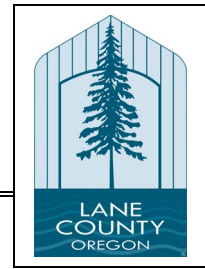
PROJECT		FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	5-YR TOTAL
OR 200: MP 34.9 Slide Repair (completion 2021)							\$0
OR 200: MP 30.8 Slide Repair unfunded	\$2,500,000						\$0
OR 200: Raise & Widen Bridges #4057A & #4058 unfunded	\$3,500,000						\$0
Territorial Highway: Gillespie Corners to Hamm Road (TSP #141b)	\$12,000,000	\$10,000,000					\$10,000,000
Territorial Highway: Hamm Road to Lorane (TSP #141c)	\$12,000,000			\$10,000,000			\$10,000,000
Territorial Highway/Suttle Road Intersection Improvements (TSP #144e) \$750,000 unfunded	\$3,000,000						\$0
Ferguson Road Roundabout	\$1,600,000						
High Pass Road Roundabout	\$1,500,000						
Multi-use path Veneta/Elmira	\$3,500,000						
deferred Territorial Hwy MP 2.03 - MP 42.08, excluding Gillespie Corners to Lorane	\$17,000,000						
Surface Treatment Preparation Costs (RMD)	\$5,000,000						
Nine Fish Culverts	\$5,000,000						
TOTAL TERRITORIAL HIGHWAY IMPROVEMENTS	\$66,600,000	\$10,000,000	\$0	\$10,000,000			\$20,000,000

TABLE 17: Unfunded Projects (Pre-planning)

PROJECT						5-YR TOTAL
Bailey Hill Road (Eugene to Lorane Hwy)				\$2,200,000		\$2,200,000
Bob Straub Parkway MP 0.000-0.425	\$1,200,000					\$1,200,000
Cloverdale Road from OR 58 to Hendricks Road (TSP #25)				\$1,300,000		\$1,300,000
E. King Road Realignment			\$2,500,000			\$2,500,000
Junction City SRTS project	\$1,295,460					\$1,295,460
Row River Road Reconstruct: Cottage Grove UGB to Shoreview Drive (TSP #124b)	\$1,200,000	\$2,100,000				\$3,300,000
Culvert (3) Upsizing to Support Post Holiday Farm Fire Debris Flows	\$2,230,000					
Goodpasture Rd MP 4.9 Culvert Upsizing	\$365,000					
Row River Bridges Seismic Upgrades	\$1,500,000					
	\$1,200,000	\$6,590,460	\$4,600,000	\$3,500,000	\$0	\$11,795,460

Table 18 Cerified on Behalf of (COBO) Agreements

PROJECT	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	5-YR TOTAL
Construction Contracts 522524							
Springfield - So. 28th Street Dust Mitigation (CMAQ) Construction Contract		\$1,289,156					\$1,289,156
TOTAL COBO Construction 522525	\$0	\$1,289,156	\$0	\$0	\$0		\$1,289,156
Engineering Consultant Services 522190							
Springfield - So. 28th Street Dust Mitigation (CMAQ) Consultants	\$250,000						\$0
Springfield - Glenwood Riverfront Path Consultants	\$0	\$0					\$0
Veneta - Veneta/Elmira Multi-use Path Consultants	\$200,000						\$0
TOTAL COBO Construction 522525	\$450,000	\$0	\$0	\$0	\$0		\$0



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Becky Taylor, Senior Transportation Planner

AGENDA ITEM: Lundy Elementary School Safe Routes to School Project Overview

I. ACTION

No formal action is requested of the TrAC. This is an informational item about a Safe Routes to School (SRTS) project to improve safety for children walking to Lundy Elementary School within the City of Lowell. The project requires a public involvement process that involves the TrAC holding a public hearing and making a recommendation to the Board of County Commissioners on the design concept. Staff will provide an overview of the project and process to prepare the TrAC for holding a public hearing at the next TrAC meeting in July.

II. BACKGROUND

Lane County applied for SRTS Infrastructure Grant funding for sidewalk construction in the City of Lowell in 2018 and 2020. Learning from the first attempt at the funding, which was broader in scope (included Jasper-Lowell Road and Moss Street), and leveraging the support developed with regional partners and the relationship strengthened with the City of Lowell, Lane County narrowed the scope of the project and was able to secure the grant funding the second round. Between the two grant cycles, in 2019 and 2020, Lane County constructed ADA ramps at the Jasper-Lowell/Main Street and West Boundary/Main Street intersections with County Road Funds earmarked for implementing Public Works' ADA Transition Plan.

Project support was garnered through the grant application process. The application was signed by the City of Lowell Administrator and the Lowell School District Superintendent. Letters of support were provided by the Lundy Elementary School Principal, the Lane Area Commission on Transportation; and the Safe Lane Transportation Coalition. Lane County staff worked closely with the City of Lowell to develop the grant application. The partnership began in 2018, when Lane County staff participated in the City's Downtown Master Plan update process, walking the streets, and identifying priority infrastructure needs to improve pedestrian safety and comfort.

Consistent with the SRTS grant funding eligibility requirements, the project is within one mile of an elementary school (Lundy Elementary). The application received high scores for the Lowell School District having the highest percentage in Lane County of students eligible for free and reduced lunch. The crossing distance exceeding 30 feet at the proposed pedestrian-refuge location at Jasper-Lowell Road (Pioneer St.)/West Boundary Road qualified the project as a safety priority resulting in additional points.

