

Overview

What is a Transportation System Plan?

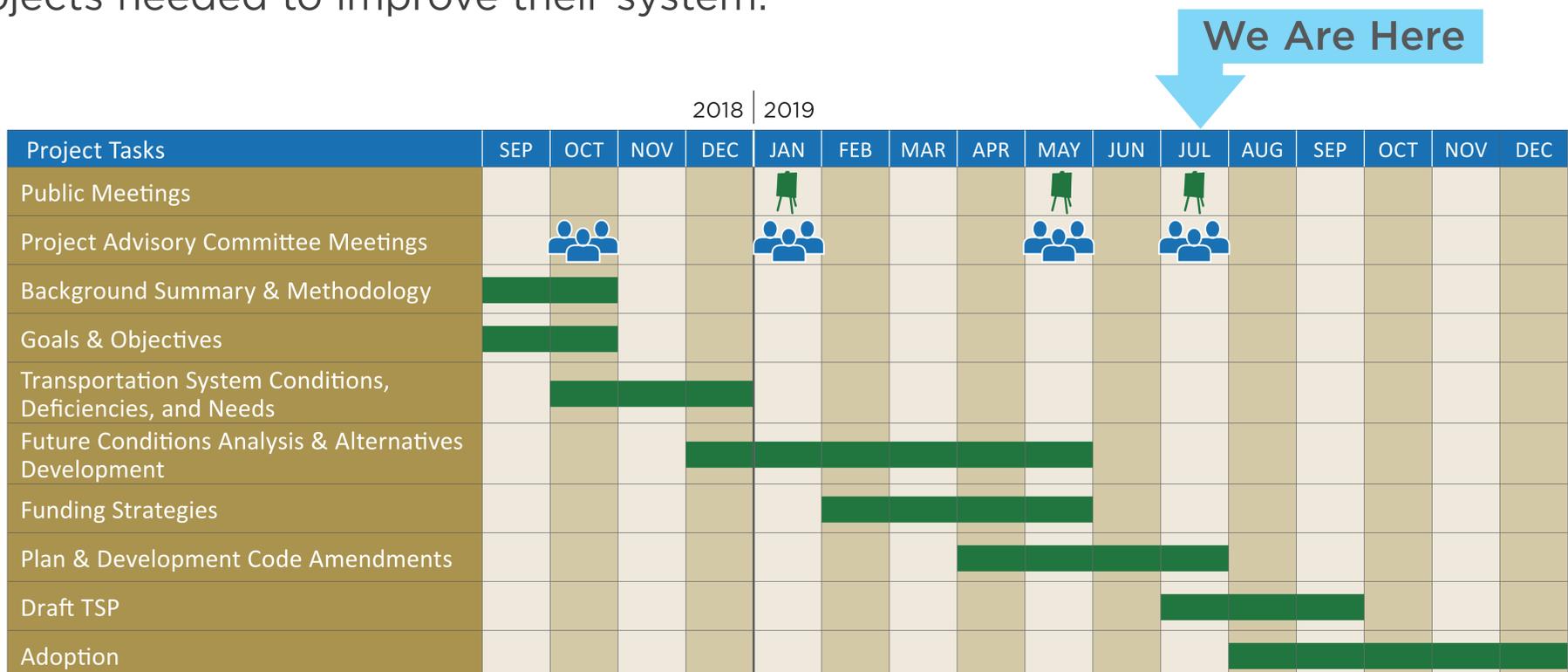
A TSP is a document that outlines projects, policies and programs to improve the transportation system over the next 20 years.

Projects, policies and programs can include:

- Constructing new roads or modifying existing roads;
- Constructing new pedestrian and/or bicycle paths;
- Modifying transit service;
- Modifying roadway design standards;
- Modifying access standards; and,
- Identifying funding strategies to fund the transportation projects, operations and maintenance.

Oregon cities are required by law to create and update their transportation system plan. Oakridge's current TSP was published in 2000. This TSP update will allow for a more up to date analysis of existing and potential future transportation issues.

A complete, up-to-date, and adopted TSP makes it easier for communities to compete and obtain funds and reserve right-of-way to implement the transportation projects needed to improve their system.



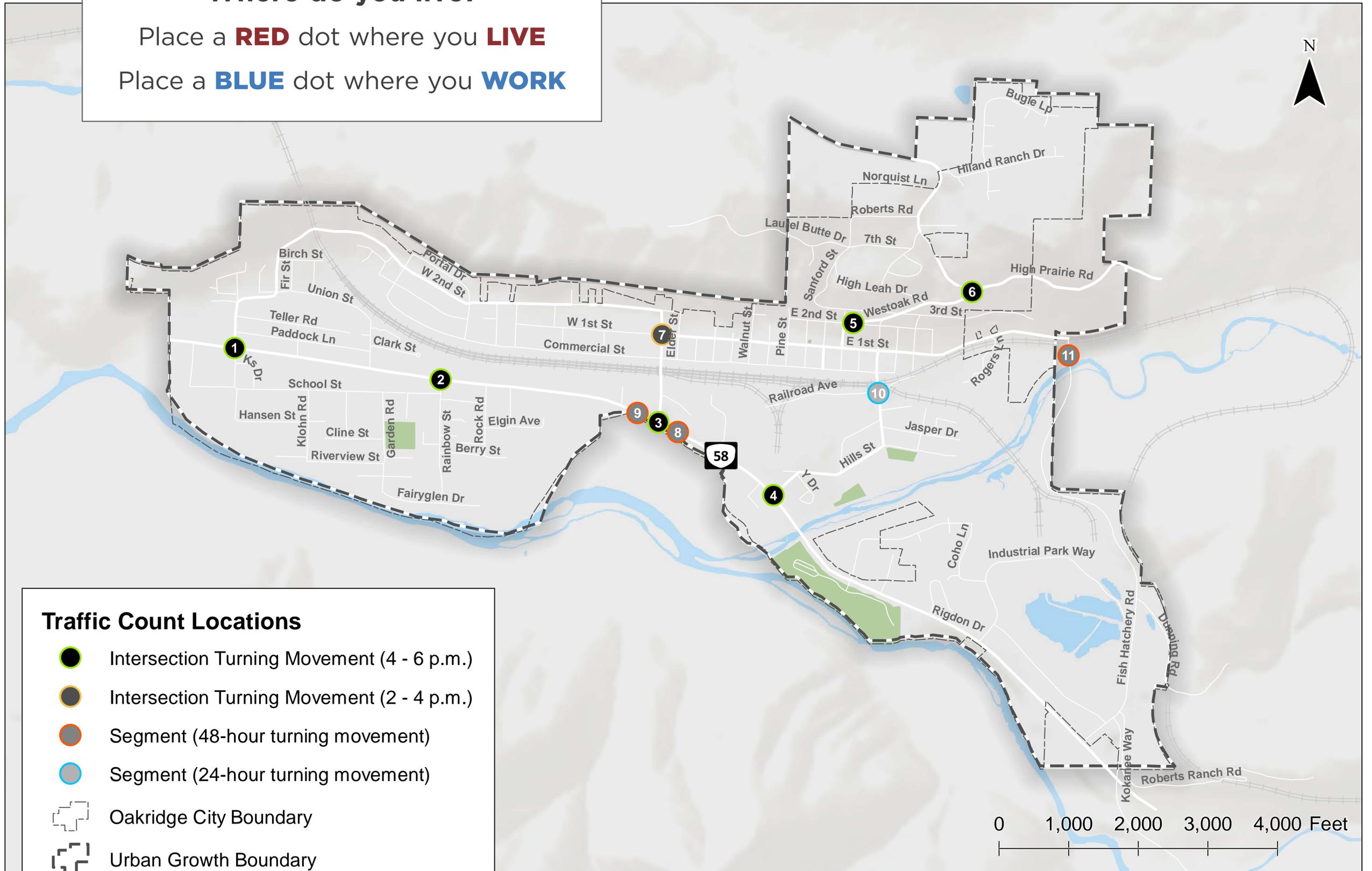
To stay up to date on the project, please visit our project website at:

www.OakridgeTSP.com

Study Area

Where do you live?

Place a **RED** dot where you **LIVE**
 Place a **BLUE** dot where you **WORK**



Traffic Count Locations

- Intersection Turning Movement (4 - 6 p.m.)
- Intersection Turning Movement (2 - 4 p.m.)
- Segment (48-hour turning movement)
- Segment (24-hour turning movement)
- Oakridge City Boundary
- Urban Growth Boundary

Project Goals

Economic Development

- Plan a transportation system that supports existing industry and encourages economic development.

Transportation System Characteristics

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

Mobility for All

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

Transportation and Land Use Planning

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

Plan Implementation

- Ensure that the plan elements can be implemented from both a fiscal and political standpoint.

