



# TOWN OF LAKEVIEW TRANSPORTATION SYSTEM PLAN

Advisory Committee Meeting #1 | November 18, 2020



# AGENDA

Time	Topic
2:00 p.m.	Introductions
2:10 p.m.	What is a TSP?
2:25 p.m.	Background Information
2:40 p.m.	Goals & Objectives
3:00 p.m.	Existing Conditions & Future Conditions
3:45 p.m.	Next Steps



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# INTRODUCTIONS



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# WHAT IS A TRANSPORTATION SYSTEM PLAN?

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# WHAT IS A TRANSPORTATION SYSTEM PLAN?

## Lakeview's TSP:

- Is part of Town's Comprehensive Plan
- Guides transportation policies and investments
- Addresses transportation needs for people driving, walking, and biking within Lakeview
- Helps Town meet state/regional planning requirements

### TOWN OF LAKEVIEW TRANSPORTATION SYSTEM PLAN

July 2001



*Prepared for:*  
The Town of Lakeview, Oregon and  
Oregon Department of Transportation

*Prepared by:*  
David Evans and Associates, Inc.



# WHAT IS A TSP?

## Why are we updating now?

- Current TSP adopted in 2001
- Town's sawmill-oriented community and transportation needs have shifted
- Newly established industries with new transportation needs
- Town's goals have evolved to support multiple modes and local/regional traffic



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# BACKGROUND INFORMATION



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## Tech Memo #1: Plans & Policy Review

- Reviewed 19 state plans and 8 local plans
- Documents key elements that:
  - govern elements of the City's transportation system;
  - inform long-range transportation planning;
  - should be incorporate or reflected in the updated TSP; and/or
  - will need to be modified or made consistent with the updated TSP.
- Includes relevant details of each plan



# BACKGROUND INFORMATION

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## Tech Memo #1: Plans & Policy Review

- State Documents
  - Oregon Transportation Plan, Oregon Highway Plan, Oregon Bicycle and Pedestrian Plan, etc.
- Local Documents
  - Town of Lakeview Comprehensive Plan (last updated 2003)
  - Town of Lakeview Transportation System Plan (2001)
  - Town of Lakeview Development Code (2003)
  - Economic Opportunities Analysis for Lakeview and Paisley (2019)
  - Town of Lakeview and City of Paisley Housing Needs Analyses (2019)
  - Lakeview Area Industrial Site Master Plan (1979)
  - County Coordinated Public Transportation Plan (2017)
  - Town of Lakeview Proposed Budget FY 2020-2021



# BACKGROUND INFORMATION

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## Tech Memo #1: Plans & Policy Review

- Open Discussion and Questions
  - Was the project relevance captured correctly?
  - Are there any other projects or relevant policy directions from documents not included?
  - Questions, comments, concerns?





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# GOALS & OBJECTIVES





# GOALS & OBJECTIVES

## **Accessibility & Connectivity**

Develop an interconnected, multimodal transportation network that connects all members of the community to destinations within and beyond Lakeview.

## **Community & Economic Vitality**

Provide a transportation system that supports existing businesses and encourages economic development in Lakeview.

## **Equity**

Provide an equitable, balanced, and connected multimodal transportation system.

## **Mobility**

Optimize the performance of the transportation system for the efficient movement of people and goods.



# GOALS & OBJECTIVES

## Safety & Health

Provide a transportation system that is safe and secure for all transportation modes and all ability levels and enhances the health of residents and users.

## Sustainability

Provide a sustainable transportation system by promoting transportation choices and encouraging efficient design that consider and preserve environmental resources.

## Communication, Collaboration, and Coordination

Develop and maintain a Transportation System Plan that is consistent with the goals and objectives of the Town, Lake County, and the State.

## Funding

Provide a sustainable transportation system through responsible stewardship of financial resources.