The purpose of the project is to improve the safety and comfort of children walking to the schools within the City of Lowell, especially to Lundy Elementary School. This is a SRTS grant-funded project which aims to improve physical safety through engineering improvements and to encourage children to walk to school. Supporting children walking to schools includes providing students, school faculty, and guardians with safety education and encouragement. The SRTS grant agreement includes specific public outreach activities, including Spanish translation materials, with the schools which will be accomplished in coordination with the Lane County SRTS Rural Education Program.

The decision making process established by Lane Manual 15.580 *Citizen Input with Regard to Individual Road Projects* is a public participation model in which the County works directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered. Lane County has made a strong policy commitment through Lane Manual Chapter 15 by requiring all projects (other than maintenance and bridges) to have design concepts approved by Board Order. The process requires stakeholder identification and involvement, notices to abutting property owners, and a public hearing and recommendation by the Lane County Transportation Advisory Committee. A written report documenting the process, public comments received, alternatives considered, and the recommended design concept is required to be provided as part of the Board Order.

The attached Public Involvement Plan for the Lundy Elementary project provides additional information about the project and outreach process.

III. RECOMMENDATION / NEXT STEPS

Staff will be conducting public outreach and stakeholder interviews this spring. Staff will present a written report of the public outreach results and recommended design concept to the TrAC in July 2021. The TrAC will be asked to hold a public hearing and make a recommendation to the Board of County Commissioners on the design concept at the July 2021 TrAC meeting.

IV. FOR MORE INFORMATION

Feel free to contact Becky Taylor by phone at 541-255-5761 or by email at becky.taylor@co.lane.or.us.

V. ATTACHMENTS

Lundy Elementary SRTS Public Involvement Plan

Lane County Safe Routes to School (SRTS) City of Lowell / Lundy Elementary Sidewalk Project



*Improving safety and
supporting kids walking to
school in the City of Lowell*



Lane County Public Works
PUBLIC INVOLVEMENT
PLAN
April 2021

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APPENDIX: SRTS Grant Application and Letters of Support

Introduction

The purpose of this plan is to: describe the public involvement approach for this project; provide the project team with methods and strategies for effective and meaningful public participation; and ensure decision makers have reliable, community-based information. Detailing the approach and activities within this plan provides all project stakeholders with the details as to how public involvement will be achieved. In accordance with Lane Manual, this project requires Design Concept approval by Board Order which includes stakeholder engagement and a public hearing before the Lane County Transportation Advisory Committee. The approach, methods, and strategies for public involvement described in this plan were developed to ensure consistency with procedural requirements and project goals, and in consideration of both the community the project is intended to serve and Lane County's commitment to inclusive, equitable public participation.

The purpose of the project is to improve the safety and comfort of children walking to the schools within the City of Lowell, especially to Lundy Elementary School. This is a Safe Routes to Schools (SRTS) grant-funded project which aims to improve physical safety through engineering improvements and to encourage children to walk to school. Supporting children walking to schools includes providing students, school faculty, and guardians with safety education and encouragement. The SRTS grant agreement includes specific public outreach activities, including Spanish translation materials, with the schools which will be accomplished in coordination with the Lane County SRTS Rural Education Program.

The purpose of public involvement is to:

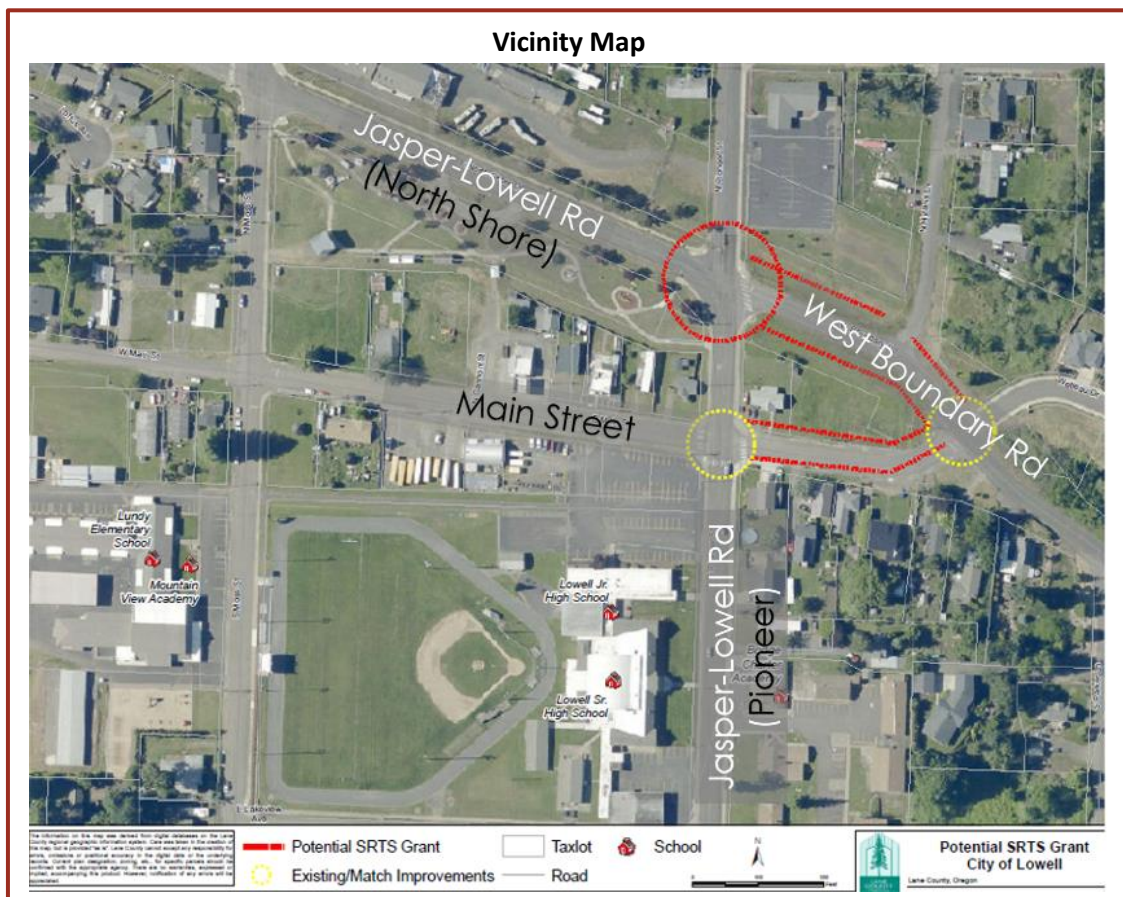
- Increase transparency
- Earn public trust
- Ensure compliance with law
- Establish expectations for Lane County employees
- Ensure everyone has the opportunity to participate
- Consider the needs of all affected users and communities

