

BEFORE THE BOARD OF COMMISSIONERS OF LANE COUNTY, OREGON

ORDINANCE NO. PA 1354

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

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

WHEREAS, the Board of County Commissioners, through enactment of Ordinance No. 1202, adopted the Lane County Transportation System Plan that is a component of the Lane County Rural Comprehensive Plan (RCP); and

WHEREAS, Lane Code 12.050 establishes the method for amending the RCP by the Board through an ordinance to address changes in circumstances, public policy, or public needs based on a reevaluation of factors affecting the plan; and

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

WHEREAS, the Lane County Planning Commission conducted a public hearing on September 19, 2017 and provided a recommendation to the Board of County Commissioners to adopt the updated TSP; and

WHEREAS, substantial evidence exists in the record indicating that the proposal meets the applicable requirements of the Lane Code Chapters 12, 14, and 16 and the Transportation Planning Rule at OAR 660-012; and

WHEREAS, the Board of County Commissioners conducted a first reading of this Ordinance on November 28, 2017, conducted a second reading and public hearing on this Ordinance on December 12, 2017 and is now ready to take action.

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

1. The Lane County Transportation System Plan adopted by Ordinance No. 1202 is amended by its complete removal and substitution of an updated Lane County Transportation System Plan (2017) as set forth in Exhibit 'A' and made a part of this ordinance by this reference.
2. The prior policies repealed or changed by this Ordinance remain in full force and effect to authorize prosecution of persons in violation thereof prior to the effective date of this Ordinance.
3. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

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

ENACTED this 12th day of December, 2017



Pat Farr, Chair, Lane County Board of Commissioners



Recording Secretary for this Meeting of the Board

APPROVED AS TO FORM
Date 11-29-17 Lane County

OFFICE OF LEGAL COUNSEL

LANE COUNTY TRANSPORTATION SYSTEM PLAN

SEPTEMBER 2017

VOLUME 1



ACKNOWLEDGMENTS



ODOT

Terry Cole, Region 2 Planning and Policy Unit Manager
Bill Johnston, AICP, Transportation Planner



Lane County

Lydia McKinney, Land Management Division Manager
David Reeser, Transportation Planning Manager
Becky Taylor, Senior Transportation Planner

Lane County Board of Commissioners

Jay Bozievich, District 1: West Lane
Sid Leiken, District 2: Springfield
Pete Sorenson, District 3: South Eugene
Pat Farr, District 4: North Eugene
Gary Williams, District 5: East Lane

Lane County Planning Commissioners

Randy Hledik, Chair
Gary Rose, Vice-Chair
Dwight Coon
Charlcie Kaylor
Ryan Sisson
Jason Thiefeld
Larry Thorp
Robert Weeks



DKS Associates

Scott Mansur, PE, PTOE, Project Manager
Jordin Kelly, EIT, Transportation Engineering Associate
Kevin Chewuk, PE, Transportation Planning Associate

TABLE OF CONTENTS

WELCOME!

Lane County TSP Chapters 1

1. LANE COUNTY TODAY

Diverse Natural Beauty 3

A Growing Region 3

Rural & Urban Settings 3

Transportation System 4

Safety 6

Funding Constraints 7

2. LANE COUNTY IN 2036

A Resilient Transportation System 9

A Safe and Sustainable Transportation System 9

Transportation Growth 10

3. THE TSP PROCESS

Public Engagement and Agency Input 13

4. GUIDING FRAMEWORK

Guiding Principles 18

System design 19

Implementation 20

5. THE INVESTMENTS

Currently Funded Projects 25

Financially Constrained Project List 26

Illustrative Project List 32

Bridge Projects 40

6. STANDARDS

Functional Classifications 54

Freight Routes 56

Emergency Routes 58

Road Design 60

Access Spacing Standards 64

Operational Standards 65

Transportation System Management 67

Traffic Impact Analysis Guidelines 68

Toolbox 69

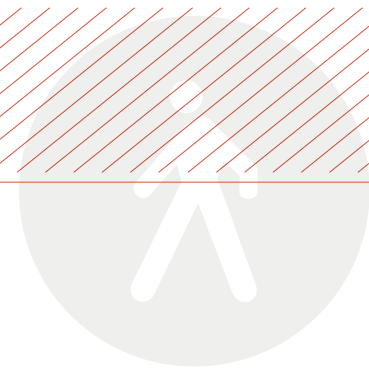
7. THE PLANNING HORIZON...AND BEYOND

The Improved Transportation System 77

Additional Funding Sources 77

Conceptual Alignments 77

Jurisdictional Transfers 78





 WELCOME TO
Lane
County

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WELCOME!

This Transportation System Plan updates and replaces the prior TSP adopted in 2004. 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. The TSP is adopted as part of the Lane County Rural Comprehensive Plan and complies with applicable transportation and planning requirements. This TSP update was a major update, spanning several years and involving extensive stakeholder input, to define a shared vision and strategy for investing in Lane County's transportation system over the next 20 years.

As a 20-year policy and investment guide, the TSP addresses major roadways (arterials and collectors, but not local roads). The TSP does not include ongoing operations and maintenance activities, although the Tool Box section highlights several best practices and techniques. There are additional transportation needs outside the scope of the TSP, for example programs like Transportation Options and Safe Routes to Schools. This TSP includes a policy and project for Lane County to develop a Bicycle and Pedestrian Master Plan with a Safe Routes to Schools emphasis to look more closely add needed bicycle and walking connections and networks.

Lane County's transportation system is a significant public asset, providing mobility and accessibility to essential employment, goods, and service to business, residents, and visitors alike. This TSP is multi-modal, addressing the needs of many modes, such as cars, trucks, buses, motorcycles, farm equipment, bicycles, and people walking or using wheelchairs. The County's transportation system is also intended to support rural land uses and resource lands. These multiple functions are intended to be balanced throughout this TSP.

Lane County TSP Chapters

1. Lane County Today

Sets the stage with Lane County's existing context and outlines the transportation system, the County's commitment to safety, and current funding constraints.

2. Lane County in 2036

Identifies the importance of a safe, resilient, and sustainable transportation system and outlines the anticipated population and transportation demand growth.

3. The TSP Process

Outlines the process used to engage with the public and the project advisory committees in developing the TSP and identifies the goals and guiding principles that drove this process.

4. Guiding Framework

Details the goals and policies forming the guiding principle, system design, and implementation frameworks that are the basis of the TSP's project lists.

5. The Investments

Provides an understanding of the TSP's approach to meeting transportation needs within the context of existing and anticipated funding gaps. List and maps currently funded, financially constrained, and illustrative projects.

6. Standards

Establishes standards to guide the design, operations, and management of the transportation system consistent with the County's overall goals and objectives.

7. The Planning Horizon...And Beyond

Discusses the funding, design, and jurisdictional considerations to be taken as the transportation system is improved and the expected outcomes of that improvement.



Photo Credit: Mike Shaw

1. LANE COUNTY TODAY

Diverse Natural Beauty

Lane County, Oregon covers 4,620 square miles of great natural beauty. The County spans from the spectacular Oregon coast to the snow-capped peaks of the Cascade Mountains. Along the county's center axis, the Willamette River, flanked on both sides by towering forests, runs through the Willamette Valley. The bustling Eugene-Springfield metropolitan area—the 3rd largest in the state—provides a thriving urban center for residents and visitors alike. Small towns and rural communities across the county offer home-town charm and amenities away from the city lights.

Lane County is home to 73 parks, 20 historic covered bridges, world class wineries, the largest region of coastal sand dunes, and the largest sea lion cave in the world.

A Growing Region

Lane County faces the challenge of accommodating population and employment growth while maintaining the transportation network. The transportation system must accommodate highway through-traffic, residents' day-to-day travel, and the tourist influx during the summer and over holiday weekends. With limited funding for transportation improvements, as well as built and natural environment challenges, the County must balance their investments to ensure that the transportation system can be developed and maintained to adequately serve everyone who travels in the county.

Rural & Urban Settings

The County includes many incorporated cities as well as numerous unincorporated rural communities. All of the diversified travel needs of residents throughout the County must be addressed.

Urban Areas

Areas of concentrated development that have more pedestrian activity and better access to public transportation.

The TSP emphasizes consistency with city transportation plans.

Rural Communities

Areas of development, typically sprinkled along major roadways and highways, in rural parts of the county.

The TSP emphasizes safe multi-modal transportation options and connections to urban areas.

Rural Areas

Areas of resource farm and forest land, interspersed with some development.

The TSP emphasizes protecting roads for farm and forest uses.

Transportation System

Roadway facilities, particularly arterial and collector roads, serve as the backbone of Lane County’s transportation system. While the automobile is the predominant mode of transportation, the road right-of-way must accommodate multiple transportation modes—including trucks, tractors, cars, buses, bicycles, and pedestrians.

Roadway Facilities

Agencies responsible for roads within Lane County include the Oregon Department of Transportation, Lane County, incorporated cities, the U.S. Forest Service, and the U.S. Bureau of Land Management. Each jurisdiction sets the standards and maintenance policies associated with the transportation facilities within its jurisdiction. Figure 6-1 shows the State Highways (in blue) and County-maintained roads (colored by functional classification). City streets are not included and are not evaluated in the TSP because they are addressed in each city’s own transportation system plan.

ODOT has jurisdiction over most of the major roadways in Lane County—listed below in Table 1-1 along with the corresponding functional classification. While there is no solid rule for determining functional class based on the State classification, the table indicates the general relationship between the County and State classification systems. These highways accommodate freight and other higher-speed, higher-volume travel, and interface with many County-maintained roads. They are used for daily commutes and local trips as well as cross-state movements.

Table 1-1: State Highway Facilities and Miles in Lane County

Roadway Facility	State Highway Classification	Functional Classification	Miles
Interstate 5	Interstate	Interstate	35.5
I-105 Eugene-Springfield	Interstate	Interstate	3.5
OR 126 Eugene-Springfield	Statewide, Expressway	Principal Arterial	10
US 101 Oregon Coast Highway	Statewide	Principal Arterial	31
OR 58 Willamette Highway	Statewide	Principal Arterial	62
OR 69 Beltline Highway	Statewide	Principal Arterial	13
OR 126 Florence-Eugene	Statewide	Principal Arterial	53
OR 126 McKenzie Highway	Statewide	Principal Arterial	77
OR 126 Clear Lake-Belknap Springs	Statewide	Principal Arterial	7
OR 99W Pacific Highway West	Statewide, Regional	Principal Arterial, Minor Arterial	22
OR 99E Albany-Junction City	Regional	Minor Arterial	3
McVay Highway	District	Minor Arterial or Major/Minor Collector	2.5
OR 36 Mapleton-Junction City	District	Minor Arterial or Major/Minor Collector	52
OR 99 Goshen-Divide	District	Minor Arterial or Major/Minor Collector	20
Springfield-Creswell Highway	District	Minor Arterial or Major/Minor Collector	10
Springfield Highway	District	Minor Arterial or Major/Minor Collector	1
Territorial Highway	District	Minor Arterial or Major/Minor Collector	40
		Total	442.5

Lane County has jurisdiction over the majority of the other roadways located throughout the unincorporated areas of the County. These roadways provide improved access to cities and communities in Lane County as well as to scenic recreational areas.

There are approximately 1,436 miles of roadway maintained in Lane County’s road system, and new roads are only added after undergoing a formal process of dedication and acceptance by the Board of County Commissioners. The County rarely accepts new roads into the County Road system unless there is a clear public benefit and justification for expenditures on maintenance.

Table 1-2: Lane County Functional Class and Miles

Functional Class	Miles
Urban Principal Arterial	7
Urban Minor Arterial	21
Urban Major Collector	26
Urban Minor Collector	15
Urban Local	119
Rural Minor Arterial	17
Rural Major Collector (Federal Aid)	182
Rural Major Collector	148
Rural Minor Collector	363
Rural Local	538
Total	1,436

Pedestrian and Bicycle Facilities

The combination of an extensive rural roadway system and relatively low traffic volumes encourages recreational cycling in Lane County. Lane County’s rural bikeway and pedestrian system includes bike lanes, paved shoulders, and shared roadways. The County has also experienced a growth in both off-street recreational (mountain) and street bicycle activity and interest.

Within Urban Growth Boundaries, sidewalks and bicycle lanes are routinely installed on all new or reconstructed arterial and collector County roads. In these areas, City standards apply to local roads. In the absence of City standards, County standards apply.

Transit System (Lane Transit District)

Lane Transit District (LTD) operates 34 fixed bus routes throughout the Eugene-Springfield Metro Area and provides rural service to and from the Eugene-Springfield area for the communities of McKenzie Bridge, Veneta, Junction City, Coburg, Cottage Grove, and Lowell.

Multiple special transportation services are available for elderly, disabled, and other residents with specialized transportation needs in the more populated areas of Lane County. South Lane Wheels and the Ride-Source Call Center coordinate all human services transportation within the county. Special transportation services include:

- » RideSource: curb-to-curb transit service for eligible riders traveling within Eugene-Springfield and the River Road area.
- » South Lane Wheels: a private non-profit organization providing dial-a-ride service and a fixed route service to residents of Cottage Grove, Creswell, and nearby rural communities and transporting the elderly and people with disabilities to and from medical appointments in Eugene-Springfield.
- » Diamond Express: weekday commuter inter-city bus service between Oakridge and Eugene.
- » Rhody Express: a local fixed route bus service operated by River Cities Taxi that serves Florence.
- » Friends of Florence Van: operated by volunteers to transport cancer patients between Florence and the Eugene Cancer Center.

Safety

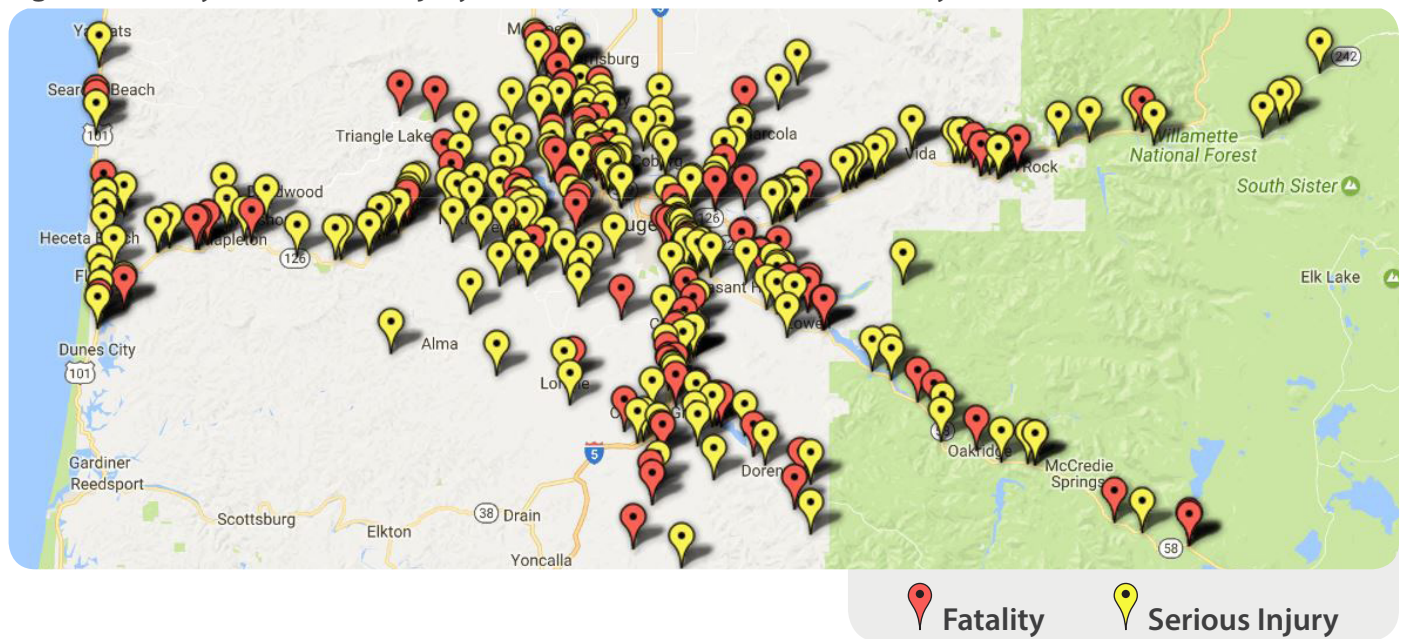
Lane County is committed to improving transportation safety and has joined the National Strategy on Highway Safety, Toward Zero Deaths, to develop a safety culture in which society sees someone being unsafe as unacceptable. In 2017, Lane County adopted its first-ever Transportation Safety Action Plan (TSAP), which complements the TSP with crash data specific to fatal and severe-injury collisions and recommended countermeasures to address systemic issues with engineering, education, and enforcement.

As the transportation policy document for Lane County, this TSP establishes safety policies (beginning on page 10) that support the TSAP and Towards Zero Deaths. At the time of the TSP update, the available crash data included in the safety analysis was between 2008 and 2012.

Safety was a key component of the TSP roadway health assessment and resulted in safety scores based on a comparison of historical crash rates to state averages for similar facilities. Roadway segments and intersections with higher-than-average critical crash rates were then evaluated for safety improvement needs, which informed the development of the TSP project list. The TSP project list recommends engineering treatments to improve safety, particularly at locations with documented concerns.

The ultimate goal of both the TSP and the TSAP is to reduce the number of fatality and serious injury collisions throughout Lane County.

Fig 1-1. Fatality and Serious Injury Collision Locations in Lane County (2008-2012)



Funding Constraints

Lane County currently faces a significant funding challenge, affecting the ability to construct needed transportation improvements and to maintain the existing transportation system. Since the County lost federal funding from Secure Rural Schools (SRS) and Timber Receipts, the Oregon Highway Fund has become the County's main revenue source and is expected to account for around two-thirds of yearly operating revenue. To compensate for lower revenues, the County Capital Improvement Program (CIP) has aggressively scaled back capital construction projects to predominantly maintenance projects, with a modest reservation of funds dedicated for safety improvements. However, with the recent passage of HB2017, Lane County has been able to add some dollars back into the CIP for capital projects.

Additional transportation funding sources will necessitate public support. This Transportation System Plan plays a pivotal role in building public support by defining the transportation improvements and funding needed to improve safety and system operations. This TSP also positions the County to successfully compete for additional state and federal transportation funds and grants. The assumed funding sources for the "Financially Constrained" projects (those that have a reasonable chance of being built within the next 20 years) are predominantly state and federal sources in which the County must apply in a competitive process. As such, there is uncertainty about future funding. The project needs greatly outweigh the available or known funding sources today. To capture the needs in the event of funding changes in the future, the investment plan also includes an "Illustrative List" which contains the projects for which there is currently no known funding source within the next 20 years.

For more information on funding and the investment plan, refer to Chapter 5.





Photo Credit: Eugene, Cascades & Coast



2. LANE COUNTY IN 2036

A Resilient Transportation System

A resilient transportation system accommodates variable and unexpected conditions without catastrophic failure. Since the future is unpredictable, it is necessary to plan for a wide range of possible conditions, including conditions that may be unlikely but which could result in significant impact. Of particular concern is the anticipated Cascadia Subduction Zone Earthquake. While the timing cannot be forecasted precisely, great subduction zone earthquakes are inevitable.

Planning for the ability of residents to move away from adverse conditions or towards areas of greater need, is an important strategy for increasing resilience. Having alternate transportation routes increases the likelihood of maintaining system connectivity following disruptive events. A properly designated and connected transportation system is an important part of Lane County's overall resilience.

Lane County has an Emergency Management Plan that addresses a wide range of risks, including natural disasters such as earthquakes, flooding, landslides, and tsunamis. In coordination with the Oregon Department of Transportation (ODOT), Lane County reviewed the state's lifeline routes to identify alternate routes on Lane County roads where there were either fewer seismically vulnerable bridges or lower rehabilitation/replacement costs. Included in this TSP is a map of existing and proposed emergency routes, with more details described in Chapter 7.

A Safe and Sustainable Transportation System

Lane County is committed to reducing severe-injury and fatal collisions, working towards zero deaths as a goal for the future. By 2036, implementation of the 2017 TSAP should be complete. Providing access to safe, affordable, accessible and sustainable transportation for all – particularly vulnerable users, such as children, the elderly, and disabled – improves the overall safety, quality, and sustainability of the system.

This TSP recommends a Bike and Pedestrian Plan to be developed within the 20-year planning horizon to identify strategic locations for investing in bicycle and pedestrian infrastructure improvements. Walking and cycling may be the two most basic modes of transportation and also the most promising for a sustainable future. This will enable people to meet more of their needs without driving, reducing greenhouse gas emissions and the use of fossil fuels. Enhancing active transportation is a necessary step toward improving overall mobility.



Transportation Growth

With more jobs, residents, tourists, and through travel anticipated by 2036, Lane County must accommodate more motor vehicle trips on key highways such as US 101, OR 36, OR 56, OR 99, and OR 126. The estimated population growth, transportation demand growth, and key intersections within the County that are projected to fail to meet mobility standards in the year 2036 are discussed in the following sections.

Population Growth

Population forecasts between the years 2008 and 2036 predict an annual population growth rate of around 1% for Lane County as a whole¹. The Eugene UGB and the Springfield UGB (Eugene/Springfield UGBs) areas constitute the majority of the County's population and are projected to experience 1.0% growth annually.

Smaller cities surrounding the Eugene/Springfield UGBs to the north, west, and south are projected to experience growth rates around and over 3.5% per year. These cities include Coburg, Creswell, Junction City, Lowell, and Veneta. Moderate annual growth rates ranging between 0.9% and 1.9% are projected for smaller cities that are further away from the Eugene/Springfield UGBs including Cottage Grove, Dunes City, Florence, Oakridge, and Westfir. However, the unincorporated areas of Lane County are projected to experience an annual decrease of 0.6% annually.

Transportation Demand Growth

While growth in population is based on trends and knowledge of the County and region, future travel patterns are more difficult to predict as the community's investment decisions and the economy can have significant effect on choice of modes and routes. Therefore, complex traffic demand models have been prepared for the Eugene/Springfield and Florence areas, as well as for ODOT facilities across the state.

Two travel demand models were utilized to determine the estimated transportation demand growth in the year 2016: the Eugene-Springfield regional travel demand model² and the Florence travel demand model.³ For the study intersections located outside the range of these two travel demand models, future traffic growth was estimated based on ODOT's 2032 future volume tables. The growth rates provided by these sources were then used to estimate the 2036 motor vehicle volumes for each study intersection.



1 *Population Forecasts for Lane County, its Cities and Unincorporated Area (2008-2035)*, Population Research Center College of Urban and Public Affairs, Portland State University, May 2009.

2 The Eugene-Springfield regional travel demand model is managed by the Lane County Council of Governments (LCOG).

3 The Florence travel demand model is managed by the Lane County Council of Governments (LCOG).

The bulk of the transportation growth is projected to take place near the Eugene/Springfield UBGs area and along OR 126 to the east of Springfield. The Goshen area to the south of the Eugene/Springfield UBGs is also anticipated to experience significant growth as this location continues to develop. Furthermore, County facilities near Florence and Cottage Grove are also expected to experience a fair amount of growth while other areas within Lane County are expected to grow in moderate proportions (around 1% per year).

2036 motor vehicle volumes for peak conditions were utilized to determine areas that will be congested and may require future investments to accommodate forecasted growth. Two intersections are projected to fail to meet the mobility standards during the Average Weekday Peak Hour:

- » McVay Highway/30th Avenue (currently signalized)
- » OR 99/Goshen Avenue (currently unsignalized)

Along with McVay Highway/30th Avenue and OR 99/Goshen Avenue, the following two intersections are projected to fail to meet mobility standards during the 30th Highest Hour Peak Hour⁴:

- » Territorial Highway/Highway 126W (currently signalized)
- » Greenhill Road/Clear Lake Road (currently signalized)



4 The 30th Highest Hour Peak Hour Volumes are the 30th highest hourly volumes expected during an entire year. These volumes are used in analysis to represent the traffic that is expected to use the roadway in any designated year.



MOSBY CR BRIDGE
BUILT IN 1920



Photo Credit: Eugene, Cascades & Coast

3. THE TSP PROCESS



Public Engagement and Agency Input

Lane County values public involvement as an essential element to making informed decisions. The TSP process was built around a strong public involvement structure, with intentional opportunities created at each stage of product development to integrate community values and needs. Public participation was a continuous process, consisting of a series of activities and actions, such as an interactive web map and community workshops, to both inform and obtain input from the public and stakeholders. The process was intended to achieve the following goals and guiding principles:

Goals

- » Broad participation
- » Confidence in process integrity
- » Timely, authentic, and useful public input
- » Thoughtful responses to individual comments, concerns, questions
- » Public education on project process, regulatory framework, and technical issues that will facilitate meaningful feedback

Guiding Principles

- » Respect the intelligence of the public
- » Seek out and facilitate the involvement of those potentially affected
- » Identify issues and concerns early and throughout the process
- » Widely disseminate complete information in a timely manner
- » Include the public's contribution in decisions
- » Report how input was considered & reasons for decisions in each phase
- » Encourage open and honest communication



The TSP Public Engagement Process (shown in Figure 3-1) was broken into six stages. Each stage was supported by a series of Technical Memorandum, which discussed specific topic areas and key findings ranging from existing transportation conditions to funding assumptions and recommended transportation solutions. Each memorandum was posted to the project website, providing the community an opportunity to provide feedback and keep up to date with the project.

Project advisory committees, comprised of agency (local and state) technical staff and citizen representation, local residents, and business representatives, were also formed. These groups reviewed and commented on each memorandum and met with the project team at key stages during the project.

