



TRANSPORTATION ADVISORY COMMITTEE (TrAC)

AGENDA

Wednesday, May 25, 2022

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

REMOTE OPTION

Teams Meeting: [Click here to join the meeting](#)

Phone: +1 (469)-949-9300 **Phone Conference ID:** 972 438 750#

IN PERSON OPTION

Goodpasture Room – Public Works Customer Service Center
3050 N. Delta Hwy, Eugene

- I. Introductions / Agenda Review / Role – *Chair, Robin Mayall, 5 min.*
 - ☐ Christi Thompson ☐ Collina Beard ☐ Gwen Jaspers
 - ☐ Jim Torrey ☐ John Marshall ☐ Kevin Woodworth
 - ☐ Robin Mayall
- II. General Public Comment, **10 min.**
- III. Lane County Road & Bridges CIP Update and Funding Opportunities –
Sasha Vartanian, 20 min. (attachments included)

Staff will provide a brief overview of the status of programming projects for the FY2023/2024-FY2027/2028 CIP. Staff will share a preview of a tool in development to assist with project prioritization. Staff will also provide a summary of funding opportunities for transportation projects in Lane County and how we evaluate grants and associated criteria with Lane County transportation needs.
- IV. Lane County Bicycle Master Plan Update – *Becky Taylor, 30 min. (attachments included) – ACTION REQUIRED*

Staff will share the draft Lane County Bicycle Master Plan, seek questions and comments, and discuss next steps for amending the Transportation System Plan (TSP). Per Lane Manual Chapter 15, the TrAC is being asked to make a recommendation on functional classification amendments as part of the TSP amendments package.
- V. 30th Avenue Active Transportation Plan Update – *Becky Taylor, 30 min. (attachments included)*

Staff will share an overview of feedback received from the February 16, 2022 public open house and how that feedback has informed

changes to the design concepts. TrAC members who attended the public meeting are invited to share their observations and all members are welcome to provide additional comments and ask questions.

VI. Traffic Calming Pilot Project Update – *Mike Soliwoda, 5 min.*
(attachments included)

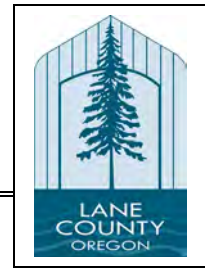
Staff will provide an update on the recommended street for the first traffic calming pilot study and seek feedback from TrAC members.

VII. Other Updates – *All, 10 min.*

- Liaison reports
 - LaneACT – *Gwen Jaspers*
 - London Road Safety Corridor – *Jim Torrey*
 - Safe Lane Coalition – *Kevin Woodworth*
- Info share

Additional attachments:

- TrAC 12 Month Calendar



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Sasha Vartanian, Transportation Planning Supervisor

AGENDA ITEM: Lane County Road & Bridge CIP Update and Funding Opportunities

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). Staff will provide an overview of the status of programming projects for the Fiscal Year 2023/2024 – 2027-2028 CIP. Staff will share a preview of a tool in development to assist with project prioritization. Staff will also share details about multiple funding opportunities being pursued for transportation projects in Lane County. Our desire is to provide TrAC members with a better understanding of how we evaluate projects for recommending programming in the Lane County CIP and for grant opportunities and associated funding criteria. All TrAC members are welcome to provide additional comments and ask questions.

II. BACKGROUND

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. Staff have developed a tool to help facilitate the decision making process based on the prioritization hierarchy. The tool is used by staff to vet initial project needs in order 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.

Lane County has a successful track record of expanding the number of improvements we can deliver on the Lane County road system by strategically pursuing external funding opportunities and leveraging our road fund dollars to support funding match requirements. Each external funding opportunity has specific criteria that projects must meet to be competitive for funding. Lane County staff are continuously working to understand and monitor needs identified on the Lane County road system to make sure we are pursuing the most viable projects.

The grant programs we will review in more detail include:

- FEMA Hazard Mitigation Grant Program (HMGP)
- Federal Lands Access Program (FLAP)
- RAISE
- Safe Routes to School

- Community Paths Program
- Metropolitan Planning Organization funding
 - Surface Transportation Block Grant
 - Congestion Mitigation Air Quality Grant

III. RECOMMENDATION / NEXT STEPS

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 continue to pursue funding opportunities discussed and will seek letters of support from the TrAC as appropriate. Staff will be sure to clarify what projects we are seeking external funding sources for as part of the discussion around Road & Bridge projects recommended for the Lane County Capital Improvement Plan.

IV. FOR MORE INFORMATION

Feel free to contact Sasha Vartanian, Transportation Planning Supervisor, at 541-682-6598 or sasha.vartanian@lanecountyor.gov

V. ATTACHMENTS

Draft Road & Bridge Projects for inclusion in the Fiscal Year 2023/2024 – 2027-2028 CIP

TABLE 1a: ANNUAL EXPENSES BY CATEGORY

CATEGORY	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	5-YR TOTAL
PAVING (522524) (Table 2)							
Identified Overlay & Rehabilitation Paving Projects	\$2,500,000	\$2,040,000	\$0	\$0	\$0	\$0	\$4,540,000
Slurry Seals (Roads Identified Annually)	\$350,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,350,000
Unidentified Paving Funding Available	-\$662,322	-\$860,540	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,477,138
Total Paving (\$1.25M/YR - Project Costs + Revenue)	\$2,850,000	\$2,290,000	\$250,000	\$250,000	\$250,000	\$250,000	\$5,890,000
BRIDGES & STRUCTURES (522525) (Table 3)							
Bridge Preservation & Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Covered Bridge Preservation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Seismic Rehabilitation & Retrofit	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Culverts	\$0	\$679,000	\$0	\$0	\$0	\$0	\$679,000
Unidentified Bridges & Structures Funding Available	\$1,000,000	\$980,700	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,980,700
Total Bridges (\$1M/YR - Project Costs + Revenue)	\$0	\$679,000	\$0	\$0	\$0	\$0	\$5,659,700
INFRASTRUCTURE SAFETY IMPROVEMENTS (522527) (Table 4)							
Pedestrian/Bicycle Improvements	\$1,818,755	\$300,000	\$2,735,000	\$250,000	\$250,000	\$250,000	\$5,353,755
Transportation Safety Actions	\$0	\$1,016,100	\$0	\$0	\$0	\$0	\$1,016,100
Unidentified Infrastructure Safety Improvement Funding Available	\$73,889	\$95,647	-\$20,210	\$250,000	\$250,000	\$250,000	\$649,327
Total Infrastructure (\$.5M/YR - Project Costs + Revenue)	\$1,818,755	\$1,316,100	\$2,735,000	\$250,000	\$250,000	\$250,000	\$7,019,182
GENERAL CONSTRUCTION (522529) (Table 5)							
Identified General Construction Projects	\$65,000	\$3,101,889	\$0	\$0	\$0	\$0	\$3,166,889
Unidentified General Construction Funding Available	-\$65,000	-\$180,736	\$0	\$0	\$0	\$0	-\$245,736
Total General Construction (Project Costs + Revenue)	\$65,000	\$3,101,889	\$0	\$0	\$0	\$0	\$2,921,153
CONSULTANTS (Table 6)							
Identified Consulting Services - Engineering	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Unidentified Consulting Services - Engineering	\$25,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$525,000
Identified Consulting Services - Bridges	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unidentified Consulting Services - Bridges	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$625,000
COBO Consultants & Contract Work (Table 9)							
COBO Consultants & Contract Work	\$0	\$1,289,156	\$0	\$0	\$0	\$0	\$1,289,156
Total Consultants and COBO Work	\$100,000	\$1,289,156	\$0	\$0	\$0	\$0	\$2,539,156
ANNUAL CIP	\$4,833,755	\$8,676,145	\$2,985,000	\$500,000	\$500,000	\$500,000	\$24,029,191
Total Revenues- (see Table 7)	\$2,330,322	\$5,961,216	\$2,214,791	\$0	\$0	\$0	\$10,506,329
NET COUNTY CIP PROJECT COST	\$2,503,433	\$2,714,929	\$770,210	\$500,000	\$500,000	\$500,000	\$13,522,862
Total Unprogramed Road FUND (Undesignated \$3M/Yr)	\$496,567	\$285,071	\$2,229,791	\$2,500,000	\$2,500,000	\$2,500,000	
QC: NEEDS TO TOTAL \$3M/Yr	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	
TERRITORIAL HIGHWAY IMPROVEMENTS (Table 8)							
Total Territorial Highway Improvements	\$0	\$0	\$12,000,000	\$0	\$0	\$0	\$12,000,000