The elements included in this plan have been developed to achieve the above purpose statements.

Background

Project Description

The project includes: 1) **sidewalk reconstruction on both sides of Main Street**, between West Boundary Road and Jasper-Lowell Road (also known as Pioneer Street); 2) **new sidewalk construction on both sides of West Boundary Road**, between Main Street and Jasper-Lowell Road (Pioneer Street); and 3) **pedestrian crossing improvements at the west leg of the Jasper-Lowell (Pioneer Street)/West Boundary Road intersection** to include a pedestrian-refuge island (or “pork chop”) to reduce the crossing distance for pedestrians while still enabling through truck movements. The project expands upon the ADA improvements the County constructed in summer 2020 at the intersections of: 1) West Boundary Road/Main Street and Main Street/Jasper-Lowell Road (Pioneer Street). The new construction is scheduled to commence summer 2022. Public involvement on the project is planned for 2021.



Project Need

Schools in the City of Lowell, including Lundy Elementary School, are located within its downtown area. Roads that connect Downtown Lowell to surrounding residential areas currently lack: a complete and connected sidewalk network; and safe and comfortable crossings. These deficiencies create unsafe conditions that limit the ability for children to safely and comfortably walk or bike to school. The location that this project addresses is a vital connection between Lundy Elementary School and its surrounding residential areas.

In summer 2020, Lane County constructed ADA ramps and installed an RRFB at the intersection of West Boundary Road/Main Street and replaced deficient ADA ramps at the intersection of Main Street/Jasper-Lowell Road (Pioneer Street). These pedestrian crossing improvements address only part of the problem. There are no sidewalks on West Boundary Road and deteriorated sidewalks on Main Street between the new ADA ramps and the schools. This project will build sidewalks on both sides of West Boundary Road and will reconstruct the sidewalks on Main Street -- from Main Street to Jasper-Lowell Road (Pioneer Street).

Existing Conditions (2019)



South side of E. Main Street (looking west)



W. Boundary at Pioneer St. (looking east)

The intersection of West Boundary Road/Jasper-Lowell Rd (Pioneer Street) is very wide (36 feet), making it difficult for people walking, especially school children, to cross. Further, northbound traffic on Jasper-Lowell Road (Pioneer Street) is permitted to make left-hand turns onto Jasper-Lowell Road (North Shore Drive) without stopping, increasing risks to people trying to cross the intersection on-foot. This project will install a pedestrian-refuge island at the west leg of this intersection.

Project Selection

Lane County applied for SRTS Infrastructure Grant funding for sidewalk construction in the City of Lowell in 2018 and 2020. Learning from the first attempt at the funding, which was broader in scope (included Jasper-Lowell Road and Moss Street), and leveraging the support developed with regional partners and the relationship strengthened with the City of Lowell, Lane County narrowed the scope of the project and was able to secure the grant funding the second round. Between the two grant cycles, in 2019 and 2020, Lane County constructed ADA ramps at the Jasper-Lowell/Main Street and West Boundary/Main Street intersections with County Road Funds earmarked for implementing Public Works' ADA Transition Plan.

Consistent with the SRTS grant funding eligibility requirements, the project is within one mile of an elementary school (Lundy Elementary). The application received high scores for the Lowell School District having the highest percentage in Lane County of students eligible for free and reduced lunch. The crossing distance exceeding 30 feet at the proposed pedestrian-refuge location at Jasper-Lowell Road (Pioneer St.)/West Boundary Road qualified the project as a safety priority resulting in additional points.

Project Support

Project support was garnered through the grant application process. The application was signed by the City of Lowell Administrator and the Lowell School District Superintendent. Letters of support were provided by the Lundy Elementary School Principal, the Lane Area Commission on Transportation; and the Safe Lane Transportation Coalition. Lane County staff worked closely, for several years, with the City of Lowell to develop the grant application. The partnership

Lowell Downtown Tour (2018)



begin in 2018, when Lane County staff participated in the City's Downtown Master Plan update process, walking the streets, and identifying priority infrastructure needs to improve pedestrian safety and comfort.

Public Involvement Goals

To increase transparency, earn public trust, ensure compliance with law, ensure everyone has the opportunity to participate, and consider the needs of all affected users and communities, the following goals are expressed as expectations for Lane County employees on the project team.

