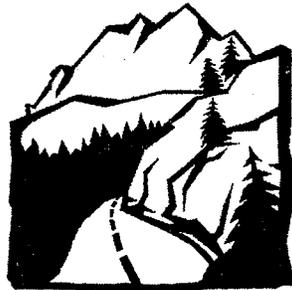


City of Oakridge



Transportation System Plan

**Prepared for
The City of Oakridge**

**Prepared by
Lane Council of Governments**

December 2000

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Disclaimer

The inclusion of proposed projects and actions in this plan does not obligate or imply obligations of funds by any jurisdiction for project level planning or construction. However, the inclusion of proposed projects and actions does serve as an opportunity for the projects to be included, if appropriate, in documents such as the State Transportation Improvement Program (STIP). Such inclusion is not automatic. It is incumbent on the state, county, city, and general public to take action to encourage and support inclusion into the STIP at the appropriate time. Projects included in the STIP are required to have funds available so the number of projects that can be included are constrained by funding levels.

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Chapter One Introduction

A. Overview

The City of Oakridge (City), in coordination with Lane County and the Oregon Department of Transportation (ODOT), initiated a study of the City's transportation system in May 1998. The Oakridge Transportation System Plan (TSP) is the long-range policy document that guides transportation planning within the Oakridge urban growth boundary (UGB) for the next 20 years. The goals and policies contained in the TSP will become part of the Oakridge Comprehensive Plan. Ordinance amendments that implement the TSP will also be adopted. The TSP will be updated every five years, or when needed.

The TSP will be used as the basis for the development of transportation-related capital improvements. Refinements may supplement the plan with more detail and specific information on issues, policies, and projects. These refinement plans must be consistent with the TSP. The TSP addresses multiple transportation modes including bicycle, pedestrian, automobile, and public transportation, as well as air, rail, and pipeline issues.

B. Plan Context

The City of Oakridge has the potential for significant growth within the city limits and UGB. Long-range comprehensive planning is a tool for looking ahead and shaping growth of an area. Transportation planning is one facet of Oakridge's long-range plan. Local comprehensive plans must be consistent with the statewide planning goals.

In 1991, and later revised in 1995, the Land Conservation and Development Commission (LCDC) adopted the Transportation Planning Rule (TPR) (OAR 660-12-010) to guide local and regional transportation planning. The primary purpose for this rule is to implement Oregon's Statewide Planning Goal 12: Transportation. The TPR requires cities and counties to develop a plan that includes:

- A road plan for a network of streets;
- A bicycle and pedestrian plan;
- A public transportation plan;
- An air, rail, water, and pipeline plan;
- A transportation finance plan; and
- Policies and ordinances for implementing the transportation system plan.

The purpose of Goal 12: Transportation is "To provide and encourage a safe, convenient and economic transportation system." Goal 12 states that a transportation plan shall:

- (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian;

- (2) be based upon an inventory of local, regional and state transportation needs;
- (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes;
- (4) avoid principal reliance upon any one mode of transportation;
- (5) minimize adverse social, economic and environmental impacts and costs;
- (6) conserve energy;
- (7) meet the needs of the transportation disadvantaged by improving transportation services;
- (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and
- (9) conform with local and regional comprehensive land use plans.”

The TSP is intended to meet all of the requirements of the state’s TPR, the administrative rule that implements Goal 12. A table outlining the compatibility of the TSP with state law and other plans is included as Appendix H.

C. Planning Assumptions

The focus of the TSP is the transportation systems and issues within the Oakridge UGB over a 20-year planning timeframe. The year 1998 was established as the base year, and the year 2020 was established as the planning horizon year. In 1998, the population within the Oakridge city limits was estimated at 3,260. Population in Oakridge declined during the recession of the 1980s but rebounded during 1990s. Approximately 195 persons are estimated to be living outside the city limits within the UGB, and it is estimated that there will be 224 as of 2020.

The total population of Oakridge within the UGB by 2020 is projected to reach 4,000 persons. This projection represents an average annual rate of growth of 0.74 percent and an increase of 793 people over the 20-year planning horizon. This is a slower growth rate than the city experienced between 1990 and 1998, which was 0.89 percent. The base year for the employment data is 1996 when there were 717 jobs in Oakridge. Projected employment for Oakridge for the year 2020 is 1,178 jobs, an increase of 461 jobs.

State law requires that the TSP be consistent with the *Oregon Highway Plan*, local comprehensive plans, and other regional comprehensive plans. Locally, the Oakridge TSP is consistent with the Oakridge Comprehensive Plan and assumes the same planning designations for future land development.

D. Planning Process

Citizen involvement was an important component of the TSP planning process. Development of the Oakridge TSP was guided by a citizen’s advisory committee (CAC) approved by the Oakridge City Council. CAC members represented a range of transportation and governmental interests including, business, real estate, bicycle transportation, school district, fire department, public works, city council, and planning commission. The CAC met on a bi-monthly basis during the development of the TSP from September 1998 to October 1999.

The Goals of the CAC were to:

- Develop a TSP consistent with the state TPR;
- Develop a citizen involvement plan that fits local conditions and priorities;
- Develop a TSP that provides an efficient transportation system for pedestrians, bicyclists, vehicle users, public transit users, and for the movement of goods and the provision of services; and,
- Make recommendations to the Planning Commission and the City Council for adoption and implementation of the TSP.

Public involvement activities included two public workshops held at the Lane Community College Learning Center in January and August 1999. These workshops introduced the community to the TSP process and solicited input on identified transportation issues. News articles and public meeting notices were regularly printed and viewed through local newspapers, television, and the internet.

Adoption of the TSP constitutes an amendment to the Oakridge Comprehensive Plan. As such, amendments to the Comprehensive Plan must also be adopted by Lane County. The TSP goals and policies will replace transportation-related goals and policies in the Comprehensive Plan. The rest of the TSP will be incorporated into the Comprehensive Plan as a Transportation Element and will replace transportation-related background information. The TSP goals and policies are the only part of the plan that will have the force of law. The Transportation Element will provide background information and guidance for revisions to the Oakridge Zoning and Land Division Ordinances.

E. Organization of the Plan

The TSP is organized into six chapters and several appendices.

Chapter One: Introduction - This chapter introduces the TSP context, assumptions, and planning process.

Chapter Two: Existing Conditions - This chapter describes the TSP study area and presents a description and inventory of the existing transportation system, including: roadway, bicycle, pedestrian, public transportation, air, rail, and pipeline elements. The chapter also presents a discussion of natural and cultural features related to these systems.

Chapter Three: Future Conditions and Transportation Needs - This chapter presents a detailed discussion of projected population, employment, and transportation volumes. It also describes the projected transportation needs for each of the plan elements.

Chapter Four: Recommended TSP - This chapter describes and presents maps of the recommended transportation system plan for each of the transportation elements. It also presents recommended goals and policies to implement the TSP.

Chapter Five: Plan Implementation - This chapter describes the various actions required to implement the TSP. Implementation actions include prioritized capital improvement projects, ordinance revisions, and other implementation strategies.

Chapter Six: Financing Strategies - This chapter describes existing and potential funding sources to implement the preferred capital improvements and other implementation strategies described above.

Chapter Two Existing Conditions

A. Introduction

Community Background and Profile

The City of Oakridge, population 3,260¹, is located in Lane County in the central portion of the State of Oregon. Oakridge is surrounded by steeply sloped hillsides and is situated at 1,209 feet in the Upper Willamette Valley on the western slope of the Cascade Mountain Range. State Highway 58 links Oakridge to points east, including Willamette Pass Ski Area and State Highway 97, and points west, including Interstate 5 and the metropolitan area of Eugene-Springfield about 45 miles away in the Willamette Valley. The nearest city is Westfir, incorporated in 1979 and located about one mile off of Highway 58 to the north. The Aufderheide National Scenic Byway links the Oakridge-Westfir area with the McKenzie River corridor and the Three Sisters Wilderness.

Development in Oakridge is characterized by strip commercial development along Highway 58 with residential uses off of the highway on local and county roads. Service and limited commercial development is also in Oakridge's old town on East First Street, in the area of the City Hall. Industrial land is situated along the railroad corridor and in the eastern portion of the city.

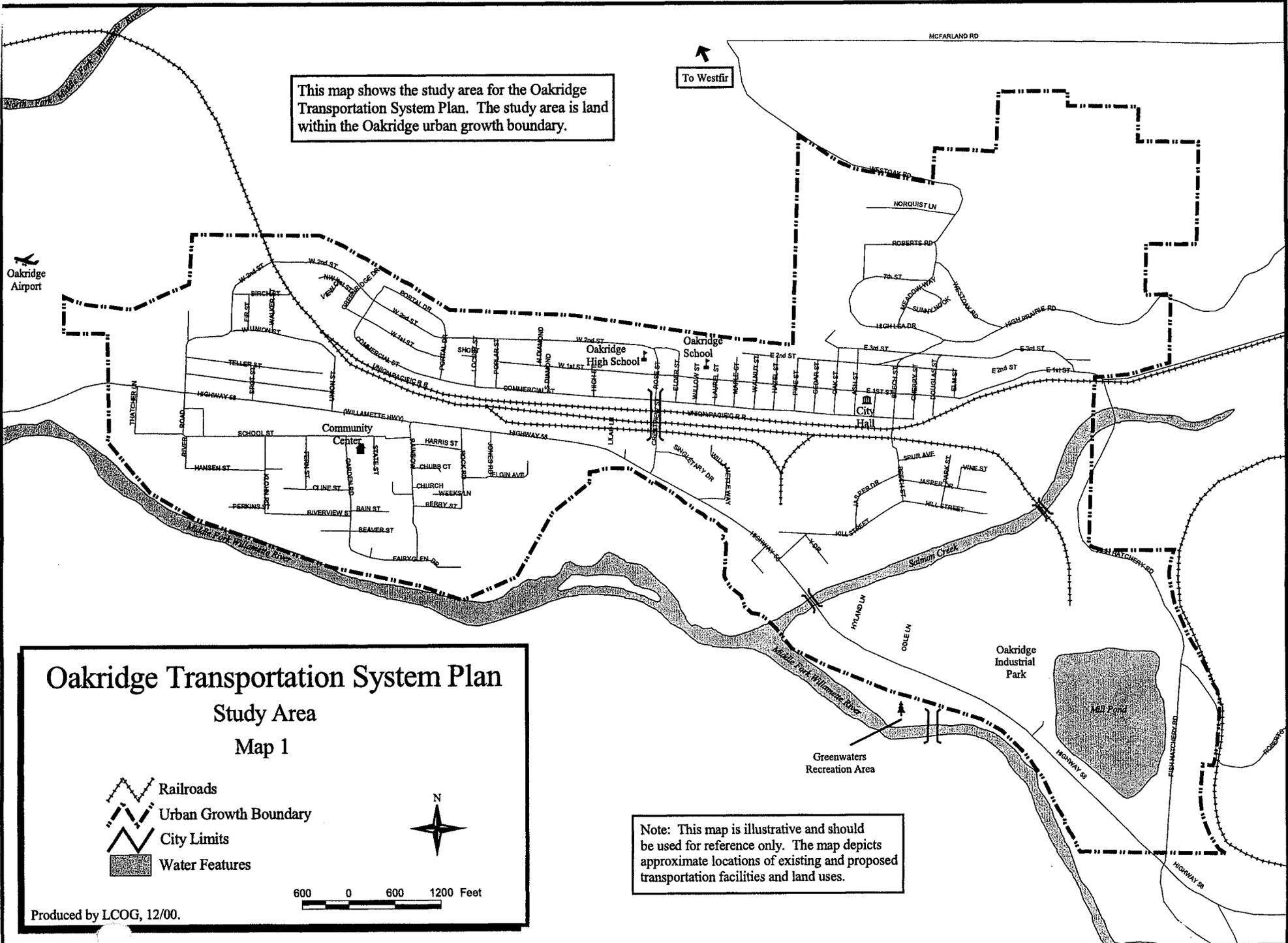
The Study Area

The development of the City of Oakridge (City) Transportation System Plan (TSP) began with an assessment and evaluation of the existing transportation system within the Oakridge study area. The study area consists of entire Oakridge urban growth boundary (UGB) as shown on Map 1. The Oakridge UGB contains about 1,533 acres, 1,203 of which are within the city limits. The UGB contains lands both north and south of Highway 58. Highway 58 is a significant transportation feature in the community. Data collection and analyses concerning conditions on the highway are important components of the TSP process, as is the development of appropriate policies and implementation strategies to improve safety, efficiency, access, and aesthetics along the highway.

B. Road System

A complete inventory of the Oakridge road system was conducted in summer 1998. All roadway segments in the UGB were evaluated for pavement condition, number of lanes, and surface type. The pavement width, right-of-way width, and jurisdictional responsibility for each segment were also recorded. The methodology used to develop the roadway inventory is provided in Appendix A. The roadway conditions database containing this information is available in Appendix B. Other information collected includes the location of traffic control devices, the number and location of traffic accidents, and average daily traffic counts.

¹ Estimate from the Center for Population Research and Census, updated 01/06/99.



This map shows the study area for the Oakridge Transportation System Plan. The study area is land within the Oakridge urban growth boundary.

To Westfir

Oakridge Transportation System Plan

Study Area

Map 1

-  Railroads
-  Urban Growth Boundary
-  City Limits
-  Water Features



600 0 600 1200 Feet

Produced by LCOG, 12/00.

Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities and land uses.

Functional Classifications

The City currently has three roadway functional classifications: arterials, collectors, and local streets. These roadway classifications are identified for each all road segments within the Oakridge UGB on Map 3.

Roadway Condition

Map 2 illustrates roadway conditions within the Oakridge UGB. In general, most paved roadways are either in good or fair condition. Map 2 also shows the location of gravel roadways and unbuilt public right-of-ways. Highly traveled road segments that are in poor condition include Highway 58, and West Second Street, (from Poplar to Rose Street). Rainbow Street, (Highway 58 to Fairy Glen), and East First Street, (from Crestview to the east city limits), are also rapidly deteriorating and will require maintenance work. Roadways in poor condition are included as capital improvement projects, detailed in Chapter Five.

Jurisdictional Responsibility

Roadways within the Oakridge UGB are under the jurisdiction of the City, Lane County, or the Oregon Department of Transportation (ODOT). These roadways are shown on Map 4. Highway 58 is the only state-controlled facility within Oakridge. County facilities include those outside the Oakridge city limits but within the UGB. The majority of the roads within the UGB are under City control.

The primary Lane County roadways within the UGB include High Prairie Road, Westoak Road, and Fish Hatchery Road. A short segment of Dunning Road, a county facility, is also within the Oakridge UGB. Norquist Lane, Roberts Road, Hyland Lane, and portions of East Third Street are considered County Local Access Roads and are not maintained by the County. The recent annexation of the Oakridge Industrial Park (August 1998) into the city limits has initiated the eventual transfer of Fish Hatchery Road to City jurisdiction. Most of Fish Hatchery Road, which runs from East First Street to Highway 58, is currently within Oakridge city limits but remains under County jurisdiction. As areas within the UGB are annexed, the City normally develops an agreement with Lane County to take over maintenance responsibilities for these roads.

Access Control

ODOT has two types of access management for state roadways: access by permit and access control. Access control is the most restrictive form of access management, limiting the number and type of access points. Highway 58 access control locations are shown on Map 4. In general, ODOT has access control along four segments of Highway 58, the bulk of this area located along the north and south side of the highway from the Industrial Park to the east UGB.

Traffic Control

The majority of traffic control devices in Oakridge consist of two-way stop signs at roadway intersections. There are no four-way stop signs at intersections. Oakridge has one yield sign at the intersection of Cedar Street and East Second Street. Oakridge streets are two-way, except in the vicinity of old town Oakridge where two streets are designated as one-way. The speed limit for all city streets is designated as 25 miles per hour. In school zones when children are present, the required speed limit is 20 miles per hour.

The only signalized intersection in Oakridge is at the corner of Highway 58 and Crestview Street. This intersection controls traffic east-west along Highway 58 and north-south between Crestview Street and East First Street, the primary access to downtown Oakridge. This signal is maintained by ODOT with electrical cost funded by the City. This intersection operates at a level of service "C". Flashing warning lights are located on Beech Street at the railroad crossing. The City maintains these lights. The Beech Street location is the City's only rail crossing.

Accidents

The number and location of reported traffic accidents within the Oakridge UGB were tallied by ODOT based on data from the past ten years (January 1988 to May 1998). There were a total of 159 accidents resulting in 93 injuries and four fatalities since 1988.

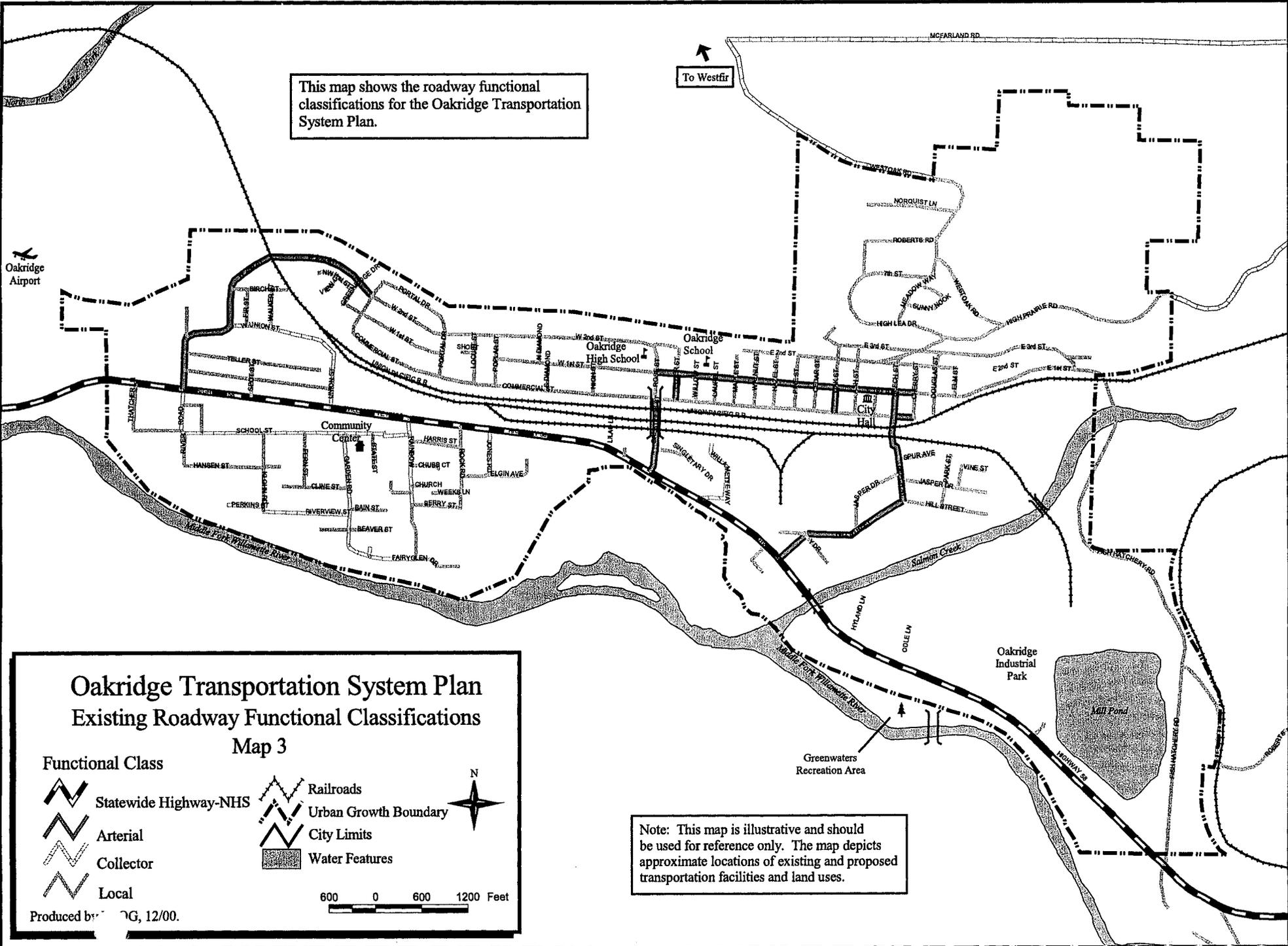
The highest number of accidents (9) occurred on Highway 58 at Crestview, Oakridge's only signalized intersection. In character with other intersection accidents in Oakridge, the majority of these accidents were turning movement or rear-end collisions between two privately owned passenger vehicles. The second highest number of accidents (8) occurred on Highway 58 at the River Road/Second Street intersection. The third highest number of accidents (4) occurred on Hills Street at the Y Drive intersection.

Table 1 shows the top 21 accident location sites in Oakridge (locations with two or more accidents), totaling 61 accidents. Of these top accident location sites, 14 of the sites and 45 of the accidents (74 percent) were on Highway 58.

Table 1: Oakridge Top Accident Location Sites, 1/01/88 to 5/31/98

Roadway/ Milepoint (MP)	Intersecting Roadway/Location	Number of Accidents
Highway 58 MP 35.48	Crestview	9
Highway 58 MP 34.31	River Road/Second Street	8
Hills Street	Y Drive	4
Highway 58 MP 35.85	Hills Street	3
Highway 58 MP 34.87	Rainbow Road	3
Highway 58 MP 34.32	N/A	3
Highway 58 MP 34.97	N/A	3
Highway 58 MP 34.67	Union Street/Tomlin Road	2
Klohn Road	School Street	2
Berry Street	Rock Road	2
Highway 58 MP 34.68	N/A	2
Highway 58 MP 34.99	Rock Road	2
Highway 58 MP 35.06	Jones Road	2
Highway 58 MP 35.44	N/A	2
Crestview Street	E. First Street	2
School Street	55 ft. west of Klohn Rd.	2
Westoak Rd	E. Third Street	2
Highway 58 MP 34.46	N/A	2
Highway 58 MP 35.36	N/A	2
Commercial Street	Portal Drive	2
Highway 58 MP 34.27	N/A	2
Total Accidents		61

Source: ODOT accident database, May 1998.



This map shows the roadway functional classifications for the Oakridge Transportation System Plan.

To Westfir

Oakridge Airport

Oakridge High School

Community Center

City Hall

Oakridge Industrial Park

Mill Pond

Greenwaters Recreation Area

Oakridge Transportation System Plan Existing Roadway Functional Classifications Map 3

Functional Class

- Statewide Highway-NHS
- Arterial
- Collector
- Local

- Railroads
- Urban Growth Boundary
- City Limits
- Water Features



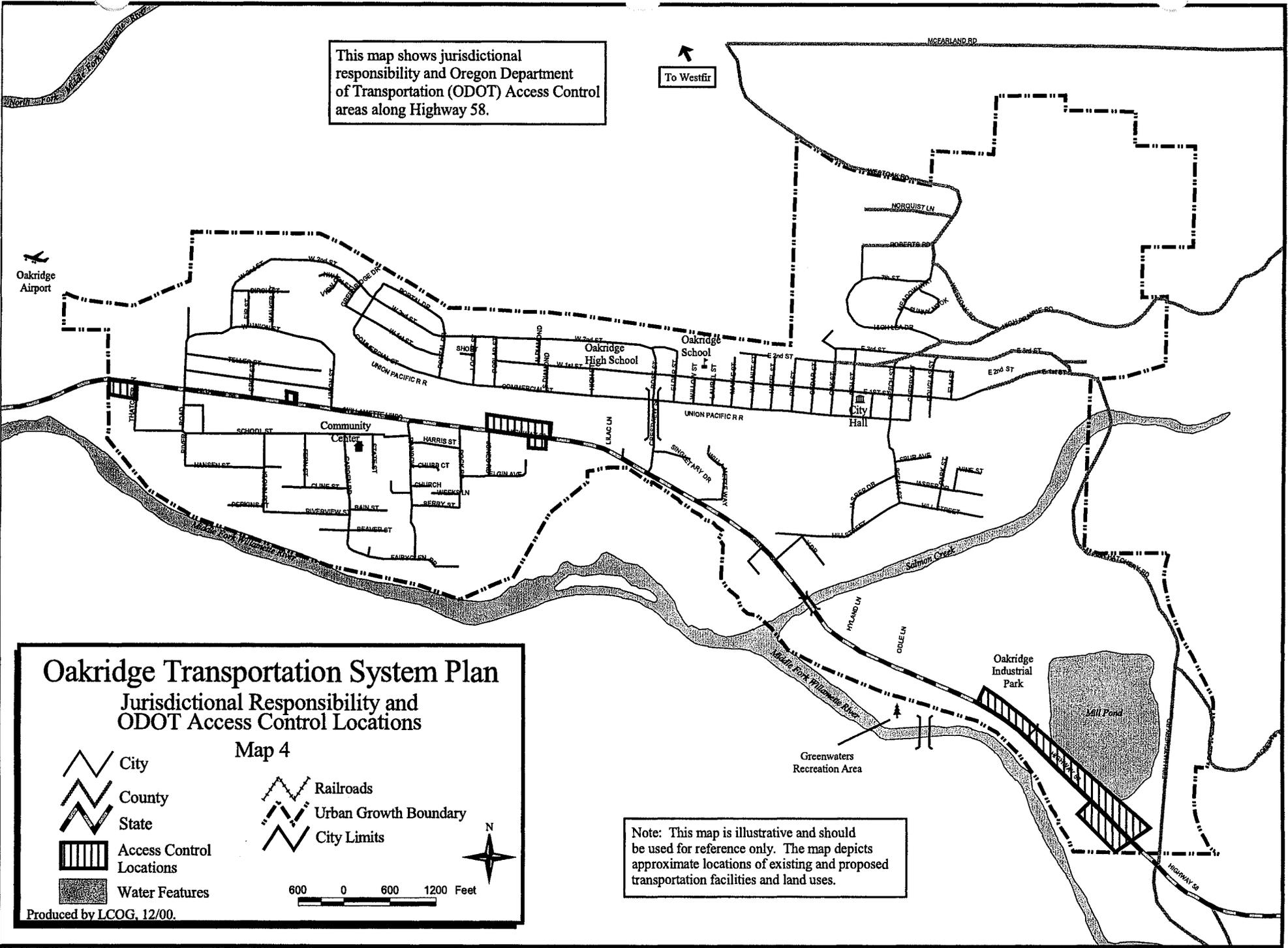
Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities and land uses.

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This map shows jurisdictional responsibility and Oregon Department of Transportation (ODOT) Access Control areas along Highway 58.

To Westfir

Oakridge Airport



Oakridge Transportation System Plan

Jurisdictional Responsibility and ODOT Access Control Locations

Map 4

- City
- County
- State
- Access Control Locations
- Water Features

- Railroads
- Urban Growth Boundary
- City Limits

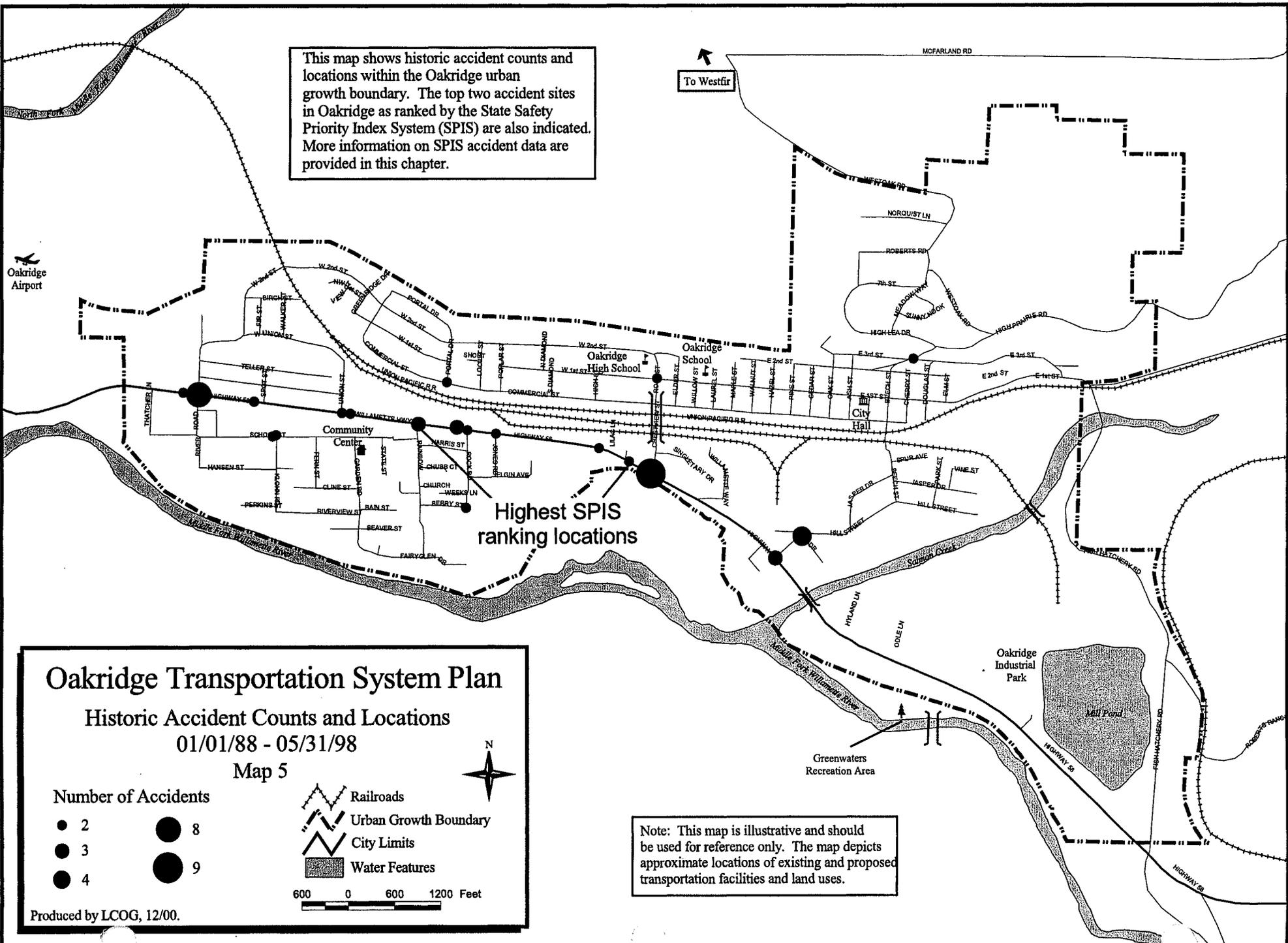


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Produced by LCOG, 12/00.

Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities and land uses.

This map shows historic accident counts and locations within the Oakridge urban growth boundary. The top two accident sites in Oakridge as ranked by the State Safety Priority Index System (SPIS) are also indicated. More information on SPIS accident data are provided in this chapter.



To Westfir

Highest SPIS ranking locations

Oakridge Transportation System Plan
Historic Accident Counts and Locations
 01/01/88 - 05/31/98
 Map 5

Number of Accidents

● 2	● 8
● 3	● 9
● 4	

 Railroads
 Urban Growth Boundary
 City Limits
 Water Features

600 0 600 1200 Feet

Produced by LCOG, 12/00.

Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities and land uses.

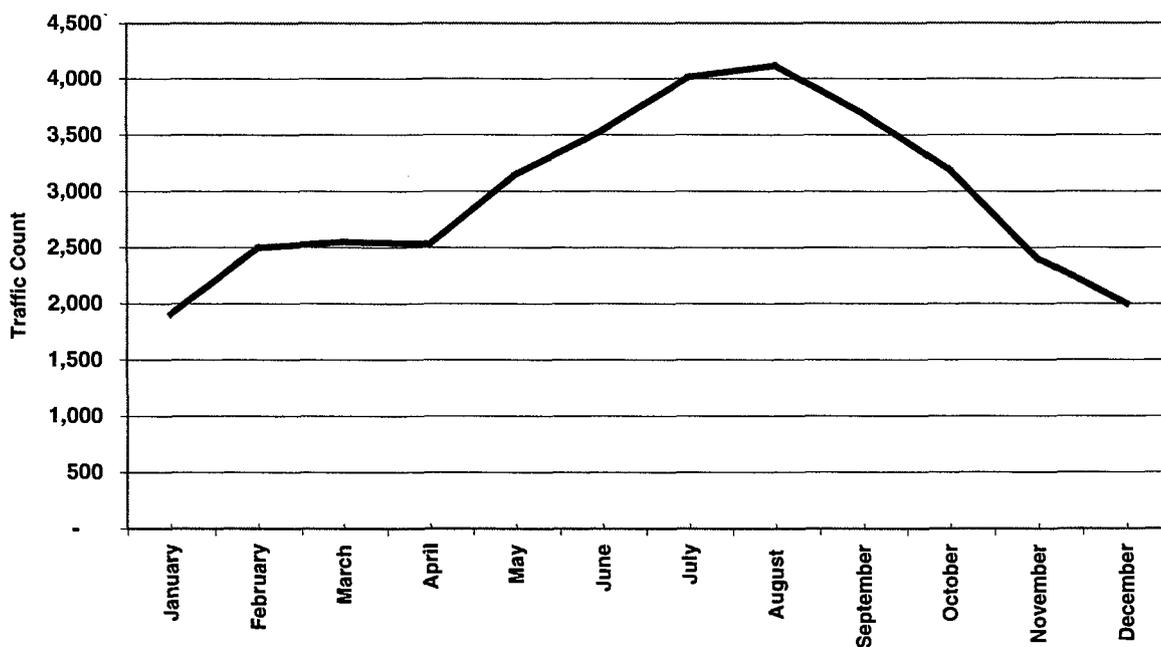
State Safety Priority Index System (SPIS) ranking data for 1998 indicates that no Oakridge accident locations are in the state's top 10 percent. SPIS is a method of identifying locations where transportation funding can be spent most beneficially for safety improvements. SPIS ranks accident locations according to a formula based on accident frequency, accident rates, and accident severity. SPIS has a statewide ranking range, and various Highway 58 milepoints have been ranked in the Highway 58 Inventory provided in Appendix C. Locations of the two highest SPIS-ranked accident sites in Oakridge are depicted on the Historic Accident Counts and Locations Map (Map 5).

Traffic Counts

The existing transportation system is dominated by automobile and truck traffic. Alternative modes such as bicycles and pedestrians are present but represent a small portion of the total trips within the study area. Traffic counts were obtained from the City of Oakridge and ODOT for 1998. Recorded traffic counts were used to project future traffic volumes to the year 2020. Traffic data, projected traffic volumes, and traffic count locations are presented in Chapter Three.

For local Oakridge city streets (non-highway trips), the stretch of Crestview Street between Highway 58 and First Street receives the greatest number of traffic trips daily at about 4,077 trips per day on average. The next highest number of average daily trips were counted on First Street, east of Elder (3,616 ADT). The third highest traffic count was recorded on Rainbow Street south of Highway 58 (2,072 ADT). City roads with the highest P.M. peak hour traffic trips per day closely parallel recorded ADT.

Figure 1.
Average Daily Traffic Variations by Month, 1996
 Permanent Recorder Station, Oakridge, 20-017 - East of Oakridge



Highway 58

Highway 58 has one permanent traffic recording station east of Oakridge. Counts recorded at this station are used to estimate annual average daily traffic (AADT), which is the average for all days of the year, including holidays and weekends. Data from this recorder station indicate that AADT volumes have increased 102 percent between 1975 and 1996.

