



TRANSPORTATION SYSTEM PLAN



August 2020

PREFACE

The development of this plan was guided by the Project Management Team (PMT) and Project Advisory Committee (PAC). Everyone devoted their time/effort, and their participation was instrumental in the development of the plan update.

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Appendix B: Technical Memorandum 7: Code Audit and Proposed Amendments

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Appendix B: Technical Memorandum 2: Goals and Policies

Appendix C: Technical Memorandum 3: Funding for Transportation System Improvements

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Section 1
Introduction

1. INTRODUCTION

The City of Oakridge Transportation System Plan (TSP) is a long-range plan that sets the vision for the City's transportation system, facilities, and services to meet state, regional, and local needs for the next 20 years. The purpose of the TSP update is to address growth in Oakridge as well as regulatory changes that have occurred since adoption of the City's previous TSP. The TSP was developed through community and stakeholder input and is based on the system's existing and projected future needs and anticipated available funding. The plan also serves as the Transportation Element of the City of Oakridge Comprehensive Plan. It includes planning level costs for the identified projects and a recommended funding plan. The TSP is intended to be flexible, allowing the City to modify Plan elements and priorities according to changing community needs and revenue sources over the next 20 years.

The previous City of Oakridge TSP was completed in late 2000 and adopted in 2001. Since that time there have been significant changes in state, regional, and local travel patterns and regulatory requirements that have resulted in the need to update the TSP. This TSP update provides a 21-year horizon (2040) for transportation planning.

TSP PROCESS

The TSP update process began with a review of local, regional, and statewide plans and policies that guide land use and transportation planning in the City. Goals and objectives were developed to guide the evaluation of existing and projected future transportation system conditions as well as the development of solutions to address identified needs. An inventory of the multimodal transportation system was conducted to serve as the basis for the existing and future conditions analyses. The existing and future conditions analyses focused on identifying gaps and deficiencies in the multimodal transportation system based on current and forecast future performance. For each gap and deficiency, solutions were evaluated to address the system needs.

This process led to the development of programs and projects that were then prioritized as high, medium, or low using the project evaluation criteria. This document is the culmination of the TSP update process. It presents the programs, policies, pilot projects, and projects identified to address the existing and future gaps and deficiencies in the City's transportation system.

TSP ORGANIZATION

The Oakridge TSP is composed of a main document with supporting technical appendices. The TSP is organized into chapters that address each individual mode of transportation available and its network in the overall Oakridge transportation system. Chapter 2 presents the goals and policies that guided the development of the updated TSP and that will provide a framework for future decision-making. Chapters 3 through 7 present the transportation system improvement projects identified by the project team to address needs in the City's transportation system. Chapter 8 presents the funding, implementation, and monitoring plan for the TSP update, including existing and potential future funding sources to finance the identified transportation system improvements.

The appendices contain the Technical Memoranda completed throughout the TSP update process, documents the inventory, analysis, and project list development efforts. Prospectus sheets provide details

for individual projects including a description, need, and cost estimate. The TSP is documented in two volumes. Volume I includes the Transportation System Plan and corresponding appendices. Volume II includes the technical memorandums that influenced the development of the TSP.

PLAN BACKGROUND

The Oregon Revised Statutes require that the TSP be based on the current Comprehensive Plan land uses and that it provides for a transportation system that accommodates the expected growth in population and employment that will result from implementation of the land use plan. Development of this TSP was guided by the ODOT Transportation System Plan Guidelines, Oregon Revised Statute (ORS) 197.712 and the Department of Land Conservation and Development (DLCDD) administrative rule known as the Transportation Planning Rule (TPR, OAR 660-012-0015).

Per the TPR, this TSP identifies multimodal transportation needs to serve users of all ages, abilities, and incomes. As such, solutions to address existing and future transportation needs for bicycling, walking, transit, motor vehicles, freight, and rail, as well as improved safety for all travelers are included. Further, one of the implementation steps of the TSP includes adoption of land division ordinance and zoning ordinance amendments needed to protect transportation facilities and provide active transportation facilities between residential, commercial, and employment/institutional areas. Finally, as required by the TPR, this TSP was developed in coordination with local, regional, and state transportation plans.

There are several local plans that have been adopted after the 2001 TSP, including the Oakridge Pedestrian Safety Study (2016), Lane County TSP (2017) and the Parks Master Plan (2008). For adopted plans that are not reflected in the previous TSP, policies, standards, and recommendations that have an impact on the transportation system were considered for consistency as part of this TSP update.

PUBLIC ENGAGEMENT

The project team engaged the community throughout the TSP update process. The public engagement included continuous web-based communications about upcoming committee meetings and open houses via the project website (<http://www.oakridgetsp.com/>). The project team met with the project advisory committee (PAC) four times throughout the TSP update process. Exhibit 1-1 shows one of the three public meetings held during the TSP process.

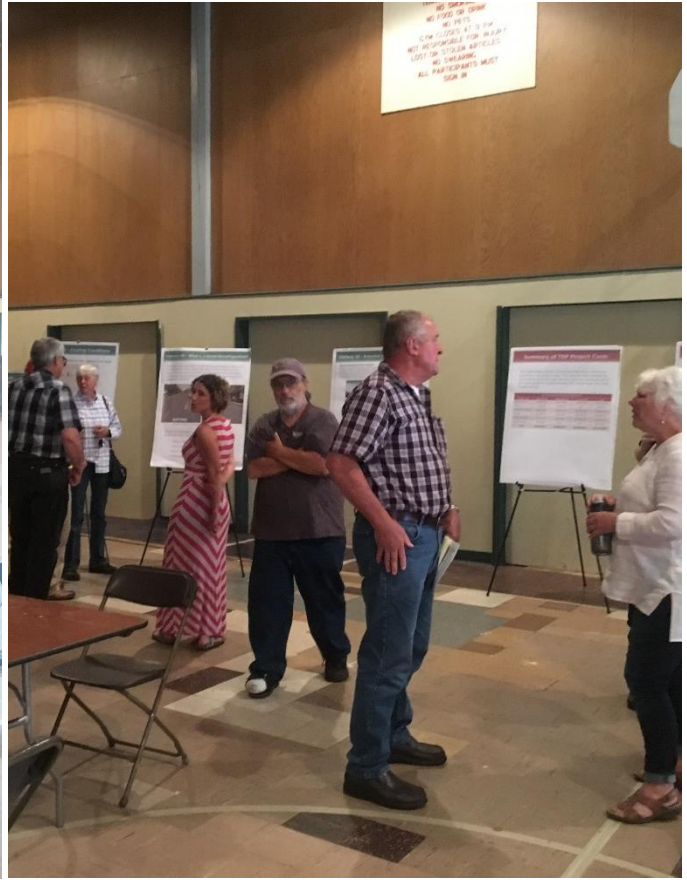


Exhibit 1-1. Example of Oakridge TSP Public Meetings

The planning process was guided by the PAC which was composed of key stakeholder agencies and other community representatives. These included the following organizations:

- ▶ Oakridge Police Department
- ▶ City of Oakridge Public Works
- ▶ Oakridge Planning Commission
- ▶ Oakridge Economic Development
- ▶ Oakridge Senior & Disability Services
- ▶ Oakridge School District
- ▶ Greater Oakridge Area Trail Stewards
- ▶ Oakridge Chamber of Commerce
- ▶ Oakridge Parks and Community Services
- ▶ Lane County Public Works
- ▶ Travel Lane County
- ▶ Oregon Department of Transportation – Rail and Public Transit Division
- ▶ Oregon Department of Transportation – Region 2 Active Transportation

The project team hosted three open houses. Following each open house was an open comment period that offered the community the opportunity to provide input on project materials and share their concerns related to the transportation system in written form.

The goal of the public involvement process was to develop a TSP update that addressed the gaps and deficiencies in the transportation system while meeting the needs of the community.

Exhibit 1-2 summarizes the Plan development process and schedule, illustrating the meetings where key input was provided throughout the technical development process. The TSP project was on-hold between November 2019 and June 2020 due additional coordination between the City and ODOT regarding Highway 58 and adoption hearing delays due to the COVID-19 pandemic. Adoption hearings began in June 2019.

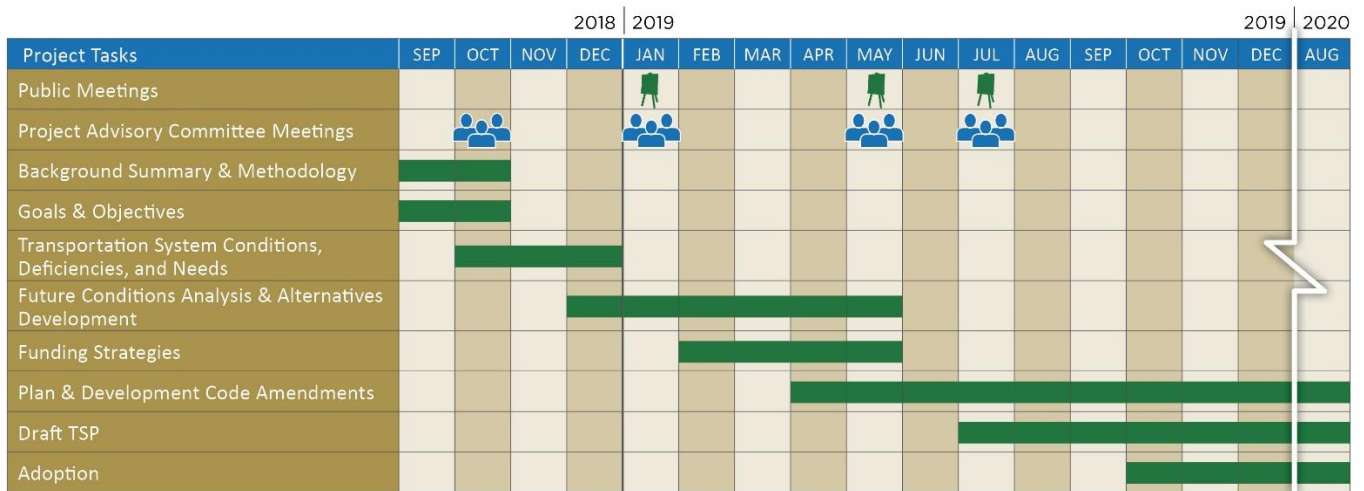


Exhibit 1-2 Plan Development Schedule

PLAN STUDY AREA

The TSP addresses the long-term transportation needs within the Oakridge Urban Growth Boundary (UGB). The study area along with key activity centers is shown in Figure 1-1.

Figure 1-1. Study Area



Section 2

Goals & Policies

2. GOALS AND POLICIES

The overall guiding principle of the plan is to provide and encourage a safe, convenient, and economical multi-modal transportation system. The following goals and policies provide guidance on how the City will achieve the desired system. The goals and policies reflect up-to-date City aspirations, support the community's land use and growth vision, and were informed through input from the City, ODOT, and advisory committee members to support the land use and growth vision for the City of Oakridge.

GOAL 1 – ECONOMIC DEVELOPMENT

Plan a transportation system that supports existing industry and encourages economic development in the City.

POLICIES

- a. Ensure adequate access to services on OR 58.
- b. Provide for efficient freight mobility on OR 58 while balancing the access and mobility for residents and visitors.
- c. 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.
- d. Support improvements to the airport and preservation of adjacent land for air-compatibility uses to promote increased use of the airport for air freight and passenger services.
- e. Improve city gateways, entrances, OR 58, and other key roadways and multimodal facilities with aesthetic improvements that also provide utilitarian value, such as street trees, landscaping, and lighting.
- f. Support strategies and actions that strive to improve the region's air quality such as prioritizing improvements to the multi-modal transportation system.
- g. Encourage tourism by promoting and upgrading bicycle and pedestrian recreational routes, services, amenities, and wayfinding.
- h. Support recreational use of national forest lands by improving connections between the City and forest lands.

GOAL 2 – TRANSPORTATION SYSTEM CHARACTERISTICS

Provide a transportation system that balances transportation services for the safety, convenience, efficiency, and livability of all users.

POLICIES

- a. 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.
- b. Support completion of street connections that create a grid-style layout to provide system redundancy and require new streets to be connected to the existing street system.
- c. Apply access management standards, balancing the need for mobility with the need for direct and convenient access to major activity centers.
- d. Use the street system and its infrastructure, where appropriate, to convey and treat stormwater runoff.
- e. Support improvements to the roadways giving priority to projects that improve safety and connectivity, alleviate traffic congestion and are financially feasible.
- f. Identify improvements to complete a bikeway system for circulation within Oakridge and connections to routes and paths outside Oakridge.
- g. Maintain and improve a pedestrian walkway system for circulation within Oakridge and connections to paths outside Oakridge.
- h. Support improvement of OR 58 in Oakridge with facilities for bicyclists and pedestrians.
- i. Consider the potential to establish or maintain bikeways or walkways prior to vacating any public easement or right-of-way.
- j. Require bicycle parking facilities as part of new multi-family residential developments of four or more units; new retail, office, and institutional developments; and all transit transfer stations and Park-and-Ride lots.
- k. 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.
- i. Provide transportation mode choices to all users of the transportation system.
- j. Consider impacts to low income or minority populations when assessing the impacts of transportation infrastructure projects.
- k. Reduce reliance on the state highway system for making local trips.

- l. Provide a network of arterials, collectors, and local streets that are interconnected, appropriately spaced, and reasonably direct in accordance with City and State design and connectivity standards.
- m. Preserve and maintain the existing transportation system in a state of good repair.
- n. Work with the City of Oakridge, Lane County, and the Oregon Department of Transportation to develop, operate, and maintain intelligent transportation systems and technological solutions that reduce travel delay and improve system efficiency and reliability.

GOAL 3 – MOBILITY FOR ALL

Provide a transportation system with facilities and services that meet mobility needs of all potential users.

POLICIES

- a. Support the provision of public transportation facilities, services, and programs within the community and the Eugene-Springfield area, and support efforts to provide inter-city bus and passenger rail service to the community.
- b. Promote alternative modes, transit and dial-a-ride service, and rideshare/carpool programs through community awareness and education.
- c. Support the development of regional public transit, including identifying park-and-ride opportunities.
- d. Promote an interconnected network of bicycle, pedestrian, and transit facilities throughout the City.
- e. Develop a Safe Routes to School (SRTS) plan to prioritize improvements to encourage walking and biking to schools.
- f. Consider bicycle and pedestrian facility needs during construction of new roads and during upgrades of existing roads.
- g. Promote a transportation system that includes pedestrian and bicycle connections to recreational and tourist destinations throughout the City.
- h. Support widening shoulders for bicycle travel as part of roadway preservation and improvement projects or as separate stand-alone projects.
- i. Provide safe, convenient and direct pedestrian and bicycle facilities and routes to promote health and the physical and social well-being of City of Oakridge residents, to reduce vehicular traffic congestion, to provide transportation and recreational alternatives, and to support multi-modal access to health-supportive goods and services.
- j. Plan for a multi-modal system that limits users' exposure to pollution and that enhances air quality.

- k. Adopt a standard for mobility to help maintain a minimum level of freight and/or motor vehicle travel efficiency and by which land use amendments and development proposals can be evaluated.
- l. Apply State, County, and/or City mobility standards to facilities under their respective jurisdiction.
- m. Provide connections for all modes that meet applicable City and Americans with Disabilities Act (ADA) standards.
- n. Provide a transportation system that provides equitable multimodal access for underserved and vulnerable populations to schools, parks, employers, health and social services, and other essential destinations, including those that require trips to Eugene or other areas.
- o. Expand public transportation opportunities to support both commuting and tourism needs.

GOAL 4 – TRANSPORTATION AND LAND USE PLANNING

Integrate transportation and land use planning to maximize the benefits of transportation.

POLICIES

- a. Require adequate vehicle and bicycle parking for new development. Allow on-street parking or other nearby sites to be used to satisfy parking requirements.
- b. Coordinate with Lane County regarding needed transportation improvements on County roadways within the City, as well as improvements needed to serve uses outside the UGB on land that is designated for development by the Lane County Rural Comprehensive Plan, or that may be brought into the UGB in the future.
- c. Develop a land use plan that supports transportation goals and policies for OR 58. Coordinate with the Oregon Department of Transportation to implement system management and operations strategies on Highway 58.
- d. 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.
- e. 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.
- f. Consider emerging technology and plan for a flexible system that can adapt to changing transportation needs.
- g. Identify the 20-year roadway system needs to accommodate developing or undeveloped areas.

GOAL 5 – PLAN IMPLEMENTATION

Develop the community's transportation system through implementation of the transportation system plan.

POLICIES

- a. Comply with federal, state, and local policies and regulations related to transportation and land use.
- b. Establish a coordinated approach to the development, operation, and maintenance of jointly managed transportation facilities. Coordinate with Lane County and Westfir to establish a coordinated approach.
- c. 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.
- d. Identify and maintain stable and diverse revenue sources.
- e. Leverage federal and state highway funding programs.
- f. Identify areas where refinement plans or interim measures would increase the life of a facility or delay the need for improvements.

GOAL 6 – SAFETY

Provide a transportation system that promotes the safety of current and future travel modes for all users.

POLICIES

- a. Develop a multi-modal transportation system that incorporates safety and operational improvements for bicyclists and pedestrians.
- b. Ensure that roadways are designed, constructed, and maintained to an appropriate standard for their expected use, vehicle speeds, and vehicle traffic.
- c. Identify safe rail crossing locations for multi-modal users.
- d. Promote safety improvements for pedestrian and bicycle facilities at and near school zones.
- e. Reduce incidence and severity of crashes.
- f. Provide a transportation system that allows for adequate emergency vehicle access to all land uses.
- g. Promote railway and highway safety at and near railway intersections.
- h. Evaluate opportunities for Intelligent Transportation Systems (ITS) to address traffic safety by providing real-time information to drivers and to enhance transportation efficiency for all modes.



Section 3
**Roadway &
Intersection Plan**

3. ROADWAY PLAN

The Roadway Plan provides guidance on how to facilitate vehicular traffic over the next 20 years and includes projects, programs, and policies anticipated to support operations and circulation needs through the year 2040. Projects in the Roadway Plan were identified based on a review of the previous 2001 TSP, existing and future conditions analysis, and input from the advisory committee members and public.

ROADWAY AND INTERSECTION SYSTEM NEEDS

The future conditions analysis conducted as part of the TSP update showed that the Oakridge roadway system is expected to continue to operate within acceptable operational targets, based on capacity and delay, over the next 20 years.

Several roadway needs were identified, including:

- ▶ The current functional classification system lacks connected and continuous east-west arterials.
- ▶ The transition of OR 58 from a four-lane to a two-lane section on the east end of town results in potential conflicts for eastbound vehicles attempting to complete passing movements in the left-lane and those waiting to turn left into the Industrial Park.
- ▶ Vehicle travel speeds on OR 58 within the city limits exceed the posted speed limit by 4 to 6 mph. Residents share concern that drivers treat the four-lane cross-section on OR 58 as a passing lane within the city limits.
- ▶ Many of the local roadways currently have poor pavement condition. However, the City lacks current Pavement Condition Index (PCI) scores and funds to prioritize these roads for improvement.

ROADWAY FUNCTIONAL CLASSIFICATION AND CROSS-SECTION GUIDELINES

A street's functional classification defines its role in the transportation system and reflects desired operational and design characteristics such as right-of-way requirements, pavement widths, pedestrian and bicycle features, and driveway (access) spacing standards. The roadway functional classification map for Oakridge is shown in Figure 3-1. The functional classification plan includes the following designations:

Arterials

Arterials are roadways that are designed to facilitate traffic entering and leaving the urban area. The main function of arterials is to efficiently move traffic, although they may also provide access to adjacent land uses. Arterials typically focus on longer distance trips, with the goal of moving high volumes of through traffic as safely and efficiently as possible.

Collectors

Collectors facilitate movement and provide some degree of access to adjacent properties, while maintaining circulation and mobility for all users. Collectors can be two or three-lane facilities and are used to connect the various roadways, although they are designed to carry lower traffic volumes at lower speeds than arterials.

Local Streets

The goal of local streets is to provide access to adjacent land uses. These streets offer the lowest level of mobility and consequently tend to be short, low-speed facilities.

Shared Streets

Shared streets are low-speed, low-volume roadways that may be shared by pedestrians, cyclists, and vehicles. These streets typically only provide access to end of trip destinations.

Figure 3-1. Functional Classification Map

ROADWAY CROSS-SECTION GUIDELINES

When roads are constructed or reconstructed in Oakridge, the roadway cross section will be built to the standards identified in the TSP and adopted by the City. Table 3-1, along with Figures 3-2 through 3-14, propose the minimum right-of-way width, pavement width, and multimodal accommodations based on functional classification. Where it can be demonstrated that topographic conditions or existing development preclude building to the standard, the Public Works Director may allow a modified cross section for some constrained roadways. Additionally, ODOT maintains its own cross section standard; OR 58 will be built and maintained consistent with state standards.

Table 3-1. Proposed Typical Street Cross Section Standards

Street Functional Classification		Right-of-way	Pave-ment Width	Sidewalk Width	Bike Lane Width	Parking	Land-scape Strip	Applicable Roads
Minor Arterial	Option A	60ft	48ft	6ft	6ft	7ft	None	All, unless noted under Option B or C
	Option B	60ft	22ft	8ft path	None	None	5ft	Westoak Road, Crestview Street
	Option C	60ft	41ft	6ft	6ft	7ft one side	None	1 st Street, between Crestview Street and Hazel Street
Collector	Option A	60ft	46ft	6ft	6ft	7ft	None	All with parking, unless noted below in Option B
	Option B	60ft	39ft	6ft	6ft	7ft one side	None	Hills Street, Beech Street, W 2 nd Street (Portal Drive to Rose Street)
	Option C	60ft	32ft	6ft	6ft	None	None	All without parking, unless noted below in Options D or E
	Option D	60ft	32ft	6ft one side	6 ft	None	None	W 2 nd Street (between Teller Road and Commercial Street)
	Option E	60ft	20ft	8ft path	None	None	5ft	Fish Hatchery Road; Industrial Park Way; E 1 st Street east of city boundary; High Prairie Road
	Option F	60ft	34ft	6ft one side, 8ft path one side	None	7ft	None	W 1 st Street (Crestview St to Poplar St)
Local	Option A	60ft	34ft	6ft	None	7ft	None	All with parking
	Option B	60ft	20ft	6ft	None	None	None	All without parking, unless noted in Options C or D
	Option C	60ft	32ft	6ft	6ft	None	None	Garden Road (first 400 ft south of School Street); Rainbow Street (first 300 ft south of OR58)

Table 3-1. Proposed Typical Street Cross Section Standards

Street Functional Classification		Right-of-way	Pave-ment Width	Sidewalk Width	Bike Lane Width	Parking	Land-scape Strip	Applicable Roads
	Option D	60ft	20ft	8ft path	None	None	5ft	Garden Road, Fairyglen Drive, Rainbow Street, Union Street
Shared Street	-	60ft	20ft	None	None	None	None	All

Minor Arterial Cross Section - Option A

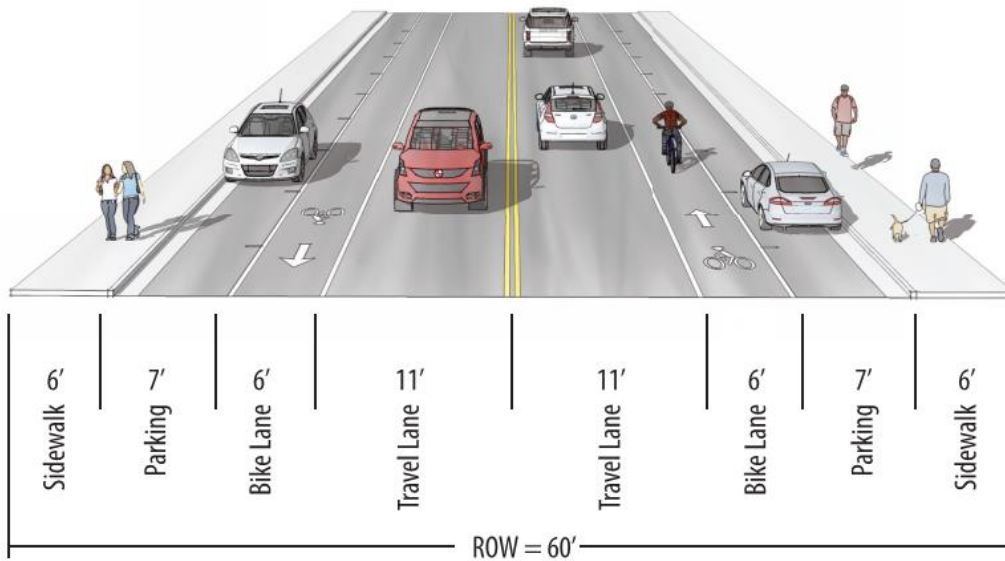
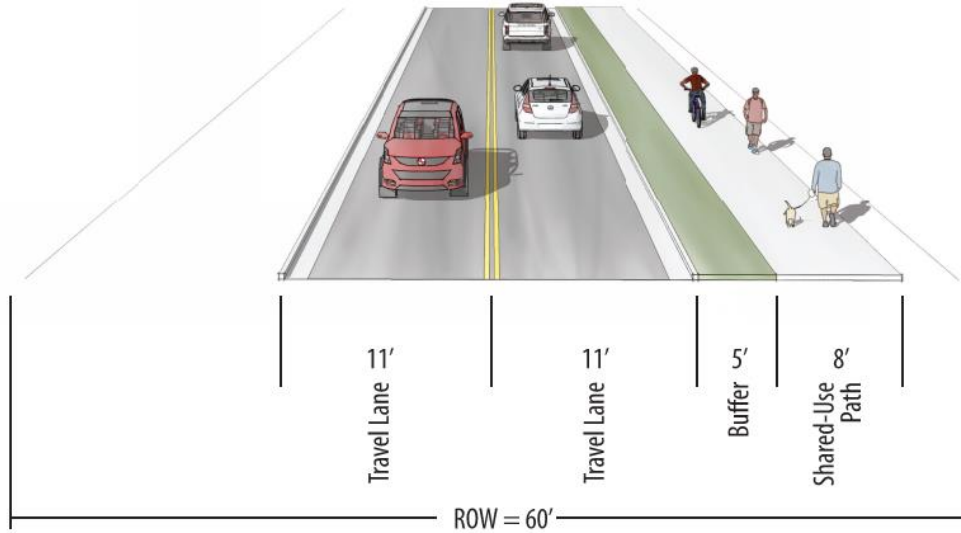


Figure 3-2. Minor Arterial Cross Section Option A

Minor Arterial Cross Section - Option B



Note: Landscape buffer may be eliminated on the Crestview Street bridge to fit within existing structure.