- **REALISTIC** Be clear about the project constraints, objectives, and parameters
- **ACCOUNTABLE** Respond to public feedback in a timely manner
- **INCLUSIVE** Reach out to project area stakeholders and reduce participation barriers
- **MEANINGFUL** Ensure that the public's input will be taken into account by decision makers
- **TRANSPARENT** Make the decision-making process easily understandable and accessible with key project materials available on the project website
- **TIMELY** Provide early, accurate, easily accessible, and widely available project information for the public to provide well-informed feedback

The public involvement strategies detailed in this plan were designed to achieve these goals, with an eye towards diversity, equity, and inclusion to identify opportunities for engaging transportation-disadvantaged populations, such as youth, the elderly, and people with disabilities, people of color, people with limited English proficiency, and low-income people. Further the methods were developed in consideration of the following questions intended **to identify potential equity issues**:

- **People:** Who is positively and negatively affected and how?
- **Process:** How are we meaningfully including or excluding people who are affected?
- **Place:** How are you considering environmental impacts as well as environmental justice?
- **Power:** What are the benefits and burdens that communities will experience?

Lane County Public Works 2020 Transportation Equity Report:

Equity...is defined as trying to understand and provide disadvantaged communities with what they need to live healthy and productive lives. These needs include access to jobs, housing, and other critical services. Equity recognizes that different people experience different barriers to securing their needs.

Stakeholders

The key to developing meaningful and inclusive public participation is to understand the needs of stakeholders – to identify the people and communities affected by the project. Of particular concern are populations typically underrepresented in planning and decision-making processes, but often bear transportation burdens and experience other barriers to opportunity at disproportionate rates. An analysis of demographic data surrounding the project area is provided below.

Schools

The purpose of the project is to improve safety for children walking to the schools in the City of Lowell; therefore, school children, parents/guardians, teachers/faculty are natural stakeholders. The Safe Routes to School program includes not only the ODOT oversight associated with the grant funding, but leveraging Lane County's SRTS Rural Program which was created in 2019 to provide elementary and middle school children in rural Lane County with bicycle and pedestrian safety education programs. The Lowell School District is the pilot for this new education program which made the infrastructure grant application compete so successfully.

The Lane County SRTS Rural Program Coordinator will be involved in outreach and education activities for this project. In August 2020, the Coordinator partnered with the school district and PeaceHealth to donate helmets and providing fitting instructions to families as part of the summer meals program. In the grant application for the project, the principal of Lundy Elementary School committed to the following activities:

- Support current walking and biking programming at our school and ensure walking and biking education programs continue for our students during the construction and after the completion of this project in order to educate our community about the new safety feature and how to use it.

Helmet Donation and Fitting in Lowell (2020)



- Publish a newsletter article submitted by partner road authority (grant applicant) and send provided flyer home with students containing educational safety information about the project.

Community

The entire City of Lowell will benefit from the project. Making streets safer for children improves the safety and comfort for everyone. A major focus of the Lowell Downtown Master Plan is improving the walkability of the city core which is where the schools are located. The City owns property on both sides of West Boundary Road abutting the proposed sidewalks as well as the park located at the southwest corner of the Jasper-Lowell Road/West Boundary Road intersection. A new city hall and library is proposed on the north side of West Boundary Road.



Abutting Property Owners

The proposed sidewalk construction directly affects abutting property owners and residents. There are five private residences located on the south side of Main Street. The project is not expected to need additional right-of-way, but the construction may affect front yards and driveways.

Freight/Trucks

None of the affected roads are officially-designated freight routes; however, the permissive left turn with wide truck-turning radius at the proposed location of the pedestrian-island refuge needs careful consideration; the preliminary design of the refuge is a "pork chop" to accommodate truck turning movements.

Elected Officials

Lane County Commission Heather Buch, representing the affected area, is very supportive of the project and announced the grant award at the Lane Area of Commission on Transportation. The Mayor of Lowell has expressed appreciation and excitement about the project.

Equity: Title VI/Environmental Justice

Title VI of the Civil Rights Act of 1964 is the federal law which protects individuals from discrimination on the basis of their race, color, or national origin in programs that receive federal financial assistance, such as Lane County Public Works.

Environmental Justice (EJ) is a term that comes from the Presidential Executive Order 12898, building upon the antidiscrimination provisions of Title VI of the Civil Rights Act. EJ is also expressed as “social justice” and “equity” all of which is grounded in the practice of making sure that both benefits and burdens of transportation investments are shared as equitably as possible among all affected communities. The focus is on inclusive planning approaches that reach out to traditionally underrepresented populations, particularly low-income and minority populations.

Lane County's Title VI Policy Statement

(Lane County Public Works Title VI Plan, 2016):

Lane County, acting through its Public Works Department, assures that no person shall, on the grounds of race, color, national origin, sex, age, disability or income as provided by the Title VI of the Civil Rights Act of 1964 and related authorities, be excluded from participation in, be denied benefits of, or otherwise subjected to discrimination under any County sponsored program or activity. The County further assures that every effort will be made to ensure non-discrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

Populations of Concern

Based on the 2019 5-year estimates from the US Census Bureau American Community Survey, which is the most recent data available, **the project area has the greatest proportions of youth (22%), elderly (23%), and disabled (18%) populations.** The data indicates less than one percent of the population in the project area includes people of color or people with limited English proficiency. Although the area as a whole does not have a significant proportion of the population in poverty, the Lowell School District has the greatest percentage of students eligible for free and reduced lunches based on household income than any other school district in Lane County.