TABLE 1b: ANNUAL EXPENSES BY CATEGORY - ONE-TIME FUND

CATEGORY	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	5-YR TOTAL
PAVING (522524) (Table 2)						
	\$ 1,400,000	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000
BRIDGES & STRUCTURES (522525) (Table 3)						
	\$ -	\$ 3,600,000	\$ -	\$ -	\$ -	\$ 3,600,000
INFRASTRUCTURE SAFETY IMPROVEMENTS (522527) (Table 4)						
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GENERAL CONSTRUCTION (522529) (Table 5)						
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TERRITORIAL HIGHWAY IMPROVEMENTS (Table 8)						
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ANNUAL TOTAL ONE-TIME FUNDED PROJECTS	\$ 1,400,000	\$ 3,600,000	\$ -	\$ -	\$ -	\$ 5,000,000

TABLE 1c: ANNUAL EXPENSES BY CATEGORY - UNFUNDED

CATEGORY	TOTAL
PAVING (522524) (Table 2)	
	\$ 7,962,000
BRIDGES & STRUCTURES (522525) (Table 3)	
	\$ 25,814,768
INFRASTRUCTURE SAFETY IMPROVEMENTS (522527) (Table 4)	
	\$ 14,771,972
GENERAL CONSTRUCTION (522529) (Table 5)	
	\$ 2,867,727
TERRITORIAL HIGHWAY IMPROVEMENTS (Table 8)	
	\$ 55,349,666
STORMWATER (Table 10)	
	\$ 4,454,000
TOTAL UNFUNDED PROJECTS	\$ 106,766,133

TABLE 2a: PAVEMENT PRESERVATION - Road Fund

PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	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 - STBG	\$2,100,000						\$0
							\$0
							\$0
Lorane Highway Overlay: MP 4.458 to MP 7.78		\$2,040,000					\$2,040,000
Paiute, Winnebago, Indian	\$400,000						\$0
Slurry Seal Projects**	\$350,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000
Unidentified Paving Funds Available for New Projects***	-\$662,322	-\$860,540	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$3,290,000
TOTAL PAVING	-\$662,322	-\$860,540	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$6,580,000

TABLE 2b: PAVEMENT PRESERVATION - (One-time funds)

PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	5-YR TOTAL
Bob Straub	\$1,400,000						\$1,400,000
							\$0
TOTAL PAVING ONE-TIME FUND	\$0	\$0	\$0	\$0	\$0		\$1,400,000

TABLE 2c: PAVEMENT PRESERVATION - Unfunded

PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	Estimate	Notes
Airport Rd MP 0.634-1.522 (small section of W. Enid Rd)					TBD		\$0	STBG
Clear Lake Rd MP 0-5.039						TBD	\$0	STBG
Cottage Grove - Lorane Road MP 5.0-12.654				\$1,800,000			\$1,800,000	
Greenhill?								
Hamm Road MP 2.000-4.360			\$462,000				\$462,000	
Jasper Rd MP 1-4.340							\$0	
30th Ave MP 0.13-2.11							\$0	
Marcola Rd MP 2.1-5.685							\$0	
Sears Rd MP 3.35-9.8							\$0	
Good Pasture Rd							\$0	
Panther Creek Rd							\$0	
Battle Creek Rd							\$0	
Bailey Hill Road (Eugene to Lorane Hwy)		\$2,200,000					\$2,200,000	
Row River Road Reconstruct: Cottage Grove UGB to Shoreview Drive (TSP #124b)				\$3,500,000			\$3,500,000	
TOTAL PAVING UNFUNDED							\$7,962,000	

TABLE 2a: BRIDGES & STRUCTURES - Road Fund

PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	5-YR TOTAL
Bridge Preservation & Rehabilitation							\$0
							\$0
Covered Bridge Preservation & Rehabilitation							\$0
							\$0
Seismic Rehabilitation & Retrofit							\$0
							\$0
Culverts							\$0
							\$0
Big Creek Rd Fish Culvert		\$679,000					\$679,000
Unidentified Bridges & Structures Funding Available for New Projects***	\$1,000,000	\$980,700	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,980,700
TOTAL BRIDGES & STRUCTURES	\$1,000,000	\$1,659,700	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,659,700

TABLE 2b: BRIDGES & STRUCTURES - One-Time Fund

PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	5-YR TOTAL
Bridge Preservation & Rehabilitation							\$0
							\$0
Covered Bridge Preservation & Rehabilitation							\$0
Goodpasture Covered Bridge		\$3,600,000					\$3,600,000
Seismic Rehabilitation & Retrofit							\$0
							\$0
Culverts							\$0
							\$0
Riverview Avenue Culvert		TBD					TBD
TOTAL BRIDGES ONE-TIME FUND	\$0	\$3,600,000	\$0	\$0	\$0	\$0	\$0