Traffic volume along the Highway 58 corridor varies seasonally. In 1996, ODOT's permanent recorder station showed peak traffic volumes occurring during the summer months where the average traffic volume was approximately 4,100 vehicles per day (VPD). Volumes were at the lowest during the winter months of December and January when the average traffic volume was approximately 2,000 VPD. Figure 1 shows 1996 Highway 58 traffic volumes by month.

An estimated 7.4 million tons of freight moved through the Highway 58 corridor at the permanent recorder station east of Oakridge in 1992. In that same year, ODOT information on truck volumes indicates that nearly 100 percent of all truck traffic travels the entire length of the corridor. ADT volumes taken from the permanent recording station east of Oakridge showed a 102 percent increase between 1975 and 1996. Truck volumes tripled during this period. In 1975, trucks accounted for 27 percent of the overall traffic volume. By 1996, trucks accounted for 41 percent. Car volumes increased 65 percent between 1975 and 1996, but decreased as a percentage of all traffic volumes from 73 percent to 60 percent. These trends indicate that trucks are making up a larger percentage of overall traffic on Highway 58 than they did 20 years ago. Highway 58 is a designated Freight Route in the 1999 *Oregon Highway Plan*.

C. Bicycle System

Currently, there are no designated bicycle facilities in the City. However, two multi-use paths are available as off-road facilities for non-motorized users, including bicyclists. These paths include: 1) the Osprey Park path, running from the east end of Perkins Road to the south end of River Street, providing access to the park and Willamette River, (approximately .2 miles in length); and, 2) the Salmon Creek Levee path, an unpaved gravel path on the west side of Salmon Creek within the UGB, (approximately 2 miles in length). Locations of these paths are shown on Map 6.

Bicycle use in Oakridge can generally be characterized as short, intra-city trips or longer distance recreational trips that originate within the UGB with destinations outside the UGB. Within the Oakridge UGB, whether using city streets or Highway 58, bicyclists use the roadway shoulders and sidewalks because there are no designated (signed) bike routes or striped lanes. The use of sidewalks by bicyclists can present conflicts with pedestrian use of these facilities. The development of adequate bicycle facilities should encourage increased recreational and short-trip bicycle usage.

The state bicycle facility located along Highway 58 is substandard and non-existent along many sections of the Highway. There are no shoulders, bike lanes, or alternative bike routes for this heavily used section of highway in Oakridge.

Off-road mountain biking is an increasingly popular recreational activity that uses trail systems which are easily accessed from roads and trails out of Oakridge. Several mountain bike trails are located just outside the Oakridge UGB, consisting primarily of former or infrequently used logging access roads and shared use trails on U.S. Forest Service lands.

D. Pedestrian System

The pedestrian system within the Oakridge study area is limited to sidewalks, painted crosswalks, and two multi-use paths. During the inventory phase of the project, sidewalks within the study area were mapped and evaluated for completeness (full or partial). The location of wheelchair ramps and crosswalks were noted. The crosswalks are located near local schools.

Sidewalks along Highway 58 are virtually non-existent. The pedestrian facility along Highway 58 consists of discontinuous sidewalks and mud paths lined with physical barriers such as light and telephone poles and broken open-ended driveways. In short, the pedestrian facility along the five-lane cross section of Highway 58 is a disgrace.

The existing pedestrian system is presented on Map 6. Street segments on this map indicated as having partial sidewalks usually have sidewalks on only one side the street. Existing sidewalks within the study area are generally five feet wide and in good condition.

E. Public Transit

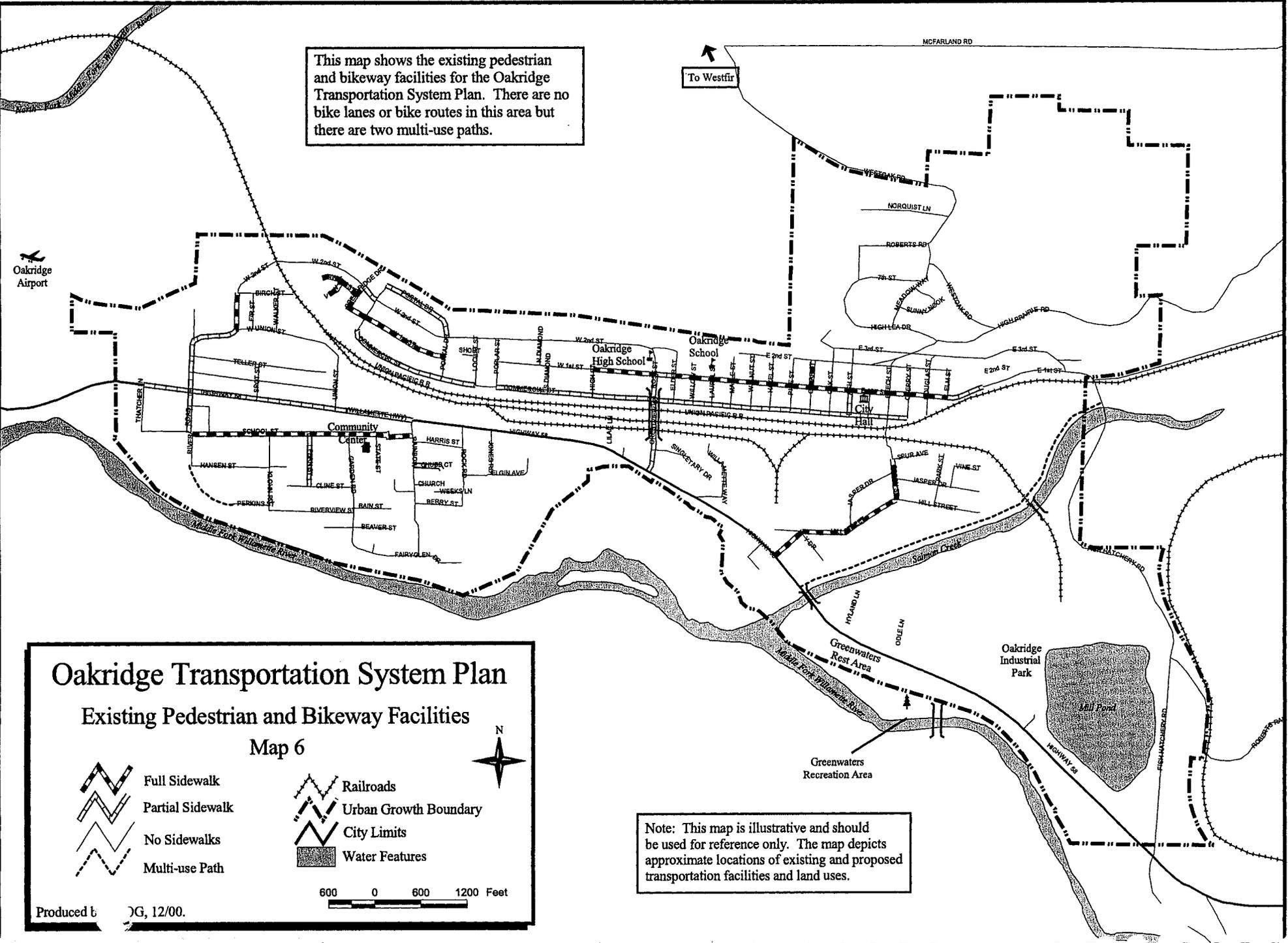
There is no public transit service in Oakridge. Lane Transit District (LTD) provides transit service throughout the Eugene-Springfield metropolitan area, outlying cities, and to portions of the Highway 58 Corridor from Goshen to Lowell. The nearest Park-and-Ride facility is located at Lane Community College (LCC), in the northeast parking lot at Eldon Schaffer Drive, south of Eugene.

Fixed-Route Transit Services

LTD is the sole fixed-route, public mass transit provider operating within Lane County. LTD's service boundaries were originally established in 1971 when the District was formed and includes those communities that participate in paying a business payroll tax, the local funding mechanism used to pay for LTD service operations. LTD has the authority to provide bus service throughout Lane County.

Communities located outside of LTD's existing service area that desire LTD fixed-route services can work with LTD and their elected officials to request bus service. This partnership involves the LTD Board, the governing body of the community, and the community residents. LTD service to Oakridge has been considered in years past, but Oakridge residents voted not to join the transit district in 1992. Future extension of LTD service to Oakridge still remains a possibility.

This map shows the existing pedestrian and bikeway facilities for the Oakridge Transportation System Plan. There are no bike lanes or bike routes in this area but there are two multi-use paths.



To Westfir

Oakridge Transportation System Plan
Existing Pedestrian and Bikeway Facilities
Map 6

	Full Sidewalk		Railroads
	Partial Sidewalk		Urban Growth Boundary
	No Sidewalks		City Limits
	Multi-use Path		Water Features

Produced by JG, 12/00.

600 0 600 1200 Feet

Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities and land uses.

Currently, the LTD Route 92 bus (Lowell/LCC) begins in downtown Eugene and follows 30th Avenue to LCC, serving areas east along Highway 58 to the Dexter Reservoir. Route 92 makes weekday stops in Goshen, Pleasant Hill, Jasper, Dexter, Lowell, and the Lowell Park Marina. The bus turns around in Lowell and heads back down Highway 58. Route 92 does not include weekend service. Productivity on rural routes is measured in terms of the number of customer boardings per round trip. The current standard is 30 boardings per trip. As of June 1998, Route 92 averaged 28 boardings for its five daily trips within the Corridor.

Paratransit (Demand-Response) Transit Services

LCOG contracts with the City of Oakridge to operate two accessible vehicles with service for grouped trips between Oakridge and Eugene-Springfield as well as local service within the Oakridge-Westfir area. Van rides provide trips to people whom are elderly or have disabilities. Medical trips (into Eugene) are provided when drivers and vehicles are available. The contract for July 1, 1999 to June 30, 2000, specifies that Oakridge shall provide approximately 4,810 rides to approximately 300 persons. The maximum payment for this period is \$14,253, payable by LCOG to the City through Special Transportation Funds (STF). The City utilized \$13,756 in STF funding in 1998. Van drivers are volunteers, except in the case of a special Wednesday medical/shopper van service.

The *RideSource* specialized transportation service program serves the Eugene-Springfield area, as well as areas with core LTD bus service. This excludes Oakridge and rural commuter routes along the Highway 58 Corridor. *RideSource* Escort is a volunteer-based, door-to-door escort service primarily for medical trips coordinated with the assistance of LCOG's Senior & Disabled Services' Outreach Program and the LCC Senior Companion Program.

There is no taxi service based in Oakridge. Several taxi and airporter services provide transportation options in the Corridor from their bases in Eugene-Springfield, with many offering service points as far as Oakridge. However, private taxi service from Oakridge is expensive, and can cost upwards of \$75 for round-trip service. LTD operates a Transportation Demand Management rideshare program that matches people who want to car pool. As of October 1998, only one Oakridge resident had enrolled in the program.

Inter-City Passenger Bus Service

There is no existing inter-city bus service to or through Oakridge. Greyhound provided service through Oakridge on the Portland-to-Klamath Falls route until October 1997, then discontinued due to lack of volume (service was not cost effective). In May 1998, under route-authority through Greyhound, Porter Stage Lines began making daily round-trips between Eugene and Klamath Falls via Highway 58 with stops in Oakridge. Porter Stage Lines, based in North Bend, is a link carrier operating short-line routes. Porter discontinued this line as of September 1998 due to lack of volume, leaving Oakridge with no inter-city bus service. Porter used an 11-passenger van and averaged six passengers per trip through the Corridor.

F. Air, Rail, Water, and Pipelines

An air, rail, water, and pipeline transportation plan is a required component of the Oakridge TSP. The air and rail elements are significant to Oakridge due to the presence of the Union Pacific Railroad and the Oakridge Municipal Airport.

Air

The Oakridge State Airport is a state-owned general aviation airport located approximately one mile west of Oakridge (north of Highway 58 on Airport Road, approximately .6 miles west of the city). The airport is not within the city limits or the UGB. No public passenger or freight service is available at this airport. The Oakridge airport gains increased importance during the annual fire season when the heliport and landing strip become a base of operations for spotter planes and helicopters during fire-fighting campaigns in the surrounding forests. The nearest public passenger and freight airport is the Eugene Airport located northwest of Eugene (eight miles west of Interstate 5 and approximately 12 miles northwest of where Highway 58 intersects Interstate 5 at Goshen).

The location of the Oakridge State Airport is important to the State's system from a geographic coverage and access standpoint. State airports are stratified into six levels of significance. Oakridge State Airport is in Level 4, which includes airports that support the system through community, remote emergency, and U.S. government access. Level 4 airports typically accommodate agriculture, business, recreation/tourism, or commercial aviation-related business.

The Oakridge State Airport facilities include a visual approach runway measuring 3,610 feet long by 50 feet wide. This east-west oriented paved runway, Runway 9/27, was resurfaced in 1998 and is without runway lighting. Facilities also include a heliport, five paved outdoor tie-downs that are free for public use, and five privately owned hangars. Four aircraft are based at the airport. The airport has parking spaces for 15 automobiles.

Air traffic at the Oakridge State Airport is infrequent. The most recent state air traffic count (annual) indicates 1,377 flights (1992). In 1994, the number of airport operations was estimated at 2,500. In August 1996, the number of airport operations was estimated at 1,700 for a 12-month period ending July 1996. Future operation forecasts are higher, with projections of 2,750 flights by 2004, increasing to 3,130 annually by 2014.

Freight Rail

Union Pacific Railroad Company owns and operates rail facilities in Oakridge and the freight trains that pass through Oakridge. Oakridge is no longer a freight originator or termination point for freight trains primarily due to the closing of local wood-product mill sites. Approximately 20-25 Union Pacific freight trains pass through Oakridge daily on the main line route between Seattle and Los Angeles. Approximately 20 million tons of freight are transported through Oakridge annually. In 1992, 16.8 million tons of freight were moved by rail through Oakridge. Wood products are the ranked highest in terms of overall freight volume.

Union Pacific owns rail yard land and tracks that run east-west through Oakridge. This rail right-of-way separates downtown Oakridge to the north from Highway 58 and the rest of Oakridge to

the south. Rail facilities include a small Union Pacific rail yard, maintenance headquarters, and stationed helper locomotives that assist Union Pacific trains in grade ascents. Oakridge currently serves as a location for rail-car disengagement and reconfiguration. The potential exists for Oakridge to again utilize the freight-rail if the opportunity were to present itself.

Passenger Rail

There is no passenger rail service in Oakridge. Inter-city passenger rail service in Oregon is provided by Amtrak which contracts for track use with the Northwest's major freight railroads. South and east of Portland, Amtrak trains run on the Union Pacific Railroad (former Southern Pacific lines).

The Eugene Station provides the nearest passenger rail service, with Amtrak routes running north on the Valley Main Line and south on the Cascade Main Line providing service between Seattle and Los Angeles. This line accounts for significant passenger activity with stops in Seattle, Portland, Salem, Albany, and Eugene, as well as connections to Chemult, Klamath Falls, and points south en route to Los Angeles. Besides Eugene, the next closest rail stop to Oakridge is in Chemult to the east (eight miles south of the Highway 58-Highway 97 junction). Amtrak passenger rail are primarily long-distance inter-city trains and are not intended for short distance or commuter travel.

Residents of Oakridge have expressed interest in the possibility of a passenger rail-stop in their community. The State has negotiated with Amtrak regarding the provision of passenger rail service to Oakridge. Amtrak indicated willingness to serve Oakridge, provided that ridership was guaranteed. In practice, Amtrak would require a guaranteed dollar amount in order to make a stop in Oakridge.

Water

There are no navigable waterways in the planning area. The North Fork Middle Fork of the Willamette River runs east-west just south of the study area. Salmon Creek flows through the east portion of the Oakridge UGB, separating downtown Oakridge from the Industrial Park. The Mill Pond at the Oakridge Industrial Park is currently unutilized, although it has been used in the past as a water source during regional fire-fighting campaigns.

Pipelines

No pipeline facilities exist in Oakridge. Pipelines move bulk materials in liquid form. The Northwest Pipeline Corporation natural gas transmission line crosses Highway 58 near the junction with U.S. 97.

G. Natural Resources Features

Steep and Severe Slopes

There are steep slopes on the north side of the city that generally range from 30 to 60 percent slope. The City of Oakridge has inventoried potential slope hazard areas for the purpose of informing citizens of potential hazards due to unstable slope and soil conditions. The City of Oakridge Excavation and Grading Ordinance required permits for some excavations and fills

because development on slopes requires proper site evaluation; proper engineering and construction practices are necessary to avoid slope instability, erosion, and runoff problems.

Soils

The city of Oakridge is primarily located on three general soil types. The main portion of the city is located on soils largely covered by concrete, asphalt, buildings or other impermeable surfaces that obscure or alter the soils so identification is not feasible. These areas are well suited to urban development and are generally well drained and the lower elevation areas are only subject to rare instances of flooding.

Areas along the Middle Fork of the Willamette River and Salmon Creek are located on soils classified as sandy loam and riverwash. These areas consist of deep excessively drained to poorly drained soils, and are generally defined as hydric soils. If these areas are used for home site development, the main limitations are the hazard of flooding and very rapid permeability. Hydric soils are often associated with wetlands.

The northern portion of the city is located on soils characterized by loam. Loamy soils with steeper slopes of a 30-75 percent grade are prone to slumping, especially where road cuts are made in steeper areas. Locating roads in the more gently sloping areas can minimize slumping and using properly designed road drainage systems. Home site development limitations are steepness of slope, depth to bedrock, low soil strength, cobbles, and moderately slow permeability.

Waterways and Stormwater Drainage

The Middle Fork of the Willamette River flows northwest along the southern boundary of the Oakridge UGB. Salmon Creek flows southwest through the city and into the Middle Fork. The area inside the UGB is drained to Salmon Creek and the Middle Fork of the Willamette River. Areas north of the City drain to McLane Creek and the North Fork of the Willamette River. The City's stormwater drainage system utilizes a combination of open ditches, natural draws, street surfaces (curb and gutters), drainage tile and culvert ranging in size up to 60 inches diameter.

Floodway and Floodway Fringe

The City of Oakridge has areas designated as *floodways* and *special flood hazard areas inundated by 100-year flood*. A majority of affected properties are located along the Middle Fork of the Willamette River and Salmon Creek. The Federal Emergency Management Agency (FEMA) produces maps for the National Flood Insurance Program (Program). These Flood Insurance Rate Maps (FIRMs) designate areas that are subject to flooding for insurance purposes. Prior to construction in these areas, FIRMs and local ordinances must be consulted to determine requirements for development.

The Program requires the City of Oakridge to implement floodplain regulations within the city limits. These regulations are intended to protect structures from floodwaters. Floodway areas include the channel of a river and the adjacent floodplain. These areas must be reserved in an unobstructed condition in order to discharge the base flood without increasing flood levels by

more than one foot. The floodplain regulations usually do not allow permanent buildings in the floodway areas.

Wetlands

The majority of wetlands identified by the National Wetlands Inventory Map are located along the Middle Fork of the Willamette River and along Salmon Creek. These areas are generally within the channel of the river and streams and within the floodplain area nearby.

Oakridge conducted a Preliminary Inventory of Wetland Resources, which is based on the National Wetlands Inventory (NWI). The NWI provides basic data about the general characteristics and extent of wetlands in the nation. The presence of wetlands may influence the extent of development and/or where it occurs on both an area-wide and site-specific basis. Development proposals that may impact wetlands are regulated and permitted by the Army Corps of Engineers and the Oregon Division of State Lands.

Wildlife Habitat

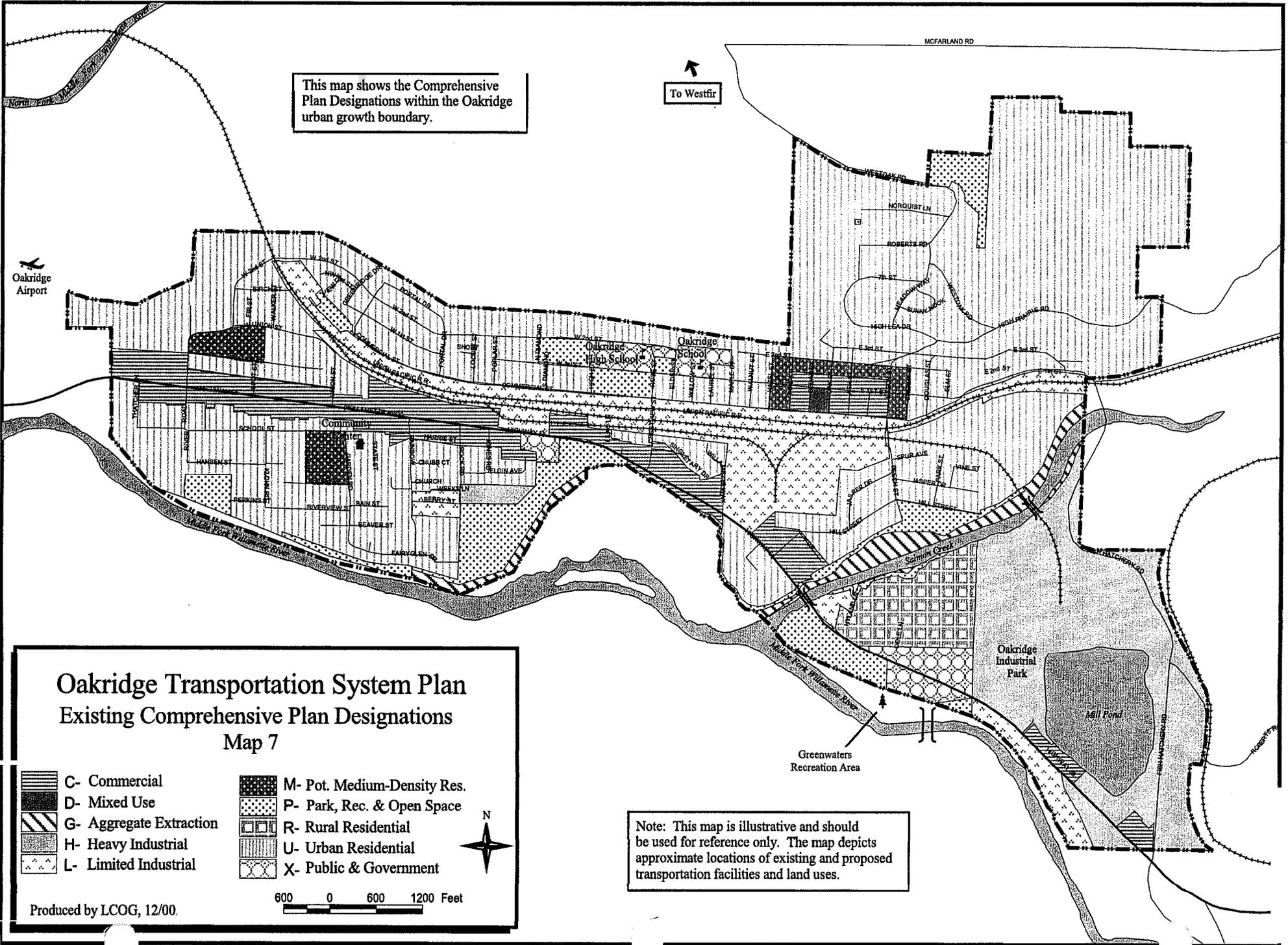
There are no identified threatened and endangered species protected habitat within the Oakridge UGB. The state-sensitive harlequin duck is found on the Middle Fork of the Willamette River just south of the North Fork confluence near Oakridge. Several rare, threatened, and endangered species are located along the Willamette River Corridor, including: osprey, northern spotted owl, bald eagle, Oregon chub, northwestern pond turtle, and Cascade spotted frog. Cutthroat and rainbow trout are found in local rivers and streams.

Air Quality

The City of Oakridge does not meet National Air Quality Standards established by the Federal government, primarily due to historic high levels of very small airborne particulate (PM10). As a result, the U.S. Environmental Protection Agency (EPA) declared the City of Oakridge a PM 10 non-attainment area in December 1993.

Under the Clean Air Act Amendments of 1990, designated areas must develop a plan that documents periods of excessive PM10 levels, examines the causes, and outlines a strategy to reduce emission levels to meet air quality standards by the end of the sixth year after designation. The major contributors to the excessive PM10 levels are residential woodstoves and to a lesser degree, from dust created from wintertime street traffic, unpaved streets and traction sanding on Highway 58. Other minor contributing sources include transportation, railroad diesels, industry, and logging slash burning. At this time, the city is currently meeting the PM10 attainment plan. The EPA has new regulations that regulate smaller airborne particles (PM2.5). The impact on Oakridge is unknown at this time.

Oakridge has been allocated federal funds from the Congestion Mitigation and Air Quality (CMAQ) program to address the city's PM10 air quality problem. Oakridge has identified a specific project to utilize these funds. Funding for the project is programmed in the Statewide Transportation Improvement Program (STIP) for 2000-2003. Refer to Chapter Six for more details on the CMAQ program.



Oakridge Transportation System Plan
Existing Comprehensive Plan Designations
Map 7

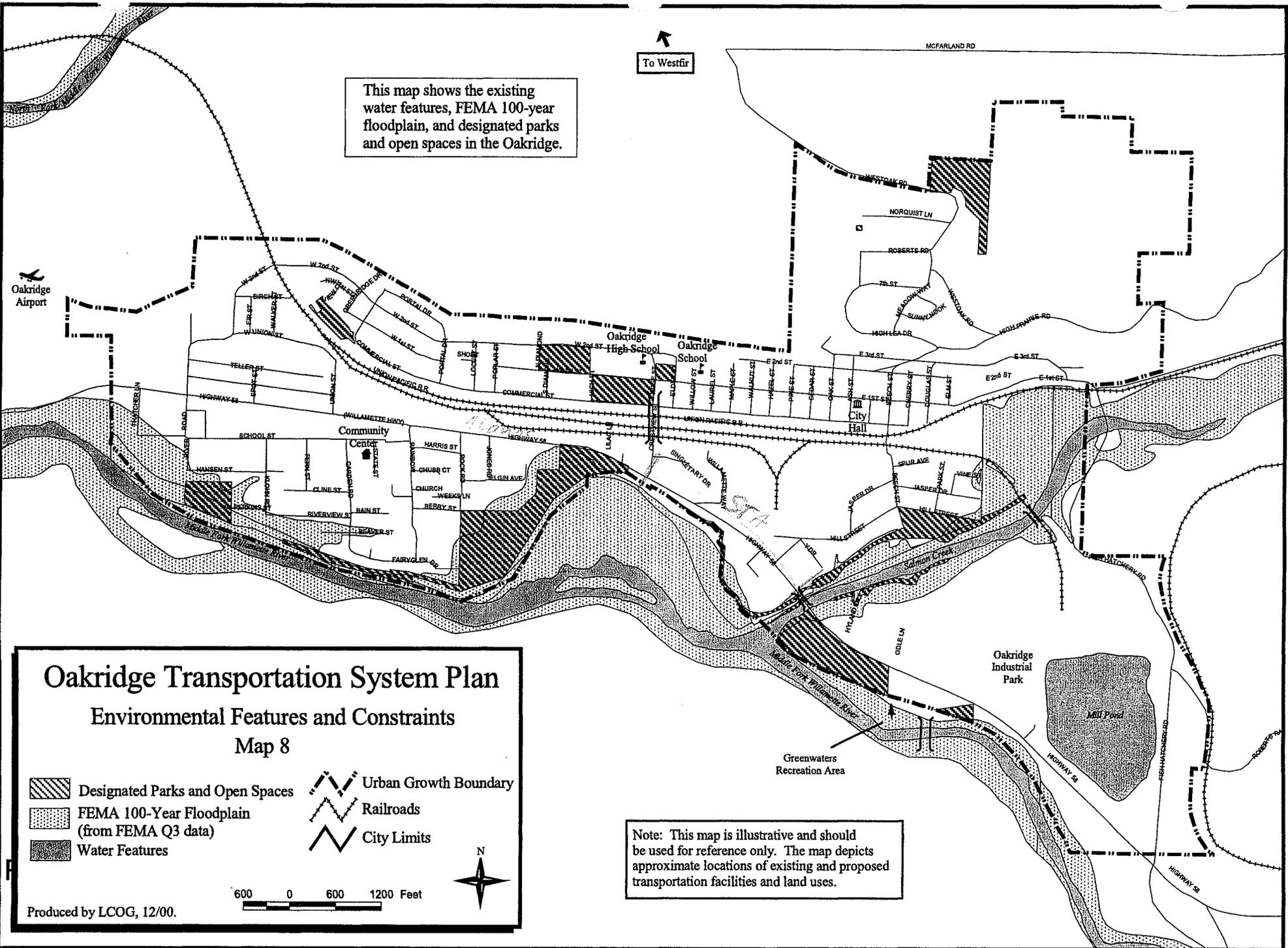
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|--|-------------------------|--|-----------------------------|
| | C- Commercial | | M- Pot. Medium-Density Res. |
| | D- Mixed Use | | P- Park, Rec. & Open Space |
| | G- Aggregate Extraction | | R- Rural Residential |
| | H- Heavy Industrial | | U- Urban Residential |
| | L- Limited Industrial | | X- Public & Government |



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Produced by LCOG, 12/00.

Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities and land uses.



This map shows the existing water features, FEMA 100-year floodplain, and designated parks and open spaces in the Oakridge.

To Westfir

Oakridge Airport

Oakridge Transportation System Plan

Environmental Features and Constraints

Map 8

-  Designated Parks and Open Spaces
-  FEMA 100-Year Floodplain (from FEMA Q3 data)
-  Water Features
-  Urban Growth Boundary
-  Railroads
-  City Limits

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Produced by LCOG, 12/00.

Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities and land uses.

H. Land Use

As shown on the Oakridge Plan Designation Map (Map 7), the majority of land within the UGB is designated for residential development. Commercially designated lands are along Highway 58 and in the downtown area. Industrial lands are primarily located east of Salmon Creek in the Oakridge Industrial Park. The recent annexation of the Industrial Park significantly increased the City's supply of vacant industrial lands available for development.

I. Cultural Features and Historical Sites

Parks and Open Space

The City currently has 52 acres of recreational parks within the UGB. Forty-eight acres are in public ownership and four acres are under private ownership. The City manages three parks: 1) the Greenwaters Park and rest area, located off of Highway 58; 2) Osprey Park and trail, located along the river near River Road; and, 3) Salmon Creek Park, located near Hills Street.

Additional open space areas include: 1) the fish hatchery, located on Fish Hatchery Road, owned and maintained by the Oregon Department of Fish and Wildlife. This area includes ponds, park areas, and a museum; 2) the Willamette Activity Center and adjacent school district property. This area is being developed jointly with the City for park and recreation facilities and is located near School and Garden Streets; 3) the area between the revetments on Salmon Creek. This area was constructed for flood protection and owned by the City. There are existing bike and pedestrian paths located on the top of the revetments on both sides of Salmon Creek from Fish Hatchery road to the confluence with the Middle Fork of the Willamette River.

Schools

Oakridge School District 76 includes three schools. There are two schools within the Oakridge urban area: 1) Oakridge Elementary School on East First Street, serving children grades 1-3; and, 2) Oakridge Junior/Senior High School on West First Street, serving students in grades 7-12. Westridge Elementary School is available for students grades 4-6 and is located outside the UGB on Westfir Road. Lane Community College operates a community learning center on West First Street, adjacent to the high school.

Historic Features

There are no designated historic sites in Oakridge. Oakridge is located along a historic immigrant trail, known as the *Free Immigrant Trail*. This trail was completed in 1853 from Eugene to Vail, Oregon, funded by merchants in Eugene. The trail was constructed as an alternate to the Oregon Trail to entice immigrants to come to the Willamette Valley. The location of this trail (Forest Service Road 21, south of Diamond Peak) roughly follows Highway 58.

The Central Military Wagon Road is also located along portions of Highway 58. This road was completed in 1860 and was the only road from Boise, Idaho to Eugene. The area within the city limits of Oakridge was known to be the winter village of the Native American Molala tribe. Various sites on private property have been reported, but not documented. There are no cemeteries within the Oakridge city limits or UGB.

Chapter Three

Future Conditions and Transportation Needs

A. Introduction

This chapter describes the projected future conditions for population, housing, employment, and traffic volumes. An inventory of public transportation, bicycle, pedestrian, and roadway needs is also included.

B. Population and Employment

As part of the Oakridge transportation system plan, projections for population and housing units were created for 2020. To establish realistic projections, existing and historic city population trends and figures were reviewed. The year 1998 was established as the base year and the year 2020 was established as the planning horizon year. The Oakridge urban growth boundary (UGB) was established as the transportation study area.

Employment projections for the Oakridge UGB were established for the year 2020. Along with population forecasts, these employment projections were used in the transportation modeling process to verify trip rates and travel patterns associated with anticipated commercial and industrial development.

Population Projections

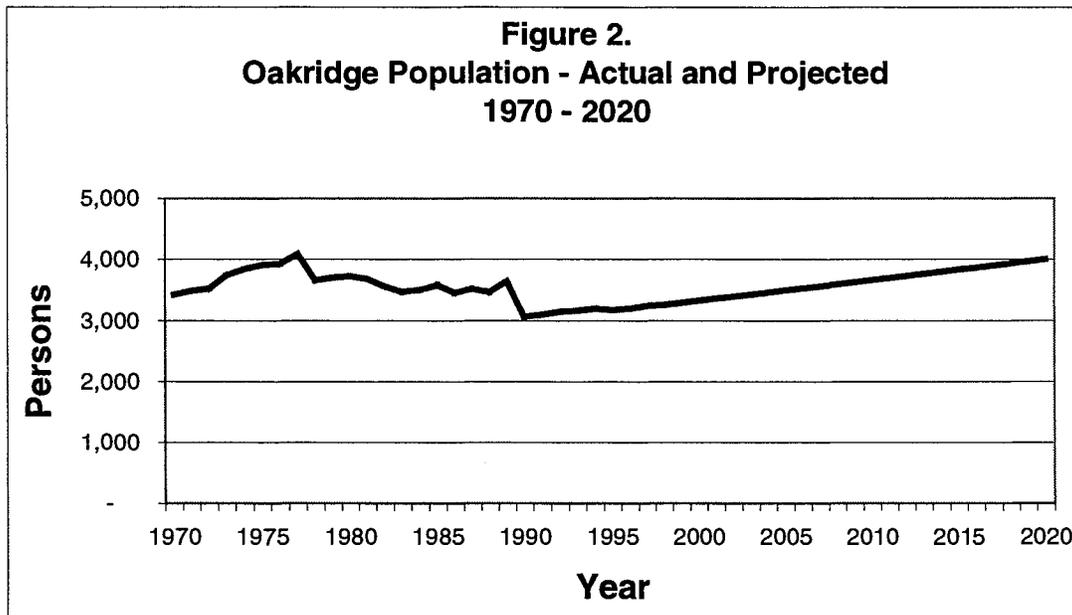
Population projections were used to develop projected housing units within the Oakridge UGB to the year 2020. Estimated housing units developed through these projections are used in the transportation model to identify the traffic counts and patterns associated with residential development for the 20-year planning period. To develop projected housing units, various assumptions about population growth and residential development were necessary. The following is a description of these assumptions.