- **Youth:** Children and young adults under the age of 18 have very different transportation needs than the adult population. The vast majority of people under 18 are unable to drive a car, and therefore rely more on walking, bicycling, public transit, carpooling, or rides from family, if available. Other youth-related vulnerabilities may include lacking knowledge of safe travel behaviors. Road design and sidewalk conditions are key factors in determining youth physical activity. Safe crossings, well-built sidewalks, and traffic calming strategies are all associated with greater physical activity in children and young adults.¹ Promoting physical activity among this demographic is important for physical and social development, boosting academic achievement and self-esteem, and preventing costly chronic diseases.² Further, physical and cognitive development impact a child's ability to safely walk and bicycle in a high traffic scenario.³⁴ For younger children in particular, this means that children lack the full awareness and ability to scan for traffic and identify safe locations to cross the street.
 - This project is intended to directly benefit this population by constructing sidewalks and reducing the crossing distance of a busy intersection.
 - Outreach activities will include providing safety education resources through Lane County's SRTS Rural Program.
- **Seniors:** The population over 64 years of age may require more alternatives to driving and thus have more mobility needs than the general adult population. Older adults increasingly depend on active transportation modes, such as using public transit, walking and/or biking when they decrease or stop driving. Prioritizing active transportation needs enables older adults to maintain positive

¹ Carver A, Timperio A, Crawford D. Neighborhood Road Environments and Physical Activity Among Youth: the Clan Study.

Nournal Urban Heal Bull New York Acad Med. 2008;85:532-544.

² CDC Division of Adolescent and School Health. The Association Between School-Based Physical Activity, Including Physical Education, and Academic Performance.; 2010. www.cdc.gov/HealthyYouth. Accessed October 15, 2016.

³ National Highway Traffic Safety Administration. Bicycle Safety Education for Children from a Developmental and Learning Persepctive. 2014.

⁴ National Highway Traffic Safety Administration. Child Pedestrian Safety Education: Applying Learning and Developmental Theories to Develop Safe Street-Crossing Behaviors. 2009.

well-being, despite the onset of functional limitations.⁵ Walkable access to adequate public transportation is essential for older adults to maintain their daily activities and independence.⁶ Additionally, safe, walkable communities that promote physical activity help prevent or delay chronic diseases such as arthritis, osteoporosis, and diabetes in older adults.⁷ As 61% of American adults ages 65 years or older have at least one activity-based limitation, creating communities where older adults can safely be active and access necessary resources is crucial to the future prevention of such disability.⁸ Lastly, older adults are especially vulnerable to social isolation, which can result in significant declines in physical health; increasing walkability enhances older adults' ability to connect with others.

- This project will benefit this population by providing sidewalks, reducing the crossing distance of a busy intersection, and constructing ADA ramps.
 - Outreach activities will include reducing the need travel to participate and providing written materials in larger font, such as direct-mail postcards.
- **Disability:** Mobility is a top issue for most people with disabilities, and often determines the extent to which they can participate in the community and retain employment^{9,10}. Most people experience disability at some point in their lives, if

⁵ Cvitkovich Y, Wister A. The Importance of Transportation and Prioritization of Environmental Needs to Sustain Well-Being among Older Adults. *Environ Behav.* 2001;33(6):809-829. doi:10.1177/00139160121973250.

⁶ Michael YL, Green MK, Farquhar SA. *Neighborhood Design and Active Aging*. Vol 12.; 2006. doi:10.1016/j.healthplace.2005.08.002.

⁷ National Institute on Aging. Exercise & Physical Activity. *Natl Inst Heal.* 2015. <https://www.nia.nih.gov/health/publication/exercise-physical-activity/introduction>.

⁸ National Center for Health Statistics. Health, United States, 2015. *Cent Dis Control Prev.* 2016.

⁹ Cmar J, Crudden A, McDonnall M. Transportation self-efficacy and employment among individuals with visual impairments. *Journal of Vocational Rehabilitation.* 2018;48(2):257-268. <https://content.iospress.com/articles/journal-of-vocational-rehabilitation/jvr925>. Accessed January 22, 2020.

¹⁰ Bascom G, Christensen K. The impacts of limited transportation access on persons with disabilities' social participation. *Journal of Transport and Health.* 2017;7(B):227-234. <https://www.sciencedirect.com/science/article/pii/S2214140517300075>. Accessed January 22, 2020.

only temporarily in some cases. A variety of temporary and permanent cognitive, visual, and physical disabilities can prevent people from being able to drive a car, making a variety of transportation options essential. Active and public transportation options are essential for the inclusion of people with disabilities in our communities. While not all disabled individuals will have the option of bicycle transportation, there are many adaptive bicycle designs developed to serve a population that is extremely varied in their abilities and mobility options¹¹.

- This project will benefit this population by providing sidewalks, reducing the crossing distance of a busy intersection, and constructing ADA ramps.
- Outreach activities will include reducing the need travel to participate and providing written materials in larger font, such as direct-mail postcards.

Public Involvement Strategy

The spectrum of public participation ranges from Inform (providing the public with information) to Empower (placing the final decision in the hands of the public). The decision making process established by *Lane Manual 15.580 Citizen Input with Regard to Individual Road Projects* is an **Involve** public participation model in which the County works directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered. The Involve process commits to providing feedback on how public input influenced the decision.