In addition, the project team hosted open houses at multiple locations throughout the county as a forum to inform the public about the status of the project and to gather input. The project team also held work sessions with the Planning Commission and Board of Commissioners at significant milestones of the project.

Based on the feedback received from all of these inputs, the Project Team revised the draft memoranda and the documents were reposted to the TSP website. These revised memoranda were used to create the Draft TSP.

Subsequent public hearings with the Planning Commission and Board of Commissioners on the Draft TSP ultimately led to the adoption of the 2018 Lane County Transportation System Plan.

Fig 3-1. TSP Public Engagement Process

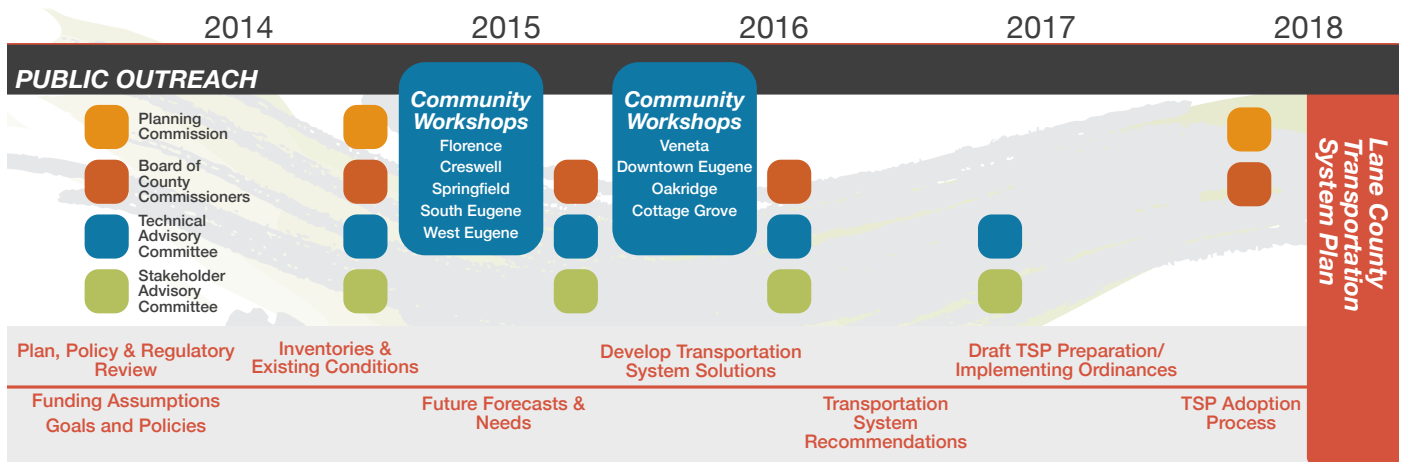




Photo Credit: Mike Shaw

4. GUIDING FRAMEWORK

The TSP guides Lane County's transportation system by articulating policies, priorities, and projects to meet the needs and aspirations of the community over a 20-year period. It must also conform to state laws governing TSPs and serves as the transportation element of the Lane County Rural Comprehensive Plan.

Transportation planning considers a diversity of transportation needs while integrating economic, social, and public health aspirations. In addition to providing guidance on how to build, operate, and maintain Lane County's major roadway network, the TSP addresses complementary elements of the larger transportation system such as transit, multi-use trails, state highways and freight railroads.

The framework of goals and policies to support these multiple objectives is integrated into the following overarching topics.

GUIDING PRINCIPLES

Goals & Policies relating to:

1. Safety
2. Economic Vitality
3. Natural Environment
4. Equity
5. Accessibility

SYSTEM DESIGN

Goals & Policies relating to:

6. Mobility
7. Active Transportation
8. Public Health

IMPLEMENTATION

Goals & Policies relating to:

9. Coordination
10. Funding
11. Maintenance
12. Preservation

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 Financially Constrained and Illustrative Project lists (See Figure 5-1 for more detail). These goals and policies will guide Lane County in future transportation decisions, such as formulating the Capital Improvement Program and developing code language.

Guiding Principles

safety, economic vitality, natural environment, equity and accessibility

1 GOAL 1: SAFETY

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

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

2 GOAL 2: ECONOMIC VITALITY

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

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

3 GOAL 3: NATURAL ENVIRONMENT

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

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

4 GOAL 4: EQUITY & ACCESSIBILITY

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

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

System design

mobility, active transportation and public health

5 GOAL 5: MOBILITY

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

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

6 GOAL 6: CONNECTIVITY

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

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

7 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.
- Policy 7-b: Support creation of regional bicycle and pedestrian corridors to facilitate safe travel between and within urban and rural communities in Lane County.
- Policy 7-c: Coordinate with Lane County Department of Health and Human Services to recognize, promote, and track the public health benefits of active transportation.

Implementation

coordination, funding, maintenance and preservation

8 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:

- (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.

Decisions about road improvements may follow different guidelines than those above upon agreement of the elected officials of the involved jurisdictions or their designees, or if other recorded inter-jurisdictional agreements exist that supersede the above guidelines.

Policy 8-b: Develop criteria with cities and ODOT to resolve conflicts and transfer roads to the appropriate jurisdiction, particularly as urban unincorporated areas are annexed and urban expansion occurs.

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

9 GOAL 9: FUNDING

Seek adequate and reliable funding for transportation.

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

10 GOAL 10: MAINTENANCE AND PRESERVATION

Adequately maintain and preserve Lane County's transportation facilities.

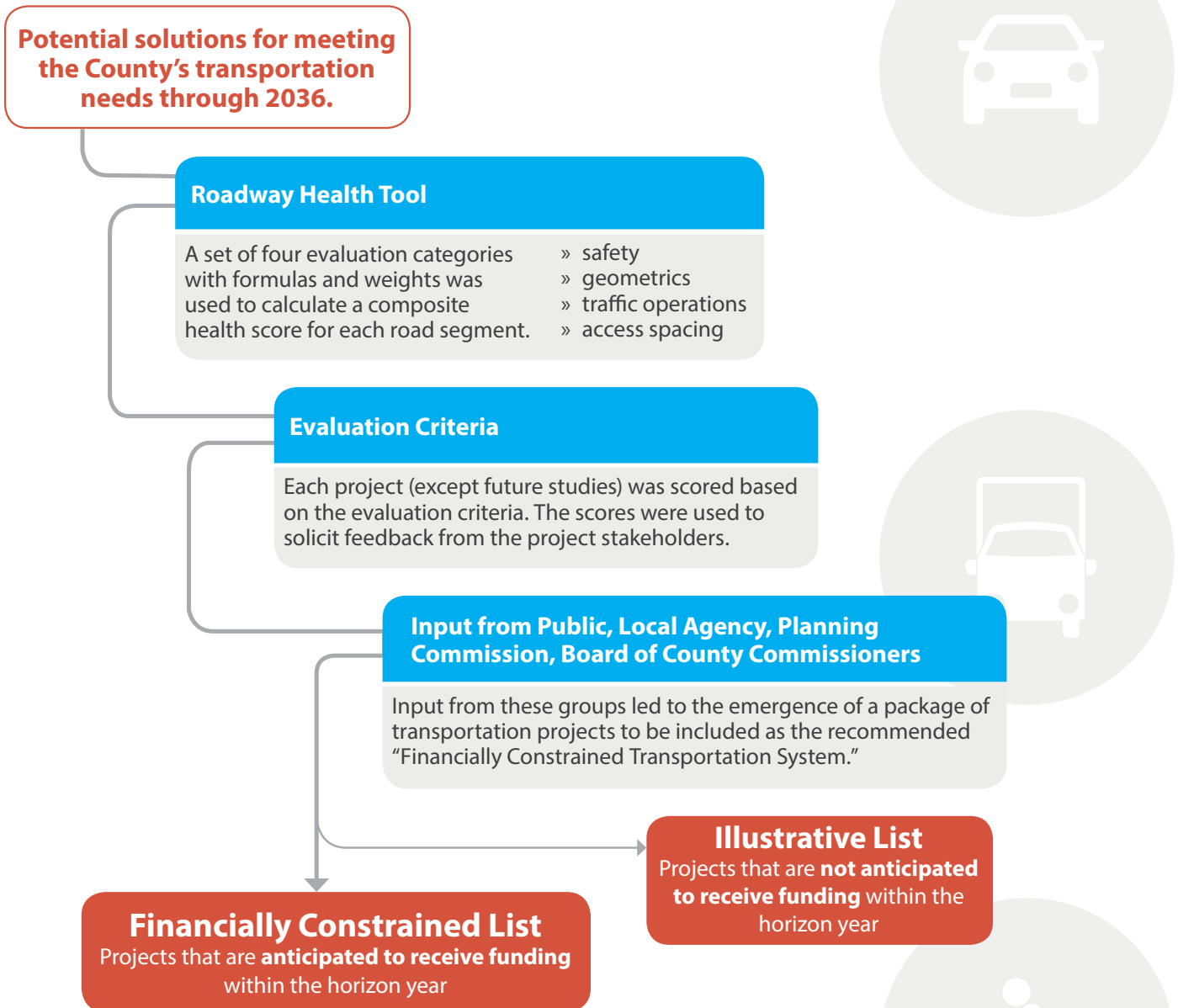
- Policy 10-a: Ensure operations, maintenance, repair, and preservation of County transportation facilities, which include roads, bridges, sidewalks, and bike facilities, are the priority of the Road Fund and are routinely carried out to protect the public investment in, and to ensure adequate functioning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



5. THE INVESTMENTS

Developing an investment plan was a multi-step process, as shown in Figure 5-1. The transportation investments needed over the next 20 years were identified through technical analyses, such as the Roadway Health Tool, and community input. The projects developed considered the needs of all modes and people, as well as fiscal and environmental constraints, to maximize use of available funds, minimize impacts to the natural and built environments, and balance investments across all modes of travel. Funding assumptions for projects that were also identified in city TSPs are consistent with the funding assumptions in this plan (i.e. if a City assumed the project was going to be funded before the horizon year, it was placed on the Financially Constrained List. If not, it was placed in the Illustrative List).

Figure 5-1: Solutions for Meeting Transportation Needs



Funding Gaps

The transportation investment needed over the next 20 years is greater than projected funding. With nearly all of the current revenue (i.e. Lane County's share of the state gas tax) being utilized for maintenance of the transportation system, and with these costs continuing to rise through 2036, the County is expected to have insufficient funds for basic maintenance, let alone transportation improvements.

Funding the transportation improvements identified in this Plan is assumed to be a result of Lane County successfully competing for State and Federal revenue sources. Based on assumptions about project eligibility for known funding sources, \$67.5 million is a reasonable estimate of what Lane County may secure from state and federal funding sources over the next 20 years. The County expects approximately \$192.5 million in additional funds from other sources (City-designated funds, private development, additional federal grants, etc). This leaves a \$750 million funding gap.

The projects that are reasonably likely to be funded during the 20-year planning horizon are included in the Financially Constrained List. Projects that are unlikely to be funded within the 20-year planning horizon, based on current assumptions about future funding, are included in the Illustrative List. If additional funding becomes available, projects on the Illustrative List would be pursued.

To the right, Figure 5-2 shows the funding assumptions for all the projects identified in this TSP, Figure 5-3 shows the funding assumptions for just the Financially Constrained List, and Figure 5-4 shows a breakdown of the specific funding assumptions for Lane County within the next 20 years.

Figure 5-2.
Funding Assumptions for all TSP Projects

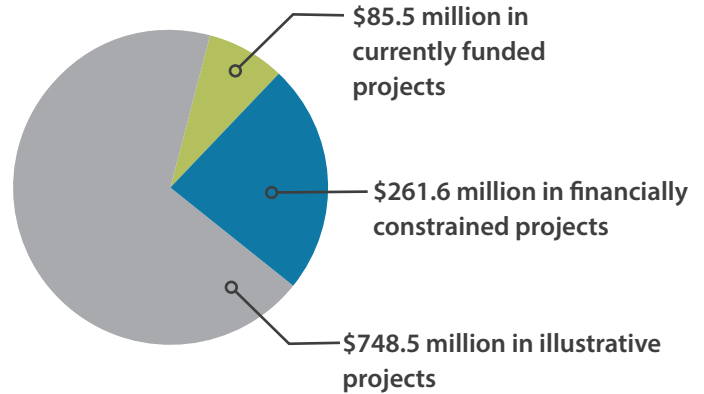


Figure 5-3.
Financially Constrained List Funding Sources

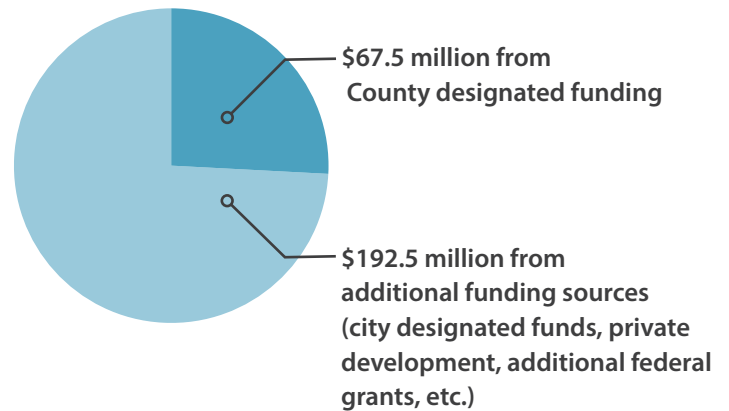
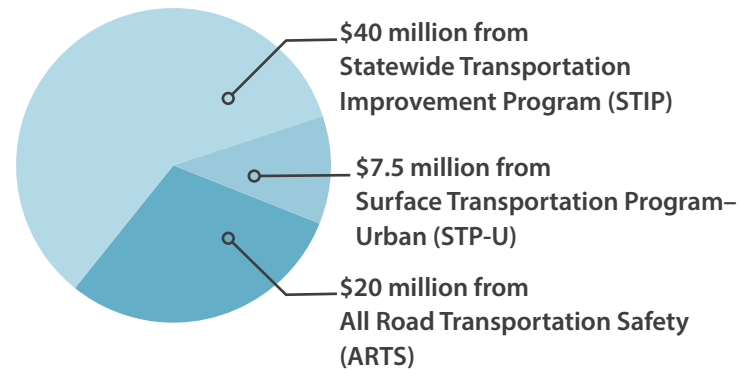


Figure 5-4.
20-Year County-Designated Funding Breakdown



Currently Funded Projects

These transportation projects are not yet built but are already funded for construction or planning within the 20-year horizon period of this TSP. Approximately \$85.5 million worth of transportation improvements are already funded within Lane County, spreading across 12 projects.

12 projects
\$83.7 million in transportation improvements

Table 5-1. Currently Funded Projects List

Proj. No.	Fig. No.	Project Name	Project Description	Agency Partners	Project Cost	Const. Dates
19a	5-8, 5-9	Beltline/I-5 Interchange (K16861)	Interchange modernization including Beltline Aux Lane, 1-5 Ramp SB, NB 1-5 ramp, sound wall, and extension of the north-south multi use path from Harlow Road to Garden Way to the south and Old Coburg Road to the north.	ODOT/Lane County/City of Eugene	\$34,000,000	2016-17
19b	5-8, 5-9	Beltline/Delta Interchange (K19490)	Construct interim safety improvements, replace/revise existing ramps, and widen Delta Highway bridge to 5 lanes.	ODOT / Lane County / City of Eugene	\$20,000,000	2019-21
73	5-5, 5-6	US 101 from 15th Street to Redwood Street (K18864)	Construct pedestrian crossings with flashing beacons at three locations in Florence.	ODOT	\$550,000	2018
77a ¹	5-7	OR 126 from Eugene to Veneta (K18756)	NEPA Review for Implementing Fern Ridge Corridor Plan	ODOT	\$3,000,000	2018-19
77d ¹	5-7	OR 126 Fern Ridge Multi-Use Path (K18756)	National Environmental Policy Act (NEPA) Review and design for Cantrell/Perkins from Greenhill Road to Territorial Highway	ODOT/Lane County	\$175,000	2018-19
77f	5-5, 5-6, 5-7	OR 126: Eugene-Florence Safety improvements (K20149)	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).	ODOT/ Lane County	\$7,000,000	2019
77g	5-7	OR 126: Cornerstone Drive to West 11th Street (K19743)	Bus pull-outs and intersection improvements identified in the Fern Ridge Corridor Plan	ODOT	\$9,525,503	2018
78	5-1, 5-2, 5-3	OR 126 from Territorial Highway Chambers St	Construct safety improvements including shoulder rumble strips and fixed object removal.	ODOT	\$525,000	2018
91	5-8, 5-9	Jessen Drive from Ohio Street to Beltline (K18859)	Construct bicycle and pedestrian path.	ODOT / Lane County / City of Eugene	\$2,115,972	2018
124d	5-14	Row River Trail Crossings	Construct additional pedestrian crossing improvements along the corridor.	Lane County / BLM	\$250,000	2018
141a ¹	5-12	Territorial Highway from Gillespie Corners to Lorane (K18245)	Complete design	ODOT / Lane County	\$1,000,000	2018-19
144a ²	5-7	Elmira – Veneta Multi Use Path (K20238)	Design of off-street multi-use path along Territorial Highway (Phase 1) – not including bridges	ODOT / Lane County / City of Veneta	\$555,300 ³	2019-21
140	5-2	OR 126 Walker Cr to Chickahominy Cr (K19661)	Passing lane	ODOT	\$5,000,000	2018

Notes: ¹ Project will be transferred to County (but not funds). Other funds from J.T. ² Funding for construction has not been secured.
³ Cost may change through further coordination with ODOT and Lane County.

Financially Constrained Project List

The Financially Constrained Project List identifies the transportation solutions within the County that are reasonably expected to be funded by 2036 and that have the highest priority for implementation. About \$260 million worth of investments, spread over 70 projects, are included in the Financially Constrained Transportation System.

71 projects

*\$261.6 million
in transportation
improvements*

The Financially Constrained Project List represents a group of projects that could be funded. Because ODOT supports all the projects listed in the constrained and illustrative Lists, strict adherence to priority implementation of the projects currently shown on the constrained list is not required by ODOT. This list may be modified and adapted with the limits of the financial constraint threshold, as it currently exists or as it may evolve, to advance any supported project on state highways in response to any opportunity or issue that may arise during the planning horizon.

The Financially Constrained Projects are classified a 'reasonably likely' based on the criteria in Chapter 3.2 of the *Oregon Transportation Planning Rule* (TPR) and can be considered as a planned or completed improvement for future TPR analysis.

Table 5-2. Financially Constrained Projects List

Project Number	Figure #	Project Name	Project Description	Agency Partners	Project Cost
3	5-9	19th Avenue East from Henderson Avenue to Franklin Boulevard	Change to a two-lane cross-section with sidewalks and bicycle facilities.	Lane County / City of Springfield	\$3,550,000
4	5-13	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-street connections.	Lane County / City of Eugene	\$250,000
6	5-9	31st Street from Hayden Bridge to Bike Path at Pierce Park	Change to a two-lane cross-section with sidewalks and bicycle facilities.	Lane County / City of Springfield	\$3,975,000
7	Not Mapped	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.	Lane County	\$300,000
9	5-9	Anderson Lane from By-Gully Path to Centennial Boulevard	Add signing and striping on Anderson Street and Quinault Street for bicycle facilities and construct 12-foot wide multi-use path between Anderson Lane and Quinault Street.	Lane County / City of Springfield	\$100,000
11	5-9	Aspen Street from Centennial to West D	Change to a two-lane cross-section with sidewalks and bicycle facilities.	Lane County / City of Springfield	\$2,925,000
12	5-7,5-8	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	Lane County	\$1,225,000

Project Number	Figure #	Project Name	Project Description	Agency Partners	Project Cost
15	5-7,5-9	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	Lane County / Eugene	\$9,200,000
16	5-8	Beacon Drive East from River Road to Scenic Drive	Construct to Eugene's neighborhood collector standards, including two travel lanes, alternating parking bays and planter strips, and bike lanes and sidewalks on both sides	Lane County	\$2,150,000
18a	5-8	Beaver-Wilkes Multi-Use Path along Eugene's UGB	Construct a separated multiuse path facility, consistent with Beaver-Hunsaker Corridor Plan	Lane County / City of Eugene	\$2,700,000
18b	5-8	Beaver Street - Hunsaker Lane from Division Avenue to River Road	Construct consistent with the Beaver-Hunsaker Corridor Plan recommendations	Lane County / City of Eugene / ODOT	\$9,300,000
19c	5-8,5-9	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)	ODOT	\$83,000,000
21a	5-9	Bob Straub Parkway from 57th Street to Jasper Road	Multi-use path on both sides	Lane County/ City of Springfield	\$3,000,000
24	5-7	Central Road from OR 126 to Fleck Road	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	Lane County	\$1,725,000
26	5-8	Coburg Loop Path	Construct the Coburg Loop Path.	Lane County / City of Coburg	\$3,300,000
28	5-8	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.	Lane County	\$4,900,000
29	5-8	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.	Lane County / City of Coburg / ODOT	\$250,000
32	5-12	Cottage Grove-Lorane Highway from town of Lorane to Cottage Grove UGB	Install systemic safety measures such as barricades, curve warning signage; remove vegetation for vision clearance; and incorporate safety edges and a centerline rumble strip with a pavement overlay	Lane County	\$400,000
33a	5-14	Cottage Grove-Lorane Highway from Gowdyville Road to R Street	Construct sidewalks and bike lanes	Lane County / City of Cottage Grove	\$100,000
34	5-8	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.	Lane County / City of Eugene	\$4,400,000

Project Number	Figure #	Project Name	Project Description	Agency Partners	Project Cost
40	5-8	Dorsey Lane from OR 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.	Lane County	\$1,375,000
48	5-9	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.	Lane County / City of Eugene	\$5,400,000
49	5-9	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.	Lane County	\$2,050,000
50	5-9	Game Farm Road South from Game Farm Road East to Harlow Road	Modify and expand Game Farm Road South with a cross-section to include bicycle facilities.	Lane County / City of Springfield	\$4,275,000
52a	5-8,5-9	Gilham Road from Ashbury Drive to Mirror Pond Way	Sidewalk on west side of roadway	Lane County / Eugene	\$272,000
52b	5-8,5-9	Gilham Road from Ayres Road to Ashbury Drive	Upgrade to neighborhood collector standards	Lane County / Eugene	\$1,500,000
54	5-9,5-13	Goshen N Connector from McVay Highway to Goshen Limits	Implement a study to identify the location of a road that provides Goshen Regional Employment Area connectivity to and from Goshen to the north.	Lane County	\$415,000
56a	5-7,5-8, 5-9	Green Hill Road—entire length	Study to determine preferred design solution for the entire corridor	Lane County / City of Eugene	\$500,000
59a	5-9,5-10	Hampton Road	Construct to freight route standards & railroad crossing improvements	Lane County	\$6,400,000
59b	5-9	Hampton Road/Dillard Road/Union Pacific Railroad Crossing	Improve intersection to accommodate future Goshen growth and connectivity over railroad.	Lane County	\$650,000
60a	5-9	Hayden Bridge Road (includes 23rd) from Yolanda to Marcola Road	Change Hayden Bridge Road to a two-lane cross-section with sidewalks and bicycle facilities.	Lane County / City of Springfield	\$12,525,000
60b	5-9,5-10	Hayden Bridge Road from 5th to 19th	Add bike lanes and pedestrian crossings.	Lane County / City of Springfield	\$4,200,000
61	5-9,5-10	Hayden Bridge Way	Add crosswalk with a rapid rectangular flashing beacon at the intersections of Grovedale Drive, 3rd Street, and Castle Drive.	Lane County / City of Springfield	\$300,000
64	5-9	Henderson Avenue from Franklin Boulevard to E 19th Avenue	Modify Henderson Avenue with a three-lane cross-section with sidewalks and bicycle facilities.	Lane County / City of Springfield	\$3,550,000

Project Number	Figure #	Project Name	Project Description	Agency Partners	Project Cost
69	5-9,5-10	OR 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 6' width on each side of OR 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.	ODOT / Lane County / City of Creswell	\$7,000,000
70	5-8	OR 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.	Lane County / City of Junction City	\$20,000
71	5-9,5-13	OR 99/Goshen Avenue Intersection	Modify to an all-way-stop controlled intersection and add a southbound left turn lane.	ODOT / Lane County	\$500,000
77e	5-7	OR126 Fern Ridge Multi-Use Path (Construction)	Implementing Fern Ridge Corridor Plan (construct the Fern Ridge Multi-Use Path) on Cantrell Road and Perkins Road south to OR 126.	ODOT / Lane County	\$9,650,000
80	5-10	OR 126/Deerhorn Road Intersection	Intersection safety improvements.	ODOT / Lane County	\$500,000
81	5-7	OR 126/Ellmaker Road Intersection	Improve lighting, add right turn lanes on single major road approaches and improve intersection visibility or advance warning.	ODOT	\$900,000
87	5-8	Howard Avenue from River Road to North Park	Construct sidewalks on both sides of the road.	Lane County / City of Eugene	\$475,000
89	5-8,5-9	Hyacinth Street from Irvington Drive to Lynnbrook Drive	Construct to Eugene's neighborhood collector standards	Lane County / Eugene	\$700,000
90a	5-9	Jasper-Lowell Road from Parkway Road to Pengra Road	Construct to freight route standards with 12' travel lanes and 6' shoulders on both sides.	Lane County	\$3,475,000
93	5-8	Lake Drive/N. Park Avenue from Howard Road to Horn Lane	Construct neighborhood greenways (separated multiuse path facility).	Lane County / City of Eugene	\$125,000
94	5-14	Latham Road from OR 99 to London Road	Construct bicycle and pedestrian facilities.	Lane County / City of Cottage Grove	\$100,000
97	5-14	London Road from Latham Road to Black Butte	Safety Improvements: guardrails, advance warning signs, curve warning, centerline rumble strips, safety edges with pavement overlay	Lane County	\$5,800,000
100	5-10	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.	Lane County	\$4,325,000
101	5-9	Marcola Road/Brush Creek Road from OR 228 to Camp Creek Road	Construct safety improvements including shoulder rumble strips and fixed object removal.	Lane County	\$975,000