Population

In 1990, the population within the Oakridge UGB was estimated at 3,207. The city's population experienced significant declines between 1980 and 1990 due primarily to a major downturn in the local timber-dependent economy. Population estimates after 1990 indicate the population is increasing but still not to pre-recession levels. In 1998, population within the Oakridge UGB was estimated at 3,260.

The population within the UGB is projected to reach 4,000 persons by 2020. This assumes an average annual growth rate (AAGR) of 0.74 percent. This is a slower growth rate than the city experienced between 1990 and 1998, which was .89 percent. The expected projection represents an increase of 793 people from 1990 to 2020. This projection also assumes that

approximately 12 additional housing units will be built outside the city limits inside the UGB. City of Oakridge actual and projected population is depicted in Figure 2.



Number of Households

To determine the number of households requiring housing in 2020, the estimated population is divided by an assumed average persons per household. Average household size has been declining both nationally and locally over the past 30 years and is expected to continue a gradual decline.

Average household size has been declining steadily in Oakridge. Based on decennial census data, average household size declined from 3.01 in 1970 to 2.45 in 1990. This figure is expected to decline further, projected to be 2.37 by 2000 and down to 2.28 by 2020. Subtracting the assumed group quarters population of three and applying this average household size results in a total of 1,840 households inside the UGB in 2020. In 1998, there were 1,761 households in Oakridge.

Number and Types of Housing Units

Determining the number of housing units needed in 2020 requires assumptions about the percentage of housing units by housing type. In addition, a 5 percent vacancy rate was assumed to allow for market flexibility. In 1990, there were only three persons in group quarters, and no known new group quarter facilities have been constructed or are anticipated.

To develop an assumption on the percentage of future distribution of housing units by housing type, data from the Lane County geographic information system and local input was reviewed. Based on a projected population of 4,000 in the year 2020, and a 2020 projected average household size of 2.28, a total of 1,840 housing units are projected within the Oakridge UGB by 2020. This represents an increase of 79 units between 1998 and 2020. Table 2 below compares existing housing and projected housing for the year 2020.

Table 2.
Oakridge UGB Actual and Projected Distribution of Housing Types

Housing Type	1993*		1998*		2020*		2020*	
	Units	Percent	Units	Percent	Total Units	Percent	Future Units	Percent
Single-Family, Detached and Manufactured Dwelling on Lot	1,176	71.8	1,273	72.3	1,325	72	52	66
Multi-Family (includes duplex)	175	10.7	188	10.7	202	11	14	18
Manufactured Dwelling in Park	287	17.5	300	17.0	313	17	13	16
Total	1,638	100	1,761	100	1,840	100	79	100

**Based on Lane County Side Address Library*

In 2020, housing stock is projected to have the same distribution as the housing distribution of the 1990s. The housing split is 52 single-family, detached units and manufactured dwellings on lots, 14 multi-family units (including duplexes) and 13 manufactured dwellings in parks. Future housing units were allocated to the transportation analysis zones (TAZ) to inform the travel forecasting effort.

Employment Projections

As part of the transportation system plan for the for the Oakridge UGB, projections of the employment to the year 2020 are needed. These projections were developed by examining a range of possible futures based on historical trends, the number of jobs per resident, and through local input. The employment projections are used in the transportation modeling process to verify trip rates and travel patterns associated with commercial and industrial development in order to anticipate travel behavior over the 20-year planning period.

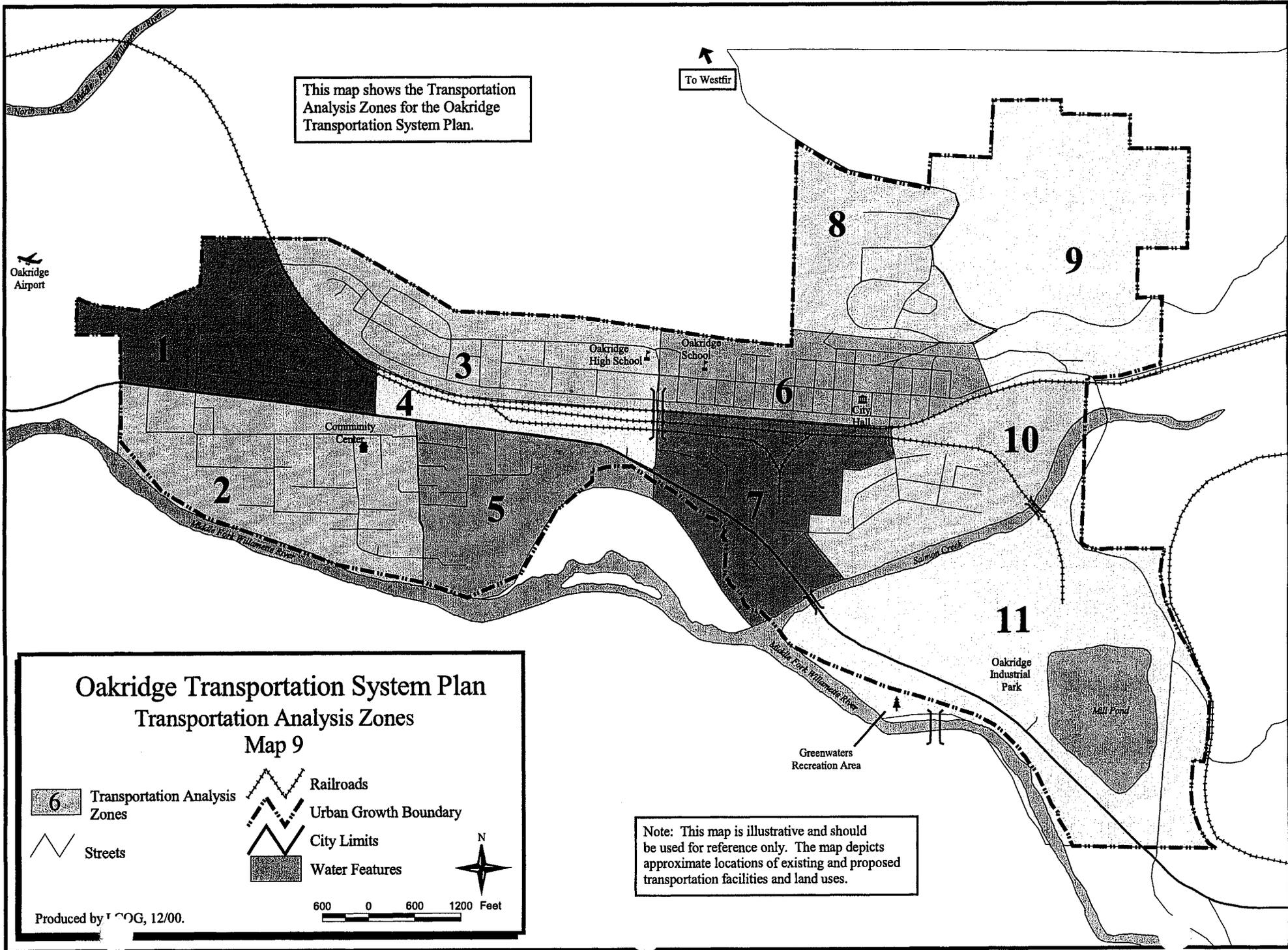
Employment Data

Data available for this analysis include annual historical employment data for Lane County, provided by the Oregon Employment Division, and biannual historic employment data from 1978 to 1996 for Census Tract 15. Total employment for the Oakridge UGB is also available for 1996, but this data is not available for any other year.

Census Tract Projection

The historical data for Lane County and Census Tract 15 were used to develop a trend for Census Tract 15 employment as a percentage of Lane County employment. The extension of the 1978-1996 trend was used along with the Lane County employment projection for 2020 to arrive at a 2020 projection for the Census Tract.

This map shows the Transportation Analysis Zones for the Oakridge Transportation System Plan.



Oakridge Transportation System Plan Transportation Analysis Zones Map 9

-  Transportation Analysis Zones
-  Railroads
-  Urban Growth Boundary
-  Streets
-  City Limits
-  Water Features



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Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities and land uses.

Because of the decline in employment in the Oakridge area since 1978, basing an employment projection solely on this historical trend data is not practical as it would lead to negative employment by the year 2020. In 1996, employment in the Oakridge UGB area comprised 78.4 percent of the total employment in Census Tract 15.

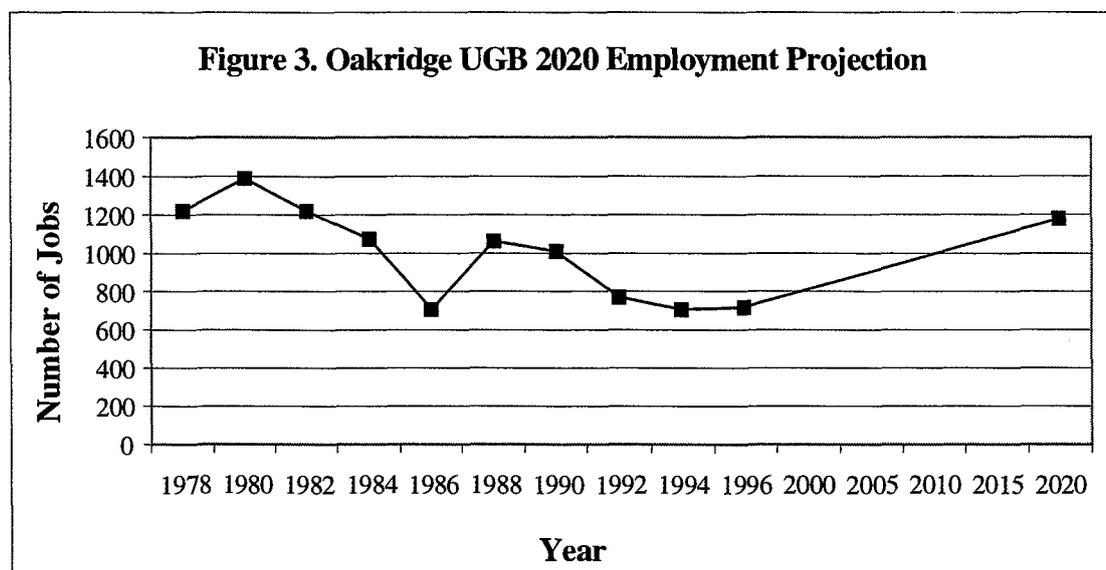
Oakridge Urban Growth Boundary Area Projection

The employment projection for the Oakridge UGB area was developed by examining a range of possible futures based on historical trends, relationships between the number of jobs per resident, and local knowledge. The final projection relied heavily on local knowledge because historical trends are not likely to continue.

The number of non-manufacturing jobs in the Oakridge area has remained stable at the same time that manufacturing jobs have rapidly declined over the last 20 years. The former mill site in Oakridge has been the focus of extensive economic development efforts in the 1990s and is the basis for 2020 manufacturing employment projections. The employment projection for non-manufacturing jobs assumes job opportunities will rise along with the local population, as many of these jobs exist to service the needs of the population.

Key assumptions used in developing the employment forecast include:

1. Residents will continue to patronize local service and retail establishments at a level similar to 1996.
2. Manufacturing jobs will increase by a flat 350 based on existing uses in the Oakridge Industrial Park (former mill site), assuming the Industrial Park will continue to develop with manufacturing uses that have a similar ratio of employees per acre as existing tenant, Armstrong Wood Products; (approximately seven employees per acre); and,
3. All employment sectors will increase (except manufacturing) by the rate of expected population growth (0.74 AAGR) assuming that these jobs will increase at the same rate as population.



Based on these assumptions and the projection of a 2020 population of 4,000, 1,178 jobs are expected to be generated in Oakridge by 2020. This represents generation of 461 new jobs over the 1996 employment level of 717. This is a 2.09 percent AAGR and a 64 percent increase within the 24-year period (1996-2020).

C. Allocation of Housing and Employment

The projected housing and employment numbers were used to anticipate travel volumes and patterns associated with residential, commercial, and industrial development. The Oakridge study area was divided into eleven transportation analysis zones, or TAZ, to include areas of similar land uses that comprise reasonably well-defined travel sheds for the arterial streets (Map 9). Vacant land by plan designation was calculated for each TAZ (Table 3).

Projected dwelling units and employment were allocated to each TAZ based on existing land use patterns, development trends, and available vacant land. The existing comprehensive plan designations were assumed. Details of the allocation exercise are contained in Appendix E.

TAZ	Plan Designations										Grand Total
	'C'	'D'	'G'	'H'	'L'	'M'	'P'	'R'	'U'	'X'	
1	3.45	0.00	0.00	0.00	0.06	2.52	0.00	0.00	32.82	0.00	38.84
2	1.10	0.00	0.00	0.00	0.00	0.39	0.00	0.00	20.03	0.00	21.52
3	0.00	0.00	0.00	0.00	1.47	0.00	0.07	0.00	23.93	0.00	25.47
4	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	1.05
5	1.22	0.00	0.00	0.00	0.71	0.00	0.11	0.00	1.28	0.00	3.32
6	0.90	0.11	0.00	0.00	0.00	1.37	0.00	0.00	13.61	1.17	17.17
7	0.87	0.00	0.00	0.00	3.08	0.00	1.63	0.00	7.77	0.00	13.35
8	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	57.84	0.00	57.87
9	0.00	0.00	0.00	0.00	0.00	0.00	2.78	0.00	159.71	0.00	162.50
10	0.00	0.00	0.26	0.00	0.01	0.00	1.38	0.00	24.53	0.00	26.18
11	3.09	0.00	0.00	110.60	15.77	0.00	0.41	25.57	0.00	0.78	156.22
Grand Total	11.37	0.11	0.27	110.60	21.09	4.29	6.41	25.57	341.84	1.95	523.49

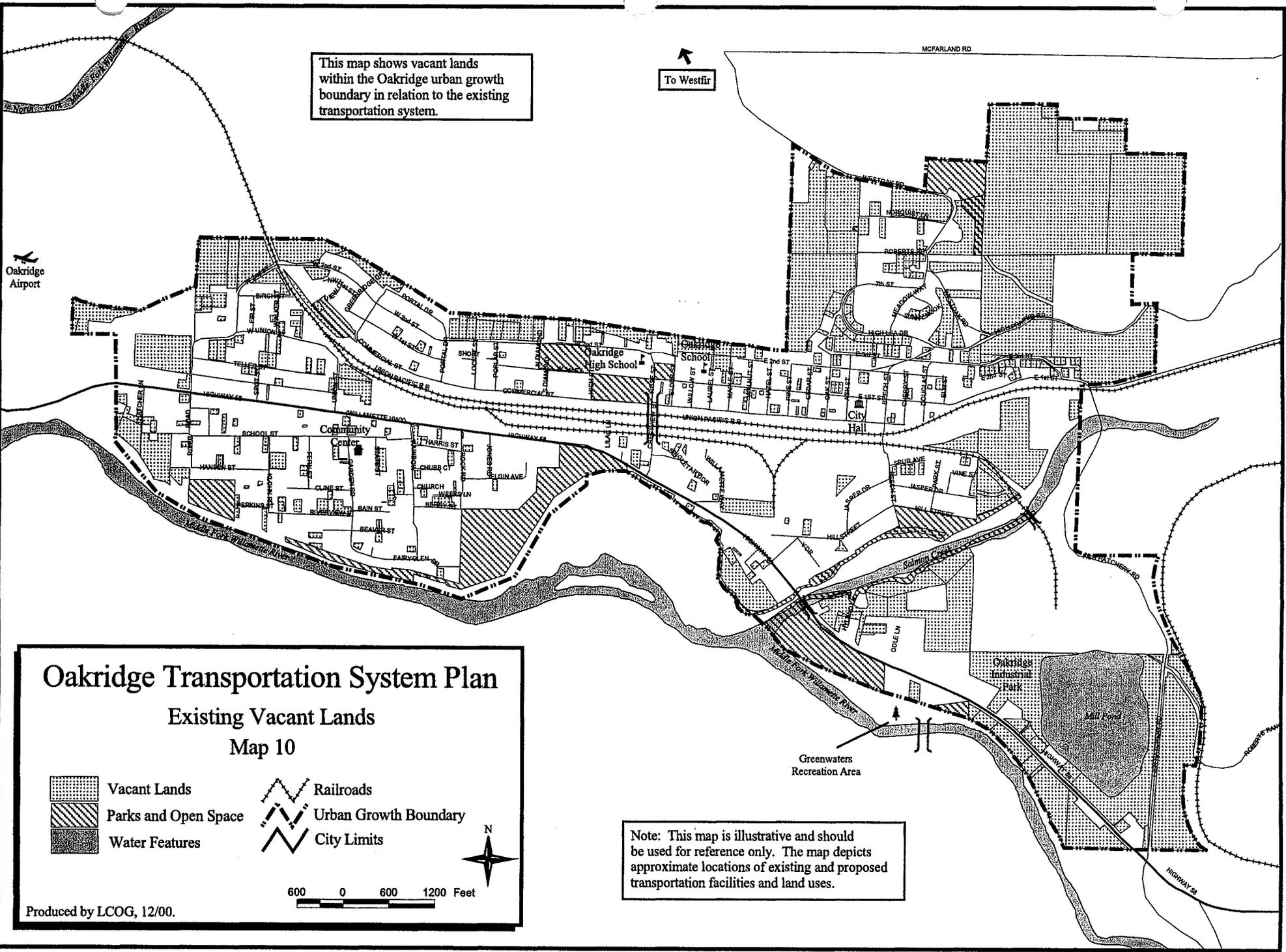
- C – Commercial
- D – Mixed Use
- G – Aggregate Extraction
- H – Heavy Industrial
- L – Limited Industrial
- M – Medium-Density Residential
- P – Park, Recreation, and Open Space
- R – Rural Residential
- U – Urban Residential
- X – Public and Government

Approximately 372 acres are vacant and designated for residential use and approximately 143 acres are vacant and designated for employment use. TAZ 9, (163 vacant acres) and TAZ 11, (156 vacant acres) contain a vast majority of vacant lands within the city. TAZ 9 consists primarily of county lands outside the UGB, representing the city's largest concentration of land designated for residential development. TAZ 5, 9, and 10 are projected to absorb the bulk of the city's residential growth over the next 20 years. TAZ 11 is designated for a variety of industrial uses and is projected to support over 65% of the city's employment growth.

This map shows vacant lands within the Oakridge urban growth boundary in relation to the existing transportation system.

To Westfir

Oakridge Airport



Oakridge Transportation System Plan

Existing Vacant Lands Map 10

-  Vacant Lands
-  Parks and Open Space
-  Water Features
-  Railroads
-  Urban Growth Boundary
-  City Limits

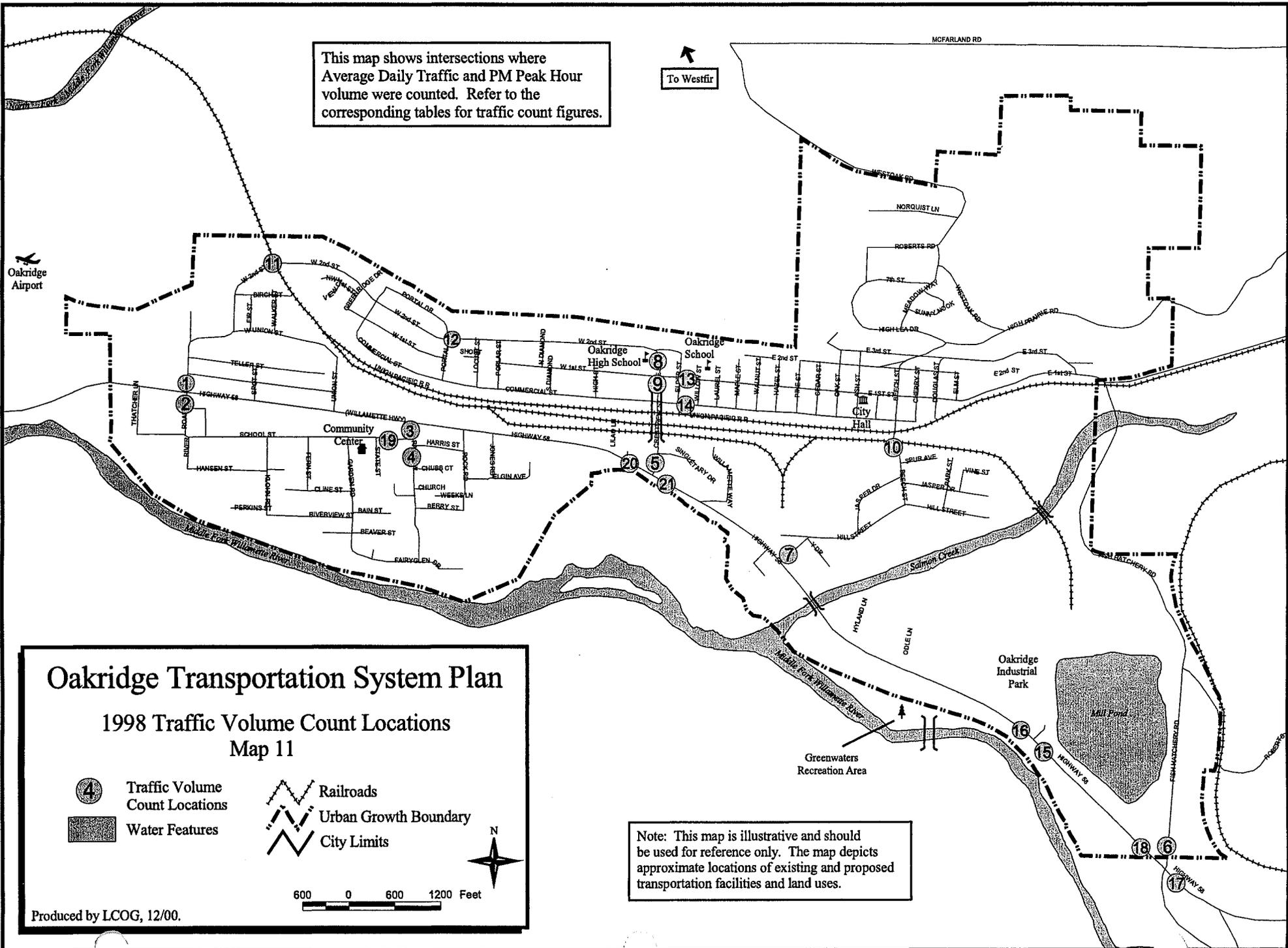


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Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities and land uses.

This map shows intersections where Average Daily Traffic and PM Peak Hour volume were counted. Refer to the corresponding tables for traffic count figures.

To Westfir



Oakridge Transportation System Plan
 1998 Traffic Volume Count Locations
 Map 11

- Traffic Volume Count Locations
- Water Features
- Railroads
- Urban Growth Boundary
- City Limits

Produced by LCOG, 12/00.

Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities and land uses.

Table 4 reflects 1998 average daily traffic (ADT), and forecasted ADT for 2020. ADT for key points within the Oakridge road network were calculated by averaging the total traffic counts over a two-to-five day period. Table 5 shows PM peak hour traffic volume, calculated by averaging traffic counts taken at the peak hour of 3 p.m. over a 2-to-5 day period. Count location numbers for both Table 4 and Table 5 correspond to the count location sites depicted on Map 11.

**Table 4.
Actual and Projected Average Daily Traffic 1998-2020**

1998 Traffic Volume: Average Daily Traffic					Forecasted 2020 Average Daily Traffic			
Count Location Number	Count Locations	North Bound	South Bound		North Bound	South Bound		
1	Second St. N. of Hwy. 58	730	495		810	586		
2	River S. of Hwy. 58	488	482		537	531		
3	Rainbow S. of Hwy 58	1042	1030		1099	1068		
4	Rainbow S. of Harris	480	500		506	528		
5	Crestview N. of Hwy. 58	2046	1993		2271	2212		
6	Fish Hatchery N. of Hwy. 58	182	164		234	211		
7	Hills N. of Hwy. 58	698	834		794	949		
8	Rose N. of First	282	280		295	293		
9	Crestview S. of First	2117	1998		2350	2218		
10	Beech at RRXING	573	688		662	795		
				East Bound			East Bound	
		East Bound	West Bound	Left	Right		Left	Right
11	Second St. at RRXNG	459	478		480	500		
12	Second St. E. of Portal	300	344		314	360		
13	First E. of Elder	1791	1825		2087	2126		
14	Commercial E. of Elder	284	233		292	239		
15	Highway 58 E. of Industrial		1863			3093		
16	Highway 58 W. of Industrial		2020	743	1947		3372	1267 3232
17	Highway 58 E. of Hatchery		1460			2397		
18	Highway 58 W. of Hatchery	1820				3021		
19	School W. of Rainbow	613	618		658	641		
		West Bound	West Bound	East Bound	East Bound		West Bound	West Bound
		Left	Right	Left	Right		Left	Right
20	Highway 58 W. of Crestview	1461	4009	3133	1945		1930	5295 3478 2872
21	Highway 58 E. of Crestview	1387	2324	1405	1925		2048	2494 2036 2790

D. Projected Traffic Volumes

Travel Forecast Model

An analysis was conducted to project traffic volumes to the year 2020 and to assess future transportation needs in Oakridge. Key intersections and street segments were identified and reviewed based on historic traffic counts, city staff knowledge, and accident data. As described above, projected employment and housing were allocated to each TAZ. The travel forecasting model (EMME/2) was calibrated using 1996 dwelling unit and employment data in order to replicate average 1996 average weekday traffic flows within acceptable tolerances.

Existing traffic volumes were counted in 1998 at 21 locations in Oakridge, as shown on Map 11. This map identifies those intersections where average daily traffic (ADT) was counted. ADT was calculated by averaging the total traffic counts over a 2-5 day period. Actual and projected traffic counts are provided in Table 4. PM peak hour traffic was calculated by averaging traffic counts taken at the peak hour of 3:00 p.m. over the same 2-5 day period (Table 5).

Year 2020 travel demand forecast results were reviewed to assess future needs. Although just a few new residential units were allocated to the residential zones in the west portion of the city (TAZ 1, 2, 3, 5), forecasts indicate a near doubling of trips between those zones and TAZ 11. Employment growth in the TAZ 11 would likely draw many trips that currently leave Oakridge. Similarly, forecasts estimate that travel between those residential zones and Highway 58 to the west would experience only modest increases.

Model results indicate that the existing road network functions well in its present condition. Capacity deficiencies are not predicted to be a significant issue on local streets. Results indicate that the Oakridge road network will be able to accommodate future growth and is expected to maintain acceptable service levels throughout the 20-year planning period.

A revised dwelling unit projection (1998) became available after the modeling process was conducted. While these new projections were higher than the 1996 base case, LCOG modelers determined that the projected increase in dwelling units would not significantly affect model results or exert additional pressures on the current road network. Refer to Appendix E for more on the travel forecasting model.

**Table 5.
Actual and Projected PM Peak Hour Traffic Volume 1998-2020**

1998 Traffic Volume: PM Peak Hour					Forecasted 2020 PM Peak Hour			
Count Location Numbers	Count Locations	North Bound	South Bound		North Bound	South Bound		
1	Second St. N. of Highway 58	63	40		70	47		
2	River S. of Highway 58	37	44		41	48		
3	Rainbow S. of Highway 58	99	94		104	97		
4	Rainbow S. of Harris	44	49		46	52		
5	Crestview N. of Highway 58	194	204		215	226		
6	Fish Hatchery N. of Highway 58	17	15		22	19		
7	Hills N. of Highway 58	61	80		69	91		
8	Rose N. of First	25	27		26	28		
9	Crestview S. of First	199	205		221	228		
10	Beech at RRXING	48	64		55	74		
				East Bound			East Bound	East Bound
				Left			Left	Right
				Right			Right	
11	Second St. at RRXNG	39	44		41	46		
12	Second St. E. of Portal	27	44		28	46		
13	First E. of Elder	183	168		213	196		
14	Commercial E. of Elder	29	21		30	22		
15	Highway 58 E. of Industrial		145		0	241		
16	Highway 58 W. of Industrial		160	36	0	267	61	219
17	Highway 58 E. of Hatchery		117		0	192		
18	Highway 58 W. of Hatchery	116			193			
19	School W. of Rainbow	60	61		64	63		
				West Bound			West Bound	West Bound
				Left			Left	Right
				Right			Right	
20	Highway 58 W. of Crestview	136	326	269	180	431	299	211
21	Highway 58 E. of Crestview	100	201	91	148	216	132	212

Highway 58 Intersection Analysis

The Highway 58 intersection traffic analysis was conducted in October 1999 by ODOT staff using SigCap/Unsig modeling software. The intent of the analysis was to determine level of service (LOS) at four city street intersections with Highway 58: River Road/West Second Street, Rainbow Street, Crestview Street, and Hills Street.

Lane County Public Works hose counts were used to determine the peak hour volumes (3-4 p.m.). ODOT performed manual turning movement counts at the intersections in March 1999, and projected 20-year traffic volumes were derived from LCOG's EMME/2 travel forecast model. The analysis assumed a growth rate of 2.5 percent for through traffic on Highway 58 and for streets intersecting the highway along the east cordon (east of Crestview Street). The analysis assumed a 1.5 percent growth rate for streets intersecting the highway along the west cordon.

Results from the Highway 58 intersection analysis indicate that roadways will not experience capacity deficiencies at key intersections. Intersections are projected to maintain acceptable LOS consistent with standards for Statewide (NHS) Freight Routes, as defined in the 1999 *Oregon Highway Plan*. LOS is projected to remain the same for all intersections, except at Crestview Street, where LOS will drop from 'C' to 'C-D', and Hills Street, where LOS will drop from 'A' to 'B'. Two Highway 58 intersections, at River Road and Rainbow Streets, have been designated for future safety improvements (signals) based on the high number of vehicle accidents at these locations.

ODOT conducted an initial intersection analysis in May 1999, which assumed a 3 percent annual traffic growth rate throughout the city. Data from ODOT's permanent recorder was also factored into this analysis to reflect higher summer traffic volumes. LCOG and ODOT met in June 1999 to readjust these figures lower, and coordinate modeling assumptions used in LCOG's EMME/2 travel forecast model.

Table 6 shows the percentage increase of average daily traffic (ADT) between 1996-2020. Percentage increases are based on ADT generated from the Oakridge travel forecast model. This percentage increase will also be considered the PM Peak Hour increase. Count location numbers in Table 6 correspond to the count locations depicted on Map 11.