Decision Making

The public involvement process for this project ensures stakeholders and the environment are considered. Lane County has made a strong policy commitment through Lane Manual Chapter 15 by requiring all projects (other than maintenance and bridges) to have design concepts approved by Board Order. The process requires stakeholder identification and involvement, notices to abutting property owners, and a public hearing and recommendation by the Lane County Transportation Advisory Committee. A written report documenting the process, public comments received, alternatives considered, and the recommended design concept is required to be

¹¹ DeVault, Nancy, Adaptive Bicycles Pave the Way for Riders with Disabilities, AmeriDisability, 2019. <https://www.ameridisability.com/post/adaptive-bicycles-pave-the-way-for-riders-with-disabilities>. Accessed January 12, 2021.

provided as part of the Board Order. The public involvement plan accounts for this decision making process.

The anticipated level of conflict, concern or controversy on this project is low, as is the probable level of difficulty in solving the problems and advancing the project. The project does not have significant physical impacts on properties or the environment. Further, the scope of the project is defined by the grant contract, thereby limiting the ability to significantly alter the design. Therefore, the participation tools do not include design charrettes and workshops, but the decision making process includes a public hearing.

Outreach Tools

- **Direct mailings** -- will be provided to affected property owners and occupants at project milestones, such as pre-survey work, invitations to meetings, and pre-construction activities
- **Webpage** -- this project has webpage that will be updated throughout the process with relevant project information
- **Interested Parties (IP) List** – interested parties will be updated regularly throughout the life of the project
- **Press Release and Social Media** – the project team will work with the County's Public Information Officer
- **School Newsletters** – the Lundy Elementary School principal committed to providing educational information to students. The Lane County SRTS Rural Program coordinator will also work with students on pedestrian safety education
- **Stakeholder Interviews** -- the project team will solicit input from affected stakeholders
- **Public Meetings** – there will be a public hearing before the Lane County Transportation Advisory Committee (TrAC) which is a citizen body appointed by the Board of County Commissioners

Outreach Activities

The outreach tools listed above will be used to support public involvement through the duration of the project. Targeted activities at the project milestones are listed in the following table.

Involvement Milestone	Timing
Project Introduction	
Project webpage	February 2021

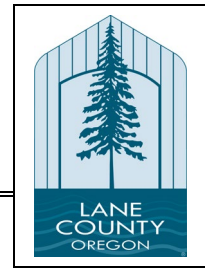
Stakeholder Interviews	April 2021
Direct Mailings	May 2021
Design Concept Approval	
Design Drawings – Solicit Public Input	May 2021
Written Report – Summarize Public Input	June 2021
TrAC Recommendation - Public Hearing	July 2021
Board Order – Public Meeting	August 2021
Design Development/Refinement	
30% - Apply Design Concept	August 2021
70% - Property owner consultation	September 2021
95% - Acquire temporary construction easements	December 2021
100% Final	January 2022
Construction	
Contract Award – Information about construction schedule, traffic delays	April 2022
Construction Commence	April 2022
Construction Complete	ODOT Project Milestone – 7/17/22
Project Site Visit (Required by ODOT Contract) Ribbon cutting event, invite elected officials, media	August 2022

Tracking Results

Project completion will include an evaluation of the public involvement process with stakeholders and the project team to review the information tracked and discuss areas that went well versus areas that have room for improvement in future outreach efforts. Any loose ends with stakeholders will also be wrapped up as part of the evaluation and tracking process.

The following information will be tracked:

- Number of activities/actions/events and participants/respondents
- Comments received / comment themes / key concerns
- Responses delivered / How concerns were addressed / Communicating results to stakeholders



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Becky Taylor, Senior Transportation Planner

AGENDA ITEM: Toward Zero Deaths (TZD) – Implementation Update: London Road Safety Corridor (LRSC)

I. ACTION

No formal action is requested of the TrAC. This is an informational item about Lane County's Toward Zero Deaths (TZD) implementation. This is a standing item on the TrAC agenda. The notable update at the time is the London Road Safety Corridor (LRSC) pilot program.

II. BACKGROUND

In 2017, the Lane County Board of Commissioners adopted a Transportation Safety Action Plan (TSAP) and joined Toward Zero Deaths which is a national strategy on highway safety (comparable to Vision Zero) -- to focus on reducing fatal and severe-injury collisions on Lane County roads. The TSAP is an action-oriented plan that emphasizes a systemic approach to safety. The TSAP identifies education, enforcement, and engineering actions to minimize and mitigate the greatest safety risks contributing to fatal collisions (i.e. excessive speed and/or driving under the influence of intoxicants, leading to single-vehicle roadway departure and fixed-object collisions). The TSAP also recognizes the need to support emergency response and to consider equity, especially with disproportionate safety burdens in rural areas and on vulnerable populations.

The LRSC pilot program aligns with the TSAP and is the newest safety initiative to advance Lane County's TZD commitment. The purpose of the safety corridor program is to reduce fatal and severe-injury crashes. The primary benefit of the program is installing "Safety Corridor" informational signs and "Fees Double" regulatory signs. The companion benefits include applying a multidisciplinary approach (i.e. the Safety E's of engineering, education, enforcement, and emergency response) in a coordinated manner to a specific corridor with significant crash rates. The LRSC designation was based on crash data and an equity analysis which was affirmed by the Association of Oregon Counties Advisory Committee on February 18, 2021, and the Board of County Commissioners on May 4, 2021.

The attached LRSC Management Plan provides more information.