TABLE 2c: BRIDGES & STRUCTURES - Unfunded

PROJECT				Estimate	Notes
Bridge Preservation & Rehabilitation					
Delta Road Bridge			\$3,666,000	\$3,666,000	HMGP/FLAP
				\$0	
Crow Rd-Sprencer Creek O'flow Bridge #39C31A (MP 5.04)				\$145,000	HBP
Section Loss Repairs			\$145,000	\$145,000	
Dahlin Rd-Mercer Lake Bridge #39C564 (MP 0.04) Section Loss Repairs - Construction			\$974,000	\$974,000	HBP
Right-of-way			\$19,000	\$19,000	
Consultant			\$213,000	\$213,000	
King Rd W, Belknap Bridge #39C123 (MP)			\$932,000	\$932,000	HBP
Consultant			\$290,000	\$290,000	
Kitson Springs Rd-Salt Creek Bridge #39C627 Replacement (MP 0.268) - Construction			\$5,226,000	\$5,226,000	HBP
Right-of-way			\$122,000	\$122,000	
Consultant			\$795,000	\$795,000	
Maple Creek Rd-Maple Creek Bridge #39C566 (MP 0.59)			\$305,000	\$305,000	HBP
Section Loss Repairs - Construction				\$29,000	
Right-of-way				\$206,000	
Consultant				\$206,000	
Marlow Rd-Coyote Creek Bridge #39C204 (MP 0.008) Section Loss Repairs			\$110,000	\$110,000	HBP
Pine Grove Rd-Spencer Creek Bridge #39425 (MP 1.75) Section Loss Repairs			\$110,000	\$110,000	HBP
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 - Construction			\$2,750,000	\$2,750,000	HBP
Right-of-way			\$63,000	\$63,000	
Consultant			\$727,000	\$727,000	
S Canary Rd O'flow Bridge #39C573 (MP 0.43) Section Loss Repairs			\$738,000	\$738,000	HBP
Right-of-way			\$52,000	\$52,000	
Consultant			\$179,000	\$179,000	
Templeton Rd Bear Creek Bridge #39C371 (MP 0.98) Section Loss Repairs			\$552,000	\$552,000	HBP
Right-of-way			\$29,000	\$29,000	
Consultant			\$349,000	\$349,000	
Covered Bridge Preservation & Rehabilitation					
Goodpasture Covered Bridge Bridge					
Advanced Assistance - PE	\$	862,842		\$862,842	HMGP
Belknap Covered Bridge				\$0	
Seismic Rehabilitation & Retrofit					
Marcola Bridge	\$1,943,646			\$1,943,646	HMGP
Row River Bridges Seismic Upgrades		\$1,500,000		\$1,500,000	HMGP
Advanced Assistance - PE	\$780,402			\$780,402	
Pengra Road Bridge		\$2,000,000		\$2,000,000	HMGP
				\$0	
Culverts					
Culvert Upsizing to Support Post Holiday Farm Fire Debris Flows		\$2,230,000		\$2,230,000	
Advanced Assistance - PE	\$1,167,878			\$1,167,878	HMGP
Goodpasture Rd MP 4.9 Culvert Upsizing		\$365,000		\$365,000	HMGP
Lorane Highway Culvert					
TOTAL BRIDGES UNFUNDED				\$25,814,768	

TABLE 4a: INFRASTRUCTURE SAFETY IMPROVEMENTS - Road Fund

PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	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						\$0
Right-of-way	\$214,755						\$0
Howard Elementary							
Laura Street Urban Upgrade - STBG: Construction			\$2,485,000				\$2,485,000
Consultant	\$247,000						\$0
Right-of-way		\$200,000					\$200,000
Maxwell ADA Upgrades	\$250,000						\$0
Traffic Calming Pilot Project (site tbd)		\$100,000					\$100,000
Project Specific Transportation Safety Actions							
Lane County Signing Improvements & Guardrail Installation - ARTS		\$1,016,100					\$1,016,100
Unidentified Infrastructure Safety Improvement Funding Available for New Projects	\$73,889	\$95,647	-\$20,210	\$250,000	\$250,000	\$250,000	\$825,438
TOTAL INFRASTRUCTURE SAFETY IMPROVEMENTS	\$1,892,644	\$1,411,747	-\$20,210	\$500,000	\$500,000	\$500,000	\$5,626,538

TABLE 4b: INFRASTRUCTURE SAFETY IMPROVEMENTS - One-Time Funds

PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	5-YR TOTAL
TOTAL SAFETY ONE-TIME FUND	\$0	\$0	\$0	\$0	\$0	\$0	\$0

TABLE 4c: INFRASTRUCTURE SAFETY IMPROVEMENTS - Unfunded

PROJECT		Estimate	Notes
River Drive (MP 0.1-0.25)		\$ -	
Creswell - Morse St SRTS project	\$ 1,000,000	\$ 1,000,000	SRTS
Junction City SRTS project	\$1,200,000	\$ 1,200,000	SRTS
ARTS LC Intersection Improvements Project	\$1,369,340	\$ 1,369,340	ARTS
ARTS LC Curve Improvements Project	\$830,760	\$ 830,760	ARTS
30th Avenue Active Transportation Corridor - PE		\$1,500,000	STBG/CMAQ
Wilkes Drive - Urban upgrades - PL/PE		\$ 500,000	\$ 750,000.00 STBG
Veneta/Elmira Multi-Use Path			\$ 6,334,888 FLAP
London Road Safety Corridor Infrastructure Improvements Planning		\$ 1,286,984	\$ 1,286,984
TOTAL UNFUNDED			\$14,771,972

TABLE 5a: GENERAL CONSTRUCTION - Road Fund

PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	5-YR TOTAL
Kitson Springs Rd Slide Repair - FLAP		\$3,101,889					\$3,101,889
Consultant							\$0
(Right of Way needs)	\$65,000						\$0
Unidentified General Construction Funding Available for New Projects***	-\$65,000	-\$180,736	\$0	\$0	\$0	\$0	-\$180,736
TOTAL GENERAL CONSTRUCTION*	-\$65,000	-\$180,736	\$0	\$0	\$0	\$0	-\$245,736

TABLE 5b: GENERAL CONSTRUCTION - One-Time Fund

PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	5-YR TOTAL
TOTAL GENERAL CONSTRUCTION ONE-TIME FUND	\$0	\$0	\$0	\$0	\$0	\$0	\$0

TABLE 5c: GENERAL CONSTRUCTION - Unfunded

PROJECT	Estimate	Notes
E. King Road Realignment	\$2,867,727	FLAP, HMGP
Silver Meadow		
TOTAL GENERAL CONSTRUCTION UNFUNDED	\$2,867,727	