Project Number	Figure #	Project Name	Project Description	Agency Partners	Project Cost
111	5-8	Park Avenue (North) from Maxwell Road to Horn Lane	Construct protected bike lanes.	Lane County / City of Eugene	\$26,000
112	5-10	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.	Lane County	\$800,000
118	5-8	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.	Lane County / City of Junction City	\$1,175,000
119	5-5,5-6	Rhododendron Drive from Florence City Limits to Heceta Beach Road	Construct to local road standards and an off-street multi-use path facility.	Lane County / City of Florence	\$3,025,000
121	5-8	River Loop #1 from River Road to Dalewood Street	Construct to Eugene's neighborhood collector standards.	Lane County / City of Eugene	\$1,400,000
122	5-9	River Loop #2 from River Road to Burlwood Street	Construct to Eugene's neighborhood collector standards.	Lane County / City of Eugene	\$6,100,000
124a	5-15	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.	Lane County	\$3,175,000
124b	5-14	Row River Road from UGB to Row River Road	Construct three-lane facility with bike lanes.	Lane County / City of Cottage Grove	\$925,000
124c	5-14	Row River Road from Snauer Lane to Laying Creek Road	Construct safety improvements including shoulder rumble strips and fixed object removal.	Lane County	\$600,000
127	5-9	Scenic Drive from River Loop #2 to Beacon Drive East	Construct to Eugene's neighborhood collector standards.	County / City of Eugene	\$4,000,000
128	5-13,5-14	Sears Road from Molitor Hill Road to Row River Road	Remove fixed objects from the clear zone.	Lane County	\$150,000
129	5-13	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.	Lane County	\$1,575,000
130	5-9	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.	Lane County	\$3,450,000
133	5-9	Spring Creek Drive from River Road to Scenic Drive	Construct to Eugene's neighborhood collector standards.	Lane County / City of Eugene	\$2,600,000

Project Number	Figure #	Project Name	Project Description	Agency Partners	Project Cost
134	5-6	Stagecoach Road from Richardson Road to MP 0.58	Slope stabilization.	Lane County	\$1,100,000
139	5-14	Sweet Lane from OR 99 to Talemna Drive	Upgrade to Cottage Grove urban standards.	Lane County / City of Cottage Grove	\$800,000
141b	5-12	Territorial Highway from Gillespie Corners to Hamm Rd (Phase 1)	Shoulder widening and curve alignment adjustments.	ODOT / Lane County	\$7,000,000
141c	5-12	Territorial Highway from Hamm Road to Lorane (Phase 2)	Shoulder widening and curve alignment adjustments.	ODOT / Lane County	\$10,000,000
143	5-12	Territorial Highway / Lorane Highway Intersection	Implement curve and intersection warning signage safety treatments.	ODOT / Lane County	\$15,000
144b	5-7	Territorial Highway from Suttle Road to OR 126	Construct an off street multi-use path along Territorial Highway not including bridges (Phase I)	ODOT / Lane County / City of Veneta	\$1,075,330
146	5-7	Vaughn Road from Noti Loop Road to Territorial Highway	Construct to freight route standards with 12' travel lanes and 6' shoulders on both sides.	Lane County	\$875,000
149	5-9	Wayside Lane from Ann Court to Riverbend Path	Construct a new multi-use 12-foot wide path along the Mill Race from South 2nd Street to Mill Street at Island Park.	Lane County / City of Springfield	\$80,000
154	5-8	Wilkes Drive from River Road to River Loop #1	Construct to Eugene's major collector standards.	Lane County / City of Eugene	\$7,000,000
155	5-9,5-8	Yolanda Avenue from 23rd Street to 31st Street as well as 31st and 28th for Safe Routes to School	Modify Yolanda Avenue to a two-lane cross-section with sidewalks and bicycle facilities.	Lane County / City of Springfield	\$1,100,000

Illustrative Project List

The Illustrative Project List identifies the transportation solutions that are not reasonably likely to be funded by 2036 based on current financial constraints. Nonetheless, each project identified is supported by the County and ODOT and is important to the transportation system.

107 projects

*\$748.5 million
in transportation
improvements*

Some of the projects will require public sector funding and resources beyond what is available in the time frame of this plan. Others are contingent upon joint funding from local agencies. The Illustrative Transportation Project List includes just under \$750 million worth of investments beyond those included in the Financially Constrained Plan.

Table 5-3. Illustrative Projects List

Project Number	Figure #	Project Name	Project Description	Agency Partners	Project Cost
1	5-8	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).	Lane County / City of Junction City	\$1,625,000
2	5-8	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)	Lane County / City of Junction City	\$2,585,000
5a	5-9,5-13	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.	Lane County / ODOT	\$65,000,000
5b	5-13	30th Avenue Exit to Gonyea Road	Remove clover ramp to improve access. (Dependent on implementation of Project 118)	Lane County	\$950,000
8	5-7,5-8	Alvadore Road from OR 36 to Snyder Road	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	Lane County	\$5,475,000
10	5-7,5-8	Applegate Trail from OR 36 to Territorial Highway	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	Lane County	\$2,300,000
13	5-8	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.	Lane County / City of Junction City	\$1,250,000
14	5-8	Bailey Lane from North Pitney Lane to Prairie Road	Construct bike lane on north side and south side	Lane County / City of Junction City	\$105,000
17	5-8	Beacon Drive West from River Road to Prairie Road	Construct to minor collector standards, including two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures	Lane County	\$925,000

Project Number	Figure #	Project Name	Project Description	Agency Partners	Project Cost
20	5-11	Blue River Drive (looped road off OR 126)	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	Lane County	\$1,450,000
21b	5-9	Bob Straub Parkway from Mt. Vernon Road to Springfield's UGB	Construct a three-lane cross-section.	Lane County / City of Springfield	\$2,450,000
22	5-7,5-12	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.	Lane County	\$1,800,000
23	5-5,5-6	Canary Road from US 101 to Woahink Lake	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	Lane County	\$650,000
25	5-9,5-13	Cloverdale Road from OR 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.	Lane County	\$2,875,000
27	5-8	Coburg Interchange	Improve the Coburg/I-5 Interchange.	Coburg/ Lane County/ODOT	\$35,000,000
30	5-8,5-9	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.	Lane County / City of Coburg	\$7,900,000
31	5-14	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.	Lane County	\$8,800,000
33b	5-14	Cottage Grove - Lorane Highway from Gowdyveill Road to Cottage Grove City Limits	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides.	Lane County	\$1,700,000
35	5-7	Crow Road	Construct to major collector standards with two 11' travel lanes and 6' shoulders	Lane County	\$2,100,000
36	5-13	Dale Kuni Road from OR 99 to Creswell UGB	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	Lane County	\$2,500,000
37	5-10	Deerhorn Road from OR 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.	Lane County	\$26,800,000
38	5-13	Dexter Road from OR 58 to Barbre Road	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	Lane County	\$1,375,000

Project Number	Figure #	Project Name	Project Description	Agency Partners	Project Cost
39a	5-9,5-13	Dillard Road from OR 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.	Lane County	\$3,750,000
39b	5-9,5-13	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.	ODOT / Lane County	\$300,000
41	5-9	Edenvale Road from OR 222 to Ridgeway Road	Construct to minor collector standards and multi-use path from Bella Casa Park to OR 222.	Lane County	\$2,150,000
42	5-7	Ellmaker Road from OR 126 to Jeans Road	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	Lane County	\$1,000,000
43	5-8	Ferguson Road from OR 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.	Lane County	\$7,250,000
44	5-7,5-8	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.	Lane County	\$2,450,000
45	5-15	Fish Hatchery Road from OR 58 to 1st Street	Widen shoulders for safety	Lane County / City of Oakridge	\$500,000
46	5-7	Fisher Road from OR 126 to Royal Avenue	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	Lane County	\$1,075,000
47	5-7	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.	Lane County	\$2,300,000
51	5-14	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.	Lane County	\$10,750,000
53	5-7,5-8	Goldson Road from OR 36 to Hall Road	Improve to minor collector standards.	Lane County	\$900,000
55	5-12	Gowdyville Road from Territorial Highway to Cottage Grove UGB	Improve to minor collector standards.	Lane County	\$2,950,000
56b	5-7	Green Hill Road from Barger Drive to Airport Road	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	Lane County / City of Eugene	\$2,875,000
56c	5-7,5-8	Green Hill Road from OR 126 to Crow Road	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	Lane County	\$600,000

Project Number	Figure #	Project Name	Project Description	Agency Partners	Project Cost
56d	5-7,5-8, 5-9	Greenhill Road/Clear Lake Road Intersection	Construct additional westbound and northbound left turn lanes.	Lane County	\$450,000
57	5-8	Grove Street from Silver Lane to Howard Avenue	Construct neighborhood greenways (separated multiuse path facility).	Lane County / City of Eugene	\$75,000
58	5-7, 5-8	Hall Road from OR 36 to OR 36	Construct to minor collector standards and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.	Lane County	\$24,000,000
62	5-13	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.	Lane County / City of Creswell	\$1,300,000
63	5-5	Heceta Beach Road from US 101 to Rhododendron Drive	Construct bike lanes along the entire length of Heceta Beach Road.	Lane County / City of Florence	\$3,875,000
65	5-9, 5-10	Hideaway Hills (North) from Hampton Road to N Hideaway Hills Road	Improve road to collector standards to improve connectivity to Goshen	Lane County	\$9,500,000
66a	5-8	High Pass Road (known as 1st Avenue West within Junction City) from Oaklea Dr to Territorial Highway	Construct to Major Collector standards including left turn lane, bike lanes, and sidewalks.	Lane County / City of Junction City	\$6,050,000
66b	5-8	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.	Lane County / City of Junction City	\$3,825,000
67	5-15	High Prairie Road from 1st Street to Oakridge UGB	Construct to major collector standards and implement intersection improvements.	Lane County	\$875,000
68	5-9, 5-13	OR 58/Parkway Road Intersection	Implement advanced intersection warning signage and minor road detection as well as removed fixed objects from the clear zone.	ODOT / Lane County	\$250,000
72	5-13	OR 99/Harvey Road Intersection	Intersection improvements at OR 99.	ODOT / Lane County / City of Creswell	\$300,000
74	5-5, 5-6	US 101/Munsel Lake Road Intersection	Install traffic signal when warranted.	ODOT / City of Florence	\$550,000
75a	5-11	OR 126 at Eagle Rock Park Entrance	Improve sight distance and implement advanced warning signage.	ODOT / Lane County	\$10,000
75b	5-6	OR 126 at Entrance to Camp Lane Park (West of Stagecoach)	Construct a left turn lane on OR 126 to allow better turning movements into the park.	ODOT / Lane County	\$500,000
76	5-7	OR 126 at Perkins Peninsula County Park/ Central Road	Add left turn lane and install any type of median barrier.	ODOT / Lane County	\$6,775,000
77b	5-7	OR 126 from Eugene to Veneta	Construction (Implementing Fern Ridge Corridor Plan)	ODOT	\$115,000,000

Project Number	Figure #	Project Name	Project Description	Agency Partners	Project Cost
77c	5-7	OR 126 from Eugene to Veneta	Construction of Safety Improvements (Implementing Fern Ridge Corridor Plan)	ODOT	\$8,000,000
79	5-5,2	OR 126 /OR 36 Intersection	Analyze and implement a modified intersection configuration and improve intersection lighting.	ODOT	\$500,000
82	5-10	OR 126/Hendricks Park Road Intersection	Improve intersection to accommodate ingress and egress movements for longer vehicles (specifically boat trailers).	ODOT / Lane County	\$300,000
83	5-9	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.	Lane County	\$4,175,000
84	5-8	Horn Lane and N. Park Avenue to River Road	Construct neighborhood greenways (separated multiuse path facility).	Lane County / City of Eugene	\$125,000
85	5-11	Horse Creek Road from OR 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.	Lane County	\$5,300,000
86	5-6	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.	Lane County	\$4,850,000
88	5-7	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.	Lane County / City of Veneta	\$725,000
90b	5-9	Jasper Road from S 42nd to northwest of Mt Vernon Road	Modify Jasper Road to a three-lane cross-section with sidewalks and bicycle facilities.	Lane County / City of Springfield	\$6,600,000
92	5-15	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.	Lane County	\$48,000,000
95	5-9	Laura Street from Scots Glen Drive to Harlow Road	Change to a three-lane cross-section with sidewalks and bicycle facilities.	Lane County / City of Springfield	\$1,600,000
96	5-8	Lingo Lane from Highway 99W to Highway 99E	Improve to minor collector standards.	Lane County	\$2,750,000
98	5-13	Lost Creek Road from OR 58 to Marvin Road	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	Lane County	\$600,000
99	5-13	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.	Lane County	\$3,700,000

Project Number	Figure #	Project Name	Project Description	Agency Partners	Project Cost
102	5-8,5	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.	Lane County	\$5,475,000
103	5-8	Meadowview Road E from OR 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	Lane County / City of Junction City	\$4,500,000
104	5-13	Mill Road from OR 58 to Wheeler Road	Realign Mill Road at the intersection of OR 58.	Lane County	\$575,000
105	5-8	Milliron Road from west UGB to east UGB	Construct to Junction City's major collector standards including bike lanes and sidewalks.	Lane County / City of Junction City	\$2,105,000
106	5-14	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.	Lane County / City of Cottage Grove	\$350,000
107	5-5	Munsel Lake Road from US 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.	Lane County / City of Florence	\$8,150,000
108	5-6	Nelson Mountain Road from OR 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.	Lane County	\$5,250,000
109a	5-5,5-6	North Fork Siuslaw Road from OR 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.	Lane County	\$800,000
109b	5-5,5-6	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.	Lane County	\$61,750,000
110a	5-8	Oaklea Drive from OR 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.	Lane County	\$1,375,000
110b	5-8	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.	Lane County / City of Junction City	\$7,200,000
110c	5-8	Oaklea Dr/18th Avenue West	Improve sight distance for northbound approach to the intersection	Lane County / City of Junction City	\$55,000
110d	5-8	Oaklea Drive/10th Avenue West	Install intersection lighting, consider refuge island/curb extensions, and reevaluate need for crosswalk pavement markings.	Lane County / City of Junction City	\$75,000
110e	5-8	Oaklea Drive/6th Avenue West	Install intersection lighting, consider refuge island/curb extensions, and reevaluate need for crosswalk pavement markings.	Lane County / City of Junction City	\$75,000

Project Number	Figure #	Project Name	Project Description	Agency Partners	Project Cost
113	5-7	Perkins Road from City Limits to Central Road	Construct to major collector standards to provide connection to the OR 126/Fern Ridge southern route for bicycles.	Lane County / City of Veneta	\$2,150,000
114	5-8	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).	Lane County / City of Junction City	\$2,675,000
115	5-8	Prairie Road from Bailey Lane to OR 99	Construct to Junction City's major collector standards including bike lanes and sidewalks. Do not construct sidewalks where adjacent to UGB.	Lane County / City of Junction City	\$4,415,000
116	5-7,5-8	Prairie Road from NW Expressway to OR 99	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	Lane County / City of Eugene / City of Junction City	\$5,025,000
117	5-8	Prairie Road from Junction City UGB to MP 8.03 (near OR 99)	Construct to Junction City's major collector standards including bike lanes and sidewalks.	Lane County / Junction City	\$1,725,000
120	5-9	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.	Lane County	\$900,000
123	5-8	River Road (1st Avenue East) from OR 99 to Junction City's East UGB	Construct to Junction City's major collector standards including center turn lane, bike lanes, and sidewalks.	Lane County / City of Junction City	\$4,275,000
125	5-7	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.	Lane County	\$2,050,000
126	5-14	River Road (North) from OR 99 to Bennett Creek Road	Upgrade to Cottage Grove's urban standards.	Lane County / City of Cottage Grove	\$450,000
131	5-5,5-6	South Jetty Road from US 101 to BLM Road	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	Lane County	\$550,000
132	5-7	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.	Lane County	\$2,450,000
135	5-6	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.	Lane County	\$61,850,000
136	5-7	Suttle Road from OR 126 to Territorial Highway	Construct to major collector standards with two 11' travel lanes and 6' shoulders on both sides. Integrate systemic safety measures.	Lane County	\$3,425,000

Project Number	Figure #	Project Name	Project Description	Agency Partners	Project Cost
137	5-6	Sutton Lake Road	Construct to minor collector standards with two 11' travel lanes and 4' shoulders on both sides. Integrate systemic safety measures.	Lane County	\$10,900,000
138	5-5,5-6	Sweet Creek Road from OR 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.	Lane County	\$6,600,000
142	5-7	Territorial Highway/ Bolton Hill Road Intersection	Install traffic signal when warranted.	Lane County / ODOT / City of Veneta	\$500,000
144c	5-7	Elmira - Veneta Multi Use Path Phase 2	Phase 2 with bridges for multi-use path along Territorial Highway	ODOT / Lane County / City of Veneta	\$3,150,000
144d	5-7	Territorial Highway/OR 126W Intersection	Construct additional eastbound and westbound through lanes.	ODOT / Lane County	\$750,000
144e	5-7	Territorial Highway/ Suttle Road Intersection	Intersections improvements needed to facilitate the multi-use path crossing	ODOT / Lane County	\$750,000
145	5-9	Thurston Road from OR 126 to Weaver Road	Change Thurston Road to a three-lane cross-section with sidewalks and bicycle facilities.	County / City of Springfield	\$5,000,000
146	5-6	Upper Deadwood Creek Road from MP 7.5 to Basonette Road	Pave gravel road.	Lane County	\$2,650,000
148	5-7	Warthen Road from Territorial Highway to Knight Road	Construct to minor collector standards and systemic safety improvements	Lane County	\$3,600,000
150	5-10	Wending Road from Marcola Road to Paschelke Road	Construct to minor collector standards.	Lane County	\$1,450,000
151	5-13,5-15	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.	Lane County / City of Lowell / City of Oakridge / Forest Service	\$24,150,000
152	5-7,5-6	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.	Lane County	\$8,300,000
153	5-15	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.	Lane County	\$1,075,000

Bridge Projects

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.

14 projects
\$27 million in improvements

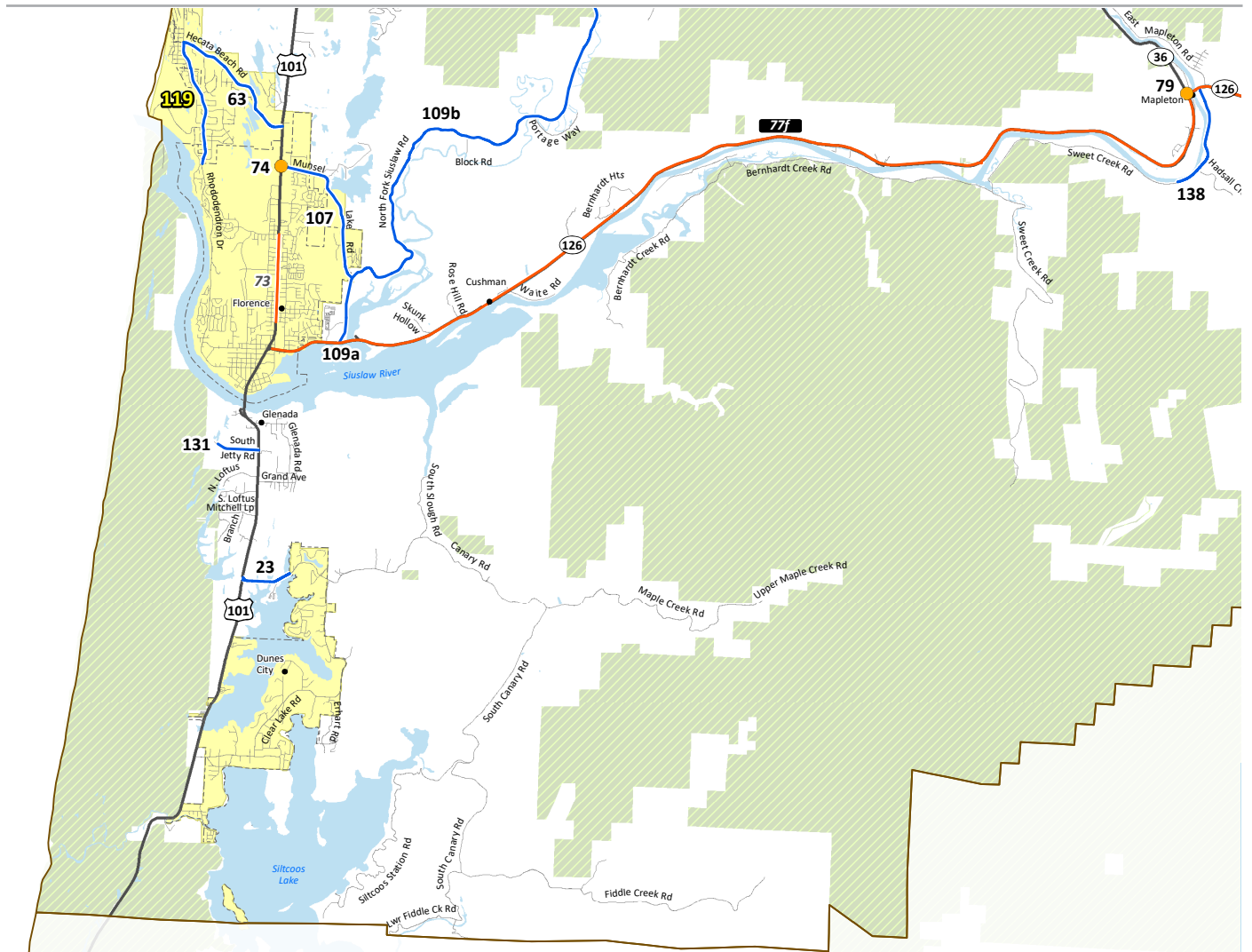
Lane County identified fourteen bridges that are currently either structurally deficient or functionally obsolete. Collectively, these bridges would require approximately \$27 million worth of improvements. However, funding for bridge upgrades is not included in the transportation funding assumptions discussed in this transportation plan since there are additional federal funding sources set aside specifically for bridges.