Figure 3-3. Minor Arterial Cross Section Option B

Typical Minor Arterial Cross Section - Option C

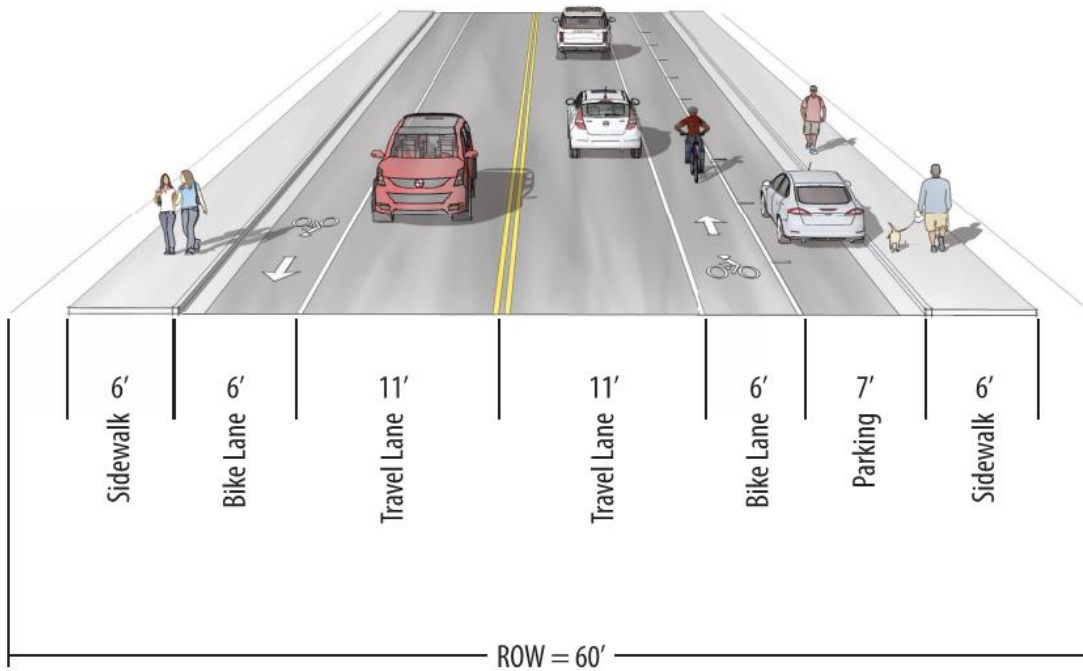


Figure 3-4. Minor Arterial Cross Section Option C

Typical Collector Cross Section - Option A

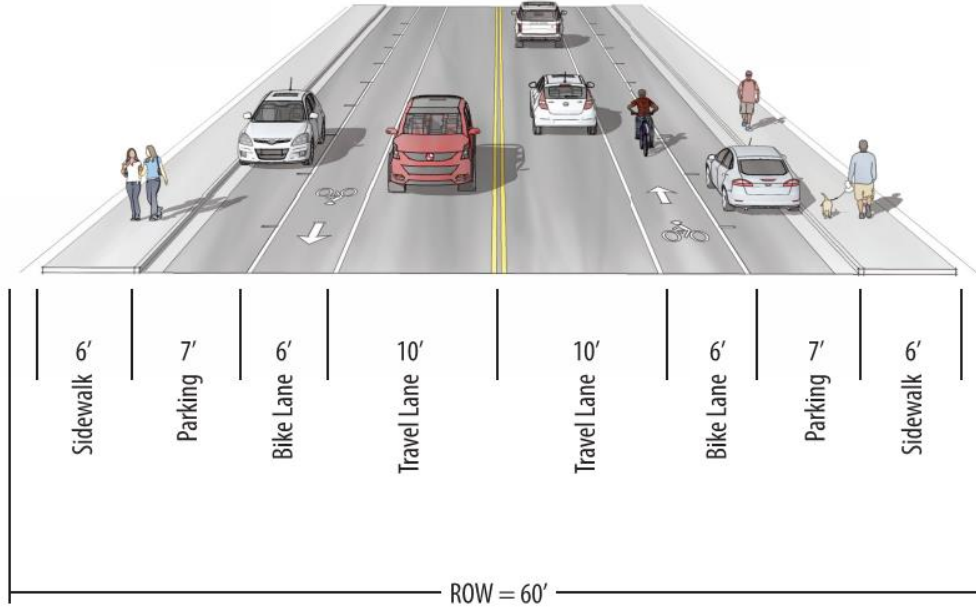


Figure 3-5. Collector Cross Section Option A

Typical Collector Cross Section - Option B

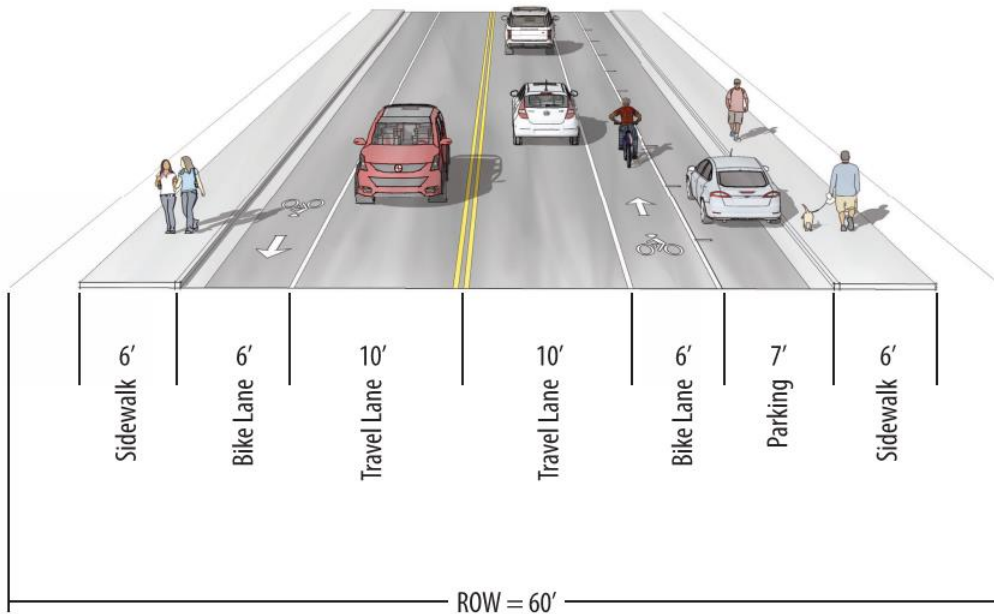


Figure 3-6. Collector Cross Section Option B

Typical Collector Cross Section - Option C

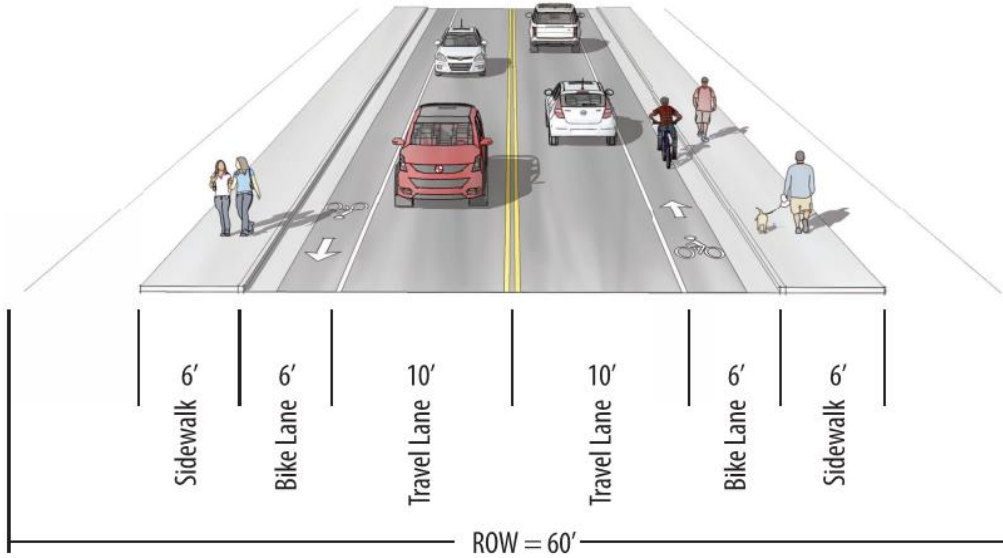


Figure 3-7. Collector Cross Section Option C

Typical Collector Cross Section - Option D

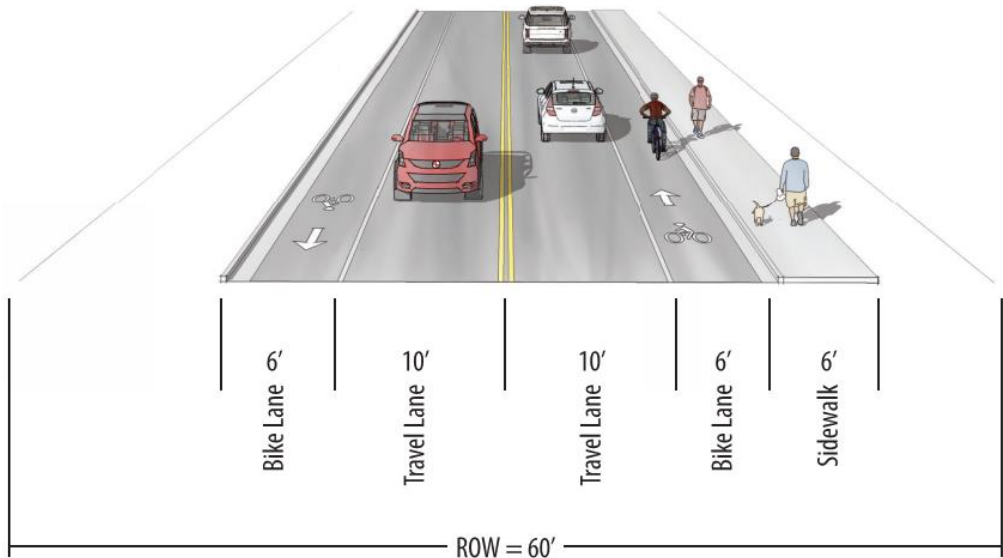


Figure 3-8. Collector Cross Section Option D

Typical Collector Cross Section - Option E

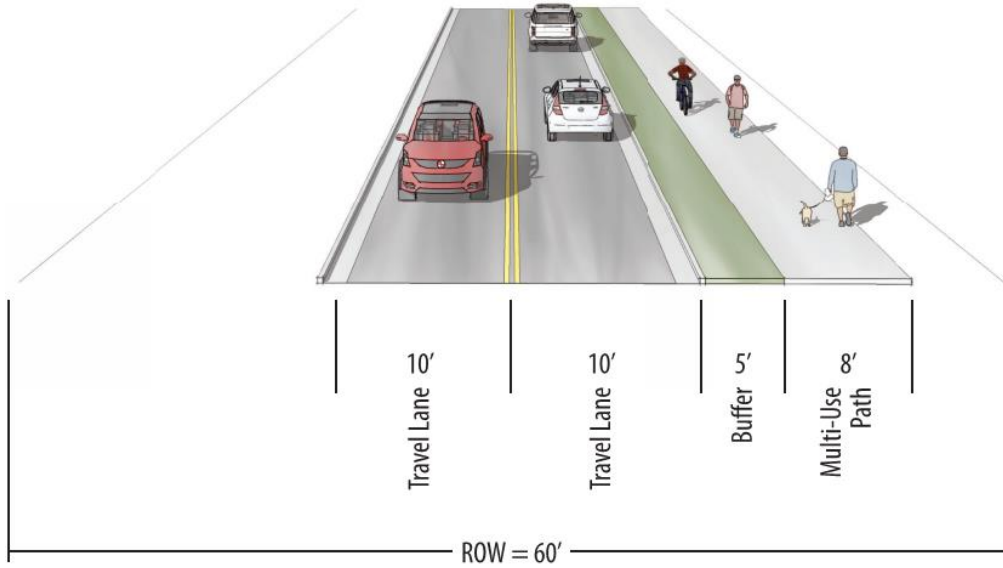


Figure 3-9. Collector Cross Section Option E

Typical Collector Section - Option F

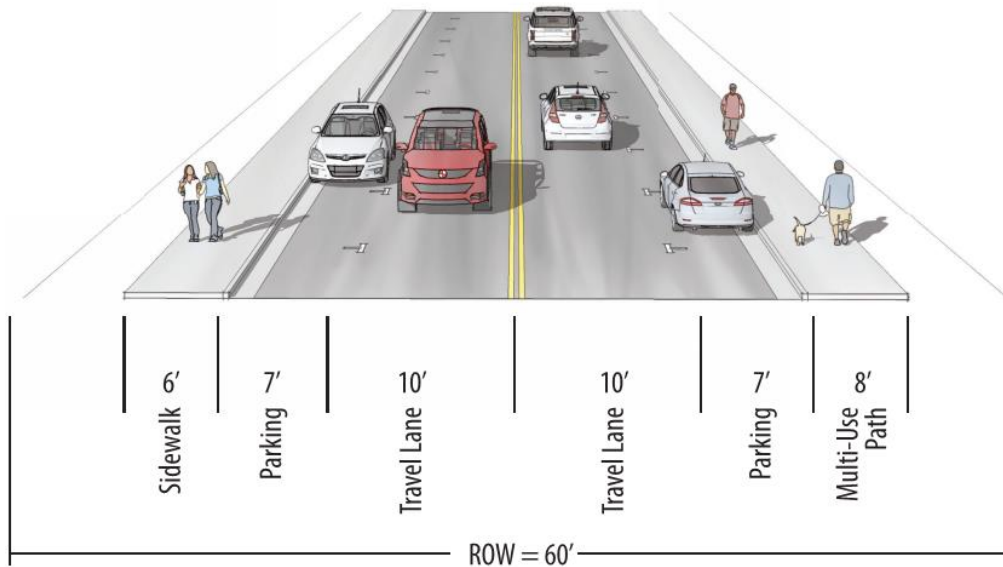


Figure 3-10. Collector Cross Section Option F

Typical Local Section - Option A

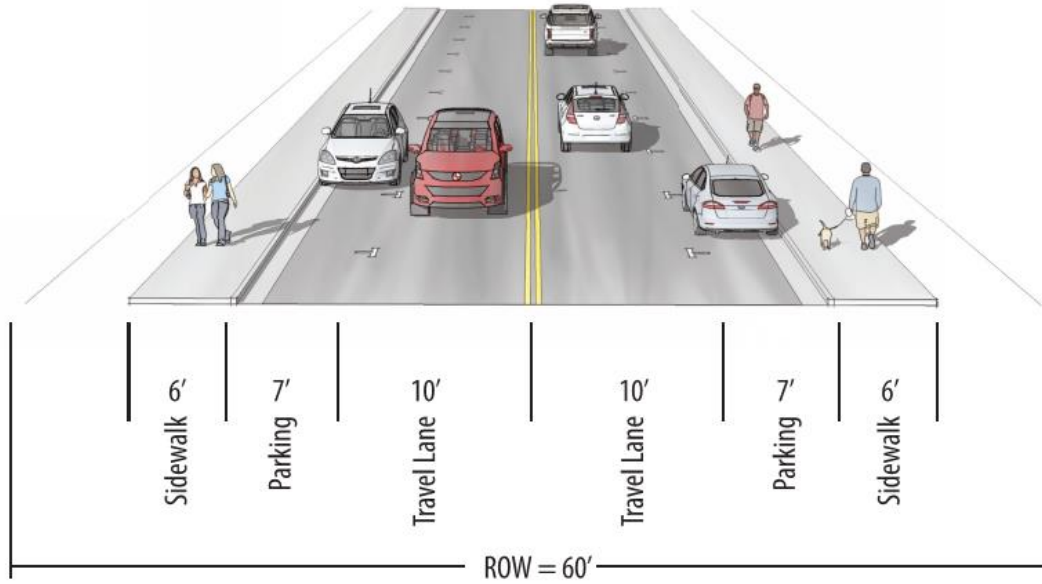


Figure 3-11. Local Cross Section Option A

Typical Local Section - Option B

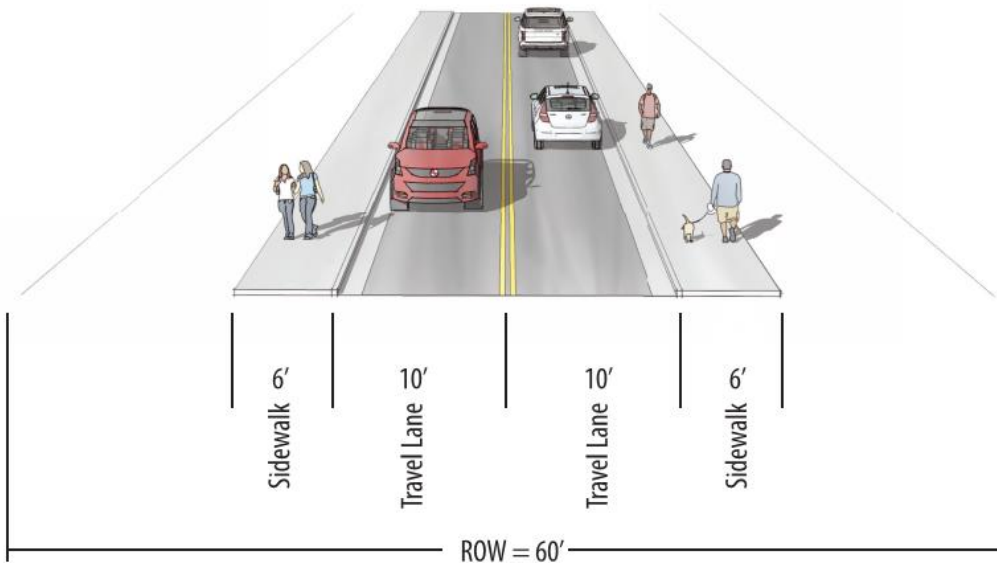


Figure 3-12. Local Cross Section Option B

Typical Local Section - Option C

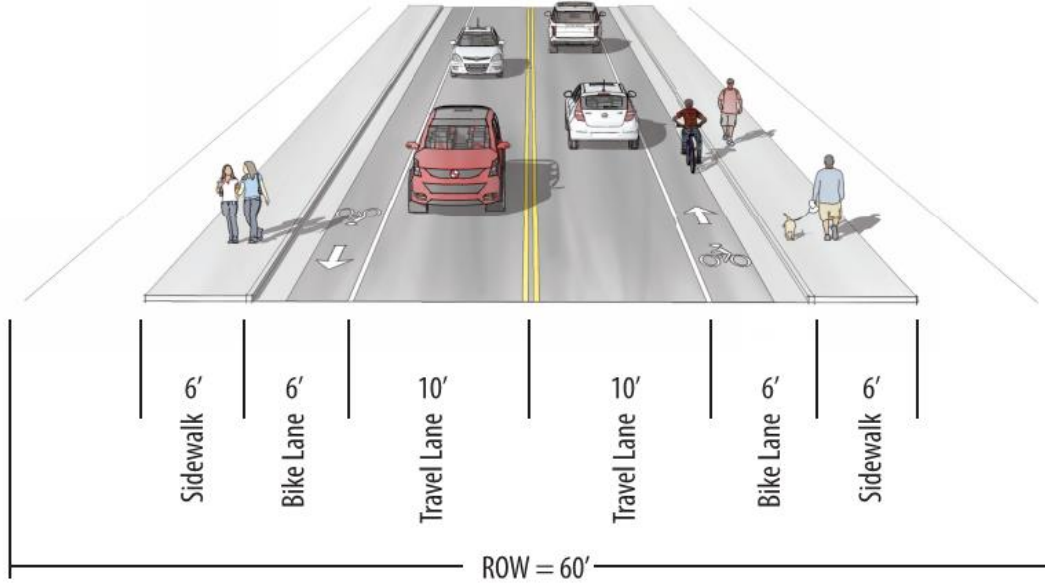


Figure 3-13. Local Cross Section Option C

Typical Local Section - Option D

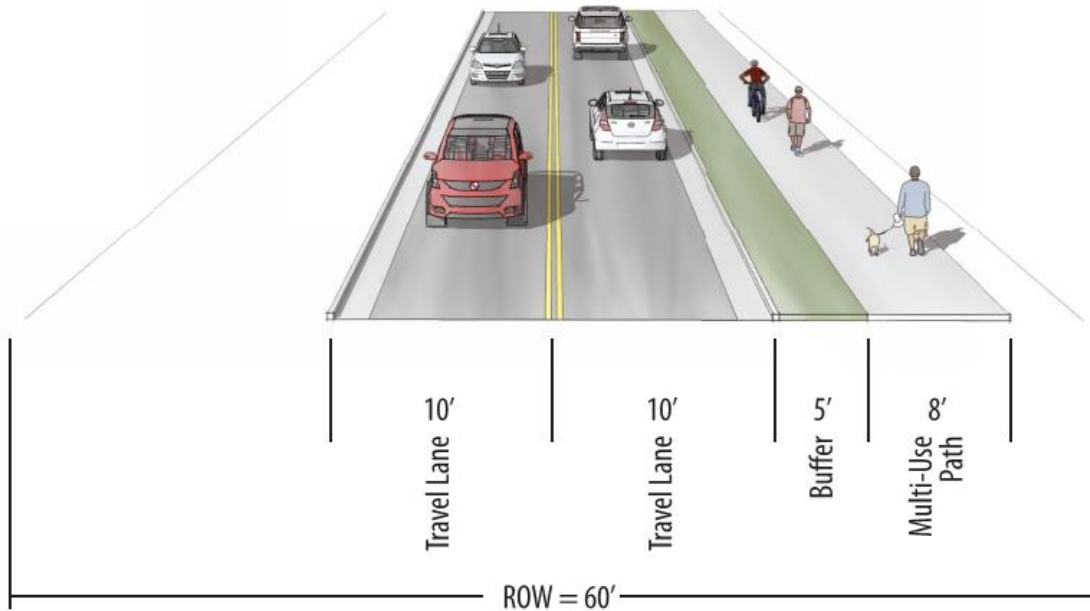


Figure 3-14. Local Cross Section Option D

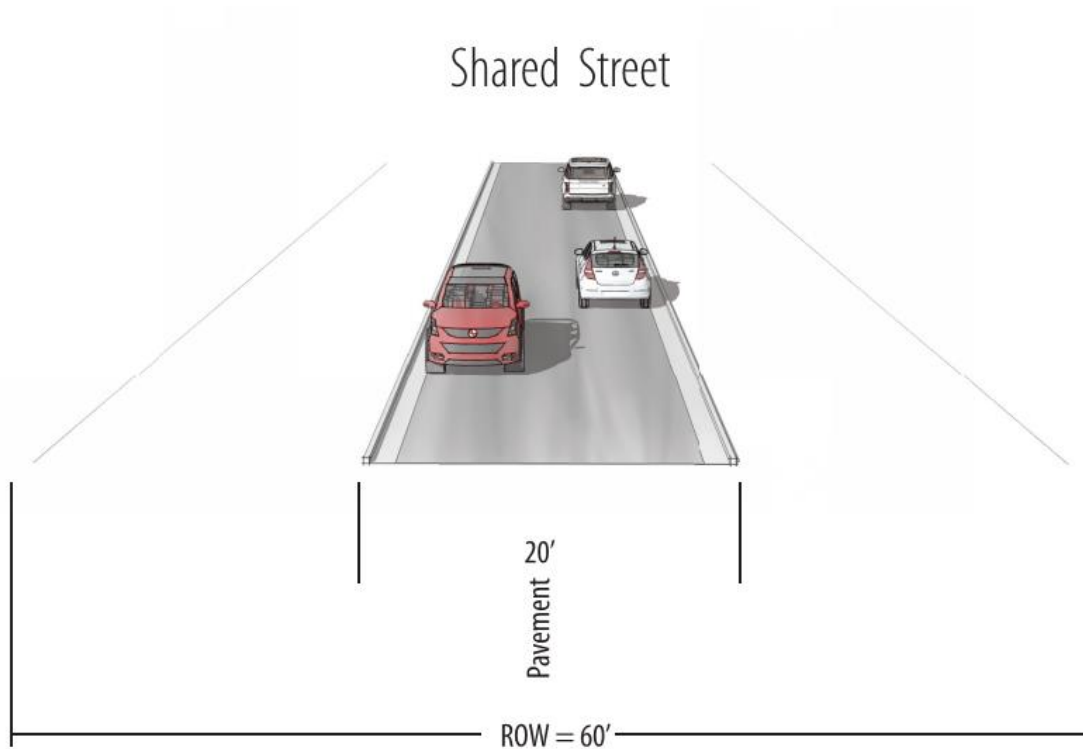


Figure 3-15. Shared Street Cross Section

ACCESS MANAGEMENT

Providing and managing adequate access to streets, land uses, and key destinations is a critical part of operating and planning for an effective transportation system for all users. ODOT, Lane County, and the City maintain access and spacing standards to help balance the needs for both “through travelers” (including freight and public transportation) with the needs of area residents, employees, and visitors. Access spacing is the minimum distance between conflict points such as intersections or driveways. The following subsections identify current standards for streets within Oakridge.

Access management strategies and implementation require careful consideration to balance access and mobility in a safe and efficient manner. In general, access management is generally more stringent on higher classified roads where mobility is the highest priority. Figure 3-15 illustrates the relationship between access and mobility relative to the street classifications in Oakridge.

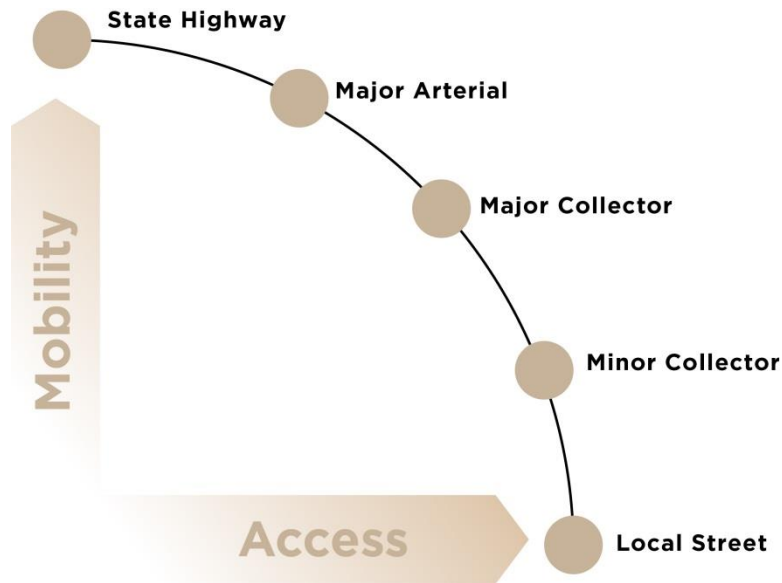


Figure 3-16. Relationship between Access, Mobility, and Functional Classification

State Facility

ODOT specifies access management spacing standards in the Oregon Highway Plan (OHP) and OAR 734-051-4020(8). The applicable access management spacing standards for OR 58 within the Oakridge City limits are summarized in Table 3-2. These standards are based on the 2017 Annual Average Daily Traffic volume (AADT), posted speed limit, and functional classification. The AADT on OR 58 in the Oakridge city limits exceeds 5,000 vehicles per day.

Table 3-2. ODOT Access Management Spacing Standards

Posted Speed	Access Spacing
35 mph	500 ft
45 mph	800 ft
55 mph	1,320 ft

Source: Oregon Highway Plan, Appendix C

County and City Facilities

The City of Oakridge's access management spacing standards are summarized in Table 3-3 and vary based on functional classification. In cases where physical constraints or characteristics limit the ability to achieve the access spacing standards, the City of Oakridge retains the right to grant an access spacing variance. Within the UGB, Lane County applies the City's access management standards to County roads.

Table 3-3. City Access Spacing Standards

Functional Classification	Access Spacing
Arterial	150 ft
Major Collector	75 ft
Minor Collector	50 ft
Local	25 ft

ROADWAY PLAN

The existing and future conditions analyses and public feedback revealed needs for improved connectivity within Oakridge, improved access to and from the highway system, and enhancements to key locations. Table 3-4 includes a summary of the proposed roadway systems solutions. Further discussion of two key roadway projects and the freight plan is provided after the table and map. Figure 3-17 shows the locations of the intersection and roadway improvements. Table 3-5 provides an overview of the total city contribution cost associated with the roadway projects by priority.

Table 3-4. Roadway Plan Elements

Proj. ID	Project Name	Project Description	Location	Cost Estimate ¹	Expected City Contribution	Funding Partners
High Priority Projects						
R-1	E 1st Street Uptown Corridor Refinement	Reconfigure E 1 st Street to include bike lanes on both sides and convert the existing angled parking to parallel parking on south side. Add bike lanes on E 1 st Street west of Hazel Street and restrict parking to one side of the road. Add bulb-outs on E 1 st Street. (See discussion in the next section for more details and concept image.)	E 1 st Street from Crestview Street to City limits	\$1,030,000	\$1,030,000	None
R-5	OR 58 Illumination	Provide illumination along OR 58.	OR 58 from Hills Street to Hyland Lane	\$80,000	\$10,000	ODOT
R-6	<i>Project Removed from TSP</i>					
PV-1 ²	City street paving program	Develop a Citywide program to assess and maintain City streets of all classification	Citywide	\$20,000	\$20,000	None
PV-2 ²	Industrial Park Way	Pave Industrial Park Way from Mill Pond to Fish Hatchery Road.	Industrial Park Way from Mill Pond to Fish Hatchery Road	\$240,000	\$240,000	None
PV-4 ²	Berry Street	Repave Berry Street from Rainbow Street to Rock Road	Berry Street from Rainbow Street to Rock Road	\$110,000	\$110,000	None
PV-5 ²	Jasper Drive	Repave Jasper Drive from Hills Street to the east	Jasper Drive from Hills Street to the eastern terminus	\$220,000	\$220,000	None
High Priority City Contribution Cost Total					\$1,630,000	
Medium Priority Projects						
R-2	Greenwaters Park Illumination	Illuminate the intersection of OR	Greenwaters Park	\$120,000	\$120,000	None

Table 3-4. Roadway Plan Elements

Proj. ID	Project Name	Project Description	Location	Cost Estimate ¹	Expected City Contribution	Funding Partners
		58/Greenwaters Park and provide illumination along the road leading to the parking lot. Project development will determine lighting types, which may vary from luminaires at the highway to bollards in the parking lot.				
R-4	Crestview Street Cross section and Multimodal Improvements	Improve the Crestview Street cross section to accommodate multiuse path on the east side by reducing travel lane widths. Includes repaving Crestview Street and construction of multiuse path from OR 58 to E 1 st Street.	Crestview Street from OR 58 to E 1 st Street	\$490,000	\$290,000	None
PV-12 ³	Jones Road	Repave Jones Road from OR 58 to Elgin Avenue	Jones Road from OR 58 to Elgin Avenue	\$80,000	\$80,000	None
PV-14 ²	Beech Street	Repave Beech Street north of E 1 st Street	Beech Street north of E 1 st Street	\$40,000	\$40,000	None
PV-15 ²	Cherry Street	Repave Cherry Street north of E 1 st Street	Cherry Street north of E 1 st Street	\$40,000	\$40,000	None
PV-16 ²	Douglas Street	Repave full extents of Douglas Street	Douglas Street	\$40,000	\$40,000	None
PV-17 ²	Elm Street	Repave Elm Street north of E 1 st Street	Elm Street north of E 1 st Street	\$40,000	\$40,000	None
Medium Priority City Contribution Cost Total					\$650,000	
Low Priority Projects						
FR-1	Designated Local Freight Route	Provide a designated local freight route on Fish Hatchery Road, E 1 st Street, and Crestview Street. This includes signage and pavement rehabilitation to accommodate truck loads.	Fish Hatchery Road, E 1 st Street, Crestview Street	\$1,350,000	\$680,000	County
FR-2	Weigh Station Feasibility Study	Conduct a feasibility study to identify the need for, location of, and viability of a weigh station for heavy vehicles on the east side of Oakridge using Oakridge's existing (inactive) weigh station.	Determined by study	\$50,000	\$50,000	None

Table 3-4. Roadway Plan Elements

Proj. ID	Project Name	Project Description	Location	Cost Estimate ¹	Expected City Contribution	Funding Partners
	Truck Parking Feasibility Study	Conduct a feasibility study to identify the need and viability of constructing a truck parking area or commercial truck stop for heavy vehicles within Oakridge. This should include a review of existing parking areas in use.	Determined by study	\$50,000	\$50,000	None
R-3	<i>Project Removed from TSP</i>					
PV-3 ²	Osprey Park parking lot	Pave both the River Road and Perkins Street parking areas to access Osprey Park.	Osprey Park (both River Road and Perkins Street parking areas)	\$110,000	\$110,000	None
PV-6 ²	Paddock Lane	Pave Paddock Lane from W 2 nd Street to Union Street	Paddock Lane from W 2 nd Street to Union Street	\$110,000	\$110,000	None
PV-7 ²	Beaver Lane/Beaver Street	Repave the extents of Beaver Lane/Beaver Street	The extents of Beaver Lane/Beaver Street	\$70,000	\$70,000	None
PV-8 ²	Hansen Street	Repave Hansen Street from River Road to Klohn Road	Hansen Street from River Road to Klohn Road	\$90,000	\$90,000	None
PV-9 ²	Cline Street	Repave Cline Street from Garden Road to the western terminus.	Cline Street from the western terminus to Garden Road	\$90,000	\$90,000	None
PV-10 ²	Portal Drive	Repave Portal Drive north of W 2 nd Street	Portal Drive from W 2 nd Street to 200ft north of W 2 nd Street	\$40,000	\$40,000	None
PV-11 ²	Riverview Street	Repave Riverview Street from Klohn Road to Garden Road	Riverview Street from Klohn Road to Garden Road	\$100,000	\$100,000	None
PV-13 ²	Elgin Avenue	Repave Elgin Avenue from Rock Road to the east	Elgin Avenue from Rock Road to the east	\$70,000	\$70,000	None
Low Priority City Contribution Cost Total					\$1,460,000	

¹Planning level cost estimates do not include right-of-way.

²Paving projects based on input from community and field observations because the City does not have a current Pavement Condition Index (PCI).

Note: Several of the proposed projects are paving projects. These paving projects are based on input from the community and observations because the City does not have a current Pavement Condition Index (PCI) analysis to document and prioritize the roads.

Table 3-5. Roadway Plan City Cost Summary

High Priority	Medium Priority	Low Priority	Total
\$1,630,000	\$650,000	\$1,460,000	\$3,740,000

Figure 3-17. Roadway Plan

ROADWAY PROJECT DESCRIPTIONS

The Roadway Plan presented in Table 3-4 and Figure 3-17 includes corridor upgrades, road closures, and illumination projects. These projects are included to improve the overall road system for all users. No operational or capacity issues are expected in the system within the planning horizon. Therefore, projects in the Plan address multimodal, connectivity, and/or safety needs. Two key roadway corridor projects are further described in this section. All projects are described in the *Prospectus Sheets in Appendix A*.

E 1st Street Corridor Plan

The E 1st Street corridor project includes reconfiguration of the existing pavement width to provide bicycle lanes, as required by the Minor Arterial roadway cross section (Table 3-1). In the Uptown area, this will be accomplished by reconfiguring the angled parking to parallel parking on the south side of the road and narrowing existing travel lane widths. There are sidewalks on E 1st Street that exceed the typical cross section sidewalk width of 6 feet for a minor arterial. In locations where the sidewalk is wider than 6 feet the width should be maintained. Additionally, parallel parking spaces should be striped between Hazel Street and Pine Street on both sides of the roadway.

Outside of the Uptown area, between Hazel Street and Crestview Street and east of Beech Street, the existing pavement width narrows to approximately 42 feet. The existing cross section includes unmarked, parallel parking on both sides of the road. To accommodate bicycle lanes in both directions, as shown in the typical cross section for arterials, parking will need to be restricted on one side of the road.

In addition to striping updates, the City may consider constructing curb extensions or “bulb-outs” on the corners of the intersections in the Uptown area. Bulb-outs extend the sidewalk into the parking lane to narrow the crossing distance for pedestrians, thus improving the visibility of pedestrians at intersections. Curb extensions also act as a traffic calming measure and reduce the turning movement speeds at intersections. This feature should be considered as part of the design and implementation of a 1st Street corridor plan; bulb-outs may only be feasible on one side of the road, where parallel parking is maintained. Figure 3-18 shows a layout of what is included in the 1st Street Corridor Refinement including bike lanes, parallel parking on the southside of 1st Street in the Uptown area, and parking restricted to the northside of the road on 1st Street west of Hazel Street.

Parking on both sides of the street will be maintained from Poplar Street to Crestview Street. However, to provide bicycle facilities on a key multimodal route that serves the schools, a multiuse path should be provided the northside of W 1st Street as shown in the cross-section in Figure 3-10.

Figure 3-18. E 1st Street Uptown Corridor Refinement

FREIGHT PLAN

OR 58 is a major freight route and key east-west connection through the state. Freight is a critical component of the Oakridge and regional economy. OR 58 is part of the State Highway Freight System and is designated as a High Clearance Route and a Reduction Review Route. Reduction Review Routes are “ODOT facilities that require review of during planning, project development, development review, and maintenance to examine their ‘hole in the air’ capacity.” The Oregon State Legislature (ORS 366.215) refers to the “hole in the air” as the area needed to accommodate legal loads and annual permitted over-dimension loads¹. According to the tube count data collected in July 2018, over 20 percent of the vehicles on OR 58 near Crestview Street are heavy vehicles.

Freight is also transported on numerous city and county roadways to access industrial and commercial locations. Tube counts indicated that over 15 percent of traffic on Beech Street and Fish Hatchery Road is heavy vehicle traffic.

The freight plan, shown in Figure 3-19, includes a dedicated local freight route (FR-1) to inform drivers which local roads they should use when not on OR 58. Curb radii on these routes should accommodate large trucks. In addition, several feasibility studies are included in Table 3-4 to evaluate potential projects to support freight transportation through Oakridge.

¹ Any changes to the roadway width will require formal review and approval from ODOT Mobility.

Figure 3-19. Freight Plan



Section 4
Safety Plan

4. SAFETY PLAN

The Safety Plan presents the elements that were identified to address existing or future safety needs. These were identified by reviewing reported crash data to identify data-driven needs and by consulting advisory committee members and the public regarding perceived safety needs.

SAFETY NEEDS

Safety needs were determined through an analysis of reported crashes within Oakridge between 2012 and 2016, previously identified safety needs from various planning efforts, and input from the public, advisory committees, and City staff. Crash data identified 42 reported crashes during the study period, including one fatality and three pedestrian/bicycle related crashes (all three resulting in injury).

In addition to crash data, discussion of near misses and perceived safety concerns offers valuable information on additional locations that should be evaluated for safety improvements. The Oakridge TSP Project Advisory Committee members described locations throughout Oakridge where they have experienced near-misses and locations with perceived safety risks.

The following summarizes the safety needs identified through the safety analysis and community input.

- ▶ The three reported pedestrian and bicycle crashes within the City occurred on OR 58 which has limited active transportation facilities available for travel along and across the highway.
- ▶ Forty-four percent of reported crashes within the City occurred on OR 58.
- ▶ Several intersection and segment safety concerns were identified by the community including
 - Union Street/OR 58 (sight distance concerns and pedestrian/bicycle traffic);
 - Westoak Road/High Prairie Road (unique intersection configuration that does not meet driver expectations; sight distance);
 - Industrial Park Way/OR 58 (use of the interior travel lane on OR 58 as both a passing lane and left-turn lane creates potential conflicts);
 - OR 58 (speeds and lack of continuous facilities for pedestrians/bicyclists); and
 - Uptown Parking (difficult to see when backing out of angled parking spaces).

SAFETY PLAN

The Safety Plan includes solutions intended to improve safety outcomes and reduce crashes. The Safety Plan is shown in Table 4-1 and on the map in Figure 4-1. These locations were either supported by crash data or identified by members of the public as safety concerns. Table 4-2 provides a summary of the safety system projects by city contribution cost and priority.

Table 4-1. Safety Plan Elements

Proj. ID	Project Name	Project Description	Location	Cost Estimate*	Expected City Contribution	Funding Partner
High Priority Projects						
S-3	Intersection safety improvement at OR 58/Industrial Park Way	Restripe to move the end of the merge lane west and develop eastbound left turn lane into the industrial park. (See the Prospectus Sheet in Appendix A for a sketch of this concept.)	OR 58/Industrial Park Way Intersection	\$20,000	\$2,000	ODOT
S-5	Speed feedback signs entering Oakridge (east and west)	Install speed feedback signs in conjunction with posted speed limit signs.	East and West approaches of OR 58 to Oakridge	\$30,000	\$3,000	ODOT
High Project City Contribution Cost Total					\$5,000	
Medium Priority Projects						
S-1	Systemic safety intersection improvements on OR 58	Provide/upgrade intersection warning signs, install or widen centerlines/edge lines, improve side street intersection visibility (signage, striping, recessed pavement markers).	Locations on OR 58 include, but are not limited to, Hills Street, Union Street, River Road, Rainbow Street, Hyland Lane, Jones Road	\$20,000	\$2,000	ODOT
Medium Project City Contribution Cost Total					\$2,000	
Low Priority Projects						
S-4	Intersection safety improvement at Crestview Street/E 1st Street	Reconfigure the intersection to slow vehicle speed through the intersection by removing the northbound channelized right-turn and installing a stop-sign and crosswalk on the east leg. (See the Prospectus Sheet in Appendix A for a conceptual sketch.)	Crestview Street/E 1st Street Intersection	\$20,000	\$20,000	None
Low Project City Contribution Cost Total					\$20,000	
Vision Projects						
S-2	Intersection safety improvement at High Prairie Road/West oak Road	Reconfigure intersection warning signs and stop signs to improve sight distance and clarify right-of-way at the intersection. (See Prospectus Sheet in	High Prairie Road/West oak Road Intersection	N/A	N/A	County

Table 4-1. Safety Plan Elements

Proj. ID	Project Name	Project Description	Location	Cost Estimate*	Expected City Contribution	Funding Partner
		Appendix A for concept.)				

*Planning level cost estimates do not include right-of-way costs.

Table 4-2. Safety Plan City Cost Summary

High Priority	Medium Priority	Low Priority	Total
\$5,000	\$2,000	\$20,000	\$27,000

Figure 4-1 Safety Plan



Section 5
**Pedestrian & Bicycle
Plan**

5. PEDESTRIAN & BICYCLE PLAN

The Pedestrian and Bicycle Plan contains the policies, programs, and projects planned to accommodate and support active transportation travel over the next 20 years. Plan elements were identified based on a review of the 2001 TSP elements, analysis of existing pedestrian and bicycle facilities, bicycle route demand data, the Oakridge-Westfir Community Trails Plan, the adopted Oakridge Pedestrian Safety Study (2016), and input from the advisory committee members and general public.

PEDESTRIAN & BICYCLE NEEDS

The City's sidewalk, bike lane, and trail system support a healthy and equitable community that continues to prosper economically. The following summarizes identified pedestrian, bicycle, and multiuse path needs:

- ▶ Sidewalk gaps and deficiencies exist within the Oakridge UGB, including along key arterials (i.e., OR58) and collectors such as Westoak Road, W 2nd Street, and W 1st Street.
- ▶ There are limited pedestrian facilities on local roads.
- ▶ There are existing gaps on the sidewalk system near the school including local connections from Commercial Street to 1st Street (across the railroad). In addition, pedestrian connections between the residential areas (south of OR 58 and northeast of the Uptown area) and the schools do not exist. A complete multimodal system is necessary for students who need to bike or walk to school.
- ▶ There are substantial gaps to the sidewalk network on OR 58 particularly east of Rainbow Street.
- ▶ OR 58 creates a barrier and large exposure area for pedestrians and bicycles crossing the highway. The exposure area ranges from 55 to 60 feet in distance. Only two enhanced crossing within the city existing: OR58/Crestview signalized intersection and the Jones Road Rectangular Rapid Flash Beacon equipped crossing with a pedestrian refuge island at Jones Road.
- ▶ There is a lack of multimodal railroad crossings throughout the community. The dirt path crossing between Union Street and Commercial Street indicates a demand for additional safe railroad crossings for north-south connectivity.
- ▶ There are limited dedicated bicycle facilities in Oakridge. Most arterials and collectors do not provide bicycle facilities.
- ▶ There are no dedicated bicycle facilities on OR 58. This creates potential conflicts between vehicles and bicyclists due to the higher speeds on OR 58.
- ▶ There are limited bicycle connections between the City and popular nearby trails. Additionally, there is limited wayfinding in town to trails and key connections.

PEDESTRIAN PLAN

The Pedestrian Plan is intended to create a connected system of facilities for pedestrians to travel throughout the City and to key destinations. Table 5-1 identifies the pedestrian system solutions developed to address sidewalk, multiuse paths, and crosswalk facility needs within the City. The recommended solutions are primarily composed of sidewalk and multiuse path routes to complete pedestrian routes on

the arterial and collector street systems as well as provide critical path connections on the local street and trail system. Figure 5-1 shows the location and priority of pedestrian solution projects. Table 5-2 provides a summary of the pedestrian system projects by city contribution cost and priority.

Table 5-1. Pedestrian Plan Elements

Proj ID ¹	Proj. Name	Project Description	Location	Cost Estimate ²	Expected City Contribution	Funding Partners
High Priority Projects						
P-2	W 1st Street sidewalk	Fill in sidewalk gaps on both sides of W 1st Street including 8' wide sidewalk on the north side of W 1st Street.	W 1st Street between High Street and Poplar Street	\$250,000	\$250,000	None
P-3	<i>Project Removed from TSP</i>					
P-7	W 2nd Street sidewalk	Construct sidewalk on both sides of W 2nd Street.	W 2nd Street from Commercial Street to E Portal Drive	\$330,000	\$330,000	None
P-9	Traffic Signal Pedestrian Improvement at Crestview/OR 58	Provide intersection lighting, pedestrian countdown timers for crossing of north leg, sidewalk infill on west side of north leg.	OR 58/Crestview Street intersection	\$200,000 ⁵	\$20,000	ODOT
P-10	Sidewalk and Pedestrian Ramp Program	Develop program to assess condition and ADA compliance of existing sidewalks and pedestrian ramps.	Determined by study ³	\$15,000	\$15,000	None
C-2	Feasibility study for grade separated railroad crossing at Union Street and Commercial Street	Evaluate the feasibility of building a grade-separated multimodal crossing of the railroad tracks.	Railroad crossing between Union Street and Commercial Street approximately a quarter mile east of W 2nd Street	\$50,000	\$50,000	None
C-4	OR 58/River Road-Thatcher Lane Pedestrian Safety Improvement ⁴	Install enhanced pedestrian crossing which could include raised median, curb extension, traffic calming, illumination, etc.	On OR 58, approximately 350 feet east of Thatcher Lane	\$200,000	\$20,000	ODOT
C-5	OR 58/Rainbow Street Pedestrian Safety Improvement ⁴	Install enhanced pedestrian crossing which could include raised median, curb extension, traffic	On OR 58, approximately 40 feet east of Rainbow Street	\$200,000	\$20,000	ODOT

Table 5-1. Pedestrian Plan Elements

Proj ID ¹	Proj. Name	Project Description	Location	Cost Estimate ²	Expected City Contribution	Funding Partners
		calming, illumination, etc.				
SU-1	Westoak Road Multiuse Path	Construct a multiuse path on the north side of Westoak Road.	Westoak Road from Oak Street to the City limits	\$1,290,000	\$650,000	County
SU-2	Fish Hatchery Road Multiuse Path	Construct a multiuse path along Fish Hatchery Road.	Fish Hatchery Road from OR 58 to the existing sidewalk on E 1 st Street	\$2,030,000	\$1,020,000	County
High Priority City Contribution Cost Total					\$2,375,000	
Medium Priority Projects						
C-6	OR 58/Hill Street Pedestrian Safety Improvement ⁴	Install enhanced pedestrian crossing which could include raised median, curb extension, traffic calming, illumination, etc.	On OR 58, approximately 20 feet east of Hills Street	\$200,000	\$20,000	ODOT
C-7	OR 58/Union Street Pedestrian Safety Improvement ⁴	Install enhanced pedestrian crossing which could include raised median, curb extension, traffic calming, illumination, etc.	On OR 58, approximately 20 feet east of Union Street	\$200,000	\$20,000	ODOT
SU-3	Industrial Park Way Multiuse Path	Construct a multiuse path on the north side of Industrial Park Way.	Industrial Park Way from OR 58 to Fish Hatchery Road	\$1,110,000	\$1,110,000	None ⁶
SU-9	Crestview Street Multiuse Path	Construct a multiuse path on Crestview Street.	Crestview Street from OR 58 to E 1 st Street	Cost reflected in project R-4	Cost reflected in project R-4	None
Medium Project City Contribution Cost Total					\$1,150,000	
Low Priority Projects						
P-4	River Road sidewalk	Construct sidewalk on west side of River Road.	River Road from OR 58 to School Street	\$210,000	\$210,000	None
P-5	W 2 nd Street sidewalk	Construct sidewalk on the west side of W 2 nd Street (Project may be coordinated with P-6).	W 2 nd Street from OR 58 to approximately 150 feet north of Teller Road	\$200,000	\$200,000	None
P-6	W 2 nd Street sidewalk improvement	Widen existing sidewalk on northwest side of W 2 nd Street where sidewalk is less than 5-feet wide (Project may be coordinated with P-5).	W 2 nd Street from Teller Road to Commercial Street	\$460,000	\$460,000	None

Table 5-1. Pedestrian Plan Elements

Proj ID ¹	Proj. Name	Project Description	Location	Cost Estimate ²	Expected City Contribution	Funding Partners
P-8	Local street sidewalk program	A Citywide program to improve the local street sidewalk network throughout the City	Citywide	\$5,030,000	\$5,030,000	None
C-1	Marked Pedestrian Crossings	Install marked crosswalks on arterials and collectors where sidewalks are present.	See Figure 5-1 for priority locations	\$10,000	\$10,000	None
C-3	Beech Street rail crossing improvements	Install pedestrian and cyclist improvements at the at grade railroad crossing. Includes partial widening, sidewalks, signing, and an illumination pole.	Beech Street rail crossing	\$150,000	\$150,000	Rail
SU-4	High Prairie Road Multiuse Path	Construct a multiuse path on the north side of High Prairie Road	High Prairie Road from Westoak Road to City limits	\$690,000	\$350,000	County
SU-5	Garden Road, Fairyglen Drive, Rainbow Street Multiuse Path	Construct a multiuse path on Garden Road, Fairyglen Drive, Rainbow Street	South of the Willamette Activity Center on Garden Road to Fairyglen Drive and Rainbow Street to the existing sidewalk connection	\$780,000	\$780,000	None
SU-7	West Oakridge Trail Bridge Feasibility Study	Evaluate the feasibility of constructing a bridge crossing from Osprey Park south of the Willamette River and connecting to the existing trail system. Evaluate whether the trail could extend west along La Duke Road to the ranger station.	Across the Willamette River near Osprey Park, east to Greenwaters Park	\$75,000	\$75,000	None
SU-8	Union Street Multiuse Path	Construct a multiuse path on the north/east side of Union Street	Union Street from OR 58 to W 2 nd Street	\$600,000	\$600,000	None
SU-10	Industrial Park Rails to Trails	Convert the Industrial Park spur to a paved trail while retaining the right-of-way for future use.	Salmon Creek Trail to Fish Hatchery Road	\$330,000	\$330,000	None

Table 5-1. Pedestrian Plan Elements

Proj ID ¹	Proj. Name	Project Description	Location	Cost Estimate ²	Expected City Contribution	Funding Partners
Low Priority City Contribution Cost Total					\$8,195,000	
Vision Project						
SU-6	Salmon Creek Trail Bridge Feasibility Study	Conduct a study to identify the feasibility of a bridge crossing between the parallel Salmon Creek trails.	Across the Salmon Creek near OR 58	N/A	N/A	None

¹P-1, described and evaluated in Technical Memorandum 5: Proposed Transportation System Improvements (TSP Volume II, Appendix E), removed based on comments received by the PAC. Therefore, project numbers start at P-2.

²Planning level cost estimates do not include right-of-way costs.

³Cost includes the implementation of a sidewalk program. Costs needed to maintain program will need to be further identified.

⁴Cost estimate from 2016 Pedestrian Safety Study

⁵While not reflected in the City contribution, this project may be eligible for private funding from Industrial Park tenants

⁶Cost estimate provided by ODOT

Table 5-2. Pedestrian Plan City Cost Summary

High Priority	Medium Priority	Low Priority	Total
\$2,375,000	\$1,150,000	\$8,195,000	\$11,720,000

Figure 5-1. Pedestrian Plan

BICYCLE PLAN

As with the pedestrian system, there is a lack of connected bicycle facilities throughout the City. Bicycle infrastructure standards for Oakridge are shown in Table 3-1: *Proposed Typical Street Cross Section Standards*. According to the standards, all arterials and collectors should include dedicated bicycle facilities. In some situations, a multiuse path may be appropriate to serve as a substitute for dedicated bicycle lanes. However, the unique context of each location should be considered before making this decision. Locations with many driveways, for example, may not be ideal locations for accommodating two-way bicycle traffic on a multiuse path. In addition, the transition between a multiuse path and sidewalks and/or bicycle lanes should be designed appropriately during project development.

The existing transportation system includes several segmented bicycle facilities and lacks complete east-west and north-south connectivity. To improve the Citywide bicycle network, dedicated bicycle facilities should be installed on all arterials and collectors including W 2nd Street, E 1st Street, Hills Street, and School Street. Additionally, providing a continuous bicycle facility on major roadways to the schools is critical to encouraging and providing safe and direct access for students.

Table 5-3 identifies a list of the solutions associated with the Bicycle Plan in Oakridge. The design of the recommended infrastructure projects will include adequate signage to inform users of the facility's purpose. Figure 5-2 presents a map of project locations. Table 5-4 provides a summary of the bicycle system projects by city contribution cost and priority.

