Lane County
Transportation System Plan

Effective June 4, 2004

Lane County Public Works
Engineering Division
Transportation Planning
3040 N. Delta Highway
Eugene, OR 97408

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TRANSPORTATION SYSTEM PLAN

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Engineering Division, Transportation Planning
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ADOPTION

The Lane County Planning Commission recommended adoption of this document in its present form on October 14, 2003.

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State of Oregon Department of Land Conservation and Development Commission Acknowledgment occurred on June 1, 2004.

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CHAPTER I: INTRODUCTION

Purpose

The Lane County Transportation System Plan (TSP) updates the first Transportation Plan adopted by the County in 1980. The TSP is a 20-year planning document whose overall purpose is to facilitate orderly and efficient management of the County's transportation system. More specifically, the purpose of adopting a new Transportation System Plan and associated code amendments is to:

- comply with Oregon Revised Statutes (ORS 197.175) and the Transportation Planning Rule (TPR, OAR 660-012), which require the County to adopt an updated TSP to comply with new state requirements and changing circumstances.
- describe the existing transportation system, including the roads system, bicycle and pedestrian facilities, public transportation, rail, air, and water facilities, and pipelines;
- identify present and future transportation needs, and how these needs will be prioritized and paid for given the current and anticipated financial outlook;
- promote coordination between transportation system improvements and land use requirements;
- facilitate the multi-modal transportation needs of County citizens; and
- promote consistency and coordination between agencies with jurisdiction over components of the transportation network.

Relationship of TSP to County Comprehensive Plan, City TSPs, and State Plans

The County Comprehensive Plan includes all City-adopted comprehensive plans within the County. The County TSP is a Special Purpose Plan that is a component of the Comprehensive Plan (refer to Lane County General Plan Chart, Appendix F).

Each of the twelve incorporated cities within Lane County has its own comprehensive plan, including a transportation element and/or a TSP. These plans are applicable to individual cities and the area outside the city limits and inside the corresponding urban growth boundary (UGB). For the Eugene-Springfield Metropolitan area, *TransPlan* is the adopted Transportation System Plan, and it applies within the adopted Metro Area General Plan boundary. Under the state TPR, TSPs must be consistent with each other and with State Transportation Plan components, including the Oregon Aviation Plan, Oregon Bicycle/Pedestrian Plan, Corridor Plans, Oregon Highway Plan, Oregon Public Transportation Plan, the Rail Freight Plan, and the Rail Passenger Policy and Plan.

While the County TSP looks to City TSPs when decisions are needed regarding transportation facilities within urban growth boundaries, the County TSP must also be consulted regarding County Roads within urban growth boundaries. Similarly, while state highways, and rail, air, port, and pipeline facilities within the County are described in the County TSP and provided for in goals and policies, the managing public or private agency of those facilities, and their applicable plan documents, must also be consulted in making decisions about those facilities.

To date, the following local jurisdictions within Lane County have completed and adopted TSPs:

- City of Coburg (adopted November 1999)
- City of Cottage Grove (adopted September 1998)
- City of Creswell (adopted October 1998)
- Eugene-Springfield (*TransPlan*, adopted October 2001, amended July 2002)
- Junction City (adopted November 2000)
- City of Oakridge (adopted January 2001)
- City of Veneta (adopted December 1998)

It is anticipated that Florence and the County will co-adopt a TSP as part of that City's comprehensive plan in 2003. City TSPs include projects for which Lane County is the lead agency. These projects are therefore also included in the County's project list, Chapter 6.4.

On the Horizon: A Focus on Multi-Modal Transportation and Energy Conservation

For decades, the combination of thousands of miles of public roads, increasing per capita income, and affordable private vehicles has offered unprecedented freedom to travel. The automobile allowed mobility and choices as to cultural, social, and economic pursuits, including employment, purchasing decisions, and recreation. Undoubtedly the growth and increasing vitality of the United States since the early 1900s can be partially attributed to this unprecedented mobility.

With increased motorized travel comes traffic congestion and air pollution, and concerns about global warming and energy shortages. For many citizens in Lane County, where these problems have had a relatively minor impact on livability compared to other, more intensely urbanized areas, these issues seem distant and even irrelevant. However, initiatives and trends on the national level attest to broad recognition of their reality:

- The Securing America's Future Energy Act of 2002 (H.R. 4), if passed, would (in part) provide incentives for cleaner energy sources and alternative fueled vehicles.
- In the year 2000, Honda and Toyota each released "hybrid" cars that combine electricity and gasoline to obtain significant increases in miles per gallon over conventional cars. Other car manufacturers are following suit. Honda, General Motors, and Daimler Chrysler recently announced plans to market fuel cell cars powered by hydrogen by 2003.[1]
- Although stable, long term funding remains elusive for high-speed rail, support for it continues to grow. The High-Speed Rail Investment Act established 12 high-speed rail corridors around the country, and several regions are moving toward implementation. The Pacific Northwest Corridor between Eugene and Vancouver, B.C. is a first step toward realization of high-speed rail in this area. Virginia, North Carolina, South Carolina and Georgia have joined together and are working with the business communities in each state to implement high-speed rail in the Southeast. Californians are considering a general obligation bond to fund a high-speed train system, to begin construction in 2004. The Midwest High Speed Rail Coalition envisions connecting Wisconsin, Nebraska, Kansas, Illinois, and Ohio.

On a local level, communities are increasingly focusing efforts on transportation demand management concepts, such as Lane Transit District's Commuter Solutions Program and Bus Rapid Transit, and the Portland Metro area's limitation on downtown parking and light rail system, Max. Neotraditional land use planning models have also surged in popularity over the last decade, as communities struggle to deal with growth and sprawl. These models borrow from historical examples of urban development and typically promote mixed uses at a pedestrian scale. A principle goal of such development is to discourage auto trips and encourage trips that can be easily made by biking or walking.

Demographic trends also demand increased attention to alternative transportation modes. As in the nation as a whole, the County's population is aging. By 2020, the percentage of the population aged 65 or older is expected to increase from 12.8% (2000) to 16.4 % of the total population[2]. The 2000 Census indicates that Florence's population is already 38.2% 65 years of age or older, and in Dunes City, 27.3% of the population is also in this category. As people age, driving independently will be eliminated as a mobility option for many of them, yet they will continue to need transportation services.

Coordination

The variety of transportation needs of County residents requires coordination among all governing agencies, particularly since County Roads are the only transportation mode over which Lane County can exercise direct

[1] October 2002, Google World News Listings
[2] U.S. Department of Health and Human Services, October 2002

jurisdiction. Coordination is especially important given that the State Constitution requires that highway user fees be used for road-related purposes. Transit facilities and services, for instance, are not a legal use of these funds. However, by participating in multi-jurisdictional planning and development related to diversifying mobility options within and between Eugene-Springfield, Florence, and other cities, the County can contribute to transportation solutions for the citizens of these areas and also mitigate capacity problems and limit costly infrastructure investments. As transportation-related problems increase, the use of more flexible funding sources outside of the Road Fund may become necessary to enable more comprehensive multi-modal transportation investments.

Fostering an expanded multi-modal transportation system is most successful within cities, where bicycle, pedestrian, and transit facilities are most necessary and feasible. Beyond city boundaries, however, the County TSP is an important component of the overall transportation planning framework. The County contributes by:

- Coordinating with state and local agencies that manage the transportation network, and providing policy support for efficient integration. This includes working with Oregon Department of Transportation and City governments within Lane County to ensure intersecting roads in multiple jurisdictions function at optimal levels; coordinating with Lane Transit District in the location of bus stops and development of new routes; and providing policy support for Port of Siuslaw and rail operations.
- Considering the needs of pedestrians and cyclists for all County Road improvement projects through the construction of marked bike lanes and sidewalks in urban areas, and wider shoulders for rural pedestrian and bicycle use.
- Implementing statewide land use goals that limit development in outlying rural areas, thereby reducing vehicle miles traveled for commute trips and delivery of goods and services that would potentially result.
- The County plays a key role in contributing to integration between rail, port, and road facilities for the movement of goods and services. Ensuring the maintenance and operation of the County's road system, and coordinating with ODOT where State and County Roads intersect, is crucial to provide for efficient movement of goods and services within and through the County and between transportation modes.

Plan Development and Public Involvement

The effort to update the County's TSP initially began in the mid-1990's. Several public meetings were held around the County in 1995 to disseminate information about the planning process and to gather feedback about transportation issues. A questionnaire was widely distributed, and 18 responses were submitted. A summary of 1995 public comments is included in Appendix E.2.

Since then, County planning and engineering staff developed a road inventory, a detailed needs assessment, and road design standards. Based upon established engineering practices and County procedures, the standards were fine-tuned for County roadways. In the late 1990s, the TSP effort was delayed due to reallocation of County resources to other projects, including co-adoption of the six small City Transportation System Plans, and adoption of *TransPlan* for the Eugene-Springfield Metropolitan area. Lane County re-energized its efforts to move forward on the TSP adoption effort again during 2001.

This draft represents a culmination of all of these past efforts. As part of an overall package to comply with the TPR the County also developed land use regulations to implement the TSP. In addition, Lane Code and Lane Manual Chapters 15, which contain provisions for roads, are being updated.

Upon completion of the TSP draft, and before beginning a formal hearing and adoption process, a second round of public meetings was held in February 2003 throughout the County. Proposed Lane Code and Lane Manual updates were released for public comment in July 2003. Draft materials were also made available on the internet. In addition, notices of availability of the drafts were mailed to a list of over 500 public and private sector individuals. A copy of the Public Involvement Plan as approved by the Lane County Planning Commission in February 2002 is included in Appendix E.1.

CHAPTER 2: DEFINITIONS

The following definitions shall apply in interpreting and implementing the Lane County Transportation System Plan:

(1) Access. Subject to adopted policies and standards, the means by which a lot, parcel, area or tract directly obtains safe, adequate and usable ingress and egress.

(2) Access Management. The regulation of vehicular access to streets, roads and highways from public and private roads and driveways to reduce potential conflicts and promote safety as well as to preserve the capacity, speed, and traffic flow for which the road system was planned for and designed. These measures may include, but are not limited to, policies and spacing standards for access to roadways, and use of physical controls such as channelization and raised medians.

(3) Approach (Road Approach, Driveway Approach). The area of intersection of an approaching road or driveway with a road.

(4) Capacity.
   (a) The maximum number of vehicles that can reasonably be expected to traverse a point or segment of road under prevailing conditions and during a specified period of time.
   (b) The structural capacity of a roadway, or the ability of the pavement structure, bridges, or other cross-sectional elements to carry loads created by traffic or the dead-load of the elements themselves.

(5) Capital Improvement Program (CIP). A short range financial plan that programs construction project funding for the County Road Fund. Lane County maintains an annually updated CIP for transportation improvement projects.

(6) Demand Management. Actions that are designed to change travel behavior in order to improve performance of transportation facilities and to reduce need for additional road capacity. Methods may include but are not limited to the use of alternative modes, ride-sharing and vanpool programs, and trip-reduction ordinances.

(7) Egress. A means or place of leaving a property.

(8) Final Design. An engineering design which specifies in detail the location and alignment of a planned transportation facility or improvement that has been approved by the County Board of Commissioners. See also Preliminary Design.

(9) Functional Class. The classification of a road according to its expected level of service and function. The following functional class definitions apply to County Roads as defined under Roads in this section:
   (a) Principal Arterial. A road which provides for through traffic between major centers of human activity in urban, suburban and rural areas.
   (b) Minor Arterial. A road which provides for intracommunity traffic flow to principal arterials and within urban areas. In rural areas, minor arterials serve as a direct connection between communities and also bring traffic to principal arterials.
   (c) Major Collector. A road or street which is used primarily to channel traffic from neighborhoods to arterials, and to commercial or industrial districts in urban areas. In rural areas, major collectors provide connections from outlying areas to the arterial system (primarily state highways).
   (d) Minor Collector. A road or street which gathers traffic within the neighborhood and directs it to a major collector or arterial.
   (e) Local Road or Street. A road intended solely for the purpose of providing access to adjacent properties. A local road may terminate in a cul-de-sac or be part of a larger network. Roads

functionally classified as Local Roads are County-maintained roads and do not include Public Roads that have not been accepted by the Board as County Roads, or Local Access Roads.

(10) Ingress. A means or place of entering a property.

(11) Land Use Decision. As defined in Lane Code 14.015.

(12) Land Use Regulation. As defined in Lane Code 14.015.

(13) Modernization. Road improvement projects to accommodate existing traffic and/or projected traffic growth consistent with adopted state, regional, county, or other local Transportation System Plans. County modernization projects are typically included in the General Construction project list of the County Capital Improvements Program. Modernization projects include, but are not limited to: reconstruction of roads; realignment of roads; addition of paved shoulders, curb and gutter, sidewalks, or other pedestrian and bicycle facilities; reconstruction of slopes, embankments, or ditches to provide improved safety and drainage; addition of travel lanes; widening of bridges; passing and climbing lanes; median turn lanes, acceleration and deceleration lanes, other channelization as defined in this section; new alignments, new safety rest areas, grade separations, intersection improvements, intermodal connectors, high-occupancy vehicle lanes, and off system improvements.

(14) New Road. Construction of a Public Road or road segment that is not a reconstruction, modification, or realignment of an existing road or road segment.

(15) Operation, maintenance, and/or repair. Routine activities necessary to operate and maintain the road system. These activities include, but are not limited to, signing, pavement marking, traffic signals, pavement surface maintenance and repair; pothole patching, culvert pipe and ditch grading, maintenance, or repair; dust control, vegetation control, and litter and animal carcass cleanup. These activities and minor transportation system improvements associated with them are not listed as projects in the Transportation System Plan or Capital Improvement Program. These activities provide for increased efficiency and safer traffic operations and reliability. Activities may include some aspects of preservation as defined in this section. Pavement surface maintenance does not include additional pavement structure needed as a result of a change in or intensification of a use of a property.

(16) Preliminary Design. An engineering design which specifies in detail the proposed location and alignment of a planned transportation facility or improvement. Preliminary design is normally specified as part of the Capital Improvement Program public involvement process when a project is being readied to be sent out to bid for construction. See also Final Design.

(17) Preservation. Activities that rebuild or extend the service life of existing transportation facilities. Road preservation projects add useful life to the road. Preservation includes but is not limited to reconstruction, pavement rehabilitation, pavement resurfacing, and minor safety and bridge improvements.

(18) Realignment. Constructing or rebuilding an existing roadway on a new alignment where the new centerline shifts outside of the existing right-of-way, and where the existing road surface is either removed, maintained as an access road, or maintained as a connection between the realigned roadway and a road that intersects the original alignment. The realignment may include channelization, and may increase capacity, but shall maintain the function of the existing road segment being realigned unless specified in adopted state, regional, county, or other local Transportation System Plans.

(19) Reconstruction or modification. Rebuilding an existing road in the same general location, either within the existing right-of-way or by acquiring new right-of-way. May or may not include realignment and/or the addition of turn lanes or other channelization. Reconstruction or modification may increase capacity.

(20) Rehabilitation. Road resurfacing, sealing, paving, and restoration, over and above routine maintenance, to repair deteriorating road surfaces and to address safety concerns.

(21) Right-of-Way (ROW, R/W).
- (a) Includes the land or any interest in land acquired for public rights of passage, construction of facilities, motorists, cyclists, pedestrians, and utilities.
- (b) The customary or legal right of a person or vehicle to pass before another.

(22) Road. The terms road, street, or highway shall be considered synonymous and shall include the entire area and all lawful improvements between the right-of-way lines of any public or private way that is created to provide ingress or egress to land. "Road" includes but is not limited to:
- (a) Arterials, collectors, and local roads as in the functional classes defined above under Functional Class;
- (b) Road related structures that are in the right-of-way such as drainage conveyance facilities;
- (c) Other structures in the right-of-way that provide for the continuity and stability of the right-of-way including tunnels, retaining walls, and bridges;
- (d) Underground and/or overhead utilities and utility easements that are within the right-of-way.
- (e) Roads are further defined as follows:
  - (i) County Road. As defined in ORS 368. A Public Road which is part of the County Road system and has been assigned a County Road number pursuant to ORS 368.016. The Department is responsible for maintenance. A description of each County Road is kept in the Master Road Files in the Lane County Surveyor's office. See also Functional Class definitions.
  - (ii) Expressway. Two-lane and multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is to provide for interurban travel and connections to ports and major recreation areas with minimum interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities and bicycle facilities may be separated from the roadway. Private access is discouraged and Public Road connections are highly controlled.
  - (iii) Freeway. Arterial roadways with full control of access. Preference is given to through traffic by providing access connections with selected public streets only and by prohibiting crossings at grade and direct private driveway connections. They are intended to provide for high levels of service in the movement of large volumes of traffic at high speeds.
  - (iv) Frontage Road. A road that is parallel and adjacent to an arterial or other limited access road or railroad right-of-way and which provides access to abutting properties. The primary purpose of a frontage road is to reduce direct access to an arterial or other limited access road or railway right-of-way.
  - (v) Local Access Road. A Public Road that is not a County Road, state highway, or federal road. Pursuant to ORS 368, the County and its officers, employees and/or agents, is not liable for failure to improve Local Access Roads and is not liable to keep Local Access Roads in repair. The County shall spend County moneys on Local Access Roads only if it determines that the work is an emergency or if:
    - (aa) the Director recommends the expenditure; and
    - (bb) the public use of the road justifies the expenditure proposed; and
    - (cc) the Board enacts an order or resolution authorizing the work and designating the work to be either a single project or a continuing program.
  - (vi) Private Access Easement, Private Road. A private, nonpossessory interest in the land of another which entitles the holder(s) of the interest to use the roadway for access and to pass across another's land. A private road is intended to provide for ingress and egress to land and may include that portion of a panhandle or flag lot or parcel that is used for access purposes or an access road in which the underlying fee belongs to two or more persons, association, corporation, firm, club, partnership or other similar entity having the right of administration and/or ownership thereof.

(vii) Public Road. A road over which the public has a right of use that is a matter of record. For purposes of the Transportation System Plan, a Public Road is a road that has been dedicated for use by the public for road purposes either by good and sufficient deed presented to and accepted by the Board, or by a partition map and plat or subdivision plat presented to and accepted by the Board. Once accepted and placed on record, Public Roads are held in trust for the public by the County, and shall specifically exclude private roads, private ways, Private Access Easements or agreements, Forest Service roads, Bureau of Land Management roads, any Gateway or Way of Necessity as defined by ORS Chapter 376 and any other road which has nominally or judicially gained a "public character" by prescriptive or adverse use. A Public Road is not normally maintained by the County unless it has been accepted by the Board as a County Road as defined in this section, but the County may regulate its use. Common terms for this type of road are "Dedicated Public Road" and "Local Access Road".

(viii) Rural Road. A road or portion of a road that is not within an urban growth boundary.

(ix) Stubbed Road. A road having only one outlet, and which is intended to be extended or continued to serve future development on adjacent lands. A stubbed road that is part of the County Road system is functionally classified as a Local Road. This can include a cul-de-sac or hammerhead turnaround area intended to be extended in the future.

(x) Turnaround (Cul-de-sac or Hammerhead). The area located at the terminus of a road and developed to the standards for Turnarounds in Lane Code Chapter 15, the purpose of which is to allow motor vehicles to safely and efficiently reverse direction.

(xi) Urban Road. A road or portion of a road that is within an urban growth boundary.

(23) Transportation Facility. A physical system, including any portion thereof, that moves or assists in the transport of people, animals, or goods, including roads, bicycle, pedestrian, and equestrian paths, rail lines, airport facilities, port facilities, and pipelines, and excluding electricity, water and sewerage systems.

(24) Transportation Project Development. Implementing the Transportation System Plan (TSP) by determining the precise location, alignment, and preliminary design of improvements included in the TSP based on site-specific engineering and environmental studies.

CHAPTER 3: GOALS AND POLICIES

For convenience, all goals and policies found in the remainder of the document are consolidated in this chapter.

Goals are broad statements of philosophy describing a vision for the future. Goals are organized by topic area. Policies are statements that provide a more specific course of action to move toward goals. Policies have the force of law. Transportation improvements, land development, and other actions affecting the County's transportation network must be consistent with adopted policies. Once adopted, the goals and policies will become a part of the County's General Plan.

Goals And Policies

ROADS

Goal 1: Maintain the safety, physical integrity and function of the County Road network through the routine maintenance program, the Capital Improvement Program, and the consistent application of road design standards.

Policy 1-a: Road operations, maintenance, repair, and preservation activities shall be a priority of the Public Works Operations budget and shall be routinely carried out to protect the public investment in, and to ensure adequate functioning of the County Road network.

Policy 1-b: Continue to implement the Capital Improvement Program including yearly adoption to address changing conditions, modified project schedules, the addition of new projects, and project completion.

Policy 1-c: Safety shall be the first priority in making decisions for the Capital Improvement Program and for roadway operations, maintenance, and repair.

Policy 1-d: The requirements of Lane Code 15 shall be consistently applied to all public and private road improvement projects. In the absence of a County-adopted standard for a particular design element, the edition specified in Lane Manual 15.450 of the following primary documents shall be the basis for road design, construction, signing and marking decisions:

(i) The following documents, published by the American Association of State Highway and Transportation Officials (AASHTO):
  (a) *A Policy on Geometric Design of Highways and Streets*;
  (b) *Roadside Design Guide*;
  (c) *Geometric Design of Very Low Volume Local Roads (ADT $\leq$ 400);* and
  (d) *Guide for Design of Pavement Structures*.

(ii) The *Manual on Uniform Traffic Control Devices (MUTCD)* published by the Federal Highway Administration.

(iii) The following additional documents published by the Oregon Department of Transportation (ODOT) and the American Public Works Association (APWA), Oregon Chapter:
  (a) *Oregon Standard Specifications for Construction* (ODOT & APWA);
  (b) *Oregon Standard Drawings* (ODOT & APWA);
  (c) ODOT *Highway Design Manual*;
  (d) ODOT *Hydraulics Manual*;
  (e) ODOT *Hydraulics Manual, Volume 2* (Erosion and Sediment Control);
  (f) *Oregon Bicycle and Pedestrian Plan* (ODOT, 1995); and
  (g) *1999 Oregon Highway Plan* (ODOT).

(iv) The *Highway Capacity Manual 2000* published by the Transportation Research Board.

(v) The *Trip Generation, 7th Edition* manual published by the Institute of Traffic Engineers.

Policy 1-e: Road improvement projects shall consider and, as financially and legally feasible, integrate improvements for alternative transportation modes such as sidewalks, bike lanes, and bus stop turnouts, consistent with adopted road design standards.

Policy 1-f: Maintain County arterial and collector roads sufficiently for the safe and efficient movement of freight, consistent with applicable traffic impact analysis, design policies and standards and land use regulations.

Policy 1-g: Maintain and improve roads consistent with their functional classification. Reclassify roads as appropriate to reflect function and use.

Policy 1-h: City standards shall apply to County Roads functionally classified as local roads within urban growth boundaries. In the absence of City standards, the County's road design standards shall apply.

Goal 2: Promote a safe and efficient state highway system through the State Transportation Improvement Program and support of ODOT capital improvement projects.

Policy 2-a: Safe movement of vehicles on the State system and, where allowed, bicyclists and pedestrians shall be a priority. Lane County supports development and implementation of ODOT projects that improve the safety, operation, and structural characteristics of the State highway and bridge system, provided they are consistent with the TSP and applicable federal, state, and local regulations.

Policy 2-b: The County shall coordinate, as appropriate, with ODOT in:
(i) plan development;
(ii) managing the existing State system; and
(iii) designing and developing facility improvements on the State system in Lane County.

Policy 2-c: The County supports the preservation of the natural, historic, cultural, and recreational values of federally designated Scenic Byway routes maintained by ODOT.

Policy 2-d: ODOT safety, preservation and modernization projects on the State system shall be consistent with Policies 2a-c above, and need not be identified in the Lane County TSP 20-year Project List.

Goal 3: Promote a safe and efficient road network through access management.

Policy 3-a: Access decisions will be made in a manner consistent with the functional classification of the roadway.

Policy 3-b: Access Management policies and spacing standards found herein and in Lane Code 15.130-15.139 shall apply to all new development, changes of use, and road and driveway approach locations within County Road rights-of-way. For State facilities, the Oregon Department of Transportation controls access pursuant to Oregon Administrative Rules 734, Division 51.

Policy 3-c: Development within a County Road right-of-way, including but not limited to excavation, clearing, grading, utility placement, culvert placement or replacement, other stormwater facilities, and construction or reconstruction of road or driveway approaches, is allowed only upon approval of a facility permit.

Policy 3-d: Properties adjacent to County Roads shall be granted reasonable access subject to access management and other applicable policies and standards herein and in Lane Code. Where access is available from more than one road, access shall be taken from the road with the lower functional classification as defined in Lane Code 15.020(2), unless otherwise approved by the County Engineer or designee.

Policy 3-e: Decisions regarding placement, location, relocation, and spacing of traffic control devices, including but not limited to traffic signals, turn lanes, and medians shall be based upon accepted engineering practices as provided for in the edition specified in Lane Manual 15.450 of the following documents: The Federal Highway Administration (FHWA) *Manual on Uniform Traffic Control Devices (MUTCD)*, the *Oregon Standard Drawings* published by the Oregon Department of Transportation (ODOT) and American Public Works Association (APWA), and *A Policy on Geometric Design of Highways and Streets* published by the American Association of State Highway and Transportation Officials (AASHTO).

Policy 3-f: New development shall accommodate on-site traffic circulation on the site and not by circulating on and off the site through multiple access points using the public road system. "Backing out" maneuvers should be avoided for new driveways on all urban arterials and rural major collectors.

Goal 4: Maintain acceptable road performance levels.

Policy 4-a: The performance standard on County-maintained roads shall be as represented in the following peak hour volume to capacity ratio (v/c) table from Lane Code 15.696. Given adequate funding for public road improvements and as a secondary priority to safety improvements, this standard should be maintained in making decisions about public road improvement projects or implementation of other programs and strategies that mitigate traffic.

(Table 6 from Chapter 4.1.): Maximum Volume to Capacity Ratios for Peak Hour Operating Conditions, Lane County Roads

Roadway Category	Location/Speed Limits				
	Inside Urban Growth Boundary			Outside Urban Growth Boundary	
	Eugene-Springfield Metro Area	Outside Eugene-Springfield Metro area where speed limit <45 mph	Outside Eugene-Springfield Metro area where speed ≥ 45 mph	Within Unincorporated Communities	Outside Unincorporated Communities
Freeways and Expressways	0.80	n/a	n/a	n/a	n/a
Other County Roads	0.85	0.85	0.75	0.80	0.70

Policy 4-b: In analyzing arterial or collector streets, peak hour level of service analysis methods may be appropriate. Level of service "D", using the analytical approaches in the Transportation Research Board *Highway Capacity Manual* is the standard of performance to be achieved or maintained, and not exceeded. Not exceeding LOS "D" means achieving or maintaining LOS "A", "B", "C", or "D". When such analysis is required, both the v/c standard in Lane Code 15.696 and LOS D must be met. The standards and procedures to be used in a particular study shall be approved in advance by Lane County Public Works, according to the procedures in the Traffic Impact Analysis Guidelines of the Public Works Engineering Division.

Policy 4-c: A traffic impact analysis shall be required as part of a complete land use application based upon the requirements of Lane Code 15.697, for any of the following:

(i) any development proposal that, if approved, will result in an increase in peak hour traffic flow of 50 or more automobile trips outside an urban growth boundary, or 100 or more automobile trips inside an urban growth boundary. The increase in number of

trips shall be calculated based upon the methodology in the Institute of Traffic Engineers' *Trip Generation* manual for the year of publication specified in Lane Manual Chapter 15.450 and associated handbook and user's guide;

(ii) development proposals that will affect County Roads where congestion or safety problems have been identified by previous traffic engineering analysis;

(iii) any plan amendment proposal, unless waived by the County Engineer as specified below;

(iv) proposed development that will generate or receive traffic by single or combination vehicles with gross weights greater than 26,000 pounds as part of their daily operations. "Daily operations" includes delivery to or from the site of materials or products manufactured, processed, or sold by the business on the site. "Daily operations" does not include routine services provided to the site by others, such as mail delivery, solid waste pickup, or bus service.

The County Engineer or designee may waive traffic impact analysis requirements specified above, when:

(i) Previous analysis has determined that the development proposal will not result in congestion, safety, or pavement structure impacts that exceed the standards of the agency that operates the affected transportation facilities; or

(ii) In the case of a plan amendment or zone change, the scale and size of the proposal is insignificant, eliminating the need for detailed traffic analysis of the performance of roadway facilities for the 20-year planning horizon. Whether the scale and size of a proposal may be considered insignificant may depend on the existing level of service on affected roadways. Generally, a waiver to Traffic Impact Analysis will be approved when:

  (a) the plan designation or zoning that results will be entirely a resource designation; or

  (b) the plan designation or zoning that results will be entirely residential and the allowed density is not likely to result in creation of more than 50 lots; and

  (c) there is adequate information for the County Engineer or designee to determine that a transportation facility is not significantly affected as defined in Policy 20-d.

Policy 4-d: When a traffic impact analysis is required,

(i) it shall evaluate all affected County Road facilities where direct access is proposed, including proposed access points and nearby intersections.

(ii) it shall be prepared by an Oregon-certified engineer with expertise in traffic and road construction engineering.

(iii) it shall document compliance with the Road Design Standards in Lane Code 15.700-15.708.

(iv) it shall document compliance with the goals and policies of the applicable Transportation System Plan.

(v) the County Engineer may alter the study requirements based upon the anticipated impact of the proposal. For example, a queue length analysis (based upon 95% probability) may be required.

(vi) the traffic impact analysis requirements shall be coordinated with other affected jurisdictions and agencies, such as the Oregon Department of Transportation or a city.

(vii) traffic engineers preparing traffic impact analyses shall request approval of the scope of the analysis before proceeding with the analysis, as specified in the Traffic Impact Analysis Guidelines of the Public Works Engineering Division.

Policy 4-e: When a traffic impact analysis is required,

(i) for plan amendments, it shall demonstrate that the performance standard in Policy 4-b for the affected County Road will not be exceeded within 20 years from the date the

analysis is completed as a result of approval of the plan amendment or zone change. If the performance standards are already exceeded at a location affected by the plan amendment, the standard shall be to avoid further degradation of conditions;

(ii) for other proposed land use development, it shall demonstrate that the performance standard in Lane Code 15.696 for the affected County Road will not be exceeded immediately and for the next five years.

(iii) if the analysis must include an evaluation of the impacts of heavy vehicles pursuant to Policy 4-c (iv), it shall be based upon the procedures for pavement structure analysis in Lane Code 15.707.

(iv) Traffic impact analyses, and mitigation for traffic impacts on transportation facilities shall comply with adopted plans and codes of the agency with jurisdiction for the affected facility.

(v) If the performance standard in Policy 4-b cannot be achieved or maintained as specified in (i) or (ii) above, the traffic impact analysis shall propose road dedications and improvements for capacity increases, implementation of demand management strategies, or other mitigation measures. The proposal shall include a description of how and when the improvements or measures will be implemented. Any proposed road improvements shall be consistent with applicable state and local policies and standards. Examples of mitigation actions are in Chapter 4.1 in the *Level of Service and System Performance* subsection. Conditions may be assigned to ensure such improvements or measures will be implemented.

Any requirements by the County resulting from an approved traffic impact analysis shall be the responsibility of the applicant unless otherwise approved by the County.

Policy 4-f: The Transportation Research Board's *Highway Capacity Manual*, for the year of publication specified in LM 15.450, is the standard of practice for traffic impact analyses. The Highway Capacity Software (HCS) published by McTrans Center for Microcomputers in Transportation, or other approved software, may also be used. SIGCAP published by ODOT, or other ODOT-approved software is acceptable when analysis of both State and County facilities is required.

Policy 4-g: ODOT policies and mobility standards shall be applied to decisions affecting State highways in Lane County. Applicable standards from City Transportation System Plans (TSPs) shall be applied to decisions about City streets.

Policy 4-h: Traffic impact analyses shall be based on proposed access points consistent with County access management policies and standards specified herein and in Lane Code 15.130-15.139. Traffic impact analyses shall also consider the safe operation of affected driveways and public street intersections. Proposals requiring traffic impact analysis shall include a review of consistency with Access Management policies and standards as part of the approval of the scope of the analysis.

Policy 4-i: When analyzing signalized intersections, locations where signal warrants may be met, or intersections with all-way stop control (AWSC), the primary objective is to maintain the performance of the overall intersection. The overall intersection v/c ratio must meet the applicable standard. If level of service analysis is required, the level of service standard must also be met. At unsignalized intersections and road approaches with two-way stop control (TWSC), the object is to achieve or maintain the v/c ratios specified in Policy 4-a for the approaches that are not stopped. Approaches at which traffic must stop, or otherwise yield the right of way, shall be operated to maintain safe operation of the intersection and all its approaches and shall not exceed a v/c ratio of 0.95 within urban growth boundaries and a v/c ratio of 0.80 outside of urban growth boundaries. If public side streets or private driveways are predicted to exceed the standards, mitigation measures shall be recommended. If side

street or driveway performance is predicted to exceed standards in order to maintain flow on the major street, adequate space for vehicle queuing (based upon 95% probability) must be maintained on the side street or driveway. At the intersection of a County Road and a State highway, State highway standards must be maintained for the State highway.

Goal 5: Promote a safe, functional, and well-maintained bridge network in Lane County.

Policy 5-a: Conduct bridge inspections in compliance with Federal Highway Administration and Oregon Department of Transportation requirements.

Policy 5-b Maintain an inventory of all County structures including inspection records showing load ratings, general condition, and sufficiency ratings.

Policy 5-c: Consider the inclusion of bridges in the Capital Improvement Program if they are structurally or functionally deficient based upon bridge general condition ratings, roadway width, bike/pedestrian passage, load capacity, safety, and operating conditions.

Policy 5-d: Conduct routine maintenance and repair to ensure bridge integrity over the duration of its design life.

Policy 5-e: Consider the needs of the trucking industry when maintaining, building, or reconstructing bridges.

Policy 5-f: Maintain and restore Lane County covered bridges for their historic, aesthetic and cultural value as feasible, through budget allocations to the Capital Improvement Program or other funding sources.

BICYCLE AND PEDESTRIAN FACILITIES

Goal 6: Provide safe and convenient opportunities for bicycle and pedestrian travel throughout Lane County.

Policy 6-a: Marked bicycle lanes are required on urban arterial and collector streets when those streets are newly constructed, are reconstructed to urban standards, or are widened to provide additional vehicular capacity.

Policy 6-b: Sidewalks or paved pathways accompanying public streets and roads are necessary wherever significant conflicts with motor vehicle traffic jeopardize the health, safety and welfare of pedestrians and bicyclists.

(i) Generally, sidewalks are not provided along rural County Roads (outside of urban growth boundaries) although they may be provided where there is a demonstrated need in unincorporated communities and in other areas of concentrated commercial, industrial, residential, or institutional development. This will be determined on a case by case basis.

(ii) County arterial and collector roads within urban growth boundaries shall include sidewalks and the cost shall be assessed to the abutting property owners, unless the assessment is waived by the Board of County Commissioners.

(iii) Sidewalks on new or reconstructed County Roads functionally classified as local roads within urban growth boundaries shall be required as provided for in City development standards. In the absence of City standards, sidewalks are required for new roads or reconstructed roads with existing sidewalks. Sidewalks shall also be required for reconstructed urban local roads without existing sidewalks, except if the cost would be excessively disproportionate to the need or probable use, or if sparsity of population, other available ways or other factors indicate an absence of any need

for sidewalks. Sidewalks shall be constructed at the expense of the developer or adjacent property owners.

(iv) Roads which do not have curbs and gutters and which are not scheduled to be rebuilt, but which do have a significant need for sidewalks, may be provided with temporary asphalt walkways.

Policy 6-c: Public Works staff should work with school district personnel to establish school route plans. Based on these plans, Lane County will install appropriate traffic control devices, such as signs, crosswalks or other markings, or other devices as approved by the Traffic Engineer.

Policy 6-d: New development subject to Site Review and Land Division requirements shall provide adequately for safe bicycle and pedestrian on-site circulation and off-site transportation connections. Development shall provide for safe and convenient on-site circulation with respect to the location and dimensions of vehicular, bicycle, and pedestrian entrances, exits, drives, and walkways in relation to each other and to buildings and other facilities. Consideration shall be given to the need for lighting, sidewalks, widening and improving abutting streets, bus stop access, and bicycle lane and pedestrian path connections, consistent with adopted access management, road and driveway spacing standards, road design standards, and other requirements in Lane Code 15.

Policy 6-e: All new development within urban growth boundaries, when adjacent to County-maintained road rights-of-way, shall include bicycle and pedestrian facilities as specified in the Road Design Standards for Urban Roads in Lane Code 15.

Policy 6-f: The County generally will support State projects that include bicycle and pedestrian facilities.

Goal 7: Promote logical and efficient bicycle and pedestrian connections within the Lane County transportation system and between the County's and other jurisdictions' transportation systems.

Policy 7-a: In planning and implementing transportation system improvements, Lane County will coordinate with other affected jurisdictions to maximize bicycle and pedestrian route connectivity.

Policy 7-b: The County will look for opportunities to partner with ODOT and City agencies on bicycle and pedestrian facilities when roads of different jurisdictions intersect, in order to provide adequately for bicycle and pedestrians travel to local destinations.

Goal 8: Promote connectivity between non-motorized and other transportation modes.

Policy 8-a: In the design and construction of transportation facilities, barriers to foot and bicycle travel should be avoided.

Goal 9: Encourage and support the development of recreational bicycling and hiking facilities, recognizing these activities as important to community livability and to the tourism sector of the local and state economy.

Policy 9-a: Road maintenance decisions will strive to balance the need for controlling long term pavement maintenance costs with consideration for providing improved road surfaces for cycling.

Policy 9-b: Road improvement projects identified on the TSP Project List shall incorporate shoulders and sidewalks adequate for pedestrian use, consistent with other TSP policies and with road design standards to be adopted concurrently with the TSP.

Policy 9-c: Within statutory road fund limitations, the County will consider opportunities to participate in off-road bicycle trail and footpath development and promotion, when there is adequate demand and as economically feasible.

Policy 9-d: On a case-by-case basis, and within statutory road fund limitations, the County will consider the feasibility of establishing or maintaining access ways, paths, or trails prior to the vacation of any public easement or right-of-way.

PUBLIC TRANSPORTATION

Goal 10: Support and encourage improved public transportation services and alternatives to single occupancy vehicle travel between the Eugene-Springfield Metropolitan Area and outlying communities.

Policy 10-a: Continue to assist in coordinating public transportation and multi-modal transportation initiatives by providing technical support and otherwise participating in technical advisory committees, task forces and working groups, such as the regional Commuter Solutions (Transportation Demand Management) program.

Policy 10-b: County Road construction and reconstruction projects shall include consultation with LTD and shall, as feasible, accommodate transit stops, bus pullouts and shelters along existing or planned bus routes as permitted under statutory requirements for road fund expenditures. Unless otherwise authorized by the Board of County Commissioners, transit stop amenities with the exception of bus pullouts will typically be funded by LTD or other non-County sources.

Policy 10-c: The County will support efforts to develop public transit facilities such as park-n-ride lots and shelters in rural areas when they are consistent with land use, zoning, and other applicable regulations.

Policy 10-d: The County will investigate the possibility of providing free or discounted bus transportation services for County employees as part of LTD's Group Pass Program.

Goal 11: Support efforts to maintain rail transportation and to promote high speed rail development.

Policy 11-a: As feasible, Lane County will participate in efforts to plan, develop, and maintain rail-related infrastructure improvements for high-speed and other passenger rail service.

Policy 11-b: Lane County will coordinate with and support State efforts to comply with federal and state rail transportation requirements by consulting adopted versions of the Oregon Transportation Plan and Rail Plan when making transportation or land use decisions involving rail facilities.

Goal 12: Support initiatives to develop improved transportation services for County citizens with special needs.

Policy 12-a: As feasible and as opportunities arise, Lane County will support public and private efforts to meet special transportation service needs for County residents, giving priority to rural residents.

RAIL TRANSPORTATION

Goal 13: Promote railway and highway safety at and near road and railway intersections.

Policy 13-a: Lane County's Engineering Division shall notify railroad companies of all road improvement projects within 500 feet of railways.

Policy 13-b: Road improvement projects will give consideration to upgrading existing railroad crossings and protective devices, grade-separated crossings, elimination of existing railroad crossings, and to the extent possible, will minimize new railroad crossings.

AIR TRANSPORTATION

Goal 14: Coordinate transportation system improvement decisions with airport facility needs.

Policy 14-a: Road improvements on major airport access routes shall be consistent with the Eugene Airport Master Plan and with other Airport Plans adopted by cities where airports are located.

Policy 14-b: Consistent with the 2000 Eugene Airport Master Plan, Lane County Public Works Engineering will coordinate with the Eugene Airport Authority to improve ground access to the airport. As opportunities arise, transportation system projects will incorporate improvements to access routes to other public airports in the County.

Policy 14-c: Road improvement design decisions affecting access routes serving public airports in the County will consider the needs of motor vehicles associated with existing and contemplated air freight and air passenger businesses serving the airports.

Policy 14-d: All County Road improvements near airports will be coordinated with federal, state, and local agencies responsible for airport air space.

Goal 15: Coordinate land use decisions with airport facility needs.

Policy 15-a: Lane County shall review all proposed airport expansion plans and provide comment as appropriate regarding land use compatibility, consistency with zoning, and impacts on the County's transportation system.

Policy 15-b: Lane County shall review all proposed land use outside urban growth boundaries and in the vicinity of an airport regarding compatibility with the airport. Airport airspace shall be protected from inappropriate development through the implementation of land use and zoning regulations.

Goal 16: Support multi-modal transportation services to and from the airport.

Policy 16-a: As possible, Lane County shall participate in planning and other efforts to improve public as well as private, multi-occupancy vehicle transportation services to and from the Eugene Airport.

WATER TRANSPORTATION

Goal 17: Support Port of Siuslaw development efforts and recognize the Port as important to the state and local economy.

Policy 17-a: Road improvement projects affecting facilities that support or are operated by the Port of Siuslaw shall be coordinated with the Port and with the Oregon Department of Transportation. Lane County will seek concurrence for all development in the Siuslaw River and adjacent to the navigable waterway.

Policy 17-b: Lane County shall review proposed Port of Siuslaw expansion plans when they involve lands and/or roads in the County's jurisdiction, and provide comment as appropriate regarding land use compatibility, consistency with zoning, and impacts on the County's transportation system.

Policy 17-c: Lane County shall support Port of Siuslaw in its efforts to improve navigability of the river and promotion of the local fishing industry, consistent with state and local land use and zoning laws.

Goal 18: Protect the long term ecological health of the Siuslaw River.

Policy 18-a: Development in and near the Siuslaw River in areas of County land use jurisdiction shall comply with the Lane County Coastal Resources Management Plan and with federal and state regulations.

PIPELINES

Goal 19: Protect pipelines as conveyances and for public safety.

Policy 19-a: Lane County shall coordinate with pipeline providers on matters of mutual concern, such as road maintenance activities and road improvement projects to protect public safety and maintain the viability of both modes of transportation.

Policy 19-b: Lane County shall review all proposed pipeline expansion plans and provide comment as appropriate regarding land use compatibility, consistency with zoning, and impacts on the County's transportation system.

TRANSPORTATION AND LAND USE

Goal 20: Ensure that transportation projects comply with state land use requirements regarding urban and rural land uses, and other federal, state, and local land use requirements.

Policy 20-a: Transportation projects, facilities, services and improvements as identified in Oregon Administrative Rules 660-012-0065 and as implemented in Lane Code may be permitted on rural lands consistent with statewide land use Goals 3, 4, 11, and 14 without a goal exception.

Policy 20-b: The following transportation facility improvements do not require an amendment to the TSP unless an exception to state land use laws or a TSP amendment is otherwise required.

(i) Channelization
(ii) Operation, maintenance, and repair
(iii) Preservation
(iv) Reconstruction
(v) Rehabilitation
(vi) Intersection improvements
(vii) Realignment
(viii) Modernization
(ix) Transportation facilities, services and improvements serving local travel needs. The travel capacity and level of service of facilities and improvements serving local travel needs shall be limited to that necessary to support rural land uses identified in the acknowledged comprehensive plan or to provide adequate emergency access.

Policy 20-c: Plan amendments, zone changes, and other land use decisions shall consider impacts on the County transportation system, including Federal, State, County, and other local roads; bicycle and pedestrian paths; public transit facilities; and air, rail, port, and pipeline facilities.

Policy 20-d: Amendments to the comprehensive plan or any of its adopted components and sub-plans, which significantly affect a transportation facility, shall ensure that allowed land uses are consistent with road function, capacity, level of service, and other adopted performance standards. This may be accomplished by:

(i) limiting land uses to the existing road capacity or level of service;
(ii) amending the TSP pursuant to Lane Code 16.400(9), to provide adequate facilities;
(iii) altering the land use designation, densities, or design requirements to reduce demand for auto travel and meeting travel needs through other modes, or
(iv) amend the TSP, pursuant to LC 16.400(9), to modify the planned function, capacity and performance standards, as needed, to accept greater motor vehicle congestion to promote mixed use, pedestrian friendly development where multimodal travel choices are provided. If a TSP amendment is required, it shall not be initiated unless the requirements of LC 16.400(9) have been met.

A plan or land use regulation amendment significantly affects a transportation facility, if it:

(i) Changes the functional class of an existing or planned facility, or will result in the roadway facility no longer meeting the functional class definition;
(ii) Changes standards that implement the functional class, except that approval of an exception or variance to standards does not in itself significantly affect a transportation facility;
(iii) Allows types or levels of land uses that would result in levels of travel or access that are inconsistent with the functional class; or
(iv) Would reduce the performance standards of the facility below the minimum acceptable level identified in the TSP.

Determinations under this policy shall be coordinated with affected transportation facility and service providers and other affected local governments.

Policy 20-e: The presence of a transportation facility or improvement shall not be a basis for an exception under OAR 660-012, OAR 660-004-0022 or OAR 660-004-0028, to allow residential, commercial, institutional or industrial development on rural lands.

Policy 20-f: When an exception to statewide land use goals and/or a plan amendment is required for a transportation facility, the approval process should be consolidated with other public hearings and approvals required for the project before the Roads Advisory Committee, the Planning Commission, and the County Board of Commissioners.

Policy 20-g: Amendments to the County Transportation System Plan shall be processed according to applicable state law requirements, the provisions set forth in Lane Code Chapter 12, and Lane Code 16.400.

Policy 20-h: Road improvement projects shall comply with federal, state, and local land use regulations.

Goal 21: Provide for coordinated land use review when making decisions about transportation facilities.

Policy 21-a: It is the County's intent that the Transportation System Plan be consistent with state Transportation System Plans, with *TransPlan* (the Eugene-Springfield Transportation System Plan applicable inside the Eugene-Springfield Metropolitan Area General Plan boundary), and with the Transportation System Plans of other cities within the County.

Policy 21-b: County TSP goals and policies apply to:

(i) all roads in the County that have been dedicated to and formally accepted by the Board of County Commissioners, unless and until such roads are subsequently accepted or annexed by an incorporated community; and

(ii) all other transportation facilities and services, including road, air, rail, pipeline and port facilities, located outside of urban growth boundaries or outside of the Eugene-Springfield Metropolitan Area General Plan boundary.

Policy 21-c: Where inconsistencies exist between the County TSP and other TSPs applicable within the County, or between road design standards of the County and other jurisdictions within the County, the following guidelines shall be used in making decisions about road improvements and services. If the inconsistency involves:

(i) a state highway, state transportation system plans and design standards shall prevail;

(ii) a public or private road outside of an urban growth boundary, the County TSP and road design standards shall prevail;

(iii) a public or private road functionally classified as a local road within an urban growth boundary, the City TSP and applicable road design standards shall prevail;

(iv) a road defined as a County Road pursuant to Lane Code 15.010 and functionally classified as a collector or arterial road, the County TSP and road design standards shall prevail;

(v) a public or private road functionally classified as a local road or primarily used to provide local access to abutting properties within the Eugene-Springfield Metropolitan Area General Plan boundary, *TransPlan* and the respective applicable Eugene or Springfield road design standards shall prevail within the urban growth boundary and the applicable County Road design standards shall apply outside the urban growth boundary;

(vi) 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 shall prevail.

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.

Goal 22: Encourage adequate road improvements for new development.

Policy 22-a: The dedication of adequate right-of-way and construction of road improvements may be required to serve traffic that will be generated due to the development.

Policy 22-b: The County will consider opportunities to purchase land for extensions of right-of-way where connectivity between collector and arterial roads is needed to promote efficient traffic flow.

Policy 22-c: The County encourages and will facilitate the formation of Local Improvement (special assessment) Districts to address road improvement needs on sub-standards roads.

Policy 22-d: Road vacations proposed as part of lot or parcel reconfigurations or property line adjustments, that will result in loss of connectivity between Public and/or County Roads as defined in LC 15.010(35) shall require approval of a replat of all subdivision lots and partition parcels adjacent to the road to be vacated. As part of the replat process, the County may require dedication of right-of-way or the creation of private easements, and road improvements, to ensure previously existing connectivity between Public or County Roads is maintained.

Policy 22-e: Roads that were dedicated to the County but were never accepted shall be subject to goals, policies, and standards applicable to private roads and easements, unless otherwise specified.

FINANCING AND RECOMMENDED IMPROVEMENTS

Goal 23: Maintain long-term County Road Fund stability by making annual budget adjustments and following adopted priorities.

Policy 23-a: Adjust operating and capital expenditures through the annual budget process to maintain long term County Road Fund viability. Maintain a "prudent person" County Road Fund reserve. An appropriate “prudent person” reserve is generally considered to be 10% to 15% of gross receipts.

Policy 23-b: Identify and consider additional potential funding sources and strategies, such as a local option gas tax or vehicle registration fee, in the event of loss or reduction of existing funding sources.

Goal 24: Use the County Road Fund effectively by following the priorities established in the 1991 Road Fund Financial Plan (updated 1995).

Policy 24-a: As a first priority (Core Program), maintain and preserve the County Road and bridge system.

Policy 24-b: As a first priority (Core Program), provide a safe roadside environment for the traveling public on the County Road System.

Policy 24-c: As a second priority (Enhanced Program) and as funding allows, improve the County Road System to meet modern County design and safety standards.

Policy 24-d: As a second priority (Enhanced Program) and as funding allows, share timber receipt payments from the County Road Fund with Cities for general street purposes and maintenance of City street systems.

Policy 24-e: As a third priority (Assistance Program) and as funding allows, provide economic development road infrastructure financing to assist in economic development.

Policy 24-f: As a third priority (Assistance Program) and as funding allows, share timber receipt payments from the County Road Fund, through the CIP process, with cities and ODOT for City or ODOT roadway projects of mutual interest.

Goal 25: Maintain effective partnering relationships with cities and the Oregon Department of Transportation (ODOT).

Policy 25-a: Review annually County-City road partnership agreements to maintain road fund viability and to assist cities in providing road services to urban residents in Lane County.

Policy 25-b: Evaluate existing road project funding agreements with incorporated cities, and make necessary amendments to allocate an appropriate share of system development charges (SDCs) to the County to cover the cost of improvements on County Roads generated by new development.

Policy 25-c: Engage ODOT in continuing discussions regarding jurisdiction of roadways; partnerships in funding programs; response to ODOT policy initiatives; and partnerships for a seamless service delivery system through sharing of resources, collocation of facilities, or consolidation of functions.

CHAPTER 4: TRANSPORTATION SYSTEM FACILITIES

4.1. ROADS

Description Of The Road Network

The principal and most extensive component of the County's transportation infrastructure is the road system. Within Lane County there are a number of different agencies responsible for roads. They include the Oregon Department of Transportation, Lane County, incorporated cities, the U.S. Forest Service, and U.S. Bureau of Land Management.

While the automobile is clearly the predominant mode of transportation served by the County Road system, the road right-of-way accommodates multiple modes of transportation, including freight, cars, buses, bicyclists, and pedestrians. As appropriate, and when legally and financially feasible, County Road improvement projects facilitate alternative modes with sidewalks, marked bike lanes, wider shoulders, and bus stop turn-outs.

This chapter describes County-maintained roads, state highways, and roads other than City streets in Lane County. City street networks are discussed in City Transportation System Plans. Following the road network descriptions are sections regarding Access Management, Level of Service and Roadway Performance, Design Standards, and associated goals and policies.

County Roads

County Roads are those that are maintained by the County after undergoing a formal process of dedication and acceptance by the County Board of Commissioners. There are approximately 1,436 miles of roadway maintained in the County Road system. The County rarely accepts new roads into the County Road system unless there is a clear public benefit and justification for expenditures on maintenance. Decisions about road acceptance are intended to protect the public investment already made in the road system and to make optimum use of available road revenues for the maintenance and improvement of the system. Lane Manual Chapter 15 specifies road dedication and acceptance requirements. New roads must also comply with state land use goals.

The County Road Management Information System (RMIS) provides a variety of data about County Roads, including length, beginning and ending mileposts, status (existing, constructed, or proposed), jurisdiction, agency responsible for maintenance, functional class and maintenance zones. A complete inventory of the County Road system is in Appendix B.

Functional Classifications

Functional classification provides an organizational mechanism for developing roadway design standards, establishing traffic speeds, controlling access, designing intersections, and allocating monies for maintenance and improvements. Roads are categorized in a functional class hierarchy based upon the character and level of service they contribute to the overall transportation system. The hierarchy consists of many smaller roads feeding into a fewer number of major roads. Arterials are major roads designed to move large amounts of traffic at high speeds, with minimal interruption from intersecting roads. Collector roads "collect" traffic from local road systems and connect to the arterial network. Smaller, local roads feed into the collectors and arterials, and are designed to provide access to individual properties, such as private residences, and to discourage through traffic use. A road cannot function on opposite ends of the hierarchy (that is, high volumes and speeds with many intersecting roads and access points) without severely comprising safety and efficiency.

Lane County has established a system of functional classifications for the County Road system. Arterial and collector classifications are identified in Lane Code 15.020. In addition, the County maintains a complete roadway functional classifications inventory.

Lane Code 15.010 defines the various functional classifications as follows:

- Principal Arterials provide for through traffic between major centers of human activity in urban, suburban and rural areas.
- Minor Arterials provide for intra-community traffic flow to principal arterials and within urban areas. In rural areas, minor arterials serve as a direct connection between communities and also bring traffic to principal arterials.
- Major Collectors are used primarily to channel traffic from neighborhoods to arterials, and to commercial or industrial districts in urban areas. In rural areas, major collectors provide connections from outlying areas to the arterial system (primarily state highways).
- Minor Collectors gather traffic within the neighborhood and direct it to major collectors or arterials.
- Local Roads are intended solely for the purpose of providing access to adjacent properties. They may terminate in a cul-de-sac or be part of a larger network.

Table 1 shows the number of miles for each functional class of road maintained by the County:

Table 1: County Functional Classes

Functional Class	Miles
1 – Rural Local	569
2 – Rural Minor Collector	349
3 – Rural Major Collector	152
4 – Rural Major Collector (Federal Aid)	211
5 – Rural Minor Arterial	0
6 – Urban Local	104
7 – Urban Minor Collector	15
8 – Urban Minor Arterial	19
9 – Urban Principal Arterial	7
10 – Urban Major Collector	20
Total	**1,446**

[Note: adoption of the TSP will result in mileage changes for each functional class for the following reasons. (1) Some roads were incorrectly classified as urban or rural. Corrections have been made so that roads within urban growth boundaries are designated as urban, and all those outside of urban growth boundaries are rural. (2) In addition, some roadways are proposed for changes in functional classification, including the addition of a new functional class – Rural Minor Arterial. See Functional Class maps for proposed changes.]

Bridges

Lane County has numerous lakes, rivers, creeks and other water bodies. As a result the Lane County Road network includes 413 County-maintained bridges. Lane County has made substantial investment in this system over the past several decades to modernize the system. The Capital Improvement Program has focused on the replacement of structures with wood components. Typically, these wood component bridges were built during the 1960's and 1970's, although some are much older. Replacement of these wooden structures is nearing completion, so that currently approximately 95% of Lane County's bridges are either all concrete or concrete and steel. All concrete means that both the bridge superstructure and substructure are steel-reinforced concrete. Concrete and steel usually means that the bridge superstructure is steel-reinforced concrete and the substructure is, at least in part, steel piling and/or pile caps.

Generally speaking, Lane County bridges are in good condition at this time. 91% of the system is rated in fair or better condition. With an adequate schedule of preventive maintenance, all should have many years of remaining life. Fifty years is the commonly accepted standard for the life of a concrete or concrete and steel bridge. Table 2 below shows the number and construction type of County bridges, including those with posted load limitations.

Table 2: Bridge Statistics

Bridge Construction Type	Quantity	Percent of System	Structures requiring posted load limits	Percent of System
All Concrete or Concrete/Steel	391	94.7%	1	0.2%
All Timber	2	0.5%	2	0.5%
Concrete/Wood	17	4.1%	9	2.2%
Steel/Wood	1	0.2%		
Steel/Wood/Concrete	2	0.5%		
Totals	413	100.0%	12	2.9%

Overview of Bridge Investment Issues

There are several issues that Lane County will have to address over the life of the TSP that will be summarized here. More detail is available in the bridge section of the Needs Assessment in Chapter 6.3.

The Oregon Department of Transportation (ODOT) along with local agencies has been developing a seismic vulnerability inventory and retrofit prioritization program. Recent seismic activity has confirmed that there is a real risk for earthquakes in Oregon. The forces expected now are greater than previously thought. Hence, design codes have been modified to account for the greater forces expected during an earthquake in Oregon. However, many of the bridges currently in service were not designed with the more recent specifications. Retrofitting many of the smaller bridges on the Lane County system will probably be done over time as a major maintenance and preservation activity. Investments in some of the larger structures in Lane County may be required through the Capital Improvement Program (CIP).

Recent inspections have noted two other bridge condition problems that may require substantial capital investment as well. Twenty-four bridges, mostly constructed in the 1950's and 1960's and built with "poured-in-place" reinforced concrete girders, have recently been identified as having a potential for cracking problems. The extent of this cracking and the extent to which it reduces the structural capacity of the bridges is currently under discussion. Recent inspections have also identified a potential problem with steel piling. Some of these pilings have experienced corrosion near the contact point with streams, or "section loss", which reduces load carrying capacity. This may require major maintenance or it may lead to increased investment through the CIP.

There are other reasons for bridge modernization. As traffic demand increases, it becomes necessary to replace one-way bridges with wider structures that can accommodate two-way traffic, bicycles and pedestrians. Newer roadway design standards may call for increased roadway and shoulder width. In that case, it may become necessary to modernize some bridges to meet the new design standards. Bridge replacement or modernization typically addresses safety issues for all modes of transportation. Newer structures are designed with adequate width to accommodate vehicular traffic, bicycles and pedestrians. Greater clearance for sight distance at overpasses and underpasses is also provided. Guardrail flares are tapered to reduce the severity of collisions with the structure. Adequate drainage is also a consideration in bridge design.

Covered Bridges

There are 20 covered bridges in Lane County, giving the County the distinction of having more covered bridges than any other county west of the Mississippi. Fourteen of these bridges are maintained by Lane County, and with the exception of the Lake Creek Bridge, thirteen of these are listed on the National Register of Historic Places. Covered bridges are similar in design to steel truss bridges, however, the shortage of steel during World War I contributed to the use of wood as bridge building material, which allowed for their unique design. Covered bridges were constructed of high quality timber, to withstand heavy rains and salty sea air. House-type structures over the bridges protect the wood trusses and floor planking from the elements and more than double their life expectancy. As early as 1918, plans for covered bridges had become standardized to include open windows for light and ventilation together with such features as laminated floors and interior whitewashing. The covered bridges still standing represent many hours of skilled hand labor.

Over time, some of Lane County's covered bridges have become inadequate for modern traffic levels and commercial loads. In some cases, new bridges have been built adjacent to existing covered bridges to accommodate modern traffic needs. At the same time, this historical and cultural resource is a priority, and a Covered Bridge Fund is included as an item in the Capital Improvement Program in order to preserve this important contribution to Lane County's heritage.

There are fourteen covered bridges on County-maintained roads that still serve vehicular traffic. These bridges and the year they were constructed follow.

Belknap Bridge (1966)	Coyote Creek Bridge (1922)
Deadwood Bridge (1932)	Dorena Bridge (1949)
Earnest Bridge (1938)	Goodpasture Bridge (1938)
Lake Creek Bridge (1945)	Mosby Creek Bridge (1920)
Office Bridge (1944)	Parvin Bridge (1921)
Pengra Bridge (1938)	Unity Bridge (1936)
Wendling Bridge (1938)	Wildcat Bridge (1925)

The remaining six bridges are either under City jurisdiction or are no longer in use. Their status is as follows:

Cannon Street Bridge (1988, not in service, City of Lowell)
Centennial Bridge (1987, bikes and pedestrians only, City of Cottage Grove)
Chambers Bridge (1925, former railroad bridge not in service, City of Cottage Grove)
Currin Bridge (1925, not in service, Lane County)
Lowell Bridge (1928, not in service, Lane County)
Stewart Bridge (1930, bikes and pedestrians only, Lane County)

Operations, Maintenance, and Safety on the County Road System

The Public Works Operations budget provides for County Road operational maintenance, including repairs, light-duty rehabilitation, and minor improvements. Operations, maintenance, and preservation are routine activities that are generally not listed as individual projects. Examples of operations and maintenance activities are surface and shoulder maintenance, drainage work, vegetation control, guardrail repair, signing, striping, pavement marking, and signal maintenance. Preservation activities include pavement overlays or chip seals (a less expensive surface treatment than pavement overlay) to extend the useful life of the road. Major pavement preservation work (pavement overlay or reconstruction) is contracted out and is funded through the Public Works Capital Improvement Program (CIP).

Lane County Capital Improvement Program (CIP)

The Capital Improvement Program (CIP) is the planning, funding, and implementation mechanism through which the County improves the County Road network, usually through private sector contracts, for major maintenance and modernization. The CIP is updated and adopted each year. The overall purpose of the CIP is to improve and maintain the County Road network by increasing its safety, utility, and efficiency; to accommodate growth in traffic volumes; reduce maintenance costs, conserve fuel, accommodate alternative transportation modes; and promote community economic development.

Capital improvements are individually listed modernization projects that include such activities as adding capacity, intersection upgrades, bringing roads and bridges up to standards, adding shoulders, and paving gravel roads. The most recently adopted CIP, as well as previous year versions, is available from the Lane County Public Works Department. The CIP publication includes a project list, an explanation of revenues and costs, and a description of the process for annual adoption. Projects in the CIP will be derived from the TSP Project List.

Relationship of the CIP to the TSP

The Transportation Planning Rule (TPR) differentiates between planning and project development. It states that "Transportation system planning establishes land use controls and a network of facilities and services to meet overall transportation needs," while "Transportation project development implements the TSP by determining the precise location, alignment, and preliminary design of improvements included in the TSP."[3]

The TSP provides the overall planning framework for a 20-year horizon. It promotes the coordination of all transportation facilities within the County, including those managed by other jurisdictions and agencies. County Road improvement projects are placed on the TSP 20-year project list based upon the needs assessment criteria described in Chapter 6.3. The TSP project list provides the long range planning foundation for updates to the CIP.

Once a road improvement project is included in the CIP, the project advances to construction through "project development" as defined in the TPR, using the process outlined in Lane Manual Chapter 15.575-15.580.

Not all road improvements under County jurisdiction are identified as part of the Chapter 6.3 Needs Assessment and listed as individual projects on the 20-year project list in the TSP or in the CIP 5-year list. Minor pavement repairs and intersection improvements such as turn lanes, turning radius improvements, and embankment and slide repairs are typically performed by County forces on an as needed basis, and are not usually identified as individual projects. In addition, some projects may be listed in the CIP without being included on the TSP project list. For example, pavement rehabilitation and reconstruction work, and traffic signal installation work, is usually consolidated by geographic area, then contracted out to the private sector through the Pavement Fund or Safety Improvements Fund. Moreover, analysis of County bridges was not part of the TSP Needs Assessment and therefore not included in the project list. The TSP relies on the Bridge Inspection and Load Rating Report and other sources as the assessment tools for bridge project identification and incorporation in the CIP. All of the above projects may proceed as long as they are otherwise consistent with federal, state, and local law, including the TSP and statewide planning goal requirements.

Other Roads

In addition to County-maintained roads there are numerous other public roads in the County under other jurisdictions, and still others that are not maintained or regulated. The following is a general description of these roads.

Federal Roads

There are many miles of federal roads generally constructed for resource management purposes (such as timber production) that are regulated by the U.S. Forest Service and Bureau of Land Management. In addition, Interstate 5 and Highway 101 travel through multiple states. While these highways are part of the national road network, they are managed by ODOT within the boundaries of Oregon.

Other Public Roads

Public roads that are not maintained by the County, and are not Federal, State, or City roads/streets, are usually older roads that were constructed by private individuals for access to property. In many cases, these roads were created before the establishment of state land division laws, or before road improvements became a standard requirement for land divisions. Such roads were dedicated to the County, although many were never formally accepted. They are commonly known as "local access roads", which is defined under ORS 368 as "a public road that is not a county road, state highway or federal road." State law restricts the expenditure of County moneys and also limits the County's liability for these roads.

[3] Oregon Administrative Rules 660-012-0010(1)

Private Roads

Private roads are easements over private land, constructed for private access purposes. New roads created within land divisions are generally required to be private, unless there is a clear need for their acceptance into the County Road system.

State Facilities

The State highway classification system, signifying level of importance, consists of interstate, statewide, regional, and district highways. Interstate Highways and Statewide Highways are part of the National Highway System (NHS). In Lane County, there are 438 miles of State-maintained highways of local, regional, and national significance, as shown in Table 3. The corresponding functional classification is also shown. While there is no solid rule for determining functional class based on the State classification, this column indicates the general relationship between the two classification systems.

Table 3: State Highway Facilities and Miles in Lane County

Name	State Highway Classification	Corresponding Functional Classification	Miles
Interstate 5	Interstate	Interstate	36
I-105 Eugene-Springfield	Interstate	Interstate	2.5
OR 126 Eugene-Springfield	Statewide, Expressway	Principal Arterial	10
OR 69 Beltline Highway	Statewide	Principal Arterial	13
OR 58 Willamette Highway	Statewide	Principal Arterial	62
OR 126 Florence-Eugene	Statewide	Principal Arterial	53
OR 126 McKenzie Highway	Statewide	Principal Arterial	76
OR 126 Clear Lake-Belknap Springs	Statewide	Principal Arterial	7
US 101 Oregon Coast Highway	Statewide	Principal Arterial	31
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	3
OR 99 Goshen-Divide	District	Minor Arterial or Major/Minor Collector	20
OR 36 Mapleton-Junction City	District	Minor Arterial or Major/Minor Collector	50
Springfield-Creswell Highway	District	Minor Arterial or Major/Minor Collector	11
Springfield Highway	District	Minor Arterial or Major/Minor Collector	1
Territorial Highway	District	Minor Arterial or Major/Minor Collector	40

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.

The Oregon Department of Transportation (ODOT) has operation, maintenance, and planning jurisdiction over state and interstate highways. Facility improvements are administered through the Statewide Transportation Improvement Program (STIP), and planning for the state system includes both modal and area-specific planning analysis. Modal plans address automobiles, trucks, freight rail, aviation, bicycles and pedestrians, and intermodal facilities, in addition to a transportation safety action plan. Together, modal and area plans provide the basis for update of the STIP and the prioritization of state project development and resources.

Freight Routes

As noted in the *1999 Oregon Highway Plan*, a primary function of state highways, and in particular the National Highway System, is to support economic development by linking producers, shippers, markets, and transportation

facilities. While County arterial and collector roads regularly serve freight transportation, the National Highway System is particularly important for providing intermodal freight access, such as to airports with freight service and to the Port of Siuslaw. And while freight moves via many transportation modes, trucks handle the bulk of freight movements in Oregon.

Scenic Routes

Under the National Scenic Byways Program, the U.S. Secretary of Transportation recognizes certain roads based on their archaeological, cultural, historic, natural, recreational and scenic qualities. The program was established in Oregon in 1989 by a multi-agency committee, and is administered by the Department of Transportation.

Three Scenic Byways over four state highways extend into Lane County:

- The Pacific Coast National Scenic Byway, along Highway 101 on the Oregon coast, also designated as an All-American Road;
- The McKenzie Pass-Santiam Pass Scenic Byway beginning on the McKenzie Highway (Highway 126) near the McKenzie Bridge Ranger Station, extending east along Highway 242 to Sisters and looping back along Highway 20/126; and
- Aufderheide Drive, a U.S. Forest Service road extending north from Westfir to just east of Blue River, forming a part of the West Cascades Scenic Byway that travels north to Estacada.

Additional information regarding long range state highway planning is included in the TSP Needs Assessment section.

Access Management

Spacing Of Intersections And Driveways On County Roads

Access management generally means managing the location and number of access points on County Roads. It involves the appropriate location, design, and number of road and driveway intersections to allow connectivity between major and minor roads and to allow access to private property, while promoting safety and efficiency in the overall road network.

Any intersection introduces a number of potentially conflicting vehicular movements. Effective access management limits where and how often these conflicts occur. Generally, a higher level of access management is appropriate on collector and arterial roads, where there are higher traffic volumes and speeds. Implementation of access management techniques produces a more constant traffic flow, helping to improve safety, while reducing congestion, fuel consumption and air pollution. As a method for protecting the performance of existing facilities, access management helps to stabilize capacity-related public expenditures for roads and highways.

Access management includes decisions about design elements such as the location of turn lanes, medians, and traffic control devices such as signals and signs. A variety of factors contribute to these decisions. For example, turn lanes may or may not be continuous, and medians may or may not be provided, depending on the functional class of the road, the level of traffic and speed, as well as state land use restrictions and neighborhood preferences. Ultimately, balancing these factors should err on the side of public safety.

Lane County manages access to County Roads through the review of land divisions and other proposed development, and through the issuance of "facility permits", which are required for any construction (such as a new road intersection or driveway approach) within a County Road right-of-way. Access to state highways is governed by Oregon Administrative Rules (OAR) 734, Division 51. Construction within state rights-of-way requires a road approach permit from the Department of Transportation. Cities have authority to manage access to City roads and streets. Since these different systems connect to one another, access management often requires coordination and agreement between transportation agencies. In addition to access management goals and policies included in this chapter, Road and Driveway Spacing Standards in Lane Code Chapter 15.138 regulate access onto the County Road system.

Level Of Service And System Performance

Roadway performance in Oregon is typically measured using "level of service" (LOS) or "volume to capacity (v/c) ratio" analysis. Level of service (LOS), or mobility[4] is a transportation engineering concept used to evaluate traffic flow (congestion) and to describe the quality of the operating conditions of a roadway. Each road segment has a capacity, or the number of vehicles it can serve over a designated period of time. As traffic volumes approach the road's capacity limit, drivers begin to experience congestion. This results in increased travel time, pollution, and driver aggravation. Various analytical methods are used to evaluate this dynamic to help determine whether roadway improvements or other strategies are needed to achieve or maintain the performance standard adopted by the agency. The analysis may be part of an overall needs assessment for public road improvements, or may be required as part of a traffic impact analysis for a land use development proposal that is expected to result in significant additional traffic.

The *Highway Capacity Manual*, produced by the Transportation Research Board of the National Research Council, Washington, D.C., provides internationally recognized methods for evaluating the performance of various road types. Such analyses may be highly complicated because of the multiple factors that contribute to a road's performance. This section provides a general, simplified overview of approaches used by the State and Lane County.

The Oregon Department of Transportation (ODOT) measures state highway performance based upon the "volume to capacity ratio" (v/c). The v/c ratio is the peak hour traffic volume (vehicles/hour) on a highway section divided by the maximum volume that the highway section can handle (*1999 Oregon Highway Plan*, page 72). A v/c ratio of 1 or more indicates the road segment is at or above capacity.

ODOT standards must be applied to decisions involving state highways in Lane County. Currently, the maximum acceptable v/c ratio for state highways varies between 0.70 and 0.95, as shown in the following table taken from the *1999 Oregon Highway Plan.* Users of the County TSP should check with ODOT to obtain the most current ODOT standards.

Table 4: Maximum volume to capacity ratios for peak hour operating conditions through a planning horizon for state highway sections located outside the Portland metropolitan area urban growth boundary

Highway Category	Land Use Type/Speed Limits					
	Inside Urban Growth Boundary				Outside Urban Growth Boundary	
	STAs	MPO	Non-MPO outside of STAs where non-freeway speed limit <45 mph	Non-MPO where non-freeway speed limit >= 45 mph	Unincorporated Communities	Rural Lands
Interstate Highways and Statewide (NHS) Expressways	N/A	0.80	0.70	0.70	0.70	0.70
Statewide (NHS) Freight Routes	0.85	0.80	0.75	0.70	0.70	0.70
Statewide (NHS) Non-Freight Routes and Regional or District Expressways	0.90	0.85	0.80	0.75	0.75	0.70
Regional Highways	0.95	0.85	0.80	0.75	0.75	0.70
District/Local Interest Roads	0.95	0.90	0.85	0.80	0.80	0.75

Notes:

- Interstates and Expressways shall not be identified as Special Transportation Areas (STAs).
- For the purposes of this policy, the peak hour shall be the 30th highest annual hour. This approximates weekday peak hour traffic in larger urban areas.

[4] The TSP uses the traditional "Level-of-Service" terminology because of broad familiarity with the term. The *Oregon Highway Plan* uses the more recent term "Mobility". Their meaning is the same and may be used interchangeably.

- The MPO category includes areas within the planning boundaries of the Eugene/Springfield, Medford and Salem/Keizer Metropolitan Planning Organizations, and any other MPO areas that are designated after the adoption of this plan.

Source: *1999 Oregon Highway Plan*, page 80 (see the *Oregon Highway Plan* for additional explanation of this table)

Level of service is expressed as a letter grade. The Transportation Research Board provides the industry's standard definitions for each letter grade, as in Table 5.

Table 5: Level of Service Letter Grades and Descriptions

Level of Service	General character of traffic flow conditions
A	Free flow
B	Stable flow
C	Stable flow with more restrictions on maneuverability
D	High density and marginally unstable flow
E	Operating conditions at or near capacity
F	Conditions beyond capacity with poor mobility and congestion

Source: *Highway Capacity Manual*, Transportation Research Board, National Research Council (2000)

The *Highway Capacity Manual* provides detailed, technical guidance for determining level of service letter grades and for other road performance analyses. Some of the methods for measuring level of service in the *Highway Capacity Manual* are based upon v/c ratios, and some use other measures. Level of service in a given area should include nearby intersections (signalized and unsignalized), road approaches, and/or highway ramps.

Lane County completed a performance assessment for its rural road system in 1997. Levels of service were calculated for two-lane rural collector segments based upon methodology in the 1994 *Highway Capacity Manual*. An overview of the results is presented in the Needs Assessment chapter, and a detailed explanation of the methodology is in Appendix D. Performance of the urban system is addressed in individual City TSPs.

