

<b>Lane County Transportation System Plan</b>	
<b>Primary Focus Area</b>	The TSP is a 20-year planning document whose overall purpose is to facilitate orderly and efficient management of the County's transportation system.
<b>Secondary Focus Area(s)</b>	
<b>Type of plan (Functional, general, etc.)</b>	Functional
<b>Motivation/Purpose for the Plan</b>	Mandated to comply with Oregon Revised Statutes and the Transportation Planning Rule which require the county to adopt an updated TSP to comply with new state requirements and changing circumstances.
<b>Author/Organization</b>	Transportation Planning / Lane County
<b>Plan Developer(s)</b>	Lane County Public Works, Engineering Division, Transportation Planning
<b>Date Created</b>	Originally adopted: 1980
<b>Date Approved</b>	Adopted by Board of County Commissioners on May 5, 2004. Effective, June 4, 2004
<b>Date Updated (or scheduled to be updated)</b>	Last updated with plan effective June 4, 2004. Scheduled update is not specified, but County plans to update in 2015.
<b>Geographic Scope</b>	Lane County
<b>Key Themes</b>	<ul style="list-style-type: none"> <li>• Safety and Mobility</li> <li>• Maintain infrastructure and performance levels of transportation network</li> <li>• Capital Improvement</li> <li>• Fiscal stability</li> <li>• Multi-Modal Transportation and Energy Conservation</li> <li>• Coordination with partners and other agencies</li> <li>• Plan development and public involvement</li> </ul>
<b>Location/URL</b>	<a href="http://www.lanecounty.org/Departments/PW/TransPlanning/Documents/TSPadopted.pdf">http://www.lanecounty.org/Departments/PW/TransPlanning/Documents/TSPadopted.pdf</a>
<b>Inputs</b>	
<b>What Inputs</b>	<input checked="" type="checkbox"/> Qualitative: <input checked="" type="checkbox"/> Quantitative: <input type="checkbox"/> Other:
<b>Input Analysis</b>	

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<b>Source</b>	<ul style="list-style-type: none"> <li>• The County Road Management Information System (RMIS)</li> <li>• US Census Bureau</li> <li>• Oregon Administrative Services Office of Economic Analysis</li> <li>• The Oregon Employment Department</li> <li>• The state's Population Research Center</li> <li>• The Oregon Blue Book</li> <li>• LCOG</li> <li>• ODOT Commuting Data</li> <li>• Regional Land Information Database (RLID)</li> </ul>
<b>Address TBL?</b>	<input type="checkbox"/> Yes, Explicitly <input type="checkbox"/> Yes, Implicitly
<b>Are any of the following impacts addressed?</b>	<input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Quality of life <input type="checkbox"/> Social <input type="checkbox"/> Equity
<b>Input leads to policies</b>	<input checked="" type="checkbox"/> Policies in plan derive from plan inputs Comments:
<b>Policies/ Actions without supporting inputs</b>	
<b>Inputs and Goals</b>	<input checked="" type="checkbox"/> Goals are supported by inputs. Comments:
<b>Input Scope</b>	<input checked="" type="checkbox"/> Narrow <input type="checkbox"/> Broad Comments:
<b>Public Involvement and Consultation</b>	<input checked="" type="checkbox"/> Public engagement <input checked="" type="checkbox"/> Input from Boards and Commissions <input type="checkbox"/> Within topic area <input type="checkbox"/> Outside topic area

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<b>Goals</b>	
<b>Key Goals/ Recommendations</b>	<ul style="list-style-type: none"> <li>• Maintain the safety, physical integrity and function of the County Road network through the routine maintenance program, the Capital Improvement Program, and the consistent application of road design standards.</li> <li>• Promote a safe and efficient state highway system through the State Transportation Improvement Program and support of ODOT capital improvement projects.</li> <li>• Promote a safe and efficient road network through access management.</li> <li>• Maintain acceptable road performance levels.</li> <li>• Promote a safe, functional, and well-maintained bridge network in Lane County.</li> <li>• Provide safe and convenient opportunities for bicycle and pedestrian travel throughout Lane County.</li> <li>• Promote logical and efficient bicycle and pedestrian connections within the Lane County transportation system and between the County’s and other jurisdictions’ transportation systems.</li> <li>• Promote connectivity between non-motorized and other transportation modes.</li> <li>• Encourage and support the development of recreational bicycling and hiking facilities, recognizing these activities as important to community livability and to the tourism sector of the local and state economy.</li> </ul>
<b>Key Goals/ Recommendations (continued)</b>	<ul style="list-style-type: none"> <li>• Support and encourage improved public transportation services and alternatives to single occupancy vehicle travel between the Eugene-Springfield Metropolitan Area and outlying communities.</li> <li>• Support efforts to maintain rail transportation and to promote high speed rail development.</li> <li>• Support Initiatives to develop improved transportation services for county citizens with special needs.</li> <li>• Promote railway and highway safety at and near road and railway intersections.</li> <li>• Coordinate transportation system improvement decisions with airport facility needs.</li> <li>• Coordinate land use decisions with airport facility needs.</li> <li>• Support multi-modal transportation services to and from the airport.</li> <li>• Support Port of Siuslaw development efforts and recognize the Port as important to the state and local economy.</li> <li>• Protect the long term ecological health of the Siuslaw River.</li> <li>• Protect pipelines as conveyances and for public safety.</li> <li>• Ensure that transportation projects comply with state land use requirements regarding urban and rural land uses, and other federal, state, and local land use requirements.</li> <li>• Provide for coordinated land use review when making decisions about transportation facilities.</li> <li>• Encourage adequate road improvements for new development.</li> <li>• Maintain long-term County Road Fund stability by making annual budget</li> </ul>