Table 5-4. Bridge Project List

Project #	Figure #	Road	Waterway Crossing	Mile Post	Emergency Route	Freight Route	Deficiency	Cost Estimate
B1	5-11	Blue River Drive	Blue River	1.30	No	No	Functionally Obsolete	\$3,500,000.00
B2	5-10	Bridge Street	McKenzie River	0.01	No	No	Functionally Obsolete	\$950,000.00
B3	5-10	Camp Creek Road	Camp Creek	4.43	No	No	Functionally Obsolete	\$2,000,000.00
B4	5-6	Dahlin Road	Levage Creek	0.05	No	No	Structurally Deficient	\$3,000,000.00
B5	5-7, 5-8, 5-9	Green Hill Road	Amazon Creek	3.35	No	No	Functionally Obsolete	\$1,600,000.00
B6	5-6, 5-12	Indian Creek Road	Indian Creek	5.45	No	No	Functionally Obsolete	\$1,100,000.00
B7	5-15	Kitson Springs Road	Salt Creek	0.27	No	No	Structurally Deficient	\$3,900,000.00
B8	5-14	London Road	Coast Fork Willamette	6.69	No	No	Functionally Obsolete	\$2,800,000.00
B9	5-6, 5-7	Noti Loop Road	Long Tom River	1.30	No	Yes	Functionally Obsolete	\$1,800,000.00
B10	5-14	Row River Road	Row River	2.09	Yes: ODOT Tier 3	No	Functionally Obsolete	\$3,500,000.00
B11	5-13	Saginaw Road East	Coast Fork Willamette	0.12	No	No	Structurally Deficient	\$1,200,000.00
B12	5-15	Sharps Creek Road	Sharps Creek	8.72	No	No	Functionally Obsolete	\$620,000.00
B13	5-15	Sharps Creek Road	Fairview Creek	11.89	No	No	Functionally Obsolete	\$1,100,000.00
B14	5-7, 5-8	Templeton Road	Bear Creek	0.98	No	No	Structurally Deficient	\$770,000.00

Fig. 5-5

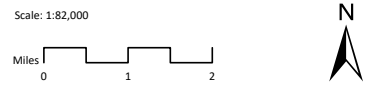
DEFICIENCIES AND IMPROVEMENTS SUBAREA 1



Legend

CATEGORY

- County
- County Future Study/Project
- ODOT
- ODOT Future Study/Project
- XX Illustrative Project
- XXX Financially Constrained Project
- XX Currently Funded Project
- Urban Growth Boundary
- City Limits
- County Limits
- Siuslaw National Forest



Subarea 1

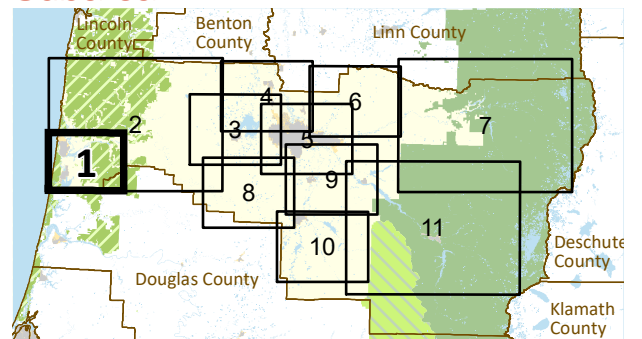
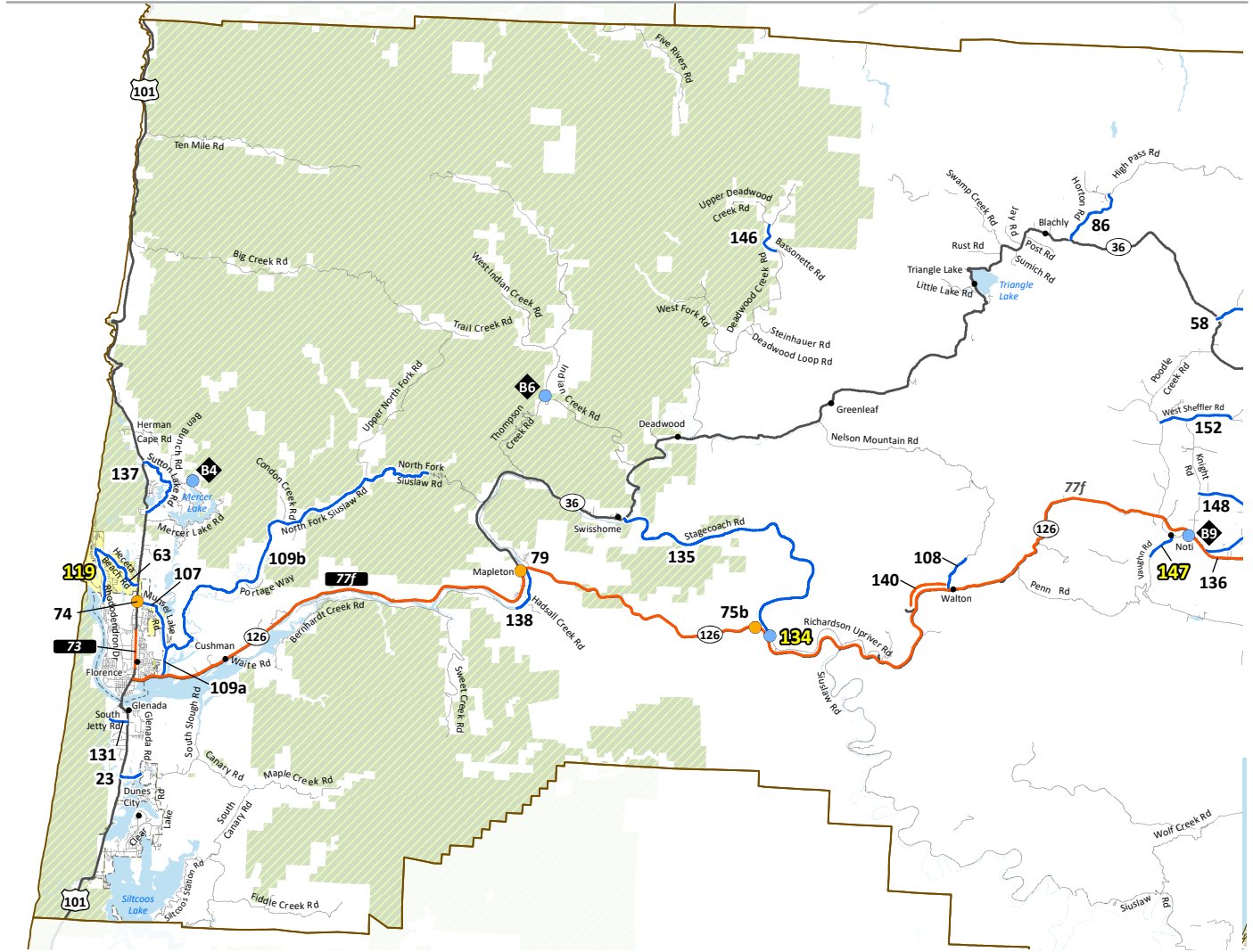


Fig. 5-6

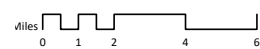
DEFICIENCIES AND IMPROVEMENTS SUBAREA 2



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Scale: 1:190,000



Subarea 2

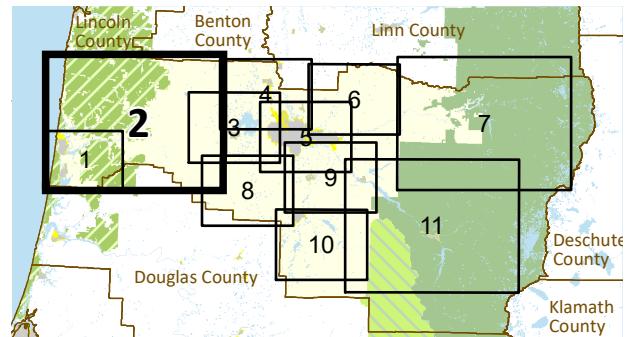
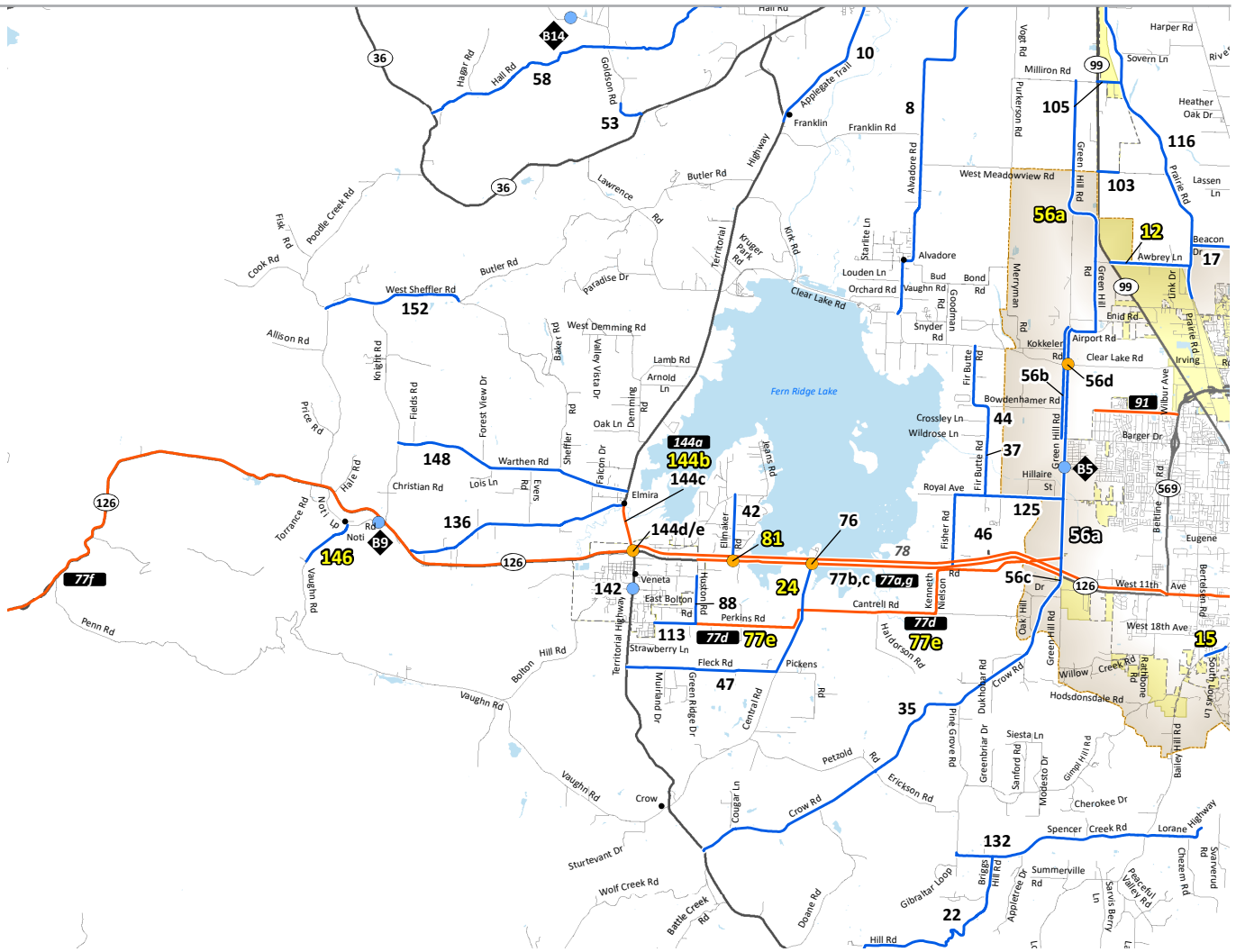


Fig. 5-7

DEFICIENCIES AND IMPROVEMENTS SUBAREA 3

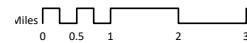


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CATEGORY

- County
- - - County Future Study/Project
- ODOT
- - - ODOT Future Study/Project
- XX Illustrative Project
- XX Financially Constrained Project
- XX Currently Funded Project
- Metropolitan Planning Area
- Urban Growth Boundary
- City Limits
- County Limits

scale: 1:100,000



Subarea 3

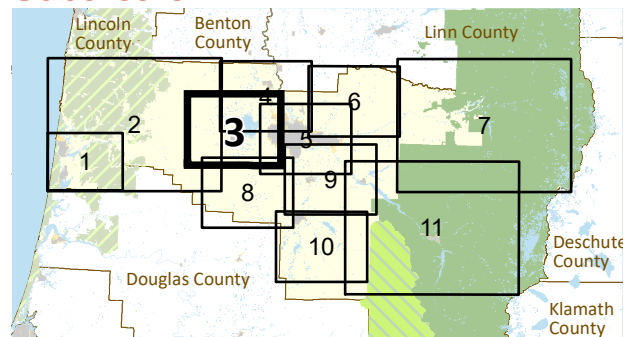
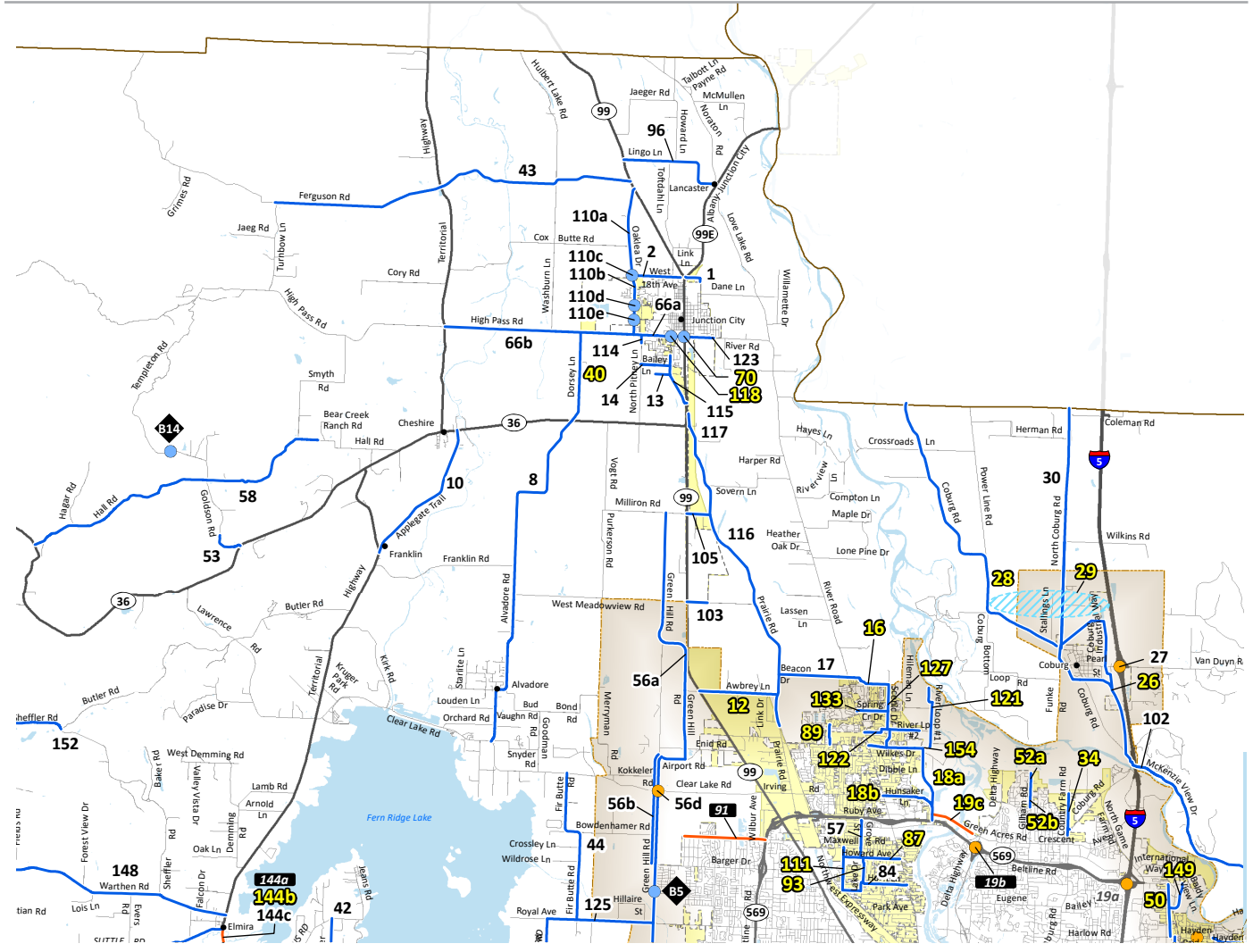


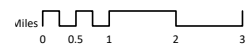
Fig. 5-8
DEFICIENCIES AND IMPROVEMENTS SUBAREA 4



Legend

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|--|---|---|
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Scale: 1:100,000



Subarea 4

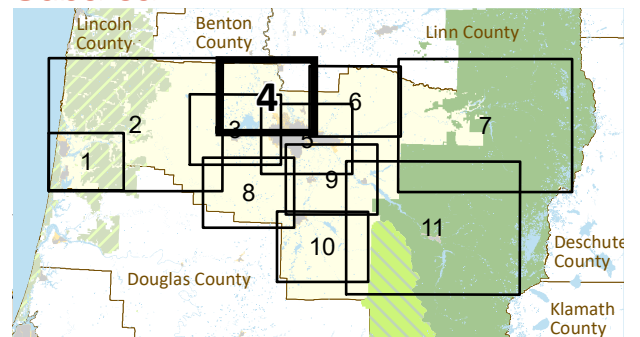
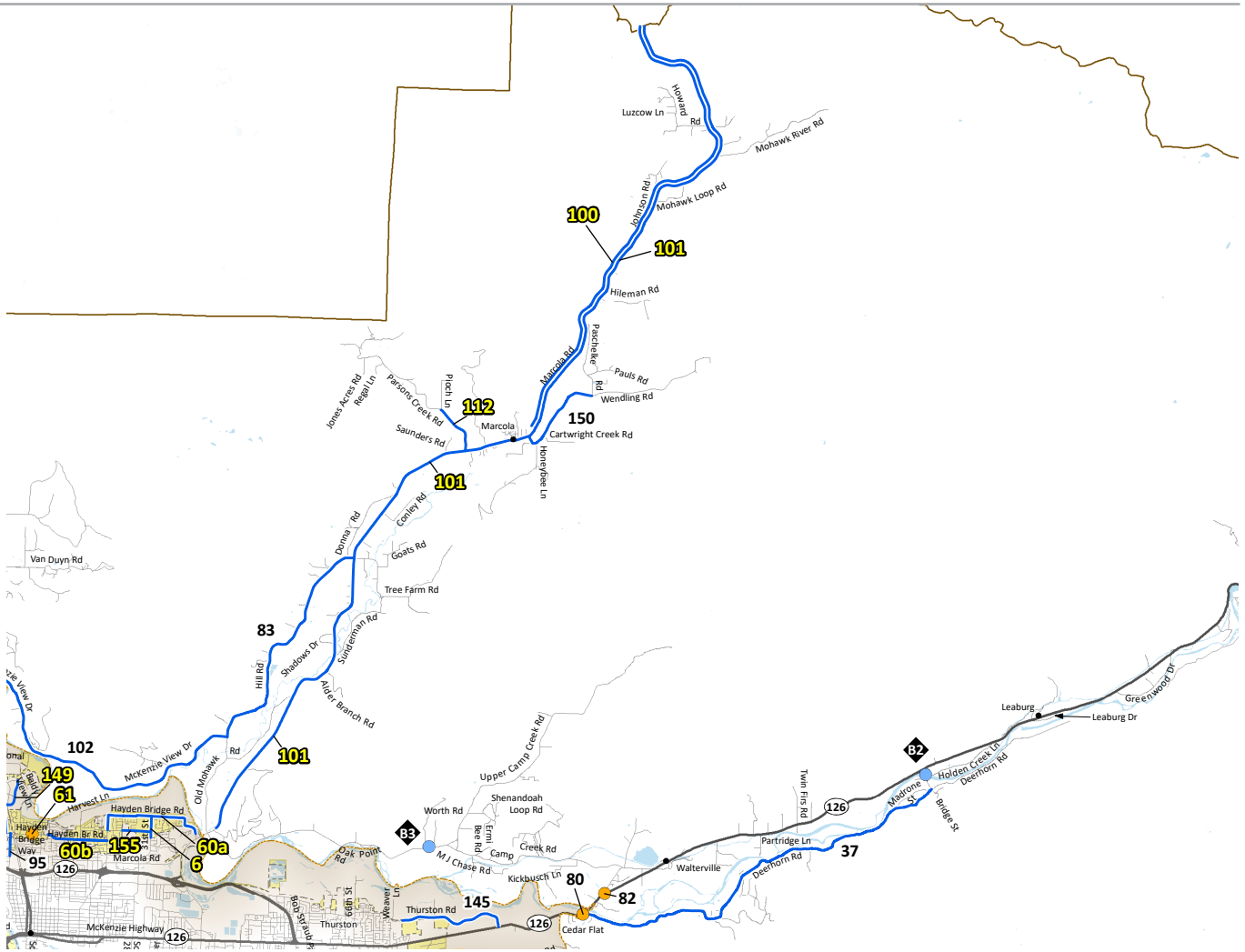


Fig. 5-10
 DEFICIENCIES AND IMPROVEMENTS SUBAREA 6

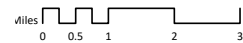


Legend

CATEGORY

- County
- - - County Future Study/Project
- ODOT
- - - ODOT Future Study/Project
- XX Illustrative Project
- XX Financially Constrained Project
- XX Currently Funded Project
- Metropolitan Planning Area
- Urban Growth Boundary
- City Limits
- County Limits

scale: 1:110,000



Subarea 6

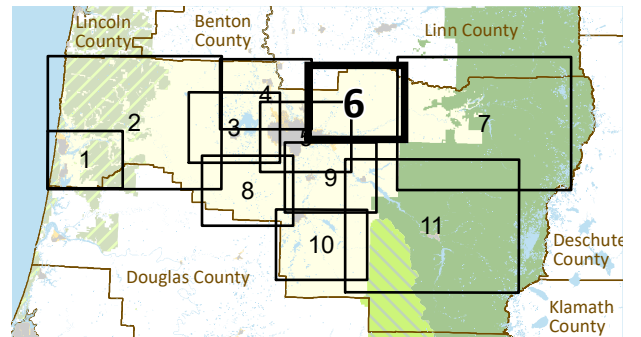
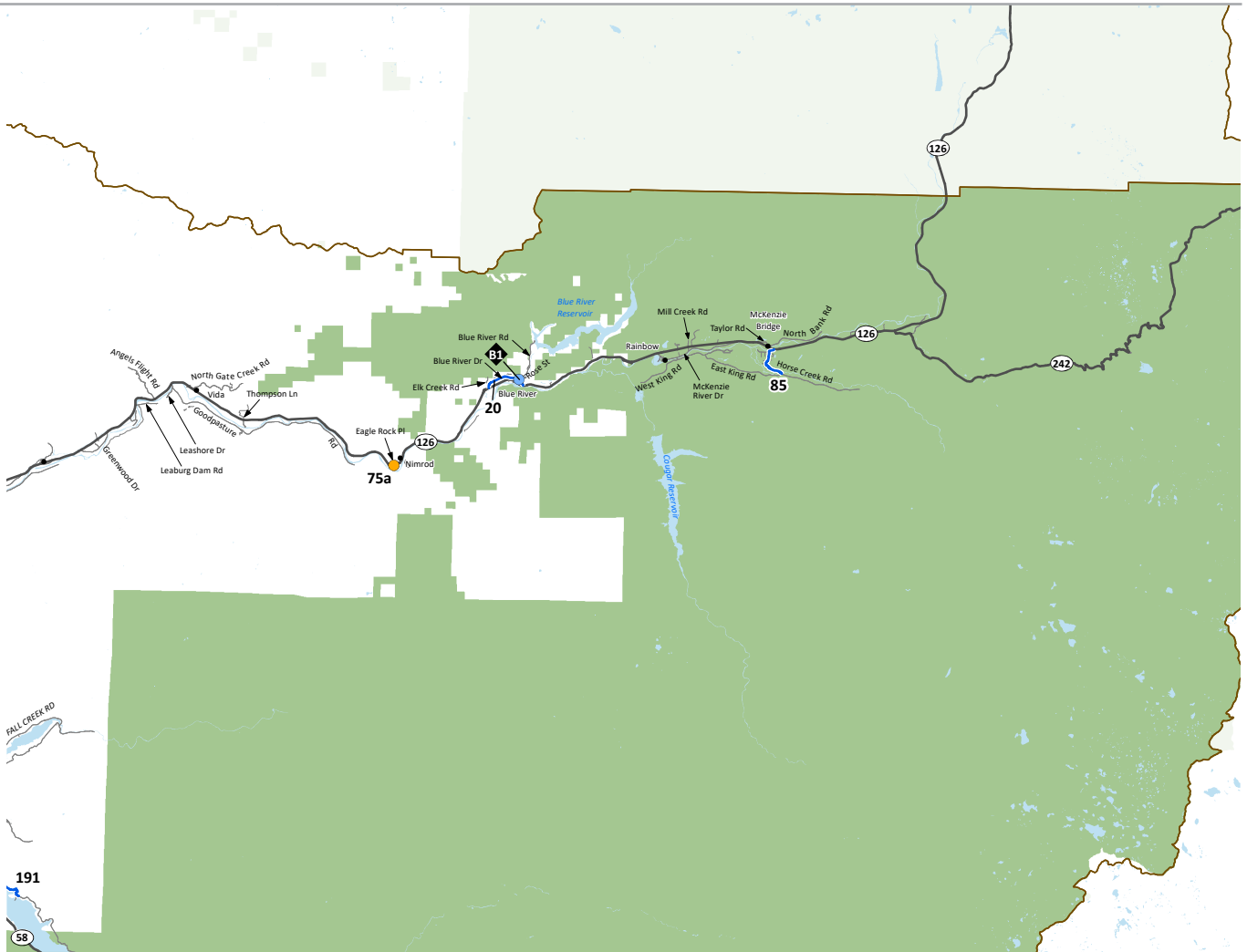


Fig. 5-11

DEFICIENCIES AND IMPROVEMENTS SUBAREA 7

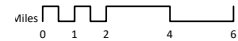


Legend

CATEGORY

- County
- County Future Study/Project
- ODOT
- ODOT Future Study/Project
- XX Illustrative Project
- XX Financially Constrained Project
- XX Currently Funded Project
- Urban Growth Boundary
- City Limits
- County Limits
- Willamette National Forest