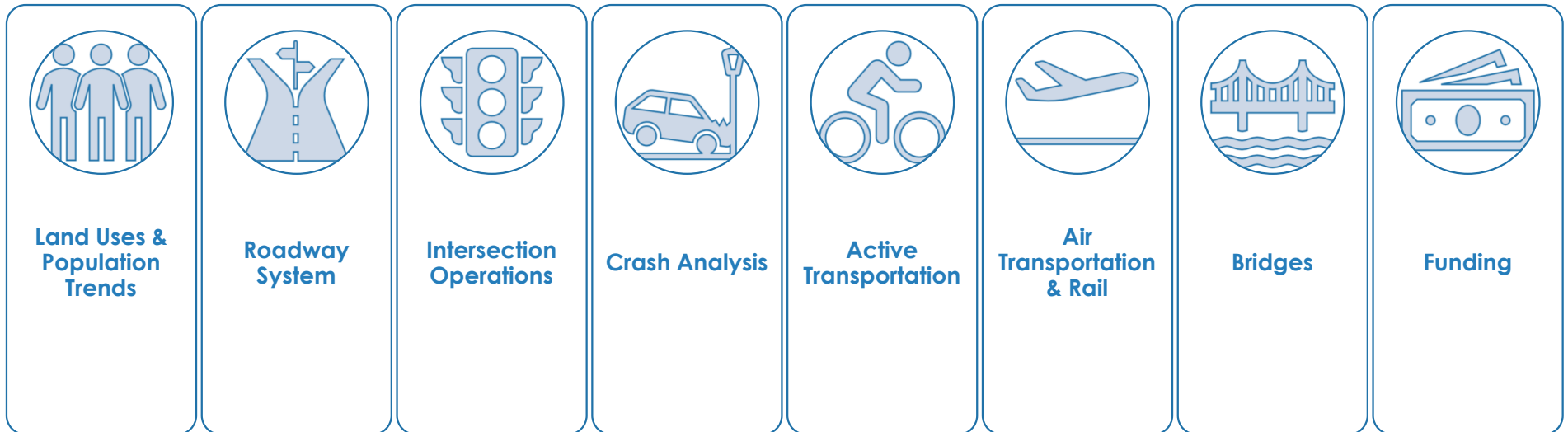
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# EXISTING CONDITIONS



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## Tech Memo #3: Transportation System Inventory and Existing Conditions

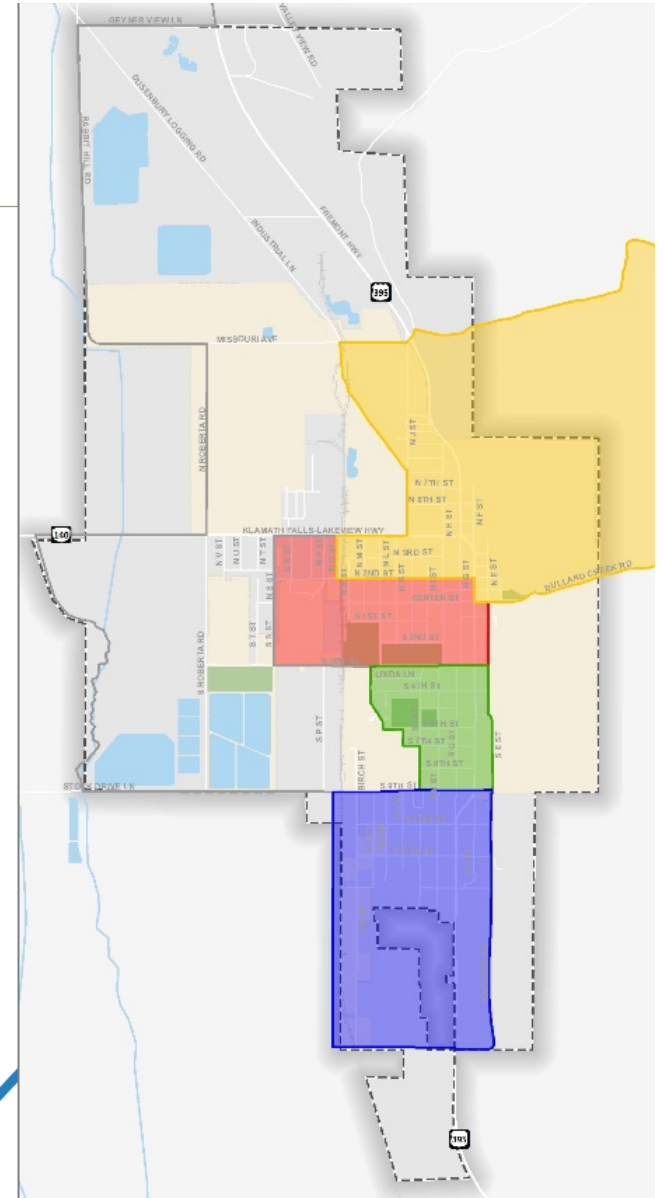


# EXISTING CONDITIONS

## Land Uses & Population Trends

Transportation disadvantaged populations:

- Highest percentage of **people below poverty** and **people commuting** to work by modes alternate to personal vehicles
- Highest percentage of **minority population**
- Highest percentage of **youth population** and **people not in the labor force**
- Highest percentage of **senior population**





# EXISTING CONDITIONS

## Intersection Operations

No operational deficiencies identified at study intersections:

- 1: US 395 / N J Street
- 2: Roberta Road / OR 140
- 3: US 395
- 4: US 395 / S 7<sup>th</sup> Street
- 5: US 395 / S 9<sup>th</sup> Street
- 6: Roberta Road / S 3<sup>rd</sup> Street
- 7: S L Street / S 3<sup>rd</sup> Street





# EXISTING CONDITIONS

## Intersection Operations

US 395 / J Street / Missouri Avenue  
and US 395 / OR 140 intersections:

- Geometric layouts confusing for drivers to navigate
- Long crossing distances for people walking or riding bikes







# EXISTING CONDITIONS

## Active Transportation

- Sidewalks primarily provided along arterials/collectors in denser residential/commercial areas
  - **Broken sidewalk**
  - **Continuous sidewalk**
- Widths range from less than 5 feet to greater than 6 feet
- Areas away from downtown core less likely to have complete sidewalk system

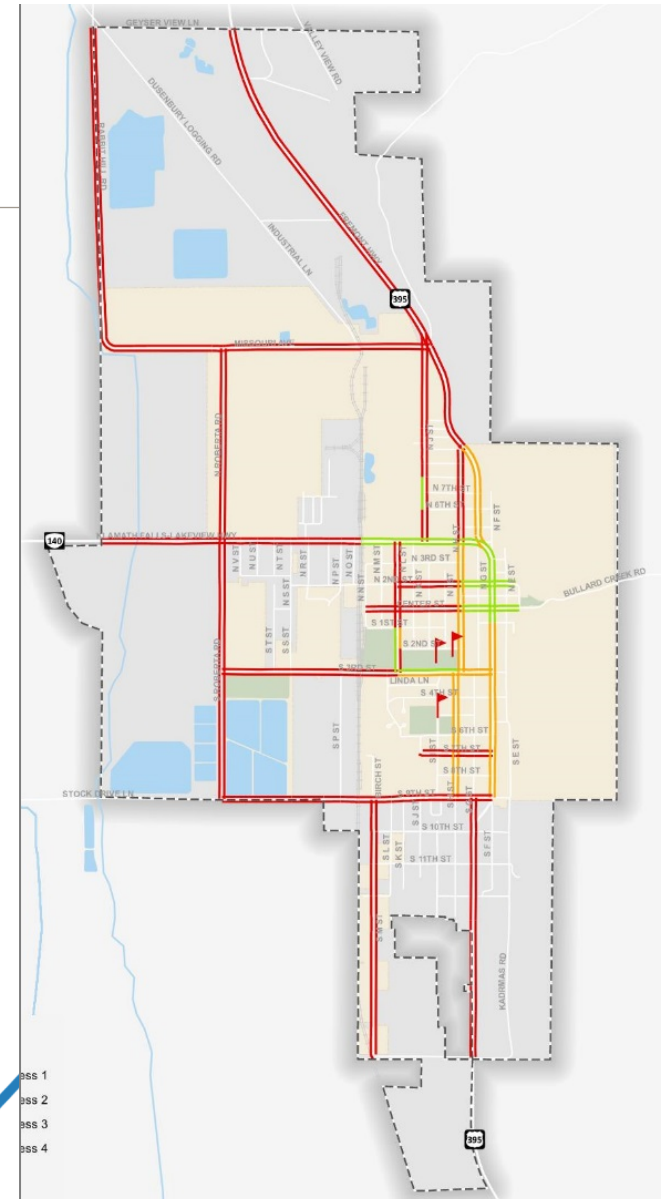


# EXISTING CONDITIONS

## Active Transportation

Pedestrian Level of Traffic Stress (PLTS):