III. RECOMMENDATION / NEXT STEPS

TZD updates are provided at every TrAC meeting. Implementation of the LRSC is scheduled for July 4, 2021. Public education campaigns are a significant component of program

implementation.

IV. FOR MORE INFORMATION

Feel free to contact Becky Taylor by phone at 541-255-5761 or by email at becky.taylor@co.lane.or.us.

V. ATTACHMENTS

LRSC Management Plan

London Road Safety Corridor (LRSC) Management Plan



LRSC Advisory
Committee
March 2021

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APPENDICES

- A. County Safety Corridor Pilot Program Guidelines *(established by Association of Oregon Counties Advisory Group)*
- B. London Road Safety Corridor Pilot Program Application *(sponsored by the Lane County Fatal Crash Investigation Team and approved by the Association of Oregon Counties Advisory Group, February 2021)*
- C. Lane County Transportation Safety Action Plan *(adopted by Board of County Commissioners, 2017; recommends engineering, enforcement, education actions; identifies equity issues, such as rural disparities, and system support needs, such as emergency response; provides a risk-based, prevention-oriented, public health approach to reducing fatal and severe-injury crashes on County roads.)*
- D. London Road Safety Corridor (LRSC) Advisory Committee Charter
- E. Annual Work Plan

Introduction

The purpose of this plan is to ensure effective and efficient management and implementation of the London Road Safety Corridor pilot project. This is a pilot project in that the Oregon Legislature created a pilot program to test the application of the Safety Corridor designation on county roads. Previously, the designation was only applicable to ODOT highways. This test case on London Road will help inform both the State and the County about the efficacy of the Safety Corridor program.

The purpose of the safety corridor program is to reduce fatal and severe-injury crashes. The primary benefit of the program is installing “Safety Corridor” informational signs and “Fees Double” regulatory signs. The companion benefits include applying a multidisciplinary approach (i.e. the Safety E’s of engineering, education, enforcement, and emergency response) in a coordinated manner to a specific corridor with significant crash rates.

Background

House Bill 3213 passed by the 2019 Oregon Legislature directed the Oregon Department of Transportation (ODOT) to establish a County Road Safety Corridor Pilot Program. This law required the formation of a County Safety Corridor Advisory Group, which is managed by the Association of Oregon Counties (AOC), and imposed reporting requirements on counties participating in safety corridor pilot program. The AOC Advisory Group established Guidelines (see Appendix A) establishing criteria for the designation and management of the pilot program, including the following:

- Selection criteria
- Community engagement
- Heightened enforcement
- Engineering improvements
- Decommissioning criteria
- Reporting criteria

London Road was approved by the AOC Advisory Committee on February 18, 2021. As detailed in the application provided in Appendix B, the first seven miles of London Road was selected for the Safety Corridor pilot program after careful consideration of crash data, equity considerations, and opportunities to leverage Safety E partnerships and achieve objectives of Lane County’s Transportation Safety Action Plan (TSAP, see Appendix C). Lane County’s Fatal Crash Investigation Team (FCIT) sponsored the London Road Safety Corridor pilot program application which was supported by Lane County Commissioner Buch, District Attorney Perlow, the Lane County Transportation Advisory Committee, the City of Cottage Grove, South Lane Rural Fire and Rescue, and more.

Stakeholders / Advisory Committee

Committed stakeholder involvement is vital to the successful safety corridor implementation. The AOC Guidelines (see Appendix A) establish the following requirements:

- The county is responsible to lead and maintain a safety corridor multi-disciplinary stakeholder group, which includes contact information for all members.
- An active multi-disciplinary stakeholder group works with the county to establish priorities and goals for traffic safety improvements in the safety corridor, serves as a liaison to county traffic safety programs, approve county public information campaigns, and monitor progress toward safety goals.

The required stakeholder group, referenced above, for the London Road Safety Corridor (LRSC) is the LRSC Advisory Committee, consisting of the following participants:

- Lane County Fatal Crash Investigation Team which includes Lane County staff from County Counsel, Risk Services, Public Health, Sheriff's Office, and Public Works
- South Lane Rural Fire and Rescue
- Oregon Department of Transportation, Safety Division

This committee will meet quarterly and is charged with guiding the development and implementation of engineering, enforcement, education, and emergency response actions to reduce fatal and serve injury collisions on London Road. The committee will engage other stakeholders and the community, especially during public education activities. The committee charter is provided in Appendix D.

Safety Actions and Evaluation

The Lane County Transportation Safety Action Plan (TSAP), adopted by the Board of County Commissioners and included in Appendix C, provides a list of recommended engineering, enforcement and education actions and is a resource to assist the development and implementation of activities on the London Road Safety Corridor. The TSAP also identifies equity issues, such as rural disparities, and system support needs, such as emergency response; provides a risk-based, prevention-oriented, public health approach to reducing fatal and severe-injury crashes on County roads.

The Four Safety E's of engineering, education, enforcement, and emergency response are the focus of the Safety Corridor program. There are annual reporting requirements on each of these elements, as noted below and detailed in Appendix A. Equity, which is

a Lane County core value, will be evaluated in the development, implementation, and reporting functions of the corridor.

Engineering

The design of a roadway can influence driver behavior. For example, wider, straight roads tend to give drivers more confidence to drive faster. Roadway features can be designed to be more forgiving of human error, such as rumble strips which alert drivers to self-correct back into the travel lane. In most cases, based on crash data analysis findings of the TSAP, fatal and severe-injury crashes are the result of risky driving behaviors, such as speeding, intoxication, and distraction, rather than vehicle malfunctions, weather conditions, or roadway characteristics.