Scale: 1:190,000



Subarea 7

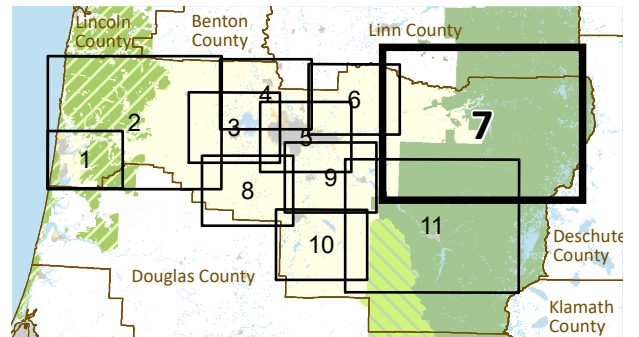
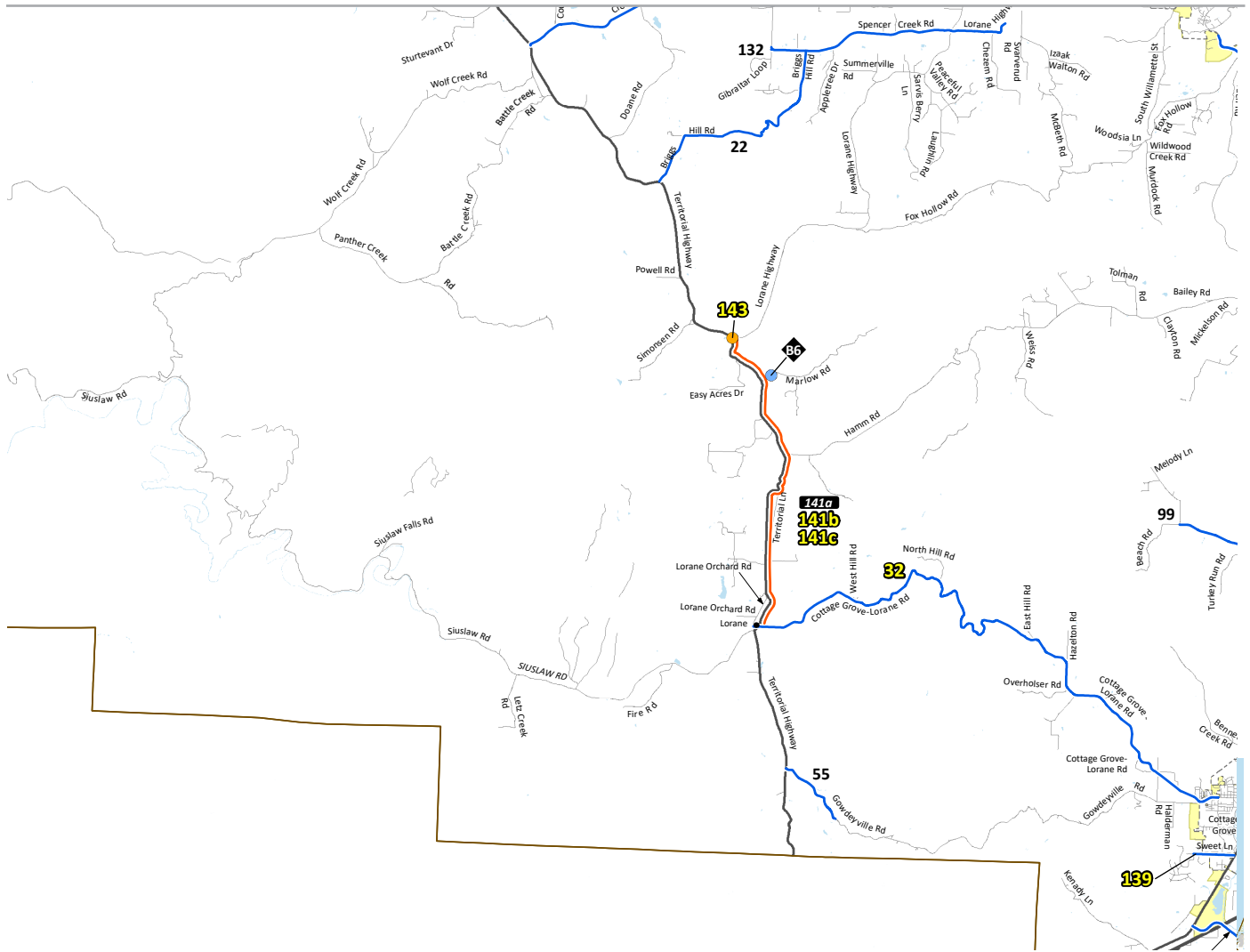


Fig. 5-12
DEFICIENCIES AND IMPROVEMENTS SUBAREA 8

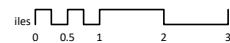


Legend

CATEGORY

- County
- County Future Study/Project
- ODOT
- ODOT Future Study/Project
- XX Illustrative Project
- XX Financially Constrained Project
- XX Currently Funded Project
- Urban Growth Boundary
- City Limits
- County Limits
- City/Unincorporated Community

Scale: 1:100,000



Subarea 8

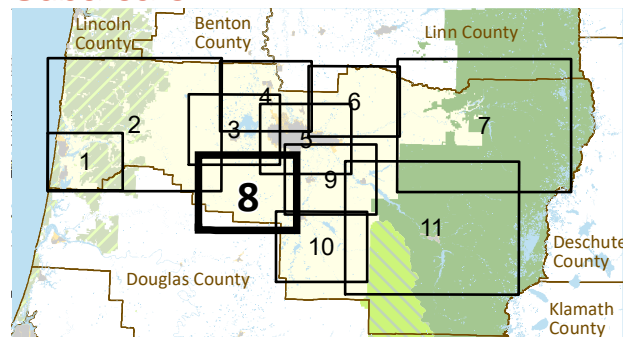
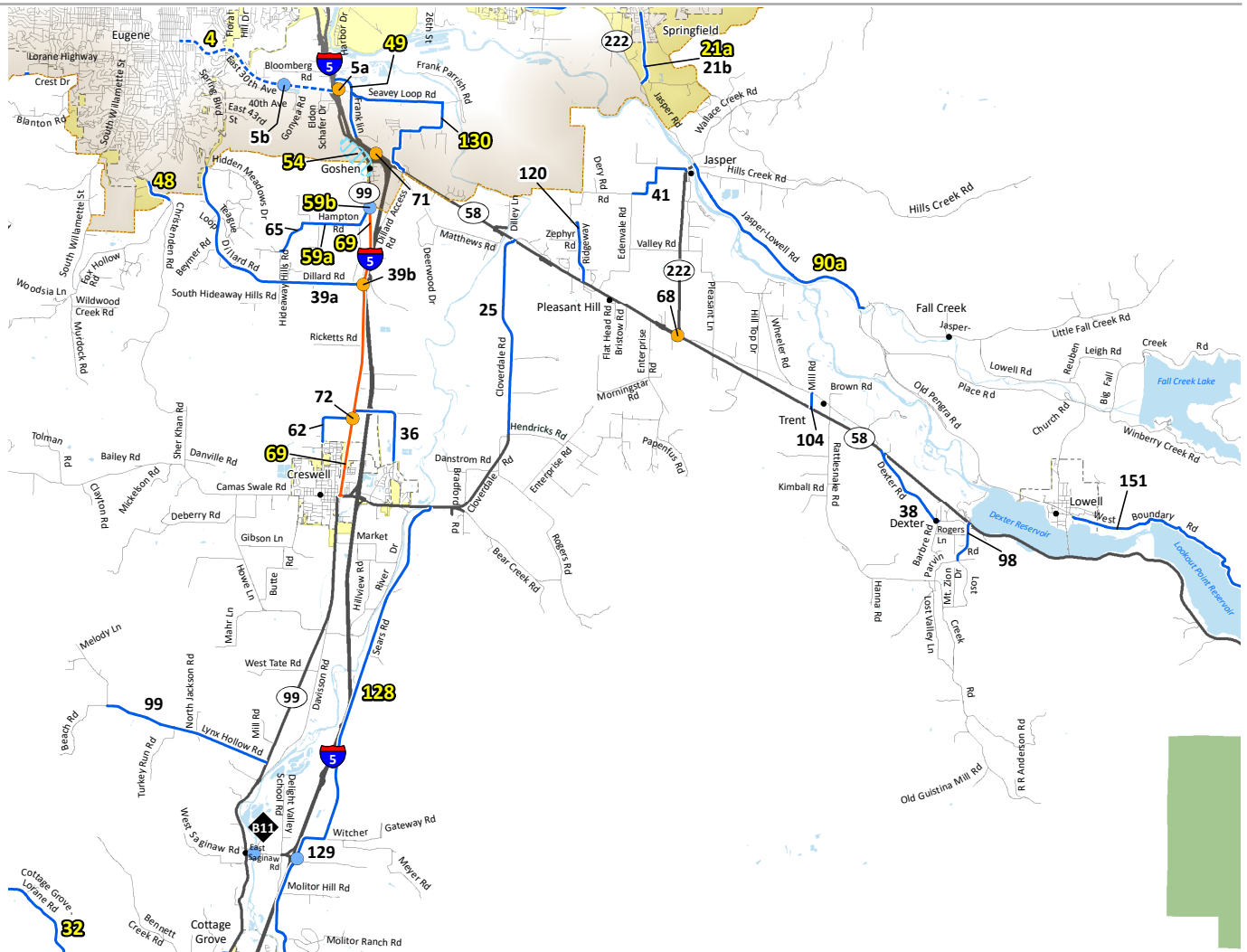


Fig. 5-13

DEFICIENCIES AND IMPROVEMENTS SUBAREA 9



Legend

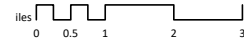
CATEGORY

- County
- County Future Study/Project
- ODOT
- ODOT Future Study/Project

- XX Illustrative Project
- XX Financially Constrained Project
- XX Currently Funded Project

- XX Bridge Project
- Future Study Needed to Identify
- Metropolitan Planning Area
- Urban Growth Boundary

Scale: 1:100,000



Subarea 9

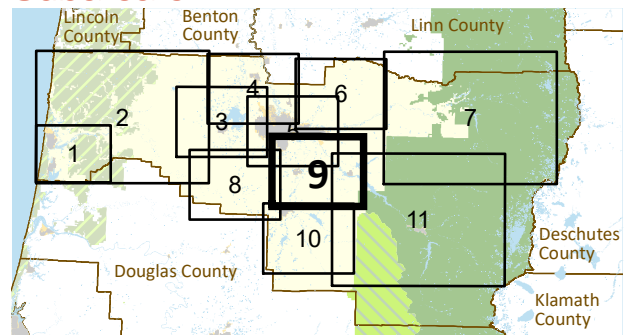
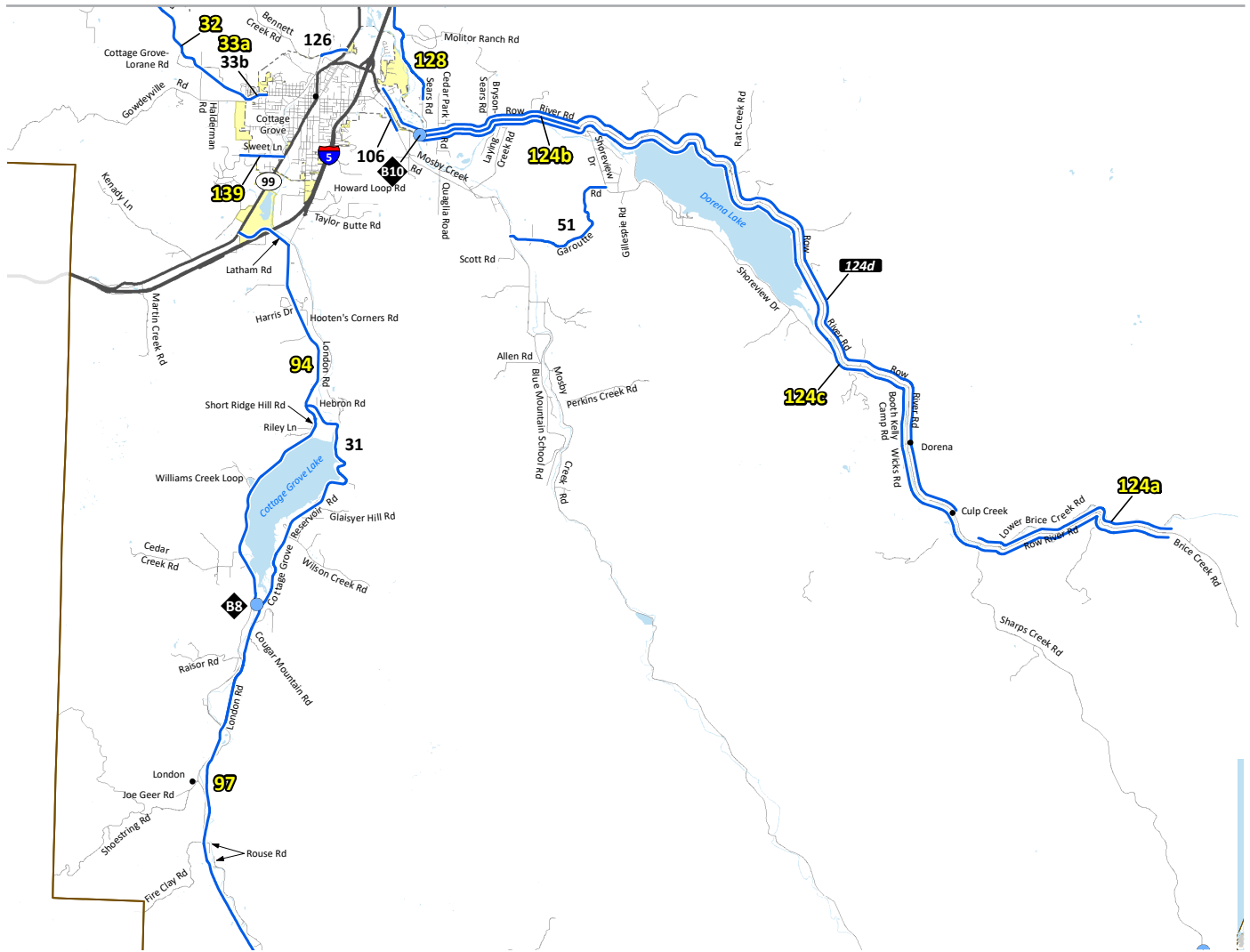


Fig. 5-14

DEFICIENCIES AND IMPROVEMENTS SUBAREA 10

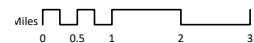


Legend

CATEGORY

- County
- - - County Future Study/Project
- ODOT
- - - ODOT Future Study/Project
- XX** Illustrative Project
- XX** Financially Constrained Project
- XX** Currently Funded Project
- Urban Growth Boundary
- City Limits
- County Limits
- City/Unincorporated Community

Scale: 1:100,000



Subarea 10

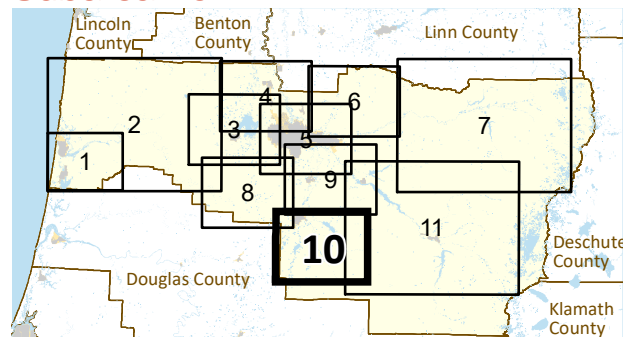
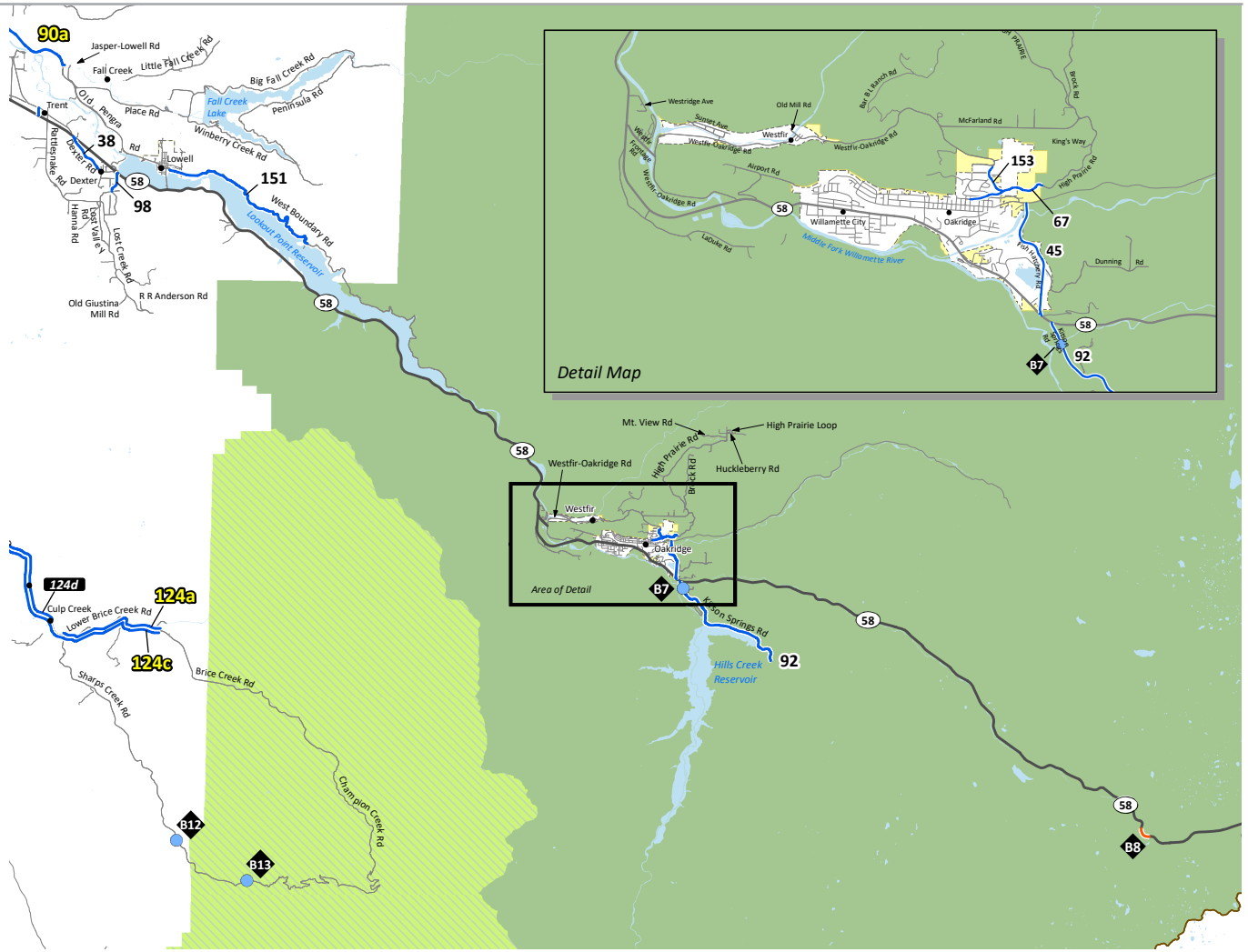


Fig. 5-15

DEFICIENCIES AND IMPROVEMENTS SUBAREA 11

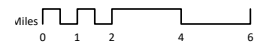


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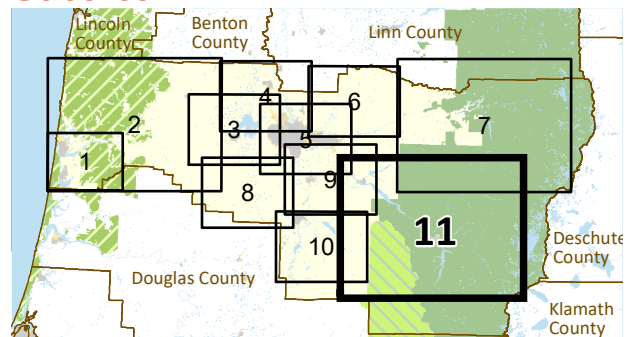
CATEGORY

- County
- - - County Future Study/Project
- ODOT
- - - ODOT Future Study/Project
- XX Illustrative Project
- XX Financially Constrained Project
- XX Currently Funded Project
- Urban Growth Boundary
- City Limits
- County Limits
- Willamette National Forest

Scale: 1:190,000



Subarea 11





6. STANDARDS

In addition to policies and projects, the TSP establishes standards to guide the design, operations, and management of the transportation system consistent with the County's overall goals and objectives. As discussed previously, the TSP policies guide future transportation decisions by Lane County and inform the development of code for broader applicability, such as to land use development. In the same way, the standards recommended herein will be translated into code language as necessary for applicability to land use development; otherwise, these standards are intended to guide Lane County operations. The standards recommended in this chapter include the following:

- » Functional Classifications
- » Freight Routes
- » Emergency Routes
- » Road Design
- » Access Spacing Standards
- » Operational Standards
- » Transportation System Management
- » Traffic Impact Analysis Guidelines
- » Tool Box

Lane County currently has standards on most of the above. Changes to existing standards resulting from this TSP will be carried out as code amendments to the extent they are applicable to land development. For example Traffic Impact Analyses (TIA) are specifically directed at land development as a tool to evaluate and mitigate impacts that a development may have on the transportation system. Lane County currently has codified TIA applicability provisions, which are proposed to be broadened in this TSP to add four more conditions to better account for safety relative to access connections (or driveways) and multi-modal improvements (such as bicycle and pedestrian facilities). These recommendations will be implemented in subsequent code amendments. Otherwise, most of the standards described in this Chapter are either to provide context for the reader about the multiple objectives of the transportation system (e.g. the spacing standards described herein are consistent with existing code standards) or, more specifically, to provide tools and guidance for Lane County (as described below). Most of the standards herein involve slight modifications to current standards for improved coordination and consistency with federal designations (i.e. the functional classifications) and the needs of the 12 cities within Lane County (e.g. translating Lane County's Volume-to-Capacity Ratios to City Level of Service Standards for equivalent system operations metrics.)

New tools for Lane County included in this Chapter are: freight routes, emergency routes, and a tool box. As discussed in this chapter, there are already freight and emergency routes designated at the state and federal levels that affect state highways and other roads within Lane County. Through this TSP, additional state highways and Lane County roads are recognized as being essential for meeting freight and emergency needs. These local designations will help Lane County prioritize investment decisions, including maintenance activities. Further, these additional designations are intended to leverage additional funding from state and federal sources. The tool box includes a variety of techniques that are known to be effective in addressing transportation needs, such as crosswalks and wayfinding signage, that are more detailed and context-sensitive than can be applied to specific projects within a 20-year TSP.

Functional Classifications

The various functions of a roadway (especially relative to the competing objectives of mobility and land access) are classified in a way that helps balance different demands. As shown in the figure below, arterials are roadways that maximize mobility, whereas local roadways predominately provide access to adjacent lands. As implied by their name, collectors collect local traffic for connections to arterial roads; as such, they must balance both demands of access and mobility.

Functional classification is an important tool for managing the roadway network, such as establishing different design requirements. Changes to roadway classifications resulting from this TSP are predominantly to align with the federal classification system, which is used to determine federal aid funding eligibility.

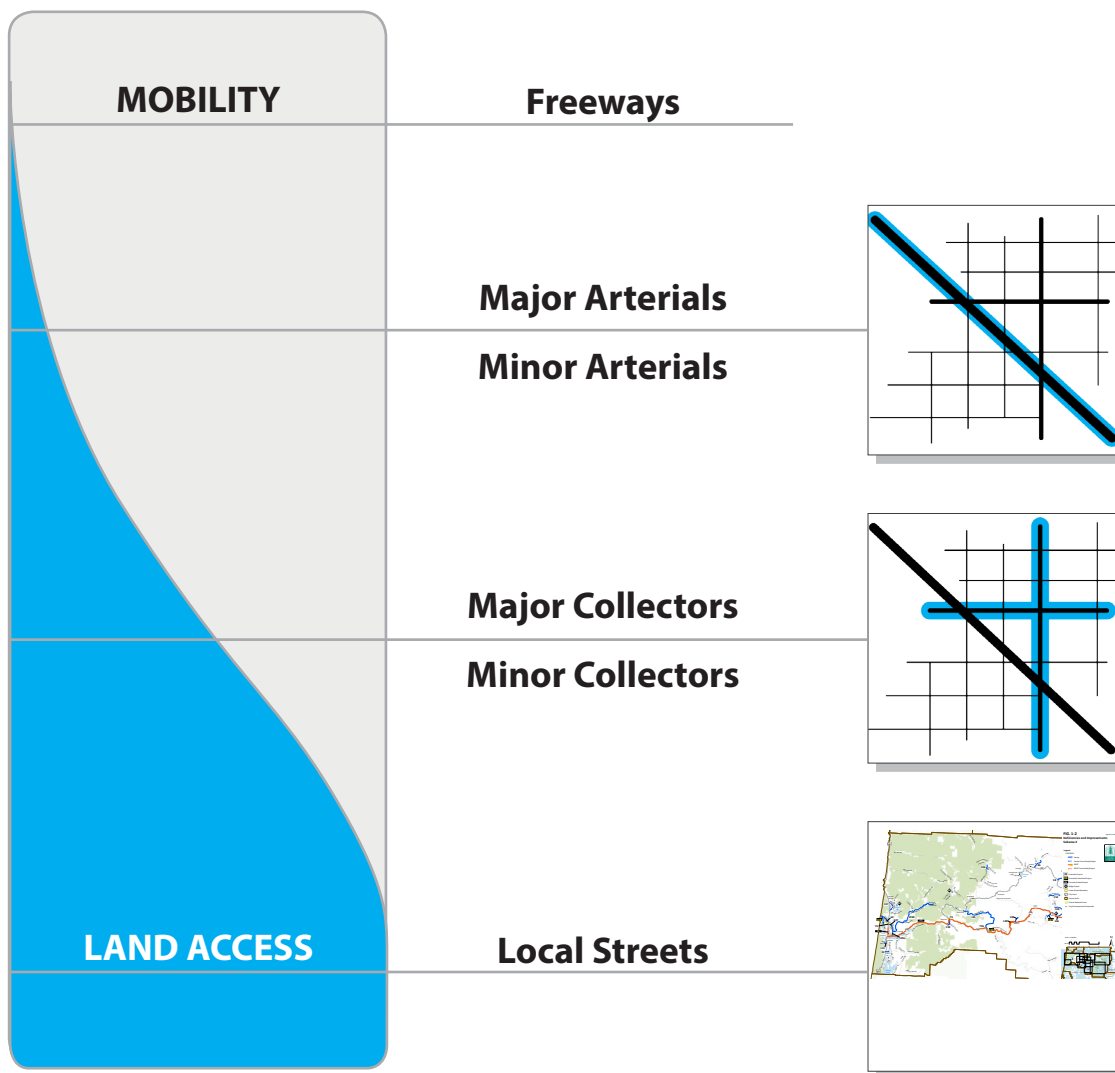
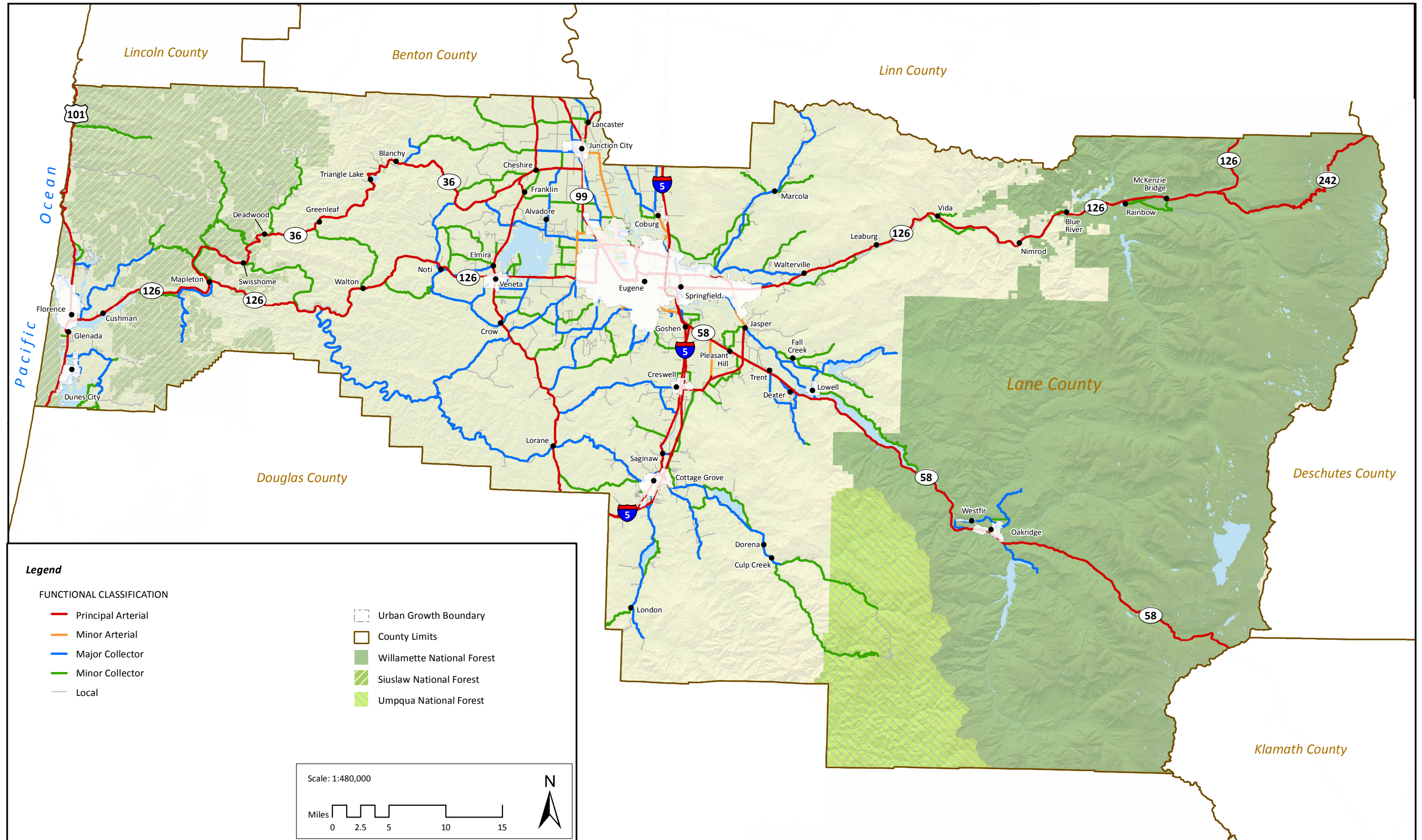