Safety

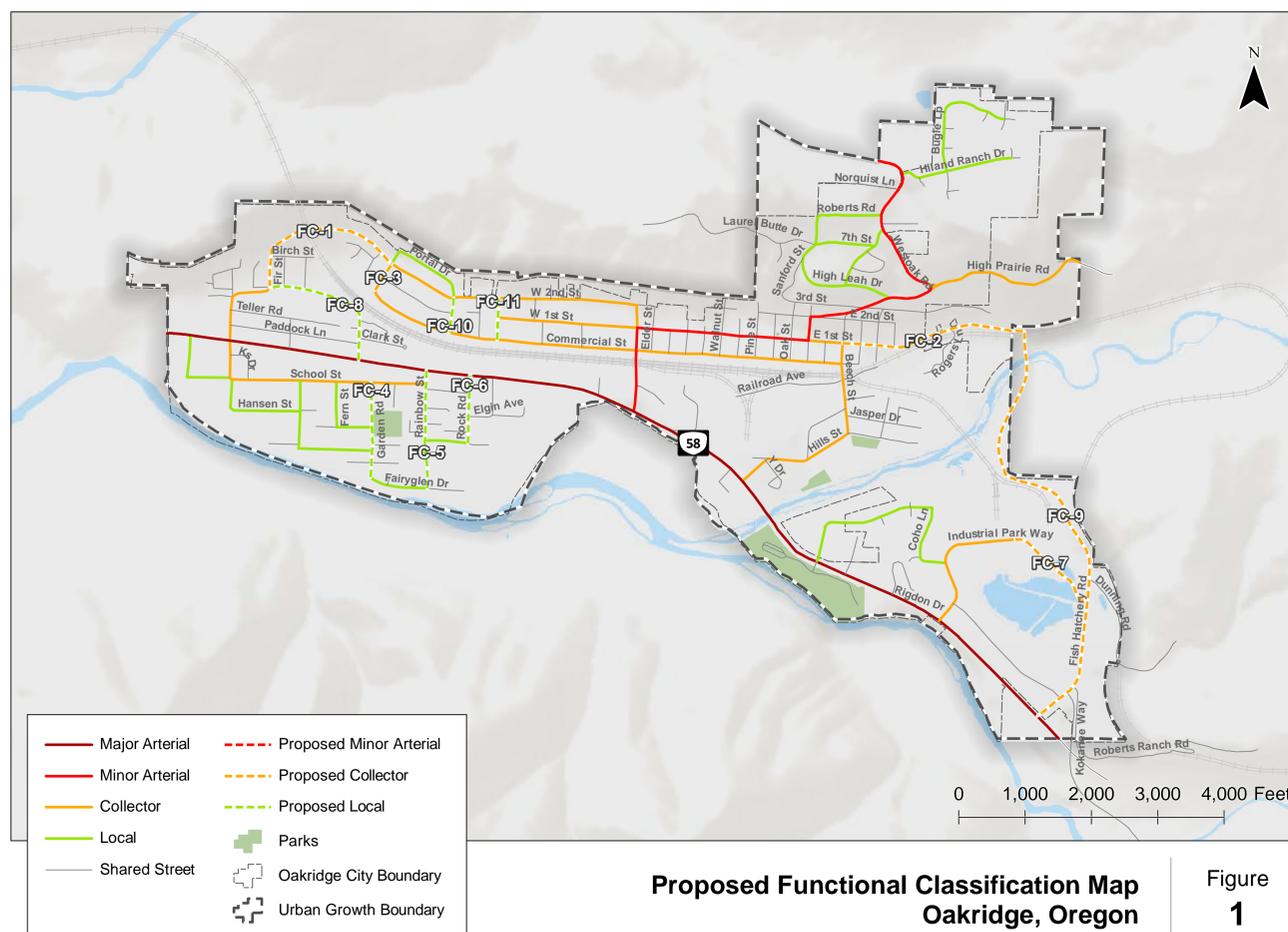
- Provide a transportation system that promotes the safety of current and future travel modes for all users.

Solutions – Functional Classification

What are Functional Classifications?

A hierarchy of roadways based on their primary function (moving people across regions or providing access to local destinations).

- Arterial – highest class of roadway intended to provide mobility and move traffic through the City.
- Collector – intermediate roadway intended to collect traffic from local streets and distribute to arterial street system.
- Local – lowest roadway class intended to provide access to low speed, low volume areas such as neighborhoods.



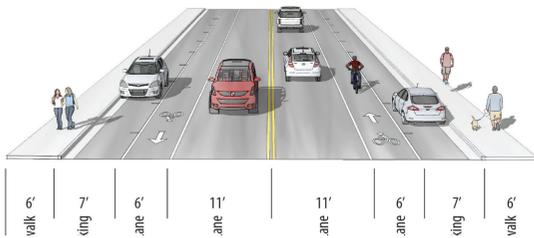
Proposed Functional Classification Updates			
ID	Proposed Modification	ID	Proposed Modification
FC-1	Downgrade W 2nd Street from an arterial to a collector	FC-7	Upgrade Industrial Park Way from a local road to a collector
FC-2	Downgrade E 1st street from an arterial to a collector	FC-8	Downgrade Union Street from a minor collector to a local street
FC-3	Downgrade Commercial Street from an arterial to a collector	FC-9	Upgrade Fish Hatchery Road from a local road to a collector
FC-4	Downgrade Garden Road from a major collector to a local street	FC-10	Downgrade Portal Drive from an arterial to a local street
FC-5	Downgrade Rainbow Street from a major collector to a local street	FC-11	Downgrade Poplar Street from a minor collector to a local street
FC-6	Upgrade Hills Street/Beech Street from a major collector to an arterial		

Solutions - Typical Cross Sections

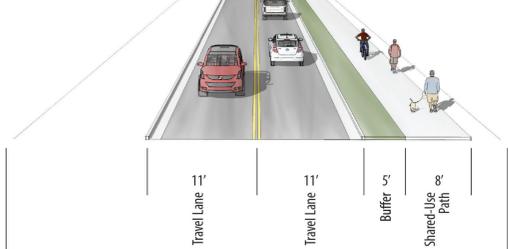
Proposed Typical Street Cross section Standards								
Street Functional Classification		Right-of-way	Pave-ment Width	Sidewalk Width	Bike Lane Width	Parking	Landscape Strip	Applicable Roads
Minor Arterial	Option A	60ft	48ft	6ft	6ft	7 ft	None	All, unless noted under Option B
	Option B	60ft	22ft	8ft path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