TABLE 6: CONSULTANTS

PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	5-YR TOTAL
Engineering Services 522190							
Geotech Services (BB&A)							\$0
Geotech Services (Western States Soil)							\$0
East King Rd (NEPA)	\$100,000						\$0
Design/Archy Consulting							\$0
Cloverdale Road Overlay							\$0
Kitson Springs Rd Slide Repair							\$0
Baily Hill Rd							\$0
Row River							\$0
Unidentified Other Professional Services	\$25,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$525,000
Bridge Engineering Services 522509							
							\$0
							\$0
							\$0
							\$0
							\$0
							\$0
Unidentified Bridge Consultant Services	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$625,000
Total Consultant Services	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,150,000

TABLE 7: PROJECT-SPECIFIC REVENUES

PROJECT	FY 22-23	FY 23-24	FY24-25					5-YR TOTAL
			Consultants	FY 24-25	FY 25-26	FY 26-27	FY 27-28	
Big Creek Rd Fish Culvert		\$659,700						\$659,700
Gilham Road Sidewalk & Safety Improvements (STBG & CMAQ) Construction	\$978,311							\$978,311
Gilham Road Sidewalk & Safety Improvements (STBG & CMAQ) Right-of-way	\$192,700							\$192,700
King Rd W, Belknap Bridge #39C123 (MP)								\$0
Kitson Springs Rd MP2.5-2.75 Slide Repair (FLAP Funds		\$2,921,153						\$2,921,153
Kitson Springs Rd MP2.5-2.75 Slide Repair (FLAP Funds) ROW								
Kitson Springs Rd-Salt Creek Bridge #39C627 Replacement (MP 0.268)								\$0
LC Signing Implementation & Guardrail Safety Improvements		\$911,747						\$911,747
Laura Street Urban Upgrade	\$221,633	\$179,460		\$2,214,791				\$2,615,884
N Game Farm Road MP 0.590-1.690 and Coburg Road MP 4.836-6.601	\$937,678							\$937,678
So. 28th Dust Mitigation		\$1,289,156						\$1,289,156
TOTAL REVENUES	\$2,330,322	\$5,961,216	\$0	\$2,214,791	\$0	\$0	\$0	\$10,506,329

TABLE 8a: TERRITORIAL HIGHWAY IMPROVEMENTS - One-Time fund

PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	5-YR TOTAL
Territorial Highway: Gillespie Corners to Hamm Road (TSP #141b)			\$12,000,000				\$12,000,000
							\$0
TOTAL TERRITORIAL HIGHWAY IMPROVEMENTS	\$0	\$0	\$12,000,000				\$12,000,000

TABLE 8b: TERRITORIAL HIGHWAY IMPROVEMENTS - Unfunded

PROJECT	Estimate	Notes
Territorial Highway: Hamm Road to Lorane (TSP #141c) Phase 4	\$12,000,000	\$12,000,000
Territorial (Fir Grove to Kruger Park)	TBD	
OR 200: MP 30.8 Slide Repair		\$2,500,000
Territorial Phase 2: Raise & Widen Bridges #4057A & #4058	\$ 4,249,666	\$4,249,666 HMGP
Territorial Highway/Suttle Road Intersection Improvements (TSP #144e) \$750,000		\$3,000,000
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 GENERAL CONSTRUCTION UNFUNDED		\$55,349,666

Table 9 Cerified on Behalf of (COBO) Agreements

PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	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	\$0	\$1,289,156
Engineering Consultant Services 522190							
Springfield - So. 28th Street Dust Mitigation (CMAQ) Consultants							\$0
Springfield - Glenwood Riverfront Path Consultants	\$0						\$0
Veneta - Veneta/Elmira Multi-use Path Consultants							\$0
McVay Highway	\$800,000						
TOTAL COBO Construction 522525	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL COBO AGREEMENTS	\$0	\$1,289,156	\$0	\$0	\$0	\$0	\$1,289,156

TABLE 10a: Stormwater - Road Fund

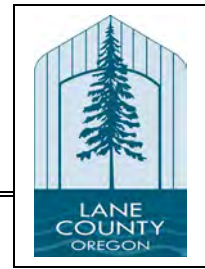
PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	5-YR TOTAL
							\$0
							\$0
							\$0
Unidentified Stormwater Funding Available for New Projects***	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL GENERAL CONSTRUCTION*	\$0	\$0	\$0	\$0	\$0	\$0	\$0

TABLE 10b: Stormwater - One-Time Fund

PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	5-YR TOTAL
TOTAL STORMWATER ONE-TIME FUND	\$0	\$0	\$0	\$0	\$0	\$0	\$0

TABLE 10c: STORMWATER - Unfunded

PROJECT	Estimate
Stormwater Retrofits - North RR/SC Area Short-Term	\$3,004,000
Stormwater Retrofits - North RR/SC Area Intermediate-Term	\$ 1,450,000
TOTAL STORMWATER UNFUNDED	\$4,454,000



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Becky Taylor, Senior Transportation Planner

AGENDA ITEM: **Lane County Bicycle Master Plan (BMP) and Lane County Transportation System Plan (TSP) Amendments**

I. ACTION

Staff will provide an overview of the draft BMP and TSP amendment process. The TrAC is requested to provide a recommendation on two functional classification changes, pursuant to Lane Code 15.035 and the evidence provided in the attached documentation.

II. BACKGROUND

Staff introduced the BMP process and the Existing Conditions Analysis at the September 22, 2021 TrAC meeting. TrAC members were invited to the November 3, 2021 public open house to learn about the Bicycle Network Map recommendations. On April 20, 2022, the draft BMP was made available to the TrAC and public on-line at:
<https://lanecountybmp.com/resources/>

The draft BMP is the product of a two-year process involving extensive technical analysis and community input. Data about community demographics, bicycle crashes and travel demand were foundational to identifying areas of vulnerability and need. The data was supplemented with local knowledge from a broad cross-section of stakeholders, community members, and partners from different sectors.

The planning framework and recommendations were reviewed by a Technical Advisory Committee consisting of representatives from seven cities, Travel Lane County, Oregon Department of Transportation, US Forest Service, Lane Education Service District, and more. The public involvement process included stakeholder interviews with community-based organizations, two online public open houses, and survey responses from over 2,500 people. The plan reflects community needs and priorities for improving bicycling conditions, particularly as a transportation option outside of the Eugene/Springfield urban core.

The plan focuses on providing Lane County with better direction about how to prioritize limited resources to make investments where there are the greatest needs and demands for bicycling investments along public roads. The plan recognizes the importance of off-road routes by recommending a list of future studies, including a Lane County Trails Plan. The predominant recommendation of the plan is shoulder widening, to create a separate travel space for people bicycling on rural roads identified as part of a bicycle network. The bicycle

network and project recommendations include facilities owned by Lane County and other agencies, such as Oregon Department of Transportation, cities, and the US Forest Service.