Lane Code 15.696 provides peak hour performance standards, and Lane Code 15.697 provides traffic impact analysis requirements. Traffic impact analyses, when required for proposed plan amendments, zone changes, or land developments, must demonstrate that the maximum volume to capacity ratios specified in Lane Code 15.696 will not be exceeded. Level of service calculations may also be useful in completing the analysis, and may be required by the County. The minimum peak hour level of service standard for Lane County is "LOS D." Where level of service analysis is required, both the v/c ratio standard and LOS D must be achieved or maintained. Achieving or maintaining the v/c standard means the v/c ratio is numerically equal to or less than the v/c ratio in the table in Lane Code (see below). Achieving or maintaining LOS D means the level of service is "D" or better, i.e. "A","B","C", or "D". Failure to meet the standard, or "exceedence" of the standard means that the predicted level of service is "E" or "F". The v/c ratio standards shown below are taken from Lane Code 15.696 and are provided for informational purposes only.

Table 6: Maximum Volume to Capacity Ratios for Peak Hour Operating Conditions on Lane County Roads

Roadway Category	Location/Speed Limits				
	Inside Urban Growth Boundary			Outside Urban Growth Boundary	
	Eugene-Springfield Metro Area	Outside Eugene-Springfield Metro area where speed limit <45 mph	Outside Eugene-Springfield Metro area where speed ≥45 mph	Within Unincorporated Communities	Outside Unincorporated Communities
Freeways and Expressways	0.80	N/a	N/a	n/a	n/a
Other County Roads	0.85	0.85	0.75	0.80	0.70

As mentioned above, other analytical methods are sometimes appropriate as part of a traffic impact analysis (TIA). For example, in analyzing urban arterial or collector streets where congestion is more likely to occur, "delay-based" or "queue length" analysis methods may be appropriate. The standards allow for alternative approaches to be used for County facilities, as long as they are approved in advance by Lane County.

While analysis of roadway performance assists in identifying roadway system deficiencies, it does not determine what actions should be taken to address the deficiencies. Examples of actions that might improve performance include the following:

a. Reconfigure roadway and side-street accesses to minimize traffic conflicts at intersections;
b. Limit parking near signalized intersections to increase intersection capacity;
c. Coordinate and operate traffic signals to improve traffic progression;
d. Relocate driveways and improve local road connections to direct traffic away from overburdened intersections and intersections where side-street capacity is limited in order to optimize traffic progression on the County Road;
e. Improve turning-radii at intersections that are heavily used by trucks to avoid lane blockages;
f. Install raised medians to reduce traffic conflicts;
g. Improve accesses so that traffic can enter or exit the roadway with minimal disruptions of flow;
h. Implement other transportation demand management or transportation system management measures to use existing capacity of the roadway more efficiently.

Design Standards

New road design standards are being adopted to implement the TSP and to update County Road standards in compliance with the Transportation Planning Rule. The new standards, found in Lane Code Chapter 15.700, will guide the design of County Road improvement projects, as well as road improvements constructed to serve private development. The standards apply to all County-maintained roads, all other public roads that are not Federal, State, or City roads/streets, and private roads. The exception is that City standards may apply to County Roads classified as local roads within urban growth boundaries, such as for subdivisions that will later be annexed.

The new Lane County standards are derived from the following publications:

Publications of the American Association of State Highway and Transportation Officials (AASHTO):

- the *2001 Fourth Edition – A Policy on Geometric Design of Highways and Streets*;
- *Roadside Design Guide;* and
- *2001 Geometric Design of Very Low Volume Local Roads (ADT ≤ 400)*

Oregon Department of Transportation (ODOT) documents:

- The *Oregon Bicycle and Pedestrian Plan* (1995)
- The *1999 Oregon Highway Plan*
- The *1998 Highway Design Manual*

The *Eugene Arterial and Collector Street Plan* (November 1999) was also used in developing the design standards.

The following documents will primarily continue to guide engineering decisions for County Roads in the absence of specific design policies and standards:

- *A Policy on Geometric Design of Highways and Streets*, the *Road Design Guide*, and the *Geometric Design of Very Low Volume Local Roads (ADT ≤ 400)* published by AASHTO will continue to be the guide for design elements that are not specified in adopted County standards.
- Decisions about traffic control devices, including traffic signals, pavement markings, signing, and crosswalk marking, will be guided by the Federal Highway Administration's *Manual on Uniform Traffic Control Devices.*
- The *Oregon Standard Specifications for Construction* provides construction specifications standard for Lane County. *Oregon Standard Drawings* provides standard drawings to accompany the specifications. These publications were jointly developed and adopted by ODOT and the American Public Works Association (APWA), Oregon Chapter.

- AASHTO's *Guide for Design of Pavement Structures* provide Lane County's standards and procedures for pavement structure analysis and pavement structure design.

The edition and publication year of all documents is cited in Lane Manual Chapter 15.450.

The treatment of roundabouts deserves discussion in this section. Several of the documents above discuss the design and marking of roundabouts. Roundabouts are one possible way to design intersections and control traffic movements at intersections. The construction and use of roundabouts as an intersection control is a relatively new strategy in Oregon and Lane County. There are a few locations where roundabouts are currently in use. Lane County will consider their use on a case-by-case basis where appropriate. If a decision is made to construct a roundabout, it will be designed in accordance with the best current information available regarding the design and application of roundabout concepts. The Federal Highway Administration currently provides guidance in *Roundabouts: An Informational Guide (FHWA-RD-00-067).* Roundabouts, when used, will be signed and marked in accordance with the *Manual on Uniform Traffic Control Devices.*

The design standards are organized by functional classification, and then according to urban or rural road locations. Urban roads serving denser populations and land uses incorporate provisions for multiple transportation modes, including sidewalks and marked bike lanes. Curbs and gutters are required to handle relatively larger quantities of storm drainage, and to provide space for sidewalk construction and landscaping.

Rural roads with relatively low average daily traffic counts (ADTs) are less likely to serve as commuting routes for walkers and bicyclists, but recreational bicycling is an increasingly popular use of these roads. On these roads the design standards accommodate biking and walking via striped and paved shoulder areas or shared roadways. Ditches adjacent to rural roads provide for drainage and are required to be included in the road right-of-way area.

The County's topography ranges from level to mountainous, and the population varies from an assortment of urban densities in small cities and the Eugene-Springfield area, to relatively sparse settlements in outlying, rural communities. It is typical to find a number of combinations of terrain and ADT on County Roads, and the design standards attempt to address these variations. For example, road width standards on mountainous roads are narrower than those on level terrain because the amount of traffic served is usually less and the costs and environmental impacts of construction are typically higher in these areas.

There are large variations in traffic volume on the County Road system. The design standards take this into account by specifying wider shoulders on higher volume roads while low volume roads have lower minimum width requirements. ADT variations are taken into account in width standards for rural collectors and arterials, as well as urban and rural local roads.

While ADT counts provide information about the amount of traffic on a road segment, they do not indicate the type of traffic. Some roads receive a large amount of heavy truck traffic, which can hasten the breakdown of the road structure. Pavement structure requirements must therefore consider truck traffic as a percentage of total ADT, as well as soil types. Minimum pavement structure standards are designed to take these factors into consideration to preserve the long-term structural integrity of County Roadways.

Finally, unique circumstances may arise making it difficult or impossible to meet a given design requirement. As such, Design Standard provisions include procedures to request approval to deviate from the standards. It is important to note that the review of requests for deviations to the standards does not apply to land use decisions as defined in Lane Code chapter 14.015 or ORS 197.015.

Goals And Policies: Roads

Goal 1: Maintain the safety, physical integrity and function of the County Road network through the routine maintenance program, the Capital Improvement Program, and the consistent application of road design standards.

Policy 1-a: Road operations, maintenance, repair, and preservation activities shall be a priority of the Public Works Operations budget and shall be routinely carried out to protect the public investment in, and to ensure adequate functioning of the County Road network.

Policy 1-b: Continue to implement the Capital Improvement Program including yearly adoption to address changing conditions, modified project schedules, the addition of new projects, and project completion.

Policy 1-c: Safety shall be the first priority in making decisions for the Capital Improvement Program and for roadway operations, maintenance, and repair.

Policy 1-d: The requirements of Lane Code 15 shall be consistently applied to all public and private road improvement projects. In the absence of a County-adopted standard for a particular design element, the edition specified in Lane Manual 15.450 [**]of the following primary documents shall be the basis for road design, construction, signing and marking decisions:

(i) The following documents, published by the American Association of State Highway and Transportation Officials (AASHTO):
  (a) *A Policy on Geometric Design of Highways and Streets*;
  (b) *Roadside Design Guide*;
  (c) *Geometric Design of Very Low Volume Local Roads (ADT $\leq$ 400)*; and
  (d) *Guide for Design of Pavement Structures*.

(ii) The *Manual on Uniform Traffic Control Devices (MUTCD)* published by the Federal Highway Administration.

(iii) The following additional documents published by the Oregon Department of Transportation (ODOT) and the American Public Works Association (APWA), Oregon Chapter:
  (a) *Oregon Standard Specifications for Construction* (ODOT & APWA);
  (b) *Oregon Standard Drawings* (ODOT & APWA);
  (c) ODOT *Highway Design Manual*;
  (d) ODOT *Hydraulics Manual*;
  (e) ODOT *Hydraulics Manual, Volume 2* (Erosion and Sediment Control);
  (f) *Oregon Bicycle and Pedestrian Plan* (ODOT, 1995); and
  (g) *1999 Oregon Highway Plan* (ODOT).

(iv) The *Highway Capacity Manual 2000* published by the Transportation Research Board.

(v) The *Trip Generation, 7th Edition* manual published by the Institute of Traffic Engineers.

Policy 1-e: Road improvement projects shall consider and, as financially and legally feasible, integrate improvements for alternative transportation modes such as sidewalks, bike lanes, and bus stop turnouts, consistent with adopted road design standards.

Policy 1-f: Maintain County arterial and collector roads sufficiently for the safe and efficient movement of freight, consistent with applicable traffic impact analysis, design policies and standards and land use regulations.

Policy 1-g: Maintain and improve roads consistent with their functional classification. Reclassify roads as appropriate to reflect function and use.

Policy 1-h: City standards shall apply to County Roads functionally classified as local roads within urban growth boundaries. In the absence of City standards, the County's road design standards shall apply.

Goal 2: Promote a safe and efficient state highway system through the State Transportation Improvement Program and support of ODOT capital improvement projects.

Policy 2-a: Safe movement of vehicles on the state system and, where allowed, bicyclists and pedestrians shall be a priority. Lane County supports development and implementation of ODOT projects that improve the safety, operation, and structural characteristics of the state highway and bridge system, provided they are consistent with the TSP and applicable federal, state, and local regulations.

Policy 2-b: The County shall coordinate, as appropriate, with ODOT in:

- plan development;
- managing the existing state system; and
- designing and developing facility improvements on the state system in Lane County.

Policy 2-c: The County supports the preservation of the natural, historic, cultural, and recreational values of federally designated Scenic Byway routes maintained by ODOT.

Policy 2-d: ODOT safety, preservation and modernization projects on the state system shall be consistent with Policies 2a-c above, and need not be identified in the Lane County TSP 20-year Project List.

Goal 3: Promote a safe and efficient road network through access management.

Policy 3-a: Access decisions will be made in a manner consistent with the functional classification of the roadway.

Policy 3-b: Access Management policies and spacing standards found herein and in Lane Code 15.130 shall apply to all new development, changes of use, and road and driveway approach locations within County Road rights-of-way. For state facilities, the Oregon Department of Transportation controls access pursuant to Oregon Administrative Rules 734, Division 51.

Policy 3-c: Development within a County Road right-of-way, including but not limited to excavation, clearing, grading, utility placement, culvert placement or replacement, other stormwater facilities, and construction or reconstruction of road or driveway approaches, is allowed only upon approval of a facility permit.

Policy 3-d: Properties adjacent to County Roads shall be granted reasonable access subject to access management and other applicable policies and standards herein and in Lane Code. Where access is available from more than one road, access shall be taken from the road with the lower functional classification as defined in Lane Code 15.020(2), unless otherwise approved by the County Engineer or designee.

Policy 3-e: Decisions regarding placement, location, relocation, and spacing of traffic control devices, including but not limited to traffic signals, turn lanes, and medians shall be based upon accepted engineering practices as provided for in the edition specified in Lane Manual 15.450 of the following documents: The Federal Highway Administration (FHWA) *Manual on Uniform Traffic Control Devices (MUTCD)*, the *Oregon Standard Drawings* published by the Oregon Department of Transportation (ODOT) and American Public Works Association (APWA), and *A Policy on Geometric Design of Highways and Streets* published by the American Association of State Highway and Transportation Officials (AASHTO).

Policy 3-f: New development shall accommodate on-site traffic circulation on the site and not by circulating on and off the site through multiple access points using the public road system.

"Backing out" maneuvers should be avoided for new driveways on all urban arterials and rural major collectors.

Goal 4: Maintain acceptable road performance levels.

Policy 4-a: The performance standard on County-maintained roads shall be as represented in the following peak hour volume to capacity ratio (v/c) table from Lane Code 15.696. Given adequate funding for public road improvements and as a secondary priority to safety improvements, this standard should be maintained in making decisions about public road improvement projects or implementation of other programs and strategies that mitigate traffic.

Table 7: Maximum Volume to Capacity Ratios for Peak Hour Operating Conditions on Lane County Roads

Roadway Category	Location/Speed Limits				
	Inside Urban Growth Boundary			Outside Urban Growth Boundary	
	Eugene-Springfield Metro Area	Outside Eugene-Springfield Metro area where speed limit <45 mph	Outside Eugene-Springfield Metro area where speed ≥ 45 mph	Within Unincorporated Communities	Outside Unincorporated Communities
Freeways and Expressways	0.80	n/a	n/a	n/a	n/a
Other County Roads	0.85	0.85	0.75	0.80	0.70

Policy 4-b: In analyzing arterial or collector streets, peak hour level of service analysis methods may be appropriate. Level of service "D", using the analytical approaches in the Transportation Research Board *Highway Capacity Manual* is the standard of performance to be achieved or maintained, and not exceeded. Not exceeding LOS "D" means achieving or maintaining LOS "A", "B", "C", or "D". When such analysis is required, both the v/c standard in Lane Code 15.696 and LOS D must be met. The standards and procedures to be used in a particular study shall be approved in advance by Lane County Public Works according to the procedures in the Traffic Impact Analysis Guidelines of the Public Works Engineering Division.

Policy 4-c: A traffic impact analysis shall be required as part of a complete land use application based upon the requirements of Lane Code 15.697, for any of the following:

(i) any development proposal that, if approved, will result in an increase in peak hour traffic flow of 50 or more automobile trips outside an urban growth boundary, or 100 or more automobile trips inside an urban growth boundary. The increase in number of trips shall be calculated based upon the methodology in the Institute of Traffic Engineers' *Trip Generation* manual for the year of publication specified in Lane Manual Chapter 15.450 and associated handbook and user's guide;

(ii) development proposals that will affect County Roads where congestion or safety problems have been identified by previous traffic engineering analysis;

(iii) any plan amendment proposal, unless waived by the County Engineer as specified below;

(iv) proposed development that will generate or receive traffic by single or combination vehicles with gross weights greater than 26,000 pounds as part of their daily operations. "Daily operations" includes delivery to or from the site of materials or products manufactured, processed, or sold by the business on the site. "Daily operations" does not include routine services provided to the site by others, such as mail delivery, solid waste pickup, or bus service.

The County Engineer or designee may waive traffic impact analysis requirements specified above, when:

(i) Previous analysis has determined that the development proposal will not result in congestion, safety, or pavement structure impacts that exceed the standards of the agency that operates the affected transportation facilities; or

(ii) In the case of a plan amendment or zone change, the scale and size of the proposal is insignificant, eliminating the need for detailed traffic analysis of the performance of roadway facilities for the 20-year planning horizon. Whether the scale and size of a proposal may be considered insignificant may depend on the existing level of service on affected roadways. Generally, a waiver to Traffic Impact Analysis will be approved when:

(a) the plan designation or zoning that results will be entirely a resource designation; or

(b) the plan designation or zoning that results will be entirely residential and the allowed density is not likely to result in creation of more than 50 lots; and

(c) there is adequate information for the County Engineer or designee to determine that a transportation facility is not significantly affected as defined in Policy 20-d.

Policy 4-d: When a traffic impact analysis is required,

(i) it shall evaluate all affected County Road facilities where direct access is proposed, including proposed access points and nearby intersections.

(ii) it shall be prepared by an Oregon-certified engineer with expertise in traffic and road construction engineering.

(iii) it shall document compliance with the Road Design Standards in Lane Code 15.700-15.708.

(iv) it shall document compliance with the goals and policies of the applicable Transportation System Plan.

(v) the County Engineer may alter the study requirements based upon the anticipated impact of the proposal. For example, a queue length analysis (based upon 95% probability) may be required.

(vi) the traffic impact analysis requirements shall be coordinated with other affected jurisdictions and agencies, such as the Oregon Department of Transportation or a City.

(vii) traffic engineers preparing traffic impact analyses shall request approval of the scope of the analysis before proceeding with the analysis, as specified in the Traffic Impact Analysis Guidelines of the Public Works Engineering Division.

Policy 4-e: When a traffic impact analysis is required,

(i) for plan amendments, it shall demonstrate that the performance standard in Policy 4-b for the affected County Road will not be exceeded within 20 years from the date the analysis is completed as a result of approval of the plan amendment or zone change. If the performance standards are already exceeded at a location affected by the plan amendment, the standard shall be to avoid further degradation of conditions;

(ii) for other proposed land use development, it shall demonstrate that the performance standard in Lane Code 15.696 for the affected County Road will not be exceeded immediately and for the next five years.

(iii) if the analysis must include an evaluation of the impacts of heavy vehicles pursuant to Policy 4-c (iv), it shall be based upon the procedures for pavement structure analysis in Lane Code 15.707.

(iv) Traffic impact analyses, and mitigation for traffic impacts on transportation facilities shall comply with adopted plans and codes of the agency with jurisdiction for the affected facility.

(v) If the performance standard in Policy 4-b cannot be achieved or maintained as specified in (i) or (ii) above, the traffic impact analysis shall propose road dedications and improvements for capacity increases, implementation of demand management strategies, or other mitigation measures. The proposal shall include a description of

how and when the improvements or measures will be implemented. Any proposed road improvements shall be consistent with applicable state and local policies and standards. Examples of mitigation actions are in Chapter 4.1 in the *Level of Service and System Performance* subsection. Conditions may be assigned to ensure such improvements or measures will be implemented.

Any requirements by the County resulting from an approved traffic impact analysis shall be the responsibility of the applicant unless otherwise approved by the County.

Policy 4-f: The Transportation Research Board's *Highway Capacity Manual*, for the year of publication specified in Lane Manual 15.450, is the standard of practice for traffic impact analyses. The Highway Capacity Software (HCS) published by McTrans Center for Microcomputers in Transportation, or other approved software, may also be used. SIGCAP published by ODOT, or other ODOT-approved software is acceptable when analysis of both State and County facilities is required.

Policy 4-g: ODOT policies and mobility standards shall be applied to decisions affecting state highways in Lane County. Applicable standards from City Transportation System Plans (TSPs) shall be applied to decisions about City streets.

Policy 4-h: Traffic impact analyses shall be based on proposed access points consistent with County access management policies and standards specified herein and in Lane Code 15.130-15.139. Traffic impact analyses shall also consider the safe operation of affected driveways and public street intersections. Proposals requiring traffic impact analysis shall include a review of consistency with Access Management policies and standards as part of the approval of the scope of the analysis.

Policy 4-i: When analyzing signalized intersections, locations where signal warrants may be met, or intersections with all-way stop control (AWSC), the primary objective is to maintain the performance of the overall intersection. The overall intersection v/c ratio must meet the applicable standard. If level of service analysis is required, the level of service standard must also be met. At unsignalized intersections and road approaches with two-way stop control (TWSC), the object is to achieve or maintain the v/c ratios specified in Policy 4-a for the approaches that are not stopped. Approaches at which traffic must stop, or otherwise yield the right of way, shall be operated to maintain safe operation of the intersection and all its approaches and shall not exceed a v/c ratio of 0.95 within urban growth boundaries and a v/c ratio of 0.80 outside of urban growth boundaries. If public side streets or private driveways are predicted to exceed the standards, mitigation measures shall be recommended. If side street or driveway performance is predicted to exceed standards in order to maintain flow on the major street, adequate space for vehicle queuing (based upon 95% probability) must be maintained on the side street or driveway. At the intersection of a County Road and a State highway, State highway standards must be maintained for the State highway.

Goal 5: Promote a safe, functional, and well-maintained bridge network in Lane County.

Policy 5-a: Conduct bridge inspections in compliance with Federal Highway Administration and Oregon Department of Transportation requirements.

Policy 5-b Maintain an inventory of all County structures including inspection records showing load ratings, general condition, and sufficiency ratings.

Policy 5-c: Consider the inclusion of bridges in the Capital Improvement Program if they are structurally or functionally deficient based upon bridge general condition ratings, roadway width, bike/pedestrian passage, load capacity, safety, and operating conditions.

Policy 5-d: Conduct routine maintenance and repair to ensure bridge integrity over the duration of its design life.

Policy 5-e: Consider the needs of the trucking industry when maintaining, building, or reconstructing bridges.

Policy 5-f: Maintain and restore Lane County covered bridges for their historic, aesthetic and cultural value as feasible, through budget allocations to the Capital Improvement Program or other funding sources.

4.2. BICYCLE AND PEDESTRIAN FACILITIES

Bicycle and Pedestrian facilities are most important within urban areas, where destinations are closer together and bicycling and walking are practical commuting modes. However, also providing these facilities in rural areas encourages bicycling and walking, especially to local destinations within ¼-½ mile, and for recreation and fitness. This section describes the bicycle and pedestrian facilities within Lane County. Chapter 6.3, Needs Assessment Methodology and Results, describes how bicycle and pedestrian facilities are provided for in road construction or reconstruction projects.

Types of Bikeways

There are four types of on-road bicycle facilities in the Oregon Bicycle and Pedestrian Plan. Lane County generally uses the first three types on the County roadway network:

- Shared roadways - the travel lane is the same for motor vehicles and bicycles/pedestrians;
- (Rural) Paved shoulders - a portion of each paved travel lane is delineated by the fog line;
- Urban bicycle lanes are delineated by a thicker white line between the curb and the travel lane and typically include stenciling on the pavement and/or signage;
- Multi-Use Paths are separated off-street paths provided within road rights-of-way for a limited number of selected projects.

Types of Walkways

There are three types of on-road walkway facilities in the Oregon Bicycle and Pedestrian Plan used by pedestrians and persons in wheelchairs:

- Sidewalks are constructed along roadways in conjunction with a curb and/or planting strip;
- Shoulders typically serve as pedestrian facilities along rural roadways;
- Multi-use off-street paths are provided within road rights-of-way for a limited number of selected projects.

Off-road bicycle and pedestrian paths also exist throughout Lane County. Information about Lane County's efforts with regard to recreational path development is included below in this chapter.

Pedestrian and Bicycle Facilities within Urban Growth Boundaries

The road design standards to be adopted concurrently with the TSP were developed consistent with guidelines found in the 1995 Oregon Bicycle and Pedestrian Plan. Sidewalks and bicycle lanes are routinely required on all new or reconstructed arterial and collector County Roads within urban growth boundaries. City comprehensive plans and development standards generally require sidewalks and bicycle lanes. Within urban growth boundaries, City standards apply to local roads, and in the absence of City standards, County standards for urban local roads apply. New urban local roads are required to include sidewalks. Sidewalks are included in reconstruction plans for existing urban local roads if there were already sidewalks along the road, or if there is a demonstrated need to add sidewalks. In these instances, the sidewalks shall be constructed at the expense of the abutting property owners. County standards for urban local roads allow shared roadways for bicycle use.

Bicycle and pedestrian facility needs on County Roads inside urban growth boundaries are incorporated into the Transportation System Plans for the corresponding cities within Lane County. The Project List in Chapter 6.4 also includes these proposed bicycle and pedestrian facility improvements.

Rural Lane County Bicycle and Pedestrian Facilities

In rural areas, bicycle and pedestrian travel is more likely to be recreation or fitness-oriented, due to the distance between origins and destinations. The combination of an extensive rural roadway system and relatively low traffic volumes encourages recreational cycling in Lane County. The County includes paved shoulders on new or reconstructed rural arterial and collector roads to accommodate non-motorized travel.

Generally, sidewalks are not provided along rural County Roads although they may be provided where there is a demonstrated need in unincorporated communities and in other areas of concentrated commercial, industrial, residential, or institutional development. This will be determined on a case by case basis. Marked crosswalks are provided on County Roads where there are signalized intersections and at school crossings.

Lane County's rural bikeway and pedestrian system includes bike lanes, paved shoulders, and shared roadways. Due to constitutional limitations on road funds, Lane County does not provide off-street multi-use paths in rural areas. All streets are part of the bicycle network unless bicyclists are prohibited by law from using a road or bridge. Some County Roads have paved shoulders that bicyclists can use. However, most rural collector roadways have no paved shoulders and are therefore shared roadways. Appendix C is a map showing City, County, and State roads in the County's bicycle network. The map includes information about topography, road conditions, bicycle facilities, traffic levels, and recreational travel destinations and loops. The County Roads Inventory, Appendix C, indicates whether roads include shoulder area for bicycle and pedestrian use. The Needs Assessment in Chapter 6.3 indicates that many arterials and collectors do not meet minimum width standards. For newly constructed or reconstructed County rural arterial and collectors, the following lane widths for motorized travel, and shoulder widths to serve non-motorized needs, are required:

Table 8: Required Lane and Shoulder Width on Lane County Rural Arterial and Collector Roads

Terrain	Lane Width (2)	Shoulder (2)	Total Pavement Width
<250 Average Daily Traffic (ADT)			
Level	11	2	26
Rolling	11	0	22
Mountainous	10	0	20
250-400 ADT			
Level	11	4	30
Rolling	11	2	26
Mountainous	11	0	22
400-1500 ADT			
Level	11	6	34
Rolling	11	4	30
Mountainous	11	2	26
1500-10,000 ADT			
Level	12	6	36
Rolling	11	6	34
Mountainous	11	4	30
>10,000 ADT			
Level	12	8	40
Rolling	12	6	36
Mountainous	12	4	32

The Needs Assessment in Chapter 6.3 describes how bicycle and pedestrian needs were evaluated for developed areas outside of urban growth boundaries. The Project List in Chapter 6.4 includes proposed bicycle and pedestrian facility improvements for County Roads.

Lane County also participates in off-road trail development, primarily for recreational users, through the County Parks Division. In the late 1990's, Lane County cooperated with several entities under the leadership of the Bureau of Land Management in the development of a segment of the Row River trail, a walking, bicycling, and equestrian trail, on an abandoned railroad bed. Lane County assisted in providing access to the trail from the County Road system at several locations and to a public park that was under County management at that time. The County also improved the Dorena Covered Bridge and made it into a County rest area as a nearby asset of the trail. Another prominent area where the County promotes trail development and use is at Mount Pisgah/Buford Park. Mt Pisgah has over 16 miles of hiking/equestrian trails. It is also part of the Eugene to Pacific Crest Trail (EPCT) system which runs from Alton Baker Park to the Willamette National Forest near Oakridge. The County Parks Division has been working with the City of Eugene to develop a plan and future funding to connect the EPCT to Eugene's Ridgeline Trail and to the City's bike path that extends west of town to the County Park system on Fern Ridge Reservoir.

Goals And Policies: Bicycle And Pedestrian Facilities

Goal 6: Provide safe and convenient opportunities for bicycle and pedestrian travel throughout Lane County.

Policy 6-a: Marked bicycle lanes are required on urban arterial and collector streets when those streets are newly constructed, are reconstructed to urban standards, or are widened to provide additional vehicular capacity.

Policy 6-b: Sidewalks or paved pathways accompanying public streets and roads are necessary wherever significant conflicts with motor vehicle traffic jeopardize the health, safety and welfare of pedestrians and bicyclists.

(i) Generally, sidewalks are not provided along rural County Roads (outside of urban growth boundaries) although they may be provided where there is a demonstrated need in unincorporated communities and in other areas of concentrated commercial, industrial, residential, or institutional development. This will be determined on a case by case basis.

(ii) County arterial and collector roads within urban growth boundaries shall include sidewalks and the cost shall be assessed to the abutting property owners, unless the assessment is waived by the Board of County Commissioners.

(iii) Sidewalks on new or reconstructed County Roads functionally classified as local roads within urban growth boundaries shall be required as provided for in City development standards. In the absence of City standards, sidewalks are required for new roads or reconstructed roads with existing sidewalks. Sidewalks shall also be required for reconstructed urban local roads without existing sidewalks, except if the cost would be excessively disproportionate to the need or probable use, or if sparsity of population, other available ways or other factors indicate an absence of any need for sidewalks. Sidewalks shall be constructed at the expense of the developer or adjacent property owners.

(iv) Roads which do not have curbs and gutters and which are not scheduled to be rebuilt, but which do have a significant need for sidewalks, may be provided with temporary asphalt walkways.

Policy 6-c: Public Works staff should work with school district personnel to establish school route plans. Based on these plans, Lane County will install appropriate traffic control devices, such as signs, crosswalks or other markings, or other devices as approved by the Traffic Engineer.

Policy 6-d: New development subject to Site Review and Land Division requirements shall provide adequately for safe bicycle and pedestrian on-site circulation and off-site transportation connections. Development shall provide for safe and convenient on-site circulation with respect to the location and dimensions of vehicular, bicycle, and pedestrian entrances, exits, drives, and walkways in relation to each other and to buildings and other facilities. Consideration shall be given to the need for lighting, sidewalks, widening and improving abutting streets, bus stop access, and bicycle lane and pedestrian path connections, consistent with adopted access management, road and driveway spacing standards, road design standards, and other requirements in Lane Code 15.

Policy 6-e: All new development within urban growth boundaries, when adjacent to County-maintained road rights-of-way, shall include bicycle and pedestrian facilities as specified in the Road Design Standards for Urban Roads in Lane Code 15.

Policy 6-f: The County generally will support State projects that include bicycle and pedestrian facilities.

Goal 7: Promote logical and efficient bicycle and pedestrian connections within the Lane County transportation system and between the County's and other jurisdictions' transportation systems.

Policy 7-a: In planning and implementing transportation system improvements, Lane County will coordinate with other affected jurisdictions to maximize bicycle and pedestrian route connectivity.

Policy 7-b: The County will look for opportunities to partner with ODOT and City agencies on bicycle and pedestrian facilities when roads of different jurisdictions intersect, in order to provide adequately for bicycle and pedestrian travel to local destinations.

Goal 8: Promote connectivity between non-motorized and other transportation modes.

Policy 8-a: In the design and construction of transportation facilities, barriers to foot and bicycle travel should be avoided.

Goal 9: Encourage and support the development of recreational bicycling and hiking facilities, recognizing these activities as important to community livability and to the tourism sector of the local and state economy.

Policy 9-a: Road maintenance decisions will strive to balance the need for controlling long term pavement maintenance costs with consideration for providing improved road surfaces for cycling.

Policy 9-b: Road improvement projects identified on the TSP Project List shall incorporate shoulders and sidewalks adequate for pedestrian use, consistent with other TSP policies and with road design standards to be adopted concurrently with the TSP.

Policy 9-c: Within statutory road fund limitations, the County will consider opportunities to participate in off-road bicycle trail and footpath development and promotion, when there is adequate demand and as economically feasible.

Policy 9-d: On a case-by-case basis, and within statutory road fund limitations, the County will consider the feasibility of establishing or maintaining access ways, paths, or trails prior to the vacation of any public easement or right-of-way.

4.3. PUBLIC TRANSPORTATION

Fixed Route Rural Transit Service (Lane Transit District)

Lane Transit District (LTD) was formed in 1970 and was authorized by the Oregon Legislative Assembly to serve all of Lane County. As of this publication, LTD operates 55 bus routes throughout the Eugene-Springfield Metro Area as well as providing rural service to and from the Eugene-Springfield area for the communities of McKenzie Bridge, Veneta, Junction City, Coburg, Cottage Grove and Lowell. Rural routes typically have a morning, midday and early evening run.

All buses have bicycle racks and are wheelchair accessible. LTD currently transports approximately 15,000 bicycles monthly.

Rural LTD routes all operate out of the downtown Eugene station, primarily on state highways and major collector and arterial roads. Following is general route information, subject to change by LTD.

91 - McKenzie Bridge travels along Highway 126 east, with four buses in each direction on weekdays and two buses on Saturdays and Sundays.

92 - Lowell via Dexter, Pleasant Hill and Lane Community College travels along Highway 58, with four buses from Eugene to Lowell and five buses returning, on weekdays only.

93 - Veneta operates on Highway 126, Territorial Road/Highway, Clear Lake Road, Fir Butte Road, Royal Avenue, and Green Hill Road with six buses in each direction on weekdays and two buses on Saturdays.

95 - Junction City travels generally on River Road and Highway 99, with six buses on weekdays in each direction and two buses on Saturdays.

95x - Junction City Express travels generally on Highway 99 with 4 buses in each direction on weekdays.

96 - Coburg travels generally along Coburg Road between Eugene and Coburg, including 8 stops, with six buses on weekdays.

96x - Coburg Express travels along I-105 and I-5 stopping only in Eugene and at Monaco Coach, with one bus in each direction.

98 - Cottage Grove travels generally on I-5 and also serves **Creswell**, with 7 weekday buses, 3 buses on Saturday, and 2 buses on Sunday.

Diamond Express began in March 2003 and offers weekday commuter van service between the City of **Oakridge** and downtown Eugene. It is operated by Special Mobility Services with the assistance of a one-year grant from the ODOT intercity grant program.

LTD staff indicate that the demand for rural transit is sufficient to warrant an increase in service. By increasing ridership on the bus system, there is an opportunity to reduce vehicle miles traveled.

It is in the County's interest to support and encourage the expansion of public transit and other alternative modes as a way to reduce vehicle miles traveled and thus demand on the road system. However, financial and legal obstacles constrain local efforts to increase rural fixed-route transit service levels. LTD operations are primarily funded by payroll taxes collected from the service area, and state law limits this rate to 0.06%. Furthermore,

payroll taxes are particularly sensitive to economic cycles. As a result, LTD is now experiencing budgetary shortfalls, and is implementing for a system-wide service reduction in late 2002. Although it is anticipated that there will be no reduction in rural route services, neither will there be an increase in the near term. Nor do rider fees cover all costs. Rural bus service is also dependent on the limited ability of businesses in outlying service areas to pay special tax assessments. The cities of Oakridge and Florence have chosen not to be annexed into the LTD service district and pay no special tax assessments. The lack of funds from these communities inhibits LTD's ability to provide services there.

The Oregon Constitution also limits the use of County, City, and ODOT highway user fees to road-related purposes. Transit operations, facilities, or capital improvements are not legal uses of these funds. Federal transportation and transit resources are generally available for capital improvements or fleet purchases, but not for transit operations. County or state general fund resources could be allocated to transit services, but other demands on the County's limited budget mean that the County looks to LTD to finance public transit operations.

Commuter Solutions Program

Coordinating local government agencies to promote alternatives to the single occupant vehicle is the responsibility of the staff of the Commuter Solutions Program housed at Lane Transit District's offices. With funding assistance from ODOT, Commuter Solutions is the regional transportation demand management (TDM) program. Local agencies contribute staff time and the local grant match for the program's operating budget (approximately $200,000 for 2002). The County is a financial partner in the program and serves on its TDM Advisory Committee.

Alternative transportation educational programs, vanpooling, carpooling, and group discount transit passes are a few examples of the many Commuter Solutions services and programs available within the region. In the year 2000, Commuter Solutions introduced a vanpool between Eugene and Corvallis. That same year, Commuter Solutions coordinated with Oregon Cascades West Council of Governments and Mid-Valley Rideshare (Salem) to begin operation of Eugene-Salem and Eugene-Corvallis vanpools. The latest vanpool to begin operation is from Cottage Grove/Creswell to Eugene. Commuter Solutions staff is now embarking upon a vanpool program to service Oakridge and Highway 58 area residences and employees.

The Commuter Solutions program strategic goals for 2002-2005 are:

1. Increase participation in alternative modes
2. Consider the use of parking management strategies in selected areas
3. Implement TDM strategies at key congested locations
4. Create TMD Infrastructure Supported by Regional Jurisdictions

Bus Rapid Transit

Perhaps the most anticipated and innovative new LTD program is Bus Rapid Transit (BRT), which uses a combination of bus lanes, guideways, and traffic priority measures to provide high frequency, fast bus service that emulates light rail. In 1998, Congress provided $8.8 million for development of BRT, and it emerged as the preferred strategy for reducing vehicle miles traveled as part of the *Eugene-Springfield Regional Transportation Plan* (*TransPlan*) update.

Special Transportation Needs

LTD is the governing body for the receipt of State Special Transportation Funds for the Elderly and Disabled (STF). Through the Special Transportation Program LTD contracts with providers of curb-to-curb and door-to-door transportation services for people who are unable to use regular fixed-route buses due to a disability or because they reside in areas of Lane County without public transportation. In addition to funded programs, transportation to and from medical facilities using volunteer drivers is provided throughout Lane County with collaboration between LTD, Senior & Disabled Services Outreach Program (a division of the Lane Council of Governments), Lane Community College's Senior Companion Program, and volunteer citizens.

The following transportation services are available for elderly, disabled, and other residents with specialized transportation needs in the more populated areas of Lane County:

- **Ride*Source*** is a curb-to-curb transit service for eligible riders traveling within Eugene-Springfield, and the River Road area. Special Mobility Services (SMS) is a private non-profit agency that operates Ride*Source* and associated programs through a contract with Lane Transit District. Ride*Source* complies with federal Americans with Disabilities Act (ADA) requirements.

- The **Ride*Source* Shopper** is a once a week shopping service for elderly and disabled residents of Eugene, Springfield and Coburg that offers assistance with grocery and other purchases.

- Special Mobility Services also administers the **Ride*Source* Escort** program using their own volunteers and those associated with other cooperating agencies. Volunteers use their own vehicles and receive a mileage reimbursement to transport elderly and disabled residents to and from medical appointments. Areas served include Eugene, Springfield, the River Road area, Veneta, Cottage Grove, Creswell, Junction City and Florence. Whenever possible residents in other rural areas of the County are served.

- **South Lane Wheels** is a private non-profit organization providing dial-a-ride 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. Local dial-a-ride service is open to the general public.

- The **City of Oakridge** contracts with LTD to run a two van service for elderly and disabled residents for local travel needs, and for medical and shopping services in the Eugene-Springfield area.

- The **Rhody Express** operated by River Cities Taxi is a local shuttle serving Florence. It has evolved from a special transportation needs service to serving the City's general population. It runs Monday through Friday from 10:00 a.m. to 4:00 p.m. using a deviated route system. This is a flexible system that allows riders who have difficulty getting to bus stops to call and request to be picked up at home. Deviations are limited to three blocks within the defined service area. Rhody Express uses set time points and flag stops to create a fixed-route environment with curb-to-curb flexibility, and also meets ADA accessibility requirements.

- **Friends of Florence Van** is operated by volunteers who transport cancer patients between Florence and the Eugene Cancer Center Monday through Friday.

- **Medicaid** offers transportation services to qualifying persons requiring medical services.

- The **Oregon Health Plan** coordinates with service providers to fund medical-related transportation.

- **Senior and Disabled Services**, a division of Lane Council of Governments, coordinates volunteer medical rides.

- **Veteran's Transportation** assists veterans in the Florence area.

Intercity And Interstate Bus Transportation

Greyhound Line and Porter Enterprises coordinate operations to provide intercity and interstate bus service from Eugene between bus terminals, to the Amtrak station in Eugene, and to points throughout the state. Greyhound Line travels generally north and south, and Porter operates out of Coos Bay, traveling up the coast through Florence, into Eugene, and to points east.

Passenger And High Speed Rail Transportation

The National Railroad Passenger Corporation (Amtrak) provides intercity and interstate rail passenger service two to four times a day to points north and south. Since 1976, the U.S. Congress has required planning and provided funding for rail transportation through passage and reauthorization of a series of legislative acts. Most recently, in 1991, Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA), which greatly expanded the nation's focus on intermodal transportation and movement of people and goods. It provided federal funding for multimodal transportation, including passenger rail service and facility improvements, from both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to Metropolitan Planning Organizations (MPOs) and states.

In 1997, Congress passed a more flexible funding authorization package called the Transportation Efficiency Act for the 21st Century (TEA-21). Built upon the foundation of ISTEA, TEA-21 contained a number of changes that permitted increased opportunities for states to obtain funds for rail freight projects and intercity passenger service.

Road and air travel congestion, air pollution, and increased availability of federal funding have contributed to a revived interest in passenger rail travel. In Oregon and elsewhere, passenger rail transportation's recent emphasis is on high-speed rail. Although the cost of developing a high-speed rail system is substantial, interest nationwide at all levels of government to invest in and support high-speed rail continues to remain strong.

While funding continues to be an issue, past efforts have laid solid ground for continued high-speed rail development. There are 12 high-speed rail corridors nationally authorized under the High-Speed Rail Investment Act. The Pacific Northwest Corridor (Interstate 5 from Eugene to Vancouver, B.C.) was federally designated as a high priority corridor in 1998. High Priority Corridor status makes Oregon eligible to receive additional federal funds for high-speed rail projects along I-5.

In 1999, rail ridership along the Pacific Northwest corridor between Eugene and Vancouver, B.C. hit an all-time high of 570,000, a three percent increase over 1998. The increase is attributed in part to the introduction of the European-style Cascades *Talgo* train equipment that was custom-built for this region. That same year, the Oregon Legislature approved funding for a second daily train between Eugene and Portland (and on to Seattle). Cascades trains are designed for high-speed rail service; however, track and safety systems currently limit the trains to a top speed of 79 miles per hour. Incremental improvements to these systems, already underway, will allow speeds of 110 mph by the year 2018.

Amtrak's Eugene station is the southern terminus of the Pacific high-speed rail corridor. Major renovation plans for the train station are underway to expand its function to accommodate multi-modal transportation. In 1998, after passage of TEA-21, Congress contributed $2 million to help initiate this effort.

Information about rail freight transportation systems is provided in the next chapter on Rail, Air, Water, and Pipelines.

Goals And Policies: Public Transportation

Goal 10: Support and encourage improved public transportation services and alternatives to single occupancy vehicle travel between the Eugene-Springfield Metropolitan Area and outlying communities.

Policy 10-a: Continue to assist in coordinating public transportation and multi-modal transportation initiatives by providing technical support and otherwise participating in technical advisory committees, task forces and working groups, such as the regional Commuter Solutions (Transportation Demand Management) program.

Policy 10-b: County Road construction and reconstruction projects shall include consultation with LTD and shall, as feasible, accommodate transit stops, bus pullouts and shelters along existing or planned bus routes as permitted under statutory requirements for road fund expenditures. Unless otherwise authorized by the Board of County Commissioners, transit stop amenities with the exception of bus pullouts will typically be funded by LTD or other non-County sources.

Policy 10-c: The County will support efforts to develop public transit facilities such as park-n-ride lots and shelters in rural areas when they are consistent with land use, zoning, and other applicable regulations.

Policy 10-d: The County will investigate the possibility of providing free or discounted bus transportation services for County employees as part of LTD's Group Pass Program.

Goal 11: Support efforts to maintain rail transportation and to promote high speed rail development.

Policy 11-a: As feasible, Lane County will participate in efforts to plan, develop, and maintain rail-related infrastructure improvements for high-speed and other passenger rail service.

Policy 11-b: Lane County will coordinate with and support State efforts to comply with Federal and State rail transportation requirements by consulting adopted versions of the Oregon Transportation Plan and Rail Plan when making transportation or land use decisions involving rail facilities.

Goal 12: Support initiatives to develop improved transportation services for County citizens with special needs.

Policy 12-a: As feasible and as opportunities arise, Lane County will support public and private efforts to meet special transportation service needs for County residents, giving priority to rural residents.

4.4. RAIL, AIR, WATER, AND PIPELINES

Rail Transportation

Railways in Lane County are part of a State and Federal network, providing both freight and passenger services. Passenger rail transportation is discussed in the previous chapter on Public Transportation.

Freight Rail Transportation

There are 2,387 miles of railroad in Oregon. Slightly more than half are owned and operated by two major rail systems which pass through Lane County: the Union Pacific Railroad and the Burlington Northern Santa Fe Railway. Short line or small railroads operate the remainder.

Oregon's freight rail traffic totaled 63.5 million tons, handled to, from, within, and through the state in 1999. This figure represented an almost 18 percent increase over freight rail tonnage handled in 1992, the data year used for the 1994 *Oregon Freight Rail Plan*. Major commodities handled by the railroad in Oregon include lumber and forest products, automobiles and trucks, grain, fruits and manufactured products. The general characteristics of Oregon freight rail tonnage are similar to the characteristics of freight rail tonnage in Washington, i.e., more tons terminate in the state than originate here, and through traffic accounts for a major share of total tons. *(Executive Summary, Draft 2001 Oregon Rail Plan).*

Union Pacific Railroad follows the historic route of the Oregon Trail into the state over the Blue Mountains in northeast Oregon, along the south bank of the Columbia River to Portland, before traveling south into Eugene. The track continues southeast to Chemult, and then south to California. While Eugene is considered an important terminal on the route, in 1999, the railroad closed its Eugene yard and opened a new switchyard just north of Sacramento.

The **Burlington Northern Santa Fe Railway** enters Oregon along the north-south I-5 corridor in Western Oregon, and also from the northeast, sharing track with Union Pacific along the south banks of the Columbia River. BNSF operates a major Portland terminal. The main branch line terminates in Eugene, where it connects to the Central Oregon and Pacific Siskiyou short line. The line between Eugene and Portland was originally built by the Oregon Electric Railroad to provide passenger service between Eugene and Portland. Today it is used exclusively for freight.

Central Oregon and Pacific operates two short lines out of Eugene. The Siskiyou Line travels south to Black Butte, near Weed, California and the Coos Bay Line travels west from Eugene to Mapleton, then on to Coquille. Both of these lines are former Southern Pacific branches which were acquired in 1994 by the previous parent company, Railtex. CORP has been an independent operator since 1995.

Goals And Policies: Rail Transportation

Goal 13: Promote railway and highway safety at and near road and railway intersections.

Policy 13-a: Lane County's Engineering Division shall notify railroad companies of all road improvement projects within 500 feet of railways.

Policy 13-b: Road improvement projects will give consideration to upgrading existing railroad crossings and protective devices, grade-separated crossings, elimination of existing railroad crossings, and to the extent possible, will minimize new railroad crossings.

Air Transportation

The Eugene Airport is the major regional commercial airport for the County. There are also airports in Florence, Oakridge, Cottage Grove, Creswell, and McKenzie Bridge that generally serve smaller, private aircraft. Three of these are owned and operated by the Oregon Department of Aviation (ODA), in Cottage Grove, McKenzie Bridge, and Oakridge.

The Oregon Aviation Plan addresses public use airports. It establishes five categories of airports based upon their functional roles. Lane County includes one Category 1 airport (Eugene), three Category 4 airports, and three Category 5 airports. The Siltcoos Lake Seaplane Base is unrated due to its infrequent use. Category 1 airports accommodate scheduled major/national or regional/commuter commercial air carrier service. Category 4 airports accommodate general aviation users and local business activities. Category 5 airports accommodate limited general aviation use in smaller communities and remote areas, and function for emergency and recreational use.

Following are descriptions of public airports throughout the County. Number of annual operations (take off or landing) are based upon records kept by the State Department of Aviation and Federal Aviation Administration. Not listed in this section are the numerous private airports, such as those serving hospitals and other businesses.

Eugene Airport

Eugene Airport is owned and operated by the City of Eugene, and is a Category 1 airport. Located approximately 10 miles northwest of Eugene's central business district, it is situated on approximately 2,500 acres of land. Ground access to the Airport is provided via Airport Road off of State Highway 99.

Originally named Mahlon Sweet Field after a local businessman who promoted its establishment, the Eugene Airport was dedicated in 1943. The area's general aviation activity was transferred to Mahlon Sweet Field upon the closure of the Eugene Air Park in 1956. The Eugene Airport is the fifth-largest airport in the Pacific Northwest, and the second busiest airport in the state. It is classified as a primary commercial service small hub airport in the National Plan of Integrated Airport Systems. It supports commercial service and general aviation activity. There are approximately 95,902 annual operations at this airport.

United, United Express, Horizon Air, and America West Express are the airlines that provide scheduled commercial service at this airport, although service is subject to change. In addition, two full-service fixed base operators (FBOs) and one limited service FBO operate at Eugene Airport, providing services such as repairs, fueling, maintenance, charter flights, agricultural spraying, aircraft sales and rentals, and flight instruction. The airfield consists of two runways.

Creswell Airport - Hobby Field

The City of Creswell municipal airport, Hobby Field, is a Category 4 facility owned by the City and leased to a private operator. The airport is located 1 mile northeast of Creswell, between Interstate 5 and Dale Kuni Road. It is accessed from Melton Road off of Cloverdale Road. The 28-acre site includes a paved runway, a parallel taxiway, approximately 45 hangars and tie down spaces. Services include charter flights, flight instruction, two skydiving schools, aircraft rental, and fueling. There are approximately 38,500 annual operations at this airport.

Cottage Grove Airport

Cottage Grove Airport, owned by the State Aeronautics Division, is 1 mile east of the City of Cottage Grove. It is a Category 4 airport. There are approximately 16,685 annual operations at this airport. Services provided by a private operator include fueling, aircraft maintenance, pilot lounge, a restaurant, and camping. In 1999, the State completed several runway safety improvements, including a new taxiway, expanding the tie-down apron, and installing lights and approach indicators. The Oregon Aviation Historical Society has operated the Oregon Aviation History Center on property leased at the airport since early 2000.

Florence Municipal Airport
The Florence Municipal Airport, rated as Category 4 by the ODA, is located approximately 1 mile north of Florence, within the Florence Urban Growth Boundary. Fueling, aircraft rental, flight instruction, and tie-down facilities services are available. There are approximately 5,500 annual operations at this airport.

Lake Woahink Seaplane Base
This Category 5 aircraft facility is approximately 4 miles south of Florence, and has two, unmarked water runways. Tiedown facilities and flight instruction is available. There is a potential for 3,000 operations at this facility, although there was no longer a full-time operator at the facility as of this writing.

Siltcoos Lake Seaplane Base
This facility 6 miles south of Florence has two, unmarked water runways. There are approximately 100 operations per year from the facility. Tiedowns are available, and a private dock is nearby. The ODA has no Category rating for this seaplane base.

Oakridge State Airport
The Oakridge State Airport is approximately one mile west of Oakridge, on Airport Road north of Highway 58. There are approximately 1,700 operations at this Category 5 facility per year. The U.S. Forest Service uses the airport as a staging area for fire fighting helicopter operations during the fire season.

McKenzie Bridge State Airport
No aircraft are based at this small facility, which is essentially a take-off and landing area located 3 miles east of McKenzie Bridge on the south side of Highway 126, approximately 1 mile west of the Highway 242 intersection. There are two Forest Service helipads that are sometimes used during the fire season. The airport provides recreational access to the area, and serves as an emergency landing strip. Less than 1,000 operations occur here per year. This airport is one of nine State-owned "warning" airports. These airports do not meet normal dimensional standards and have conditions that require specific pilot knowledge. Pilots are advised to contact the ODA prior to use.

Goals And Policies: Air Transportation

Goal 14: Coordinate transportation system improvement decisions with airport facility needs.

Policy 14-a: Road improvements on major airport access routes shall be consistent with the Eugene Airport Master Plan and with other Airport Plans adopted by cities where airports are located.

Policy 14-b: Consistent with the 2000 Eugene Airport Master Plan, Lane County Public Works Engineering will coordinate with the Eugene Airport Authority to improve ground access to the airport. As opportunities arise, transportation system projects will incorporate improvements to access routes to other public airports in the County.

Policy 14-c: Road improvement design decisions affecting access routes serving public airports in the County will consider the needs of motor vehicles associated with existing and contemplated air freight and air passenger businesses serving the airports.

Policy 14-d: All County Road improvements near airports will be coordinated with federal, state, and local agencies responsible for airport air space.

Goal 15: Coordinate land use decisions with airport facility needs.

Policy 15-a: Lane County shall review all proposed airport expansion plans and provide comment as appropriate regarding land use compatibility, consistency with zoning, and impacts on the County's transportation system.

Policy 15-b: Lane County shall review all proposed land use outside urban growth boundaries and in the vicinity of an airport regarding compatibility with the airport. Airport airspace shall be protected from inappropriate development through the implementation of land use and zoning regulations.

Goal 16: Support multi-modal transportation services to and from the airport.

Policy 16-a: As possible, Lane County shall participate in planning and other efforts to improve public as well as private, multi-occupancy vehicle transportation services to and from the Eugene Airport.

Water Transportation: Port Of Siuslaw

The Siuslaw River is a federally authorized navigable waterway for 16.5 miles from its mouth at the Pacific Ocean. Navigation maintenance is under U.S. Army Corps of Engineers (USACE) jurisdiction. The river and Port are also served by the U.S. Coast Guard Station Siuslaw.

The Port of Siuslaw is the oldest port on the Oregon coast. The overall project was originally authorized in 1890 with later modifications. As the only port serving Lane County and the Eugene/Springfield metro area, the Port is involved in a wide range of commercial enterprises and public services. Its principle functions are to facilitate commerce and create jobs. Port facilities include wharfage, commercial and recreation moorages, public boat ramps and docks, campground and parks, and commercial/industrial land and building leases. Facilities extend about 22 miles upstream to the unincorporated community of Mapleton.

The mouth of the river is protected by two jetties, one on the north and one on the south side of the river. The shallow draft channel is suitable for ocean-going tugs and barges, and commercial fishing vessels.
The principle economic drivers in the Port district are forest products, agriculture, tourism, fisheries and recreation. While the Port levies a property tax, revenues from enterprise activities account for over 75% of its operating budget.

Industrial activities on the navigable waterway include private industry shipping terminals at river miles 6.5, 7.5, and 16. U.S. Highway 101 crosses the navigable waterway by drawbridge at river mile 4.5, and the Central Oregon Pacific Railroad crosses the water by swing bridge at river mile 8.2.

Annual maintenance dredging is performed on the entrance bar with smaller amounts of dredging taking place on the upper channel at irregular intervals. In the recent past, maintenance dredging by the USACE has removed approximately 150,000 cubic yards of material annually from the main entrance channel at an average cost of about $600,000 but has not dredged the other sections of the river for almost 30 years. The USACE has recently been under pressure to recoup the cost of dredging and to consider cost effectiveness. As a result it is increasingly difficult for smaller ports to compete with larger ports for scarce dredging funds.

While the Port District has recently completed several facility renovations, many waterfront structures that were completed during 1960-1980 are still in need of rehabilitation or replacement, including piers, wharves and docks in Old Town Florence. Other needed work includes stabilizing sections of the shoreline to prevent further erosion. The Port office, shops and warehouses are in need of replacement. Recent renovations include partial bulkhead restoration, construction of a boardwalk, rehabilitation of the commercial marina and remediation of an old lumber mill site for future commercial development.

Industrial development on Port properties and other similarly zoned properties within the District boundaries remains dependent upon improving infrastructure. Water, sewer and electric utility service are adequate but telecommunications upgrade is needed if the Port is to expand its facilities. Current economic trends will

probably mean that the Port of Siuslaw will rely increasingly upon recreation and tourism revenues to provide internal financing for infrastructure and business development.

Efforts to promote recreational use of the Port of Siuslaw include the development of the Siuslaw Estuary Water Trail. Plans are to designate over 24 miles of water trail on the Siuslaw River from Mapleton to Florence, including installation, construction, or development of signage, access points, maps, campsites, and other water trail related infrastructure for paddling enthusiasts. A multi-party planning effort for the water trail was launched in 2003 with participants from the Port of Siuslaw, Siuslaw Watershed Council, National Park Service, City of Florence, and Florence Chamber of Commerce, as well as interested business people and residents.

Goals And Policies: Water Transportation

Goal 17: Support Port of Siuslaw development efforts and recognize the Port as important to the state and local economy.

Policy 17-a: Road improvement projects affecting facilities that support or are operated by the Port of Siuslaw shall be coordinated with the Port and with the Oregon Department of Transportation. Lane County will seek concurrence for all development in the Siuslaw River and adjacent to the navigable waterway.

Policy 17-b: Lane County shall review proposed Port of Siuslaw expansion plans when they involve lands and/or roads in the County's jurisdiction, and provide comment as appropriate regarding land use compatibility, consistency with zoning, and impacts on the County's transportation system.

Policy 17-c: Lane County shall support Port of Siuslaw in its efforts to improve navigability of the river and promotion of the local fishing industry, consistent with state and local land use and zoning laws.

Goal 18: Protect the long term ecological health of the Siuslaw River.

Policy 18-a: Development in and near the Siuslaw River in areas of County land use jurisdiction shall comply with the Lane County Coastal Resources Management Plan and with federal and state regulations.

Pipelines

Two major pipelines pass through Lane County. **Williams Company** transports natural gas. Their Northwest transmission system extends from the Canadian border at Sumas, Washington and serves seven states, including a line running south through Lane County to Grants Pass.

The **Kinder Morgan Energy Partners Pacific Pipeline** carries petroleum gas from Portland to Eugene. The pipeline is 8 inches in diameter and made of steel. It enters Lane County north of Junction City and terminates in Eugene at their Prairie Road railroad terminal.

The following contact information is provided for coordinating road improvement projects:

Williams Gas Pipeline West
295 Chipeta Way
Salt Lake City, UT 84158
801/583-8800
24-hour gas control: 800/972-7733

Kinder Morgan Eugene Terminal
1765 Prairie Rd.
Eugene, OR 97402
541/689-1545

Goals And Policies: Pipelines

Goal 19: Protect pipelines as conveyances and for public safety.

Policy 19-a: Lane County shall coordinate with pipeline providers on matters of mutual concern, such as road maintenance activities and road improvement projects to protect public safety and maintain the viability of both modes of transportation.

Policy 19-b: Lane County shall review all proposed pipeline expansion plans and provide comment as appropriate regarding land use compatibility, consistency with zoning, and impacts on the County's transportation system.

CHAPTER 5: TRANSPORTATION AND LAND USE

The TPR mandates that the County's Transportation System Plan describe how the County is implementing state land use Goal 12 to provide a network of facilities and services to meet overall transportation needs. Within that framework, one purpose of the TPR is to better integrate transportation system and land use planning.

Areas outside of UGBs are generally treated as "rural" areas under state land use laws. The TPR does not allow new arterial roads in rural areas, unless an "exception" to applicable statewide land use goals is taken. In other words, new arterial roads in the County require an amendment to the Transportation System Plan, following the state-specified exception process. The grounds for an exception cited in OAR 660-012-0070 require an analysis that demonstrates why the need cannot be met with an alternative mode of transportation, traffic management measures, or improvements to existing transportation facilities. Furthermore, it must be demonstrated that the proposed road improvement cannot be located within an area already committed to development. These requirements apply to both county and state roads. New local roads and collectors are permitted in developed and committed rural areas provided they are limited to two travel lanes and are otherwise limited to serving rural needs.

The TPR also specifies which transportation activities in rural areas do not require a land use decision (i.e., a special use permit or plan amendment requiring notice and opportunity to appeal), and which transportation activities are permitted outright in the underlying land use zone. Reconstruction and modernization of existing roads is generally permitted outright in all rural areas that are not in Exclusive Farm Use or Forest zones, where construction of additional travel lanes and in some cases, the acquisition of land for additional right-of-way, are treated as special uses.

Routine operation, maintenance, and preservation activities for roadways and other transportation facilities are permitted uses in rural zones. However, zoning is only one element of the numerous laws regulating road improvements or for that matter, any type of development. Road projects involving water crossings may require permits from and coordination with multiple federal, state, and local agencies responsible for administering floodplain, wetland, riparian and greenway regulations, and the Clean Water Act National Pollutant Discharge Elimination System (NPDES) program. Such permits typically impose a variety of performance measures to control and reduce flood hazards, erosion, water quality degradation, and to otherwise protect natural resources.

As described in the TSP Roadways Element, Chapter 4.1, the Capital Improvement Program (CIP) is the "project development" mechanism referenced in the TPR (OAR 660-012-0010(1)) that implements the TSP. CIP projects are adopted as part of a financial program that is updated each year. In addition, individual road project designs are subject to procedures specified in Lane Manual. Citizens have input into transportation planning and project development at multiple levels: the TSP adoption process, the annual CIP program adoption process, individual project design development, and through any required land use permit application process.

Roads and Private Development

Private development has an impact on the transportation system. For instance, land divisions may result in significant traffic increases, and new commercial and industrial uses sometimes bring additional heavy equipment uses onto the road system.

Prior to 1949 there was no County land division ordinance. Consequently, many pre-1949 plats in the County include no, or substandard roads. Roads within these plats were dedicated to and, in most cases, accepted by the County. It is not uncommon for these "paper plats" to include no consideration of physical land limitations such as topography, wet areas, or physical obstructions. In addition, in past years, neither road improvements nor surveys were required prior to final plat approval. As a result, new roads constructed for private development were improperly located in the absence of a survey. Such circumstances present challenges in balancing public safety, access management, and equitable road improvement requirements as the platted lots develop over time on an individual basis.

Although it has rarely been used, petitioning to the County and formation of a local improvement district (LID) is an equitable approach available to property owners seeking improvements to roads adjacent to their land. This is referred to as a "special assessment for public improvements" in Lane Code Chapter 15. Recent use of the special assessment process has been limited to initiation by resolution of the County Board, through the Capital Improvement Program, for improvements on County-maintained urban collector and arterial streets.

Goals And Policies: Transportation And Land Use

Goal 20: Ensure that transportation projects comply with state land use requirements regarding urban and rural land uses, and other federal, state, and local land use requirements.

Policy 20-a: Transportation projects, facilities, services and improvements as identified in Oregon Administrative Rules 660-012-0065 and as implemented in Lane Code may be permitted on rural lands consistent with statewide land use Goals 3, 4, 11, and 14 without a goal exception.

Policy 20-b: The following transportation facility improvements do not require an amendment to the TSP unless an exception to state land use laws or a TSP amendment is otherwise required.

(i) Channelization
(ii) Operation, maintenance, and repair
(iii) Preservation
(iv) Reconstruction
(v) Rehabilitation
(vi) Intersection improvements
(vii) Realignment
(viii) Modernization
(ix) Transportation facilities, services and improvements serving local travel needs. The travel capacity and level of service of facilities and improvements serving local travel needs shall be limited to that necessary to support rural land uses identified in the acknowledged comprehensive plan or to provide adequate emergency access.

Policy 20-c: Plan amendments, zone changes, and other land use decisions shall consider impacts on the County transportation system, including federal, state, county, and other local roads; bicycle and pedestrian paths; public transit facilities; and air, rail, port, and pipeline facilities.

Policy 20-d: Amendments to the comprehensive plan or any of its adopted components and sub-plans, which significantly affect a transportation facility, shall ensure that allowed land uses are consistent with road function, capacity, level of service, and other adopted performance standards. This may be accomplished by:

(i) limiting land uses to the existing road capacity or level of service;
(ii) amending the TSP pursuant to Lane Code 16.400(9), to provide adequate facilities;
(iii) altering the land use designation, densities, or design requirements to reduce demand for auto travel and meeting travel needs through other modes, or
(iv) amend the TSP, pursuant to LC 16.400(9), to modify the planned function, capacity and performance standards, as needed, to accept greater motor vehicle congestion to promote mixed use, pedestrian friendly development where multimodal travel choices are provided. If a TSP amendment is required, it shall not be initiated unless the requirements of LC 16.400(9) have been met.

A plan or land use regulation amendment significantly affects a transportation facility, if it:

(i) Changes the functional class of an existing or planned facility, or will result in the roadway facility no longer meeting the functional class definition;

(ii) Changes standards that implement the functional class, except that approval of an exception or variance to standards does not in itself significantly affect a transportation facility;
(iii) Allows types or levels of land uses that would result in levels of travel or access that are inconsistent with the functional class; or
(iv) Would reduce the performance standards of the facility below the minimum acceptable level identified in the TSP.

Determinations under this policy shall be coordinated with affected transportation facility and service providers and other affected local governments.

Policy 20-e: The presence of a transportation facility or improvement shall not be a basis for an exception under OAR 660-012, OAR 660-004-0022 or OAR 660-004-0028, to allow residential, commercial, institutional or industrial development on rural lands.

Policy 20-f: When an exception to statewide land use goals and/or a plan amendment is required for a transportation facility, the approval process should be consolidated with other public hearings and approvals required for the project before the Roads Advisory Committee, the Planning Commission, and the County Board of Commissioners.

Policy 20-g: Amendments to the County Transportation System Plan shall be processed according to applicable state law requirements, the provisions set forth in Lane Code Chapter 12, and Lane Code 16.400.

Policy 20-h: Road improvement projects shall comply with federal, state, and local land use regulations.

Goal 21: Provide for coordinated land use review when making decisions about transportation facilities.

Policy 21-a: It is the County's intent that the Transportation System Plan be consistent with state Transportation System Plans, with *TransPlan* (the Eugene-Springfield Transportation System Plan applicable inside the Eugene-Springfield Metropolitan Area General Plan boundary), and with the Transportation System Plans of other cities within the County.

Policy 21-b: County TSP goals and policies apply to:
(i) all roads in the County that have been dedicated to and formally accepted by the Board of County Commissioners, unless and until such roads are subsequently accepted or annexed by an incorporated community; and
(ii) all other transportation facilities and services, including road, air, rail, pipeline and port facilities, located outside of urban growth boundaries or outside of the Eugene-Springfield Metropolitan Area General Plan boundary.

Policy 21-c: Where inconsistencies exist between the County TSP and other TSPs applicable within the County, or between road design standards of the County and other jurisdictions within the County, the following guidelines shall be used in making decisions about road improvements and services. If the inconsistency involves:
(i) a state highway, state transportation system plans and design standards shall prevail;
(ii) a public or private road outside of an urban growth boundary, the County TSP and road design standards shall prevail;
(iii) a public or private road functionally classified as a local road within an urban growth boundary, the City TSP and applicable road design standards shall prevail;
(iv) a road defined as a County Road pursuant to Lane Code 15.010 and functionally classified as a collector or arterial road, the County TSP and road design standards shall prevail;

(v) a public or private road functionally classified as a local road or primarily used to provide local access to abutting properties within the Eugene-Springfield Metropolitan Area General Plan boundary, *TransPlan* and the respective applicable Eugene or Springfield road design standards shall prevail within the urban growth boundary and the applicable County Road design standards shall apply outside the urban growth boundary;

(vi) 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 shall prevail.

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.

Goal 22: Encourage adequate road improvements for new development.

Policy 22-a: The dedication of adequate right-of-way and construction of road improvements may be required to serve traffic that will be generated due to the development.

Policy 22-b: The County will consider opportunities to purchase land for extensions of right-of-way where connectivity between collector and arterial roads is needed to promote efficient traffic flow.

Policy 22-c: The County encourages and will facilitate the formation of Local Improvement (special assessment) Districts to address road improvement needs on sub-standard roads.

Policy 22-d: Road vacations proposed as part of lot or parcel reconfigurations or property line adjustments, that will result in loss of connectivity between dedicated public and/or County Roads shall require approval of a replat of all subdivision lots and partition parcels adjacent to the road to be vacated. As part of the replat process, the County may require dedication of right-of-way or the creation of private easements, and road improvements, to ensure previously existing connectivity between public or County Roads is maintained.

Policy 22-e: Roads that were dedicated to the County but were never accepted shall be subject to goals, policies, and standards applicable to private roads and easements, unless otherwise specified.

CHAPTER 6: RECOMMENDED IMPROVEMENTS

6.1. County Profile And Trends

This section provides an overview of Lane County's population, employment, truck commodity flows, commuting habits, survey information about transportation concerns, and land use with regard to transportation system implications. Data was collected from the U.S. Census Bureau, the Oregon Administrative Services Office of Economic Analysis, the Oregon Employment Department, the state's Population Research Center, the Oregon Blue Book, and other sources as noted.

Lane County was named for General Joseph Lane, who was Oregon's first territorial governor. It began as a farming community in the late 1840s, and was established as a county in 1851. With the building of the railroads, the market for timber opened in the 1880s. Today, wood products and farming are still important sectors of the economy in addition to high-tech manufacturing and tourism. Lane County government operates under a home rule charter approved by voters in 1962.

Population

Lane County's population in the year 2000 was 322,959 (U.S. Census). Between 1990 and 2000, the County's population grew at an annual rate of one to two percent, with an overall increase of 14.2%. This compares with the state's increase over the same period of 20.4% and the national increase of 13.1%. Eugene and Springfield added a total of 33,405 people during the ten year period, making up 83% of the increase in the County as a whole.

Table 9 from Lane Council of Governments (LCOG) on the following page summarizes population data for the County. Long-term projections produced by the State of Oregon Department of Administrative Services Office of Economic Analysis indicate Lane's population should continue to grow between about one and two percent per year. By the year 2020, the County's population is expected to increase 30% to 419,842 (Office of Economic Analysis projections).

Employment

After a history of economic ups and downs related to reliance on lumber and wood products, Lane County's industry mix diversified in the 1990s. Increased industry diversification has contributed to a more stable economy, one less susceptible to downturns in the national business cycle. Lane County has witnessed a substantial increase in employment over the last 10 years. Nonfarm employment since 1990 has increased by approximately 2,600 jobs per year, or about 2.2 percent. Year 2000 Employment within the County was 158,300.

By 2020, the Office of Economic Analysis projects nonfarm employment in the County to grow at a slower rate than it did during the 1990s, to 179,512 jobs, an increase of 13.5% over 2000 employment. It is likely that most of employment growth will occur in the Eugene-Springfield Metropolitan area.

Truck Commodity Flows

In 1998, the Oregon Department of Transportation published results of a study of truck commodity flows within Oregon. Trucking accounts for 76% of the weight of all freight shipments, and 64% of the value in Oregon, according to the U.S. Bureau of Transportation Statistics. For the Willamette Valley/Southwest Oregon, farming and wood products are major truck exports. Orchard crops, vegetables, grains, hay, seeds and berries result in daily export truck trips worth nearly $7 million. Lumber is also a major commodity.

Table 9

Population for Lane County and Cities											
	1960	1970	1980	1990	2000	% Change 1990-2000	Numerical Change 1990-2000	Annual Average Growth Rate 1990-2000	Annual Average Growth Rate 1980-2000	Annual Average Growth Rate 1970-2000	Annual Average Growth Rate 1960-2000
Oregon	1,768,687	2,091,533	2,633,105	2,842,321	3,421,399	20.4%	579,078	1.9%	1.3%	1.7%	1.7%
Lane County	162,890	215,401	275,226	282,912	322,959	14.2%	40,047	1.3%	0.8%	1.4%	1.7%
Cities											
Eugene	50,977	79,028	105,664	112,669	137,893	22.4%	25,224	2.0%	1.3%	1.9%	2.5%
Springfield	19,616	26,874	41,621	44,683	52,864	18.3%	8,181	1.7%	1.2%	2.3%	2.5%
Cottage Grove	3,895	6,004	7,148	7,402	8,445	14.1%	1,043	1.3%	0.8%	1.1%	2.0%
Florence	1,642	2,246	4,411	5,162	7,263	40.7%	2,101	3.5%	2.5%	4.0%	3.8%
Junction City	1,614	2,373	3,320	3,670	4,721	28.6%	1,051	2.6%	1.8%	2.3%	2.7%
Oakridge	1,973	3,422	3,729	3,063	3,148	2.8%	85	0.3%	-0.8%	-0.3%	1.2%
Veneta		1,377	2,449	2,519	2,755	9.4%	236	0.9%	0.6%	2.3%	
Creswell	760	1,199	1,770	2,431	3,579	47.2%	1,148	3.9%	3.6%	3.7%	3.9%
Dunes City		976	1,124	1,081	1,241	14.8%	160	1.4%	0.5%	0.8%	
Lowell	503	567	661	785	857	9.2%	72	0.9%	1.3%	1.4%	1.3%
Coburg	754	713	699	763	969	27.0%	206	2.4%	1.6%	1.0%	0.6%
Westfir			312	278	276	-0.7%	-2	-0.1%	-0.6%		
Incorporated	81,734	124,779	172,908	184,506	224,011	21.4%	39,505	2.0%	1.3%	2.0%	2.6%
Unincorporated	81,156	90,622	102,318	98,406	98,948	0.6%	542	0.1%	-0.2%	0.3%	0.5%

Sources: 1960, 1970, 1980, 1990 and 2000 Figures from U.S. Census; Lane Council of Governments (2002)

Washington State is the area's most significant out-of-state trade partner, receiving 20 thousand tons worth nearly $1 million of lumber products daily, according to ODOT's study.

On an average weekday, approximately 19,000 trucks enter Oregon carrying 250 thousand tons of goods worth $161 million. While the majority of goods go to Portland, the Willamette Valley/Southwest region ranks second in Oregon in shipments from other states. Washington and California account for more than three quarters of all truck imports to Oregon. Of the remaining 25%, approximately 11% of truck imports come from the Mountain Pacific, Midwest, and South regions.

Commute Destinations

Where people live relative to where they work has a significant impact on traffic congestion. According to the 1998 ODOT report on commuting patterns, based upon 1990 data, 116,269 of 118,925 Lane County residents (98%) also work within Lane County, and 72,275 of 73,151 residents (99%) of Eugene-Springfield also work within the Eugene-Springfield metropolitan area.

Additionally, many people who do not live in Eugene-Springfield commute there from throughout the County and elsewhere. It is not only the dominant employment center for the County, but also offers services not otherwise available in the County, such as health care.

LCOG compiled data about commuting patterns in the County, based upon the 1990 Census. About 25% of workers who resided in Oakridge in 1990 commuted to jobs in the Eugene-Springfield metropolitan area. This compares to about 59% of Junction City workers, about 58% of Creswell workers, and about 76% of Veneta workers.

The 2000 Census includes data on Commuting to Work, shown in the following table.