Arterial

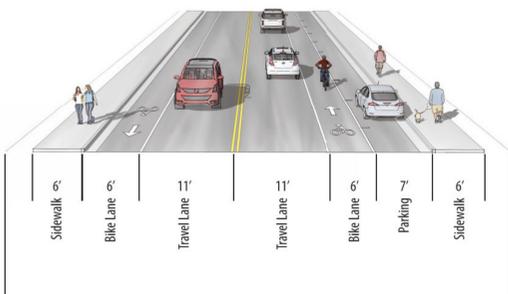
Option A



Option B

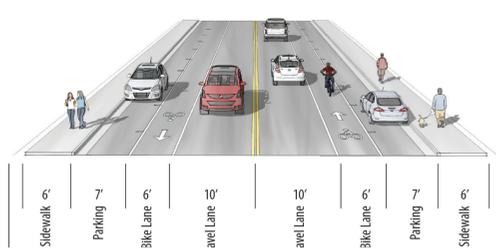


Option C

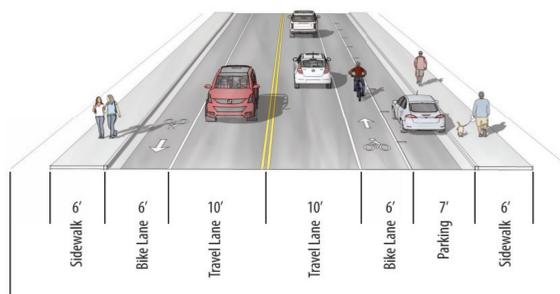


Collector

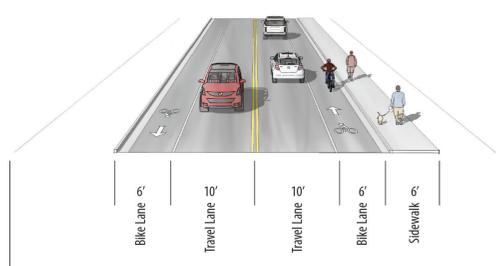
Option A



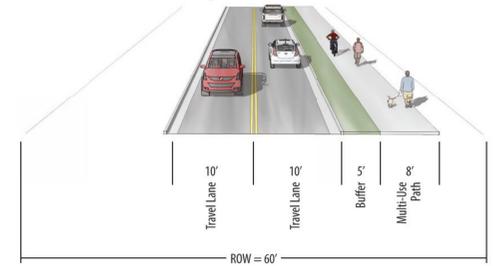
Option B



Option D

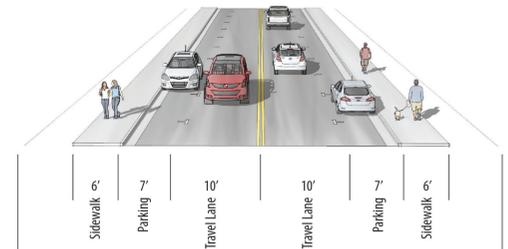


Option E

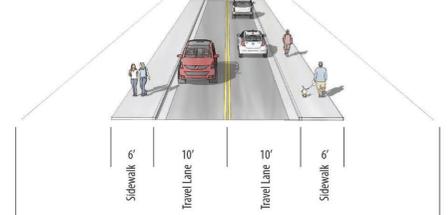


Local

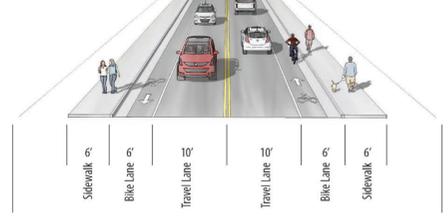
Option A



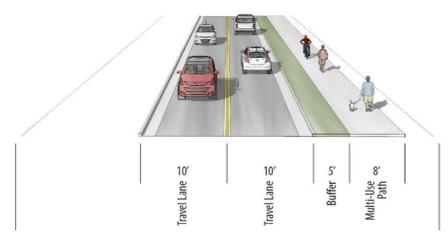
Option B



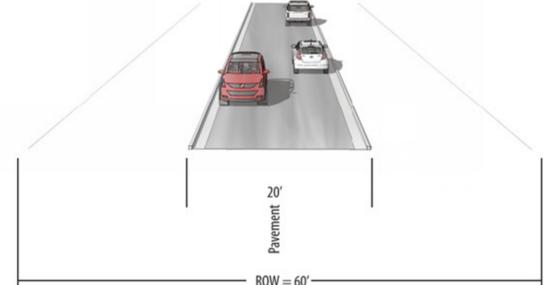
Option C



Option D

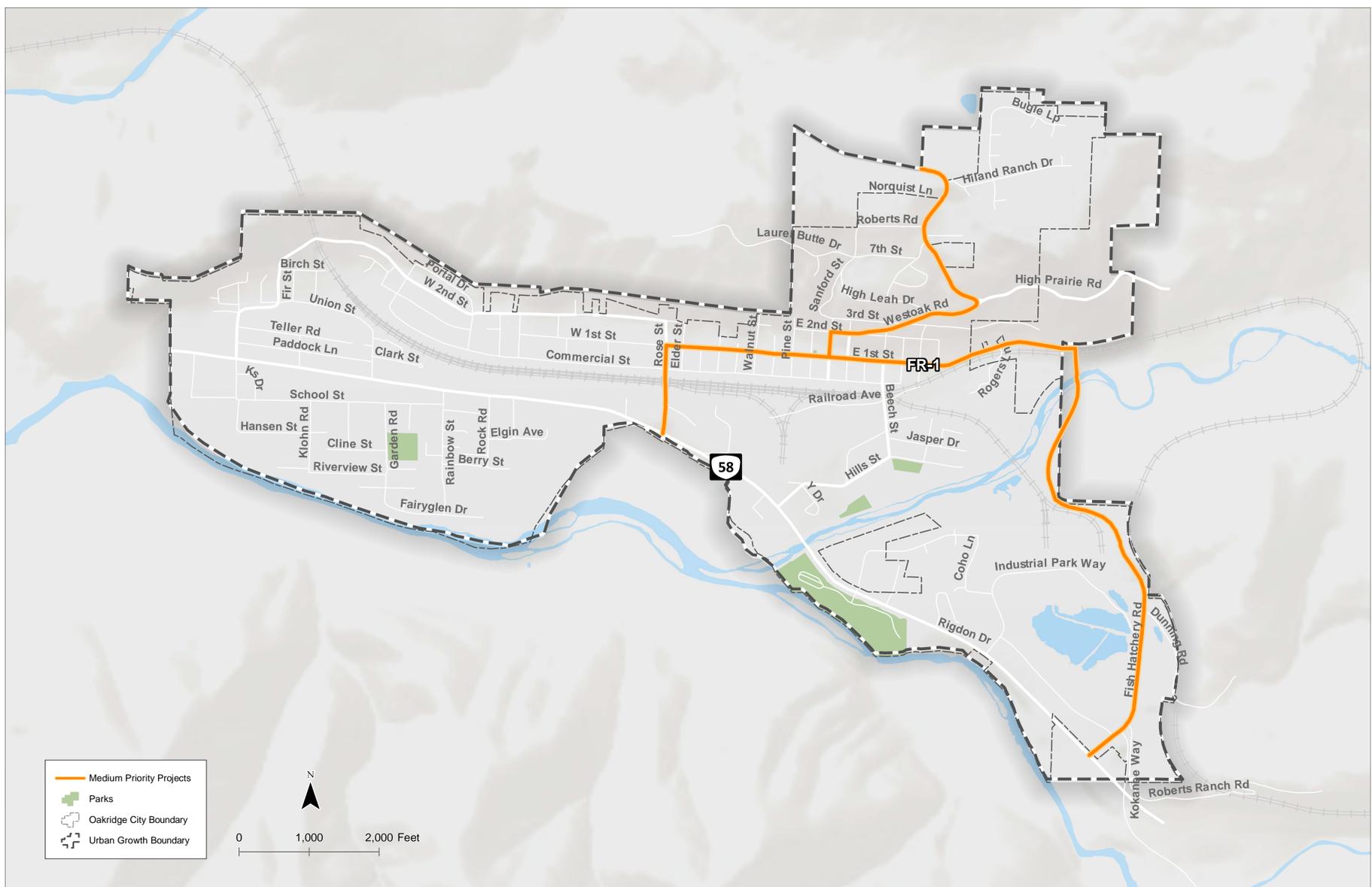


Shared Street



Solutions – Freight System

Transit & Rail System Solution Cost Estimates									
Proj. ID	Proj. Name	Project Description	Location	Cost Estimate	Expected City Contribution	Funding Partner	Please place a sticker to indicate your recommended priority for these projects		
							High	Medium	Low
Draft Medium Priority Projects									
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.	Fish Hatchery Road, E 1st Street, Crestview Street	\$1,354,000	\$677,000	County			
Draft Low Priority Projects									
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.	Determined by study	\$50,000	\$50,000				
FR-3	Truck Parking Feasibility Study	Conduct a feasibility study to identify the need and viability of constructing a truck parking area for heavy vehicles within Oakridge.	Determined by study	\$30,000	\$30,000				
FR-4	Commercial Truck Stop	Conduct a feasibility study to identify the need and viability of constructing a commercial truck stop center within Oakridge.	Determined by study	\$25,000	\$25,000				

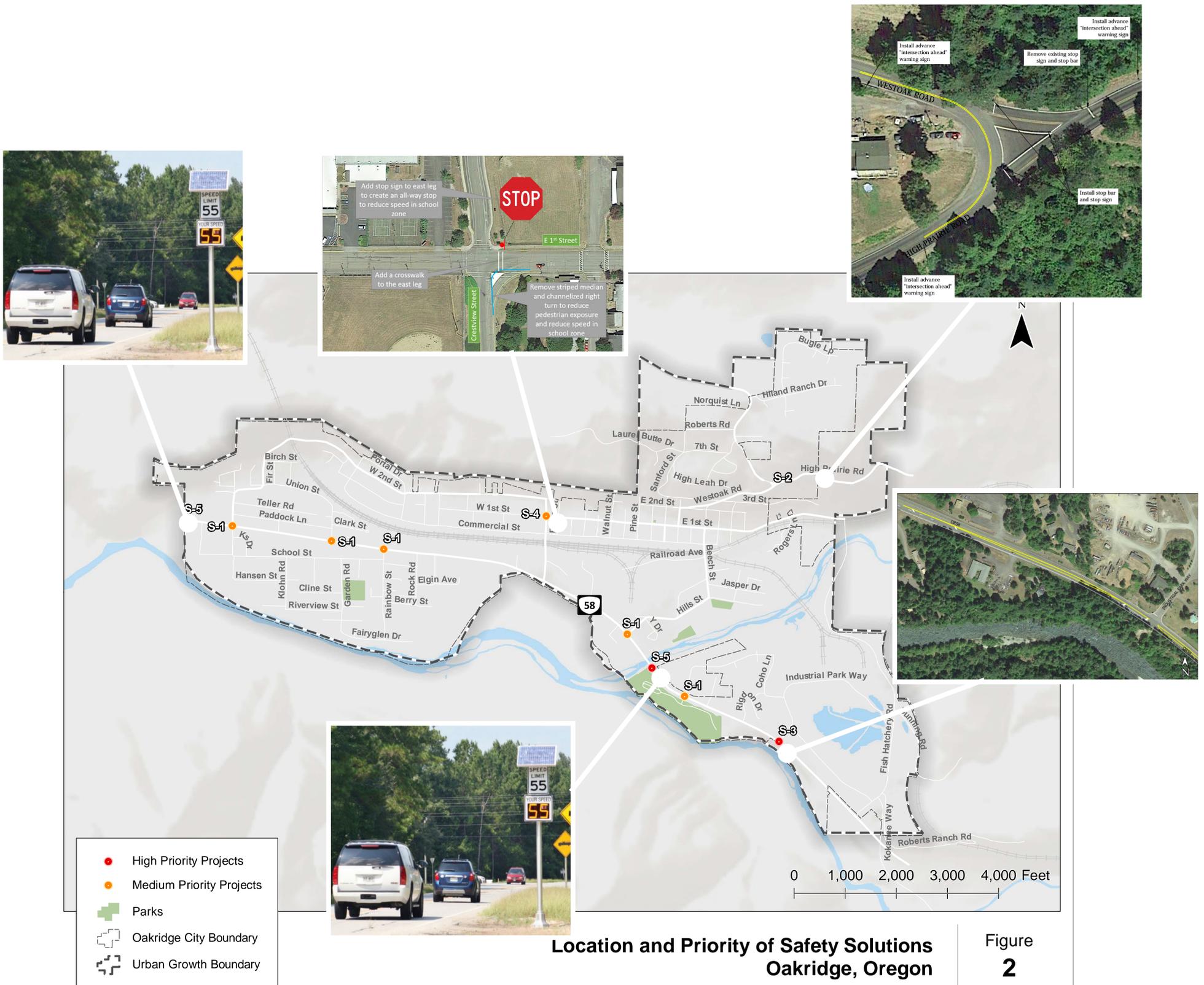


Freight Solutions Cost Summary			
High Priority	Medium Priority	Low Priority	Total
N/A	\$677,000	\$105,000	\$782,000