Table 5-3. Bicycle Plan Elements

Proj. ID	Proj. Name	Project Description	Location	Cost Estimate ¹	Expected City Contribution	Funding Partners
High Priority Projects						
B-1	W 2nd Street bicycle lanes	Widen roadway and restripe to include bicycle lanes on W 2nd Street	W 2 nd Street from OR 58 to E Portal Drive	\$1,100,000	\$1,100,000	None
B-3	E 1 st Street bicycle lanes	Stripe bicycle lanes on E 1 st Street. May require removing on-street parking.	Crestview Street to City Limits	Cost reflected in project R-1	Cost reflected in project R-1	None
B-4	Hills Street/ Beech Street bicycle lanes	Stripe bicycle lanes on Hills Street/Beech Street. Would require removing parking on one side of the road.	Hill Street/Beech Street from OR 58 to E 1st Street	\$30,000	\$30,000	None
B-6	<i>Project Removed from TSP</i>					
B-7	Bicycle support hub	Construct a bicycle hub, or "rest stop," for hikers, bicyclists, recreationalists, and community members.	This should be coordinated with potential sponsors for cost purposes and with partnering agencies to identify the best location	\$30,000	\$30,000	Private
High Priority City Contribution Cost Total					\$1,160,000	
Medium Priority Projects						

Table 5-3. Bicycle Plan Elements

Proj. ID	Proj. Name	Project Description	Location	Cost Estimate ¹	Expected City Contribution	Funding Partners
B-2	Commercial Street bicycle lanes	Stripe bicycle lanes on Commercial Street. Would require removing parking on both sides of the road.	Commercial Street from W 2nd Street to Beech Street	\$50,000	\$50,000	None
B-8	Citywide bicycle signage program	Provide bicycle signage throughout the community directing cyclists to the Citywide bicycle network and to nearby trails.	Throughout the community on key bicycle routes	\$20,000	\$20,000	None
Medium Priority City Contribution Cost Total					\$70,000	
Low Priority Projects						
B-5	School Street and River Road bicycle lanes	Widen the road and stripe bicycle lanes on School Street and River Road. Would require rebuilding existing sidewalks.	River Road: OR 58 to School Street; School Street: River Road to Rainbow Street	\$4,630,000	\$4,630,000	None
B-9	Trail connection study	Complete study to identify bike facility connections to the existing trail network	Determined by study	\$25,000	\$25,000	None
Low Priority City Contribution Cost Total					\$4,655,000	

¹Planning level cost estimates do not include right-of-way costs.

²Cost assumes existing roadway configuration.

Table 5-4. Bicycle Plan City Cost Summary

High Priority	Medium Priority	Low Priority	Total
\$1,160,000	\$70,000	\$4,655,000	\$5,885,000

Figure 5-2. Bicycle Plan



Section 6
Transit Plan

6. TRANSIT PLAN

Transit provides important connections to destinations for people that do not drive or bike and can provide an additional travel option for all transportation system users. Transit complements walking, bicycling, or driving trips: users can walk to and from transit stops and their homes, shopping, or work places; people can drive to park-and-ride locations to access a bus; and people can bring their bikes on transit vehicles and bicycle from a transit stop to their destination. In Oakridge, transit also provides residents with access to Eugene.

TRANSIT NEEDS

The following summarizes the transit needs identified for Oakridge:

- ▶ There is not a publicly funded dial-a-ride transit service in the City to provide accommodations for citizens who need additional assistance or are unable to use the Diamond Express buses.
- ▶ The existing Diamond Express route provides limited services (three trips per day, only on weekdays) between Oakridge and Eugene.

TRANSIT SYSTEM

Rural communities like Oakridge often present challenges for transit providers primarily due to the cost of serving areas with low or disperse populations. Overall, Oakridge has a relatively low population density. Approximately 36 percent of Oakridge residents live below the poverty line and 38 percent identify as having some level of disability² providing opportunities for disadvantaged populations to traverse around the community is critical to the livability and sustainability of the city.

The Lane Transit District (LTD) provides public transportation to Oakridge via a fixed route called the "Diamond Express". The Diamond Express provides service from Eugene to the cities of Oakridge and Westfir. The Diamond Express route is funded through grants provided by the Intercity Passenger Program. This program was created to provide rural communities connections to medical services, shopping, schools, and jobs in a larger metropolitan area. Within Oakridge, riders may request to board or get off at any location on the route apart from stopping on OR 58; there are two existing dedicated stops within Oakridge. Outside of Oakridge the bus only stops where riders ask to get off when en route to Oakridge and at designated bus stop locations en route to Eugene. This service only operates during the weekday. There are no other transit services available on the weekends. The weekday service includes three trips: morning, late morning, and evening.

There are currently no funded community-wide Dial-A-Ride services available. Dial-A-Ride is a common transit service that provides curb-to-curb, shared transit services to the disabled and senior community. A private, volunteer dial-a-ride service is currently provided through the Senior and Disability Services Division. In addition, Pacific Crest Bus Lines, which operates the Diamond Express under a contract through LTD, provides demand-response transportation within Oakridge two days per week. This service transports seniors to meals at the Senior Center on Tuesdays and Thursdays. Providing a regular public service for the

² Represented in Figures 11 and 12 in Technical Memorandum #4: Transportation System Conditions, Deficiencies, and Needs

transportation disadvantaged improves the livability and sustainability of a community and is therefore included in the transit plan. This service should extend beyond the two-day service for meals and provide an opportunity for residents to travel for medical appointments, shopping, and social activities.

Table 6-1 identifies the transit solutions in Oakridge. Figure 6-1 provides a map of the existing transit routes and current stops, along with two proposed transit stops (T-3). These locations were identified based on proximity to trip generators and connectivity to the existing transit route and determined to have minimal impact to the existing schedules. A feasibility study should be completed with support from LTD and the City to identify additional transit needs such as increased service, seasonal amenities for peak recreation periods, and service upgrades. Table 6-2 provides a summary of the transit system projects by city contribution cost and priority.

Table 6-1. Transit Plan Elements					
Proj. ID	Proj. Name	Project Description	Cost Estimate	Expected City Contribution	Funding Partner
High Priority Projects					
T-1	Community Dial-A-Ride	Provide accessibility for residents, particularly seniors and those with disabilities, through a dial-a-ride service that operates seven-days per week.	\$275,000/year	\$2,800,000 [\$140,000/year]	LTD/ODOT
T-5	Feasibility study for on-demand mobility service	Evaluate the feasibility of providing an on-demand mobility service in Oakridge.	\$50,000	\$25,000	LTD/ODOT
High Priority City Contribution Cost Total				\$2,825,000	
Medium Priority Projects					
T-2	Feasibility study for fixed route service within Oakridge	Conduct a feasibility study to evaluate the ability to provide fixed route service (operating five-days per week) within Oakridge.	\$100,000	\$10,000	ODOT
T-3	Feasibility study to improve existing Diamond Express LTD route	Conduct a transit feasibility study with support from LTD and the City to identify improvements to the Diamond Express service, including the possibility of two new stops within Oakridge. Consider a near-term pilot program of limited Diamond Express operations on weekends.	\$50,000	\$25,000	LTD/ODOT
Medium Priority City Contribution Cost Total				\$35,000	
Low Priority Projects					
T-4	Transit community outreach	Educate the community about connections available within Oakridge to reach key destinations such as Eugene and Springfield.	\$80,000	\$80,000	City/ LTD/ ODOT
Low Priority City Contribution Cost Total				\$80,000	

Table 6-2. Transit Plan City Cost Summary

High Priority	Medium Priority	Low Priority	Total
\$2,800,000	\$35,000	\$80,000	\$2,915,000

Figure 6-1. Transit Plan



Section 7

Rail, Air, Bridge, Marine, & Pipeline Plan

7. RAIL, AIR, BRIDGE, MARINE, & PIPELINE PLAN

The rail, air, bridge, marine, and pipeline plan presents the policies, programs, and projects planned to accommodate and support these modes over the next 20 years.

RAIL PLAN

Table 7-1 identifies the rail solutions in Oakridge and Figure 7-1 presents a map of project locations. The rail line that travels through Oakridge is owned and operated by Union Pacific; rail solutions will require coordination with Union Pacific, Amtrak, and ODOT's Rail Division. The railroad creates a barrier for north-south travel within the City. There are two public crossings in city limits: one grade-separated crossing at Crestview Street and one at-grade crossing at Beech Street. There is also a private at-grade crossing at Rogers Lane and an at-grade crossing just east of city limits on the County-owned Fish Hatchery Road. The railroad also presents a potential opportunity for freight and/or passenger service for Oakridge. There are currently no freight or passenger rail stops in the City. Table 7-2 provides a summary of the rail system projects by city contribution cost and priority.

Table 7-1. Rail Plan Elements

Proj. ID**	Proj. Name	Project Description	Cost Estimate*	Expected City Contribution	Funding Partner
High Priority Projects					
RL-3	Conduct an Amtrak passenger rail study	Conduct a feasibility study to identify the demand, desire, and funding needed to provide an Amtrak passenger rail stop in Oakridge	\$50,000	\$50,000	None
Medium Priority Projects					
RL-4	Rogers Lane crossing upgrade study	Conduct a feasibility study to determine what is needed to upgrade Rogers Lane to a public crossing. This will require coordination with Union Pacific and may require signalization. (This would be an alternative to project RL-5.)	\$50,000	\$50,000	None
Medium Priority City Contribution Cost Total				\$50,000	
Low Priority Projects					
RL-2	Conduct a railroad noise feasibility study	Conduct a noise study for the railroad to identify measures to reduce noise.	\$25,000	\$25,000	None
RL-5	Swank Lane roadway upgrade	Construct Swank Lane as an alternative route to Rogers Lane for accessing the property between the rail line and Salmon Creek. This would serve as an alternative to upgrading the Rogers Lane crossing (RL-4).	\$970,000	\$970,000	None
Low Priority City Contribution Cost Total				\$995,000	

*Planning level cost estimates do not include right-of-way costs.

**RL-1, described and evaluated in Technical Memorandum 5: Proposed Transportation System Improvements (TSP Volume II, Appendix E), was removed based on comments received by the PAC. Therefore, project numbers start at RL-2.

Table 7-2. Rail Plan City Cost Summary

High Priority	Medium Priority	Low Priority	Total
\$50,000	\$50,000	\$995,000	\$1,095,000

Figure 7-1. Rail Plan

AIR PLAN

The Oakridge State Airport (5S0) is a state-owned airport located just west of the City UGB. The Airport is classified as a Class IV, Community General Aviation Airport, by the Oregon Department of Aviation. It accommodates general aviation users and local business activities, primarily used by corporate light jet and turbine traffic for general aviation/business purposes. Public passenger or freight services are not provided. It also maintains facilities fire support helicopters and fixed wing operations primarily during the wildfire season.

The airport has one runway that is 3,610 feet long by 50 feet wide. The runway is oriented east-west with the only access coming from Airport Road (a County owned and maintained roadway) via OR 58. A helipad is located northeast of the runway. Private hangers, public tie-downs, and parking is located northeast of the runway. As the airport is not heavily traveled, there is no air traffic control at the airport. The airport is not part of the National Plan of Integrated Airport Systems (NPIAS).

One policy recommendation is included in the TSP for the Air System; this policy recommendation is identified and described in Table 7-3.

Table 7-3. Air Plan Elements

Proj. ID	Proj. Name	Project Description	Cost Estimate	Expected City Contribution	Funding Partner
Low Priority Projects					
A-1	Protect and maintain the Oakridge State Airport	Adopt a policy to preserve and maintain the Oakridge State Airport. Investigate the requirement for inclusion in the National Plan of Integrated Airport Systems (NPIAS).	N/A	N/A	None

BRIDGE PLAN

There are two bridges located within the City UGB and two bridges located just outside of the UGB. Bridge locations are identified in Table 7-4. Two bridges are located on OR 58. These are owned and maintained by the state. A grade separated rail crossing is located on Crestview Street. This bridge is owned and maintained by the City. Another bridge, owned and maintained by the County, is located just outside the UGB on Fish Hatchery Road across Salmon Creek.

A bridge sufficiency rating is calculated by the Federal Highway Administration (FHWA) based on factors such as condition, materials, load capacity, and geometry (i.e., dimensions). FHWA uses the rating as a tool to prioritize the allocation of funds for bridge repairs. In general, bridges with a sufficiency rating of less than 50 (on a scale of 0 to 100) are given priority. In reviewing the ratings, it is important to note that a low rating may be an indication of an older bridge that is narrow and not designed to the same width or height clearance of today's standards (these bridges are generally referred to as "functionally obsolete"; bridges with significant structural issues are generally referred to as "structurally deficient"); a

low sufficiency rating does not necessarily indicate a structural issue. Table 7-4 provides the sufficiency rating for the bridges within and just outside the Oakridge UGB.

According to the 2018 ODOT Bridge Condition Report, there are no bridges in the Oakridge UGB with sufficiency ratings below 50 or classified as “structurally deficient.”

Table 7-4. Bridges within or near Oakridge UGB

Roadway	Location of Bridge	Jurisdiction	Within UGB?	Sufficiency Rating
OR 58	Salmon Creek	ODOT	Yes	78.6
OR 58	Private Logging Road	ODOT	No	79.4
Crestview Street	Railroad	City	Yes	81.1
Fish Hatchery Road	Salmon Creek	County	No	92.8*

*The sufficiency rating for the Fish Hatchery Road bridge was obtained from ODOT’s TransGIS website on December 13, 2018.

MARINE PLAN

There are no navigable waterways within the City or surrounding area. The Willamette River is located on the southern boundary of Oakridge. There are five streams in the Oakridge area including: Salmon Creek, Salt Creek, Hills Creek, and the Middle and North Forks of the Willamette River. The Middle Fork adjacent to Greenwaters Park is used for recreational use only.

PIPELINE PLAN

Pipelines are vessels for transporting mass liquids or gases long distances. There are no pipeline facilities in Oakridge.



Welcome to
Oakridge

Section 8

Transportation Funding

8. TRANSPORTATION FUNDING

This section presents an overview of existing and future transportation funding estimates and identifies opportunities for the City to expand its transportation funding options. The Oakridge TSP includes projects under the jurisdiction and ownership of ODOT, Lane County, Lane Transit District (LTD), and the City of Oakridge), as well as projects that may be implemented by private developers. Individual TSP projects will be funded through a combination of federal, state, City, county, and/or private sources.

HISTORIC REVENUE SOURCES AND NEEDS

The current transportation funding sources for the City Street Fund were provided by the City and are summarized in Table 8-1. This table shows the most recent five years of revenues and expenditures.

As shown in Table 8-1, the average yearly revenue for the City Street Fund is approximately \$275,000. This revenue is funded by both state and local sources. The primary funding source for the Street Fund is the State Gas Tax (approximately 68 percent of all revenue). The City's expenditures can vary substantially from year to year depending on whether the City completes any capital improvement projects that year. The largest consistent expense that the City encounters is the materials and services category. These expenses average approximately \$225,000 per year and cover the general maintenance of the City's street system.

Table 8-1. Transportation Revenue and Expenditures (2013-2018)

Revenue/Expenditure Source	FY 2013-2014	FY 2014-2015	FY 2015-2016	FY 2016-2017	FY 2017-2018
Revenue					
<i>Beginning Balance</i>	\$456,806	\$322,347	\$278,006	\$80,673	\$95,400
State Gas Tax	\$184,549	\$184,300	\$176,135	\$194,900	\$206,742
Fuel Dealers License Fee	\$47,977	\$54,149	\$ 69,842	\$62,046	\$54,774
Intergovernmental	\$32,892	\$5,428	\$ 57,427	\$3,245	\$2,970
Miscellaneous	\$2,388	\$468	\$3,386	\$3,054	\$9,438
Other Financing Sources	\$1,624	\$5,268	\$2,454	\$12,242	\$9,087
Total Revenue (Excluding Beginning Balance)	\$269,429	\$249,612	\$309,243	\$275,487	\$283,011
Expenditures					
Personal Services	\$71,742	\$50,166	\$51,922	\$53,113	\$75,723
Materials & Services	\$222,814	\$233,748	\$246,452	\$205,648	\$ 207,096
New Equipment - Capital	\$6,548	-	-	-	-
Street Improvements	\$100,784	\$8,039	\$206,202	-	-
Fund Transfers	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Total Expenditures	\$403,888	\$293,953	\$506,576	\$260,761	\$284,820

Table 8-2 shows the City has incurred approximately a \$10,000 deficit each year since 2013 simply to maintain existing roadways. This is shown by the average annual net income (excluding street

improvements). When considering the funding the City applied towards street improvement projects, the City spent an average of \$72,000 per year more than the Street Fund achieved in revenue each year. Therefore, the City was able to complete the street improvement projects largely using funds that were saved from years prior to 2013.

Table 8-2. City Street Fund Net Income (2013-2018)

Description	FY 2013-2014	FY 2014-2015	FY 2015-2016	FY 2016-2017	FY 2017-2018
Net Income: Revenue minus Expenses	\$(134,459)	\$(44,341)	\$(197,332)	\$14,726	\$(1,890)
Average Annual Net Income					\$(72,643)
Net Income (Excluding Street Improvements): Revenue minus Expenses	\$(33,675)	\$(36,302)	\$8,869	\$14,726	\$(1,890)
Average Annual Net Income (Excluding Street Improvements)					\$(9,638)

This funding gap indicates that the City needs to identify new funding sources to continue operating and maintaining its transportation facilities. If the spending trend were to continue without additional funding sources, the City Street Fund would last less than ten years if used for maintenance alone. Oakridge has relied upon its reserve funds to continue operating but needs to identify additional long-term reliable funding to remain sustainable. In addition to identifying funding sources for operations and maintenance, the City also lacks available funding to complete Citywide improvement projects or provide a local match when pursuing grant opportunities. A new or enhanced funding source is necessary to establish a reliable, sustainable reserve and deliver identified investments in the TSP

PROJECT FUNDING

The City of Oakridge faces issues of how to finance operations, maintenance, and capital improvement projects. To accomplish all the projects identified above, the City would need approximately \$25.5 million over the next 20 years. Table 8-3 provides a summary of the costs associated with high, medium, and low priority projects by project type. The total funding needed to accomplish all the high priority solutions summarized in this plan would be approximately \$8 million over the next 5-year period.

Table 8-3. Cost Summaries by Priority and Project Type

Project Type	High Priority	Medium Priority	Low Priority	Total
Roadway Plan	\$1,630,000	\$650,000	\$1,460,000	\$3,740,000
Safety Plan	\$5,000	\$2,000	\$20,000	\$27,000
Pedestrian Plan	\$2,375,000	\$1,150,000	\$8,195,000	\$11,720,000
Bicycle Plan	\$1,160,000	\$70,000	\$4,655,000	\$5,885,000
Transit Plan	\$2,800,000	\$35,000	\$80,000	\$2,915,000
Rail & Air Plans	\$50,000	\$50,000	\$995,000	\$1,095,000
Implementation*	\$80,000	N/A	N/A	\$80,000
Total	\$8,100,000	\$1,957,000	\$15,405,000	\$25,462,000

*The Implementation Plan includes a near-term study to identify new local funding sources and develop a plan for the City to implement these sources.

POTENTIAL FUNDING SOURCES

Potential strategies for addressing the funding gap for regular roadway expenses and the capital projects outlined in this plan may generally be grouped into three categories: secure more external funding, identify public/private sponsorship opportunities, and raise local revenue through user fees and taxes. Observations on the use of these strategies are discussed below. They are not all mutually exclusive and can be complementary. For example, raising more local revenue can then be used as a match to pursue new grant opportunities.

Identify Additional Grant Opportunities

ODOT offers multiple grant opportunities to support transportation projects. Some of these programs require a local match. The City should begin identifying these programs early to plan for the funding necessary to satisfy a local match. Using local dollars as a match for a grant opportunity is a strategy to stretch the local funding even farther. Table 8-4 provides a list of potential federal, state, and county funding sources.

Table 8-4. Current and Potential Agency Funding Source Summary

Funding Sources	Intended User	Currently Used by the City of Oakridge?	Near Term Recommend Grants to Apply for:
Federal Sources			
FAST Act	Dedicates funding to road, bridge, bicycling, and pedestrian improvements		✓
Surface Transportation Program/ Surface Transportation Block Grant	Preserves and improves surface transportation investments from a flexible funding source		
Congestion Mitigation and Air Quality (CMAQ)	Dedicates funding to projects that help eliminate CO2 emissions	✓	✓
Highway Safety Improvement Program	A safety program to provide improvements to areas in need of safety improvements		✓
Federal Lands Access Program (FLAP)	Provides funding to facilities that provide access to, are adjacent to, or are located within Federal lands.		✓
State Sources			
State Highway Fund	Makes construction, maintenance, and operations improvements on roads and highways	✓	
Keep Oregon Moving (HB 2017)	Creates a steady funding stream for statewide transportation improvements	✓	
All Roads Transportation Safety	Uses limited funds to make the highest-impact safety improvements on roads and highways		✓
Connect Oregon	Invests in a multimodal transportation system across Oregon		

Table 8-4. Current and Potential Agency Funding Source Summary

Funding Sources	Intended User	Currently Used by the City of Oakridge?	Near Term Recommend Grants to Apply for:
Statewide Transportation Improvement Program	Establishes multi-year, statewide, intermodal program of transportation projects to fund		✓
Safe Routes to School	Focuses on infrastructure and non-infrastructure programs to improve access and safety for children to walk or bike to school		✓
County Sources			
Lane County Road Fund	Funds dedicated to upgrading county roads within the right-of-way		
Urban Growth Management Agreement	Sets rules for how jurisdictions will manage transportation infrastructure on non-urbanized land inside an Urban Growth Boundary		
Payroll Tax	Supports LTD in providing the Diamond Express route through Oakridge		✓

Public/Private Sponsorship Opportunities

Public/private sponsorships involve a private entity such as a local business owner working with the public agency to fund a project. In return for their investment in the community, these business owners often have recognition for their role, providing a marketing venue for the business. In Oakridge, one potential opportunity for this type of partnership is the bicycle support hub. Private organizations that sponsor a rest area have the opportunity to provide an advertisement and map at these locations directing cyclists to their community and business. Further sponsorships could come from adopt a pathway or trail program

Local Taxes and User Fees

Many types of user fees and taxes may be collected to finance road construction and operations. On that premise, it is assumed that the City will need to develop local revenue sources to supplement federal resources if it hopes to maintain current levels of service. It is also assumed that changes in state of federal financing, coupled with efficiency measures, are not enough to close the funding gap needed to complete the transportation system plan projects. Table 8-5 lists potential local revenue sources along with recommended priority sources for Oakridge to consider. These were shared with the project advisory committee and at the public meetings; the recommendations in Table 8-5 align with the options that the public felt were most likely to be successful in Oakridge. The sources include a mix of fees and taxes, some of which, if implemented, would have implications for other aspects of the City budgets. Some of these fees could also be used to provide a local match to obtain greater federal or state funding, further stretching local dollars.

One such potential funding opportunity for the City is increasing the local fuel tax. Currently, the City generates \$0.03 per gallon on fuel purchases. This results in approximately \$60,000 of annual revenue for

the City. Increasing the local fuel tax by \$0.05 could generate an additional \$100,000 in annual revenue. This would enable the City to direct those funds to capital improvement projects or a federal or state matches.

Table 8-5. Current and Potential Local Funding Source Summary

Funding Sources	Intended User	Currently Used by the City of Oakridge?	Recommended for Consideration by Oakridge
Local Fuel Tax*	Apply local fuel tax and use revenues to fund capital transportation improvements	✓	✓ (Increase in Tax)
System Development Charges (SDC)	Uses money from local development projects to fund capital transportation improvements		✓
Economic Improvement Districts (EID)	Pools funds from area businesses to make improvements in the business district.		
Local Improvement Districts (LID)	Pools funds from property owners to make local transportation improvements		
Urban Renewal Districts/Tax Increment Financing	Raises revenue from increased property values in an area to fund localized improvements		
General Fund (GF) Revenues	Setting aside General Fund revenues for transportation		✓
Local Bond Measures	Asks voters for bond funding to finance a set list of infrastructure investments		✓
Street Utility Fees/Road Maintenance Fee*	Calculates trips generated for land uses and charges owners a fee relative to the number of trips		
Optional Tax*	Collects money from taxpayers who choose to help fund local projects		
User Fees*	Charges users an annual or vehicle miles traveled fee to fund roadway improvements		
Private Developers	Charge developers for required improvements to the system as directed by the City Development Code		✓

*Flexible funding sources for capital improvements and operations and maintenance

APPENDICES:

Volume I, Transportation System Plan Appendices:

Appendix A: Prospectus Sheets

Appendix B: Technical Memorandum 7: Code Audit and Proposed Amendments

Appendix C: Project Cost Estimates

Volume II, Technical Appendices:

Appendix A: Technical Memorandum 1: Background Information Summary

Appendix B: Technical Memorandum 2: Goals and Policies

Appendix C: Technical Memorandum 3: Funding for Transportation System Improvements

Appendix D: Technical Memorandum 4: Transportation System Plan Update

Appendix E: Technical Memorandum 5: Proposed Transportation System Improvements

Appendix F: Technical Memorandum 6: Cost and Potential Funding Strategies for Proposed Improvements



Volume I – Appendix A
Prospectus Sheets

R-1 E 1st Street Uptown Corridor Refinement

Reconfigure E 1st Street to include bike lanes on both sides and convert the existing angled parking to parallel parking on south side in Uptown area. Add bike lanes on E 1st Street between Hazel Street and Crestview Street and restrict parking to one side of the road. The City may consider constructing curb extensions or "bulb-outs" on the corners of the intersections in the Uptown Area and west to Crestview Street. Bulb-outs may only be possible on one side of the road in locations where on-street parking is restricted to one side of the road.

Coordination: P-2, B-3

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Roadway	High 	\$1.03M	\$1.03M	City

Modes Served:



Project Location/Images:



- Bike Lanes
- Parallel parking
- Curb Extensions
- Restrict parking to northside only on 1st Street

R-2 Greenwaters Park Illumination

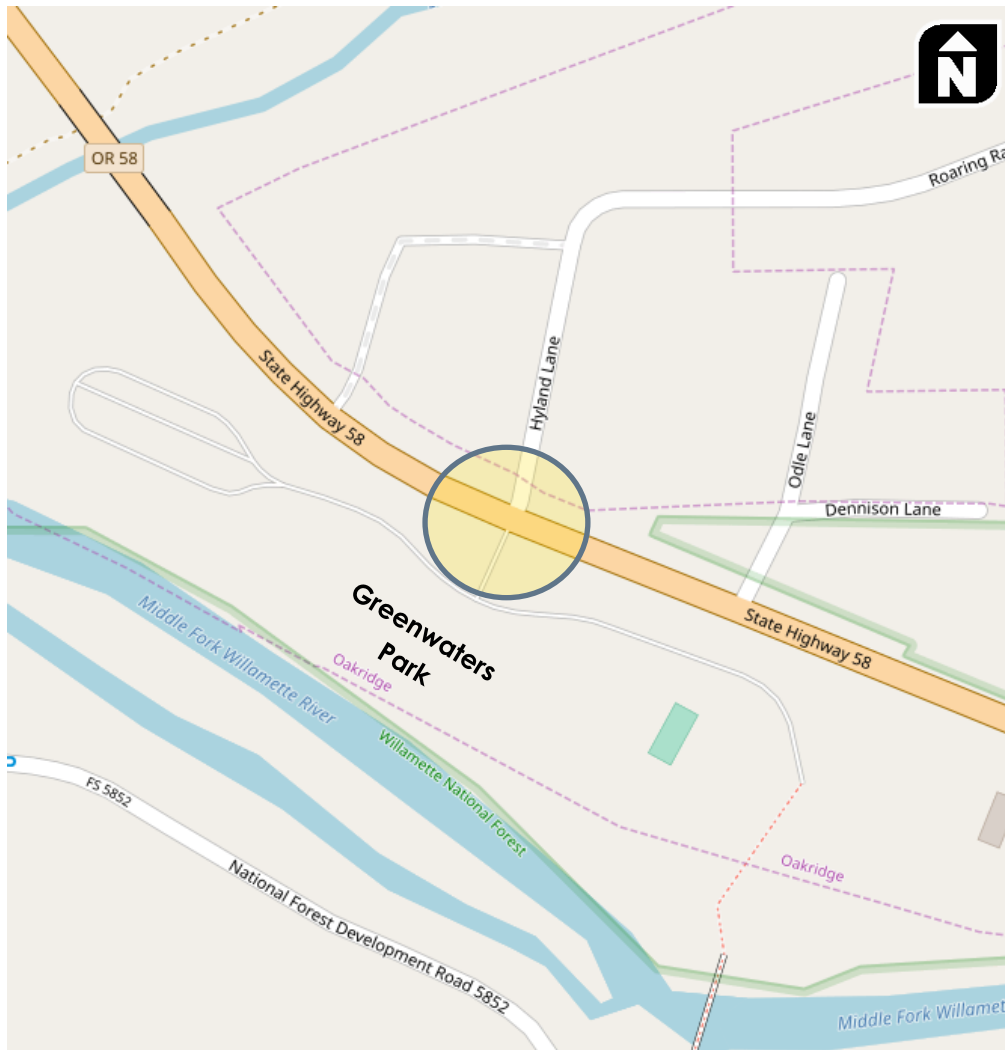
There is currently no street lighting along the road within the park that leads to the Greenwaters parking area. For the safety and comfort of those using the park, installation of street lighting is recommended at the intersection of OR 58/Hyland Lane and along the roadway from the highway to the park.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Roadway	Medium 	\$120k	\$120k	City

Modes Served:



Project Location/Images:



R-3


Project Removed from TSP

R-4 Crestview Street Cross Section and Multimodal Improvements

Crestview Street is a primary north-south arterial in Oakridge. It is the only grade separated rail crossing in the City and provides connections between OR 58 and the local schools. With limited crossing opportunities available in Oakridge, Crestview Street must accommodate vehicles, pedestrians and cyclists. This project improves the Crestview Street cross section to accommodate a shared-use path on the east side. At the bridge over the railroad, the path may be accommodated on the existing structure by reducing travel lane widths. This project would include repaving Crestview Street.

Coordination: SU-9

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
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Roadway	Medium 	\$490k	\$490k	City
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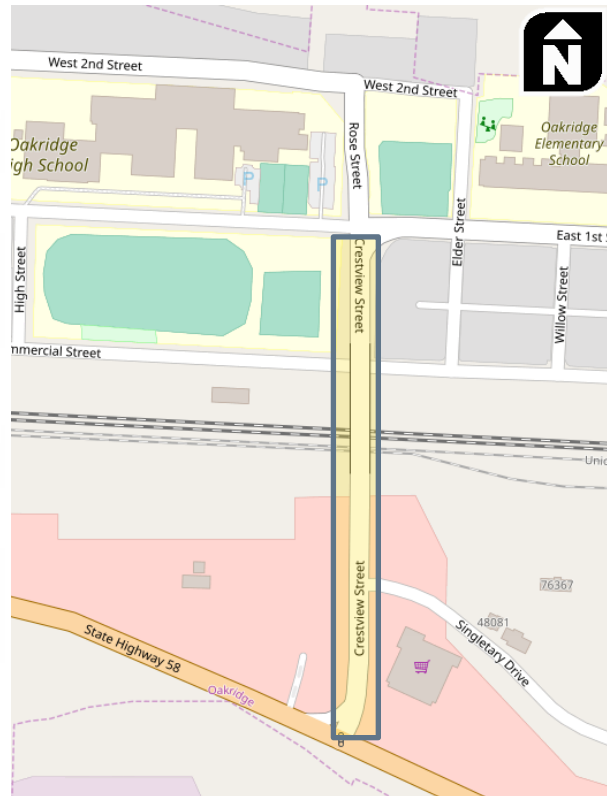
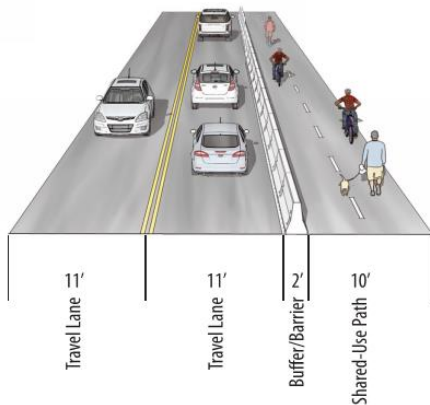
Modes Served:



Project Location/Images:



Crestview St Lane Conversion



R-5 OR 58 Illumination

Provide illumination along OR 58 from Hills Street to Hyland Lane where there currently is no lighting.

Coordination: R-6

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
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Roadway	High 	\$80k	\$10k	ODOT
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Modes Served:



Project Location/Images:



R-6

Project Removed from TSP

PV-1 City street paving program

Develop a Citywide program to assess and maintain City streets of all classification

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Paving	High 	\$20k	\$20k	City

Modes Served:



Example Image:




Example of roadway in need of repaving

PV-2 Industrial Park Way Paving

Pave Industrial Park Way from Mill Pond to Fish Hatchery Road. This section of Industrial Park Way is currently unpaved.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
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Paving	High 	\$240k	\$240k	City
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Modes Served:




Project Location/Images:



PV-3 Osprey Park parking lot Paving

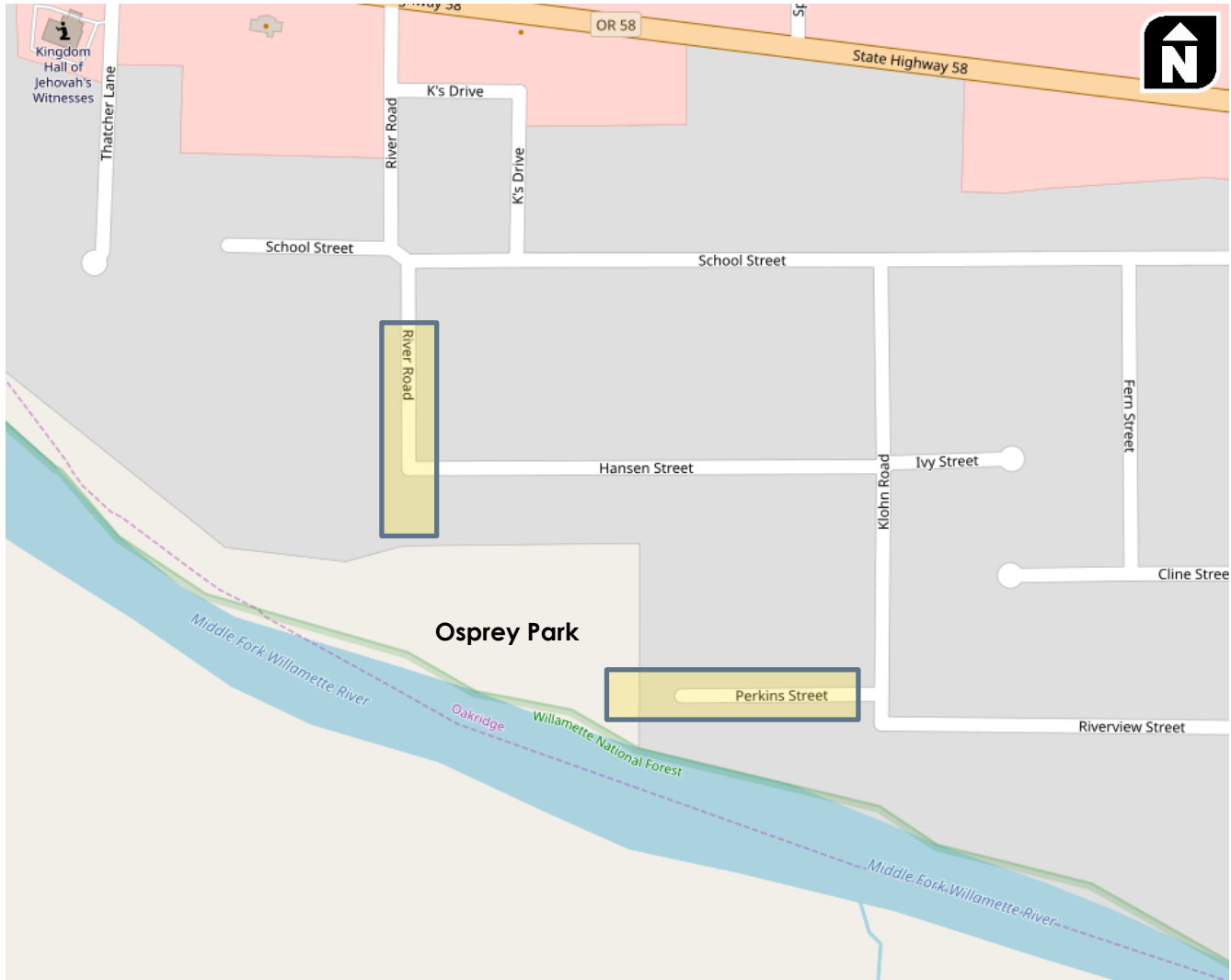
Pave both the River Road and Perkins Street parking areas to access Osprey Park. This area is currently unpaved.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Paving	Low 	\$110k	\$110k	City

Modes Served:




Project Location/Images:



PV-4 Berry Street Repaving

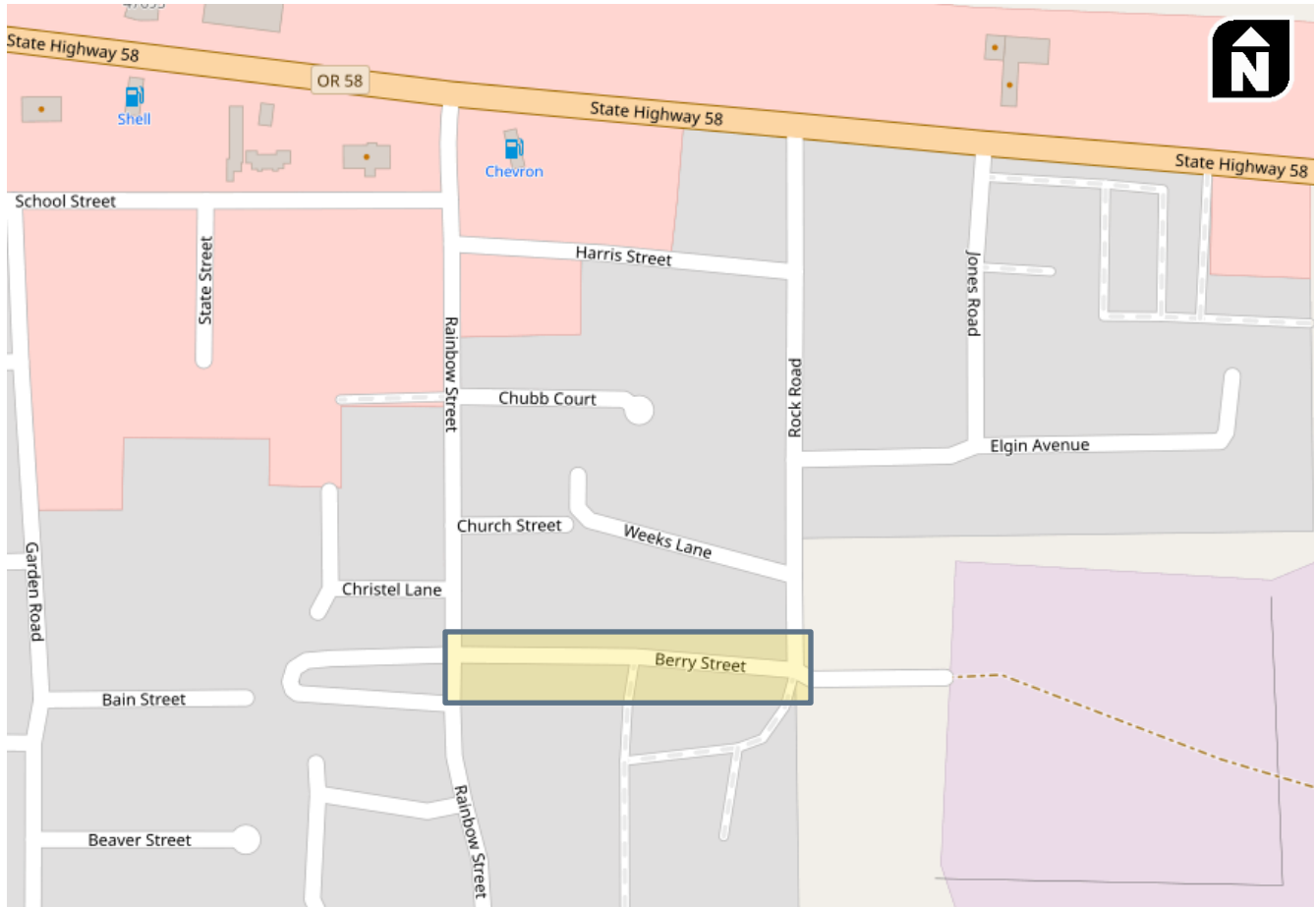
Repave Berry Street from Rainbow Street to Rock Road.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Paving	High 	\$110k	\$110k	City