III. RECOMMENDATION / NEXT STEPS

The BMP is intended to serve as a resource for staff and the TrAC to improve bicycling conditions in rural Lane County. The BMP is also intended to fill the gaps of the TSP and fulfill state law. The TSP will be amended to: formally adopt the Bicycle Network Map; add new project recommendations to the TSP project list; and add/revise TSP policies for consistency with the BMP. The TrAC has no formal role in the TSP amendment adoption process; however, pursuant to Lane Code 15.035, the TrAC may provide a recommendation regarding the proposed functional classification changes.

As an efficiency measure, two functional classifications changes that were overlooked in the 2017 TSP update are proposed for correction as part of the upcoming TSP amendment process. Staff recommends the TrAC recommend approval of the proposed functional classification changes of Huston Road and Van Duyn Road from Local to Major Collector. Please refer to the attached documents for vicinity maps and additional details.

The TSP amendment adoption process is scheduled to commence this summer with a public hearing before the Lane County Planning Commission (PC) on July 19, 2022. The PC will then forward a recommendation to the Board of County Commissioners (BCC). The TSP amendment process also requires a public hearing before and formal action by the BCC which is anticipated to be held this fall.

IV. FOR MORE INFORMATION

Feel free to contact Becky Taylor, Senior Transportation Planner, at 541-682-6932 or becky.taylor@lanecountyor.gov

V. ATTACHMENTS

Functional Classification Amendments

2022 TSP Amendment Package Functional Classification Amendments

Proposal: Amend the functional classification of Huston Road (North) and Van Duyn Road from Local to Major Collector.

The proposed classification changes are to reflect the actual function of the roads and to reconcile inconsistencies with other local and state designations. The 2017 update to the Lane County Transportation System Plan (TSP) intended to reconcile such discrepancies, but overlooked these two roads. The 2022 TSP amendment package is focused on implementing the Lane County Bicycle Master Plan, but provides the opportunity to make these functional classification corrections.

Huston Road (North) is approximately 2,079 feet in length, connecting Highway 126 (West) with Jeans Road. Approximately 336 feet of Huston Road north of Highway 126 is: owned by the City of Veneta, within the city's urban growth boundary (UGB), and classified as a Major Collector in the 2019 City of Veneta TSP. The remaining 1,743 feet of Huston Road north of the UGB is: owned by Lane County and functionally classified as a Local road. The Oregon Department of Transportation (ODOT) identifies the entire roadway as a Major Collector on the "Oregon Transportation Map Showing Federal Functional Classification of Roads" (2021 Edition). Lane County staff recommends amending the functional classification of the County portion of Huston Road (North) from Local to Major Collector for consistency with the city and state designations and to reflect the existing function of the road which predominantly collects traffic from Jeans Road to Highway 126; the adjacent lands to which the road provides access include eight residential properties and six commercial properties that include an auto service station and mini-storage warehouse. The average daily traffic (ADT) is approximately 550 trips; this trip generation is within the parameters for a Major Collector which ranges between 300 and 2,600 ADT for a rural road, per the US DOT FHWA Highway Functional Classification. (See Exhibit A.)

Van Duyn Road from the I-5 Bridge to approximately 540 feet to the east is part of the interchange under ODOT's jurisdiction and within the City of Coburg UGB. East of the interchange, the Van Duyn Road is: under Lane County jurisdiction, classified as a Local road, and outside the UGB. Although the road is outside the UGB, adjacent lands to the south (approximately 100 acres) were included in the UGB in 2019 for employment land (commercial development) with approximately 1, 550 feet of frontage on the County portion of Van Duyn

Road. Further, the I-5 Bridge interchange regulations apply to this portion of Van Duyn Road which prohibit driveways from being constructed within 1,320 feet of the interchange. The I-5/Coburg Interchange Area Management Plan (IAMP) prepared for ODOT by CH2MHill and adopted by the City of Coburg and Lane County in 2009 recommended: the two-lane bridge that spans I-5, connecting Van Duyn Road (to the east) with Pearl Street (to the west), be replaced with a diamond-shaped interchange and four-lane bridge; and to close driveway accesses within 1,320 feet of the interchange by reconstructing Van Duyn Road and constructing a new frontage road south of Van Duyn Road. The recommendations were preferred over other alternatives, particularly because they offered “the ability to accommodate growth related to future UGB expansion.” The City prepared the Coburg TSP in 2013 which was adopted by the Board of County Commissioners in 2015. The Coburg TSP anticipated the 100-acre employment land UGB expansion by recommending the adjacent portion of Van Duyn Road be reclassified from a Local to a Major Collector. The City and County adoption of the Coburg TSP formalized this functional classification change; however, the Coburg TSP was subsequently appealed which has yet to be resolved and acknowledged by the State. The 2017 Lane County TSP included some recommendations from the Coburg TSP, but overlooked this functional classification change. (See Exhibit B.)

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

Lane Code 15.035

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

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

(2) Review:

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

The TrAC will review the proposal and provide a recommendation prior to the July 19, 2022 Planning Commission public hearing.

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

recommendation to the Board and subsequently to the Board for review and action.

Findings of compliance with the approval criteria are provided below.

(3) Notice

Consistent with the noticing requirements of LC 15.035(3)(b), notice will be mailed to owners of record of all property abutting the portions of Horton Road and Van Duyn Road prior to the July 19, 2022 Planning Commission public hearing.

(4) Criteria:

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

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

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

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

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

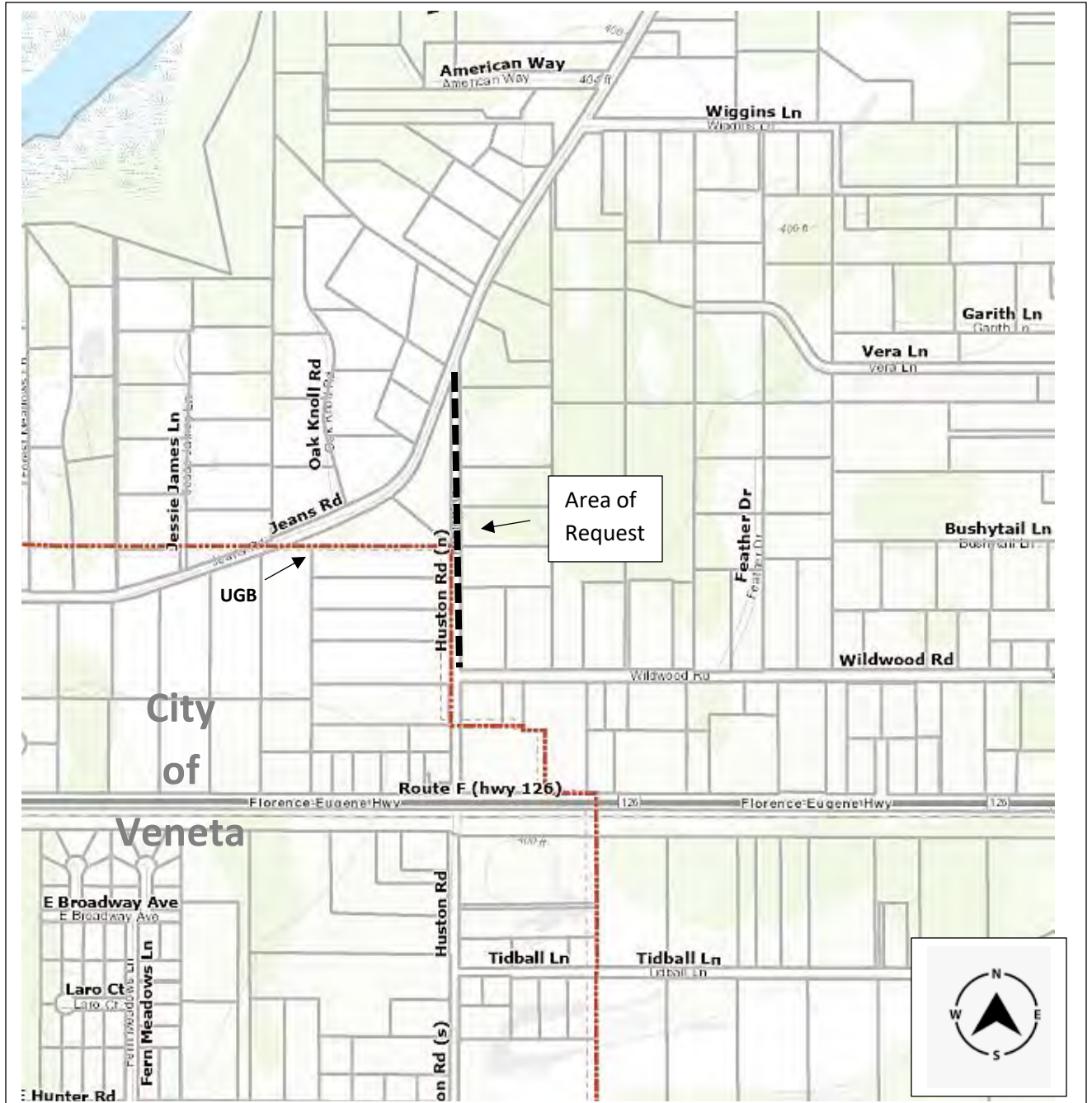
Huston Road and Van Duyn Road are functioning Major Collector rather than Local Roads. Huston Road channels traffic from neighborhoods and commercial areas to the City of Veneta and Highway 126. The portion of Van Duyn Road that is within 1,320 feet from the interchange is not allowed to have driveway access which eliminates the function of the Local Road.

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

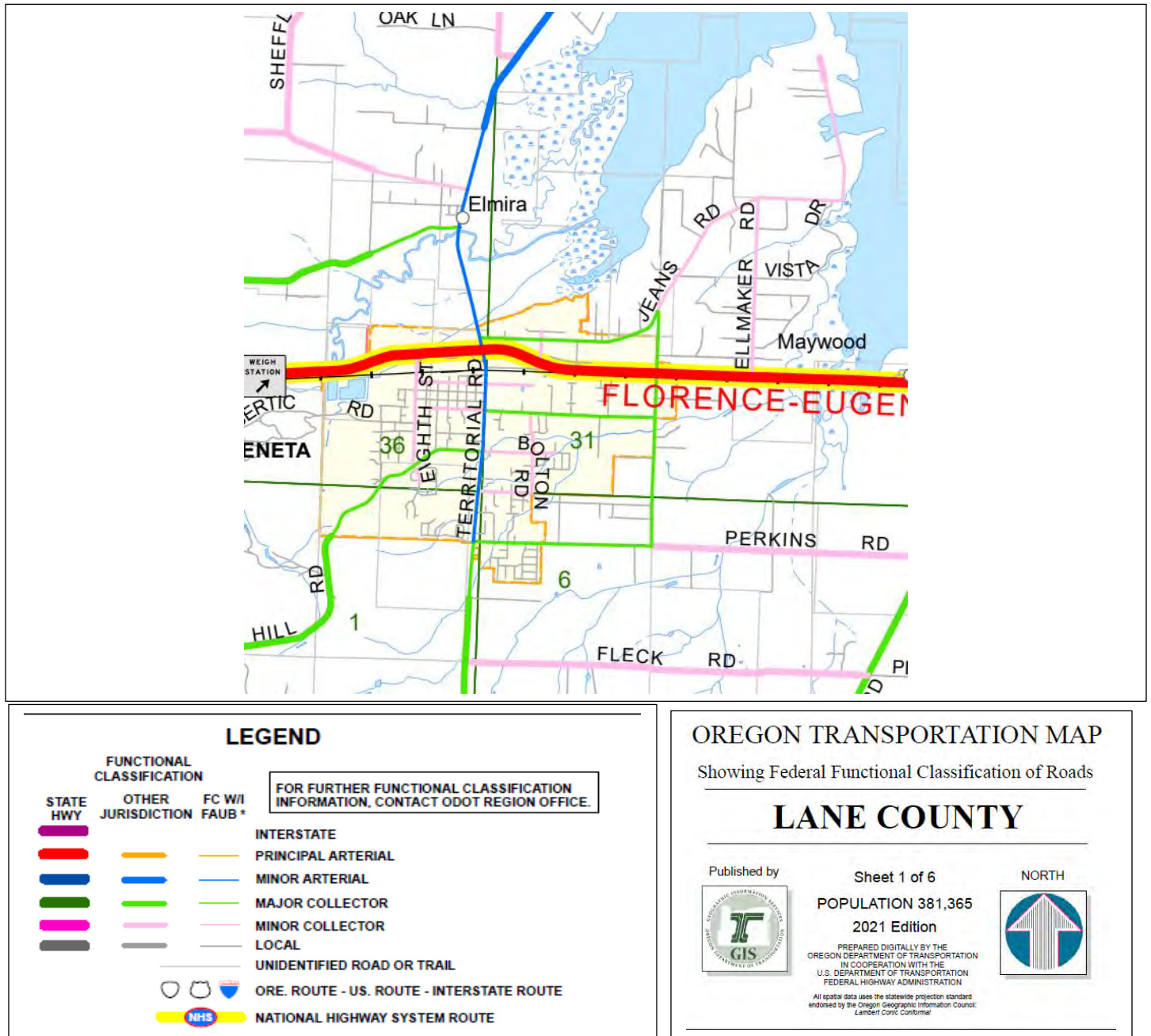
Policy 5-a: Maintain and improve roads consistent with their functional classification. Reclassify roads as appropriate to reflect function and use. Make access decisions in a manner consistent with the functional classification of the roadway.