Solutions – Street System

Street System Solution Cost Estimates									
Proj. ID	Proj. Name	Project Description	Location	Cost Estimate	Expected City Contribution	Funding Partners	Please place a sticker to indicate your recommended priority for these projects		
							High	Medium	Low
High Priority Projects									
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. Add bike lanes on E 1st Street west of Hazel Street and restrict parking to one side of the road.	E 1st Street from Rose Street to City limits	\$1,298,000	\$1,298,000				
R-6	OR 58 Street Reconfiguration Pilot Project	Implement a temporary lane reconfiguration on OR 58	OR 58 from Thatcher Lane to Jones Road	\$75,000	\$8,000	ODOT			
PV-1	City street paving program	Develop a citywide program to assess and maintain City streets of all classification	Citywide	\$15,000	\$15,000				
PV-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	\$252,000	\$252,000				
PV-4	Berry Street	Repave Berry Street from Rainbow Street to the east	Berry Street from Rainbow Street to the east	\$110,000	\$110,000				
High Priority City Contribution Cost Total					\$1,678,000				
Medium Priority Projects									
R-4	Crestview Street Cross section and Multimodal Improvements	Improve the Crestview Street cross section to accommodate shared-use path on the east side by reducing travel lane widths.	Crestview Street from OR 58 to E 1st Street	\$92,000	\$92,000				
R-5	OR 58 Illumination	Provide illumination along OR 58.	OR 58 from Hills Street to Hyland Lane	\$384,000	\$38,000	ODOT			
PV-5	Jasper Drive	Repave Jasper Drive from Hills Street to the east	Jasper Drive from Hills Street to the east	\$219,000	\$219,000				
PV-14	Beech Street	Repave Beech Street north of E 1st Street	Beech Street north of E 1st Street	\$37,000	\$37,000				
PV-15	Cherry Street	Repave Cherry Street north of E 1st Street	Cherry Street north of E 1st Street	\$37,000	\$37,000				
PV-16	Douglas Street	Repave Douglas Street north of E 1st Street	Douglas Street north of E 1st Street	\$37,000	\$37,000				
PV-17	Elm Street	Repave Elm Street north of E 1st Street	Elm Street north of E 1st Street	\$37,000	\$37,000				
Medium Priority City Contribution Cost Total					\$497,000				
Low Priority Projects									
R-2	Green-waters Park Illumination	Illuminate the intersection of OR 58/Greenwaters Park and the parking lot.	Green-waters Park	\$115,000	\$115,000				
R-3	E 2nd Street Road Closure	Close E 2nd Street to eliminate the sight distance constraints at the skewed intersection of E 2nd Street/Westoak Road.	E 2nd Street between Westoak Road and Beech Street	\$188,000	\$94,000	County			
PV-3	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)	\$114,000	\$114,000				
PV-6	Paddock Lane	Pave Paddock Lane from W 2nd Street to Union Street	Paddock Lane from W 2nd Street to Union Street	\$110,000	\$110,000				
PV-7	Beaver Lane/Beaver Street	Repave the extents of Beaver Lane/Beaver Street	The extents of Beaver Lane/Beaver Street	\$73,000	\$73,000				
PV-8	Hansen Street	Repave Hansen Street from River Road to Klonn Road	Hansen Street from River Road to Klonn Road	\$91,000	\$91,000				
PV-9	Cline Street	Repave Cline Street from Klonn Road to Garden Road	Cline Street from Klonn Road to Garden Road	\$88,000	\$88,000				
PV-10	Portal Drive	Repave Portal Drive north of W 2nd Street	Portal Drive north of W 2nd Street	\$44,000	\$44,000				
PV-11	Riverview Street	Repave Riverview Street from Klonn Road to Garden Road	Riverview Street from Klonn Road to Garden Road	\$101,000	\$101,000				
PV-12	Jones Road	Repave Jones Road from OR 58 to Elgin Avenue	Jones Road from OR 58 to Elgin Avenue	\$77,000	\$77,000				
PV-13	Elgin Avenue	Repave Elgin Avenue from Rock Road to the east	Elgin Avenue from Rock Road to the east	\$73,000	\$73,000				
Low Priority City Contribution Cost Total					\$1,081,000				
Vision Projects									
R-7	Long Term OR 58 Street Reconfiguration Project	Reconfigure the highway's cross section to accommodate one lane in each direction with multimodal facilities, based on results of pilot project.	OR 58	N/A	N/A	ODOT			

Solutions – Safety Solutions

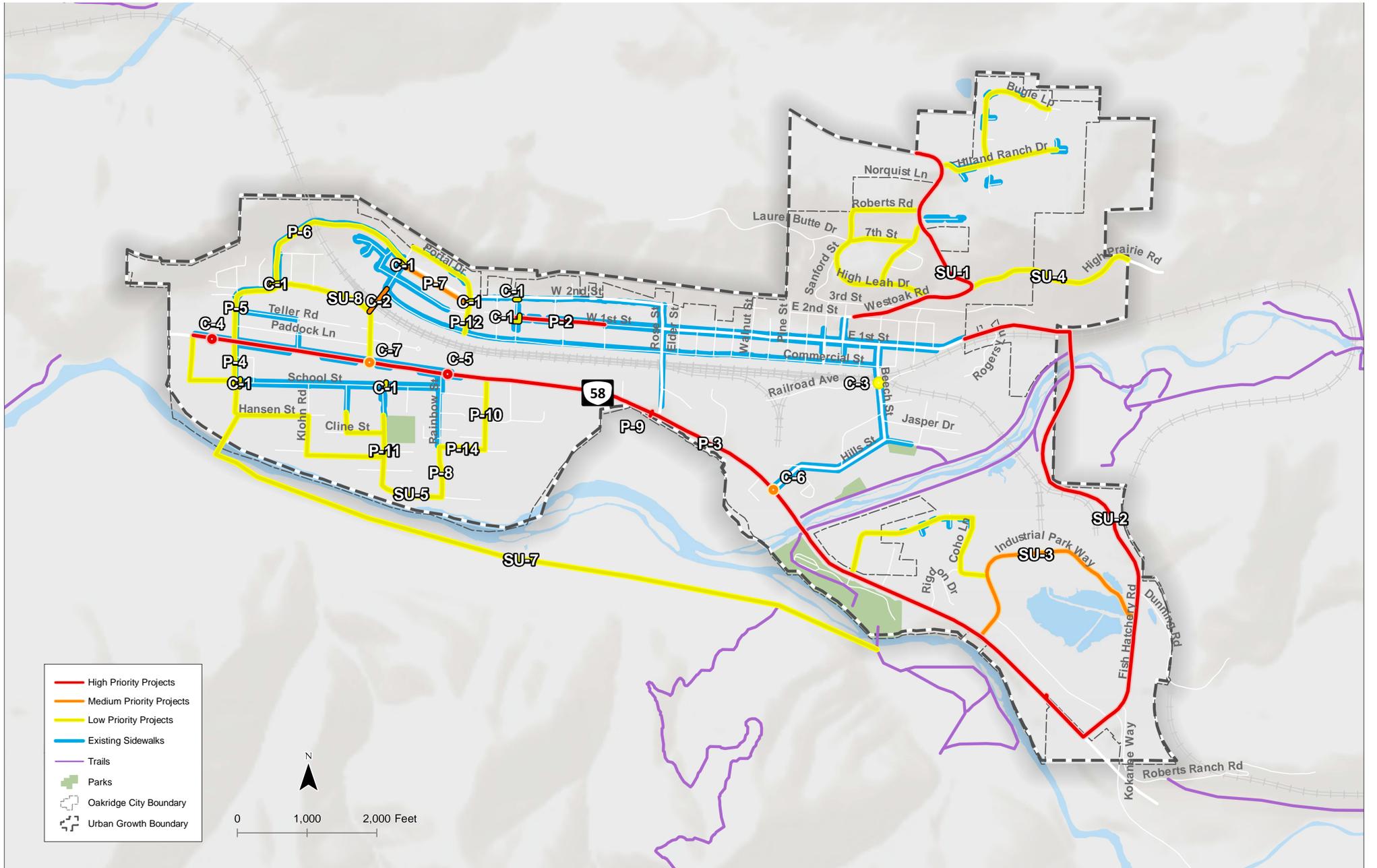


Safety Solutions Cost Summary			
High Priority	Medium Priority	Low Priority	Total
\$2,000	\$26,000	N/A	\$28,000

Solutions – Safety Solutions

Safety Solution Cost Estimates									
Proj. ID	Proj. Name	Project Description	Location	Cost Estimate	Expected City Contribution	Funding Partners	Please place a sticker to indicate your recommended priority for these projects		
							High	Medium	Low
DRAFT High Priority Projects									
S-3	Intersection safety improvement at OR 58/Industrial Park Way	Move merge lane west and develop eastbound left turn lane into the industrial park.	OR 58/Industrial Park Way Intersection	\$23,000	\$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			
DRAFT 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 Road, Hyland Lane	\$17,000	\$2,000	ODOT			
S-4	Intersection safety improvement at Crestview Street/E 1st Street	Reconfigure the intersection to slow vehicle speed through the intersection.	Crestview Street/E 1st Street Intersection	\$21,000	\$21,000				
DRAFT Vision Projects									
S-2	Intersection safety improvement at High Prairie Road/Westoak Road	Upgrade signing, sight distance improvements (including roadway realignment), curve warning and intersection warning	High Prairie Road/Westoak Road Intersection	N/A	N/A	County			

Solutions – Pedestrian System



Pedestrian Solutions Cost Summary			
High Priority	Medium Priority	Low Priority	Total
\$2,912,000	\$1,416,000	\$9,359,000	\$13,867,000