Modes Served:




Project Location/Images:



PV-5 Jasper Drive Repaving

Repave Jasper Drive from Hills Street to the eastern terminus.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Paving	High 	\$220k	\$220k	City

Modes Served:




Project Location/Images:



PV-6 Paddock Lane Repaving

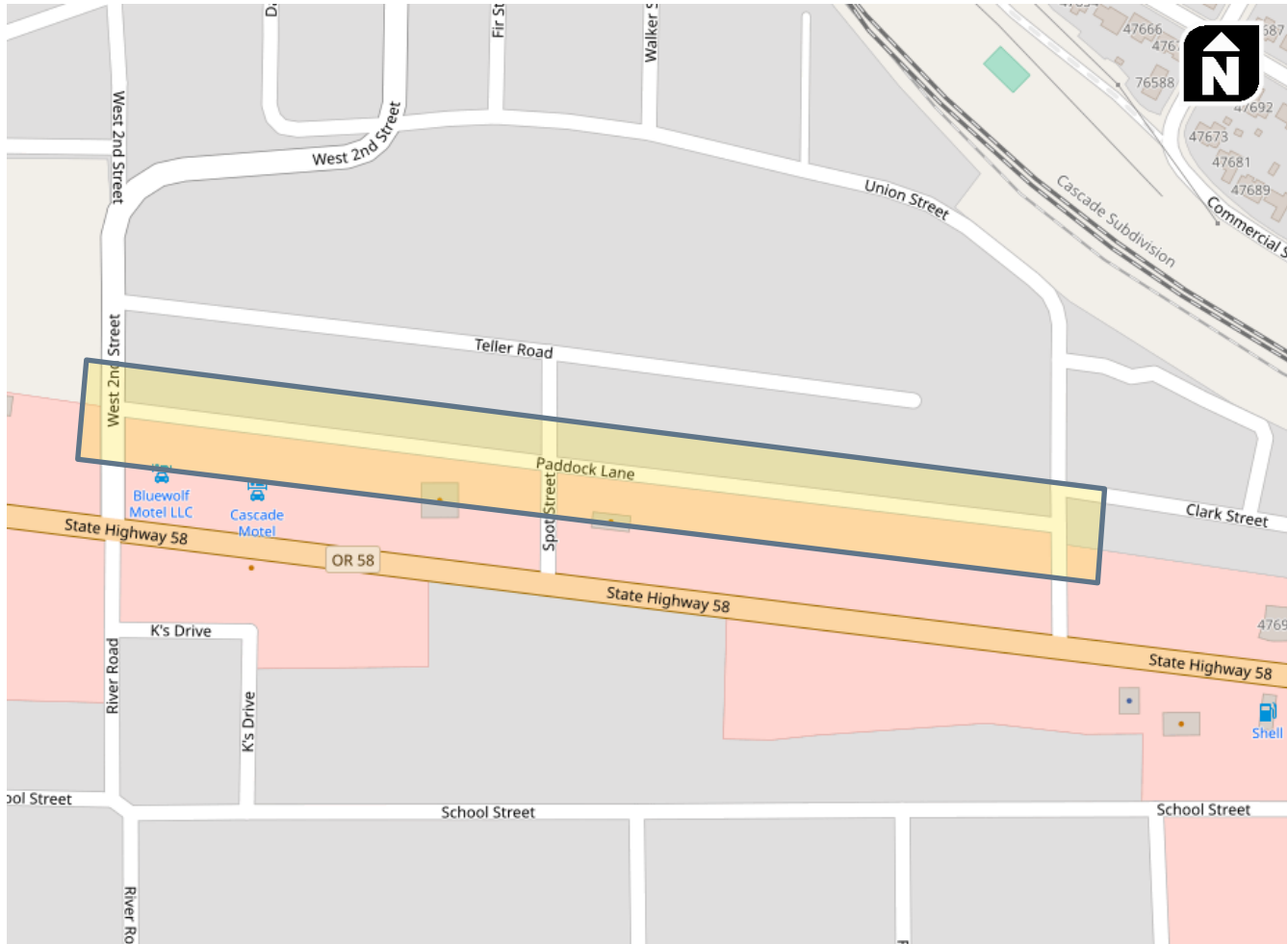
Repave Paddock Lane from W 2nd Street to Union Street

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Paving	Low 	\$110k	\$110k	City

Modes Served:




Project Location/Images:



PV-7 Beaver Lane/Beaver Street Repaving

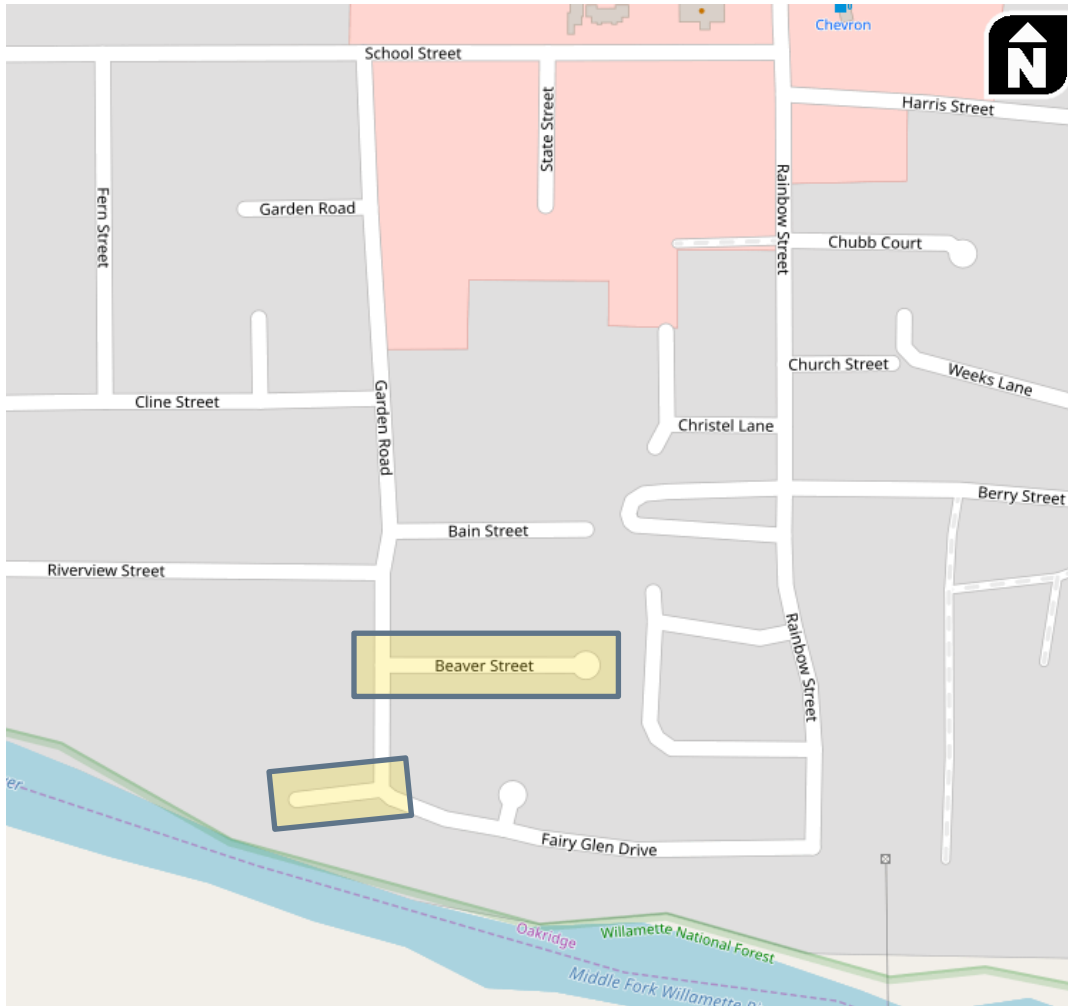
Repave the extents of Beaver Lane/Beaver Street from Garden Road to the eastern terminus.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Paving	Low 	\$70k	\$70k	City

Modes Served:




Project Location/Images:



PV-8 Hansen Street Repaving

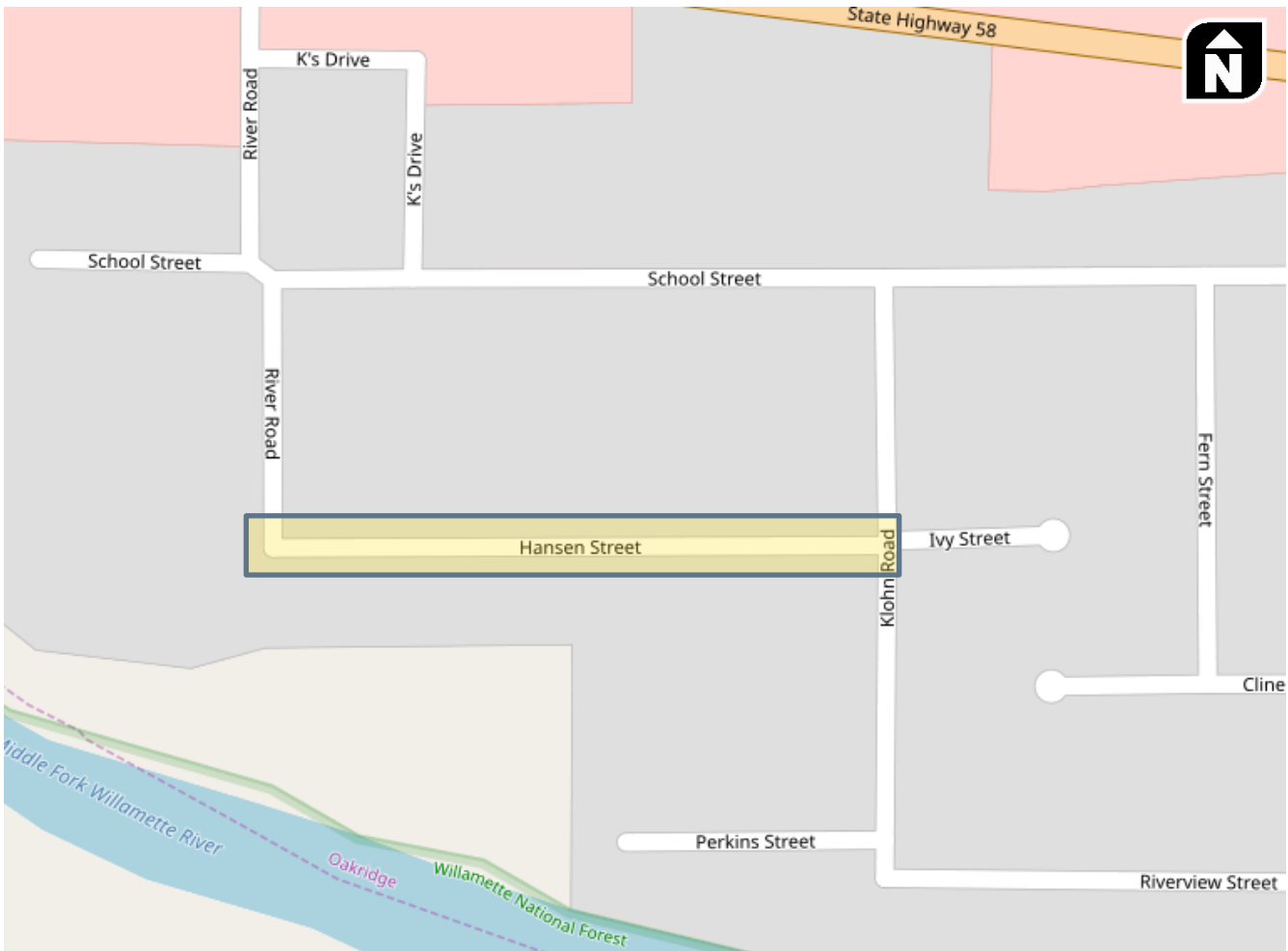
Repave Hansen Street from River Road to Klohn Road.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Paving	Low 	\$90k	\$90k	City

Modes Served:




Project Location/Images:



PV-9 Cline Street Repaving

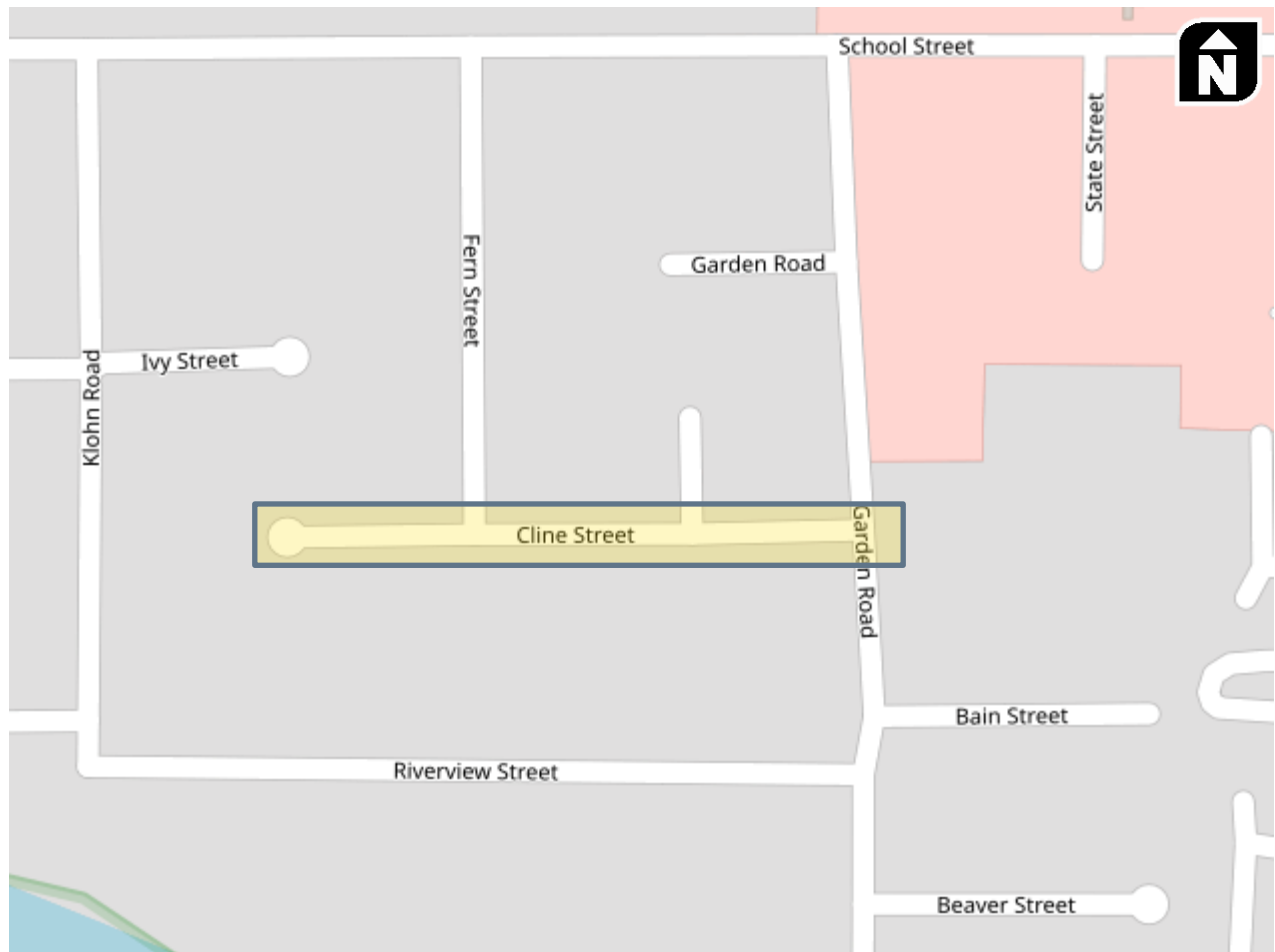
Repave Cline Street from Garden Road to the western terminus.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Paving	Low 	\$90k	\$90k	City

Modes Served:




Project Location/Images:



PV-10 Portal Drive Repaving

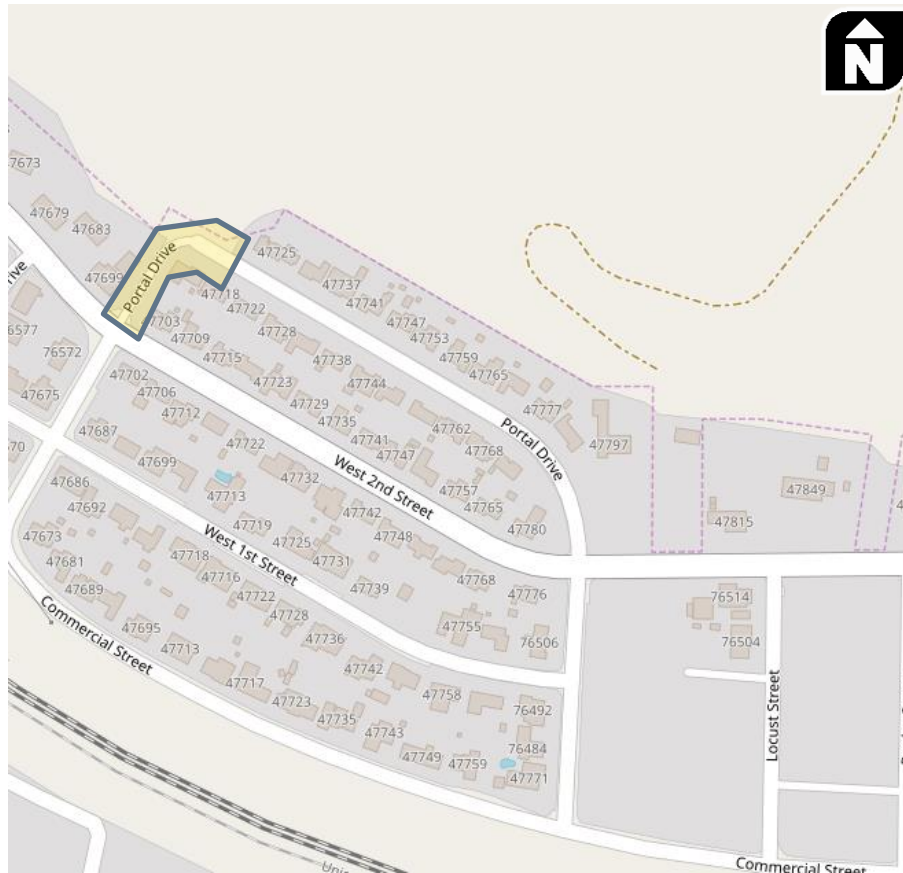
Repave Portal Drive from W 2nd Street approximately 200 feet north.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Paving	Low 	\$40k	\$40k	City

Modes Served:




Project Location/Images:



PV-11 Riverview Street Repaving

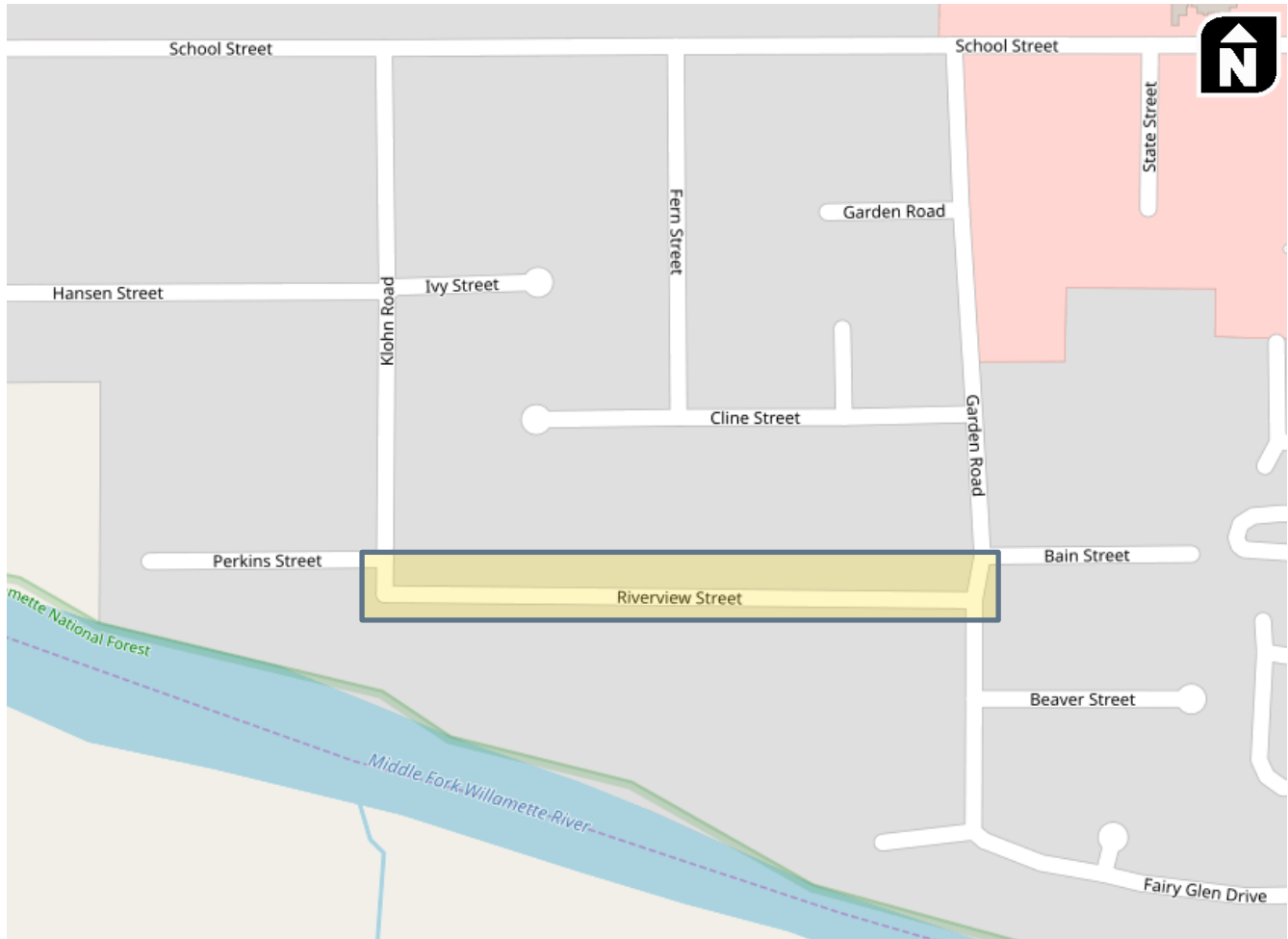
Repave Riverview Street from Klohn Road to Garden Road.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Paving	Low 	\$100k	\$100k	City

Modes Served:




Project Location/Images:



PV-12 Jones Road Repaving

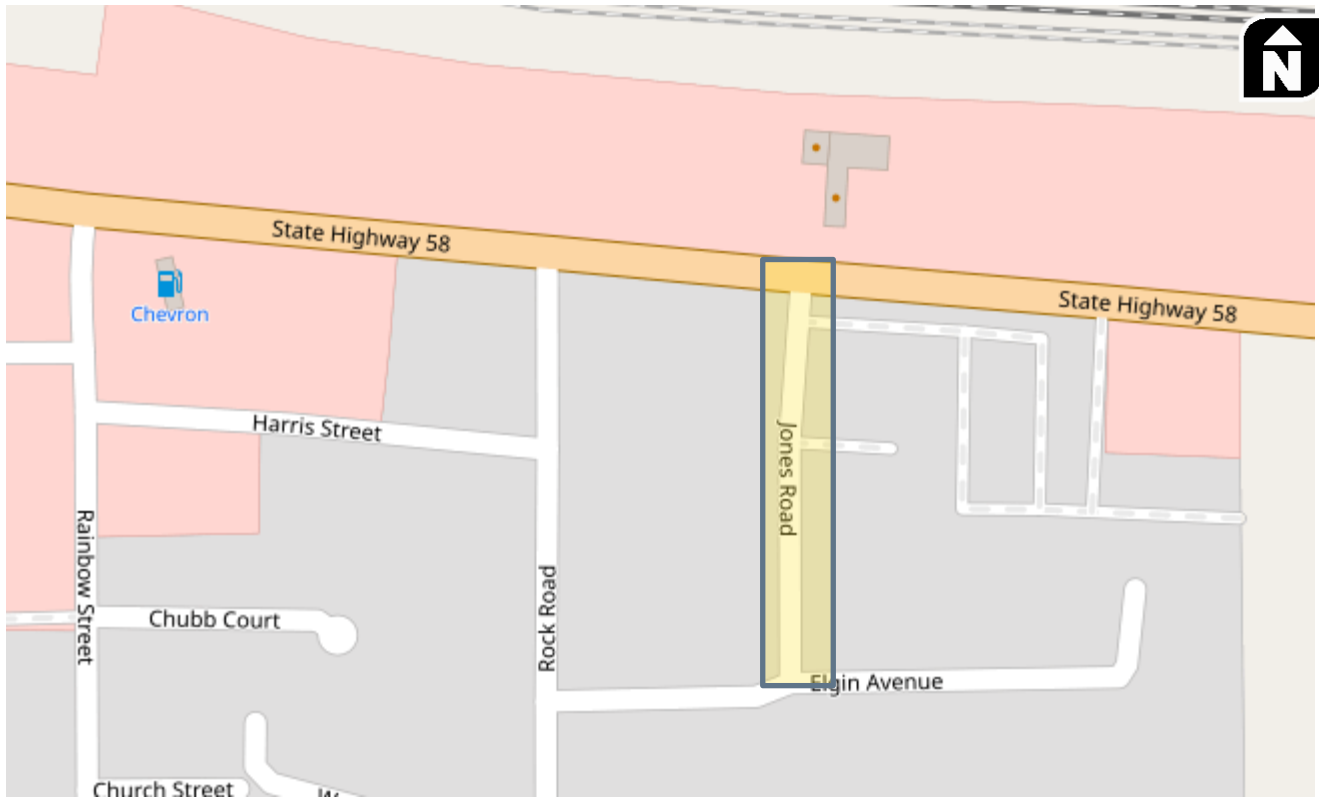
Repave Jones Road from OR 58 to Elgin Avenue.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Paving	Medium 	\$80k	\$80k	City

Modes Served:




Project Location/Images:



PV-13 Elgin Avenue Repaving

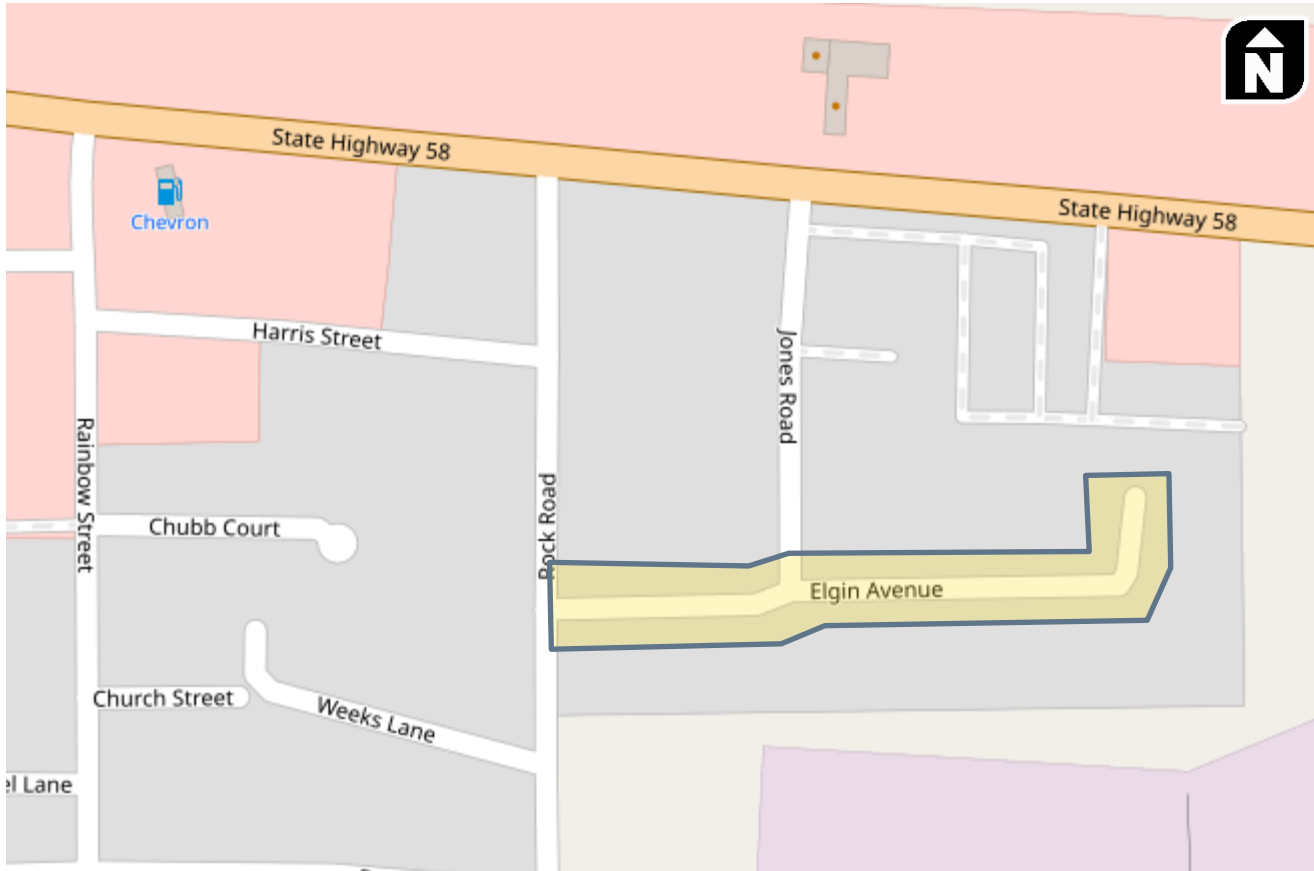
Repave Elgin Avenue from Rock Road to the eastern terminus.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Paving	Low 	\$70k	\$70k	City

Modes Served:




Project Location/Images:



PV-14 Beech Street Repaving

Repave Beech Street from E 1st Street to 2nd Street.

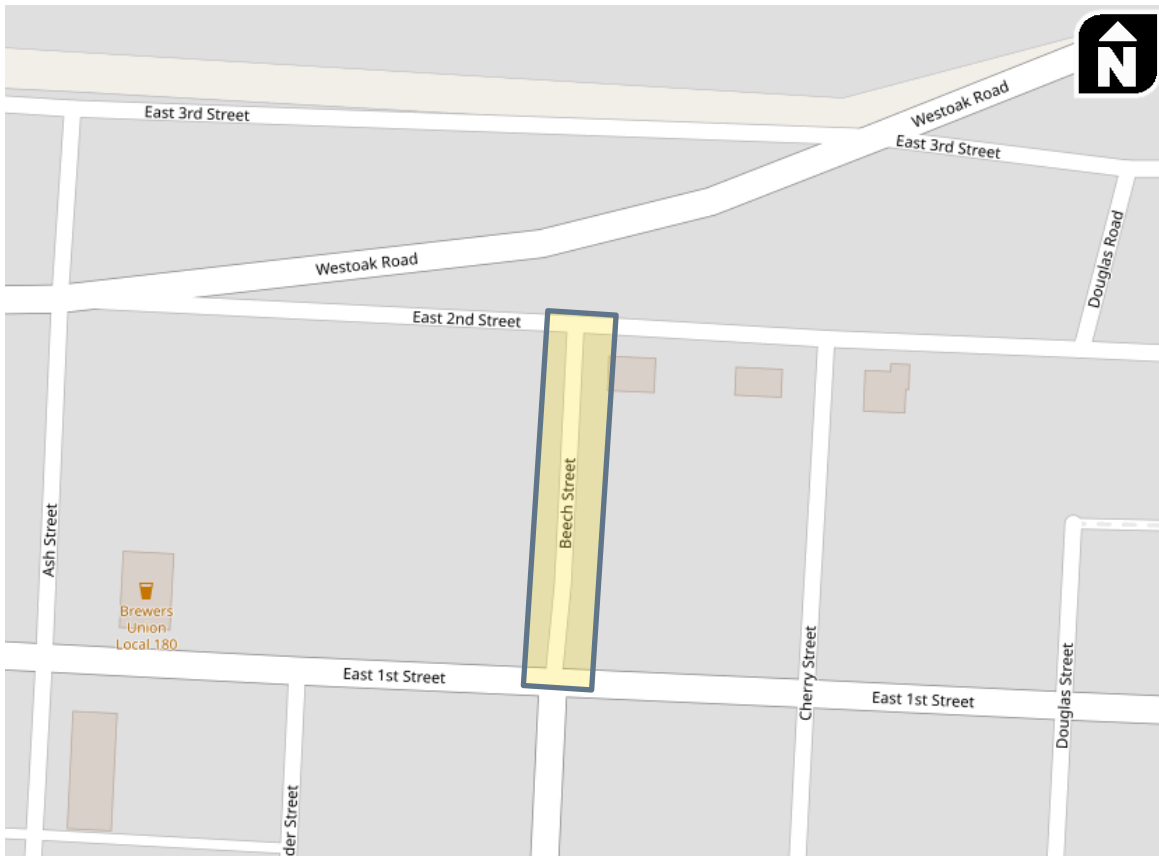
Coordination: R-3

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Paving	Medium 	\$40k	\$40k	City

Modes Served:




Project Location/Images:



PV-15 Cherry Street Repaving

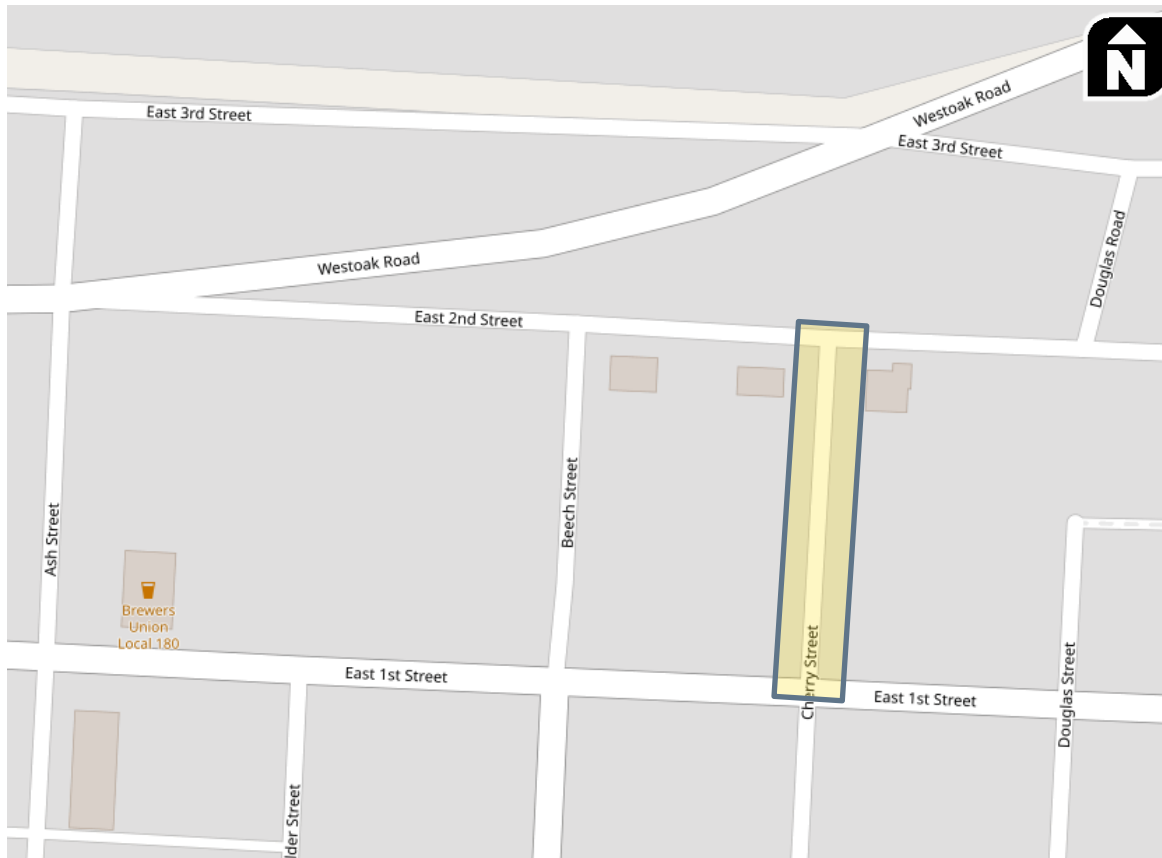
Repave Cherry Street from E 1st Street to 2nd Street.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Paving	Medium 	\$40k	\$40k	City

Modes Served:




Project Location/Images:



PV-16 Douglas Street Repaving

Repave the full extents of Douglas Street.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Paving	Medium 	\$40k	\$40k	City

Modes Served:




Project Location/Images:



PV-17 Elm Street Repaving

Repave Elm Street from E 1st Street to 2nd Street.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Paving	Medium 	\$40k	\$40k	City

Modes Served:



Project Location/Images:



FR-1 Designated Local Freight Route

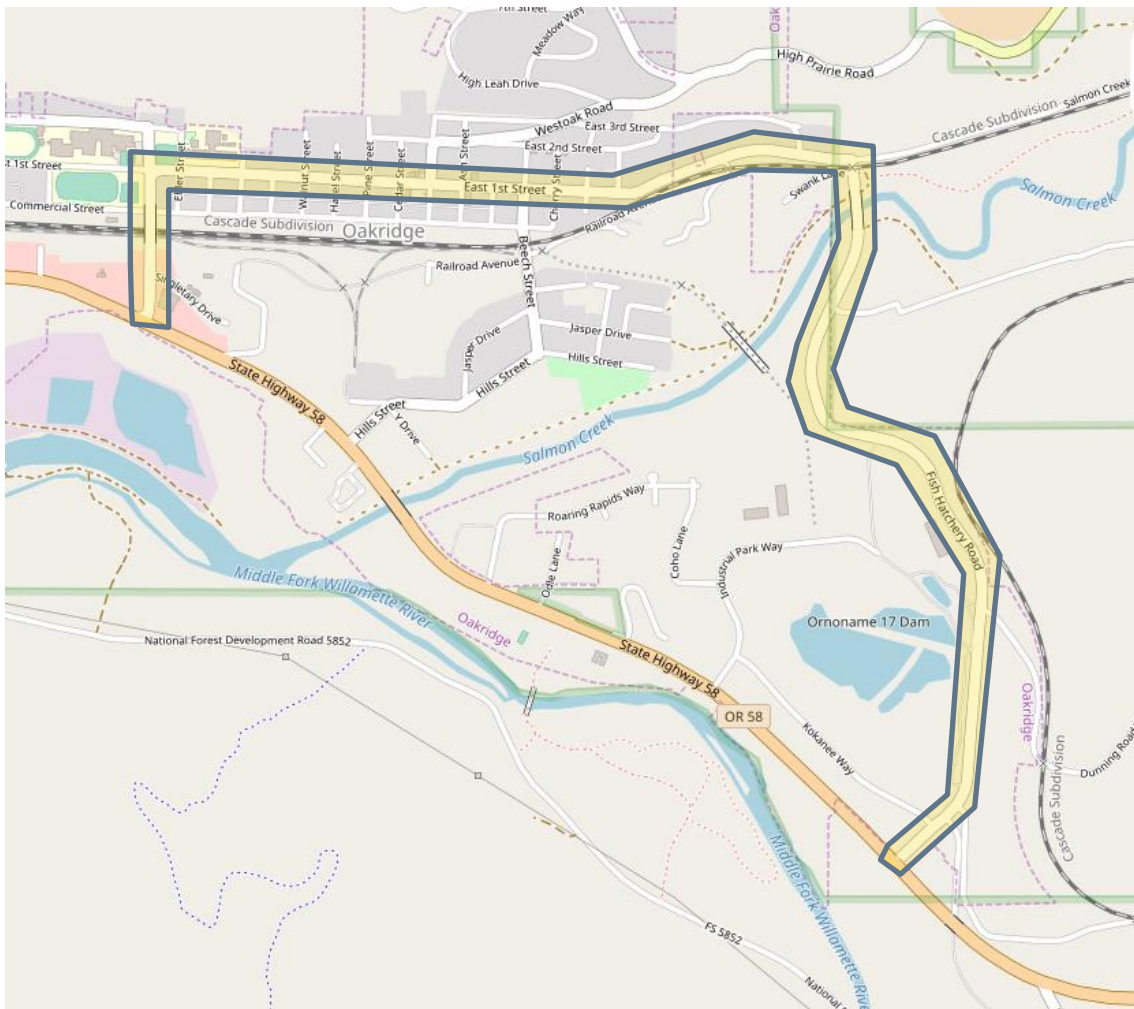
Provide a designated local freight route on Fish Hatchery Road, E 1st Street, and Crestview Street. This includes pavement rehabilitation to accommodate truck loads.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Freight	Low 	\$1.35M	\$680k	County

Modes Served:




Project Location/Images:



FR-2 Weigh Station Feasibility Study

Conduct a feasibility study to identify the need and viability of a weigh station for heavy vehicles on the eastside of Oakridge using Oakridge's existing (inactive) weigh station.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Freight	Low 	\$50k	\$50k	City

Modes Served:




Example Image:



FR-3 Truck Parking Feasibility Study

Conduct a feasibility study to identify the need and viability of constructing a truck parking area and/ or commercial truck stop for heavy vehicles within Oakridge.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Freight	Low 	\$50k	\$50k	City

Modes Served:



Example Image:



S-1 Systemic Safety Intersection Improvements on OR 58

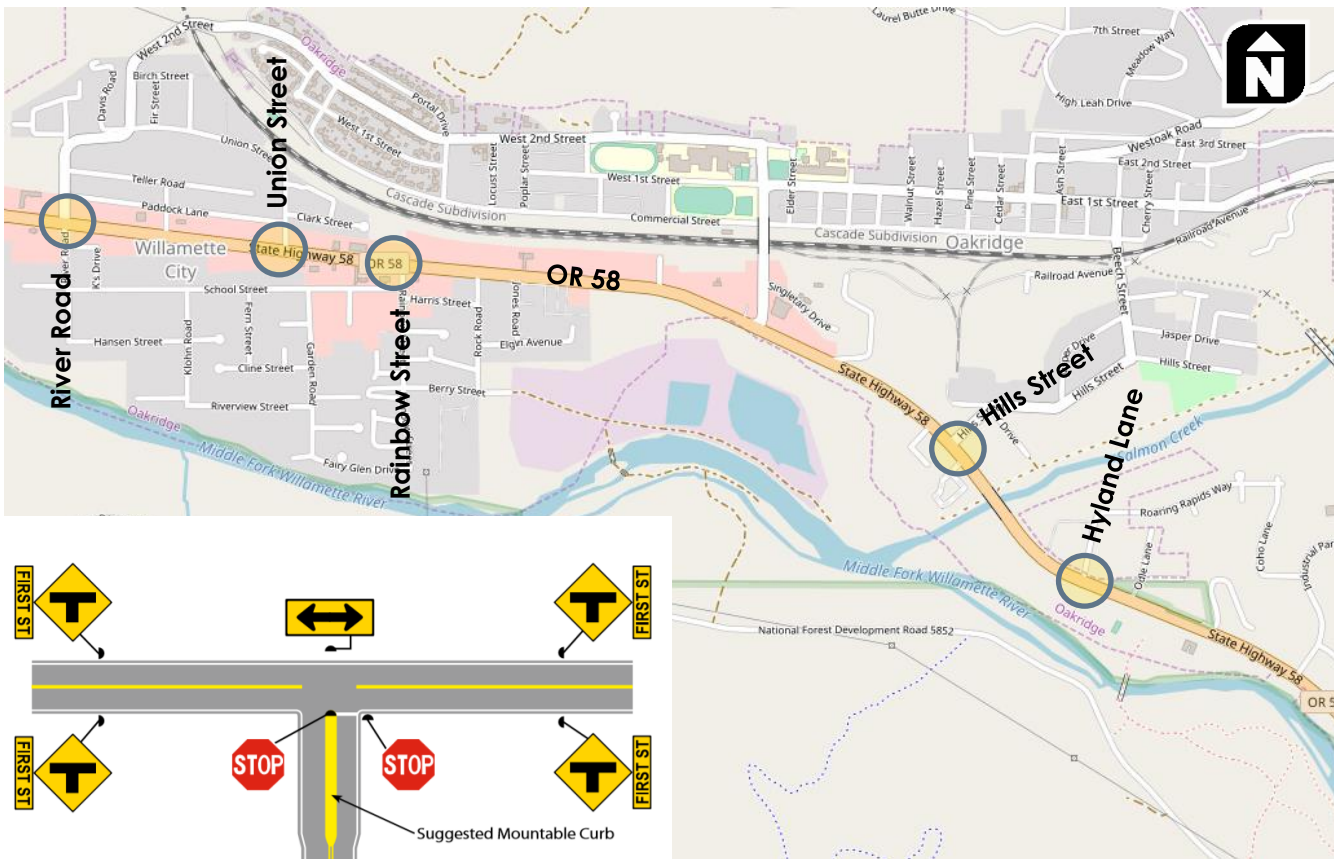
Provide/upgrade intersection warning signs, install or widen centerlines/edge lines, improve side street intersection visibility (signage, striping, recessed pavement markers). Locations on OR 58 include, but are not limited to, Hills Street, Union Street, River Road, Rainbow Street, Hyland Lane. Approximately 85 percent of the crashes that occurred on OR 58 in the study period occurred within 250 feet of an intersection. These improvements may help improve the overall safety performance of the intersections along the highway.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Safety	Medium	\$20k	\$2k	ODOT

Modes Served:



Project Location/Images:



Source: https://safety.fhwa.dot.gov/intersection/other_topics/fhwsa09020/fhwsa09020.pdf

S-2 Intersection Safety Improvement at High Prairie Road/Westoak Road

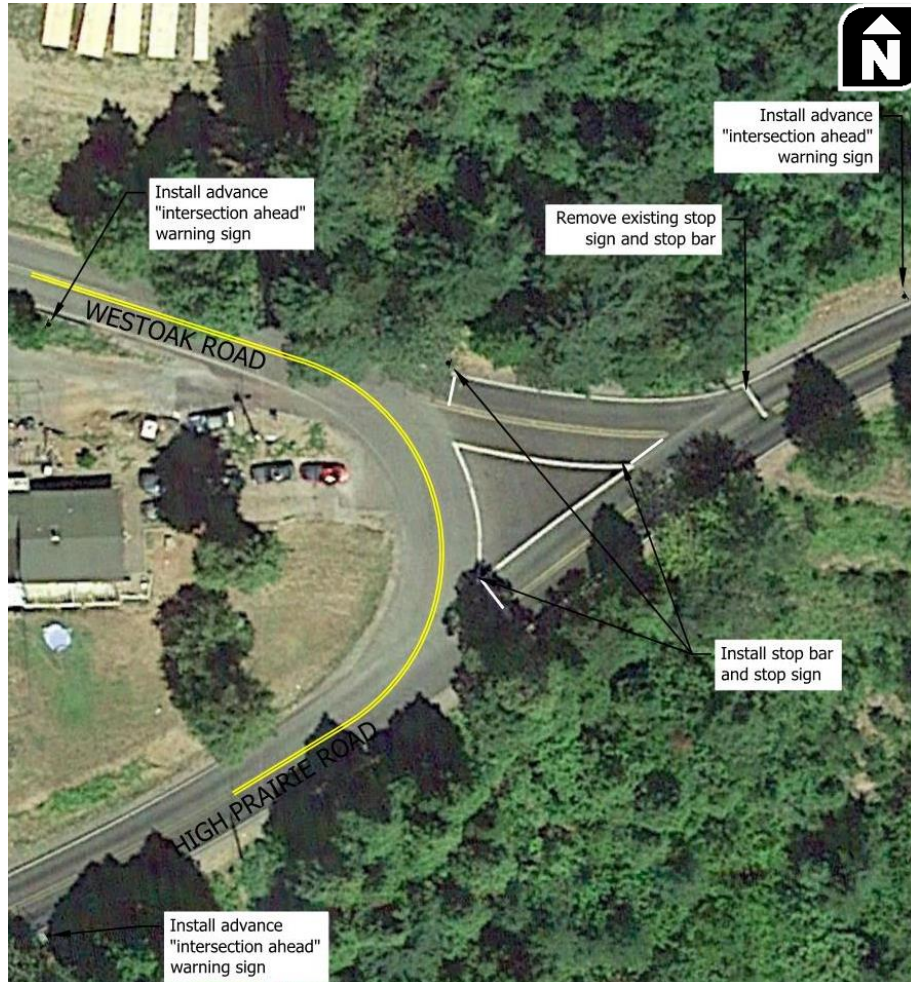
Reconfigure intersection warning signs and stop signs to improve sight distance and clarify right-of-way at the intersection. The intersection geometry, grade, sight distance, and nontraditional stop control were identified as potential risk factors. It is currently unclear who has the right-of-way among the two eastbound approaches from Westoak Road.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Safety	Vision	N/A	N/A	County

Modes Served:




Project Location/Images:



S-3 Intersection Safety Improvement at OR 58/Industrial Park Way

Restripe Highway 58 to move the end of the eastbound merge lane approximately 400 feet to the west and develop an eastbound left turn lane into the industrial park. This project provides a dedicated eastbound left turn lane to eliminate existing conflicts between vehicles stopped, waiting to turn left and those accelerating, attempting to complete a passing movement before the two eastbound lanes merge down to one lane.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Safety	High 	\$20k	\$2k	ODOT

Modes Served:



Project Location/Images:




S-4 Intersection Safety Improvement at Crestview Street/E 1st Street

Reconfigure the intersection to slow vehicle speed through the intersection and reduce pedestrian exposure by installing a stop sign on the east leg to create an all-way stop-controlled intersection, installing a marked crosswalk on the east leg, and removing the striped median and channelized northbound right turn to narrow south and east legs of the intersection. The curb radius must be designed to accommodate truck turns. This may require mountable curbs.

Crestview Street ties into the intersection at a reasonable downgrade from the railroad bridge, and the schools are located to the northeast and northwest. As such, this intersection experiences a substantial amount of school traffic and pedestrian activity. This project would reduce speeds and reduce pedestrian exposure near the school zone. By providing a crossing on the east side of the intersection, this project ties in with the proposed shared-use path along the east side of Crestview Street (Project R-4 and SU-9).

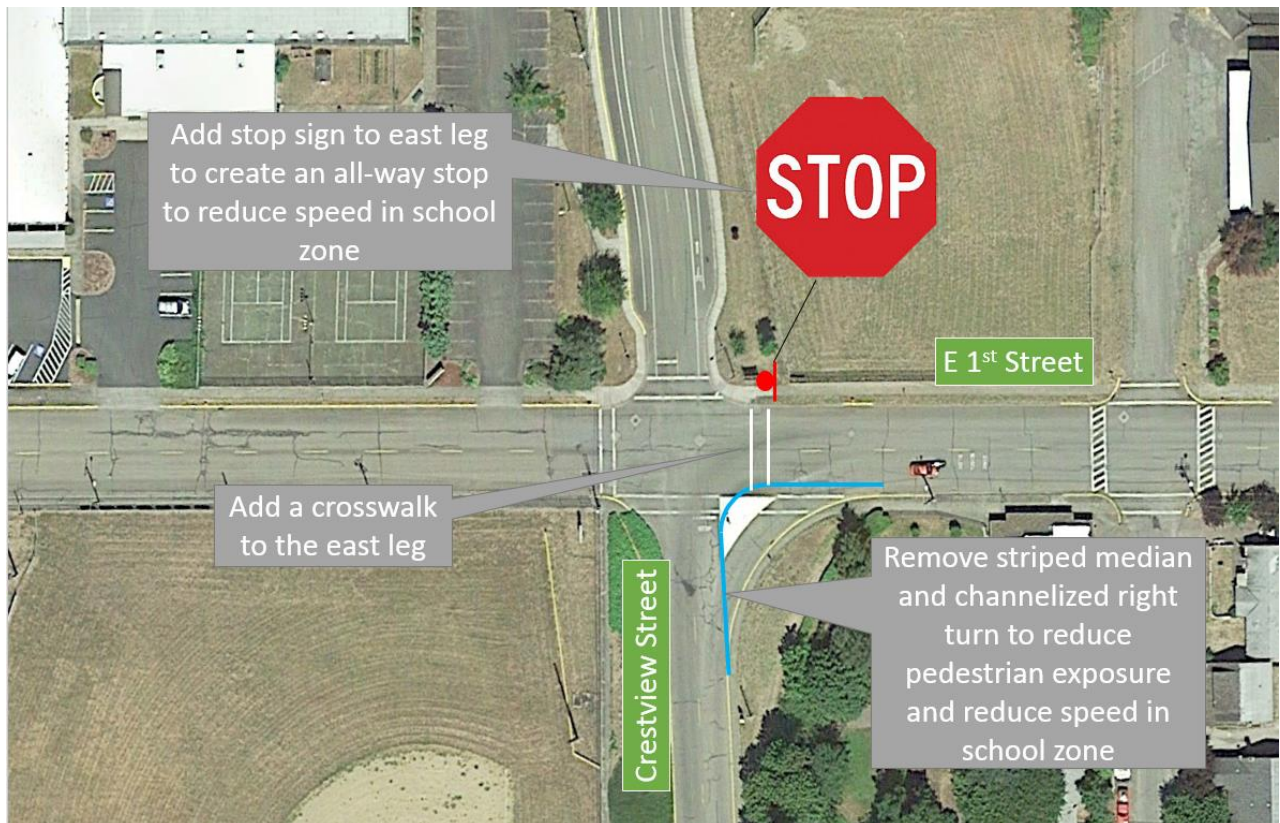
Coordination: SU-9 and R-4

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Safety	Low 	\$20k	\$20k	City

Modes Served:




Project Location/Images:



S-5 Speed Feedback Signs Entering Oakridge (East and West)

Install speed feedback signs in conjunction with posted speed limit signs on the east and west approaches of OR 58 to Oakridge where the speed drops to 35 mph and where the highway context visually changes from rural to more urban. The City would be required to coordinate with ODOT to install speed feedback signs within the ODOT right-of-way.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Safety	High 	\$30k	\$3k	ODOT

Modes Served:



Project Location/Images:



P-2*

W 1st Street Sidewalk

Fill in sidewalk gaps on both sides of W 1st Street between High Street and Poplar Street including an 8ft wide sidewalk on the northside of W 1st Street to accommodate bicycle activity.

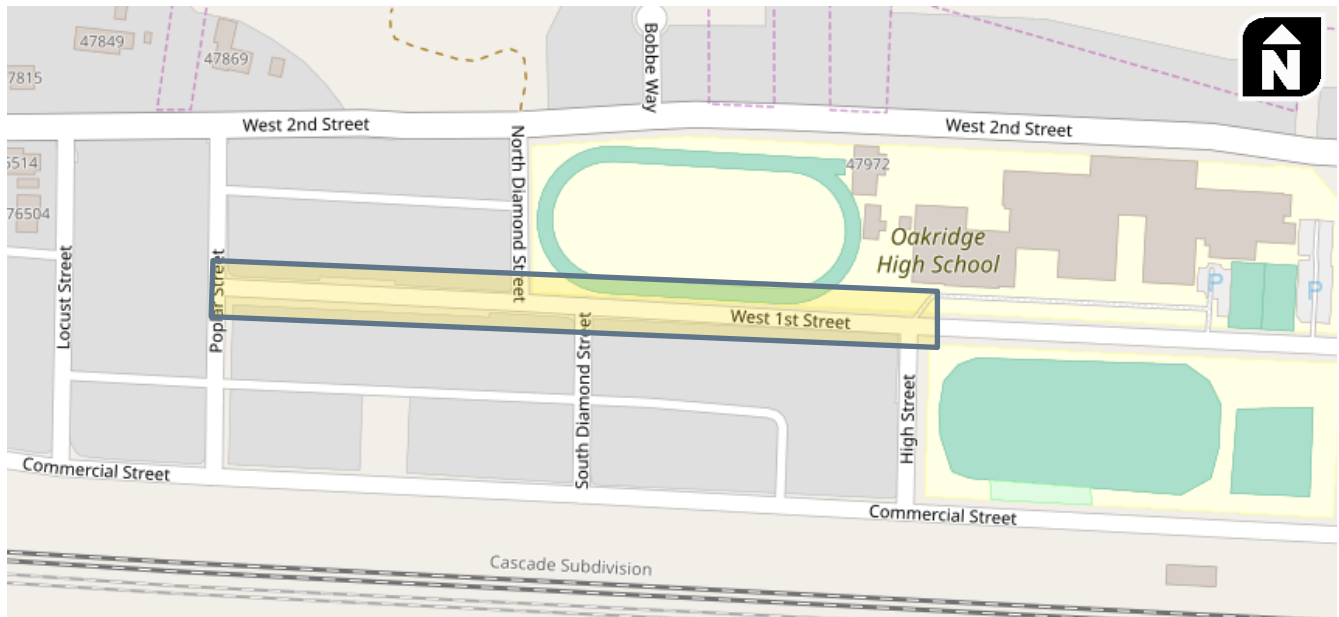
Coordination: R-1, B-3

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Pedestrian	High 	\$250k	\$250k	City

Modes Served:



Project Location/Images:



*There is not a project P-1 in the TSP. This project was removed based on public comments during the TSP development. Therefore, project numbering for pedestrian projects starts at P-2.

P-3

Project Removed from TSP

P-4 River Road Sidewalk

Construct sidewalk on west side of River Road from OR 58 to School Street.

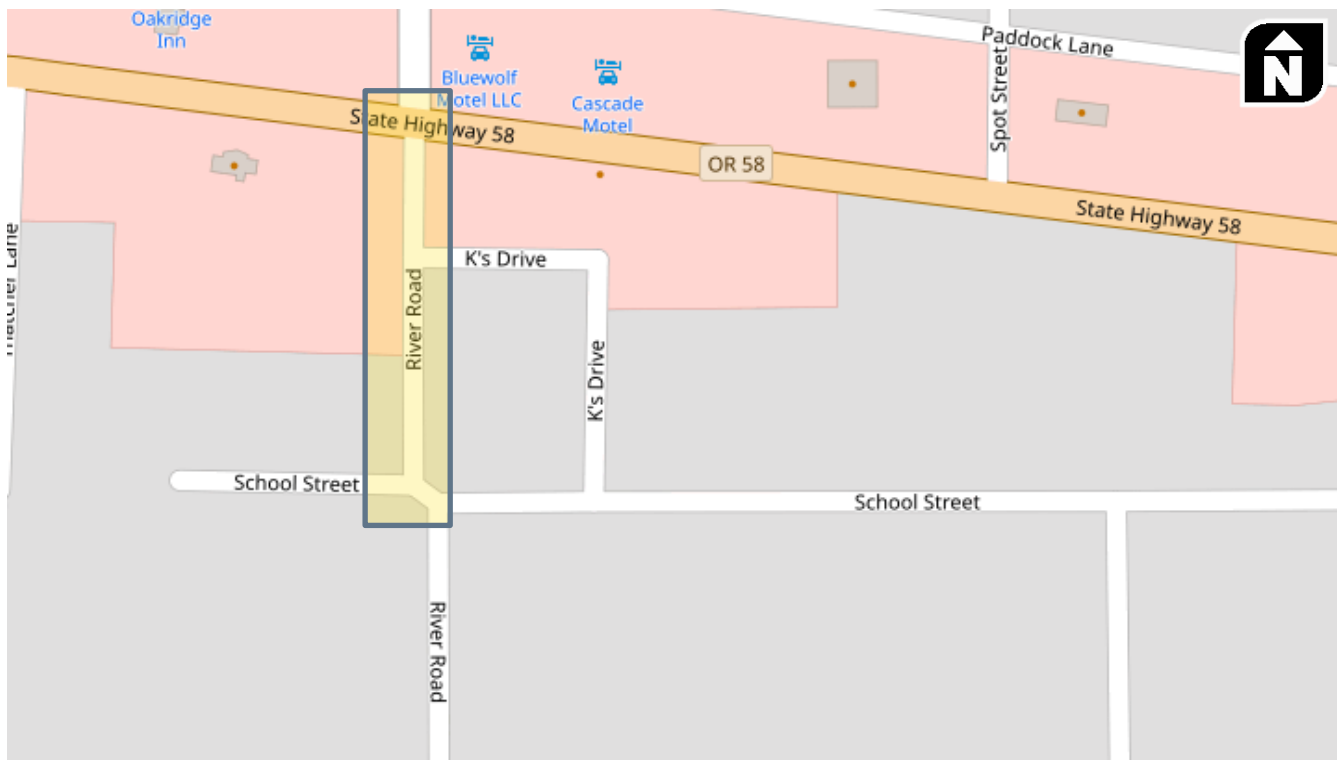
Coordination: B-5

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Pedestrian	Low 	\$210k	\$210k	City

Modes Served:



Project Location/Images:



P-5 W 2nd Street Sidewalk from OR 58 to Teller Road

Construct sidewalk on the west side of W 2nd Street from OR 58 to approximately 150 feet north of Teller Road.

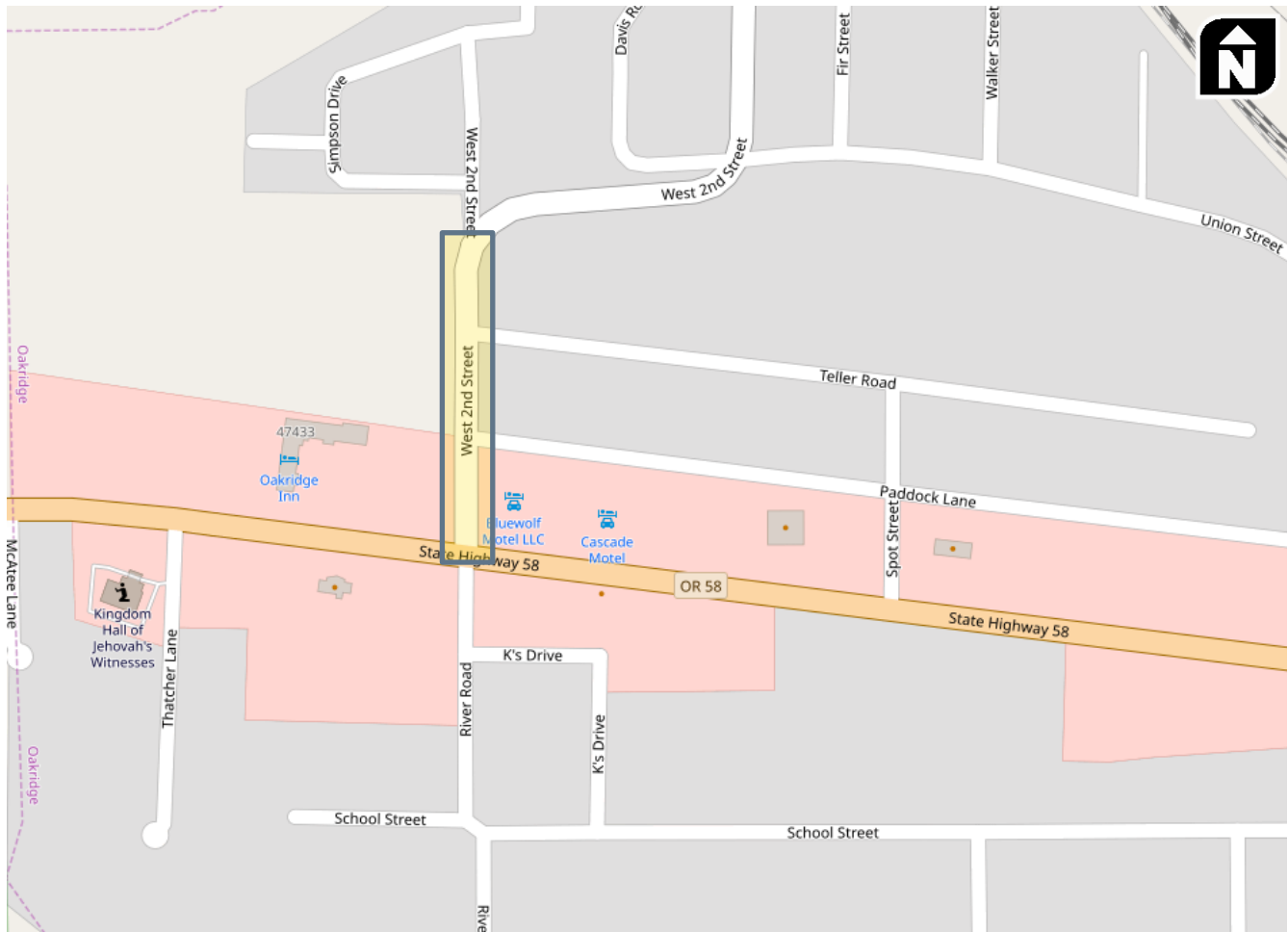
Coordination: P-6, B-1

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Pedestrian	Low 	\$200k	\$200k	City

Modes Served:




Project Location/Images:



P-6 W 2nd Street Sidewalk Improvement

Widen existing sidewalk on northwest side of W 2nd Street from Teller Road to Commercial Street in locations where the sidewalk is less than 5-feet wide.

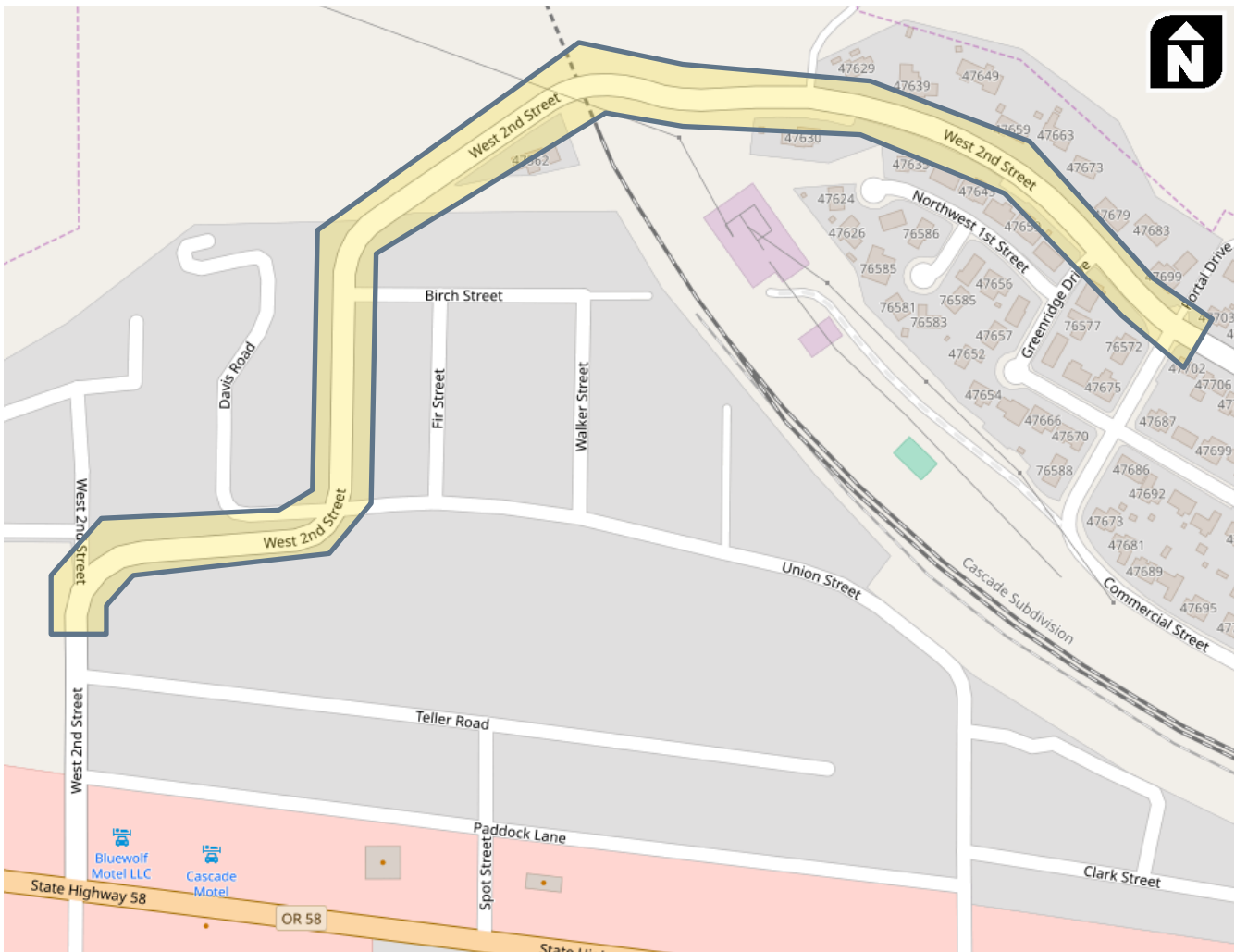
Coordination: P-5, P-7, B-1

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Pedestrian	Low 	\$460k	\$460k	City

Modes Served:



Project Location/Images:



P-7

W 2nd Street Sidewalk Improvement from Commercial Street to Portal Avenue

Construct sidewalk on both sides of W 2nd Street between Commercial Street and Portal Drive.

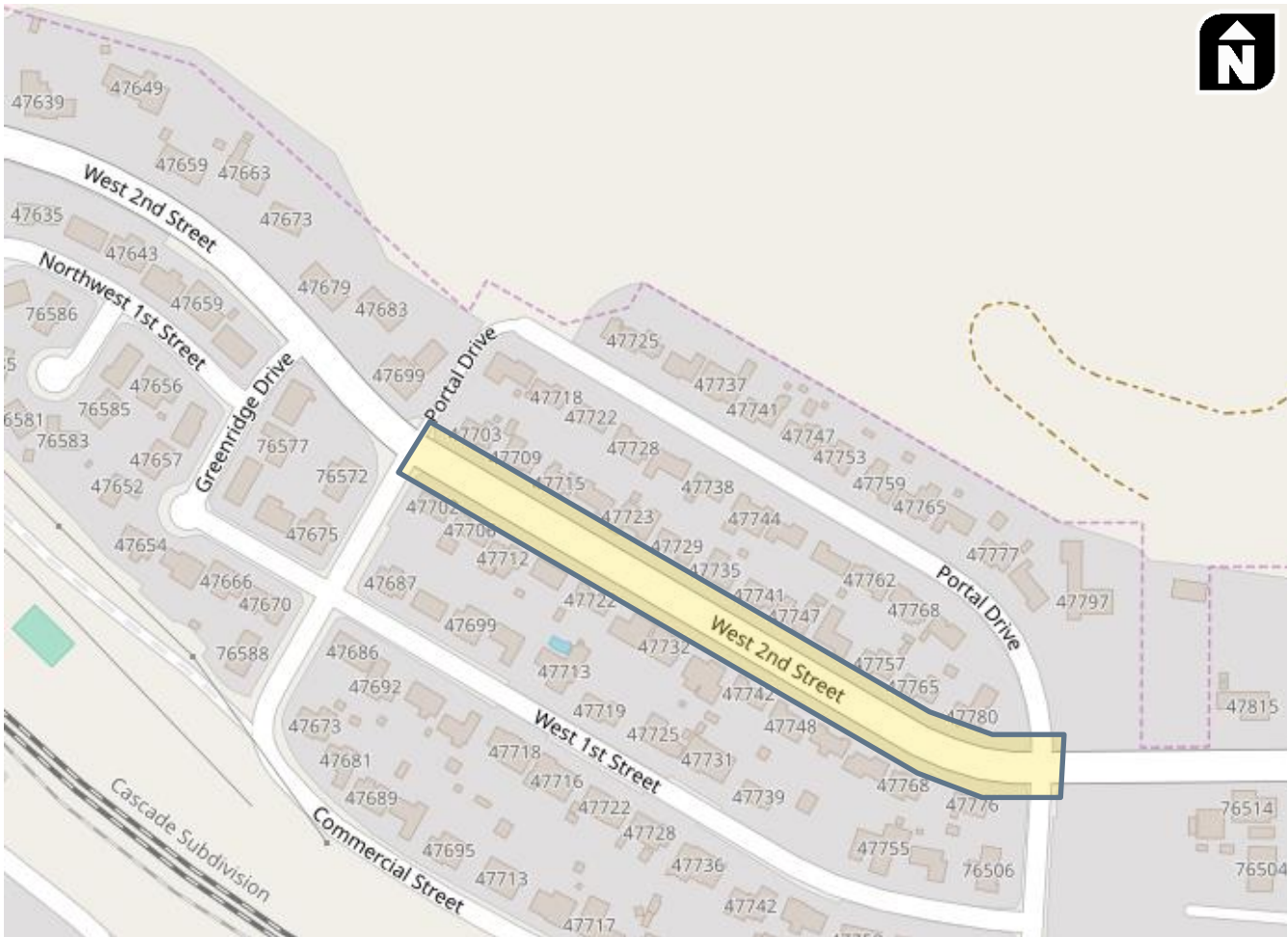
Coordination: P-6, B-1

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Pedestrian	High 	\$330k	\$330k	City

Modes Served:




Project Location/Images:



P-8 Local Street Sidewalk Program

Develop a Citywide program to improve the local street sidewalk network throughout the City. The cost estimate assumes new sidewalks on local streets where there are current gaps in the system.

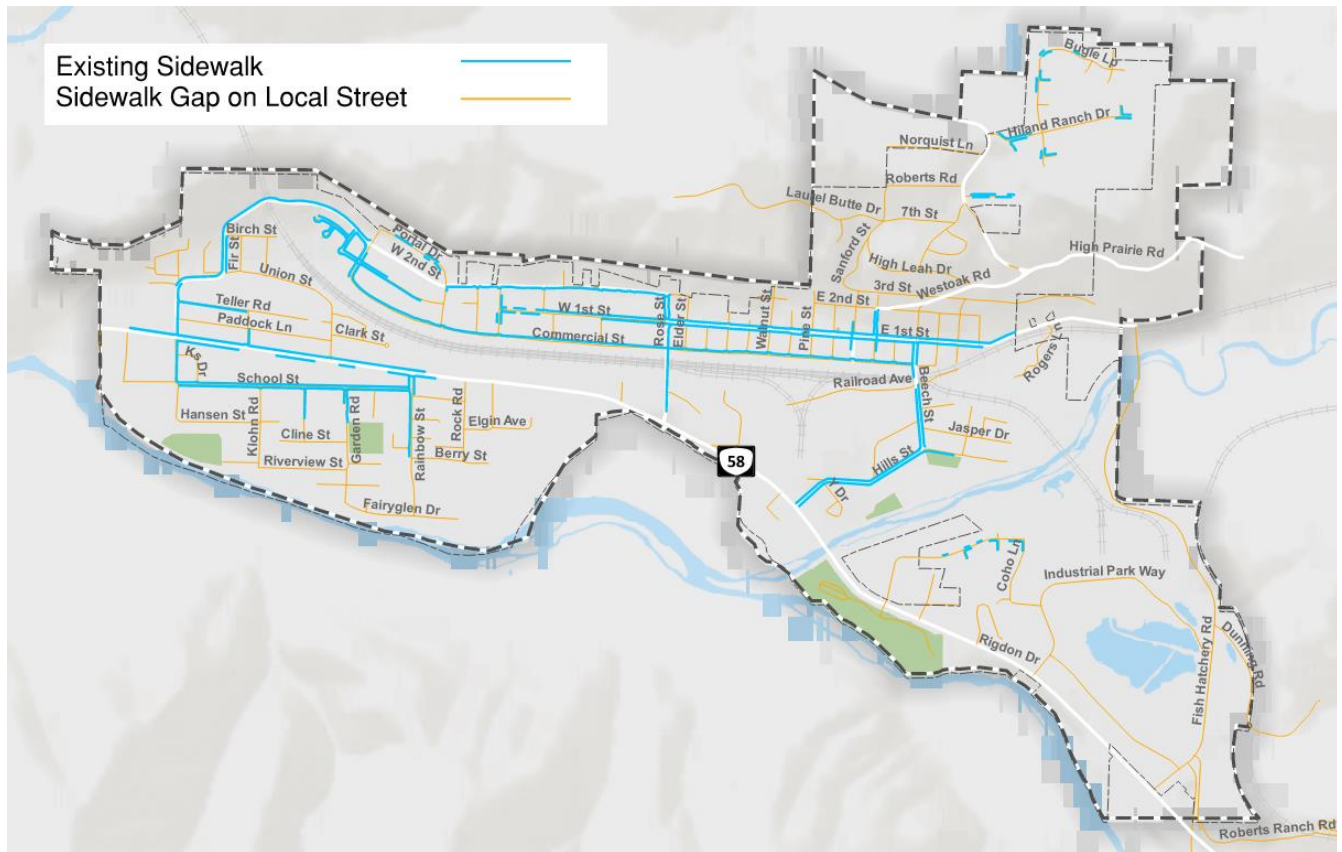
Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
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Pedestrian	Low 	\$5.03M	\$5.03M	City
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Modes Served:



Example Image:



P-9 Traffic Signal Pedestrian Improvement at Crestview/OR 58

Provide intersection lighting, pedestrian countdown timers for crossing of north leg, and sidewalk infill on west side of north leg. There are potential vehicle/pedestrian conflicts at the signal, near the bus stop, and near the surrounding businesses.

Existing crossing of OR 58 leads to a cliff and there is no shoulder or sidewalk on the south side of the highway; this project may be coordinated with R-6, P-3, and B-6 to address this issue. *Note: Cost estimate provided by ODOT.*

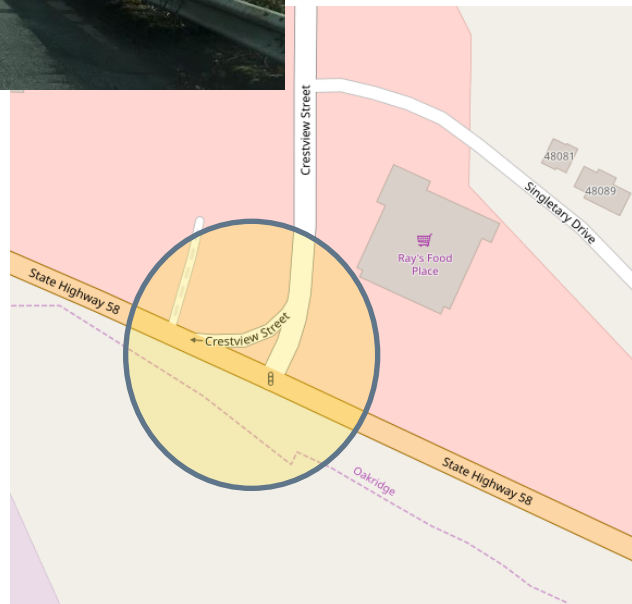
Coordination: R-6, P-3, B-6

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Pedestrian	High 	\$200k	\$20k	ODOT

Modes Served:



Project Location/Images:



P-10 Sidewalk and Pedestrian Ramp Program

The City lacks an inventory or program to assess the condition of existing sidewalks. Develop a program to assess condition and ADA compliance of existing sidewalks and pedestrian ramps. The program may give priority to locations with close proximity to schools, school routes, areas with a pedestrian crash history, or high traffic pedestrian routes.

Cost includes the development of a sidewalk program. Costs needed to maintain and operate the program will need to be further identified during program development.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Pedestrian	High 	\$15k	\$15k	ODOT

Modes Served:



Example Image:



C-1 Marked Pedestrian Crossings

Install marked crosswalks on arterials and collectors at intersections where sidewalks are present. There is a lack of marked crosswalks at major intersections throughout the City; priority may be placed with locations that are located near schools or on routes to schools, locations that facilitate the transition of sidewalks from one side of the road to another, and locations of transitions between facility types.