Table 10: Percent of Commuters to Work Using Various Commuting Modes, and Mean Travel Time (U.S. Census 2000)

	Single Occ. Vehicle	Car/Van Pool	Transit	Walk	Bike/ Other	Work at home	Mean travel time (minutes)
Oregon	73.2	12.2	4.2	3.6	1.9	5.0	22.2
Lane County	71.6	12.2	3.3	4.2	3.7	5.1	19.9
Coburg	79.7	10.1	---	3.9	.6	5.8	19.9
Cottage Grove	77.8	11.7	1.5	4.5	1.1	3.4	22.8
Dunes City	81.1	7.7	---	3.6	.7	6.8	23.0
Eugene	66.8	11.2	4.9	6.1	6.2	4.7	16.9
Florence	71.0	13.5	.6	11.1	1.0	2.8	12.9
Junction City	77.1	11.7	---	5.4	3.2	2.6	19.9
Lowell	74.4	15.7	.3	3.8	---	4.8	26.4
Oakridge	65.0	22.7	---	6.1	.6	5.6	25.2
Springfield	73.5	14.3	4.6	2.0	2.1	3.5	19.8
Veneta	81.1	12.3	---	2.3	.8	3.6	25.9
Westfir	68.0	22.1	.8	2.5	1.6	4.9	36.7

It is noteworthy that Oakridge and Westfir, located about 45 miles from the Eugene-Springfield metropolitan area have a significantly lower percentage of single occupant vehicle commutes than all other communities (except that Eugene's single occupant vehicle percentage is slightly lower than Westfir's). 22.7% of Oakridge residents, and 22.1% of Westfir residents, use car/van pools for work commuting, percentages that are significantly higher than those for other communities that are closer to Eugene. LTD runs a van service between Eugene-Springfield and these two cities. The data suggests that distance plays a factor in the decision by residents of Oakridge and Westfir who work in the Eugene-Springfield area to use the van service. Other communities which are closer to Eugene-Springfield, including Cottage Grove, Junction City, Lowell, and Veneta, are all served with transit. However, there is no significant difference in single occupant vehicle or transit use for these communities, suggesting that residents who live there and work in Eugene choose not to use transit, in part based upon a shorter commute compared to that for Westfir/Oakridge residents.

Transportation Issues and Livability Concerns

Transportation relates strongly to livability concerns. Air quality contributes significantly to livability, and motor vehicles are a major source of carbon monoxide and other air pollutants. In addition, the distribution of population compared to economic activities is directly related to traffic congestion.

In 1998, the Willamette Valley Livability Forum[5] commissioned two surveys totaling 1,156 residents 18 years of age and older throughout the Valley, regarding concerns about growth and future livability. Respondents were asked about various issues that were categorized and ranked within each county. Selected results of the survey provide information about Lane County residents' concerns about transportation-related issues.

Of 16 issues, Lane County respondents ranked traffic congestion and air quality as their fourth highest concerns. Respondents were also asked about desired outcomes for 13 scenarios in 20 years time. As with all five counties, the most desired item for Lane was having good air and water quality 20 years from now.

Land Use Trends

Lane County is one of only two Oregon counties (Douglas County being the other) that extends from the Pacific Ocean to the Cascade mountain range, covering 4,620 square miles, or almost 3 million acres of land. Roughly 4,515 square miles are outside of urban growth boundaries. Of that, 4,395 square miles are in resource use, and approximately 120 square miles (76,800 acres) are developed or committed to development. Unlike any other county in Oregon, all 19 statewide land use goals apply to Lane County.

Most of Lane County's incorporated communities are located within a 30 mile radius of the Eugene-Springfield area. Lane's other population centers outside of the Eugene-Springfield area include the corridor between Florence and Dunes City on the Coast, and the Oakridge/Westfir area in the foothills of the Cascade Mountains.

Eugene and Springfield include approximately 60% of the County's population, based upon Census 2000 data. Approximately 10% of the County population lives in other incorporated communities, and 30% live outside of City limits. Most of the latter population live in the County's 35 unincorporated communities.

Outside of urban growth boundaries, state land use laws primarily determine where new development can occur. While Eugene-Springfield is the third largest Metropolitan Statistical Area in Oregon (with the Portland-Vancouver and Salem-Keizer MSAs being larger), the majority of the County is in resource zoning, including 90% in Forest zones. State land use laws restrict development in resource areas.

Nonresource zones, or "developed and committed" areas of the County are those areas that allow residential development to occur. These areas are generally composed of the County's 35 unincorporated communities. Lane County has an unusually large amount of detailed data regarding these areas. The data was developed by the County in response to a 1988 Oregon Supreme Court decision that overturned the State Land Conservation and Development Commission's (LCDC) acknowledgment of portions of the Rural Comprehensive Plan. Under close scrutiny of Department of Lane Conservation and Development (DLCD) staff and 1000 Friends of Oregon, Lane County re-evaluated its data. The result was a file for each developed and committed area including a report of the number of tax lots, dwellings, and vacant tax lots.

In 1996, the data was updated as part of early efforts associated with the Transportation System Plan update. This work involved re-examining the data for each developed and committed area as to the zoning, the number of built

[5] The Willamette Valley Livability Forum was created in December 1996 by Governor John Kitzhaber to identify and promote solutions to the growth and development issues that face Willamette Valley communities. It consists of a voluntary consortium of citizen leaders and representatives of businesses, non-profit organizations, and local, state, and federal governments.

upon and vacant parcels, estimating the number of parcels that could be re-divided, and estimating the number of parcels that could be rezoned to a higher density. This data indicated that approximately 2,600 vacant parcels remained in developed and committed areas.

The data was revisited again in 2001, when the County updated its zoning to comply with new and stricter state density requirements adopted by DLCD in October 2000. Given that the density requirements reduced or eliminated the ability to rezone and/or re-divide most residential parcels, the estimate resulted in a decrease of approximately 800 vacant parcels. In addition, based upon building permit activity, it was estimated that approximately 300 additional parcels had been developed since the 1996 analysis, resulting in approximately 1,500 vacant parcels remaining in developed and committed areas that could be developed outside of urban growth boundaries. In these areas, state and local law allow only one primary dwelling per parcel, so this represents 1,500 new residences. These parcels are not located in any particular vicinity, but are scattered throughout the County's developed and committed areas. The relatively low number of remaining, vacant developed and committed parcels is not surprising, given that Lane County was required to comply with strict state criteria when initially designating these lands as "developed and committed".

The analysis does not consider whether new dwellings could be built on any Impacted Forest (F-2) zone or Exclusive Farm Use (EFU) parcels, where dwellings are allowed under special use permits if certain state land use criteria are met. A count of dwelling permits issued for vacant parcels was done for 1999, 2000, and 2001. The count was based upon dwelling permits associated with a new address. (When a new address is needed for a development permit, it typically indicates that the parcel where the residence is being built was vacant). For the F-2 zone, the criteria that are most easily met are generally based upon proving that the surrounding area is already relatively developed. As a result, it is anticipated that the number of remaining F-2 parcels that can qualify will decrease over time, as the remaining, smaller F-2 parcels are developed (larger parcels cannot meet the criteria for a dwelling, and generally cannot be divided to less than 80 acres in size). In 1999, 2000, and 2001, new addresses and dwelling permits issued for F-2 parcels totaled approximately 28, 25, and 26 respectively. In the EFU zone, the state criteria for obtaining a new dwelling are not based upon surrounding development, but rather on farm income. The EFU criteria are extremely difficult to meet, as evidenced by the number of new dwelling permits issued for EFU parcels. New addresses and dwelling permits issued for EFU parcels in 1999, 2000, and 2001 totaled approximately 11, 10, and 8, respectively. Since a small percentage of new addresses are issued for existing dwellings that are relocated on a tract, the number of vacant F-2 and EFU parcels is likely somewhat lower than these numbers indicate.

While a more extensive and time consuming analysis could be done for a small number of areas, it would not be expected to result in significant changes in the estimates for purposes of this analysis, in part because it is anticipated that the number of parcels that could meet F-2 special use permit requirements will decline over time, and because the number of new dwellings in the EFU zones is relatively low overall. Nor does it consider the potential for development resulting from possible successful plan amendments to change plan designations from resource to non-resource use (which would require taking an "exception" to statewide land use laws, a difficult and complex threshold to meet). Furthermore, the analysis does not consider what could happen if state land use laws were changed, a distinct possibility given the efforts to do so over past years.

In summary, given that statewide land use laws discourage development outside of urban growth boundaries, and given the relatively low number of vacant, developable parcels estimated to remain outside of urban growth boundaries (UGBs), potential new dwellings on vacant parcels are likely to be relatively few over the next 20 years.

Of greater influence with regard to transportation facility capacity issues is how much growth will occur in cities and the impact on collectors and arterials. While rural development is expected to be part of the cumulative effect on transportation facilities, capacity issues are more likely related to population growth within UGBs, increasing tourism travel and travel between communities, rather than new development in rural areas. Moreover, as population increases, there will be an increased need for the delivery of commodities, which will result in increased truck traffic between communities as well as through traffic to areas like Portland outside of Lane County.

6.2. FINANCIAL OVERVIEW

Revenue Sources

The primary revenue sources for the County Road Fund are the state Highway Fund (gas tax, weight-mile fees and other highway user fees) and National Forest timber receipts. Secondary sources of revenue are interest earnings on the road fund reserve, state or federal aid grants or contributions to projects by other agencies.

National Forest Receipts

Lane County has enjoyed a substantial reserve in the Road Fund primarily due to National Forest Receipts, mostly from timber harvests from the national forests in Lane County. Federal law requires that 25% of all national forest receipts be paid to the state in which the forest is located. Revenues from the national forests are to be used for the benefit of public schools and public roads. ORS 294.060 requires that 75 percent of these receipts be dedicated to the County Road Fund and 25 percent to the County School Fund.

During the 1980's, timber receipts were the largest Road Fund revenue source by far, peaking at almost $26 million in fiscal year (FY) 89-90. At that time, State Highway Trust Fund revenue was $9.3 million.

Changes in timber management policy in the 1990's drastically reduced national timber harvests, including those in Lane County. In 1990, 1993, and 2000, Congress passed legislation that sustained timber receipt payments to Lane County through various "guarantee" formulas, which have stabilized the timber revenue decline.

The most recent federal guarantee legislation, the Secure Rural Schools and Community Self Determination Act was passed in 2000. The Act provides additional funding for road purposes through Federal FY 06. This influx of new revenue created short-term opportunities for the County. In response, the County Board of Commissioners created the Capital Project Partnership Program and, during FY 01-02, allocated over $9 million to projects on state highways and city streets in Lane County.

Federal Aid/Fund Exchange

The Transportation Equity Act for the 21st Century (TEA-21) and its predecessors provided federal aid funds for highway capital improvement projects. Lane County has received federal aid allocations historically from both the Eugene-Springfield metropolitan area allocation and the allocation to rural systems through an agreement between ODOT and the Association of Oregon Counties (AOC). Although small in the overall Road Fund picture, these allocations have funded important projects in the past, such as construction of the Northwest Expressway and the initial grade separation at the Beltline/Coburg Road interchange.

State Highway Fund

The State Highway Fund consists of state motor fuel taxes (currently 24 cents per gallon), state weight-mile taxes for heavy vehicles, motor vehicle registration fees, fines, licenses and other miscellaneous revenues. Highway fund revenues are distributed to cities based upon the ratio of each City's population to the total statewide population within cities. Revenues are distributed to counties based upon each county's proportion of registered vehicles to the statewide total. Lane County's portion has been declining as the Portland metropolitan area has been growing at a faster rate.

The Oregon Constitution requires that revenue from motor vehicle and gasoline taxes be used exclusively for the construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads, streets, and roadside rest areas.

Investment Earnings

These revenues accrue from the interest earned on investments made by the County with the cash on hand from the Road Fund. Investment earnings are subject to the same restrictions of use as the gas tax and national forest revenues. The type of investments available to the County are restricted by ORS and further subject to the policies and conditions recommended by the County Board of Commissioners and approved by the State Treasurer.

Other Revenue Sources
Lane County receives revenues from a variety of other sources, including assessments for road construction projects, reimbursement from the County Surveyor's Corners Fund, and work performed for other County departments and other government agencies.

Issues And Trends

Despite healthy cash reserves, the future of Road Fund revenue sources and levels continues to be uncertain due to dependence on revenues collected by the Federal government and the State and the unpredictable nature of legislation regarding these revenue sources. However, through prudent management of the Fund, Lane County has dealt with this uncertainty. The County has performed a balancing act of sorts, to:

- maintain its road and bridge system to a high standard;
- pursue a substantial and vigorous Capital Improvement Program (CIP), funding many projects on the County Road System, City road systems, and, to a lesser extent, on the ODOT system; and
- share timber receipt revenue with the cities in Lane County for general road operation and maintenance.

If the U.S. Congress continues legislation beyond FY 06-07 that maintains payments to Lane County at similar levels as in the past, all of these expenditures will likely continue in a balance, or mix, similar to the last two decades. If revenues decline substantially, all Road Fund programs will likely be affected.

Stagnation at the state level since the early 1990's regarding gas tax increases or substitute revenue sources has increased the pressure on city, county, and ODOT road budgets across the state. If this trend continues, Lane County will be faced with difficult choices in terms of how to share federal timber receipts. If state revenue problems are accompanied by a corresponding drop in federal timber receipt payments to Lane County, these choices will be even more difficult.

The Oregon school finance dilemma could also affect the Federal Timber Receipt distribution formula. School finance packages considered in recent sessions proposed changing the 75/25 split. However, because this change would seriously reduce most counties' road funds and only marginally add to most school funds, such proposals have historically been defeated each time it was introduced.

While the Road Fund currently has an ample cash reserve, current planned expenditures will draw down the Road Fund cash balance over time. Table 11 at the end of this section reflects a revenue and expenditure scenario produced by the Public Works Department in March 2002 that assumed that the timber "guarantee" is not renewed and that timber receipts would be based on current harvest levels. If that occurred and Road Fund spending continued at the rate projected, by FY 07-08 the Fund cash balance would be exhausted. However, it is important to note that this scenario will not occur because prior to that time, adjustments in either projected revenue stream or proposed projects and expenditures would be made.

The projections in Table 11 are based upon the following assumptions, updated to reflect the FY02-03 budget and the adopted FY03-07 CIP:

1. Federal county payments legislation will remain intact through FY06-07, but will not be renewed by Congress.
2. The State Legislature will not increase road user fees; transfers from the State Highway Fund will meet current ODOT forecasts.
3. The Legislature will not change the timber receipt distribution formula.
4. The distribution formula for State Highway Fund transfers will remain intact.
5. Lane County will continue to provide the same level of road maintenance and preservation activities as it presently does.

6. Compliance with environmental regulations such as the Endangered Species Act and the Clean Water Act will not significantly increase operating costs.
7. Projects in the adopted FY03-07 CIP will be constructed as programmed.
8. The County/City Road Partnership program will remain in its current form and at payments of $2.5 million per year through FY08.
9. There will not be another round of Capital Project Partnership (CaPP) program funding.

FinPlan

Concerned by the sudden Federal Timber Receipts revenue decline, the County developed a Road Fund Financial Plan (FinPlan) in 1991, which was approved by the County Board of Commissioners. In 1995, with continued uncertainty regarding national timber receipts, a set of contingency priorities were incorporated into the FinPlan for Board consideration. The FinPlan document provided the starting point for financial goals and policies included in this chapter of the TSP.

Future Spending And Prioritization

The TSP must attempt to prepare Lane County for a wide range of potential financial circumstances. Revenue uncertainty is dealt with by outlining goals for Road Fund stability and management to be pursued over the next 20 years, and by establishing a set of priorities for Road Fund expenditures. Priorities are important for several reasons. Priorities can guide decisions to reduce expenditures during times of revenue shortfall. They also can be used to describe activities to be funded if the Board decides to seek new revenues. Adopting priorities provides clear direction to the public and staff as to how the Board intends to allocate funds.

The goals and policies place primary emphasis on operation, maintenance, preservation, and safety on the County Road system. A second tier of priorities deals with improvement of the County system and basic operation of City road systems. A third set of priorities relates to economic development and off-system project funding.

It is important to clarify the relationship between expenditure priorities and the project list included in the TSP. The Needs Assessment prepared for the TSP is based on a review of roadway conditions and County Road standards. The resulting project list is based solely upon the road network's physical assessment and not on a predicted revenue stream nor on priorities established through public involvement. Priority setting occurs as part of the yearly budget and CIP adoption process. As revenues contract, there will be an emphasis on basic County operation, maintenance, and preservation. As revenues expand, priorities will include more County modernization projects and a broader sharing of resources with cities and ODOT

Table 11: Lane County Road Fund Revenue/Expense Forecast
October, 2002

	FY01-02	FY02-03	FY03-04	FY04-05	FY05-06	FY06-07	FY07-08
Revenues							
Federal Timber Receipts	19,206,000	19,398,000	19,631,000	19,896,000	20,165,000	20,447,000	5,000,000
State Highway Fund Transfer	14,950,000	12,124,000	12,488,000	13,482,000	13,725,000	13,807,000	13,945,000
Federal Aid/Fund Exchange	533,000	2,210,000	555,000	555,000	555,000	555,000	555,000
Investment Earnings	2,193,000	1,850,000	2,090,000	1,550,000	1,180,000	810,000	520,000
Other	3,620,000	3,000,000	2,500,000	3,380,000	2,500,000	2,500,000	2,500,000
Total New Revenue	40,502,000	38,582,000	37,264,000	38,863,000	38,125,000	38,119,000	22,520,000
Cash Balance for Previous FY	43,629,000	48,930,000	38,928,600	26,490,000	23,278,000	11,033,000	11,033,000
Total Resources	84,131,000	87,512,000	76,192,600	65,353,000	61,403,000	49,152,000	33,553,000
Expenses							
Public Works Administration	2,440,000	2,850,000	2,960,000	3,060,000	3,160,000	3,270,000	3,400,000
Engineering Division	18,780,000	22,080,000	22,940,000	23,710,000	24,250,000	25,080,000	26,080,000
Surveyor/Land Mgt. Division	2,040,000	2,240,000	2,330,000	2,420,000	2,510,000	2,600,000	2,710,000
Sheriff's Office	1,550,000	1,570,000	1,630,000	1,690,000	1,750,000	1,810,000	1,880,000
Finance & Management	130,000	190,000	200,000	210,000	220,000	220,000	230,000
Operating Budget Subtotal	24,940,000	28,930,000	30,060,000	31,090,000	31,890,000	32,980,000	34,300,000
Lapse and Unexpended		1,450,000	1,500,000	1,550,000	1,590,000	1,650,000	1,720,000
Operating Expense Subtotal		27,480,000	28,560,000	29,540,000	30,300,000	31,330,000	32,580,000
Capital Projects on County System	6,677,000	12,628,000	13,758,000	10,035,000	16,570,000	11,700,000	8,700,000
County/City Road Partnership	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000
Capital Project Partnership	40,000	5,368,400	3,653,000	0	0	0	0
Projects/Payments for Agencies	62,000	607,000	1,232,000	0	1,000,000	0	0
Comm'ty Devel. Fd (EDAP bef. FY00)	40,000	0	0	0	0	0	0
Capital Expense Subtotal	9,319,000	21,103,400	21,143,000	12,535,000	20,070,000	14,200,000	11,200,000
Total Road Fund Expenses	34,259,000	48,583,400	49,703,000	42,075,000	50,370,000	45,530,000	43,780,000
Cash Balance/Reserves							
Total Resources	84,131,000	87,512,000	76,192,600	65,353,000	61,403,000	49,152,000	33,553,000
Total Road Fund Expenses	34,259,000	48,583,400	49,703,000	42,075,000	50,370,000	45,530,000	43,780,000
Estimated Cash Balance at FYE	49,872,000	38,928,600	26,489,600	23,278,000	11,033,000	3,622,000	-10,227,000
Actual Cash Balance at FYE	48,930,000						
Encumbered/Committed at FYE	4,420,000	10,583,000	6,350,000	12,100,000	8,400,000	8,700,000	0
Reserves at FYE Subject to Rebudget	45,452,000	28,345,600	20,139,600	11,178,000	2,633,000	-5,078,000	-10,227,000

Needs Assessment And Capital Expenditures

Needs Assessment in the TSP

The Needs Assessment in the TSP identified rural and urban road segments that met basic criteria for upgrades to County standards. A subset of 70 projects, mostly on the rural system and totaling about $101 million, are on a list of projects that are planned for construction over the next twenty years.

Needs from City TSPs

In addition to projects identified from the Needs Assessment, projects have been identified in adopted TSPs for the cities within Lane County (Florence's TSP is pending final adoption by the County as of this writing). Total capital needs on County Roads identified by the Lane County TSP and City TSPs is an estimated $194 million. Table 12 shows a listing of these project totals by TSP.

Table 12: Summary of Identified Capital Needs, Lane County Road System in adopted City TSPs and County TSP

System Plan	Number of Projects	Total Projected Cost	Completed	2002 Status	
				Programmed	Unprogrammed
Coburg TSP	3	$ 1,450,000	$ 1,450,000		
Cottage Grove TSP	8	$ 3,240,000	$ 660,000		$ 2,580,000
Creswell TSP	1	$ 200,000			$ 200,000
Dunes City (1)	n.a.	n.a.		n.a.	n.a.
Florence TSP (2)	3	$ 2,100,000			$ 2,100,000
Junction City TSP	11	$ 9,370,000		$ 500,000	$ 8,870,000
Lowell (1)	n.a.	n.a.		n.a.	n.a.
Oakridge TSP	4	$ 2,450,000			$ 2,450,000
***TransPlan* (Eugene /Springfield TSP)**	33	$ 71,020,000	$ 7,325,000	$43,400,000	$ 20,295,000
Veneta TSP	3	$ 2,420,000			$ 2,420,000
Westfir (1)	n.a.	n.a.		n.a.	n.a.
Subtotal Urban TSP	66	$ 92,250,000	$9,435,000	$43,900,000	$ 38,915,000
Lane County TSP	70	$ 101,315,000		$21,360,000	$79,955,000
Total Projects	136	$193,565,000	$9,435,000	$65,260,000	$ 118,870,000

(1) No TSP. Any capital needs included in Lane County TSP totals.

(2) Projects derived from Draft Florence TSP. Projects subject to change

Notes:

a. Cost estimates for unprogrammed City TSP projects are taken from the respective TSPs and have not been adjusted to reflect current dollars.

b. Cost estimates for all programmed projects are taken from the 2003-2007 Lane County Capital Improvement Program.

c. Unprogrammed Lane County TSP project costs are estimated using a per-mile unit cost of $625,000 for rural projects and $2,050,000 for urban projects.

d. Cost estimates are subject to change based on, but not limited to, factors such as changes in project scope, unforeseen construction costs, inflation, and the application of more detailed engineering and design analysis during project development.

e. Total costs are shown on joint projects. The County's share may be less.

Capital Expenditure History

Table 13 on the following page is a history of capital expenditures on the County Road System, both urban and rural, for FY 1984-2001. This illustrates a long track record of investment around the County on a wide variety of roadways. Expenditures programmed in the CIP over this period totaled over $250 million. Over $56 million of this total were payments to cities under the County-City Road partnership program. These are listed under "Payments to other Agencies" in the CIP, but are primarily used by cities for operations, maintenance, and preservation. Subtracting out this total, over $190 million was invested in capital road projects by the County for the period FY 1984 -2001.

Table 13: Road Fund Capital Expenditures for FY 84/85-FY 01/02

Category

Geographic Area	Total	General Construction	County/City Partnership	Special Payments	Preservation Projects	Operations	Economic Development	Assisted Housing	Misc
Eugene	$ 93,312,880	$ 36,740,009	$ 30,594,457	$ 14,649,031	$ 8,757,946	$ 5,329	$ 242,634	$ 2,323,475	$ -
Springfield	$ 33,464,143	$ 8,321,964	$ 11,727,495	$ 7,011,593	$ 2,056,209	$ -	$ 3,868,440	$ 478,441	$ -
Subtotal Metro Area	**$ 126,777,023**	**$ 45,061,973**	**$ 42,321,952**	**$ 21,660,624**	**$ 10,814,156**	**$ 5,329**	**$ 4,111,074**	**$ 2,801,916**	**$ -**
Small Cities									
Coburg		$ 2,934,676	$ 802,249	$ 88,032	$ 52,836	$ -	$ -	$ -	$ -
Cottage Grove		$ 1,689,160	$ 2,878,000	$ 886,011	$ 192,394	$ -	$ 157,608	$ -	$ -
Creswell		$ 217,811	$ 956,016	$ 22,046	$ 61,612	$ -	$ -	$ -	$ -
Dunes City		$ 1,449,387	$ 1,086,875	$ 139,005	$ 747,249	$ -	$ -	$ -	$ -
Florence		$ 649,740	$ 2,485,243	$ 338,835	$ 401,296	$ -	$ 950,000	$ -	$ -
Junction City		$ 599,483	$ 1,379,265	$ 79,034	$ 801,580	$ -	$ -	$ -	$ -
Lowell		$ 583,282	$ 566,417	$ 92,050	$ 501,729	$ -	$ 187,903	$ -	$ -
Oakridge		$ 332	$ 1,486,268	$ 245,008	$ -	$ -	$ 1,039,515	$ -	$ -
Veneta		$ -	$ 1,702,473	$ 733,215	$ 26,414	$ -	$ -	$ -	$ -
Westfir		$ -	$ 390,156	$ 153,088	$ 19,658	$ 6,056	$ -	$ -	$ -
Subtotal Small Cities	**$ 29,779,007**	**$ 8,123,871**	**$ 13,732,962**	**$ 2,776,323**	**$ 2,804,769**	**$ 6,056**	**$ 2,335,026**	$ -	$ -
Subtotal Rural Areas	**$ 86,395,801**	**$ 54,345,549**	**N.A.**	**N.A.**	**$ 27,768,025**	**$ 4,179,126**	**$ 103,101**	**$ -**	**$ 7,251,825**
Total Countywide	**$ 250,203,657**	**$ 107,531,393**	**$ 56,054,914**	**$ 24,436,947**	**$ 41,386,949**	**$ 4,190,511**	**$ 6,549,201**	**$ 2,801,916**	**$ 7,251,825**
Other Special Payments				$ 2,764,267					
GRAND TOTAL	**$ 252,967,924**								

6.3. NEEDS ASSESSMENT METHODOLOGY AND RESULTS

Identification of transportation improvement projects is an essential part of transportation system planning. The Needs Assessment is the starting point for identifying road project candidates for modernization, reconstruction, or modification. As the rural major and minor collector system is the most extensive component of the County's transportation infrastructure, it was analyzed on the basis of six criteria and prioritized using a point system. The County's urban collector and arterial system was also analyzed. Local roads were not analyzed in the needs assessment. The six criteria used for the assessment include:

- Pavement Condition Index
- Pavement Structure (Crushed Based Equivalent, or CBE)
- Roadway Width
- Crash Rate
- Average Daily Traffic (ADT)
- Level of Service (LOS)

In addition to the above technical considerations, a land use-based analysis of bicycle and pedestrian facilities serving local destinations in rural developed areas was completed, for both State and County Roads. The inventory methodology and results are discussed in this chapter following the Summary of Geometric/Technical Needs. For areas inside urban growth boundaries, bicycle and pedestrian facility needs are identified by the corresponding cities.

The technical needs assessment and evaluation of bicycle and pedestrian facilities near local destinations were used to develop the TSP project list.

Bridges are evaluated biennially based upon federal requirements. A seismic evaluation was also completed in 1995. A description of these evaluations is included in this section.

Finally, planning and assessment summaries for the state highway system, and recommendations for bicycle and pedestrian improvements to serve local travel on state facilities in rural developed areas concludes this section.

Summary Of Geometric/Technical Needs Assessment Findings

The road system was assessed in terms of safety, function, and structural condition. In the process, current and projected future conditions were determined and deficiencies were identified. Overall, the greatest deficiency found in the needs assessment is sub-standard road widths. The analysis shows that a significant number of road segments do not meet the minimum desirable width standards based upon functional class, terrain, and ADT. Structural deficiencies were the next most significant issue, with a number of road segments having less than desirable CBE. Safety concerns were given special consideration by calculating and evaluating crash rates. The analysis demonstrated that safety was not a systemic problem. The Pavement Condition Index shows that road surfaces are, for the most part, in good condition. Finally, Average Daily Traffic and Level of Service analyses show that capacity constraints are an issue isolated to the Eugene metro area, and lack of capacity is not expected to be a concern on the majority of the rural road system over the TSP planning period.

An overall point total was given to "deficient" collector and arterial segments based upon the assessment criteria. Segments with a higher point total were identified for potential projects and incorporated into the TSP Project List after review by County engineering staff. Appendix G shows the needs assessment data, consisting of the points assigned to collector and arterial segments found to be "deficient" in any one of the assessment criteria categories. The point assignment key can also be found in Appendix G.

The following sections detail the criteria and results of the Needs Assessment. Explanations are also provided defining each criterion and the reason it was used.

Pavement Condition

A major goal of the 1991 Road Fund Financial Plan was to maintain and preserve at least 85% of the County's roads in fair or better pavement condition. In terms of average ratings, the Pavement Condition Index (PCI) for County Roads is higher compared to the past several years. In 1986 the average County Road scored 72 out of 100 possible points. By 1995 the average had increased to 77, with highest ratings on the rural component of the system. Since then, higher ratings have been recorded on the urban component of the system. The current average has increased to 84 for all County Roads, including arterials, collectors, and local roads. Table 14 shows PCI in terms of share of miles in fair or better condition.

Table 14: Current Pavement Condition Index

Functional Class	Miles in Fair or Better Condition	Percent in Fair or Better Condition	Miles with No PCI Data
2-Rural Minor Collector	279.3	80.1%	69.1
3-Rural Major Collector	151.3	99.5%	0.7
4-Rural Major Collector (fed)	196.1	93%	10.8
7-Urban Collector	22.8	92.3%	0.9
8-Urban Minor Arterial	17.5	92.3%	0.05
9-Urban Principal Arterial	7.5	100%	0

With some exceptions, the pavement condition rating is generally good for roads in the County system. Those with insufficient PCI are typically addressed by the County's pavement preservation program.

Pavement Structure

The strength of the pavement structure of a roadway, typically expressed as an equivalent depth of crushed road in inches, or Crushed Based Equivalent (CBE), is an indicator of the underlying structural integrity of the roadway. By converting different pavement types to a CBE, we can compare asphalt, concrete, or bituminous treatment (oil mat) roads. CBE is measured via coring samples taken from the paved road surface. A lower CBE may indicate that there is not a sufficient material base, which may expedite road failure. Factors such as traffic volume, axle weight, and soil types affect the durability of the roadway. In the assessment, arterials and collectors with a CBE less than 16 inches were considered insufficient. The data revealed that many of the roads did not meet this threshold, as shown in Table 15 below.

Table 15: Crushed Based Equivalent Data

Functional Class	Miles <16-inches	Percent <16-inches	Miles with no CBE Data
2-Rural Minor Collector	147.8	42.4%	45.8
3-Rural Major Collector	22.6	14.9%	30.9
4-Rural Major Collector (fed)	12.4	5.9%	16.5
7-Urban Collector	8.2	33.3%	9.5
8-Urban Minor Arterial	2.1	11.1%	6.9
9-Urban Principal Arterial	No Data	--	7.4

While the miles of road not meeting the CBE threshold are significant, this alone does not make a segment a candidate for reconstruction. Rather this serves in combination with other factors as an indicator that further study is required. Of particular note are those roads that are designated as "load limited," meaning heavy weight truck traffic is restricted to some degree, and also roads that are known to serve a larger number of trucks. Heavy truck traffic places greater stress on the roadbed, thus a larger CBE is required to support the loads. It is also clear that a number of segments have not been cored and have no CBE measurement. As some of these road segments are programmed into the project list for reasons other than CBE deficiency, this will presumably be tested as they are reconstructed or modified.

Road Width

The width assessment for rural County Roads is based on Functional Class, ADT and terrain, and includes
space for two travel lanes and shoulders on each side. Two-lane urban arterial and collectors use a single minimum standard of 32-feet, which represents travel lanes and bike lanes on each side. The minimum tolerable road widths used to screen the adequacy of the road system are shown in Table 16. The road design standards were in the process of development when the needs assessment was completed, so these widths may vary slightly from the road design standards to be adopted concurrently with the TSP.

Table 16: Minimum Road Widths

		Type of Terrain & Minimum Widths		
Road Type	**ADT**	**Level**	**Rolling**	**Mountainous**
Rural Collectors	<100	22’	20’	18’
Rural Collectors	100<500	26’	22’	20’
Rural Collectors	500<1500	30’	26’	22’
Rural Collectors	1500 & greater	34’	30’	26’
Urban Arterials/Collectors	NA	32’	32’	32’

Road segments were screened using the minimum width standards from Table 16. The percent of roads not meeting the standard is shown in Table 17.

Table 17: Roadways Failing to Meet Minimum Width Standard

Functional Class	Miles Below Minimum Width	Total Miles	Percent Below Minimum Width
2-Rural Minor Collector	186	348.6	53.4%
3-Rural Major Collector	63.2	152	41.6%
4-Rural Major Collector (fed)	71.8	210.7	34.1%
7-Urban Collector	20.2	24.6	82.1%
8-Urban Minor Arterial	7.4	18.9	39.2%
9-Urban Principal Arterial	1.8	7.4	24.3%

Clearly, it is not practical or desirable to pursue widening projects for all roads that do not meet the minimum width. It has also been taken into consideration that many of these roads are within a few feet or less from the minimum. As such, it is not a priority of the County to modify these roads solely on the basis of the width assessment. Instead, multiple factors from the needs assessment were considered when generating the project list.

Crash Rate

Safety is a chief concern for the road system. Crash data, evaluated by road segment, is compiled and analyzed to identify potential problem areas. This data was used to flag areas with a maximum crash threshold above 2 crashes per million vehicle miles traveled on any particular segment in the road inventory. The results show that 7.8% of the County’s road segments had a crash rate above 2. However, the statistical results can be misleading since short road segments with lower ADT will appear to have higher rates than longer road segments and/or higher ADT, although they may have only one recorded crash. In addition, the presence of a crash does not necessarily indicate a safety problem with the road, but perhaps driver error or poor weather conditions instead. Consequently, segments with crash rates above the maximum were analyzed individually to determine any trends or systemic problems with the roadway. In the process, many of the road segments were eliminated from further concern. Remaining segments were incorporated into the project list.

Average Daily Traffic

Average Daily Traffic (ADT) data is kept for most County Roads. The ADT values are determined from 48-hour counts that are averaged and adjusted for seasonal variations in traffic flow by month. The counts are totals for both directions of traffic on a two-way street, unless the roadway is a ramp or is one-way. ADT on most County Roads is relatively low, while higher ADT values are found on County Roads

in the Eugene-Springfield metro area. More heavily traveled roads are typically given priority when considering improvement projects. ADT data also helps identify areas that may have current or projected capacity problems. It is not expected that there will be capacity problems on the majority of the County's rural road system. Table 18 is a summary of ADT levels for each functional class.

Table 18: Average Daily Traffic Summary

Functional Class	Mean ADT	Range
Rural Minor Collector	737	20-4,000
Rural Major Collector	1,439	90-6,150
Rural Major Collector (fed aid)	2,797	120-11,850
Urban Collector	3,212	340-12,950
Urban Minor Arterial	8,008	1,350-26,550
Urban Principal Arterial	11,360	2,800-32,900

The highest volume road is the urban arterial Delta Highway (South of Green Acres Road), at 32,900 ADT. The highest ADT in the rural system is 11,850 on Prairie Road at mileposts 0.2-0.7. The lowest ADTs are recorded on a number of outlying rural minor collectors (less than 100 in some cases). A number of higher-volume County Roads in the Eugene/Springfield metro area have been improved in recent years or are programmed to be improved through the CIP process.

The assessment chose urban segments greater than 5,000 ADT and rural segments greater than 10,000 ADT for further analysis, as shown in Table 19. The ADT threshold could be breached based on current values or year 2020 projections. ADT projections were roughly approximated assuming 2 percent annual growth in ADT over the 20-year period. Again, using this threshold indicated that capacity constraint issues are not a major concern on the County's rural collector system. The ADT assessment was used mainly to highlight high-volume roads for additional study. The few segments with potential capacity problems have been incorporated into the project list.

Table 19: Higher ADT Roads

Functional Class	Rural Miles at 10,000 ADT and Greater	Urban Miles at 5,000 ADT and Greater	Percent of Total Miles
2 – Rural Minor Collector	0	--	0%
3 – Rural Major Collector	0	--	0%
4 – Rural Major Collector (fed aid)	2.0	--	0.9%
7 – Urban Collector	--	9.1	37%
8 – Urban Minor Arterial	--	15.1	79.9%
9 – Urban Principal Arterial	--	6.8	91.9%

Level of Service

Level of Service (LOS) is a performance measure indicating the quality of the flow of traffic on a roadway. LOS is graded on a letter scale from A to F, with A being the highest level of service and F being the lowest. At LOS A, traffic flows freely, selecting desired travel speeds with ample passing opportunities. At LOS F, traffic flow is forced, the traffic volume has exceeded the capacity of the roadway to handle it and there are no passing opportunities. LOS D is generally considered to be the lowest tolerable level of service. For the purpose of assessing the County's road system, LOS A-D were acceptable, while E and F were not.

Level of service analysis was done for two-lane rural County Roads in 1997. The methodology used for the LOS analysis is shown in Appendix D. An expected result of the 1997 analysis indicates that 76 percent of the relatively low-volume rural collector system operates at LOS A. Table 20 shows the complete results of the 1997 analysis for the rural system, by functional class.

Table 20: 1997 LOS Analysis for the Rural System

	Functional Class		
	2 – Rural Minor Collector	**3 – Rural Major Collector**	**4 – Rural Major Collector (fed aid)**
LOS A Miles	269.6	123.1	146.1
Percent of Total	77.3%	81%	69.3%
LOS B Miles	11	23.1	41.7
Percent of Total	3.2%	15.2%	19.8%
LOS C Miles	0.7	3.6	21
Percent of Total	0.2%	2.4%	10%
LOS D Miles	0	1.1	1.8
Percent of Total	0	0.7%	0.9%
LOS E Miles	0	0	0
Percent of Total	0%	0%	0%
LOS F Miles	0	0	0
Percent of Total	0%	0%	0%
No LOS Rating	67.6	0.8	0.02
Percent of Total	19.4%	0.5%	0%

Approximately 643 of the 711 rural miles were operating at acceptable levels of LOS A, B, C, or D in 1997. LOS was not calculated for a number of minor collectors due to lack of ADT data or narrow road widths. These are presumably very low-volume roads and are not of concern for level of service problems.

A 20-year level of service projection was also calculated to the year 2017. The 2017 analysis found that six rural collector segments totaling 2.9 miles were projected to be at LOS E in 2017. These segments were analyzed and incorporated into the project list. No segments were projected to be operating at LOS F in 2017.

Bicycle And Pedestrian Facilities In Developed Areas

Inside urban growth boundaries, bicycle and pedestrian facility needs are evaluated by the corresponding cities. Proposed urban bicycle and pedestrian facility improvements on County Roads are included in both the County's and cities' TSP Project Lists. For rural Lane County, the road system is the primary bicycle and pedestrian network. As such, the roads inventory with regard to roadway width is the primary resource to identify these facilities in rural areas. The adequacy of paved shoulders can be determined by looking at the total roadway width. The Needs Assessment described in Chapter 6.3 identified County Roads with inadequate widths. ADT and terrain are considered in determining whether road widths are adequate. Additional shoulder width for bicycle use would normally be considered if public involvement during the Capital Improvement Program process indicates that this is a priority.

The Needs Assessment analysis only considers geometrics and technical operational characteristics of the road system. Under the Transportation Planning Rule, bicycle and pedestrian facilities serving local destinations within developed areas must also be evaluated. As such, land use characteristics must be integrated into the analysis.

Lane County inventoried bicycle and pedestrian facilities in the 33 (of 35) unincorporated communities where local bicycling and walking destinations exist. Each community was mapped to show zoning and addresses, roads by functional class, and ADT. Using data available from the Regional Land Information Database (RLID), and the County Assessment and Taxation and Land Management Divisions, the locations and types of local destinations were also identified. Included as local bicycling and walking destinations were groceries, eateries, taverns, schools, banks, granges, community centers, offices, churches, parks, and large employment areas near residential areas. Roads within one-quarter to one-half mile were then identified for subsequent field investigations.

During the field investigations in each community, all roads within bicycling and walking distance to local destinations were listed and their widths were recorded. Guidelines in the 1995 *Oregon Bicycle and Pedestrian Plan* indicate that roads with traffic volumes of less than 1,000 vehicles a day are generally suitable as shared roadways (page 17). Therefore all roads with ADTs lower than 1,000 were excluded from recommendations.

Eighteen county and eleven state road segments were identified as meriting wider shoulders and/or sidewalks to accommodate bicycle and pedestrian travel to local destinations in rural developed areas. The recommended state highway improvements are listed in the State Highway System section that concludes this chapter. The County segments were added to the TSP project list. The detailed inventory of bicycle and pedestrian facilities serving local destination needs is kept in the County Public Works Engineering Transportation Planning office.

Bridges

Bridges must be inspected every 24 months to comply with Federal Highway Administration requirements. The County normally retains an independent engineer to complete bridge inspections. The *Bridge Inspection and Load Rating Report* is updated with each round of inspections. This report is maintained in the County Public Works Engineering Division, Transportation Planning office. Bridges are load-rated based upon three levels of use for an estimated number of annual truck trips for up to five axle trucks (trucks with additional axles must be individually load rated):

- The *Inventory* rating represents the maximum loads that can pass over the bridge a large number of times without resulting in significant damage to the bridge.
- The *Operating* rating represents the maximum loads the bridge can sustain on an occasional basis, controlled by permits issued by the County.
- The *Recommended Posting* represents the maximum loads that, in the opinion of the independent engineer, should be allowed to cross the bridge without special approval by the County.

In addition, bridges are rated in two ways to evaluate their condition:

- The *general condition* of each bridge is also evaluated and rated from 0 (lowest) to 9 (new condition).
- A *sufficiency rating* is calculated by the State Bridge Maintenance Section, based upon structural adequacy and safety, functional obsolescence, and use.

Bridges that have a general condition rating of 8-9 are considered to be in good condition. A rating of 5-7 is considered fair and requires monitoring for defects. A rating of 4 or less is considered poor, and deserving attention as soon as possible. Generally speaking, Lane County's bridges are in good condition. As of the latest published data for inspections performed in 1998 and 1999, 91% of Lane County's bridges scored a 7 or higher general condition rating. Ten bridges, all older, one-way covered bridges scored a 4 or lower. Bridges that are rated in poor condition are no longer in operation or are weight-restricted. In addition, these bridges receive immediate temporary repair and are scheduled for more permanent rehabilitation through the Capital Improvement Program.

The geological record indicates that the region is susceptible to large-scale earthquakes. As such, bridges have been given special consideration for their ability to withstand future seismic activity. A CH2M Hill seismic rating report was commissioned by ODOT to look at the earthquake preparedness of the State's bridge system. The report analyzed and rated bridges based on two primary factors—vulnerability and criticality.

The vulnerability rating indicates bridge adequacy based on location and the composition of the bridge structure. The report assigns bridges to vulnerability groups based on particular bridge details that have performed poorly in seismic events (See Table 21). Criticality indicates the importance of the bridge in the transportation network. In other words, bridges located on important lifeline routes identified by ODOT are given a higher rating due to the critical function they serve for emergency services. By

combining the vulnerability and criticality ratings, agencies are able to prioritize and target seismic improvements and/or bridge replacements where it is needed most.

Table 21 shows the vulnerability groups used by CH2M Hill and the breakdown of Lane County bridges in these groups.

Table 21: Lane County Bridges by Vulnerability Group

Vulnerability Group	Total Bridges	Percent of Total
1A	8	3%
1B	87	29%
1C	98	33%
1D	0	0%
2A	3	1%
2B	37	13%
2C	62	21%

1A – Unstable bearings
1B – Stable bearing with inadequate anchorage and/or seat capacity
1C – Single span with inadequate anchorage and/or seat capacity
1D – In-span hinges with no other superstructure deficiencies
2A – Single column piers
2B – Three substructure deficiencies
2C – One or two substructure deficiencies

The groups beginning with 1 represent various superstructure deficiencies (bridge deck, beams, girders), and the groups beginning with 2 represent substructure deficiencies (columns, bentwalls). The substructure supports the superstructure above.

The complete report "Seismic Vulnerability of Local Agency Bridges" by CH2M Hill was released in 1995 and is available for viewing from the Road Maintenance section of Lane County Public Works.

State Highway System

Capital improvements on state facilities are managed through the State Transportation Improvement Program (STIP). In many cases, City TSPs identify urban ODOT facility needs in their project list, which may then be promoted to the STIP. The Lane County TSP makes recommendations to the STIP for State facilities where the addition of bicycle and pedestrian facilities is warranted near rural communities (See *Recommendations for State Facilities Serving Rural, Local Bicycle-Pedestrian Needs* in this section). However, project identification in terms of detailed operational and geometric analysis of the state highway system was not part of the initial TSP needs assessment.

ODOT's development of conditions reports (showing detailed safety, geometric, and operating conditions) for highway corridors in Lane County assists in the assessment of state facilities, but these are not complete. As additional conditions reports are finished and give a more clear understanding of state facilities in Lane County, deficient areas can be better identified and additional projects may be incorporated into the County project list for future STIP development. Until then, the TSP will not include an extensive assessment of rural State facility needs. Lane County continues to support current and future ODOT projects that are otherwise consistent with the TSP and applicable federal, state, and local regulations.

Following is the status of conditions reports and planning activity summaries for major ODOT facilities in Lane County, followed by recommendations resulting from the County's analysis of bicycle and pedestrian facilities serving rural, local travel needs (discussed earlier in this chapter) for State facilities.

I-5 from Washington to California

The I-5 State of the Interstate Report – 2000 is an assessment of the existing and forecast safety, geometric, and operating conditions on Interstate 5 through Oregon. The conditions report is a CD-ROM

that includes text, maps, and tables. Refinement plans have been developed for several noteworthy interchanges, including the Coburg, Beltline, and Creswell interchanges in Lane County.

US 101 – Oregon Coast Highway

Highway 101, a designated National Scenic Byway and All American Road, is regarded for its natural, historic, and scenic features, and the Pacific Highway Scenic Byway Plan was produced with the following objectives: enhancement, stewardship, awareness, interpretation, and access. Many features in Lane County have been identified for protection along the corridor, including bridges, parks, and other recreational attractions. The Lane County Board of Commissioners endorsed the completed Pacific Coast Scenic Byway Management Plan in November 1997.

OR 58 From Eugene to US Highway 97

No corridor level planning has been completed for OR 58. A conditions report may be produced at some point in the future, but is yet to be programmed into ODOT's budget.

OR 126 from Florence to Eugene

Lane Council of Governments is developing a Highway 126 West conditions report for ODOT. The CD-ROM format will be similar to the I-5 State of the Interstate Report, with safety, geometric, and operating conditions for the Florence-Eugene highway.

Previously, ODOT commissioned Lane Council of Governments to complete a Phase I interim strategy for the Florence-Eugene corridor. The report was released in 1998 and outlines Corridor Strategy development, transportation goals, and management objectives.

OR 126 from Eugene to Santiam Junction

Lane Council of Governments studied the eastern corridor of Highway 126 for ODOT. The resulting Phase I Interim Corridor Strategy was published in May 1998. The Strategy summarizes the results of stakeholders' meetings, a public outreach program, and professional review. Some of the more frequently cited concerns for the corridor include:

- Conflicts between local traffic and the efficient and effective movement of goods and services through the Corridor;
- Increasing traffic and congestion, especially in Springfield and eastward towards Walterville;
- Providing for a safe and efficient highway while protecting the Corridor's scenic attributes and important natural resources;
- Safety and congestion problems associated with the large number of residential driveways that directly access the highway;
- Maintain the Corridor's function as an important link in the State's transportation system while safeguarding the character and communities within the rural portions of the Corridor;
- Ensuring safe transport of hazardous materials through the Corridor;
- Unsafe conditions;
    - Created or exacerbated by driver behavior
    - Associated with highway characteristics and maintenance
    - For bicyclists, pedestrians, and bus riders
- Effects of growth in the Eugene-Springfield metropolitan area, Deschutes County, and new rural residential development on traffic volumes in the Corridor;
- Inappropriate amount of through truck traffic given the design and character of the highway;
- Widening the highway to accommodate increased traffic will attract more through traffic and increase, not decrease, congestion.

Other Area Plans

ODOT is working on a refinement plan for Highway 99, for the segment within the Junction City UGB, with the technical background work already complete. On ODOT's list for future funded planning analysis are the following:

- West 11th Expressway Plan—Beltline Intersection to Oak Hill;
- OR 126/Main facility refinement plan;
- Beltline capacity study; and
- I-5 Refinement Plan--I-105 to OR 58.

Recommendations for State Facilities Serving Rural, Local Bicycle-Pedestrian Needs

As discussed earlier in the Needs Assessment Chapter, an analysis of facilities serving local destinations in unincorporated communities was completed in Summer 2002. This section provides recommendations that resulted from that evaluation for State facilities. (Needs for County facilities were incorporated into the TSP Project List).

In addition to serving as throughways, state highway facilities provide the main access to many unincorporated communities and the stores, schools, and other local destinations serving their residents. While staff was primarily concerned with County Road facilities in completing the analysis, shoulder widths on state roads were also recorded. Roads with inadequate widths were noted. Roads with an ADT lower than 1,000 were then excluded. A list of 11 state road sections within ¼ to ½ mile of local destinations was compiled and is shown in the table below. The list was prioritized in terms of ADT and existing shoulder width. The list, which has also been distributed to ODOT personnel, is provided here as a recommendation for incorporation into the Statewide Transportation Improvement Program (STIP) - the State equivalent of the County's CIP. The County's priority ranking and recommendations are based upon limited analysis and therefore could change after closer evaluation by ODOT personnel.

Table 22: State Highway Facilities Recommended for Bike-Pedestrian Improvements

State Road	Location	Priority Ranking	ADT	Existing Shoulder	Recommendation*
Hwy 99 South	Goshen	1	7000	1', varies	Widen to include 6'-8' shoulders
Hwy 36	Cheshire	2	3800	0-2'	Widen to include 6'-8' shoulders
Hwy 99 South	Saginaw	3	4100	1'	Widen to include 6'-8' shoulders
McKenzie Hwy	Walterville	4	8000	3'	Widen to include 6'-8' shoulders
McKenzie Hwy	Leaburg	5	5100	3'	Widen to include 6'-8' shoulders
McKenzie Hwy	Nimrod	6	4100	3-4'	Widen to include 6'-8' shoulders
Hwy 126 West	Mapleton	7	6800	4'	Widen to include 6'-8' shoulders
Hwy 101	Glenada	8	12400	4-8'	Widen to include 6'-8' shoulders
McKenzie Hwy	Vida	9	4600	4-6'	Widen to include 6'-8' shoulders
Territorial Hwy	Crow	10	1800	0-1'	Widen to include 4'-6' shoulders
Territorial Hwy	Lorane	11	1500	None	Widen to include 4'-6' shoulders

*Shoulder widening is recommended for both sides of the roadway.

The 2002-2005 STIP already includes four of the sections listed above, for Goshen, Walterville, Leaburg, and Vida. For the Goshen area, Highway 99 South is identified for pavement preservation overlay (STIP key#12379). ODOT personnel indicate that in the initial publication of STIP projects, widening for bicycle/pedestrian facilities is typically not included in pavement preservation unless a legitimate safety issue has been identified. For Walterville, Leaburg, and Vida, the STIP identifies a pavement preservation project for the McKenzie Highway (STIP key #10808), including significant bicycle and pedestrian safety elements.

6.4. TSP PROJECT LIST OVERVIEW

The project list following the Goals and Policies for this section consists of 136 capital improvement projects on County Roads. Seventy of the projects were derived from the Needs Assessment, which analyzed the structural and operational characteristics of the County's roadways, or the adopted 2003-2007 Lane County CIP. The remaining projects have been identified in City TSPs. Projects from all of these sources have been incorporated into the County list.

The project list shows a project number, name, and milepost limits of the proposed project. The source of the project is identified (e.g. Coburg TSP) and a general description is given as well as an estimated cost. Three versions of the project list are presented, with one sorted in alphabetical order, the second is sorted by project number, and the third is sorted by the source TSP. The precise cost and scope of each project is subject to change as it is promoted through public involvement and the CIP process. During the CIP process, projects are given a specific design-engineering concept in accordance with applicable design standards and environmental and topographical constraints. The concept is often modified based on public input and/or direction from the County Board of Commissioners before a final design is adopted.

Goals And Policies: Financing And Recommended Improvements

Goal 23: Maintain long-term County Road Fund stability by making annual budget adjustments and following adopted priorities.

Policy 23-a: Adjust operating and capital expenditures through the annual budget process to maintain long term County Road Fund viability. Maintain a "prudent person" County Road Fund reserve. An appropriate "prudent person" reserve is generally considered to be 10% to 15% of gross receipts.

Policy 23-b: Identify and consider additional potential funding sources and strategies, such as a local option gas tax or vehicle registration fee, in the event of loss or reduction of existing funding sources.

Goal 24: Use the County Road Fund effectively by following the priorities established in the 1991 Road Fund Financial Plan (updated 1995).

Policy 24-a: As a first priority (Core Program), maintain and preserve the County Road and bridge system.

Policy 24-b: As a first priority (Core Program), provide a safe roadside environment for the traveling public on the County Road System.

Policy 24-c: As a second priority (Enhanced Program) and as funding allows, improve the County Road System to meet modern County design and safety standards.

Policy 24-d: As a second priority (Enhanced Program) and as funding allows, share timber receipt payments from the County Road Fund with cities for general street purposes and maintenance of City street systems.

Policy 24-e: As a third priority (Assistance Program) and as funding allows, provide economic development road infrastructure financing to assist in economic development.

Policy 24-f: As a third priority (Assistance Program) and as funding allows, share timber receipt payments from the County Road Fund, through the CIP process, with cities and ODOT for City or ODOT roadway projects of mutual interest.

Goal 25: Maintain effective partnering relationships with cities and the Oregon Department of Transportation (ODOT).

Policy 25-a: Review annually County-City road partnership agreements to maintain road fund viability and to assist cities in providing road services to urban residents in Lane County.

Policy 25-b: Evaluate existing road project funding agreements with incorporated cities, and make necessary amendments to allocate an appropriate share of system development charges (SDCs) to the County to cover the cost of improvements on County Roads generated by new development.

Policy 25-c: Engage ODOT in continuing discussions regarding jurisdiction of roadways; partnerships in funding programs; response to ODOT policy initiatives; and partnerships for a seamless service delivery system through sharing of resources, collocation of facilities, or consolidation of functions.

Projects on Lane County Roads – 20-Year Project List Sorted in Alphabetical Order								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
23	6th Avenue West	City Limits to Oaklea Drive	0.000	0.330	0.330	Junction City	Bike-Ped, add sidewalks, restripe to add bike lanes and possibly turn lanes at intersections., #1	$50,000
22	10th Avenue West	Rose Street South to Oaklea Dr	0.000	0.346	0.346	Junction City	Bike-Ped, add sidewalks, restripe to add bike lanes and possibly turn lanes at intersections., #2	$50,000
18	18th Avenue East & Deal St Modernization	Highway 99E to Dane Lane	0.000	0.509	0.509	Junction City	Urban Standards, 2 lane with curb, gutter, sidewalks, bike lanes, and possibly turn lanes at intersections., #4	$700,000
20	18th Avenue West Modernization	Hwy 99W to Oaklea Drive	0.000	0.854	0.854	Junction City	Urban Standards, 2 lane with curb, gutter, sidewalks, bike lanes, and possibly turn lanes at intersections such as Oaklea Dr and Rose Street., #3	$1,200,000
40	18th Avenue**	Bertelson Rd to Willow Creek Rd			0.710	TransPlan	Urban Standards, 2 lane facility, #303	$1,100,000
35	31st Street	Hayden Bridge to U Street	0.542	0.905	0.850	TransPlan	Urban Standards, 2-3 lane facility, #765	$1,300,000
111	Alvadore Rd	Hwy 36 to Snyder Rd	0.000	6.100	6.100	LC TSP	Rural Modernization	$3,800,000
112	Applegate Trail	Hwy 36 to Territorial Hwy	0.000	2.584	2.584	LC TSP	Rural Modernization - Widen shoulders for bike use	$1,600,000
101	Arrowhead Street***	Irvington Drive to Barstow Ave	0.000	0.230	0.230	LC TSP	Urban Standards	$500,000
47	Aspen St*	Centennial to West D	0.000	0.441	0.441	TransPlan	Urban Standards, 2 to 3 lane facility, joint project Spfd, #809	$750,000
103	Awbrey Lane	Prairie Rd to Hwy 99W	0.000	1.340	1.340	LC TSP	Rural Modernization	$850,000
97	Beacon Drive East	River Rd to Scenic Drive	0.000	0.749	0.749	LC TSP	Urban Standards	$1,500,000
98	Beacon Drive West	River Rd to Prairie Rd	0.154	1.172	1.018	LC TSP	Rural Modernization	$650,000
46	Beaver Street Arterial	Hunsaker Drive to Wilkes Drive			0,840	TransPlan (Future List)	R.O.W. acquisition, general construction, new arterial #503	$1,700,000
71	Bennett Creek Rd	North River Rd to UGB (bridge)	0.000	1.008	1.008	Cottage Grove	Urban Standards - Widen, upgrade guardrail	$270,000

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Projects on Lane County Roads – 20-Year Project List Sorted in Alphabetical Order								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
51	Bloomberg Connector (McVay Hwy Realignment)*	McVay Highway to 30th Ave			0.400	TransPlan	Modification of connection of McVay Hwy to 30th Ave, #297	$800,000
78	Blue River Drive	Hwy 126 to Hwy 126	0.000	1.555	1.555	LC TSP	Rural Modernization	$1,000,000
15	Bolton Hill Rd	Territorial Hwy to UGB	0.000	1.171	1.171	Veneta	Urban Standards. #B5	$1,900,000
11	Bolton Hill Rd	At Territorial Hwy	0.000	0.000	0.000	Veneta	Traffic Signal. Possible joint project with Veneta, ODOT. #B15	$200,000
13	Bolton Road East	Territorial Hwy to Huston Rd South	0.000	1.300	1.300	Veneta	Bike-Ped Facilities, #D6	$320,000
77	Bridge Street	McKenzie River & Overflow Structure	0.006	0.190	0.184	LC TSP	Bridge Improvements	$120,000
116	Briggs Hill Rd*	MP 2.5 to Spencer Cr Rd	2.500	4.010	1.510	LC TSP	Rural Modernization	$1,250,000
91	Camas Swale Rd	Butte Rd to Weiss Rd	0.550	7.010	6.460	LC TSP	Rural Modernization	$4,000,000
124	Canary Rd	Hwy 101 to Woahink Lake	0.000	0.686	0.686	LC TSP	Rural Modernization	$450,000
76	Cedar Flat Rd*	Hwy 126 to East Cedar Flat Rd	0.000	0.500	0.500	LC TSP	Realignment and widening for paved shoulders	$450,000
120	Central Rd	Hwy 126 to Fleck Rd	0.000	1.920	1.920	LC TSP	Rural Modernization	$1,200,000
125	Clear Lake Rd*	Jensen Lane to Canary Rd	1.670	4.233	2.563	LC TSP	Rural Modernization - Addition of paved shoulders	$1,700,000
126	Cloverdale Rd	Hwy 58 to Hendricks Rd (State Highway begins)	0.000	3.276	3.276	LC TSP	Rural Modernization	$2,000,000
28	Coburg Industrial Way**	Pearl Street Intersection				Coburg	Traffic Signal Installation and widening of approach to intersection, #B2	$0 (est. cost included in #28 above)
82	Coburg Rd	Coburg Rd North to Linn County Line	7.416	12.883	5.467	LC TSP	Rural Modernization	$3,400,000
84	Coburg Rd North	Coburg Rd to Linn County Line	0.000	4.115	4.115	LC TSP	Rural Modernization	$2,600,000
43	Coburg Rd**	Kinney Loop to Armitage Park	3.229	4.419	1.190	TransPlan	Urban Standards. Reconstruct to three-lane facility to UGB, turn lane at park entrance, rural, #625	$2,400,000
70	Cottage Grove-Lorane Hwy	City Limit to Gowdyville Rd	0.830	1.174	0.344	Cottage Grove	Bike-Ped Facilities	$90,000
136	Cottage Grove-Lorane Rd	Hawley Cr Rd to Old Lorane Rd	10.879	12.654	1.775	LC TSP	Bike-Ped Facilities - Widen shoulders for bike use	$1,110,000
45	County Farm Loop	North to South Section	0.000	0.550	0.550	TransPlan	Urban Standards, 3-lane facility, joint with Eugene, #631	$825,000

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Projects on Lane County Roads – 20-Year Project List Sorted in Alphabetical Order								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
42	County Farm Loop	West to East Section	0.550	1.080	0.530	TransPlan	Urban Standards, 2 lane facility, joint with Eugene, #632	$800,000
79	Crest Drive ***	Lorane Hwy to Blanton Rd	0.000	0.873	0.873	LC TSP	Urban Standards/Rural Modernization	$1,800,000
63	Dale Kuni Road	Hwy 99 to UGB	0.000	1.430	1.430	LC TSP	Bike-Ped Facilities	$900,000
7	Delight Valley School Rd. North	E. Saginaw Rd. to Bachmann Ln.	0.000	0.282	0.282	LC TSP	Bike-Ped Facilities – Widen shoulders	$175,000
58	Delta/Beltline Interchange*					TransPlan	Interim/safety improvements; replace/revise existing ramps; widen Delta Hwy bridge to 5 lanes, #638	$8,000,000
129	Dexter Rd	Hwy 58 to Barbre Rd	0.000	1.500	1.500	LC TSP	Bike-Ped Facilities	$950,000
86	Dillard Rd*	Hwy 99 to ECM	0.000	4.016	4.016	LC TSP	Rural Modernization	$2,600,000
32	Division Avenue	Delta Highway to Beaver Street			0.890	TransPlan (Future List)	New frontage road with Willamette River Bridge #512	$4,000,000
110	Dorsey Lane	Hwy 36 to High Pass Rd	0.000	1.542	1.542	LC TSP	Rural Modernization	$950,000
121	Ellmaker Rd	Hwy 126 to Jeans Rd	0.000	1.114	1.114	LC TSP	Rural Modernization	$700,000
118	Fir Butte Rd	Royal Ave to Clear Lake Rd	0.000	2.706	2.706	LC TSP	Rural Modernization	$1,700,000
75	Fish Hatchery Rd	Hwy 58 to 1st Street	0.000	1.650	1.650	Oakridge	Bike-Ped Facilities. Joint with Oakridge, #D2.	$1,000,000
72	Fish Hatchery Rd	At Hwy 58	0.000	0.040	0.040	Oakridge	Realignment of Fish Hatchery Rd at Hwy 58 approach. Joint with Oakridge, ODOT, #D7	$100,000
119	Fisher Rd	Hwy 126 to Royal Avenue	0.000	1.200	1.200	LC TSP	Rural Modernization	$750,000
115	Fleck Rd	Territorial Hwy to Central Rd	0.000	2.512	2.512	LC TSP	Rural Modernization	$1,600,000
34	Fox Hollow Rd	Donald Street to UGB	8.829	9.329	0.500	TransPlan	Urban Standards, 2 lane facility, #245	$850,000
85	Franklin Boulevard East***	I-5 Frontage to Twin Buttes Rd	0.000	1.121	1.121	LC TSP	Rural Modernization	$2,300,000
59	Game Farm Rd North*	I-5 to Coburg Rd	0.419	1.690	1.271	TransPlan	Urban Standards, Upgrade to 2-3 lane facility, Joint with Eugene,#654	$2,200,000
50	Game Farm Rd South	Game Farm Rd East to Harlow Rd			0.930	TransPlan	Urban Standards, 2 lane facility,#737	$2,100,000
95	Gowdyville Rd*	MP 1.89 to Territorial Hwy	1.890	9.034	7.144	LC TSP	Reconstruct and pave gravel road	$3,100,000

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Projects on Lane County Roads – 20-Year Project List Sorted in Alphabetical Order								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
54	Green Hill Rd*	Barger Drive to Airport Rd	3.820	5.820	2.000	TransPlan	Rural widening and intersection modifications,#485	$2,000,000
10	Green Hill Rd*	Barger Drive to W 11th	1.540	3.820	2.280	TransPlan	Urban Standards, Upgrade to 2-3 lane facility, joint with Eugene, #454	$5,000,000
39	Green Hill Rd**	North Boundary of Airport to Airport Rd			2.060	TransPlan	Closing of existing road and realignment on east boundary of airport property, #486	$3,000,000
49	Grove Street	Silver Lane to Howard	0.000	0.528	0.160	TransPlan	Bike-Ped, Striped Lane/Route #515	$0
113	Hall Rd*	MP 4.56 to MP 5.88	4.560	5.880	1.320	LC TSP	Pave gravel portion	$990,000
62	Harvey Road	At Hwy 99	0.000	0.100	0.100	Creswell	Intersection improvements at Hwy 99, High Priority #9	$200,000
30	Hayden Bridge Rd (includes 23rd)	Yolanda to Marcola Rd			1.540	TransPlan	Urban Standards, 2 lane facility, #747	$2,300,000
3	Heceta Beach Rd***	Hwy 101 to Rhododendron Drive	0.000	1.885	1.885	Florence	Bike-Ped Facilities. Listed as project #I-1	$150,000
24	High Pass Road Modernization	Hwy 99 to Oaklea Drive	0.000	0.859	0.859	Junction City	Urban Standards, 2-3 lane with curb, gutter, sidewalks, and bike lanes. Need and location of turn lanes to be determined., #5	$1,200,000
25	High Pass Road Modernization (Future)	Oaklea Drive to UGB	0.859	1.520	0.661	Junction City	Urban Standards, 2-3 lane with curb, gutter, sidewalks, and bike lanes. Need and location of turn lanes to be determined., #5	$900,000
73	High Prairie Rd	1st Street to UGB	0.000	0.947	0.947	Oakridge	Bike-Ped Facilities. Intersection improvements and shoulders. Joint with Oakridge, Part of #D3 and #D6	$600,000
90	Hill Rd	Old Mohawk Rd to Marcola Rd	0.000	4.572	4.572	LC TSP	Rural Modernization	$2,900,000
137	Hills Cr Rd	Jasper-Lowell Rd to Alden Lane	0.000	0.778	0.778	LC TSP	Bike-Ped Facilities - Widen to standard for bike use	$490,000
38	Horn Lane	N. Park Ave to River Road	0.000	0.928	0.928***	TransPlan	Bike-Ped, Striped Lane or Route, #521	$150,000
80	Howard Ave	River Road to North Park	0.000	0.956	0.960	TransPlan	Bike-Ped, Striped Lane or Route, #524	$0
106	Hulbert Lake Rd*	Ferguson Rd to Benton County Line	0.000	2.390	2.390	LC TSP	Reconstruction and drainage improvements	$1,500,000
48	Hunsaker Lane/Beaver Street*	River Rd to Division Ave	0.000	1.141	1.141	TransPlan	Urban Standards-2 lane facility,#527	$2,200,000

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Projects on Lane County Roads – 20-Year Project List Sorted in Alphabetical Order								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
12	Huston Road South	Hunter Rd to Perkins Rd	0.272	1.070	0.798	LC TSP	Bike-Ped Facilities. See Veneta TSP #D6	$500,000
60	Irving Rd at NW Expressway*	Gainsborough Entrance to Prairie Rd			0.300	TransPlan	Construct overpass over NW Expressway and railroad. Signalize access on north side,#530	$4,200,000
52	Irvington Drive*	River Road to Prairie Rd	0.000	1.479	1.479	TransPlan	Urban Standards,2-3 lane facility, #533	$4,000,000
55	Jasper Road Extension*	Main Street to Jasper Rd			3.200	TransPlan	Construct 4 lane arterial: phasing to be determined: improve RR X-ing at Jasper Rd; at grade interim improvement; grade separation long range improvement,#66	$10,400,000
130	Jasper-Lowell Rd	Pengra Rd to MP 5.0	3.874	5.000	1.126	LC TSP	Rural Modernization	$700,000
132	Jasper-Lowell Rd	Parkway Rd to Pengra Rd	0.000	3.874	3.874	LC TSP	Bike-Ped Facilities - Widen shoulders for bike use	$2,420,000
16	Jeans Rd	Huston Rd North to Fawver Dr	1.185	3.000	1.815	LC TSP	Bike-Ped Facilities See Veneta TSP #D6	$1,100,000
33	Lake Drive/N. Park Ave	Howard to Horn Lane***	0.000	0.430	0.430	TransPlan	Bike-Ped, Striped Lane or Route, #536	$170,000
69	Latham Rd	Hwy 99 to London Rd	0.000	0.965	0.965	Cottage Grove	Bike-Ped Facilities	$100,000
56	Laura St*	Scots Glen Drive to Harlow Rd	0.000	0.273	0.273	TransPlan	Urban Standards - Three-lane facility	$550,000
138	Lost Creek Rd	Hwy 58 to Parvin Rd	0.000	0.669	0.669	LC TSP	Bike-Ped Facilities - Widen shoulders for bike use	$420,000
89	Marcola Rd*	Parsons Cr Rd to Wendling Rd	10.430	11.700	1.270	LC TSP	Rural Modernization - Widen and overlay. Includes curb and sidewalk in Marcola.	$1,900,000
88	Marcola Rd*	Wendling Rd to Johnson Rd	11.700	16.080	4.380	LC TSP	Rural Modernization - Widen and overlay	$3,000,000
83	McKenzie View Drive	Coburg Rd to Hill Rd	0.000	6.099	6.099	LC TSP	Rural Modernization	$3,800,000
104	Meadowview Rd West	Hwy 99W to Alvadore Rd	0.000	2.952	2.952	LC TSP	Rural Modernization	$1,850,000
128	Mill Rd*	Hwy 58 to Wheeler Rd	0.000	0.249	0.249	LC TSP	Realignment at Hwy 58	$400,000
105	Milliron Rd East*	Hwy 99W to Prairie Rd	0.000	0.402	0.402	LC TSP	Rural Modernization - Widen and overlay. Modernize two railroad crossings. Access to new corrections facility.	$950,000

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Projects on Lane County Roads – 20-Year Project List Sorted in Alphabetical Order								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
94	Mosby Cr Rd	Currin Connector to Row River Connector #1	1.204	1.632	0.428	LC TSP	Rural Modernization	$250,000
2	Munsel Lake Rd***	Hwy 101 to North Fork Siuslaw Rd	0.000	2.090	2.090	Florence	Bike-Ped Facilities. Listed as project #I-3	$150,000
36	N. Park Avenue	Maxwell Rd to Horn Lane	0.268	1.298	1.030	TransPlan	Bike-Ped, Striped Lane/Route #539	$200,000
123	North Fork Siuslaw Rd	Hwy 126 to Munsel Lake Rd	0.000	0.849	0.849	LC TSP	Rural Modernization	$550,000
68	North River Rd	Hwy 99 to Bennett Creek Rd	0.000	0.433	0.433	Cottage Grove	Urban Standards	$430,000
109	Oaklea Drive	Hwy 99W to 18th Ave West	0.000	1.512	1.512	LC TSP	Rural Modernization	$950,000
21	Oaklea Drive Modernization	18th Ave West to High Pass Rd	1.512	2.534	1.022	Junction City	Urban Standards, 2-3 lane with curb, gutter, sidewalks, and bike lanes. Need and location of turn lanes to be determined., #7	$1,400,000
8	Parsons Creek Rd.	Marcola Rd. to Pioch Ln.	0.000	0.899	0.899	LC TSP	Bike-Ped Facilities – Widen shoulders	$560,000
29	Pearl Street**	Coburg Rd to Miller St	0.025	0.244	0.219	Coburg	Urban Standards - Two-lane facility with curb, gutter, sidewalks, bike lanes,#B1	$700,000
28	Pearl Street**	Miller St to I-5	0.244	0.640	0.396	Coburg	Urban Standards - Four-lane facility with median treatments, curb, gutter, sidewalks, bike lanes, #B1	$750,000
14	Perkins Rd	City Limits to Central Rd	0.420	2.822	2.402	LC TSP	Bike-Ped Facilities See Veneta TSP #D6	$1,500,000
17	Pitney Lane North	UGB to High Pass Road	1.370	1.509	0.139	Junction City	Urban Standards, 2 lane with curb, gutter, sidewalks, and bike lanes, #11	$200,000
107	Prairie Rd	NW Expressway to Hwy 99 (Prairie Rd Connector)	2.221	7.850	5.629	LC TSP	Rural Modernization	$3,500,000
81	Prairie Rd***	Maxwell Rd to Beltline	0.118	0.690	0.572	LC TSP	Complete urban Standards	$350,000
19	Prairie Road Modernization	Highway 99 to High Pass Road	8.030	9.250	1.220	Junction City	Urban Standards, 2-3 lane with curb, gutter, sidewalks, and bike lanes. Need and location of turn lanes to be determined., #8	$1,700,000
26	Prairie Road Widening (Future)	UGB to End (near Hwy 99)	7.300	8.030	0.730	Junction City	Rural Modernization. Widen shoulders. Discussion of prison siting, #9	$1,000,000

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Projects on Lane County Roads – 20-Year Project List Sorted in Alphabetical Order								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
31	Prairie Road**	Carol Lane to Irvington Drive	1.589	1.939	0.350	TransPlan	Urban Standards, 3 lane-lane facility, #472	$825,000
1	Rhododendron Drive***	City Limits to Heceta Beach Rd	3.440	5.112	1.672	Florence	Urban Standards-Curbs, Sidewalks, bike lanes. Part of project G-4 and bike project I-2..	$1,800,000
127	Ridgeway Rd	Hwy 58 to MP 1.0	0.000	1.000	1.000	LC TSP	Bike-Ped Facilities	$620,000
102	River Loop #1***	River Rd to Dalewood Street	0.000	0.244	0.244	LC TSP	Urban Standards	$500,000
100	River Loop #2***	River Rd to Burlwood Street	0.000	0.990	0.990	LC TSP	Urban Standards	$2,000,000
57	River Rd*	Beacon Dr to Carthage	7.366	7.747	0.381	TransPlan	Urban Standards - Three-lane facility, #545	$1,100,000
27	River Road Modernization*	Hwy 99 to vicinity of Strome Ln	0.000	0.694	0.694	Junction City	Urban Standards, 2-3 lane with curb, gutter, sidewalks, and bike lanes. Need and location of turn lanes to be determined., #10	$970,000
92	Row River Rd	Sharps Cr Rd to Brice Cr Rd	16.230	19.778	3.548	LC TSP	Rural Modernization	$2,200,000
67	Row River Rd	UGB to Row River	1.042	2.088	1.046	Cottage Grove	Urban Standards - Three-lane facility with bike lanes	$900,000
53	Royal Avenue*	Terry Street to Greenhill Avenue	2.267	3.267	1.000	TransPlan	Urban Standards - Three-lane facility, joint with Eugene, #481	$2,200,000
96	Scenic Drive ***	River Loop #2 to Beacon Drive East	0.000	0.765	0.765	LC TSP	Urban Standards	$1,600,000
93	Sears Rd	MP 0.62 to Saginaw Rd East	0.620	3.240	2.620	LC TSP	Strengthen pavement structure	$1,100,000
87	Seavey Loop ***	Hwy 58 to Franklin Boulevard East	0.000	3.791	3.791	LC TSP	Bike-Ped Facilities	$2,400,000
133	South Jetty Rd	Hwy 101 to BLM Rd	0.000	0.620	0.620	LC TSP	Bike-Ped Facilities - Widen shoulders for bike use	$390,000
66	South River Rd**	Hwy 99 to Jason Lee (City Limit)	0.000	0.316	0.316	Cottage Grove	Urban Standards & realign at Hwy 99	$660,000
117	Spencer Cr Rd	MP 0.5 to Pine Grove Rd	0.500	3.285	2.785	LC TSP	Rural Modernization	$1,700,000
99	Spring Creek Drive ***	River Rd to Scenic Drive	0.000	0.527	0.527	LC TSP	Urban Standards	$1,100,000
122	Stagecoach Rd*	Richardson Rd to MP .58	0.000	0.580	0.580	LC TSP	Slope stabilization	$770,000
134	Suttle Rd	Hwy 126 to Territorial Hwy	0.000	3.802	3.802	LC TSP	Bike-Ped Facilities - Widen shoulders for bike use	$2,380,000