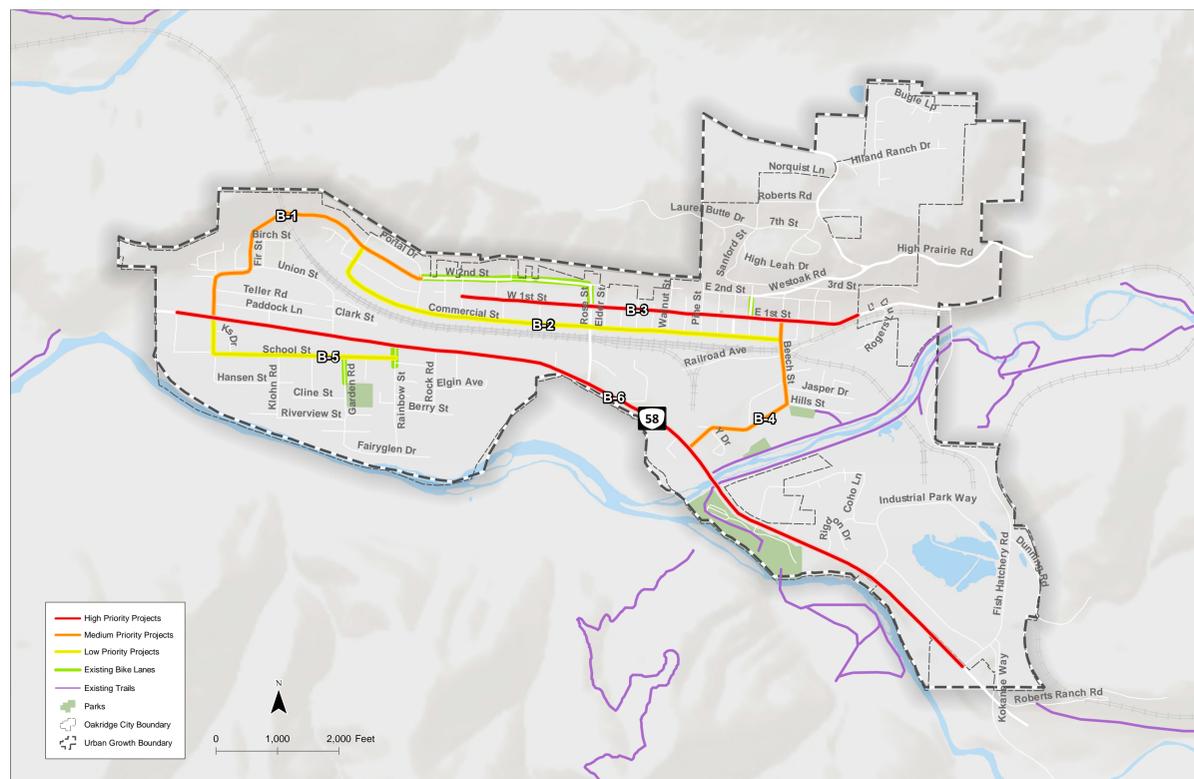
Solutions – Pedestrian System

Pedestrian System Solution Cost Estimates									
Proj ID*	Proj. Name	Project Description	Location	Cost Estimate	Expected City Contribution	Funding Partners	Please place a sticker to indicate your recommended priority for these projects		
							High	Medium	Low
High Priority Projects									
P-2	W 1st Street sidewalk	Fill in sidewalk gaps on both sides of W 1st Street	W 1st Street between High Street and Poplar Street	\$330,000	\$330,000				
P-3	OR 58 sidewalks	Construct sidewalks (both sides) or a multiuse path on the highway	OR 58 from Thatcher Lane to Fish Hatchery Road	\$8,465,000	\$847,000	ODOT			
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	\$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	\$15,000	\$15,000				
C-4	OR 58/River Road-Thatcher Lane Pedestrian Safety Improvement	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 Road Pedestrian Safety Improvement	Install enhanced pedestrian crossing which could include raised median, curb extension, traffic calming, illumination, etc.	On OR 58, approximately 40 feet east of Rainbow Road	\$200,000	\$20,000	ODOT			
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 1st Street	\$2,105,000	\$1,053,000	County			
High Priority City Contribution Cost Total						\$2,912,000			
Medium Priority Projects									
P-7	W 2nd Street sidewalk	Construct sidewalk on W 2nd Street	W 2nd Street from Commercial Street to E Portal Drive	\$245,000	\$245,000				
C-2	Feasibility study for grade separated railroad crossing at Union Street and Commercial Street	Evaluate the feasibility of building a grade-separated crossing of the railroad tracks.	Railroad crossing between Union Street and Commercial Street approximately a quarter-mile east of W 2nd Street	\$25,000	\$25,000				
C-6	OR 58/Hill Street Pedestrian Safety Improvement	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	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-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	\$1,331,000	\$666,000	County			
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	\$1,254,000	\$1,254,000				
Medium Project City Contribution Cost Total						\$1,416,000			
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				
P-5	W 2nd Street sidewalk	Construct sidewalk on the west side of W 2nd Street	W 2nd Street from OR 58 to approximately 150 feet north of Teller Road	\$200,000	\$200,000				
P-6	W 2nd Street sidewalk improvement	Widen existing sidewalk on northwest side of W 2nd Street	W 2nd Street from Teller Road to Commercial Street	\$460,000	\$460,000				
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				
C-1	Marked Pedestrian Crossings	Install marked crosswalks on arterials and collectors where sidewalks are present.	See Figure 3 for locations	\$10,000	\$10,000				
C-3	Beech Street rail crossing improvements	Install pedestrian and cyclist improvement at grade railroad crossing	Beech Street rail crossing	\$180,000	\$180,000	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	\$846,000	\$423,000	County			
SU-5	Garden Road, Fairyglen Drive, Rainbow Street Multiuse Path	Construct a multiuse on Garden Road, Fairyglen Drive, Rainbow Street	South of the Willamette Activity Center on Garden Road to Fairyglen Drive and Rainbow Street to the sidewalk connection	\$777,000	\$777,000				
SU-7	West Oakridge Trail Bridge Feasibility Study	Construct a bridge crossing from Osprey Park south of the Willamette River and connect to the existing trail system	Across the Willamette River near Osprey Park	\$75,000	\$75,000				
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 2nd Street	\$598,000	\$598,000				
Low Priority City Contribution Cost Total						\$10,047,000			
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				

Solutions – Bicycle System

Bicycle System Solution Cost Estimates

Proj. ID	Proj. Name	Project Description	Location	Cost Estimate	Expected City Contribution	Funding Partners	Please place a sticker to indicate your recommended priority for these projects		
							High	Medium	Low
High Priority Projects									
B-3	E 1st Street bicycle lanes	Stripe bicycle lanes on E 1st Street. May require removing on-street parking.	Poplar Street to City Limits	\$80,000	\$80,000				
B-6	OR 58 bicycle lanes	Sign, stripe and widen for bicycle lanes along OR 58	OR 58 from Thatcher Lane to Fish Hatchery Road	\$9,580,000	\$958,000	ODOT			
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			
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				
High Priority Cost Total					\$1,088,000				
Medium Priority Projects									
B-1	W 2nd Street bicycle lanes	Stripe bicycle lanes on W 2nd Street	W 2nd Street from OR 58 to E Portal Drive	\$68,000	\$68,000				
B-4	Hills Street/ Beech Street bicycle lanes	Stripe bicycle lanes on Hills Street/ Beech Street	Hill Street/Beech Street from OR 58 to E 1st Street	\$33,000	\$33,000				
Medium Priority City Contribution Cost Total					\$101,000				
Low Priority Projects									
B-2	Commercial Street bicycle lanes	Widen the road and stripe bicycle lanes on Commercial Street	Commercial Street from W 2nd Street to Beech Street	\$49,000	\$49,000				
B-5	School Street and Rivers Road bicycle lanes	Widen the road and stripe bicycle lanes on School Street and Rivers Road	Rivers Road: OR 58 to School Street;	\$2,155,000	\$2,155,000				
B-9	Trail connection study	Complete study to identify bike facility connections to trail network	Determined by study	\$75,000	\$75,000				
Low Priority City Contribution Cost Total					\$2,279,000				



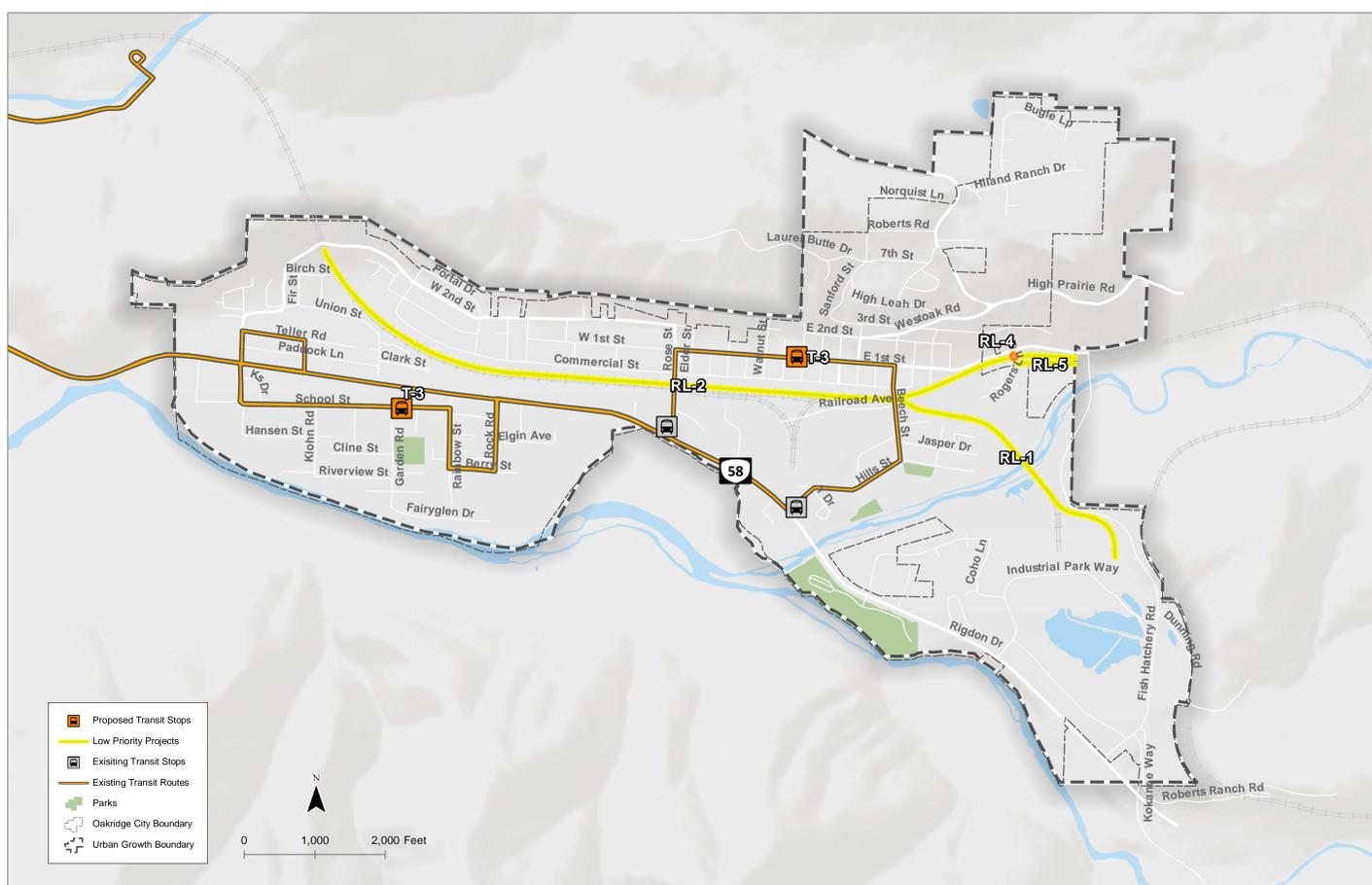
Bicycle Solutions Cost Summary

High Priority	Medium Priority	Low Priority	Total
\$1,088,000	\$101,000	\$2,279,000	\$3,468,000