- **PLTS 1:** represents little to no traffic stress
- **PLTS 2:** represents little traffic stress
- **PLTS 3:** represents moderate traffic stress
- **PLTS 4:** represents high traffic stress



# EXISTING CONDITIONS

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## Active Transportation

- People riding bicycles “share the road” with motorists along most streets
  - Consistent with collector street standard
  - Not consistent with arterial street 6-foot bicycle lane standard
- Bicycle lanes exist along more rural sections of S 3<sup>rd</sup> Street, S Roberta Road, and S 9<sup>th</sup> Street

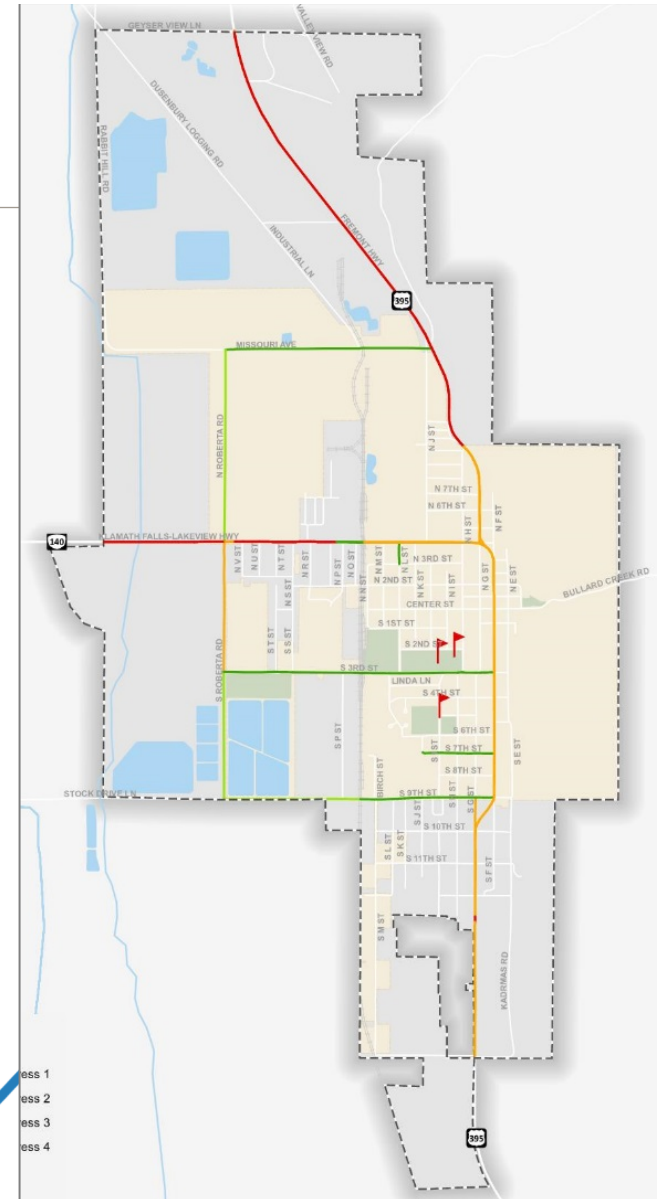


# EXISTING CONDITIONS

## Active Transportation

Bicycle Level of Traffic Stress (BLTS):

- **BLTS 1:** represents little to no traffic stress
- **BLTS 2:** represents little traffic stress
- **BLTS 3:** represents moderate traffic stress
- **BLTS 4:** represents high traffic stress



# EXISTING CONDITIONS

## Active Transportation

- Two public transportation providers:
  - **Lake County Senior Citizens Association (LCSCA)**
  - **Southern Oregon Goodwill**
- Demand-responsive and dial-a-ride shuttle service for seniors, persons with disabilities, and general public
- No dedicated transit facilities exist in Lakeview



# EXISTING CONDITIONS

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## Bridges

No bridges were identified as having a low sufficiency rating or classified as “structurally deficient/distressed”





# EXISTING CONDITIONS

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## Funding

- Town's Street Fund
  - Resources and expenses have generally been equal in recent years
  - Discretionary capital improvement projects have not been included
- Future improvements likely need to identify additional funding sources to be implemented





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# FUTURE CONDITIONS



# FUTURE CONDITIONS

## Tech Memo #4: Future Systems Conditions



Population and Job  
Forecasts



Future Baseline Traffic  
Analyses



Future Active  
Transportation  
Conditions



Solutions Analysis  
Framework



# FUTURE CONDITIONS

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- **Jobs and households** expected by the year 2040 can be accommodated within existing Urban Growth Boundary
- **Study intersections** expected to continue operating acceptably. Geometric issues will remain.
- **Corridor improvements** to US 395 north of OR 140 could improve safety
- **Multimodal improvements** along arterials and collectors could better connect people walking, riding bikes, and use transit between jobs, housing, and medical services will be evaluated
- **Transit service** could expand to better serve people connecting to jobs, medical services and other communities



# FUTURE CONDITIONS

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## Solutions Analysis Framework

### Needs will be informed by:

- Technical analyses
- Feedback from advisory committee
- Feedback from open house
- Feedback from project management team

### Key questions for preliminarily screening potential solutions:

- Does solution address need, deficiency, or opportunity?
- Is solution within/applicable to study area?
- Is solution feasible to construct/implement?
- Can solution be reasonably funded within next 20 years?

### Ratings for solutions that pass preliminary screening:

- Solution addresses criterion/makes substantial improvement (●)
- Solution partially addresses criterion/makes some improvement (◐)
- Solution does not support criterion/causes negative impact (○)
- Solution does not apply to criterion/has no influence (⊗)



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# ONLINE OPEN HOUSE



# ONLINE OPEN HOUSE



HOME	LATEST NEWS	MEETINGS	PROJECT TEAM	PROJECT DOCUMENTS		SUBSCRIBE	CONTACT
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## Lakeview Transportation System Plan Update

Welcome to the project website for the Town of Lakeview Transportation System Plan (TSP) Update!

*The first Virtual Open House for the Lakeview TSP Update is live and available [HERE!](#)*

The open house gives you the opportunity to review the work that has been completed to-date and provide your feedback on the needs you see in Lakeview's transportation system. Please participate by [November 20, 2020](#) and help us meet your needs with this TSP update!



## LAKEVIEW TSP VIRTUAL OPEN HOUSE #1 VIRTUAL WORKSHOP

WELCOME	ABOUT THE PROJECT	GOALS & OBJECTIVES	ROADWAY SYSTEM	SIDEWALK SYSTEM	BICYCLE SYSTEM
PUBLIC TRANSPORTATION SERVICE	TELL US WHAT YOU THINK	NEXT STEPS			

### WELCOME!

Welcome to the first Virtual Open House for the Lakeview Transportation System Plan (TSP) Update!

This Virtual Open House provides an opportunity for community members to learn what a TSP is, hear what work has been completed to-date, and provide feedback on transportation needs that should be considered as part of the planning process. Your feedback is vital for creating a transportation system that meets the needs of everyone in the community.

This Virtual Open House presents findings from a review of the Town's transportation system as it exists today and in the future. These findings are detailed in the [Existing Conditions](#) and [Future Conditions](#) technical memos. Feel free to review these documents prior to starting the workshop for additional background.

The findings in these memos are summarized in "rooms" in this open house (tabs located at the top of this page). In these rooms, you will find the following:

- **About the Project:** general information on the project including explaining what a TPS is and why it needs updating.



# COMMENTING MAP





## Welcome to the Lakeview TSP Comment Map

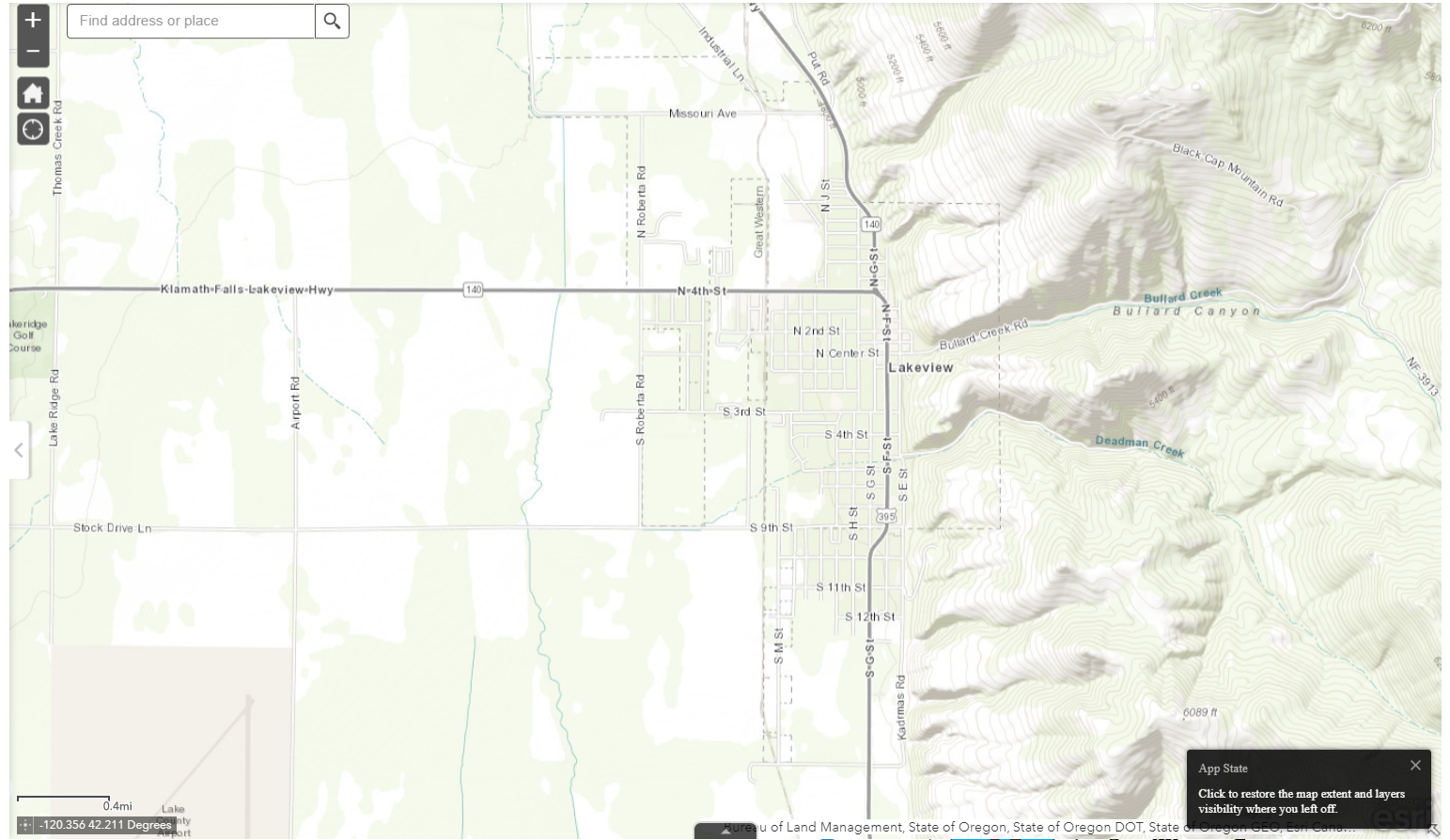
Please use this map to tell us where transportation needs exist today. Use the comment features below to tell us about specific intersections or locations that are important to you.

To comment, select the type of need from the features below (auto, bicycle, pedestrian, or transit) and then click on the map where a specific need exists. You can enter a comment (up to 500 characters) to tell us more.

The project will compile feedback and include suggestions in future project work.

Point Comments

-  Auto
-  Bicycle
-  Pedestrian
-  Transit



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# NEXT STEPS





# NEXT STEPS

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- **Obtain feedback** on additional transportation system needs from:
  - Advisory Committee, following this meeting
  - Public, through Virtual Open House (Nov. 9 to 30)
- **Implement feedback** received
- **Begin analyzing solutions** to identified needs and funding options
- **Present potential solutions** and funding options to Advisory Committee in February 2021