Coordination: P-4, P-5, P-6, P-7

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Crossing	Low 	\$10k	\$10k	City

Modes Served:



Project Location/Images:



C-2

Feasibility Study for Grade Separated Railroad Crossing between Union Street and Commercial Street

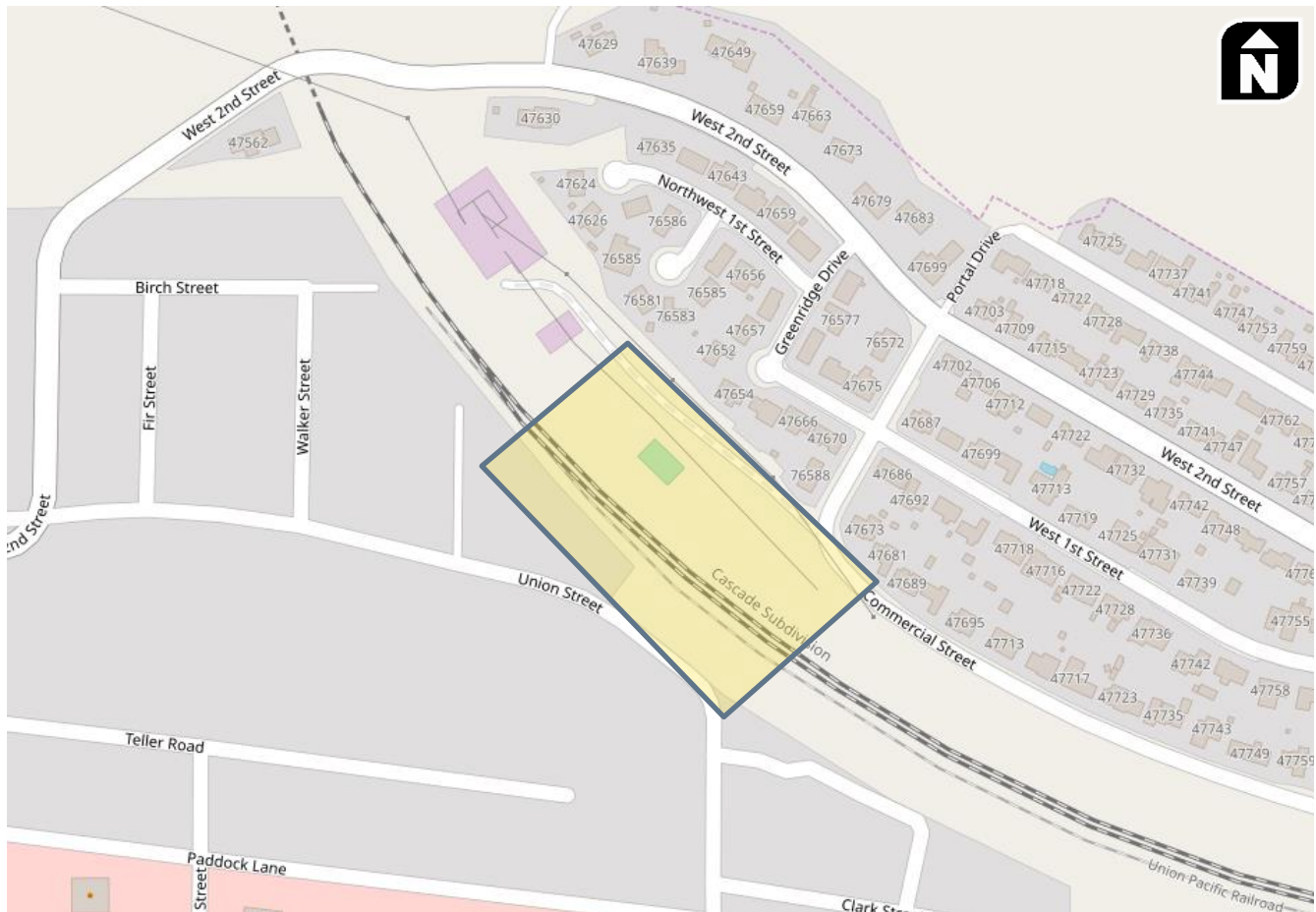
Evaluate the feasibility of building a grade-separated crossing of the railroad tracks between Union Street and Commercial Street, approximately a quarter mile east of W 2nd Street. This crossing of the railroad is located on one of the most direct paths between the schools and the residential areas in the west and southwest areas of the City. OR 58 lack of sidewalks east of Rock Road, meaning that there is no alternative route for pedestrians in SW Oakridge (south of OR 58) to cross both the highway and railroad without substantial out of direction travel and grade on W 2nd Street.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Crossing	High 	\$50k	\$50k	City

Modes Served:




Project Location/Images:



C-3 Beech Street Rail Crossing Improvements

Install pedestrian and cyclist improvements at the at-grade railroad crossing. Includes partial widening, sidewalks, signing, and an illumination pole.

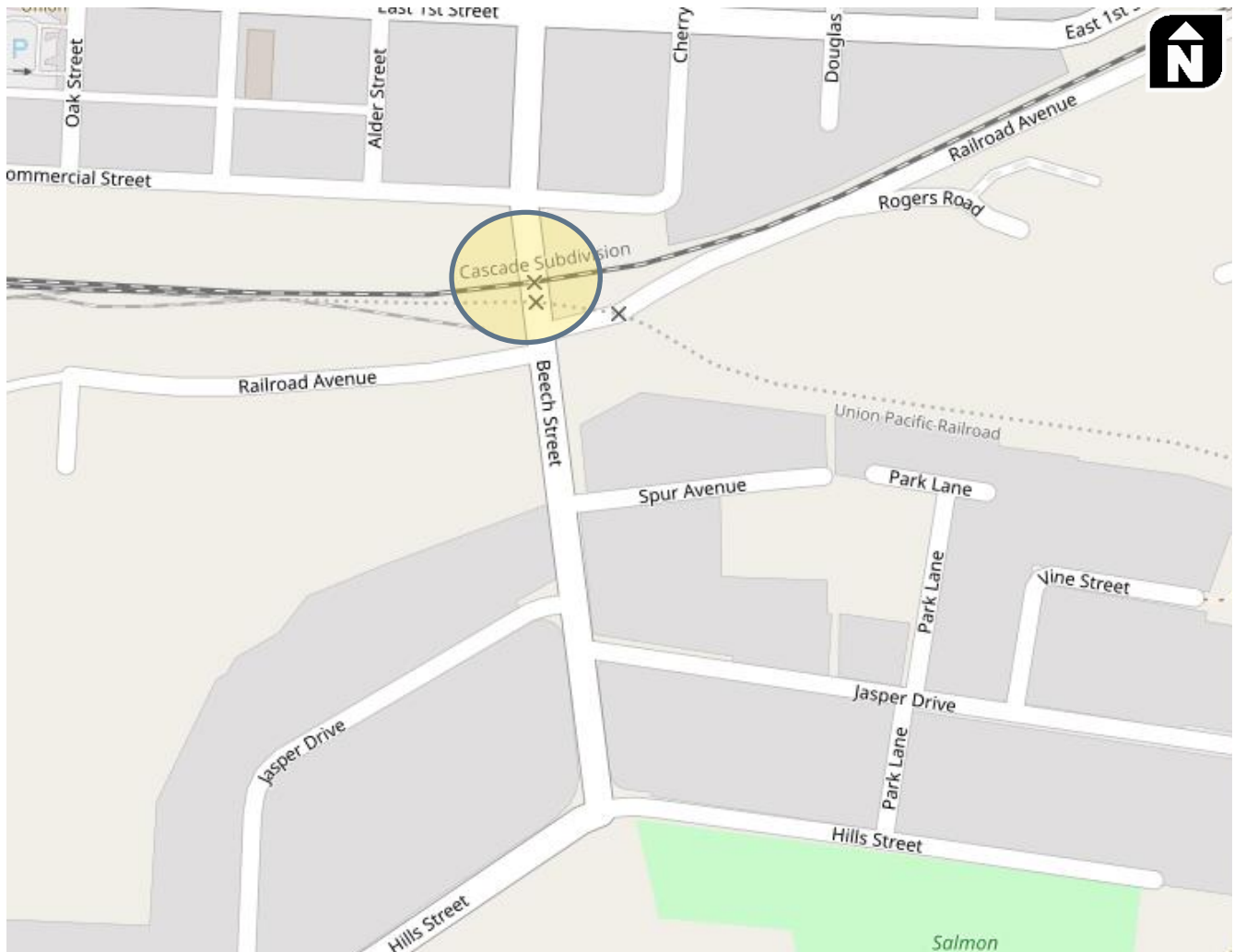
Coordination: B-4

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Crossing	Low 	\$150k	\$150k	City

Modes Served:



Project Location/Images:



C-4 OR 58/River Road-Thatcher Lane Pedestrian Safety Improvement

Install enhanced pedestrian crossing on OR 58 approximately 350 feet east of Thatcher Lane which could include raised median, curb extension, traffic calming, illumination, etc. *Project was identified in the 2016 Pedestrian Safety Study.*

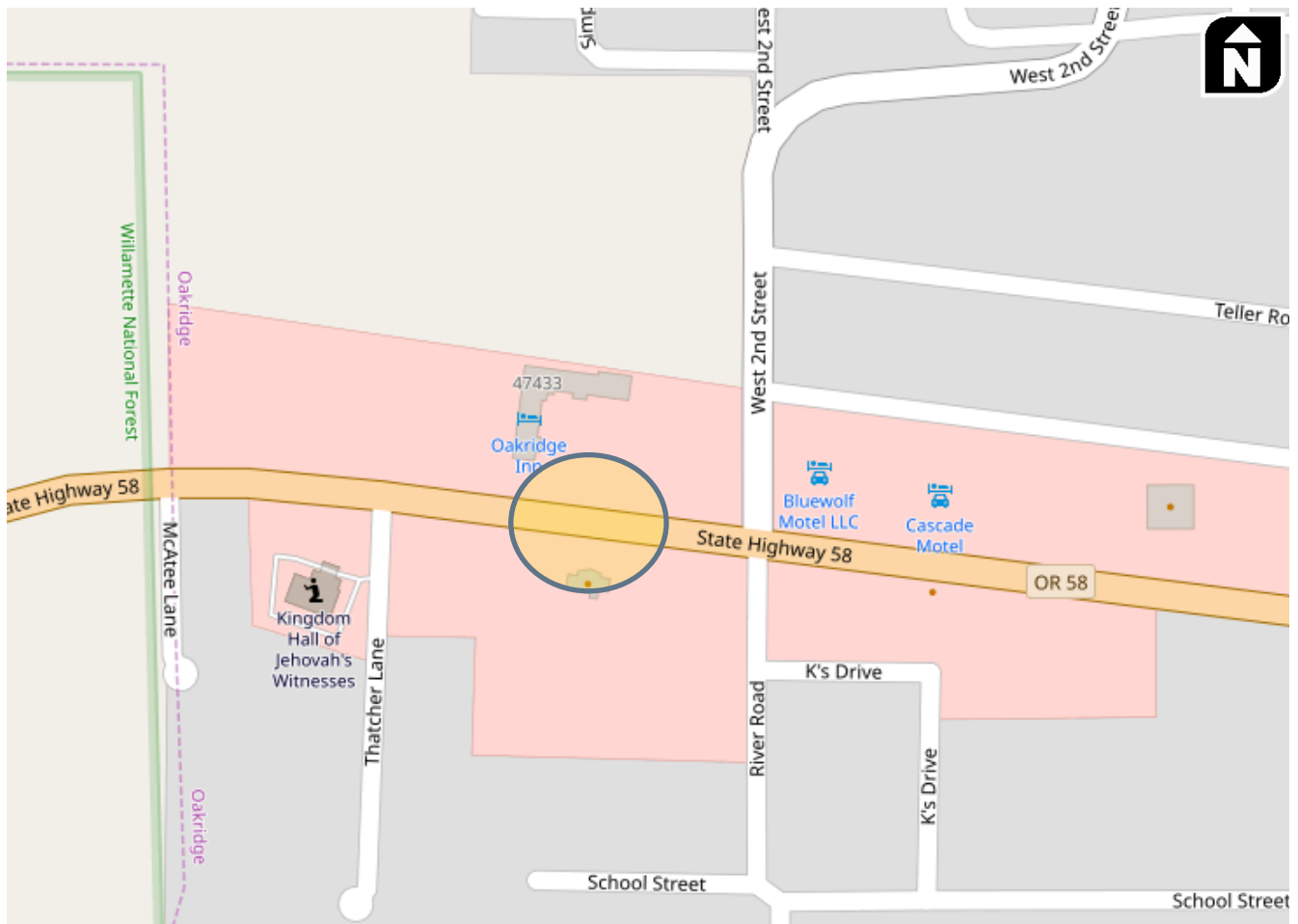
Coordination: R-6

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Crossing	High 	\$200k	\$20k	ODOT

Modes Served:



Project Location/Images:



C-5 OR 58/Rainbow Road Pedestrian Safety Improvement

Install enhanced pedestrian crossing on OR 58 approximately 40 feet east of Rainbow Road which could include raised median, curb extension, traffic calming, illumination, etc. *Project was identified in the 2016 Pedestrian Safety Study.*

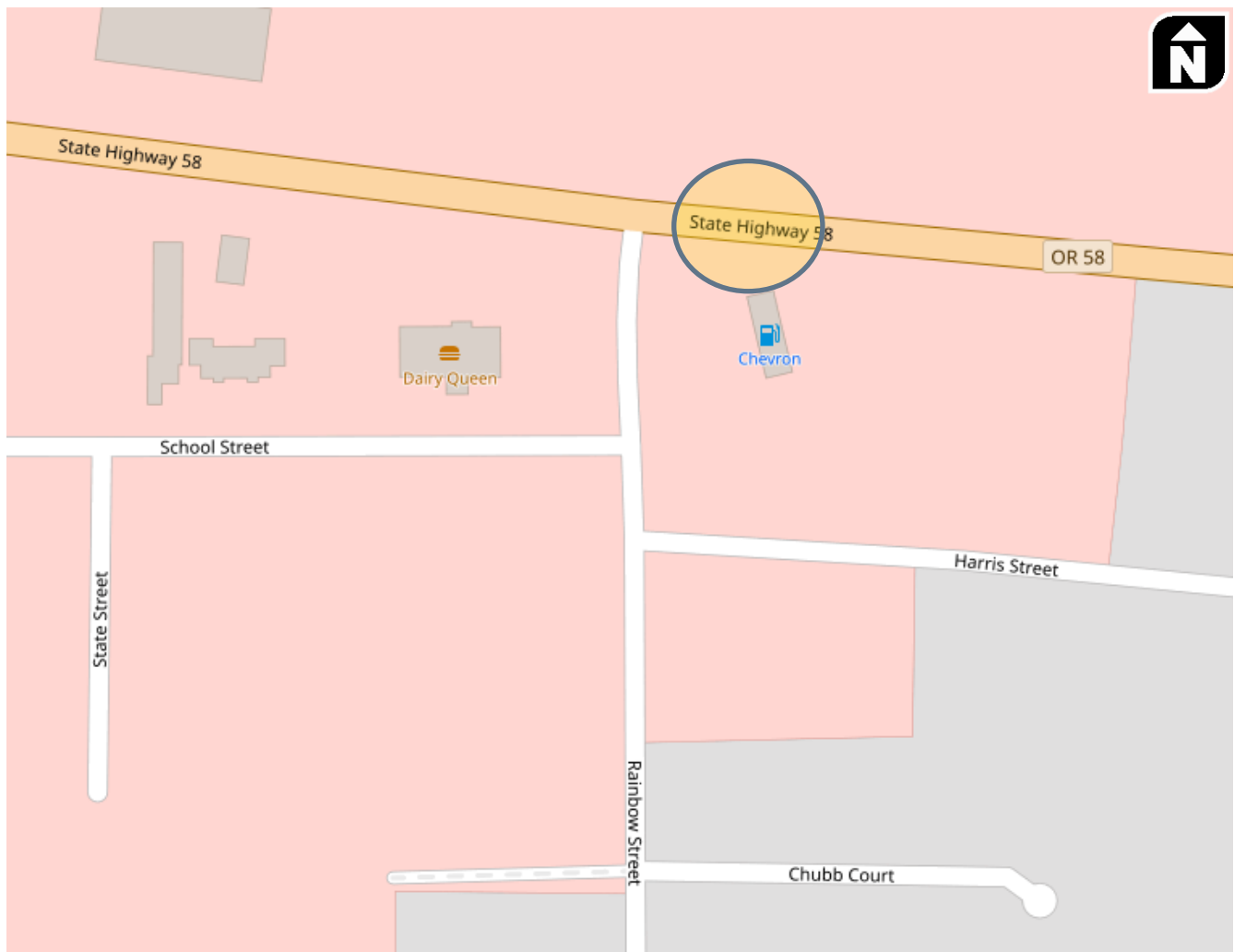
Coordination: R-6

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Crossing	High 	\$200k	\$20k	ODOT

Modes Served:



Project Location/Images:



C-6 OR 58/Hill Street Pedestrian Safety Improvement

Install enhanced pedestrian crossing on OR 58 approximately 20 feet east of Hills Street which could include raised median, curb extension, traffic calming, illumination, etc. *Project was identified in the 2016 Pedestrian Safety Study.*

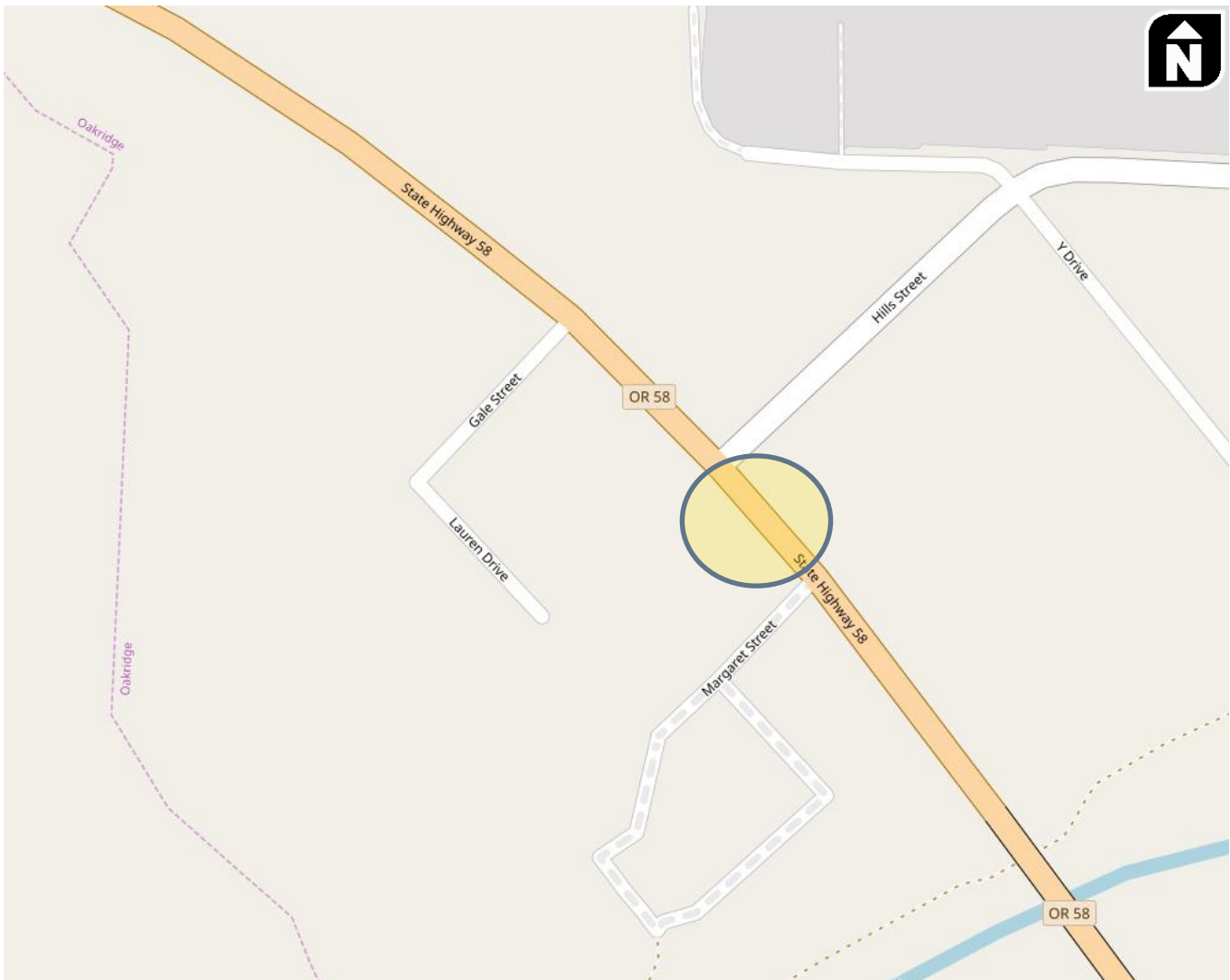
Coordination: R-6

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Crossing	Medium 	\$200k	\$20k	ODOT

Modes Served:



Project Location/Images:



C-7 OR 58/Union Street Pedestrian Safety Improvement

Install enhanced pedestrian crossing on OR 58 approximately 20 feet east of Union Street which could include raised median, curb extension, traffic calming, illumination, etc. *Project was identified in the 2016 Pedestrian Safety Study.*

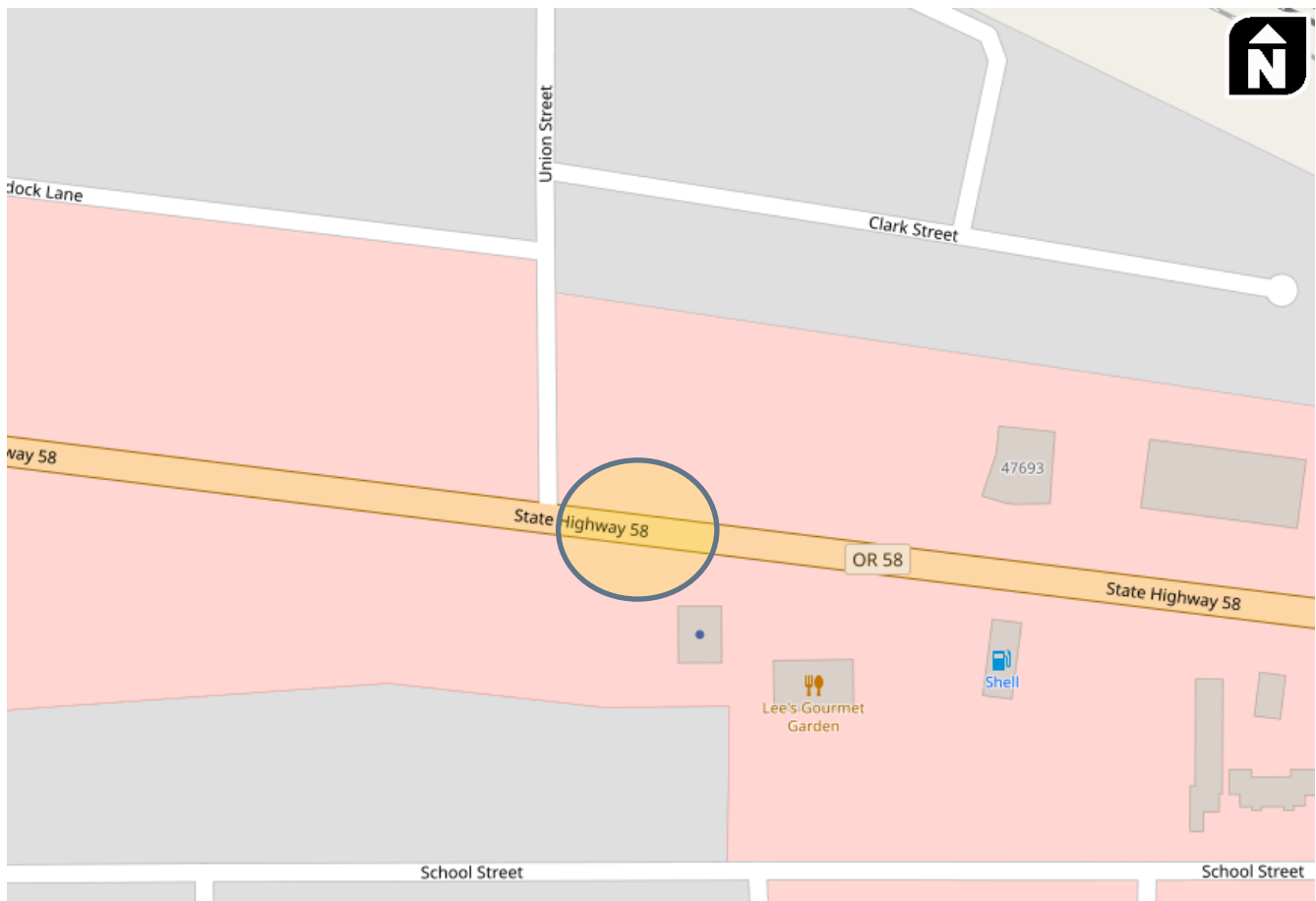
Coordination: R-6

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Crossing	Medium 	\$200k	\$20k	ODOT

Modes Served:



Project Location/Images:



SU-1 Westoak Road Multiuse Path

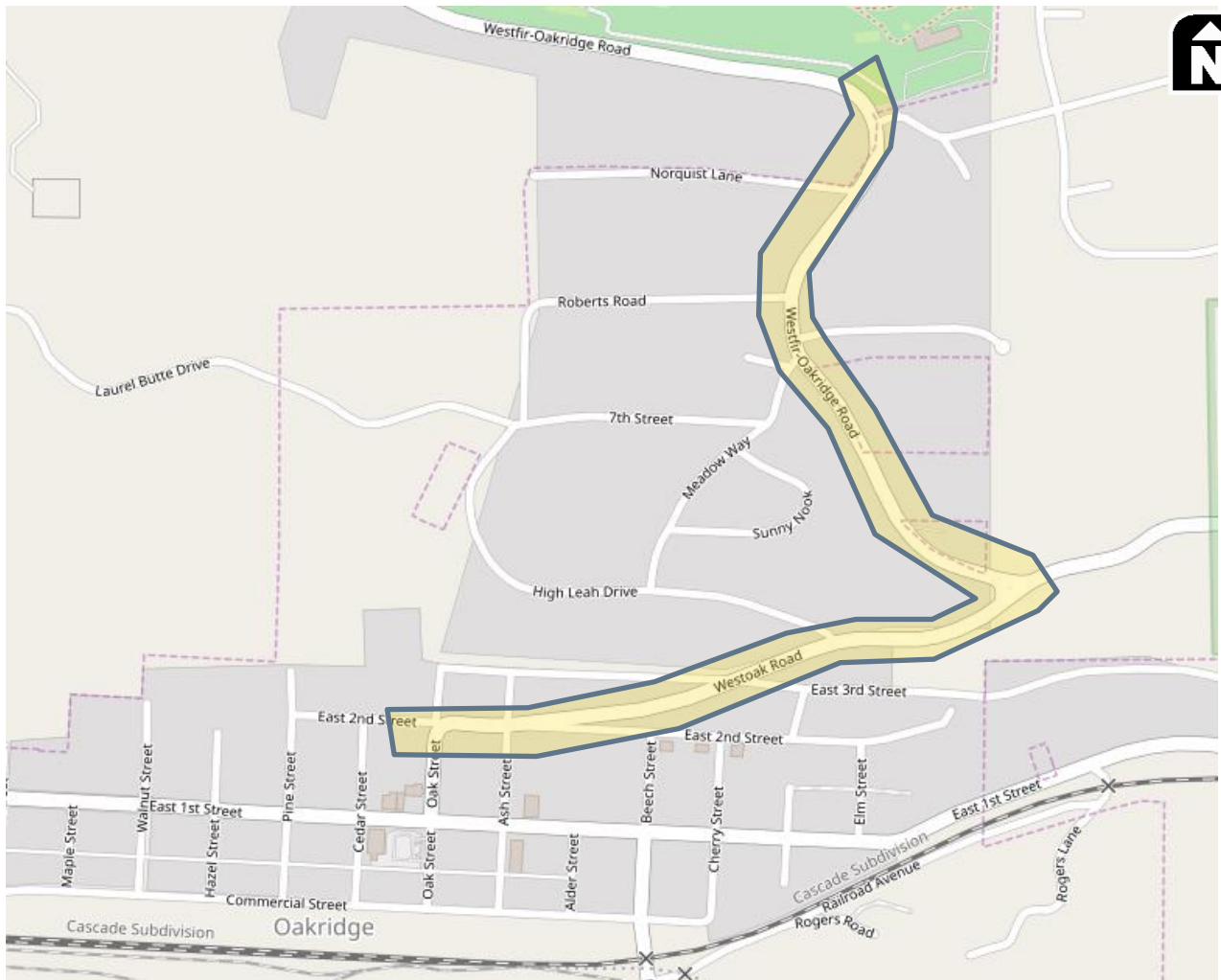
Construct a multiuse path on the north side of Westoak Road from Oak Street to City Limits. This should include a transition from the bike lanes on Oak Street to the path at E 2nd Street. There are limited multimodal options in the northeast area of the City. This connection would provide connections to the Hiland Ranch residential area and should be coordinated with the County to ultimately create connections with Westfir.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Shared-Use Path	High 	\$1.29M	\$650k	County

Modes Served:



Project Location/Images:



SU-2 Fish Hatchery Road Multiuse Path

Construct a multiuse path along Fish Hatchery Road from OR 58 to the existing sidewalk on E 1st Street. This should include a transition from the bike lanes on E 1st Street to the path. There are limited multimodal options on the east side of the City and options other than Highway 58 for bicyclists and pedestrians.

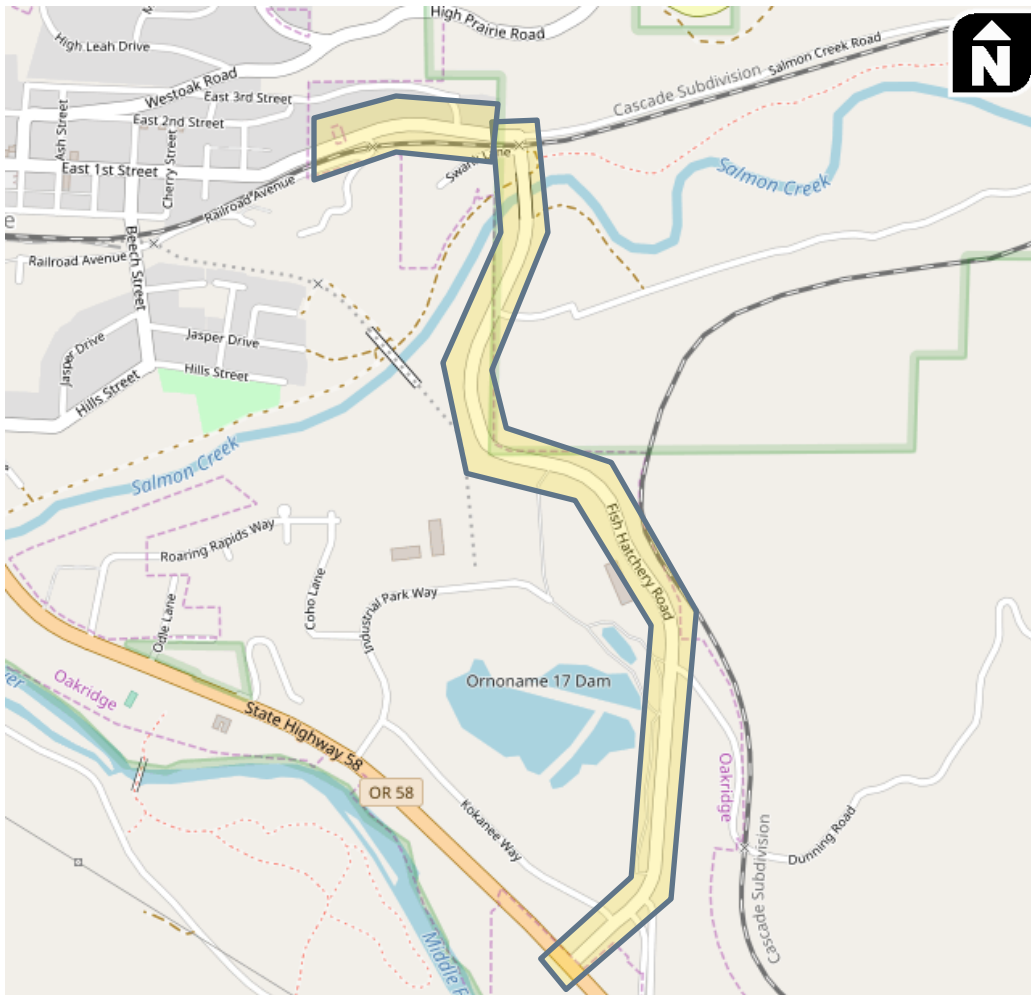
Coordination: R-1, B-3

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Shared-Use Path	High 	\$2.03M	\$1.02M	County

Modes Served:



Project Location/Images:



SU-3 Industrial Park Way Multiuse Path

Construct a multiuse path on the north side of Industrial Park Way from OR 58 to Fish Hatchery Road. There are limited multimodal options in the industrial park. The cross section for the road requires multimodal accommodations, and the shared-use path separates pedestrians and bicyclists from potential truck traffic.

Coordination: PV-2

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Shared-Use Path	Medium 	\$1.1M	\$1.1M	City

Modes Served:




Project Location/Images:



SU-4 High Prairie Road Multiuse Path

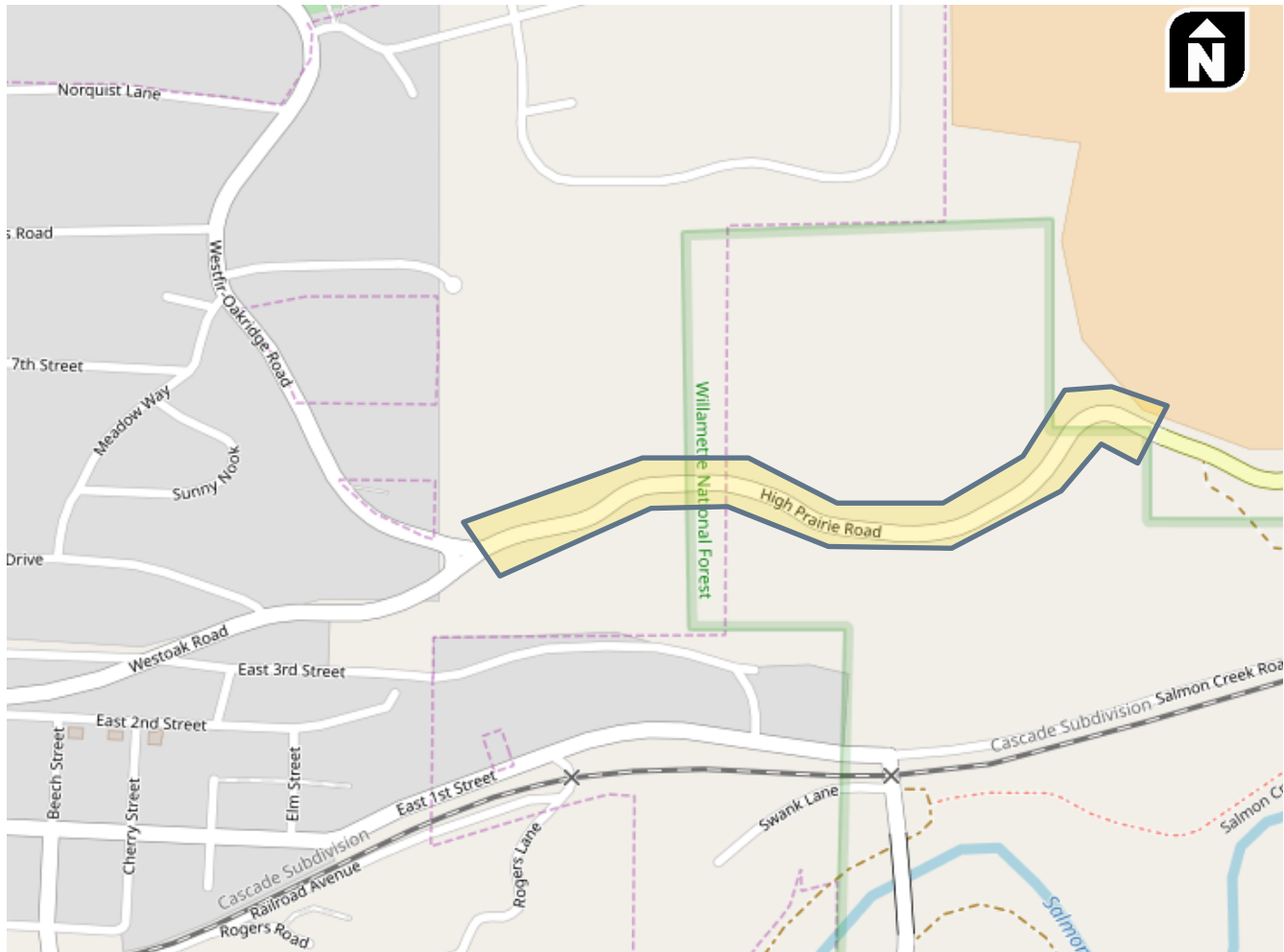
Construct a multiuse path on the north side of High Prairie Road from Westoak Road to City limits.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Shared-Use Path	Low 	\$690k	\$350k	County

Modes Served:



Project Location/Images:



SU-5 Garden Road, Fairyglen Drive, Rainbow Street Multiuse Path

Construct a multiuse path on Garden Road, Fairyglen Drive, and Rainbow Street from south of the Willamette Activity Center on Garden Road to Fairyglen Drive and to the existing sidewalk on Rainbow Street. This should include a transition from the bike lanes on Garden Road and Rainbow Street to the path. This provides bicycle and pedestrian connectivity on the local street network south of OR 58.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Shared-Use Path	Low 	\$780k	\$780k	City

Modes Served:



Project Location/Images:



SU-6 Salmon Creek Trail Bridge Feasibility Study

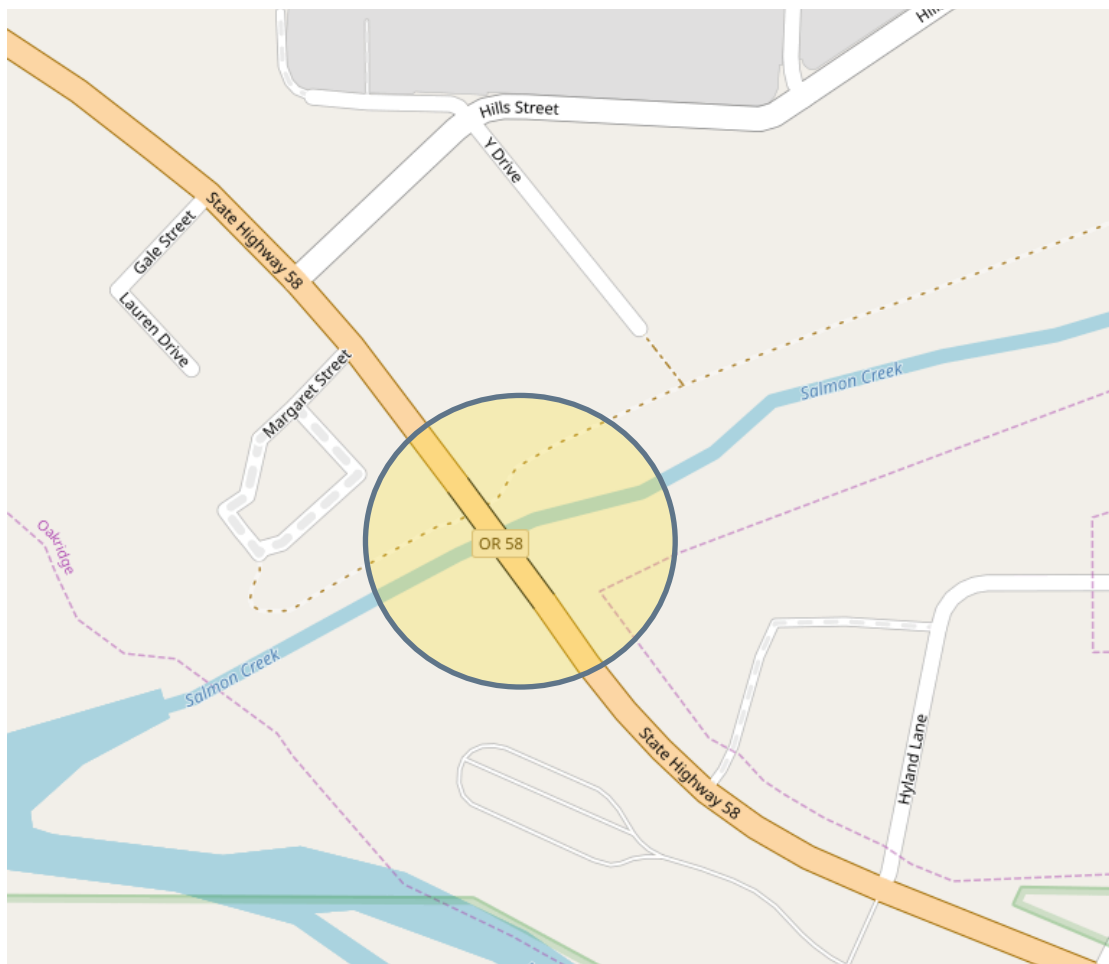
Conduct a study to identify the feasibility of a bridge crossing between the parallel Salmon Creek trails. There are no river crossings for pedestrians and cyclists on the Salmon Creek Trail. The current OR 58 bridge does not have sidewalks or bicycle lanes.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Shared-Use Path	Vision	N/A	N/A	City

Modes Served:



Project Location/Images:



SU-7 West Oakridge Trail Bridge Feasibility Study

Evaluate the feasibility of constructing a bridge crossing from Osprey Park south of the Willamette River and connecting to the existing trail system at Osprey Park and Greenwaters Park. There are no river crossings for pedestrians and cyclists west of Greenwaters Park.