Solutions – Transit & Rail Systems

Transit & Rail System Solution Cost Estimates

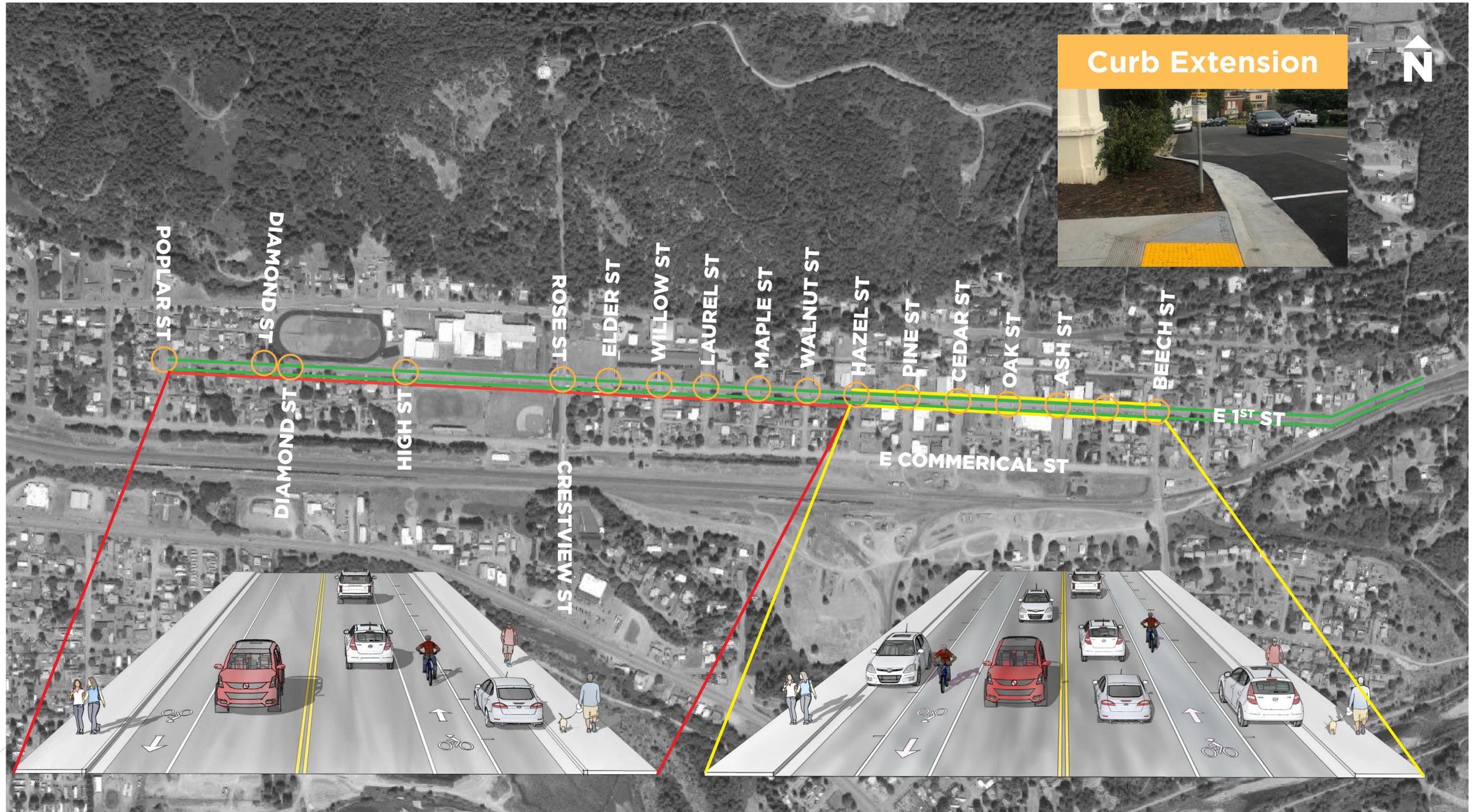
Proj. ID	Proj. Name	Project Description	Cost Estimate	Expected City Contribution	Funding Partner	Please place a sticker to indicate your recommended priority for these projects		
						High	Medium	Low
High Priority Projects								
T-1	Community Dial-A-Ride	Provide accessibility for residents, particularly seniors and those with disabilities, through a dial-a-ride service that operates seven-days per week.	\$275,000/year	\$138,000/year	LTD			
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	\$100,000				
T-3	Feasibility study to improve existing Diamond Express LTD route	Conduct a transit feasibility study with support from LTD and the City. Consider a near-term pilot program of limited Diamond Express operations on weekends.	\$50,000	\$25,000	LTD			
RL-4	Rogers Lane crossing upgrade	Upgrade Rogers Lane to a public crossing. This will require coordination with Union Pacific and may require signalization.	\$50,000	\$50,000				
A-1	Protect and maintain the Oakridge State Airport	Adopt a policy to preserve and maintain the Oakridge State Airport	N/A	N/A				
Medium Priority City Contribution Cost Total					\$190,000			
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				
RL-1	Industrial Park Rail Spur Feasibility Study	Conduct a study to determine a viable future use of the existing railroad spur located in the Industrial Park	\$25,000	\$25,000				
RL-2	Conduct a quiet zone study	Conduct a quiet zone study for the railroad to identify measures to reduce noise.	\$25,000	\$25,000				
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				
RL-5	Swank Lane roadway upgrade	Construct Swank Lane as an alternative route to land between the rail line and Salmon Creek. This would serve as an alternative to upgrading the Rogers Lane crossing (RL-4).	\$974,000	\$974,000				
Low Priority City Contribution Cost Total					\$1,129,000			



Transit, Rail, and Air Solutions Cost Summary

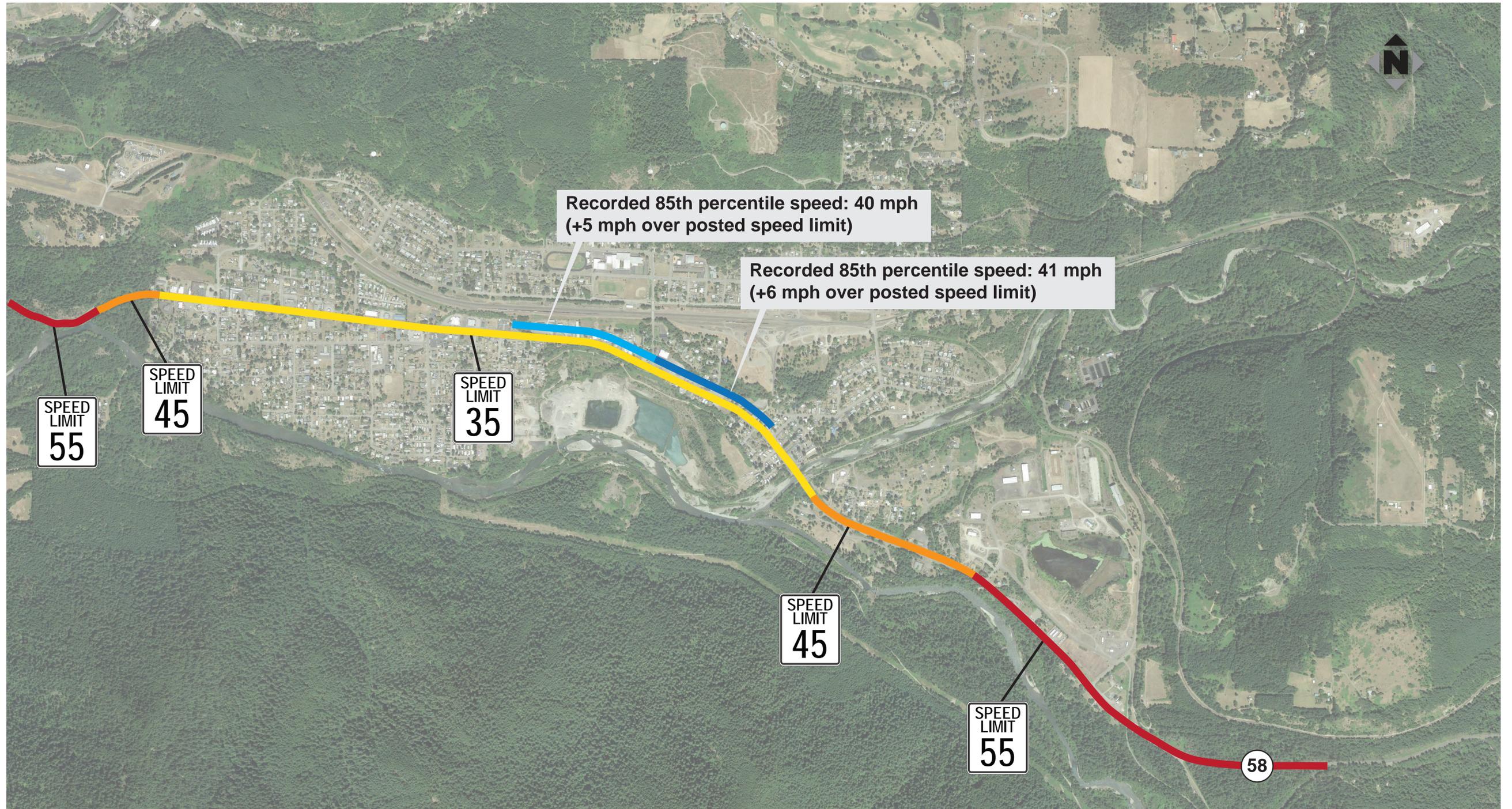
High Priority	Medium Priority	Low Priority	Total
\$138,000	\$175,000	\$1,154,000	\$1,467,000