Examples of engineering actions include: Low-cost engineering improvements, such as pavement striping, raised pavement markers, delineators, rumble strips, and signing.

Annual reporting requirements include: Review of traffic control devices (signing, striping, pavement markings, and delineation) on the corridor for compliance with current standards and assuring proper visibility and legibility.

Education

Most fatal and severe-injury crashes are preventable – by reducing risky driving behaviors, such as speeding, intoxication, and distraction. Lane County has been working to create a safety culture in which personal and community safety is a personal and community responsibility. The emphasis on prevention has resulted in a change in terminology – replacing “accidents” with “crashes.” Accidental death, which includes crashes, is the third leading cause of death in Lane County. As a preventable death, crashes should not be an inevitable cost of our mobility. Education is essential to creating this safety culture.

Examples of education actions include: safe and courteous driving awareness efforts, including media and educational events, brochures, billboards, and poster distributions

Annual reporting requirements include: A minimum of four quarterly traffic safety public information campaigns planned and accomplished through paid or volunteer efforts for the corridor. This may be a combination of print, radio, TV, cable, billboards, theater ads, presentations to local schools, civic groups, etc.

Enforcement

More frequent enforcement is the single most effective short-term way to reduce traffic crashes in safety corridors. The county safety corridor program requires “Traffic Fines

Double.” The “fines double” signing must be present within the highway safety corridor in order for traffic infraction fines to be higher. The fines apply to the following:

- Class A or Class B traffic violations.
- Class C or Class D traffic violations related to exceeding a legal speed.
- Reckless driving, as defined in ORS 811.140.
- Driving while under the influence of intoxicants, as defined in ORS 813.010.
- Failure to perform the duties of a driver involved in an accident or collision, as described in ORS 811.700 or 811.705.
- Criminal driving while suspended or revoked, as defined in ORS 811.182.
- Fleeing or attempting to elude a police officer, as defined in ORS 811.540.

Annual reporting requirements include: Commitment from the enforcement agencies noting the corridor remains an active patrol priority for their jurisdiction(s).

Emergency Services

The severity of crashes in rural areas can be complicated by extended travel times to medical support services. Coordination of emergency services in the corridor to enhance quick response. The Lane County Transportation Safety Action Plan recommends the following: Support emergency response in rural areas to understand and advocate for their needs. This safety corridor pilot project will include the affected emergency medical services provider, South Lane Fire and Rescue, providing an opportunity for Lane County to better understand emergency service needs.

Annual reporting requirements include: Identification should be made of all medical service providers and their contact staff name and telephone numbers within the corridor area including local agencies, ambulance services, fire, hospitals, etc. Specific EMS communication or vehicle access issues should be identified and documented.

Evaluation

Annual Reports – In addition to the requirements for each Safety E, as noted above, the following must be included:

- A current stakeholder list with contact information for all members
- Any traffic crash data elements to be tracked that represent priority performance measures identified through problem identification
- Accomplishments and activities completed to date
- Activities planned for the year
- Any action items, stakeholders responsible for each action item, and due dates
- Funding sources and amounts

- Identification of any projects, infrastructure or otherwise, scheduled in the safety corridor

Periodic Reports -- the Guidelines state the following: Each county shall, in consultation with the department, prepare two reports on its findings, including any recommendations for legislation, and shall submit the reports to an appropriate committee or interim committee of the Legislative Assembly related to transportation.

- The first report must be submitted no later than September 15, 2022.
- The second report must be submitted no later than September 15, 2024.

Additionally, the AOC Advisory Committee meets quarterly and would appreciate updates on the progress of the London Road Safety Corridor at those meetings, when possible.

The annual work plan to be developed by the LRSC Advisory Committee will be included as Appendix E when available. An example annual report due to the AOC Advisory Committee is provided in Appendix A.



Lane County Transportation Advisory Committee (TrAC)

Tentative 12-Month Calendar & Agenda Items

<p>January 27, 2021</p> <ul style="list-style-type: none"> • Nominations / Appointments: 2020 Chair / Vice Chair LaneACT representative • 2019 Year-End Report / 2019 Next Steps • CIP/Budget update 	<p>March 24, 2021</p> <p>CANCELLED</p>	<p>May 26, 2021</p> <ul style="list-style-type: none"> • Transportation System Plan overview • CIP update/Prioritization hierarchy • Lundy SRTS project overview • Towards Zero Deaths update
<p>July 28, 2021</p> <ul style="list-style-type: none"> • Review/ refinement of CIP project list • Public Hearing: Lundy SRTS Design Concept • Lane County's EV work • Equity tool overview 	<p>September 22, 2021</p> <ul style="list-style-type: none"> • Public Hearing: FY22-FY26 Capital Improvement Program • ECS workgroup highlight • SRTS presentation by Rural Lane County Coordinator 	<p>November 17, 2021</p> <ul style="list-style-type: none"> • ECS workgroup highlight • Jurisdictional Transfers discussion • Bike Master Plan update • 30th Avenue Corridor Plan update
<p>January 26, 2022</p> <ul style="list-style-type: none"> • Nominations / Appointments: 2022 Chair / Vice Chair LaneACT representative • 2021 Year-End Report / 2021 Next Steps • CIP/Budget update • Jurisdictional Transfers discussion 	<p>March 23, 2022</p> <ul style="list-style-type: none"> • 	<p>May 25, 2022</p> <ul style="list-style-type: none"> •
<p>Road Tour – TBD</p>		