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Projects on Lane County Roads – 20-Year Project List Sorted in Alphabetical Order								
Project Number	**Road Name**	**Limits**	**Begin Milepost**	**End Milepost**	**Length**	**Source**	**Description**	**Estimated Cost**
65	Sweet Lane	Hwy 99 to Talemena Dr	0.000	0.718	0.718	Cottage Grove	Urban Standards	$570,000
64	Thornton Lane***	Row River Rd to ECM (Gate)	0.000	0.518	0.518	Cottage Grove	Urban Standards - Add curb, gutter, sidewalks	$220,000
6	Tillicum Ave.	Hwy. 58 to Tenas Ln.	0.000	0.263	0.263	LC TSP	Bike-Ped Facilities – Sidewalks and/or widen shoulders	$200,000
4	Vaughn Rd.	Noti Loop Rd. to Glaze Rd.	0.000	0.953	0.953	LC TSP	Bike-Ped Facilities – Widen shoulders	$600,000
5	Vaughn Rd.	Canaday Rd. to Territorial Hwy.	7.954	9.906	1.952	LC TSP	Bike-Ped Facilities – Widen shoulders	$1,220,000
41	W 11th Avenue	Greenhill Road to Danebo			1.510	TransPlan	Urban Standards, 5 lane facility, joint with Eugene, ODOT, #333	$4,500,000
61	W. Hilliard Ln.	River Road to North Park	0.000	0.840	1.090	TransPlan	Bike-Ped, Striped Lane or Route, #518	$0
114	Warthen Rd	Territorial Hwy to Knight Rd	0.000	4.008	4.008	LC TSP	Rural Modernization - Widen shoulders for bike use	$2,500,000
135	Wendling Rd	Marcola Rd to Paschelke Rd	0.000	1.599	1.599	LC TSP	Bike-Ped Facilities - Widen shoulders for bike use	$1,000,000
131	West Boundary Rd*	End of Pavement to MP 6.4	1.700	6.400	4.700	LC TSP	Pave gravel road	$2,750,000
74	Westfir-Oakridge Rd	Norquist Lane to High Prairie Rd	5.707	6.065	0.358	Oakridge	Bike-Ped Facilities. Joint with Oakridge, #D3.	$750,000
44	Wilkes Drive	River Road to River Loop #1	0.000	0.932	0.932	TransPlan	Urban Standards, 3-lane facility, #554	$1,400,000

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Projects on Lane County Roads – 20-Year Project List Sorted by Project Number								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
1	Rhododendron Drive***	City Limits to Heceta Beach Rd	3.440	5.112	1.672	Florence	Urban Standards-Curbs, Sidewalks, bike lanes. Part of project G-4 and bike project I-2..	$1,800,000
2	Munsel Lake Rd***	Hwy 101 to North Fork Siuslaw Rd	0.000	2.090	2.090	Florence	Bike-Ped Facilities. Listed as project #I-3	$150,000
3	Heceta Beach Rd***	Hwy 101 to Rhododendron Drive	0.000	1.885	1.885	Florence	Bike-Ped Facilities. Listed as project #I-1	$150,000
4	Vaughn Rd.	Noti Loop Rd. to Glaze Rd.	0.000	0.953	0.953	LC TSP	Bike-Ped Facilities – Widen shoulders	$600,000
5	Vaughn Rd.	Canaday Rd. to Territorial Hwy.	7.954	9.906	1.952	LC TSP	Bike-Ped Facilities – Widen shoulders	$1,220,000
6	Tillicum Ave.	Hwy. 58 to Tenas Ln.	0.000	0.263	0.263	LC TSP	Bike-Ped Facilities – Sidewalks and/or widen shoulders	$200,000
7	Delight Valley School Rd. North	E. Saginaw Rd. to Bachmann Ln.	0.000	0.282	0.282	LC TSP	Bike-Ped Facilities – Widen shoulders	$175,000
8	Parsons Creek Rd.	Marcola Rd. to Pioch Ln.	0.000	0.899	0.899	LC TSP	Bike-Ped Facilities – Widen shoulders	$560,000
10	Green Hill Rd*	Barger Drive to W 11th	1.540	3.820	2.280	TransPlan	Urban Standards, Upgrade to 2-3 lane facility, joint with Eugene, #454	$5,000,000
11	Bolton Hill Rd	At Territorial Hwy	0.000	0.000	0.000	Veneta	Traffic Signal. Possible joint project with Veneta, ODOT. #B15	$200,000
12	Huston Road South	Hunter Rd to Perkins Rd	0.272	1.070	0.798	LC TSP	Bike-Ped Facilities. See Veneta TSP #D6	$500,000
13	Bolton Road East	Territorial Hwy to Huston Rd South	0.000	1.300	1.300	Veneta	Bike-Ped Facilities, #D6	$320,000
14	Perkins Rd	City Limits to Central Rd	0.420	2.822	2.402	LC TSP	Bike-Ped Facilities See Veneta TSP #D6	$1,500,000
15	Bolton Hill Rd	Territorial Hwy to UGB	0.000	1.171	1.171	Veneta	Urban Standards. #B5	$1,900,000
16	Jeans Rd	Huston Rd North to Fawver Dr	1.185	3.000	1.815	LC TSP	Bike-Ped Facilities See Veneta TSP #D6	$1,100,000
17	Pitney Lane North	UGB to High Pass Road	1.370	1.509	0.139	Junction City	Urban Standards, 2 lane with curb, gutter, sidewalks, and bike lanes, #11	$200,000
18	18th Avenue East & Deal St Modernization	Highway 99E to Dane Lane	0.000	0.509	0.509	Junction City	Urban Standards, 2 lane with curb, gutter, sidewalks, bike lanes, and possibly turn lanes at intersections., #4	$700,000

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Projects on Lane County Roads – 20-Year Project List Sorted by Project Number								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
19	Prairie Road Modernization	Highway 99 to High Pass Road	8.030	9.250	1.220	Junction City	Urban Standards, 2-3 lane with curb, gutter, sidewalks, and bike lanes. Need and location of turn lanes to be determined., #8	$1,700,000
20	18th Avenue West Modernization	Hwy 99W to Oaklea Drive	0.000	0.854	0.854	Junction City	Urban Standards, 2 lane with curb, gutter, sidewalks, bike lanes, and possibly turn lanes at intersections such as Oaklea Dr and Rose Street., #3	$1,200,000
21	Oaklea Drive Modernization	18th Ave West to High Pass Rd	1.512	2.534	1.022	Junction City	Urban Standards, 2-3 lane with curb, gutter, sidewalks, and bike lanes. Need and location of turn lanes to be determined., #7	$1,400,000
22	10th Avenue West	Rose Street South to Oaklea Dr	0.000	0.346	0.346	Junction City	Bike-Ped, add sidewalks, restripe to add bike lanes and possibly turn lanes at intersections., #2	$50,000
23	6th Avenue West	City Limits to Oaklea Drive	0.000	0.330	0.330	Junction City	Bike-Ped, add sidewalks, restripe to add bike lanes and possibly turn lanes at intersections., #1	$50,000
24	High Pass Road Modernization	Hwy 99 to Oaklea Drive	0.000	0.859	0.859	Junction City	Urban Standards, 2-3 lane with curb, gutter, sidewalks, and bike lanes. Need and location of turn lanes to be determined., #5	$1,200,000
25	High Pass Road Modernization (Future)	Oaklea Drive to UGB	0.859	1.520	0.661	Junction City	Urban Standards, 2-3 lane with curb, gutter, sidewalks, and bike lanes. Need and location of turn lanes to be determined., #5	$900,000
26	Prairie Road Widening (Future)	UGB to End (near Hwy 99)	7.300	8.030	0.730	Junction City	Rural Modernization. Widen shoulders. Discussion of prison siting, #9	$1,000,000
27	River Road Modernization*	Hwy 99 to vicinity of Strome Ln	0.000	0.694	0.694	Junction City	Urban Standards, 2-3 lane with curb, gutter, sidewalks, and bike lanes. Need and location of turn lanes to be determined., #10	$970,000
28	Coburg Industrial Way**	Pearl Street Intersection				Coburg	Traffic Signal Installation and widening of approach to intersection, #B2	$0 (est. cost included in #28 above)
28	Pearl Street**	Miller St to I-5	0.244	0.640	0.396	Coburg	Urban Standards - Four-lane facility with median treatments, curb, gutter, sidewalks, bike lanes, #B1	$750,000

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Projects on Lane County Roads – 20-Year Project List Sorted by Project Number								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
29	Pearl Street**	Coburg Rd to Miller St	0.025	0.244	0.219	Coburg	Urban Standards - Two-lane facility with curb, gutter, sidewalks, bike lanes,#B1	$700,000
30	Hayden Bridge Rd (includes 23rd)	Yolanda to Marcola Rd			1.540	TransPlan	Urban Standards, 2 lane facility, #747	$2,300,000
31	Prairie Road**	Carol Lane to Irvington Drive	1.589	1.939	0.350	TransPlan	Urban Standards, 3 lane-lane facility, #472	$825,000
32	Division Avenue	Delta Highway to Beaver Street			0.890	TransPlan (Future List)	New frontage road with Willamette River Bridge #512	$4,000,000
33	Lake Drive/N. Park Ave	Howard to Horn Lane***	0.000	0.430	0.430	TransPlan	Bike-Ped, Striped Lane or Route, #536	$170,000
34	Fox Hollow Rd	Donald Street to UGB	8.829	9.329	0.500	TransPlan	Urban Standards, 2 lane facility, #245	$850,000
35	31st Street	Hayden Bridge to U Street	0.542	0.905	0.850	TransPlan	Urban Standards, 2-3 lane facility, #765	$1,300,000
36	N. Park Avenue	Maxwell Rd to Horn Lane	0.268	1.298	1.030	TransPlan	Bike-Ped, Striped Lane/Route #539	$200,000
38	Horn Lane	N. Park Ave to River Road	0.000	0.928	0.928***	TransPlan	Bike-Ped, Striped Lane or Route, #521	$150,000
39	Green Hill Rd**	North Boundary of Airport to Airport Rd			2.060	TransPlan	Closing of existing road and realignment on east boundary of airport property, #486	$3,000,000
40	18th Avenue**	Bertelson Rd to Willow Creek Rd			0.710	TransPlan	Urban Standards, 2 lane facility, #303	$1,100,000
41	W 11th Avenue	Greenhill Road to Danebo			1.510	TransPlan	Urban Standards, 5 lane facility, joint with Eugene, ODOT, #333	$4,500,000
42	County Farm Loop	West to East Section	0.550	1.080	0.530	TransPlan	Urban Standards, 2 lane facility, joint with Eugene, #632	$800,000
43	Coburg Rd**	Kinney Loop to Armitage Park	3.229	4.419	1.190	TransPlan	Urban Standards. Reconstruct to three-lane facility to UGB, turn lane at park entrance, rural, #625	$2,400,000
44	Wilkes Drive	River Road to River Loop #1	0.000	0.932	0.932	TransPlan	Urban Standards, 3-lane facility, #554	$1,400,000
45	County Farm Loop	North to South Section	0.000	0.550	0.550	TransPlan	Urban Standards, 3-lane facility, joint with Eugene, #631	$825,000
46	Beaver Street Arterial	Hunsaker Drive to Wilkes Drive			0,840	TransPlan (Future List)	R.O.W. acquisition, general construction, new arterial #503	$1,700,000

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Projects on Lane County Roads – 20-Year Project List Sorted by Project Number								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
47	Aspen St*	Centennial to West D	0.000	0.441	0.441	TransPlan	Urban Standards, 2 to 3 lane facility, joint project Spfd, #809	$750,000
48	Hunsaker Lane/Beaver Street*	River Rd to Division Ave	0.000	1.141	1.141	TransPlan	Urban Standards-2 lane facility,#527	$2,200,000
49	Grove Street	Silver Lane to Howard	0.000	0.528	0.160	TransPlan	Bike-Ped, Striped Lane/Route #515	$0
50	Game Farm Rd South	Game Farm Rd East to Harlow Rd			0.930	TransPlan	Urban Standards, 2 lane facility,#737	$2,100,000
51	Bloomberg Connector (McVay Hwy Realignment)*	McVay Highway to 30th Ave			0.400	TransPlan	Modification of connection of McVay Hwy to 30th Ave, #297	$800,000
52	Irvington Drive*	River Road to Prairie Rd	0.000	1.479	1.479	TransPlan	Urban Standards,2-3 lane facility, #533	$4,000,000
53	Royal Avenue*	Terry Street to Greenhill Avenue	2.267	3.267	1.000	TransPlan	Urban Standards - Three-lane facility, joint with Eugene, #481	$2,200,000
54	Green Hill Rd*	Barger Drive to Airport Rd	3.820	5.820	2.000	TransPlan	Rural widening and intersection modifications,#485	$2,000,000
55	Jasper Road Extension*	Main Street to Jasper Rd			3.200	TransPlan	Construct 4 lane arterial: phasing to be determined: improve RR X-ing at Jasper Rd; at grade interim improvement; grade separation long range improvement,#66	$10,400,000
56	Laura St*	Scots Glen Drive to Harlow Rd	0.000	0.273	0.273	TransPlan	Urban Standards - Three-lane facility	$550,000
57	River Rd*	Beacon Dr to Carthage	7.366	7.747	0.381	TransPlan	Urban Standards - Three-lane facility, #545	$1,100,000
58	Delta/Beltline Interchange*					TransPlan	Interim/safety improvements; replace/revise existing ramps; widen Delta Hwy bridge to 5 lanes, #638	$8,000,000
59	Game Farm Rd North*	I-5 to Coburg Rd	0.419	1.690	1.271	TransPlan	Urban Standards, Upgrade to 2-3 lane facility, Joint with Eugene,#654	$2,200,000
60	Irving Rd at NW Expressway*	Gainsborough Entrance to Prairie Rd			0.300	TransPlan	Construct overpass over NW Expressway and railroad. Signalize access on north side,#530	$4,200,000
61	W. Hilliard Ln.	River Road to North Park	0.000	0.840	1.090	TransPlan	Bike-Ped, Striped Lane or Route, #518	$0
62	Harvey Road	At Hwy 99	0.000	0.100	0.100	Creswell	Intersection improvements at Hwy 99, High Priority #9	$200,000
63	Dale Kuni Road	Hwy 99 to UGB	0.000	1.430	1.430	LC TSP	Bike-Ped Facilities	$900,000

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Projects on Lane County Roads – 20-Year Project List Sorted by Project Number								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
64	Thornton Lane***	Row River Rd to ECM (Gate)	0.000	0.518	0.518	Cottage Grove	Urban Standards - Add curb, gutter, sidewalks	$220,000
65	Sweet Lane	Hwy 99 to Talemena Dr	0.000	0.718	0.718	Cottage Grove	Urban Standards	$570,000
66	South River Rd**	Hwy 99 to Jason Lee (City Limit)	0.000	0.316	0.316	Cottage Grove	Urban Standards & realign at Hwy 99	$660,000
67	Row River Rd	UGB to Row River	1.042	2.088	1.046	Cottage Grove	Urban Standards - Three-lane facility with bike lanes	$900,000
68	North River Rd	Hwy 99 to Bennett Creek Rd	0.000	0.433	0.433	Cottage Grove	Urban Standards	$430,000
69	Latham Rd	Hwy 99 to London Rd	0.000	0.965	0.965	Cottage Grove	Bike-Ped Facilities	$100,000
70	Cottage Grove-Lorane Hwy	City Limit to Gowdyville Rd	0.830	1.174	0.344	Cottage Grove	Bike-Ped Facilities	$90,000
71	Bennett Creek Rd	North River Rd to UGB (bridge)	0.000	1.008	1.008	Cottage Grove	Urban Standards - Widen, upgrade guardrail	$270,000
72	Fish Hatchery Rd	At Hwy 58	0.000	0.040	0.040	Oakridge	Realignment of Fish Hatchery Rd at Hwy 58 approach. Joint with Oakridge, ODOT, #D7	$100,000
73	High Prairie Rd	1st Street to UGB	0.000	0.947	0.947	Oakridge	Bike-Ped Facilities. Intersection improvements and shoulders. Joint with Oakridge, Part of #D3 and #D6	$600,000
74	Westfir-Oakridge Rd	Norquist Lane to High Prairie Rd	5.707	6.065	0.358	Oakridge	Bike-Ped Facilities. Joint with Oakridge, #D3.	$750,000
75	Fish Hatchery Rd	Hwy 58 to 1st Street	0.000	1.650	1.650	Oakridge	Bike-Ped Facilities. Joint with Oakridge, #D2.	$1,000,000
76	Cedar Flat Rd*	Hwy 126 to East Cedar Flat Rd	0.000	0.500	0.500	LC TSP	Realignment and widening for paved shoulders	$450,000
77	Bridge Street	McKenzie River & Overflow Structure	0.006	0.190	0.184	LC TSP	Bridge Improvements	$120,000
78	Blue River Drive	Hwy 126 to Hwy 126	0.000	1.555	1.555	LC TSP	Rural Modernization	$1,000,000
79	Crest Drive ***	Lorane Hwy to Blanton Rd	0.000	0.873	0.873	LC TSP	Urban Standards/Rural Modernization	$1,800,000
80	Howard Ave	River Road to North Park	0.000	0.956	0.960	TransPlan	Bike-Ped, Striped Lane or Route, #524	$0
81	Prairie Rd***	Maxwell Rd to Beltline	0.118	0.690	0.572	LC TSP	Complete urban Standards	$350,000
82	Coburg Rd	Coburg Rd North to Linn County Line	7.416	12.883	5.467	LC TSP	Rural Modernization	$3,400,000
83	McKenzie View Dr.	Coburg Rd to Hill Rd	0.000	6.099	6.099	LC TSP	Rural Modernization	$3,800,000

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Projects on Lane County Roads – 20-Year Project List Sorted by Project Number								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
84	Coburg Rd North	Coburg Rd to Linn County Line	0.000	4.115	4.115	LC TSP	Rural Modernization	$2,600,000
85	Franklin Boulevard East***	I-5 Frontage to Twin Buttes Rd	0.000	1.121	1.121	LC TSP	Rural Modernization	$2,300,000
86	Dillard Rd*	Hwy 99 to ECM	0.000	4.016	4.016	LC TSP	Rural Modernization	$2,600,000
87	Seavey Loop ***	Hwy 58 to Franklin Boulevard East	0.000	3.791	3.791	LC TSP	Bike-Ped Facilities	$2,400,000
88	Marcola Rd*	Wendling Rd to Johnson Rd	11.700	16.080	4.380	LC TSP	Rural Modernization - Widen and overlay	$3,000,000
89	Marcola Rd*	Parsons Cr Rd to Wendling Rd	10.430	11.700	1.270	LC TSP	Rural Modernization - Widen and overlay. Includes curb and sidewalk in Marcola.	$1,900,000
90	Hill Rd	Old Mohawk Rd to Marcola Rd	0.000	4.572	4.572	LC TSP	Rural Modernization	$2,900,000
91	Camas Swale Rd	Butte Rd to Weiss Rd	0.550	7.010	6.460	LC TSP	Rural Modernization	$4,000,000
92	Row River Rd	Sharps Cr Rd to Brice Cr Rd	16.230	19.778	3.548	LC TSP	Rural Modernization	$2,200,000
93	Sears Rd	MP 0.62 to Saginaw Rd East	0.620	3.240	2.620	LC TSP	Strengthen pavement structure	$1,100,000
94	Mosby Cr Rd	Currin Connector to Row River Connector #1	1.204	1.632	0.428	LC TSP	Rural Modernization	$250,000
95	Gowdyville Rd*	MP 1.89 to Territorial Hwy	1.890	9.034	7.144	LC TSP	Reconstruct and pave gravel road	$3,100,000
96	Scenic Drive ***	River Loop #2 to Beacon Drive East	0.000	0.765	0.765	LC TSP	Urban Standards	$1,600,000
97	Beacon Drive East	River Rd to Scenic Drive	0.000	0.749	0.749	LC TSP	Urban Standards	$1,500,000
98	Beacon Drive West	River Rd to Prairie Rd	0.154	1.172	1.018	LC TSP	Rural Modernization	$650,000
99	Spring Creek Drive ***	River Rd to Scenic Drive	0.000	0.527	0.527	LC TSP	Urban Standards	$1,100,000
100	River Loop #2***	River Rd to Burlwood Street	0.000	0.990	0.990	LC TSP	Urban Standards	$2,000,000
101	Arrowhead Street***	Irvington Drive to Barstow Ave	0.000	0.230	0.230	LC TSP	Urban Standards	$500,000
102	River Loop #1***	River Rd to Dalewood Street	0.000	0.244	0.244	LC TSP	Urban Standards	$500,000
103	Awbrey Lane	Prairie Rd to Hwy 99W	0.000	1.340	1.340	LC TSP	Rural Modernization	$850,000
104	Meadowview Rd West	Hwy 99W to Alvadore Rd	0.000	2.952	2.952	LC TSP	Rural Modernization	$1,850,000

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Projects on Lane County Roads – 20-Year Project List Sorted by Project Number								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
105	Milliron Rd East*	Hwy 99W to Prairie Rd	0.000	0.402	0.402	LC TSP	Rural Modernization - Widen and overlay. Modernize two railroad crossings. Access to new corrections facility.	$950,000
106	Hulbert Lake Rd*	Ferguson Rd to Benton County Line	0.000	2.390	2.390	LC TSP	Reconstruction and drainage improvements	$1,500,000
107	Prairie Rd	NW Expressway to Hwy 99 (Prairie Rd Connector)	2.221	7.850	5.629	LC TSP	Rural Modernization	$3,500,000
109	Oaklea Drive	Hwy 99W to 18th Ave West	0.000	1.512	1.512	LC TSP	Rural Modernization	$950,000
110	Dorsey Lane	Hwy 36 to High Pass Rd	0.000	1.542	1.542	LC TSP	Rural Modernization	$950,000
111	Alvadore Rd	Hwy 36 to Snyder Rd	0.000	6.100	6.100	LC TSP	Rural Modernization	$3,800,000
112	Applegate Trail	Hwy 36 to Territorial Hwy	0.000	2.584	2.584	LC TSP	Rural Modernization - Widen shoulders for bike use	$1,600,000
113	Hall Rd*	MP 4.56 to MP 5.88	4.560	5.880	1.320	LC TSP	Pave gravel portion	$990,000
114	Warthen Rd	Territorial Hwy to Knight Rd	0.000	4.008	4.008	LC TSP	Rural Modernization - Widen shoulders for bike use	$2,500,000
115	Fleck Rd	Territorial Hwy to Central Rd	0.000	2.512	2.512	LC TSP	Rural Modernization	$1,600,000
116	Briggs Hill Rd*	MP 2.5 to Spencer Cr Rd	2.500	4.010	1.510	LC TSP	Rural Modernization	$1,250,000
117	Spencer Cr Rd	MP 0.5 to Pine Grove Rd	0.500	3.285	2.785	LC TSP	Rural Modernization	$1,700,000
118	Fir Butte Rd	Royal Ave to Clear Lake Rd	0.000	2.706	2.706	LC TSP	Rural Modernization	$1,700,000
119	Fisher Rd	Hwy 126 to Royal Avenue	0.000	1.200	1.200	LC TSP	Rural Modernization	$750,000
120	Central Rd	Hwy 126 to Fleck Rd	0.000	1.920	1.920	LC TSP	Rural Modernization	$1,200,000
121	Ellmaker Rd	Hwy 126 to Jeans Rd	0.000	1.114	1.114	LC TSP	Rural Modernization	$700,000
122	Stagecoach Rd*	Richardson Rd to MP 0.58	0.000	0.580	0.580	LC TSP	Slope stabilization	$770,000
123	North Fork Siuslaw Rd	Hwy 126 to Munsel Lake Rd	0.000	0.849	0.849	LC TSP	Rural Modernization	$550,000
124	Canary Rd	Hwy 101 to Woahink Lake	0.000	0.686	0.686	LC TSP	Rural Modernization	$450,000
125	Clear Lake Rd*	Jensen Lane to Canary Rd	1.670	4.233	2.563	LC TSP	Rural Modernization - Addition of paved shoulders	$1,700,000
126	Cloverdale Rd	Hwy 58 to Hendricks Rd (State Highway begins)	0.000	3.276	3.276	LC TSP	Rural Modernization	$2,000,000
127	Ridgeway Rd	Hwy 58 to MP 1.0	0.000	1.000	1.000	LC TSP	Bike-Ped Facilities	$620,000
128	Mill Rd*	Hwy 58 to Wheeler Rd	0.000	0.249	0.249	LC TSP	Realignment at Hwy 58	$400,000

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Projects on Lane County Roads – 20-Year Project List Sorted by Project Number								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
129	Dexter Rd	Hwy 58 to Barbre Rd	0.000	1.500	1.500	LC TSP	Bike-Ped Facilities	$950,000
130	Jasper-Lowell Rd	Pengra Rd to MP 5.0	3.874	5.000	1.126	LC TSP	Rural Modernization	$700,000
131	West Boundary Rd*	End of Pavement to MP 6.4	1.700	6.400	4.700	LC TSP	Pave gravel road	$2,750,000
132	Jasper-Lowell Rd	Parkway Rd to Pengra Rd	0.000	3.874	3.874	LC TSP	Bike-Ped Facilities - Widen shoulders for bike use	$2,420,000
133	South Jetty Rd	Hwy 101 to BLM Rd	0.000	0.620	0.620	LC TSP	Bike-Ped Facilities - Widen shoulders for bike use	$390,000
134	Suttle Rd	Hwy 126 to Territorial Hwy	0.000	3.802	3.802	LC TSP	Bike-Ped Facilities - Widen shoulders for bike use	$2,380,000
135	Wendling Rd	Marcola Rd to Paschelke Rd	0.000	1.599	1.599	LC TSP	Bike-Ped Facilities - Widen shoulders for bike use	$1,000,000
136	Cottage Grove-Lorane Rd	Hawley Cr Rd to Old Lorane Rd	10.879	12.654	1.775	LC TSP	Bike-Ped Facilities - Widen shoulders for bike use	$1,110,000
137	Hills Cr Rd	Jasper-Lowell Rd to Alden Lane	0.000	0.778	0.778	LC TSP	Bike-Ped Facilities - Widen to standard for bike use	$490,000
138	Lost Creek Rd	Hwy 58 to Parvin Rd	0.000	0.669	0.669	LC TSP	Bike-Ped Facilities - Widen shoulders for bike use	$420,000

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Lane County Transportation System Plan 20-Year Project List Projects on Lane County Roads - Sorted by TSP								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
County Projects Identified in Lane County TSP								
111	Alvadore Rd	Hwy 36 to Snyder Rd	0.000	6.100	6.100	LC TSP	Rural Modernization	$3,800,000
112	Applegate Trail	Hwy 36 to Territorial Hwy	0.000	2.584	2.584	LC TSP	Rural Modernization - Widen shoulders for bike use	$1,600,000
101	Arrowhead Street***	Irvington Drive to Barstow Ave	0.000	0.230	0.230	LC TSP	Urban Standards	$500,000
103	Awbrey Lane	Prairie Rd to Hwy 99W	0.000	1.340	1.340	LC TSP	Rural Modernization	$850,000
97	Beacon Drive East	River Rd to Scenic Drive	0.000	0.749	0.749	LC TSP	Urban Standards	$1,500,000
98	Beacon Drive West	River Rd to Prairie Rd	0.154	1.172	1.018	LC TSP	Rural Modernization	$650,000
78	Blue River Drive	Hwy 126 to Hwy 126	0.000	1.555	1.555	LC TSP	Rural Modernization	$1,000,000
77	Bridge Street	McKenzie River & Overflow Structure	0.006	0.190	0.184	LC TSP	Bridge Improvements	$120,000
116	Briggs Hill Rd*	MP 2.5 to Spencer Cr Rd	2.500	4.010	1.510	LC TSP	Rural Modernization	$1,250,000
91	Camas Swale Rd	Butte Rd to Weiss Rd	0.550	7.010	6.460	LC TSP	Rural Modernization	$4,000,000
124	Canary Rd	Hwy 101 to Woahink Lake	0.000	0.686	0.686	LC TSP	Rural Modernization	$450,000
76	Cedar Flat Rd*	Hwy 126 to East Cedar Flat Rd	0.000	0.500	0.500	LC TSP	Realignment and widening for paved shoulders	$450,000
120	Central Rd	Hwy 126 to Fleck Rd	0.000	1.920	1.920	LC TSP	Rural Modernization	$1,200,000
125	Clear Lake Rd*	Jensen Lane to Canary Rd	1.670	4.233	2.563	LC TSP	Rural Modernization - Addition of paved shoulders	$1,700,000
126	Cloverdale Rd	Hwy 58 to Hendricks Rd (State Highway begins)	0.000	3.276	3.276	LC TSP	Rural Modernization	$2,000,000
82	Coburg Rd	Coburg Rd North to Linn County Line	7.416	12.883	5.467	LC TSP	Rural Modernization	$3,400,000
84	Coburg Rd North	Coburg Rd to Linn County Line	0.000	4.115	4.115	LC TSP	Rural Modernization	$2,600,000
136	Cottage Grove-Lorane Rd	Hawley Cr Rd to Old Lorane Rd	10.879	12.654	1.775	LC TSP	Bike-Ped Facilities - Widen shoulders for bike use	$1,110,000
79	Crest Drive ***	Lorane Hwy to Blanton Rd	0.000	0.873	0.873	LC TSP	Urban Standards/Rural Modernization	$1,800,000
63	Dale Kuni Road	Hwy 99 to UGB	0.000	1.430	1.430	LC TSP	Bike-Ped Facilities	$900,000
7	Delight Valley School Rd. North	E. Saginaw Rd. to Bachmann Ln.	0.000	0.282	0.282	LC TSP	Bike-Ped Facilities – Widen shoulders	$175,000
129	Dexter Rd	Hwy 58 to Barbre Rd	0.000	1.500	1.500	LC TSP	Bike-Ped Facilities	$950,000
86	Dillard Rd*	Hwy 99 to ECM	0.000	4.016	4.016	LC TSP	Rural Modernization	$2,600,000

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** Project completed or under contract

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Lane County Transportation System Plan 20-Year Project List Projects on Lane County Roads - Sorted by TSP								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
110	Dorsey Lane	Hwy 36 to High Pass Rd	0.000	1.542	1.542	LC TSP	Rural Modernization	$950,000
121	Ellmaker Rd	Hwy 126 to Jeans Rd	0.000	1.114	1.114	LC TSP	Rural Modernization	$700,000
118	Fir Butte Rd	Royal Ave to Clear Lake Rd	0.000	2.706	2.706	LC TSP	Rural Modernization	$1,700,000
119	Fisher Rd	Hwy 126 to Royal Avenue	0.000	1.200	1.200	LC TSP	Rural Modernization	$750,000
115	Fleck Rd	Territorial Hwy to Central Rd	0.000	2.512	2.512	LC TSP	Rural Modernization	$1,600,000
85	Franklin Boulevard East***	I-5 Frontage to Twin Buttes Rd	0.000	1.121	1.121	LC TSP	Rural Modernization	$2,300,000
95	Gowdyville Rd*	MP 1.89 to Territorial Hwy	1.890	9.034	7.144	LC TSP	Reconstruct and pave gravel road	$3,100,000
113	Hall Rd*	MP 4.56 to MP 5.88	4.560	5.880	1.320	LC TSP	Pave gravel portion	$990,000
90	Hill Rd	Old Mohawk Rd to Marcola Rd	0.000	4.572	4.572	LC TSP	Rural Modernization	$2,900,000
137	Hills Cr Rd	Jasper-Lowell Rd to Alden Lane	0.000	0.778	0.778	LC TSP	Bike-Ped Facilities - Widen to standard for bike use	$490,000
106	Hulbert Lake Rd*	Ferguson Rd to Benton County Line	0.000	2.390	2.390	LC TSP	Reconstruction and drainage improvements	$1,500,000
12	Huston Road South	Hunter Rd to Perkins Rd	0.272	1.070	0.798	LC TSP	Bike-Ped Facilities. See Veneta TSP #D6	$500,000
130	Jasper-Lowell Rd	Pengra Rd to MP 5.0	3.874	5.000	1.126	LC TSP	Rural Modernization	$700,000
132	Jasper-Lowell Rd	Parkway Rd to Pengra Rd	0.000	3.874	3.874	LC TSP	Bike-Ped Facilities - Widen shoulders for bike use	$2,420,000
16	Jeans Rd	Huston Rd North to Fawver Dr	1.185	3.000	1.815	LC TSP	Bike-Ped Facilities See Veneta TSP #D6	$1,100,000
138	Lost Creek Rd	Hwy 58 to Parvin Rd	0.000	0.669	0.669	LC TSP	Bike-Ped Facilities - Widen shoulders for bike use	$420,000
89	Marcola Rd*	Parsons Cr Rd to Wendling Rd	10.430	11.700	1.270	LC TSP	Rural Modernization - Widen and overlay. Includes curb and sidewalk in Marcola.	$1,900,000
88	Marcola Rd*	Wendling Rd to Johnson Rd	11.700	16.080	4.380	LC TSP	Rural Modernization - Widen and overlay	$3,000,000
83	McKenzie View Drive	Coburg Rd to Hill Rd	0.000	6.099	6.099	LC TSP	Rural Modernization	$3,800,000
104	Meadowview Rd W	Hwy 99W to Alvadore Rd	0.000	2.952	2.952	LC TSP	Rural Modernization	$1,850,000
128	Mill Rd*	Hwy 58 to Wheeler Rd	0.000	0.249	0.249	LC TSP	Realignment at Hwy 58	$400,000

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Lane County Transportation System Plan 20-Year Project List Projects on Lane County Roads - Sorted by TSP								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
105	Milliron Rd East*	Hwy 99W to Prairie Rd	0.000	0.402	0.402	LC TSP	Rural Modernization - Widen and overlay. Modernize two railroad crossings. Access to new corrections facility.	$950,000
94	Mosby Cr Rd	Currin Connector to Row River Connector #1	1.204	1.632	0.428	LC TSP	Rural Modernization	$250,000
123	North Fork Siuslaw Rd	Hwy 126 to Munsel Lake Rd	0.000	0.849	0.849	LC TSP	Rural Modernization	$550,000
109	Oaklea Drive	Hwy 99W to 18th Ave West	0.000	1.512	1.512	LC TSP	Rural Modernization	$950,000
8	Parsons Creek Rd.	Marcola Rd. to Pioch Ln.	0.000	0.899	0.899	LC TSP	Bike-Ped Facilities – Widen shoulders	$560,000
14	Perkins Rd	City Limits to Central Rd	0.420	2.822	2.402	LC TSP	Bike-Ped Facilities See Veneta TSP #D6	$1,500,000
81	Prairie Rd***	Maxwell Rd to Beltline	0.118	0.690	0.572	LC TSP	Complete urban Standards	$350,000
107	Prairie Rd	NW Expressway to Hwy 99 (Prairie Rd Connector)	2.221	7.850	5.629	LC TSP	Rural Modernization	$3,500,000
127	Ridgeway Rd	Hwy 58 to MP 1.0	0.000	1.000	1.000	LC TSP	Bike-Ped Facilities	$620,000
102	River Loop #1***	River Rd to Dalewood Street	0.000	0.244	0.244	LC TSP	Urban Standards	$500,000
100	River Loop #2***	River Rd to Burlwood Street	0.000	0.990	0.990	LC TSP	Urban Standards	$2,000,000
92	Row River Rd	Sharps Cr Rd to Brice Cr Rd	16.230	19.778	3.548	LC TSP	Rural Modernization	$2,200,000
96	Scenic Drive ***	River Loop #2 to Beacon Drive East	0.000	0.765	0.765	LC TSP	Urban Standards	$1,600,000
93	Sears Rd	MP 0.62 to Saginaw Rd East	0.620	3.240	2.620	LC TSP	Strengthen pavement structure	$1,100,000
87	Seavey Loop ***	Hwy 58 to Franklin Boulevard East	0.000	3.791	3.791	LC TSP	Bike-Ped Facilities	$2,400,000
133	South Jetty Rd	Hwy 101 to BLM Rd	0.000	0.620	0.620	LC TSP	Bike-Ped Facilities - Widen shoulders for bike use	$390,000
117	Spencer Cr Rd	MP 0.5 to Pine Grove Rd	0.500	3.285	2.785	LC TSP	Rural Modernization	$1,700,000
99	Spring Creek Drive ***	River Rd to Scenic Drive	0.000	0.527	0.527	LC TSP	Urban Standards	$1,100,000
122	Stagecoach Rd*	Richardson Rd to MP 0.58	0.000	0.580	0.580	LC TSP	Slope stabilization	$770,000

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Lane County Transportation System Plan 20-Year Project List								
Projects on Lane County Roads - Sorted by TSP								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
134	Suttle Rd	Hwy 126 to Territorial Hwy	0.000	3.802	3.802	LC TSP	Bike-Ped Facilities - Widen shoulders for bike use	$2,380,000
6	Tillicum Ave.	Hwy. 58 to Tenas Ln.	0.000	0.263	0.263	LC TSP	Bike-Ped Facilities – Sidewalks and/or widen shoulders	$200,000
4	Vaughn Rd.	Noti Loop Rd. to Glaze Rd.	0.000	0.953	0.953	LC TSP	Bike-Ped Facilities – Widen shoulders	$600,000
5	Vaughn Rd.	Canaday Rd. to Territorial Hwy.	7.954	9.906	1.952	LC TSP	Bike-Ped Facilities – Widen shoulders	$1,220,000
114	Warthen Rd	Territorial Hwy to Knight Rd	0.000	4.008	4.008	LC TSP	Rural Modernization - Widen shoulders for bike use	$2,500,000
135	Wendling Rd	Marcola Rd to Paschelke Rd	0.000	1.599	1.599	LC TSP	Bike-Ped Facilities - Widen shoulders for bike use	$1,000,000
131	West Boundary Rd*	End of Pavement to MP 6.4	1.700	6.400	4.700	LC TSP	Pave gravel road	$2,750,000
County Projects Identified in Urban Area TSPs								
29	Pearl Street**	Coburg Rd to Miller St	0.025	0.244	0.219	Coburg	Urban Standards - Two-lane facility with curb, gutter, sidewalks, bike lanes,#B1	$700,000
28	Pearl Street**	Miller St to I-5	0.244	0.640	0.396	Coburg	Urban Standards - Four-lane facility with median treatments, curb, gutter, sidewalks, bike lanes, #B1	$750,000
28	Coburg Industrial Way**	Pearl Street Intersection				Coburg	Traffic Signal Installation and widening of approach to intersection, #B2	$0 (est. cost included in #28 above)
71	Bennett Creek Rd	North River Rd to UGB (bridge)	0.000	1.008	1.008	Cottage Grove	Urban Standards - Widen, upgrade guardrail	$270,000
70	Cottage Grove-Lorane Hwy	City Limit to Gowdyville Rd	0.830	1.174	0.344	Cottage Grove	Bike-Ped Facilities	$90,000
69	Latham Rd	Hwy 99 to London Rd	0.000	0.965	0.965	Cottage Grove	Bike-Ped Facilities	$100,000
68	North River Rd	Hwy 99 to Bennett Creek Rd	0.000	0.433	0.433	Cottage Grove	Urban Standards	$430,000
67	Row River Rd	UGB to Row River	1.042	2.088	1.046	Cottage Grove	Urban Standards - Three-lane facility with bike lanes	$900,000

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Lane County Transportation System Plan 20-Year Project List Projects on Lane County Roads - Sorted by TSP								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
66	South River Rd**	Hwy 99 to Jason Lee (City Limit)	0.000	0.316	0.316	Cottage Grove	Urban Standards & realign at Hwy 99	$660,000
65	Sweet Lane	Hwy 99 to Talemena Dr	0.000	0.718	0.718	Cottage Grove	Urban Standards	$570,000
64	Thornton Lane***	Row River Rd to ECM (Gate)	0.000	0.518	0.518	Cottage Grove	Urban Standards - Add curb, gutter, sidewalks	$220,000
62	Harvey Road	At Hwy 99	0.000	0.100	0.100	Creswell	Intersection improvements at Hwy 99, High Priority #9	$200,000
3	Heceta Beach Rd***	Hwy 101 to Rhododendron Drive	0.000	1.885	1.885	Florence	Bike-Ped Facilities. Listed as project #I-1	$150,000
2	Munsel Lake Rd***	Hwy 101 to North Fork Siuslaw Rd	0.000	2.090	2.090	Florence	Bike-Ped Facilities. Listed as project #I-3	$150,000
1	Rhododendron Drive***	City Limits to Heceta Beach Rd	3.440	5.112	1.672	Florence	Urban Standards-Curbs, Sidewalks, bike lanes. Part of project G-4 and bike project I-2..	$1,800,000
23	6th Avenue West	City Limits to Oaklea Drive	0.000	0.330	0.330	Junction City	Bike-Ped, add sidewalks, restripe to add bike lanes and possibly turn lanes at intersections., #1	$50,000
22	10th Avenue West	Rose Street South to Oaklea Dr	0.000	0.346	0.346	Junction City	Bike-Ped, add sidewalks, restripe to add bike lanes and possibly turn lanes at intersections., #2	$50,000
18	18th Avenue East & Deal St Modernization	Highway 99E to Dane Lane	0.000	0.509	0.509	Junction City	Urban Standards, 2 lane with curb, gutter, sidewalks, bike lanes, and possibly turn lanes at intersections., #4	$700,000
20	18th Avenue West Modernization	Hwy 99W to Oaklea Drive	0.000	0.854	0.854	Junction City	Urban Standards, 2 lane with curb, gutter, sidewalks, bike lanes, and possibly turn lanes at intersections such as Oaklea Dr and Rose Street., #3	$1,200,000

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Lane County Transportation System Plan 20-Year Project List Projects on Lane County Roads - Sorted by TSP								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
24	High Pass Road Modernization	Hwy 99 to Oaklea Drive	0.000	0.859	0.859	Junction City	Urban Standards, 2-3 lane with curb, gutter, sidewalks, and bike lanes. Need and location of turn lanes to be determined., #5	$1,200,000
25	High Pass Road Modernization (Future)	Oaklea Drive to UGB	0.859	1.520	0.661	Junction City	Urban Standards, 2-3 lane with curb, gutter, sidewalks, and bike lanes. Need and location of turn lanes to be determined., #5	$900,000
21	Oaklea Drive Modernization	18th Ave West to High Pass Rd	1.512	2.534	1.022	Junction City	Urban Standards, 2-3 lane with curb, gutter, sidewalks, and bike lanes. Need and location of turn lanes to be determined., #7	$1,400,000
17	Pitney Lane North	UGB to High Pass Road	1.370	1.509	0.139	Junction City	Urban Standards, 2 lane with curb, gutter, sidewalks, and bike lanes, #11	$200,000
19	Prairie Road Modernization	Highway 99 to High Pass Road	8.030	9.250	1.220	Junction City	Urban Standards, 2-3 lane with curb, gutter, sidewalks, and bike lanes. Need and location of turn lanes to be determined., #8	$1,700,000
26	Prairie Road Widening (Future)	UGB to End (near Hwy 99)	7.300	8.030	0.730	Junction City	Rural Modernization. Widen shoulders. Discussion of prison siting, #9	$1,000,000
27	River Road Modernization*	Hwy 99 to vicinity of Strome Ln	0.000	0.694	0.694	Junction City	Urban Standards, 2-3 lane with curb, gutter, sidewalks, and bike lanes. Need and location of turn lanes to be determined., #10	$970,000
75	Fish Hatchery Rd	Hwy 58 to 1st Street	0.000	1.650	1.650	Oakridge	Bike-Ped Facilities. Joint with Oakridge, #D2.	$1,000,000
72	Fish Hatchery Rd	At Hwy 58	0.000	0.040	0.040	Oakridge	Realignment of Fish Hatchery Rd at Hwy 58 approach. Joint with Oakridge, ODOT, #D7	$100,000
73	High Prairie Rd	1st Street to UGB	0.000	0.947	0.947	Oakridge	Bike-Ped Facilities. Intersection improvements and shoulders. Joint with Oakridge, Part of #D3 and #D6	$600,000
74	Westfir-Oakridge Rd	Norquist Lane to High Prairie Rd	5.707	6.065	0.358	Oakridge	Bike-Ped Facilities. Joint with Oakridge, #D3.	$750,000

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Lane County Transportation System Plan 20-Year Project List Projects on Lane County Roads - Sorted by TSP								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
40	18th Avenue**	Bertelson Rd to Willow Creek Rd			0.710	TransPlan	Urban Standards, 2 lane facility, #303	$1,100,000
35	31st Street	Hayden Bridge to U Street	0.542	0.905	0.850	TransPlan	Urban Standards, 2-3 lane facility, #765	$1,300,000
47	Aspen St*	Centennial to West D	0.000	0.441	0.441	TransPlan	Urban Standards, 2 to 3 lane facility, joint project Spfd, #809	$750,000
46	Beaver Street Arterial	Hunsaker Drive to Wilkes Drive			0,840	TransPlan (Future List)	R.O.W. acquisition, general construction, new arterial #503	$1,700,000
51	Bloomberg Connector (McVay Highway Realignment)*	McVay Highway to 30th Ave			0.400	TransPlan	Modification of connection of McVay Hwy to 30th Ave, #297	$800,000
43	Coburg Rd**	Kinney Loop to Armitage Park	3.229	4.419	1.190	TransPlan	Urban Standards. Reconstruct to three-lane facility to UGB, turn lane at park entrance, rural, #625	$2,400,000
45	County Farm Loop	North to South Section	0.000	0.550	0.550	TransPlan	Urban Standards, 3-lane facility, joint with Eugene, #631	$825,000
42	County Farm Loop	West to East Section	0.550	1.080	0.530	TransPlan	Urban Standards, 2 lane facility, joint with Eugene, #632	$800,000
58	Delta/Beltline Interchange*					TransPlan	Interim/safety improvements; replace/revise existing ramps; widen Delta Hwy bridge to 5 lanes, #638	$8,000,000
32	Division Avenue	Delta Highway to Beaver Street			0.890	TransPlan (Future List)	New frontage road with Willamette River Bridge #512	$4,000,000
34	Fox Hollow Rd	Donald Street to UGB	8.829	9.329	0.500	TransPlan	Urban Standards, 2 lane facility, #245	$850,000
59	Game Farm Rd North*	I-5 to Coburg Rd	0.419	1.690	1.271	TransPlan	Urban Standards, Upgrade to 2-3 lane facility, Joint with Eugene,#654	$2,200,000
50	Game Farm Rd South	Game Farm Rd East to Harlow Rd			0.930	TransPlan	Urban Standards, 2 lane facility,#737	$2,100,000
54	Green Hill Rd*	Barger Drive to Airport Rd	3.820	5.820	2.000	TransPlan	Rural widening and intersection modifications,#485	$2,000,000
10	Green Hill Rd*	Barger Drive to W 11th	1.540	3.820	2.280	TransPlan	Urban Standards, Upgrade to 2-3 lane facility, joint with Eugene, #454	$5,000,000

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Lane County Transportation System Plan 20-Year Project List Projects on Lane County Roads - Sorted by TSP								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
39	Green Hill Rd**	North Boundary of Airport to Airport Rd			2.060	TransPlan	Closing of existing road and realignment on east boundary of airport property, #486	$3,000,000
49	Grove Street	Silver Lane to Howard	0.000	0.528	0.160	TransPlan	Bike-Ped, Striped Lane/Route #515	$0
30	Hayden Bridge Rd (includes 23rd)	Yolanda to Marcola Rd			1.540	TransPlan	Urban Standards, 2 lane facility, #747	$2,300,000
61	W. Hilliard Ln.	River Road to North Park	0.000	0.840	1.090	TransPlan	Bike-Ped, Striped Lane or Route, #518	$0
38	Horn Lane	N. Park Ave to River Road	0.000	0.928	0.928***	TransPlan	Bike-Ped, Striped Lane or Route, #521	$150,000
80	Howard Ave	River Road to North Park	0.000	0.956	0.960	TransPlan	Bike-Ped, Striped Lane or Route, #524	$0
48	Hunsaker Lane/Beaver Street*	River Rd to Division Ave	0.000	1.141	1.141	TransPlan	Urban Standards-2 lane facility,#527	$2,200,000
60	Irving Rd at NW Expressway*	Gainsborough Entrance to Prairie Rd			0.300	TransPlan	Construct overpass over NW Expressway and railroad. Signalize access on north side,#530	$4,200,000
52	Irvington Drive*	River Road to Prairie Rd	0.000	1.479	1.479	TransPlan	Urban Standards,2-3 lane facility, #533	$4,000,000
55	Jasper Road Extension*	Main Street to Jasper Rd			3.200	TransPlan	Construct 4 lane arterial: phasing to be determined: improve RR X-ing at Jasper Rd; at grade interim improvement; grade separation long range improvement,#66	$10,400,000
33	Lake Drive/N. Park Ave	Howard to Horn Lane***	0.000	0.430	0.430	TransPlan	Bike-Ped, Striped Lane or Route, #536	$170,000
56	Laura St*	Scots Glen Drive to Harlow Rd	0.000	0.273	0.273	TransPlan	Urban Standards - Three-lane facility	$550,000
36	N. Park Avenue	Maxwell Rd to Horn Lane	0.268	1.298	1.030	TransPlan	Bike-Ped, Striped Lane/Route #539	$200,000
31	Prairie Road**	Carol Lane to Irvington Drive	1.589	1.939	0.350	TransPlan	Urban Standards, 3 lane-lane facility, #472	$825,000
57	River Rd*	Beacon Dr to Carthage	7.366	7.747	0.381	TransPlan	Urban Standards - Three-lane facility, #545	$1,100,000
53	Royal Avenue*	Terry Street to Greenhill Avenue	2.267	3.267	1.000	TransPlan	Urban Standards - Three-lane facility, joint with Eugene, #481	$2,200,000
41	W 11th Avenue	Greenhill Road to Danebo			1.510	TransPlan	Urban Standards, 5 lane facility, joint with Eugene, ODOT, #333	$4,500,000

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Lane County Transportation System Plan 20-Year Project List Projects on Lane County Roads - Sorted by TSP								
Project Number	Road Name	Limits	Begin Milepost	End Milepost	Length	Source	Description	Estimated Cost
44	Wilkes Drive	River Road to River Loop #1	0.000	0.932	0.932	TransPlan	Urban Standards, 3-lane facility, #554	$1,400,000
15	Bolton Hill Rd	Territorial Hwy to UGB	0.000	1.171	1.171	Veneta	Urban Standards. #B5	$1,900,000
11	Bolton Hill Rd	At Territorial Hwy	0.000	0.000	0.000	Veneta	Traffic Signal. Possible joint project with Veneta, ODOT. #B15	$200,000
13	Bolton Road East	Territorial Hwy to Huston Rd South	0.000	1.300	1.300	Veneta	Bike-Ped Facilities, #D6	$320,000

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MAPS

MAP 1:	**Lane County**
MAP 2:	**Lane Transit District (LTD)**
MAP 3:	**Air, Rail, Water, and Pipelines**
MAP 3a:	**Inset for Map 3**
MAP 4:	**Index to Functional Class Subareas**
MAPS 4-1 through 4-19:	**Functional Class Subareas**
MAPS 5a through 5c:	**TSP Project List**

APPENDICES

A. Acronyms

B. County Roads Inventory

C. Lane County Bicycle Map

[available in hard copy only- contact Lane County Public Works Engineering, Transportation Planning Section, 682-6936]

D. Detailed Level of Service Methodology

E.1. Public Involvement Plan

E.2. Summary of 1995 Public Comments

F. Lane County General Plan Chart

G. Needs Assessment Data

H. Findings of Compliance with State Land Use Goals and County Comprehensive Plan

Appendix A: Acronyms

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AOC	Association of Oregon Counties
APWA	American Public Works Association
BNSF	Burlington Northern Santa Fe Railroad
BRT	Bus Rapid Transit
CBE	Crushed Base Equivalent (pertaining to pavement structure)
CIP	Capital Improvement Program
CWA	Clean Water Act
DLCD	Department of Land Conservation and Development
EPCT	Eugene to Pacific Crest Trail
EFU	Exclusive Farm Use zone
F-2	Impacted Forest zone
FHWA	Federal Highway Administration
FY	Fiscal Year
HCM	Highway Capacity Manual
ISTEA	Intermodal Surface Transportation Efficiency Act
LC	Lane Code
LCDC	Land Conservation and Development Commission
LCOG	Lane Council of Governments
LCPC	Lane County Planning Commission
LM	Lane Manual
LMD	(Lane County Public Works) Land Management Division
LOS	Level of Service
LTD	Lane Transit District
MSA	Metropolitan Statistical Area (U.S. Census)
MUTCD	Manual On Uniform Traffic Control Devices
NPDES	National Pollutant Discharge Elimination System program
OAR	Oregon Administrative Rule
ODA	Oregon Department of Aviation
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
ORS	Oregon Revised Statutes
PCI	Pavement Condition Index
PIP	Public Involvement Plan
RAC	(Lane County) Roads Advisory Committee
RLID	Regional Land Information Database
ROW, R/W	Right-of-Way
SDC	System Development Charge
STAC	Special Transportation Advisory Committee
STF	Special Transportation Funds for the Elderly and Disabled
STIP	State Transportation Improvement Plan
STP	Special Transportation Program
TDM	Transportation Demand Management
TEA-21	Transportation Efficiency Act for the 21st Century
TIA	Traffic Impact Analysis
TPR	Transportation Planning Rule
TRB	Transportation Research Board of the National Research Council
TSP	Transportation System Plan
UGB	Urban Growth Boundary
USACE	U.S. Army Corps of Engineers
V/C	Volume to Capacity (Ratio)
VMT	Vehicle Miles Traveled

Appendix B: County Roads Inventory

The Inventory in Appendix B represents the County Road system at the time this document was adopted. It is essentially a snapshot in time, and all data included in the inventory is subject to change.

LEGEND

Road ID – Road number assigned to the road segment by Lane County

Road Name – Legal name of Road

BMP – Beginning Mile Post of road segment

EMP – Ending Mile Post of road segment

Functional Class – The classification of a road segment according to its expected level of service and function.

Terrain – The topography of the road segment. L=Level, R=Rolling, M=Mountainous.

If a discrepancy exists with the Terrain data appearing in the inventory, the following terrain definitions shall prevail:

a) Roads where no 500' segment exceeds 5% in grade shall be considered Level.
b) Roads where any 500' segment exceeds 5% in grade but does not exceed 8% in grade shall be considered Rolling.
c) Roads where any 500' segment exceeds 8% in grade shall be considered Mountainous.

- In **level terrain**, highway sight distance, as governed by both horizontal and vertical restrictions, is generally long or can be made to be so without construction difficulty or major expense.

- In **rolling terrain**, natural slopes consistently rise above and below the road or street grade, and occasional steep slopes offer some restriction to normal horizontal and vertical roadway alignment.

- In **mountainous terrain**, longitudinal and transverse changes in the elevation of the ground with respect to the road are abrupt, and benching and side hill excavation are frequently needed to obtain acceptable horizontal and vertical alignment.

PCI – Pavement Condition Index. A method of rating the surface condition of pavement on a scale of 0 to 100, where 100 is the best.

CBE - Crushed Base Equivalent. An indicator of the underlying structural integrity of the roadway expressed as an equivalent depth of crushed rock in inches.

Width - The measured width of travel surface on identified road segment.

ADT Volume - The most recently measured Average Daily Traffic volume expressed as number of vehicles per day.

Lane County Roads Inventory

Road ID	Road Name	BMP	EMP	Functional Class	Terrain	PCI	CBE (in)	Width	ADT Volume
530200	01ST AVE	0.000	0.235	Urban Local	L	63	3.8	16	80
530200	01ST AVE	0.235	0.533	Urban Local	L	34		28	
530200	01ST AVE	0.533	0.643	Urban Local	L	69		16	
530285	01ST AVE LOOP	0.000	0.095	Urban Local	L	40		28	
186200	01ST ST	0.000	0.307	Rural Local	L	20	6.5	20	390
504200	01ST ST	0.000	0.154	Rural Local	R	88	5.5	20	
504260	01ST ST CUL	0.000	0.021	Rural Local	L	23		18	
530500	02ND AVE	0.000	0.057	Urban Local	L	85	3.8	16	50
530600	02ND PL	0.000	0.032	Urban Local	L	88	9.8	18	
100300	02ND ST SO	0.355	0.879	Urban Major Collector	R	95	23.0	22	1100
528900	03RD AVE	0.000	0.252	Urban Local	L	75	3.8	16	
529200	03RD AVE	0.000	0.135	Urban Local	L	69	3.8	16	
530400	03RD PL	0.000	0.027	Urban Local	L	94	9.8	16	
177800	03RD ST	0.000	0.223	Urban Local	L	96	9.0	28	600
512500	03RD ST	0.000	0.130	Rural Local	L	100	5.0	13	30
528500	04TH AVE	0.000	0.562	Urban Local	L	100	17.0	20	650
530100	05TH AVE	0.000	0.270	Urban Local	L	68	8.8	16	
153000	05TH ST	0.000	0.068	Urban Local	L	61		40	4800
177700	05TH ST	0.000	0.217	Urban Local	L	95		26	800
530300	06TH AVE	0.000	0.075	Urban Local	L	59	3.8	16	
346500	06TH AVE WEST	0.520	0.850	Rural Major Collector	L		9.5	36	2500
162600	06TH ST	0.000	0.073	Urban Local	L	94	15.5	32	
362400	06TH ST	0.060	0.236	Rural Local	L	82		16	
362400	06TH ST	0.236	0.355	Rural Local	L				
362400	06TH ST	0.355	0.450	Rural Local	L	67		17	
362400	06TH ST	0.450	0.525	Rural Local	L	90		18	
211700	06TH ST NO	0.176	0.366	Urban Local	L	1		20	
221800	06TH ST SO	0.704	1.075	Urban Minor Arterial	L	86		38	3200
221800	06TH ST SO	1.075	1.450	Rural Major Collector	L	86	23.0	38	2550
221800	06TH ST SO	1.450	2.197	Rural Major Collector	L	70	29.5	34	4500
163400	07TH ST	0.000	0.067	Urban Local	L	98	10.0	16	260
361900	08TH ST	0.000	0.550	Rural Local	L	76		20	700

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Road ID	Road Name	BMP	EMP	Functional Class	Terrain	PCI	CBE (in)	Width	ADT Volume
361905	08TH ST (Y)	0.000	0.042	Rural Local	L	89		25	
346800	10TH AVE WEST	0.495	0.841	Rural Major Collector	L		18.0	36	800
222000	10TH ST SO	0.000	0.105	Urban Local	L	73	13.5	16	20
347400	11TH ST	0.000	0.082	Urban Local	L	96	10.3	20	
222100	11TH ST SO	0.000	0.120	Urban Local	L	62	6.0	16	
222200	12TH ST SO	0.000	0.048	Urban Local	L	53	3.5	16	
183200	14TH AVE EAST	0.000	0.120	Urban Local	L	97	8.5	20	
183200	14TH AVE EAST	0.120	0.189	Urban Local	L	98		20	
154000	14TH PL	0.000	0.080	Urban Local	L	100	14.0	32	70
183300	15TH AVE EAST	0.116	0.240	Urban Local	L	97	11.8	18	100
177600	15TH ST	0.000	0.171	Urban Local	L	100	14.0	36	270
180600	15TH ST	0.000	0.114	Urban Local	L	100	10.0	32	
183400	16TH AVE EAST	0.000	0.120	Urban Local	L	79	16.0	14	
154200	16TH ST	0.000	0.114	Urban Local	L	100	13.0	32	330
154500	16TH ST	0.000	0.191	Urban Local	L	100	10.0	32	320
154530	16TH ST (CUL)	0.000	0.035	Urban Local	L	100		32	
154560	16TH ST (CUL)	0.000	0.035	Urban Local	L	100		32	
183500	17TH AVE EAST	0.000	0.119	Urban Local	L	97	10.0	20	
182900	17TH AVE EAST	0.185	0.293	Urban Local	L	100	20.5	44	2450
154600	17TH PL	0.000	0.191	Urban Local	L	100	14.0	32	190
154630	17TH PL (CUL)	0.000	0.029	Urban Local	L	100		32	
154700	17TH ST	0.000	0.191	Urban Local	L	100	15.0	32	220
162300	17TH ST	0.000	0.054	Urban Local	L	100	14.0	32	
191200	17TH ST	0.000	0.078	Urban Local	L	44	11.0	20	
191900	17TH ST	0.000	0.028	Urban Local	L	97	8.0	28	
347500	18TH AVE EAST & DEAL ST	0.000	0.300	Rural Minor Collector	L	74		20	950
347300	18TH AVE WEST	0.000	0.854	Urban Major Collector	L	81	20.5	22	950
182200	19TH AVE EAST	0.000	0.140	Urban Local	L	100		22	900
182200	19TH AVE EAST	0.140	0.497	Urban Local	L	100	12.3	22	950
191000	19TH ST	0.000	0.392	Urban Major Collector	L	90	14.5	24	10200
177300	20TH ST	0.000	0.070	Urban Local	L	93	8.0	28	430
191400	20TH ST	0.000	0.081	Urban Local	L	93	13.0	32	
613200	20TH ST	0.000	0.060	Urban Local	R	93	15.5	20	
177300	20TH ST	0.070	0.360	Urban Local	L	90	18.0	32	490

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Road ID	Road Name	BMP	EMP	Functional Class	Terrain	PCI	CBE (in)	Width	ADT Volume
177300	20TH ST	0.360	0.371	Urban Local	L	90		32	
177350	20TH ST CUL	0.000	0.016	Urban Local	L	98		69	
177360	20TH ST CUL	0.000	0.016	Urban Local	L	97		70	
177400	21ST ST	0.000	0.252	Urban Local	L	97	9.5	26	340
613300	22ND ST	0.000	0.054	Urban Local	L	88	14.3	23	
180900	23RD ST	0.000	0.252	Urban Minor Collector	L	93		20	1400
181200	23RD ST	0.000	0.078	Urban Local	L	85	13.0	32	
613400	24TH ST	0.000	0.043	Urban Local	L	88	11.5	20	
101500	26TH ST SO	0.000	0.216	Rural Local	L	95	11.0	20	20
101500	26TH ST SO	0.216	0.360	Rural Local	L			20	
527800	26TH ST WEST	0.000	0.060	Urban Local	L	99	7.0	34	
154800	27TH ST	0.000	0.098	Urban Local	L	97	15.0	32	320
180800	28TH ST	0.000	0.161	Urban Local	L	84	19.0	16	140
101000	28TH ST SO	0.660	0.795	Urban Local	L	95	11.0	24	220
185000	30TH AVE	0.000	0.100	Urban Minor Arterial	L	55		22	16000
185000	30TH AVE	0.100	1.500	Urban Minor Arterial	R	83	20.0	40	11200
185000	30TH AVE	1.500	1.670	Urban Minor Arterial	R	88		54	
185000	30TH AVE	1.670	2.109	Urban Minor Arterial	R	88	18.0	54	
185600	30TH AVE FRONTAGE RD	0.000	0.326	Rural Local	L	64		20	80
185600	30TH AVE FRONTAGE RD	0.594	0.630	Rural Local	L	57		22	1100
185695	30TH AVE FRONTAGE RD (Y)	0.606	0.657	Rural Local	L	50		19	
185003	30TH AVE NE RAMP #10	0.000	0.121	Urban Minor Arterial	L	80		26	
185001	30TH AVE NW RAMP #21	0.000	0.152	Urban Minor Arterial	L	87		26	1350
185002	30TH AVE SW RAMP #30	0.000	0.135	Urban Minor Arterial	L	89		26	2250
185004	30TH AVE SW RAMP #30	0.000	0.182	Urban Minor Arterial	L	93		26	
185005	30TH AVE SW RAMP #30 (Y)	0.118	0.143	Urban Minor Arterial	L	94		16	
192500	31ST ST / 28TH ST	0.542	0.905	Urban Major Collector	L	91	7.0	20	1700
155300	32ND ST	0.000	0.105	Urban Local	L	91	13.0	30	160
177500	33RD ST	0.000	0.148	Urban Local	L	95	17.0	28	
101400	34TH PL SO	0.000	0.188	Urban Local	L	100	17.0	32	160
176700	34TH ST	0.000	0.241	Urban Local	L	94	10.7	26	260
176720	34TH ST CUL 'A'	0.000	0.034	Urban Local	L	90	13.0	26	
176760	34TH ST CUL 'B'	0.000	0.028	Urban Local	L	97	9.5	26	
176780	34TH ST CUL 'C'	0.000	0.027	Urban Local	L	98		28	

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Road ID	Road Name	BMP	EMP	Functional Class	Terrain	PCI	CBE (in)	Width	ADT Volume
177200	35TH PL	0.000	0.039	Urban Local	L	94	15.0	28	
176900	35TH ST	0.000	0.100	Urban Local	L	95	15.0	28	270
176900	35TH ST	0.100	0.218	Urban Local	L	96	9.0	26	
155500	37TH ST	0.000	0.130	Urban Local	L	98	11.0	32	260
155570	37TH ST (CUL)	0.000	0.071	Urban Local	L	96	15.0	32	
155600	38TH ST	0.000	0.116	Urban Local	L	96	12.0	32	140
102000	39TH ST SO	0.000	0.260	Urban Local	L	100	18.0	36	1400
102000	39TH ST SO	0.260	0.264	Urban Local	L	100		18	
102000	39TH ST SO	0.264	0.387	Urban Local	L	100		18	
102030	39TH ST SO (CUL)	0.000	0.026	Urban Local	L	100	17.0	35	
102040	39TH ST SO (CUL)	0.000	0.054	Urban Local	L	100	18.0	32	
102050	39TH ST SO (CUL)	0.000	0.042	Urban Local	L	100	18.0	32	
125800	40TH AVE WEST	0.000	0.140	Rural Local	R	39	10.0	20	
102800	40TH PL SO	0.000	0.096	Urban Local	L	100	10.5	26	230
199800	44TH AVE WEST	0.000	0.045	Rural Local	L	66		20	
199700	57TH ST SO	0.000	0.355	Urban Major Collector	R	~100		20	7450
103700	66TH ST	0.050	0.241	Urban Local	L	84		18	350
103700	66TH ST	0.241	0.652	Rural Local	L	84		18	
104600	79TH ST SO	0.000	0.536	Urban Local	L	50	8.0	20	380
197100	A ST	0.000	0.069	Rural Local	L	85	11.5	22	
266000	ADAMS RD	0.000	0.499	Rural Local	L	61	13.0	22	70
325600	ADMIRAL ST	0.000	0.288	Urban Local	L	95	15.0	36	450
325620	ADMIRAL ST CUL	0.000	0.021	Urban Local	L	96		70	
325690	ADMIRAL ST CUL	0.000	0.020	Urban Local	L	89		70	
325640	ADMIRAL ST CUL 'A'	0.000	0.034	Urban Local	L	92	12.0	28	
325650	ADMIRAL ST CUL 'B'	0.000	0.045	Urban Local	L	94	12.0	28	
342800	AIRPORT RD	0.670	1.320	Rural Minor Arterial	L	90	20.5	44	3950
342800	AIRPORT RD	1.320	1.326	Rural Minor Arterial	L	88		30	
342800	AIRPORT RD	1.326	1.690	Rural Local	L	88	14.3	30	1100
614400	AIRPORT RD (OAKRIDGE)	0.000	0.951	Rural Local	M	85	10.3	18	150
614460	AIRPORT RD (OAKRIDGE)	0.000	0.304	Rural Local	L	95		21	
326000	ALAMEDA ST	0.000	0.120	Urban Local	L	97	18.0	38	
138800	ALBERTA LN	0.000	0.191	Urban Local	L	95	11.0	24	120
194400	ALDER BRANCH RD	0.000	0.710	Rural Local	L	92	6.8	19	90

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363200	ALDERWOOD DR	0.000	0.050	Rural Local	L	92		20	30
363200	ALDERWOOD DR	0.050	0.122	Rural Local	L			19	
363200	ALDERWOOD DR	0.122	0.266	Rural Local	L			14	
135000	ALDERWOOD ST	0.000	0.108	Urban Local	L	87	16.5	22	120
135900	ALDERWOOD ST	0.000	0.154	Urban Local	L	63	11.0	26	
514300	ALEXANDER RD	0.000	0.540	Rural Local	L		8.0	12	
319300	ALLADIN WAY	0.000	0.131	Urban Local	L	92	14.5	32	
362800	ALLEN & BALES RD	0.000	0.272	Rural Local	L	100		20	110
151500	ALLEN AVE	0.000	0.057	Urban Local	L	90	11.0	20	
156500	ALLEN AVE	0.000	0.175	Urban Local	L	90	12.0	26	
257500	ALLEN RD	0.000	0.560	Rural Local	M	84	7.0	18	70
257500	ALLEN RD	0.560	0.770	Rural Local	R	55		12	
257500	ALLEN RD	0.770	0.970	Rural Local	R			13	
435200	ALLISON RD	0.000	0.500	Rural Local	L	97	10.5	16	80
435200	ALLISON RD	0.500	0.888	Rural Local	R	88		16	
435205	ALLISON RD (Y)	0.000	0.022	Rural Local	R	100		18	
317200	ALTURA ST	0.000	0.195	Urban Local	L	88	18.0	36	
317230	ALTURA ST CUL	0.000	0.036	Urban Local	L	94	14.0	32	
361500	ALVADORE RD	0.000	3.587	Rural Major Collector (Fed)	L		17.0	26	600
361500	ALVADORE RD	3.587	6.100	Rural Major Collector (Fed)	L	81	14.6	26	1400
361500	ALVADORE RD	6.100	6.282	Rural Major Collector (Fed)	L	90		30	1500
324300	ALYNDALE DR	0.000	0.389	Urban Local	L	95	18.0	28	
324400	ALYNDALE DR	0.000	0.160	Urban Local	L	86	19.0	28	
326400	AMESBURY AVE	0.000	0.073	Urban Local	L	96	7.0	28	
321300	ANCHOR AVE	0.000	0.082	Urban Local	L	96	17.0	26	
322200	ANCHOR AVE EAST	0.000	0.266	Urban Local	L	97	15.0	26	380
322000	ANCHOR AVE WEST	0.000	0.359	Urban Local	L	94	11.0	30	430
144000	ANDERSEN LN	0.000	0.024	Urban Local	L	89	12.0	32	
150700	ANDERSON LN	0.000	0.190	Urban Local	L	96	10.5	22	
165800	ANDERSON LN	0.000	0.120	Urban Local	L	93		29	1650
165800	ANDERSON LN	0.120	0.301	Urban Local	L	94	15.0	18	

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150710	ANDERSON LN (CUL)	0.000	0.033	Urban Local	L				
165860	ANDERSON LN (CUL)	0.000	0.053	Urban Local	L	97		32	
165870	ANDERSON LN (CUL)	0.000	0.053	Urban Local	L	94		32	
165890	ANDERSON LN (CUL)	0.000	0.053	Urban Local	L	94		32	
318400	ANDOVER ST	0.000	0.076	Urban Local	L	93	13.0	28	
109000	ANGELS FLIGHT RD	0.000	1.788	Rural Local	R	74	11.0	12	160
152400	ANN CT	0.000	0.030	Urban Local	L	91	6.0	20	
134900	APPLE DR	0.000	0.043	Urban Local	L	88	14.0	32	
362200	APPLEGATE TRAIL	0.000	2.584	Rural Minor Collector	R	84		22	1600
410200	APPLETREE CT	0.000	0.238	Rural Local	R	90	13.5	24	
410100	APPLETREE DR	0.000	1.501	Rural Local	M	81	11.0	24	110
528100	ARAGO ST	0.000	0.190	Urban Local	L	77	3.8	16	160
529300	ARCH ST	0.000	0.040	Urban Local	L	74	3.9	16	
504100	ARCHER LN	0.000	0.060	Rural Local	L		4.0	13	
320700	ARCHWOOD ST	0.000	0.183	Urban Local	L	97	12.0	28	
319800	ARGON AVE	0.000	0.085	Urban Local	L	92	17.5	17	
171900	ARMITAGE RD	0.000	1.177	Urban Local	L	61		20	650
135300	ARMSTRONG AVE	0.000	0.296	Urban Local	L	61	14.5	26	210
270300	ARNE LN	0.000	0.112	Rural Local	R	95	8.5	20	
400500	ARNOLD LN	0.000	0.777	Rural Local	L	87	11.0	24	500
320100	ARROWHEAD ST	0.000	0.230	Urban Minor Collector	L	95	16.5	22	900
320100	ARROWHEAD ST	0.230	0.234	Urban Minor Collector	L	95		36	
320100	ARROWHEAD ST	0.234	0.350	Urban Local	L	89		36	
320100	ARROWHEAD ST	0.623	0.708	Urban Local	L	91		22	
100800	ASH ST	0.000	0.198	Urban Local	L	94		13	
167500	ASPEN ST	0.000	0.181	Urban Minor Collector	L	84		25	1800
167500	ASPEN ST	0.337	0.441	Urban Minor Collector	L	82		22	
216900	ASTORIA AVE	0.000	0.034	Rural Local	L	100	15.0	36	
135400	AUDEL AVE	0.000	0.204	Urban Local	L	92	15.5	32	330
135460	AUDEL AVE (CUL)	0.000	0.072	Urban Local	L	93		32	
438700	AUSTA RD	0.000	0.144	Rural Local	R	87	10.3	18	90
332300	AUTUMN AVE	0.000	0.097	Urban Local	L	97	17.0	32	
344000	AWBREY LN	0.000	0.170	Rural Major Collector	L	88		22	1300
344000	AWBREY LN	0.170	1.340	Rural Major Collector	L	88	11.0	22	1050