E 1st Street Corridor Improvement



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

Highway 58 - Existing Conditions

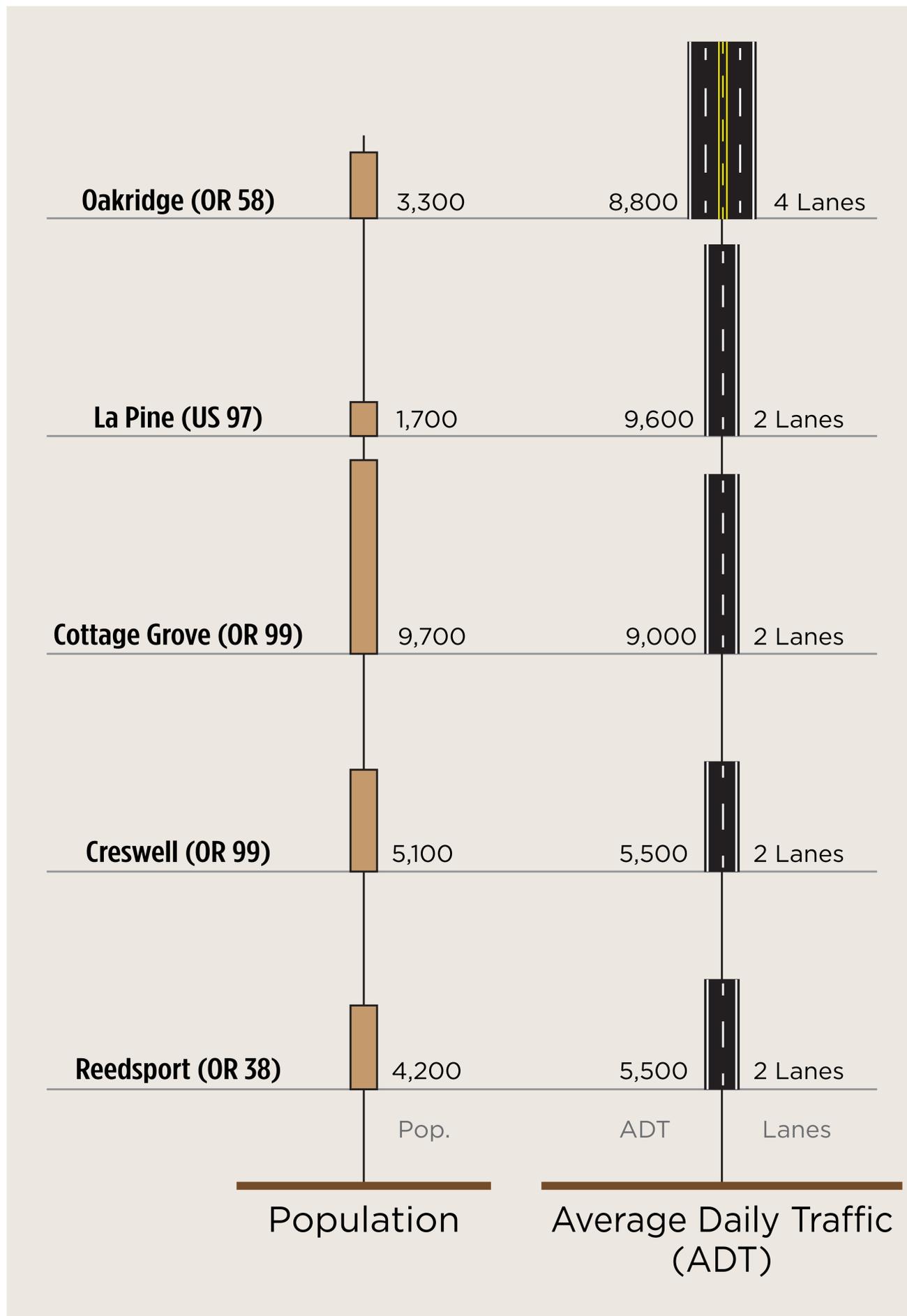


Top concerns for OR 58 at Open House #1 included:

- Lack of sidewalks and bicycle lanes
- Limited pedestrian highway crossings
- Vehicles are traveling too fast

Highway 58 - Existing Conditions

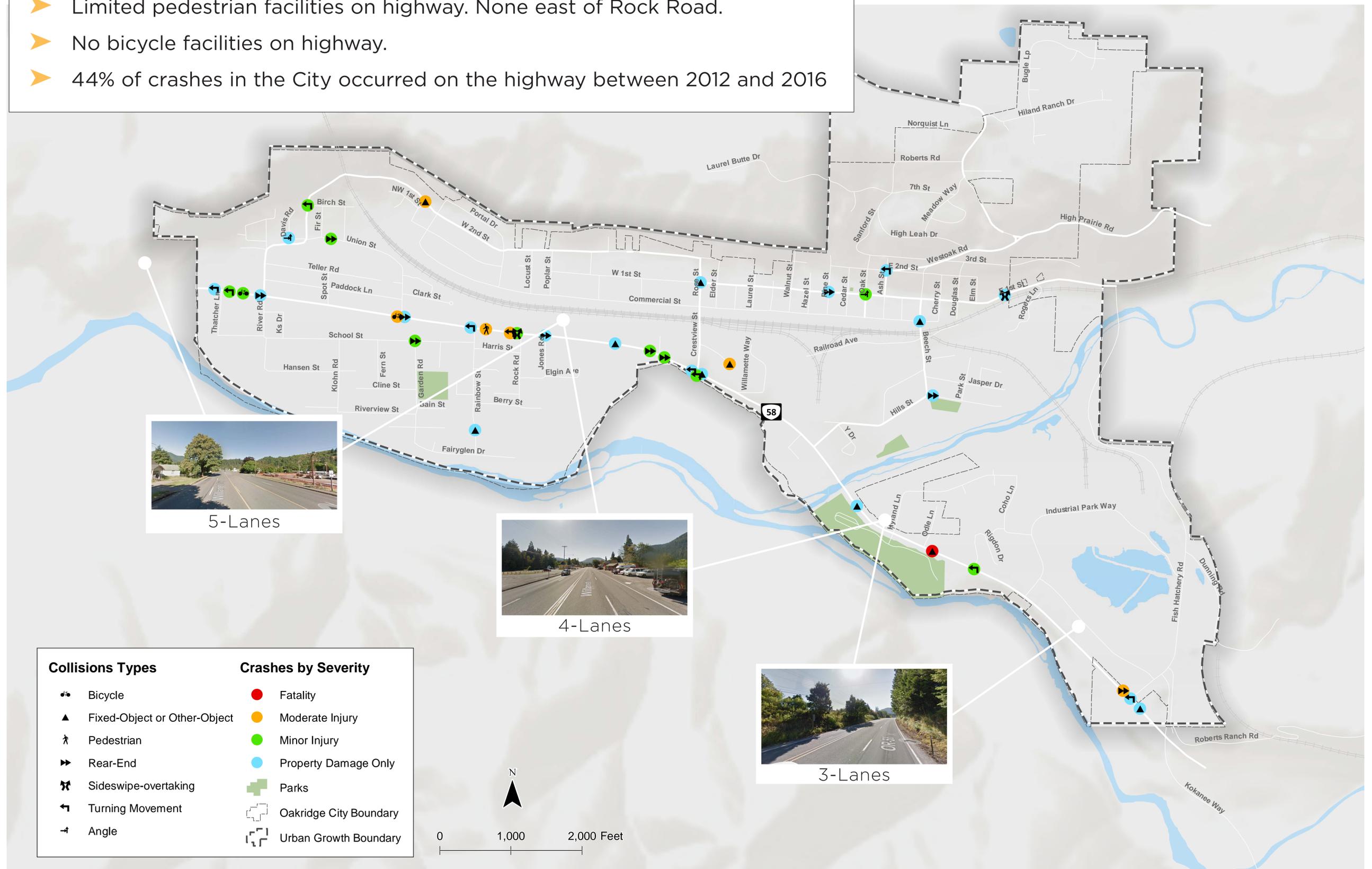
Highway 58 Volume compared to other Highways in the State



Highway 58 operates well below capacity through 2040

Highway 58 - Existing Conditions

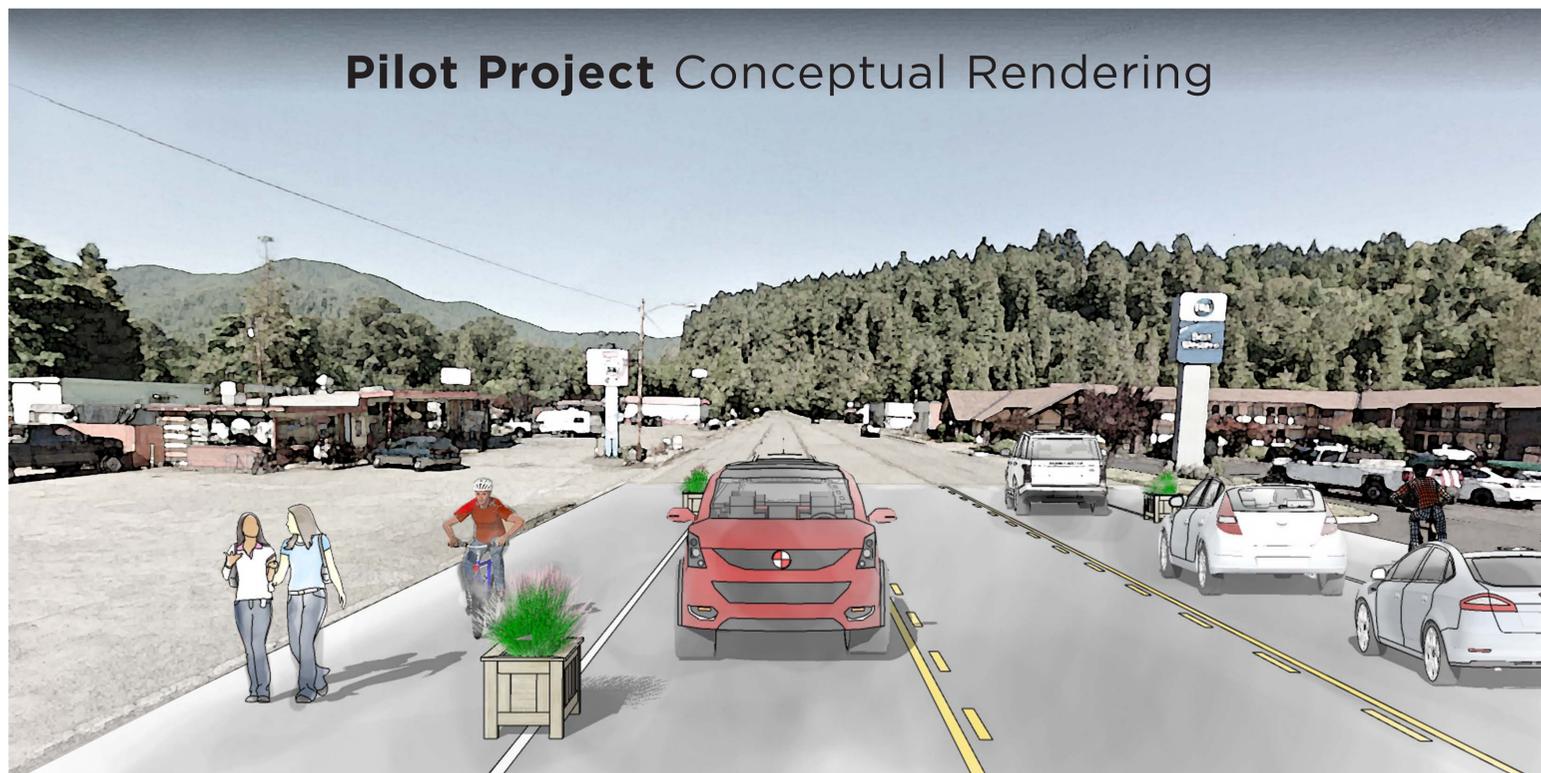
- Three pedestrian/bicycle related crashes on highway.
- Limited pedestrian facilities on highway. None east of Rock Road.
- No bicycle facilities on highway.
- 44% of crashes in the City occurred on the highway between 2012 and 2016