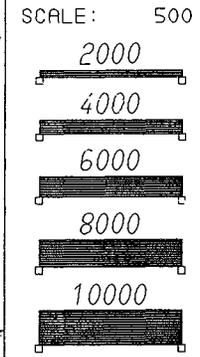
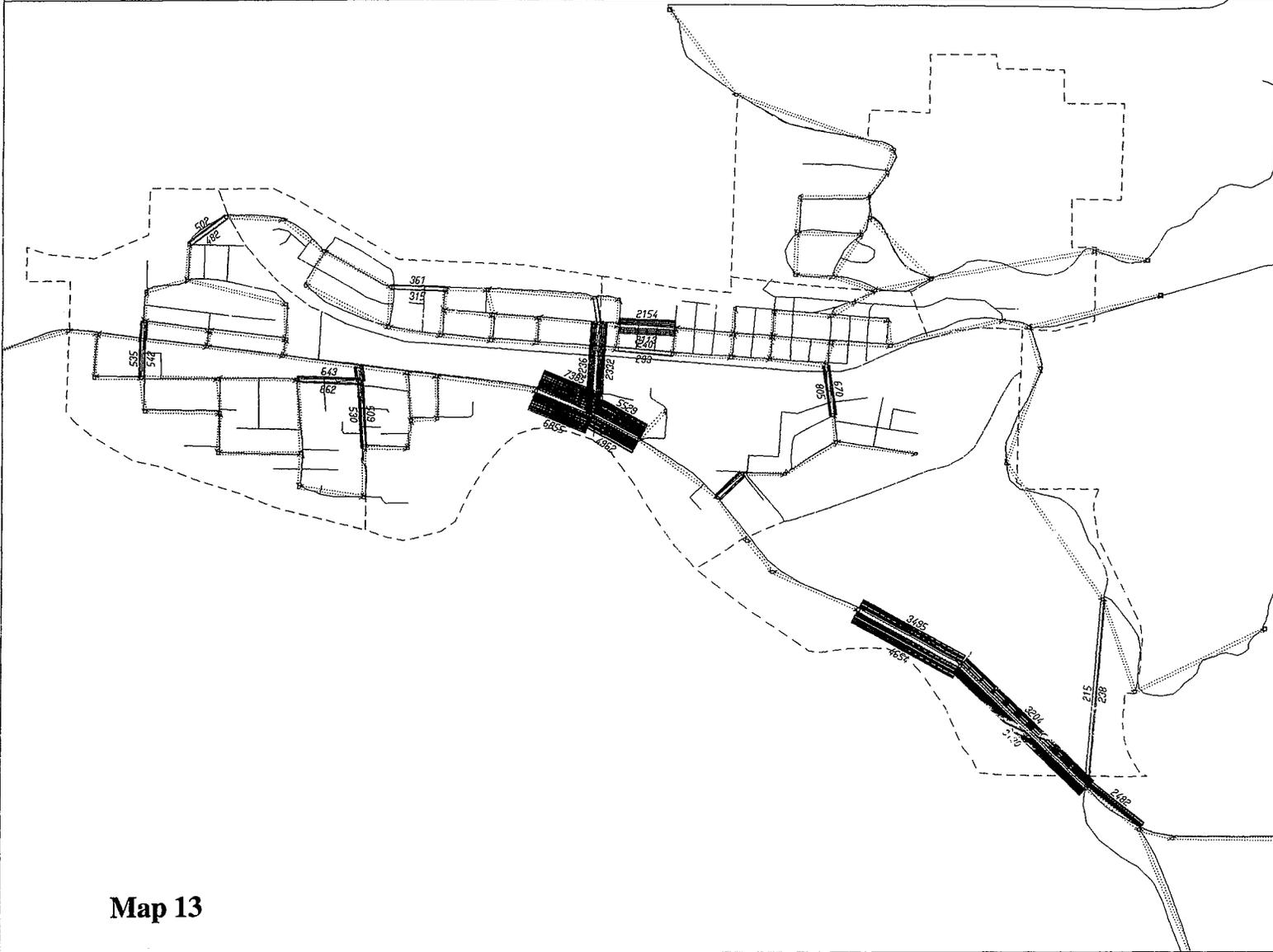
**Table 6.
Percentage of Average Daily Traffic Increases 1996-2020**

Count Location Number	Count Locations	North	South		
		Bound	Bound	East	East
		Bound	Bound	Bound	Bound
		Left	Right	Left	Right
1	Second St. north of Hwy. 58	12%	20%		
2	River Rd. south of Highway 58	11%	11%		
3	Rainbow St. south of Highway 58	6%	4%		
4	Rainbow St. south of Harris	6%	6%		
5	Crestview north of Highway 58	12%	12%		
6	Fish Hatchery north of Highway 58	31%	31%		
7	Hills St. north of Highway 58	15%	15%		
8	Rose St. north of First	5%	5%		
9	Crestview St. south of First	12%	12%		
10	Beech St. at Rail Crossing	17%	17%		
		East	West	East	East
		Bound	Bound	Bound	Bound
		Left	Right	Left	Right
11	Second St. at Rail Crossing	5%	5%		
12	Second St. east of Portal	5%	5%		
13	First St. east of Elder	18%	18%		
14	Commercial St. east of Elder	3%	3%		
15	Highway 58 east of Industrial		72%		
16	Highway 58 west of Industrial		73%	77%	72%
17	Highway 58 east of Fish Hatchery		70%		
18	Highway 58 west of Fish Hatchery	72%			
19	School St. west of Rainbow	8%	4%		
		West	West	East	East
		Bound	Bound	Bound	Bound
		Left	Right	Left	Right
20	Highway 58 west of Crestview	35%	35%	12%	52%
21	Highway 58 east of Crestview	52%	8%	49%	49%

Estimated 2020 Average Daily Volume on Traffic Count Locations

emme/2

LINKS:
i=12.9999
& j=12.9999



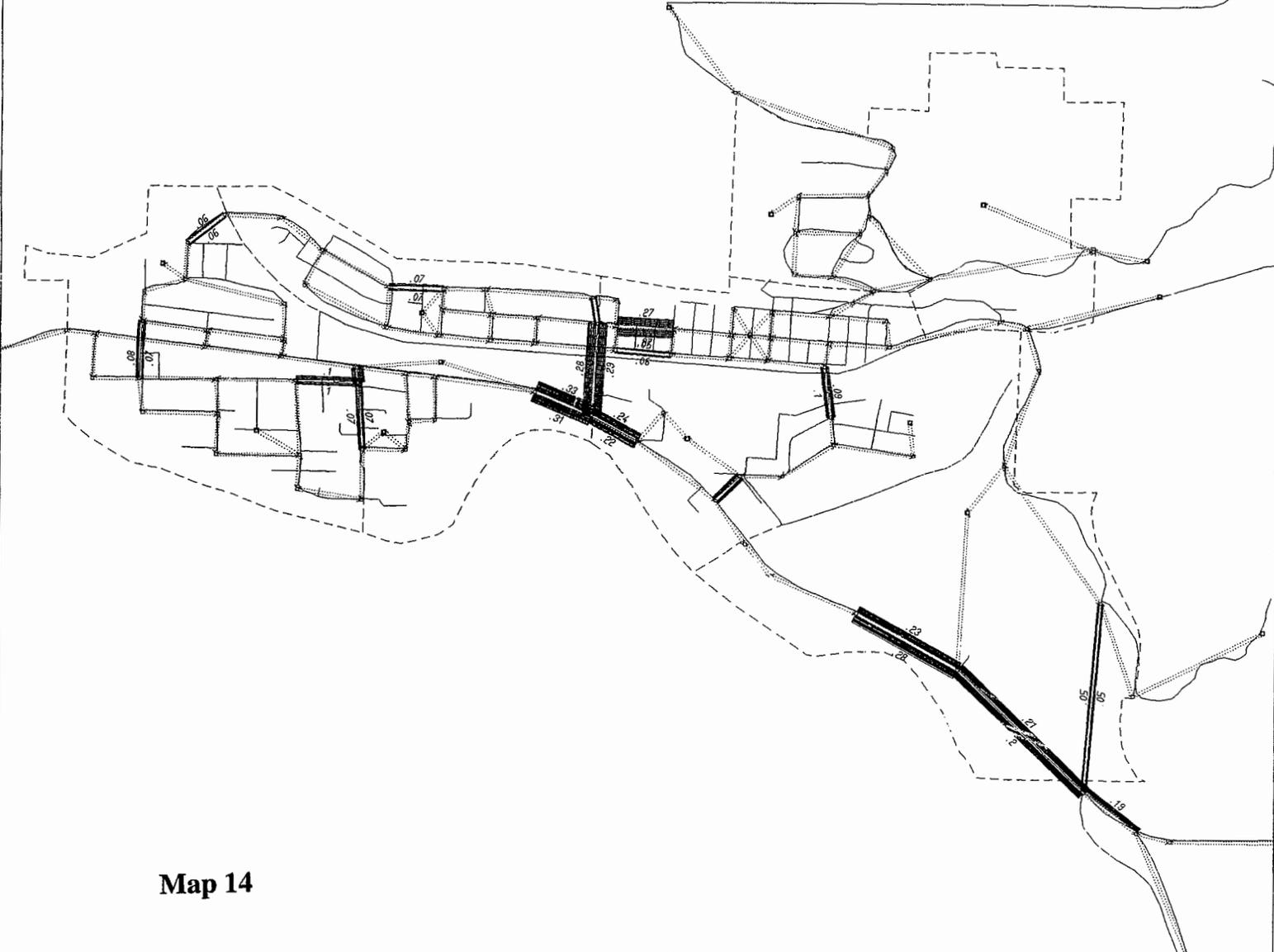
Map 13

WINDOW Z:
278.89/143.221
282.15/145.666

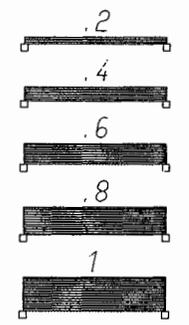
Estimated 2020 Average Daily V/C Ratio on Traffic Count Locations

emme/2

LINKS:
all



SCALE: .05



Map 14

WINDOW Z:
278.89/143.221
282.15/145.666

EMME/2 PROJECT: OAKRIDGE TSP
SCENARIO 4: 2020 AWD Volume mf14

00-01-25 11:36
MODULE: 2.13
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E. Transportation Issues

The Citizen Advisory Committee (CAC) identified several transportation issues relevant to the TSP. The issues are listed below in no particular order.

Transportation System Characteristics

- Establish appropriate roadway functional classifications.
- Designate bikeways (e.g., bike lanes, shoulders, and signed routes).
- Coordinate a road plan for the ridge between Oakridge and Westfir.
- Complete local street connections.
- Establish street designs appropriate for intended use.
- Address transportation deficient areas (e.g., West Second Street between Rose and Portal and Rainbow Street between Fairy Glen and School Street).
- Improve pedestrian and bicycle facilities, and access points along Highway 58.
- Address local network connections to Highway 58.
- Explore options for an additional railroad crossing.
- Address connections to outlying areas.
- Catch up on backlog of city street maintenance.

Mobility Needs

- Explore transit service options to/from Eugene-Springfield area with a daily schedule that works for tourists, students, workers, shoppers, seniors, and people with disabilities.
- Establish a central location for transit (e.g. a park-and-ride facility).
- Develop well-coordinated, interconnected human powered transportation through bicycle and pedestrian facilities.
- Provide safe and convenient facilities for pedestrians and people using wheelchairs.
- Pursue feasibility of passenger rail (Amtrak) and freight rail service.

Economic Development

- Develop a local transit service.
- Provide adequate parking for future tourism.
- Prioritize beautification and aesthetic improvements along Highway 58.
- Plan for fiber optics.

Transportation Safety

- Improve dangerous intersections with Highway 58 (e.g., Fish Hatchery Road and Industrial Park Way).
- Address safety and emergency medical services (EMS) issues within UGB.
- Provide safety measures for school-related transportation.

Plan Implementation

- Coordinate with Westfir on transportation issues.
- Use scarce resources wisely.
- Secure more and better funding.

Chapter Four

Recommended Transportation System Plan

A. Introduction

This chapter contains the recommended transportation system plan (TSP) for the City of Oakridge (City). The chapter includes proposed transportation system goals and policies, and the recommended roadway classification system and street design standards. Proposed systems and maps for the roadway, bikeway, pedestrian, and transit elements are also provided.

The Oakridge TSP planning process was guided by a series of broad goals. From these goals, more specific policies and implementation measures were developed. The goals as written may never be fully achieved in their entirety, but provide a target towards which the City can strive. Policies provide the basis for a consistent course of action to move the community towards its goals. The goals and policies will replace transportation-related goals and policies in the Comprehensive Plan. They will have the force of law. The rest of this chapter will be included a Transportation Element of the Comprehensive Plan and will provide guidance for implementing ordinances in the Oakridge Zoning and Land Division Ordinances.

B. Transportation System Plan Goals and Policies

Goal 1. Economic Development: Provide for a transportation system that enhances development of the region's economy.

Policies

- 1a. Ensure adequate access to services on Highway 58 and require adequate vehicle parking to support travelers and tourism.
- 1b. Encourage rail freight service by designating land along the tracks to allow uses that depend on freight, attracting industry that relies on freight and minimizing the adverse impacts of rail freight within the urban area.
- 1c. Support improvements to the airport and preservation of adjacent land for air-compatible uses to promote increased use of the airport for air freight and passenger service.
- 1d. Improve city gateways, entranceways, Highway 58, and other key roadways with aesthetic improvements with utilitarian value, such as street trees, landscaping, and lighting.
- 1e. Support strategies and actions that strive to improve the region's air quality.

Goal 2. Transportation System Characteristics: Provide for a transportation system that emphasizes safety, convenience, efficiency, and livability.

Policies

- 2a. Apply roadway functional classifications and street design standards that meet residents, travelers, and emergency service needs for mobility and access, are sensitive to topography and scenic views, and minimize impacts to natural features.
- 2b. Support completion of street connections that create a grid-style layout and require new streets to be connected to the existing street system.
- 2c. Apply access management standards, balancing the need for mobility with the need for direct and convenient access to major activity centers.
- 2d. Use the street system and its infrastructure, where appropriate, to convey and treat stormwater runoff.
- 2e. Support improvements to roadways giving priority to projects that improve safety and connectivity, alleviate traffic congestion and are financially feasible.
- 2f. Develop a bikeway system for circulation within Oakridge and connections to routes and paths outside Oakridge.
- 2g. Develop a pedestrian walkway system for circulation within Oakridge and connections to paths outside Oakridge.
- 2h. Support improvement of Highway 58 in Oakridge with facilities for bicyclists and pedestrians.
- 2i. Consider the potential to establish or maintain bikeways or walkways prior to vacating any public easement or right-of-way.
- 2j. Require bicycle parking facilities as part of new multi-family residential developments of four units or more; new retail, office, and institutional developments; and all transit transfer stations and Park-and-Ride lots.
- 2k. Operate and maintain roads, bikeways and pedestrian ways at a level that catches up on the back log of maintenance needs and reduces the need for more expensive future repair.

Goal 3. Mobility for All: Provide a transportation system with facilities and services that meet mobility needs of all potential users.

Policies

- 3a. Support the provision of public transportation facilities, service, and programs within the community and to the Eugene-Springfield area, and support efforts to provide inter-city bus and passenger rail service to the community.

Goal 4. Transportation and Land Use Planning: Integrate transportation and land use planning to maximize the benefits of transportation.

Policies

- 4a. Require on-site motor vehicle parking for new development unless on-street parking or other nearby sites provide adequate parking for the proposed use.
- 4b. Include consideration of the land outside the UGB that is now designated for development by the Lane County Rural Comprehensive Plan, or may be brought into the UGB in the future.
- 4c. Develop a land use plan that supports transportation goals and policies for Highway 58.
- 4d. Consider the impacts of land use decisions on existing or planned transportation facilities and apply appropriate land use regulations to protect the function of existing or planned roadways.
- 4e. Protect existing right-of-way and setbacks and require dedication of additional right-of-way or easements at the time of land development or land division to obtain adequate street widths, bikeways, and walkways, and to accommodate transit facilities.

Goal 5. Plan Implementation: Develop the community's transportation system through implementation of the transportation system plan.

Policies

- 5a. Comply with federal, state, and local policies and regulations related to transportation and land use.
- 5b. Establish a coordinated approach to the development, operation, and maintenance of jointly managed transportation facilities.

- 5c. Conduct effective public involvement programs that create opportunities for citizens, businesses, regional and local governments, and state agencies to comment on proposed policies, plans, programs, and improvement projects.
- 5d. Pursue existing and new sources of funding to implement projects and programs in the transportation plan.

C. Proposed Street Plan

The City has identified a new four-tier roadway classification system to include arterial, major collector, minor collector, and local streets. Because Highway 58 is classified as a State Highway, it is not part of this system. Streets perform various roles in the community ranging from carrying relatively large volumes of primarily through traffic to providing direct access to abutting property. The use of the new classification system will provide consistency among the City, County, and State transportation plans. The proposed roadway classification system is illustrated on Map 15.

Arterials

Arterials are intended to serve as a primary route for travel within and between community areas. Access to an arterial is normally from the collector or local road system rather than to serve property directly. Individual access should be managed on arterials to minimize degradation to capacity, traffic safety, and transit. Sidewalks and bike lanes are normally provided on an arterial and transit typically operates on arterials.

Proposed Arterials:

1. W. Second Street: Union to Commercial/Portal
2. Portal Street: W. Second to Commercial Street
3. Crestview Street: Hwy 58 to First
4. E. First Street: Crestview to Oak Street
5. Oak Street: E. First to E. Second
6. E. Second Street: Oak to Westoak Road
7. Westoak Road: E. Second to UGB
8. E. First Street: Oak to UGB

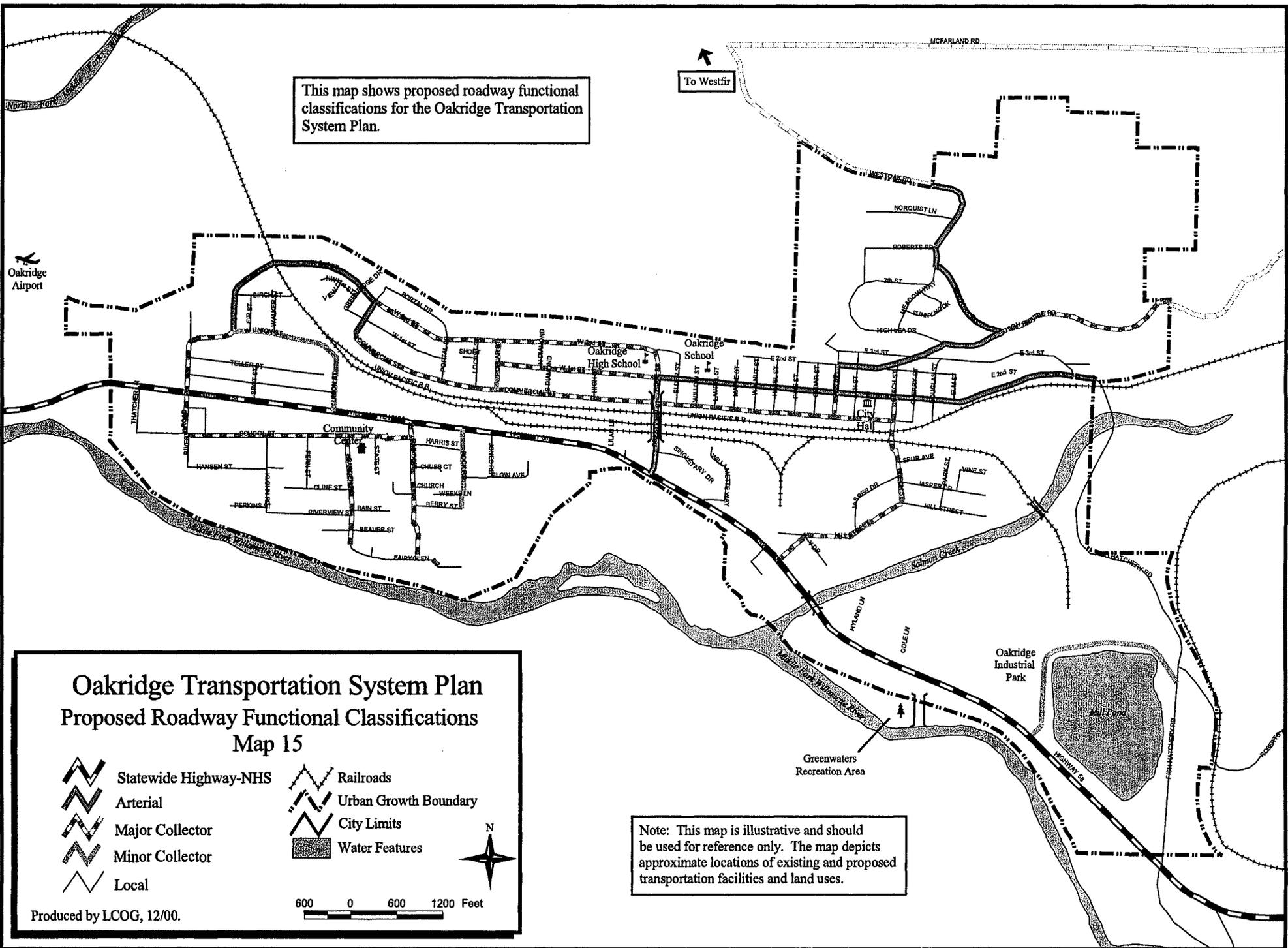
Major Collectors

A major collector is intended to serve traffic from local streets and minor collectors to the arterial system. Individual accesses are allowed but minimized to protect system capacity and traffic safety. Sidewalks and bike lanes are normally required on a major collector. Transit typically operates on major collectors and arterials.

This map shows proposed roadway functional classifications for the Oakridge Transportation System Plan.

To Westfir

Oakridge Airport



Oakridge Transportation System Plan Proposed Roadway Functional Classifications Map 15

-  Statewide Highway-NHS
-  Arterial
-  Major Collector
-  Minor Collector
-  Local
-  Railroads
-  Urban Growth Boundary
-  City Limits
-  Water Features



600 0 600 1200 Feet

Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities and land uses.

Proposed Major Collectors:

1. W. Second Street: Highway 58 to Union
2. W. Second Street: Portal to Rose/Crestview
3. Commercial Street: Portal to Beech
4. W. First Street: Poplar to Crestview/Rose
5. Rose Street: W. First to W. Second
6. Hills Street: Highway 58 to Beech
7. Beech Street: Hills to E. First
8. River Road: Highway 58 to School
9. School Street: River Rd to Rainbow
10. Garden Road: Fairy Glen to School
11. Rainbow Street: Fairy Glen to Highway 58
12. High Prairie Road: Westoak to UGB

Minor Collectors

A minor collector is intended to provide access to abutting properties and to serve local access needs of neighborhoods, including limited through traffic. New development that generates a significant volume of traffic should be discouraged from locating on minor collectors that serve residential areas. Sidewalks are normally required on minor collectors. Bicycle facilities are only required as in accordance with the proposed bikeway plan (Map 16). Transit may occasionally operate on minor collectors and local streets.

Proposed Minor Collectors:

1. Poplar Street: W. Second to Commercial
2. Union Street: W. Second to Highway 58
3. Rock Road: Berry to Highway 58
4. Industrial Parkway: Highway 58 to End

Local Streets

A local street is intended to provide direct property access and is not intended to serve through traffic. Sidewalks are normally required on local streets, specifically as set out in the proposed pedestrian plan (Map 17) and the City's Land Division Ordinance.

Proposed Local Streets:

All streets not identified as arterials or collectors.

Proposed Roadway Projects

The roadway improvement projects listed below will implement the proposed roadway plan. Only two new roadways were identified as part of the future road network (projects C5 and D7). More detailed descriptions of these projects is provided in Chapter Five.

Project		
No.	Project Title	Project Type
B1	West Second/Rose Street	High-Priority capital improvement
B2	Rainbow Street	High-Priority capital improvement
B3	Ash Street	High-Priority capital improvement
B4	Highway 58 Preservation	High-Priority capital improvement
B5	Highway 58 Urban Standards	High-Priority capital improvement
B6	Highway 58 and Rainbow Intersection	High-Priority capital improvement
B7	Highway 58 and River Road- Second Street Intersection	High-Priority capital improvement
B8	Congestion Mitigation and Air Quality Improvements	High-Priority capital improvement
B9	Highway 58 Operation and Safety Improvements at Industrial Parkway	High-Priority capital improvement
C2	East First Street	Medium-Priority capital improvement
C3	Garden Road	Medium-Priority capital improvement
C4	Hills Street	Medium-Priority capital improvement
C5	Industrial Parkway Extension	Medium-Priority capital improvement
C6	Osprey Park Parking	Medium-Priority capital improvement
C8	Improve Roads to Local Street Standards	Medium-Priority capital improvement
D3	Oak Street/Westoak Road	Long-Range capital improvement
D4	Poplar Street	Long-Range capital improvement
D7	Fish Hatchery Road Extension	Long-Range capital improvement
E1	Crestview and First Street Intersection	Operations and Maintenance
E2	Elder Street	Operations and Maintenance
E3	Industrial Parkway	Operations and Maintenance

D. Proposed Street Standards

Street standards are contained in the Oakridge Land Division Ordinance. Street standards are presented with minimum and maximum paving and right-of-way widths. Paving widths are measured from the inside of the curb, and sidewalk dimensions include a six-inch curb width. The proposed street standards will require modifications to Oakridge's existing street standards. Proposed street standards are outlined in Table 7 and are illustrated in Figures 4 through 7.

The following proposed street standards represent a reduction in the minimum paving width over current standards. Providing planting strips shall be optional within all street classifications.

**Table 7.
Proposed Street Standards**

Street Type	Right-of-way Width		Paving Width ¹		Sidewalk Width ²	Bike Lane Width	Planting Strip (optional)
	Min.	Max.	Min.	Max.			
Arterial	60 ft.	120 ft.	34 ft.	48 ft.	6.5 ft.	6 feet	3-5feet
Major Collector	50 ft.	80 ft.	34 ft.	46 ft.	5.5 ft.	6 feet	3-5feet
Minor Collector	50 ft.	80 ft.	34 ft.	46 ft.	5.5 ft.	6 feet if required	3-5feet
Local Street	40 ft.	60 ft.	20 ft.	36 ft.	5.5 ft.	not required	3-5feet

¹Measured inside of curb to inside of curb.

²Includes curb width.

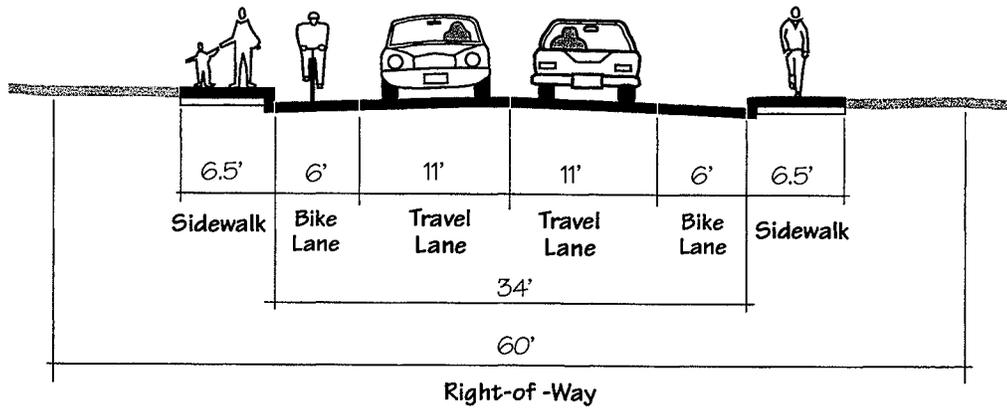
E. Access Management Plan

Access management strives to balance access to developed land while ensuring movement of traffic in a safe and efficient manner. As described above, different roadways are designed for different purposes. Local roads are designed for local traffic, slow speeds, and numerous driveways. Collectors have a balanced responsibility where access to adjacent properties is as important as movement. Collectors typically carry a moderate volume of traffic during the day, with increasing traffic during the morning and evening commute. Arterials carry the majority of commuter traffic, goods, and services each day across the city. Movement is more critical on arterials than access to adjacent property.

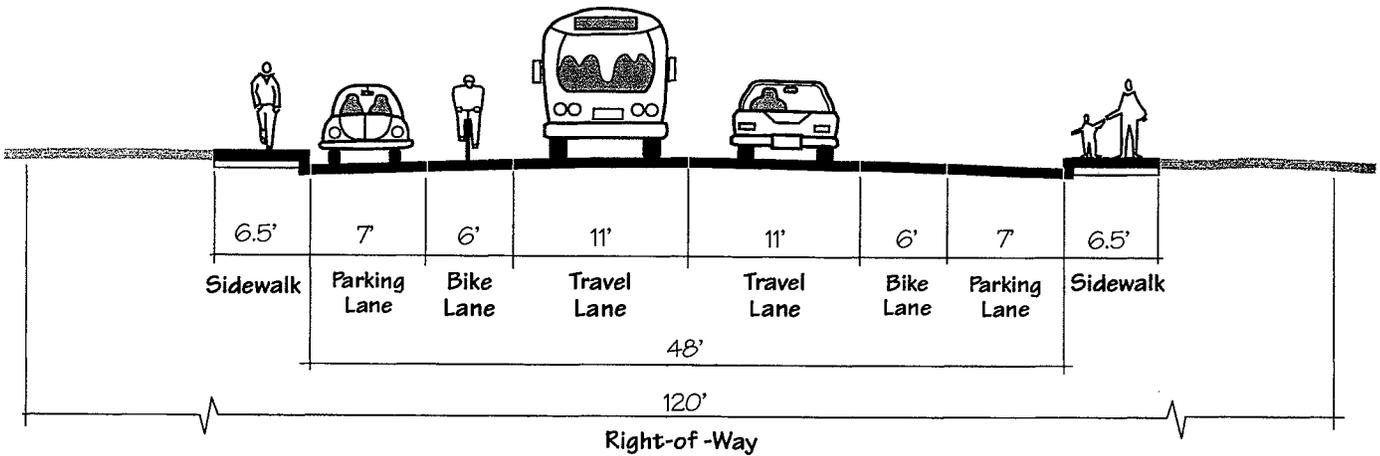
Access management must be closely coordinated with ODOT and Lane County. ODOT has two types of access management for state roadways: access by permit and access control. Areas with access control along Highway 58 within the City of Oakridge are shown on Map 4. Access along other areas of Highway 58 within Oakridge shall be in conformance with the spacing standards for statewide highways set forth in the 1999 *Oregon Highway Plan*. Access spacing policies and standards for City roadways will be developed during the TSP adoption process.

Arterials

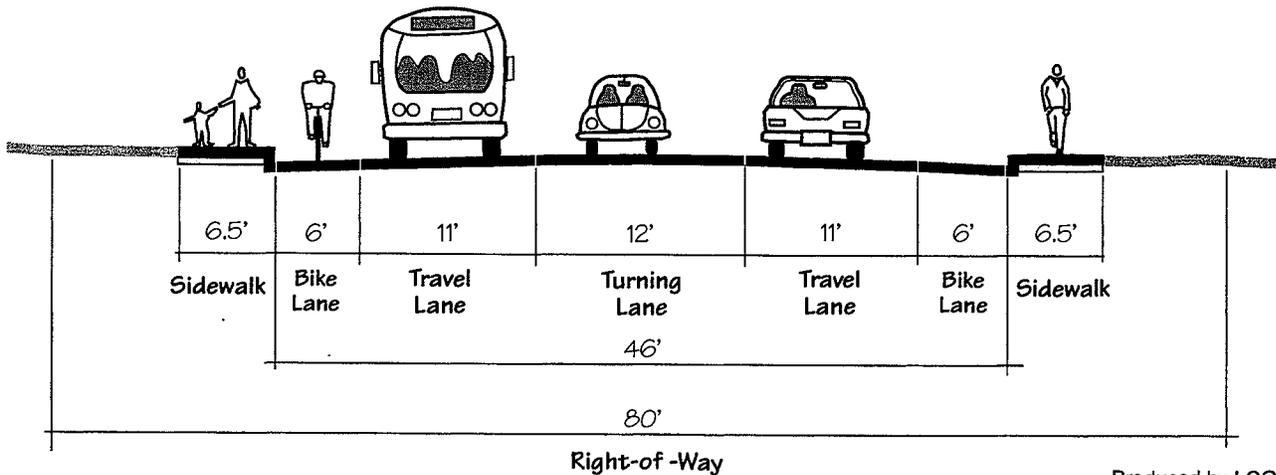
Minimum (no parking)



Maximum (on-street parking allowed)



Typical (with center turn lane)



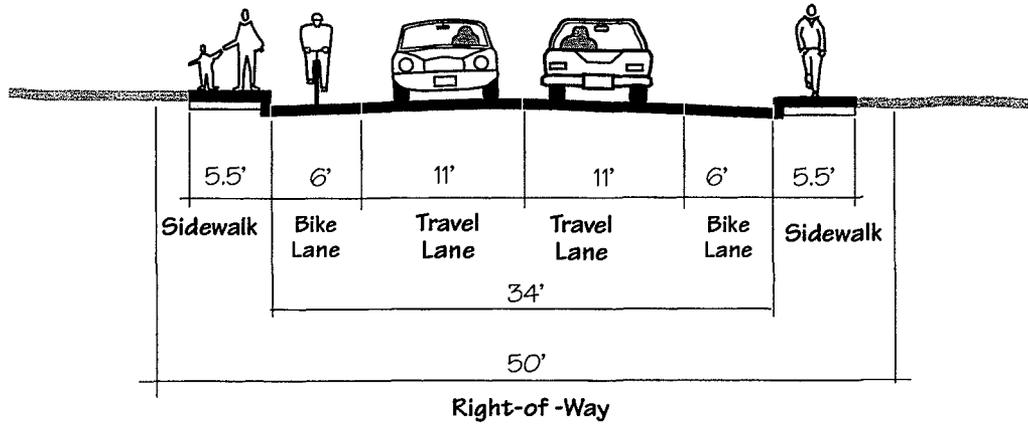
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Streets, bike lanes, and pedestrian facilities shall conform to the following standards, unless otherwise indicated on a development plan or approved by the Planning Commission by way of variance, exceptions, or feasible alternatives.

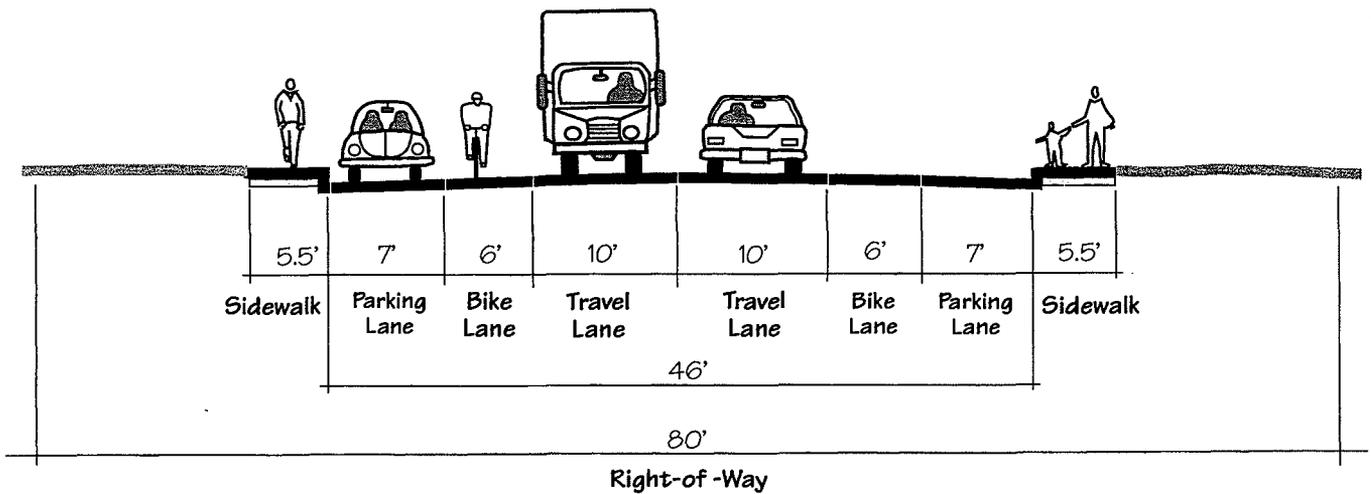
Oakridge Transportation System Plan
Figure 4 - Street Standards

Major Collectors

Minimum (with bike lanes and no parking)



Maximum (with bike lanes and on-street parking allowed)



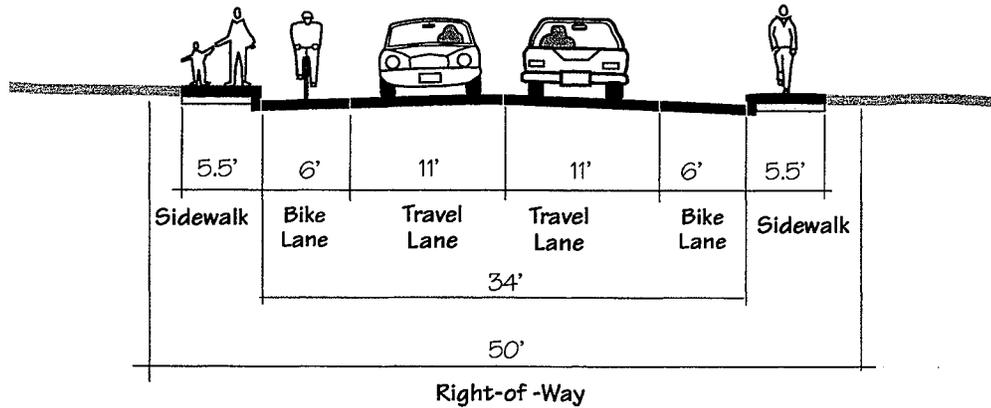
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Streets, bike lanes, and pedestrian facilities shall conform to the following standards, unless otherwise indicated on a development plan or approved by the Planning Commission by way of variance, exceptions, or feasible alternatives.