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344000	AWBREY LN	1.340	1.350	Rural Major Collector	L			22	
344000	AWBREY LN	1.350	1.587	Rural Major Collector	L	59	10.3	28	1000
329200	AZALEA AVE	0.000	0.097	Urban Local	L	95	14.0	26	
186000	B ST	0.000	0.124	Rural Local	L	49	6.5	20	
197200	B ST	0.000	0.060	Rural Local	L	94	9.5	16	
362000	B ST	0.000	0.140	Rural Local	L	82		18	
362000	B ST	0.140	0.267	Rural Local	L	93		18	
220500	BACHMANN LN	0.000	0.136	Rural Local	L	98	14.0	17	
122400	BAILEY HILL LP RD	0.000	0.090	Rural Local	L	24		18	
122400	BAILEY HILL LP RD	0.090	0.262	Rural Local	L	24		18	
121500	BAILEY HILL RD	1.660	2.140	Rural Major Collector	R	89	16.5	25	5650
121500	BAILEY HILL RD	2.140	2.498	Rural Major Collector	R	88		30	4250
121500	BAILEY HILL RD	2.498	3.010	Rural Major Collector	R	88		30	
121500	BAILEY HILL RD	3.010	3.113	Rural Major Collector	R	85		29	
121500	BAILEY HILL RD	3.113	4.616	Rural Major Collector	R	85	22.3	29	3600
355000	BAILEY LN	0.000	0.252	Rural Local	L	100		18	180
355000	BAILEY LN	0.252	0.499	Rural Local	L	100		18	110
214200	BAILEY RD	0.000	0.120	Rural Local	L	81	9.5	20	
214200	BAILEY RD	0.120	0.220	Rural Local	L			10	
608100	BAIN LN	0.000	0.100	Rural Local	R		8.0	10	
522000	BAKER BEACH RD	0.000	0.480	Rural Local	L		5.0	16	20
402600	BAKER RD	0.000	0.500	Rural Local	L	78	9.0	20	210
402600	BAKER RD	0.500	0.640	Rural Local	L	79		20	
402600	BAKER RD	0.640	1.000	Rural Local	L			15	
402605	BAKER RD (Y)	0.000	0.061	Rural Local	L	85		20	
387000	BANGS RD	0.000	0.150	Rural Local	L	85		36	460
387000	BANGS RD	0.150	0.500	Rural Local	L	90		22	
318800	BANNER ST	0.000	0.221	Urban Local	L	93	15.0	28	
321900	BANNER ST	0.000	0.100	Urban Local	L	93	8.0	28	
321900	BANNER ST	0.100	0.319	Urban Local	L	94	13.0	32	
316900	BANOVER ST	0.000	0.086	Urban Local	L	93	15.0	30	
326900	BANTON AVE & CUL	0.000	0.470	Urban Local	L	89	8.0	28	600
611600	BARBRE RD	0.000	0.620	Rural Local	L	69	11.3	20	470
146500	BARGER DR	2.225	2.663	Rural Major Collector	L	98	11.5	20	3725

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Road ID	Road Name	BMP	EMP	Functional Class	Terrain	PCI	CBE (in)	Width	ADT Volume
373000	BARKER RD	0.000	0.060	Rural Local	L	98		28	550
373000	BARKER RD	0.060	0.311	Rural Local	L	73		18	
139300	BARRETT AVE	0.000	0.193	Urban Local	L	92	18.5	28	
320900	BARSTOW AVE	0.000	0.258	Urban Minor Collector	L	97	11.0	36	425
137700	BARTON DR	0.000	0.100	Urban Local	L	95	13.5	28	
136400	BARTON ST	0.000	0.126	Urban Local	L	94	11.0	26	
515500	BASSONETTE RD	0.000	0.080	Rural Local	R			14	
515500	BASSONETTE RD	0.080	0.095	Rural Local	R	92		14	
515500	BASSONETTE RD	0.095	0.577	Rural Local	R		6.0	14	
515505	BASSONETTE RD (Y)	0.000	0.033	Rural Local	R			14	
408200	BATTLE CR RD	0.000	3.360	Rural Local	L	~52		20	140
408200	BATTLE CR RD	3.360	4.935	Rural Local	R			15	10
408220	BATTLE CR RD (STUB/BR)	0.000	0.094	Rural Local	L			22	
138600	BAUER LN	0.000	0.205	Urban Local	L	94	10.0	24	270
142300	BAUER LN CUL	0.000	0.045	Urban Local	L	88	17.0	26	
524100	BAYBERRY DR	0.000	0.277	Rural Local	L	88	5.8	20	200
326200	BAYWOOD ST	0.000	0.162	Urban Local	L	95	16.0	28	
219400	BEACH RD	0.000	1.456	Rural Local	L	76	13.5	20	130
315000	BEACON DR EAST	0.000	0.740	Urban Minor Collector	L	40		26	950
315000	BEACON DR EAST	0.740	0.749	Urban Minor Collector	L	65		20	
315000	BEACON DR EAST	0.749	0.830	Urban Local	L	65		20	370
315000	BEACON DR EAST	0.830	1.300	Urban Local	L	65	13.5	20	
315000	BEACON DR EAST	1.300	1.916	Urban Local	L	64	15.5	20	240
315600	BEACON DR WEST	0.000	0.154	Rural Minor Collector	L	97		22	1450
315600	BEACON DR WEST	0.154	1.000	Rural Minor Collector	L	97	21.3	22	
315600	BEACON DR WEST	1.000	1.172	Rural Minor Collector	L	97		22	1350
361400	BEAR CR RANCH RD	0.000	0.491	Rural Local	R	81		24	
602800	BEAR CR RD	0.000	2.160	Rural Minor Collector	R	89	21.5	24	700
602800	BEAR CR RD	2.160	2.850	Rural Local	L	92		22	
602800	BEAR CR RD	2.850	3.170	Rural Local	R	78		18	
602900	BEAR CR RD CUL	0.000	0.056	Rural Local	L	86	14.0	22	
131100	BEAVER ST	0.000	0.050	Urban Local	L	60		20	
332100	BEAVER ST CUL #1	0.000	0.029	Urban Local	L	95	14.0	32	
332400	BEAVER ST CUL #2	0.000	0.028	Urban Local	L	95	14.0	28	

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138200	BEEBE LN	0.000	0.230	Urban Local	L	94	7.0	20	260
138200	BEEBE LN	0.230	0.350	Urban Local	L	62		20	190
113500	BELKNAP SPRINGS RD NO	0.000	0.205	Rural Local	L	93	9.5	22	100
114100	BELKNAP SPRINGS RD SO	0.000	0.432	Rural Local	L	65	16.0	20	10
523400	BEN BUNCH RD	0.000	0.976	Rural Local	R	69	4.5	14	
221200	BENNETT CR RD	0.000	0.400	Rural Local	L	70		20	700
221200	BENNETT CR RD	0.400	2.989	Rural Local	L	70	7.5	20	
221204	BENNETT CR RD (Y)	0.000	0.026	Rural Local	L	91		13	
221205	BENNETT CR RD (Y)	0.000	0.016	Rural Local	L	90		14	
503400	BERNHARDT CR RD	0.000	0.063	Rural Minor Collector	M	93		15	80
503400	BERNHARDT CR RD	0.063	6.985	Rural Minor Collector	M		8.1	15	
503400	BERNHARDT CR RD	6.985	7.058	Rural Minor Collector	M	48		15	
505200	BERNHARDT HEIGHTS	0.000	0.350	Rural Local	M		10.0	13	50
132700	BERWIN LN	0.000	0.051	Urban Local	L	93	10.0	30	
132100	BERWIN LN NO	0.000	0.138	Urban Local	L	85	12.0	28	320
136700	BETTY LN	0.000	0.124	Urban Local	L	88	6.0	20	
187500	BEYMER RD	0.000	0.577	Rural Local	L	57		16	140
508200	BIG CR RD	0.000	8.940	Rural Local	R		6.0	15	30
508200	BIG CR RD	8.940	13.311	Rural Local	M	76	13.2	14	
624000	BIG FALL CR RD	0.000	7.550	Rural Major Collector	M	65	16.9	22	1600
624000	BIG FALL CR RD	7.550	9.110	Rural Major Collector	M	84	11.0	22	340
254600	BIGELOW WAY	0.000	0.183	Rural Local	L	82	19.0	20	
364900	BLACHLY GRANGE RD	0.000	0.395	Rural Local	L	85		20	550
323000	BLACKFOOT AVE	0.000	0.300	Urban Minor Collector	L	96	16.0	36	1350
323000	BLACKFOOT AVE	0.300	0.806	Urban Minor Collector	L	96	14.0	36	1150
334500	BLACKFOOT AVE CUL #3	0.000	0.051	Urban Local	L	94		32	
334600	BLACKFOOT AVE CUL #4	0.000	0.023	Urban Local	L	93		34	
157600	BLACKSTONE CT	0.000	0.023	Urban Local	L	95		44	
157400	BLACKSTONE ST	0.000	0.201	Urban Local	L	96	12.0	28	240
162700	BLACKSTONE ST	0.000	0.026	Urban Local	L	83	15.5	32	
529800	BLANCO ST	0.000	0.099	Urban Local	L	72	3.8	16	
125900	BLANTON HEIGHTS ST	0.000	0.144	Rural Local	L	49		18	
125600	BLANTON RD	0.000	0.350	Rural Local	L	68		22	1300
125600	BLANTON RD	0.350	1.110	Rural Local	L	68		22	

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125600	BLANTON RD	1.110	2.097	Rural Local	R	79		20	900
324500	BLAZER AVE	0.000	0.090	Urban Local	L	89		36	480
324500	BLAZER AVE	0.090	0.310	Urban Local	L	94	16.0	28	
324550	BLAZER AVE CUL 'A'	0.000	0.030	Urban Local	L	93		32	
324570	BLAZER AVE CUL 'B'	0.000	0.029	Urban Local	L	92		32	
507300	BLOCK RD	0.000	0.216	Rural Local	L		6.0	11	20
184000	BLOOMBERG RD	0.000	0.870	Rural Local	L	95	9.3	22	300
188000	BLOSSOM ST	0.000	0.204	Rural Local	L	100		34	550
257200	BLUE MOUNTAIN LANE	0.000	0.720	Rural Local	L		9.5	15	
277100	BLUE MTN LN (N)	0.000	0.449	Rural Local	L			12	
257000	BLUE MTN SCHOOL RD	0.000	1.000	Rural Local	R	75	16.3	24	380
257000	BLUE MTN SCHOOL RD	1.000	1.500	Rural Local	R	59		20	260
257000	BLUE MTN SCHOOL RD	1.500	3.206	Rural Local	R	69	10.4	20	
110500	BLUE RIVER DR	0.000	1.555	Rural Minor Collector	R	74	17.3	22	600
110200	BLUE RIVER RD	0.000	1.640	Rural Local	R	68	13.8	22	180
330300	BOBOLINK AVE	0.000	0.230	Urban Local	L	96	12.0	30	370
427200	BODENHAMER RD	0.000	1.062	Rural Minor Collector	L	88	22.0	24	900
427200	BODENHAMER RD	1.062	1.345	Rural Minor Collector	L	88		24	750
427295	BODENHAMER RD (Y)	1.303	1.342	Rural Minor Collector	L	98		24	
406200	BOLTON HILL RD	0.000	1.171	Rural Major Collector	R	89	15.1	26	1750
406200	BOLTON HILL RD	1.171	3.254	Rural Major Collector	R	89	11.3	26	400
405600	BOLTON RD EAST	0.556	0.560	Rural Local	L	79	8.3	20	800
405600	BOLTON RD EAST	0.560	1.328	Rural Local	L	79		20	650
361700	BOND RD	0.000	1.310	Rural Local	L			21	60
243000	BOOTH KELLY CAMP RD	0.000	0.560	Rural Local	L	84	15.8	20	
105900	BOOTH KELLY RD	0.000	1.440	Rural Local	L	86	15.0	22	400
534200	BOY SCOUT RD	0.000	0.050	Urban Local	L	86	10.0	20	220
534200	BOY SCOUT RD	0.050	0.510	Urban Local	L	73		20	
130200	BOYCE ST	0.000	0.046	Urban Local	L	94	10.5	28	
605000	BRABHAM RD	0.000	0.500	Rural Local	L	89	10.5	18	500
605000	BRABHAM RD	0.500	0.770	Rural Local	L	88		18	130
335200	BRADFORD CT	0.000	0.094	Urban Local	L	81	15.0	28	
602400	BRADFORD RD NO	0.000	0.590	Rural Local	L	80	10.5	20	200
603000	BRADFORD RD SO	0.000	0.385	Rural Local	L	79	8.0	22	310

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603020	BRADFORD RD SO CUL	0.000	0.147	Rural Local	L	86	14.7	22	
603090	BRADFORD RD SO CUL	0.000	0.125	Rural Local	L	84		22	
192600	BRADLEY WAY	0.000	0.028	Urban Local	L	48	11.0	28	
112900	BRENT RD	0.000	0.086	Rural Local	L	81	12.3	22	
134800	BRENTWOOD AVE	0.000	0.114	Urban Local	L	87	16.5	24	100
135800	BRENTWOOD ST	0.000	0.153	Urban Local	L	49	14.0	26	
139000	BRIARCLIFF DR	0.060	0.159	Urban Local	L	89	16.5	30	650
139100	BRIARCLIFF PL	0.000	0.030	Urban Local	L	94	17.5	30	
315100	BRIARS ST	0.000	0.080	Urban Local	L	92	18.0	22	80
315900	BRIARS ST	0.000	0.090	Urban Local	L	91	16.0	36	
315100	BRIARS ST	0.080	0.180	Urban Local	L	85	10.0	28	
315100	BRIARS ST	0.180	0.278	Urban Local	L	93	13.0	36	
247000	BRICE CR RD	0.000	2.150	Rural Minor Collector	M	75	7.9	20	
247000	BRICE CR RD	2.150	3.340	Rural Minor Collector	M	78		20	
247000	BRICE CR RD	3.340	8.122	Rural Minor Collector	M	65	10.6	22	
106000	BRIDGE ST	0.000	0.006	Rural Minor Collector	L	99		24	
106000	BRIDGE ST	0.006	0.190	Rural Minor Collector	L	100	11.0	22	
106000	BRIDGE ST	0.190	0.295	Rural Minor Collector	L	92		22	950
106000	BRIDGE ST	0.295	0.555	Rural Local	L	96		22	
409000	BRIGGS HILL RD	0.000	2.500	Rural Minor Collector	R	62	7.4	20	130
409000	BRIGGS HILL RD	2.500	4.401	Rural Minor Collector	R	62	13.0	20	550
607000	BRISTOW RD	0.000	0.406	Rural Local	L	89	12.3	18	260
616000	BROCK RD	0.000	1.503	Rural Local	R	78	10.3	20	110
335900	BROCKTON PL	0.000	0.060	Urban Local	L	88	16.0	32	
170900	BROOKDALE AVE	0.000	0.103	Urban Local	L	93	11.0	28	
216300	BROOKHURST ST	0.000	0.171	Urban Local	L	99	9.0	36	170
336700	BROTHERTON AVE	0.000	0.072	Urban Local	L	84		32	
628200	BROWN RD	0.000	0.395	Rural Local	L	92	10.0	20	220
106700	BRYANT LN	0.000	0.080	Rural Local	L	96	12.0	22	60
106770	BRYANT LN	0.000	0.048	Rural Local	L	84		21	
242500	BRYSON-SEARS RD	0.000	0.090	Rural Local	L	57		20	240
242500	BRYSON-SEARS RD	0.090	1.216	Rural Local	L	64	12.3	20	
522700	BUCK LAKE DR	0.000	0.159	Rural Local	L	84	3.5	18	100
371600	BUCKSKIN DR	0.000	0.456	Rural Local	L	94	14.0	22	140

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363000	BUD VAUGHAN RD	0.000	0.500	Rural Local	L	100		22	240
363000	BUD VAUGHAN RD	0.500	0.900	Rural Local	L	100		22	
363005	BUD VAUGHAN RD (Y)	0.000	0.028	Rural Local	L	95		21	
189700	BUFORD PARK RD	0.000	0.824	Rural Local	L		7.0	16	600
226200	BURKETT RD	0.000	0.780	Rural Local	L	78		22	
154900	BURLINGTON AVE	0.000	0.096	Urban Local	L	97	8.0	32	
318600	BURLWOOD ST	0.000	0.077	Urban Local	L	87	13.5	28	
130500	BUSHNELL LN	0.000	0.337	Urban Local	L	88	19.2	24	1175
133300	BUSHNELL LN EAST	0.000	0.020	Urban Local	L	79		24	
133300	BUSHNELL LN EAST	0.020	0.065	Urban Local	L	92		14	410
133300	BUSHNELL LN EAST	0.065	0.464	Urban Local	L	77	11.0	26	
147200	BUSHNELL LN WEST	0.000	0.120	Urban Local	L	98	23.0	22	
147200	BUSHNELL LN WEST	0.120	0.203	Urban Local	L	0		18	
384800	BUTLER RD	0.000	2.200	Rural Local	R	76		22	260
402800	BUTLER RD	0.000	0.070	Rural Local	R	84		30	140
402800	BUTLER RD	0.070	3.903	Rural Local	R	75	9.8	20	150
213300	BUTTE RD	0.450	2.288	Rural Local	L	80		20	320
340200	BYRON ST	0.000	0.138	Urban Local	L	93	13.0	29	
340500	BYRON ST	0.000	0.074	Urban Local	L	96	14.0	30	
186100	C ST	0.000	0.147	Rural Local	L	45	7.3	20	120
329600	CALLA ST	0.000	0.173	Urban Minor Collector	L	96	16.0	28	1300
329600	CALLA ST	0.173	0.369	Urban Local	L	95		36	
329680	CALLA ST CUL	0.000	0.043	Urban Local	L	96		29	
334200	CALUMET AVE	0.000	0.029	Urban Local	L			18	
317700	CALUMET DR	0.000	0.172	Urban Local	L	75	13.0	36	
213000	CAMAS SWALE RD	0.550	0.743	Rural Major Collector (Fed)	R	92		26	2950
213000	CAMAS SWALE RD	0.743	7.010	Rural Major Collector (Fed)	R		19.9	26	2200
156900	CAMBRIDGE ST	0.000	0.143	Urban Local	L	93	10.0	28	
131500	CAMELOT AVE	0.000	0.082	Urban Local	L	96	9.0	28	350
193000	CAMP CR RD	0.000	2.000	Rural Major Collector (Fed)	R	87	19.0	30	3250
193000	CAMP CR RD	2.000	3.000	Rural Major Collector	R	87		30	

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				(Fed)					
193000	CAMP CR RD	3.000	7.000	Rural Major Collector (Fed)	R	89		30	2050
193000	CAMP CR RD	7.000	8.416	Rural Major Collector (Fed)	R	89	21.0	30	1100
327600	CAMROSE ST	0.000	0.051	Urban Local	L	63	6.5	26	
108600	CANAL LN	0.000	0.090	Rural Local	L	81	4.0	22	40
532000	CANARY RD	0.000	0.686	Rural Major Collector (Fed)	R	70	17.3	25	2000
532000	CANARY RD	0.686	1.366	Rural Major Collector (Fed)	R	93	16.3	25	1650
532000	CANARY RD	1.366	5.105	Rural Major Collector (Fed)	M	76	17.1	25	750
180700	CANTERBURY ST	0.000	0.070	Urban Local	L	92	14.5	36	
330100	CANTERBURY ST	0.000	0.334	Urban Local	L	92	17.0	36	350
180700	CANTERBURY ST	0.070	0.097	Urban Local	L	87		16	
423800	CANTRELL RD	0.000	0.230	Rural Local	R	67		22	200
423800	CANTRELL RD	0.230	0.500	Rural Local	R	67		22	
423800	CANTRELL RD	0.500	1.060	Rural Local	R	53		18	
423800	CANTRELL RD	1.060	2.400	Rural Local	L			22	170
423800	CANTRELL RD	2.400	2.530	Rural Local	L	69		20	
423800	CANTRELL RD	2.530	3.806	Rural Local	L	67	8.3	20	280
330000	CARBONA ST	0.000	0.244	Urban Local	L	85	11.0	36	290
162100	CARDINAL WAY	0.000	0.138	Urban Local	L	95	8.0	26	
270600	CARMEN LN	0.000	0.120	Rural Local	L	80	14.5	24	
344100	CAROL AVE	0.000	0.432	Rural Local	L	66	12.0	20	
132600	CAROLYN DR	0.000	0.100	Urban Local	L	96	11.0	28	200
132600	CAROLYN DR	0.100	0.135	Urban Local	L	96		32	
197300	CARSON ST	0.000	0.215	Rural Local	L	91	9.3	20	
316000	CARTHAGE AVE	0.000	0.431	Urban Local	L	96	20.0	36	600
316100	CARTHAGE AVE CUL	0.000	0.089	Urban Local	L	97	14.0	32	
197800	CARTWRIGHT CR RD	0.000	0.589	Rural Local	L	85	13.5	20	140
329500	CASSINIA CT	0.000	0.059	Urban Local	L	94	11.5	24	
156000	CASTLE DR	0.000	0.225	Urban Local	L	88	13.0	26	370

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318000	CASTREY ST	0.000	0.049	Urban Local	L	100	13.5	28	180
219600	CEA-JACK RD	0.000	0.366	Rural Local	L	76	7.5	20	90
343700	CECIL AVE	0.000	0.120	Urban Local	L	68	14.0	22	
274500	CEDAR CR RD	0.000	1.800	Rural Local	L	71	8.0	20	270
274500	CEDAR CR RD	1.800	2.224	Rural Local	R		8.0	15	
531500	CEDAR DR	0.000	0.100	Rural Local	L	83	5.5	20	
105000	CEDAR FLAT RD	0.000	0.500	Rural Local	L	33	7.4	18	750
105000	CEDAR FLAT RD	0.500	2.170	Rural Local	M	87	16.0	24	340
105000	CEDAR FLAT RD	2.170	2.280	Rural Local	R	84	16.0	24	
105030	CEDAR FLAT RD (STUB/BR)	0.000	0.008	Rural Local	L		5.0	20	
608500	CEDAR HILLS DR	0.000	0.220	Rural Local	L	88	18.0	28	120
608500	CEDAR HILLS DR	0.220	0.360	Rural Local	L	77		20	
608550	CEDAR HILLS DR CUL	0.000	0.040	Rural Local	L	78		27	
241800	CEDAR PARK RD NO	0.000	0.670	Rural Local	L	52	6.5	20	700
242000	CEDAR PARK RD SO	0.000	0.328	Rural Local	L	79	14.3	23	250
602700	CEDARCROFT RD	0.000	0.164	Rural Local	L	75	19.0	24	
150200	CENTENNIAL BLVD	1.827	2.176	Urban Minor Arterial	L	90		62	11800
255300	CENTER ST	0.000	0.270	Rural Local	L	72	10.0	20	
100900	CENTRAL BLVD	0.050	0.250	Urban Local	R			13	10
428800	CENTRAL RD	0.000	1.920	Rural Major Collector (Fed)	L	83	14.0	28	1850
428800	CENTRAL RD	1.920	4.990	Rural Major Collector (Fed)	R	84	15.0	22	800
125400	CHAMBERS ST	0.000	0.163	Urban Local	L	96		22	
125400	CHAMBERS ST	0.163	0.204	Urban Local	L	96		22	1350
247300	CHAMPION CR RD	0.000	8.137	Rural Local	M			12	
325000	CHAPEL DR	0.000	0.129	Urban Local	L	95	15.0	26	
326300	CHAPMAN DR	0.000	0.357	Urban Local	L	98	16.0	22	150
525700	CHAPMAN RD	0.000	0.037	Rural Local	R	83	9.5	22	
156400	CHATEAU PL	0.000	0.045	Urban Local	L	94	19.0	28	
154100	CHEEK ST	0.000	0.116	Urban Local	L	100	17.0	22	110
123400	CHEROKEE DR	0.000	0.690	Rural Local	R	90		24	170
138100	CHESTNUT ST	0.000	0.215	Urban Local	L	97	17.8	26	220
503200	CHESTNUT ST	0.000	0.244	Rural Local	L	82	5.5	22	500

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127800	CHEZEM RD	0.000	1.642	Rural Local	L	74		18	380
370300	CHILDERS RD	0.000	0.089	Rural Local	L	66		22	140
105700	CHITA LOOP	0.000	0.435	Rural Local	R	74	11.0	22	180
128400	CHRISTENSEN RD	0.000	0.175	Rural Local	R	89	7.3	20	40
128400	CHRISTENSEN RD	0.175	1.039	Rural Local	R			13	
433200	CHRISTIAN RD	0.000	0.150	Rural Local	L	91	7.3	16	50
430300	CHUKAR LN	0.000	0.181	Rural Local	L	78	13.3	22	110
622600	CHURCH RD	0.000	0.346	Rural Local	L	80		18	
622605	CHURCH RD (Y)	0.000	0.013	Rural Local	L	80		16	
321600	CINDERELLA LP	0.000	0.178	Urban Local	L	94	10.0	32	
333900	CINDY ST CUL #1	0.000	0.050	Urban Local	L	95		32	
329900	CINNAMON AVE	0.000	0.182	Urban Local	L	90	14.0	32	
329925	CINNAMON AVE CUL 'A'	0.000	0.045	Urban Local	L	96	14.0	32	
329930	CINNAMON AVE CUL 'B'	0.000	0.077	Urban Local	L	97	15.0	32	
329960	CINNAMON AVE CUL 'C'	0.000	0.045	Urban Local	L	94	14.0	32	
329970	CINNAMON AVE CUL 'D'	0.000	0.047	Urban Local	L	94	14.0	32	
323400	CLAIRMONT DR	0.000	0.197	Urban Local	L	93	15.0	28	
214500	CLAYTON RD	0.000	0.436	Rural Local	R	58	10.0	22	
534000	CLEAR LAKE RD	0.000	0.142	Rural Major Collector	L	84	15.0	22	1250
370000	CLEAR LAKE RD	0.000	0.060	Rural Major Collector (Fed)	L	81		40	6450
370000	CLEAR LAKE RD	0.060	0.132	Rural Major Collector (Fed)	L	81		40	
370000	CLEAR LAKE RD	0.132	2.000	Rural Major Collector (Fed)	L	81	26.0	40	6600
534000	CLEAR LAKE RD	0.142	2.290	Rural Major Collector	R	84	15.0	22	850
370000	CLEAR LAKE RD	2.000	2.810	Rural Major Collector (Fed)	L			40	
534000	CLEAR LAKE RD	2.290	4.233	Rural Major Collector	R	89	16.2	26	1000
370000	CLEAR LAKE RD	2.810	3.399	Rural Major Collector (Fed)	L	84		40	
370000	CLEAR LAKE RD	3.399	5.039	Rural Major Collector	L	85	18.0	40	6150
370000	CLEAR LAKE RD	5.039	6.997	Rural Major Collector	L	86	21.6	40	5200
370000	CLEAR LAKE RD	6.997	7.070	Rural Major Collector	L	86		40	

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				(Fed)					
370000	CLEAR LAKE RD	7.070	8.391	Rural Major Collector (Fed)	L	92		44	3650
102900	CLEARWATER LN	0.000	0.134	Urban Local	L	97		22	650
102900	CLEARWATER LN	0.134	0.512	Urban Local	L	97	6.0	22	
221700	CLEVELAND ST	0.000	0.240	Rural Local	L			18	
601000	CLOVERDALE RD	0.000	3.276	Rural Minor Arterial	L	98	18.0	24	2000
528300	COAST GUARD STATION RD	0.000	0.112	Rural Local	L	83	8.0	18	200
163000	COBURG BOTTOM LP	0.000	0.181	Rural Local	L	96		30	750
163000	COBURG BOTTOM LP	0.181	0.530	Rural Local	L	96		30	
163000	COBURG BOTTOM LP	0.530	2.865	Rural Local	L	95		26	550
163095	COBURG BOTTOM LP (Y)	2.790	2.865	Rural Local	L	96		25	
164300	COBURG INDUST WAY	0.000	0.766	Urban Minor Collector	L	92	20.0	42	5300
150000	COBURG RD	3.314	3.500	Urban Minor Arterial	L	100		30	7300
150000	COBURG RD	3.500	4.050	Urban Minor Arterial	L	100	11.0	30	
150000	COBURG RD	4.050	4.350	Urban Minor Arterial	L	100		30	8150
150000	COBURG RD	4.350	4.430	Urban Minor Arterial	L	100		30	
150000	COBURG RD	4.430	4.700	Rural Minor Arterial	L	100		30	
150000	COBURG RD	4.700	4.836	Rural Minor Arterial	L	100		30	
150000	COBURG RD	4.836	4.901	Rural Minor Arterial	L	90		30	
150000	COBURG RD	4.901	4.930	Rural Minor Arterial	L			30	
150000	COBURG RD	4.930	4.970	Rural Minor Arterial	L	90		30	7400
150000	COBURG RD	4.970	6.601	Rural Minor Arterial	L	90	24.0	30	6600
150000	COBURG RD	6.601	6.870	Urban Minor Arterial	L	90		30	6150
150000	COBURG RD	6.870	7.000	Urban Minor Arterial	L	90	24.0	36	7150
150000	COBURG RD	7.000	7.366	Urban Minor Arterial	L	95		44	6200
150000	COBURG RD	7.366	7.416	Rural Major Collector (Fed)	L	80		30	3500
150000	COBURG RD	7.416	8.784	Rural Major Collector (Fed)	L	80		30	2500
150000	COBURG RD	8.784	12.883	Rural Major Collector (Fed)	L	75		28	1650
161000	COBURG RD NO	0.000	0.218	Rural Major Collector (Fed)	L	89		30	2550

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161000	COBURG RD NO	0.218	1.820	Rural Major Collector (Fed)	L	89	20.8	30	2050
161000	COBURG RD NO	1.820	4.115	Rural Major Collector (Fed)	L	88	27.8	26	1550
104000	COLE WAY	0.000	0.072	Urban Local	L	100	17.0	32	
104070	COLE WAY (CUL)	0.000	0.036	Urban Local	L	98		32	
162800	COLEMAN RD	0.000	0.909	Rural Local	L	83		20	420
182700	COLLEGE VIEW RD	0.000	0.443	Rural Local	L	99	27.0	36	900
317100	COLLIN CT	0.000	0.030	Urban Local	L	60	15.0	18	
330600	COLUMBINE ST	0.000	0.120	Urban Local	L	90	9.5	32	
325700	COMMODORE ST	0.000	0.083	Urban Local	L	92	15.0	28	
313600	COMPTON LN	0.000	0.250	Rural Local	L			19	
507800	CONDON CR RD	0.000	0.912	Rural Local	L	60	11.5	20	70
272100	CONIFER CT	0.000	0.383	Rural Local	R	76	24.0	24	
192700	CONLEY RD	0.000	0.664	Rural Local	L	79		18	110
403900	CONRAD RD	0.000	0.296	Rural Local	L	86	8.5	18	450
435400	COOK RD	0.000	1.547	Rural Local	R	83	6.3	18	120
167100	COOK'S GARDEN RD	0.000	0.060	Urban Local	L	89	5.3	16	
222300	COOPER AVE	0.000	0.120	Urban Local	L	66	10.3	18	
132800	COPPING ST	0.000	0.340	Urban Local	L	93	15.0	32	310
355200	CORAL ST	0.000	0.029	Urban Local	L	85	9.0	26	
131800	CORLISS LN	0.000	0.185	Urban Local	L	95		36	750
140800	CORNWALL AVE	0.000	0.286	Urban Local	L	89	11.0	26	1550
140850	CORNWALL AVE (CUL)	0.000	0.025	Urban Local	L	88		26	
140890	CORNWALL AVE (CUL)	0.000	0.025	Urban Local	L	88		26	
316400	CORONA ST	0.000	0.141	Urban Local	L	89	18.0	28	80
316430	CORONA ST CUL	0.000	0.030	Urban Local	L	90		28	
155400	CORRAL CT	0.000	0.029	Urban Local	L	93	11.8	28	
155200	CORRAL DR	0.000	0.175	Urban Local	L	92	9.0	28	380
382000	CORY RD	0.000	1.678	Rural Local	L	89	5.0	22	170
263500	COTTAGE GROVE CEMETERY RD	0.000	0.210	Urban Local	L	98	11.5	20	110
273000	COTTAGE GROVE RES RD	0.000	4.583	Rural Minor Collector	R	80	20.8	24	650
260000	COTTAGE GROVE-LORANE	0.820	1.174	Urban Major Collector	L	89		30	

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	RD								
260000	COTTAGE GROVE-LORANE RD	1.174	4.980	Rural Major Collector (Fed)	R	89	19.2	30	2250
260000	COTTAGE GROVE-LORANE RD	4.980	12.654	Rural Major Collector (Fed)	M	77		26	600
150100	COTTONWOOD AVE	0.000	0.263	Urban Local	L	73	16.0	26	380
150105	COTTONWOOD AVE (Y)	0.000	0.014	Urban Local	L	98		18	
409100	COUGAR LN	0.000	0.700	Rural Local	L	63		24	
271100	COUGAR MT LN	0.000	0.300	Rural Local	R	96	6.3	20	
158800	COUNTY FARM RD	0.000	0.700	Urban Local	L	83		30	2950
158800	COUNTY FARM RD	0.700	1.152	Urban Local	L	84		24	800
158805	COUNTY FARM RD (Y)	0.000	0.088	Urban Local	L	80		30	
381000	COX BUTTE RD	0.000	3.467	Rural Local	L	83	7.8	20	220
408400	COYOTE CR RD	0.000	0.400	Rural Local	L			22	
408400	COYOTE CR RD	0.400	0.508	Rural Local	L	92	15.0	22	160
125200	CREST DR	0.000	0.360	Urban Major Collector	R	96		22	800
125200	CREST DR	0.360	0.623	Urban Major Collector	R	97		22	1350
125200	CREST DR	0.623	0.873	Urban Major Collector	R	97		22	1300
157500	CRIMSON AVE	0.000	0.067	Urban Local	L	98	12.0	32	
319900	CROCKER RD	0.000	0.580	Urban Minor Collector	L	95	15.0	30	750
151700	CROSBY AVE	0.000	0.052	Urban Local	L	92	8.0	20	
165500	CROSS ROADS LN EAST	0.000	0.905	Rural Local	L	74		20	70
165000	CROSS ROADS LN WEST	0.000	1.027	Rural Local	L	83		20	150
165000	CROSS ROADS LN WEST	1.027	1.045	Rural Local	L			18	
165000	CROSS ROADS LN WEST	1.045	1.225	Rural Local	L			10	
427700	CROSSLEY LN	0.000	0.300	Rural Local	L	68		24	
427700	CROSSLEY LN	0.300	0.354	Rural Local	L	87		24	
423410	CROW RD	0.000	0.658	Rural Local	L	95		24	270
423400	CROW RD	0.658	0.820	Rural Major Collector (Fed)	R	87		34	2600
423400	CROW RD	0.820	1.549	Rural Major Collector (Fed)	R	84	20.8	30	
423400	CROW RD	1.549	2.000	Rural Major Collector (Fed)	L	84		30	

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423400	CROW RD	2.000	3.338	Rural Major Collector (Fed)	R	86		30	1850
423400	CROW RD	3.338	5.332	Rural Major Collector (Fed)	L	89	28.8	30	1450
423400	CROW RD	5.332	7.837	Rural Major Collector (Fed)	R	90	24.0	30	1250
423400	CROW RD	7.837	8.627	Rural Major Collector (Fed)	L	92		30	1300
252500	CURRIN BLVD	0.000	0.277	Urban Local	L	84	10.5	16	160
252400	CURRIN CONN	0.000	0.071	Urban Minor Arterial	L	89	17.0	22	2000
140100	CUSTER CT	0.000	0.044	Urban Local	L	97	9.0	20	
149700	CYPRESS CT	0.000	0.030	Urban Local	L	88		26	
186300	D ST	0.000	0.140	Rural Local	L	56	6.5	22	
320000	DAFFODIL CT	0.000	0.040	Urban Local	L	95	11.0	26	
322100	DAHLIA LN	0.000	0.027	Urban Local	L	94	11.0	32	
323100	DAHLIA LN	0.000	0.330	Urban Local	L	95	17.0	28	140
329100	DAHLIA LN	0.000	0.142	Urban Local	L	94	10.0	26	
323110	DAHLIA LN CUL	0.000	0.024	Urban Local	L	92		32	
323120	DAHLIA LN CUL	0.000	0.026	Urban Local	L	93		32	
523300	DAHLIN RD	0.000	0.260	Rural Local	L	100	5.0	16	
158900	DALE AVE	0.000	0.195	Urban Local	L	96	11.5	36	1400
211000	DALE KUNI RD	0.000	1.430	Rural Minor Collector	L	89	19.8	24	460
386100	DALEWOOD DR	0.000	0.286	Rural Local	L	86		22	
328100	DALEWOOD ST	0.000	0.143	Urban Local	L	96	8.0	26	
137100	DALTON DR	0.000	0.085	Urban Local	L	92	14.0	28	
328700	DALTON DR	0.000	0.121	Urban Local	L	96	11.0	25	
311300	DANE LN	0.000	1.318	Rural Local	L	64	8.6	22	650
602000	DANSTROM RD	0.000	0.135	Rural Minor Collector	L	80	10.5	20	210
602000	DANSTROM RD	0.135	0.150	Rural Local	L	80		20	
602000	DANSTROM RD	0.150	0.527	Rural Local	L	85		20	120
214000	DANVILLE RD	0.000	0.525	Rural Local	L	77	13.5	24	
157900	DAPHNE ST	0.000	0.097	Urban Local	L	96	11.0	26	
164200	DARAY ST	0.000	0.012	Urban Local	L	75		36	
164200	DARAY ST	0.012	0.050	Urban Local	L	75		36	

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534300	DARLINGS LP	0.000	0.500	Urban Local	L	89	12.3	20	260
216000	DAVISSON RD	0.000	3.729	Rural Local	L	77		22	600
615700	DEAD MOUNTAIN RD	0.000	0.282	Rural Local	L		6.0	15	
152900	DEADMOND'S FERRY RD	0.000	0.714	Urban Local	L	~75		20	1250
514000	DEADWOOD CR RD	0.000	1.380	Rural Minor Collector	M	77	18.0	24	330
514000	DEADWOOD CR RD	1.380	4.155	Rural Minor Collector	M	99		24	
514000	DEADWOOD CR RD	4.155	5.410	Rural Minor Collector	M	95	21.3	24	230
514000	DEADWOOD CR RD	5.410	7.180	Rural Minor Collector	M	81	9.5	20	
514000	DEADWOOD CR RD	7.180	7.300	Rural Minor Collector	M	83		24	
514000	DEADWOOD CR RD	7.300	8.507	Rural Minor Collector	M			15	
514000	DEADWOOD CR RD	8.507	8.968	Rural Minor Collector	M			20	
514000	DEADWOOD CR RD	8.968	9.989	Rural Minor Collector	M		9.0	15	50
514000	DEADWOOD CR RD	9.989	11.723	Rural Minor Collector	M		3.0	14	20
514500	DEADWOOD LP RD	0.000	0.730	Rural Local	L		5.0	18	10
317300	DEAN AVE	0.000	0.430	Urban Local	L	97	11.0	28	650
317300	DEAN AVE	0.430	0.700	Urban Local	L	88	16.0	16	
317350	DEAN AVE CUL	0.000	0.020	Urban Local	L	92		33	
317370	DEAN AVE CUL	0.000	0.026	Urban Local	L	98		32	
217800	DEBERRY RD	0.000	2.150	Rural Local	M	79	15.5	20	550
217800	DEBERRY RD	2.150	2.775	Rural Local	R			11	
153100	DEBRA DR	0.000	0.162	Urban Local	L	100	22.0	36	270
184900	DEBRA DR SO	0.000	0.070	Urban Local	L	96	11.0	26	750
105800	DEERHORN RD	0.000	3.680	Rural Minor Collector	M	77	14.8	22	1350
105800	DEERHORN RD	3.680	7.206	Rural Minor Collector	M	85	10.1	20	550
105800	DEERHORN RD	7.206	7.760	Rural Local	L	85		20	210
106100	DEERHORN RD CUL	0.000	0.025	Rural Local	R			11	20
188800	DEERWOOD DR	0.000	1.168	Rural Local	M	88		22	100
187700	DEL MONTE AVE	0.000	0.213	Rural Local	L	100		28	
187600	DEL RIO ST	0.000	0.096	Rural Local	L	100		34	
220300	DELIGHT VALLEY SCH RD (N)	0.000	1.108	Rural Local	L	97	13.5	22	850
220400	DELIGHT VALLEY SCH RD (S)	0.000	0.724	Rural Local	L	98	16.5	22	360
180400	DELROSE AVE	0.000	0.240	Urban Local	L	100	10.0	36	260
180450	DELROSE AVE CUL	0.000	0.032	Urban Local	L	100		32	
154400	DELROSE AVE EAST	0.000	0.078	Urban Local	L	100	9.0	32	

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153700	DELROSE DR	0.000	0.076	Urban Local	L	100	20.0	36	
174000	DELTA HWY SO	0.000	1.804	Urban Principal Arterial	L	75		84	32900
174005	DELTA HWY SO NE RAMP #11	0.000	0.195	Urban Principal Arterial	L	99		42	10200
174006	DELTA HWY SO NWW RAMP #20	0.000	0.204	Urban Principal Arterial	L	86		42	4150
174004	DELTA HWY SO SE RAMP #40	0.000	0.183	Urban Principal Arterial	L	99		26	3400
174003	DELTA HWY SO SW RAMP #31	0.000	0.245	Urban Principal Arterial	L	100		26	18850
132300	DELTA ST	0.000	0.140	Urban Local	L	84	11.5	32	
400800	DEMMING RD	0.000	1.000	Rural Minor Collector	R	65	9.0	20	1050
400800	DEMMING RD	1.000	1.120	Rural Minor Collector	R	71		22	650
400800	DEMMING RD	1.120	1.136	Rural Minor Collector	R	56		20	
400800	DEMMING RD	1.136	1.160	Rural Local	L	56		20	
400800	DEMMING RD	1.160	1.957	Rural Local	L	68		20	650
605700	DERY RD	0.000	0.245	Rural Local	L	97	9.5	20	
161200	DEVON AVE	0.000	0.066	Urban Local	L	97		28	
611400	DEXTER RD	0.000	1.500	Rural Major Collector	L	74	23.0	24	1300
611400	DEXTER RD	1.500	2.146	Rural Major Collector	L	69		30	900
611405	DEXTER RD (Y)	0.000	0.097	Rural Major Collector	L	68		16	
611500	DEXTER RD CONN	0.000	0.023	Rural Local	L	87		20	
104500	DIAMOND ST	0.000	0.024	Urban Local	L	88		36	
104900	DIAMOND ST	0.000	0.056	Urban Local	L	86	17.0	36	
183800	DIAMOND ST	0.000	0.119	Urban Local	L	98	13.0	28	
183880	DIAMOND ST CUL	0.000	0.036	Urban Local	L	97		28	
325900	DIBBLEE LN	0.000	0.210	Urban Major Collector	L	90	4.8	22	340
188500	DILLARD ACCESS RD	0.000	0.874	Rural Local	L	62		22	390
186900	DILLARD LP	0.000	0.447	Rural Local	L	85		20	80
187000	DILLARD RD	0.000	3.850	Rural Minor Collector	R	85	17.5	22	1000
187000	DILLARD RD	3.850	4.016	Rural Minor Collector	R	85		22	
189000	DILLEY LN	0.000	0.557	Rural Local	L	87		22	370
130700	DIVISION PL	0.000	0.068	Urban Local	L	65		20	
103800	DIXIE DR	0.000	0.154	Urban Local	L	85	16.0	32	170

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Road ID	Road Name	BMP	EMP	Functional Class	Terrain	PCI	CBE (in)	Width	ADT Volume
408800	DOANE RD	0.000	3.117	Rural Local	R	78	13.1	22	240
352000	DODSON CT	0.000	0.076	Rural Local	L	83		22	
175600	DON JUAN AVE	0.000	0.066	Urban Local	L	96	11.0	36	
101600	DONDEA ST	0.000	0.210	Urban Local	L	100	14.0	36	460
101620	DONDEA ST (CUL)	0.000	0.077	Urban Local	L	100	14.0	32	
101640	DONDEA ST (CUL)	0.000	0.044	Urban Local	L	100	14.0	32	
101660	DONDEA ST (CUL)	0.000	0.035	Urban Local	L	100		32	
328500	DONEGAL ST	0.000	0.222	Urban Local	L	93	13.0	36	230
328560	DONEGAL ST CUL	0.000	0.028	Urban Local	L	90		32	
195800	DONNA RD	0.000	1.527	Rural Local	L	77		22	550
195895	DONNA RD (Y)	0.000	0.067	Rural Local	L	97		14	
361200	DORSEY LN	0.000	1.542	Rural Minor Collector	L	90	16.4	22	1100
327300	DOVER DR	0.000	0.202	Urban Local	L	94	11.0	26	100
327360	DOVER DR CUL	0.000	0.047	Urban Local	L	94		28	
106300	DOWDY LN	0.000	0.140	Rural Local	L	89	12.0	20	
163800	DOWNING ST	0.000	0.134	Urban Local	L	95		36	
163850	DOWNING ST (CUL)	0.000	0.041	Urban Local	L	91		28	
316200	DOYLE ST	0.000	0.141	Urban Local	L	92	19.0	28	100
316240	DOYLE ST CUL	0.000	0.030	Urban Local	L	85		32	
318900	DUBLIN AVE	0.000	0.249	Urban Local	L	91	12.0	28	
225400	DUGAN LN	0.000	0.893	Rural Local	L	78	9.5	20	180
188300	DUKE ST	0.000	0.117	Urban Local	L	100	14.0	36	
425100	DUKHOBAR RD	0.000	0.080	Rural Local	R	50	14.0	20	90
425100	DUKHOBAR RD	0.080	0.830	Rural Local	R			16	40
425100	DUKHOBAR RD	0.830	0.835	Rural Local	L	66		20	
425100	DUKHOBAR RD	0.835	1.435	Rural Local	L	66		20	100
153600	DUMAS DR	0.000	0.242	Urban Local	L	100	18.0	32	230
153620	DUMAS DR (CUL)	0.000	0.019	Urban Local	L	100		71	
153680	DUMAS DR (CUL)	0.000	0.046	Urban Local	L	100		32	
503700	DUNCAN ISLAND RD	0.000	1.023	Rural Local	L		18.0	13	40
617200	DUNNING RD	0.000	0.256	Rural Local	R	86		18	
617200	DUNNING RD	0.256	1.608	Rural Local	R	86	16.5	18	120
327800	DURHAM AVE	0.000	0.345	Urban Local	L	91	18.0	33	
110700	EAGLE ROCK DR	0.000	0.110	Rural Local	M	92	10.0	24	

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110100	EAGLE ROCK PL	0.000	0.245	Rural Local	R	92	10.0	24	
190200	EAGLES AERIE RD	0.000	0.220	Rural Local	R	86	10.5	24	
105400	EAST CEDAR FLAT RD	0.000	0.390	Rural Local	L	53	8.0	18	220
105400	EAST CEDAR FLAT RD	0.390	0.594	Rural Local	R	49		14	
503000	EAST MAPLETON RD	0.000	0.317	Rural Minor Collector	L	81		30	1000
503000	EAST MAPLETON RD	0.317	1.000	Rural Minor Collector	M	77	13.0	22	390
503000	EAST MAPLETON RD	1.000	3.950	Rural Minor Collector	M	74	11.5	22	
503000	EAST MAPLETON RD	3.950	5.132	Rural Minor Collector	M	70		18	
106800	EASTON LN	0.000	0.137	Rural Local	L	94	12.8	18	70
408500	EASY ACRES DR	0.000	1.196	Rural Local	R	81	12.0	24	110
606800	EDENVALE RD	0.000	1.000	Rural Minor Collector	R	76	4.5	18	550
606800	EDENVALE RD	1.000	2.000	Rural Minor Collector	R	81	8.5	22	
606800	EDENVALE RD	2.000	3.273	Rural Minor Collector	L	94	9.9	24	800
194700	EDGEHILL RD	0.000	0.118	Rural Local	R	77		22	
371400	EDGEWATER DR	0.000	0.656	Rural Local	L	94	14.0	22	330
184400	EL BONITA PL	0.000	0.056	Urban Local	L	98	12.0	28	
188900	EL CAMINO ST	0.000	0.100	Rural Local	L	100		32	
188700	EL CENTRO AVE	0.000	0.124	Rural Local	L	100		32	
187900	EL MANOR AVE	0.000	0.169	Rural Local	L	100		36	
187800	EL ROBLE AVE	0.000	0.207	Rural Local	L	100		28	
189800	ELDON SCHAFER DR	0.000	0.080	Rural Local	L	57	15.5	42	1500
189800	ELDON SCHAFER DR	0.080	0.171	Rural Local	L	89		26	
172300	ELIZABETH AVE	0.000	0.196	Rural Local	L			20	
110600	ELK CR RD	0.000	0.378	Rural Local	R	97	16.3	16	100
137200	ELKAY DR	0.000	0.888	Urban Local	L	92	11.6	26	1100
429800	ELLMAKER RD	0.000	1.114	Rural Minor Collector	L	100	15.8	28	2000
136100	ELM DR	0.000	0.097	Urban Local	L	85	17.5	24	230
136300	ELM DR	0.000	0.095	Urban Local	L	94	18.5	28	200
138400	EMERALD PARK DRIVE	0.000	0.115	Urban Local	L	93		28	
429700	ENGLAND LP	0.000	0.370	Rural Local	L	99	15.0	24	
219700	ENGLAND RD	0.000	0.590	Rural Local	M	59	9.8	20	130
343500	ENID RD EAST	0.000	0.912	Urban Minor Collector	L	61	18.0	26	3000
343200	ENID RD WEST	0.228	0.403	Urban Local	L	87	21.0	24	430
607500	ENTERPRISE RD	0.000	0.500	Rural Minor Collector	L	91	7.0	32	1350

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607500	ENTERPRISE RD	0.500	1.050	Rural Minor Collector	L	91	2.3	36	1250
607500	ENTERPRISE RD	1.050	2.000	Rural Minor Collector	R	83	16.5	25	850
607500	ENTERPRISE RD	2.000	2.960	Rural Minor Collector	R	82	12.5	22	
607500	ENTERPRISE RD	2.960	4.883	Rural Minor Collector	L	78	10.0	20	460
406700	ERDMAN WAY	0.000	0.258	Rural Local	L	75		24	80
426000	ERICKSON RD	0.000	1.540	Rural Minor Collector	R	74		24	360
426000	ERICKSON RD	1.540	1.664	Rural Minor Collector	R	45		22	330
194000	ERMI BEE RD	0.000	0.363	Rural Local	R	81		22	130
130900	ESCALANTE ST	0.000	0.164	Urban Local	L	84	10.2	26	
130950	ESCALANTE ST	0.164	0.249	Urban Local	L	94		26	
156100	ESTATE CT	0.000	0.037	Urban Local	L	93	13.0	26	
141100	EVERGREEN DR	0.000	0.312	Urban Local	L	91	7.0	18	320
144300	EVERGREEN DR	0.000	0.086	Urban Local	L	91	10.0	22	
144400	EVERGREEN DR	0.000	0.015	Urban Local	L	90	10.5	28	
432600	EVERS RD	0.000	0.500	Rural Local	L	86		22	260
432600	EVERS RD	0.500	0.939	Rural Local	L	84	13.0	22	210
327100	EXETER AVE	0.000	0.043	Urban Local	L	85	13.0	25	
150900	FAIRVIEW DR	0.000	0.177	Urban Local	L	98	10.0	28	230
137300	FAIRWAY DR	0.000	0.141	Urban Local	L	98	12.7	22	250
401300	FALCON DR	0.000	0.226	Rural Local	L	89		26	
529500	FALCON ST	0.000	0.132	Urban Local	R	75	3.8	16	
432000	FAULHABER RD	0.000	0.521	Rural Local	L	72		22	190
122900	FAWN HILLS DR	0.000	0.355	Rural Local	L	90		21	40
105200	FAWN WAY	0.000	0.153	Rural Local	L	61	10.5	12	
403800	FAWVER DR	0.000	0.104	Rural Local	L	78	13.0	22	50
324100	FAYETTE AVE	0.000	0.178	Urban Local	L	95	13.0	32	
343300	FEDERAL LN	0.000	0.173	Urban Local	L	80		20	
326500	FEDERAL LN	0.030	0.273	Urban Local	L	87	3.4	18	700
350800	FERGUESON RD	0.000	3.420	Rural Minor Collector	L	97	29.0	24	600
350800	FERGUESON RD	3.420	6.320	Rural Minor Collector	R	96	18.7	26	650
350800	FERGUESON RD	6.320	8.150	Rural Minor Collector	L	68	9.2	22	
350800	FERGUESON RD	8.150	9.260	Rural Minor Collector	L	68	10.5	18	
350800	FERGUESON RD	9.260	10.700	Rural Minor Collector	R		4.5	15	
255400	FERN AVE	0.000	0.111	Rural Local	L	79	7.0	18	

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325400	FERNDALE DR	0.000	0.060	Urban Local	L	97		30	1150
325400	FERNDALE DR	0.060	0.648	Urban Local	L	93	10.0	20	1250
533600	FIDDLE CR RD	0.000	0.140	Rural Local	L	83		20	
533600	FIDDLE CR RD	0.140	1.766	Rural Local	L		4.0	14	50
533600	FIDDLE CR RD	1.766	1.787	Rural Local	L	98		14	
533600	FIDDLE CR RD	1.787	1.826	Rural Local	L			14	
533600	FIDDLE CR RD	1.826	1.850	Rural Local	L	98		14	
533600	FIDDLE CR RD	1.850	3.787	Rural Local	L		10.0	14	
533600	FIDDLE CR RD	3.787	3.805	Rural Local	L	100		14	
533600	FIDDLE CR RD	3.805	4.784	Rural Local	L			14	
432800	FIELDS RD	0.000	0.383	Rural Local	L	82	7.8	22	
611300	FIR AVE	0.000	0.048	Rural Local	L	80	10.0	20	
427300	FIR BUTTE RD	0.000	2.706	Rural Minor Collector	R	64		22	800
401200	FIR GROVE LN	0.000	0.272	Rural Local	L	87	11.5	24	500
198900	FIR RIDGE RD	0.000	0.121	Rural Local	R	80	14.0	22	
433100	FIR ST	0.000	0.200	Rural Local	L	95		20	
427600	FIR VIEW ST	0.000	0.044	Rural Local	L	73		19	50
276500	FIRE CLAY RD	0.000	0.140	Rural Local	L	91		16	
276500	FIRE CLAY RD	0.140	2.144	Rural Local	M		10.0	19	10
439300	FIRE RD	0.000	1.000	Rural Local	R	82	9.0	18	60
439300	FIRE RD	1.000	1.383	Rural Local	R	82	6.3	16	
191500	FIRTH AVE	0.000	0.156	Urban Local	L	83	13.5	36	
617000	FISH HATCHERY RD	0.000	1.650	Urban Local	L	77	25.9	26	500
428600	FISHER RD	0.000	1.120	Rural Minor Collector	R	69		30	2800
428600	FISHER RD	1.120	1.200	Rural Minor Collector	R	69		22	2850
435600	FISK RD	0.000	0.692	Rural Local	R	86	5.5	18	140
514100	FIVE RIVERS RD	0.000	1.620	Rural Local	R	75		20	
514100	FIVE RIVERS RD	1.620	5.700	Rural Local	R	75	12.3	20	180
160000	FLAMINGO AVE	0.000	0.076	Urban Local	L	94		24	390
160000	FLAMINGO AVE	0.076	0.259	Urban Local	L	93	8.0	22	
607900	FLAT HEAD RD	0.000	0.050	Rural Local	L	96		16	
607900	FLAT HEAD RD	0.050	0.316	Rural Local	L			10	
407400	FLECK RD	0.000	2.512	Rural Minor Collector	L	87	13.5	25	700
183000	FLORAL HILL DR	0.400	0.740	Urban Local	L	98		18	380

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213100	FLORENCE AVE	0.000	0.720	Rural Local	L	82		20	160
415400	FLORENCE RD	0.000	0.790	Rural Local	L	95	10.0	22	120
105500	FLOWERDALE DR	0.000	0.240	Rural Local	L	73	5.5	24	
402500	FOREST VIEW DR	0.000	0.384	Rural Local	R		5.5	16	
529600	FOULWEATHER ST	0.000	0.068	Urban Local	R	76	11.8	16	80
402000	FOUNTAIN RD	0.000	0.272	Rural Local	L	84	10.3	20	90
128000	FOX HOLLOW RD	0.000	4.511	Rural Minor Collector	R	79		24	240
128000	FOX HOLLOW RD	4.511	6.100	Rural Minor Collector	R	60		24	400
128000	FOX HOLLOW RD	6.100	6.442	Rural Minor Collector	R	80		30	950
128000	FOX HOLLOW RD	6.442	8.922	Rural Major Collector	R	80		30	440
128000	FOX HOLLOW RD	8.922	8.932	Rural Major Collector	R	80		30	
128000	FOX HOLLOW RD	8.932	8.954	Rural Major Collector	R	81		30	650
128000	FOX HOLLOW RD	8.954	9.329	Rural Major Collector	R	81		30	
330800	FOXGLOVE AVE	0.000	0.050	Urban Local	L	95	12.0	28	
188200	FRANK PARRISH RD	0.000	0.943	Rural Local	L		6.0	16	130
182500	FRANKLIN BLVD EAST	0.000	1.121	Urban Major Collector	L	100	26.8	28	4800
383600	FRANKLIN RD	0.000	2.522	Rural Minor Collector	R	90	16.0	22	500
383000	FRANKLIN SCHOOL RD	0.000	0.110	Rural Local	L	12		23	
135100	FREMONT AVE	0.000	0.295	Urban Local	L	51	19.7	26	320
189100	FREMONT AVE	0.000	0.219	Rural Local	L	69		20	140
163300	FUNKE RD	0.000	0.900	Rural Local	L	73		21	250
315500	FUTURA ST	0.000	0.098	Urban Local	L	92	12.0	36	50
171000	GAME FARM RD NO	0.610	1.690	Urban Major Collector	L	80		24	7550
152800	GAME FARM RD SO	0.000	0.910	Urban Major Collector	L	76		24	10150
152800	GAME FARM RD SO	0.910	0.917	Urban Major Collector	L	76		39	
152800	GAME FARM RD SO	0.917	1.110	Urban Local	L			39	2850
152800	GAME FARM RD SO	1.110	1.458	Urban Local	L			22	2650
171600	GAME FARM RD WEST	0.000	0.088	Urban Local	L			16	7450
189200	GARDEN VALLEY RD	0.000	0.130	Rural Local	L	99	12.5	30	100
328300	GARDENIA PL	0.000	0.044	Urban Local	L	89		28	
322800	GARDENIA WAY	0.000	0.204	Urban Local	L	80	8.0	28	
255500	GAROUTTE RD	0.000	2.507	Rural Minor Collector	R	70	12.2	20	300
109700	GATE CR RD NO	0.000	2.417	Rural Minor Collector	M	84	19.0	22	330
109600	GATE CR RD SO	0.000	0.172	Rural Local	L	55	11.5	20	30

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607600	GAUPP LN	0.000	0.283	Rural Local	L	91	7.0	16	
427400	GENTRY ST	0.000	0.273	Rural Local	L	93		19	130
386400	GEORGETOWN RD	0.000	0.274	Rural Local	L	88		22	100
425600	GIBRALTER LP	0.000	0.592	Rural Local	M	51		22	130
217700	GIBSON LN	0.000	0.747	Rural Local	L	0	7.8	20	130
157100	GILHAM RD	1.673	2.178	Urban Local	L	97	15.0	22	900
157130	GILHAM RD CUL #1	0.000	0.045	Urban Local	L	97		32	
157140	GILHAM RD CUL #2	0.000	0.048	Urban Local	L	98		30	
157160	GILHAM RD CUL #3	0.000	0.048	Urban Local	L	98		30	
157180	GILHAM RD CUL #4	0.000	0.048	Urban Local	L	98		30	
244500	GILLISPIE RD	0.000	0.215	Rural Local	R	67	9.0	20	40
122000	GIMPL HILL RD	0.000	0.576	Rural Minor Collector	R	76		26	1400
122000	GIMPL HILL RD	0.576	1.131	Rural Minor Collector	R	76		26	
122000	GIMPL HILL RD	1.131	3.279	Rural Minor Collector	R	76		26	
122000	GIMPL HILL RD	3.279	4.808	Rural Minor Collector	R	75	18.8	29	490
121600	GIMPL WAY	0.000	0.040	Rural Local	L	82		14	
121605	GIMPL WAY (Y)	0.000	0.034	Rural Local	L	94		22	
320200	GINGER AVE	0.000	0.190	Urban Local	L	97	16.0	32	
322700	GINKGO WAY	0.000	0.152	Urban Local	L	96	19.0	32	
270200	GLAISYER HILL RD	0.000	0.578	Rural Local	L	72	12.0	24	
529000	GLENADA RD	0.000	0.370	Rural Local	R	61	30.5	24	750
529000	GLENADA RD	0.370	1.073	Rural Local	R	70	4.5	20	
529400	GLENADA RD EAST	0.000	0.160	Rural Local	R	80	11.3	20	90
120100	GLENFIDDICH WAY	0.000	0.206	Rural Local	L			18	
531100	GLORIA GAYLE WAY	0.000	0.349	Urban Local	L	87	13.0	22	
531120	GLORIA GAYLE WAY CUL	0.000	0.094	Urban Local	L	89		20	
195100	GOATS RD	0.000	0.810	Rural Local	L	76		16	150
428200	GOBLE LN	0.000	0.120	Rural Local	R			15	60
428200	GOBLE LN	0.120	0.250	Rural Local	R			15	
222400	GODDARD LN	0.000	0.720	Rural Local	L	73	10.0	22	140
363600	GOLDSON RD	0.000	0.500	Rural Minor Collector	R	76		20	340
363600	GOLDSON RD	0.500	1.556	Rural Minor Collector	R	77		20	220
328800	GOLF COURSE RD	0.000	0.120	Urban Local	L	88	16.0	24	
185400	GONYEA RD	0.000	0.595	Rural Major Collector	L	89	22.2	58	1700

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185401	GONYEA RD NE RAMP #11	0.000	0.155	Urban Minor Arterial	R	95		26	2050
185402	GONYEA RD SE RAMP #40	0.000	0.183	Urban Minor Arterial	R	86		26	1400
372000	GOODMAN RD	0.000	0.500	Rural Local	L	59		20	800
372000	GOODMAN RD	0.500	1.030	Rural Local	L	92		20	260
174201	GOODPASTURE IS RD E NE #10	0.000	0.190	Urban Principal Arterial	L	91		26	6150
174401	GOODPASTURE IS RD SWW #30	0.000	0.323	Urban Principal Arterial	L	87		26	4000
109400	GOODPASTURE RD	0.060	3.000	Rural Minor Collector	M	78	31.0	22	550
109400	GOODPASTURE RD	3.000	5.030	Rural Minor Collector	M	75	25.0	24	
264500	GOWDYVILLE RD	0.000	0.183	Rural Minor Collector	R	71		20	750
264500	GOWDYVILLE RD	0.183	1.890	Rural Minor Collector	R	71	17.0	20	550
264500	GOWDYVILLE RD	1.890	2.286	Rural Minor Collector	R			20	
264500	GOWDYVILLE RD	2.286	2.314	Rural Minor Collector	R			20	
264500	GOWDYVILLE RD	2.314	9.034	Rural Minor Collector	M			20	50
527500	GRAND AVE	0.000	0.227	Rural Local	L	98	13.3	16	
106500	GRANDVIEW DR	0.000	0.110	Rural Local	L	89	11.0	22	
407900	GRAY RD	0.000	0.190	Rural Local	L	81	4.3	22	50
407900	GRAY RD	0.190	0.246	Rural Local	L	96		20	
272500	GREEN ACRES LP	0.000	0.411	Rural Local	L	82	11.0	22	
427000	GREEN HILL RD	0.000	0.982	Rural Major Collector	M	81	13.0	22	
427000	GREEN HILL RD	0.982	1.358	Rural Major Collector	L	81		22	270
427000	GREEN HILL RD	1.358	1.542	Rural Major Collector	L	77		36	2950
427000	GREEN HILL RD	1.542	2.818	Rural Minor Arterial	L	100	27.5	26	2950
427000	GREEN HILL RD	2.818	3.820	Rural Minor Arterial	L	100	35.0	26	3850
427000	GREEN HILL RD	3.820	5.072	Rural Minor Arterial	L	100	37.0	26	4200
427000	GREEN HILL RD	5.072	5.815	Rural Minor Arterial	L	90	22.0	24	2600
427020	GREEN HILL RD	5.815	5.840	Rural Minor Collector	L	93		24	
427020	GREEN HILL RD	5.840	6.080	Rural Minor Collector	L	93		44	
427020	GREEN HILL RD	6.080	6.805	Rural Minor Collector	L	93		24	
427020	GREEN HILL RD	6.805	7.917	Rural Minor Collector	L	0		24	
427020	GREEN HILL RD	7.917	8.310	Rural Local	L	0		30	
427020	GREEN HILL RD	8.310	8.380	Rural Local	L	0		30	700
427020	GREEN HILL RD	8.380	10.136	Rural Local	L	87	13.0	30	

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Road ID	Road Name	BMP	EMP	Functional Class	Terrain	PCI	CBE (in)	Width	ADT Volume
427100	GREEN OAKS DR	0.000	0.781	Rural Local	L	84		24	270
407600	GREEN RIDGE DR	0.000	0.702	Rural Local	L	90	6.3	20	180
215800	GREEN VALLEY ST	0.000	0.260	Rural Local	L	89		20	650
122100	GREENBRIAR DR	0.000	0.645	Rural Local	L	58		22	
191800	GREENBRIAR ST	0.000	0.066	Urban Local	L	97	16.5	28	
330700	GREENFIELD AVE	0.000	0.290	Urban Local	L	95	9.5	26	1050
330700	GREENFIELD AVE	0.290	0.337	Urban Local	L	86		28	700
142100	GREENLEAF AVE	0.000	0.126	Urban Local	L	87	7.0	20	160
153500	GREENVALE DR	0.000	0.258	Urban Local	L	74	16.0	26	120
330200	GREENWICH AVE	0.000	0.129	Urban Local	L	95	10.0	30	
108400	GREENWOOD DR	0.000	1.376	Rural Local	L	96	14.1	22	250
217100	GREENWOOD ST	0.000	0.261	Rural Local	L	89		20	250
317400	GREENWOOD ST & CUL	0.057	0.447	Urban Local	L	94	13.0	36	150
317460	GREENWOOD ST CUL 'A'	0.000	0.038	Urban Local	L	93	9.0	27	
317450	GREENWOOD ST CUL 'B'	0.000	0.046	Urban Local	L	93	10.0	28	
133700	GREG WAY	0.000	0.271	Urban Local	L	65	16.0	24	170
351000	GRIMES ROAD	0.000	0.911	Rural Local	L	80		20	70
326100	GRIZZLY AVE	0.000	0.118	Urban Local	L	85	19.0	30	
160300	GROUSE ST	0.000	0.054	Urban Local	L	90	10.5	29	
133100	GROVE ST	0.000	0.164	Urban Local	L	94	14.7	25	1000
133100	GROVE ST	0.164	0.528	Urban Minor Collector	L	81	14.0	34	1850
133100	GROVE ST	0.528	0.640	Urban Local	L	88	15.0	32	1200
153400	GROVEDALE DR	0.000	0.080	Urban Local	L	74	14.0	26	650
503500	HADSALL CR RD	0.000	0.715	Rural Local	L	87	14.8	24	160
363100	HAGER RD	0.000	1.194	Rural Local	L	72		14	80
264600	HALDERMAN RD	0.000	0.450	Rural Local	L	61		15	210
424000	HALDERSON RD	0.000	1.395	Rural Local	L	81		20	140
434400	HALE RD	0.000	0.167	Rural Local	L	96		32	110
434400	HALE RD	0.167	0.888	Rural Local	L		4.5	13	
362500	HALL RD	0.000	1.500	Rural Minor Collector	L	64	14.5	22	550
362500	HALL RD	1.500	1.990	Rural Minor Collector	R	80		22	280
362500	HALL RD	1.990	3.820	Rural Minor Collector	R	100	13.5	22	120
362500	HALL RD	3.820	4.560	Rural Minor Collector	R	83	7.3	22	140
362500	HALL RD	4.560	5.880	Rural Minor Collector	R		5.6	18	

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362500	HALL RD	5.880	6.800	Rural Minor Collector	R	57	6.9	16	
362500	HALL RD	6.800	7.158	Rural Minor Collector	R	81		20	250
343100	HALLETT ST	0.000	0.036	Urban Local	L	88		22	
132500	HAMILTON AVE	0.000	0.265	Urban Local	L	94	20.0	32	90
213200	HAMM RD	0.000	2.000	Rural Major Collector (Fed)	R	48		22	450
213200	HAMM RD	2.000	3.600	Rural Major Collector (Fed)	L	66		22	
213200	HAMM RD	3.600	4.360	Rural Major Collector (Fed)	R	73		22	
213200	HAMM RD	4.360	5.607	Rural Major Collector (Fed)	M	58	12.6	22	460
335100	HAMPSHIRE LN	0.000	0.110	Urban Local	L		17.0	32	
186500	HAMPTON RD	0.000	1.270	Rural Local	L	79		22	650
610600	HANNA RD	0.000	0.447	Rural Local	R	43	5.3	18	70
138700	HANSEN LN & KNAPP LN	0.000	0.460	Urban Local	L	89	8.9	20	1150
138700	HANSEN LN & KNAPP LN	0.460	0.625	Urban Local	L	88		26	
100400	HARBOR DR	0.000	0.903	Urban Local	L	100	18.0	36	1150
614200	HARBOR DR	0.000	0.108	Rural Local	L	96		22	160
100425	HARBOR DR (CUL)	0.000	0.015	Urban Local	L	100		36	
100440	HARBOR DR (CUL)	0.000	0.026	Urban Local	L	100		32	
100450	HARBOR DR (CUL)	0.000	0.036	Urban Local	L	100		32	
526150	HARBOR VISTA RD	0.000	0.293	Urban Local	L	81		20	
526100	HARBOR VISTA RD S	0.000	0.066	Urban Local	L	85	5.5	20	
142200	HARDY AVE	0.000	0.210	Urban Local	L	93	8.0	20	
142200	HARDY AVE	0.210	0.318	Urban Local	L	86		24	
163600	HARLOW RD	1.035	1.069	Urban Minor Arterial	L	73		60	
163600	HARLOW RD	1.069	1.090	Urban Minor Arterial	L	73		60	
163600	HARLOW RD	1.828	1.916	Urban Minor Arterial	L	91		66	18250
182300	HARMON LN	0.000	0.137	Rural Local	L	88		18	
312500	HARPER RD	0.000	0.460	Rural Local	L	85		20	150
272600	HARRIS DR	0.000	0.070	Rural Local	R	88		22	
272600	HARRIS DR	0.070	0.240	Rural Local	R	81	11.0	22	
141700	HARSHEL'S CT	0.000	0.025	Urban Local	L	86		24	

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153800	HARVEST LN	0.000	0.250	Urban Local	L	18	7.0	18	950
153800	HARVEST LN	0.250	0.827	Rural Local	L	48		13	
134700	HARVEY AVE	0.000	0.137	Urban Local	L	92	12.0	32	
141300	HARVEY AVE	0.000	0.030	Urban Local	L	93	4.5	18	
211400	HARVEY RD	0.000	0.260	Rural Minor Collector	L	68	7.0	26	1100
211400	HARVEY RD	0.260	0.861	Rural Minor Collector	L	80	3.0	26	
211400	HARVEY RD	0.861	1.377	Urban Minor Collector	L	80		26	2100
327400	HASTING ST	0.000	0.226	Urban Local	L	95	15.0	33	420
327430	HASTING ST CUL	0.000	0.017	Urban Local	L	95		70	
327450	HASTING ST CUL	0.000	0.016	Urban Local	L	95		70	
134400	HATTON AVE	0.000	0.238	Urban Local	L	90	13.0	18	90
139200	HATTON AVE	0.000	0.290	Urban Local	L	90	10.5	28	600
142000	HATTON AVE	0.000	0.072	Urban Local	L	95	6.3	26	
142400	HAWTHORNE AVE	0.000	0.115	Urban Local	L	89	10.0	20	
191600	HAYDEN BR CUL	0.000	0.054	Urban Local	L	97	11.0	32	
163700	HAYDEN BR PL	0.000	0.227	Urban Local	L	28		26	450
152600	HAYDEN BR RD	0.000	1.037	Urban Major Collector	L	85		26	10500
181000	HAYDEN BR RD	0.000	1.452	Urban Minor Collector	L	94		20	1600
155100	HAYDEN BR RD	0.000	0.128	Urban Local	L	66	15.0	15	
155100	HAYDEN BR RD	0.128	0.185	Urban Local	L	86		36	
194300	HAYDEN BR RD CUL #2	0.000	0.034	Urban Local	L	100	13.0	32	
163500	HAYDEN BR WAY	0.000	0.142	Urban Minor Arterial	L	89	5.0	66	26550
163500	HAYDEN BR WAY	0.142	0.612	Urban Minor Arterial	L	89		66	19350
163500	HAYDEN BR WAY	0.612	0.721	Urban Major Collector	L	89		66	9400
312000	HAYES LN	0.000	0.500	Rural Local	L	89		20	200
312000	HAYES LN	0.500	1.381	Rural Local	L	70		18	
312000	HAYES LN	1.381	1.745	Rural Local	L	70		18	
268000	HAZELTON RD	0.000	0.550	Rural Local	L	84	11.5	18	230
314300	HEATHER OAK DR	0.000	0.476	Rural Local	L	73		20	
273100	HEBRON RD	0.000	0.224	Rural Local	L	63	8.8	22	80
273105	HEBRON RD (Y)	0.000	0.035	Rural Local	L	88		16	
525000	HECETA BEACH RD	0.000	1.885	Urban Major Collector	R	99	15.5	28	2450
333200	HELEN ST	0.000	0.050	Urban Local	L	97	19.0	30	
134500	HEMLOCK ST	0.000	0.162	Urban Local	L	85	17.0	32	360

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135700	HEMLOCK ST	0.000	0.154	Urban Local	L	82	13.3	26	
181500	HENDERSON AVE NO	0.000	0.391	Urban Minor Collector	L	92	9.0	22	1400
181600	HENDERSON AVE SO	0.000	0.131	Urban Local	L	80		22	80
106400	HENDRICKS PARK RD	0.000	0.450	Rural Local	L	57	6.5	20	270
601400	HENDRICKS RD	0.000	0.500	Rural Local	L	90	14.0	20	600
601400	HENDRICKS RD	0.500	0.940	Rural Local	L	87		20	550
131700	HERITAGE AVE	0.000	0.318	Urban Local	L	92	10.0	28	190
520900	HERMAN CAPE ROAD	0.000	1.065	Rural Local	R	94	15.0	22	
162500	HERMAN RD	0.000	1.930	Rural Local	L	59		20	180
310900	HERMAN ST	0.000	0.053	Urban Local	L	94	15.0	32	
315400	HERMAN ST	0.000	0.276	Urban Local	L	92	12.5	36	100
328200	HEYWOOD AVE	0.000	0.328	Urban Local	L	82	9.5	34	
328290	HEYWOOD AVE CUL	0.000	0.034	Urban Local	L	84		32	
225800	HIAWASSEE WAY	0.000	0.078	Rural Local	R	100	17.0	24	
149600	HICKORY CT	0.000	0.027	Urban Local	L	74		26	
187400	HIDEAWAY HILLS BR RD	0.000	0.140	Rural Local	L	81		18	
187200	HIDEAWAY HILLS NO	0.000	0.512	Rural Local	L	71		20	80
187300	HIDEAWAY HILLS SO	0.000	0.500	Rural Local	L	71		20	90
187300	HIDEAWAY HILLS SO	0.500	0.990	Rural Local	L	76		20	
345500	HIGH PASS RD	0.000	0.859	Urban Major Collector	L	88	22.0	24	3700
345500	HIGH PASS RD	0.859	1.514	Rural Major Collector (Fed)	L	88	22.0	24	3700
345500	HIGH PASS RD	1.514	4.080	Rural Major Collector (Fed)	L	88	16.8	24	2500
345500	HIGH PASS RD	4.080	7.530	Rural Minor Collector	R	90	18.1	22	950
345500	HIGH PASS RD	7.530	11.000	Rural Minor Collector	M	69	8.3	20	
345500	HIGH PASS RD	11.000	12.840	Rural Minor Collector	M		5.7	15	
345500	HIGH PASS RD	12.840	14.661	Rural Minor Collector	M			12	
345500	HIGH PASS RD	14.661	16.490	Rural Minor Collector	M			15	
345500	HIGH PASS RD	16.540	17.224	Rural Minor Collector	M	87		18	100
345596	HIGH PASS RD (Y)	0.000	0.016	Rural Minor Collector	L	84		18	
345595	HIGH PASS RD (Y)	17.133	17.218	Rural Minor Collector	L	84		21	
345599	HIGH PASS RD (Y)	17.195	17.212	Rural Minor Collector	L	86		18	
615800	HIGH PRAIRIE LP	0.000	0.327	Rural Local	L	76	9.0	20	