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

Vicinity Map: Huston Road (North)



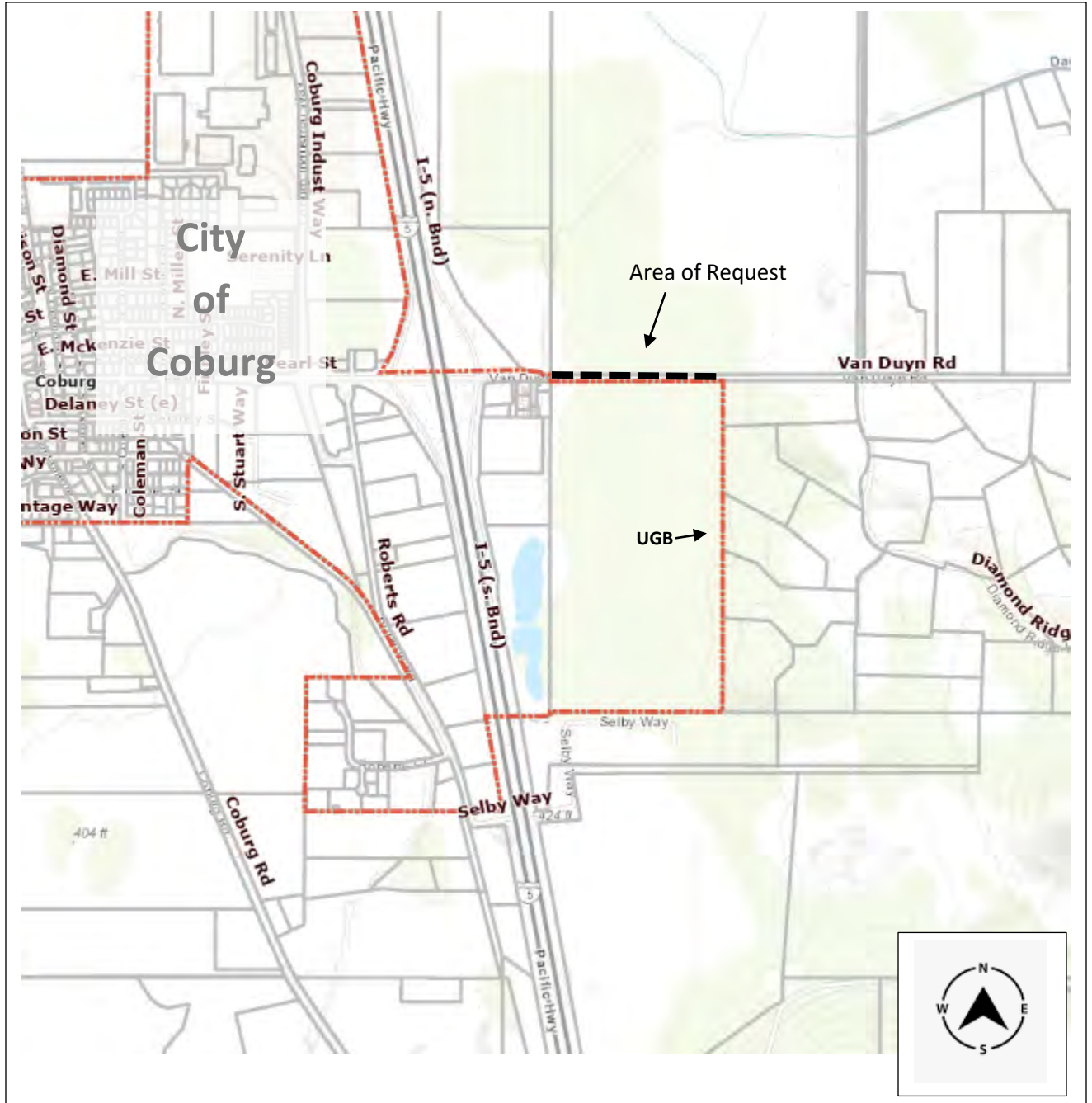
**Excerpt of Oregon Transportation Map
Showing Federal Functional Classification of Roads
Huston Road (North)**



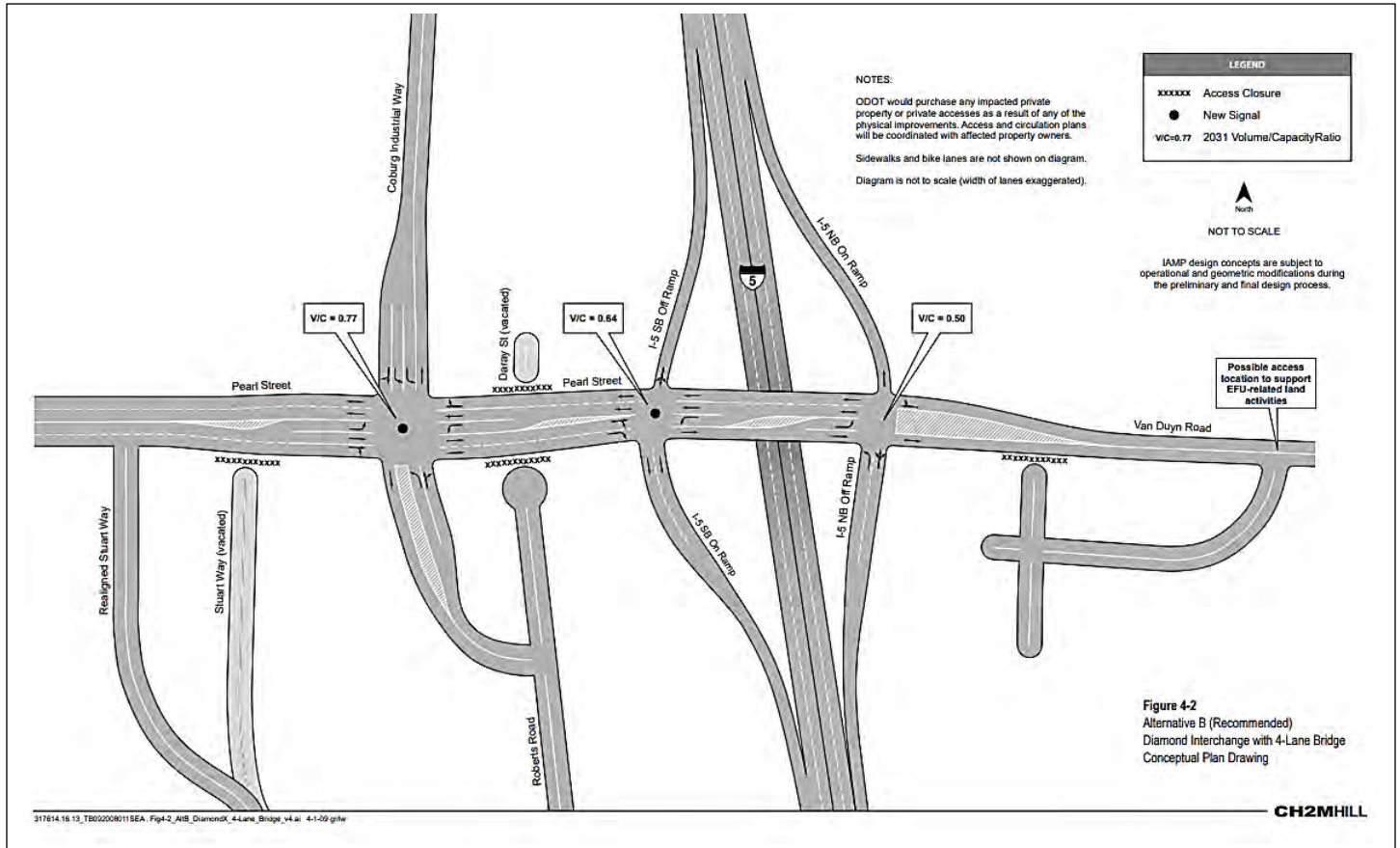
Excerpt of City of Veneta Transportation System Plan
Street Classification Map
Huston Road (North)