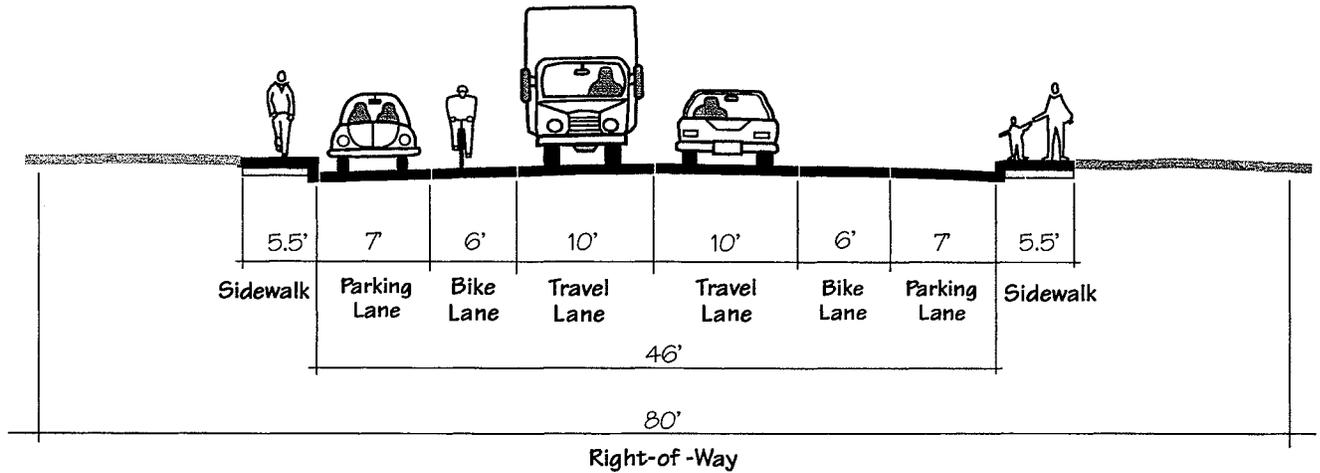
Oakridge Transportatic System Plan
Figure 5 - Street Standards

Minor Collectors

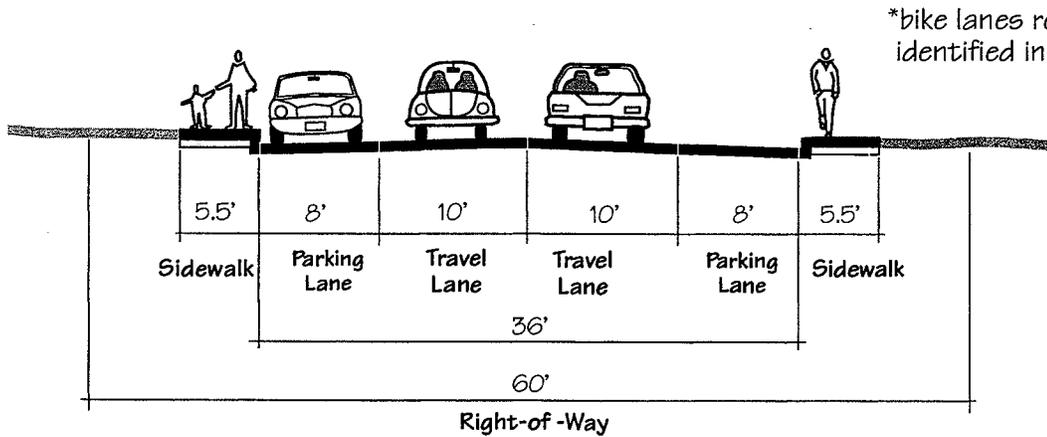
Minimum (with bike lanes* and no parking)



Maximum (with bike lanes* and on-street parking allowed)



Typical (without bike lanes)



*bike lanes required only if identified in bicycle plan

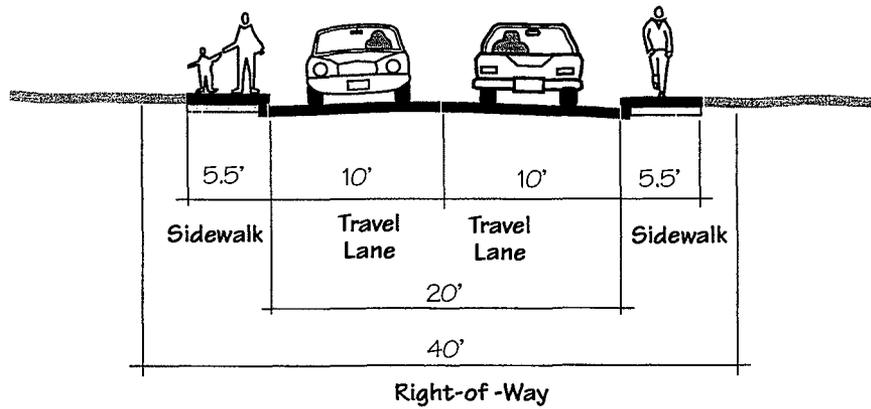
Produced by LCOG, 7/00

Streets, bike lanes, and pedestrian facilities shall conform to the following standards, unless otherwise indicated on a development plan or approved by the Planning Commission by way of variance, exceptions, or feasible alternatives.

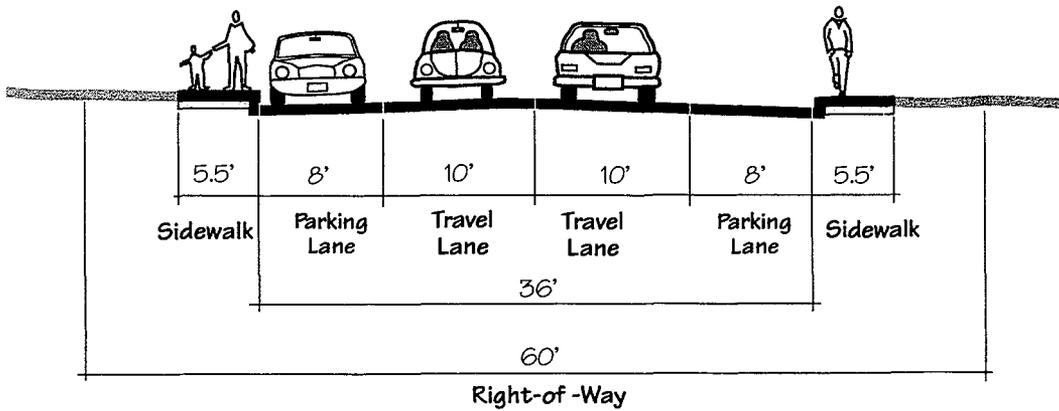
Oakridge Transportation System Plan
Figure 6 - Street Standards

Local Streets

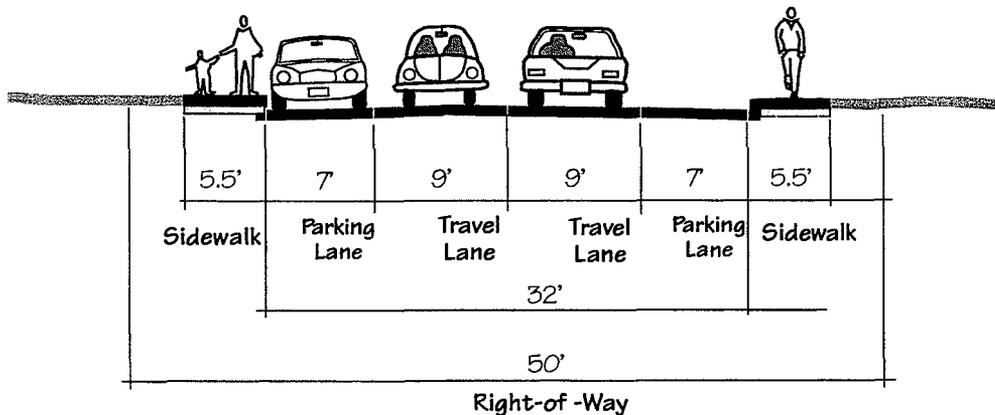
Minimum (no parking)



Maximum (on-street parking)



Typical (on-street parking)



Produced by LCOG, 7/00

Streets, bike lanes, and pedestrian facilities shall conform to the following standards, unless otherwise indicated on a development plan or approved by the Planning Commission by way of variance, exceptions, or feasible alternatives.

Oakridge Transportation System Plan
Figure 7 - Street Standards

F. Proposed Bicycle Plan

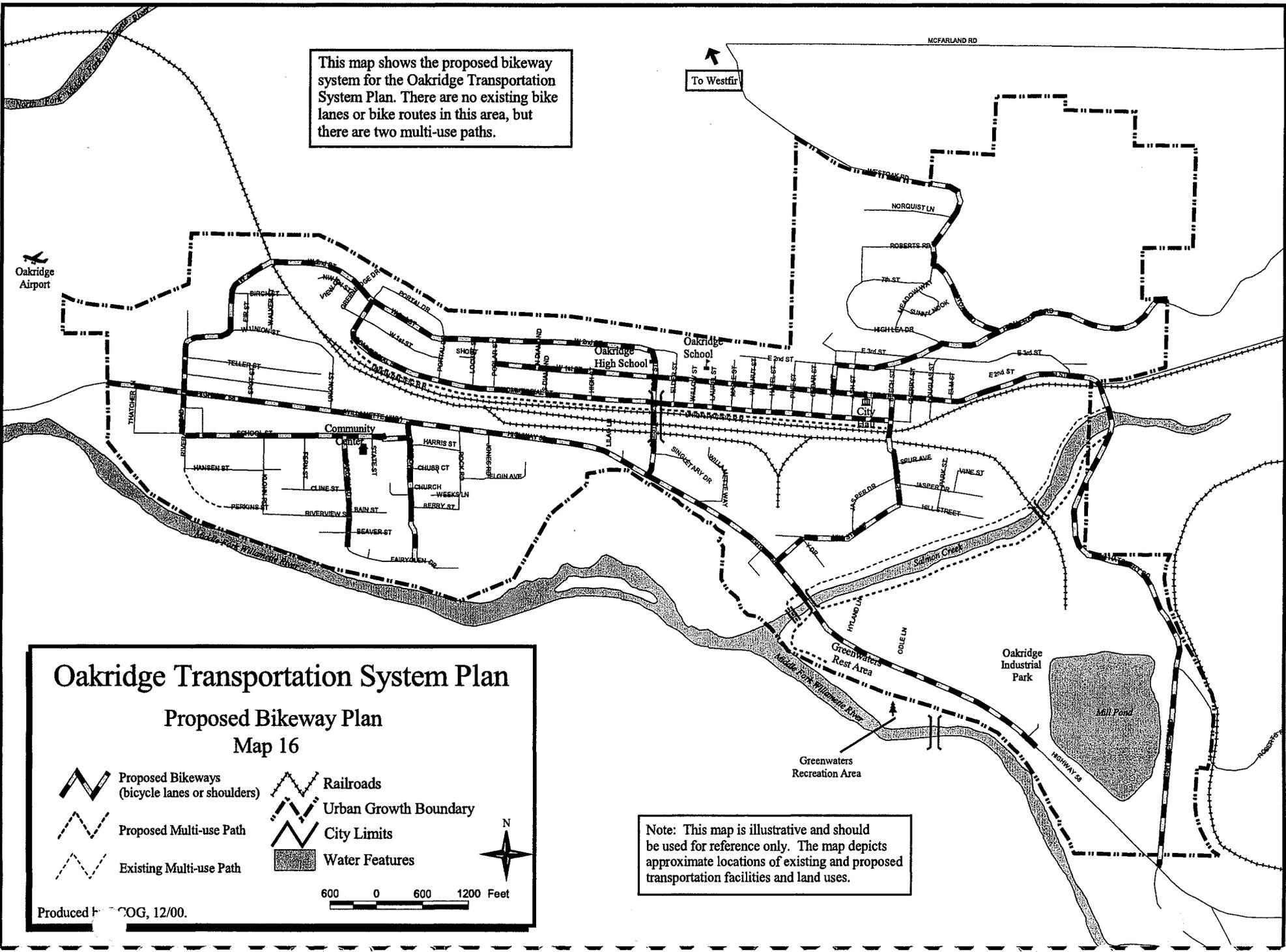
The proposed bikeway plan includes a combination of on-street striped bike lanes, designated bike shoulders, and off-street multi-use paths. The proposed bikeway plan is illustrated on Map16. There are no bike lanes on Oakridge city streets. However, there are two existing multi-use paths that can be accessed by bicyclists. Proposed multi-use paths will run the length of Commercial Street from Portal to Beech Streets, and along the east and west Salmon Creek Levees. More details of these projects are provided in Chapter Five.

Proposed Bicycle Projects

The bikeway improvement projects listed below will implement the proposed bikeway plan. The proposed bikeway plan includes on-street bike lanes for all arterials and major collectors. More detailed descriptions of these projects is provided in the next chapter.

Project No.	Project Title	Project Type
B1	West Second/Rose Street	High-Priority capital improvement
B2	Rainbow Street	High-Priority capital improvement
B5	Highway 58 Urban Standards	High-Priority capital improvement
C1	Commercial Street	Medium-Priority capital improvement
C2	East First Street	Medium-Priority capital improvement
C3	Garden Road	Medium-Priority capital improvement
C4	Hills Street	Medium-Priority capital improvement
C7	Salmon Creek Levee Multi-use Paths	Medium-Priority capital improvement
D2	Fish Hatchery Road Bikeway	Long-Range capital improvement
D3	Oak Street/Westoak Road	Long-Range capital improvement
D5	Bikeways and Sidewalks for Arterial Streets	Long-Range capital improvement
D6	Bikeways and Sidewalks for Collector Streets	Long-Range capital improvement

This map shows the proposed bikeway system for the Oakridge Transportation System Plan. There are no existing bike lanes or bike routes in this area, but there are two multi-use paths.



To Westfir

Oakridge Transportation System Plan
Proposed Bikeway Plan
Map 16

	Proposed Bikeways (bicycle lanes or shoulders)		Railroads
	Proposed Multi-use Path		Urban Growth Boundary
	Existing Multi-use Path		City Limits
			Water Features

Produced by COG, 12/00.

Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities and land uses.

G. Proposed Pedestrian Plan

The pedestrian plan strives to provide safe pedestrian access between residential areas and common destinations such as schools, parks, and commercial areas. In addition to lining Highway 58, the proposed pedestrian plan includes sidewalks for all arterials and collector streets. Map 17 illustrates the proposed pedestrian plan. This map shows the location of existing and proposed sidewalk improvements that are expected to occur within the planning period.

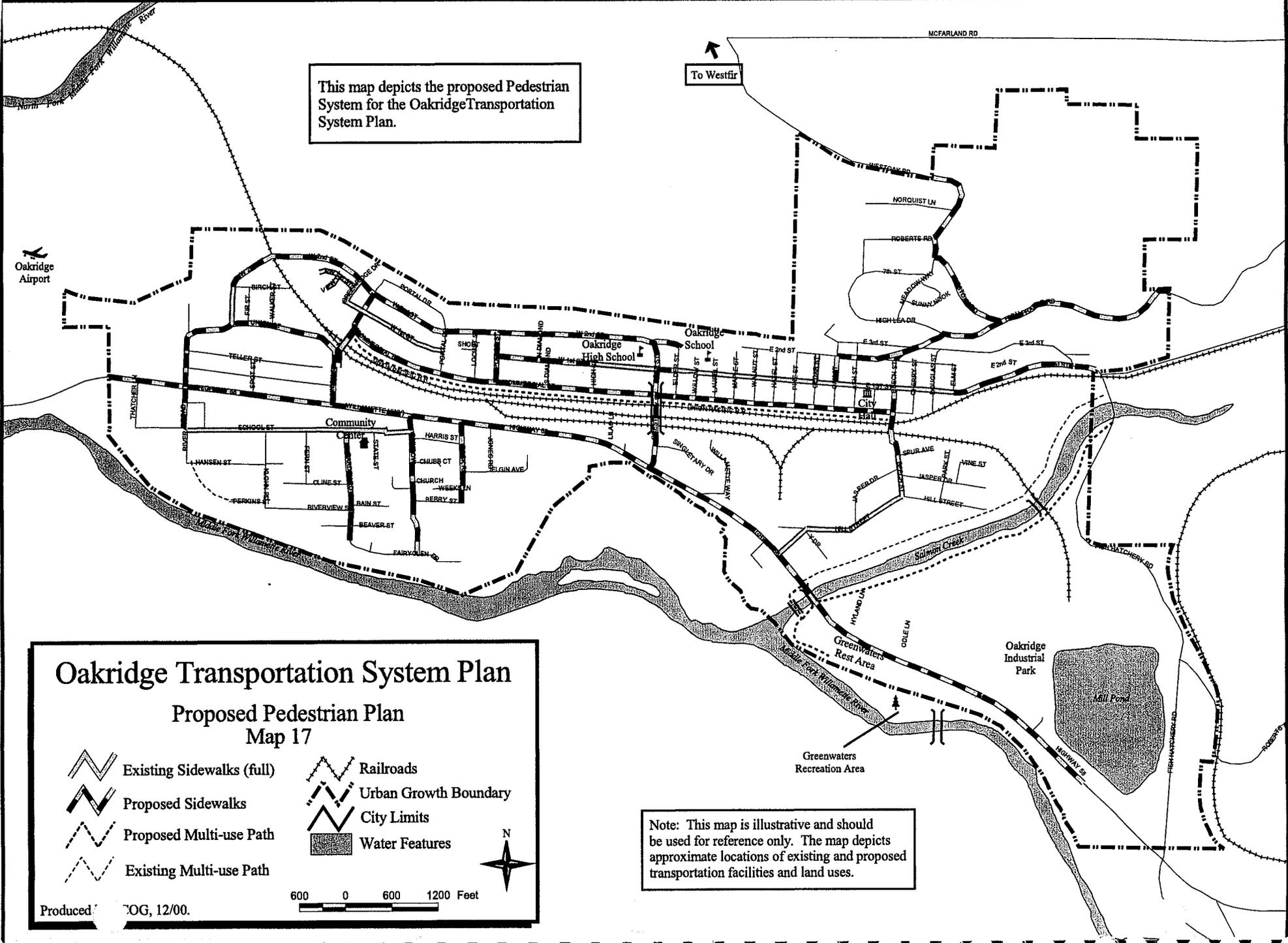
Multi-use paths are proposed along Commercial Street and the Salmon Creek levees, adding valuable off-street recreational opportunities to the pedestrian system. These pathways will serve both pedestrian and bicycle travel. Over time, most streets within the Oakridge UGB may eventually have sidewalks. Sidewalk widths are specified according to roadway classification, listed in Section D of this chapter (Street Design Standards). For new street improvements, sidewalks are required at the time of development. The timing of the installation of the sidewalks is specified in the Oakridge Land Division Ordinance.

Proposed Pedestrian Projects

The pedestrian improvement projects listed below will implement the proposed pedestrian plan. The proposed pedestrian plan will establish a safe and efficient network of sidewalks on most City streets. More detailed descriptions of these projects is provided in Chapter Five.

Project No.	Project Title	Project Type
B1	West Second/Rose Street	High-Priority capital improvement
B2	Rainbow Street	High-Priority capital improvement
B3	Ash Street	High-Priority capital improvement
B5	Highway 58 Urban Standards	High-Priority capital improvement
C1	Commercial Street	Medium-Priority capital improvement
C3	Garden Road	Medium-Priority capital improvement
C7	Salmon Creek Levee	Medium-Priority capital improvement
	Multi-use Paths	
D1	Pedestrian Footbridge	Long-Range capital improvement
D3	Oak Street/Westoak Road	Long-Range capital improvement
D5	Bikeways and Sidewalks for Arterial Streets	Long-Range capital improvement
D6	Bikeways and Sidewalks for Collector Streets	Long-Range capital improvement

This map depicts the proposed Pedestrian System for the Oakridge Transportation System Plan.



To Westfir



Oakridge Airport

Oakridge Transportation System Plan

Proposed Pedestrian Plan Map 17

- Existing Sidewalks (full)
- Proposed Sidewalks
- Proposed Multi-use Path
- Existing Multi-use Path
- Railroads
- Urban Growth Boundary
- City Limits
- Water Features



600 0 600 1200 Feet

Produced by: [unclear] 12/00.

Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities and land uses.

H. Proposed Transit Plan

There are no public transit services in Oakridge. However, limited paratransit services are available to residents as outlined in Chapter Two. The City of Oakridge is in the process of developing a Community Transit Plan (CTP). The main objectives of the Oakridge CTP are to address transit service-related issues, and identify and evaluate alternative transportation service options for meeting existing and future transportation needs for the community.

The CTP will constitute a refinement of the public transit element of the TSP, as specified in OAR 660-12-0200-(2)(c). This refinement to the TSP will address strategies for transportation service development in Oakridge over a ten-year period. Specifically, the CTP will:

- Provide an accurate assessment of existing public transportation and paratransit needs;
- Provide an analysis of future public transportation and paratransit needs;
- Recommend an efficient and feasible ten-year implementation plan that contains suggestions for alternative funding sources;

Potential transportation service alternatives will be developed as part of the CTP planning process. Specific recommendations from the CTP may include a combination of one or more of the following alternative transportation programs:

1. Shuttles to Lane Transit District connections in Lowell.
2. Transportation Demand Management Strategies, such as ridesharing, (carpooling/vanpooling), flextime of compressed work weeks, and bicycling/walking.
3. Door-to-door demand response service.
4. Vans for selected intra-city purposes.
5. University of Oregon/Lane Community College shuttles.
6. Taxi cab voucher program.
7. Specialized jitney service.

Chapter Five Plan Implementation

A. Introduction

Implementation of the City of Oakridge Transportation System Plan (TSP) will require a combination of capital improvements, ordinance amendments, and other implementation strategies. Plan implementation involves both site-specific improvements and system wide enhancements.

This chapter identifies proposed projects, ordinances, and strategies to implement the goals and policies of the TSP. Capital projects are grouped according to the proposed timing and priority of the project: high priority (one to five years), medium priority (six to ten years), and long range (more than ten years). Potential funding sources and financing mechanisms are discussed in Chapter Six.

Projects can be located on one or more of the project maps: Capital Improvement Roadway Projects, Map 17; Bikeway Projects, Map 18; and, Pedestrian Projects, Map 19. All project numbers correspond to the project maps. Oakridge Public Works and LCOG staff calculated cost estimates. These estimates include a 15 percent contingency cost to account for engineering fees, inflation, and unforeseen circumstances.

B. High-Priority Capital Improvements

The following projects are of the highest priority in Oakridge and are expected to be completed within the first five years of the TSP, or when funding becomes available. Implementation of these projects will be refined during the project design phase and will depend on identifying and securing funding. Projects are presented in random order. Project numbers correspond to the TSP project maps.

B1. West Second/Rose Street

This project improves West Second Street to Major Collector standards, with curb, gutter, sidewalks, bikeways, and drainage reconstruction. Improvements will also involve a section of Rose Street between First and Second Streets, with realignment of the intersection at Rose and Second Street. Potential jurisdictional issues may need to be addressed adjacent the West Second right-of-way, with Oakridge School District property to the south and Lane County property to the north.

Project Lead: City of Oakridge Estimated Cost: \$862,500

B2. Rainbow Street

Rainbow Street is identified as a major collector in the proposed roadway classification system. This project involves the reconstruction and widening of the street, and installation of curbs, gutters, sidewalks, and bikeways. The city will work with property owners to address any on-street parking concerns. Improvements will bring Rainbow Street up to major collector standards. The Rainbow Street project was included as a strategy in the Overall Economic Development Program for 1998-1999, developed by Cascades West Economic Development District.

Project Lead: City of Oakridge Estimated Cost: \$575,000

B3. Ash Street

Ash Street is classified as a local street located in the downtown area. This project improves Ash Street to meet local standards by providing for adequate drainage and sidewalk construction. Persistent drainage issues will be remedied through the project. These improvements will also enhance the quality and appearance of the Oakridge Downtown and will meet the commercial needs of downtown businesses.

Project Lead: City of Oakridge Cost Estimate: \$138,000

B4. Highway 58 Preservation

This highway preservation project will involve the resurfacing of Highway 58 between milepost 27.36 and 35.96. Approximately 1.83 miles of the project will involve highway resurfacing within the Oakridge city limits. This project has been programmed in the Draft State Transportation Improvement Program (STIP) for 2001-2003. Costs for the project are estimated at \$2,181,000. Funding will come from the Gas Tax and state sources.

Project Lead: ODOT Cost Estimate: \$2,181,000

B5. Highway 58 Urban Standards

This project will bring Highway 58 up to urban standards within the Oakridge city limits. Improvements will create a five-lane roadway with median treatments, landscaping features, bike lanes and sidewalks, and curbs and storm sewers. The project will also involve replacement of the traffic signal at Crestview Street, and improvement and installation of roadway illumination. Total project costs are estimated at \$3.2 million. Work does not include right-of way or design costs.

The Highway 58 Urban Standards project will be broken out into several components to reflect smaller roadway segments. Having the project separated into discrete and more manageable units will allow the city to apply for grants and other funding sources. While the Highway 58 Urban Standards project is one of the highest priorities for the City, the

high cost of the project will likely delay implementation beyond five years until funding becomes available.

Project Lead: ODOT

Cost Estimate: \$3,200,000

B6. Highway 58 and Rainbow Street Intersection

This project will improve safety at this high accident location and unsignalized intersection. Improvements have potential to include the installation of a traffic signal.

Project Lead: ODOT

Cost Estimate: \$150,000

B7. Highway 58 and River Road/Second Street Intersection

This project will improve safety at this high accident location and unsignalized intersection. Improvements have potential to include the installation of a traffic signal.

Project Lead: ODOT

Cost Estimate: \$150,000

B8. Congestion Mitigation and Air Quality (CMAQ) Improvements

This project involves two components: the paving of State Street and the paving of the City's Public Works Maintenance Yard. The City has targeted this project to utilize federal CMAQ funds available for Oakridge to address air quality problems. Refer to Chapter Six for more information on the CMAQ program.

The Public Works Maintenance Yard component of this project will involve paving approximately 30,000 square feet of gravel lot. Improvements are projected to require upwards of 500 tons of asphalt paving, and construction of parking curbs, striping, and stormwater drainage facilities. Located adjacent to Highway 58, the maintenance yard sustains high levels of traffic year-round and is a significant contributor to air-borne particulate matter, especially during the dry summer months. Project cost for paving the maintenance yard is estimated at \$126,500.

The State Street component of this project involves paving (with full curb cuts) approximately 250 feet of gravel roadway south of School Street. State Street is substandard and is one of city's longest and most utilized unpaved residential streets. The State Street component of this project is estimated to cost \$86,250.

Project Lead: City of Oakridge

Total Cost Estimate: \$212,750

- B9. Highway 58 Operation and Safety Improvements at Industrial Parkway**
Operation and safety improvements at the intersection of Highway 58 and Industrial Parkway (the Industrial Park Road) could include a traffic signal if warranted and/or a left turn lane to accommodate projected traffic increases if the industrial site is revitalized. The improvements should also be considered if an urban standards project is constructed along Highway 58 (within Oakridge) before the industrial park is revitalized.

Project Lead: ODOT; private development

Cost Estimate: \$550,000

C. Medium-Priority Capital Improvements

These projects will enhance Oakridge's transportation systems, and should be completed within 6 to 10 years of this plan. Projects will be prioritized once the highest priority projects have been completed, and when evaluation of the TSP occurs in three to five years. Implementation of these projects will be refined during the project design phase and will depend on identifying and securing funding. Projects are presented in random order. Project numbers correspond to the TSP project maps.

C1. Commercial Street

This project will bring Commercial Street up to Major Collector standards with bicycle and pedestrian facilities. Standards will be met through one of two potential project types. One solution involves sidewalk construction on the south side of the street and bike lanes installed on both sides. There are existing sidewalks on the north side of the street.

The second preferred solution involves construction of an off-street multi-use path parallel the south side of Commercial. This option would be advantageous in preserving the existing pavement width, while accommodating bicycles and pedestrians with one facility. Proposed improvements will cover the full length of Commercial Street, from Portal to Beech Streets. This project will involve working with the Union Pacific Railroad Company on right-of-way and construction issues.

Project Lead: City of Oakridge

Cost Estimate: \$86,250

C2. East First Street

This project involves reconstruction of East First Street. Pavement on this street needs resurfacing. Installation of bike lanes is also necessary to bring the street up to Arterial standards. While East First has full sidewalks, some segments may need to be repaired or brought into ADA compliance.

Project Lead: City of Oakridge

Cost Estimate: \$362,200

C3. Garden Street

Garden Street is identified as a major collector in the proposed classification system. This project involves the full reconstruction of Garden Street, from School Street to Fairy Glen. This project involves resurfacing and construction of curbs, gutters, and the installation of sidewalks and bikeways. Improvements will remedy drainage problems and bring the street up to Major Collector standards.

Project Lead: City of Oakridge Cost Estimate: \$460,000

C4. Hills Street

A major component of this project will address safety concerns at a high-accident location in the intersection of Hills Street and Y Drive. A specific intersection improvement strategy has not been developed at this time. This project will improve drainage in the area and bring the street up to Major Collector standards through installation of bikeways.

Project Lead: City of Oakridge Cost Estimate: \$138,000

C5. Industrial Parkway Extension

As part of the redevelopment efforts at the former mill site, the Industrial Parkway Extension project will extend the road around the north side of the mill pond to connect with Fish Hatchery Road. The extension of Industrial Parkway is the city's only proposed new road, and will be developed to Minor Collector standards.

Project Lead: City of Oakridge Cost Estimate: \$241,500

C6. Osprey Park Parking

This project will provide for designated motor vehicle parking at the south end of River Road and the east end of Perkins Street. These parking facilities will provide more convenient access to Osprey Park and preserve off-street parking for local residents.

Project Lead: City of Oakridge Cost Estimate: \$13,800

C7. Salmon Creek Levee Multi-Use Paths

This project involves two components: construction of multi-use paths along the Salmon Creek levees, and a pedestrian/bicycle bridge crossing Salmon Creek. The existing multi-use path on the west side of Salmon Creek is actively used by residents, but has only received minor improvements by the city. Access to this path remains difficult for many bicyclists and senior/disabled residents.

The levee on the east side of the creek is less developed than the west, and used less frequently. No major improvements have been initiated on either levee. This project will

construct paved multi-use paths along both levees. Paths will be 12 feet wide and will provide over two miles of recreation opportunities for bicyclists and pedestrians. Trail construction along the levees is estimated to cost \$277,200.

The second component of this project involves construction of a 180 foot bridge spanning Salmon Creek (south of Highway 58) to link trail networks on the east and west sides of the creek. The proposed bridge will allow residents to avoid dangerous highway traffic, providing efficient and safer access across the creek to the Greenwaters Recreation Area. Bridge construction is estimated to cost \$655,500.

Project Lead: City of Oakridge *Total Cost Estimate: \$932,700*

C8. Improve Roads to Local Street Standards

Several streets in Oakridge need to be repaired and/or reconstructed to comply with local street standards. These projects include:

- *7th Street*: this narrow road needs to be improved to local street standards based primarily on the potential for future development occurring nearby. Estimated cost for this project is \$345,000.
- *Birch Street*: street improvements will solve drainage problems. Estimated cost for this project is \$414,000.
- *Jasper Drive*: improve to local standards based on future development needs. Estimated cost for this project is \$276,000.
- *Teller Street*: surface reconstruction improvements will bring streets up to local standards; phased construction is anticipated beginning with West Second to Spot Street. Estimated cost for this project is \$454,000.

Project Lead: City of Oakridge *Total Cost Estimate: \$1,489,000*

D. Long-Range Capital Improvements

These projects are considered long-range capital improvements for completion in greater than ten years, or after outstanding issues surrounding financing or construction have been resolved. These projects will be reevaluated and prioritized during TSP review, and after higher priority projects have been completed. Implementation of these projects will be refined during the project design phase and will depend on identifying and securing funding. Projects are presented in random order. Project numbers correspond to the TSP project maps.

D1. Pedestrian Footbridge

This footbridge is needed to provide pedestrian access from the west end of Commercial Street to Union Street across the railroad tracks. The bridge will span a distance across the rail yard estimated at 360 feet. Construction of this facility is dependent on cooperation with the Union Pacific Railroad Company.

Project Lead: City of Oakridge

D2. Fish Hatchery Road Bikeway

Fish Hatchery Road is classified as a local roadway is under Lane County jurisdiction. This project will involve installation of a bikeway, most likely a bike shoulder facility. This route will establish a connection between East First and Highway 58, and will provide a safe bicycle route to the Willamette Fish Hatchery, a popular local destination. In November 1998, the city annexed the Industrial Park, which will bring a majority of Fish Hatchery Road within city jurisdiction. A portion of Fish Hatchery Road is located outside the urban growth boundary.

Project Lead: City of Oakridge; Lane County

D3. Oak Street/Westoak Road Improvements

This project improves Oak Street and Westoak Road to Arterial standards from East First Street to the urban growth boundary. Improvements will widen the road and install sidewalks and bikeways. Due to the steep grade and narrow right-of-way along Westoak Road, this project may be exempt from requirements for on-street parking and installation of a center turn lane.

Project Lead: City of Oakridge; Lane County

D4. Poplar Street

Poplar Street from West Second Street to Commercial Street is identified as a minor collector in the proposed classification system. A majority of traffic uses Poplar Street for access onto East First Street. Improvements between East First and Commercial Streets are particularly needed to improve safety and traffic circulation in this area. This project involves installation of curb, gutters, and sidewalks, and will bring the road up to Minor Collector standards.

Project Lead: City of Oakridge

D5. Bikeways and Sidewalks for Arterial Streets

This project improves city streets to Arterial standards through construction of bicycle and pedestrian facilities. The following streets are components of this project:

- *Crestview Street*: involves installation of bike lanes and sidewalks from Highway 58 to West First Street. The east side of Crestview has an existing sidewalk. There may be potential issues regarding treatments on the bridge crossing the railroad tracks.
- *East First Street*: this section of First Street from Beech Street to the UGB is in need of bikeways and sidewalks. Completion of this component will provide safer, more efficient access to the Salmon Creek levees. Due to steep ground on the north side, construction of only one sidewalk on the south side of the street may be necessary.

- *West Second Street*: installation of bike lanes and sidewalks between Union Street and Commercial/Portal. Due to physical constraints, the existing sidewalk on the north side of the street may prove adequate to meet standards.

Project Lead: City of Oakridge

D6. Bikeways and Sidewalks for Collector Streets

This project improves city streets to collector standards through construction of bicycle and pedestrian facilities. Physical constraints may limit full development of some facilities. In some instances, partial sidewalks may already exist on these streets. The following streets are part of this project:

- *West Second Street*: from Highway 58 to Union Street, and Commercial/Portal to Portal Street;
- *West First Street*: from Poplar to Rose Street;
- *High Prairie Road*: from Westoak Road to the UGB;
- *Beech Street*: from Hills Street to East First Street;
- *River Road*: from Highway 58 to School Street;
- *School Street*: from River Road to Rainbow Street;
- *Union Street*: from West Second Street to Highway 58;
- *Rock Road*: from Highway 58 to Berry Street .

Project Lead: City of Oakridge; Lane County

D7. Fish Hatchery Road Realignment

This project is identified as a redevelopment project in the city’s Mill Site Master Plan. The project will realign the southern 900 feet of Fish Hatchery Road at the intersection of Highway 58, approximately 750 feet west of the current intersection. This realignment will eliminate hazards presented by limited sight distance, and will increase access visibility and improve safety. Roadway improvements will be constructed as development occurs in this portion of the mill site.

Project Lead: City of Oakridge; ODOT; Lane County

E. Operations and Maintenance

These projects are relatively minor maintenance improvements that can be completed within the next five years. Other routine operations and maintenance projects will likely be necessary within the 20-year planning period, so periodic monitoring of the condition of the transportation system should be conducted to identify future projects.

E1. Crestview and First Street Intersection

This project will increase safety at the hazardous intersection of Crestview and First Street. A specific intersection improvement strategy has not been developed at this time.

Project Lead: City of Oakridge Cost Estimate: \$5,750

E2. Elder Street

This project involves installation of directional controls designating a one-way street heading south from East First . The project also includes the vacation of right-of-way between East First and Second Street adjacent Oakridge Elementary School.

Project Lead: City of Oakridge Cost Estimate: \$2,300

E3. Industrial Parkway

This project will provide minor resurfacing and adequate drainage from existing areas along Industrial Parkway.

Project Lead: City of Oakridge Cost Estimate: \$207,000

F. Ordinance Revisions

Revisions to Oakridge’s zoning and land division ordinances are an essential element for successful implementation of the TSP. A detailed review of existing ordinances is required to identify where inconsistencies may exist or where ordinances are lacking. The following text contains recommended amendments to the zoning and land division ordinances.