Fig. 6-1
ROADWAY FUNCTIONAL CLASSIFICATIONS



Routes

The National Highway System (NHS) was designated by Congress in 1995 and the federal government encourages states to focus federal highway funding on maintaining the NHS network in a state of good repair. The Federal Highway Administration (FHWA) has its own federal functional classification that overlaps with, but does not necessarily match Oregon's state classification system. For the purposes of this Plan, the affected roadways are identified as Freight Routes. Figure 6-2, however, identifies which Freight Routes are based on a Federal designation (as shown in blue) or a State designation (as shown in yellow). This TSP recommends additional roadways to be designated as Freight Routes, as shown in green on Figure 6-2.

RESOURCE ROUTES

The additional Freight Routes recommended by Lane County through this TSP are in recognition of the roadways critical movement of truck freight between major destinations, such as ports and industrial areas, and existing Freight Routes. These roadways serve an important role in the county roadway network and should be designed and managed to safely accommodate the movement of goods. These routes would require a minimum of 12-foot travel lanes with five-foot shoulders and could be considered priority maintenance routes.

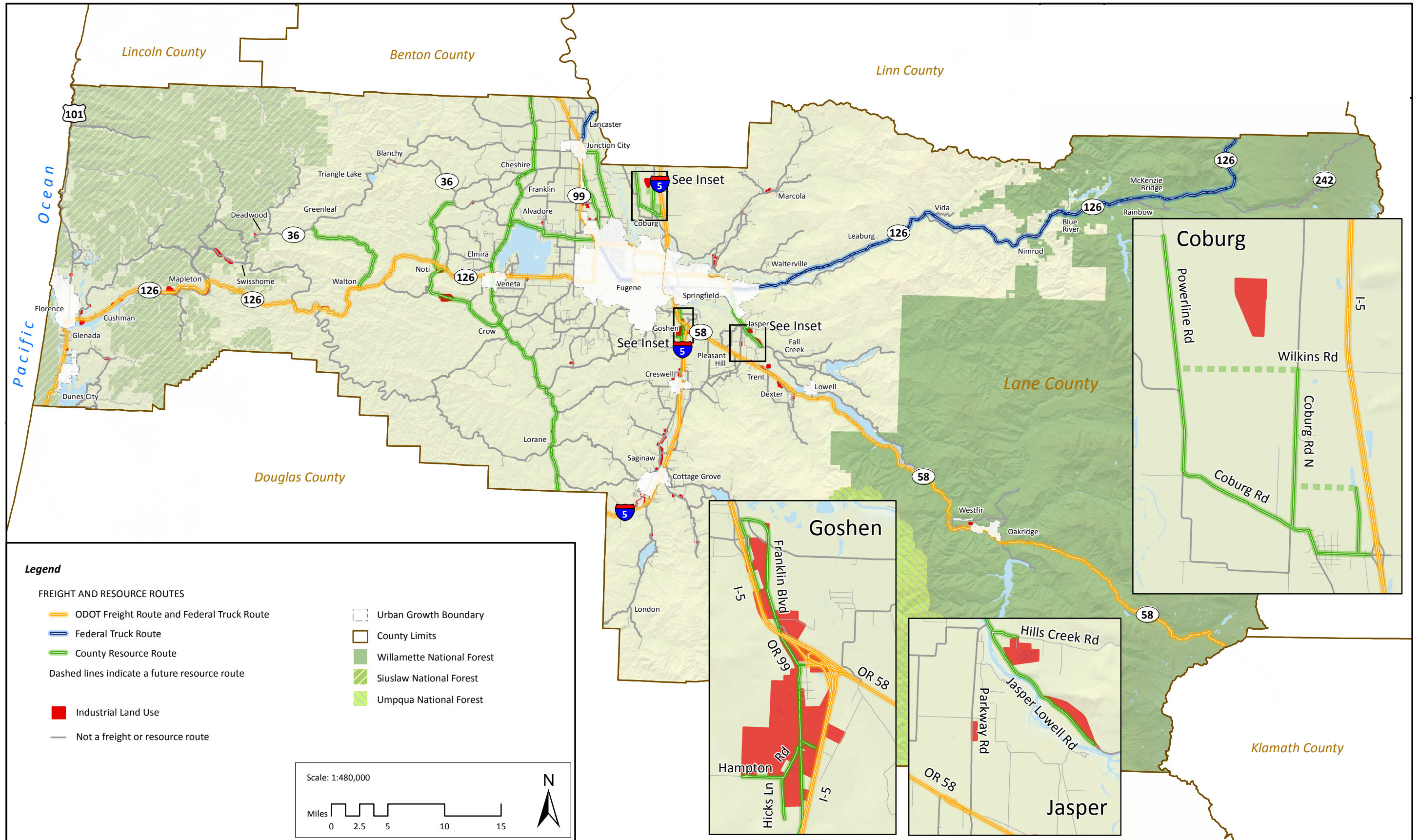
These designations affect existing roads. There are few new roads recommended in this TSP; and in those few instances, future studies are recommended to determine alternatives and alignments.

The need for additional freight connectivity north of the City of Coburg was identified as part of the City's TSP update process; during the co-adoption process, the Lane County Board of Commissioners directed Lane County staff to include this in the Lane County TSP to address needs for existing rural uses and roadways outside Coburg's urban growth boundary (UGB). This area is circled on Figure 5-8 and a future study is recommended in this TSP project list.

Table 6-1. Freight Route Ownership & Designation

Road Name	Owner	Designator
STATE & FEDERALLY DESIGNATED FREIGHT ROUTES		
US 101 south of Florence	ODOT	ODOT
OR 126 from Eugene to Florence	ODOT	ODOT
OR 126 east of Eugene	ODOT	Federal
OR 99 north of Eugene	ODOT	ODOT
OR 99W North of Junction City	ODOT	ODOT
OR 99E North of Junction City	ODOT	Federal
Interstate 5	ODOT	ODOT
OR 58	ODOT	ODOT
COUNTY DESIGNATED FREIGHT ROUTES		
Nelson Mountain Road between OR 126 and OR 36	County	County
Noti Loops Road and Vaughn Road between OR 126 and Territorial Highway	County	County
Poodle Creek Road between OR 126 and OR 36	County	County
Territorial Highway	ODOT	County
Clear Lake Road east of Territorial Highway	County	County
Prairie Road between Eugene and Junction City	County	County
River Road between Eugene and Junction City	County	County
Coburg Road north of Coburg	County	County
Coburg Road North north of Coburg	County	County
Coburg Industrial Way north of Coburg	County	County
Wilkins Road north of Coburg	County	County
Powerline Road north of Coburg	County	County
OR 99 near Goshen	ODOT	County
College View Road near Goshen	County	County
Franklin Boulevard near Goshen	County	County
Hampton Road near Goshen	County	County
Hicks Lane near Goshen	County	County
Peebles Road near Goshen	County	County
Bob Straub Parkway south of Eugene	County	County
Jasper-Lowell Road near Jasper	County	County
Hills Creek Road near Jasper	County	County

Fig. 6-2
FREIGHT ROUTES



Emergency Routes

Figure 6-3 shows the existing ODOT-designated Lifeline Routes and proposed County-designated emergency transportation routes in Lane County, along with tsunami inundation areas and current bridge locations and conditions. These designations are described below. With regard to bridges, Lane County has been working with ODOT to prioritize upgrades to vulnerable bridges along these routes. This TSP contains a bridge projects list which includes these priority upgrades.

Lifeline Routes

The Oregon Highway Plan (OHP) Goal 1, Policy 1E designates routes for emergency response in the event of an earthquake. Routes identified as Tier 1 are the most critical to ensuring a functioning statewide transportation network. A functioning Tier 1 lifeline system provides traffic flow through the state and to each region. Tier 2 lifeline routes provide additional connectivity and a level of redundancy with the Tier 1 lifeline system. The Tier 2 system allows for direct access to additional locations, increases traffic volume capacity, and provides alternate routes in high-population regions to accommodate potential outages on the Tier 1 system. Tier 3 lifeline routes provide another, more finely meshed level of connectivity and redundancy to support the Tier 1 and 2 systems.

ODOT has designated Interstate 5, OR 58, and US 101 south of OR 126 (Florence-Eugene Highway), as Tier 1 lifeline routes in Lane County. Interstate 105 from OR 99 to Interstate 5, OR 126 (Florence-Eugene Highway), OR 69 (Beltline Highway), and OR 99W-OR 99 from Interstate 105 to Benton County are designated Tier 2 lifeline routes. US 101, north of OR 126 (Florence-Eugene Highway) is designated as a Tier 3 route.

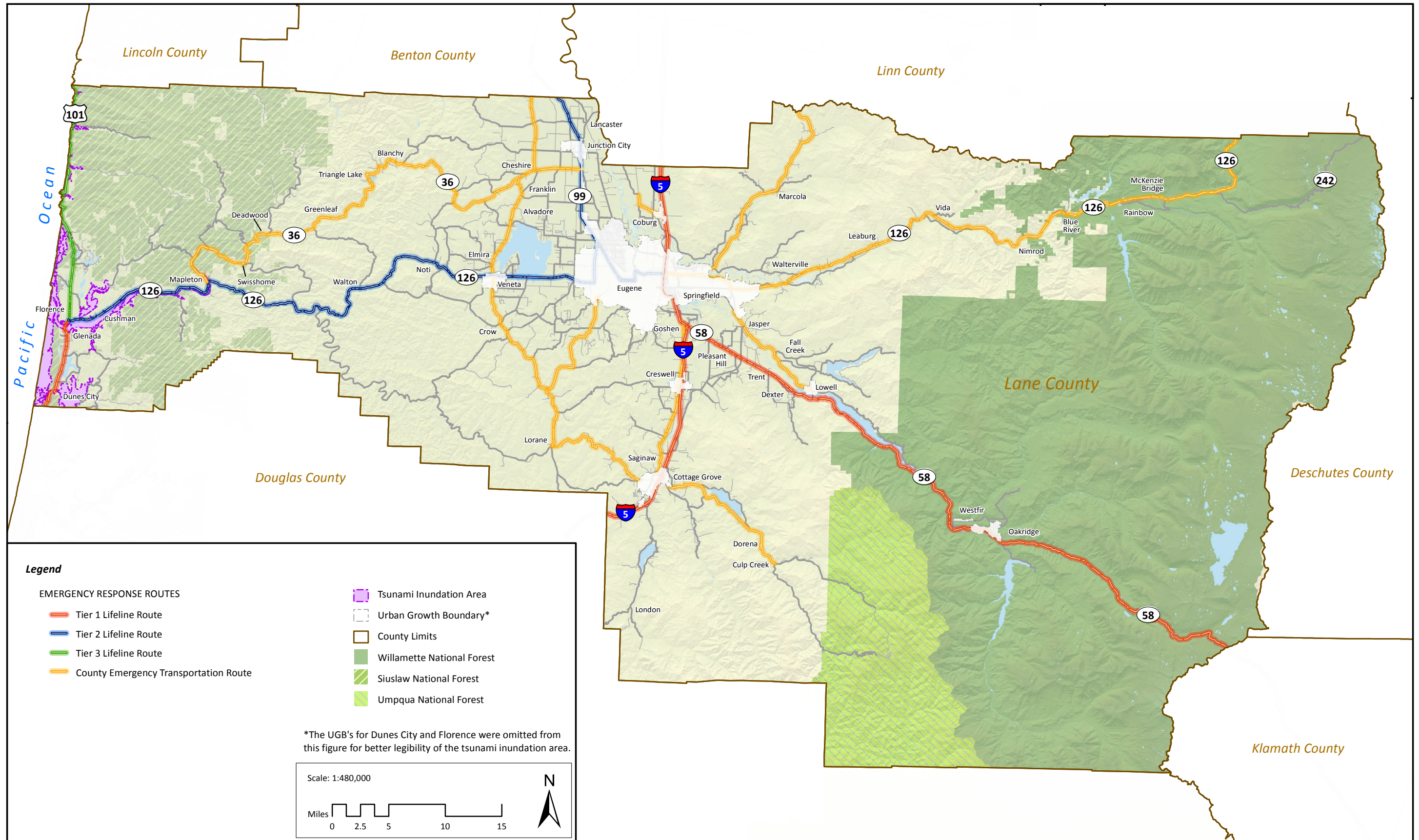
Emergency Transportation Routes

The County designated Emergency Transportation Routes to facilitate the movement of response resources such as personnel, supplies, and equipment to heavily damaged areas during a major regional emergency or disaster. Designated routes in Lane County include OR 36, Territorial Highway from OR 36 to Cottage Grove-Lorane Road, Coburg Road from the Coburg UGB to Powerline Road, Lorane Highway from Territorial Highway to Bailey Hill Road, Bailey Hill Road from Lorane Highway to the Eugene UGB, Cottage Grove-Lorane Road from Territorial Highway to the Cottage Grove UGB, Row River Road from the Cottage Grove UGB to Shoreview Drive (north end) and from Shoreview Drive (south end) to Sharps Creek Road, Shoreview Drive from Row River Road (north intersection) to Row River Road (south intersection), OR 126 from the Springfield UGB to Horse Creek Road, Marcola Road from the Springfield UGB to Wendling Road, Jasper Road/Jasper-Lowell Road from the Springfield UGB to Pengra Road, and Pengra Road from Jasper Road/Jasper-Lowell Road to the Lowell UGB. The TSP would prioritize investments along these routes to preserve the function for emergency response.

Tsunami Evacuation Routes

The Oregon Department of Geology and Mineral Industries has developed tsunami evacuation plans for coastal communities in Lane County. These plans detail evacuation routes, evacuations sites, shelters, and evacuation areas. Evacuation signs have been installed along roadways to indicate the direction inland or to higher ground. Roadways located in tsunami inundation areas include portions of OR 126 west of Mapleton, US 101, Ten Mile Road, Big Creek Road, North Fork Road, Sand Dunes Road, and Siltcoos Station Road.

Fig. 6-3
EMERGENCY RESPONSE ROUTES



Road Design

Figures 6-4 to 6-8 illustrate five typical standard cross-section types for County roadways outside of an UGB. The recommended road design standards are generally consistent with the current roadway design standards. In order to conform with the Federal Functional Classification System and maintain eligibility for federal aid, road design standards are now defined by functional classification rather than average daily traffic (ADT).

Table 6-2. Typical Road Design Standards Outside of an UGB

Functional Classification	Optimum ROW Width	Optimum Road Width	Through Lane	Buffer	Shoulder
Major Arterial	80 ft/100ft	40 ft	12 ft	2 ft	6 ft
Minor Arterial	80 ft/100ft	36 ft	12 ft	n/a	6 ft
Major Collector	80 ft/100ft	34 ft	11 ft	n/a	6 ft
Minor Collector	80 ft/100ft	30 ft	11 ft	n/a	4 ft
Local Road	50 ft	28 ft	10 ft	n/a	4 ft

Table 6-3. Prevailing Road Design Standards for Other Conditions

Condition	Prevailing Road Design Standards
Resource Routes Outside an UGB	County Resource Route Standards (12 ft through-lanes, 5 ft shoulders)
Bicycle Routes Outside an UGB	County Bicycle Route Standards (6ft shoulders)
Roads within an UGB	Relevant City's Roadway Design Standards
State Highways	Oregon State Highway Design Manual

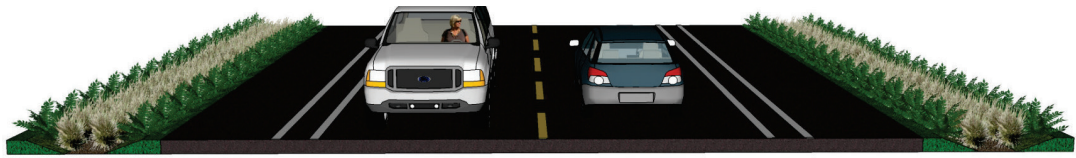


Fig 6-4.
Major Arterial
Typical Standard
Cross-Section

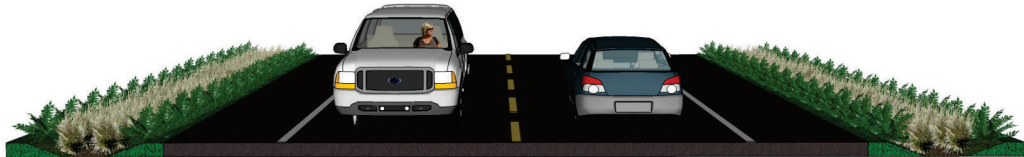
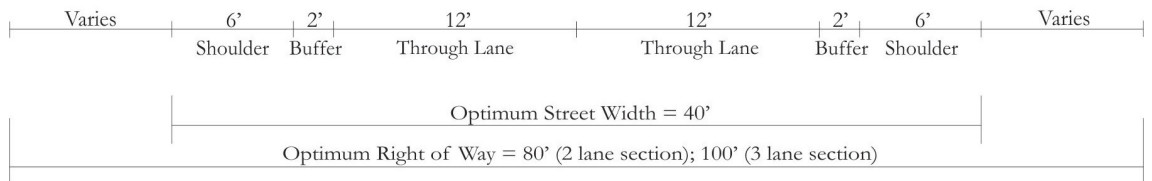


Fig 6-5.
Minor Arterial
Typical Standard
Cross-Section

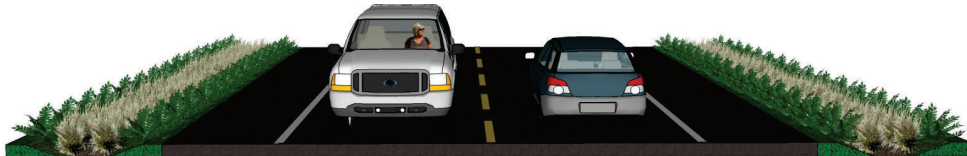
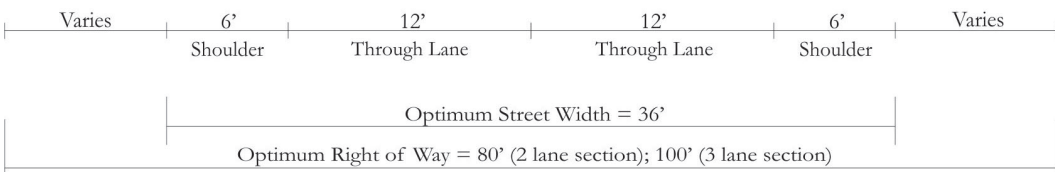


Fig 6-6.
Major Collector
Typical Standard
Cross-Section

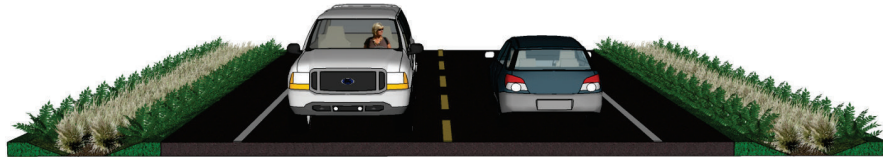
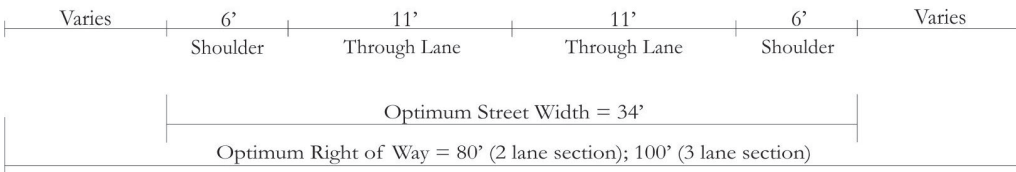


Fig 6-7.
Minor Collector
Typical Standard
Cross-Section

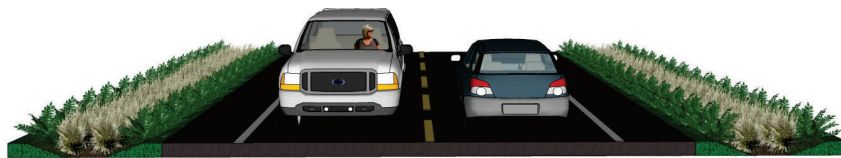
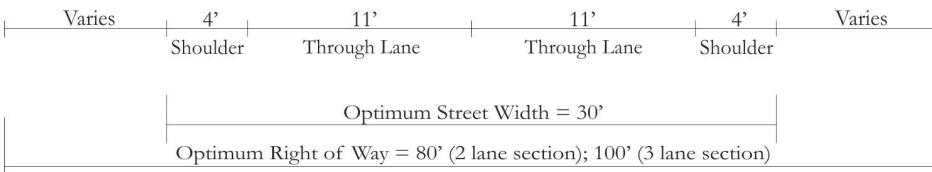
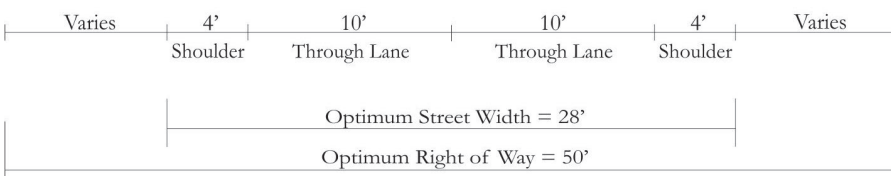


Fig 6-8.
Local Road
Typical Standard
Cross-Section



Design Exception Guidelines

The construction of some roadways may be constrained by challenging topography or environmentally sensitive, historic, or developed areas. These roadways may require modified designs to allow for reasonable construction costs. Guidance for modifications to the standard designs is provided in Table 6-4.

Table 6-4. Constrained Roadway Design Options

Roadway	Terrain	State Highway	Major Arterial	Minor Arterial	Major Collector	Minor Collector	Local Roadway
Minimum Through Lane Width*	All	N/A	12 feet	11 feet	10 feet	10 feet	10 feet
Minimum Shoulder Width**	Level		6 feet	5 feet	5 feet	3 feet, if less than 3,000 ADT	3 feet, if less than 3,000 ADT
	Rolling	N/A	6 feet	5 feet	5 feet		
	Mountainous***		4 feet	4 feet	4 feet		

* The minimum through lane width along a resource route should be maintained at 12 feet where feasible.

** The minimum shoulder width along a resource route should be maintained at 5 feet where feasible.

*** Wider shoulders should be considered on uphill slopes where feasible.

Walking & Biking Standards

As shown in Figures 6-4 to 6-8, the existing County roadway design standards include shoulders along all roadways. These shoulders act as both the bicycle facility and the pedestrian facility. Design standards apply to new construction, but roadway shoulders should also be considered as part of pavement preservation projects to improve the safety of all modes of transportation.