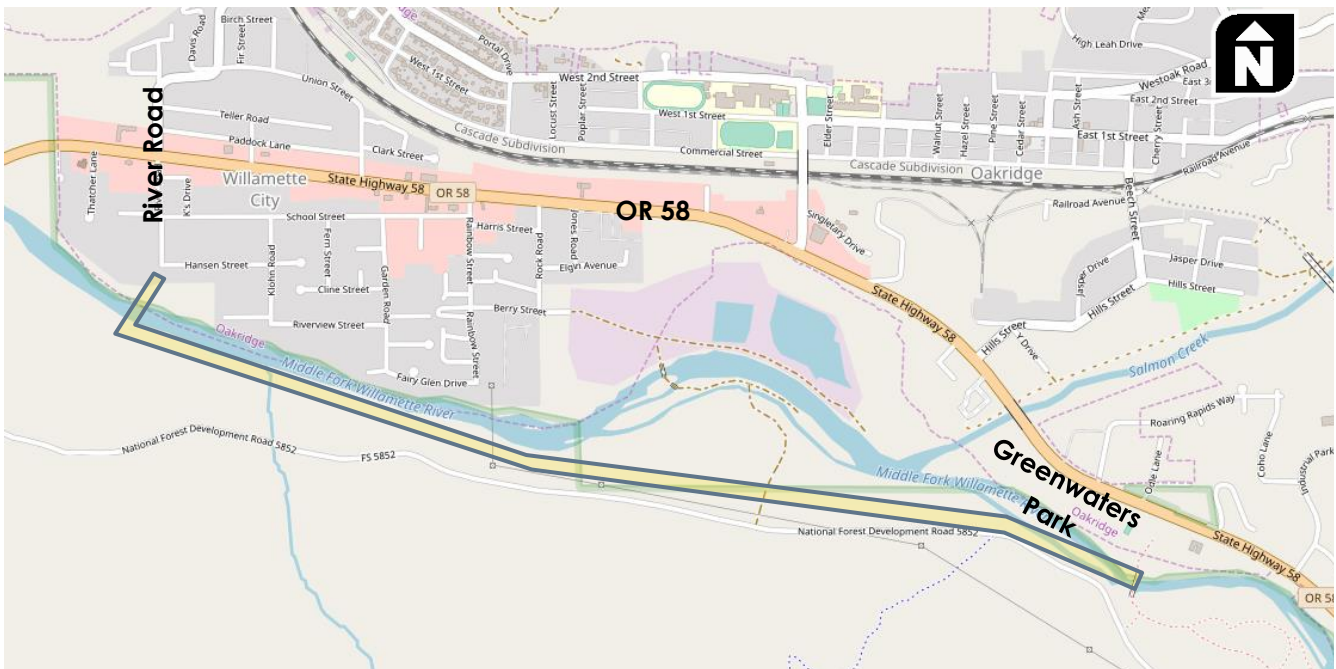
Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
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Shared-Use Path	Low 	\$75k	\$75k	City
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Modes Served:



Project Location/Images:



SU-8 Union Street Multiuse Path

Construct a shared-use path on the north/east side of Union Street from OR 58 to W 2nd Street. This should include a transition to the bike lanes on W 2nd Street (B-1) and OR 58 (R-6). The route is frequently used as a bicycle and pedestrian route.

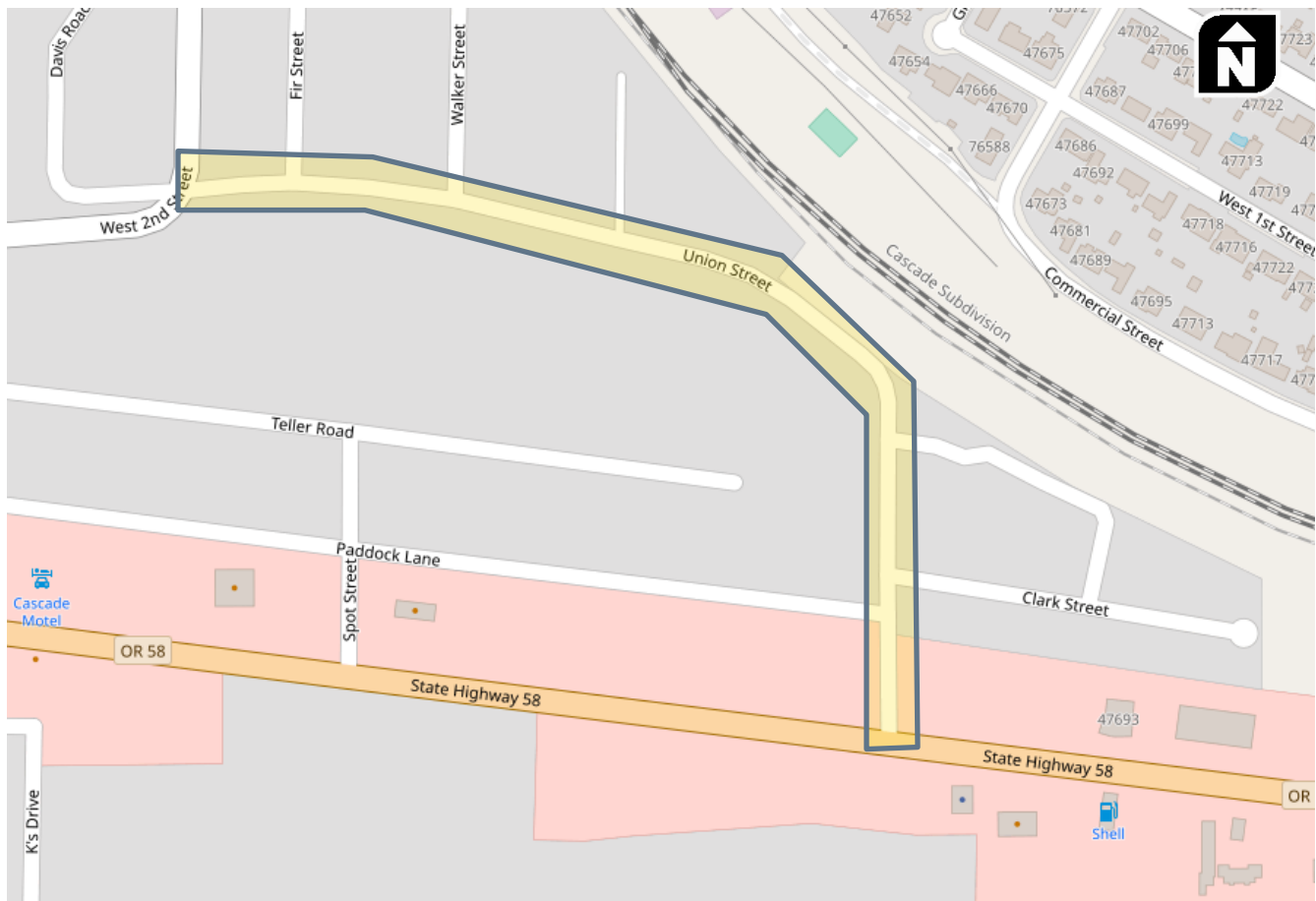
Coordination: B-1, B-6, R-6

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Shared-Use Path	Low 	\$600k	\$600k	City

Modes Served:



Project Location/Images:




SU-9 Crestview Street Multiuse Path

Crestview Street is a primary north-south arterial in Oakridge. It is the only grade separate rail crossing in the City and provides connections between OR 58 and the local schools. With limited crossing opportunities, Crestview Street must accommodate vehicles, pedestrians and cyclists. The existing sidewalk on the Crestview Street bridge over the railroad is not wide enough to accommodate bicyclist and pedestrians.

Construct a multiuse path on Crestview Street from OR 58 to 1st Street. This should include a transition from the bike lanes and sidewalks on 1st Street and OR 58 to the path. The project assumes the existing bridge structure will accommodate the path by narrowing the travel lanes. The path is included in the cost estimate of R-4 (\$290k).

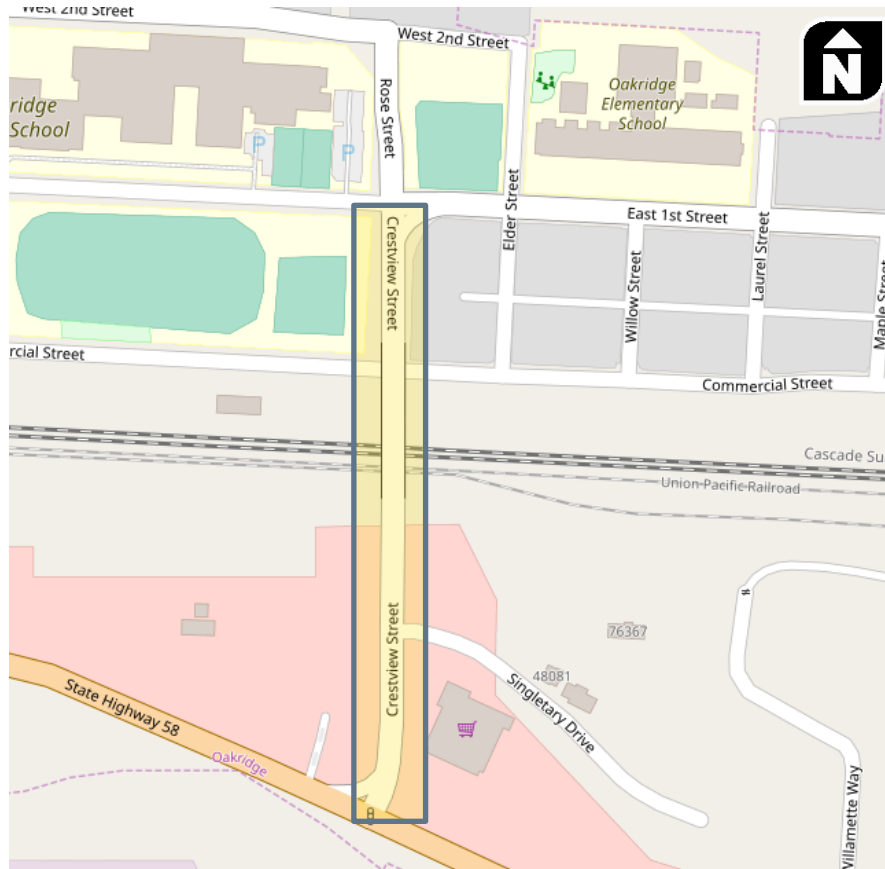
Coordination: R-4

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Shared-Use Path	Medium 	Shown in R-4 (\$290k)	Shown in R-4 (\$290k)	City

Modes Served:



Project Location/Images:



SU-10 Industrial Park Rails to Trails Multiuse Path

Convert the Industrial Park rail spur to a paved trail from the Salmon Creek trail to Fish Hatchery Road while retaining the right-of-way for future use. This should include a transition from the existing trail to the future shared-use path on Fish Hatchery Road (SU-2).

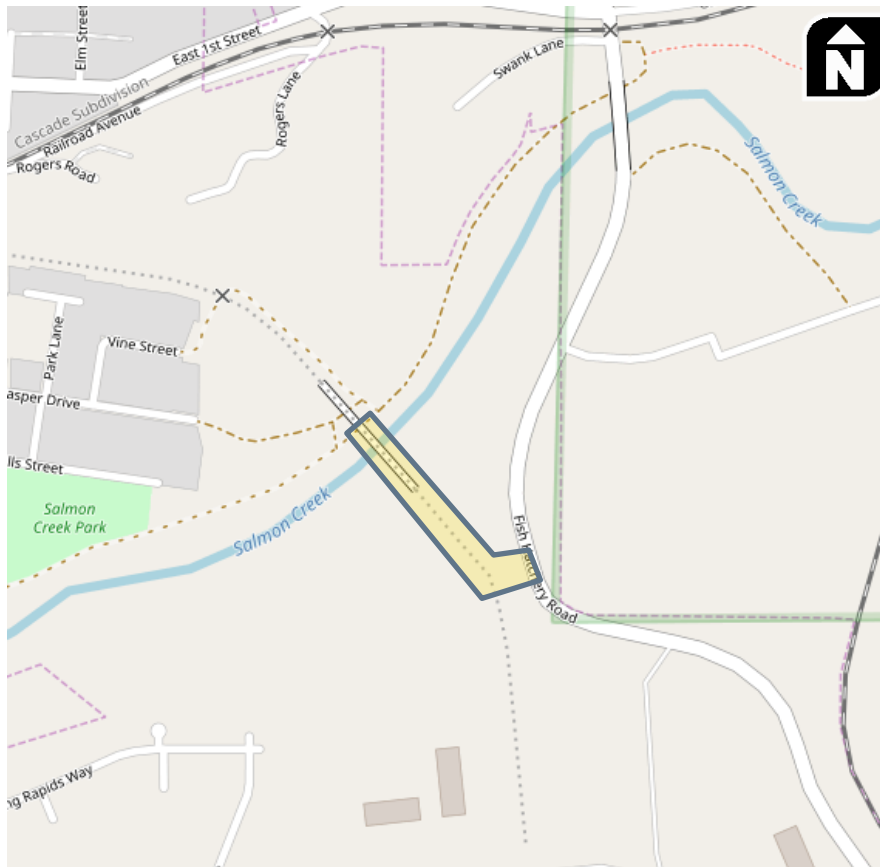
Coordination: SU-2

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Shared-Use Path	Low	\$330k	\$330k	City

Modes Served:




Project Location/Images:



B-1 W 2nd Street Bicycle Lanes

Widen roadway and stripe bicycle lanes on W 2nd Street from OR 58 to E Portal Drive.

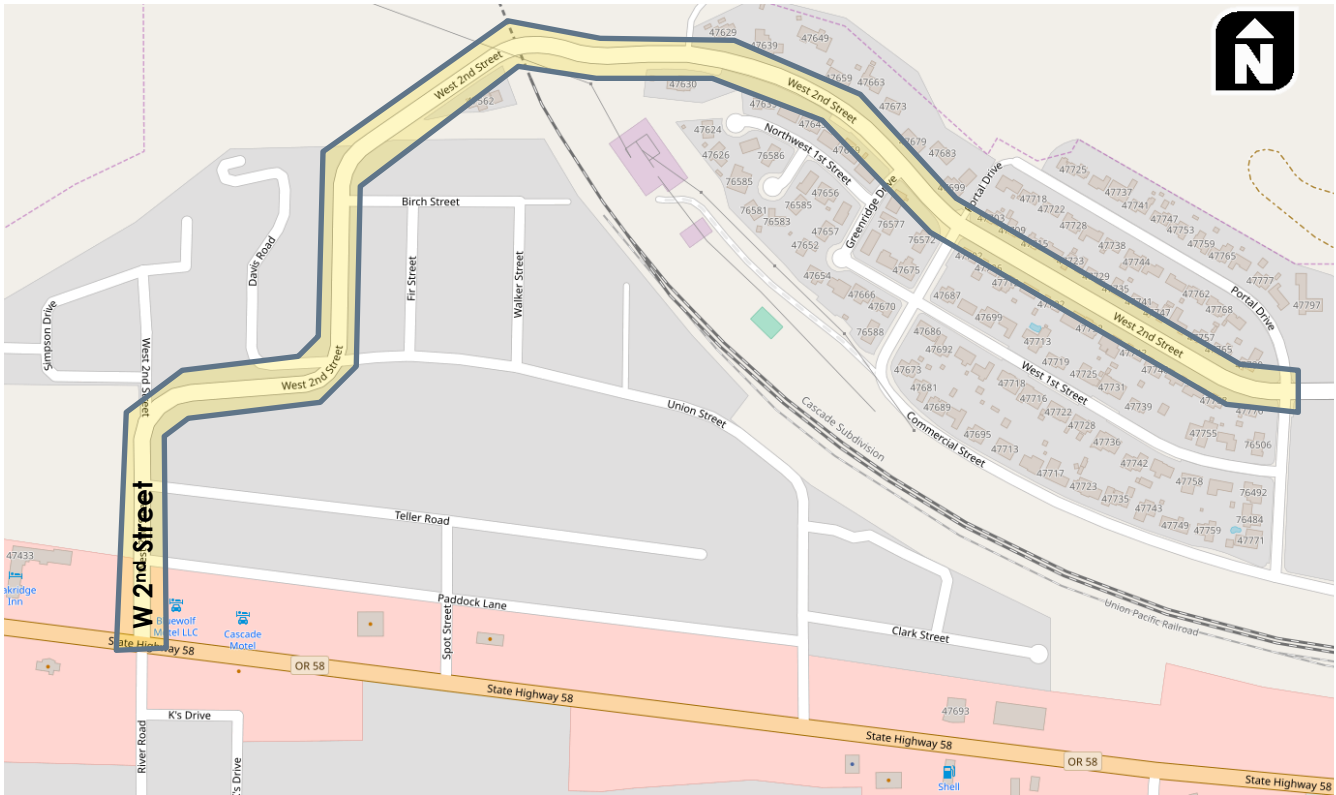
Coordination: P-5, P-6, P-7

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Bicycle	High 	\$1.1M	\$1.1M	City

Modes Served:



Project Location/Images:



B-2 Commercial Street Bicycle Lanes

Stripe bicycle lanes on Commercial Street between W 2nd Street and Beech Street. Would require removing parking on both sides of the road.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
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Bicycle	Medium 	\$50k	\$50k	City
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Modes Served:



Project Location/Images:



B-3 E 1st Street Bicycle Lanes

Stripe bicycle lanes on E 1st Street between Crestview Street and City Limits. This project cost is included in the E 1st Street Uptown Refinement Plan (R-1). As noted in project R-1, removal of parking on one-side of the road between Hazel Street and Crestview Street will be needed to accommodate bicycle lanes. The bicycle lanes should transition to a path at Crestview Street; bicycle traffic will be accommodated on the path (on the north side of the road) west of Crestview Street.

Coordination: R-1

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
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Bicycle

High 

Shown in R-1

Shown in R-1

City

Modes Served:



Project Location/Images:



B-4 Hills Street/Beech Street Bicycle Lanes

Stripe bicycle lanes on Hills Street/Beech Street from OR 58 to E 1st Street. May require parking restrictions on one side of the road.

Coordination: C-3

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
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Bicycle	Medium 	\$30k	\$30k	City
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Modes Served:



Project Location/Images:



B-5 School Street and Rivers Road Bicycle Lanes

Widen the road and stripe bicycle lanes on School Street and Rivers Road from OR 58 to Rainbow Street. Would require rebuilding existing sidewalks.

Coordination: P-4

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Bicycle	Low 	\$4.63M	\$4.63M	City

Modes Served:



Project Location/Images:



B-6

Project Removed from TSP

B-7 Bicycle Support Hub

Construct a bicycle hub, or "rest stop," for hikers, bicyclists, recreationalists, and community members. This should be coordinated with potential sponsors for cost purposes and with partnering agencies to identify the best location. A large number of recreational riders visit Oakridge; these riders do not have a dedicated location for information, repair, and rest.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Bicycle	High 	\$30k	\$30k	City, Private Sponsors

Modes Served:



Example Images:




Images source:

http://www.togo.oregon.org/sites/default/files/Gorge_Hubs_Presentation.pdf



B-8 Citywide Bicycle Signage Program

Provide bicycle signage throughout the community directing cyclists to the Citywide bicycle network and to nearby trails and key destinations.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Bicycle	Medium 	\$20k	\$20k	City

Modes Served:




Example Images:



B-9 Trail Connection Study

Conduct a study to identify bike facility connections to the existing trail network.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Bicycle	Low 	\$25k	\$25k	City

Modes Served:




Example Images:



T-1 Community Dial-A-Ride

Oakridge does not have a formal dial-a-ride service. Provide accessibility for residents, particularly seniors and those with disabilities, through a dial-a-ride service that operates seven-days per week.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Transit	High 	\$5.5M (\$275k/year)	\$2.8M (\$138k/year)	LTD, ODOT

Modes Served:



Example Images:



Source: By Steve Morgan, CC BY-SA 4.0, <https://commons.wikimedia.org/w/index.php?curid=60396320>

T-2 Feasibility Study for Fixed Route Service within Oakridge

Conduct a feasibility study to evaluate the ability to provide fixed route service (operating five-days per week) within Oakridge. This service may be a fixed route service, or a formal dial-a-ride service (T-1).

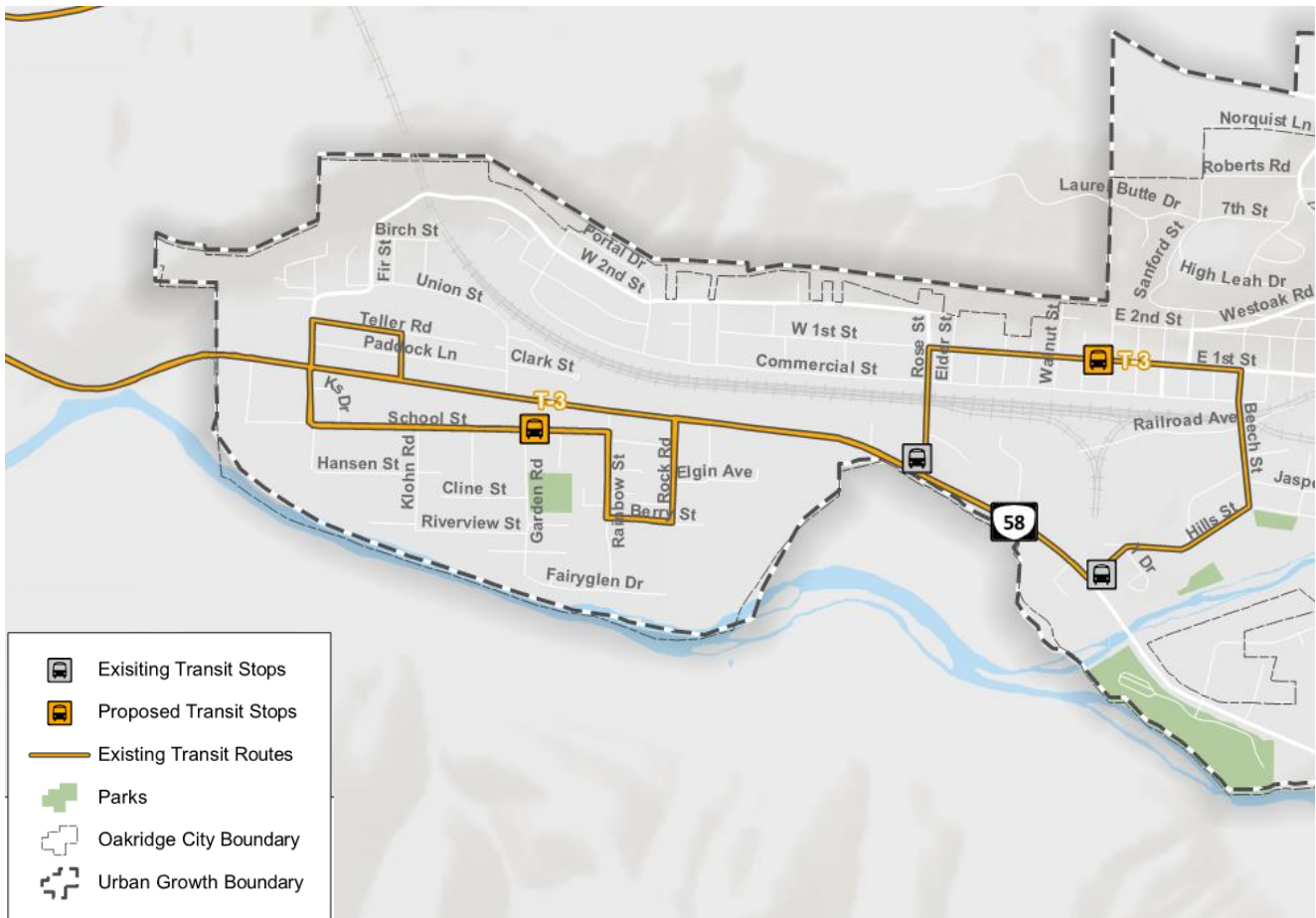
Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
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Transit	Medium 	\$100k	\$10k	ODOT
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Modes Served:



Project Location/Images:



T-3 Feasibility Study to Improve Existing Diamond Express LTD Route

Conduct a transit feasibility study with support from LTD and the City to determine whether service frequency (number of routes per day and number of days per week) and number of stops within Oakridge can be increased, whether the service can better accommodate bicycles, and whether it can be better coordinated with LTD. Consider a near-term pilot program of limited Diamond Express operations on weekends. Based on the outcome of the study, increase frequency (number of routes per day), service days (consider a pilot project providing weekend transit service), and length of service in Oakridge to provide stops at more destinations. The image below shows the existing and proposed transit stop locations.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Transit	Medium 	\$50k	\$25k	LTD, ODOT

Modes Served:




Project Location/Images:



T-4 Transit Community Outreach

Educate the community about connections available within Oakridge to reach key destinations such as Eugene and Springfield.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Transit	Low 	\$80k	\$80k	City/LTD/ODOT

Modes Served:




Example Images:



RL-2 Conduct a Railroad Noise-Reduction Feasibility Study

There are no sound barriers between the rail line and residents. Noises made by trains may be disruptive to community, particularly during non-peak or nighttime hours. Conduct a noise-reduction study for the railroad to identify measures to reduce noise.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Rail	Low 	\$25k	\$25k	City

Modes Served:




Example Images:



RL-3 Conduct an Amtrak Passenger Rail Study

Conduct a feasibility study to identify the demand, desire, and funding needed to provide an Amtrak passenger rail stop in Oakridge.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Rail	High 	\$50k	\$50k	City

Modes Served:



Example Images:



Source: By Flickr (Chemult Amtrak Station), <https://www.flickr.com/photos/oregondot/24536366179>

RL-4 Rogers Lane Crossing Upgrade Study

Conduct a feasibility study to determine what is needed to upgrade Rogers Lane to a public crossing. This will require coordination with Union Pacific and may require signalization. (This would be an alternative to project RL-5.)

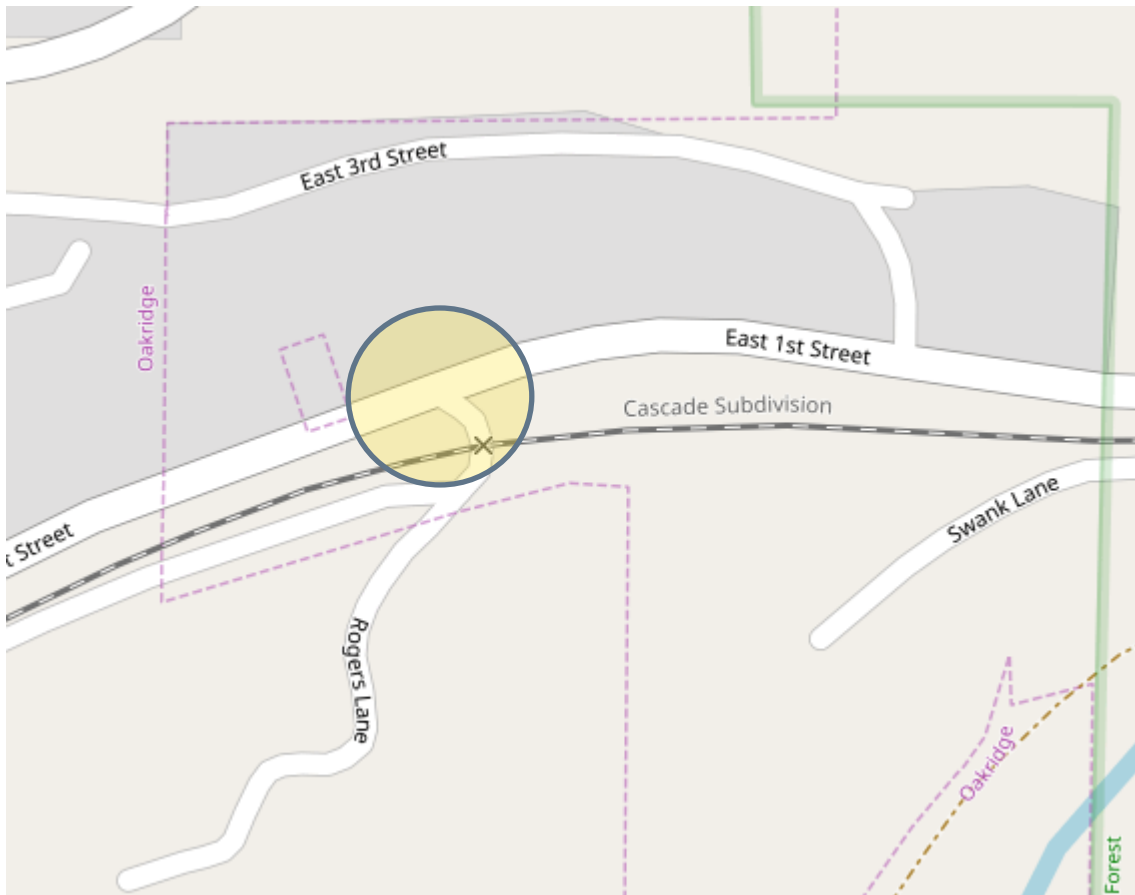
Coordination: RL-5

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Rail	Medium 	\$50k	\$50k	City

Modes Served:



Project Location/Images:



RL-5 Swank Lane Roadway Upgrade

Construct Swank Lane as an alternative route to land between the rail line and Salmon Creek (may require the use of Union Pacific Right of Way). This would serve as an alternative to upgrading the Rogers Lane crossing (RL-4).

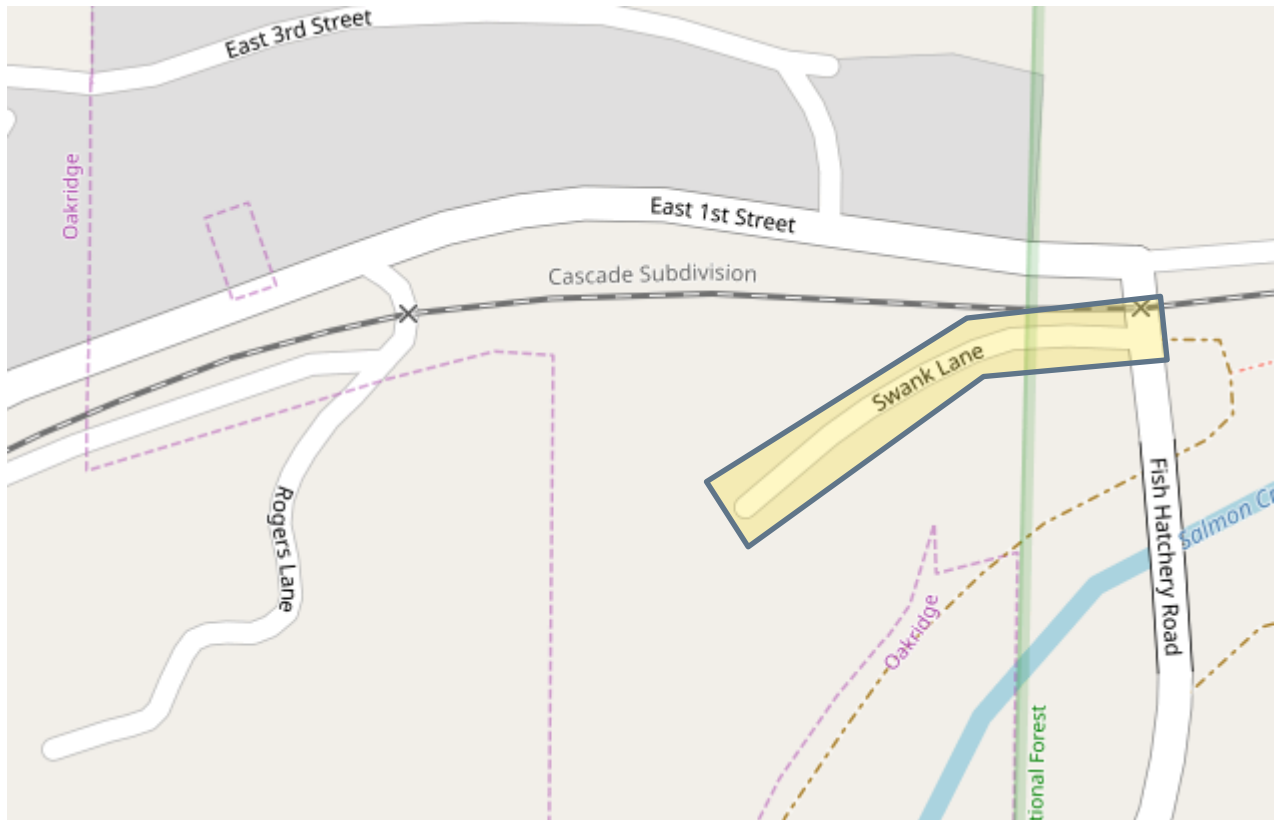
Coordination: RL-4

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Rail	Low 	\$970k	\$970k	City

Modes Served:



Project Location/Images:



A-1 Protect and Maintain the Oakridge State Airport

Adopt a policy to preserve and maintain the Oakridge State Airport to preserve the functionality of a regional airport in Oakridge.

Project Type:	Priority	Cost	Expected City Contribution:	Potential Funding Partners:
Air	Vision	N/A	N/A	N/A

Modes Served:



Example Image:





Volume I – Appendix B

**Technical Memorandum
7: Code Audit and
Proposed Amendments**

FINAL MEMORANDUM #7

Date: August 7, 2020

Project #: 22477

To: Rick Zylstra (City of Oakridge)
David Helton (Oregon Department of Transportation)

From: Kyra Haggart and Darci Rudzinski, Angelo Planning Group

Project: City of Oakridge Transportation System Plan Update

Subject: REVISED Memorandum #7: Code Audit and Proposed Amendments

INTRODUCTION

The City of Oakridge is considering updating transportation-related development requirements as part of the Transportation System Plan Update (TSP) project. The consultant team has undertaken a "code audit" to identify where the City's adopted ordinances need to be updated in order to be consistent with the Draft TSP recommendations and to better meet State transportation requirements. The basis of the audit and resulting findings are detailed in Part 1 of this memorandum. Part 2 summarizes the recommended changes to City ordinances and provides text that reflect proposed amendments. Proposed ordinance amendments update transportation facility standards, enhance multi-modal connectivity requirements, add notification requirements, and require transportation analysis in certain situations to help inform City decisions.

PART 1: CODE AUDIT

The City of Oakridge is undertaking an update of the 2001 Transportation System Plan (TSP) consistent with the requirements of Statewide Planning Goal 12 - Transportation. The Transportation Planning Rule (TPR), Oregon Administrative Rule 660, Division 12, defines the necessary elements of a local Transportation System Plan (TSP) and how to implement Goal 12. The overall purpose of the TPR is to provide and encourage a safe, convenient, and economic transportation system. The rule also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in close coordination with urban and rural development. The TPR directs local jurisdictions to integrate comprehensive land use planning with transportation needs and to promote multi-modal systems that make it more convenient for people to walk, bicycle, use transit, and drive less. Oakridge's TSP must be consistent with the current TPR, which was amended most recently in December 2011.

The City's land use and development requirements are found in the Land Division Ordinance (Ordinance 805) and Zoning Ordinance (Ordinance 874). Table 1 describes how the City's land use regulations meet the requirements of specific TPR sections. The table also identifies recommended modifications to local ordinances that may be necessary to implement the updated TSP and recommends where local requirements could be strengthened to be more consistent with the TPR. Suggested draft code language has also been prepared consistent with the policies and recommendations of the draft TSP.