Vicinity Map: Van Duyn Road



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



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

Page 14, 2015 Coburg TSP:

collector streets and higher classifications are eligible for federal funding.

PROPOSED RE-CLASSIFICATION

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

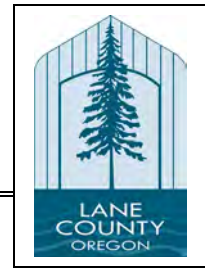
eastward approximately ½ mile (Figure 9). This section of Van Duyn is owned by Lane County. The reclassification is proposed by the City to reflect the anticipated increase in traffic on this road due to planned expansion of the Coburg UGB nearby.

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

Figure 9

Proposed Van Duyn Road functional classification revision





TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Becky Taylor, Senior Transportation Planner

AGENDA ITEM: 30th Avenue Active Transportation Plan

I. ACTION

Staff will provide an overview of feedback received from the February 16, 2022 public open house and how that feedback has informed changes to the design concepts. TrAC members who attended the public meeting are invited to share their observations and all members are welcome to provide additional comments and ask questions.

II. BACKGROUND

On January 26, 2022, staff introduced the project to the TrAC and invited members to attend the February 16, 2022 public open house. At the public open house, which was attended by over 100 people, staff presented draft design concepts. Staff collected public input on the designs through March 2, 2022; a 64-page summary of the comments received and staff responses is available at: [Summary Public Comment Feb16 to March2.pdf \(civiclive.com\)](https://civiclive.com/SummaryPublicCommentFeb16toMarch2.pdf)

III. RECOMMENDATION / NEXT STEPS

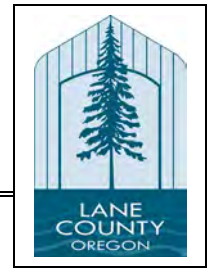
The preferred design alternative will be shared with the public at a final open house on June 28, 2022. Staff invites up to three TrAC members to attend the open house. To endorse the preferred design alternative through the design concept approval process, the TrAC would hold a public hearing and make a recommendation to the Board of County Commissioners at the September 28, 2022 TrAC meeting. To prepare the TrAC for the public hearing, staff can present the designs and provide more detailed information at the July 27, 2022 TrAC meeting.

IV. FOR MORE INFORMATION

Feel free to contact Becky Taylor, Senior Transportation Planner, at 541-682-6932 or becky.taylor@lanecountyor.gov

V. ATTACHMENTS

None



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Mike Soliwoda, P.E., Senior Engineering Associate

AGENDA ITEM: Traffic Calming Pilot Project

I. ACTION

Staff will share details for the recommended street that will become the County's Traffic Calming Pilot Project. Our desire is to provide TrAC members with an understanding of how the project was selected and the next steps needed to implement the project. All TrAC members are welcome to provide additional comments and ask questions.

II. BACKGROUND

During the January 26, 2022 TrAC meeting, staff presented the evaluation and scoring criteria used to prioritize streets eligible for traffic calming countermeasures. Nine elements and associated scoring criteria were developed in an attempt to equitably analyze each street. The TrAC was asked to comment on the evaluation and scoring methods and the proposed candidates for the pilot project.

In the weeks following the TrAC meeting, staff met to discuss the potential candidates for the pilot project. One street was chosen out of the seven scored.

III. RECOMMENDATION / NEXT STEPS

Staff is recommending Spring Creek Drive as the pilot project for the Traffic Calming Program. The recommendation was based on the previously presented Traffic Calming Matrix analysis and internal staff discussions.

Spring Creek Drive was chosen due to the following:

- Spring Creek Drive is a school pedestrian route that fronts Awbrey Elementary
- The corridor represents a typical Lane County urban street with little to no sidewalks, narrow shoulders and no pedestrian refuge
- The corridor is shorter than the next highest scoring street, Lynbrook Drive, which reduces project cost

While this project was chosen by staff, the following external stake holders will require input before the final project design begins:

- Awbrey Elementary Staff
- Safe Routes to School Coordinator
- Local Residents
- Santa Clara Community organizations

IV. FOR MORE INFORMATION

Feel free to contact Mike Soliwoda, Senior Engineering Associate, at 541-682-6972 or mike.soliwoda@lanecountyor.gov

V. ATTACHMENTS

Traffic Calming Pilot Project – Vicinity Map

Traffic Calming Pilot Project

Spring Creek Drive

Legend

- Applegate Regional Theatre
- Awbrey Park Elementary School
- Feature 1
- Feature 2
- St Matthew's Episcopal Church
- Untitled Path



Google Earth

Image Landsat / Copernicus

May 25, 2022 TRAC Meeting page 30

1000 ft



Lane County Transportation Advisory Committee (TrAC)

Tentative 12-Month Calendar & Agenda Items

<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 • Legislative update • 30th Avenue Corridor Plan update • Traffic Calming Pilot 	<p>March 23, 2022</p> <ul style="list-style-type: none"> • 30th Avenue Corridor Plan update • Grant opportunities overview • Traffic Calming Pilot 	<p>May 25, 2022</p> <ul style="list-style-type: none"> • CIP update • Storm water program • Traffic Calming Pilot • Fire/Emergency Access
<p>July 27, 2022</p> <ul style="list-style-type: none"> • CIP/Budget update 	<p>September 28, 2022</p> <ul style="list-style-type: none"> • Public Hearing: FY22-FY26 Capital Improvement Program 	<p>November 16, 2022</p> <ul style="list-style-type: none"> • Public Hearing: 30th Avenue Corridor Plan Design Concept recommendation
<p>January 25, 2023</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 	<p>March 22, 2023</p> <ul style="list-style-type: none"> • 	<p>May 24, 2023</p> <ul style="list-style-type: none"> •
<p>Road Tour – TBD</p>		