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615400	HIGH PRAIRIE RD	0.000	0.111	Urban Major Collector	R	77		26	1650
615400	HIGH PRAIRIE RD	0.111	0.947	Urban Major Collector	R	68		22	1500
615400	HIGH PRAIRIE RD	0.947	2.246	Rural Major Collector	R	68		22	390
615400	HIGH PRAIRIE RD	2.246	6.619	Rural Major Collector	R	75		22	500
315300	HILEMAN LN	0.000	0.471	Urban Local	L	81	20.8	22	100
198200	HILEMAN RD	0.000	0.885	Rural Local	L	80	8.3	16	130
195600	HILL RD	0.000	4.572	Rural Minor Collector	R	86		22	1300
506000	HILL RD	0.000	0.210	Rural Local	L	94	5.5	16	50
268400	HILL RD EAST	0.000	0.200	Rural Local	R			13	
268500	HILL RD NO	0.000	0.247	Rural Local	R			18	20
268500	HILL RD NO	0.247	0.550	Rural Local	R			14	
268500	HILL RD NO	0.550	0.828	Rural Local	R			18	
268600	HILL RD WEST	0.000	0.369	Rural Local	R			15	
609800	HILL TOP DR	0.000	1.418	Rural Local	L	54	11.0	24	440
428300	HILLAIRE ST	0.000	0.581	Rural Local	L	78		18	90
428300	HILLAIRE ST	0.581	0.839	Rural Local	R			18	
428300	HILLAIRE ST	0.839	1.060	Rural Local	L	77		18	
136200	HILLCREST DR	0.000	0.134	Urban Local	L	95	10.0	26	240
211900	HILLEGAS AVE	0.000	0.088	Urban Local	L	17		20	
136500	HILLIARD LN WEST	0.000	0.844	Urban Local	L	92	18.2	28	1300
622200	HILLS CR RD	0.000	2.410	Rural Local	L	81	13.5	26	1000
622200	HILLS CR RD	2.410	6.000	Rural Local	R	78	19.0	22	
216500	HILLVIEW RD	0.000	1.380	Rural Local	L	79	13.0	22	380
336800	HILO DR	0.000	0.076	Urban Local	L	97	17.0	36	
614700	HINES WAY	0.000	0.093	Rural Local	L	95	13.5	22	
212500	HOAGLAND LN	0.000	0.092	Rural Local	L	98	16.5	20	
121400	HODSDONSDALE LN	0.000	0.306	Rural Local	R	79		24	30
121405	HODSDONSDALE LN (Y)	0.000	0.047	Rural Local	L	0		20	
108000	HOLDEN CR LN	0.000	0.157	Rural Minor Collector	L	86	15.0	22	900
108000	HOLDEN CR LN	0.157	1.503	Rural Local	L	86	9.3	22	280
324000	HOLLYVIEW AVE	0.000	0.040	Urban Local	L	83		26	
324000	HOLLYVIEW AVE	0.040	0.158	Urban Local	L	83	7.0	26	
324070	HOLLYVIEW AVE CUL	0.000	0.014	Urban Local	L	87		75	
197700	HONEYBEE LN	0.000	0.449	Rural Local	L	85	11.5	18	400

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320400	HONOLULU AVE	0.000	0.149	Urban Local	L	97	17.0	36	270
320450	HONOLULU AVE CUL	0.000	0.043	Urban Local	L	91	15.0	32	
272900	HOOTON'S CORNERS RD	0.000	0.410	Rural Local	L	72	19.3	20	
139800	HOOVER LN NO	0.000	0.060	Urban Local	L	97	8.0	22	
139900	HOOVER LN SO	0.000	0.069	Urban Local	L	72	16.0	30	100
527600	HORIZON WAY	0.000	0.088	Urban Local	L	82	8.5	22	
136000	HORN LN	0.000	0.928	Urban Minor Collector	L	88	15.2	24	2300
403200	HORN RD	0.000	0.570	Rural Local	L	74	8.3	20	410
113000	HORSE CR RD	0.000	1.387	Rural Minor Collector	M	82	18.2	28	370
113000	HORSE CR RD	1.387	3.000	Rural Local	L	71	8.0	26	
113000	HORSE CR RD	3.000	4.260	Rural Local	L	81	21.0	26	
364000	HORTON RD	0.000	2.242	Rural Major Collector	M	96		24	450
364000	HORTON RD	2.242	3.685	Rural Major Collector	M	90		24	
134200	HOWARD AVE	0.000	0.956	Urban Minor Collector	L	89	12.2	30	3000
139600	HOWARD AVE EAST	0.000	0.227	Urban Local	L	95	10.0	26	550
222900	HOWARD CT	0.000	0.058	Rural Local	R	56	14.0	24	
348200	HOWARD LN	0.000	1.426	Rural Local	L	86		26	180
223000	HOWARD LP	0.000	0.594	Rural Local	R	66	17.0	24	140
199500	HOWARD RD	0.000	0.500	Rural Local	R	77	10.3	20	230
199500	HOWARD RD	0.500	1.475	Rural Local	R	85		20	
217400	HOWE LN	0.000	1.230	Rural Major Collector	R	88		24	600
217400	HOWE LN	1.230	3.165	Rural Major Collector	R	88		22	490
615900	HUCKLEBERRY LP	0.000	0.127	Rural Local	L	71	13.0	20	
616100	HUCKLEBERRY RD	0.000	0.288	Rural Local	L	77	11.0	22	
345400	HULBERT LAKE RD	0.000	2.395	Rural Local	L	60	10.0	22	110
345405	HULBERT LAKE RD (Y)	0.000	0.041	Rural Local	L	85		20	
271400	HULL RD	0.000	0.300	Rural Local	L	92	11.0	18	40
332000	HUNSAKER LN-BEAVER ST	0.000	0.060	Urban Minor Collector	L	41		38	6800
332000	HUNSAKER LN-BEAVER ST	0.060	1.141	Urban Minor Collector	L	52	17.3	28	5650
606300	HUSS RD	0.000	0.098	Rural Local	L	78	9.3	16	
431200	HUSTON RD NO	0.060	0.230	Urban Local	L	100	12.8	25	700
431200	HUSTON RD NO	0.230	0.391	Urban Local	L	100	15.8	25	800
430800	HUSTON RD SO	0.272	0.524	Urban Minor Collector	L	99		26	1300
430800	HUSTON RD SO	0.524	1.070	Urban Minor Collector	L	99	11.5	26	550

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334000	HYACINTH CT	0.000	0.019	Urban Local	L	95		28	
329800	HYACINTH ST	0.000	0.100	Urban Minor Collector	L	87	20.0	32	1700
335600	HYACINTH ST	0.000	0.124	Urban Minor Collector	L	81	17.0	36	
335800	HYACINTH ST	0.000	0.097	Urban Minor Collector	L	96		36	
329800	HYACINTH ST	0.100	0.530	Urban Minor Collector	L	93		36	950
329800	HYACINTH ST	0.530	0.664	Urban Minor Collector	L	94		26	500
329870	HYACINTH ST CUL	0.000	0.020	Urban Local	L	93		78	
335850	HYACINTH ST CUL	0.000	0.059	Urban Local	L	96	13.0	32	
213500	IDYLLWILD RD	0.000	0.433	Rural Local	R	73	11.5	24	
609000	IMMIGRANT RD	0.000	1.240	Rural Local	L	89	11.3	24	330
513000	INDIAN CR RD	0.000	2.700	Rural Minor Collector	M	98	20.0	22	170
513000	INDIAN CR RD	2.700	5.500	Rural Minor Collector	M	95	26.8	22	70
513000	INDIAN CR RD	5.500	8.771	Rural Minor Collector	M	91	14.5	20	
513000	INDIAN CR RD	8.771	12.233	Rural Minor Collector	M	~91	16.0	20	
513000	INDIAN CR RD	12.233	12.316	Rural Minor Collector	M	91		16	
161500	INDIAN DR	0.000	0.189	Rural Local	L	84	13.5	28	
100500	INLAND WAY	0.000	0.368	Urban Local	L	100	22.0	32	330
100550	INLAND WAY (CUL)	0.000	0.025	Urban Local	L	100		32	
100555	INLAND WAY (CUL)	0.000	0.022	Urban Local	L	100		30	
100570	INLAND WAY (CUL)	0.000	0.034	Urban Local	L	100		32	
100590	INLAND WAY (CUL)	0.000	0.031	Urban Local	L	100		32	
332900	IRVING CT	0.000	0.050	Urban Local	L	93	15.0	22	
326800	IRVING RD	0.082	0.620	Urban Minor Arterial	L	90	22.7	46	7650
326800	IRVING RD	0.620	1.230	Urban Minor Arterial	L	91		46	7700
326800	IRVING RD	1.230	1.360	Urban Minor Arterial	L	82		32	9300
326800	IRVING RD	1.360	1.380	Urban Minor Arterial	L			38	
326800	IRVING RD	1.380	1.500	Urban Minor Arterial	L	86		22	5600
326800	IRVING RD	1.500	2.040	Urban Minor Arterial	L	90	19.5	44	7750
319500	IRVINGTON DR	0.000	1.412	Urban Minor Arterial	L	29	13.5	24	5600
319500	IRVINGTON DR	1.412	1.430	Urban Major Collector	L	29		24	
319500	IRVINGTON DR	1.430	1.479	Urban Major Collector	L	74	23.5	24	3500
320600	IRVINGTON DR CUL	0.000	0.038	Urban Local	L	97	15.0	32	
176500	ISLAND CT	0.000	0.034	Urban Local	L	96	12.0	24	
176400	ISLAND ST	0.000	0.071	Urban Local	L	96	12.0	24	

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131600	IVANHOE AVE	0.000	0.194	Urban Local	L	98	10.0	28	150
131620	IVANHOE AVE (CUL)	0.000	0.027	Urban Local	L	92		28	
133400	IVY AVE	0.000	0.276	Urban Local	L	31	12.0	24	320
127400	IZAAK WALTON RD	0.000	0.513	Rural Local	L	39		18	140
219800	JACKSON RD	0.000	0.405	Rural Local	L	45		20	90
346000	JAEG RD	0.000	0.784	Rural Local	R	80		20	90
350500	JAEGER RD	0.000	1.601	Rural Local	L	98	8.0	22	110
350595	JAEGER RD (Y)	0.000	0.023	Rural Local	L	100		24	
176300	JANUS CT	0.000	0.035	Urban Local	L	98	9.0	24	
176200	JANUS ST	0.000	0.072	Urban Local	L	97	13.5	24	
331400	JASMINE ST	0.000	0.090	Urban Local	L	94	9.0	24	
340300	JASON ST	0.000	0.068	Urban Local	L	96	10.0	30	
627700	JASPER PARK DR	0.000	0.825	Rural Local	L	88		20	290
627500	JASPER PARK RD	0.000	1.373	Rural Local	L	79	10.3	21	230
622000	JASPER-LOWELL RD	0.000	1.200	Rural Major Collector (Fed)	R	70	16.3	30	6350
622000	JASPER-LOWELL RD	1.200	1.600	Rural Major Collector (Fed)	R	53	11.0	30	
622000	JASPER-LOWELL RD	1.600	3.874	Rural Major Collector (Fed)	R	72	19.0	30	4800
622000	JASPER-LOWELL RD	3.874	5.000	Rural Major Collector (Fed)	R	37	27.0	22	1200
622000	JASPER-LOWELL RD	5.000	6.118	Rural Major Collector (Fed)	R	77		22	1200
622000	JASPER-LOWELL RD	6.118	8.574	Rural Major Collector (Fed)	R	83	24.6	22	750
622000	JASPER-LOWELL RD	8.574	8.920	Rural Major Collector (Fed)	R	75	24.0	30	1200
622000	JASPER-LOWELL RD	8.920	9.500	Rural Major Collector (Fed)	R	74		26	
622000	JASPER-LOWELL RD	9.500	9.835	Rural Major Collector (Fed)	R	70	17.3	28	
622000	JASPER-LOWELL RD	9.835	10.399	Urban Major Collector	R	70	17.3	28	2150
622000	JASPER-LOWELL RD	10.399	10.410	Urban Major Collector	R	66		28	
622000	JASPER-LOWELL RD	10.410	10.560	Urban Major Collector	R	66		30	2650
622000	JASPER-LOWELL RD	10.560	10.945	Urban Major Collector	R	37	20.7	34	2800
622000	JASPER-LOWELL RD	10.945	11.006	Urban Major Collector	L	37	25.2	34	2750
622000	JASPER-LOWELL RD	11.006	11.278	Rural Major Collector (Fed)	L	37	25.2	34	2750
365400	JAY RD	0.000	0.895	Rural Local	L			14	40
137800	JAYNE ST	0.000	0.057	Urban Local	L	84	17.0	26	
403600	JEANS RD	1.014	1.185	Urban Minor Collector	L	83		22	
403600	JEANS RD	1.185	3.000	Rural Minor Collector	L	83		22	1000

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403600	JEANS RD	3.000	3.590	Rural Minor Collector	L	78		22	
253800	JENKINS RD	0.000	0.777	Rural Local	L			20	
415600	JESSIE LN	0.000	0.217	Rural Local	R	98		20	
528600	JETTY RD NO	0.000	0.211	Urban Local	L	83		20	1050
528600	JETTY RD NO	0.211	1.010	Rural Local	L	100	11.3	20	
318100	JILL AVE	0.000	0.033	Urban Local	L	74	13.0	36	
275700	JOE GEER RD	0.000	0.235	Rural Local	L	61	4.5	22	40
198400	JOHNSON RD	0.000	0.928	Rural Local	R	83	8.5	20	150
196800	JONES ACRES RD	0.000	0.291	Rural Local	L	78	10.0	22	
331500	JONQUIL AVE	0.000	0.100	Urban Local	L	72	14.5	26	
331600	JONQUIL AVE	0.000	0.045	Urban Local	L	94	13.0	26	
138300	JOSEPHINE ST	0.000	0.099	Urban Local	L	89	22.5	28	
528800	JOSHUA LN	0.000	0.100	Urban Local	L	80	5.3	20	
528800	JOSHUA LN	0.100	0.318	Urban Local	L	66		16	
428700	JUDY AVE	0.000	0.284	Rural Local	L	82		19	40
150600	JUNIPER LN	0.000	0.085	Urban Local	L	98	13.0	24	
343600	KAISER AVE	0.000	0.106	Urban Local	L	85	15.0	22	
329400	KALMIA ST	0.000	0.070	Urban Minor Collector	L	95	17.5	28	1800
329400	KALMIA ST	0.070	0.166	Urban Local	L	95		28	470
152300	KATHLEEN CT	0.000	0.030	Urban Local	L	94		20	
331900	KEIPER AVE	0.000	0.095	Urban Local	L	95	10.5	28	
167400	KELLOGG RD	0.000	0.136	Urban Local	L	88	14.5	20	420
140900	KELLY LN	0.000	0.159	Urban Local	L	90	10.0	22	
344200	KELSO AVE	0.000	0.450	Urban Local	L	76	13.0	20	
226000	KENADY LN	0.000	2.187	Rural Local	L	57	8.0	20	650
318200	KENDRA ST	0.000	0.188	Urban Local	L	93	10.0	28	
428000	KENNETH NIELSON RD	0.000	0.096	Rural Local	L	69		24	120
428000	KENNETH NIELSON RD	0.096	1.140	Rural Local	L	69	10.8	24	
428000	KENNETH NIELSON RD	1.140	2.288	Rural Local	L			22	60
605300	KENSINGTON DR	0.000	0.418	Rural Local	L	86	15.0	24	280
605500	KENSINGTON DR CUL	0.000	0.044	Rural Local	L	82	7.5	24	
107700	KEOLA CT	0.000	0.150	Rural Local	L	96	11.0	22	
107600	KEOLA LN	0.000	0.257	Rural Local	L	95	11.0	22	
193700	KICKBUSCH LN	0.000	0.872	Rural Local	L	100	14.0	20	170

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316300	KILDARE ST	0.000	0.070	Urban Local	L	93	13.0	30	
316500	KILDARE ST	0.000	0.210	Urban Local	L	92	15.0	28	100
316500	KILDARE ST	0.210	0.256	Urban Local	L	81		28	410
316590	KILDARE ST CUL	0.000	0.025	Urban Local	L	95	13.5	79	
316540	KILDARE ST CUL 'B'	0.000	0.044	Urban Local	L	93		28	
610500	KIMBALL RD	0.000	0.267	Rural Local	L	92	13.0	22	130
111800	KING RD EAST	0.000	1.038	Rural Minor Collector	M	99	14.5	28	140
111800	KING RD EAST	1.038	3.168	Rural Minor Collector	M	99		28	
111800	KING RD EAST	3.168	4.012	Rural Minor Collector	M	96	14.3	28	40
111600	KING RD WEST	0.000	0.008	Rural Local	L	85		28	190
111600	KING RD WEST	0.008	0.044	Rural Local	L	85		21	
111600	KING RD WEST	0.044	0.150	Rural Local	L	85	16.5	28	80
111600	KING RD WEST	0.150	1.758	Rural Local	L	74		20	80
613100	KINGS WAY	0.000	0.130	Rural Local	R			13	
317000	KINGSBURY AVE	0.000	0.488	Urban Local	L	96	18.0	36	1150
317090	KINGSBURY AVE CUL	0.000	0.058	Urban Local	L	95	15.0	32	
363300	KINSER LN	0.000	0.557	Rural Local	L	100		20	
122500	KINWOOD RD	0.000	0.123	Rural Local	L			10	
171200	KIRK AVE	0.000	0.071	Urban Local	L	95	9.0	20	
385600	KIRK RD	0.000	1.000	Rural Local	L	100		20	170
385600	KIRK RD	1.000	1.872	Rural Local	L	100		16	170
318300	KIRSTEN ST	0.000	0.189	Urban Local	L	93	12.5	28	
617800	KITSON SPRINGS RD	0.000	4.650	Rural Major Collector	M	80		24	470
535500	KIWANDA ST	0.000	0.005	Urban Local	L	99		28	
535500	KIWANDA ST	0.005	0.115	Urban Local	L	99		28	1200
535500	KIWANDA ST	0.115	0.132	Urban Local	L	99		28	
334400	KLAMATH CT	0.000	0.032	Urban Local	L	96	14.0	32	
334300	KLAMATH ST	0.000	0.070	Urban Local	L	97	14.0	28	
142900	KNAPP LN CUL	0.000	0.029	Urban Local	L	97	9.0	26	
325300	KNAVE ST	0.000	0.100	Urban Local	L	97	11.0	28	
324900	KNIGHT AVE	0.000	0.145	Urban Local	L	97	12.0	28	
433000	KNIGHT RD	0.000	1.440	Rural Minor Collector	R	89	19.0	24	700
433000	KNIGHT RD	1.440	3.885	Rural Minor Collector	R	91	17.5	30	500
524200	KNOLL WAY	0.000	0.244	Rural Local	L	90	3.8	18	

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138500	KNOOP LN	0.320	0.574	Urban Local	L	94	10.8	26	230
127100	KOINONIA RD	0.000	0.330	Rural Local	L	62		24	50
370200	KOKKELER RD	0.000	0.861	Rural Local	L	81	21.5	22	
270500	KOSEY RD	0.000	0.202	Rural Local	L		3.8	22	50
132000	KOURT DR	0.000	0.580	Urban Local	L	86	7.0	22	700
100700	KREMONT AVE	0.000	0.074	Urban Local	L	100	23.0	32	
370500	KRUGUR PARK RD	0.000	0.340	Rural Local	L	78	14.3	22	
324700	LA DARRAH ST	0.000	0.133	Urban Local	L	92	13.0	20	
142500	LABONA DR	0.142	0.259	Urban Local	L	57	20.5	30	1400
132200	LABONA ST	0.000	0.140	Urban Local	L	48	29.0	28	340
614000	LADUKE RD	0.000	2.194	Rural Local	L	88	7.7	20	150
219900	LAJOIE RD	0.000	0.153	Rural Local	L	51	9.8	18	
535400	LAKE BLVD	0.000	0.305	Urban Local	L	95		22	
135200	LAKE DR	0.000	0.130	Urban Minor Collector	L	59		24	2100
136900	LAKE DR	0.000	0.084	Urban Local	L	94	13.0	28	
135200	LAKE DR	0.130	0.430	Urban Minor Collector	L	90	5.0	30	1350
429400	LAKE SIDE DR	0.000	0.112	Rural Local	L	81		20	80
371300	LAKEVIEW DR	0.000	0.561	Rural Local	L	96	13.5	22	480
400400	LAMB RD	0.000	1.090	Rural Local	L	65		22	290
336100	LANCASTER DR	0.000	0.365	Urban Minor Collector	L	75	19.0	36	2700
336170	LANCASTER DR CUL	0.000	0.047	Urban Local	L	86	14.0	32	
336180	LANCASTER DR CUL	0.000	0.027	Urban Local	L	68		32	
256000	LAND LN	0.000	0.256	Rural Local	L	80	10.5	20	60
164500	LANES TURN RD	0.000	0.775	Rural Local	L	80		20	90
329300	LANTANA AVE	0.000	0.120	Urban Local	L	96	10.0	26	
162400	LARALEE ST	0.000	0.070	Urban Local	L	77	13.0	32	
374900	LARSLAN LN	0.000	0.237	Rural Local	L	57		26	
312200	LARSON LN	0.000	0.076	Rural Local	L	63	8.0	16	10
415100	LARSON RD	0.000	0.582	Rural Local	L	89	17.5	18	380
314600	LASSEN LN	0.000	0.650	Rural Local	L	83		20	140
269900	LATHAM RD	0.000	0.965	Rural Major Collector	L	79	23.5	30	1850
415300	LAUGHLIN RD	0.000	1.260	Rural Local	L	86	12.0	20	300
193900	LAURA ST	0.000	0.273	Urban Major Collector	L	59	20.0	22	3300
101700	LAUREL AVE	0.000	0.016	Urban Local	L	100		26	

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535200	LAUREL AVE	0.000	0.061	Urban Local	L	96	12.5	22	70
101700	LAUREL AVE	0.016	0.216	Urban Local	L	100	15.0	16	440
346100	LAVELL RD	0.000	0.720	Rural Local	R	78		20	
346100	LAVELL RD	0.720	0.938	Rural Local	R	75		16	
192400	LAWNRIDGE AVE	0.000	0.234	Urban Local	L	97	9.5	28	90
386200	LAWRENCE RD	0.000	0.990	Rural Major Collector	R	90		30	2150
386200	LAWRENCE RD	0.990	3.847	Rural Major Collector	R	88	24.2	30	1450
254200	LAYNG RD	0.000	1.424	Rural Local	L	74	11.5	22	410
331100	LEA AVE	0.000	0.052	Urban Local	L	95	15.0	25	
108800	LEABURG DAM RD	0.100	0.370	Rural Local	L	86	5.5	18	280
108800	LEABURG DAM RD	0.370	0.500	Rural Local	L	92		16	
108800	LEABURG DAM RD	0.500	0.700	Rural Local	L	93		14	
108800	LEABURG DAM RD	0.700	0.815	Rural Local	L	79		12	
108200	LEABURG DR	0.000	0.563	Rural Local	L	99	9.8	22	160
607400	LEAFWOOD ST	0.000	0.059	Rural Local	L	95	14.5	22	
109500	LEASHORE DR	0.000	0.444	Rural Local	L	86	18.8	22	140
109580	LEASHORE DR (CUL)	0.000	0.032	Rural Local	L	60	15.0	22	
109590	LEASHORE DR (CUL)	0.000	0.032	Rural Local	L	58	18.0	22	
254500	LEATHERS LN	0.000	0.106	Rural Local	L	85	17.0	20	
343900	LEDA WAY	0.000	0.040	Urban Local	L		2.0	16	
530800	LEEWARD DR	0.000	0.192	Urban Local	L	54	12.0	22	
343400	LEGHORN RD	0.000	0.142	Urban Local	L	78		20	
326600	LENOX RD	0.000	0.064	Urban Local	L	96	8.0	28	
439200	LETZ CR RD	0.000	0.960	Rural Local	L	83	11.0	16	100
439200	LETZ CR RD	0.960	1.286	Rural Local	R			16	
522200	LEVAGE DR	0.000	0.438	Rural Local	L	76	4.5	18	750
183600	LEXINGTON AVE	0.000	0.095	Urban Local	L	96	6.0	20	
328400	LEYTON LN	0.000	0.070	Urban Local	L	96	13.0	26	
316800	LIMERICK AVE	0.000	0.158	Urban Local	L	89	16.0	32	
221900	LINCOLN AVE	0.198	0.301	Urban Local	L	49	9.5	16	320
522900	LINDA WAY	0.000	0.128	Rural Local	L	91	2.8	24	
150400	LINDEN AVE	0.000	0.246	Urban Local	L	92	17.0	26	210
141400	LINDNER LN	0.000	0.190	Urban Local	L	86	9.0	20	170
348000	LINGO LN	0.000	1.896	Rural Minor Collector	L	84	12.7	28	800

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355100	LINK DR	0.000	0.737	Urban Local	L	19	8.3	19	1000
352200	LINK LN	0.000	0.507	Rural Local	L	91	8.3	20	
352100	LINK RIDGE DR	0.000	0.186	Rural Local	L	100	12.0	22	
435700	LINN LN	0.000	0.090	Rural Local	L			10	
134000	LINWOOD AVE	0.000	0.114	Urban Local	L	88	9.5	26	70
135500	LINWOOD ST	0.000	0.153	Urban Local	L	77	15.0	26	
404100	LISOSKI LN	0.000	0.090	Rural Local	L	91	5.5	18	30
623000	LITTLE FALL CR RD	0.000	1.500	Rural Minor Collector	M	77	13.3	24	800
623000	LITTLE FALL CR RD	1.500	3.678	Rural Minor Collector	M	85	12.4	24	
366600	LITTLE LAKE RD	0.000	1.050	Rural Local	R	72		16	70
251900	LLOYD AVE	0.000	0.123	Urban Local	L	98	9.8	20	
323200	LOBELIA AVE	0.000	0.097	Urban Local	L	88	13.0	36	
519200	LOBSTER CR RD	0.000	0.826	Rural Local	R	80	19.0	22	
181100	LOCH DR	0.000	0.137	Urban Local	L	86	13.0	32	
159200	LOCKE RD	0.000	0.045	Urban Local	L	82		26	
159200	LOCKE RD	0.045	0.242	Urban Local	L	82	27.5	26	
184500	LOCUST ST	0.000	0.098	Urban Local	L	91	11.0	26	
340100	LODENQUAI LN	0.000	0.087	Urban Local	L	97	13.0	29	
149800	LODGEPOLE CT	0.000	0.030	Urban Local	L	89		26	
402300	LOIS LN	0.000	0.484	Rural Local	R		3.5	18	
191300	LOMOND AVE	0.000	0.241	Urban Local	L	59	15.5	36	750
191320	LOMOND AVE CUL	0.000	0.051	Urban Local	L	87		32	
191350	LOMOND AVE CUL	0.000	0.062	Urban Local	L	88		32	
191390	LOMOND AVE CUL	0.000	0.033	Urban Local	L	87		32	
270000	LONDON RD	0.000	3.520	Rural Major Collector (Fed)	R	100	26.0	30	3300
270000	LONDON RD	3.520	6.730	Rural Major Collector (Fed)	R	77	25.5	30	1350
270000	LONDON RD	6.730	8.800	Rural Major Collector (Fed)	R	100	25.5	30	
270000	LONDON RD	8.800	12.953	Rural Major Collector (Fed)	R	72	23.7	26	400
270000	LONDON RD	12.953	13.050	Rural Local	L	72		26	
270000	LONDON RD	13.050	14.135	Rural Local	L	82	21.0	22	

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332500	LONE OAK AVE	0.000	0.110	Urban Local	L	92	15.2	38	
332500	LONE OAK AVE	0.110	0.182	Urban Local	L	96		38	
314500	LONE PINE DR	0.000	0.914	Rural Local	L	69		20	280
362300	LONG TOM DR	0.000	0.281	Rural Local	L	82		18	90
102300	LONGRIDGE DR	0.000	0.024	Urban Local	L	100	16.0	32	
102400	LONGRIDGE DR	0.000	0.216	Urban Local	L	100		28	350
102450	LONGRIDGE DR (CUL)	0.000	0.042	Urban Local	L	100	16.0	28	
226300	LONGVIEW LN	0.000	0.500	Rural Local	L	92		22	
226300	LONGVIEW LN	0.500	0.891	Rural Local	L	92		24	
125000	LORANE HWY	1.850	2.001	Urban Minor Arterial	R	98		20	1550
125000	LORANE HWY	2.001	2.337	Urban Minor Arterial	R	98		20	
125000	LORANE HWY	2.337	5.500	Rural Major Collector	R	85	16.8	20	1700
125000	LORANE HWY	5.500	5.916	Rural Major Collector	R	88		20	1650
425000	LORANE HWY	5.916	6.013	Rural Major Collector (Fed)	R	91		32	2550
425000	LORANE HWY	6.013	9.000	Rural Major Collector (Fed)	R	76		32	1850
425000	LORANE HWY	9.000	10.311	Rural Major Collector (Fed)	R	70		32	
425000	LORANE HWY	10.311	11.080	Rural Major Collector (Fed)	R	60		32	1100
425000	LORANE HWY	11.080	12.000	Rural Major Collector (Fed)	R	90		32	
425000	LORANE HWY	12.000	13.000	Rural Major Collector (Fed)	R	89		32	
425000	LORANE HWY	13.000	14.174	Rural Major Collector (Fed)	R	88		32	1100
439700	LORANE ORCHARD RD	0.000	0.356	Rural Local	R	90		16	110
152100	LORIE CT	0.000	0.050	Urban Local	L	94	6.0	20	
612000	LOST CR RD	0.000	0.669	Rural Major Collector (Fed)	R	95	20.5	28	1300
612000	LOST CR RD	0.669	1.876	Rural Major Collector (Fed)	M	95		28	2150
612000	LOST CR RD	1.876	4.035	Rural Major Collector (Fed)	R	95	24.0	28	1000
612000	LOST CR RD	4.035	5.358	Rural Major Collector (Fed)	R	95		28	390
612000	LOST CR RD	5.358	5.888	Rural Minor Collector	R	93		28	
610700	LOST VALLEY LN	0.000	1.647	Rural Local	R	76	7.5	20	310
376100	LOUDEN LN	0.000	0.770	Rural Local	L	89		22	
311000	LOVE LAKE RD	0.000	2.000	Rural Local	L	72	5.3	20	1300
311000	LOVE LAKE RD	2.000	2.821	Rural Local	R		5.3	18	
246500	LOWER BRICE CR RD	0.000	2.250	Rural Local	L	82	4.5	18	70
246500	LOWER BRICE CR RD	2.250	3.690	Rural Local	R	85	6.8	14	
246505	LOWER BRICE CR RD (Y)	0.000	0.021	Rural Local	L	83		20	

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533800	LOWER FIDDLE CR RD	0.000	1.154	Rural Local	L	78	10.3	16	70
324800	LOY AVE	0.000	0.130	Urban Local	L	93	9.0	22	
415200	LUSK RD	0.000	0.220	Rural Local	R	89		20	90
415200	LUSK RD	0.220	0.453	Rural Local	R	87		16	
190100	LUZKOW LN	0.000	0.183	Rural Local	R			20	
137600	LYNN LN	0.000	0.077	Urban Local	L	96		26	100
335000	LYNNBROOK DR	0.000	0.633	Urban Local	L	88	18.5	34	2300
335060	LYNNBROOK DR CUL	0.000	0.028	Urban Local	L	87		28	
335070	LYNNBROOK DR CUL	0.000	0.025	Urban Local	L	75		28	
335090	LYNNBROOK DR CUL	0.000	0.032	Urban Local	L	80		28	
335010	LYNNBROOK DR CUL LP	0.000	0.050	Urban Local	L	83		28	
335020	LYNNBROOK DR CUL LP	0.000	0.038	Urban Local	L	71		28	
335030	LYNNBROOK DR CUL LP	0.000	0.041	Urban Local	L	92		28	
219200	LYNX HOLLOW RD	0.000	2.790	Rural Minor Collector	R	72		24	1000
219200	LYNX HOLLOW RD	2.790	3.712	Rural Minor Collector	L	68		22	
219200	LYNX HOLLOW RD	3.712	3.902	Rural Local	L	57		22	
193500	M J CHASE RD WEST	0.000	0.120	Rural Local	L	69		20	210
193500	M J CHASE RD WEST	0.120	0.886	Rural Local	L	57		18	
106200	MADRONE ST	0.000	0.703	Rural Local	L	80	12.0	22	390
332700	MAESNER ST	0.000	0.222	Urban Local	L	96	13.0	28	
217600	MAHR LN	0.000	0.460	Rural Local	L	98	8.5	18	160
217600	MAHR LN	0.460	0.744	Rural Local	L	81		17	
217605	MAHR RD (Y)	0.000	0.048	Rural Local	L	90		22	
361800	MAIN ST	0.000	0.138	Rural Local	L	98		22	
361800	MAIN ST	0.204	0.300	Rural Local	L	99		17	
159900	MALLARD AVE	0.000	0.310	Urban Local	L	96	15.3	36	950
156700	MANOR DR	0.000	0.327	Urban Local	L	95	7.0	28	600
156800	MANSFIELD ST	0.000	0.247	Urban Local	L	95	11.5	27	270
137400	MANZANA LN	0.000	0.100	Urban Local	L	96	16.0	28	
134600	MANZANA ST	0.000	0.074	Urban Local	L	95	13.5	32	
136600	MANZANA ST	0.000	0.126	Urban Local	L	80	7.5	18	
532600	MAPLE CR RD	0.000	0.592	Rural Minor Collector	M	73		16	90
532600	MAPLE CR RD	0.592	0.683	Rural Local	R	94	9.3	16	
532600	MAPLE CR RD	0.683	3.434	Rural Local	R		9.0	15	

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532600	MAPLE CR RD	3.434	3.720	Rural Local	R			13	
144100	MAPLE DR	0.000	0.188	Urban Local	L	0		32	
314000	MAPLE DR	0.000	0.870	Rural Local	L	94	10.3	20	200
314000	MAPLE DR	0.870	1.224	Rural Local	L	95	21.0	18	
314000	MAPLE DR	1.224	1.280	Rural Local	L			14	
328900	MARANTA ST	0.000	0.223	Urban Local	L	96	13.0	28	240
328960	MARANTA ST CUL	0.000	0.043	Urban Local	L	88		32	
110300	MARBROOK LN	0.000	0.207	Rural Local	L	68	13.5	24	
190000	MARCOLA RD	1.796	1.874	Rural Major Collector (Fed)	L	62		46	
190000	MARCOLA RD	1.874	2.100	Rural Major Collector (Fed)	L	62		46	9700
190000	MARCOLA RD	2.100	5.818	Rural Major Collector (Fed)	L	87	33.0	36	5650
190000	MARCOLA RD	5.818	11.550	Rural Major Collector (Fed)	L	60	30.0	24	4400
190000	MARCOLA RD	11.550	16.080	Rural Major Collector (Fed)	R	82	21.4	23	1900
190000	MARCOLA RD	16.080	20.645	Rural Major Collector (Fed)	R	86	22.5	29	1500
430400	MARINA DR	0.000	0.334	Rural Local	L	61	9.5	22	410
430500	MARINA DR CUL	0.000	0.082	Rural Local	L	81	9.5	22	80
136800	MARION LN	0.000	0.466	Urban Local	L	93	17.0	30	500
161100	MARJORIE AVE	0.000	0.145	Urban Local	L	94		28	
161150	MARJORIE AVE (CUL)	0.000	0.038	Urban Local	L	94		28	
161180	MARJORIE AVE (CUL)	0.000	0.038	Urban Local	L	95		28	
215600	MARKET RD	0.000	0.672	Rural Local	R	83		20	1600
529100	MARKET ST	0.000	0.050	Rural Local	R	82	8.0	18	
212700	MARLOW RD	0.000	0.260	Rural Local	L	58	12.0	20	130
212700	MARLOW RD	0.260	1.477	Rural Local	L			18	
227000	MARTIN CR RD	0.000	0.240	Rural Local	L	22	19.5	18	410
227000	MARTIN CR RD	0.240	1.191	Rural Local	L	67	10.5	18	
212400	MARTIN RD EAST	0.000	0.049	Urban Local	L	86		20	
212000	MARTIN RD WEST	0.000	0.240	Rural Local	L	26	25.3	20	100
323300	MARVIN DR	0.000	0.220	Urban Local	L	91	11.0	32	
323300	MARVIN DR	0.220	0.309	Urban Local	L	94		26	
323350	MARVIN DR CUL	0.000	0.039	Urban Local	L	95		32	
611100	MATHEWS DR	0.000	0.080	Rural Local	L	60	10.3	16	
188400	MATHEWS RD	0.000	2.309	Rural Local	L	86		22	1000
319400	MAVERICK AVE	0.000	0.058	Urban Local	L	92	13.0	36	

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130600	MAXWELL CONN	0.000	0.310	Urban Local	L	87		42	3200
133000	MAXWELL RD	0.000	0.622	Urban Minor Arterial	L	90	27.5	48	6300
133000	MAXWELL RD	0.622	1.066	Urban Minor Arterial	L	90		48	7550
133000	MAXWELL RD	1.066	1.086	Urban Minor Arterial	L	90		48	
133000	MAXWELL RD	1.293	1.392	Urban Minor Arterial	L	90		30	
133000	MAXWELL RD	1.392	1.605	Urban Minor Arterial	L	90		46	6650
138900	MAYFAIR LN	0.000	0.252	Urban Local	L	72	11.0	20	650
141600	MAYNARD AVE	0.000	0.170	Urban Local	L	0	13.0	24	180
426500	MAYOLA LN	0.000	0.240	Rural Local	L	91	9.8	22	
426500	MAYOLA LN	0.240	0.398	Rural Local	R	91		20	
134100	MAYWOOD AVE	0.000	0.110	Urban Local	L	94	14.0	26	120
135600	MAYWOOD ST	0.000	0.154	Urban Local	L	70	13.5	26	
127300	MCBETH RD	0.000	3.604	Rural Minor Collector	R	69		20	750
127305	MCBETH RD (Y)	0.000	0.065	Rural Minor Collector	L	80		20	
521900	MCCRAE RD	0.000	0.159	Rural Local	L		6.0	14	
628300	MCCUMBER RD	0.000	0.462	Rural Local	L	67		21	
271000	MCDOLE RD	0.000	0.500	Rural Local	L	69	13.8	20	140
271000	MCDOLE RD	0.500	0.890	Rural Local	L	51		18	
613000	MCFARLAND RD	0.000	1.582	Rural Minor Collector	R	71	14.0	22	380
613004	MCFARLAND RD (Y)	0.000	0.030	Rural Minor Collector	L	68		13	
613005	MCFARLAND RD (Y)	0.000	0.012	Rural Minor Collector	L	72		13	
613095	MCFARLAND RD (Y)	1.550	1.584	Rural Minor Collector	L	51		24	
196000	MCGOWAN CR RD	0.000	0.192	Rural Local	L	80		22	200
111200	MCKENZIE RIVER DR	0.000	3.034	Rural Minor Collector	L	72	15.8	24	230
159500	MCKENZIE VIEW DR	0.000	3.190	Rural Minor Collector	R	72		22	1000
159500	MCKENZIE VIEW DR	3.190	6.099	Rural Minor Collector	R	72		22	750
349000	MCMULLEN LN	0.000	1.458	Rural Local	L	87		26	480
101100	MEADOW GLEN DR	0.000	0.100	Rural Local	L	88	10.0	24	
344600	MEADOWVIEW RD EAST	0.000	1.162	Rural Minor Collector	L	100	6.4	22	420
344300	MEADOWVIEW RD WEST	0.000	1.446	Rural Minor Collector	L	90	16.8	24	1250
344300	MEADOWVIEW RD WEST	1.446	2.952	Rural Minor Collector	L	90	18.8	24	750
322400	MECCA AVE	0.000	0.252	Urban Local	L	97	17.0	26	
192200	MELLOWOOD CT	0.000	0.010	Urban Local	L	98	18.0	28	
219500	MELODY LN	0.000	0.280	Rural Local	L	72	11.5	18	180

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141800	MELVINA WAY	0.000	0.118	Urban Local	L	89	8.5	26	
141800	MELVINA WAY	0.118	0.200	Urban Local	L	81	7.5	20	
150800	MENLO LOOP	0.000	0.300	Urban Local	L	56	17.0	26	700
150805	MENLO LP (Y)	0.000	0.014	Urban Local	L	44		18	
523200	MERCER CR DR	0.000	0.491	Rural Local	R	83	9.5	16	210
524000	MERCER LAKE RD	0.000	1.080	Rural Major Collector	M	98	8.5	24	750
524000	MERCER LAKE RD	1.080	1.715	Rural Major Collector	M	100		16	
524000	MERCER LAKE RD	1.715	3.670	Rural Local	R	100	8.5	18	
523500	MERCER LAKE RD NO	0.000	0.500	Rural Local	R	100	5.8	22	260
523500	MERCER LAKE RD NO	0.500	1.110	Rural Local	R	100		16	
524600	MERCER VIEW DR	0.000	0.477	Rural Local	M	100	11.0	20	
335500	MEREDITH CT	0.000	0.083	Urban Local	L	84	15.0	25	
142700	MERIAU LN	0.000	0.134	Urban Local	L	87	11.0	18	
184300	MERRYHILL CT	0.000	0.037	Urban Local	L	95	17.0	26	
371000	MERRYMAN RD	0.000	1.000	Rural Local	L	76		20	
371000	MERRYMAN RD	1.000	1.772	Rural Local	L	83		20	
241200	MEYER RD	0.000	2.383	Rural Local	R	87		18	320
214800	MICKELSON RD	0.000	0.660	Rural Local	R	90	12.7	20	
112000	MILL CR RD NO	0.000	0.238	Rural Local	L	95	8.5	24	40
112400	MILL CR RD SO	0.000	0.166	Rural Local	L	72	6.5	24	320
218800	MILL RD	0.000	0.535	Rural Local	L	87	23.5	20	140
610200	MILL RD	0.000	0.249	Rural Local	L	89	13.5	20	210
106900	MILLER AVE	0.000	0.160	Rural Local	L	98	12.8	20	
407000	MILLER RD	0.000	0.320	Rural Local	L	74	6.3	22	90
106600	MILLICAN RD	0.000	0.090	Rural Local	L	65	8.8	20	850
106600	MILLICAN RD	0.090	0.551	Rural Local	L	69		20	600
106605	MILLICAN RD (OLD)	0.000	0.110	Rural Local	L	77		23	
345000	MILLIRON RD EAST	0.000	0.402	Rural Local	L	76	11.8	28	500
344800	MILLIRON RD WEST	0.000	1.438	Rural Local	L	100		22	500
139500	MILO WAY	0.000	0.097	Urban Local	L	89	12.0	24	
611700	MINNICK RD	0.000	0.213	Rural Local	L	74	11.0	22	
331700	MINT AVE	0.000	0.109	Urban Local	L	94	17.0	24	
183700	MISSISSIPPI AVE	0.000	0.267	Urban Local	L	98	11.0	18	470
194200	MISSY LN	0.000	0.216	Rural Local	L	57		20	

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531600	MITCHELL LP	0.000	1.045	Rural Local	L	78	12.5	22	390
198600	MOHAWK LP RD	0.000	0.687	Rural Local	L	86	16.8	22	40
199000	MOHAWK RIVER RD	0.000	0.500	Urban Local	L	55	11.5	20	240
199000	MOHAWK RIVER RD	0.500	2.162	Urban Local	L	49	12.3	20	
241600	MOLITOR HILL RD	0.000	0.982	Rural Local	L	78	5.0	24	
241700	MOLITOR RANCH RD	0.000	0.654	Rural Local	R	87	7.5	22	
176800	MONTEBELLO AVE	0.000	0.187	Urban Local	L	95	12.5	28	
332600	MOORE ST	0.000	0.210	Urban Local	L	96	9.0	28	
607800	MORNINGSTAR RD NO	0.000	1.000	Rural Local	L	91	9.0	20	150
607800	MORNINGSTAR RD NO	1.000	1.480	Rural Local	R	84	13.0	20	
608800	MORNINGSTAR RD SO	0.000	0.440	Rural Local	L	81	15.0	18	170
608800	MORNINGSTAR RD SO	0.440	0.720	Rural Local	R			13	
212100	MORSE AVE	0.000	0.088	Urban Local	L	21		20	
250000	MOSBY CR RD	1.204	1.597	Rural Major Collector	L	86	21.5	24	
250000	MOSBY CR RD	1.597	1.610	Rural Major Collector (Fed)	L	86		24	
250000	MOSBY CR RD	1.610	1.632	Rural Major Collector (Fed)	L	91		26	2650
250000	MOSBY CR RD	1.632	9.657	Rural Major Collector (Fed)	M	91	21.1	26	1900
610800	MOUNT ZION DR	0.000	0.645	Rural Local	L	90	18.0	22	
615500	MOUNTAIN VIEW RD	0.000	0.834	Rural Local	L	72	7.5	22	
400700	MOYER ST	0.000	0.297	Rural Local	L	86		20	270
104300	MT VERNON CEM RD	0.000	0.191	Urban Local	L	28	10.3	18	40
104200	MT VERNON RD	0.000	0.361	Urban Major Collector	R	90		20	5350
407500	MUIRLAND DR	0.000	0.330	Rural Local	L	82	3.3	22	120
407500	MUIRLAND DR	0.330	0.491	Rural Local	L	84		14	
526000	MUNSEL LAKE RD	0.000	0.382	Urban Major Collector	L	99		25	1600
526000	MUNSEL LAKE RD	0.382	0.500	Urban Major Collector	L		15.5	25	
526000	MUNSEL LAKE RD	0.500	0.774	Urban Major Collector	L	91		25	
526000	MUNSEL LAKE RD	0.774	2.090	Urban Major Collector	R	91		25	1200
128200	MURDOCK RD	0.000	1.230	Rural Local	L	76	6.0	20	260
330900	MYRNA AVE	0.000	0.152	Urban Local	L	94	9.0	26	
362600	MYRTLE ST	0.000	0.100	Rural Local	L	44		12	
195300	NADEAU RD	0.000	0.238	Rural Local	L	88		22	
140700	NADINE AVE	0.000	0.190	Urban Local	L	91	14.0	26	
140750	NADINE AVE (CUL)	0.000	0.025	Urban Local	L	89		26	

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139400	NANTUCKET AVE	0.000	0.218	Urban Local	L	89	13.0	28	480
214700	NAPPER RD	0.000	0.100	Rural Local	R	84	18.5	16	10
336900	NATCHEZ CT	0.000	0.034	Urban Local	L	95		26	
105100	NATURE'S GARDEN ST	0.000	0.240	Rural Local	L	65	10.5	16	90
272800	NELLIE LN	0.000	0.389	Rural Local	R	82	11.0	22	
367000	NELSON MTN RD	0.000	2.860	Rural Minor Collector	M	74		16	160
367000	NELSON MTN RD	2.860	4.200	Rural Minor Collector	M			16	
467000	NELSON MTN RD	4.200	9.890	Rural Minor Collector	M		7.0	15	
467000	NELSON MTN RD	9.890	11.109	Rural Minor Collector	M	84	16.5	22	170
100600	NEPTUNE AVE	0.000	0.060	Urban Local	L	100	23.0	32	
606400	NESTLE WAY	0.000	0.155	Rural Local	L	97	11.3	20	
334700	NEWCASTLE ST	0.000	0.264	Urban Local	L	95	23.0	26	600
410300	NEWTON PL	0.000	0.090	Rural Local	M	83		24	
211500	NIEBLOCK LN	0.000	0.220	Urban Local	L	68		22	1400
211500	NIEBLOCK LN	0.220	0.445	Urban Local	L	80		22	
507000	NO FORK SIUSLAW RD	0.000	0.849	Rural Major Collector	L	89		26	1700
507000	NO FORK SIUSLAW RD	0.849	0.933	Rural Major Collector	M	89		26	1500
507000	NO FORK SIUSLAW RD	0.933	5.700	Rural Major Collector	R	86	18.6	26	320
507000	NO FORK SIUSLAW RD	5.700	11.450	Rural Major Collector	M	84	15.8	26	230
507000	NO FORK SIUSLAW RD	11.450	12.500	Rural Minor Collector	M	89		20	200
507000	NO FORK SIUSLAW RD	12.500	13.805	Rural Minor Collector	M	76	8.9	20	
507000	NO FORK SIUSLAW RD	13.805	17.412	Rural Minor Collector	M		8.0	20	
507000	NO FORK SIUSLAW RD	17.412	17.883	Rural Minor Collector	R	69	7.8	16	50
122700	NO MODESTO RD	0.000	0.870	Rural Local	L	89		22	190
132900	NO PARK AVE	0.000	0.500	Urban Local	L	89		30	2000
132900	NO PARK AVE	0.500	0.573	Urban Local	L	89	12.0	30	
132900	NO PARK AVE	0.748	0.819	Urban Local	L	95		30	
132900	NO PARK AVE	1.136	1.298	Urban Local	L	87		30	2750
132900	NO PARK AVE	1.298	1.785	Urban Local	L	65	17.2	36	1250
221000	NO RIVER RD	0.000	0.433	Rural Major Collector	L	88		24	1450
348500	NORATON RD	0.000	1.856	Rural Major Collector (Fed)	L	80	16.3	30	360
348500	NORATON RD	1.856	2.718	Rural Major Collector (Fed)	L	80	12.3	30	490
133900	NORMAN AVE	0.000	0.202	Urban Local	L	91	14.0	28	500
133920	NORMAN AVE (CUL)	0.000	0.035	Urban Local	L	94		32	

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Road ID	Road Name	BMP	EMP	Functional Class	Terrain	PCI	CBE (in)	Width	ADT Volume
133950	NORMAN AVE (CUL)	0.000	0.031	Urban Local	L	96		32	
133970	NORMAN AVE (CUL)	0.000	0.031	Urban Local	L	96		32	
112800	NORTH BANK RD	0.000	1.500	Rural Local	L	100	12.3	24	230
112800	NORTH BANK RD	1.500	2.150	Rural Local	L	100	8.5	18	
173000	NORTH DELTA HWY	0.000	0.201	Urban Major Collector	L	48		40	12950
522510	NORTH LN	0.000	0.036	Rural Local	L	74		16	180
522500	NORTH LN	0.036	0.416	Rural Local	R	76	4.0	20	
530900	NORTH LOFTUS RD	0.000	0.554	Rural Local	L	78	6.3	18	250
102700	NORTH ST	0.000	0.123	Urban Local	L	94		20	
121000	NORTHWEST EXPRESSWAY	0.104	0.170	Urban Minor Arterial	L	99		40	8350
121000	NORTHWEST EXPRESSWAY	0.170	1.738	Urban Minor Arterial	L	99	25.0	40	7950
121000	NORTHWEST EXPRESSWAY	2.568	3.220	Urban Minor Arterial	L	100		40	10700
321000	NORTHWEST EXPRESSWAY	3.220	3.350	Urban Minor Arterial	L	100		30	
321000	NORTHWEST EXPRESSWAY	3.350	4.749	Urban Minor Arterial	L	99	30.0	40	12700
321800	NOTTINGHAM AVE	0.000	0.147	Urban Local	L	94	11.0	28	
321830	NOTTINGHAM AVE CUL 'A'	0.000	0.034	Urban Local	L	92	12.0	28	
321870	NOTTINGHAM AVE CUL 'B'	0.000	0.034	Urban Local	L	95	13.0	28	
171300	NOVA ST	0.000	0.147	Urban Local	L	92	10.0	20	
137000	OAK DR	0.000	0.059	Urban Local	L	36	15.0	28	90
143100	OAK DR	0.000	0.116	Urban Local	L	92	6.8	26	
611200	OAK DR	0.000	0.224	Rural Local	L	57	10.5	20	
428100	OAK HILL CEMETERY RD	0.000	0.423	Rural Local	L	76		20	100
423700	OAK HILL DR	0.000	0.500	Rural Local	L	55	9.0	20	340
423700	OAK HILL DR	0.500	0.850	Rural Local	R	60		20	270
423700	OAK HILL DR	0.850	1.155	Rural Local	R			16	
423700	OAK HILL DR	1.155	1.200	Rural Local	R			16	
423700	OAK HILL DR	1.200	1.247	Rural Local	R	89		24	
328600	OAK LEAF DR	0.000	0.160	Urban Local	L	95	12.5	26	
401100	OAK LN	0.000	0.760	Rural Local	L	84		22	270
193800	OAK POINT RD	0.000	0.040	Rural Local	L	95		28	
193800	OAK POINT RD	0.040	0.200	Rural Local	L	91		18	
193800	OAK POINT RD	0.200	0.231	Rural Local	L	96		30	
254400	OAK RD	0.000	0.307	Rural Local	L		4.0	20	50
427500	OAK VIEW AVE	0.000	0.058	Rural Local	L	94		18	50

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170800	OAKDALE AVE	0.000	0.076	Urban Local	L		10.0	28	
351200	OAKLEA DR	0.000	1.512	Rural Major Collector	L	84	19.6	22	1200
351200	OAKLEA DR	1.512	2.534	Urban Major Collector	L	84		22	1700
529900	OCEAN WAY	0.000	0.042	Urban Local	L	67	6.3	16	
531700	OCEANA DR	0.000	0.450	Urban Local	L	86	14.0	24	270
171500	OLD COBURG RD	0.000	0.473	Urban Local	L	51	9.3	20	120
612400	OLD GIUSTINA MILL RD	0.000	0.353	Rural Local	L	82	16.3	20	110
439600	OLD LORANE RD	0.000	0.727	Rural Local	R	73		20	180
198500	OLD MARCOLA RD	0.000	0.597	Rural Local	R			16	30
612900	OLD MILL RD	0.000	0.007	Urban Local	L	98		13	
612900	OLD MILL RD	0.007	0.048	Urban Local	L			13	
612900	OLD MILL RD	0.048	0.091	Urban Local	L			13	
194500	OLD MOHAWK RD	0.000	0.190	Rural Minor Collector	L	80		30	130
194500	OLD MOHAWK RD	0.190	1.433	Rural Minor Collector	L	77		30	1250
194500	OLD MOHAWK RD	1.433	1.470	Rural Local	L	78		30	240
194500	OLD MOHAWK RD	1.470	3.152	Rural Local	L	78		24	900
622900	OLD PENGRA RD	0.000	0.130	Rural Local	R	89		20	30
622900	OLD PENGRA RD	0.130	1.641	Rural Local	R	59		22	
216800	ORCHARD AVE	0.000	0.676	Rural Local	L	86		20	650
216805	ORCHARD AVE (Y)	0.000	0.036	Rural Local	L	94		19	
376000	ORCHARD RD	0.000	0.500	Rural Local	L	90		25	130
376000	ORCHARD RD	0.500	0.922	Rural Local	L	82		20	230
159600	ORIOLE ST	0.000	0.266	Urban Local	L	95	13.0	36	330
319100	OROYAN AVE	0.000	0.023	Urban Local	L	91		36	
319100	OROYAN AVE	0.023	0.067	Urban Local	L	89	15.0	18	
102600	OSAGE ST	0.000	0.098	Urban Local	L	100	9.5	26	60
523800	OTTER WAY	0.000	0.277	Rural Local	L	67	12.0	24	90
153200	OTTO ST	0.000	0.175	Urban Local	L	96	13.0	28	
191100	OTTO ST	0.000	0.156	Urban Local	L	53	6.3	20	
267500	OVERHOLSER RD	0.000	1.033	Rural Local	R	62	9.0	18	130
132400	OWOSSO DR	0.000	0.382	Urban Local	L	94	17.6	28	1100
327200	OXFORD CT	0.000	0.070	Urban Local	L	82	12.0	28	160
535000	PACIFIC AVE	0.000	0.277	Urban Local	L	92		22	190
107300	PAGE RD	0.000	0.126	Rural Local	L	77	7.5	22	140

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161700	PAIUTE LN	0.000	0.187	Rural Local	L	75		28	
325200	PALACE ST	0.000	0.145	Urban Local	L	95	11.0	28	
408600	PANTHER CR RD	0.000	2.200	Rural Local	L	81		20	180
408600	PANTHER CR RD	2.200	2.242	Rural Local	R	92		16	130
408600	PANTHER CR RD	2.242	5.160	Rural Local	R			16	
608400	PAPENFUS RD	0.000	0.500	Rural Local	L	87	12.0	18	210
608400	PAPENFUS RD	0.500	1.000	Rural Local	L	86		16	
608400	PAPENFUS RD	1.000	1.164	Rural Local	L	85		16	
402900	PARADISE DR	0.000	0.720	Rural Local	L	89	11.5	22	
402900	PARADISE DR	0.720	1.505	Rural Local	R			15	
402900	PARADISE DR	1.505	1.730	Rural Local	R			18	
138000	PARK AVE	0.000	0.786	Urban Major Collector	L	94	13.6	26	1600
362700	PARK ST	0.000	0.183	Rural Local	L	44		14	
404000	PARKER LN	0.000	0.210	Rural Local	L	79	7.5	18	200
527700	PARKSIDE DR	0.000	0.200	Urban Local	L	73	10.0	22	
131900	PARNELL DR	0.000	0.100	Urban Local	L	94	12.0	30	90
131900	PARNELL DR	0.100	0.185	Urban Local	L	92	13.0	26	190
134300	PARNELL ST	0.000	0.126	Urban Local	L	90	21.0	28	500
134300	PARNELL ST	0.126	0.197	Urban Local	L	92	16.5	32	
196600	PARSONS CR RD	0.000	2.356	Rural Minor Collector	M	92	16.5	22	900
196600	PARSONS CR RD	2.356	3.063	Rural Minor Collector	M	92		22	
107500	PARTRIDGE LN	0.000	0.380	Rural Local	L	77	14.0	20	120
159700	PARTRIDGE WAY	0.000	0.245	Urban Local	L	89	16.5	36	
612200	PARVIN RD	0.000	0.610	Rural Local	R	92	20.5	22	280
612200	PARVIN RD	0.610	0.800	Rural Local	L	58		20	
198000	PASCHELKE RD	0.000	1.369	Rural Local	L	76	19.0	24	200
198700	PAULS RD	0.000	0.483	Rural Local	R	93	16.5	22	
348800	PAYNE RD	0.000	0.174	Rural Local	L	57		20	40
348805	PAYNE RD (Y)	0.000	0.024	Rural Local	L			22	
415000	PEACEFUL VALLEY RD	0.000	1.140	Rural Local	L	94		24	700
163900	PEARL ST	0.000	0.390	Urban Minor Arterial	L	97		26	5400
163900	PEARL ST	0.390	0.540	Urban Minor Arterial	L	61		45	
163900	PEARL ST	0.540	0.561	Urban Minor Arterial	L	68		24	
163900	PEARL ST	0.561	0.635	Urban Minor Arterial	L	68		24	15400

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313100	PEBBLE BEACH LN	0.000	0.125	Rural Local	L	98	12.5	28	90
188600	PEEBLES RD EAST	0.000	0.093	Rural Local	L	73	10.5	16	90
186400	PEEBLES RD WEST	0.000	0.150	Rural Local	L	73	10.5	16	90
622800	PENGRA CONN	0.000	0.027	Rural Local	L	98		24	1250
622895	PENGRA CONN (Y)	0.000	0.018	Rural Local	L	98		20	
622700	PENGRA RD	0.000	4.366	Rural Major Collector (Fed)	L	64		40	3050
622700	PENGRA RD	4.366	4.999	Rural Major Collector (Fed)	L	64		40	2050
622705	PENGRA RD (FRONTAGE)	0.000	0.235	Rural Local	L	88		16	
625000	PENINSULA RD	0.000	0.760	Rural Local	R	73		24	140
625000	PENINSULA RD	0.760	4.000	Rural Local	R			20	
625000	PENINSULA RD	4.000	5.140	Rural Local	R	86		22	
625000	PENINSULA RD	5.140	7.135	Rural Local	R			22	
625000	PENINSULA RD	7.135	7.622	Rural Local	R	89		22	80
436600	PENN RD	0.000	0.042	Rural Local	L	89		15	50
436600	PENN RD	0.042	6.608	Rural Local	R		9.0	15	
436600	PENN RD	6.608	6.770	Rural Local	R			20	
436600	PENN RD	6.770	6.794	Rural Local	R	88		20	110
163100	PEPPERMINT LN	0.000	0.136	Rural Local	L	81		28	80
258000	PERKINS CR RD	0.000	0.500	Rural Local	L	86		20	180
258000	PERKINS CR RD	0.500	0.850	Rural Local	L	86	12.8	19	
258000	PERKINS CR RD	0.850	1.470	Rural Local	R	80		16	
258000	PERKINS CR RD	1.470	1.600	Rural Local	R	80		14	
406600	PERKINS RD	0.420	0.443	Rural Minor Collector	L	88	15.3	26	
406600	PERKINS RD	0.443	1.110	Rural Minor Collector	L	88		26	1050
406600	PERKINS RD	1.110	2.822	Rural Minor Collector	L	87	13.3	26	900
426400	PETZOLD RD	0.000	2.457	Rural Minor Collector	R	65	17.5	24	280
152700	PHEASANT BLVD	0.220	0.414	Urban Local	L	95	15.0	42	500
152700	PHEASANT BLVD	0.414	0.483	Urban Local	L	93		22	
152700	PHEASANT BLVD	0.483	0.812	Urban Local	L	95	9.9	24	
152730	PHEASANT BLVD (CUL)	0.000	0.035	Urban Local	L	82		28	
152740	PHEASANT BLVD (CUL)	0.000	0.035	Urban Local	L	92		26	
152750	PHEASANT BLVD (CUL)	0.000	0.031	Urban Local	L	89		26	
609400	PHEASANT LN	0.000	0.110	Rural Local	L	96		22	380
609400	PHEASANT LN	0.110	1.204	Rural Local	L	89	9.5	22	340

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429000	PICKENS RD	0.000	0.500	Rural Local	L	72		22	430
429000	PICKENS RD	0.500	1.394	Rural Local	L	65	6.3	18	
195400	PICO ST	0.000	0.106	Rural Local	L	89		22	60
425400	PINE GROVE RD	0.000	1.000	Rural Major Collector	R	87	17.5	22	550
425400	PINE GROVE RD	1.000	2.573	Rural Major Collector	R	83	19.0	22	460
425400	PINE GROVE RD	2.573	2.600	Rural Local	L	83		22	
425400	PINE GROVE RD	2.600	2.822	Rural Local	L	77	13.0	22	160
171800	PINEDALE AVE	0.000	0.099	Urban Local	L	86	13.0	28	
125300	PINEWOOD TER	0.000	0.088	Urban Local	R	52		14	
102500	PINYON ST	0.000	0.100	Urban Local	L	100	9.0	26	80
196700	PIOCH LN	0.000	0.514	Rural Local	L	79		20	90
194600	PIONEER PARKWAY EAST	1.700	1.781	Urban Minor Arterial	L	63		30	6650
190400	PIONEER PARKWAY WEST	0.000	0.304	Urban Minor Arterial	L	68		30	6650
190400	PIONEER PARKWAY WEST	0.304	0.313	Urban Minor Arterial	L	68		30	
360300	PITNEY LN NO	0.000	1.380	Rural Local	L	100		20	490
360300	PITNEY LN NO	1.380	1.509	Rural Local	L	100		20	500
360600	PITNEY LN SO	0.000	0.493	Rural Local	L			22	20
622500	PLACE RD	0.000	0.040	Rural Major Collector	L	93		26	100
622500	PLACE RD	0.040	0.100	Rural Major Collector	L	91	26.3	18	
622500	PLACE RD	0.100	0.942	Rural Major Collector	R	84		22	90
622500	PLACE RD	0.942	2.500	Rural Major Collector	R	98	18.4	22	1150
622500	PLACE RD	2.500	4.490	Rural Major Collector	R	98	18.4	22	1000
622520	PLACE RD (OLD)	0.000	0.121	Rural Local	L	100		19	
271600	PLASTER RD	0.000	0.050	Rural Local	L	24	12.3	16	20
121800	PLAYWAY RD	0.000	0.203	Rural Local	L	56		18	
149900	PONDEROSA CT	0.000	0.024	Urban Local	L	82		26	
434800	POODLE CR RD	0.000	3.138	Rural Major Collector (Fed)	R	85	21.3	26	1150
434800	POODLE CR RD	3.138	6.771	Rural Major Collector (Fed)	R	85	27.5	26	900
434895	POODLE CR RD (Y)	6.752	6.771	Rural Major Collector (Fed)	L	83		30	
364500	POPE RD	0.000	0.602	Rural Local	L	95		18	100
321200	POPLAR ST	0.000	0.090	Urban Local	L	90	18.0	26	
507600	PORTAGE WAY	0.000	0.800	Rural Local	L		8.0	12	40
365200	POST RD	0.000	1.120	Rural Local	L			13	70
409300	POWELL RD	0.000	0.427	Rural Local	L	73		18	60

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164000	POWER LINE RD	0.000	0.500	Rural Local	L	89	14.5	26	950
164000	POWER LINE RD	0.500	1.000	Rural Local	L	85		26	
164000	POWER LINE RD	1.000	2.530	Rural Local	L	87	16.0	26	900
164005	POWER LINE RD (Y)	0.000	0.067	Rural Local	L	93		25	
347000	PRAIRIE RD	0.118	0.690	Urban Minor Arterial	L	97	26.5	40	11850
347000	PRAIRIE RD	0.690	1.640	Urban Minor Arterial	L	97	20.0	44	11100
347000	PRAIRIE RD	1.640	1.939	Urban Minor Arterial	L	68		24	5200
347000	PRAIRIE RD	1.939	2.211	Urban Minor Arterial	L	68	20.0	24	3950
347030	PRAIRIE RD	2.221	3.116	Rural Major Collector	L	84		30	5350
347030	PRAIRIE RD	3.116	5.500	Rural Major Collector	L	84		30	4050
347030	PRAIRIE RD	5.500	7.286	Rural Major Collector	L	88		30	3300
347030	PRAIRIE RD	7.286	7.850	Rural Major Collector	L	88		30	3300
347030	PRAIRIE RD	7.850	8.030	Rural Major Collector	L	71		22	
347080	PRAIRIE RD	8.030	8.050	Rural Major Collector	L	75		22	
347080	PRAIRIE RD	8.050	9.250	Rural Major Collector	L	75	28.5	22	1350
350600	PRAIRIE RD CONN	0.000	0.050	Urban Local	L	91		38	3450
519000	PREACHER CR RD	0.000	0.496	Rural Local	R	81	19.0	20	
435000	PRICE RD	0.000	0.704	Rural Local	L		4.0	14	20
360900	PURKERSON RD	0.000	1.517	Rural Local	L	100	8.0	22	120
253500	QUAGLIA RD	0.000	0.660	Rural Local	L	45	5.8	18	210
241500	QUAIL LOOP RD	0.000	0.648	Rural Local	M	71		24	
334100	QUIET LN	0.000	0.034	Urban Local	L	92	15.0	32	
331200	QUINCE ST	0.000	0.072	Urban Local	L	89	15.0	26	
331300	QUINCE ST	0.000	0.120	Urban Local	L	95	15.0	26	
331210	QUINCE ST CUL	0.000	0.059	Urban Local	L	94		29	
331350	QUINCE ST CUL	0.000	0.028	Urban Local	L	92		28	
612100	R R ANDERSON RD	0.000	0.034	Rural Local	L	96		19	
612100	R R ANDERSON RD	0.034	0.345	Rural Local	L		9.0	14	
270400	RACHEL RD	0.000	0.040	Rural Local	L	53		16	260
361600	RAILROAD ST	0.000	0.135	Rural Local	L	98		20	
122200	RAINBOW VALLEY RD	0.000	0.515	Rural Local	R			16	40
122200	RAINBOW VALLEY RD	0.515	0.534	Rural Local	L	86		16	
123800	RAINIER DR	0.000	0.130	Urban Local	L	50		22	30
607300	RAINTREE ST	0.000	0.127	Rural Local	L	94	12.5	18	

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275000	RAISOR RD	0.000	0.994	Rural Local	R	68	10.3	18	100
161800	RALEIGHWOOD AVE	0.000	0.233	Urban Local	L	97	8.0	26	310
191700	RAMBLING DR	0.000	0.290	Urban Local	L	96	16.5	28	1250
155900	RANCH CORRAL DR	0.000	0.068	Urban Local	L	90	6.0	26	
155800	RANCH DR	0.000	0.137	Urban Local	L	95	6.0	28	
245500	RAT CR RD	0.000	1.426	Rural Local	L	36	11.0	20	300
610400	RATTLESNAKE RD	0.000	2.250	Rural Major Collector	R	88	23.3	26	1400
610400	RATTLESNAKE RD	2.250	4.474	Rural Major Collector	R	86		24	1150
610495	RATTLESNAKE RD (Y)	4.403	4.446	Rural Major Collector	L	77		24	
611000	RATTLESNAKE RD NO	0.000	0.195	Rural Local	L	92	10.8	24	650
123300	RAVEN OAKS DR	0.000	0.204	Rural Local	L	85		24	
104700	RAYNER AVE	0.000	0.140	Urban Local	L	85		36	320
104700	RAYNER AVE	0.140	0.210	Urban Local	L	85		32	
196900	REGAL LN	0.000	0.280	Rural Local	L	88		22	
267200	REPSLEGER BRANCH RD	0.000	0.150	Rural Local	R		3.0	15	40
267000	REPSLEGER RD	0.000	0.874	Rural Local	L	71	13.0	18	90
121900	RESTWELL RD	0.000	0.210	Rural Local	L	62		16	10
121900	RESTWELL RD	0.480	0.530	Rural Local	L	100		20	
623500	REUBEN LEIGH RD	0.000	0.790	Rural Local	R	84		18	110
623500	REUBEN LEIGH RD	0.790	1.220	Rural Local	L	84		22	
623100	REUBEN LEIGH RD NO	0.000	0.030	Rural Local	L	86		14	
319700	REVELL ST	0.000	0.139	Urban Local	L	89	14.5	22	
319750	REVELL ST CUL 'A'	0.000	0.035	Urban Local	L	97		32	
123700	REYNOLDS DR	0.000	0.240	Urban Local	R	75		22	80
528000	RHODODENDRON DR	3.440	5.112	Rural Major Collector (Fed)	R	83	10.5	28	2250
531400	RHODODENDRON LP	0.000	0.420	Urban Local	L	80	11.0	22	90
183900	RHODODENDRON ST	0.000	0.095	Urban Local	L	95	11.0	26	
526900	RHODOWOOD DR	0.000	0.293	Urban Local	L	85	10.3	24	210
504400	RICE RD	0.000	0.578	Rural Local	L	92	6.5	20	
504490	RICE RD CUL	0.000	0.028	Rural Local	L	78		20	
501800	RICHARDSON RD	0.000	0.100	Rural Minor Collector	M	72	9.0	18	140
438600	RICHARDSON UPRIVER	0.000	0.440	Rural Local	R	74		18	
438600	RICHARDSON UPRIVER	0.440	5.343	Rural Local	R			13	
102200	RICHLAND ST	0.000	0.194	Urban Local	L	100	16.0	32	70

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102210	RICHLAND ST CUL	0.000	0.028	Urban Local	L	100		35	
428900	RICHMOND ST	0.000	0.156	Rural Local	L	91		18	50
210600	RICKETTS RD	0.000	0.080	Rural Local	L			18	40
210600	RICKETTS RD	0.080	0.132	Rural Local	L			18	
210600	RICKETTS RD	0.132	0.160	Rural Local	L			18	
210600	RICKETTS RD	0.160	0.800	Rural Local	L			18	
272700	RIDGE DR	0.000	0.140	Rural Local	L	75	10.0	22	
272740	RIDGE DR CUL	0.000	0.045	Rural Local	L	70		21	
190300	RIDGE TOP DR	0.000	0.240	Rural Local	R	66		24	220
131300	RIDGEFIELD ST	0.000	0.100	Urban Local	L	94	10.0	26	130
131300	RIDGEFIELD ST	0.100	0.186	Urban Local	L	94	14.0	26	140
605800	RIDGEWAY RD	0.000	1.000	Rural Minor Collector	R	95	11.0	26	800
605800	RIDGEWAY RD	1.000	1.500	Rural Minor Collector	R	92		22	
605800	RIDGEWAY RD	1.500	2.540	Rural Minor Collector	L	80	14.7	24	420
125700	RIDGEWOOD DR	0.000	0.208	Rural Local	R	41		14	50
274100	RILEY LN	0.000	0.220	Rural Local	R	92	11.3	20	
319000	RIO VISTA AVE	0.000	0.120	Urban Local	L	93	13.0	28	
336540	RISDEN PL CUL	0.000	0.030	Urban Local	L	86		32	
336500	RISDEN PLACE	0.000	0.230	Urban Local	L	80	10.0	32	
216200	RIVER DR	0.000	1.030	Rural Local	L	61		20	1000
216200	RIVER DR	1.030	2.943	Rural Local	L	87	13.7	22	800
216205	RIVER DR (Y)	0.000	0.019	Rural Local	L	90		27	
325800	RIVER LP #1	0.000	0.244	Urban Major Collector	L	89	7.0	26	1750
325800	RIVER LP #1	0.244	0.440	Urban Local	L	89		26	1300
325800	RIVER LP #1	0.440	0.880	Urban Local	L	92		25	800
325800	RIVER LP #1	0.880	1.181	Urban Local	L	92		22	350
325800	RIVER LP #1	1.181	1.194	Urban Local	L	92		22	
325800	RIVER LP #1	1.194	1.257	Urban Local	L	92		22	700
325800	RIVER LP #1	1.257	2.084	Urban Local	L	92		22	550
318500	RIVER LP #2	0.000	0.990	Urban Minor Collector	L	85	18.0	22	3700
318500	RIVER LP #2	0.990	1.016	Rural Local	L	95		22	
318500	RIVER LP #2	1.016	1.180	Rural Local	L	95		22	250
110000	RIVER RD	0.000	0.430	Urban Minor Arterial	L	83		36	4100
110000	RIVER RD	0.430	0.610	Urban Minor Arterial	L	88		34	