Table 1. TPR Review

Requirement	Ordinance References and Recommendations
<p>OAR 660-012-0045 – Implementation of the Transportation System Plan</p>	
<p>(1) Each local government shall amend its land use regulations to implement the TSP.</p>	
<p>(a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:</p> <p>(A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals;</p> <p>(B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;</p> <p>(C) Uses permitted outright under ORS 215.213(1)(m) through (p) and 215.283(1)(k) through (n), consistent with the provisions of 660-012-0065; and</p> <p>(D) Changes in the frequency of transit, rail and airport services.</p> <p>(b) To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.</p>	<p>The purpose of this provision is to allow for certain transportation uses, such as operation, maintenance, and repair of transportation facilities identified in the TSP, without being subject to land use regulations.</p> <p>Transportation facilities, services, and improvements described in OAR - 0045(1)(a) are not included as uses permitted outright in any of the zones in the City's Zoning Ordinance (Ordinance 874), with the exception of the Airport Safety Subdistrict, which permits roadways outright so long as they do not impair visibility in the vicinity of the airport land approach.</p> <p>Recommendation: Revise the Zoning Ordinance to allow transportation facilities, services, and improvements that are consistent with the TSP to be permitted outright in all zones.</p>
<p>(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or requires interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with 660-012-0050. To facilitate implementation of the TSP, each local government shall amend regulations to provide for consolidated review of land use decisions required to permit a transportation project.</p>	<p>This TPR Section references project development and implementation—how a transportation facility or improvement authorized in a TSP is designed and constructed (660-012-0050). Project development may or may not require land use decision-making. The TPR directs that during project development, projects authorized in an acknowledged TSP will not be subject to further justification with regard to their need, mode, function, or general location. To this end, the TPR calls for consolidated review of land use decisions and proper noticing requirements for affected transportation facilities and service providers.</p> <p>Section 2.05(2) of the Oakridge Zoning Ordinance states that "...all permits or zone changes necessary for a development project may be merged into a</p>

Requirement	Ordinance References and Recommendations
	<p>consolidated review process...a consolidated permit process shall mean that the hearing body shall, to the greatest extent possible, apply concurrent notice, public hearing and decision making procedures to the permits and zone changes which have been consolidated for review."</p> <p>This TPR provision is met.</p>
<p>(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities corridors and sites for their identified functions. Such regulations shall include:</p>	
<p><i>(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;</i></p>	<p>Article 21 of the Oakridge Zoning Ordinance regulates access management and vision clearance. Section 21.02 of the Oakridge Zoning Ordinance regulates access control measures, and includes Table 2, which lists access spacing standards consistent with the functional classification of roads. Regarding access to state and local facilities located inside City Limits, Section 21.02(5) states that "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."</p> <p>Article 6 of the Land Division Ordinance (Ordinance 805) regulates design standards for streets, blocks, and building sites. Section 6.02 Streets includes minimum right-of-way and pavement widths for street classifications and cul-de-sacs in Subsection 6.02(2).</p> <p>Section 6.03 of the Land Division Ordinance regulates block standards and states that blocks shall not exceed 1,200 feet in length.</p> <p>Section 6.04 of the Land Division Ordinance regulates building sites. Section 6.04(1)(d) requires frontage of 50 feet (35 for cul-de-sacs) for lots, except flag lots. Section 6.04(4)(b)(iii) includes a table with access width standards for flag lots based on the number of lots.</p> <p>Design standards for streets, blocks, and building sites are also found in Chapter 151 (the "Land Subdivision Chapter of the City") of Title XV in the City's Charter; however, Chapter 151 does not include specific standards for right-of-way and pavement widths based on street classifications as are found in Article 6 of the Land Division Ordinance.</p> <p>Recommendation: The TSP update process has proposed revised minimum right-of-way and pavement widths for functional classifications. The standards currently found in Section 6.02 of the Land Division Ordinance should be removed and a reference to the updated TSP should be added.</p>

Requirement	Ordinance References and Recommendations
<p><i>(b) Standards to protect the future operations of roads, transitways and major transit corridors;</i></p>	<p>Article 24 of the Oakridge Zoning Ordinance regulates procedures for conditional use permits. Section 24.06, which includes general criteria for approval, states that a conditional use permit may be granted only if the Planning Commission finds that "the location, size, design, and operating characteristics of the proposed development will be compatible with and will not adversely affect the livability or appropriate development of abutting properties and surrounding neighborhood, with consideration to be given... to the generation of traffic and the capacity of surrounding streets."</p> <p>Article 25 of the Oakridge Zoning Ordinance regulates site plan review permits. Section 25.06 lists the evaluation criteria, including traffic circulation and parking. Subsection 25.06(4)(a) states that, based on anticipated traffic generation, "adequate additional right-of-way and road improvements must be provided by the development to promote traffic safety and reduce traffic congestion. Consideration shall be given to the need and feasibility of widening and improving abutting streets and to the necessity for such additional requirements as lighting, sidewalks, and turn and deceleration/acceleration lanes." Subsection 25.06(4) also references access management standards found in Section 21.02 of the Oakridge Zoning Ordinance.</p> <p><u>Recommendation:</u> Add language to the Oakridge Zoning Ordinance that requires a Traffic Impact Analysis (TIA) for developments that may impact the operations of transportation facilities, including provisions that specify when a proposal must be reviewed for potential traffic impacts; when a TIA must be submitted with a development application; the required contents of a TIA; and who is qualified to prepare the analysis.</p>
<p><i>(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;</i></p>	<p>The City of Oakridge is the regulating jurisdiction for Oakridge State Airport, a small public use airport located in the northwestern corner of the city, within city limits. Section 15.05 of the Oakridge Zoning Ordinance regulates the Airport Safety Subdistrict, which is intended to "prevent air space obstructions in airport approaches and surrounding areas through height restrictions and other land use controls."</p> <p>This TPR provision is met.</p>
<p><i>(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;</i></p>	<p>See response to -0045(1)(c).</p> <p>This TPR provision is met.</p>
<p><i>(e) A process to apply conditions to development proposals in order to minimize</i></p>	<p>Section 15.04 of the Oakridge Zoning Ordinance, which regulates Planned Unit Developments (PUD), lists "controlling the location and number of vehicular</p>

Requirement	Ordinance References and Recommendations
<p><i>impacts and protect transportation facilities, corridors or sites;</i></p>	<p>access points" and "establishing new streets, increasing the right-of-way or roadway width of existing streets, requiring curbs and sidewalks and, in general, improving the traffic circulation system" as conditions for approval that may be required.</p> <p>Article 24 of the Oakridge Zoning Ordinance provides regulations regarding conditional use permits. Section 24.06 considers not adversely affecting "the generation of traffic and the capacity of surrounding streets" as part of the general criteria for granting a conditional use permit. Additionally, "regulation and control of points of vehicular ingress and egress" is listed as a condition of approval that may be required.</p> <p>Article 25 of the Oakridge Zoning Ordinance provides regulations regarding site plan review permits. Section 25.06(4)(a) states that, based on anticipated traffic generation, "adequate additional right-of-way and road improvements must be provided by the development to promote traffic safety and reduce traffic congestion. Consideration shall be given to the need and feasibility of widening and improving abutting streets and to the necessity for such additional requirements as lighting, sidewalks, and turn and deceleration/acceleration lanes."</p> <p>Recommendation: Consider adding language to the Oakridge Zoning Ordinance that specifies that expected impacts to the transportation system, as documented in the results of a TIA, may be the basis for imposing conditions of approval.</p>
<p><i>(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:</i></p> <p><i>(A) Land use applications that require public hearings;</i></p> <p><i>(B) Subdivision and partition applications;</i></p> <p><i>(C) Other applications which affect private access to roads; and</i></p> <p><i>(D) Other applications within airport noise corridor and imaginary surfaces which affect airport operations.</i></p>	<p>Article 25 of the Oakridge Zoning Ordinance regulates site plan review permits. Subsection 25.06(4)(f) of the Oakridge Development Code states that 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."</p> <p>Section 3.08 of the Oakridge Land Division Ordinance regulates review and action procedures for tentative subdivision plans, and states that "other agencies believed to have an interest, such as the County Health Department, shall be provided notice of the proposal." Section 5.06 regulates review and action procedures for land partitions, and states that applications shall be reviewed with "all affected public and private agencies."</p> <p>Section 15.05 of the Oakridge Zoning Ordinance regulates development within the Airport Safety Subdistrict but does not include requirements to provide notice to the Federal Aviation Administration (FAA) or</p>

Requirement	Ordinance References and Recommendations
	<p>the Oregon Department of Aviation (ODA) consistent with the Airport Planning Rule (APR).</p> <p>Recommendations:</p> <p>Consider adding language to the procedures sections of the Oakridge Land Division Ordinance specifying the need to provide notice to public agencies providing transportation facilities and services, including ODOT and Lane Transit District, regarding proposals that are adjacent to, or will have an impact on, transportation facilities or services.</p> <p>Add language to Subsection 15.05 of the Oakridge Zoning Ordinance requiring notice to ODA of any development permits within an overlay zone with the FAA Form 7460-1, Notice of Proposed Construction or Alteration, and establishing a process for submission of this form.</p>
<p><i>(g) Regulations assuring amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.</i></p>	<p>Subsection 1.04(3) of the Oakridge Land Division Ordinance specifies that "all land divisions within the City shall comply with...the Transportation Plan (adopted 10/5/89)."</p> <p>Section 25.06 of the Oakridge Zoning Ordinance regulates criteria for site plan review evaluation. Subsection 25.06(4)(e) states that "proposed roads shall conform to the City's Street Standards, as adopted in the Transportation System Plan."</p> <p>Article 29 of the Oakridge Zoning Ordinance addresses district changes. This article does not contain a provision that approval criteria for proposed zone changes include consistency with the functions, capacities, and performance standards of transportation facilities, as planned in the adopted TSP.</p> <p>Recommendation: Add language to Section 29.03 of the Oakridge Zoning Ordinance that ensures amendments are consistent with the adopted TSP.</p>
<p>(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below.</p>	
<p><i>(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots.</i></p>	<p>Article 20 of the Oakridge Zoning Ordinance regulates off-street parking for all zoning districts. Section 20.11 specifically addresses bicycle parking, and includes language requiring bicycle parking for multi-family residences (one space for each unit for units of four or more) and for non-residential developments (minimum of one space for every seven motor vehicle parking spaces).</p> <p>Recommendation: Consider adding language to Subsection 20.11(1) requiring bicycle parking facilities for transit transfer stations and park-and-ride lots.</p>

Requirement	Ordinance References and Recommendations
<p><i>(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.</i></p> <p><i>(A) "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;</i></p> <p><i>(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors and most local streets in urban areas except that sidewalks are not required along controlled access roadways, such as freeways;</i></p> <p><i>(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;</i></p> <p><i>(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel;</i></p> <p><i>(E) Streets and accessways need not be required where one or more of the following conditions exist:</i></p> <p><i>(i) Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided;</i></p> <p><i>(ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or</i></p>	<p>On-site circulation and connections: Section 6.03 of the Oakridge Land Division Ordinance addresses block standards for new developments. Subsection 6.03(3)(c) states that "when desirable for public convenience a pedestrian or bicycle way 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."</p> <p>Section 7.03 of the Oakridge Land Division Ordinance, which addresses improvements that may be required for subdivisions, states in Subsection 7.03(7) that "if appropriate to the extension of a system of bicycle routes, existing or planned, the Planning Commission may require the installation of separate bicycle lanes within streets or separate bicycle paths."</p> <p>Section 25.06 of the Oakridge Zoning Ordinance addresses criteria for site plan review evaluation. Subsection 25.06(4) includes specific criteria related to traffic, circulation, and parking. Subsection 25.06(4)(b) states that "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."</p> <p>Parking lots: Section 20.03 of the Oakridge Zoning Ordinance addresses off-street parking area design but does not include any regulations regarding pedestrian circulation through parking lots.</p> <p>Bikeways and sidewalks: Street standards are addressed in the Oakridge Land Division Ordinance in Article 6 - Design Standards but the article does not include provisions for sidewalks or bike lanes. Standards for bikeways and sidewalks are currently found in the City's adopted TSP but are not referenced in Article 6.</p> <p>Cul-de-sacs: Subsection 6.02(8) of the Oakridge Land Division Ordinance limits cul-de-sacs to a length of 400 feet and requires that they end with a circular turn-around area. Section 7.03 of the Oakridge Land Division Ordinance, which addresses improvements that may be required for subdivisions, states in Subsection 7.03(6) that the City "may require the installation of special pedestrian ways (such as at the bulb end of a cul-de-sac)."</p> <p>Street and accessway layout: Section 6.03 of the Oakridge Land Division Ordinance, which addresses block standards for new developments, limits block lengths to 1,200 feet and states that "the length, width</p>

Requirement	Ordinance References and Recommendations
<p><i>(iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.</i></p>	<p>and shape of blocks shall consider the need for adequate building site size and street width and shall recognize the limitations of the topography."</p> <p>Access spacing is addressed in Section 21.02 of the Oakridge Zoning Ordinance.</p> <p>Recommendations:</p> <p>Consider including requirements to plan for on-site bicycle and pedestrian connectivity to adjacent residential areas, transit stops, and activity centers near the proposed development.</p> <p>Add requirements to Section 20.03 of the Oakridge Zoning Ordinance requiring pedestrian circulation through off-street parking lots in the form of accessways.</p>
<p><i>(c) Off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle and pedestrian travel, including bicycle ways on arterials and major collectors.</i></p>	<p>Section 6.03 of the Oakridge Land Division Ordinance addresses block standards for new developments. Subsection 6.03(3)(c) states that "when desirable for public convenience a pedestrian or bicycle way 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."</p> <p>Section 7.03 of the Oakridge Land Division Ordinance, which addresses improvements that may be required for subdivisions, states in Subsection 7.03(6) that the City "may require the installation of special pedestrian ways (such as at the bulb end of a cul-de-sac)." Subsection 7.03(7) states that "if appropriate to the extension of a system of bicycle routes, existing or planned, the Planning Commission may require the installation of separate bicycle lanes within streets or separate bicycle paths." Per Section 7.04, these same provisions apply to partitions.</p> <p>Section 25.06 of the Oakridge Zoning Ordinance addresses criteria for site plan review evaluation. Subsection 25.06(4) includes specific criteria related to traffic, circulation, and parking. Subsection 25.06(4)(b) states that "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 planner pedestrian and bicycle facilities wherever possible."</p> <p>This TPR provision is met.</p>
<p><i>(d) For purposes of subsection (b) "safe and convenient" means bicycle and pedestrian routes, facilities and improvements which:</i></p>	<p>Bicycle and pedestrian connectivity are addressed in Articles 6 and 7 of the Oakridge Land Division Ordinance and in Article 25 of the Oakridge Zoning Ordinance. They do not specifically mention "safe and</p>

Requirement	Ordinance References and Recommendations
<p>(A) Are reasonably free from hazards, particularly types or levels of automobile traffic which would interfere with or discourage pedestrian or cycle travel for short trips;</p> <p>(B) Provide a reasonably direct route of travel between destinations such as between a transit stop and a store; and</p> <p>(C) Meet travel needs of cyclists and pedestrians considering destination and length of trip; and considering that the optimum trip length of pedestrians is generally 1/4 to 1/2 mile.</p>	<p>convenient" bicycle and pedestrian routes that refer to the conditions listed in this part of the TPR.</p> <p>Recommendation: Consider including additional language in these sections that specifies acceptable ways to accommodate on-site pedestrian and bicycle routes, consistent with this TPR provision.</p>
<p>(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.</p>	<p>Section 25.06 of the Oakridge Zoning Ordinance addresses criteria for site plan review evaluation. Subsection 25.06(4) includes specific criteria related to traffic, circulation, and parking. Subsection 25.06(4)(b) states that "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 planner pedestrian and bicycle facilities wherever possible."</p> <p>This TPR provision is met.</p>
<p>(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivisions as provided in (a)-(g) below.</p>	
<p>(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate.</p>	<p>At the time of the most recent TSP adoption in 2001 there was no transit service within Oakridge. In 2003 Lane Transit District (LTD) created the Diamond Express service, which provides public transportation from Eugene to the cities of Oakridge and Westfir via a fixed route call the "Diamond Express." This service includes three round trips per weekday, with no service available on the weekends.</p> <p>Recommendation: At which time the City of Oakridge becomes part of the LTD service district, the City should revisit design requirements on transit routes and for transit facilities and update requirements in the Oakridge Land Division Ordinance and Oakridge Zoning Ordinance to reflect those requirements.</p>
<p>(b) New retail, office and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to</p>	<p>There are no specific requirements for development near major transit stops within the code today.</p>

Requirement	Ordinance References and Recommendations
<p><i>transit through the measures listed in (A) and (B) below.</i></p> <p><i>(A) Walkways shall be provided connecting building entrances and streets adjoining the site;</i></p> <p><i>(B) Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable. Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways about the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;</i></p> <p><i>(C) In addition to (A) and (B) above, on sites at major transit stops provide the following:</i></p> <p><i>(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or street intersection;</i></p> <p><i>(ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site</i></p> <p><i>(iii) A transit passenger landing pad accessible to disabled persons</i></p> <p><i>(iv) An easement or dedication for a passenger shelter if requested by the transit provide; and</i></p> <p><i>(v) Lighting at the transit stop.</i></p>	<p>Recommendation: The City should consider amending existing design standards to include requirements consistent with this TPR provision for development proposals that are within a certain distance from an existing or planned transit stop.</p>
<p><i>(c) Local governments may implement 4(b)A) and (B) above through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above.</i></p>	<p>The City of Oakridge does not currently have a designated pedestrian district. Identifying and determining the requirements related to a specific pedestrian district or districts that include existing or planned major transit routes is not an anticipated outcome of this TSP update process.</p>
<p><i>(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools</i></p>	<p>Article 20 of the Oakridge Zoning Ordinance addresses off-street parking requirements but does not include provisions for carpool and/or vanpool parking.</p> <p>Recommendation: The City should consider requiring new developments with planned designated employee parking areas to provide preferential parking for employee carpools and vanpools. A typical local code requirement requires employers with more than a</p>

Requirement	Ordinance References and Recommendations
	<p>specific number of employees to dedicate a percentage of the required parking spaces for carpools and/or vanpools.</p> <p>Alternatively, code provisions could provide optional incentives for reductions in the overall number of required parking spaces for a development where carpool and/or vanpool parking is accommodated.</p>
<p><i>(6) In developing a bicycle and pedestrian circulation plan as required by 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.</i></p>	<p>The TSP update process has made recommendations with the pedestrian and bicycle systems that are consistent with TPR -0020. This TPR requirement is addressed as follows:</p> <p>Walkways between cul-de-sacs and adjacent roads – See response and recommendations related to cul-de-sacs, Section -0045(3)(b).</p> <p>Walkways between buildings – See response and recommendations related to accessways, Section -0045(3)(b).</p> <p>Access between adjacent uses – See response and recommendations related to accessways, Section -0045(3)(b).</p>
<p><i>(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total ROW consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.</i></p>	<p>Article 6 of the Land Division Ordinance (Ordinance 805) regulates design standards for streets, blocks, and building sites. Section 6.02 Streets includes minimum right-of-way and pavement widths for street classifications and cul-de-sacs in Subsection 6.02(2).</p> <p>Recommendation: See recommendations in Section -0045(2)(a).</p>
<p>OAR 660-12-0060</p>	
<p><i>Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.</i></p>	<p>Article 29 of the Oakridge Zoning Ordinance addresses district changes. This article does not contain a provision that approval criteria for proposed zone changes include consistency with the functions, capacities, and performance standards of transportation facilities.</p> <p>Recommendation: See recommendations in Section -0045(2)(g).</p>

PART 2: IMPLEMENTING CODE AMENDMENTS

This section provides proposed regulatory amendments that are intended to be consistent with the goals and objectives of the draft updated TSP, implement the proposed new Comprehensive Plan transportation policies, and ensure compliance with the state Transportation Planning Rule (the "TPR," OAR 660, Division 12). More broadly, the intent of the proposed amendments is to ensure that the City's development regulations provide sufficient guidance to ensure that future land use decisions and actions are consistent with the planned transportation system by protecting the function of existing roadways and promoting a multi-modal system.

The proposed language implements the recommendations from the code audit in Part 1 of this memorandum and is intended to be consistent with the standards in the Draft TSP. The recommended changes are summarized in Table 2, which includes comments regarding the basis for the changes. Following Table 2 the proposed amendment language is presented in the order shown in the summary table. Recommended changes are in an adoption-ready format; text that is proposed to be added is shown as underlined, and text proposed to be removed is shown in ~~strikeout~~.

Table 2. Summary of Recommended Amendments to City of Oakridge Land Use and Development Code

Reference Number	Proposed Amendment	TPR Reference
Land Division Ordinance		
1.	Remove the right-of-way and roadway widths standards currently found in Section 6.02 of the Land Division Ordinance and add a reference to the updated TSP.	Implements OAR 660-012-0045(2)(a)
2.	Add requirements to Article 6 for on-site bicycle and pedestrian connectivity to adjacent residential areas, transit stops, and activity centers near the proposed development.	Implements OAR 660-012-0045(3)(b)
3.	Add language to Article 6 that specifies acceptable ways to accommodate on-site pedestrian and bicycle routes.	Implements OAR 660-012-0045(3)(d)
4.	Amend existing design standards to include requirements for development proposals that are within a certain distance from an existing or planned transit stop.	Implements OAR 660-012-0045(4)(b)
5.	Add language to the procedures sections specifying the need to provide notice to public agencies providing transportation facilities and services, including ODOT and Lane Transit District, regarding proposals that are adjacent to, or will have an impact on, transportation facilities or services.	Implements OAR 660-012-0045(2)(f)
Zoning Ordinance		
6.	Revise zoning Articles to allow transportation facilities, services, and improvements that are consistent with the TSP to be permitted outright in all zones.	Implements OAR 660-012-0045(1)(a)-(b)
7.	Add language to Subsection 15.05 requiring notice to ODA of any development permits within an overlay zone with the FAA Form 7460-1, Notice of Proposed Construction or Alteration, and establishing a process for submission of this form.	Implements OAR 660-012-0045(2)(f)

Reference Number	Proposed Amendment	TPR Reference
8.	Add requirements to Section 20.03 requiring pedestrian circulation through off-street parking lots in the form of accessways.	Implements OAR 660-012-0045(3)(b)
9.	Add language requiring new developments with planned designated employee parking areas to provide preferential parking for employee carpools and vanpools.	Implements OAR 660-012-0045(4)(d)
10.	Add language to Subsection 20.11(1) requiring bicycle parking facilities for transit transfer stations and park-and-ride lots.	Implements OAR 660-012-0045(3)(a)
11.	Add language that requires a Traffic Impact Analysis (TIA) for developments that may impact the operations of transportation facilities, including provisions that specify when a proposal must be reviewed for potential traffic impacts; when a TIA must be submitted with a development application; the required contents of a TIA; and who is qualified to prepare the analysis.	Implements OAR 660-012-0045(2)(b)
12.	Add language that specifies that expected impacts to the transportation system, as documented in the results of a TIA, may be the basis for imposing conditions of approval.	Implements OAR 660-012-0045(2)(e)
13.	Add language to Article 25 that references the language regarding acceptable ways to accommodate on-site pedestrian and bicycle routes that was added to Article 6 of the Land Division Ordinance.	Implements OAR 660-012-0045(3)(d)
14.	Add language to Section 29.03 that ensures amendments are consistent with the adopted TSP.	Implements OAR 660-012-0045(2)(g)

CODE AMENDMENT LANGUAGE

RECOMMENDATION 1

Remove the right-of-way and roadway widths standards currently found in Section 6.02 of the Land Division Ordinance and add a reference to the updated TSP.

ORDINANCE NO. 805 LAND DIVISION ORDINANCE

[...]

ARTICLE 6 - DESIGN STANDARDS

[...]

SECTION 6.02 STREETS

[...]

(2) Minimum Right-of-Way and Roadway Widths and Street Cross Section Standards. The width of streets and roadways in feet shall be adequate to fulfill all City specifications, and shall not be less than the minimums found in Table 3-1 of the adopted TSP shown in the following table.

Type of Street	Right of Way Width	Paving Widths
Arterials	60	48'
Collectors	60'	36'
Local streets less than 1,200 feet	50'	28'
Local streets greater than 1,200 feet	60'	36'
Cul-de-sac bulbs	92'	70'

The actual width will be decided by the Planning Commission based upon nearby physical conditions, safety of the public, and the traffic needs of the community.

RECOMMENDATION 2

Add requirements to plan for on-site bicycle and pedestrian connectivity to adjacent residential areas, transit stops, and activity centers near the proposed development.

ORDINANCE NO. 805 LAND DIVISION ORDINANCE

[...]

SECTION 6.02 STREETS

[...]

(12) Bicycle and Pedestrian Connectivity.

(a) Connections Required. New development shall provide safe and convenient on-site pedestrian and bicycle circulation systems as follows:

(i) Connecting the new development and adjacent and nearby residential areas or activity centers;

(ii) Connecting to adjacent and nearby outdoor activity areas such as parking lots, transit stops, recreational or play areas and plazas;

(iii) Connecting main building entrances to the nearest public sidewalk or walkway leading to a public sidewalk;

(iv) Stubbing accessways to adjacent vacant land or to developed land without pedestrian/bicycle connections where practicable, based on site topography and future development or redevelopment potential of the adjacent land.

(b) Accessibility. On-site pedestrian circulation systems shall include accessways and facilities for handicapped persons, consistent with applicable federal and state requirements, and with emphasis wherever practicable on providing continuous, uninterrupted routes.

RECOMMENDATION 3

Add language to Article 6 of the Oakridge Land Division Ordinance that specifies acceptable ways to accommodate on-site pedestrian and bicycle routes.

ORDINANCE NO. 805 LAND DIVISION ORDINANCE

[...]

SECTION 6.02 STREETS

[...]

(12) Bicycle and Pedestrian Connectivity.

[...]

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

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

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

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

RECOMMENDATION 4

Amend existing design standards to include requirements for development proposals that are within a certain distance from a major transit stop.

ORDINANCE NO. 805 LAND DIVISION ORDINANCE

[...]

SECTION 6.02 STREETS

[...]

(13) Transit Requirements. Proposed retail, office, or institutional development that is adjacent to or includes an existing or planned transit stop will be required to plan for convenient pedestrian access to the transit stop consistent with the following provisions. These requirements apply where the subject parcel(s) or portions thereof are within 200 feet of a transit stop.

(a) Walkways shall be provided connecting building entrances and streets adjoining the site;

(b) Intersection or mid-block traffic management improvements may be required, as needed and practicable, to allow for pedestrian crossings at transit stops.

(b) Building placement shall be within 20 feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersection.

(c) Transit passenger landing pads accessible to disabled persons shall be required to the standards of the transit provider.

(d) An easement or dedication for a passenger shelter may be required if requested by the transit provider.

(e) Lighting at the transit stop shall be provided.

RECOMMENDATION 5

Add language to the procedures sections of the Oakridge Land Division Ordinance specifying the need to provide notice to public agencies providing transportation facilities and services, including ODOT and Lane Transit District, regarding proposals that are adjacent to, or will have an impact on, transportation facilities or services.

ORDINANCE NO. 805 LAND DIVISION ORDINANCE

[...]

ARTICLE 8 - GENERAL PROVISIONS

SECTION 8.01 NOTICE

Notice of any public hearing mentioned in this ordinance shall be mailed to any affected party. For purposes of this section, "affected party" shall mean any resident or property owner within 150 feet, excluding street right-of-way, of the land for which the development is proposed. For all proposals that are adjacent to, or will have an impact on, transportation facilities or services, notice shall be provided to all public agencies providing transportation facilities and services, including ODOT and Lane Transit District.

RECOMMENDATION 6

Revise the Zoning Ordinance to allow transportation facilities, services, and improvements that are consistent with the TSP to be permitted outright in all zones.

ORDINANCE NO. 874 OAKRIDGE ZONING ORDINANCE

[...]

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

[...]

SECTION 4.02 USES AND STRUCTURES

(1) Permitted uses and structures:

[...]

(k) Bed and breakfast establishments provided there are no more than two guest rooms;

(l) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan.

[...]

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

[...]

SECTION 5.02 USES AND STRUCTURES

(1) Permitted uses and structures:

[...]

(o) Single-dwelling, attached (townhouse) developments subject to the procedures and criteria Article 25 - Site Plan Review of this ordinance;

(p) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan.

[...]

ARTICLE 6 - NEIGHBORHOOD COMMERCIAL DISTRICT (C-1)

[...]

SECTION 6.02 USES AND STRUCTURES

(1) Permitted uses and structures:

[...]

(m) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan.

[...]

ARTICLE 7 - CENTRAL COMMERCIAL DISTRICT (C-2)

[...]

SECTION 7.02 USES AND STRUCTURES

(1) Permitted uses and structures:

[...]

(t) Accessory buildings and uses normal and incidental to the uses permitted conditionally by this section; other than drive-through facilities;

(u) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan;

(v) Uses determined by the Planning Director to be similar to the uses listed above and also consistent with the purpose of this district stated in section 7.01.

[...]

ARTICLE 8 - HIGHWAY COMMERCIAL DISTRICT (C-3)

[...]

SECTION 8.02 USES AND STRUCTURES

(1) Permitted uses and structures:

[...]

(y) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan;

(z) Uses determined by the Planning Director to be similar to the uses listed above and also consistent with the purpose of this district stated in section 8.01.

[...]

ARTICLE 10 - LIGHT INDUSTRIAL DISTRICT (I-1)

[...]

SECTION 10.02 USES AND STRUCTURES

(1) Permitted uses and structures:

[...]

(h) Retail sale of wood for fuel or the sale of other wood products;

(i) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan.

[...]

ARTICLE 11 - HEAVY INDUSTRIAL DISTRICT (I-2)

[...]

SECTION 11.02 USES AND STRUCTURES

(1) Permitted uses and structures:

[...]

(o) Retail sale of wood for fuel or the sale of other wood products;

(p) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan.

[...]

ARTICLE 12 - OPEN SPACE/AGGREGATE EXTRACTION DISTRICT (OS/AE)

[...]

SECTION 12.02 USES AND STRUCTURES

(1) Permitted uses and structures:

[...]

(h) River channel maintenance;

(i) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan.

[...]

ARTICLE 13 - PUBLIC FACILITIES DISTRICT (PF)

[...]

SECTION 13.02 USES AND STRUCTURES

(1) Permitted uses and structures:

[...]

(e) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan.

[...]

ARTICLE 14 - PARK, RECREATION AND OPEN SPACE DISTRICT (PRO)

[...]

SECTION 14.02 USES AND STRUCTURES

(1) Permitted uses and structures:

[...]

(i) Transportation facilities, including construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with the City of Oakridge Transportation System Plan.

[...]

RECOMMENDATION 7

Add language to Subsection 15.05 of the Oakridge Zoning Ordinance requiring notice to the Oregon Department of Aviation of any development permits within an overlay zone with the FAA Form 7460-1, Notice of Proposed Construction or Alteration, and establishing a process for submission of this form.

ORDINANCE NO. 874 OAKRIDGE ZONING ORDINANCE

[...]

SECTION 15.05 AIRPORT SAFETY SUBDISTRICT (/AS)

[...]

(9) NOTICE OF LAND USE AND PERMIT APPLICATIONS WITHIN OVERLAY ZONE AREA

Except as otherwise provided herein, written notice of applications for land use of limited land use decisions, including comprehensive plan or zoning amendments, in an area within this overlay zone, shall be provided to the airport sponsor and the Oregon Department of Aviation (ODA) in the same manner as notice is provided to property owners entitled by law to written notice of land use or limited land use applications.

(a) Notice shall be provided to the airport sponsor and ODA when the property, or a portion thereof, that is subject to the land use or limited land use application is located within 5,000 feet of the sides or ends of a runway.

(b) Notice of land use and limited land use applications shall be provided within the following timelines.

(i) Notice of land use or limited land use applications involving public hearings shall be provided prior to the public hearing at the same time that written notice of such applications is provided to property owners entitled to such notice.

(ii) Notice of land use or limited land use applications not involving public hearings shall be provided at least 20 days prior to entry of the initial decision on the land use or limited land use application.

(iii) Notice of the decision on the land use or limited land use application shall also be provided to the airport sponsor within the same timelines that notice is provided to parties to the proceeding.

(c) Notices required in this section need not be provided to the airport sponsor or the Department of Aviation where the land use or limited land use application meets all of the following criteria:

(i) Would only allow structures of less than 35 feet in height above ground level.

(ii) Involves property located entirely outside the approach surface;

(iii) Does not involve industrial uses, mining or similar uses that emit smoke dust or steam; sanitary landfills or water impoundments; or radio, radiotelephone, television or similar transmission facilities or electrical transmission lines; and

(iv) Does not involve wetland mitigation, creation, enhancement or restoration.

(d) Applicant must file FAA form 7460-1 to the FAA and the Oregon Department of Aviation.

RECOMMENDATION 8

Add requirements to Section 20.03 of the Oakridge Zoning Ordinance requiring pedestrian circulation through off-street parking lots in the form of accessways.

ORDINANCE NO. 874 OAKRIDGE ZONING ORDINANCE

[...]

ARTICLE 20 - OFF STREET PARKING

[...]

SECTION 20.03 VEHICLE PARKING AREA DESIGN

[...]

(5) Pedestrian circulation shall be provided in the form of accessways and walkways in all new off-street parking lots. Accessways shall connect sidewalks adjacent to parking lots to the entrances of new buildings where feasible.

RECOMMENDATION 9

Add language requiring new developments with planned designated employee parking areas to provide preferential parking for employee carpools and vanpools.

ORDINANCE NO. 874 OAKRIDGE ZONING ORDINANCE

[...]

ARTICLE 20 - OFF STREET PARKING

[...]

SECTION 20.04 VEHICLE PARKING SPACES REQUIRED

(5) Carpool and Vanpool Parking. Carpool and vanpool parking shall be provided within new commercial, industrial, and institutional developments with 30 or more required parking spaces. Where provided, carpool and vanpool parking spaces shall be located closer to the main employee, student, or commuter entrance than all other employee parking spaces with the exception of handicapped parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

RECOMMENDATION 10

Add language to Subsection 20.11(1) of the Oakridge Zoning Ordinance requiring bicycle parking facilities for transit transfer stations and park-and-ride lots.

ORDINANCE NO. 874 OAKRIDGE ZONING ORDINANCE

[...]

ARTICLE 20 - OFF STREET PARKING

[...]

SECTION 20.11 BICYCLE PARKING REQUIREMENTS

(c) Transit Transfer Stations and Park-and-Ride Lots. Minimum bicycle parking facilities for transit transfer stations and park-and-ride lots shall conform to the requirements of Section 20.11(1)(b).

RECOMMENDATION 11

Add language to the Oakridge Zoning Ordinance that requires a Traffic Impact Analysis (TIA) for developments that may impact the operations of transportation facilities, including provisions that specify when a proposal must be reviewed for potential traffic impacts; when a TIA must be submitted with a development application; the required contents of a TIA; and who is qualified to prepare the analysis.

ORDINANCE NO. 874 OAKRIDGE ZONING ORDINANCE

[...]

ARTICLE 21 – ACCESS MANAGEMENT, ~~AND VISION CLEARANCE,~~ AND TRAFFIC IMPACT ANALYSIS REQUIREMENTS

SECTION 21.03 TRAFFIC IMPACT ANALYSIS REQUIREMENTS

(1) Purpose. The purpose of this subsection is to coordinate the review of land use applications with roadway authorities and to implement Section 660-012-0045(2)(e) of the state Transportation Planning Rule, which requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities. The following provisions also establish when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; the required contents of a Traffic Impact Analysis; and who is qualified to prepare the analysis.

(2) When a Traffic Impact Analysis is Required. The City or other road authority with jurisdiction may require a Traffic Impact Analysis (TIA) as part of an application for development, a change in use, or a change in access. A TIA shall be required where a change of use or a development would involve one or more of the following:

(a) A change in zoning or a plan amendment designation;

(b) Operational or safety concerns documented in writing by a road authority;

(c) An increase in site traffic volume generation by 300 Average Daily Trips (ADT) or more;

(d) An increase in peak hour volume of a particular movement to and from a street or highway by 20 percent or more;

(e) An increase in the use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day;

(f) Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements or are located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, creating a safety hazard;

(g) A change in internal traffic patterns that may cause safety concerns; or

(h) A TIA required by ODOT pursuant to OAR 734-051.

(3) Traffic Impact Analysis Preparation. A professional engineer registered by the State of Oregon, in accordance with the requirements of the road authority, shall prepare the Traffic Impact Analysis.

(4) Approval Criteria. The traffic impact study report shall be reviewed according to the following criteria:

(a) The study complies with the content requirements set forth by the City and/or other road authorities as appropriate;

(b) The study demonstrates that adequate transportation facilities exist to serve the proposed land use action or identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the road authority;

(c) For affected City facilities, the study demonstrates that the project meets mobility and other applicable performance standards established in the adopted transportation system plan, and includes identification of multi-modal solutions used to meet these standards, as needed; and

(d) Proposed design and construction of transportation improvements are in accordance with the design standards and the access spacing standards specified in the transportation system plan.

RECOMMENDATION 12

Add language to the Oakridge Zoning Ordinance that specifies that expected impacts to the transportation system, as documented in the results of a Traffic Impact Analysis, may be the basis for imposing conditions of approval.

ORDINANCE NO. 874 OAKRIDGE ZONING ORDINANCE

[...]

ARTICLE 21 – ACCESS MANAGEMENT, AND VISION CLEARANCE, AND TRAFFIC IMPACT ANALYSIS REQUIREMENTS

SECTION 21.03 TRAFFIC IMPACT ANALYSIS REQUIREMENTS

[...]

(5) Conditions of Approval

(a) The City may deny, approve, or approve a proposal with conditions necessary to meet operational and safety standards; provide the necessary right-of-way for planned improvements; and require construction of improvements to ensure consistency with the future planned transportation system.

(b) Construction of off-site improvements, including those related to bicycle and pedestrian facilities, may be required to mitigate impacts resulting from development that relate to capacity deficiencies and public safety; and/or to upgrade or construct public facilities to City standards.

(c) Where the existing transportation system is shown to be impacted by the proposed use, improvements such as paving; curbing; installation of or contribution to traffic signals; and/or construction of sidewalks, bikeways, access ways, paths, or streets that serve the proposed use may be required.

(d) Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on transportation facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.

RECOMMENDATION 13

Add language to Article 25 of the Oakridge Zoning Ordinance that references the language regarding acceptable ways to accommodate on-site pedestrian and bicycle routes that was added to Article 6 of the Land Division Ordinance.

ORDINANCE NO. 874 OAKRIDGE ZONING ORDINANCE

[...]

ARTICLE 25 - SITE PLAN REVIEW PERMITS

[...]

SECTION 25.06 CRITERIA FOR SITE PLAN REVIEW EVALUATION

[...]

(4) Traffic, Circulation and Parking.

[...]

(g) The proposed development provides adequate pedestrian and bicycle connectivity consistent with the requirements in Section 6.02(12) of the Oakridge Land Division Ordinance.

RECOMMENDATION 14

Add language to Section 29.03 of the Oakridge Zoning Ordinance that ensures amendments are consistent with the adopted TSP.

ORDINANCE NO. 874 OAKRIDGE ZONING ORDINANCE

[...]

ARTICLE 29 - DISTRICT CHANGES

[...]

SECTION 29.03 CRITERIA

[...]

(4) Changes to land use designations, densities, and design standards resulting from the proposed amendment are consistent with the functions, capacities, and performance standards of facilities identified in the TSP.



Volume I – Appendix C
Project Cost Estimate

Oakridge TSP Location Specific Cost Estimates

Location Cost Estimates

Cost	Project	Street Name	Direction	From	To	Segment Length (ft)	Current Width (ft)	New Width (ft)
\$ 250,000	P2	W 1st Street	WB/EB	Poplar Street	High Street	1090	0	6
	P3	(REMOVED)	WB/EB	River Road	Fish Hatchery Road			
\$ 210,000	P4	River Road	SB	OR 58	School Street	505	0	6
\$ 200,000	P5	W 2nd Street	SB	Teller Road	OR 58	610	0	6
\$ 460,000	P6	Widen W 2nd Street	SB	Teller Road	Commercial Street	3190	4	6
\$ 330,000	P7	W 2nd Street	EB	Commercial Street	Portal Drive	1035	0	6
\$ 5,030,000	P8	local streets	All			12800	0	6
\$ 1,286,000	SU1	Westoak Road	-	Oak Street	City Limits	4300	0	10
\$ 2,033,000	SU2	Fish Hatchery Road	-	OR 58	Salmon Creek Road	6800	0	10
\$ 1,106,000	SU3	Industrial Park Way	-	OR 58	Fish Hatchery Road	3700	0	10
\$ 688,000	SU4	High Prairie Road	-	Westoak Road	UGB Limits	2300	0	10
\$ 777,000	SU5	Garden/Fairyglen/Rainbow	-	Willamette Activity Ce	Rainbow St Sidewalks	2600	0	10
\$ 598,000	SU8	Union Street	-	OR 58	W 2nd Street	2000	0	10
\$ 327,000	SU10	Industrial Park Rails to Trails	-	Salmon Creek Trail	Fish Hatchery Road	1000	0	10
\$ 152,000	C3	Beech Street	-	Railroad Road	Commercial Street	300	0	10
\$ 1,100,000	B1	W 2nd Street	WB/EB	OR 58	Portal Road	3900	6	12
\$ 49,000	B2	Bike Lanes Commercial Street	WB/EB	2nd Street	Beech Street	7700	12	12
\$ 33,000	B4	Bike Lanes Hills Street/Beech Street	NB/SB	1st Street	OR 58	5800	12	12
\$ 4,630,000	B5	School Street/Rivers Street	All	OR 58	Rainbow Road	6900	5	12
	B6	(REMOVED)	WB/EB	Thatcher Lane	Fish Hatchery Road			
\$ 1,027,000	R1	E 1st St Refinement	-	Rose Street	City Limits	4800	52	52
\$ 188,000	R3	2nd Street Closure (Beech Street Widening)	-	2nd Street	1st Street	300	0	20
\$ 287,000	R4	Crestview Multimodal Improvements	-	OR 58	1st Street	700	30	30
	R6a	(REMOVED)	-	Thatcher Lane	Industrial Park Way			
\$ 1,354,000	FR1	Freight route	-	Oak Street	Crestview Street	18000	32	32
\$ 243,000	PV2	Industrial Park Way	-	Mill Pond	Fish Hatchery Road	1400	38	38
\$ 110,000	PV3	Osprey Park Parking Lot	-	River Road	Perkins Street	400	60	60
\$ 110,000	PV4	Berry Street	-	Rainbow Street	east	1000	24	24
\$ 219,000	PV5	Jasper Drive	-	Hills Street	east	2000	24	24
\$ 110,000	PV6	Paddock Lane	-	W 2nd Street	Union Street	2000	12	12
\$ 73,000	PV7	Beaver Lane/Beaver Street	-	west	east	800	20	20
\$ 91,000	PV8	Hansen Street	-	River Street	Klonn Road	1000	20	20
\$ 88,000	PV9	Cline Street	-	Klonn Road	Garden Road	800	24	24
\$ 44,000	PV10	Portal Drive	-	W 2nd Street	200 feet north	300	32	32
\$ 101,000	PV11	Riverview Street	-	Klonn Road	Garden Road	1100	20	20
\$ 77,000	PV12	Jones Road	-	OR 58	Elgin Avenue	600	28	28
\$ 73,000	PV13	Elgin Avenue	-	Rock Road	east	800	20	20
\$ 37,000	PV14	Beech Street	-	E 1st Street	north	400	20	20
\$ 37,000	PV15	Cherry Street	-	E 1st Street	north	400	20	20
\$ 37,000	PV16	Douglas Street	-	E 1st Street	north	400	20	20
\$ 37,000	PV17	Elm Street	-	E 1st Street	north	400	20	20
\$ 974,000	RL5	Swank Roadway Upgrade	-	Fish Hatchery Road	Rogers Lane	900	0	20
\$ 17,000	S-1	Systemic safety intersection improvements on OR 58	-	Varies		Intersection	-	-
\$ 23,000	S-3	Intersection safety improvement at OR 58/Industrial Park Way	-	Intersection		Intersection	-	-
\$ 21,000	S-4	Intersection safety improvement at Crestview Street/E 1st Street	-	Intersection		Intersection	-	-