Highway 58 – Potential Street Reconfiguration

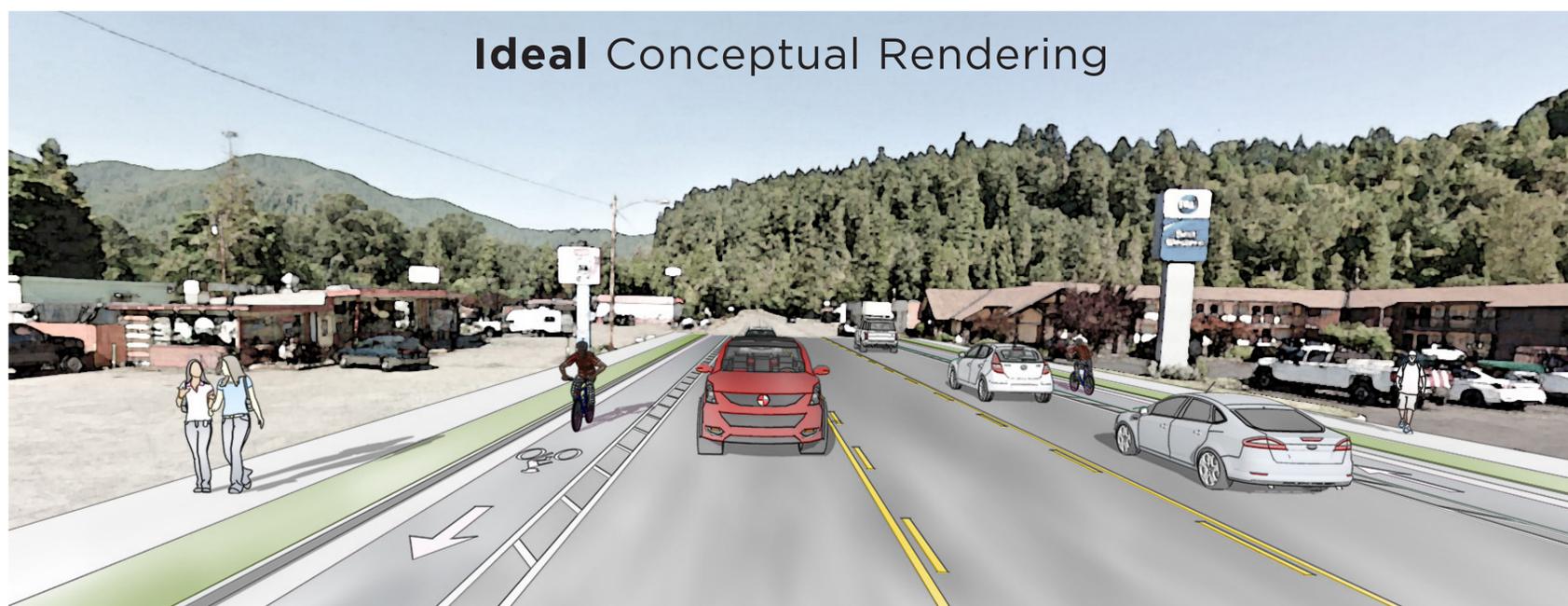
Recommended Pilot Project

Before complete implementation of a street reconfiguration, a pilot project is recommended. This pilot project would use **planter boxes** and temporary striping to provide a 3-lane cross section and pedestrian/bicycle path. The pilot project would be set up for a specific duration of time (~6 months) on the western end of the City and monitored for safety, capacity and operations.



Potential long term OR 58 street reconfiguration project

Potentially restripe from 5-lane section to 3-lane section with buffered bike lanes and separated sidewalks. Potentially restripe from 4-lane section to 3-lane section with buffered bike lanes and curb tight sidewalks.



Highway 58 – What is a Street Reconfiguration?

A street reconfiguration on OR 58 would include a reduction of travel lanes from either five lanes to three lanes or four lanes to three lanes. A street reconfiguration often includes converting excess pavement to bicycle lanes, parking, and/or pedestrian facilities.



Example of Street Reconfiguration in Ashland, Oregon

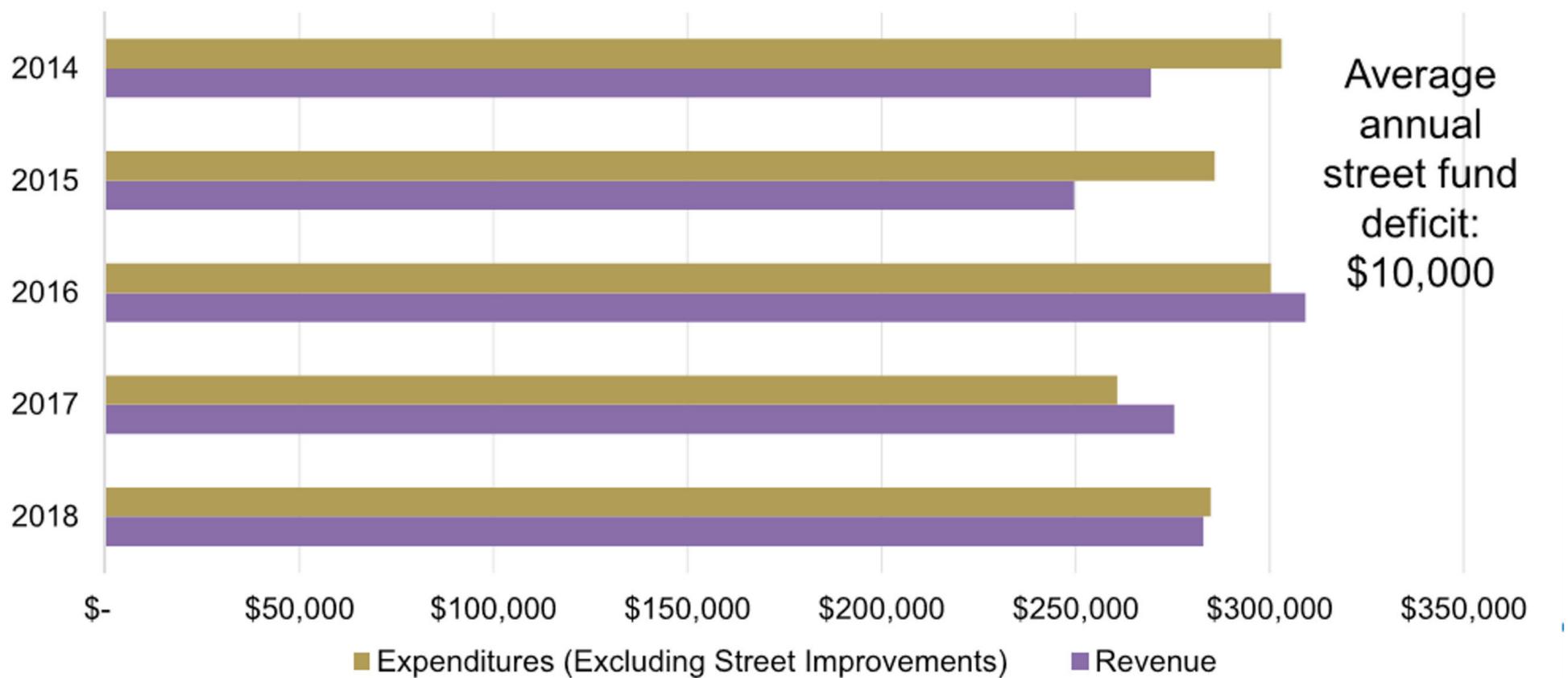
Street reconfiguration projects are proven to provide several benefits including:

- Improve traffic flow
- Reduced vehicle speeds
- Reduced number of crashes
- Multimodal accommodations

Funding

- Since 2013, the City has incurred approximately \$10,000 deficits each year simply to maintain existing roadways.
- New funding sources will be critical to continue operating and maintaining transportation facilities.

TRANSPORTATION REVENUE AND EXPENDITURES



Additional funding sources will be needed to fund improvements

Summary of TSP Project Costs

The table below shows a funding break down according to priority and project type. The total funding needed to accomplish all of the high priority solutions summarized in this plan would be approximately \$6 million over the next 5-year period.

Cost Summaries by Priority and Project Type				
Project Type	High Priority	Medium Priority	Low Priority	Total
Street System	\$1,669,000	\$1,144,000	\$1,081,000	\$3,894,000
Safety	\$5,000	\$23,000	N/A	\$28,000
Pedestrian System	\$2,912,000	\$1,416,000	\$9,539,000	\$13,867,000
Bicycle	\$1,088,000	\$101,000	\$2,279,000	\$3,468,000
Transit, Rail, & Air	\$138,000	\$175,000	\$1,154,000	\$1,467,000
Implementation	\$70,000	N/A	N/A	\$70,000
Total	\$5,882,000	\$2,859,000	\$14,053,000	\$22,794,000

Potential Funding Sources

Identify Grant Opportunities

- ODOT and FHWA offer multiple grant opportunities to support transportation projects. These projects may require a local match.

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. Examples include advertising or sponsoring areas such as bicycle hubs or rest stops.

Local Taxes and User Fees

- The City will need to develop local revenue sources to supplement or replace federal resources if it hopes to maintain current levels of service. Potential local funding sources are as follows:

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		

Two of the recommended local revenue sources include System Development Charges (SDCs) and a Street Utility Fee. Studies should be conducted for both fee structures to develop a mechanism for funds based on development and land use.