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110000	RIVER RD	0.610	1.200	Rural Minor Arterial	L	88	23.7	34	3650
110000	RIVER RD	1.200	1.600	Rural Minor Arterial	L	95		34	4400
110000	RIVER RD	1.600	2.426	Rural Minor Arterial	L	86		34	
110000	RIVER RD	2.426	3.086	Rural Minor Arterial	L	89		34	
110000	RIVER RD	3.086	4.174	Rural Minor Arterial	L	85	26.0	34	4400
110000	RIVER RD	4.174	5.484	Rural Minor Arterial	L	83		34	5800
110000	RIVER RD	5.484	7.340	Rural Minor Arterial	L	86		34	6700
110000	RIVER RD	7.340	7.366	Rural Minor Arterial	L	69		42	7000
110000	RIVER RD	7.366	7.747	Urban Minor Arterial	L	69		42	7050
110000	RIVER RD	7.747	7.753	Urban Minor Arterial	L	69		42	
110000	RIVER RD	7.753	7.850	Urban Minor Arterial	L	87		48	
110000	RIVER RD	7.850	7.920	Urban Minor Arterial	L	86		60	
110000	RIVER RD	7.920	8.320	Urban Minor Arterial	L	89		70	11050
110000	RIVER RD	8.320	8.587	Urban Minor Arterial	L	90		70	13600
110000	RIVER RD	8.587	9.377	Urban Principal Arterial	L	90		70	24800
110000	RIVER RD	10.202	10.380	Urban Principal Arterial	L	67		32	
110000	RIVER RD	10.380	11.549	Urban Principal Arterial	L	80		70	20850
110000	RIVER RD	12.234	12.281	Urban Principal Arterial	L	87		30	
627800	RIVERSIDE DR	0.000	0.582	Rural Local	L	71	7.0	22	20
627900	RIVERSIDE LP	0.000	0.105	Rural Local	L	65	6.5	22	
504000	RIVERVIEW AVE	0.000	0.784	Rural Local	L	91	18.3	22	170
313500	RIVERVIEW DR	0.000	0.500	Rural Local	L	94		20	130
313500	RIVERVIEW DR	0.500	0.946	Rural Local	L	80		16	
156300	RIVIERA CT	0.000	0.036	Urban Local	L	94	12.0	26	
315800	ROBBIE ST	0.000	0.073	Urban Local	L	94	15.0	32	
628100	RODEO WAY	0.000	0.065	Rural Local	L	66	11.0	22	
601800	RODGERS RD	0.000	0.660	Rural Local	L	91		20	100
601800	RODGERS RD	0.660	0.678	Rural Local	L	85		20	
601800	RODGERS RD	0.678	1.200	Rural Minor Collector	L	85		20	360
601800	RODGERS RD	1.200	1.239	Rural Minor Collector	R	84		20	
601800	RODGERS RD	1.239	3.000	Rural Local	R	84		20	140
610300	ROGERS LN	0.000	0.538	Rural Local	L	76	10.8	22	
184600	ROSE BLOSSOM DR NO	0.000	0.132	Urban Local	L	100	13.0	28	170
184700	ROSE BLOSSOM DR SO	0.000	0.090	Urban Local	L	89	8.0	26	

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506200	ROSE HILL RD	0.000	0.418	Rural Local	R	63	11.5	16	220
110400	ROSE ST	0.000	0.340	Rural Local	L	80	18.0	22	70
347900	ROSE ST NO	0.359	0.523	Urban Local	L	92		29	750
347800	ROSE ST SO	0.000	0.052	Urban Local	L	97	9.0	18	
325500	ROSEMARY AVE	0.000	0.129	Urban Local	L	97	7.0	26	
141500	ROSETTA AVE	0.000	0.212	Urban Local	L	90	10.5	24	300
133800	ROSEWOOD AVE EAST	0.000	0.338	Urban Local	L	98	15.0	28	1150
140600	ROSSMORE ST	0.000	0.114	Urban Local	L	91	8.0	26	
137900	ROSY TURN	0.000	0.071	Urban Local	L	85	9.0	26	
276000	ROUSE RD NO	0.000	0.310	Rural Local	L		4.0	15	20
277000	ROUSE RD SO	0.000	0.200	Rural Local	L		4.0	12	10
253100	ROW RIVER CONN #1	0.000	0.074	Rural Minor Collector	L	91		32	950
253000	ROW RIVER CONN #2	0.000	0.124	Rural Local	L	89		24	220
253005	ROW RIVER CONN #2 (Y)	0.000	0.019	Rural Local	L	86		27	
240000	ROW RIVER RD	1.042	1.795	Urban Minor Arterial	L	82		30	7600
240000	ROW RIVER RD	1.795	1.900	Urban Minor Arterial	L	82		30	
240000	ROW RIVER RD	1.900	1.908	Urban Minor Arterial	L	92		40	
240000	ROW RIVER RD	1.908	2.100	Rural Major Collector (Fed)	L	92		40	
240000	ROW RIVER RD	2.100	2.116	Rural Major Collector (Fed)	L	89		40	
240000	ROW RIVER RD	2.116	4.820	Rural Major Collector (Fed)	L	89	19.3	40	5000
240000	ROW RIVER RD	4.820	4.840	Rural Major Collector (Fed)	R	89		26	
240000	ROW RIVER RD	4.840	6.000	Rural Minor Collector	R	89	14.0	26	750
240000	ROW RIVER RD	6.000	11.000	Rural Minor Collector	R	89	17.3	24	
240000	ROW RIVER RD	11.000	12.000	Rural Minor Collector	R	91		26	
240000	ROW RIVER RD	12.000	12.052	Rural Minor Collector	R	93		30	210
240000	ROW RIVER RD	12.052	12.910	Rural Major Collector	R	93	22.5	30	1350
240000	ROW RIVER RD	12.910	13.310	Rural Major Collector	R	93		32	
240000	ROW RIVER RD	13.310	16.230	Rural Major Collector	R	93	25.5	20	
240000	ROW RIVER RD	16.230	16.310	Rural Major Collector	R	79		20	800
240000	ROW RIVER RD	16.310	16.597	Rural Major Collector	R	79		20	550
240000	ROW RIVER RD	16.597	19.778	Rural Minor Collector	R	79	3.5	20	
104800	ROWAN AVE	0.000	0.195	Urban Local	L	87	15.0	32	
145500	ROYAL AVE	2.267	2.930	Urban Major Collector	L	61		22	3250
145500	ROYAL AVE	2.930	3.267	Urban Major Collector	L	84		30	3950

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445500	ROYAL AVE	3.267	4.323	Rural Minor Collector	R	100	25.2	30	4000
445500	ROYAL AVE	4.323	5.060	Rural Minor Collector	R	100		30	3000
445500	ROYAL AVE	5.060	5.078	Rural Minor Collector	R	73		18	
445500	ROYAL AVE	5.078	5.500	Rural Local	L	73	12.0	18	
445500	ROYAL AVE	5.500	5.707	Rural Local	L	86		18	
328000	RUBY AVE	0.000	0.495	Urban Local	L	90	13.0	32	
331000	RUBY AVE	0.050	0.322	Urban Minor Collector	L	91	10.5	20	1550
331000	RUBY AVE	0.322	0.346	Urban Local	L	90		32	
265500	RUDOLPH RD	0.000	0.040	Rural Local	L	91		18	30
265500	RUDOLPH RD	0.040	0.628	Rural Local	L	81		18	50
366200	RUST RD	0.000	0.995	Rural Local	L	64		16	40
366240	RUST RD (STUB/BRIDGE)	0.000	0.006	Rural Local	L			20	
317900	RYAN ST & CUL	0.000	0.172	Urban Local	L	91	18.0	36	
317930	RYAN ST CUL	0.000	0.063	Urban Local	L	91	16.0	32	
198800	SADDLE VIEW DR	0.000	0.162	Rural Local	R	89	21.5	22	
336300	SAGE ST	0.000	0.073	Urban Local	L	96	14.5	28	
220200	SAGINAW RD EAST	0.000	0.622	Rural Major Collector (Fed)	L	99	22.5	30	2350
220800	SAGINAW RD WEST	0.000	1.360	Rural Local	R	98		20	480
531800	SALTAIRE ST	0.000	0.339	Urban Local	L	99	12.0	24	
531805	SALTAIRE ST	0.000	0.028	Urban Local	L	88		24	
334900	SALTY WAY	0.000	0.102	Urban Local	L	96	11.0	36	
334980	SALTY WAY CUL	0.000	0.021	Urban Local	L	94		32	
364700	SAM BROWN RD	0.000	0.172	Rural Local	L			17	20
364700	SAM BROWN RD	0.172	0.204	Rural Local	L			12	
364700	SAM BROWN RD	0.204	0.242	Rural Local	L			17	
320300	SANBORN AVE	0.000	0.250	Urban Local	L	96	14.0	36	
320320	SANBORN AVE CUL 'A'	0.000	0.049	Urban Local	L	95	15.0	27	
524300	SAND DUNE PARK DR	0.000	0.136	Rural Local	L	96	3.8	18	
532100	SANDRIFT CT	0.000	0.101	Urban Local	L	96		24	
531900	SANDRIFT ST	0.000	0.341	Urban Local	L	97	12.0	24	
122600	SANFORD RD	0.000	0.844	Rural Local	L	66		22	180
327500	SANTA CLARA AVE	0.000	0.170	Urban Local	L	91		30	3550
327500	SANTA CLARA AVE	0.170	0.390	Urban Local	L	73	10.8	26	2300
327500	SANTA CLARA AVE	0.390	0.588	Urban Local	L	93	10.5	33	850

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327580	SANTA CLARA AVE CUL	0.000	0.045	Urban Local	L	91		28	
523600	SANTA RD	0.000	0.040	Rural Local	R	56	8.5	20	30
131200	SANTA ROSA ST	0.000	0.164	Urban Local	L	92	10.5	25	250
131200	SANTA ROSA ST	0.164	0.186	Urban Local	L	94		26	
131200	SANTA ROSA ST	0.186	0.249	Urban Local	L	94		25	120
413600	SARVIS BERRY LN	0.000	1.630	Rural Local	L	72	9.5	22	320
196400	SAUNDERS RD	0.000	0.296	Rural Local	R	85	6.8	18	70
197400	SAVAGE ST	0.000	0.156	Rural Local	L	87	9.5	18	
320800	SAVILLE AVE	0.000	0.090	Urban Local	L	87		36	
320800	SAVILLE AVE	0.090	0.323	Urban Local	L	94	15.0	28	
320820	SAVILLE AVE CUL	0.000	0.024	Urban Local	L	89		28	
320890	SAVILLE AVE CUL 'A'	0.000	0.045	Urban Local	L	96	14.0	32	
320870	SAVILLE AVE CUL 'B'	0.000	0.045	Urban Local	L	91		28	
310800	SCENIC DR	0.000	0.765	Urban Minor Collector	R	91	14.0	20	1600
321500	SCENIC DR	0.000	0.325	Urban Local	L	73	13.5	36	1000
315700	SCENIC DR CUL	0.000	0.057	Urban Local	L	94	17.0	32	
186600	SCHAREN RD	0.000	0.670	Rural Local	R	84		20	40
121300	SCHMORENBERG LN	0.000	0.310	Rural Local	L	48		20	80
211800	SCOTT AVE	0.000	0.087	Rural Local	L	9	10.5	18	
256500	SCOTT RD	0.000	0.465	Rural Local	L	40		18	90
317600	SCOTTDALE ST & CUL	0.000	0.170	Urban Local	L	92	12.0	28	120
317600	SCOTTDALE ST & CUL	0.170	0.500	Urban Local	L	91	16.0	36	1050
317650	SCOTTDALE ST CUL	0.000	0.028	Urban Local	L	86		32	
317660	SCOTTDALE ST CUL 'A'	0.000	0.025	Urban Local	L	86		32	
151200	SCOUT ACCESS RD	0.000	0.100	Urban Local	L	99	17.0	36	
531300	SEA BREEZE LN	0.000	0.107	Urban Local	L	94	8.5	22	60
523700	SEA LION DR	0.000	0.078	Rural Local	L	95	11.0	24	40
531200	SEAPINE DR	0.000	0.438	Urban Local	L	74	11.3	24	
241000	SEARS RD	0.000	0.640	Rural Minor Collector	L	70		22	1000
241000	SEARS RD	0.640	2.950	Rural Minor Collector	L	81	9.1	22	
241000	SEARS RD	2.950	3.257	Rural Minor Collector	L	78		30	800
241000	SEARS RD	3.257	3.350	Rural Minor Collector	L	78		30	800
241000	SEARS RD	3.350	9.610	Rural Minor Collector	L	72	16.2	22	
241000	SEARS RD	9.610	9.808	Rural Minor Collector	L	83		32	800

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188100	SEAVEY LP RD	0.000	3.791	Rural Minor Collector	L	79	17.5	24	1700
188195	SEAVEY LP RD (Y)	3.773	3.795	Rural Minor Collector	L	96		20	
189300	SEAVEY WAY	0.000	0.257	Rural Local	L	96		18	550
189300	SEAVEY WAY	0.257	0.288	Rural Local	L	96		18	
529700	SEBASTIAN ST	0.000	0.094	Urban Local	R	82	5.8	16	90
126900	SEELY LN	0.000	0.400	Rural Local	L	68		24	90
183100	SENECA AVE	0.000	0.095	Urban Local	L	86	7.5	16	
149500	SEQUOIA AVE	0.000	0.280	Urban Local	L	91	12.0	26	330
151300	SEWARD AVE	0.000	0.060	Urban Local	L	95	10.0	26	
156200	SEWARD AVE	0.000	0.251	Urban Local	L	91	4.0	26	180
195200	SHADOWS DR	0.000	0.580	Rural Local	L	70	14.0	22	120
155000	SHADYLANE DR	0.000	0.060	Urban Local	L	72	14.0	26	1050
316600	SHAMROCK AVE	0.000	0.136	Urban Local	L	93	13.0	28	110
316700	SHAMROCK CT	0.000	0.088	Urban Local	L	93	13.0	28	
318700	SHANNON ST	0.000	0.200	Urban Local	L	93	13.0	28	
318700	SHANNON ST	0.200	0.393	Urban Local	L	93		28	250
318780	SHANNON ST CUL	0.000	0.020	Urban Local	L	95		78	
246000	SHARPS CR RD	0.000	2.588	Rural Minor Collector	M	87	17.5	30	110
246000	SHARPS CR RD	2.588	6.431	Rural Minor Collector	M	87	16.2	30	
246000	SHARPS CR RD	6.431	9.650	Rural Minor Collector	M	88	16.0	30	
246000	SHARPS CR RD	9.650	10.160	Rural Minor Collector	M	85	14.0	20	
246000	SHARPS CR RD	10.160	12.000	Rural Minor Collector	M			18	
246000	SHARPS CR RD	12.000	17.498	Rural Minor Collector	M			14	
401600	SHEFFLER RD	0.000	1.870	Rural Minor Collector	R	86	16.3	22	950
401600	SHEFFLER RD	1.870	4.197	Rural Minor Collector	R	93		30	180
193400	SHENANDOAH LP RD	0.000	0.538	Rural Local	R	98	13.0	22	120
336600	SHENSTONE DR	0.026	0.147	Urban Local	L	94	14.0	32	
213900	SHER KHAN RD	0.000	0.160	Rural Local	L	57		20	170
213900	SHER KHAN RD	0.160	0.270	Rural Local	L	58		20	
213900	SHER KHAN RD	0.270	0.975	Rural Local	L	67		20	
222700	SHERRI CT	0.000	0.043	Rural Local	L	54	12.5	24	
324600	SHIRLEY ST	0.000	0.156	Urban Local	L	92	12.0	22	
275500	SHOESTRING RD	0.000	3.770	Rural Minor Collector	M	96	9.0	22	180
522300	SHORE CREST DR	0.000	0.742	Rural Local	L	70	4.0	18	

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375400	SHORE LN	0.000	0.980	Rural Local	L	77		18	180
244000	SHOREVIEW DR	0.000	1.540	Rural Major Collector (Fed)	R	88	22.3	30	2100
244000	SHOREVIEW DR	1.540	6.500	Rural Major Collector (Fed)	R	87		34	
244000	SHOREVIEW DR	6.500	6.583	Rural Major Collector (Fed)	R	90		30	1350
244095	SHOREVIEW DR (WAYSIDE)	0.000	0.106	Rural Local	L	95		25	
274000	SHORT RIDGE HILL RD	0.000	0.321	Rural Local	R	86	7.5	22	110
345800	SIEGMAN-SMYTH RD	0.000	2.556	Rural Local	R	68	6.3	21	
122300	SIESTA LN	0.000	0.620	Rural Local	L	58		22	70
533400	SILTCOOS STA RD	0.000	1.000	Rural Minor Collector	M	82	14.0	20	70
533400	SILTCOOS STA RD	1.000	1.850	Rural Minor Collector	M	87		16	
533400	SILTCOOS STA RD	1.850	4.841	Rural Minor Collector	M		8.0	22	
131400	SILVER LN	0.458	0.511	Urban Major Collector	L	78		34	3450
131400	SILVER LN	0.511	0.786	Urban Local	L	33	28.0	34	750
326700	SILVER MEADOWS DR	0.000	0.194	Urban Local	L	96	8.0	28	
415500	SIMMONS RD	0.000	0.256	Rural Local	R	85	7.8	18	80
409600	SIMONSEN RD	0.000	0.500	Rural Local	L	59		19	40
409600	SIMONSEN RD	0.500	1.500	Rural Local	L	52		19	
409600	SIMONSEN RD	1.500	1.729	Rural Local	L	64		18	
409605	SIMONSEN RD (Y)	0.000	0.157	Rural Local	L	38		18	
272000	SIMPSON CT	0.000	0.123	Rural Local	R	84	20.3	24	
439100	SIUSLAW FALLS RD	0.000	0.490	Rural Local	L	78	16.5	18	10
439000	SIUSLAW RD	0.000	5.920	Rural Major Collector	M	65		20	100
439000	SIUSLAW RD	25.351	26.750	Rural Major Collector	M	92		18	
439000	SIUSLAW RD	26.750	28.000	Rural Major Collector	M	74	17.2	20	130
439000	SIUSLAW RD	28.000	28.500	Rural Major Collector	M	73		20	
439000	SIUSLAW RD	28.500	39.500	Rural Major Collector	M	68	16.7	20	190
439000	SIUSLAW RD	39.500	44.207	Rural Major Collector	M	59		26	700
144200	SKIP CT	0.000	0.029	Urban Local	L	94	13.0	26	
133200	SKIPPER AVE	0.000	0.586	Urban Local	L	90	13.5	34	1000
506600	SKUNK HOLLOW RD	0.000	0.320	Rural Local	L	81	10.5	16	190
506605	SKUNK HOLLOW RD (Y)	0.000	0.056	Rural Local	L	78		12	
190900	SKYHAWK WAY	0.000	0.180	Rural Local	R	88	12.0	24	
142800	SMITHOAK ST	0.000	0.107	Urban Local	L	94	14.5	36	
142850	SMITHOAK ST (CUL)	0.000	0.032	Urban Local	L	90		28	

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Road ID	Road Name	BMP	EMP	Functional Class	Terrain	PCI	CBE (in)	Width	ADT Volume
374800	SNYDER RD	0.000	0.050	Rural Local	L	90		30	310
374800	SNYDER RD	0.050	0.500	Rural Local	L	79		22	
374800	SNYDER RD	0.500	0.905	Rural Local	L	62		22	600
122800	SO MODESTO ST	0.000	0.444	Rural Local	L	74		18	80
533000	SOUTH CANARY RD	0.000	2.613	Rural Major Collector	M	91	14.5	26	280
533000	SOUTH CANARY RD	2.613	4.750	Rural Local	R	80	16.5	26	140
533000	SOUTH CANARY RD	4.750	5.750	Rural Local	L	82	9.3	18	40
533000	SOUTH CANARY RD	5.750	5.830	Rural Local	L	86		22	
533000	SOUTH CANARY RD	5.830	5.850	Rural Local	M	86		20	
533000	SOUTH CANARY RD	5.850	6.000	Rural Local	M	87		14	
533000	SOUTH CANARY RD	6.000	6.251	Rural Local	M	91		14	
530000	SOUTH JETTY RD	0.000	0.620	Rural Minor Collector	R	93	16.5	30	1600
101300	SOUTH M ST	0.000	0.223	Urban Local	L	95	8.3	20	100
224000	SOUTH RIVER RD	0.000	0.316	Rural Major Collector	L	100	9.3	22	950
523100	SOUTH SHORE DR	0.000	0.187	Rural Local	L	87	6.5	14	190
532400	SOUTH SLOUGH RD	0.000	1.024	Rural Local	L	73	10.5	20	100
223100	SOUTHGATE WAY	0.000	0.035	Rural Local	L	83		24	
313000	SOVERN LN	0.000	1.540	Rural Local	L	86		22	750
330400	SPEARMINT ST	0.000	0.245	Urban Local	L	96	14.0	32	
330450	SPEARMINT ST CUL	0.000	0.038	Urban Local	L	93	20.0	32	
413200	SPENCER CR RD	0.000	0.120	Rural Major Collector	R	99		33	1350
413200	SPENCER CR RD	0.120	0.500	Rural Major Collector	R	100		22	
413200	SPENCER CR RD	0.500	3.285	Rural Major Collector	R	100	19.0	22	1100
413295	SPENCER CR RD (Y)	0.000	0.030	Rural Major Collector	L	89		22	
244200	SPILLWAY RD	0.000	0.237	Rural Local	L	62	8.6	18	70
374000	SPIRES LN (N)	0.000	0.020	Rural Local	L	78		18	
374000	SPIRES LN (N)	0.020	0.055	Rural Local	L	78		18	150
172000	SPRAGUE RD	0.000	0.136	Urban Local	L	92		22	120
172000	SPRAGUE RD	0.136	0.260	Urban Local	L	92		22	
172000	SPRAGUE RD	0.260	0.280	Urban Local	L	80		24	
172000	SPRAGUE RD	0.280	0.420	Urban Local	L	62		18	
189900	SPRING BLVD	0.000	0.103	Urban Local	L	91		36	
189901	SPRING BLVD NW RAMP #20	0.000	0.168	Urban Minor Arterial	R	93		26	
189902	SPRING BLVD SE RAMP #40	0.000	0.149	Urban Minor Arterial	R	93		26	

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317500	SPRING CR DR	0.000	0.527	Urban Minor Collector	L	96	13.0	24	3100
199600	SPRING VALLEY LN	0.000	0.070	Rural Local	R			11	
171700	SPRINGDALE AVE	0.000	0.100	Urban Local	L	94	13.0	28	
347600	SPRUCE ST	0.000	0.140	Urban Local	L	96	5.5	24	
347700	SPRUCE ST	0.000	0.091	Urban Local	L	96	11.3	30	1350
371500	SQUIRE DR	0.000	0.208	Rural Local	L	91		22	
502000	STAGECOACH RD	0.000	2.500	Rural Minor Collector	M	62		17	90
502000	STAGECOACH RD	2.500	4.200	Rural Minor Collector	M	74	10.0	16	
502000	STAGECOACH RD	4.200	9.704	Rural Minor Collector	M		13.0	14	
502000	STAGECOACH RD	9.704	11.488	Rural Minor Collector	M	75	12.0	22	210
163200	STALLINGS LN	0.000	0.500	Rural Local	L	61		20	270
163200	STALLINGS LN	0.500	0.825	Rural Local	L	38		12	
608000	STAR RD	0.000	0.155	Rural Local	R	94	14.0	18	90
323725	STARK ST CUL (SO)	0.000	0.034	Urban Local	L	94		28	
323500	STARK ST N	0.000	0.119	Urban Local	L	94	10.0	34	
323540	STARK ST N CUL	0.000	0.092	Urban Local	L	96		32	
362100	STARLITE LN	0.000	0.479	Rural Local	L	91		18	
504300	STEELHEAD DRIVE	0.000	0.090	Rural Local	L	58	14.0	12	
515000	STEINHAUER RD	0.000	0.157	Rural Local	R			13	20
515000	STEINHAUER RD	0.157	0.180	Rural Local	R	71		13	
515000	STEINHAUER RD	0.180	0.820	Rural Local	R		12.0	13	
321100	STILLMAN AVE	0.000	0.218	Urban Local	L	96	13.0	28	
614600	STONE CT	0.000	0.033	Rural Local	L	95		22	
327700	STRATFORD ST	0.000	0.236	Urban Local	L	93	14.5	33	230
405300	STRAWBERRY LN	0.000	0.443	Rural Local	L	62	6.3	20	260
126800	STRAYER PL	0.000	0.123	Rural Local	R	81		24	
141900	STROME CT	0.000	0.040	Urban Local	L	79	8.0	26	
434000	STURTEVANT DR	0.000	0.620	Rural Local	L	87		20	140
434100	STURTEVANT DR	0.000	0.300	Rural Local	R			14	
434000	STURTEVANT DR	0.620	0.770	Rural Local	R	77		14	
317800	SUBURBAN AVE	0.000	0.184	Urban Local	L	93	10.0	26	110
317880	SUBURBAN AVE CUL	0.000	0.043	Urban Local	L	93	8.0	28	
177100	SUE ANN CT	0.000	0.049	Urban Local	L	96	10.0	24	
365600	SUMICH RD	0.000	0.060	Rural Local	L	83		32	40

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365600	SUMICH RD	0.060	0.170	Rural Local	L			19	
365600	SUMICH RD	0.170	0.280	Rural Local	L	86		28	
365600	SUMICH RD	0.280	0.623	Rural Local	L			16	
333300	SUMMER LN	0.000	0.172	Urban Local	L	95	9.0	28	
334800	SUMMER LN	0.000	0.127	Urban Local	L	96	17.0	36	
334840	SUMMER LN CUL	0.000	0.061	Urban Local	L	96	18.0	32	
414000	SUMMERVILLE RD	0.000	0.050	Rural Local	L	87		28	120
414000	SUMMERVILLE RD	0.050	0.855	Rural Local	L	68	13.0	20	
194800	SUNDERMAN RD	0.000	2.728	Rural Minor Collector	L	90		28	950
125500	SUNDIAL AVE	0.000	0.130	Urban Local	R	98		20	30
242600	SUNFLOWER CT	0.000	0.100	Rural Local	L	66		24	
137500	SUNNYSIDE DR	0.000	0.472	Urban Local	L	91	12.3	26	600
613500	SUNSET AVE	0.000	0.413	Urban Local	L	82	10.5	20	
222800	SUNSET DR	0.000	0.441	Rural Local	R	53	8.0	20	
271800	SUNSET VIEW RD	0.000	0.095	Rural Local	L	17	12.3	18	10
133600	SUNVIEW ST	0.000	0.280	Urban Local	L	86	13.3	26	200
333000	SUSAN ST	0.000	0.110	Urban Local	L	95	13.0	28	
512600	SUTHERLAND RD	0.000	0.080	Rural Local	L	39	11.0	22	
512600	SUTHERLAND RD	0.080	0.110	Rural Local	L			14	
441000	SUTTLE RD	0.000	3.802	Rural Major Collector	L	80		24	1450
522100	SUTTON EAST RD	0.000	0.066	Rural Local	R	85	4.0	14	
522400	SUTTON LAKE DR	0.000	0.207	Rural Local	R	87	3.5	16	
523000	SUTTON LAKE RD	0.000	0.460	Rural Minor Collector	R	98	13.0	22	800
523000	SUTTON LAKE RD	0.460	2.688	Rural Minor Collector	R	100	12.3	18	370
521800	SUTTON PL	0.000	0.048	Rural Local	L	89	6.5	18	
127200	SVARVERUD RD	0.000	0.460	Rural Local	R	78		24	70
127200	SVARVERUD RD	0.460	0.860	Rural Local	R	84		20	
365800	SWAMP CR RD	0.000	1.485	Rural Local	L	74		16	90
159800	SWAN CT	0.000	0.032	Urban Local	L	92		20	
503600	SWEET CR RD	0.000	1.500	Rural Major Collector	M	82	18.0	22	340
503600	SWEET CR RD	1.500	2.430	Rural Major Collector	M	83	30.8	22	
503600	SWEET CR RD	2.430	4.650	Rural Major Collector	M	83	20.5	22	200
503600	SWEET CR RD	4.650	5.830	Rural Major Collector	M	85		22	130
503600	SWEET CR RD	5.830	6.000	Rural Local	L	85		22	

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503600	SWEET CR RD	6.000	10.587	Rural Local	L	88	21.8	22	
224800	SWEET LN	0.000	0.316	Urban Minor Collector	L	89	27.8	30	950
224800	SWEET LN	0.316	0.500	Urban Minor Collector	L	80		30	
224800	SWEET LN	0.500	0.569	Urban Minor Collector	L	80		22	
224800	SWEET LN	0.569	0.718	Rural Minor Collector	R	80		22	600
223300	TAFT AVE	0.000	0.120	Rural Local	L			18	
348700	TALBOTT LN	0.000	0.143	Rural Local	L	12		20	10
225000	TALEMENA DR	0.000	0.760	Rural Local	R	83	18.5	22	700
151100	TAMARACK ST	0.000	0.143	Urban Local	L	26		26	190
347200	TAMARACK ST	0.000	0.090	Rural Local	L	96	10.0	20	80
151100	TAMARACK ST	0.143	0.347	Urban Local	L	42	10.5	26	1200
107100	TAMORA DR	0.000	0.270	Rural Local	R			18	
403700	TANYA LN	0.000	0.138	Rural Local	L	88	7.5	18	
336000	TARTON PL	0.000	0.042	Urban Local	L	95	12.0	32	
218400	TATE RD EAST	0.000	0.202	Rural Local	L	82		20	110
218200	TATE RD WEST	0.000	0.530	Rural Local	L	74	10.3	18	100
223200	TAYLOR BUTTE RD	0.000	0.500	Rural Local	L	79		22	380
223200	TAYLOR BUTTE RD	0.500	0.717	Rural Local	L	86		20	
112600	TAYLOR RD	0.000	0.447	Rural Local	L	77	8.3	20	30
186800	TEAGUE LP	0.000	0.250	Rural Local	R	78		20	
322300	TEMPA ST	0.000	0.145	Urban Local	L	94	17.0	36	
363500	TEMPLETON RD	0.000	1.400	Rural Local	L	74		20	130
363500	TEMPLETON RD	1.400	2.432	Rural Local	L	67		16	
363500	TEMPLETON RD	2.572	4.847	Rural Local	R				
521000	TEN MILE RD	0.000	2.012	Rural Minor Collector	M		7.0	14	80
521000	TEN MILE RD	2.012	2.143	Rural Minor Collector	M	86		14	
521000	TEN MILE RD	2.143	8.340	Rural Minor Collector	M		7.0	14	
606200	TENAS LN	0.000	0.160	Rural Local	L	88	5.3	18	
322500	TERRA LINDA AVE	0.000	0.363	Urban Local	L	97	14.0	36	500
525800	TERRACE VIEW DR	0.000	0.279	Urban Local	L	82	9.5	22	
260100	TERRITORIAL LN	0.000	0.237	Rural Local	L			12	
260100	TERRITORIAL LN	0.237	0.495	Rural Local	R			12	
260100	TERRITORIAL LN	0.495	0.699	Rural Local	L			12	
172100	THEONA DRIVE	0.000	0.183	Urban Local	L	96	16.0	20	

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143000	THOMASON LN	0.024	0.127	Urban Local	L	91	11.0	20	
511000	THOMPSON CR RD	0.000	0.050	Rural Minor Collector	M	66		20	40
511000	THOMPSON CR RD	0.050	2.988	Rural Minor Collector	M		9.0	14	
511000	THOMPSON CR RD	2.988	3.010	Rural Minor Collector	M			14	
511000	THOMPSON CR RD	3.010	4.300	Rural Minor Collector	M			14	
511000	THOMPSON CR RD	4.300	4.820	Rural Minor Collector	M	82	10.5	16	50
407700	THOMS RD	0.000	0.246	Rural Local	L	91	4.3	16	80
109900	THOMSON LN	0.000	0.253	Rural Local	L	77	12.5	22	50
252200	THORNTON LN	0.020	0.150	Urban Local	L	91		44	800
252200	THORNTON LN	0.150	0.185	Urban Local	L	91		38	
252200	THORNTON LN	0.185	0.246	Urban Local	L	91		32	
252200	THORNTON LN	0.246	0.518	Urban Local	L	91		36	
252000	THORNTON RD SO	0.143	0.150	Rural Minor Collector	L			18	
252000	THORNTON RD SO	0.150	0.284	Rural Minor Collector	L	98		18	1500
315200	THUNDERBIRD DR	0.000	0.445	Urban Local	L	89	15.0	36	130
315220	THUNDERBIRD DR	0.000	0.029	Urban Local	L	89		36	
103500	THURSTON RD	0.000	1.082	Rural Major Collector (Fed)	L	89		29	470
103500	THURSTON RD	1.082	1.330	Rural Major Collector (Fed)	L	89	5.5	29	
103500	THURSTON RD	1.330	1.877	Rural Major Collector (Fed)	L	89		29	
431000	TIDBALL LN	0.130	0.400	Rural Local	L	69	10.5	20	
504800	TIERNAN RD EAST	0.000	0.110	Rural Local	L	94	12.5	16	10
504600	TIERNAN RD NO	0.000	0.129	Rural Local	R	78	11.0	16	220
105600	TIKI LN	0.000	0.424	Rural Local	R	80	12.0	22	300
323900	TILDEN ST	0.000	0.084	Urban Local	L	91	14.0	28	
606100	TILLICUM AVE	0.000	0.050	Rural Local	L	69		36	800
606100	TILLICUM AVE	0.050	0.260	Rural Local	L	81	5.3	18	
606100	TILLICUM AVE	0.260	0.318	Rural Local	L	63		16	
160200	TINAMOU LN	0.000	0.125	Urban Local	L	93	14.3	36	
607700	TINKER RD	0.000	0.050	Rural Local	L	98	12.0	16	70
225200	TIOGA CT	0.000	0.142	Rural Local	R	92	11.0	22	
225100	TIOGA DR	0.000	0.190	Rural Local	M	100	12.5	22	
319600	TIPTON AVE	0.000	0.065	Urban Local	L	96	14.0	22	
323800	TIVOLI ST	0.000	0.228	Urban Local	L	96	14.0	36	
223400	TOBIASSON RD	0.000	0.135	Rural Local	R	95	11.8	20	

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351500	TOFTDAHL LN NO	0.000	1.690	Rural Local	L	95		20	410
351800	TOFTDAHL LN SO	0.000	0.323	Rural Local	L	78		20	190
107400	TONGA LN	0.000	0.470	Rural Local	R	91	20.0	22	
178000	TORR AVE	0.000	0.111	Urban Local	L	95	15.0	32	
178060	TORR AVE CUL	0.000	0.043	Urban Local	L	96	15.0	32	
436000	TORRENCE RD	0.000	0.229	Rural Local	R		7.5	18	50
436000	TORRENCE RD	0.229	0.367	Rural Local	L			12	
508500	TRAIL CR RD	0.000	0.580	Rural Local	R		2.0	13	
437400	TRANSFORMER RD	0.000	0.120	Rural Local	L	83		22	
329000	TRAVIS AVE	0.000	0.160	Urban Local	L	92	20.0	36	
216100	TREADWELL RD	0.000	0.061	Rural Local	L	98	29.8	22	240
194900	TREE FARM RD	0.000	0.973	Rural Local	L	70		18	250
194905	TREE FARM RD (Y)	0.000	0.064	Rural Local	L	84		20	
526800	TREEWOOD DR	0.000	0.090	Urban Local	L	92	10.3	24	120
366400	TRIANGLE LAKE RES RD	0.000	0.438	Rural Local	R			14	70
400900	TRIPP RD	0.000	0.140	Rural Local	L			10	
605600	TUDOR ST	0.000	0.060	Rural Local	L	97	16.0	18	
219300	TURKEY RUN RD	0.000	1.057	Rural Local	R	75	9.5	20	200
345900	TURNBOW LN	0.000	1.524	Rural Local	R	100	6.5	20	250
182600	TWIN BUTTES RD	0.000	0.471	Rural Local	L	83		20	70
524700	TWIN FAWN DR	0.000	0.100	Rural Local	R	100	10.0	20	
107800	TWIN FIRS RD	0.000	0.682	Rural Local	R	76	15.3	28	230
336200	TYSON LN	0.000	0.127	Urban Local	L	91	13.0	32	
336290	TYSON LN CUL	0.000	0.039	Urban Local	L	87	13.0	32	
442000	UNIT A (UNOFFICIAL NAME)	0.000	0.120	Rural Local	L	60		20	
105300	UPLAND ST	0.000	0.108	Rural Local	L	58	9.5	14	120
193100	UPPER CAMP CR CONN	0.000	0.030	Rural Local	L	93		14	
193200	UPPER CAMP CR RD	0.000	1.500	Rural Minor Collector	M	79	17.8	22	1000
193200	UPPER CAMP CR RD	1.500	2.000	Rural Minor Collector	M	77		22	
193200	UPPER CAMP CR RD	2.000	3.000	Rural Minor Collector	R	85		22	
193200	UPPER CAMP CR RD	3.000	4.610	Rural Minor Collector	R	86		22	
193200	UPPER CAMP CR RD	4.610	5.764	Rural Minor Collector	R	58		20	
532200	UPPER DEADWOOD CR RD	0.000	1.073	Rural Local	R			14	
532200	UPPER DEADWOOD CR RD	1.073	1.951	Rural Local	R			12	

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Lane County Roads Inventory

Road ID	Road Name	BMP	EMP	Functional Class	Terrain	PCI	CBE (in)	Width	ADT Volume
508400	UPPER NO FORK RD	0.000	3.044	Rural Minor Collector	M	69	13.2	22	130
508400	UPPER NO FORK RD	3.044	3.150	Rural Local	L	84		22	
508400	UPPER NO FORK RD	3.150	4.115	Rural Local	L	70	16.5	18	
508400	UPPER NO FORK RD	4.115	6.695	Rural Local	L	79	18.4	18	
177000	VALENTINE CT	0.000	0.050	Urban Local	L	98	9.5	26	
629500	VALLEY RD	0.000	0.816	Rural Local	L	93	10.5	20	410
174101	VALLEY RIVER DR NW RP #21	0.000	0.205	Urban Principal Arterial	L	64		31	4700
174102	VALLEY RIVER DR SW RP #30	0.000	0.346	Urban Principal Arterial	L	70		26	5900
362900	VALLEY VIEW DR	0.000	0.070	Rural Local	R	20		18	
226100	VALLEY VIEW LN	0.000	0.298	Rural Local	R	67	6.8	20	
220900	VALLEY VIEW RD	0.000	0.092	Rural Local	L			11	
435500	VALLEY VISTA DR	0.000	0.320	Rural Local	R	72	13.0	20	
160100	VAN DUYN RD	0.000	0.147	Rural Local	L			24	2150
160100	VAN DUYN RD	0.147	1.637	Rural Local	L	66	21.0	24	1550
319200	VAN FOSSEN CT	0.000	0.052	Urban Local	L	92	15.5	28	
433500	VAUGHN RD	0.000	4.500	Rural Major Collector (Fed)	M	70		24	650
433500	VAUGHN RD	4.500	6.700	Rural Major Collector (Fed)	R	84	19.5	28	600
433500	VAUGHN RD	6.700	9.906	Rural Major Collector (Fed)	R	70	23.0	22	950
266500	VEATCH RD	0.000	0.060	Rural Local	L	81		18	140
266500	VEATCH RD	0.060	0.534	Rural Local	R	75		18	
180500	VERA DR	0.000	0.207	Urban Local	L	100	8.0	32	120
332800	VERBENA AVE	0.000	0.163	Urban Local	L	97	14.0	26	
335300	VICTORIA LN	0.000	0.105	Urban Local	L	78	16.0	32	
522600	VIEW DR	0.000	0.186	Rural Local	L	89	3.5	18	
184100	VIEWMOUNT AVE	0.000	0.100	Urban Local	L	96	10.0	28	
184200	VIEWMOUNT AVE	0.000	0.120	Urban Local	L	94		26	340
184200	VIEWMOUNT AVE	0.120	0.246	Urban Local	L	93		32	
184260	VIEWMOUNT AVE CUL	0.000	0.043	Urban Local	L	90	14.0	32	
184280	VIEWMOUNT AVE CUL	0.000	0.042	Urban Local	L	96		32	
311400	VIKING ST	0.000	0.090	Urban Local	L	91		28	80
156600	VILLA WAY	0.000	0.258	Urban Local	L	93	12.0	28	120
346600	VINE ST	0.000	0.246	Urban Local	L	97	12.0	22	250
141000	VIRGIL AVE	0.000	0.120	Urban Local	L	90	14.0	30	
141200	VIRGIL AVE	0.000	0.083	Urban Local	L	94	11.5	32	

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Lane County Roads Inventory

Road ID	Road Name	BMP	EMP	Functional Class	Terrain	PCI	CBE (in)	Width	ADT Volume
430200	VISTA DR	0.000	0.341	Rural Local	L	89	13.3	22	270
361000	VOGT RD	0.000	1.495	Rural Local	L	92	21.7	24	350
225700	WAHEENA CT	0.000	0.046	Rural Local	R	100	12.5	24	
335400	WAKEFIELD CT	0.000	0.065	Urban Local	L	83	15.0	25	
255000	WALDON LN	0.000	0.205	Rural Local	L		6.5	18	
621000	WALLACE CR RD	0.000	2.653	Rural Local	R	78	11.5	20	550
347100	WALNUT ST	0.000	0.119	Urban Local	L	79	8.5	22	90
107000	WALTERVILLE LN	0.000	0.317	Rural Local	L	71	9.3	22	120
107200	WALTERVILLE LP EAST	0.000	0.137	Rural Local	L	100	8.3	22	110
332200	WARE LN	0.000	0.155	Urban Local	L	96	18.0	32	
332270	WARE LN CUL 'B'	0.000	0.033	Urban Local	L	96		32	
322900	WARRINGTON AVE	0.000	0.232	Urban Local	L	93	16.0	28	
402400	WARTHEN RD	0.000	1.180	Rural Minor Collector	L	77		26	3000
402400	WARTHEN RD	1.180	4.008	Rural Minor Collector	R	82	16.7	22	1150
345700	WASHBURN LN	0.000	1.480	Rural Local	L	0		22	10
345700	WASHBURN LN	1.480	2.544	Rural Local	L	90		22	310
345795	WASHBURN LN (Y)	0.000	0.029	Rural Local	L	84		22	
225500	WATAGUA PL	0.000	0.435	Rural Local	R	100	13.0	22	
225300	WATAGUA WAY & CUL	0.000	0.531	Rural Local	R	100	9.5	22	
321700	WATSON DR	0.000	0.150	Urban Local	L	87	14.0	18	
225600	WAUKEENA WAY & CUL	0.000	0.372	Rural Local	R	100	13.0	24	
151900	WAYSIDE LN & LP	0.000	0.610	Urban Local	L	93	11.1	20	650
103900	WEAVER LN	0.000	0.070	Rural Local	L	91	4.0	18	100
103900	WEAVER LN	0.070	0.230	Rural Local	L	58	10.0	18	
103900	WEAVER LN	0.230	0.360	Rural Local	L	91		18	
330500	WEBSTER ST	0.000	0.096	Urban Local	L	97	5.5	18	
331800	WEDGEWOOD DR	0.000	0.291	Urban Local	L	93	4.5	26	650
214600	WEISS RD	0.000	2.052	Rural Local	L	78		20	180
192300	WEMBERLY WAY	0.000	0.062	Urban Local	L	98	14.0	28	
197500	WENDLING RD	0.000	1.600	Rural Minor Collector	R	65	18.5	24	1400
197500	WENDLING RD	1.600	3.570	Rural Minor Collector	R	75		22	420
197500	WENDLING RD	3.570	3.875	Rural Minor Collector	R	88		22	
323600	WENDOVER ST	0.000	0.118	Urban Local	L	93	17.0	28	
324200	WENDOVER ST	0.000	0.097	Urban Local	L	92	14.0	36	

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Lane County Roads Inventory

Road ID	Road Name	BMP	EMP	Functional Class	Terrain	PCI	CBE (in)	Width	ADT Volume
627000	WEST BOUNDARY RD	0.000	0.150	Rural Minor Collector	L	85		22	700
627000	WEST BOUNDARY RD	0.150	0.528	Rural Minor Collector	L	89	14.5	22	
627000	WEST BOUNDARY RD	0.528	1.680	Rural Minor Collector	R	89	12.3	22	330
627000	WEST BOUNDARY RD	1.680	15.842	Rural Minor Collector	R		9.0	22	
401000	WEST DEMMING RD	0.000	0.849	Rural Local	L	70		20	450
513400	WEST FORK INDIAN CR	0.000	3.330	Rural Local	R		7.0	14	
514200	WEST FORK RD	0.000	0.500	Rural Local	L	75		20	90
514200	WEST FORK RD	0.500	1.130	Rural Local	L	86	13.1	20	
514200	WEST FORK RD	1.130	3.560	Rural Local	R	69	12.5	16	
151000	WEST QUINALT AVE	0.000	0.284	Urban Local	L	98	12.0	32	160
401800	WEST SHEFFLER RD	0.000	2.352	Rural Minor Collector	R	77	12.0	30	250
612800	WESTFIR-OAKRIDGE RD	0.000	1.422	Rural Major Collector	R	78	20.8	26	600
612800	WESTFIR-OAKRIDGE RD	1.422	2.000	Rural Major Collector	R	78		26	
612800	WESTFIR-OAKRIDGE RD	2.000	3.050	Rural Major Collector	R	84		24	800
612800	WESTFIR-OAKRIDGE RD	3.050	3.569	Rural Major Collector	R	65		20	
612800	WESTFIR-OAKRIDGE RD	3.569	5.643	Rural Major Collector	M	65		20	650
612800	WESTFIR-OAKRIDGE RD	5.643	6.065	Urban Major Collector	M	65		20	1050
612895	WESTFIR-OAKRIDGE RD (Y)	6.044	6.068	Urban Minor Collector	R	89		18	
605400	WESTMINSTER ST	0.000	0.254	Rural Local	L	87	13.0	22	100
614500	WESTRIDGE AVE	0.000	0.293	Rural Local	L	95	13.5	22	220
628000	WHEELER RD	0.000	0.500	Rural Local	L	92	11.5	20	900
628000	WHEELER RD	0.500	1.840	Rural Local	L	91	11.5	25	600
628000	WHEELER RD	1.840	2.150	Rural Local	L	92		26	
628000	WHEELER RD	2.150	5.260	Rural Local	L	89	6.8	22	650
252300	WHETHAM WAY	0.000	0.150	Urban Local	L	98	8.8	20	
197000	WHITMORE ST	0.000	0.217	Rural Local	L	56		20	600
335700	WICKHAM CT	0.000	0.077	Urban Local	L	81	14.5	25	
245800	WICKS RD	0.000	0.473	Rural Local	L	88	11.5	24	380
172200	WILBUR AVE	0.000	0.497	Urban Local	L	69		20	90
427800	WILDROSE LN	0.000	0.452	Rural Local	L	86		20	
429900	WILDWOOD RD	0.000	0.590	Rural Local	L	63	6.3	22	220
321400	WILKES DR	0.000	0.290	Urban Major Collector	L	90	18.0	32	3550
321400	WILKES DR	0.290	0.790	Urban Major Collector	L	90	15.0	32	2650
321400	WILKES DR	0.790	0.932	Urban Major Collector	L	92	10.0	22	800

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Lane County Roads Inventory

Road ID	Road Name	BMP	EMP	Functional Class	Terrain	PCI	CBE (in)	Width	ADT Volume
321410	WILKES FRONTAGE RD	0.000	0.073	Urban Local	L	97		20	
321412	WILKES FRONTAGE STUB RD	0.000	0.038	Urban Local	L	97		33	
162000	WILKINS RD	0.000	1.608	Rural Local	L	76	16.0	18	140
140000	WILLA ST	0.000	0.135	Urban Local	L	91	14.0	26	
166001	WILLAG RD NEE RAMP #10	0.000	0.285	Urban Principal Arterial	L	90		22	2800
166100	WILLAGILLESPIE CONN #1	0.000	0.052	Urban Principal Arterial	L	68		32	
606000	WILLAMA VISTA ST	0.000	0.307	Rural Local	L	88	8.5	18	
311200	WILLAMETTE DR	0.000	1.000	Rural Local	L	84		18	230
311200	WILLAMETTE DR	1.000	1.102	Rural Local	L	92		12	
120000	WILLAMETTE ST SO	4.160	4.213	Rural Major Collector	R	87		30	1400
120000	WILLAMETTE ST SO	4.213	5.000	Rural Major Collector	R	87		30	
120000	WILLAMETTE ST SO	5.000	5.219	Rural Major Collector	R	86		28	
120000	WILLAMETTE ST SO	5.219	5.485	Rural Major Collector	R	86		28	
120000	WILLAMETTE ST SO	5.485	6.522	Rural Major Collector	R	86	19.0	28	800
270700	WILLIAMS CREEK LOOP	0.000	0.327	Rural Local	L	60	9.0	22	
123500	WILLOW CR RD	1.546	1.858	Urban Local	L	90		22	
123500	WILLOW CR RD	1.858	2.855	Urban Local	R	90	11.5	22	
320500	WILLOWBROOK ST	0.000	0.147	Urban Local	L	96	18.0	28	200
603400	WILLS RD	0.000	0.640	Rural Local	R	100	14.5	18	80
271900	WILSON CREEK RD	0.000	0.858	Rural Local	L	54	18.0	24	140
624500	WINBERRY CR RD	0.000	1.220	Rural Minor Collector	M	94	20.0	26	290
624500	WINBERRY CR RD	1.220	4.420	Rural Minor Collector	M	87	17.0	22	240
624500	WINBERRY CR RD	4.420	5.674	Rural Minor Collector	M	79	7.0	20	
624504	WINBERRY CR RD (Y)	0.000	0.023	Rural Minor Collector	L	97		14	
624505	WINBERRY CR RD (Y)	0.000	0.027	Rural Minor Collector	L	96		14	
605100	WINDING WAY	0.000	0.230	Rural Local	R	66	12.5	20	
525900	WINDWARD WAY	0.000	0.087	Urban Local	L	75	11.5	22	90
612600	WINFREY RD	0.000	0.370	Urban Local	L	84	18.3	20	800
612600	WINFREY RD	0.370	0.443	Urban Local	L	89		12	
612610	WINFREY RD (E)	0.000	0.044	Urban Local	L	93		29	
161600	WINNEBAGO ST	0.000	0.062	Rural Local	L	68	12.0	24	
155700	WINSLOW AVE	0.000	0.096	Urban Local	L	97	11.0	32	
155750	WINSLOW AVE (CUL)	0.000	0.041	Urban Local	L	93	15.0	32	
161900	WINSTON PL	0.000	0.040	Urban Local	L	95	7.5	26	

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Lane County Roads Inventory

Road ID	Road Name	BMP	EMP	Functional Class	Terrain	PCI	CBE (in)	Width	ADT Volume
322600	WISTERIA ST	0.000	0.157	Urban Local	L	91	14.0	32	
241400	WITCHER GATEWAY RD	0.000	0.100	Rural Local	L	84	15.0	16	
241400	WITCHER GATEWAY RD	0.100	0.653	Rural Local	R		12.0	16	
407800	WOLF CR RD	0.000	7.000	Rural Major Collector (Fed)	M	80	22.3	22	500
407800	WOLF CR RD	7.000	11.594	Rural Major Collector (Fed)	M	88	21.0	23	120
530700	WOODLANDS DR	0.000	0.433	Urban Local	L	74	9.5	22	200
153300	WOODLANE DR	0.000	0.140	Urban Local	L	83	14.0	28	250
123100	WOODSIA LN	0.000	0.270	Rural Local	R			16	20
193300	WORTH RD	0.000	0.508	Rural Local	R	98	16.0	22	360
114200	YALE LN	0.000	0.110	Rural Local	L	95	15.5	20	30
271200	YEAROUS RD	0.000	0.150	Rural Local	L	59	10.3	20	60
170400	YENTA AVE	0.000	0.108	Urban Local	L	100	14.0	30	
170440	YENTA AVE (CUL)	0.000	0.038	Urban Local	L	100		32	
153900	YOLANDA AVE	0.000	0.465	Urban Local	L	100	14.9	36	800
162900	YOLANDA AVE	0.000	0.160	Urban Local	L	93	10.0	18	180
162900	YOLANDA AVE	0.160	0.250	Urban Local	L	96	13.0	36	
162900	YOLANDA AVE	0.250	0.315	Urban Local	L	95	13.0	18	
153900	YOLANDA AVE	0.465	0.714	Urban Minor Collector	L	100		34	2150
153900	YOLANDA AVE	0.830	1.210	Urban Local	L	100	14.0	36	900
153910	YOLANDA AVE (CUL)	0.000	0.039	Urban Local	L	65		32	
104100	YORK LN	0.000	0.190	Rural Local	L	87	8.0	32	80
327900	YORK ST	0.000	0.336	Urban Local	L	87	14.0	33	420
327960	YORK ST CUL 'A'	0.000	0.028	Urban Local	L	83		32	
333100	YVONNE ST	0.000	0.042	Urban Local	L	96	17.0	28	
186700	ZARZAMORA LN	0.000	0.110	Rural Local	R	65		24	
605900	ZEPHYR WAY	0.000	0.497	Rural Local	L	71	12.5	18	490

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Appendix C: Lane County Bicycle Map

The Lane County Bicycle Map is available in hard copy only at this time. Please contact Lane County Public Works Engineering, Transportation Planning Section, 682-6936.

Appendix D: Detailed Level of Service Methodology

Level of service analysis of the roadway system is necessary for the Lane County Transportation System Plan. This analysis allows assessment of our transportation system's performance. The methodology for the analysis comes from the 1994 Highway Capacity Manual. Certain assumptions were made for Lane County to reflect specific conditions and move away from more general assumptions. Two-lane rural roadways were assumed for the analysis. Therefore, multi-lane or urban roadways will require separate, more specific analysis techniques to determine *level of service*.

The operational function of two-lane, two-way rural roadways differs from multi-lane highways. Passing opportunities allow drivers to maintain their travel speed and therefore reduce travel time. On two-lane roadways, passing is only possible in the face of opposing traffic. As traffic volumes and passing demand increase, the volumes in the opposing direction also increase, reducing the opportunities to pass. When drivers experience delays due to reduced travel speeds and lack of passing opportunities, the *level of service* of the roadway deteriorates. The mixture of heavy vehicles in the traffic stream and steep roadway grades also limit passing opportunities and have the effect of reducing the *level of service*.

Level of service (LOS) is graded on a letter scale from A to F. A being the highest level of service and F being the lowest. At LOS A, traffic flows freely, selecting desired travel speeds with ample passing opportunities. At LOS F, traffic flow is forced, the traffic volume has exceeded the capacity of the roadway to handle it and there are no passing opportunities. LOS D is generally considered to be the lowest tolerable level of service for roadways. Roadway designs attempt to operate at LOS D in only the worst case situations and preferably at higher levels of service.

The Transportation Research Board (TRB) has defined the following definition for level of service:

- LOS A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.

- LOS B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desire speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.

- LOS C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

- LOS D represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

- LOS E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because even small increases in flow or minor perturbations within the traffic stream will cause breakdowns.

- LOS F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse it and queues begin to form. Operations within the queue are characterized by stopping and starting. Over and over, vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop. Level-of-service F is used to describe operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases once free of the queue, traffic may resume to normal conditions quite rapidly.

Level of service analysis for two-lane rural highways is found in Chapter 8 of the 1994 Highway Capacity Manual. Rural highways provide both mobility and accessibility for motorists. For major highways, the movement of traffic with a minimum of delay is its principal function. Although mobility is desirable, many highways provide the only means of access to an area. *Percent time delay*, the primary factor affecting highway level of service, reflects both mobility and accessibility. "Percent time delay is the average percent of the total travel time that all motorists are delayed in platoons while traveling a given section of highway". The *average travel speed* and *capacity utilization* are secondary factors that determine *level of service*. The average travel speed reflects the mobility function and utilization of capacity reflects the accessibility function of the highway. On two-lane highways, the demand for passing increases as traffic volumes increase. Likewise, opportunities for passing decrease as traffic volumes in the opposite direction increase. When highway or traffic characteristics limit the ability to pass, vehicles are delayed and the *level of service* of the highway decreases.

The *terrain type* is one of several variables that must be defined in order to calculate road segment level of service. This analysis is for rural two-lane road segments and follows the methodology set forth on the 1994 Highway Capacity Manual. Our inventories currently provide most of the data necessary to determine roadway level of service, except for the *terrain type*. In order to enrich our inventory and facilitate the calculation of roadway level of service, we must also inventory the *terrain type*.

Terrain type is a factor affecting the roadway conditions and ultimately its operational capacity. The horizontal and vertical alignment of a highway varies due to the topography through which it is constructed. The effects of terrain on traffic flow are most apparent when trucks are included in the traffic stream. In more severe terrain, steeper grades and curves affect the operation of trucks. In particular, significant long grades and sharp curves slow trucks down and limit passing opportunities for cars. The overall effect of the *terrain type* can be a reduction in the capacity of the roadway and its *level of service*.

A general definition of *terrain type* from the 1994 Highway Capacity Manual follows.

- **Level Terrain**: Any combination of grades and horizontal and vertical alignment that allows heavy vehicles to maintain approximately the same speed as passenger cars; this terrain generally includes short grades of no more than 1 to 2 percent.

- **Rolling Terrain**: Any combination of grades and horizontal and vertical alignment that causes drivers of heavy vehicles to reduce speeds to substantially below those of passenger cars, but does not require operation at crawl speeds for any significant length of time.

- **Mountainous Terrain**: Any combination of grades and horizontal and vertical alignment that causes drivers of heavy vehicles to operate at crawl speeds for significant distances or frequent intervals.

Crawl speed is the maximum sustained speed that heavy vehicles can maintain on an extended upgrade of a given percent.

With these definitions in hand, we can classify our two-lane roadway segments into one of then three general terrain types (*level*, *rolling*, or *mountainous*). This classification provides the missing link in the calculation of our roadway system's *level of service*.

Other assumptions about the roadway include: *percent of no passing zones* in level, rolling and mountainous terrain; *directional split* of traffic volume*; lane width*; *heavy vehicles* in the traffic stream expressed as a percentage of trucks, recreational vehicles and buses; *design speed*; and the *design hour factor* relating the proportion of the average daily traffic volume expected to occur in the design hour.

- The *percent of no passing zones* are assumed to be 20% in level terrain, 40% in rolling terrain and 60% in mountainous terrain.

- The *directional split* of traffic is assumed to be 60%/40%.

- *Lane widths* are assumed to be 11 feet.

- *Heavy vehicles* in the traffic stream are estimated to be 5% for trucks, 2% for recreational vehicles and 0% for buses.

- The *design speed* of the roadway is assumed to be 60 miles per hour.

- The *design hour factor,* K, is assumed to be 0.10 and represents the proportion of the average daily traffic volume expected to occur in the design hour.

Rural Two-Lane Highway Level of Service Analysis
1994 Highway Capacity Manual Methodology
with assumptions for Lane County

The following tables and factors are used to calculate the roadway *level of service*. The final table, titled *"Maximum ADT vs. Level of Service"*, contains the maximum daily traffic volumes for each *level of service* for differing *terrain types* and *roadway widths*. The table is used by selecting the *terrain type* and *roadway width*. Then, compare the actual *daily traffic volume* to those in the table. The *level of service* is determined when the daily traffic volume does not exceed the tabulated volume.

(8-1) *Service Flow Rate* (vph), $SF_i = 2800(vph) \times (v/c)_i \times f_d \times f_w \times f_{hv}$

Volume/Capacity, $(v/c)_i$ (Table 8-1)			
	Percent No Passing		
LOS	Level 20%	Rolling 40%	Mountainous 60%
A	0.12	0.07	0.04
B	0.24	0.19	0.13
C	0.39	0.35	0.23
D	0.62	0.52	0.40
E	1.00	0.92	0.82
F	-	-	-

Directional Split, f_d (Table 8-4) (60/40)= 0.94

Lane and Shoulder Width, f_w (Table 8-5) (11 foot Lanes)				
Usable Shoulder Width	LOS A-D	LOS E	Road Width	
0	0.49	0.66	18	(factors for 9 ft lanes)
0	0.54	0.71	19	(interpolated between 9&10 ft lanes)
0	0.58	0.75	20	(factors for 10 ft lanes)
0	0.62	0.79	21	(interpolated between 10&11 ft lanes)
0	0.65	0.82	22	
1	0.70	0.85	23	(interpolated)
2	0.75	0.88	24	
3	0.80	0.90	25	(interpolated)
4	0.85	0.92	26	
5	0.89	0.93	27	(interpolated)
>= 6	0.93	0.94	>= 28	

Heavy vehicle factor, f_{hv}

(8-2) $f_{hv} = 1 / [1 + P_T(E_T-1) + P_R(E_R-1) + P_B(E_B-1)]$

Assume percentage of trucks, P_T (5%) = 0.05
Assume percentage of recreational vehicles, P_R (2%) = 0.02
Assume percentage of buses, P_B (0%) = 0.00

Passenger Car Equivalents, E, for trucks recreational vehicles and buses (Table 8-6)				
	LOS	Level	Rolling	Mountainous
E_T	A	2.00	4.00	7.00
	B and C	2.20	5.00	10.00
	D and E	2.00	5.00	12.00
E_R	A	2.20	3.20	5.00
	B and C	2.50	3.90	5.20
	D and E	1.60	3.30	5.20
E_B	A	1.80	3.00	5.70
	B and C	2.00	3.40	6.00
	D and E	1.60	2.90	6.50

Heavy vehicle factor, f_{hv}			
LOS	Level	Rolling	Mountainous
A	0.93	0.84	0.72
B and C	0.92	0.79	0.65
D and E	0.94	0.80	0.61

Peak Hour Factor, PHF (Table 8-3)					
	Level of Service				
	A	B	C	D	E
PHF	0.91	0.92	0.94	0.95	1.00

Assume *design hour factor*, K = 0.10

Maximum ADT vs. Level of Service					
ADT_i (vpd) = [Service Flow Rate, SF_i (vph)] X PHF_i / K					
	Level of Service				
Road Width	A	B	C	D	E
Level Terrain					
18	1311	2612	4338	7153	16357
19	1432	2852	4736	7810	17472
20	1552	3092	5134	8467	18588
21	1646	3279	5444	8977	19455
22	1739	3466	5754	9488	20322
23	1873	3732	6197	10218	21066
24	2007	3999	6639	10948	21809
25	2141	4265	7082	11678	22305
26	2275	4532	7524	12408	22801
27	2382	4745	7878	12992	23049
>=28	2489	4958	8233	13576	23296
Rolling Terrain					
18	688	1792	3373	5113	12826
19	751	1957	3683	5583	13701
20	814	2121	3992	6052	14575
21	864	2249	4233	6418	15255
22	913	2377	4474	6783	15936
23	983	2560	4818	7305	16519
24	1053	2743	5163	7826	17102
25	1123	2926	5507	8348	17490
26	1194	3109	5851	8870	17879
27	1250	3255	6126	9287	18073
>=28	1306	3401	6402	9705	18268
Mountainous Terrain					
18	340	1006	1818	2999	8717
19	371	1098	1985	3275	9312
20	403	1190	2152	3550	9906
21	427	1262	2281	3764	10369
22	451	1334	2411	3979	10831
23	486	1436	2597	4285	11227
24	521	1539	2782	4591	11623
25	555	1642	2968	4897	11887
26	590	1744	3153	5203	12152
27	618	1826	3301	5448	12284
>=28	646	1908	3450	5692	12416

Appendix E.1.

Public Involvement Plan

Approved by Lane County Planning Commission February 5, 2002

Background

Oregon Revised Statutes and the Oregon Administrative Rule (OAR 660-012), regarding transportation (Transportation Planning Rule (TPR),) require the county to develop an essentially new Transportation System Plan that complies with the state rule. Lane County's *Transportation Plan and Master Road Plan* now in effect was adopted in 1980. The 1980 plan is outdated as change has occurred over time and because the current state rule was adopted in 1991 and revised in 1993, 1995, 1998, and 1999. Lane County's new *Transportation System Plan* (TSP) is in the process of development and is nearly ready for public review. The TPR also requires code amendments to implement the new TSP.

Purpose

The purpose of adopting a new Transportation System Plan and associated code amendments is:

- to replace the outdated, 1980 *Transportation Plan and Master Road Plan;*
- to comply with the state Transportation Planning Rule;
- to update Lane Code to implement the TSP and make housekeeping improvements;
- to improve coordination between transportation system improvements and land use requirements;
- to help promote and facilitate the multi-modal transportation needs of county citizens; and
- to be a working document for county agencies, other local and state agencies, and developers.

Components of the Public Involvement Plan (PIP)

1. Staff

Staff from the county Engineering Division, Transportation Planning Section, will be responsible for coordination with other agencies, stakeholders, and the public. This will include coordinating public meetings, scheduling Roads Advisory Committee, Lane County Planning Commission and Board of County Commissioners work sessions and hearings, disseminating information to the public in general, as well as soliciting input, and communicating how comments are considered and dealt with.

2. Agency and Stakeholder Coordination

As the draft becomes ready, staff will request the involvement, review, and comment of agencies and interest groups whose interests and/or jurisdictions may be affected by the Transportation System Plan and associated code amendments. Agencies and interest groups include:

Airports
Department of Land Conservation and Development
Fire Protection Districts and Emergency Service Providers
Gears, a recreational cycling club that frequently uses county roads
Incorporated Communities
Lane County Land Management Division
Lane County Sheriff's Office
Lane Transit District
Oregon Department of Transportation
Oregon Division of State Lands
Port of Siuslaw

Recognized Neighborhood Associations throughout Lane County
Region 2050 Project
School Districts
U.S. Army Corps of Engineers
Utility and Service providers (telephone, gas, electric, cable, fiber optic, water, sewer)
Watershed Councils
Williamette Valley Liveability Forum

Notices of meetings and agendas will be sent to all persons who request it. An introductory letter will be sent to each of the above contacts requesting information about desired level of involvement. Parties will be given the option of participating in technical review, only receiving public hearing notices, or not participating. Parties will be involved in the process at the level they request. All agency and interest group comments will be considered in finalizing the TSP.

3. Interested Parties Mailing List

An interest parties mailing list will be developed from the following sources:
a. agency and stakeholder contacts listed above
b. Board of County Commissioners agenda mailing list
c. Lane County Planning Commission agenda mailing list
d. Roads Advisory Committee agenda mailing list
e. Capital Improvements Program (CIP) mailing list
f. any other party requesting to be added to the list.

4. Web Site

Once the draft is ready for public review, it will be published on the county's web site. The web site will encourage review of and written comment on the draft, provide information and updates about the public involvement process and adoption process, and provide staff contact information.

5. Public Meetings

In 1995 Lane County Public Works held a series of ten public meetings, including one each in Eugene and Florence and eight in rural communities around the county. No draft was ready for public review at that time. Instead, staff sought feedback to inform initial preparation of the TSP. A summary of the results of that effort is attached.

When draft materials are ready for public review, staff will schedule a second round of public meetings focusing on the following geographic areas:
- Lane County's coastal areas
- McKenzie River area
- South Lane County
- Lorane area

Meeting notices will be publicized in local newspapers, including information about the web site and how to contact staff for more information.

6. Public Hearings

Lane Code Chapter 12 provides procedural requirements for processing plan amendments. At least one hearing before the Planning Commission and one before the Board of County Commissioners is required

prior to adoption. The Roads Advisory Committee public hearing will be scheduled jointly with the Planning Commission. Hearings will be publicized in the following local county newspapers:

The Register-Guard
Cottage Grove Sentinel
Springfield News
Siuslaw News
River Reflections
West Lane News

After each hearing is concluded, staff will prepare written responses to issues raised. The draft TSP and associated code amendments will be amended as appropriate based upon direction of appointed and elected officials, and adopted by ordinance.

Appendix E.2.: Summary of 1995 Public Comments

SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE		
Residence	**Comment**	**Staff Response**
	Bicycle/Pedestrian Comments/Requests	
Dorena	Need more Cottage Grove connections to Row River Trail	A logical route to provide a connection to the Row River Trail is improving Row River Road to accommodate bicycles. TSP Project #67 identifies an urban standards project from the Urban Growth Boundary to Row River. Beyond that, the road generally meets minimum design standards and does not necessitate a capital improvement project to bring it up to standard.
Eugene	Springfield needs bike/ped facility improvement	TransPlan, the Eugene-Springfield TSP, was adopted October, 2001. Specific requests not addressed by either TransPlan or the project list contained in the Lane County TSP can be forwarded to the City of Springfield for their consideration.
Eugene	Promote Lane County for recreation and livability by creating a network of bicycle routes.	See project list and bicycle/pedestrian section of TSP. Specific comments on gaps in the system are needed to more fully address this comment.
Oakridge	President Of Pathfinders Mountain Recreation Consultants; Tour de Lane concept of using timber-access roads, county and state roads linked into a mapped and signed system is a unique attraction to cyclists and a viable economic diversification tool for rural communities. Pave Thompson Creek Rd. in Mapleton to complete a loop that includes North Fork Siuslaw and Elk Tie Road. Paving gravel roads will attract more bicyclists to tour Lane County.	Thompson Creek Rd has a very low traffic volume. Thompson Creek Rd is partly paved and partly gravel, and it did not make the project list due to its very low ADT (40). Elk Tie Rd does not appear to be a county road. Generally the TSP supports bike facility improvements on roadways that access major destinations--roadway improvements designed only for recreational purposes have a lower priority.
Eugene	Better/secure bike parking	The City of Eugene has bike parking standards. The county TSP does not establish standards for bike parking in the areas under its jurisdiction. This is because the county road system is mostly rural. Bike parking security is more of an urban issue that can/should be addressed by individual city TSP's.
Eugene	Also requests access be created for bikes through construction projects so unanticipated detours are not needed.	In most cases, the nature of road construction projects makes this difficult. Signed detour routes are provided as needed.
Eugene	Improve bike shoulders, in particular: Crow Rd. is okay but could be a foot wider	A number of rural modernization projects on the TSP project list include the addition of or widening of paved shoulders for bicycle use (see project list). Crow Rd. was not identified for improvements--its width is not considered deficient to the point of necessitating a capital improvement project to bring it up to standard.
Eugene	Also supports extension of Fern Ridge bike path and supports having it go under or over Bailey Hill Rd. Bailey Hill is too heavily trafficked at grade for crossing bikes.	The bike path to the Fern Ridge reservoir is identified in TransPlan as Project Number 426 on the Future (beyond 20-years) Project List. Lane County does not have a source of revenue that can be used for "off-right-of-way" improvements. State law restricts the use of the county's Road Fund to only improvements within the public right-of-way. Projects listed in the TSP on Greenhill Road (#10 and 54) and Fir Butte Rd (#118) will improve shoulder bikeways, and in combination with existing shoulder bikeways on Clear Lake Rd provide an on-street bicycle route alternative.
Fall Creek	Most roads need better bike/ped facilities in this area, except for Pengra.	In the Fall Creek area, portions of Jasper-Lowell Rd have been identified for modernization, including paved shoulders for non-motorized use (projects 130 and 132). Projects in the Jasper-Lowell area include modernization of Parkway Rd to past Pengra Rd, to milepost 5.0. See the project list map for location.
Lowell	Add sidewalks along major routes near schools;	In Lowell, sidewalks were added in 2002 to Jasper-Lowell Rd. This provides connectivity with the existing sidewalk that accesses the school. Generally, the County requires sidewalks on its urban arterials and collectors and urban local roads. Improved rural collector roads typically receive paved shoulders for non-motorized travel. Staff considered rural bicycle-pedestrian needs by conducting field surveys of these facilities within 1/4 to 1/2 mile of local destinations, including schools, and made recommendations for improvements. The recommendations were added to the TSP 20-year project list.
Lowell	Lowell needs planning assistance with street design and location	County has developed new design standards that apply to county roads within established urban growth boundaries. City standards apply to county roads classified as local roads within urban growth boundaries. As needed, cities may refer to Lane County design standards and/or publications such as AASHTO's A Policy on Geometric Design of Highways and Streets as a resource for developing design standards. Planning the location of roadways inside Lowell falls outside the scope of the Lane County TSP.

SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE		
Residence	**Comment**	**Staff Response**
Lowell	Install stop signs and reduce speed limits; there are auto-ped conflicts on Pengra and Jasper-Lowell	This area was upgraded in 2002 with sidewalks, a school crosswalk, and connections to an existing off-road path to increase pedestrian safety. The intersection was studied and the two existing stop signs were found to be adequate. A speed zoning investigation was conducted and a state Speed Zone Order set new speed limits for this vicinity.
Marcola	Supports multi-modes; does not support widening of Marcola Rd. but supports widening bike lanes	The County recently modernized Marcola Rd., including widening and the addition of adequate paved shoulders for bike use as well as striped bike lanes through the developed portion of Marcola proper. The section below Parsons Creek Rd was completed in 2002. Construction in Marcola is scheduled for 2003.
Junction City	Bicyclists should face traffic	Bicycles are legally classified as vehicles and therefore must follow the regulations that govern vehicular movement in Oregon. Marked bike lanes therefore follow the direction of traffic and bicyclists must go with the traffic flow. According to the Oregon Bicycle and Pedestrian Plan, there are greater safety concerns when bicyclists travel against the flow of traffic on a roadway, whether in a marked bike lane or on a paved shoulder.
Eugene	Bicycles should be registered to pay for improvements.	This is a regulatory policy decision that rests with the Board of County Commissioners.
Eugene	Bikes are not required to be insured; only motorized vehicles are. Also, registrations would not cover costs of needed improvements. Instead, tax bike purchases like tubes and tires. Finally bicycles benefit everyone by reducing congestion, not using energy resources, and not using parking spaces. These benefits should be rewarded rather than taxed, although taxing at a slight rate would probably be hardly noticeable.	See response above.
	County Road Improvements	
Cheshire	Improve 6th St. in Cheshire	6th St in Cheshire does not appear on maps, and does not appear to be a county road.
Cheshire	Widen High Pass and Dorsey Ln. as well for bike/ped facilities	Dorsey Lane is identified in the TSP project list for rural modernization, including the addition of paved shoulders to accommodate non-motorized travel (project# 110). High Pass Rd at Cheshire may be considered if additional demand for it is heard from the public.
Cheshire	Replace bridges with culverts	Generally, the environmental impact of replacing bridges with culverts is high and not supported by the county as a general practice. Lane County bridges, in general, are in good condition with very few having sufficiency ratings below 50 (9 out of 402). With this in mind, developing a program to replace bridges that are structurally and functionally sufficient is hard to justify for the public expense.
Dunes City	Clear Lake Rd. needs bike/walking lane	The section from Hwy 101 to Jensen Lane was improved by the County in 2001. The remaining section from Jensen Lane to Canary Rd is programmed in the CIP and scheduled for improvements within the next couple of years.
Eugene	Supports alternative modes; need more shoulders on high speed roads	See project list. A number of county roads are identified for modernization and shoulder improvements. Also see Lane County Road Design Standards, which provide for adequate shoulders on high-volume roadways when designing reconstruction and modernization projects..
Eugene	Promote bike safety; wider shoulders on Lorane Highway	Lorane Hwy was widened from Chambers St. to Spencer Creek in 1998. Variable width shoulders were provided from Chambers to McBeth. Full width shoulders were constructed from McBeth to Spencer Creek Rd. All other sections of Lorane Hwy have full width shoulders that meet standards.
Eugene	From bicyclists standpoint, road surfaces are superb-smooth and well drained. Shoulders need to be wide enough and maintained. Lorane Hwy, Coburg Rd., Jasper Road, Perkins road need safety improvements.	See Lorane Hwy response above. Bike lanes were added on Coburg Road north of Eugene from Kinney Loop to Armitage Park as part of an urban standards project in 2000. Jasper Road is under the jurisdiction of the City of Springfield as well as the State Department of Transportation. The respective agencies must be contacted regarding these facilities. Farther out from the metro area, Jasper-Lowell Rd is a county facility, and there are two projects identified in the Lane County project list (in addition to improvements made in 2002) that will provide paved shoulders for bicycle use (projects# 130, 132). Perkins Rd from the Veneta city limits to Central Rd is identified for the

SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE		
Residence	**Comment**	**Staff Response**
		addition of bike facilities in the TSP (project# 14).
Eugene	Improve bike shoulders, in particular: Territorial south of Crow Rd., Crow Rd. is okay but could be a foot wider;	Territorial Hwy is a state facility and out of Lane County's jurisdiction. However, staff has noted insufficient shoulders on Territorial and has included recommendations to the state for shoulder improvements in the TSP. Crow Rd currently has 3-4' shoulders and, as such, does not necessitate a capital improvement project to bring it up to standard.
Eugene	Wants wider shoulders on Sheffler Rd.	Sheffler Rd was noted as having inadequate width as part of the county's road needs assessment. However, the road was within 4 feet of having an adequate minimum width and was sufficient with regard to the other assessment criteria. Since the roadway is otherwise in good condition and its ADT of 950 is not considered high, the road was not recommended to the project list.
Fall Creek	Relieve traffic on Jasper-Lowell Rd., which is too narrow;	See previous staff responses related to Jasper-Lowell Rd. Jasper-Lowell Rd is identified for modernization in the Fall Creek area (projects# 130, 132). In terms of relieving traffic, Lane County supports providing bicycle facilities in these projects and encourages use of alternate modes of transportation along this route.
Fall Creek	Pengra needs realignment; better directional signage at Pengra and Jasper-Lowell	Road improvements were constructed at this intersection in 2002. There are currently no plans or identified need for realignment of Pengra.
Vida	Put in Bear Creek Bridge	From 1988 to 1994, the County undertook an effort to study and build a new bridge crossing over the McKenzie River to serve the Goodpasture Road area. In January 1990, the Board of Commissioners selected Bear Creek as the preferred location for the new bridge. The subsequent land use plan amendment was appealed by the Pacific Rivers Council and the Oregon Guides and Packers to the Oregon Land Use Board of Appeals (LUBA). LUBA remanded the application back to the Board of County Commissioners who then elected to remove the project from further consideration.
Eugene	From bicyclists standpoint, road surfaces are superb-smooth and well drained. Shoulders need to be wide enough and maintained. Lorane Hwy, Coburg Rd., Perkins road need safety improvements.	Comment addressed above.
Eugene	Add shoulders to Dillard, Lorane, and routes to Veneta/Elmira	Dillard Rd is identified for modernization and shoulder improvements in the project list (project# 86). Lorane Hwy has been improved. Some routes in the Veneta/Elmira area have been included in the project list, namely Perkins, Central, and Suttle Rds (projects# 14, 120, 134).
Eugene	As roads are improved/resurfaced, add 3-4' shoulders for bikes. Coburg Rd. for example needs wider shoulders.	See County Road Design Standards. The standards for the rural collector system provide for a minimum 4' shoulder on higher ADT roads. Only in lower ADT and mountainous terrain settings do the standards require lesser or in some cases no shoulders as the minimum. Coburg Rd from the City of Coburg to Eugene has shoulders and bike lanes that meet standards. See project# 82 in the TSP for the northern most section of Coburg Rd.
	County Road Maintenance	
Eugene	Stop roadside spraying.	The County has an Integrated Vegetation Management Program (IVM) that uses a combination of manual, mechanical, chemical, and biological methods to manage vegetation along roadsides. Specific comments can be forwarded to the Vegetation Management Advisory Committee (meets monthly) or the Board of County Commissioners.
Eugene	Promote bike safety clean gravel from shoulders	The County currently sweeps about 4-5 times a year. Increasing this frequency is a matter of allocation of resources. Please comment if you feel a higher frequency of sweepings is necessary.
Lorane	Increase safety for bikes/peds on high speed roads; keep bike lanes swept	The county strives to provide adequate bike facilities (either marked lanes or paved shoulders) in its modernization projects on higher speed collector and arterial roads. Please identify specific roadways with perceived safety problems. The County currently sweeps about 4-5 times a year. Increasing this frequency is a matter of allocation of resources. Please comment if you feel a higher frequency of sweepings is necessary.

SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE		
Residence	**Comment**	**Staff Response**
	Environment and Transportation	
Cheshire	Develop an environmentally sound plan with public/private input to plan for less gas and more people.	The comment is taken to mean "reduce reliance on the automobile". This is a concept embraced in the state Transportation Planning Rule (TPR). In developing the Lane County TSP, our goal is to be in compliance with the TPR.
Eugene	Protect wetlands better during road projects.	The TSP includes policy language stating that Lane County shall follow all state and federal environmental regulations, and this has historically been the county's practice. Each project brings its own set of circumstances regarding environmental impact. The goal stated in the TSP is to meet the requirements of Federal and State law through coordination and authorization by the appropriate regulatory agencies. Additional discussion regarding this topic is found in the TSP Transportation and Land Use chapter.
Eugene	Concerned about road encroachment in wetland areas and too many roads.	See response above.
EWEB	Evaluate hazardous materials transportation, especially on McKenzie Hwy. Focus is on shipment of persistent toxic materials that are hard to remove from water.	Movement of hazardous materials on state highways is regulated by the Oregon DOT. Interstate movements of hazardous materials is regulated by the US DOT. McKenzie Hwy is an ODOT facility.
	State Highway Maintenance	
Elmira	Need more signage advertising the coast in Eugene	This comment relates more to economic development than the transportation system, and is beyond the scope of the county's TSP.
Florence	Hwy 126 needs phones and turnouts	Hwy 126 is a state facility and not under the jurisdiction of Lane County. ODOT should be contacted regarding this issue.
South of Florence	Need striping more often (it wears off); favors segregated bike/ped lanes	Separate multi-use paths are typically not provided with county road projects or as a stand-alone project, due to constitutional limits on the use of road funds.
Vida	Hwy 126 needs emergency turnouts	Hwy 126 is a state facility and not under Lane County jurisdiction. ODOT should be contacted regarding this issue.
	State Highway Improvements	
	Highway 36	
Cheshire	Need shoulders on Hwy 36; widen and resurface Territorial; better maintenance of road and ditches on Territorial	While state highways are not under the planning jurisdiction of Lane County, staff has created a partial list of recommendations for state highway improvements based upon a bike-pedestrian needs assessment of facilities near local destinations (such as schools and stores) in rural unincorporated communities. Highway 36 has been recommended for shoulder improvements in Cheshire. Territorial Hwy in Crow and Lorane has been recommended for shoulder improvements. These recommendations were given to ODOT and are discussed in the TSP Needs Assessment chapter.
Cheshire	Safer access for bikes/peds on Hwy 36, Territorial Rd.; put hwy fees back into this area	See above comment.
Junction City	Need more shoulders and improved safety on Hwy 36 near Blachly, Territorial, Laurence. Repair chipped blacktop edges; replace missing crushed rock on shoulders. Territorial too narrow for modern vehicles.	See also above comment. Hwy 36 near Blachly has relatively low traffic volumes, and was therefore not on the list of recommended improvements that was given to ODOT. Territorial in Crow and Lorane has been recommended for shoulder improvements. Safety and operational concerns may also be addressed to ODOT
	Highway 101	
Dunes City	Need wider shoulders for bikes/peds and emergencies north and south of Florence; need more traffic lights on Hwy 101	As part of an assessment of bike-ped facilities serving local destinations in unincorporated communities, Hwy 101 at Glenada was recommended to ODOT for shoulder improvements. The assessment was limited to a few sections of state roads and mainly focused on county facilities. Safety and operational concerns may also be addressed to ODOT.

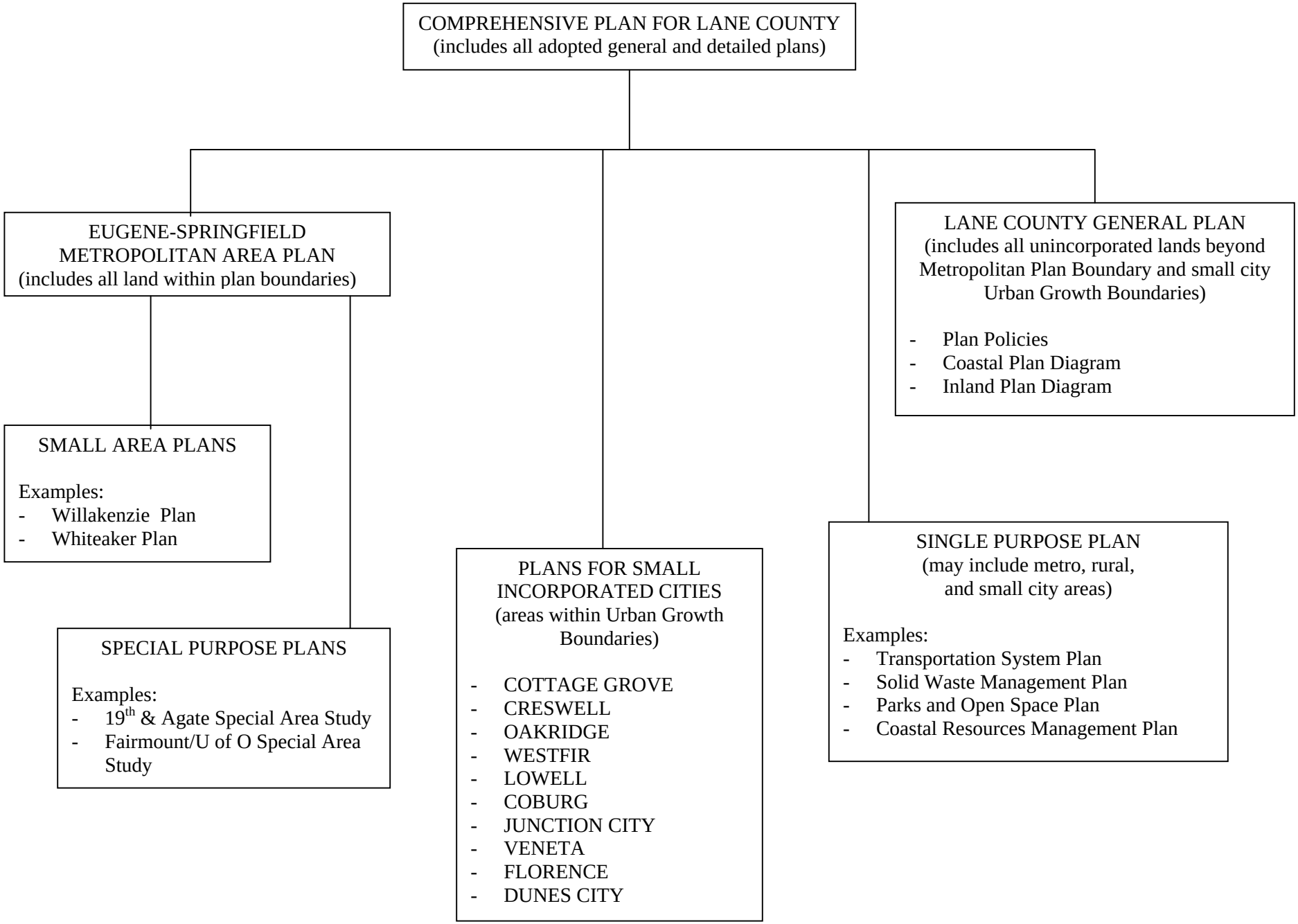
SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE		
Residence	**Comment**	**Staff Response**
So. Of Florence	No traffic lights at crosswalks on Hwy 101; increase visibility of crosswalks with vivid colors; need protected turns; more emphasis on pedestrian facilities	See above comment.
	Hwy 126 Florence-Eugene Highway	
Dunes City	keep Hwy 126 2-lane as a scenic highway	Hwy 126 is a state facility and not under Lane County jurisdiction. ODOT should be contacted regarding this issue. Currently, Hwy 126 is not officially designated as a scenic route.
Junction City	Widen W. 11th to 4 lanes to Veneta	W. 11th (Hwy 126W) to Veneta is a state facility and not under Lane County jurisdiction. ODOT should be contacted regarding this issue. West 11th, the urban section of Hwy 126W, is identified for improvements in the TransPlan project list--the TSP for the Eugene-Springfield metro area.
Veneta	Need a bypass between Eugene and Veneta; not Hwy 126 because of riparian areas; proposes different route	A bypass project is not included in the TSP. More support and analysis would be needed to warrant inclusion of this in the TSP.
Veneta	W. 11th is insufficient for large traffic volumes. Hwy 126 should be in CIP. To avoid riparian areas, construct bypass.	Hwy 126 is a state facility and therefore not considered for inclusion in the county CIP. A bypass project is not included in the TSP. West 11th, the urban section of Hwy 126 W, is identified for improvements in the TransPlan project list--the TSP for the Eugene-Springfield metro area.
Eugene	Promote bike safety; wider shoulders on W. 11th, Hwy 99/99W; clean gravel from shoulders	Hwy 99 is recommended to ODOT in the TSP for shoulder improvements in Goshen and Saginaw to allow better bicycle access to local destinations. West 11th is identified for urban standards (including bike facilities) from Greenhill to Danebo in TransPlan. This project has been incorporated into the TSP project list.
Eugene	left turn from W.11th to Beltline is hazardous.	W. 11th at Beltline is a state facility and not under Lane County jurisdiction. ODOT should be contacted regarding this issue.
Eugene	add shoulders to routes to Veneta/Elmira	Some routes in the Veneta/Elmira area have been included in the project list, namely Perkins, Central, and Suttle Rds. See project list for descriptions.
	Territorial Highway	
Eugene	Improve bike shoulders, in particular: Territorial south of Crow Rd., Crow Rd. is okay but could be a foot wider;	Comment addressed above.
Lorane	Territorial needs shoulders; better brush removal	Comment addressed above.
Eugene	From bicyclists standpoint, road surfaces are superb-smooth and well drained. Shoulders need to be wide enough and maintained. Highway 99, Territorial, , Jasper Road need safety improvements.	Comment addressed above.
	Highway 99 Goshen-Creswell	
Eugene	add shoulders to Hwy 99 (Goshen-Creswell)	Comment addressed above.
	Hwy 126 McKenzie Highway	
Vida	By-pass Hwy 126 E. with a major highway that avoids riparian areas;	Comment addressed above.
Eugene	Add shoulders to McKenzie Hwy	The TSP recommends to ODOT shoulder improvements along McKenzie Hwy. See ODOT STIP for identified projects along McKenzie Hwy. The county encourages the completion of such projects.
	Other State	
Eugene	Supports alternative modes; need more shoulders on high speed roads	Comment addressed above.
Florence	I-5 is getting congested	Multi-jurisdictional efforts are underway to promote high speed rail serving the north-south Willamette Valley corridor as an alternative to driving. Public support for high-speed rail improvements assists in addressing this issue. Future I-5 corridor planning will focus on the highway--TransPlan includes improvement projects and studies for I-5 in the Eugene-Springfield area.

SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE		
Residence	**Comment**	**Staff Response**
	Transit (LTD Buses, Vans, Paratransit)	
Dorena	"From a rural person"; need transit to Cottage Grove and Creswell from Eugene	LTD now offers bus service to Cottage Grove with stop in Creswell, terminating at Eugene Station and also servicing UO and LCC.
Eugene	Transit to Cottage Grove and Florence; downtown trolleys; rail to Oakridge	LTD bus service is now offered to Cottage Grove, though not to Florence. Limited funding currently restricts the degree to which bus and new rail service can be provided throughout the county. Current Bus Rapid Transit initiatives will help in providing fluid transit service between major destinations in Eugene-Springfield.
Veneta	Need more frequent buses for Veneta, Junction City, and service to Cottage Grove; supports bike paths and more transit	See above comment.
Vida	Transit service needed for Cottage Grove	See above comment.
Junction City	More LTD routes through Junction City and Harrisburg;	See above comment.
Lorane	Commute service between Eugene, Creswell, Cottage Grove, Florence, Albany, Corvallis	See above comment.
Lorane	Vanpool or minivan between Lorane and Eugene via Territorial, Lorane Highway, Bailey Hill Rd; emphasize alternative modes to private auto;	Amount of travel between Lorane and Eugene may not warrant operation of a minivan. Carpool matches may be sought via Commuter Solutions, the regional transportation demand management program at LTD. Commuter Solutions promotes use of alternative modes. Alternative modes are encouraged through the County's CIP with the development of bicycle and pedestrian facilities on applicable roads.
Lorane	Bus service to Lorane that has bike racks	See above comments.
Marcola	Need bus/van service to Marcola	See above comments.
Dunes City	Expand FACT to Mapleton and Dunes City	Refer request to City of Florence.
So. Of Florence	Help Florence form an independent transportation district	This request should be directed to the City of Florence and the county Board of Commissioners. The Commissioners and City will also receive copies of these comments as part of the TSP adoption process.
So. Of Florence	More transit to rural areas; need to expand transit in general, including Deadwood, Canary, Ada, Dunes City; extend dial-a-ride service.	Funding for expanded transit is limited in part by the ability of communities to pay for the service. Lower demand in outlying areas also contributes to decisions not to serve these areas. The Public Transportation section of the TSP discusses this issue in more detail. Also contact LTD for additional information.
Florence	West Lane needs bus service to/from Eugene; Transit between Florence, Mapleton, and Eugene is needed; more safe rural bus service	See above comments.
Florence	Need transit between Florence and Eugene; interested in statewide rail system; increasing need for special transportation services for elderly	See above comments.
Eugene	Extend bus to Dillard Rd; bike racks on buses; better transit schedules	See above comments.
Eugene	Promote bike safety and transit; more bike racks and spaces on buses	See above comments.
Eugene	Supports tram downtown	See above comments.
Lorane	Transit to airport	See above comments.
	Make mass transit available to rural areas; offer "maxi-taxi" for a fee to rural areas;	See above comments.

SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE		
Residence	**Comment**	**Staff Response**
	Rail, Passenger and Freight	
Cheshire	Promote multi modes including "super trains".	The Pacific Northwest corridor from Eugene to Vancouver BC has been nationally authorized under the High-Speed Rail Investment Act. High-speed trains may be provided on this route as improvements are made to the tracks. Population growth and continued political support should improve and expand existing rail service in this direction.
Vida	Supports monorail or trolley in Eugene-Springfield.	These particular transportation options are not advocated in the TSP and are not currently included in the Eugene-Springfield TransPlan. Request should be directed at the respective cities.
Eugene	Downtown trolleys; rail to Oakridge	These particular transportation options are not advocated in the TSP and are not currently included in the Eugene-Springfield TransPlan. Requests should be directed at the respective cities.
Eugene	Offer more modes of travel, like rail and transit.	Passenger rail service has improved out of Eugene north to Portland and beyond. Lane County supports the mission of LTD and its provision of local transit service.
Lorane	Commute service between Eugene, Creswell, Cottage Grove, Florence, Albany, Corvallis; light rail between Eugene, Springfield, Junction City, Veneta;	Commute service may be sought through LTD's Commuter Solutions program. The Bus Rapid Transit (BRT) system being developed for Eugene-Springfield mimics a light-rail line at lower cost. No known plans to extend this service to JC or Veneta at this time.
Lorane	Improve and expand freight rail to reduce truck traffic	Freight truck traffic will only increase in the future, and diverting additional freight to rail is a cogent idea. Expanding rail to the dispersed settlements in Oregon would be highly capital intensive, and forces such as market demand would primarily drive these types of decisions.
Lorane	Rapid transit to Portland	The Pacific Northwest corridor from Eugene to Vancouver BC has been nationally authorized under the High-Speed Rail Investment Act. High-speed trains may be provided on this route as improvements are made to the tracks. Population growth and continued political support should improve and expand existing rail service in this direction.
Marcola	Supports train on I-5 corridor.	The Pacific Northwest corridor from Eugene to Vancouver BC has been nationally authorized under the High-Speed Rail Investment Act. High-speed trains may be provided on this route as improvements are made to the tracks. Population growth and continued political support should improve and expand existing rail service in this direction.
Vida	Supports high speed rail to Seattle	The Pacific Northwest corridor from Eugene to Vancouver BC has been nationally authorized under the High-Speed Rail Investment Act. High-speed trains may be provided on this route as improvements are made to the tracks. Population growth and continued political support should improve and expand existing rail service in this direction.
	Land Use and Transportation	
Dunes City	Move commercial uses off of Hwy 101 to move in-town traffic to smaller roads; beautify; require landscaped parking and no parking in front	See Dunes City Comprehensive Plan and development ordinance. Landscaping and parking requirement suggestions may be made to the City for their consideration in future ordinance changes.
Eugene	Better/secure bike parking; land use planning to reduce distance between work/home/shopping	This issue is primarily urban in nature and should be directed to the City.
Eugene	Supports land use planning that reduces VMT.	See TransPlan, which includes strategies to minimize VMT in metro area. The County follows state land use requirements that limit development in rural areas. Concentrating development in well-designed cities should, in effect, reduce VMT per capita.
	Transportation Demand Management	
Eugene	Create incentives for transit use and disincentives for private motor vehicle use, such as through taxes, education, employer incentives. Explore solar powered	The Transportation Planning Rule, which the county's TSP must comply, promotes alternatives to private motor vehicle use. Transit and transportation demand management (TDM) are promoted and supported in the county TSP. For example, TDM is promoted as a mitigation option as part of Traffic Impact Analysis

SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE		
Residence	**Comment**	**Staff Response**
	mass transit.	requirements related to proposed development. See Chapter 4.1 in the draft TSP.
Lorane	Provide employer financial incentives to encourage alternatives to single occupancy vehicles and disincentives to single occupancy vehicle use.	LTD's commuter solutions program provides opportunities for employers to encourage alternatives to single occupancy vehicle use. See also above comments.
	Miscellaneous Transportation Policy Issues	
Siuslaw RFPD	Concerned about road grades in residential areas.	Maximum grades on county roads are established in the draft road design standards that are being considered for adoption as part of the TSP.
Cheshire	Require seatbelts on school buses	This issue is beyond the scope of the County TSP.
Junction City	Raise age for drivers permits and licenses	
Junction City	Use prisoners for highway maintenance	Currently, the Lane County Sheriff's Office does operate work crews for some highway maintenance tasks. For more information, please contact the Lane County Sheriff's Office. For State facilities, the TSP does not address this comment as it is outside the scope of the document.
Lorane	Be aware of equestrian use of roads	While no longer a prominent use of the roads, equestrian travel is known to exist in part of the county. Shoulder areas can usually accommodate this use. In addition, some state and county parks are developed with equestrian facilities.

Appendix F: Lane County General Plan Chart



Appendix G: Needs Assessment Data

The needs assessment data that follows consists of a point rating system assigned to collector and arterial segments found to be "deficient" in any one of the assessment criteria categories. Categories left blank indicate no or minimal deficiency. The data shown here will change over time due to normal wear or road improvement projects that may increase width, CBE, PCI, and safety. Operating conditions expressed in ADT and LOS data may change as the population grows and new development occurs.

Each assessment criterion was weighted based upon its importance, and points were also allocated for each criterion not meeting a minimum reasonable threshold. Thus a road segment accumulated points based upon its "deficiencies" and based upon the importance of each deficiency criterion. For instance, Crash Rate, which is an indicator of roadway safety, is weighted as the most important criterion with eight points, while Pavement Condition was weighted the least important with one point. A road would receive the number of points indicated below if the associated deficiency threshold was met.

The Assessment Criteria and associated thresholds and points are shown in the following table. Please see Chapter 6.3, Needs Assessment Methodology and Results, for more detailed explanation.

Criteria	Deficiency Threshold	Points
Pavement Condition Index (PCI)	Less than 50 points (see Chapter 6.3)	1
Crushed Base Eqivalent (CBE)	12" to less than 16"	2
Road Width	Between 1' and 4' less than the standard	3
CBE	Less than 12"	4
Average Daily Traffic (ADT)	Greater than 5,000 for urban roads and 10,000 for rural roads, for 2020 projection	5
Level of Service (LOS)	E or worse in 2017	6
Road Width	Greater than or equal to 4' less than the standard	7
Crash Rate	Greater than 2.0 crashes per million vehicle miles traveled	8

Acronyms for Needs Assessment Data:

BMP - Beginning Mile Point
EMP - Ending Mile Point
Terrain, L - Level
Terrain, R - Rolling
Terrain, M - Mountainous
CIP - Capital Improvement Program
PCI - Pavement Condition Index
CBE - Crushed Base Equivalent
ADT - Average Daily Traffic
LOS - Level of Service

Lane County Roads Needs Assessment Data

ROAD_NAME	ROAD ID	BMP	EMP	Terrain	CIP	Assessment Criteria						Total Points
						PCI	CBE	Width	ADT	LOS	Crash Rate	
06TH AVE WEST	346500	0.520	0.850	L			4					4
18TH AVE EAST & DEAL	347500	0.000	0.300	L				7				7
18TH AVE WEST	347300	0.000	0.854	L				7				7
23RD ST	180900	0.000	0.252	L				7				7
30TH AVE	185000	0.100	1.500	R	Bid List				5			5
31ST ST / 28TH ST	192500	0.542	0.905	L			4	7				11
ALVADORE RD	361500	0.000	3.587	L				7				7
ALVADORE RD	361500	3.587	6.100	L			2	7				9
APPLEGATE TRAIL	362200	0.000	2.584	R				7				7
ARROWHEAD ST	320100	0.000	0.230	L				7				7
ASPEN ST	167500	0.000	0.181	L				7				7
ASPEN ST	167500	0.337	0.441	L				7				7
AWBREY LN	344000	0.000	0.170	L			4	7				11
AWBREY LN	344000	0.170	1.340	L			4	7				11
BAILEY HILL RD	121500	3.113	4.616	R				3				3
BAILEY HILL RD	121500	2.498	3.010	R						6		6
BAILEY HILL RD	121500	3.010	3.113	R				3				3
BARSTOW AVE	320900	0.000	0.258	L			4					4
BEACON DR EAST	315000	0.000	0.740	L		1		7				8
BEACON DR EAST	315000	0.740	0.749	L				7				7
BEACON DR WEST	315600	1.000	1.172	L				7				7
BEACON DR WEST	315600	0.000	0.154	L	Bid List			7				7
BEACON DR WEST	315600	0.154	1.000	L				7				7
BEAR CR RD	602800	0.000	2.160	R				7				7
BERNHARDT CR RD	503400	0.000	0.063	M			4	3				7
BERNHARDT CR RD	503400	0.063	6.985	M			4	3				7
BERNHARDT CR RD	503400	6.985	7.058	M		1	4	3				8
BIG FALL CR RD	624000	7.550	9.110	M			4					4
BIG FALL CR RD	624000	0.000	7.550	M				7				7
BLACKFOOT AVE	323000	0.300	0.806	L			2					2
BLUE RIVER DR	110500	0.000	1.555	R				7				7
BODENHAMER RD	427200	0.000	1.062	L				7				7
BODENHAMER RD	427200	1.062	1.345	L				7				7
BOLTON HILL RD	406200	0.000	1.171	R			2	7				9
BOLTON HILL RD	406200	1.171	3.254	R			4					4
BRICE CR RD	247000	0.000	2.150	M			4	3				7
BRICE CR RD	247000	3.340	8.122	M	Bid List		4					4

Lane County Roads Needs Assessment Data

ROAD_NAME	ROAD ID	BMP	EMP	Terrain	CIP	Assessment Criteria						Total Points
						PCI	CBE	Width	ADT	LOS	Crash Rate	
BRIDGE ST	106000	0.006	0.190	L			4	7				11
BRIDGE ST	106000	0.190	0.295	L				7				7
BRIGGS HILL RD	409000	0.000	2.500	R			4	3				7
BRIGGS HILL RD	409000	2.500	4.401	R			2	7				9
CALLA ST	329600	0.000	0.173	L				7				7
CAMAS SWALE RD	213000	0.743	7.010	R				7				7
CAMAS SWALE RD	213000	0.550	0.743	R				7				7
CANARY RD	532000	0.000	0.686	R				7				7
CENTRAL RD	428800	0.000	1.920	L			2	7				9
CENTRAL RD	428800	1.920	4.990	R			2	7				9
CLEAR LAKE RD	534000	0.142	2.290	R	Bid List		2	7				9
CLEAR LAKE RD	534000	2.290	4.233	R	Bid List			7				7
CLOVERDALE RD	601000	0.000	3.276	L				7				7
COBURG RD	150000	7.416	8.784	L				7				7
COBURG RD	150000	8.784	12.883	L				7				7
COBURG RD NO	161000	0.000	0.218	L				7				7
COBURG RD NO	161000	0.218	1.820	L				7				7
COBURG RD NO	161000	1.820	4.115	L				7				7
COTTAGE GROVE RES RD	273000	0.000	4.583	R				3				3
CREST DR	125200	0.000	0.360	R				7				7
CREST DR	125200	0.360	0.623	R				7				7
CREST DR	125200	0.623	0.873	R				7				7
CROCKER RD	319900	0.000	0.580	L			2	3				5
CURRIN CONN	252400	0.000	0.071	L				7				7
DANSTROM RD	602000	0.000	0.135	L			4	7				11
DEADWOOD CR RD	514000	8.968	9.989	M			4	3				7
DEADWOOD CR RD	514000	9.989	11.723	M			4	7				11
DEADWOOD CR RD	514000	5.410	7.180	M			4					4
DEERHORN RD	105800	0.000	3.680	M			2					2
DEERHORN RD	105800	3.680	7.206	M			4	3				7
DELTA HWY SO	174000	0.000	1.804	L	Bid List				5			5
DELTA HWY SO NE RAMP	174005	0.000	0.195	L					5			5
DELTA HWY SO SW RAMP	174003	0.000	0.245	L				7	5			12
DELTA RD	861000	0.130	Bridge	L	Bid List							0
DEMMING RD	400800	0.000	1.000	R			4	7				11
DEMMING RD	400800	1.000	1.120	R			4	7				11
DEXTER RD	611400	0.000	1.500	L				7				7

Lane County Roads Needs Assessment Data

ROAD_NAME	ROAD ID	BMP	EMP	Terrain	CIP	Assessment Criteria						Total Points
						PCI	CBE	Width	ADT	LOS	Crash Rate	
DIBBLEE LN	325900	0.000	0.210	L			4	7				11
DILLARD RD	187000	0.000	3.850	R				7				7
DIVISION AVE	130800	0.000	1.040	L	Bid List							0
DORSEY LN	361200	0.000	1.542	L				7				7
EAST MAPLETON RD	503000	0.317	1.000	M			2					2
EAST MAPLETON RD	503000	1.000	3.950	M			4					4
EDENVALE RD	606800	0.000	1.000	R			4	7				11
EDENVALE RD	606800	2.000	3.273	L			4	7				11
EDENVALE RD	606800	1.000	2.000	R			4	7				11
ELLMAKER RD	429800	0.000	1.114	L			2	7				9
ENTERPRISE RD	607500	2.960	4.883	L			4	7				11
ENTERPRISE RD	607500	1.050	2.000	R				7				7
ENTERPRISE RD	607500	0.000	0.500	L			4					4
ENTERPRISE RD	607500	0.500	1.050	L			4					4
ENTERPRISE RD	607500	2.000	2.960	R			2	7				9
FERGUSON RD	350800	0.000	3.420	L				7				7
FERGUSON RD	350800	6.320	8.150	L			4	7				11
FERGUSON RD	350800	8.150	9.260	L			4	7				11
FERGUSON RD	350800	9.260	10.700	R			4	7				11
FIR BUTTE RD	427300	0.000	2.706	R				7				7
FISHER RD	428600	1.120	1.200	R				7				7
FLECK RD	407400	0.000	2.512	L			2	7				9
FRANKLIN BLVD EAST	182500	0.000	1.121	L				7	5			12
FRANKLIN RD	383600	0.000	2.522	R				7				7
GAME FARM RD NO	171000	0.610	1.690	L	Bid List			7	5			12
GAME FARM RD SO	152800	0.000	0.910	L				7	5		8	20
GAROUTTE RD	255500	0.000	2.507	R			2	3				5
GOLDSON RD	363600	0.000	0.500	R				3				3
GOLDSON RD	363600	0.500	1.556	R				3				3
GONYEA RD	185400	0.000	0.595	L						6		6
GOWDYVILLE RD	264500	0.183	1.890	R				7				7
GOWDYVILLE RD	264500	0.000	0.183	R				7				7
GREEN HILL RD	327000	5.072	5.815	L				7				7
GREEN HILL RD	427000	2.818	3.820	L				7				7
GREEN HILL RD	427000	3.820	5.072	L				7				7
GREEN HILL RD	427000	1.869	2.818	L				7				7
GROVE ST	133100	0.164	0.528	L			2					2

Lane County Roads Needs Assessment Data

ROAD_NAME	ROAD ID	BMP	EMP	Terrain	CIP	Assessment Criteria						Total Points
						PCI	CBE	Width	ADT	LOS	Crash Rate	
HALL RD	362500	0.000	1.500	L			2	7				9
HALL RD	362500	1.990	3.820	R			2					2
HALL RD	362500	1.500	1.990	R			2					2
HALL RD	362500	4.560	5.880	R			4	7				11
HALL RD	362500	5.880	6.800	R			4	7				11
HALL RD	362500	6.800	7.158	R			4	3				7
HAMM RD	213200	4.360	5.607	M			2					2
HARVEY RD	211400	0.000	0.260	L			4	7				11
HARVEY RD	211400	0.260	0.861	L			4	7				11
HARVEY RD	211400	0.861	1.377	L				7				7
HAYDEN BR RD	181000	0.000	1.452	L				7				7
HAYDEN BR WAY	163500	0.142	0.612	L					5			5
HECETA BEACH RD	525000	0.000	1.885	R			2	3				5
HENDERSON AVE NO	181500	0.000	0.391	L			4	7				11
HIGH PASS RD	345500	0.000	1.514	L				7				7
HIGH PASS RD	345500	1.514	4.080	L				7				7
HIGH PASS RD	345500	4.080	7.530	R				7				7
HIGH PASS RD	345500	7.530	11.000	M			4	3				7
HIGH PASS RD	345500	11.000	12.840	M			4	7				11
HIGH PASS RD	345500	16.540	17.224	M			4	3				7
HIGH PRAIRIE RD	615400	0.000	0.111	R				7			8	15
HIGH PRAIRIE RD	615400	0.111	0.947	R				7				7
HIGH PRAIRIE RD	615400	2.246	6.619	R				7				7
HILL RD	195600	0.000	4.572	R				7				7
HOLDEN CR LN	108000	0.000	0.157	L			2	7				9
HORN LN	136000	0.000	0.928	L			2	7				9
HOWARD AVE	134200	0.000	0.956	L			2	3				5
HOWE LN	217400	0.000	1.230	R				3				3
HUNSAKER LN-BEAVER ST	332000	0.000	0.060	L		1			5			6
HUNSAKER LN-BEAVER ST	332000	0.060	1.141	L				7	5			12
HUSTON RD SO	430800	0.524	1.070	L			4	7				11
HUSTON RD SO	430800	0.272	0.524	L			4	7				11
HYACINTH ST	329800	0.530	0.664	L				7				7
INDIAN CR RD	513000	5.500	8.771	M			2					2
IRVING RD	326800	1.380	1.500	L				7	5			12
IRVING RD	326800	1.230	1.360	L					5			5
IRVINGTON DR	319500	0.000	1.412	L	Bid List	1	2	7	5			15

Lane County Roads Needs Assessment Data

ROAD_NAME	ROAD ID	BMP	EMP	Terrain	CIP	Assessment Criteria						Total Points
						PCI	CBE	Width	ADT	LOS	Crash Rate	
IRVINGTON DR	319500	1.430	1.479	L	Bid List			7	5			12
JASPER RD EXTENSION	199400			L	Bid List							0
JASPER RD EXTENSION	199400			L	Bid List							0
JASPER-LOWELL RD	622000	3.874	5.000	R		1		7				8
JASPER-LOWELL RD	622000	5.000	6.118	R				7				7
JASPER-LOWELL RD	622000	6.118	8.574	R				7				7
JASPER-LOWELL RD	622000	9.606	10.399	R				3				3
JASPER-LOWELL RD	622000	1.200	1.600	R			4					4
JEANS RD	403600	1.185	3.000	L				7				7
KALMIA ST	329400	0.000	0.070	L				7				7
KING RD EAST	111800	0.000	1.038	M			2					2
KING RD EAST	111800	3.168	4.012	M			2					2
KNIGHT RD	433000	0.000	1.440	R				3				3
LAKE DR	135200	0.130	0.430	L			4	3				7
LAKE DR	135200	0.000	0.130	L				7				7
LATHAM RD	269900	0.000	0.965	L				7				7
LAURA ST	193900	0.000	0.273	L				7				7
LINGO LN	348000	0.000	1.896	L	Bid List		2	3				5
LITTLE FALL CR RD	623000	0.000	1.500	M			2					2
LITTLE FALL CR RD	623000	1.500	3.678	M			2					2
LOST CR RD	612000	0.000	0.669	R				3				3
LOST CR RD	612000	1.876	4.035	R				3				3
LYNX HOLLOW RD	219200	0.000	2.790	R				3				3
MAPLE CR RD	532600	0.000	0.592	M				3				3
MARCOLA RD	190000	5.818	11.550	L	Bid List			7				7
MARCOLA RD	190000	11.550	16.080	R	Bid List			7				7
MARCOLA RD	190000	5.818	11.550	L	Bid List			7				7
MCBETH RD	127300	0.000	3.604	R				7				7
MCFARLAND RD	613000	0.000	1.582	R			2					2
MCKENZIE VIEW DR	159500	0.000	3.190	R				7				7
MCKENZIE VIEW DR	159500	3.190	6.099	R				7				7
MEADOWVIEW RD EAST	344600	0.000	1.162	L			4	7				11
MEADOWVIEW RD WEST	344300	0.000	1.446	L				7				7
MEADOWVIEW RD WEST	344300	1.446	2.952	L				7				7
MERCER LAKE RD	524000	0.000	1.080	M			4					4
MILL RD	610200	0.000	0.249	L	Bid List		2					2
MILLIRON RD EAST	345000	0.000	0.402	L	Bid List		4	3			8	15

Lane County Roads Needs Assessment Data

ROAD_NAME	ROAD ID	BMP	EMP	Terrain	CIP	Assessment Criteria						Total Points
						PCI	CBE	Width	ADT	LOS	Crash Rate	
MOSBY CR RD	250000	1.204	1.597	L				7				7
MOSBY CR RD	250000	1.610	1.632	L				7				7
MUNSEL LAKE RD	526000	0.000	0.382	L			2	7				9
MUNSEL LAKE RD	526000	0.382	0.500	L			2	7				9
MUNSEL LAKE RD	526000	0.774	2.090	R				3				3
NELSON MTN RD	467000	9.890	11.109	M	Bid List							0
NELSON MTN RD	367000	0.000	2.860	M				7				7
NELSON MTN RD	467000	4.200	9.890	M			4	7				11
NO FORK SIUSLAW RD	507000	17.412	17.883	M			4	3				7
NO FORK SIUSLAW RD	507000	0.000	0.849	L				7				7
NO FORK SIUSLAW RD	507000	5.700	11.450	M			2					2
NO FORK SIUSLAW RD	507000	11.450	12.500	M			4					4
NO FORK SIUSLAW RD	507000	12.500	13.805	M			4					4
NO FORK SIUSLAW RD	507000	13.805	17.412	M			4					4
NO RIVER RD	221000	0.000	0.433	L				7				7
NORATON RD	348500	1.856	2.718	L			2					2
NORTH DELTA HWY	173000	0.000	0.201	L	Bid List	1			5			6
NORTHWEST EXPRESSWAY	121000	0.170	1.738	L					5			5
NORTHWEST EXPRESSWAY	121000	0.104	0.170	L					5			5
NORTHWEST EXPRESSWAY	121000	2.568	3.220	L					5			5
NORTHWEST EXPRESSWAY	321000	3.220	3.350	L				3				3
NORTHWEST EXPRESSWAY	321000	3.350	4.749	L					5			5
OAKLEA DR	351200	0.000	1.512	L				7				7
OAKLEA DR	351200	1.512	2.534	L				7				7
PARK AVE	138000	0.000	0.786	L			2	7				9
PEARL ST	163900	0.561	0.635	L	Bid List			7	5			12
PEARL ST	163900	0.540	0.561	L				7				7
PERKINS RD	406600	1.110	2.822	L			2	7				9
PERKINS RD	406600	0.420	0.443	L			2	7				9
PERKINS RD	406600	0.443	1.110	L			2	7				9
PINE GROVE RD	425400	0.000	1.000	R				7				7
PIONEER PKWY EAST	194600	1.700	1.781	L	Bid List			3	5		8	16
PLACE RD	622500	0.942	2.500	R				7				7
PLACE RD	622500	2.500	4.490	R				7				7
PRAIRIE RD	347000	1.939	2.211	L	Bid List			7	5		8	20
PRAIRIE RD	347000	0.690	1.640	L	Bid List				5	6		11
PRAIRIE RD	147000	0.118	0.690	L					5	6		11

Lane County Roads Needs Assessment Data

ROAD_NAME	ROAD ID	BMP	EMP	Terrain	CIP	Assessment Criteria						Total Points
						PCI	CBE	Width	ADT	LOS	Crash Rate	
PRAIRIE RD	347080	8.050	9.250	L				7				7
PRAIRIE RD	347000	1.640	1.939	L	Bid List			7				7
PRAIRIE RD	347030	2.221	3.116	L				7				7
PRAIRIE RD	347030	3.116	5.500	L				7				7
PRAIRIE RD	347030	5.500	7.286	L				7				7
PRAIRIE RD	347030	7.286	7.850	L				7				7
RATTLESNAKE RD	610400	2.250	4.474	R				3				3
RHODODENDRON DR	528000	3.440	5.112	R			4	3				7
RICHARDSON RD	501800	0.000	0.100	M			4	3				7
RIDGEWAY RD	605800	0.000	1.000	R			4	7				11
RIDGEWAY RD	605800	1.500	2.540	L			2	3				5
RIVER LP #1	325800	0.000	0.244	L			4	7				11
RIVER LP #2	318500	0.000	0.990	L				7	5			12
RIVER RD	310000	7.340	7.366	L	Bid List				5			5
RIVER RD	310000	7.366	7.747	L	Bid List				5			5
RODGERS RD	601800	0.678	1.200	L				7				7
ROW RIVER RD	240000	4.840	6.000	R			2					2
ROW RIVER RD	240000	1.042	1.795	L				3	5			8
ROW RIVER RD	240000	1.795	1.900	L				3				3
ROW RIVER RD	240000	6.000	11.000	R				3				3
ROW RIVER RD	240000	16.230	16.310	R				7				7
ROW RIVER RD	240000	16.310	16.597	R				7				7
ROW RIVER RD	240000	16.597	19.778	R			4	7				11
ROYAL AVE	145500	2.267	2.930	L	Bid List			7	5		8	20
ROYAL AVE	145500	2.930	3.267	L	Bid List			3	5			8
SAGINAW RD EAST	220200	0.000	0.622	L				7				7
SCENIC DR	310800	0.000	0.765	R			2	7				9
SEARS RD	241000	0.000	0.640	L				7				7
SEARS RD	241000	0.640	2.950	L			4	7				11
SEARS RD	241000	3.350	9.610	L				7				7
SEAVEY LP RD	188100	0.000	3.791	L				7				7
SEAVEY WAY	189300	0.222	Bridge	L	Bid List							0
SHARPS CR RD	246000	9.650	10.160	M			2	3				5
SHEFFLER RD	401600	0.000	1.870	R				7				7
SHOESTRING RD	275500	0.000	3.770	M			4					4
SILTCOOS STA RD	533400	0.000	1.000	M			2					2
SILTCOOS STA RD	533400	1.850	4.841	M			4					4

Lane County Roads Needs Assessment Data

ROAD_NAME	ROAD ID	BMP	EMP	Terrain	CIP	Assessment Criteria						Total Points
						PCI	CBE	Width	ADT	LOS	Crash Rate	
SILVER LN	131400	0.458	0.511	L					5			5
SOUTH CANARY RD	533000	0.000	2.613	M			2					2
SPENCER CR RD	413200	0.500	3.285	R				7				7
SPRING CR DR	317500	0.000	0.527	L			2	7				9
STAGECOACH RD	502000	9.704	11.488	M	Bid List		2					2
STAGECOACH RD	502000	0.000	2.500	M	Bid List		4	3				7
STAGECOACH RD	502000	2.500	4.200	M	Bid List		4	7				11
STAGECOACH RD	502000	4.200	9.704	M	Bid List		2	7				9
SUNDERMAN RD	194800	0.000	2.728	L				3				3
SUTTLE RD	441000	0.000	3.802	L				7				7
SUTTON LAKE RD	523000	0.000	0.460	R			2	7				9
SUTTON LAKE RD	523000	0.460	2.688	R			2	7				9
TEN MILE RD	521000	0.000	2.012	M			4	7				11
TEN MILE RD	521000	2.143	8.340	M			4	7				11
THOMPSON CR RD	511000	4.300	4.820	M			4	3				7
THOMPSON CR RD	511000	0.000	0.050	M			4					4
THOMPSON CR RD	511000	0.050	2.988	M			4	7				11
THORNTON RD SO	252000	0.150	0.284	L				7				7
THURSTON RD	103500	1.082	1.330	L			4					4
UPPER NO FORK RD	508400	0.000	3.044	M			2					2
VAUGHN RD	433500	6.700	9.906	R				7				7
WARTHEN RD	402400	1.180	4.008	R				7				7
WARTHEN RD	402400	0.000	1.180	L				7				7
WENDLING RD	197500	0.000	1.600	R				3				3
WEST BOUNDARY RD	627000	1.680	15.842	M	Bid List		4					4
WEST SHEFFLER RD	401800	0.000	2.352	R			2					2
WESTFIR-OAKRIDGE RD	612800	2.000	3.050	R				7				7
WESTFIR-OAKRIDGE RD	612800	3.569	5.192	M				3				3
WESTFIR-OAKRIDGE RD	612800	5.192	6.065	M				3				3
WILKES DR	321400	0.000	0.290	L					5			5
WILKES DR	321400	0.790	0.932	L			4	7				11
WILKES DR	321400	0.290	0.790	L			2					2
WILLAG RD NEE RAMP #1	166001	0.000	0.285	L	Bid List			7	5			12
WINBERRY CR RD	624500	4.420	5.674	M			4					4

Appendix H:
Finding of Compliance with State Land Use Goals and County Comprehensive Plan

FINDINGS AND CONCLUSIONS IN SUPPORT OF ADOPTION OF ORDINANCE No. PA 1202

The Lane County Board of Commissioners ("Board") finds as follows:

1. The Ordinance to which these findings are attached effects an update to the Lane County Transportation System Plan (TSP), which is a component of the Lane County Comprehensive Plan including the Rural Comprehensive Plan ("RCP"). In addition to adopting the updated TSP, the Board is amending RCP General Plan Goal 12, Policy 4 to incorporate the updated TSP into the County's General Plan Policies. These changes will be referred to as the TSP update throughout these findings.

2. Pursuant to Lane Code (LC) 12.050(1) and LC 16.400(6)(h)(i) amendments to the Comprehensive Plan and Rural Comprehensive Plan shall be by ordinance. Adopting Ordinance No. PA 1202 accomplishes these requirements.

3. LC 12.050(2) provides review criteria to adopt the updated TSP and the amendment to General Plan Policy 12 into the County Comprehensive Plan. The criteria are as follows:

> *LC 12.050*
> *(2) The Board may amend or supplement the comprehensive plan upon a finding of:*
> *(a) an error in the plan; or*
> *(b) changed circumstances affecting or pertaining to the plan; or*
> *(c) a change in public policy; or*
> *(d) a change in public need based on a reevaluation of factors affecting the plan; provided, the amendment or supplement does not impair the purpose of the plan as established by LC 12.005 above.*

LC 16.400(6)(h)(iii)(bb) provides similar review criteria for amendments to the Rural Comprehensive Plan, as follows:

> *LC 16.400(6)(h)(iii) The Board may amend or supplement the Rural Comprehensive Plan upon making the following findings:*
> ****
> *(bb) For Major and Minor Amendments as defined in LC 16.400(8)(a) below, the Plan amendment or component is:*
> *(i-i) necessary to correct an identified error in the application of the Plan; OR*
> *(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.*

With regard to these review criteria the Board finds as follows:

The Transportation Element of the Lane County Rural Comprehensive Plan was last updated in 1980. The TSP update is necessary:

a. to address changed circumstances related to the use and development of the transportation network in Lane County, including population growth and new development;
b. to incorporate nationally accepted engineering practices which have evolved and changed since 1980 and which pertain to transportation system planning and development, into local requirements;

c. to address a change in public need as evidenced in part by the needs assessment which is a part of the TSP document and also as a result of changed circumstances as described in a. above; and
d. to comply with the mandate of new statewide planning goal requirements, specifically the Transportation Planning Rule.

Based upon all of the above findings, the Board concludes that the proposed update is consistent with the review criteria listed above.

4. LC 16.400(6)(h)(ii) requires the amendment be concurrent with an amendment to LC 16.400(4), which lists the adopting ordinance numbers. The adopted changes include an amendment to LC 16.400(4), so this requirement has been met.

5. In addition to the requirements in LC 16.400(6)(h)(iii)(bb) listed above, additional findings under LC 16.400(6)(h)(iii)(aa) must be made to adopt the proposed TSP update. Specifically, the Board may amend the Rural Comprehensive Plan upon making certain additional findings, as follows:

> *LC 16.400(6)(h)(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.*

The amendment meets applicable requirements of local and state law in that it is being processed as a Plan Amendment pursuant to LC Chapter 14 requirements, and is subject to the approval criteria of LC Chapter 16, both of which chapters were previously found to be in compliance with state law. Findings of consistency with the approval criteria in LC 16 are contained herein, including findings of consistency with applicable Statewide Planning Goals and applicable Oregon Administrative Rules, as follows:

> ***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.*

Extensive public involvement was afforded pursuant to the Public Involvement Plan that is included in the TSP as Appendix E.1. Specifically:

- Ten public information meetings were held around the County, in May and June, 1995 prior to drafting of the updated TSP.
- In September 2002, peer review was sought of the proposed road design standards, traffic impact analysis requirements, and level of performance requirements. Seventy-eight private and public engineers and land use planners were contacted as part of that process. Follow-up telephone calls were also made to each addressee. Comments received were considered and used to make changes to applicable sections of the TSP document.
- The draft TSP document was placed in each of Lane County's nine libraries, and published on the internet, in January 2003.
- Four public informational meetings were held around the County in February, 2003, after the draft was available for public review.
- The public information meetings and announcements about availability of the draft were publicized on two occasions, one to two weeks prior to the meetings (depending on individual newspaper schedules), via advertisements in all of the following newspapers: The Eugene-Register Guard, Springfield News, Cottage Grove Sentinel, Siuslaw News, River Reflections, and West Lane News. In addition, notice postcards were mailed to over 550 individuals and agencies including schools, emergency response agencies, utility service providers, Port of Siuslaw, other service districts, planning offices and city council members of all Lane County incorporated communities, neighborhood organizations, watershed

councils, public interest groups, state offices with responsibilities for transportation planning and services, private engineering, planning, and legal firms, and other interested individuals.

- A joint public hearing before the Lane County Roads Advisory Committee and Planning Commission was held on September 9, 2003. Legal notices for the hearing were published in the Eugene-Register-Guard and Springfield News, on August 19 and 20, respectively. Public hearing notice postcards were also mailed to the same 550+ parties described in the previous paragraph, and display advertisements were placed in the same six newspapers.
- A "Ballot Measure 56" notice pursuant to ORS 215.503 was mailed to more than 37,000 owners of property located within Lane County and outside the Eugene-Springfield urban growth boundary and outside the city limits of other incorporated communities.
- A second hearing before the Board of County Commissioners was held in early 2004. Prior to the hearing, legal notices were published in the Eugene Register-Guard and the Springfield News. In addition, notification postcards were mailed to the same 550+ parties described above, as well as to the parties who testified in writing or verbally at the Roads Advisory Committee/Planning Commission joint hearing.

The TSP is a plan amendment that is 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 exceeded, and opportunity for public involvement was afforded at all phases 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.*

The Rural Comprehensive Plan (RCP) was acknowledged by the Land Conservation and Development Commission (LCDC) as complying with state planning goals. LC 16.400, adopted and also acknowledged by LCDC specifies the means by which the RCP may be amended. The TSP update 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 - Agricultural Land:*** *To preserve and maintain agricultural lands.*

As addressed under Goal 12 below and incorporated here by reference, certain transportation facilities and uses are allowed on agricultural land either outright or with a special use permit. TSP policy 20-a is being adopted and related land use regulations are being amended to provide for these uses, consistent with statewide planning Goal 3. Adoption of the TSP update will not change any agricultural land use designations. Based upon these findings the amendment is consistent 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.*

As addressed under Goal 12 below and incorporated here by reference, certain transportation facilities and uses are allowed on forest lands either outright or with a special use permit. TSP policy 20-a is being adopted and related land use regulations are being amended to provide for these uses, consistent with statewide planning Goal 4. Adoption of the TSP update will not change any forest land designations. Based upon these findings the amendment is consistent with Goal 4.

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

Changes to Lane Code associated with the TSP update include an exemption for public road projects within County-regulated riparian areas from Riparian Modification Permit requirements if they comply with Endangered Species Act (ESA) requirements for aquatic species. Public road projects are required to comply with provisions under the ESA for aquatic species that exceed the Goal 5 and associated Lane Code requirements for riparian protection. As such, by complying with the ESA, such public road projects also will adequately address riparian protections otherwise required by regulations applicable to riparian area development.

The treatment of other resources regulated under Goal 5 will not change as a result of the TSP update, and therefore the goal is otherwise not relevant to this amendment. Based upon these findings, the TSP update is consistent 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.*

The TSP update does not include any changes to the treatment of the resources protected under this goal, so the goal is not relevant to this amendment.

Goal 7 - Areas Subject To Natural Disasters And Hazards: *To protect life and property from natural disasters and hazards.*

The TSP update does not include any changes relevant to management of areas subject to natural disasters and hazards so the goal is not relevant to this amendment.

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.*

The TSP update does not include any changes related to management of recreational resources, so this goal is not relevant to the amendment.

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.*

While the TSP update will provide for the continued orderly development of the County road network which is vital to economic development activity, the above statewide planning goal requirement is not directly relevant to the amendment.

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

The TSP update will not change any County requirements related to housing, so this goal is not relevant to the amendment.

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.*

Transportation facilities are identified as public facilities under this goal. OAR 660-011-0035(1) requires,

The public facility plan shall include rough cost estimates for those sewer, water, and transportation public facility projects identified in the facility plan . . .

The TSP update includes a project list and cost estimates for each anticipated County Road improvement project. Other public facility projects, for example water, sewer and public transit improvements, are identified in other long range planning documents adopted separately from the TSP.

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

OAR 660-012 is the Transportation Planning Rule (TPR) that implements statewide planning Goal 12. Subsection numbers below are those found within OAR 660-012 (i.e., "-0005" refers to OAR 660-012-0005). The Board finds the TSP update complies with the TPR requirements based upon the following findings:

-0005 provides certain definitions that were adopted, as applicable to Lane County, as part of the TSP update.

-0010 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 of improvements included in the TSP. This section does not direct local governments to adopt any provisions to comply with the TPR but it is noted that the County's TSP provides for transportation system planning while Lane Code and Lane Manual provide for project development.

-0015 requires County TSPs to be consistent with the state TSP. The County has consulted and coordinated with Oregon Department of Transportation to provide for coordination and mutual TSP consistency. This section of the TPR also requires that the County TSP be coordinated with federal agencies, local governments, special districts, and private providers of transportation services. The County TSP effort involved coordination with all service districts and providers of transportation services throughout Lane County, and with local governments.

-0020 requires TSPs for local jurisdictions such as Lane County to have certain elements, including:

- a determination of needs;
- road system plan including functional classes consistent with state and regional TSPs;
- road standards;
- public transit; bicycle and pedestrian; air, rail, water, and pipeline elements; and
- an inventory of the road system and other transportation system elements.

The TSP update includes all the required elements listed above. While a financing element is not required for areas outside urban growth boundaries, the TSP update also includes a financing element.

-0025 requires findings of compliance with statewide planning goals and acknowledged comprehensive plan policies and land use regulations. These findings demonstrate consistency with this requirement.

-0045 requires certain regulations and ordinances to be adopted. This includes land use regulations specifying transportation uses and services allowed in each land use zone; other regulations specifying access control measures and acceptable road performance levels; other transportation system protection measures consistent with road functional classes and rural land density limitations; measures to protect public use airports; a process for coordinated review of land use decisions; a process to apply development proposal conditions to minimize impacts and protect transportation facilities; regulations to require notice to public agencies; and regulations to assure that land use designations, densities, and design standards are consistent with functions, capacities and levels of service of facilities. Regulations to provide for safe,

convenient, and reasonably direct access for bicycles and pedestrians are also required. Finally, this section of the TPR requires that standards for local streets be adopted that minimize pavement width and total right-of-way consistent with the operational needs of the facility.

Certain of the above requirements have already been in place in Lane County's land use regulations, including provisions to protect airports, and land use review processes providing for coordination, notice to agencies, and for assigning conditions to development proposals. Under separate ordinance, changes to the regulations in Lane Code Chapters 10, 13, 15, and 16 are being adopted to implement the TSP in compliance with all the other above noted requirements, including new access control measures, updated regulations to provide for safe and convenient bicycle and pedestrian access, road performance and traffic impact analysis requirements to protect transportation facilities, and new road design standards that minimize pavement width consistent with operation needs of road facilities. The TSP also includes related, overarching goals and policies. Therefore, the amendment is consistent with the requirements of -0045.

-0050 includes provisions for transportation project development, and specifies requirements for public involvement and compliance with the comprehensive plan and land use regulations when a land use decision is involved in project development. The updated TSP, and Lane Code land use regulations being adopted as part of this amendment, provide for transportation uses that may be allowed in rural areas without a goal exception. Also, pre-existing requirements provide for the necessary public process if a transportation facility or use requires a land use decision or an amendment to the TSP.

-0060(1) and (2) provide that plan and land use regulation amendments which significantly affect a transportation facility shall ensure that land uses allowed by the amendment are consistent with road function, capacity, level of service, and other performance standards. The TPR also specifies under what conditions a plan or land use regulation amendment significantly affects a transportation facility. TSP Policy 20-d and related land use regulations implement this requirement with regard to plan amendments.

-0060(3) requires coordination with other agencies regarding determinations under -0060(1) and (2). Lane County has long had such a coordination process in place, routinely sending proposed plan and land use regulation amendment referrals to all affected agencies. The updated TSP also includes Goal 21, and policies 21-a through 21-c, which provide for coordinated land use review when making decisions about transportation facilities.

-0060(4) provides that the presence of a transportation facility or improvement shall not be the basis for an exception to allow certain development on rural lands. This requirement was incorporated into the TSP as policy 20-e.

-0065 provides for transportation facilities, services, and improvements which may be permitted either outright or as special uses on rural lands consistent with Goals 3, 4, 11, and 14 without a goal exception. In addition, this section of the TPR references provisions in ORS 215.213 applicable to agricultural lands in Lane County, and references Oregon Administrative Rules (OAR) 660, Division 6 applicable to forest lands in Lane County. These ORS and OAR sections referenced by the TPR provide for transportation facilities and uses that may be permitted outright or as special uses in agricultural zones and forest zones. All of these provisions were addressed by TSP policy 20-a and by the adoption of corresponding land use regulation amendments that specify the facilities, services and improvements that may be permitted on rural lands, including agricultural and forest zones.

As described above, and in combination with amendments being made to Lane County land use regulations, the proposed amendment is consistent with the applicable requirements of the TPR.

Goal 13 - Energy: *To conserve energy.*

The TSP update will not change any County requirements related to energy, so this goal is not relevant to the amendment.

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

Goal 12, the Transportation Planning Rule, includes provisions related to transportation uses allowed on rural lands to help maintain the orderly and efficient transition from rural to urban land use. As noted above under findings related to Goal 12, incorporated here by reference, this proposal complies with those provisions. Besides complying with these related sections in the TPR, the TSP update will not change any County requirements related to urbanization, so the amendment is consistent with Goal 14.

> ***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, so this goal is not relevant to the amendment.

> ***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 land use regulation amendments associated with the TSP update provide for consistency with this goal by restricting allowed transportation facilities, services, and improvements within estuarine zones to operations, maintenance, repair, preservation, and rehabilitation. Furthermore, such uses are only allowed provided there is no associated dredging or excavation. As such this proposal is consistent with Goal 16.

> ***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 form the use and enjoyment of Oregon's coastal shorelands.*

Goal 17 is implemented under Lane County's coastal shorelands combining zone regulations. The TSP update will not change any County requirements related to these requirements, so this goal is not relevant to the amendment.

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

Goal 18 is implemented under Lane County's land use combining zone regulations. The TSP update will not change any County requirements related to these requirements, so this goal is not relevant to the amendment.

> ***Goal 19 - Ocean Resources:*** *To conserve the long-term values, benefits, and natural resources of the nearshore ocean and the 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 resources, so this goal is not relevant to the amendment.

6. Pursuant to LC 16.400(6)(h)(iii)(aa) and OAR 660-012-0025(2) above, findings of consistency with applicable local policies, including the applicable Rural Comprehensive Plan policies are required to adopt this amendment. Findings of consistency with applicable policies of the Rural Comprehensive Plan follow.

Goal 1: Citizen Involvement

1. . . . assure availability of planning information . . .
2. . . . plan implementation shall include participation by the general public . . .
4. . . .The Citizen Involvement Program is recognized as the primary body advising the Board as to . . . Because of their regular meeting schedule and expertise, the Planning Commissions have been designated as Lane County's Citizen Involvement Program Committees.
5. The program of communicating with chartered community organizations shall be continued.
6. Identification of priorities for and adoption of capital improvement programs shall be done through the citizen involvement program.

Findings addressing statewide planning goal 1 above demonstrate that the plan amendment is consistent with the above policies, and are incorporated here by reference. Additional findings with regard to policy 6 above are as follows. The TSP, page 64 addresses future spending and prioritization, noting that priority setting shall occur through the Capital Improvement Program process. TSP Goal 1, 23, and 24 address priority setting, and the Planning Commission has reviewed and endorsed these policies as adopted. Therefore the amendment is consistent with the above goal and applicable policies 1, 2, 4, 5, and 6 above.

Goal 2: Land Use Planning

3. All products of the County Planning process shall be made available for public review and comment and shall be adopted through the hearings process.
5. The Lane County Planning Commission shall have primary advisory authority to the Board of County Commissioners for and Countywide land use policy issues.

All products proposed for adoption herein have been made available for public review as discussed in findings for statewide planning Goal 1, above, incorporated here by reference. The Lane County Planning Commission's advice was sought and used prior to adoption of these products by the Board. Therefore the amendment is consistent with the above goal and applicable policies 3 and 5.

Goal 3: Agricultural Lands

3. Reserve the use of the best agricultural soils exclusively for agricultural purposes.
5. Use planning and implementation techniques that reflect appropriate uses and treatment for each type of land.
8. Provide maximum protection to agricultural activities . .
13. No County policy shall be construed to exclude permitted and specially permitted nonfarm uses, as defined in ORS Chapter 215.213 and OAR 660 Division 33, from the EFU zones . . .

TSP Policy 20-a and associated Code changes specify transportation facilities and uses allowed on agricultural lands, consistent with ORS Chapter 215.213 and OAR 660 Division 33. By doing so, the amendments are consistent with the above Goal and applicable policy statements.

Goal 4: Forest Lands
Goal 5: Open Spaces, Scenic and Historic Areas and Natural Resources
Goal 6: Air, Water and Land Resources
Goal 7: Areas Subject to Natural Disasters and Hazards
Goal 8: Recreational Needs
Goal 9: Economy of the State
Goal 10: Housing

The TSP update does not include any changes relevant to management of areas subject to the above goals 4 through 10, or associated policies, so those goals are not relevant to this amendment.

Goal 11: Public Facilities and Services
4. Lane County shall maintain an active role to provide the facilities and services needed to make quality health, social and cultural services available and accessible to all Lane County residents . . .

Transportation facilities are defined as public facilities under statewide land use Goal 11. By adopting this updated TSP, Lane County is maintaining an active role in providing transportation facilities needed to make the referenced services available and accessible to all County residents.

5. Lane County shall participate in the coordination of planning and development for various public facilities and utility services. The primary means of effecting this policy shall be through a system whereby land use application shall be referred to the various providers of services . . .

Lane County has primary responsibility for the coordination of planning and development for County-maintained transportation facilities. Coordination with other service providers, including cities, Lane Transit District, utilities, special districts, and other public agencies, has been a high priority of this amendment effort. All known entities listed above were included on mailing lists for informational meetings and public hearings. Applicable agencies and service providers were directly consulted regarding the accuracy of information and policies affecting their operations.

Based upon the above findings, the amendment is consistent with Goal 11 and applicable policies.

Goal 12: Transportation
1. *Lane County shall strive for a coordinated and balanced transportation system which complies with LCDC Goal 12 and is responsive to the economic, social and environmental considerations, and which will work toward the following objectives:*
   a. *Safe, convenient and economical transportation for all people, materials and services*

The TSP update (TSP) complies with LCDC Goal 12 as demonstrated in the findings for that goal contained above in this document. The TSP is responsive to economic, social and environmental considerations, and works toward the objectives of safety, convenience, and economical transportation for all people, materials and services as demonstrated by all the goals and associated policies in the document.

   b. *An effective distribution of transportation options.*

Transportation options are effectively distributed to the extent possible given Lane County's primarily rural character and lack of development in rural areas. The TSP demonstrates consideration for all transportation options available, as required under statewide land use Goal 12.

c. A transportation system responsive to changing needs and conditions.

Adoption of the updated TSP is meant to comply with state regulations and to address changing needs and conditions, demonstrating consistency with this policy statement.

d. Consideration of direct and indirect impacts of proposed transportation projects on the environment, energy resources, economy and general livability.

The TSP is primarily concerned with rural Lane County which is generally in resource land zoning and use. The findings in this document demonstrate compliance with all statewide planning goals regulating these resource lands and the related environment, energy resources, economy and general livability of these areas. The needs assessment contained in the TSP also demonstrates consideration of unincorporated communities as to access for bicycle and pedestrian travel from residential areas to nearby commercial areas and employment centers. The project list included in the TSP includes projects specifically designed to improve pedestrian access, and policies require provision of bus turnouts. Consideration for freight movement and multiple transportation modes including air, transit, and other modes demonstrates consideration of impacts on the environment, energy resources, economy and general livability.

e. Public participation in the transportation planning process.

Findings for statewide Goal 1 and for Lane County Goal 1 demonstrate consistency with this objective. In addition, adopted changes to Lane Manual concerning citizen involvement in the Capital Improvement Program promotes the above objective by allowing for a stakeholder process to enhance public participation in project design.

f. Coordination with the development of statewide comprehensive transportation plans.

Coordination was of primary concern in developing the TSP. ODOT was consulted and has testified to being generally satisfied with the updated TSP.

g. Encouragement of energy-efficient modes of transportation.

Updated TSP policies associated with, and Goals 6, 7, 8, 10, 11, 12, and 13 promote alternative, energy efficient transportation modes.

h. Safe and convenient opportunities for bicycle and pedestrian travel throughout population areas of Lane County.

Updated TSP Goals 6, 7, and 8 and associated policies promote safe and convenient opportunities for bicycle and pedestrian travel. Policy 1-e also accomplishes this by promoting alternative transportation modes when roads are improved, through the provision of sidewalks, bike lanes, and bus stop turnouts. Additionally, the project list includes bicycle- and pedestrian-oriented projects, based upon a needs assessment that specifically considered safe and convenient opportunities for bicycle and pedestrian travel.

i. An efficient public transportation service, which meets demonstrated needs for alternative transportation.

As a regional, independent service, Lane County has limited control over the management of public transportation but does participate in associated committee, task force, and lobbying activities. As reflected in the TSP, public transportation services are provided to rural Lane County to the extent possible given limited populations in these areas, and given legal and economic constraints. Goals 10, 11, and 12 of the updated TSP and associated policies demonstrate consistency with the above objective to the extent possible.

j. An appropriate level of general and commercial aviation development.

The updated TSP supports general and commercial aviation development through supportive goals and associated policies 14, 15, and 16.

k. The development of the Port of Siuslaw consistent with adopted policies and plans.

The updated TSP supports development of the Port of Siuslaw through supportive goals and associated policies 17 and 18.

2. In managing the transportation system toward the fulfillment of adopted County land use goals and plans, Lane County shall:
a. Provide transportation services as necessary to accommodate growth concentrated within existing communities.

While city TSPs are the primary policy documents for existing incorporated communities, the updated County TSP is consistent with these TSPs. For example, the TSP project list includes all projects listed in city TSPs. These city projects are designed to accommodate growth in the corresponding communities. The project list also includes road improvements associated with unincorporated communities where need was demonstrated through the needs assessment in the TSP document. Other transportation modes serving growth within existing communities are addressed primarily in city TSPs.

b. Discourage the spread of residential development in agricultural and forest areas.

By complying with statewide land use goals as demonstrated in the findings above, the TSP discourages the spread of residential development in agricultural and forest areas.

c. Guide the transportation pattern of newly developing areas and rural communities.

To the extent allowed under statewide planning goals, TSP Goals and associated policies 20, 21, and 22, and associated regulations that are being adopted provide for road improvements to serve new development in a manner that contemplates the future transportation pattern by considering factors such as the logical extension of County Roads, road functional classifications, access management, and provision of improvements to serve new development consistent with statewide land use goals.

d. Ensure that transportation improvements are consistent with adopted public policies and plans.
e. Ensure that road development or improvement is consistent with adopted plan and policies.

Transportation improvements must show compliance with the adopted County Comprehensive Plan including the updated TSP and with adopted land use regulations, demonstrating consistency with the above two objectives.

3. *Lane County shall seek an efficient, safe and attractive highway network to serve the existing and future arrangement of land uses by striving toward the following objectives:*
   a. Make improved safety for the traveling public a primary consideration in the expenditure of resources.

Improved safety is the first goal of the updated TSP and policy 1-c specifies that safety is the first priority in making decisions about roadway operations, maintenance, and repair.

b. Ensure that all road construction meets adopted uniform standards unless excepted for substantial reason.

New road design standards and corresponding policies being adopted in the updated TSP apply to publicly and privately initiated road improvement projects. In particular, Goal 1 in the updated TSP and associated policies will uniformly guide road construction.

c. Provide for timely development of streets and roads in community development centers.

Development of streets and roads in community development centers are programmed primarily in city TSPs. The County TSP needs assessment and project list, and requirements for traffic impact analysis and maintaining acceptable performance levels, provide for timely development of necessary street and road improvements for County roads within community development centers.

d. Include aesthetic considerations in maintenance, construction or improvement within County road right-of-way.

Aesthetics are incorporated into road design standards being adopted with the updated TSP. Aesthetics are also considered in policies that encourage setback sidewalks and the involvement of adjacent neighborhoods in project design.

e. Minimize frontage access onto the County's collector and arterial roads.

Access onto County collector and arterial roads will be minimized under new TSP Goal 3 and associated policies, and associated regulations providing spacing standards and other access management provisions.

f. Ensure that future route selection considers the indirect costs as well as the direct costs of construction.

Direct and indirect costs are considered at several levels as part of the TSP update. Individual project designs are subject to citizen involvement processes. All projects must be consistent with land use policies and regulations. Alternative transportation modes to promote reduced energy use and pollution are encouraged. Projects must comply with environmental regulations and best management practices administered by state, federal, and local agencies.

g. Discourage strip development between the County's urban service areas and their satellite communities.

The TSP update discourages strip development by complying with statewide land use goals as shown in the findings above.

h. To the extent possible, coordinate implementation of new highway facilities with land development needs to minimize stimulation of untimely land development.

The TSP minimizes stimulation of untimely land development and coordinates implementation of new highway facilities with land development to the extent possible by complying with statewide land use laws and coordinating with the state in development of the TSP.

> *i. Ensure that street and highway development or improvement is integrated with and complementary to other transportation modes.*

TSP policies provide for coordination with other transportation modes.

> *j. Maintain County roads and bridges adequately to meet the needs of the trucking industry consistent with adopted land use plans for the area.*

Maintaining the County road system and bridges is specified as a priority under Goal 1 of the updated TSP. Policy 1-f states, "Maintain county arterial and collector roads sufficiently for the safe and efficient movement of freight, consistent with applicable traffic impact analysis, design policies and standards and land use regulations."

> *k. Establish priority trucking routes, which minimize conflicts with incompatible land uses and area of congestion.*

Trucking routes are established for state roads outside of this amendment process. No changes are proposed to established trucking routes.

> *4. The adopted Lane County Rural Transportation Plan is a special-function Plan concerned with Goal 12 requirements, and containing a number of Goalsand Policies regarding various components of the County's transportation system and Goal 12 requirements. The Transportation System Plan, as amended and adopted in 2004, shall be applied where appropriate; policies shall be considered to be mandatory actions, which are ultimately binding on the County.*

The paragraph above reflects changes that will be adopted as part of this amendment. Additional findings regarding the above policy are not necessary.

> ***Goal 13: Energy Conservation***
> *2. Lane County shall encourage energy conservation in the development and of public facilities, services and utilities and in the development and use of electrical and communication systems.*

The goals and policies that promote alternatives to single occupancy vehicle travel reflect that the TSP update encourages energy conservation to the extent possible.

> *3. Lane County shall establish programs when financially reasonable to promote the stated goal through intergovernmental cooperation, to increase public awareness of the benefits of energy conservation and to revise existing programs concerning land use, transportation, existing and new building.*

In complying with the Transportation Planning Rule concerning intergovernmental coordination, alternative transportation modes, and integration of land use and transportation facility decision-making, the updated TSP promotes intergovernmental cooperation in energy conservation measures.

> ***Goal 14: Urbanization***
> ***Goal 15: Willamette River Greenway***

Goal 16: Estuarine Resources
Goal 17: Coastal Shorelands
Goal 18: Beaches and Dunes
Goal 19: Ocean Resources

The TSP update does not include any changes relevant to management of areas subject to the above goals 14 through 19 or associated policies, so those goals are not relevant to this amendment.

7. Based upon all of the above findings, the Board concludes that the proposed TSP update and incorporation of TSP policies into the County General Plan policies is consistent with the requirements set forth in the applicable approval criteria. Therefore, the Board approves adoption of the proposal.