Oakridge Land Division Ordinance

ARTICLE 1- INTRODUCTORY PROVISIONS

SECTION 1.04 COMPLIANCE WITH OTHER REGULATIONS

Besides the regulations contained in this ordinance, all land divisions within the City shall comply with the following regulations:

(3) Official maps or development plans of the City of Oakridge including, but not limited to the following:

Transportation System Plan (adopted October 5, 2000.)

(4) Zoning Ordinance of the City of Oakridge (Ordinance No. 809, as amended).

ARTICLE 3 – SUBDIVISION TENTATIVE PLAN

SECTION 3.05 INFORMATION CONCERNING EXISTING CONDITIONS

The following information concerning existing conditions is required on the tentative plan:

- (7) The location and width of pedestrian facilities and bikeways within or next to the land division.

SECTION 3.06 PROPOSED TENTATIVE PLAN OF SUBDIVISION

The following information and documents regarding the tentative plan are also required:

- (5) The relationship of streets, pedestrian facilities and bikeways to any existing or proposed streets, pedestrian facilities and bikeways.
- (10) The relationship of the proposed land division to future streets, pedestrian facilities and bikeways on adjacent land controlled by the applicant.

ARTICLE 4 – FINAL SUBDIVISION PLAT

SECTION 4.03 INFORMATION REQUIRED

Besides that otherwise required by law, the following information shall be shown on the final plat:

- (4) The exact location and width of streets, pedestrian facilities and bikeways, and easements intercepting the boundary of the tract.
- (5) Tract, block and lot boundary lines, pedestrian facilities and bikeway locations and widths, and street right-of-way and center lines, with dimensions, bearings, or deflection angles, radii, arcs, points of curvature and tangent bearings...

ARTICLE 5 – LAND PARTITIONS

SECTION 5.04 INFORMATION ON TENTATIVE PLAN MAP

The following information shall be contained on or with the tentative plan map:

- (2) Lot dimensions and parcel layout showing the size and relationship of each parcel to existing or proposed streets, pedestrian facilities and bikeways, and utility easements.
- (3) For land next to and within the tract to be partitioned, the locations, names and

widths of streets; location, use, width, and names if appropriate of other pedestrian facilities and bikeways; location, width and purpose of other existing easements; location and size of sewer and water lines, drainage ways, and other serving utilities.

- (6) Proposed improvements such as pavements, curbs and gutters, sanitary and storm sewers, sidewalks, bikeways, grading and filling, and other major improvements to develop the parcels.
- (7) The location, width, name (if appropriate) and approximate grade and curve radii of adjacent streets, pedestrian facilities and bikeways. The relationship of streets, pedestrian facilities and bikeways to any existing or proposed streets, pedestrian facilities and bikeways, and as shown in the City's Transportation System Plan.

ARTICLE 6 – DESIGN STANDARDS

SECTION 6.01 DEDICATION

The Planning Commission may require adequate and proper streets, pedestrian facilities, and/or bikeways to be dedicated to the public by the land developer. These facilities shall be such design and in such location as are necessary to make provision for the transportation and access needs of the community, and the developed area according to the purpose of this ordinance.

SECTION 6.02 STREETS

- (1) General. The functional classification, location, width and grade of proposed streets shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of land to be served by the streets. The street system shall assure an adequate and safe traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried and considering the terrain. Where location is not shown on the roadway plan or in a development plan, the arrangement of streets shall:
 - a. Be interconnected and provide for continuation or appropriate extension to surrounding properties. Cul-de-sacs shall be allowed only when one or more of the following conditions exist:
 - (1) Physical or topographic conditions make a street connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided.
 - (2) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or,

- (3) Where streets would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of the date of adoption of the City of Oakridge Transportation System Plan, which preclude a required street connection.

Where cul-de-sacs are planned, pedestrian facilities connecting the end of the cul-de-sac to other streets or neighborhoods shall be provided if feasible.

- (2) Standard Right-of-Way and Street Widths. The width of streets, pedestrian facilities and bikeways shall be adequate to fulfill all City specifications, as provided for in Section 6.02 of this ordinance. Unless otherwise indicated on a development plan or approved by the Planning Commission, streets shall conform to the following standards:

Street Type	Right-of-way Width		Paving Width ¹		Sidewalk Width ²	Bike Lane Width	Planting Strip (optional)
	Min.	Max.	Min.	Max.			
Arterial	60 ft.	120 ft.	34 ft.	48 ft.	6.5 ft.	6 ft.	3-5 ft.
Major Collector	50 ft.	80 ft.	34 ft.	46 ft.	5.5 ft.	6 ft.	3-5 ft.
Minor Collector	50 ft.	80 ft.	34 ft.	46 ft.	5.5 ft.	6 ft. if required	3-5 ft.
Local Streets	40 ft.	60 ft.	20 ft.	36 ft.	5.5 ft.	Not required	3-5 ft.

¹Measured inside of curb to inside of curb.

²Includes curb width.

Actual street widths will be decided by the Planning Commission based upon nearby physical conditions, safety of the public, and the traffic needs of the community.

- (3) Alternatives to Standard Street Design. The Planning Commission may approve alternate street right-of-ways and paving widths when the benefits of standard right-of-way or paving widths are outweighed by the benefits of feasible alternatives. Alternatives to street design may include things like narrower or varying street widths, medians, and bulb-outs at intersections. Prior to allowing modification of street standards, the Planning Commission shall consider:
- (a) emergency vehicle access and provision of emergency services;
 - (b) discouragement of through-traffic movement on local streets;
 - (c) aesthetics of streets and streetscapes;
 - (d) pedestrian and bicycle safety and convenience;
 - (e) location of proposed street relative to other streets (block length and connectivity);
 - (f) adequate rights-of-way or easements for public utilities;
 - (g) existing development that limits paving and right-of-way widths;
 - (h) topography, environmental impacts and drainage systems.

- (4) Exceptions to Street Requirements. The Planning Commission may grant exceptions to adopted street requirements if the standards are not applicable to the situation or physical topography encountered, such as through narrow right-of-way widths, configuration of pre-existing development, and/or topographical constraints. Exceptions to the adopted standards may be allowed when one or more of the following conditions exist:
- (a) Geographic, topographic, and environmental conditions, such as steep slopes, erosive soils, wetlands, streams, significant trees or vegetation, or other natural resources which preclude feasible construction of the street to adopted standards.
 - (b) Physical conditions such as buildings or other existing developments on adjacent lands, including previously subdivided lots or parcels which preclude feasible construction of the street to adopted standards.
- (6) Alignment. As far as is practical, road alignments shall promote through streets. Streets other than local streets shall be in alignment with existing streets by continuation of the center lines. Staggered street alignment resulting in "T" intersections shall, wherever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction.
- (8) Intersection Angles. Streets shall be laid out to intersect at right angles, and all other conditions shall require a variance. Proposed intersection of two streets at an acute angle of less than 80 degrees is not allowed. An oblique, or indirect street should be curved approaching an intersection to provide at least 100 feet of street at right angles with the intersection. No more than two streets shall intersect at any one point.
- (10) Cul-de-sac. A roadway leading to a cul-de-sac shall have a maximum length of 400 feet. It shall end with a circular turn-around, with a minimum paving width of 70 feet. The minimum right-of-way width for cul-de-sacs shall be 92 feet.
- (14) Division of Property. Property with frontage onto two or more streets shall not be divided in a manner that would preclude access to a portion of the property from the road(s) with the lesser functional class. Access could be provided via an access easement.
- (15) Planting Strips. A 3-to-5 foot planting strip on one or both sides of the roadway may be required by the Planning Commission in conjunction with a setback sidewalk. Landscaping within planting strips shall be planted and maintained in accordance to the City's Landscape Standards, Section 25.07 of this Ordinance, and Sidewalk Ordinance No. 697.

SECTION 6.03 BLOCKS

- (c) Pedestrian Facilities and Bikeways. When desirable for public convenience a pedestrian accessway or bikeway may be required to connect to a cul-de-sac or to pass through an unusually long or oddly-shaped block or otherwise provide appropriate circulation.

SECTION 6.04 BUILDING SITES/LOTS

- (1) (f) Property with frontage on two or more streets shall not be divided in a manner that would preclude access to a portion of the property from the road(s) with the lesser functional class. Access could be provided via an access easement.

ARTICLE 7 – IMPROVEMENT REQUIREMENTS

SECTION 7.03 IMPROVEMENTS IN SUBDIVISIONS

- (1) Streets. Public streets within the subdivisions, public streets connecting streets leading to subdivisions, and public streets adjacent, but only partially within the subdivision, shall be improved. Catch basins shall be installed and connected to storm sewers or drainage ways. Upon completion of the street improvement, monuments shall be re-established and protected as provided in ORS Chapter 90. New development shall conform to the City’s Street Standards, as adopted in the Transportation System Plan and set forth in ARTICLE 6.

- (6) Special Pedestrian Facilities. Where feasible, the Planning Commission may require the installation of special pedestrian ways (such as at the bulb end of a cul-de-sac).

- (7) Bikeways. If appropriate to the extension of a system of bikeways, existing or planned, the Planning Commission may require the installation of separate bicycle lanes within the streets or separate bicycle paths. Internal bicycle circulation shall be provided within new developments and shall connect with external existing or planned systems wherever possible.

ARTICLE 8 – GENERAL PROVISIONS

SECTION 8.10 DEFINITIONS

Arterial: Arterials are intended to serve as a primary route for travel within and between community areas. Access to an arterial is normally from the collector or local road system rather than to serve property directly. Individual access should be managed on arterials to minimize degradation to capacity, traffic safety, and transit. Sidewalks and bike lanes are required on arterial streets.

Bikeway. Any road, path, or way that is in some manner specifically open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are shared with other transportation modes. The five types of bikeways are:

- a. **Multi-use Path.** A paved 10 to 12-foot wide way that is physically separated from motorized vehicular traffic; typically shared with pedestrians, skaters, and other non-motorized users.
- b. **Bike Lane.** A 4 to 6-foot wide portion of the roadway that has been designated by permanent striping and pavement markings for the exclusive use of bicycles.
- c. **Shoulder Bikeway.** The paved shoulder of a roadway that is 4 feet or wider; typically shared with pedestrians in rural areas.
- d. **Shared Roadway.** A travel lane that is shared by bicyclists and motor vehicles.
- e. **Multi-use Trail.** An unpaved path that accommodates all-terrain bicycles; typically shared with pedestrians.

Functional Classification. A system used to group public roadways into classes according to their purpose in moving vehicles and providing access.

Local street: A street which is used primarily for access to abutting properties, and is not intended to serve through traffic. Sidewalks are normally required on local streets.

Lots:

Lot: A parcel, tract, or area of land whose boundaries have been established by some legal instrument, which is recognized as a separate legal entity for purposes of transfer of title, has frontage upon a public or private street, and complies with the dimensional requirements of this code.

Lot Frontage: That portion of a lot extending along a street right-of-way line.

Major Collector: A major collector is intended to serve traffic from local streets and minor collectors to the arterial system. Individual accesses are allowed but minimized to protect system capacity and traffic safety. Sidewalks and bike lanes are required on major collector streets.

Minor Collector: A minor collector is intended to provide access to abutting properties and to serve local access needs of neighborhoods, including limited through traffic. New development that generates a significant volume of traffic should be discouraged from locating on minor collectors that serve residential areas. Sidewalks are normally required on minor collectors.

Pedestrian Facilities. A general term denoting improvements and provisions made to accommodate or encourage walking, including sidewalks, accessways, crosswalks, ramps, multi-use paths, and trails.

Planting Strip. A strip of land within the right-of-way dedicated for landscaping, typically located between the street and the sidewalk.

Oakridge Zoning Ordinance

ARTICLE 4 – LOW DENSITY RESIDENTIAL DISTRICT (R-1)

SECTION 4.07 OFF-STREET PARKING

- (1) Vehicular parking, garage and carport spaces shall provide:
- (3) The number of vehicular off-street parking spaces required shall be no less than...:
- (5) Bicycle Parking- All developments that require a site plan or amended site plan for new development, changes of use, and building expansions and remodels shall conform to the City's Bicycle Parking Requirements, as set forth in Article 20.

ARTICLE 5- MEDIUM DENSITY RESIDENTIAL DISTRICT (R-2)

SECTION 5.07 OFF-STREET PARKING

- (1) Vehicular parking, garage and carport spaces shall provide:
- (3) The number of vehicular off-street parking spaces required shall be no less than:
- (5) Bicycle Parking- All developments that require a site plan or amended site plan for new development, changes of use, and building expansions and remodels shall conform to the City's Bicycle Parking Requirements, as set forth in Article 20.

ARTICLE 7 – CENTRAL COMMERCIAL DISTRICT (C-2)

SECTION 7.06 OFF-STREET PARKING

- (2) All uses shall provide vehicular parking space for each employee working on or from the site, as determined by the maximum number of employees during any single hour of a day.
- (4) Bicycle Parking- All developments that require a site plan or amended site plan for new development, changes of use, and building expansions and remodels shall conform to the City's Bicycle Parking Requirements, as set forth in Article 20.

ARTICLE 20 – OFF-STREET PARKING

SECTION 20.03 VEHICLE PARKING AREA DESIGN

SECTION 20.04 VEHICLE PARKING SPACES REQUIRED

SECTION 20.08 VEHICLE PARKING AREA IMPROVEMENTS

SECTION 20.10 VEHICLE PARKING SPACE DIMENSIONS

SECTION 20.11 BICYCLE PARKING REQUIREMENTS

- (1) Bicycle parking requirements shall apply to all developments that require a site plan or amended site plan for new development, changes of use, and building expansions and remodels. Bicycle parking spaces shall provide a convenient place to lock a bicycle and shall not interfere with pedestrian circulation.
 - (a) Multi-Family Residences. Every residential use of four or more multi-family dwelling units shall provide at least one sheltered bicycle parking space for each unit. Sheltered bicycle parking areas may be in a conveniently located garage or storage unit, or under an eave, independent structure, or similar cover.
 - (b) Non-Residential Parking. There shall be a minimum of one bicycle space for every seven motor vehicle spaces. At least ten percent (10%) of all bicycle parking spaces shall be sheltered. Bicycle parking provided in outdoor areas shall be located near the building entrance, similar to vehicle parking spaces, unless existing development on site precludes that option. Fractions shall be rounded to the nearest whole number.
- (2) Bicycle Parking Facilities Design Standards
 - (a) Bicycle parking facilities shall either be stationary racks which accommodate bicyclist's locks securing the frame and both wheels, or lockable rooms or enclosures in which the bicycle is stored.
 - (b) Bicycle parking spaces shall provide a convenient place to lock a bicycle and shall be at least six feet long, two feet wide, and seven feet high. Upright bicycle storage structures are exempted from the parking space length standard.
 - (c) A 5-foot aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking.
 - (d) Bicycle racks or lockers shall be anchored to the surface or to a structure.
 - (e) Covered bicycle parking facilities may be located within a building or structure, under a building eave, stairway, entrance, or similar area, or under a special structure to cover the parking. The cover shall leave a minimum 7-foot overhead clearance and shall extend over the entire parking space. If a bicycle storage area is provided within

a building, a sign shall be placed at the area indicating that it is for bicycle parking only.

- (f) Bicycle parking shall not interfere with pedestrian circulation.

ARTICLE 21 – ACCESS MANAGEMENT AND VISION CLEARANCE

SECTION 21.01 VISION CLEARANCE AREA

To promote traffic safety, an area of clear vision shall be provided at street and alley intersections.

- (1) The vision clearance area shall be a triangular area at the street corner of a corner lot or the alley-street intersection of a lot, the space being defined by a line across the corner, the ends of which are on the street lines or alley lines an equal and specified distance from the corner and containing no planting, sight obscuring fences, walls, structures, or temporary or permanent obstruction from 2 ½ feet in height above the curb level to eight (8) feet above the curb level. Street trees exceeding this height may be located in this area, providing that all branches and foliage are removed to a height of eight (8) feet above the grade.
- (2) The minimum distance from the intersection in each direction shall be 25 feet at street intersections or, at intersections including an alley, ten (10) feet on the alley side and 25 feet on the street side. See Figure 3 on the following page.

SECTION 21.02 ACCESS MANAGEMENT

- (1) Corner Clearance. Corner clearance for roadway access connections shall meet or exceed the minimum access spacing requirements for that roadway, as shown in Table 2. The measurement shall be from the closest edge of the pavement of the intersecting road to the closest edge of the pavement of the connection along the traveled way.

Table 2. Access Spacing

ROADWAY TYPE	ACCESS SPACING
Arterial	150 feet
Major Collector	75 feet
Minor Collector	50 feet
Local Street	25 feet

- (a) New roadway access connections shall not be permitted within the functional area of an intersection or interchange as defined by the connection spacing standards of this ordinance, unless no other reasonable access to the property is available.
- (b) Where no other alternatives exist, the City may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (i.e. right in/out, right in only, or right out only) may be required.

- (2) Where applicable, residential driveways shall access off the street with the lowest functional classification. For example, if a house is located on the corner of a local street and a minor collector, the driveway shall access from the local street as long as it can be located a sufficient distance from the intersection.
- (3) Property with frontage on two or more streets shall not be divided in a manner that would preclude access to a portion of the property from the road(s) with the lesser functional class. Access could be provided via an access easement.
- (4) Properties that only front on collector or arterial streets are encouraged to share an access with neighboring properties.
- (5) Access to the state highway (Highway 58) is regulated by the Oregon Department of Transportation (ODOT) as described in the *Oregon Highway Plan*. Access to county roads is regulated by Lane County Public Works.

ARTICLE 24 – CONDITIONAL USE PERMITS

- (4) That the required dedication and improvement of streets within the development site for the proper extension and/or connection of necessary streets, pedestrian facilities and bikeways shall be made.

ARTICLE 25 – SITE PLAN REVIEW PERMITS

SECTION 25.04 APPLICATION FOR SITE REVIEW PERMIT

- (7) (e) Approximate location, arrangement, and dimensions of existing and proposed transportation features, including: streets, driveways, access points, loading areas, off-street parking and internal circulation plans, including sidewalks, trails, and bikeways.

SECTION 25.06 CRITERIA FOR SITE PLAN REVIEW EVALUATION

- (4) (b) There is a safe and efficient circulation pattern within the boundaries of the development. Consideration shall include layout of the site with respect to the location and dimensions of vehicular and pedestrian entrances, exits, drives, walkways, bikeways, buildings, and other related facilities. Internal pedestrian and bicycle circulation shall be provided with a system of sidewalks or paths, and shall provide connections to parking areas, entrances to the development, and recreational or other community facilities associated with the development. Pedestrian and bicycle linkages shall connect with the peripheral street system and external existing or planned pedestrian and bicycle facilities wherever possible.
- (e) Proposed roads shall conform to the City's Street Standards, as adopted in the Transportation System Plan. All proposed roads shall follow the natural topography and preserve natural features of the site as much as possible. Alignments shall be planned to minimize grading.
- (f) Roadway access shall be properly placed in relation to sight distance and driveway spacing in accordance with Section 21.02 of this ordinance. Any development application that involves access to the State Highway System shall be reviewed by the

Oregon Department of Transportation for conformance with state access management standards. Access to county roads shall be reviewed by Lane County Public Works.

ARTICLE 30 – VACATION

The City Council shall consider the following criteria in reaching a decision on a vacation request:

- (4) Need for access to existing properties or potential lots which would otherwise be without access to a public way, including potential to establish or maintain pedestrian facilities or bikeways; and...

ARTICLE 33 – DEFINITIONS

Access. A way or means of approach to provide pedestrian, bicycle, or motor vehicular entrance or exit to a property.

Access Connection. Any driveway, street, turnout or other means of providing for the movement of vehicles to or from the public roadway system.

Access Management. The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.

Accessway. A walkway that provides pedestrian and bicycle passage either between streets or from a street to a building or other destination such as a school, park, or transit stop. Accessways generally include a walkway and additional land on either side of the walkway, often in the form of an easement or right-of-way, to provide clearance and separation between the walkway and adjacent uses. Accessways through parking lots are generally physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping, trees, and lighting. Where accessways cross driveways, they are generally raised, paved, or marked in a manner that provides convenient access for pedestrians.

Bicycle Facilities. A general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking facilities and all bikeways.

Bikeway. Any road, path, or way that is in some manner specifically open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are shared with other transportation modes. The five types of bikeways are:

- a. Multi-use Path. A paved 10 to 12-foot wide way that is physically separated from motorized vehicular traffic; typically shared with pedestrians, skaters, and other non-motorized users.
- b. Bike Lane. A 4 to 6-foot wide portion of the roadway that has been designated by permanent striping and pavement markings for the exclusive use of bicycles.

- c. Shoulder Bikeway. The paved shoulder of a roadway that is 4 feet or wider; typically shared with pedestrians in rural areas.
- d. Shared Roadway. A travel lane that is shared by bicyclists and motor vehicles.
- e. Multi-use Trail. An unpaved path that accommodates all-terrain bicycles; typically shared with pedestrians.

Corner Clearance. The distance from an intersection of a public or private road to the nearest access connection, measured from the closest edge of the pavement of the intersecting road to the closest edge of the pavement of the connection along the traveled way.

Cross Access. A service drive providing vehicular access between two or more contiguous sites so the driver need not enter the public street system.

Easement. A grant of one or more property rights by a property owner to or for use by the public, or another person or entity.

Frontage Road. A public or private drive which generally parallels a public street between the right-of-way and the front building setback line. The frontage road provides access to private properties while separating them from the arterial street.

Functional Area (Intersection). That area beyond the physical intersection of two roads that comprises decision and maneuver distance, plus any required vehicle storage length.

Functional Classification. A system used to group public roadways into classes according to their purpose in moving vehicles and providing access.

Joint Access (or Shared Access). A driveway connecting two or more contiguous sites to the public street system.

Lot. A parcel, tract, or area of land whose boundaries have been established by some legal instrument, which is recognized as a separate legal entity for purposes of transfer of title, has frontage upon a public or private street, and complies with the dimensional requirements of this code.

Lot, Corner. A lot which has two or more connecting sides which abut a street.

Lot, Flag. A lot with access provided to the bulk of the lot by means of a narrow corridor.

Lot Frontage. That portion of a lot extending along a street right-of-way line.

Lot, Through. A lot having its front and rear lot lines each abutting a street.

Nonconforming Access Features. Features of the property access that existed prior to the date of ordinance adopting and do not conform to the requirements of this ordinance.

Parcel. A unit of land that is created by the partitioning of land.

Pedestrian Facilities. A general term denoting improvements and provisions made to accommodate or encourage walking, including sidewalks, accessways, crosswalks, ramps, multi-use paths, and trails.

Plat. A final map, diagram, drawing, replat or other writing containing all the descriptions, locations, specifications, dedications, provisions and information concerning a subdivision.

Private Road. Any roadway for vehicular travel that is privately owned and maintained and which provides the principal means of access to abutting properties.

Public Road. A road under the jurisdiction of a public body that provides the principal means of access to an abutting property.

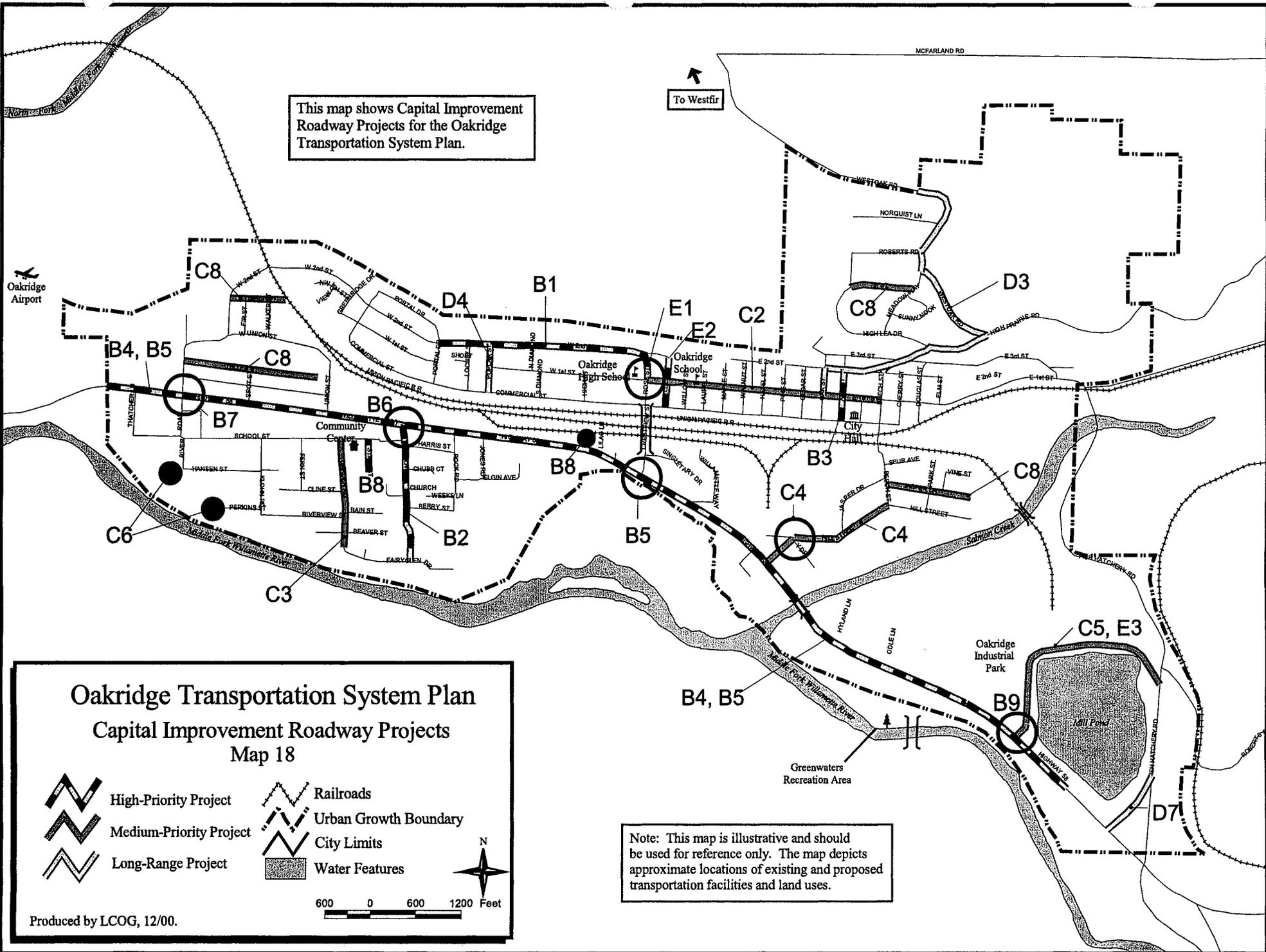
Reasonable Access. The minimum number of access connections, direct or indirect, necessary to provide safe access to and from the roadway, as consistent with the purpose and intent of this ordinance and any applicable plans and policies of the City of Oakridge.

Right-of-Way. An area or strip of land, either public or private, on which an irrevocable right-of-passage has been recorded for the use of vehicles or pedestrians or both.

Stub-out (Stub-street). A portion of a street or cross access drive used as an extension to an abutting property that may be developed in the future.

This map shows Capital Improvement Roadway Projects for the Oakridge Transportation System Plan.

To Westfir



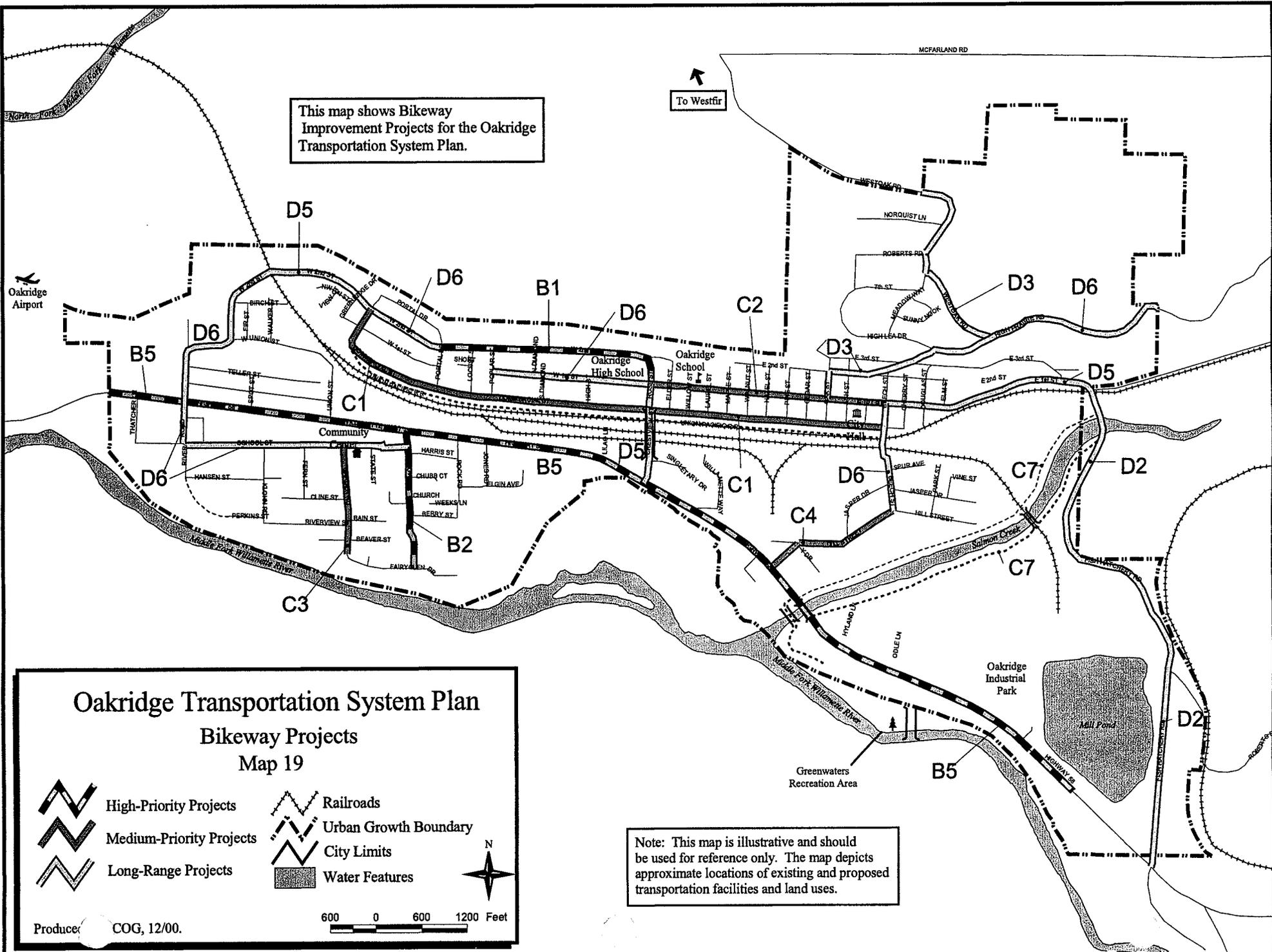
Oakridge Transportation System Plan
Capital Improvement Roadway Projects
Map 18

	High-Priority Project		Railroads
	Medium-Priority Project		Urban Growth Boundary
	Long-Range Project		City Limits
			Water Features

Produced by LCOG, 12/00.

Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities and land uses.

This map shows Bikeway Improvement Projects for the Oakridge Transportation System Plan.



To Westfir

Oakridge Transportation System Plan
Bikeway Projects
Map 19

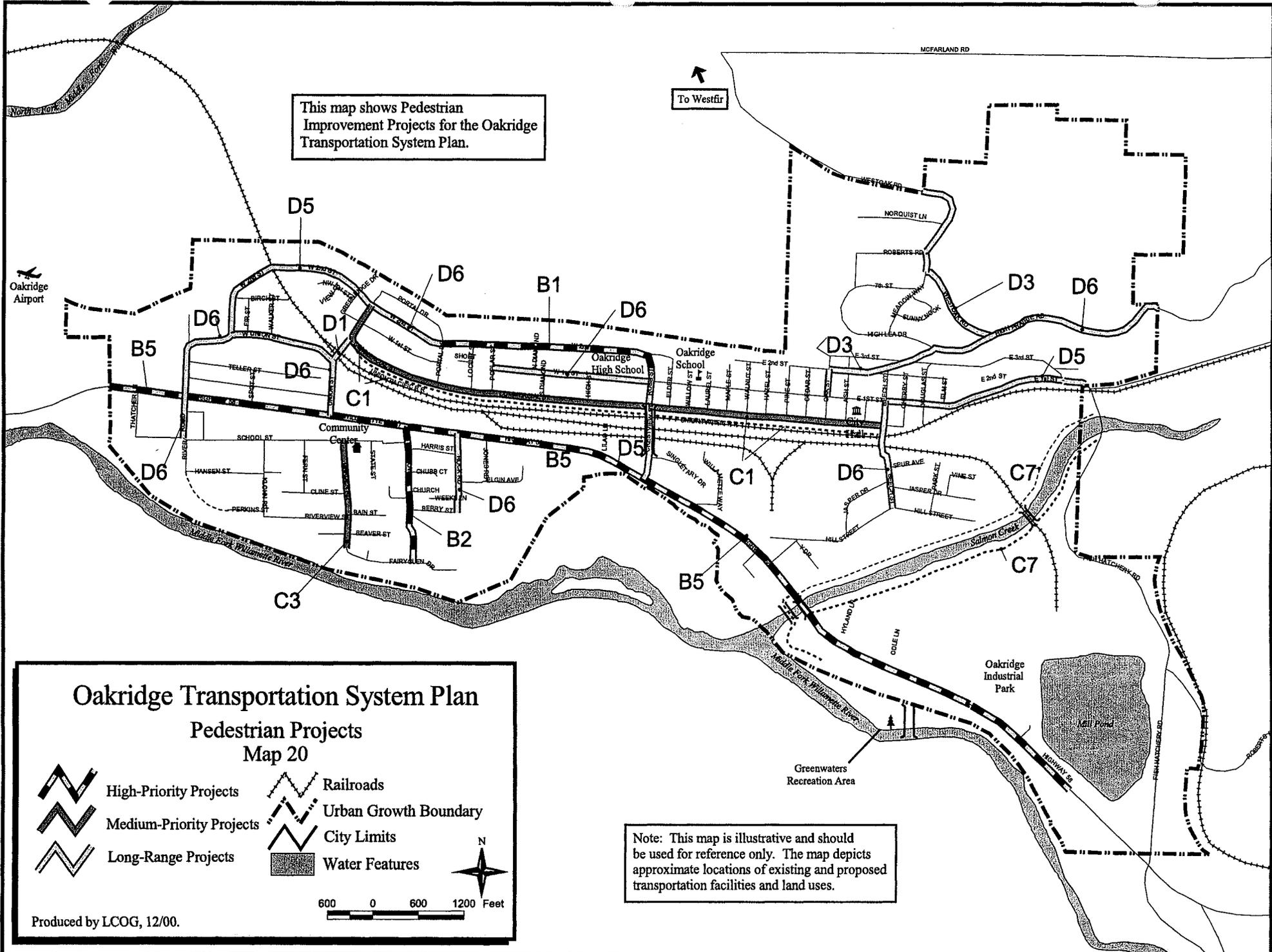
	High-Priority Projects		Railroads
	Medium-Priority Projects		Urban Growth Boundary
	Long-Range Projects		City Limits
			Water Features

Produce: COG, 12/00.

600 0 600 1200 Feet

Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities and land uses.

This map shows Pedestrian Improvement Projects for the Oakridge Transportation System Plan.



Oakridge Transportation System Plan

Pedestrian Projects Map 20

-  High-Priority Projects
-  Medium-Priority Projects
-  Long-Range Projects
-  Railroads
-  Urban Growth Boundary
-  City Limits
-  Water Features

600 0 600 1200 Feet



Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities and land uses.

Table 8

Oakridge Transportation System Plan - Projects Summary

Proj. No.	Name	From	To	Roadway Paving	Bike Lanes/ Shoulder	Sidewalks/ Pathway	Length (feet)	Estimated Cost	Jurisdiction
High-Priority Transportation System Improvements (to be completed within 0-5 years)									
B1	West Second Street/Rose	Portal	E. First	✓	✓	✓	3,000	\$862,500	City of Oakridge
B2	Rainbow Street	Fairy Glen	Highway 58	✓	✓	✓	1,750	\$575,000	City of Oakridge
B3	Ash Street	E. Second	Commercial	✓		✓	560	\$138,000	City of Oakridge
B4	Highway 58 Preservation	W City Limits	E. City Limits	✓			9,662	\$2,181,000	State of Oregon
B5	Highway 58 Urban Standards	W City Limits	E. City Limits		✓	✓	9,662	\$3,200,000	State of Oregon
B6	Highway 58 and Rainbow Road Intersection	--	--				n/a	\$150,000	State of Oregon
B7	Highway 58 and River Road/Second Street Intersection	--	--				n/a	\$150,000	State of Oregon
B8	Congestion Mitigation and Air Quality (CMAQ) Improvements	--	--	✓			n/a	\$212,750	City of Oakridge
B9	Highway 58/Industrial Parkway Intersection Improvements	--	--	✓			n/a	\$550,000	State of Oregon; private developer
Medium-Priority Transportation System Improvements (to be completed within 6-10 years)									
C1	Commercial Street	Portal	Beech		✓	✓	7,480	\$86,250	City of Oakridge
C2	East First Street	Crestview	Beech	✓		✓	4,550	\$362,200	City of Oakridge
C3	Garden Road	School St	Fairy Glen	✓	✓	✓	1,640	\$460,000	City of Oakridge
C4	Hills Street	Beech	Highway 58	✓	✓		1,860	\$138,000	City of Oakridge
C5	Industrial Parkway Extension	End	Fish Hatchery Rd	✓			1,300	\$241,500	City of Oakridge
C6	Osprey Park Parking	--	--	✓			n/a	\$13,800	City of Oakridge
C7	Salmon Creek Levee Multi-Use Paths and	Highway 58	Fish Hatchery Rd.		✓	✓	10,500	\$932,700	City of Oakridge
C8	Improve Roads to Local Street Standards	Citywide	Citywide	✓		✓	misc.	\$1,489,000	City of Oakridge

Proj. No.	Name	From	To	Roadway Paving	Bike Lanes/ Shoulder	Sidewalks/ Pathway	Length (feet)	Estimated Cost	Jurisdiction
Long-Range Transportation Improvement Projects (to be completed in ten or more years)									
D1	Pedestrian Foot Bridge	Union St	Commercial			✓	360	--	City of Oakridge
D2	Fish Hatchery Road Bikeway	E. First	Highway 58		✓		7,511	--	Lane County; City of
D3	Oak Street/Westoak Road	E. First	UGB		✓	✓	4,217	--	Lane County; City of
D4	Poplar Street	W. Second	Commercial			✓	590	--	City of Oakridge
D5	Bikeways and Sidewalks for Arterial Streets	Citywide	Citywide		✓	✓	misc.	--	City of Oakridge
D6	Bikeways and Sidewalks for Collector Streets	Citywide	Citywide		✓	✓	misc.	--	City of Oakridge; (with Lane County on High Prairie
D7	Fish Hatchery Road Realignment	Highway 58	Fish Hatchery Road	✓	✓		900	--	Lane County; City of Oakridge;
Operations and Maintenance Projects (to be completed within five years)									
E1	Crestview and First Street Intersection	--	--				n/a	\$5,750	City of Oakridge
E2	Elder Street	Commercial	W 2nd				648'	\$2,300	City of Oakridge
E3	Industrial Parkway	Highway 58	End				1,870'	\$207,000	City of Oakridge

Chapter Six Financing Strategies

A. Introduction

Oakridge has evaluated opportunities and alternatives to enhance the transportation system and has identified a series of capital improvements as part of the Recommended Transportation System Plan. Financing for transportation system improvements comes from a variety of sources. Below is a description of possible funding sources to finance transportation improvements within the Oakridge urban growth boundary (UGB).

B. Federal Funding Sources

Some federal funding programs are administered by the state. These programs are listed below.

Transportation Equity Act for the 21st Century

Funding through the Transportation Equity Act for the 21st Century (TEA-21) is targeted to improvements that demonstrate beneficial impacts towards implementing a region's transportation system plan; enhancing the multi-modal nature of the transportation system; and meeting local land use, economic, and environmental goals. Funding categories created by TEA-21 are intended to provide more discretion in allocating federal transportation funds to projects ranging from highway improvements to transit improvements, management systems, and non-vehicular modes such as bicycle and pedestrian improvements. The TEA-21 funding programs include: National Highway System, Interstate Program, Surface Transportation Program, and National Scenic Byways Program.

Highway Enhancement System

This Federal Highway Administration program provides funding for safety improvements on public roads.

National Highway System

The National Highway System (NHS) is comprised of 163,000 miles of rural and urban roads, including the Interstate System, other urban and rural principal arterials, and highways that provide motor vehicle access between the NHS and major intermodal transportation facilities. The NHS program provides funding for a variety of activities on any highway currently designated as an NHS principal arterial. In Oakridge, this would apply to Highway 58.

Surface Transportation Program

Funding for transportation enhancement activities is provided under the Surface Transportation Program (STP) of TEA-21. These enhancement activities include the provision of facilities for pedestrians and bicycles. Ten percent of each state's share of STP funds is to be set aside for transportation enhancements. These funds are dispersed through ODOT's regional offices. The project must be included in the State Transportation Improvement Program (STIP) to receive STP funds. The STP is the most flexible of the funding programs and can fund improvements on

any highway except those with a functional classification of local street or rural minor collector. These roads are now collectively referred to as federal-aid routes. Transit capital improvement projects are also eligible for funding through this category. Each eligible city is suballocated a portion of the State's STP funds. The project sponsor must request inclusion of the project in the annual STIP.

Transportation Enhancement Program

The state is required to set aside a portion of its STP funds for projects that will enhance the cultural and environmental values of the state's transportation system. Projects need to demonstrate a link to the intermodal transportation system. This program funds enhancements that include mitigation of water pollution due to highway runoff, landscaping or other scenic beautification, bicycle/pedestrian projects, historic preservation, acquisition of scenic easements and scenic or historic sites, archaeological planning and research, and preservation of abandoned railway corridors.

Highway Bridge Replacement and Rehabilitation Program

This program provides funding for the replacement and rehabilitation of structures regardless of functional classification. A portion of the Highway Bridge Replacement and Rehabilitation Program is allocated for the improvement of structures under the jurisdiction of cities and counties. Bridges under local jurisdiction are added to the program based on a selection process agreed upon by ODOT, the League of Oregon Cities, and the Association of Oregon Counties. A technical ranking system, based on sufficiency rating, cost factor, and the load capacity is applied to proposed projects, and those ranking highest state-wide receive top priority funding.

Timber Receipts

The U.S. Forest Service (USFS) shares revenue from timber receipts with counties in Oregon. Lane County shares revenue with its cities through a county/city road partnership agreement. The USFS revenues have permitted Lane County to make significant capital improvements to its road system. The share of forest revenues is no longer directly tied to the level of timber harvests. Funds from this source are declining. Timber receipts are guaranteed for a ten-year period ending in fiscal year 2004. Beginning with the average timber sales between fiscal year 1987 and 1991, the guaranteed minimum will decline at a rate of 3 percent per year for each of those ten years. The actual payment will be the greater of the actual harvest receipts or the guaranteed minimum. After 2004, the payments will be based on actual timber receipts.

The County/City Partnership Payments are only established through fiscal year 1998. For fiscal year 1998, \$4,000,000 was distributed to the cities based on a road mileage formula. These agreements expire this year with the payments being made in November. There is no guarantee that these payments will continue or at what level they will exist. A budgeting projection shows the pool of funds decreasing from \$4,000,000 in fiscal year 1998 to \$3,000,000 in fiscal year 1999 and then to \$2,500,000 in fiscal year 2000 through 2002. The actual dollar amounts paid to each city will depend on changes in road mileage.

Community Development Block Grants

Community Development Block Grants (CDBG) are administered by the Department of Housing and Urban Development and disbursed through the state. Although CDBG funds could be used for transportation projects in eligible cities, these funds typically are used for other types of infrastructure projects.

Land and Water Conservation Fund

This grant program is administered by ODOT. Funds are derived under Public Law 88-578 from the National Park Service and U.S. Department of the Interior. Grants are available for the acquisition of land and the development of public outdoor recreation facilities. Grants are limited to 50 percent of the total project cost and the cities and counties are responsible for the remaining project cost. Bicycle/pedestrian paths have been funded under this program in instances where they were shown as needed in connection with outdoor recreation activities.

Congestion Mitigation and Air Quality Improvement Program

The primary purpose of the Congestion Mitigation and Air Quality (CMAQ) Improvement Program is to fund transportation projects and programs in nonattainment and maintenance areas that reduce transportation-related emissions. The CMAQ program was reauthorized in the recently enacted TEA-21. Over \$8.1 billion dollars is authorized over the six-year program (1998-2003), with annual authorization amounts increasing each year during this period.

Projects funded through CMAQ must contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and in the case of Oakridge, particulate matter (PM). Oakridge has been allocated \$200,000 in Federal CMAQ funds to address the city's PM-10 air quality problem. Eligible projects that address PM are those that reduce dust and dirt in the air, such as the paving of gravel streets. Oakridge has identified a roadway surfacing project to utilize these funds, which be programmed into the STIP for Federal FY 2000.

C. State Funding Sources

Oregon Department of Transportation

State Highway Fund

The State of Oregon collects gas tax revenues, vehicle registration fees, and weight mile taxes on freight carriers. ODOT, through the Department of Revenue, receives these revenues and disburses a portion of them to individual cities and counties based on their percentage of state-wide population. The Oregon constitution limits the use of these funds to capital projects within right-of-ways. Cities may use funds for local street, bike lane, and sidewalk upgrades, maintenance, and new construction. A reasonable amount of this fund (at least one percent) must be spent on bicycle and pedestrian facilities.

ODOT administers two annual grant programs for bicycle and pedestrian projects using Highway Fund money. This grant program funds projects that cost up to \$100,000 and may require a 20 percent local match. One program is for bicycle and pedestrian projects within road right-of-

ways of local streets or for bicycle maps. The second program is for small-scale urban pedestrian and bicycle improvements on state highways.

ODOT combines federal funds with State Gasoline Tax Revenues to support capital projects in the STIP. The STIP is the state document that lists projects in the coming years, the associated fund, and the source of those funds. The STIP is a project prioritization and scheduling document developed through various planning processes that involved local and regional governments and transportation agencies. Aeronautics, rail, public transit, bicycle/pedestrian and highway projects are included. Public meetings are held throughout the state prior to adoption by the Oregon Transportation Commission (OTC). The adopted STIP lists projects by ODOT's regions. These regional offices are responsible for administration and disbursement of the funds.

Access Management Program

Approximately \$500,000 is set aside each year to address access management issues, including the evaluation of existing approach roads to state highways. Over the years, many accesses to state highways have become unsafe due to higher speeds and increased traffic volumes. The program will identify those locations, determine necessary mitigation, prioritize improvements, and correct problems.

State Bicycle and Pedestrian Program

The Oregon Bicycle and Pedestrian Program has funding available for bicycle and pedestrian projects located on local streets, projects located on state highways, and developing and publishing costs associated with the development of a local bicycle map. A Selection Committee will rank projects according to the following criteria: 1) special consideration will be given to construction projects that consider the needs of school children, the elderly, the disabled, transit users, and others not well served by the current transportation system; 2) there must be strong support for the project from local elected officials; 3) projects must follow current design standards; 4) projects should serve an important corridor; 5) project should link up elements of a system; and, 6) project identification in a local Transportation System Plan (TSP).

Local Government Fund Exchange

This program helps local governments make the most effective use of limited transportation funding. To reduce their administrative burden, local governments can agree to develop their projects with state funds, which are easier to administer, while the state uses the local governments' federal funds for state projects. This program allows flexibility in spending.

Community Transportation Program

The Community Transportation Program provides money to fund public and special needs transportation in small cities and communities throughout the state. The program is financed by a combination of state, federal, and local matching funds. The program is a unified project application, review, and selection process for discretionary funds. These funds are made available under the Federal Transit Act, Elderly Persons with Disabilities Program, the Non-Urbanized Area Formula Program, and the Special Transportation Fund.

Special Transportation Fund

The Special Transportation Fund (STF) (ORS 391.800-391.830) revenues are collected through the state cigarette tax and are distributed based on a formula that takes into consideration the elderly population in poverty. The funds that come into Lane County are then allocated to the rural districts based on population and service needs according to the STF Advisory Committee. The STF is the only dedicated revenue source in the State of Oregon for specialized transportation for the elderly and persons with disabilities.

This funding source has declined over the years due to the reduction in the amount of cigarette tax collected. There is awareness that new sources of revenue are needed. Acting on behalf of LTD, LCOG oversees and coordinates with providers to operate services funded through STF.

Oregon Economic Development Department

Special Public Works Funds

The State of Oregon, using lottery proceeds passed through the Oregon Economic Development Department (OEDD), has provided grants and loans to local government to construct, improve, and repair public infrastructure in support of local economic development and job creation. The application of this funding source for transportation improvements is limited. Funds for rail projects are also available through the OEDD. Projects must compete with other public works projects submitted by local and state agencies. As of 1996, OEDD had administered approximately \$4.5 million in lottery funds to develop three rail projects.

Immediate Opportunity Fund

ODOT funds the Immediate Opportunity Fund through an annual \$5 million allotment from the State Motor Vehicle Fund. OEDD administers the fund. The funds are set aside to provide OEDD the opportunity to respond quickly to transportation improvements that demonstrate a significant benefit to economic development and job creation. The program has been expanded recently to include alternate modes that reduce vehicle miles traveled, and for new technologies that improve commerce or safety. The maximum amount available for a single project is \$500,000. A key factor in determining eligibility for funds is whether an immediate commitment of funds is required to influence the location, relocation, or retention of a firm in Oregon. Funding is reserved for cases where an actual transportation problem exists, and where a location decision hinges on immediate commitment of road construction resources.

D. Lane County Funding Sources

Lane County Road Fund

This is a set of funds collected from the County's share of the state motor vehicle fund and federal timber receipts. They are limited to use within street right-of-ways. These funds can be used for restoration and upgrading portions of the County roads within Oakridge which include Fish Hatchery Road, High Prairie Road, and Westoak Road.

Economic Development Assistance Program

The Economic Development Assistance Program (EDAP) is funded through loans from the County Road Fund. Funds may be used to improve the marketability of *for sale* industrial properties or to improve access to existing industrial businesses. The goal of EDAP is to create family-wage jobs that directly benefit local communities. The future of this funding source is in question due to the County's diminishing share of federal timber receipts.

Payroll Tax

Lane Transit District typically funds its services through an employer payroll tax.

E. City Funding Sources

City Transportation Fund

This is a set of funds from the City's share of the state motor vehicle fund and the federal timber receipts allocated through Lane County. (See previous sections for more description of these funding sources.)

System Development Charges

System Development Charges (SDCs) could be collected as vacant parcels of land are developed or redeveloped. This charge would be based on the development's impact on the overall transportation system. Transportation SDCs are based on the land use type, the size of the development (number of dwelling units or number of acres), the number of trips per unit of development (derived from the Institute of Transportation Engineers' Manual), and the fee/trip rate. These funds may also be used for financing alternative modes projects. Oakridge could develop a SDC based on this transportation plan. The costs of setting up a SDC can be covered through the charge itself.

Debt Financing

General obligation bonds: Bonds are sold by the municipal government to fund public infrastructure and other improvements, and are repaid with property tax revenue. Voters must approve general obligation bond sales.

Revenue bonds: Bonds are sold by the City and repaid from an enterprise fund that has steady revenue from sources such as a water or sewer fund. The bonds are typically sold to fund improvements in the system that is producing the revenue. They are a common means to fund large, high-cost capital improvements that have a long, useful life.

User Fees

In general, the users pay based on their use of, or impact on, the system.

Local gas tax: The City or County could implement a local gas tax, in addition to the existing revenues from the state gas tax. Several cities and counties in Oregon have a local gas tax. Given the current anti-tax atmosphere, it may be difficult to get voter approval on a local gas tax.

Local vehicle registration fee: Counties can implement a local vehicle registration fee. A portion of the County fee would be allocated to cities in Lane County. The fee would provide a stable and reasonable funding source, but is unlikely to receive local support.

Street utility fee: Similar to a water or sewer utility fee, a fee would be assessed in the city for use of streets. Implementing a street utility fee would require voter approval and political support would likely be low.

Special Assessments

Assessments pay for on-site or adjacent public improvements. The property owners who directly benefit from the improvement pay the assessments.

Local improvement district: The property owners who will benefit from the improvements pay an assessment of the project cost.

Agreement for improvements: It does not always make sense for a land divider or property owner to install the required improvements (including streets and sidewalks) at the time of development. If that is the case, s/he executes and files with the city an agreement to pay for future improvements.

F. Private Developers

The majority of local streets and sidewalks are paid for at the time of development by the developer who includes the cost in the sale price of the homes or properties. This will also apply to bikeways, bicycle parking, and transit facilities. In this way, the benefiting users are paying for the cost of the system installation. The city then is responsible for maintaining improvements within the public right-of-way.

Appendix A
TSP Inventory Database Methodology

Appendix A

TSP Inventory Database Methodology

Existing Roadway Conditions Database

The roadway conditions inventory (in Appendix B) provides a large amount of data on the existing roadway system. The fields in the spreadsheet are defined below. Blanks in the spreadsheet fields means that data was unavailable. Data for this inventory was obtained by LCOG staff and from the City of Oakridge during field inventories in summer 1998.

Name

Name of a road for which there are one or more segments in the study area. Each record refers to attributes of a single segment, where a segment is a stretch of road or road right-of-way typically ending where intersected by another street or significant boundary or break-point (e.g., the UGB). Multiple segments have the same name, so a segment's *unique* name is a combination of "Name" + "From" + "To", such as: "6TH ST *from* A ST *to* B ST". Where no name was known, the code "UNKNOWN" was entered.

From

The name of the street (or one of the streets) touching the West or North end of the segment. "From" and "To" are arbitrary for most non-grid streets. If the street does not continue beyond the *from*-point, a code of "START" was entered.

To

The name of the street (or one of the streets) touching the East or South end of the segment. "From" and "To" are arbitrary for most non-grid streets. If the street does not continue beyond the *to*-point, a code of "END" was entered.

Length

The length of the roadway segment in feet. This information was derived from ArcView estimates or field measurements.

Pavement Condition

The condition of the paved portion or "roadway" of the segment. The basic categories are based on ODOT standards. Special codes were used to identify other segment conditions. Varying conditions were not identified below the segment level. The following is a key to all codes used in this field (*the POOR, FAIR and GOOD categories were adapted from ODOT definitions*):

Code	Meaning
POOR	Paved roadway. Areas of instability, marked evidence of structural deficiency, large crack patterns (alligatoring), heavy and numerous patches, and/or deformation very noticeable. Riding quality ranges from acceptable to poor.
FAIR	Paved roadway. Generally stable, with minor areas of structural weakness evident. Cracking easy to detect, patched but not excessively. Deformation is more pronounced and easily noticed. Good riding quality.
GOOD	Paved roadway. Stable, may have minor cracking, generally hairline and hard to detect. Minor patching and some minor deformation may be evident. Very good riding surface.
GRAVEL UNBUILT	Segment has gravel surface instead of paved roadway. Segment roadway is inaccessible, unsurfaced (pavement or gravel), or altogether absent, but right-of-way is not vacated.
REMOVED	Segment of paved roadway was removed, but right-of-way is not vacated.

Sidewalks

Presence of sidewalks along the segment. No entry was made if sidewalks were not present. Codes used are as follows:

Code	Meaning
FULL	Full, unobstructed, unbroken sidewalks present on both sides of the roadway.
PARTIAL	Sidewalks present, but partial (obstructed or broken on either side and/or missing on one side).

Number of Lanes

Only the number of travel lanes used for through traffic are counted in this field. Presumed to be "2" in most cases. Gravel roads were given a number of lanes of "1". Unused rights-of-way were given a number of lanes of "0".

Functional Classification

Oakridge has three classifications for their street network: arterial, collector and local streets.

- **Arterials** are higher speed corridors within and between cities. These are the routes that carry the majority of commuter traffic, goods and services each day across a city. These roadways often tie into the highway system at strategic locations. Movement is more critical than access to adjoining property.

- **Collectors** have a balanced responsibility for access to adjacent properties and movement. Collectors carry a moderate amount of traffic during the day, with increased traffic during the morning and evening commute. Collectors connect local roads and streets to arterials.
- **Local streets** are designed for local traffic, slow speeds, and numerous driveways. Parking is permitted on the street, which serves a diverse group of users from pedestrians to delivery trucks and emergency response vehicles.

Highway 58 is part of the National Highway System (NHS) and is classified as a **Statewide Highway**. Statewide Highways typically provide interurban and interregional mobility and provide connections to larger urban areas, ports and major recreation areas that are not directly served by interstate highways. A secondary function is to provide connections for intra-urban and intra-regional trips. Highway 58 is a designated *Freight Route* in the state highway freight system.

Road Width

The width of the paved portion of the segment (the “roadway”) in feet. This measurement includes the travel lanes, shoulders (if paved) and median (if paved). Variation was not identified below the level of the segment, so variation in width has been averaged to the nearest whole number.

Right-of-Way Width

Width, in feet, of the publicly owned right-of-way associated with a particular road segment. Variation was captured by a range, such as 40’-60’.

Jurisdiction

The ownership of the right-of-way (and roadway) for the segment. Maintenance, and other responsibilities may fall upon other jurisdictions than the owner (e.g., federal highways are maintained by ODOT) as per intergovernmental agreement.

Appendix B
Highway 58 Inventory by Milepoints

Appendix B

Highway 58 Inventory by Milepoints

Hwy 58 Mile Point	Intersecting Roadway or Other Feature	No. of Travel Lanes	Total Striped Lane Width (ft)	Total Surface/Pavement Width (ft) (travel lanes, shoulders, median)	Median Type and Width (ft)	Right of Way Width (ft)	Pavement Condition	Access Control (North side of hwy)	Access Control (South side of hwy)	Speed Limit (mph)	Accident Data 1998 SPIS Ranking Range 0.00 - 53.34 (no sites in top 10%)
34.13	Oakridge west city limits and west UGB	2	24	46	Painted; 14 feet	93	Fair		Start	35	
34.19	Thatcher Road; begin left/right curbs	2	24	46	Painted; 14 feet	93	Fair		End	35	
34.20	Begin center turn lane	3	40	60	Painted; 14 feet	93	Poor			35	
34.26		4	52	66	Painted; 14 feet	93	Poor			35	
34.31	River Road/2 nd Street	4	52	66	Painted; 14 feet	93	Poor			35	17.77
34.32		4	52	66	Painted; 14 feet	93	Poor			35	14.17
34.47	Spot Street	4	52	66	Painted; 14 feet	80	Poor			35	
34.67	Union Street/Tomlin Road	4	52	66	Painted; 14 feet	80	Poor			35	
34.80	Hwy Engineer Station 1166+00	4	52	66	Painted; 14 feet	80	Poor	Start		35	

Hwy 58 Mile Point	Intersecting Roadway or Other Feature	No. of Travel Lanes	Total Striped Lane Width (ft)	Total Surface/Pavement Width (ft) (travel lanes, shoulders, median)	Median Type and Width (ft)	Right of Way Width (ft)	Pavement Condition	Access Control (North side of hwy)	Access Control (South side of hwy)	Speed Limit (mph)	Accident Data 1998 SPIS Ranking Range 0.00 – 53.34 (no sites in top 10%)
34.82	Hwy Engineer Station 1167+00	4	52	66	Painted; 14 feet	80	Poor	End		35	
34.84		4	52	66	Painted; 14 feet	80	Poor			35	33.19
34.87	Rainbow Road	4	52	66	Painted; 14 feet	80	Poor			35	14.79
34.88		4	52	66	Painted; 14 feet	100	Poor			35	
34.90	End right curb	4	50	66	Painted; 14 feet	80	Poor			35	
34.98		4	50	66	Painted; 14 feet	80	Poor			35	12.64
34.99	Rock Road	4	50	66	Painted; 14 feet	80	Poor			35	
35.05	Hwy Engineer Station 1169+50	4	50	66	Painted; 14 feet	80	Poor	Start		35	
35.06	Jones Road	4	50	66	Painted; 14 feet	80	Poor			35	
35.08	End left curb	4	50	66	Painted; 14 feet	80	Poor			35	
35.15		4	48	54	none	80	Poor		Start	35	
35.19		4	48	54	none	80	Poor		End	35	
35.21	Hwy Engineer Station 1187+50	4	48	54	none	80	Poor	End		35	

Hwy 58 Mile Point	Intersecting Roadway or Other Feature	No. of Travel Lanes	Total Striped Lane Width (ft)	Total Surface/Pavement Width (ft) (travel lanes, shoulders, median)	Median Type and Width (ft)	Right of Way Width (ft)	Pavement Condition	Access Control (North side of hwy)	Access Control (South side of hwy)	Speed Limit (mph)	Accident Data 1998 SPIS Ranking Range 0.00 – 53.34 (no sites in top 10%)
35.29	Begin left curb	4	48	57	none	80	Poor			35	
35.37	Lilac Lane	4	48	66	Painted; 12 feet	80	Poor			35	
35.40	Begin right curb	4	48	66	Painted; 12 feet	80	Poor			35	
35.44		4	48	66	none	80	Poor			35	25.26; 1 fatality
35.48	Crestview Street	4	48	66	Painted; 12 feet	80	Poor			35	
35.52	End right curb	4	48	66	Painted; 12 feet	80	Poor			35	
35.55		4	48	52	none	80	Poor			35	
35.57		4	48	52	none	81	Poor			35	
35.59	End curb left	4	48	52	none	81	Poor			35	
35.61	Willamette Way	4	48	52	none	81	Poor			35	
35.72		4	48	74	Painted; 14 feet	130	Poor			35	
35.80	Gale Street	4	48	74	Painted; 14 feet	130	Poor			35	
35.82		4	48	74	None	97	Poor			35	
35.85	Hills Street	4	48	74	Painted; 12 feet	97	Poor			35	
35.89	Margaret Street	4	48	68	Painted; 4 feet	105	Poor			35	
35.92		4	48	68	Painted; 4 feet	160	Poor			35	

Hwy 58 Mile Point	Intersecting Roadway or Other Feature	No. of Travel Lanes	Total Striped Lane Width (ft)	Total Surface/Pavement Width (ft) (travel lanes, shoulders, median)	Median Type and Width (ft)	Right of Way Width (ft)	Pavement Condition	Access Control (North side of hwy)	Access Control (South side of hwy)	Speed Limit (mph)	Accident Data 1998 SPIS Ranking Range 0.00 – 53.34 (no sites in top 10%)
35.95	Begin bridge structure; Hwy Engineer Station 2576+00	4	48	68	Painted; 4 feet	160	Poor	Start		35	
35.96	Former east city limits	4	48	68	Painted; 4 feet	160	Poor			35	
35.98	Salmon Creek	4	48	68	Painted; 4 feet	160	Good			35	
35.99	End bridge structure	4	48	68	Painted; 4 feet	160	Good			35	
36.08		4	48	80	Painted; 4 feet		Good			35	
36.10		4	48	76	None		Good			35	
36.12		4	48	76	Painted; 12 feet		Good			35	
36.17	Hyland Lane	4	48	76	Painted; 12 feet		Good			45	
36.18		3	36	64	Painted; 12 feet		Good			45	
36.19		3	36	52	None		Good			45	
36.26	Odle Lane	3	36	52	None		Good			45	
36.28	Road to Greenwater Municipal Park	3	34	40	None		Good			45	
36.30	New east city limits (post-annexation)	3	34	40	None		Good			45	

Hwy 58 Mile Point	Intersecting Roadway or Other Feature	No. of Travel Lanes	Total Striped Lane Width (ft)	Total Surface/Pavement Width (ft) (travel lanes, shoulders, median)	Median Type and Width (ft)	Right of Way Width (ft)	Pavement Condition	Access Control (North side of hwy)	Access Control (South side of hwy)	Speed Limit (mph)	Accident Data 1998 SPIS Ranking Range 0.00 – 53.34 (no sites in top 10%)
36.37	Rigdon Drive	3	34	40	None		Good			45	
	Industrial Park Way									55	
36.45	Hwy Engineer Station 2555+20								Start		
36.49	Hwy Engineer Station 2547+88							End	End		
36.52	Oakridge east UGB	3	34	40	None		Good			55	

Source: Automated Mile Point Log, Transportation Inventory, Willamette Highway No. 18, Mike Barker, ODOT, 1998; LCOG, 1998; ODOT 1997 Pavement Condition report, ODOT, 1998; Access Control data, Right of Way Maps: 7B-21-15; 6B-9-1; 9B-34-8; 10B-7-14 & 5B-25-5, ODOT, 1998; ODOT 1998 Accident Summary Report (1995-1997 Data), ODOT, 1998.

Appendix C
Highway 58 Conditions Inventory by Milepoints

Appendix C

Highway 58 Conditions Inventory by Milepoints

The following highway segments were designated for the Highway 58 Corridor Study. The City of Oakridge falls entirely within the second segment.

1. I-5 at Goshen (MP .3) - Jasper-Lowell Rd (MP 13.2)
2. Jasper-Lowell Rd (MP 13.2) - Oakridge East City Limits (MP 36.00)
3. Oakridge East City Limits (MP 36.00) - Lane County Line (MP 62.00)
4. Lane County East Boundary (MP 62.00) - Crescent Lake Hwy (MP (69.4)
5. Crescent Lake Hwy (MP 69.4) - Hwy 97 (MP 86.5)

Oakridge is developed on 2.39 miles of Highway 58 (from the west UGB to the east UGB). The following table outlines conditions along the Oakridge segment of Highway 58 by milepoint.

Highway 58 Inventory by Milepoints

Hwy 58 Mile Point	Intersecting Roadway or Other Feature	No. of Travel Lanes	Total Striped Lane Width (ft)	Total Surface/Pvmt. Width (ft) (travel lanes, shoulders, median)	Median Type & Width (ft)	Right of Way Width (ft)	Pvmt. Cond.	Access Control (North side of hwy)	Access Control (South side of hwy)	Speed Limit (mph)	Accident Data 1998 SPIS Ranking Range 0.00 – 53.34 (no sites in top 10%)
34.13	Oakridge west city limits and west UGB	2	24	46	Painted; 14 feet	93	Fair		Start	35	
34.19	Thatcher Road; begin left/right curbs	2	24	46	Painted; 14 feet	93	Fair		End	35	
34.20	Begin center turn lane	3	40	60	Painted; 14 feet	93	Poor			35	
34.26		4	52	66	Painted; 14 feet	93	Poor			35	

Hwy 58 Mile Point	Intersecting Roadway or Other Feature	No. of Travel Lanes	Total Striped Lane Width (ft)	Total Surface/Pvmt. Width (ft) (travel lanes, shoulders, median)	Median Type & Width (ft)	Right of Way Width (ft)	Pvmt. Cond.	Access Control (North side of hwy)	Access Control (South side of hwy)	Speed Limit (mph)	Accident Data 1998 SPIS Ranking Range 0.00 – 53.34 (no sites in top 10%)
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34.80	Hwy Engineer Station 1166+00	4	52	66	Painted; 14 feet	80	Poor	Start		35	
34.82	Hwy Engineer Station 1167+00	4	52	66	Painted; 14 feet	80	Poor	End		35	
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34.87	Rainbow Road	4	52	66	Painted; 14 feet	80	Poor			35	14.79
34.88		4	52	66	Painted; 14 feet	100	Poor			35	
34.90	End right curb	4	50	66	Painted; 14 feet	80	Poor			35	
34.98		4	50	66	Painted; 14 feet	80	Poor			35	12.64
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35.19		4	48	54	none	80	Poor		End	35	
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35.55		4	48	52	none	80	Poor			35	
35.57		4	48	52	none	81	Poor			35	
35.59	End curb left	4	48	52	none	81	Poor			35	
35.61	Willamette Way	4	48	52	none	81	Poor			35	
35.72		4	48	74	Painted; 14 feet	130	Poor			35	
35.80	Gale Street	4	48	74	Painted; 14 feet	130	Poor			35	
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36.08		4	48	80	Painted; 4 feet		Good			35	
36.10		4	48	76	None		Good			35	
36.12		4	48	76	Painted; 12 feet		Good			35	
36.17	Hyland Lane	4	48	76	Painted; 12 feet		Good			45	
36.18		3	36	64	Painted; 12 feet		Good			45	
36.19		3	36	52	None		Good			45	
36.26	Odle Lane	3	36	52	None		Good			45	
36.28	Road to Greenwater Municipal Park	3	34	40	None		Good			45	
36.30	New east city limits (post-annexation)	3	34	40	None		Good			45	
36.37	Rigdon Drive	3	34	40	None		Good			45	

Hwy 58 Mile Point	Intersecting Roadway or Other Feature	No. of Travel Lanes	Total Striped Lane Width (ft)	Total Surface/Pvmt. Width (ft) (travel lanes, shoulders, median)	Median Type & Width (ft)	Right of Way Width (ft)	Pvmt. Cond.	Access Control (North side of hwy)	Access Control (South side of hwy)	Speed Limit (mph)	Accident Data 1998 SPIS Ranking Range 0.00 – 53.34 (no sites in top 10%)
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36.49	Hwy Engineer Station 2547+88							End	End	55	
36.52	Oakridge east UGB	3	34	40	None		Good			55	

Source: Automated Mile Point Log, Transportation Inventory, Willamette Highway No. 18, Mike Barker, ODOT, 726-2552; LCOG; ODOT 1997 Pavement Condition report, Terry Thames, ODOT, 726-2552; Access Control, Jackie Henderson, ODOT, 503-986-3617, five Right of Way Maps: 7B-21-15; 6B-9-1; 9B-34-8; 10B-7-14 & 5B-25-5; ODOT 1998 Accident Summary Report (1995-1997 Data)

Appendix D
Citizen Involvement Plan

Appendix D

Citizen Involvement Plan

Background

The goal of the Citizen Involvement Plan is to ensure opportunities for the citizens of Oakridge to be involved at all phases of the Oakridge Transportation System Plan (TSP). A critical component in developing a TSP is establishment of a public and interagency involvement process that brings citizens, special transportation interest groups, transportation providers, community economic interests, and federal, state and local agencies together in the planning process. The Citizen Involvement Plan was approved by the Oakridge City Council on August 20, 1998.

Early citizen involvement in the TSP process is important for identifying issues, establishing community understanding and confidence in the process, setting community goals and objectives, and developing an appropriate work program. The Citizen Involvement Plan is consistent with the overall Oakridge TSP Work Program, approved by the Oakridge City Council on May 18, 1998.

Citizen Involvement Techniques

The citizen involvement plan is comprised of a variety of tools and techniques for maximizing citizen participation throughout TSP development:

1. ***Transportation System Plan Citizen Advisory Committee (CAC):*** A CAC will be formed that represents a broad spectrum of community interests. The CAC will help design, guide, and oversee the project, and will conduct the initial review of plan documents. A recommended TSP will be forwarded to the Oakridge Planning Commission and City Council for final review and adoption.
2. ***Mailing lists:*** Mailing lists will include both traditional postal and e-mail mailings. Mailing lists will be developed in order to reach all Oakridge households and businesses, interested parties with specific requests to receive additional information, and CAC members and alternates. Mailing lists will be used to notify the community of key events and CAC meetings.
3. ***Workshops/open houses/presentations:*** Workshops, open houses, and presentations provide an opportunity for the general public to learn about the project and provide input. A minimum of two workshops/open houses/presentations will be conducted at key points in the project. CAC members will be encouraged to attend and assist with these public events.
4. ***Media publicity:*** Project progress will be publicized through the local media. Notices of all CAC meetings, open houses, public hearings and other public events will be sent to the local media for publication through meeting notices, news/press releases, displays, and legal advertisements and articles.
5. ***Work sessions and public hearings with appointed and elected officials:*** Work sessions and public hearings may be scheduled with the following official bodies: 1) Oakridge City Council; 2) Oakridge Planning Commission; 3) Lane County Board of Commissioners; and, 4) Lane County Planning Commission. The Oakridge City Council will be making all policy decisions related to TSP development and will adopt the final plan.

Appendix E
Oakridge Travel Forecasting Model

Appendix E

Oakridge Travel Forecasting Model

Overview

A computerized travel model was developed to estimate traffic growth and to assess future transportation needs in Oakridge. A base-year model was calibrated, using 1996 dwelling unit and employment data, in order to replicate base-year average weekday traffic flows within acceptable tolerances. Next, the 2020 dwelling unit and employment data projections were used to estimate future traffic flows and increased volume. (See Map 12, Estimated 2020 Average Daily Volume on Traffic Count Locations).

Oakridge was divided into 11 traffic analysis zones (TAZ) to include areas of similar land uses that comprise reasonably well-defined travel sheds for the arterial streets (Map 9). First, the number of vehicle trips produced and attracted to each zone was determined on the average weekday. Then the distribution of those trips or the flow of trips between zones was determined. Next, the trips were assigned to a model network that represents Oakridge's arterial roadway system. Finally, the projected traffic flows, road capacities, and intersection levels of service were analyzed to determine the city's future transportation system needs.

Dwelling Units and Employment

Base Year (1996) and Future Year (2020) dwelling unit totals are as follows:

Oakridge - 1996 Dwelling Units

TAZ	Single Family	Duplex	Multi-Family	Mobile Home	Total
1	116	8	10	10	144
2	248	20	10	54	332
3	223	4	0	0	227
4	11	0	6	0	17
5	94	6	7	90	197
6	176	12	35	0	223
7	80	8	16	54	158
8	75	0	0	0	75
9	24	2	0	0	26
10	113	4	22	0	139
11	48	0	0	36	84
	1208	64	106	244	1622

Oakridge - 2020 Dwelling Units

TAZ	Single Family	Duplex	Multi-Family	Mobile Home	Total
1	118	8	10	10	146
2	248	24	12	54	338
3	225	4	0	0	229
4	11	0	6	0	17
5	94	8	11	100	213
6	178	12	35	0	225
7	82	8	16	54	160
8	80	0	0	0	80
9	33	2	0	0	35
10	123	4	22	0	149
11	48	0	0	36	84
	1240	70	112	254	1676

Base Year (1996) and Future Year (2020) employment totals are as follows:

Oakridge - 1996 Employment

TAZ	Other	Service	Retail	Education	Total
1	4	18	68	0	90
2	2	24	35	0	61
3	3	3	0	80	86
4	6	2	43	0	51
5	33	13	7	0	53
6	54	75	4	56	189
7	0	32	60	0	92
8	0	0	0	0	0
9	0	7	0	0	7
10	0	15	0	0	15
11	60	11	2	0	73
	162	200	219	136	717

Oakridge - 2020 Employment

TAZ	Other	Service	Retail	Education	Total
1	4	21	80	0	105
2	2	28	41	0	71
3	3	4	0	94	101
4	6	2	51	0	59
5	65	15	8	0	88
6	84	89	5	66	244
7	0	38	71	0	109
8	0	0	0	0	0
9	0	8	0	0	8
10	0	18	0	0	18
11	360	13	2	0	375
	524	236	258	160	1178

Appendix F
Glossary of Terms

Appendix F

Glossary of Terms

Access Control (Control of Access, or Controlled Access) - The regulated limitation of access. Achieved through the regulation of public access rights to and from properties abutting highway facilities. These regulations are categorized as Full Control of Access, Partial Control of Access, Access Management, and Driveway and Approach regulations.

- **Full Control of Access:** Preference is given to through traffic by providing access connections only with selected public roads and by prohibiting crossings at-grade and direct private driveway connections.
- **Partial Control of Access:** Preference is given to through traffic to a degree that, in addition to access connections with selected public roads, there may be some crossing at-grade and some private driveway connections. Full or Partial Control of Access is generally accomplished by legally obtaining access from the abutting property owners (usually at the time of purchase of right-of-way) or by the use of frontage roads.
- **Access Management:** Involves providing (or managing) access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed. Access Management views the highway and its surrounding activities as part of a single *system*. Individual parts of the *system* include the activity center and its circulation systems, access to and from the center, the availability of public transportation, and the roads serving the center. All parts are important and interact with each other. The goal is to coordinate the planning and design of each center to preserve the capacity of the overall system, and to allow efficient access to and from the activities.
- **Driveway and Approach Regulations:** These may be applied even though no control of access is obtained. Each abutting property is permitted access to the street or highway; however, the location, number, and geometrics of the access points may be governed by the regulations.

The principal advantages of control of access are the preservation or upgrading of service and safety of the roadway facility/facilities.

Accessibility - The opportunity to easily reach a given destination within a certain time frame without being impeded by physical or economic barriers.

Alternative Modes of Transportation - Forms of transportation that provide transportation alternatives to the use of single occupant automobiles. Examples include rail, transit, carpools, bicycles, and walking.

Alternative Work Hours - Work policies such as flex-time and staggered work hours and compressed work weeks that allow employees to meet transit, carpool, or vanpool schedules or to avoid commuting during peak hours traffic periods.

Americans with Disabilities Act (ADA) - Federal civil rights legislation for persons with disabilities, signed into law in 1990, that prohibits discrimination specifically in the areas of employment, public accommodation, public services, telecommunications and transportation. Transportation requirements include the provision of *comparable paratransit service* that is equivalent to general public fixed-route service for persons who are unable to use regular bus service due to a disability.

Arterial - Arterials are intended to serve as a primary route for travel within and between community areas. Access to an arterial is normally from the collector or local road system rather than to serve property directly. Individual access should be managed on arterials to minimize degradation to capacity and traffic safety. Sidewalks and bike lanes are normally provided on an arterial.

Average Daily Traffic (ADT) - The average number of vehicles passing a specified point in a typical 24-hour time frame. A measure of traffic volume.

Balanced Transportation System - A system that provides a range of transportation options and takes advantage of the inherent efficiencies of each mode.

Capacity - The maximum rate of flow at which persons or vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour or persons per hour.

Capital Improvement Program (CIP) - A plan for future capital infrastructure and program expenditures which identifies each capital project, its anticipated start and completion, and allocates existing funds and known revenue sources for a given period of time.

Comprehensive Plan - An official document adopted by a local government in which are set forth the general, long-range policies on how the community's future development should occur. A local comprehensive plan must be in compliance with state land use planning goals.

Congestion - A condition under which the number of vehicles using a facility is great enough to cause reduced speeds and increased travel times. Congestion is measured as the percent of capacity that is being used.

Low Congestion	=	Less than 71 % of capacity
Moderate Congestion	=	Between 71% and 86% of capacity
High Congestion	=	Greater than 86% of capacity

Connectivity - A term used to describe the qualities of easy access and appropriate connections between all parts of the transportation system, providing for ease of transfer between different modes of travel, such as rail to bus or bicycle to walking.

Cul-de-sac - A local street, usually only a few hundred feet in length and closed at one end, designed to serve the interior of a subdivision or large tract of land.

Design Standards - Those conditions that should be met when a new road is constructed, or when a deficient section is improved, including all relevant geometric and structural features required to provide some desired level of service over the life of the project, generally 20 years beyond project implementation.

Density - The average number of families, persons, or housing units per unit of land; usually density is expressed *per acre*

Development Patterns - The overall development characteristics of an area, such as the built form of a city, town, district or neighborhood. For example, the development pattern in a downtown business district has different qualities and characteristics in terms of land use, architecture, street pattern and density than does an out-lying residential neighborhood.

Discontinuous Street - A street that is disconnected from other parts of the same street by land features, buildings, cross streets, etc. Cul-de-sacs or dead end streets are also discontinuous streets.

Environmental Impact Statement (EIS) - Document that studies all likely impacts that will result from major federally assisted programs. Impacts include those on the natural environment, as well as impacts on the economy and society, and those on the built environment of historical and aesthetic significance.

Environmental Protection Agency - The federal agency charged with protecting the environment. EPA is the source agency of air quality control regulations affecting transportation.

Express Bus Service - Bus services with limited stops, primarily at transfer points and activity centers, and higher average speeds. Often provided only during peak periods, and using freeways and high-occupancy vehicle facilities where available.

Floor Area Ratio (FAR) - A ratio comparing the amount of floor space to the total land area of a development site. Specified ratios are often required for commercial and industrial development projects, and are used in urban zoning ordinances to regulate the dimensions of multistory buildings.

Frequency of Service - The number of transit vehicles in a given time period passing by any given point on a route.

Goal 12 - One of 19 state-wide planning standards that makeup the state land use planning program. Goal 12 relates to transportation, and reads: "To provide and encourage a safe, convenient and economic transportation system." See Transportation Planning Rule.

Goals - A desired result or purpose. In planning, a goal is a broad statement of philosophy that describes the hopes of the people of the community for the future of the community. A goal may never be completely attainable but it is used as a point towards which to strive.

Group Bus Pass Programs - Programs designed for large groups or organizations to allow bulk purchases of transit passes for all members of the group at a significant cost savings.

Guaranteed Ride Home - Program to guarantee that an alternative modes employee will be provided a ride home in an emergency.

Household Characteristics - Used in the statistical study of human populations. Includes a variety of household attributes, such as number of family members, age, income, number of vehicles, and method of travel to work. The U.S. Census gathers household characteristics of the U S. population.

Impervious Surface - Surfaces which prohibit water from soaking into the ground. Concrete, asphalt, and rooftops are the most common urban impervious surfaces.

Infill Development - Development consisting of either (1) construction on one or more lots in an area which is mostly developed, or (2) new construction between two existing structures.

Infrastructure - The system of essential public services, utilities, and public and community facilities, e.g. water, sewerage, power, roads, schools, health facilities, necessary for the functioning of urban development.

In-migration - The number of persons moving into a geographic area within a given period of time. A component of an area's total population growth.

Interchange - A grade separated system of interconnecting roadways that provides for the movement of traffic between two or more roadways or highways on different levels.

Intermodal - Connecting individual modes of transportation and/or accommodating transfers between such modes.

Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 - The 1991 federal transportation funding legislation that provides for a new direction in transportation planning, with emphasis on protecting the environment and reducing congestion, relying on the most efficient transportation mode and providing increased flexibility to state and local governments on the use of federal funds.

Intersection - The general area where two or more highways join or cross, including the roadway and roadside facilities for traffic movements within it.

Interstate Highway System - That system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States, as well as routes of continental importance in Canada and Mexico.

Land Conservation and Development Commission (LCDC) - A 17-member commission established by Senate Bill 100 in 1973 to develop and administer Oregon's statewide planning goals.

Land Use - The way specific portions of land or the structures on them are used; for example commercial, residential, retail, industrial, and open space.

Land Use Decision - A final decision or determination made by a local government or special district that concerns the adoption, amendment, or application of: the goals, a comprehensive plan provision, a land use regulation, or a new land use regulation.

Land Use Board of Appeals (LUBA) - A board established by the state legislature in 1979 to hear and decide on contested land-use cases.

Level of Service - A measure of how well the transportation facility (street, intersection, sidewalk, bikeway, etc.) provides service. More congestion means a lower level of service. Congestion is measured as the percent of capacity that is being used.

A - Free flow conditions: 32% of capacity

B - Reasonably free flow conditions: 51% of capacity

C - Operation stable: 71 % of capacity

D - Lower speed range of stable flow : 86% of capacity

E - Unstable flow: 100% of capacity

F - Forced flow, stop and go operation: +100% of capacity

Local Street - Comprises all streets that are not collectors or arterials. It serves primarily to provide direct access to abutting land and access to the higher order systems. It offers the lowest level of mobility and usually contains no bus routes.

Local Street System - Comprises all facilities not in one of the higher order systems.

- Permits direct access to abutting properties and connections to the higher order systems.
- It offers the lowest level of mobility and usually contains no bus routes.

National Highway System (NHS): A classification of roads authorized by ISTEA comprised of Interstate Highways and roads designated as important for interstate travel, national defense, intermodal connections, and international commerce. Federal funds are designated for projects on the NHS system. Highway 58 is part of the NHS.

Mixed Use - A development having a mixture of uses which may include office space, commercial activity, residential uses, parks and public places, and supporting public facilities and services. The development is designed so that the need to travel from one activity to another is minimized.

Mobility - Being able to move easily from place to place.

Modal Split (or Mode Share) - The proportion of total persons using a particular mode of travel.

Mode - A method of travel, such as automobile, transit, pedestrian, bicycle, or paratransit.

Multimodal - Involving several types of transportation, such as a trip using both rail and bus.

Non-Point Sources - Causes of water pollution that are not associated with point sources. Non-point sources include agricultural fertilizer or pesticide runoff, and sediment runoff from construction. Non-point sources of pollution may enter a sewer system and become a point source, such as urban runoff.

Oregon Transportation Plan (OTP) - The comprehensive, long-range plan for a multimodal transportation system for the state which encompasses economic efficiency, orderly economic development, safety and environmental quality.

Paratransit - Alternative known as *special or specialized* transportation that often includes flexibly scheduled and routed transportation services that use low-capacity vehicles, such as vans, to operate within normal urban transit corridors or rural areas. Services usually cater to the needs of persons for whom standard mass transit services would serve with difficulty or not at all. Common patrons are the elderly and persons with disabilities.

Park-and-ride - An access mode to transit and other high-occupancy vehicle modes in which patrons drive private automobiles or ride bicycles to a transit station, stop, or carpool/vanpool waiting area and park the vehicle in the area provided for that purpose (park-and-ride lots, park-and-pool lots, commuter parking lots, bicycle rack or locker).

Pedestrian Pathway - Pathway designed for pedestrian travel.

Policy - Statement adopted as part of the Plan to provide a specific course of action moving the community towards attainment of its goals. Due to budget constraints and other activities, all policies cannot be implemented at the same time. Generally, those with metropolitan-wide implications should receive priority consideration.

Retrofit - To change or upgrade an existing structure or system to meet new needs or requirements. For example, structurally strengthening an existing bridge, or upgrading a home's electrical and plumbing system to accommodate a solar water heater.

Ridesharing - Sharing of one vehicle by two or more commuters. While the concept of ridesharing applies primarily to carpools and vanpools, it is sometimes applied to transit as well. Commuters are matched with others having similar commute trip origins, destinations, and schedules.

Right-of-Way - Public space legally established for the use of pedestrians, vehicles or utilities. Right-of-way typically includes the street, sidewalk and buffer strip areas.

Sight Distance - The length of roadway ahead visible to the driver. The minimum sight distance available on a roadway should be sufficiently long enough to enable a vehicle traveling at or near the design speed to stop before reaching a stationary object in its path.

Site Design - The aspects of overall design relating to the form and function of a specific site. Site design deals with the configuration of elements on a particular site, usually for a specific project or purpose. These would include grading plans, building siting, and landscape planting plans.

Statewide Transportation Improvement Plan (STIP) - The STIP outlines the state-wide construction project schedule for the Oregon Department of Transportation (ODOT) and Metropolitan Planning Organizations. The STIP is not a planning document. It is a project prioritization and scheduling document.

Stormwater (Urban Runoff) - Rain that travels over land surfaces and drains into the street gutters or storm sewer pipes and is discharged into a ditch, channel, stream, or river. As stormwater travels over the land, it accumulates pollutants from roofs, yards, driveways, streets and industrial and commercial land uses.

Strip Commercial Development - A linear pattern of commercial development along a major street or highway, usually configured for the convenience of automobile travel.

Subdivision Street Pattern - Typically refers to a limited access, usually curvilinear street pattern, with a relatively high number of cul-de-sacs, designed to serve a low-density residential subdivision development. Other than at limited access points, this type of street pattern usually does not connect with other adjacent subdivision developments or to existing street patterns.

Telecommuting - A method of either working at home or at an off-site work station with computer facilities that link to the work site.

Traffic Calming - An integrated traffic planning approach that seeks to maximize mobility while creating a more livable city by reducing the undesirable side effects of that mobility.

Traffic Flow Improvements - Projects that are designed to enhance or improve the movement of vehicles on existing facilities such as freeways or streets. Some examples include ramp metering and signal timing improvements.

Transit Amenities - Items that support buses and bus riders. They include items such as bus stops, bus pads, turn-arounds, shelters, and benches.

Transportation Corridor - Major or high volume routes for moving people, goods and services from one point to another. They may serve many transportation modes or be for a single mode such as an air corridor.

Transportation Demand Management (TDM) - *Demand-based* techniques that are designed to change travel behavior in order to improve performance of transportation facilities and to reduce the need for additional road capacity. Methods include the use of alternative modes, ride-sharing and vanpool programs and trip-reduction ordinances.

Transportation Disadvantaged - Persons who must rely on public transit or paratransit services for most of their transportation. Typically refers to individuals without access to personal vehicle.

Transportation Needs - Estimates of the movement of people and goods consistent with an acknowledged comprehensive plan and the requirements of the Transportation Rule. Needs are typically based on projections of future travel demand resulting from a continuation of current trends as modified by policy objectives, including those expressed in Statewide Planning Goal 12 and the Transportation Rule, especially those for avoiding principal reliance on any one mode of transportation.

Transportation Planning Rule (TPR) - A state planning administrative rule, adopted by the Land Conservation and Development Commission in 1991 and amended in 1995, to implement state land use planning Goal 12, Transportation. The TPR requires metropolitan areas to show measurable progress towards reducing dependence on automobiles.

Transportation System Improvements (TSI) - TSI focuses on the supply side of transportation. TSI strategies include the full range of system improvements from improving the capacity and efficiency of the existing system to the construction or expansion of a new facility. TSI strategies are not limited to improvements for the automobile but also incorporates system improvements, expansion, and construction for transit, bicycles, and pedestrians.

Transportation System Management - Techniques for increasing the efficiency, safety, capacity or level of service of the existing transportation system without increasing its size. Examples include traffic signal improvements, traffic control devices including installing medians and parking removal, channelization, access management, ramp metering, and restriping for high-occupancy vehicle lanes.

Travel Mode - Means of transportation used, such as automobile, bus, bicycle, or by foot.

Trip Reduction Ordinances - Regulations which require developers or employers to participate in efforts to reduce automobile demand.

Urban Design - Urban design deals with the forms, functions, materials and activities of cities, and the use and management of urban settlements or their significant parts, such as neighborhoods or districts.

Urban Growth Boundary (UGB) - A site-specific line in the Comprehensive Plan that separates existing and future urban development from rural lands. Urban levels and densities of

development, complete with urban levels of services, are planned within the UGB. A requirement of the state land use planning program.

Urban Facilities and Services - Those public facilities and services important to urban development. They are primarily planned for by local government and are provided within the current urban service area.

User Group - People with common characteristics in terms of how they use the transportation system. These characteristics include attitudes toward transportation choice, trip making patterns, and other shared travel behaviors. For example, retired persons, university students, and working parents can be considered different user groups.

Vanpool - Commuting in a seven to 15 passenger van, with driving undertaken by commuters. Some portion of the van's ownership and operating cost is usually paid for by the riders on a monthly basis. The van may be privately owned, employer-sponsored with the company owning and maintaining the vehicle, or it may be provided through a private company that leases vehicles. Fares may be charged, or the cost may be divided as agreed by the passengers.

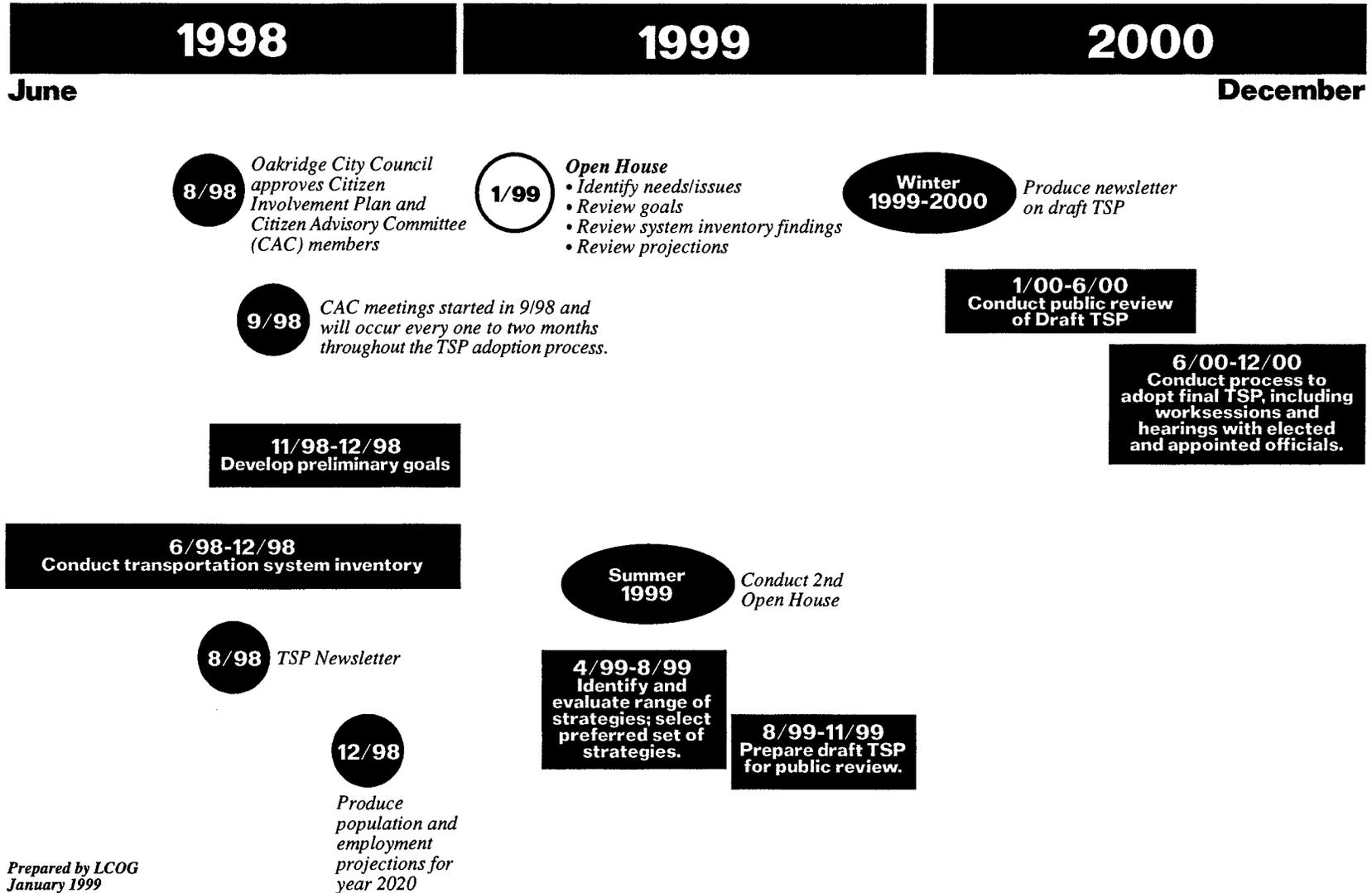
Vehicle Capacity - The number of motor vehicles a highway or road is designed to carry over a given period of time at a given level-of-service.

Vehicle Miles of Travel (VMT) - The sum of distances traveled by all motor vehicles in a specified region. A requirement of the state Transportation Planning Rule is reducing vehicle miles traveled per capita.

Wetlands - Areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Appendix G
Project Timeline

Oakridge TSP Timeline (30 months)



Appendix H
Compatibility with the State Transportation Planning Rule and Other Plans

Appendix H

Compatibility with the State Transportation Planning Rule and Other Plans

Transportation Planning Rule Requirements/Recommendations	Oakridge Transportation System Plan
Public and Interagency Involvement	
<ul style="list-style-type: none"> • Establish Advisory Committee 	A Citizen Advisory Committee (CAC) was established to provide project guidance. A list of the CAC membership is included in the TSP.
<ul style="list-style-type: none"> • Develop Information Material 	Materials including reports, tables, and maps were prepared for public and agency review of the various TSP components. The Highway 58 Free Press and Dead Mt. Echo wrote stories on the plan and provided notice of CAC meetings and open house events. Informational packets were prepared and made available to the general public attending meetings.
<ul style="list-style-type: none"> • Schedule Meetings and Public Hearings 	The CAC met from September 1998 through October 1999. The CAC presented the Draft TSP to the Oakridge Planning Commission and City Council on March 16, 2000. Public hearings on the Draft TSP will be held on June 20 and October 5, 2000.
<ul style="list-style-type: none"> • Develop Other Methods to Involve the Community 	Two public open houses were held to allow the public to review and provide input on various aspects of the plan. Newsletters and flyers were also distributed.
<ul style="list-style-type: none"> • Coordinate the Plan With Other Agencies 	The TSP was coordinated closely with the City of Oakridge, Oregon Department of Transportation (ODOT), and Lane County. Members of these organizations frequently attended most CAC meetings. The plan was also sent to the Department of Conservation and Development.

Transportation Planning Rule Requirements/Recommendations	Oakridge Transportation System Plan
Review Existing Plans, Policies, and Standards	
<ul style="list-style-type: none"> Review and Evaluate Existing Comprehensive Plan and state and federal plans 	<p>The Oakridge Comprehensive Plan (1982) was reviewed and evaluated as part of the TSP Development. The following other plans were reviewed: The Oregon Transportation Plan, Oregon Highway Plan, Oregon Bicycle and Pedestrian Plan, Oregon Rail Passenger Policy and Plan and Oregon Rail Freight Plan, and Americans with Disabilities Act.</p>
<ul style="list-style-type: none"> Analyze Existing Land Uses and Vacant Lands 	<p>Existing land uses and vacant lands within the TSP study area were updated. Maps and associated data were produced and analyzed by Transportation Analysis Zone.</p>
<ul style="list-style-type: none"> Review Population and Employment Forecasts 	<p>Population and employment data were updated and new forecasts developed. Housing by development type and employment by sector were allocated to vacant lands. These data were used in the Oakridge TSP modeling effort.</p>
<ul style="list-style-type: none"> Review Existing Ordinances and Zoning, Subdivision, and Engineering Standards 	<p>The Oakridge Zoning and Land Division Ordinances were reviewed for consistency with the TPR. Street standards and other engineering standards will be analyzed for consistency with new TSP policies.</p>
<ul style="list-style-type: none"> Review Significant Transportation Studies 	<p>The city's most recent transportation plan (1989) was reviewed for recommended projects and policies.</p>
<ul style="list-style-type: none"> Review Existing Capital Improvements and/or Public/Facilities Plans 	<p>The city does not currently have a general capital improvement program. The city's most recent Public Facilities Plan (1986) was reviewed for recommended projects and policies.</p>

Transportation Planning Rule Requirements/Recommendations	Oakridge Transportation System Plan
Inventory Existing Transportation System	
<ul style="list-style-type: none"> Street system (number of lanes, lane widths, traffic volumes, level of service, traffic signal location and jurisdiction, pavement conditions, functional classification and jurisdiction, truck routes, access points, and safety issues.) 	<p>A complete inventory of Oakridge's existing street network is included in Chapter Two and Appendices B and C of the TSP document.</p>
<ul style="list-style-type: none"> Bicycle Ways (type, location, width, condition, ownership/jurisdiction). 	<p>Chapter Two of the TSP describes the existing bicycle system. Currently, there are no designated bicycle facilities, but there are two multi-use paths available for bicyclists.</p>
<ul style="list-style-type: none"> Pedestrian Ways (location, width, condition, ownership/jurisdiction). 	<p>Chapter Two and Appendix B describe the existing pedestrian system.</p>
<ul style="list-style-type: none"> Public Transportation Services (transit, inter-city bus, passenger rail, special transit services). 	<p>A summary of existing public transportation service is provided in Chapter Two.</p>
<p>Air Transportation</p>	<p>A discussion of air transportation services is included in Chapter Two. There is currently no direct air service within the Oakridge UGB.</p>
<ul style="list-style-type: none"> Freight Rail Transportation 	<p>A summary of freight rail transportation services is provided in Chapter Two. Oakridge is not serviced by freight or passenger rail at this time.</p>
<p>Water Transportation</p>	<p>There are no navigable waterways in the planning area.</p>
<p>Pipeline Transportation</p>	<p>There are no pipelines in the planning area.</p>
<p>Environmental Constraints</p>	<p>A discussion of natural features including slope, soils, surface water drainage, and wetlands is included in Chapter Two. A discussion of cultural features including parks and open space, schools, and historical features is also included in Chapter Two.</p>
<ul style="list-style-type: none"> Existing Population and Employment 	<p>Existing and projected population and employment is included in Chapter Three of the TSP.</p>

Transportation Planning Rule Requirements/Recommendations	Oakridge Transportation System Plan
Determine Transportation Needs	
<ul style="list-style-type: none"> • Population and Employment Forecasts 	<p>Population and employment forecasts are included in Chapter Three. Oakridge was divided into 11 transportation analysis zones (TAZ). Housing and employment data were allocated by TAZ and projected to the year 2020. An EMME/2 model was developed to forecast future vehicle trips. The results of the model are included in Chapter Three and Appendix E.</p>
<ul style="list-style-type: none"> • Determine Transportation Capacity Needs 	<p>An analysis was conducted to project traffic volumes to the year 2020. The model was calibrated using existing traffic counts. The model projected future trip rates and origin and destination information. This information is included in Chapter Three and Appendix E.</p>
<ul style="list-style-type: none"> • Other Roadway Needs (safety, bridges, reconstruction, operation/maintenance) 	<p>Other roadway needs are described in the Chapter Three of the TSP.</p>
<ul style="list-style-type: none"> • Freight Transportation Needs 	<p>The proposed TSP will provide for adequate freight movement by highway.</p>
<ul style="list-style-type: none"> • Public Transportation Needs (special transportation needs, general public transit needs) 	<p>The proposed TSP identifies public transportation needs in Chapter Three.</p>
<ul style="list-style-type: none"> • Bikeway and Pedestrian Needs 	<p>Bikeway and pedestrian system needs are described in Chapter Three.</p>

Transportation Planning Rule Requirements/Recommendations	Oakridge Transportation System Plan
Develop and Evaluate Alternatives	
<ul style="list-style-type: none"> Evaluate and Develop Transportation Goals 	Goals were established as part of the TSP development contained in Chapter Four.
<ul style="list-style-type: none"> Establish Evaluation Criteria 	The established goals formed the basis for evaluating projects. These are presented in Chapter Four.
<ul style="list-style-type: none"> Develop and Evaluate Alternatives (no-build system, transportation system management, transportation demand management, transit feasibility, improvements to roadway system, land use alternatives, and combination alternatives). 	Chapter Three, Future Conditions and Transportation Needs generally identified the need for future projects. Project alternatives were developed and are presented as a final alternative (Chapter Four) and in the capital projects list (Chapter Five).
<ul style="list-style-type: none"> Select Recommended Alternative 	The preferred plan alternative is contained in Chapters Four and Five. The CAC reviewed and prioritized projects into high, medium, and long range priorities. Project lists were also reviewed by the public at open houses.
Produce a Transportation System Plan	
<ul style="list-style-type: none"> Transportation Goals, Objectives, and Policies 	Transportation goals and policies are contained Chapter Four.
<ul style="list-style-type: none"> Street Plan Element (functional classification and design standards, proposed facility improvements, access management plan, truck plan safety improvements) 	All of these elements are contained in Chapter Four of the TSP.
<ul style="list-style-type: none"> Public Transportation Element 	A transit plan including an outline of the Community Transit Plan and potential transit service alternatives are contained in Chapter Four.
<ul style="list-style-type: none"> Bikeway Element 	The bikeway plan is contained in Chapter Four.
<ul style="list-style-type: none"> Pedestrian System Element 	The pedestrian system plan is contained in Chapter Four.
<ul style="list-style-type: none"> Air, Rail, Water, and Pipeline 	These elements are addressed in the needs section in Chapter Three and plan goals and policies in Chapter Four.

Transportation Planning Rule Requirements/Recommendations	Oakridge Transportation System Plan
Plan Review and Coordination	
Consistent with ODOT, Lane County, and other applicable plans	Representatives from ODOT and Lane County attended most CAC meetings. In addition, the draft plan was reviewed by the Department of Land Conservation and Development.
Plan Adoption	
<ul style="list-style-type: none"> • Adoption Dates 	A joint public hearing of the Oakridge Planning Commission, Lane County Planning Commission, and Lane County Roads Advisory Committee was held on June 20, 2000 to recommend TSP adoption. The Oakridge City Council and Lane County Board of Commissioners will hold a joint public hearing on October 5, 2000. Adoption of the TSP will occur after the hearings.
Plan Implementation	
<ul style="list-style-type: none"> • Ordinances (facilities, services, and improvements; land use or subdivision regulations) 	Implementing Ordinances have been developed as part of the TSP (Chapter Five).
<ul style="list-style-type: none"> • Transportation Financing/Capital Improvements Program 	Capital projects are contained in Chapter Four and Five. Financing strategies are identified in Chapter Six of the TSP.