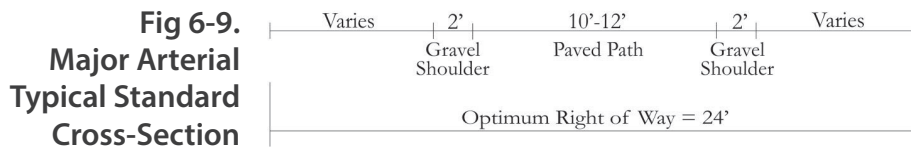
Newly constructed roadways outside an UGB should provide accommodations for people choosing to walk or bike via a six-foot paved shoulder with two foot buffer along principal arterial roadways, a six-foot paved shoulder along minor arterial and major collector roadways, and a four-foot paved shoulder along minor collector and local roadways. Roadways designated as County Bicycle Routes should provide 6-foot shoulders¹. A county-wide Bicycle and Pedestrian Master Plan is identified as a need in the Lane County TSP project list. Designated bike routes identified as a result of this future plan must also adhere to cross-sectional standards for bicycle route facilities.

1 The existing designated bicycle routes for Lane County can be viewed at <http://www.lanecounty.org/departments/pw/transplanning/pages/lanecountybicyclemap.aspx>.

Shared-Use Paths

Shared-use paths provide off-roadway facilities for walking and biking travel and, depending on location, can serve both recreational and transportation needs. Shared-use path surface types and widths vary by location, predominant use, and maintenance requirements. Hard surfaces are generally better for bicycle travel and ADA compliance requirements. Widths need to provide ample space for a mix of walking and biking modes and should be able to accommodate maintenance vehicles.

The TSP recommends that new shared-use paths constructed outside of an UGB be paved, 12 feet wide in areas with significant walking or biking demand, and 10 feet wide in areas with lower anticipated demand (see Figure 6-9). As noted in Lane Code, the County Engineer may vary the width of the typical paved shared-use path in constrained areas, such as steep, environmentally sensitive, historic, or previously developed areas.



Access Spacing Standards

Access spacing is a broad set of techniques used to balance the need for efficient, safe, and timely travel with access to individual destinations. Appropriate access spacing management standards and techniques can reduce congestion and crash rates, and may lessen the need for construction of additional roadway capacity.

Minimum public roadway intersection and private access spacing standards for County-owned roadways outside of an UGB in Lane County are identified in Table 6-5. These are consistent with the current County spacing standards. New roadways or redeveloping properties should comply with these standards to the extent practical, as defined in Lane Code.

As the opportunity arises through redevelopment and as feasible, roadways not complying with these standards could be improved through strategies such as shared access points, access restrictions such as use of a median or channelization islands), or closure of unnecessary access points.

Table 6-5. Minimum Public Roadway Intersection and Private Access Spacing Standards

Posted Speed or Travel Speed*	Principal Arterial (ODOT)	Major Arterial	Minor Arterial	Major Collector	Minor Collector	Local Roadway
> 55 mph	See Oregon Highway Plan	700 feet	475 feet	475 feet	325 feet	100 feet
50 mph		550 feet	475 feet	475 feet	325 feet	100 feet
40 & 45 mph		500 feet	400 feet	400 feet	325 feet	100 feet
30 & 35 mph		400 feet	275 feet	275 feet	220 feet	100 feet
< 25 mph		400 feet	200 feet	200 feet	150 feet	100 feet

Source: Lane Code, Section 15.138, Road and Driveway Approach Spacing Standards.

*County staff shall determine the travel speed for roadways without a posted speed. An applicant for access may submit a speed study completed by an Oregon certified engineer or other professional with appropriate expertise, to be considered and approved by the County, if there is disagreement with the County speed determination.

Other Conditions

Local agencies' adopted roadway and access spacing standards should apply to County-owned roadways within an UGB.

Spacing standards for state highways are determined by ODOT. ODOT spacing standards are defined in the Oregon Highway Plan, OAR 731-051, and ODOT's Highway Design Manual.

Operational Standards

Operational standards provide a metric for assessing the impacts of new development on the existing transportation system and for identifying where capacity improvements may be needed. They are the basis for requiring the improvements needed to sustain the transportation system as growth and development occur. Two methods to gauge intersection operations include volume-to-capacity (v/c) ratios and level of service (LOS). Operational Standards apply only to the movement of vehicular traffic.

Volume-to-capacity (v/c) ratio

A v/c ratio is a decimal representation between 0.00 and 1.00 of the proportion of capacity that is being used at a turn movement, approach leg, or intersection.

Ratio = Peak hour traffic volume / hourly capacity

A lower ratio indicates smooth operations and minimal delays. A ratio approaching 1.00 indicates increased congestion and reduced performance.

Level of Service (LOS)

LOS is an A thru F “report card” rating based on the average delay experienced by vehicles at the intersection.

LOS A, B, & C Traffic moves without significant delays over periods of peak hour travel demand.

LOS D and E Progressively more delayed operating conditions.

LOS F Average vehicle delay is high, demand exceeds capacity, typically resulting in long queues and delays.

Modifying the adopted County operational standards is recommended as part of this TSP update. The TSP recommended changes include applying LOS as an additional metric (it is currently required as part of traffic impact analyses), and providing more consistency between the v/c ratio standards. In addition, it is recommended that operational standards should not apply to unsignalized intersection approaches serving 20 vehicles or fewer during the peak hour. These changes will be implemented as Lane Code amendments.

Table 6-6. Operational Standards

Intersection Type	Location	LOS min.	v/c max.
Signalized, All-way Stop, or Roundabout Controlled Intersections	Inside UGB	E	0.85
	Outside UGB	D	0.80 during average peak weekday hour*
Two-way Stop and Yield Controlled Intersections (more than 20 vehicles during the average peak weekday hour*)	Inside UGB	E	0.95
	Outside UGB	D	0.80
Two-way Stop and Yield Controlled Intersections (less than 20 vehicles during the average peak weekday hour*)	Mobility targets do not apply		
State-owned Roadways	Comply with the mobility targets included in the Oregon Highway Plan		
City-owned Roadways	Comply with the operational standards included in local TSPs or development codes if this doesn't result in a lesser degree of mobility.		
* Average peak weekday hour is typically, but not always, the evening peak period between 4 p.m. and 6 p.m. during the spring or fall			

Alternative Mobility Targets (AMT)

Three identified study intersections are expected to fail to meet current ODOT mobility targets under 2036 forecasted volumes and potential solutions are not expected to be completed by 2036 due to financial constraints. Based on the ODOT Region 2 documented methodology for developing AMTs, the final recommended AMTs are as follows.

Table 6-7. Summary of Recommended AMTs

Intersection	Existing OHP Mobility Target	Recommended Alternative Mobility Target
McVay Highway/30th Avenue	0.85 for 30 HV Conditions	v/c ≥ 1.0 for no more than 2 hour
Territorial Highway/OR 126	0.80 for 30 HV Conditions	0.80 using a PHF of 1.00
OR 99/Goshen Avenue	0.80 for 30 HV Conditions	v/c ≥ 1.0 for no more than 3 hours

Transportation System Management

Transportation System Management (TSM) refers to strategies that contribute to using the roadway more efficiently typically through improved management and operations. Some examples of TSM infrastructure includes countermeasures from dedicated carpool lanes to technical Intelligent Transportation Infrastructure Systems (ITS) infrastructure such as travel time information signs, ramp meters, and coordinated signal timing.

Lane County has several regional ODOT-owned roadways and major County-owned roadways that could benefit from TSM infrastructure. Before future investments are made along these roadways, designs should be reviewed with County and ODOT staff to determine whether communications or other ITS infrastructure should be addressed as part of the roadway design/construction.

State- and County-owned Roadways

- » I-5
- » I-205
- » US 101
- » OR 36
- » OR 58
- » OR 69
- » OR 126
- » OR 99W
- » OR 99E
- » McVay Highway
- » OR 99 Goshen-Divide
- » Springfield-Creswell Highway (OR 222)
- » Springfield Highway (OR 228)
- » Territorial Highway (OR 200)
- » Delta Highway

Traffic Impact Analysis Guidelines

The County's Traffic Impact Analysis (TIA) guidelines implement Sections 660-012-0045(2)(b) and -0045(2) (e) of the State Transportation Planning Rule (TPR). These sections require the County to adopt mobility targets and a process to apply conditions to land use proposals in order to minimize impacts on and protect transportation facilities.

The County's development review process is designed to help achieve its goal of managing growth in a responsible and sustainable manner. The applicant is required to submit full and accurate information upon which County staff and elected officials can base decisions. A developer-submitted transportation study prepared by a Professional Engineer qualified in the traffic engineering field is a critical tool used by the County to assess the expected transportation system impacts associated with a proposed development and the long-term viability of the transportation system.

In addition to the triggers listed in Lane County Code, Section 15.697, the TIA triggers listed below are recommended. These TSP recommendations will be implemented as amendments to Lane County Code.

Table 6-8. Additional Lane County TIA Triggers

- Projected increase in trip generation of 50 or more trips outside an urban growth boundary, or 100 or more trips inside an urban growth boundary during either the AM or PM peak hour.
- Potential impact to roadways where congestion or safety problems have been previously identified.
- Changes in land use designation, or zoning designation.
- An increase in use of adjacent roadways by vehicles exceeding 26,000 pound gross vehicle weight.
- The location of an existing or proposed access driveway does not meet minimum spacing or sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, thereby creating a safety hazard.
- Potential impacts to pedestrian and bicycle routes, including, but not limited to school routes and multimodal roadway improvements identified in the TSP.
- Project development would increase intersection or driveway volumes by 25 peak hour vehicles trips or greater on roadways classified as minor collector, major collector, minor arterial or principal arterial.
- A TIA is required by ODOT pursuant with OAR 734-051.

Toolbox

In acknowledgment that the scope of this TSP does not include many refined applications of transportation needs, such as local roads, transportation programs, or operations and maintenance, a sampling of transportation tools is provided below. This toolbox provides guidance to the County on various multi-modal tools that could be implemented as needs arise and when funding is available. Additionally, rural safety countermeasures were developed by ODOT as part of the ARTS² program and are included in the appendix for further guidance.

Road Crossings

Roadways with high traffic volumes and/or speeds in areas with nearby transit stops, residential uses, schools, parks, shopping and employment destinations generally require consideration of enhanced road crossings. These crossings should include treatments such as marked crosswalks, high visibility crossings, and curb extensions to improve the safety and convenience of road crossings.

Blocks longer than 500 feet in urban and rural community areas should have mid-block pedestrian and bicycle access ways at spacing no more than 330 feet. Exceptions include where the connection is impractical due to inadequate sight distance, high vehicle travel speeds, or other factors that may prevent the crossing (as determined by the County).

Bicycle, Pedestrian, and Motor Vehicle Improvement Tools

A variety of potential improvements are available to address the needs of the transportation system. These potential solutions can be used to improve biking, walking, and driving in Lane County, particularly in urban areas.

Table 6-9. Bicycle, Pedestrian, and Motor Vehicle Improvement Tools



Crosswalks

High-visibility markings, often consisting of a “zebra” striping pattern, can be effective at locations with high pedestrian crossing volumes, near schools, and/or areas where motorist awareness of pedestrian crossings may be poor.



2 The All Roads Transportation Safety (ARTS) Program is a safety program that addresses all public roads in the State of Oregon that utilize federal funds from the Highway Safety Improvement Program (HSIP). ARTS's data-driven approach uses crash data, risk factors, and other supported methods to identify the best possible locations for achieving the greatest benefits.



Pedestrian Refuge Islands

Refuge islands allow pedestrians to cross one segment of the road to a relatively safe location out of the travel lanes, and then continue across the next segment in a separate gap in traffic. Refuge islands are most appropriate at midblock crossings where right-of-way allows for adequate space between opposing travel lanes.



Sidewalks and Sidewalk Infill

Good sidewalks are continuous, accessible to everyone, provide adequate travel width and feel safe. Sidewalks can provide social spaces for people to interact and contribute to quality of place. Completing sidewalk gaps improves the connectivity of the pedestrian network. Sidewalk gap infill should be prioritized in higher demand areas. Sidewalk infill can often be addressed as frontage improvements when land develops or redevelops.



Curb Extensions

Curb extensions reduce the pedestrian crossing distance and improve motorists' visibility of pedestrians waiting to cross the road. Curb extensions can also serve as good locations for bike parking, benches, public art, and other streetscape features. Curb extensions are most appropriate where travel lanes are excessively wide, or where on-street parking is provided.



Rectangular Rapid Flashing Beacon (RRFB)

The RRFB is designed to encourage greater motorist compliance at crosswalks. The RRFB is a rectangular shaped lightbar with two high intensity LED lighthoods that flash in a wig-wag flickering pattern. The lights are installed below the pedestrian crosswalk sign (located on each side of the road near the crosswalk button) and are activated when a pedestrian pushes the crosswalk button. RRFBs are most applicable at midblock locations when pedestrians must cross multi-lane roadways, near schools, at locations with pedestrian safety issues, and at locations where pedestrian visibility is restricted.





Bike Lanes

Designated exclusively for bicycle travel, bike lanes are separated from vehicle travel lanes with striping and also include pavement stencils. Bike lanes are typically recommended along arterials and collectors, especially for roadways with high vehicle volumes and speeds. Right-of-way often constrains quick installation of bike lanes and can often lead to trade-offs with parking availability.



Share the Road Signage

'Share the Road' signage can be used to raise awareness and legitimize the presence of bicycles on the roadways. This signage is applicable to roadways where bike lanes are not necessarily appropriate (e.g., roadways with low vehicle volumes and speeds). 'Share the Road' signage can be used to supplement shared lane markings.



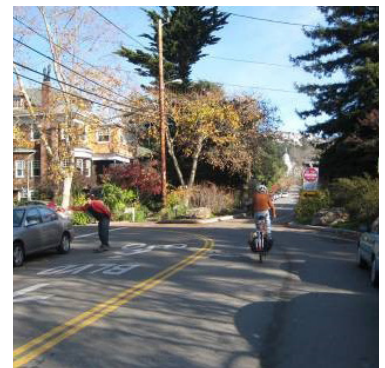
Shared Lane Marking

Shared-lane markings or "sharrows" are designed to inform motorists to expect cyclists in the travel lane and to inform cyclists that they should be in the travel lane and away from parked cars. On hilly routes that do not have room to accommodate bike lanes in both directions, uphill bike lane and downhill shared lane markings can be used. Shared lane markings should not be used on facilities where vehicle speeds are significantly greater than bicyclist speeds. Roads with under 3,000 vehicles per day and speeds under 25 miles per hour are typically best suited for shared lane markings.



Bicycle Boulevard/Neighborhood Greenway

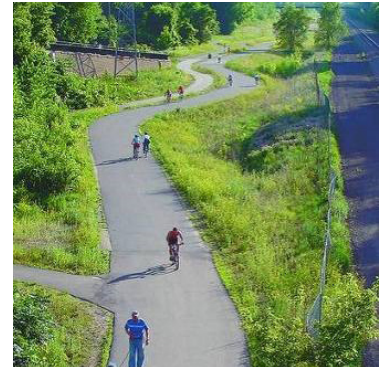
Traffic calming can be used to optimize neighborhood streets for bicycle and pedestrian travel. Intersection improvements can be made to assist bicyclists at difficult roadway crossings. A roadway should only be converted to a bicycle boulevard where it is appropriate to discourage through-motor vehicle traffic. Bicycle boulevards work well when a parallel route is available to motorists.





Shared-use paths

Shared-use paths can provide a desirable facility particularly for novice riders, recreational trips, and cyclists of all skill levels preferring separation from traffic. Facilities may be constructed adjacent to roads, through parks, or along linear corridors such as active or abandoned railroad lines or waterways. Shared-use paths are a useful tool when both bicycle and pedestrian gaps are present, especially when right-of-way is constrained along one side of the roadway. When right-of-way is constrained, shared-use paths may provide a less impactful solution to providing full pedestrian and bicycle facilities than a typical cross-section with bike lanes and sidewalks. Lane County’s shared-use path design standards can be found in Figure 6-9.



Wayfinding Signage and Pavement Markings

Directional signage indicating locations of destinations and travel time/distance to those destinations increases users’ comfort and accessibility to the pedestrian and bicycle systems. Pavement markings can be used on bicycle boulevards, which are low-traffic bike routes without bike lanes. Wayfinding signage also helps direct bicyclists to routes with comfortable bicycle facilities.



Construct Turn Lanes to separate Turning Vehicles from Through Traffic

The provision of turn lanes (left or right) removes slowing or stopped vehicles attempting to turn off of a roadway from faster moving through traffic. This not only provides significant safety benefits, but also enhances system capacity.



Bike Master Plan

The focuses of Bike Master Plans are to identify safe bicycle routes throughout the County, strengthen bicycle policies, and develop programs to support bicycling. Throughout the TSP process, several comments were made about the desire for a better bicycling system. These comments have been documented and will be implemented in a future Lane County Bike and Pedestrian Master Plan as funding becomes available.





Modernization to meet Design Standards

The modernization of a roadway generally refers to upgrading elements to meet current design standards and capacity needs. Outdated roadway designs may not be serving present day demands due to insufficient number and width of lanes, poor geometry, or failure to accommodate a particular mode of travel (e.g., no bike lanes).



Modify Intersection Approach Geometry

When the configuration of through and turn lanes at intersection approaches does not properly reflect the demand for these movements, the right of way at signalized intersections cannot be efficiently utilized. Also, poor alignment of opposing lanes or mismatched left turn treatments often require signal phasing that may not be the most effective option for maximizing through capacity. By reconfiguring the number and type of lanes approaching a signalized intersection, significant improvements in capacity may be achieved.



Signal Timing Enhancements

The assignment of right of way to competing movements at an intersection plays a critical role in the overall capacity of that intersection and the roadway itself. Old signal timing plans may not be appropriately serving current demands or may not be designed to accommodate fluctuating demands throughout the day or week. Also, timing plans can be created based on specific priorities, such as giving preference to the mainline during peak travel periods. In some situations, signal timing may be adequate, but adjacent signals are not equipped to communicate with each other or are too close together to coordinate properly. Signal timing enhancements can be a quick and cheap solution to reducing congestion at signalized intersections.





Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS) come in many forms and have numerous applications. In general, they include any number of ways of collecting and conveying information regarding roadway operations to agency staff managing the facility or to motorists. This can allow both operators and motorists to make informed decisions based on real-time information, leading to quicker responses to incidents, diversion away from congestion, and increased efficiencies in roadway operation.



Restrict Turning Movements at Approaches

The number of conflict points on a roadway introduced by a particular approach can be significantly reduced by restricting turn movements, such as allowing only right-in and right-out movements, allowing only right-in movements, or prohibiting only left-out movements (as shown in graphic). This treatment is most appropriate for developments with several accesses or where left turns out of the access are difficult due to high conflicting volumes. Restricting turning movements can also present the opportunity to install non-traversable medians.



Intersection or Roadway Capacity Enhancements

Capacity improvements at intersections (adding turn lanes or changing traffic control) are considered system management measures and are generally preferred over widening an entire corridor. Roadway widening improvements should only be considered if all other strategies have been explored and considered insufficient.





7. THE PLANNING HORIZON...AND BEYOND

In addition to the investment decisions of the 2018 Lane County TSP, further issues will need to be explored through 2036 and beyond.

The Improved Transportation System

Under the implementation of the Financially Constrained List, three key transportation characteristics will improve throughout the County:

Safer Streets: By adding turn lanes, widening shoulders, providing rumble strips, and improving intersection geometrics and traffic control, the road network in Lane County will be safer for everyone.

More Multimodal Connections: Projects and planning studies were identified in this Plan to address multimodal infrastructure needs to facilitate active transportation options throughout the County.

Transportation Infrastructure for Future Development: Several projects were identified to support future development in key growth areas in Lane County such as Goshen, Florence, and the Eugene-Springfield area.

Additional Funding Sources

Based on the identified funding gap, the County may wish to consider expanding its funding options in order to fund more of the desired improvements in a timely manner.

New transportation funding options include local taxes, assessments, and charges, as well as regional, state, and federal appropriations, grants, and loans. Factors that constrain these resources, include the willingness of local leadership and the electorate to burden citizens and businesses with taxes and fees, the portion of available local funds dedicated or diverted to transportation issues from other competing County programs, and the availability of state and federal funds. The County must consider all opportunities for providing or enhancing funding for the transportation improvements included in the TSP.

Conceptual Alignments

All proposed road extensions and shared-use paths included in this Plan are shown with conceptual alignments. These conceptual alignments represent a planning level illustration that connectivity enhancements are needed in these areas. Before construction of any of the projects can begin, more detailed surveys will need to be undertaken to identify hydrologic, topographic or other geological constraints that could hinder the alignment of the planned improvements. Final alignments will be identified after these surveys have been completed. All projects that are located on State facilities will require ODOT approval and will be subject to the design criteria in the state's Highway Design Manual.

Jurisdictional Transfers

The roadways within Lane County are not entirely under Lane County's jurisdiction. ODOT has many highways through Lane County and most of the roads within UGBs are under the respective City's jurisdiction. However, Lane County also has several roads not only within UGBs, but within city limits. Ultimately, all Lane County roads within city UGBs will be transferred to the respective cities. The transfer process is intended to better align operations and maintenance with the function of the roadway. Lane County roads are built for the rural environment. Transferring jurisdiction is a complex process because many cities expect the roadways to be built to urban standards first, which is a significant cost that Lane County is not always able to assume.

This TSP includes policies and standards to facilitate jurisdictional transfer. Specifically, Goal 8 Coordination includes policies to defer to cities for design standards within their UGBs and to develop criteria with cities and ODOT for jurisdictional transfers. The TSP does not define those criteria, as those will be subject to intergovernmental agreements with each agency.

As for ODOT facilities, the Oregon Highway Plan, Policy 2C sets forth ODOT's policies on transferring roadway ownership from ODOT to a local government and vice versa. The policy recognizes the need to "rationalize and simplify management responsibilities" and to "increase efficiency in operation and maintenance" of roadway segments and corridors. The process for transferring jurisdiction is described in ODOT procedural memo ROW 10-01-01.

FINDINGS AND CONCLUSIONS IN SUPPORT OF ORDINANCE No. PA 1354

Ordinance No. PA 1354 adopts an updated Lane County Transportation System Plan (TSP) as an amendment to, and the transportation element of, the Lane County Rural Comprehensive Plan (RCP). The relevant approval criteria are Lane Code (LC) 16.400 Rural Comprehensive Plan Amendments and Oregon Administrative Rules (OAR) 660-012 which is the Transportation Planning Rule (TPR) that implements Statewide Planning Goal 12.

Approval Criteria and Findings

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

LC 16.400 Rural Comprehensive Plan Amendments

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

(h) Method of Adoption and Amendment

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

FINDING: Ordinance No. PA 1354 fulfills this requirement for adoption of the TSP as an RCP amendment.

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

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

(bb) For Major and Minor Amendments as defined in LC16.400(8)(a) below, the Plan amendment or component is:

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

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

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

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

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

FINDING: Adoption of the TSP is a major amendment as defined in Section 16.400(8)(a). The need for this amendment meets the above provision at (iii-iii) because the TSP is mandated by state law. The TSP is consistent with all applicable requirements of local and state law including Statewide Planning Goals and Oregon Administrative Rules as provided in the findings provided below.

Statewide Planning Goals

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

FINDING: The proposal is consistent with Statewide Planning Goal 1 because the process used to develop and adopt this amendment (the TSP) provided the opportunity for citizens to be involved in all phases of the planning process. The public involvement strategy developed for the TSP update process is detailed in Technical Memorandum #1 included in Volume II of the TSP. The strategy provided specific actions for engaging citizens and stakeholders throughout the process as summarized below.

- **Advisory Committees.** Two advisory committees were formed to guide the TSP update: a Technical Advisory Committee (TAC) and a Technical Advisory Committee (TAC). The TAC consisted of: other agencies, including Oregon Department of Transportation (ODOT), Lane Transit District (LTD); multiple departments and divisions within Lane County, including the Sheriff's Office, Public Health, Economic Development, Land Management and Road Maintenance ; and multiple cities, including Veneta, Lowell, Westfir, Cottage Grove, Oakridge, Eugene, Springfield, Junction City, Coburg, Creswell, and Florence. The SAC included: Travel Lane County, Confederated Tribes, Planning Commissioners from other cities, emergency service providers, bicycle advocates, multiple Chambers of Commerce, and individuals interested in transportation. These committees met seven times during the course of the project at key milestones to provide feedback on draft deliverables.
- **Community Workshops.** To increase public participation opportunities, the project management team hosted multiple community workshops at a variety of locations across Lane County, including: Creswell Community Center (12/2/15), Florence Events Center (11/2/15), Springfield Farmers Market (11/20/15), Lane Community College 30th Avenue Campus (12/7/15), Churchill High School in West Eugene (12/14/15), Veneta Mid Lane Cares (5/18/16), Eugene Downtown Lane Community College Campus (5/18/16), Oakridge Willamette Activity Center (5/19/16), and Cottage Grove Community Center (6/13/16)

- Project Website. An interactive comment map was deployed before and after the draft project list was developed to solicit information about transportation needs. Over 300 comments were collected, providing site-specific concerns. Comments were shared with respective agencies, such as the cities and ODOT, and informed the development of the project list. The project website contained a schedule of events and provided access to draft and final deliverables.

- Public Meetings. Collectively, there were at least 12 work sessions with elected and/or appointed officials that were open to the public, including the Transportation Advisory Committee (TrAC), Planning Commission, and Board. Technical information was explained in staff reports and power point presentations so information needed to reach policy decisions was available in a simplified, understandable form. A copy of all technical information was available on the project web site as well as at County offices.

- Public Hearings. Notification of the proposed amendments and opportunities for public participation in these amendments was provided to interested parties in advance of public hearings and legal advertisements were published in the Register-Guard consistent with code requirements. On September 19, 2017, the Planning Commission held a public hearing. The Board will also hold a public hearing before rendering a final decision on these amendments.

The TSP update constitutes a plan amendment subject to the public notification and hearing processes and provisions of LC Chapter 14 and 16. As described above, the public involvement requirements of these chapters have been met and opportunity for public involvement has been afforded at each phase of the process. The amendment is therefore consistent with statewide planning Goal 1.

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

FINDING: The Rural Comprehensive Plan was acknowledged by the Land Conservation and Development Commission (LCDC) as complying with state planning goals. LC 16.400, adopted and acknowledged by LCDC, specifies the means by which the RCP may be amended. Notice of the public hearing and pending adoption of TSP was mailed to the Oregon Department of Land Conservation and Development (DLCD) on July 1, 2015 and on August 1, 2017. The adoption process follows the procedures outlined in Lane Code and these findings provide an adequate factual basis for action. The amendment therefore conforms to the established land use planning process and framework consistent with Goal 2.

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

FINDING: Adoption of the TSP update will not change any agricultural land use designations. As addressed under Goal 12 below and incorporated by reference, certain transportation facilities are allowed on agricultural land without a goal exception. The TSP update regulations being adopted as part of this amendment provide for transportation uses that may be allowed in rural areas without a goal exception.

Most of the projects within the TSP are adjacent to or within the right of way of existing transportation facilities, and have very little potential impacts outside of existing right-of-way. The few new transportation facilities included in the TSP update are identified as future studies rather than capital projects in order to evaluate alternatives consistent with applicable regulations, many of which serve to preserve and maintain natural resources, including the Transportation Planning Rule (TPR) implementing Goal 12 and the National Environmental Policy Act (NEPA).

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

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

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

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

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

FINDING: Pursuant to OAR 660-023-0250(3), Goal 5 does not explicitly apply because these amendments do none of the following: create or amend Goal 5 resources, amend a code provision adopted to address specific requirements of Goal 5, allow new uses that could be conflicting uses with a significant Goal 5 resource site, or amend the acknowledged urban

growth boundary. Further, most of the projects within the TSP are adjacent to or within the right of way of existing transportation facilities, and have very little potential impacts outside of existing right-of-way. For all projects, the project design process that would occur prior to construction includes a review of natural resources to minimize and mitigate impacts. Based on these findings and those included by reference, specifically Goals 3 and 12, the amendment complies with Goal 5.

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

FINDING: The amendments to not affect the County's ability to provide for clean air, water or land resources. The TSP was developed following Oregon Revised Statute 660-012 for decreasing vehicle miles traveled and single- occupancy vehicle trips, which are intended to help improve air quality. The TSP includes multi-modal policies and projects to support reduced reliance on the single occupant vehicle aim to maintain and improve air quality within Lane County. Most of the projects in the plan are on existing facilities and will not have any impacts to air, water, and land resource quality. Based on these findings, the amendment complies with Goal 6.

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

FINDING: Goal 7 requires that local government planning programs include provisions to protect people and property from natural hazards such as floods, landslides, earthquakes and related hazards, tsunamis and wildfires. The Goal prohibits a development in natural hazard areas without appropriate safeguards. The amendments do not affect the County's restrictions on development in areas subject to natural disasters and hazards. Therefore, Statewide Planning Goal 7 does not apply. Nevertheless, as noted previously, most of the projects within the TSP are adjacent to or within the right of way of existing transportation facilities, and have very little potential impacts outside of existing right-of-way. Also noteworthy is the mapping of emergency routes within the TSP.

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

FINDING: The TSP update does not include any changes related to management of recreational resources; therefore, Goal 8 does not explicitly apply to this amendment. To the extent it may apply, the TSP is consistent with Goal 8 because it identifies and includes projects for transportation facilities which are also recreational facilities thus satisfying the recreational needs of citizens and visitors.

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

FINDING: The TSP is consistent with this goal because the transportation system is vital to economic development activity. Further, the TSP reinforces the freight network with transportation projects that will provide access to freight facilities and employment sites.

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

FINDING: The TSP will not change any County requirements relating to housing; therefore, Goal 10 is not explicitly applicable. To the extent it applies, the TSP is consistent with Goal 10 because it reinforces the livability of Lane County by including transportation projects that serve residences. Policies for better connectivity and access also support this goal.

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

FINDING: The TSP is consistent with Goal 11 because it provides a timely, orderly and efficient arrangement of public transportation facilities that make the best use of the existing network. Transportation facilities are identified as public facilities under this goal. The TSP includes a project list and cost estimates for each project, consistent with Goal 11. Based on these findings, the amendment complies with Goal 11.

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

FINDING: The TSP is consistent with this Goal 12 because it meets the requirements of the Transportation Planning Rule (TPR), including balancing the needs of all users of the transportation system and strengthening each modal network through the identification of projects. Refer to TPR findings of compliance following the Statewide Planning Goals review, which are incorporated by reference. Based on these findings and those incorporated by reference, the amendment complies with Goal 12.

Goal 13 - Energy: To conserve energy.

FINDING: The TSP update will not change any County requirements related to energy; as such, Goal 13 does not explicitly apply. To the extent it applies, the TSP is consistent with Goal 13 because it supports a balanced transportation system that encourages additional walking, bicycling, and reduces reliance on the single-occupant vehicle.

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

FINDING: This amendment does not involve any changes to urban growth boundaries, land use designations, or urbanization requirements; as such, Goal 14 does not explicitly apply. To the extent it complies, the TSP is consistent with Goal 14 by providing a transportation system that supports the orderly and efficient transition from rural to urban land uses. While not directly relevant to Goal 14, but an example of supporting its purpose, the street design standards are specific to the rural environment, whereas the new TSP policies support deferring to cities for applicable street standards within urban growth boundaries.

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

The TSP update will not change any County requirements related to the Willamette River Greenway; therefore, Goal 15 does not explicitly apply. To the extent it applies, the TSP is consistent with Goal 15 because nearly all of projects in the TSP are located outside of the Willamette River Greenway area. Individual transportation projects that are located in the Willamette River Greenway are required to conduct an individual analysis of Goal 15 compliance during the project development phase of work. Additional findings supporting this conclusion are provided in the above Goal 12 analysis, which is incorporated by reference.

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

The TSP update will not change any County requirements related to Estuarine Resources; therefore, Goal 16 does not explicitly apply. To the extent it applies, the TSP is consistent with Goal 16 because nearly all of projects in the TSP affect existing transportation facilities. As described above at Goals 3 and 12, which are incorporated by reference, all transportation projects will be subject to applicable resource protection regulations.

Goal 17 – Coastal Shorelands: To conserve, protect, where appropriate develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water-depending uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and to reduce the hazard to human life and property, and the adverse effects upon

water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon’s coastal shorelands.

The TSP update will not change any County requirements related to coastal shoreland regulations; therefore, Goal 17 does not explicitly apply. To the extent it applies, the TSP is consistent with Goal 17 because nearly all of projects in the TSP affect existing transportation facilities. As described above at Goals 3 and 12, which are incorporated by reference, all transportation projects will be subject to applicable resource protection regulations.

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

The TSP update will not change any County requirements related to beach or dune regulations; therefore, Goal 18 does not explicitly apply. To the extent it applies, the TSP is consistent with Goal 18 because nearly all of projects in the TSP affect existing transportation facilities. As described above at Goals 3 and 12, which are incorporated by reference, all transportation projects will be subject to applicable resource protection regulations.

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

The TSP update will not change any County requirements related to ocean resource regulations; therefore, Goal 19 does not explicitly apply. To the extent it applies, the TSP is consistent with Goal 18 because nearly all of projects in the TSP affect existing transportation facilities. As described above at Goals 3 and 12, which are incorporated by reference, all transportation projects will be subject to applicable resource protection regulations.

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

This division implements Statewide Planning Goal 12 (Transportation) to provide and encourage a safe, convenient and economic transportation system. Additional purpose statements are included in section [660-12-000 Purpose](#). Specific terminology is clarified in section [660-012-0005 Definitions](#). These are not considered approval criteria for this proposal; therefore, findings of compliance are not included for

those sections. Transportation Planning is clarified at 660-012-0010, which is also not an approval criterion for this proposal, but is provided below as relevant context.

Section 660-012-0010 Transportation Planning

- 1) As described in this division, transportation planning shall be divided into two phases: transportation system planning and transportation project development. Transportation system planning establishes land use controls and a network of facilities and services to meet overall transportation needs. Transportation project development implements the TSP by determining the precise location, alignment, and preliminary design of improvements included in the TSP.
- 2) It is not the purpose of this division to cause duplication of or to supplant existing applicable transportation plans and programs. Where all or part of an acknowledged comprehensive plan, TSP either of the local government or appropriate special district, capital improvement program, regional functional plan, or similar plan or combination of plans meets all or some of the requirements of this division, those plans or programs may be incorporated by reference into the TSP required by this division. Only those referenced portions of such documents shall be considered to be a part of the TSP and shall be subject to the administrative procedures of this division and ORS Chapter 197.
- 3) It is not the purpose of this division to limit adoption or enforcement of measures to provide convenient bicycle and pedestrian circulation or convenient access to transit that are otherwise consistent with the requirements of this division.

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

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

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

FINDING: The Lane County TSP is considered a regional TSP to the extent it covers all of Lane County by including references to and consistency with the MPO RTP and the local TSPs adopted by the incorporated cities of Lane County. Although the transportation-needs-analysis excluded those areas already covered by acknowledged TSPs, the projects recommended on Lane County facilities by the cities and the MPO in their respective TSPs were included in in the Lane County TSP as reference to priorities shared by the region. This TSP was prepared in collaboration with ODOT to ensure consistency with the adopted elements of the Oregon Transportation Plan. This TSP has been prepared by Lane County and will be adopted by the Lane County Board of Commissioners. Based on these findings, the proposal complies with the above criteria.

3) Cities and counties shall prepare, adopt and amend local TSPs for lands within their planning jurisdiction in compliance with this division:

- a) **Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP;**
- b) Where the regional TSP or elements of the state TSP have not been adopted, the city or county shall coordinate the preparation of the local TSP with the regional transportation planning body and ODOT to assure that regional and state transportation needs are accommodated. *(Not applicable)*

FINDING: This TSP covers the lands within Lane County's planning jurisdiction. The Lane County TSP is able to defer to local TSPs because Lane County co-adopts local TSPs specific to the lands within Lane County's planning jurisdiction, which consists of the area between the incorporated city limits and urban growth boundaries. Applicable regional and state plans have been adopted; therefore, provision (3)(b) above does not apply. Nevertheless, this TSP was developed in coordination with local, regional, and state agencies to ensure consistency among the various TSPs. Based on these findings the proposal complies with the above criteria.

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

FINDING: The TSP is consistent with this criterion because it is adopted as part of the County's Rural Comprehensive Plan. Based on these findings, the proposal complies with the above criterion.

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

FINDING: The TSP was prepared in coordination with affected state and federal agencies, local governments, special districts and private providers of transportation services. Participation details are included above as part of the Goal 1 findings above and incorporated by reference. Based on these findings, the proposal complies with the above criterion.

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

FINDING: The TSP acknowledges the existing mass transit, airport, and port district services that are not provided by Lane County. Representatives from those service providers participated in the development of the TSP. Based on these findings, the proposal complies with the above criterion.

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

FINDING: Lane County and MPO staff coordinated to ensure consistency between the policies and projects of the TSP and the RTP. Lane County is a member of the MPO and participated in the RTP update process. Based on these findings, the proposal complies with the above criterion.

Section 660-012-0020 Elements of Transportation System Plans

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

FINDING: The TSP complies with this criterion because it includes a coordinated network of transportation facilities adequate to serve state, regional and local transportation needs. The coordination aspect is explained above at Section 660-012-0016, the findings for which are incorporated by reference. The transportation-needs aspect is explained below at Section 660-12-0020, the findings for which are incorporated by reference. Based on these findings and those incorporated by reference, the proposal complies with the above criterion.

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

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

FINDING: The inapplicability of the provisions noted above are based on the findings provided at 660-012-0015 which are incorporated by reference; in summary, these explain how Lane County has fulfilled

its obligation within the MPO and urban areas through its co-adoption of those separate TSPs. Determination of transportation needs is explained below at 660-012-0030, which is incorporated by reference. The TSP maps the arterial and collector system and includes standards for the layout of local streets. The functional classifications identified in the TSP are consistent with state and regional TSPs. The standards include wider shoulders and shared-use paths for bicycles and pedestrians, as well as access spacing standards. Additionally the standards include traffic impact analysis guidelines to address operational and safety concerns specific to bicycles, pedestrians, and access connections. The TSP describes public transportation services for the transportation disadvantaged and identifies service inadequacies. The TSP does not identify specific bicycle and pedestrian routes because of the increasing demand for all Lane County roads to accommodate bicycling and walking; instead, the TSP recommends the development of a subsequent Bicycle and Pedestrian Master Plan (Active Transportation Plan) and includes projects for shoulder widening on higher-demand roadways. The TSP identifies all modes of transportation and references those operated by other jurisdictions, such as air, rail, water, and pipeline. Implementation findings for OAR 660-012-0045 are provided below under that section, which are incorporated by reference. Based on these findings and those incorporated by reference, the proposal complies with the above criteria.

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

- a) **An inventory and general assessment of existing and committed transportation facilities and services by function, type, capacity and condition:**
 - (A) **The transportation capacity analysis shall include information on:**
 - (i) **The capacities of existing and committed facilities;**
 - (ii) **The degree to which those capacities have been reached or surpassed on existing facilities; and**
 - (iii) **The assumptions upon which these capacities are based.**
 - (B) **For state and regional facilities, the transportation capacity analysis shall be consistent with standards of facility performance considered acceptable by the affected state or regional transportation agency;**
 - (C) **The transportation facility condition analysis shall describe the general physical and operational condition of each transportation facility (e.g., very good, good, fair, poor, very poor).**
- b) **A system of planned transportation facilities, services and major improvements. The system shall include a description of the type or functional classification of planned facilities and services and their planned capacities and performance standards;**
- c) **A description of the location of planned facilities, services and major improvements, establishing the general corridor within which the facilities, services or improvements may be sited. This shall include a map showing the general location of proposed transportation improvements, a description of facility parameters such as minimum and maximum road right of way width and the number and size of lanes, and any other additional description that is appropriate;**
- d) **Identification of the provider of each transportation facility or service.**

FINDING: The TSP includes a roadway health assessment of all Lane County arterials and collectors, including roadway condition, capacity, and safety ratings consistent with the above criteria. The methodology and conclusions are detailed in Volume II of the TSP. Planned transportation facilities and major improvements are provided in the TSP project lists and maps which identify the elements required above. Based on these findings the above criteria are met.

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

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

FINDINGS: Findings of compliance with applicable statewide planning goals and acknowledged policies and regulations are provided above in the Lane Code approval criteria analysis, which are incorporated by reference. The project lists includes future studies which may be considered a deferral of a decision regarding function and general location of improvements: Project #39b Dillard Road/I-5 Interchange; Project #4 East 30th Avenue from I-5 to University Street; Project #7 Active Transportation Plan; Project #29 Coburg (New East-West Freight Connector north of Coburg); and Project # 54 Goshen N Connector from McVay Highway to Goshen. These study recommendations are in response to transportation needs that warrant further analysis, including alternatives, property and natural resource impacts. The analysis needed to make final determinations regarding function, location, and mode cannot reasonably be made within the timeframe of the TSP. Deferral of these decisions does not invalidate the assumptions upon which the TSP is based or preclude implementation of the remainder of the TSP. No new findings will be needed to resolve issues deferred to these studies. There is no need to set a deadline for adoption of a plan amendment based on the outcome of these studies because the TSP is self-sufficient without the result of these studies. Based on these findings, the proposal complies with the above criteria.

Section 660-012-0030 Determination of Transportation Needs

- 1) The TSP shall identify transportation needs relevant to the planning area and the scale of the transportation network being planned including:
 - (a) State, regional, and local transportation needs;
 - (b) Needs of the transportation disadvantaged;

(c) Needs for movement of goods and services to support industrial and commercial development planned for pursuant to OAR chapter 660, division 9 and Goal 9 (Economic Development).

- 2) Counties or MPO's preparing regional TSP's shall rely on the analysis of state transportation needs in adopted elements of the state TSP. Local governments preparing local TSP's shall rely on the analyses of state and regional transportation needs in adopted elements of the state TSP and adopted regional TSP's.
- 3) Within urban growth boundaries... *(Not applicable)*
- 4) In MPO areas... *(Not applicable)*

FINDING: The TSP identifies transportation needs relevant to the Lane County planning area, but excludes lands within UGBs and the MPO; the previous findings at 660-012-0015 regarding Lane County's co-adoption of each city TSP and the MPO RTP are incorporated by reference. Nevertheless, state, regional, and local transportation projects from those separate TSPs are included in the Lane County TSP for reference and acknowledgement of shared priorities. The needs of the transportation disadvantaged were identified and factored into the project evaluation framework for selection. The TSP identifies facilities to meet the needs for the movement of goods and services to support industrial and commercial development, particularly through the mapping of freight and resource routes. The TSP is consistent with the state TSP. Based on these findings and those incorporated by reference, the proposal complies with the above criteria.

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

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

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

- 2) Local governments in MPO areas ... *(Not applicable per 660-012-0015)*
- 3) The following standards shall be used to evaluate and select alternatives:
 - (a) The transportation system shall support urban and rural development by providing types and levels of transportation facilities and services appropriate to serve the land uses identified in the acknowledged comprehensive plan;

(b) The transportation system shall be consistent with state and federal standards for protection of air, land and water quality including the State Implementation Plan under the Federal Clean Air Act and the State Water Quality Management Plan;

(c) The transportation system shall minimize adverse economic, social, environmental and energy consequences;

(d) The transportation system shall minimize conflicts and facilitate connections between modes of transportation; and

(e) The transportation system shall avoid principal reliance on any one mode of transportation by increasing transportation choices to reduce principal reliance on the automobile. In MPO areas this shall be accomplished by selecting transportation alternatives which meet the requirements in section (4) of this rule.

4) In MPO areas... *(Not applicable per 660-012-0015)*

5) MPO areas... *(Not applicable per 660-012-0015)*

6) A metropolitan area... *(Not applicable per 660-012-0015)*

7) Regional and local TSPs shall include benchmarks to assure satisfactory progress towards meeting the approved standard or standards adopted pursuant to this rule at regular intervals over the planning period. MPOs and local governments shall evaluate progress in meeting benchmarks at each update of the regional transportation plan. Where benchmarks are not met, the relevant TSP shall be amended to include new or additional efforts adequate to meet the requirements of this rule.

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

8) The commission shall... *(Not applicable)*

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

FINDINGS: The Lane County TSP is specific to transportation facilities to support rural lands of the acknowledged Lane County Rural Comprehensive Plan. As noted previously, lands within urban growth boundaries are addressed in the respective city TSPs which are co-adopted by Lane County. Lane County TSP analysis shows that in rural Lane County, only four intersections are expected to experience capacity issues: (1) McVay Highway/30th Avenue; (2) Highway 99/Goshen Avenue; (3) Territorial Highway/Oregon 126W; and (4) Green Hill Road/Clear Lake Road.

Notably, the first three intersections are ODOT facilities. All but one of the intersections (i.e. McVay Highway/30th Avenue) can be resolved with relatively low-cost and minimal-footprint solutions to the existing system, including: Project # 71 to install stop signs at Highway 99 and Goshen Avenue (\$500K); Project #56d to construct turn lanes at Green Hill Road and Clear Lake Road (\$ 450K); and Project #144d to construct additional through lanes at Territorial Highway and Oregon 126W (\$750K). The McVay

Highway/30th Avenue, however, involves the structure over I-5 and is estimated to be a \$65M fix (see Project #5a); as such, the project is on the Illustrative List which means it is not reasonably expected to be constructed within the 20-year planning horizon.

In accordance with ODOT methodology, the TSP identifies alternate mobility targets for the three ODOT intersections identified above, in the event the solutions are not completed by 2036 due to financial constraints. Adoption of the TSP alone does not establish different mobility targets for ODOT facilities; instead, these are subject to approval by the Oregon Transportation Commission.

Additionally, the TSP recommends future studies (Projects #3 and #56a) to study alternatives for improving multi-modal (i.e. bicycle and pedestrian) movement through the 30th Avenue and Green Hill Road corridors, respectively, which is consistent with the alternatives provided in this Rule for reduced reliance on single-occupancy vehicles. The TSP also recommends all designs be reviewed for Transportation System Management improvements such as communications and other information technology infrastructure. All projects on ODOT facilities are subject to State approval.

Based on these findings, the above criterion is met.

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

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

FINDINGS: OAR 660-012-0065 discusses transportation improvements on rural lands. All of the transportation improvements including in the TSP project list are to serve rural lands, other than those within city UGBs which are listed only for reference as recommendations of the respective city TSPs previously co-adopted by Lane County. In one instance, there is an urban transportation facility located outside an urban growth boundary: Project 19c Beltline New Local Arterial Bridge between Green Acres Road and Beaver Street. This project is recommended by ODOT's Beltline Facility Plan and is also included in the Eugene TSP which was co-adopted by Lane County and included the following findings:

The Facility Plan is a precursor to the National Environmental Policy Act (NEPA) process which will include more detailed and rigorous analysis of project impacts and result in a determination as to whether or not one or more of the improvement options can be constructed and, potentially, result in a recommended preferred project that is eligible for federal funding. If the outcome of the NEPA analysis is that one or more of the improvement options can be constructed, the project description and cost estimates will be updated to reflect the improvement option ultimately selected. Construction outside the UGB may require a goal exception or UGB amendment.

Based on the above findings, these criteria are met.

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

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

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

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

Section 660-012-0040 Transportation Financing Program

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

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

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

FINDINGS: The TSP adoption package includes concurrent code amendments to Lane Code (LC) Chapter 15 Roads in order to implement the recommendations of the TSP. The implementing code amendments consist of the following: including a 100-foot spacing standard for access connections on local roadways; clarifying roadway performance standards by establishing volume-to-capacity and level of service equivalents; adding three applicability provisions to the traffic impact analysis (TIA) standards to include access connection safety concerns. The balance of the criteria above is met by existing code: LC 16.265 identifies the transportation facilities permitted; LC 15.697 requires TIA for specific land use proposals; and LC 14.050 allows consolidated review. Based on these findings, the above criteria are met.

2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include:

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

FINDINGS: Lane Code currently meets the requirements above: (a) LC 15 establishes access control measures; (b) LC 15 establishes road performance standards and requirements for TIA, and LC 16 establishes Interchange Area Management Plan overlay zones; (c) LC 16 establishes airport safety overlay zones; (d) LC 14 and 16 include procedures for coordinated review of land use and transportation decisions; (e) LC 10, 13, 14, and 15 include provisions for applying conditions to development; (f) LC 14 provides for notice to affected public agencies; and LC 14 includes regulations regarding amendments ensuring consistency with the TSP. Although the above requirements are already met by existing code, the TSP adoption package includes concurrent Lane Code Chapter 15 amendments recommended by the TSP and consistent with the above criteria. Based on these findings, the above criteria are met.

3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle

travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.

(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments and all transit transfer stations and park-and-ride lots;

(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multifamily developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.

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

(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways;

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

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

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

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

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

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

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

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

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

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

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

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

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

FINDINGS: Most of the criteria above are met by existing Lane Code provisions, namely LC 13050 and LC 15.703 which establish standards for connectivity and on-site facilities. The exception, however, is bicycle parking requirements, which are currently not established in Lane Code. The scope of the TSP did not include bicycle parking; therefore, the concurrent code amendment implementation package does

not include these provisions. The TSP recommends the development of a Bicycle and Pedestrian Plan which would be the more appropriate planning method for developing related bicycle parking requirements. Based on these findings, the above criteria are met to the extent they apply to the subject TSP.

- 4) To support transit in urban areas... *(Not applicable)*
- 5) In MPO areas... *(Not applicable)*
- 6) **In developing a bicycle and pedestrian circulation plan as required by OAR 660-012-0020(2)(d)...**

FINDINGS: As discussed previously at 660-012-0020, the finding for which are incorporated by reference, the TSP recommends the development of a Bicycle and Pedestrian Master Plan to fulfill these requirements.

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

- **Section 660-012-0050 Transportation Project Development:** As referenced previously at Section 660-012-0010, transportation project development is separate from transportation system planning. As such, this section does not apply to the subject TSP.
- **Section 660-012-0055 Timing of Adoption and Update of Transportation System Plans; Exceptions:** The subject TSP is an update to the adopted 2004 TSP as an amendment to the acknowledged Lane County Rural Comprehensive Plan. No exceptions are requested.
- **Section 660-012-0060 Plan and Land Use Regulation Amendments:** The subject TSP will replace the 2004 TSP, which will be adopted as an amendment to the Rural Comprehensive Plan.
- **Section 660-012-0065 Transportation Improvements on Rural Lands:** This section is implemented by Lane Code. The subject TSP does not change these regulations.
- **Section 660-012-0065 Exceptions for Transportation Improvements on Rural Lands:** This section is implemented by Lane Code. The subject TSP does not include any exceptions.

Conclusion

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