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	<p>adjustments and following adopted priorities.</p> <ul style="list-style-type: none"> <li>• Use the County Road Fund effectively by following the priorities established in the 1991 Road Fund Financial Plan (updated 1995).</li> <li>• Maintain effective partnering relationships with cities and the Oregon Department of Transportation (ODOT).</li> </ul>
<b>Desired Outcomes</b>	<ul style="list-style-type: none"> <li>• Comply with Oregon Revised Statutes (ORS 197.175) and the Transportation Planning Rule (TPR, OAR 660- 012), which require the County to adopt an updated TSP to comply with new state requirements and changing circumstances.</li> <li>• Describe the existing transportation system, including the roads system, bicycle and pedestrian facilities, public transportation, rail, air, and water facilities, and pipelines.</li> <li>• Identify present and future transportation needs, and how these needs will be prioritized and paid for given the current and anticipated financial outlook.</li> <li>• Promote coordination between transportation system improvements and land use requirements.</li> <li>• Facilitate the multi-modal transportation needs of County citizens.</li> <li>• Promote consistency and coordination between agencies with jurisdiction over components of the transportation network.</li> </ul>
<b>Crossover Goals</b>	<p>Economic Development Public Health</p>

<b>Strategies</b>	
<b>Strategies and Action Items</b>	<p>Policies are statements that provide a more specific course of action to move toward goals. Policies have the force of law. Transportation improvements, land development, and other actions affecting the County's transportation network must be consistent with adopted policies. Once adopted, the goals and policies will become a part of the County's General Plan.</p> <p>There are 95 policies that support the 25 goals that are presented in this plan.</p>
<b>Strategies for Implementation</b>	<p>The Capital Improvement Program (CIP) is the planning, funding, and implementation mechanism for this planning document.</p> <p><input checked="" type="checkbox"/> Strategies for Implementation accomplished regularly</p>

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<b>Policies and Capital or Program Investments</b>	
<b>Direction of policies and use of resources</b>	
<b>CIP Connections</b>	County Capital Investment Program, ODOT Capital Improvement Program
<b>Investment Links</b>	Not Addressed
<b>Plan Performance and Maintenance</b>	
<b>Strategies for Maintenance</b>	Not addressed.
	<input type="checkbox"/> Strategies for Maintenance accomplished regularly
<b>Plan Performance</b>	
<b>Linkages and Connections with Other Plans and Agencies</b>	
<b>Connections to other plans</b>	<p>The Lane County TSP connects to the following TSPs:</p> <ul style="list-style-type: none"> <li>• City of Coburg (adopted November 1999)</li> <li>• City of Cottage Grove (adopted September 1998)</li> <li>• City of Creswell (adopted October 1998)</li> <li>• Eugene-Springfield (TransPlan, adopted October 2001, amended July 2002)</li> <li>• Junction City (adopted November 2000)</li> <li>• City of Oakridge (adopted January 2001)</li> <li>• City of Veneta (adopted December 1998)</li> <li>• Corridor Plans</li> <li>• Lane County Comprehensive Plan</li> <li>• Oregon Aviation Plan</li> <li>• Oregon Bike/Ped Plan</li> <li>• Oregon Highway Plan</li> <li>• Oregon Public Transportation Plan</li> <li>• Oregon Transportation Plan</li> <li>• The Rail Freight Plan</li> <li>• Rail Passenger Policy Plan</li> </ul>
<b>Connections to other agencies</b>	<ul style="list-style-type: none"> <li>• City of Coburg</li> <li>• City of Cottage Grove</li> <li>• City of Creswell</li> <li>• Dunes City</li> <li>• City of Eugene</li> <li>• City of Florence</li> <li>• Junction City</li> <li>• City of Lowell</li> <li>• City of Oakridge</li> <li>• City of Springfield</li> <li>• City of Veneta</li> <li>• City of West Fir</li> <li>• Oregon Department of Transportation</li> </ul>

## Lane County Transportation System Plan

### Timeline:

