



TRANSPORTATION ADVISORY COMMITTEE (TrAC)

AGENDA

Wednesday, September 22, 2021

5:30pm - 7:30pm Public Meeting Session

Teams Meeting: [Click here to join the meeting](#)

Phone: +1 (469)-949-9300 **Phone Conference ID:** 972 438 750#

- I. Introductions / Agenda Review – *Chair, Robin Mayall, 5 min.*
- II. General Public Comment, **10 min.**
- III. Road & Bridge Projects for FY2022/2023-2026/2027 Lane County Capital Improvement Plan (LC CIP) **Public Hearing and Recommendation** – *Sasha Vartanian, 10 min. (attachments included)*
Staff will provide a brief introduction to the list of Road & Bridge Projects for FY2022/2023-2026/2027. Then the public hearing will be opened. Once the public hearing is closed the TrAC will deliberate and make a recommendation for the Board of County Commissioners on the list of Road & Bridge Projects to be included in the LC CIP.
- IV. Safe Routes to School (SRTS) Rural Lane County Program – *Cassidy Mills, 15 min. (attachments included)*
The Rural Lane County SRTS Program Coordinator will provide an overview of the program and discuss opportunities for TrAC members to engage.
- V. Lane County Bicycle Master Plan (LCBMP) Update – *Becky Taylor, 15 min. (attachments included)*
Staff will provide an update on the LCBMP and discuss opportunities for TrAC members to participate.
- VI. Federal Lands Access Program (FLAP) Letters of Support – *Sasha Vartanian, 5 min. (attachments included)*
Staff is seeking letters of support for three FLAP applications that are due for submittal on October 7, 2021.
- VII. Committee Liaisons – *Sasha Vartanian, 10 min. (attachments included)*
The TrAC is being asked to consider appointing liaisons to two committees: London Road Safety Corridor Advisory Committee (LRSC AC) and Safe Lane Transportation Committee. This item is follow-up from July's TrAC meeting.

VIII. Transportation Safety Implementation Equity Analysis – *Becky Taylor*,
25 min. (attachments included)
Staff will share an equity analysis that looks at implementation of transportation safety investments on County roads compared to demographic data for equity considerations.

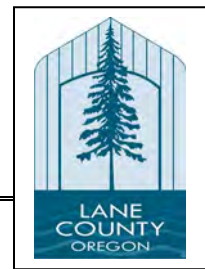
IX. Info Share – *All*, **10 min.**

Additional attachments:

- TrAC 12 Month Calendar

Memorandum Date: September 2, 2021

Meeting Date: September 22, 2021



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Peggy Keppler, Lane County Engineer
Sasha Vartanian, Transportation Planning Supervisor

AGENDA ITEM: **Public Hearing – Draft 2022/2023-2026/2027 Road & Bridge Projects for Lane County Capital Improvement Program (CIP)**

I. ACTION

The TrAC is being asked to: 1) conduct a public hearing; and 2) develop a recommendation to the Board of County Commissioners (BCC) on the Road & Bridge projects proposed to be incorporated into the Lane County Capital Improvement Program (CIP). Prior to the public hearing, staff will provide a brief summary of the attached draft 2022/2023-2026/2027 Road & Bridge projects.

II. BACKGROUND

The attached tables reflect the draft FY 2022/2023-2026/2027 Road & Bridge projects proposed to be incorporated into the Lane County Capital Improvement Program (CIP). A Story Map of the funded projects can be found [here](#). The list of projects proposed for funding assumes an annual Road & Bridge projects Capital Improvement budget of \$4.25 million.

Please note that this list may change prior to final budget adoption in 2022.

Table 18 lists projects where a need has been identified and initial cost estimates completed, but the projects are currently unfunded. The unfunded projects included in Table 18 total \$11.8 million. These projects may have been included in past versions of the Road & Bridge projects list proposed for funding. They are identified as “Pre-Planning” projects in the Lane County CIP.

Lane County staff will continue to look for funding opportunities for these projects including applying for grants or modifying project scope.

III. RECOMMENDATION / NEXT STEPS

Staff recommend a recommendation by the TrAC of approval of the FY 2022/2023-2026/2027 Road & Bridge projects proposed to be incorporated into the Lane County CIP to the Board of County Commissioners. The recommendation will be forwarded with the draft Lane County CIP to the Board of County Commissioners in November.

IV. FOR MORE INFORMATION

Feel free to contact Sasha Vartanian by phone at 541-682-6598 or by email at Sasha.Vartanian@lanecountyor.gov

V. ATTACHMENTS

FY 2022/2023-2026/2027 Road & Bridge project Tables 8-18.

TABLE 8: ANNUAL EXPENSES BY CATEGORY

| CATEGORY | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | FY 26-27 | 5-YR TOTAL |
|--|---------------------|--------------------|---------------------|---------------------|--------------------|---------------------|
| PAVING (522524) (Table 9) | | | | | | |
| Identified Overlay & Rehabilitation Paving Projects | \$3,330,000 | \$2,040,000 | \$2,947,000 | \$1,800,000 | \$0 | \$10,117,000 |
| Slurry Seals (Roads Identified Annually) | \$250,000 | \$250,000 | \$250,000 | \$250,000 | \$0 | \$1,000,000 |
| Unidentified Paving Funding Available | \$88,192 | \$110,000 | \$982,791 | \$150,000 | \$2,500,000 | \$3,830,983 |
| Total Paving | \$3,668,192 | \$2,400,000 | \$4,179,791 | \$2,200,000 | \$2,500,000 | \$14,947,983 |
| BRIDGES & STRUCTURES (522525) (Table 10) | | | | | | |
| Bridge Preservation & Rehabilitation | \$0 | \$325,000 | \$415,000 | \$11,477,000 | \$0 | \$12,217,000 |
| Covered Bridge Preservation | \$0 | \$0 | \$405,000 | \$0 | \$0 | \$405,000 |
| Seismic Rehabilitation & Retrofit | \$919,000 | \$0 | \$0 | \$0 | \$0 | \$919,000 |
| Culverts | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$350,000 |
| Unidentified Bridges & Structures Funding Available | \$31,000 | \$650,000 | \$180,000 | \$16,312 | \$1,000,000 | \$1,877,312 |
| Total Bridges & Structures | \$1,300,000 | \$975,000 | \$1,000,000 | \$11,493,312 | \$1,000,000 | \$15,768,312 |
| RIGHT-OF-WAY (522526) (Table 11) | | | | | | |
| Identified Right of Way Needs | \$0 | \$200,000 | \$314,000 | \$0 | \$0 | \$514,000 |
| Unidentified Right of Way Funding Available | | \$4,460 | \$2,752 | \$0 | \$0 | \$7,212 |
| Total Right-of-Way | \$0 | \$204,460 | \$316,752 | \$0 | \$0 | \$521,212 |
| INFRASTRUCTURE SAFETY IMPROVEMENTS (522527) (Table 12) | | | | | | |
| Pedestrian/Bicycle Improvements | \$1,357,000 | \$250,000 | \$250,000 | \$250,000 | \$250,000 | \$2,357,000 |
| Transportation Safety Actions | \$0 | \$1,016,100 | \$0 | \$0 | \$0 | \$1,016,100 |
| Unidentified Infrastructure Safety Improvement Funding Available | \$21,311 | \$45,647 | \$250,000 | \$250,000 | \$250,000 | \$816,958 |
| Total Infrastructure Safety Improvements | \$1,378,311 | \$1,311,747 | \$500,000 | \$500,000 | \$500,000 | \$4,190,058 |
| GENERAL CONSTRUCTION (522529) (Table 13) | | | | | | |
| Identified General Construction Projects | \$0 | \$3,101,889 | \$0 | \$0 | \$0 | \$3,101,889 |
| Unidentified General Construction Funding Available | \$0 | \$19,264 | \$0 | \$0 | \$0 | \$19,264 |
| Total General Construction | \$0 | \$3,121,153 | \$0 | \$0 | \$0 | \$3,121,153 |
| CONSULTANTS (Table 14) | | | | | | |
| Identified Consulting Services - Engineering | \$100,000 | \$100,000 | \$0 | \$0 | \$0 | \$200,000 |
| Unidentified Consulting Services - Engineering | \$0 | \$50,000 | \$150,000 | \$150,000 | \$150,000 | \$500,000 |
| Identified Consulting Services - Bridges | \$0 | \$0 | \$2,759,000 | \$0 | \$0 | \$2,759,000 |
| Unidentified Consulting Services - Bridges | \$0 | \$100,000 | \$181,651 | \$100,000 | \$100,000 | \$481,651 |
| COBO Consultants & Contract Work (Table 17) | | | | | | |
| COBO Consultants & Contract Work | \$1,289,156 | \$0 | \$0 | \$0 | \$0 | \$1,289,156 |
| Total Consultants and COBO Work | \$1,389,156 | \$250,000 | \$3,090,651 | \$250,000 | \$250,000 | \$5,229,807 |
| ANNUAL CIP | \$7,735,659 | \$8,262,360 | \$9,087,193 | \$14,443,312 | \$4,250,000 | \$43,778,525 |
| Total Revenues- (see Table 15) | \$3,485,659 | \$4,012,360 | \$4,837,193 | \$10,193,312 | \$0 | \$22,528,525 |
| NET COUNTY CIP COST | \$4,250,000 | \$4,250,000 | \$4,250,000 | \$4,250,000 | \$4,250,000 | \$21,250,000 |
| TERRITORIAL HIGHWAY IMPROVEMENTS (Table 16) | | | | | | |
| Total Territorial Highway Improvements | \$10,000,000 | \$0 | \$10,000,000 | | | \$20,000,000 |

TABLE 9: PAVEMENT PRESERVATION

| PROJECT | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | FY 26-27 | 5-YR TOTAL |
|--|--------------------|--------------------|--------------------|--------------------|-----------------|---------------------|
| Project Specific Paving* | | | | | | |
| Coburg Rd & N Game Farm Rd, MP 4.84 - 6.60 and MP 0.59 - 1.69, Pavement Preservation | \$2,100,000 | | | | | \$2,100,000 |
| Cottage Grove - Lorane Road MP 5.0-12.654 | | | | \$1,800,000 | | \$1,800,000 |
| Hamm Road MP 2.000-4.360 | | | \$462,000 | | | \$462,000 |
| Laura Street Urban Upgrade | | | \$2,485,000 | | | \$2,485,000 |
| Lorane Highway Overlay: MP 4.458 to MP 7.78 | | \$2,040,000 | | | | \$2,040,000 |
| Paiute, Winnebago, Indian | \$230,000 | | | | | \$230,000 |
| River Road UGB to Junction City | \$1,000,000 | | | | | \$1,000,000 |
| Slurry Seal Projects** | \$250,000 | \$250,000 | \$250,000 | \$250,000 | | \$1,000,000 |
| Unidentified Paving Funds Available for New Projects*** | \$88,192 | \$110,000 | \$982,791 | \$150,000 | \$2,500,000 | \$11,117,000 |
| TOTAL PAVING | \$3,668,192 | \$2,400,000 | \$4,179,791 | \$2,200,000 | | \$15,387,000 |

TABLE 10: BRIDGES & STRUCTURES

| PROJECT | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | FY 26-27 | 5-YR TOTAL |
|--|--------------------|------------------|--------------------|---------------------|--------------------|--------------------|
| Bridge Preservation & Rehabilitation | | | | | | |
| Big Fall Creek Rd-Big Fall Creek Reservoir Bridge #39C636 (MP 7.55) Deck Seal | | \$325,000 | | | | \$325,000 |
| Crow Rd-Sprencer Creek O'flow Bridge #39C31A (MP 5.04) Section Loss Repairs | | | \$145,000 | | | \$145,000 |
| Dahlin Rd-Mercer Lake Bridge #39C564 (MP 0.04) Section Loss Repairs | | | | \$974,000 | | \$974,000 |
| King Rd W, Belknap Bridge #39C123 (MP) | | | | \$932,000 | | \$932,000 |
| Kitson Springs Rd-Salt Creek Bridge #39C627 Replacement (MP 0.268) | | | | \$5,226,000 | | \$5,226,000 |
| Maple Creek Rd-Maple Creek Bridge #39C566 (MP 0.59) Section Loss Repairs | | | | \$305,000 | | \$305,000 |
| Marlow Rd-Coyote Creek Bridge #39C204 (MP 0.008) Section Loss Repairs | | | \$110,000 | | | \$110,000 |
| Pine Grove Rd-Spencer Creek Bridge #39425 (MP 1.75) Section Loss Repairs | | | \$110,000 | | | \$110,000 |
| Sher Khan Rd-Camas Swale Bridge #14790 (MP 0.21) Section Loss Repairs | | | \$50,000 | | | \$50,000 |
| S Canary Rd Fiddle Creek Bridge #15149A (MP 5.729) Section Loss Repairs | | | | \$2,750,000 | | \$2,750,000 |
| S Canary Rd O'flow Bridge #39C573 (MP 0.43) Section Loss Repairs | | | | \$738,000 | | \$738,000 |
| Templeton Rd Bear Creek Bridge #39C371 (MP 0.98) Section Loss Repairs | | | | \$552,000 | | \$552,000 |
| Covered Bridge Preservation & Rehabilitation | | | | | | |
| Old Mill Rd-Office Covered Bridge #39C650 Painting | | | \$405,000 | | | \$405,000 |
| Seismic Rehabilitation & Retrofit | | | | | | |
| Marcola Bridge | \$919,000 | | | | | \$919,000 |
| Culverts | | | | | | |
| Big Creek Rd Fish Culvert | \$350,000 | | | | | \$350,000 |
| Unidentified Bridges & Structures Funding Available for New Projects*** | \$31,000 | \$650,000 | \$180,000 | \$16,312 | \$1,000,000 | \$1,877,312 |
| TOTAL BRIDGES & STRUCTURES | \$1,300,000 | \$975,000 | \$1,000,000 | \$11,493,312 | \$1,000,000 | \$8,166,312 |

TABLE 11: RIGHT-OF-WAY ACQUISITION

| PROJECT | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | FY 26-27 | 5-YR TOTAL |
|--|-----------------|------------------|------------------|-----------------|-----------------|-------------------|
| Dahlin Rd-Mercer Lake Bridge #39C564 (MP 0.04) Section Loss Repairs | | | \$19,000 | | | \$19,000 |
| Kitson Springs Rd-Salt Creek Bridge #39C627 Replacement (MP 0.268) | | | \$122,000 | | | \$122,000 |
| Laura Street Urban Upgrade | | \$200,000 | | | | \$200,000 |
| Maple Creek Rd-Maple Creek Bridge #39C566 (MP 0.59) Section Loss Repairs | | | \$29,000 | | | \$29,000 |
| S Canary Rd Fiddle Creek Bridge #15149A (MP 5.729) Section Loss Repairs | | | \$63,000 | | | \$63,000 |
| S Canary Rd O'flow Bridge #39C573 (MP 0.43) Section Loss Repairs | | | \$52,000 | | | \$52,000 |
| Templeton Rd Bear Creek Bridge #39C371 (MP 0.98) Section Loss Repairs | | | \$29,000 | | | \$29,000 |
| Unidentified Right of Way funding available for new projects | | \$ 4,460 | \$2,752 | | | |
| TOTAL RIGHT-OF-WAY | \$0 | \$204,460 | \$316,752 | | | \$514,000 |

TABLE 12: INFRASTRUCTURE SAFETY IMPROVEMENTS

| PROJECT | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | FY 26-27 | 5-YR TOTAL |
|--|--------------------|--------------------|------------------|------------------|-----------------|--------------------|
| Project Specific Bicycle/Pedestrian Improvements | | | | | | |
| ADA Upgrades | | \$250,000 | \$250,000 | \$250,000 | \$250,000 | \$1,000,000 |
| Gilham Road Sidewalk & Safety Improvements (KN21385) CMAQ & STBG | \$1,107,000 | | | | | \$1,107,000 |
| Maxwell ADA Upgrades | \$250,000 | | | | | \$250,000 |
| Traffic Calming Pilot Project (site tbd) | | \$100,000 | | | | \$100,000 |
| Project Specific Transportation Safety Actions | | | | | | |
| Lane County Signing Improvements & Guardrail Installation | | \$1,016,100 | | | | \$1,016,100 |
| Unidentified Infrastructure Safety Improvement Funding Available for New Projects | \$21,311 | \$45,647 | \$250,000 | \$250,000 | \$250,000 | \$816,958 |
| TOTAL INFRASTRUCTURE SAFETY IMPROVEMENTS | \$1,378,311 | \$1,411,747 | \$500,000 | \$500,000 | | \$4,290,058 |

TABLE 13: GENERAL CONSTRUCTION

| PROJECT | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | FY 26-27 | 5-YR TOTAL |
|--|-----------------|--------------------|-----------------|-----------------|-----------------|--------------------|
| Kitson Springs Rd Slide Repair | | \$3,101,889 | | | | \$3,101,889 |
| Unidentified General Construction Funding Available for New Projects*** | \$0 | \$19,264 | \$0 | \$0 | \$0 | \$19,264 |
| TOTAL GENERAL CONSTRUCTION* | \$0 | \$3,121,153 | \$0 | | | \$3,121,153 |

TABLE 14: CONSULTANTS

| PROJECT | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | FY 26-27 | 5-YR TOTAL |
|--|------------------|------------------|--------------------|------------------|------------------|--------------------|
| Engineering Services 522190 | | | | | | |
| Geotech Services (BB&A) | | | | | | \$0 |
| Geotech Services (Western States Soil) | | | | | | \$0 |
| East King Rd (NEPA) | \$100,000 | | | | | \$100,000 |
| Design/Archy Consulting | | | | | | \$0 |
| Cloverdale Road Overlay | | \$100,000 | | | | \$100,000 |
| Kitson Springs Rd Slide Repair | | | | | | \$0 |
| Unidentified Other Professional Services | | \$50,000 | \$150,000 | \$150,000 | \$150,000 | \$500,000 |
| Bridge Engineering Services 522509 | | | | | | |
| Dahlin Rd-Mercer Lake Bridge #39C564 (MP 0.04) Section Loss Repairs | | | \$213,000 | | | \$213,000 |
| King Rd W, Belknap Bridge #39C123 (MP) | | | \$290,000 | | | \$290,000 |
| Kitson Springs Rd-Salt Creek Bridge #39C627 Replacement (MP 0.268) | | | \$795,000 | | | \$795,000 |
| Maple Creek Rd-Maple Creek Bridge #39C566 (MP 0.59) Section Loss Repairs | | | \$206,000 | | | \$206,000 |
| S Canary Rd Fiddle Creek Bridge #15149A (MP 5.729) Section Loss Repairs | | | \$727,000 | | | \$727,000 |
| S Canary Rd O'flow Bridge #39C573 (MP 0.43) Section Loss Repairs | | | \$179,000 | | | \$179,000 |
| Templeton Rd Bear Creek Bridge #39C371 (MP 0.98) Section Loss Repairs | | | \$349,000 | | | \$349,000 |
| Unidentified Bridge Consultant Services | | \$100,000 | \$181,651 | \$100,000 | \$100,000 | \$481,651 |
| Total Consultant Services | \$100,000 | \$250,000 | \$3,090,651 | \$250,000 | \$250,000 | \$3,940,651 |

TABLE 15: PROJECT-SPECIFIC REVENUES

| PROJECT | FY 22-23 | FY 23-24 | FY24-25 | | | 5-YR TOTAL |
|--|--------------------|--------------------|-------------|--------------------|---------------------|---------------------|
| | | | Consultants | FY 24-25 | FY 25-26 | |
| Big Creek Rd Fish Culvert | \$300,000 | | | | | \$300,000 |
| Dahlin Rd-Mercer Lake Bridge #39C564 (MP 0.04) Section Loss | | | \$176,125 | \$17,049 | \$858,970 | \$1,052,144 |
| Gilham Road Sidewalk & Safety Improvements (STBG & King Rd W, Belknap Bridge #39C123 (MP) | \$978,311 | | \$245,217 | | \$821,284 | \$1,066,501 |
| Kitson Springs Rd MP2.5-2.75 Slide Repair (FLAP Funds | | \$2,921,153 | | | | \$2,921,153 |
| Kitson Springs Rd-Salt Creek Bridge #39C627 Replacement | | | \$683,354 | \$109,471 | \$4,674,290 | \$5,467,114 |
| LC Signing Implementation & Guardrail Safety Improvements | | \$911,747 | | | | \$911,747 |
| Laura Street Urban Upgrade | | \$179,460 | | \$2,214,791 | | \$2,394,251 |
| Maple Creek Rd-Maple Creek Bridge #39C566 (MP 0.59) | | | \$169,844 | \$26,022 | \$258,677 | \$454,542 |
| N Game Farm Road MP 0.590-1.690 and Coburg Road MP | \$918,192 | | | | | \$918,192 |
| So. 28th Dust Mitigation | \$1,289,156 | | | | | \$1,289,156 |
| S Canary Rd Fiddle Creek Bridge #15149A (MP 5.729) Section | | | \$622,337 | \$56,530 | \$2,452,575 | \$3,131,442 |
| S Canary Rd O'flow Bridge #39C573 (MP 0.43) Section Loss | | | \$145,617 | \$46,660 | \$647,207 | \$839,484 |
| Templeton Rd Bear Creek Bridge #39C371 (MP 0.98) Section | | | \$298,158 | \$26,022 | \$480,310 | \$804,489 |
| TOTAL REVENUES | \$3,485,659 | \$4,012,360 | | \$4,837,193 | \$10,193,312 | \$22,528,525 |

TABLE 16: TERRITORIAL HIGHWAY IMPROVEMENTS

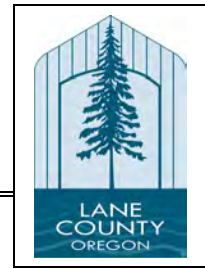
| PROJECT | | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | FY 26-27 | 5-YR TOTAL |
|---|---------------------|---------------------|------------|---------------------|----------|----------|---------------------|
| OR 200: MP 34.9 Slide Repair (completion 2021) | | | | | | | \$0 |
| OR 200: MP 30.8 Slide Repair unfunded | \$2,500,000 | | | | | | \$0 |
| OR 200: Raise & Widen Bridges #4057A & #4058 unfunded | \$3,500,000 | | | | | | \$0 |
| Territorial Highway: Gillespie Corners to Hamm Road (TSP #141b) | \$12,000,000 | \$10,000,000 | | | | | \$10,000,000 |
| Territorial Highway: Hamm Road to Lorane (TSP #141c) | \$12,000,000 | | | \$10,000,000 | | | \$10,000,000 |
| Territorial Highway/Suttle Road Intersection Improvements (TSP #144e) \$750,000 unfunded | \$3,000,000 | | | | | | \$0 |
| Ferguson Road Roundabout | \$1,600,000 | | | | | | |
| High Pass Road Roundabout | \$1,500,000 | | | | | | |
| Multi-use path Veneta/Elmira | \$3,500,000 | | | | | | |
| deferred Territorial Hwy MP 2.03 - MP 42.08, excluding Gillespie Corners to Lorane | \$17,000,000 | | | | | | |
| Surface Treatment Preparation Costs (RMD) | \$5,000,000 | | | | | | |
| Nine Fish Culverts | \$5,000,000 | | | | | | |
| TOTAL TERRITORIAL HIGHWAY IMPROVEMENTS | \$66,600,000 | \$10,000,000 | \$0 | \$10,000,000 | | | \$20,000,000 |

Table 17 Cerified on Behalf of (COBO) Agreements

| PROJECT | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | FY 26-27 | 5-YR TOTAL |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------|
| Construction Contracts 522524 | | | | | | |
| Springfield - So. 28th Street Dust Mitigation (CMAQ) Construction Contract | \$1,289,156 | | | | | \$1,289,156 |
| TOTAL COBO Construction 522525 | \$1,289,156 | \$0 | \$0 | \$0 | | \$1,289,156 |
| Engineering Consultant Services 522190 | | | | | | |
| Springfield - So. 28th Street Dust Mitigation (CMAQ) Consultants | | | | | | \$0 |
| Springfield - Glenwood Riverfront Path Consultants | \$0 | | | | | \$0 |
| Veneta - Veneta/Elmira Multi-use Path Consultants | | | | | | \$0 |
| TOTAL COBO Construction 522525 | \$0 | \$0 | \$0 | \$0 | | \$0 |

TABLE 18: Unfunded Projects (Pre-planning)

| PROJECT | 5-YR TOTAL | | | | | |
|--|--------------------|--------------------|--------------------|--------------------|------------|---------------------|
| Bailey Hill Road (Eugene to Lorane Hwy) | | | | \$2,200,000 | | \$2,200,000 |
| Bob Straub Parkway MP 0.000-0.425 | \$1,200,000 | | | | | \$1,200,000 |
| Cloverdale Road from OR 58 to Hendricks Road (TSP #25) | | | | \$1,300,000 | | \$1,300,000 |
| E. King Road Realignment | | | | \$2,500,000 | | \$2,500,000 |
| Junction City SRTS project | \$1,295,460 | | | | | \$1,295,460 |
| Row River Road Reconstruct: Cottage Grove UGB to Shoreview Drive (TSP #124b) | \$1,200,000 | | \$2,100,000 | | | \$3,300,000 |
| Culvert (3) Upsizing to Support Post Holiday Farm Fire Debris Flows | \$2,230,000 | | | | | |
| Goodpasture Rd MP 4.9 Culvert Upsizing | \$365,000 | | | | | |
| Row River Bridges Seismic Upgrades | \$1,500,000 | | | | | |
| Total | \$1,200,000 | \$6,590,460 | \$4,600,000 | \$3,500,000 | \$0 | \$11,795,460 |



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Becky Taylor, Senior Transportation Planner

AGENDA ITEM: **Safe Routes to School (SRTS) Lane County Rural Program**

I. ACTION

Lane County's rural SRTS program coordinator, Cassidy Mills, will share information about the education and outreach work she has been doing. The TrAC will be encouraged to participate in future events.

II. BACKGROUND

In 2019, Lane County created a rural SRTS program with federal funding awarded by ODOT through a competitive grant application process. The funding is for three years (October 2019 to September 30, 2022) which is primarily for a dedicated staff position, known as the SRTS Coordinator. Lane County contracted with Lane Council of Governments (LCOG) for staffing this position. In November 2019, Cassidy Mills was hired by LCOG as Lane County's SRTS Coordinator. Since then, Cassidy has made significant strides in building relationships with the 13 school districts across Lane County. More recently, she has been able to provide hands-on education with school children. Cassidy will share the work she has been doing and some future events being planned.

III. RECOMMENDATION / NEXT STEPS

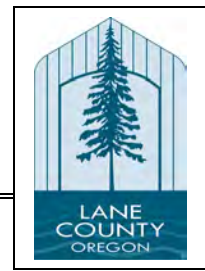
Staff will inform and solicit participation from the TrAC about upcoming events.

IV. FOR MORE INFORMATION

Feel free to contact Becky Taylor, Senior Transportation Planner, at 541-682-6932 or becky.taylor@lanecountyor.gov

V. ATTACHMENTS

None



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Becky Taylor, Senior Transportation Planner

AGENDA ITEM: Lane County Bicycle Master Plan (LCBMP)

I. ACTION

Staff will provide an update on the LCBMP, share highlights from the Existing Conditions Analysis (ECA) and public involvement, and request the TrAC identify between one and three members to attend the next public meeting on the LCBMP which will likely be held in late October. The ECA and more information about the project can be found at: <https://lanecountybmp.com/>

II. BACKGROUND

Lane County is creating its first BMP for rural roads and paved paths outside of the Eugene-Springfield urban area. As an amendment to the Lane County Transportation System Plan, the Bicycle Master Plan will go before the Lane County Commissioners for adoption with recommendations to improve the:

- SAFETY AND COMFORT for people who bike and all roadway users.
- CONNECTIVITY of regional bicycling between rural communities and the urban area.
- EQUITY of access to convenient, safe, and affordable means of transportation.
- ECONOMIC DEVELOPMENT opportunities for bicycle tourism related businesses.
- PUBLIC HEALTH benefits from expanded active transportation.

III. RECOMMENDATION / NEXT STEPS

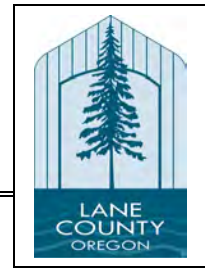
Staff will provide notice to the TrAC of the next public meeting on the LCBMP. The TrAC is encouraged to confirm in advance which members will be attending to ensure: a quorum of the TrAC is not met at the LCBMP open house to reduce concerns about public meeting laws; and that the next TrAC update on the LCBMP may include impressions from the attending TrAC members.

IV. FOR MORE INFORMATION

Feel free to contact Becky Taylor, Senior Transportation Planner, at 541-682-6932 or becky.taylor@lanecountyor.gov

V. ATTACHMENTS

None



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Sasha Vartanian, Transportation Planning Supervisor

AGENDA ITEM: **Federal Lands Access Program (FLAP) – Letters of Support**

I. ACTION

The TrAC is being asked to provide letters of support for FLAP funding on the following three projects:

- 1) **Veneta-Elmira Path** – In 2015, the LaneACT supported the City of Veneta’s STIP-Enhance application for this project to construct a shared-use path along Territorial Highway between the City of Veneta and the unincorporated community of Elmira. In 2019, Lane County assumed jurisdiction of Territorial Highway and is managing the programmed funds to complete the conceptual designs through the National Environmental Policy Act (NEPA) process. Lane County is applying for FLAP funding to construct the project which consists of the following:
 - a. Ten-foot wide paved shared-use path with ten-foot wide landscaped buffer along the west side of Territorial Highway from OR 126 W to Suttle Road
 - b. Four pedestrian bridges to carry the shared-use path across the Long Tom River
 - c. High-visibility crosswalk at the entrance to the Oregon Department of Fish and Wildlife parking lot that provides access to the Long Tom River hiking trail and Fern Ridge Lake

Project maps showing the conceptual design are attached. The project estimate and FLAP funds requested is \$6.7M. Lane County will meet the required 10.27% match via in-kind professional services and through cash match.

- 2) **East King Road Realignment** – The wildfires in eastern Lane County have underscored the importance of access through and maintenance of forest lands. East King Road is a Lane County Road that provides one of only two accesses to federal forest lands in the area and is in jeopardy of collapsing due to scouring from the adjacent waterway. Consistent with the Forest Service’s environmental recommendations, Lane County seeks \$2.5M FLAP funds to reconstruct 2000 feet of road roughly 200 feet away from the waterway to ensure continued access for managing forest lands. Lane County will meet the required 10.27% match via in-kind professional services and through cash match.
- 3) **Delta Bridge** – Delta Road is a Lane County road that provides sole access to approximately 45 residences and federal forest lands. The Delta Road Bridge over West Fork Horse Creeks is a single-lane bridge constructed of timber and therefore at elevated

risk in case of wildfire. The bridge has a posted weight limit which prevents fire suppression equipment from crossing the bridge. Lane County seeks \$2.5M FLAP funds to replace the bridge with one that is fire-resistant. Lane County will meet the required 10.27% match via in-kind professional services and through cash match.

II. BACKGROUND

The Federal Lands Access Program (Access Program) was established to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. The Program is designed to provide flexibility for a wide range of transportation projects.

The Access Program is funded by contract authority from the Highway Trust Fund and subject to obligation limitation. The Oregon Federal Lands Access Program is currently estimated to receive about \$35.7 million annually. Proposals requesting at least \$100,000 or more will be considered. Proposals must be located on Federal Lands Access Transportation Facilities. Federal Lands Access Transportation Facilities means a public highway, road, bridge, trail or transit system that is located on, is adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a state, county, town, township, tribal, municipal, or local government.

Eligible uses include:

Capital Improvements- These proposals include rehabilitation, restoration, construction, and reconstruction of roads and bridges. This includes improvements such as safety improvements, widening, realignments, surfacing, culverts, signing, guardrail, walls and associated roadway appurtenances.

Enhancements- These proposals are road and trail related improvements such as interpretative signing, kiosks, viewpoints, adjacent vehicular parking areas, roadside rest areas (including sanitary and water facilities), provisions for pedestrians and bicycles, acquisition of scenic easement and scenic or historic sites, trailheads, trails, and improvements that improve public safety and reduce vehicle wildlife mortality while maintaining habitat connectivity.

Surface Preservation- These proposals include surface preservation of roads, trails, and adjacent vehicular parking areas. They include chip sealing, crack sealing, and aggregate courses.

Safety Only- These proposals only include one or more of the following: traffic control signalization; maintaining minimum levels of retroreflectivity of highway signs or pavement markings; traffic circles/roundabouts; safety rest areas; pavement marking; shoulder and centerline rumble strips and stripes; commuter carpooling and vanpooling; rail-highway crossing closure; installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles; priority control systems for emergency vehicles or transit vehicles at signalized intersections.

Transit- These proposals include construction of transit facilities and limited duration operation/maintenance of transit services and facilities (including vehicles).

Planning- These proposals include engineering studies, corridor management planning, bicycle/pedestrian planning and alternative transportation planning that will provide valuable information for future FLAP proposals.

Research- These proposals include evaluating solutions that enhance access, safety or sustainability. They address issues such as wildlife-vehicle collision avoidance measures, context sensitive roadside safety features, and congestion management strategies. Research must be broad-based and applicable to multiple Federal Lands Management Agencies.

The program requires matching funds of 10.27% of the total proposal costs for Capital Improvements, Enhancements, Surface Preservation, Transit, Planning, and Research proposals. Safety Only proposals may request up to 100% FLAP funding.

III. RECOMMENDATION / NEXT STEPS

FLAP applications are due October 7, 2021. Should the TrAC agree to provide letters of support, staff will include those in the FLAP application materials.

IV. FOR MORE INFORMATION

Feel free to contact Sasha Vartanian by phone at 541-682-or by email at sasha.vartanian@lanecountyor.gov

V. ATTACHMENTS

Draft letters of support and project maps



Lane County Public Works Transportation Advisory Committee

September 22, 2021

Federal Lands Access Program Decision Committee
Western Federal Lands Highway Division
610 East Fifth Street
Vancouver, Washington 98661

Dear Federal Lands Access Program Decision Committee:

The Lane County Transportation Advisory Committee strongly supports Lane County's Federal Lands Access Program (FLAP) application: **Active Transportation Access to Fern Ridge Recreation Area**. This project leverages the investments made by the City of Veneta and the Oregon Department of Transportation which funded conceptual designs for the project, known as the *Veneta-Elmira Multi-Use Path* in the FY 2018-2021 Statewide Transportation Improvement Program (STIP). In 2019, Lane County assumed jurisdiction of Territorial Highway and is managing the programmed funds to complete the conceptual designs through the National Environmental Policy Act (NEPA) process.

This project proposes to address the gap in active transportation access to the west side of the Fern Ridge recreation area, as well as between the City of Veneta and the unincorporated community of Elmira, by constructing the following:

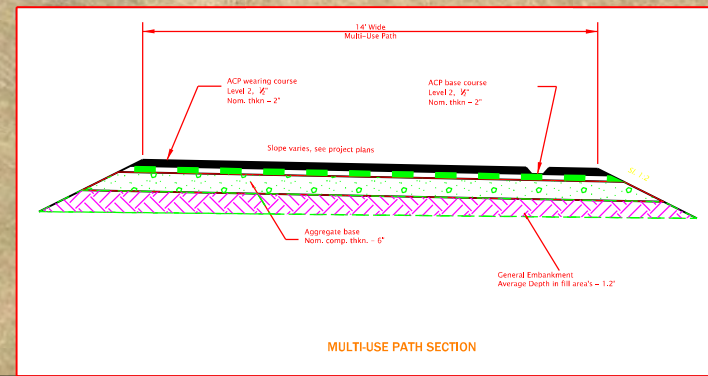
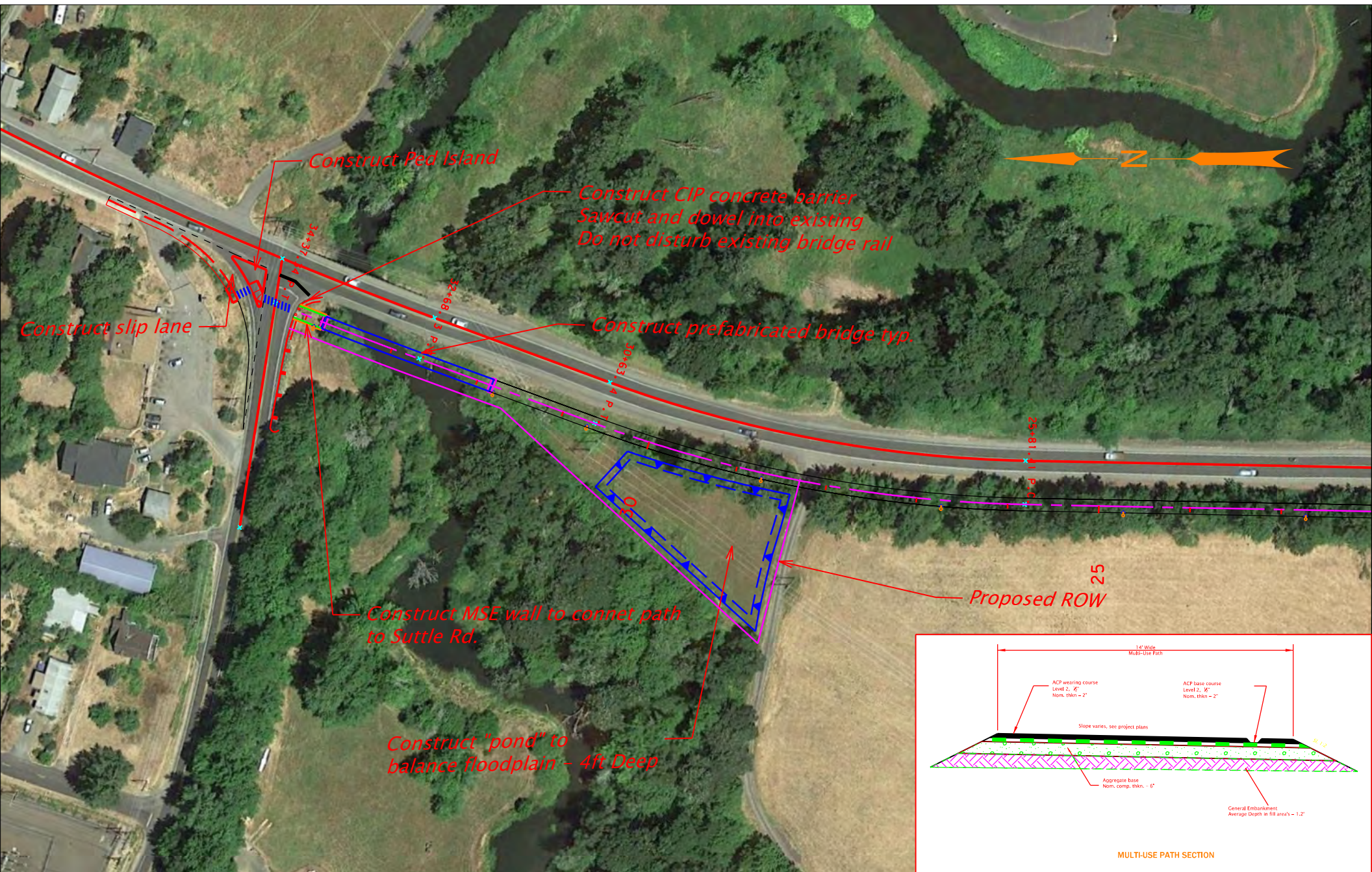
- **Ten-foot wide paved shared-use path** with ten-foot wide landscaped buffer along the west side of Territorial Highway from OR 126 W to Suttle Road
- **Four pedestrian bridges** to carry the shared-use path across the Long Tom River
- **High-visibility crosswalk** at the entrance to the Oregon Department of Fish and Wildlife parking lot that provides access to the Long Tom River hiking trail and Fern Ridge Lake

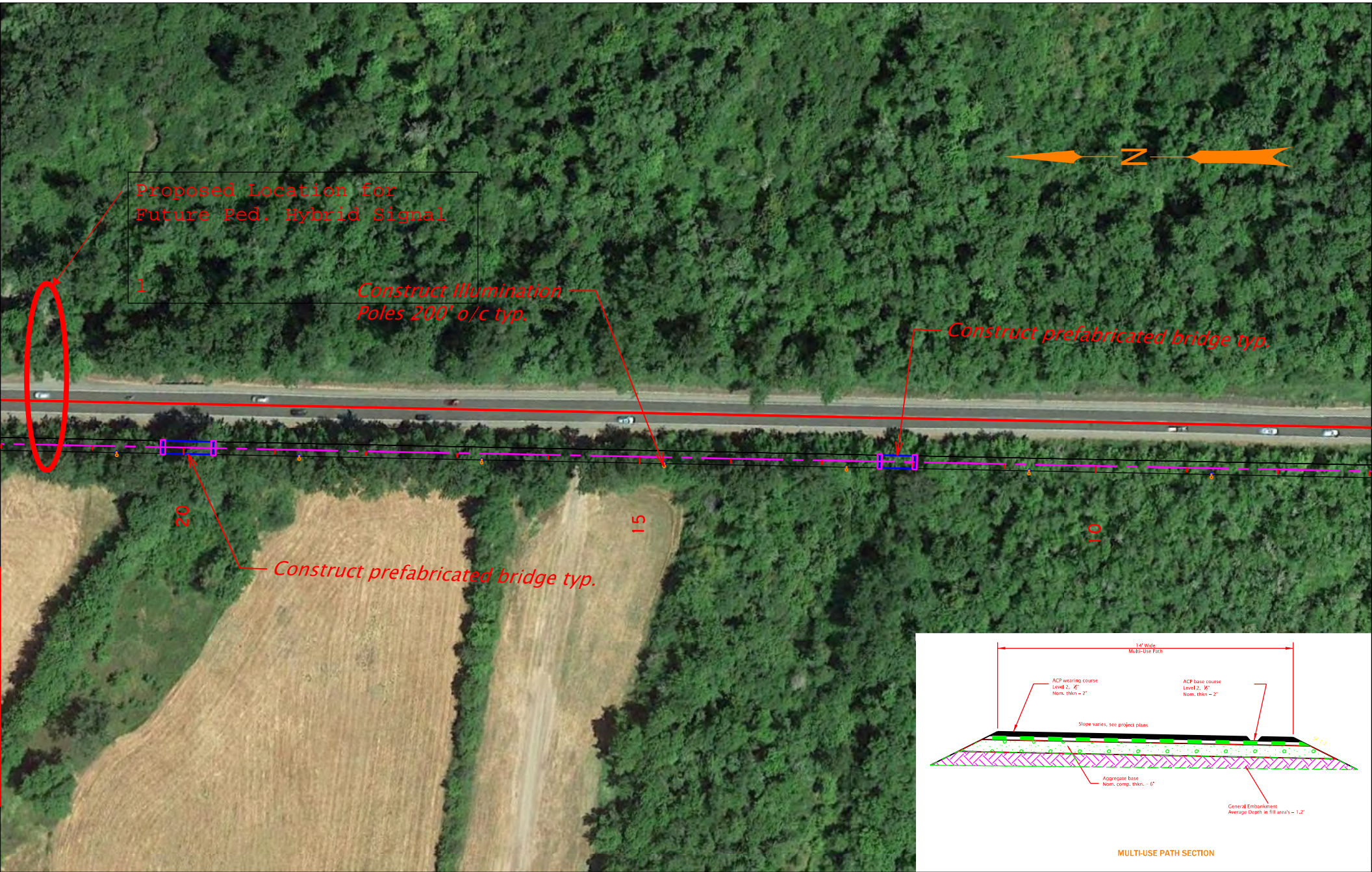
The proposed transportation improvements on Territorial Highway will increase the safety and comfort of people choosing active forms of transportation, such as walking and bicycling, to access Fern Ridge Lake and the surrounding recreational, cultural, and social amenities between the City of Veneta and the community of Elmira. Active transportation itself is a form of recreation and Territorial Highway is advertised by tourism for bicycling. In addition to serving visitors, this transportation facility would directly serve the residents of Veneta and Elmira, particularly school children living in Veneta and attending school in Elmira.

Thank you for considering this letter of support for this important project.

Sincerely,

Robin Mayall, Chair
Lane County Transportation Advisory Committee





Proposed Location for Future Ped. Hybrid Signal

1

Construct Illumination Poles 200' o/c typ.

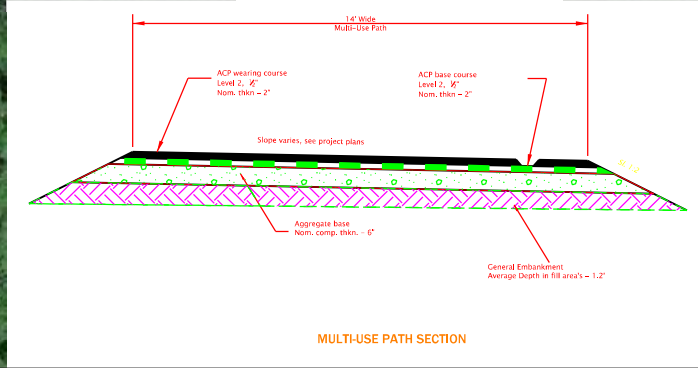
Construct prefabricated bridge typ.

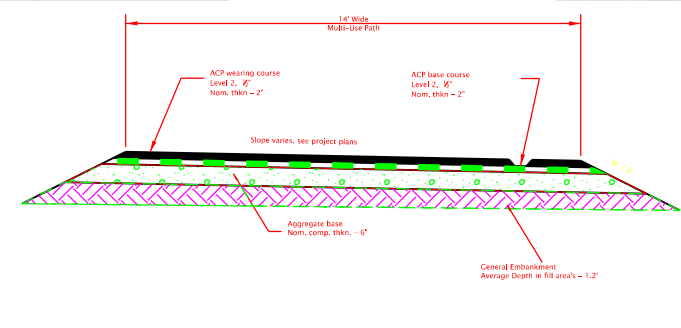
Construct prefabricated bridge typ.

20

15

10





MULTIUSE PATH SECTION



Lane County Public Works Transportation Advisory Committee

September 22, 2021

Federal Lands Access Program Decision Committee
Western Federal Lands Highway Division
610 East Fifth Street
Vancouver, Washington 98661

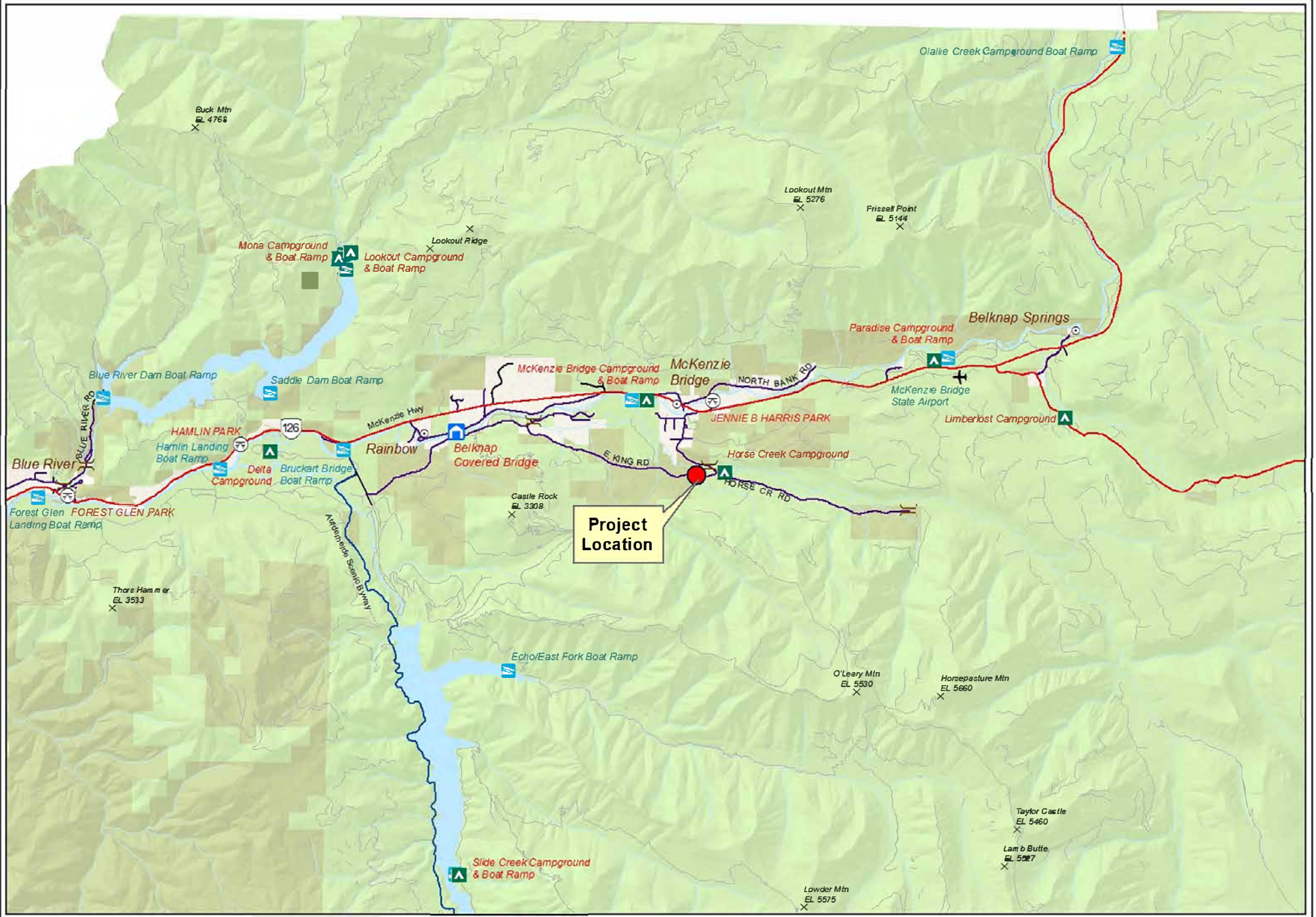
Dear Federal Lands Access Program Decision Committee:

The Lane County Transportation Advisory Committee strongly supports Lane County's Federal Lands Access Program (FLAP) application: **East King Road Realignment**. The wildfires in eastern Lane County have underscored the importance of access through and maintenance of forest lands. East King Road is a Lane County Road that provides sole access to federal forest lands and is in jeopardy of collapsing due to scouring from the adjacent waterway. Consistent with the Forest Service's environmental recommendations, Lane County seeks FLAP funds to reconstruct 2,000 feet of road roughly 200 feet away from the waterway to ensure continued access for managing the forest lands.

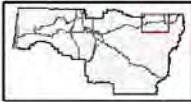
Thank you for considering this letter of support for this important project.

Sincerely,

Robin Mayall, Chair
Lane County Transportation Advisory Committee



The information on this map was derived from digital databases on the Lane County regional geographic information system. Care was taken in the creation of this map but is provided "as is". Lane County cannot accept any responsibility for errors, omissions or positional accuracy in the digital data or the underlying records. Current plan designation, zoning, etc. for specific parcels should be confirmed with the appropriate agency. There are no warranties or express or implied accompanying this product. However, notification of any errors will be appreciated.



| | | | | | | | |
|--|------------------|--|----------------|--|--------------|--|---------------|
| | Project Location | | USFS/BLM Road | | Boat Ramp | | USFS Land |
| | Bridge | | Covered Bridge | | Railroad | | BLM Land |
| | County Road | | Water Feature | | State Forest | | F1 & F2 Zoned |
| | State Highway | | Campground | | | | |



**E. King Road Realignment
MP 3.7**

Lane County, Oregon
Drawn By:
cover1

Date:
3/29/2018

Rev: 080:
3/29/2018



Lane County Public Works Transportation Advisory Committee

September 22, 2021

Federal Lands Access Program Decision Committee
Western Federal Lands Highway Division
610 East Fifth Street
Vancouver, Washington 98661

Dear Federal Lands Access Program Decision Committee:

The Lane County Transportation Advisory Committee strongly supports Lane County's Federal Lands Access Program (FLAP) application: **Delta Road Bridge Replacement**. The wildfires in eastern Lane County have underscored the importance of access through and maintenance of forest lands. Delta Road is a Lane County Road that provides sole access to approximately 45 residences and to federal forest lands. The Delta Road Bridge (over West Fork Horse Creek) is a single-lane bridge constructed of timber and therefore at elevated risk in case of wildfire. The bridge has a posted weight limit which prevents firetrucks from crossing the bridge. Lane County seeks FLAP funds to construct a replacement bridge to provide a fire-resistant access to the residences and federal forest lands.

Thank you for considering this letter of support for this important project.

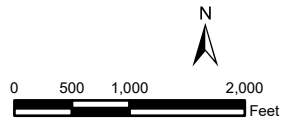
Sincerely,

Robin Mayall, Chair
Lane County Transportation Advisory Committee



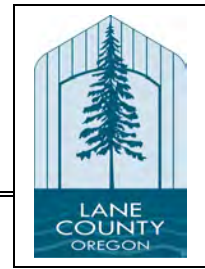
Oregon Statewide Imagery Program (OSIP) - Oregon Imagery Framework Implementation Team, Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, MRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community, Lane County GIS

The information on this map was derived from digital databases on the Lane County regional geographic information system. Care was taken in the creation of this map, but is provided "as is". Lane County cannot accept any responsibility for errors, omissions or positional accuracy in the digital data or the underlying records. Current plan designation, zoning, etc., for specific parcels should be confirmed with the appropriate agency. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be appreciated.




Delta Rd Bridge Replacement

Lane County, Oregon



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Sasha Vartanian, Transportation Planning Supervisor

AGENDA ITEM: **Committee Liaisons**

I. ACTION

The TrAC is being asked to consider appointing liaisons to the following committees:

London Road Safety Corridor Advisory Committee (LRSC AC) – This is a two-year safety program governed by this committee which consists of Lane County staff from the Fatal Crash Investigation Team as well as the Fire Chief from South Lane Fire and Rescue and the Safety Coordinator for our region from the Oregon Department of Transportation. This safety program focuses education, engineering, enforcement, and emergency response actions to reduce fatal and severe-injury crashes on the first seven miles of London Road. This committee meets quarterly or as needed. More information can be found at: www.lanecountyor.gov/LRSC

Safe Lane Transportation Coalition – This is a partnership of organizations and community members that aspire to eliminate fatalities and severe injuries on our transportation network. The work of the coalition is primarily focused on public education. The coalition meets monthly. More information can be found at: <https://safelanecoalition.org/>

II. BACKGROUND

At the July 2021 TrAC meeting, members expressed interest in sending liaisons to serve on other transportation-related committees in Lane County. Similar to the TrAC being a committee with members appointed by the Board, most committees have similar member restrictions; therefore, neither Public Works staff nor the TrAC has the authority to assign members to participate on other committees. It is noted that the TrAC already has a seat at the Lane Area Commission on Transportation which is the primary regional committee on transportation issues. After researching other possibilities, staff obtained confirmation from the above-referenced committees that they would be willing to accept a liaison from the TrAC.

III. RECOMMENDATION / NEXT STEPS

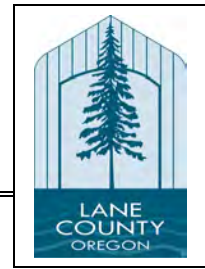
Should the TrAC assign liaisons to the above-referenced committees, staff will work with those members to introduce them to those groups.

IV. FOR MORE INFORMATION

Feel free to contact Sasha Vartanian by phone at 541-682-or by email at sasha.vartanian@lanecountyor.gov

V. ATTACHMENTS

None



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Becky Taylor, Senior Transportation Planner

AGENDA ITEM: **Transportation Safety Implementation Equity Analysis**

I. ACTION

Staff will share an equity analysis that was developed for a Public Works staff team known as the Systemic Engineering Implementation Team (SEIT) about their implementation of transportation safety investments on County roads compared to demographic data for equity considerations. In addition to documenting the populations benefited by these investments, the analysis highlights areas of vulnerability relative to communities with greater concentrations of elderly, youth, disabled, people of color, people with limited English proficiency, and with low household incomes. In recognition that equity neutral policies and investment strategies that focus on economic efficiency have been shown to result in unintended inequities, this analysis attempts to highlight areas of vulnerability for further consideration. This analysis is an example of Public Works' efforts to integrate equity into its work.

II. BACKGROUND

Since 2017, following Lane County's adoption of the Transportation Safety Action Plan (TSAP), implementation of safety engineering actions has been a system-wide approach of integrating systemic countermeasures, namely centerline rumble strips, as part of programmed capital projects. The majority of these projects have been pavement preservation focused. This approach is based on the conclusion that it is more cost-effective and proactive to address risk characteristics on a system-wide basis, which leads to widespread implementation of projects to reduce the potential for severe crashes. There has also been system-wide upgrades to curve warning signs, as required by a federal mandate to implement a new standard.

III. RECOMMENDATION / NEXT STEPS

Equity will be a constant consideration in our decisions. Staff will continue to update the TrAC.

IV. FOR MORE INFORMATION

Feel free to contact Becky Taylor, Senior Transportation Planner, at 541-682-6932 or becky.taylor@lanecountyor.gov

V. ATTACHMENTS

Safety Implementation Equity Analysis

LANE COUNTY PUBLIC WORKS

Safety Investments Equity Analysis

DRAFT July 2021



Lane County Public Works
3040 N. Delta Hwy
Eugene, OR 97408

Prepared for:
Lane County Public Works
Systemic Engineering Implementation Team (SEIT)

Prepared by
Becky Taylor
Senior Transportation Planner

Contents

| | |
|---|-----------|
| Introduction | 3 |
| Purpose of Analysis | |
| Purpose of SEIT | |
| Background Information | 4 |
| Equity Terminology | |
| Transportation Safety Action Plan (TSAP) | |
| Demographic Findings | 6 |
| Youth | |
| Seniors | |
| People of Color | |
| Disability | |
| Income | |
| LEP | |
| Systemic Engineering Implementation Findings | 12 |
| Centerline Rumble Strips | |
| Shoulder Rumble Strips | |
| Centerline Recessed Markers | |
| Safety Edges | |
| Curve Warning Signs | |
| Equity Analysis | 15 |
| Benefits of Safety Engineering Implementation | |
| Areas of Potential Vulnerability | |
| Conclusion | 53 |
| Populations Benefitted | |
| Vulnerable Areas | |

Map Attachments

Safety Engineering Implementation
Percent Ages 0-17
Percent Ages 65+
Percent People of Color
Percent with a Disability
Median Household Income
Limited English Proficiency

Introduction

The purpose of this analysis is to provide information to the Systemic Engineering Implementation Team (SEIT) about their implementation of safety engineering on County roads compared to demographic data (2019 census) for equity considerations. In addition to documenting the populations benefited by these investments, this analysis highlights areas of vulnerability relative to “transportation disadvantaged” communities. These communities include federally-protected populations, such as people of color, people with disabilities, people with limited English proficiency, and people living below the federal poverty level. (For more information on terminology and demographics, see Background Information and attached maps.)

The purpose of the SEIT is to implement the engineering recommendations of Lane County’s Transportation Safety Action Plan (TSAP). The team consists of representatives from Public Works administration, traffic operations, road maintenance, engineering design, construction services, and transportation planning. The SEIT meets regularly to work through engineering recommendations, to apply innovation in developing appropriate implementation, and to continue to learn from the best practices of other jurisdictions. Following the TSAP’s risk-based approach to preventing crashes, implementation of safety engineering investments has been focused on including roadway departure countermeasures in pavement preservation projects. (For more information on the TSAP and engineering implementation, see Background Information and attached maps.)

The equity consideration of this analysis is reconciling the following:

- **Equity** -- Working towards equity may mean that funding is prioritized for areas with greater concentrations of disadvantaged populations instead of being distributed equally based on geography (or system wide).
- **Engineering** -- It is more cost-effective and proactive to address risk characteristics on a system wide basis, which leads to widespread implementation of projects to reduce the potential for severe crashes.

Equity neutral public policies and economic efficiency have been shown to result in unintended inequities.¹ To the extent safety improvements have been allocated to advantaged than disadvantaged communities, there could be an unequitable implementation or investment issue.

¹ “Evaluating Transportation Equity” Victoria Transport Policy Institute, 2014.

Background Information

Equity Terminology

Federally recognized populations are protected from discrimination, as listed below.

- **Title VI** of the 1964 Civil Rights Act provides that no person in the United States shall on the grounds of race, color, national origin, or sex be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance.
- **EJ:** 1994 Executive Order, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (Environmental Justice or “EJ”) represents federal efforts to make the planning and decision-making processes more inclusive as well as more equitably share the impacts and benefits of projects and programs that receive federal funding. Protected populations include people with limited English proficiency (LEP), minority, low-income, and disability. It is also noted that disability is further protected by the American with Disability Act (ADA).

Title VI and EJ work in tandem to engage protected populations in the planning and decision-making processes, avoid adverse impacts to protected populations, and fairly distribute the benefits of transportation projects and programs. As a recipient of federal funding, Lane County is required to comply with Title VI/EJ. Public Works has a Title VI Plan to guide compliance implementation and reports compliance annually (as an Annual Accomplishment Report) to the Oregon Department of Transportation (ODOT).

Independent of federal requirements, equity is a core value of Lane County. In April 2021, the Lane County Board of Commissioners declared racism as a public health crisis and committed to specific actions, including the creation of a Lane County Equity Lens. The Equity Lens is a decision-making tool with a racial equity focus. Overall, Lane County is developing a more inclusive and equitable culture.

The terms “equity” and “equality” are sometimes used interchangeably, which can lead to confusion. Equity is defined as trying to understand and provide disadvantaged communities with what they need to live healthy and productive lives. Equity recognizes that different people experience different barriers to securing their needs. In contrast, equality aims to ensure that everyone gets the same things to live healthy and productive lives, regardless of need. Working towards equity may mean that funding is prioritized for areas with greater concentrations of disadvantaged populations instead of being distributed equally based on geography.

Transportation Safety Action Plan (TSAP)

The Lane County Transportation Safety Action Plan (TSAP) emphasizes a systemic approach to safety, which uses a risk-based approach to prevent crashes. The systemic approach looks at crash history on an aggregate basis to identify high-risk characteristics. The TSAP evaluated seven years of crash data resulting in the following key findings:

- **Most fatalities occurred in rural Lane County (2.4 times higher than the fatality rate in the Eugene-Springfield metro area).** This is consistent with national trends, which show that crash rates tend to increase with urban densities due to more frequent interactions between vehicles, but crash severity and therefore casualty rates tend to be higher in rural areas due to higher traffic speeds.
- **Roadway departures stood out as a high risk factor (accounting for 53% of fatal collisions) and the most common contributing factor in all fatal collisions was excessive speed (involving 39% of all fatal collisions).** While there were system distinctions in the urban area (i.e. 47% of fatal and severe-injury collisions were at intersections), there were no obvious correlations within the rural system (e.g. only 18% at intersections) other than the facility type being arterial or collector roads versus local. The aggregate data review indicated no strong correlation between collision frequency and severity at various alignments, such as vertical and horizontal curves.

This data indicates a significant opportunity to save lives by focusing on addressing these high risk factors, which are preventable. Many of the engineering actions for improving safety can be incorporated into maintenance and preservation activities. It is more cost-effective and proactive to address risk characteristics on a system wide basis, which leads to widespread implementation of projects to reduce the potential for severe crashes. The engineering actions recommended in the TSAP are listed in the following table.

| TSAP ENGINEERING ACTIONS | |
|--------------------------|---|
| Eng-1 | Install Rumble Strips and/or Safety Edges |
| Eng-2 | Install Roadside Delineators |
| Eng-3 | Improve Curve Warning and Other Signage |
| Eng-4 | Deploy Variable Speed Limit and/or Speed Feedback Signs |
| Eng-5 | Improve Data Collection and Analysis |
| Eng-6 | Install High-Visibility Pedestrian Crossings |
| Eng-7 | Improve Pavement Markings |
| Eng-8 | Remove Roadside Fixed Objects |
| Eng-9 | Install Guardrails or Barriers |
| Eng-10 | Perform Routine Roadway Safety Audits |
| Eng-11 | Strengthen Access Management Standards |
| Eng-12 | Widen Roadway Shoulders |
| Eng-13 | Redesign Roadway Geometry |
| Eng-14 | Provide Physical Amenities that Expand Transportation Options |

Demographic Findings

The following analysis is based on the 2019 five-year estimates from the US Census Bureau American Community Survey, which is the most recent data available. It is noted that the Census data is available at a Block Group level which is dependent upon population density; thus, Block Groups tend to be large in rural settings. Given the rural nature of most of Lane County, the findings of this report provide baseline information. The following table lists data sources for the populations evaluated. It is noted that race, age and disability are protected under Title VI; low-income, and limited English proficiency are protected under Environmental Justice.

| Population | Description | Data Label in ArcGIS | Source |
|------------|--|----------------------|---|
| Youth | Percent Youth Population (Ages 0-17) | QYouth | Table B01001: Sex by Age ACS 2019 5-year |
| Seniors | Percent Senior Population (Ages 65+) | QSenior | Table B01001: Sex by Age ACS 2019 5-year |
| Race | Percent Population of Black, Indigenous, and People of Color (BIPOC) | QBIPOC | Table B03002: Hispanic or Latino Origin by Race ACS 2019 5-year |
| Disability | Percent of Population with a Disability | QDis | Table B18101: Sex by Age by Disability Status ACS 2019 5-year |
| Income | Median Household Income | QMedHHI | Table B19013: Median Household Income ACS 2019 5-year |
| Language | Percent Households with Limited English Proficiency | QLEP | Table C16002: Household Language by Household Limited English Speaking Status ACS 2019 5-year |

Youth

Transportation Considerations: Children and young adults under the age of 18 have very different transportation needs than the adult population. The vast majority of people under 18 are unable to drive a car, and therefore rely more on walking, bicycling, public transit, carpooling, or rides from family, if available. Other youth-related vulnerabilities may include lacking knowledge of safe travel behaviors; greater susceptibility to environmental exposures, such as damage caused to developing bodies through emissions; and difficulty navigating poorly-designed areas. Children and young adults especially need safe transportation to/from places to be physically active and to build social connections. Research on transportation facilities shows that road design and sidewalk conditions are key factors in determining youth physical activity. Safe crossings, well-built sidewalks, and traffic calming strategies are all associated with greater physical activity in children and young adults. Promoting physical activity among this demographic is important for physical and social development, boosting academic achievement and self-esteem, and preventing costly chronic diseases. Further, physical and cognitive development impact a child’s ability to safely walk and bicycle in a high traffic scenario. For younger children in particular, this means that children lack the full awareness and ability to scan for traffic and identify safe locations to cross the street. Areas

with high concentrations of ages 0-17 will benefit from improved crossing conditions and additional separated facilities.

Demographic Information: Children and young adults under the age of 18 represent 19% of the County's total population (69,433 of 373,340). Block groups with high proportions of children and young adults are scattered across Lane County, with significant concentrations in central Florence, east Veneta, Creswell, central Cottage Grove, northwest Eugene, northeast Junction City and southeast Springfield. Of the block groups with high youth populations, many are located within city limits, but others cover unincorporated areas or towns. The area northeast of Junction City, Coburg, and Springfield is home to a considerable youth population, with percentages hovering around 25%. This is also true in unincorporated areas northwest of Eugene. Between Creswell and Lowell, where there are also two census block groups with large proportions of people under 18. In areas of Lane County where the concentration of youth is lower, schools are fewer and farther between. This means that students are generally more likely to rely on vehicle transport (for example, rides from parents or caregivers, school buses) to travel the longer distances to school. However, for those who don't have these options or live close enough to bike or walk to school, county roads may be an important part of their route to school. (See attached map for a visual representation of this data.)

Seniors

Transportation Considerations: The population over 64 years of age may require more alternatives to driving and thus have more mobility needs than the general adult population. Older adults increasingly depend on active transportation modes, such as using public transit, walking and/or biking when they decrease or stop driving. Prioritizing active transportation enables older adults to maintain positive well-being, despite the onset of functional limitations. Walkable access to adequate public transportation is essential for older adults to maintain their daily activities and independence. Additionally, safe, walkable communities that promote physical activity help prevent or delay chronic diseases such as arthritis, osteoporosis, and diabetes in older adults. As 61% of American adults ages 65 years or older have at least one activity-based limitation, creating communities where older adults can safely be active and access necessary resources is crucial to the future prevention of such disability. Lastly, older adults are especially vulnerable to social isolation, which can result in significant declines in physical health; increasing walkability enhances older adults' ability to connect with others.

Demographic Information: The 70,183 people in Lane County age 65 and older represent roughly 19% of the total population. Despite comprising a similar share of the overall population as the population under the age of 18, the concentrations of populations aged 65 and older have a different spatial distribution. Block groups range from 0% to 74%. In some circumstances, the areas with high concentrations of seniors are opposite of those with high proportions of youth. Areas of the coast (including Florence and Dunes City) stand out as having some of the highest senior concentrations. The unincorporated areas north of Florence and south of Dunes City also have a high population, as do the rural south east corners of the

county outside of Westfir and Oakridge. The exurban area of Eugene, Springfield, Junction City and Veneta stand out with high proportions of people over 65. There are also a few scattered pockets with higher senior populations within Eugene (particularly in north-central Eugene). Because of mobility limitations associated with older populations, some seniors living in unincorporated areas may face challenges with fast roads, lack of sidewalks, and higher-stress conditions. (See attached map for a visual representation of this data.)

Race: Black, Indigenous, and People of Color (BIPOC)

Transportation Considerations: Racial or ethnic minorities are more likely to live in areas with poor or limited active transportation facilities, educational opportunities, job resources, and healthy food outlets. Black individuals are over four times and Hispanic/Latinos are three times as likely to not have access to a household car compared to their white counterparts, regardless of income. Additionally, communities of color are more likely to experience low social cohesion within their residential area because of limited activated public spaces. The deficits of active transportation facilities are consequences of social and institutional marginalization, including job and housing discrimination. In turn, these deficits exacerbate the disproportionate health burdens communities of color experience. Lastly, communities of color experience a greater proportion of pedestrian crashes and have increased risk of mortality after pedestrian injury. Therefore, increasing active transportation facilities and connectivity may promote physical activity, enhance economic opportunities, and increase transportation safety.

Demographic Information: People identifying as non-white represent 18% of Lane County's total population of 373,340. While the median block group contains roughly 16% people of color, this percentage varies significantly across the county. Two Eugene block groups have BIPOC populations over 50% of the total, and there are 13 block groups with more than a third of the populations identifying as BIPOC. The block groups with high proportions of people of color are largely within Eugene and Springfield. Almost all block groups with populations higher than 25% people of color are located within the two largest cities in Lane County, but one is within Cottage Grove city limits and another includes incorporated Veneta as well as the area to the southeast of the city. In particular, these areas cover east Veneta between Route F (Hwy 126) and Perkins Rd, as well as east Cottage Grove between Hwy 99 and I-5. The large census block in eastern Lane County encompassing Nimrod and Finn Rock stands out among rural locales as having a larger-than-average Black, Multiracial and Hispanic or Latino population (25%). One block group in the county, located in an unincorporated area northwest of Lowell, has no people of color. The entire region surrounding Lowell, Oakridge, and Westfir has significantly lower BIPOC populations than the average Lane County block group. The same can be said about the area northeast of Springfield along the Mohawk River. This area includes the communities of Marcola and Mohawk. Among cities, Lowell, Florence, and Dunes City have lower-than-average BIPOC populations. (See attached map for a visual representation of this data.)

Disability

Transportation Considerations: Mobility is a top issue for most people with disabilities, and often determines the extent to which they can participate in the community and retain employment. Most people experience disability at some point in their lives, if only temporarily in some cases. A variety of temporary and permanent cognitive, visual, and physical disabilities can prevent people from being able to drive a car, making a variety of transportation options essential. Active and public transportation options are essential for the inclusion of people with disabilities in our communities. While not all disabled individuals will have the option of bicycle transportation, there are many adaptive bicycle designs developed to serve populations that are extremely varied in their abilities and mobility options.

Demographic Information: The Lane County census tract with the highest proportion of residents living with a disability is located in Florence and reports that 33% of its population lives with disabilities, compared with 17% for the population as a whole. In fact, the entire western portion of Lane County has higher-than-average rates of disability, including both Dunes City and large swaths of unincorporated areas. There are also higher rates of populations living with a disability in parts of Eugene and Springfield, north and east of Cottage Grove, and the large census tract encompassing Westfir and Oakridge. The eastern half of Veneta is also home to a high percentage of residents living with a disability. (See attached map for a visual representation of this data.)

Median Household Income (MHI): Household Poverty Concentrations

Transportation Considerations: Poverty is a socioeconomic vulnerability linked with a disproportionate exposure to poor housing, homelessness, and limited access to resources, such as transportation services, quality food, recreation facilities and health care facilities. Reduced access to transit and active transportation networks may lead to greater reliance on an automobile and therefore have significant financial impacts on poor households. Transportation costs, especially those associated with vehicle ownership, comprise the second largest portion of an individual's income (second to housing). Populations with higher levels of poverty may have limited access to vehicles and rely more on active transportation networks to access daily trips. Of U.S. residents with incomes at or below 200% of the Federal Poverty Level (FPL), 32% overall do not have access to a household vehicle. Comparatively, 55% of Black and 39% of Hispanic or Latino individuals at or below the 200% FPL do not have such access. Even with increased dependence on non-automotive transportation, low-income residential areas are often less walkable, a condition that creates barriers to living safe, social, and active lives. Lastly, children living in low socioeconomic status areas are more likely to experience traffic injuries and more likely to die from traffic injuries than children in more affluent areas. Increasing active transportation facilities for low-income County residents can improve access to economic and educational opportunities, improve health through increased physical activity, and promote safety.

Demographic Information: Within Lane County approximately 22% of all households have an income below the 2019 federal poverty level, also called the “poverty threshold” (this equates to \$25,750 for a family of four). The median per capita income is approximately \$32,000, which is 10% lower than the state of Oregon overall. Median Household Incomes (MHI) across Lane County’s census block groups vary from \$10,000 to \$128,000. Roughly 45% of households in the county earn under \$50,000 a year.

There are three larger regions of lower MHI across the county. The first is the cluster of census blocks on the south side of Florence, which then follow a northeast vector toward the north central part of the County along Hwy 36 and Deadwood Creek Road. Here, incomes range from around \$30,000 a year to \$45,000, with south Florence and the area north of Deadwood Creek Road having some of the lowest reported MHI.

Second, there is a cluster of low-income census blocks that follow an east-west axis across the Eugene-Springfield metro area starting in Veneta and then continuing southeast from Springfield toward Lowell north of Hwy 58. In some block groups within Eugene and Springfield, median incomes can be as low as \$10,000-\$15,000.

Third, the rural areas southeast of Cottage Grove stand out. The rural southeast area of Lane County is not monolithic, however; by contrast, lower-income census block groups are contained within the jurisdictional boundaries of Westfir and Oakridge whereas the surrounding areas are found to be in the higher income groups. (See attached map for a visual representation of this data.)

Language: Limited English Proficiency (LEP)

Transportation Considerations: Individuals with Limited-English Proficiency (LEP), or who identify as not speaking English well or at all, tend to rely more on active transportation as their primary means of transportation than the average English speaker. General lower economic status of LEP individuals may correlate with low car ownership rates and high reliance on active transportation facilities. Given low car ownership and poor active transportation conditions, immigrants and LEP individuals are more likely to walk and ride along roads that lack appropriate biking and walking facilities, forcing individuals into unsafe transportation situations. Therefore, access to active transportation services is critical for LEP individuals to access basic employment and other necessities. Further, LEP individuals are less likely to participate in decision-making processes, in part due to barriers caused by limited English proficiency and in part due to the correlation with low-income status and implications of work schedule.

Demographic Information In most census block groups, the number of households that identify as having limited English proficiency is zero. In the places where there is a larger concentration of limited English proficiency households, they tend to comprise no more than 2% of all households. These census block groups are primarily contained in the Eugene-Springfield metro area, but significant pockets exist throughout the County as well, including south Florence, the areas west adjacent to Deadwood Creek Road, west Veneta, and unincorporated areas surrounding Creswell and Cottage Grove south of Eugene. For these areas of the County, it will be important to ensure that residents with limited English proficiency are reached and engaged when planning transportation improvements. (See attached map for a visual representation of this data.)

Systemic Engineering Implementation Findings

Given the systemic approach to safety, engineering countermeasure implementation has been focused on incorporating rumble strips, recessed pavement markers, and safety edges into pavement preservation projects. This approach is based on the conclusion that it is more cost-effective and proactive to address risk characteristics on a system wide basis, which leads to widespread implementation of projects to reduce the potential for severe crashes. There has also been system-wide upgrades to curve warning signs, as required by a federal mandate to implement a new standard.

Centerline Rumble Strips: Implementation of centerline rumble strips is listed in the following table. See attached map for a visual representation of this data.

| Centerline Rumble Strip Installation | | | | | |
|--------------------------------------|-------------------------------------|----------------------|-------------|--------------|---------------------------------|
| Road Name | Extent | Milepost range | Total Miles | Install Date | Project |
| Suttle Road | Territorial Hwy - Hwy 126 | MP 0.012 to MP 3.807 | 3.7 | 2017 | Pavement overlay |
| Marcola Road | Springfield UGB to Parsons Creek Rd | MP 3.1 - 10.4 | 7.3 | 2018 | Stand-alone rumble installation |
| High Pass Road | Lovell Rd - Territorial Rd | MP 4.089 - 7.993 | 3.9 | 2017 | Pavement overlay |
| Crow Road | Hwy 126 - Territorial Hwy | MP 0.506 - MP 8.627 | 8.12 | 2018 | Pavement overlay |
| Poodle Creek Road | Hwy 36 - Hwy 126 | MP 0.009 - MP 6.760 | 6.73 | 2017 | Pavement overlay |
| Fox Hollow | Woodsia Lane - Christensen Rd | MP 6.167 - MP 8.936 | 2.77 | 2018 | Pavement overlay |

Shoulder Rumble Strips: Implementation of centerline rumble strips is listed in the following table. See attached map for a visual representation of this data.

| Shoulder Rumble Strip Installation | | | | | |
|------------------------------------|-------------------------------------|----------------|-------------|--------------|---------------------------------|
| Road Name | Extent | Milepost range | Total Miles | Install Date | Project |
| Marcola Rd | Springfield UGB to Parsons Creek Rd | MP 3.1 – 10.4 | 7.3 | 2018 | Stand-alone rumble installation |

Centerline Recessed Markers: Implementation of centerline recessed markers is listed in the following table. See attached map for a visual representation of this data.

| Centerline Recessed Markers Installation | | | | | |
|--|-------------------------------|----------------|-------------|--------------|------------------|
| Road Name | Extent | Milepost range | Total Miles | Install Date | Project |
| Lorane Hwy | Eugene UGB – Mcbeth Rd | 1.9 – 4.5 | 2.6 | 2020 | Pavement Overlay |
| Clear Lake Rd | Near Alvadore Rd Intersection | 4.5 – 5.15 | 0.65 | 2019 | Pavement Overlay |
| Clear Lake Rd | Territorial – Kirk Rd | 7 – 8.4 | 1.4 | 2019 | Pavement Overlay |

Safety Edges: Implementation of safety edges is listed in the following table. See attached map for a visual representation of this data.

| Safety Edge Installation | | | | | |
|--------------------------|-------------------------------|---------------------|-------------|--------------|------------------|
| Road Name | Extent | Milepost range | Total Miles | Install Date | Project |
| High Pass Road | Lovell Rd - Territorial Rd | MP 4.089 - 7.993 | 3.9 | 2017 | Pavement overlay |
| Fox Hollow | Woodsia Lane - Christensen Rd | MP 6.167 - MP 8.936 | 2.77 | 2018 | Pavement overlay |
| North Coburg Rd | Coburg Rd - Coleman Rd | MP 0.00 - MP 4.115 | 4.1 | 2018 | Pavement overlay |

Curve Warning Signs: Upgrades to curve warning signs to meet updated federal regulations are listed in the following table. See attached map for a visual representation of this data.

| Curve Warning Upgrades | | | | | |
|-----------------------------|--------------------------------|-----------------|-------------|--------------|----------------------|
| Road Name | Extent | Milepost range | Total Miles | Install Date | Project |
| Canary Road | Clear Lake Rd – Maple Creek Rd | MP 0.45 – 4.79 | 24 curves | 2018 | System-wide upgrades |
| Cottage Grove – Lorane Road | Territorial – Hazelton Rd | MP 1.23 – 12.13 | 46 curves | 2019 | System-wide upgrades |
| Deerhorn Rd | Entire length of road | MP 0.21 – 8.91 | 48 curves | 2018 | System-wide upgrades |
| Enterprise Rd | N. Morningstar Rd – S. | MP 1.56 – 3.76 | 12 curves | 2019 | System-wide upgrades |

| | | | | | |
|-----------------------|--|-----------------|-----------|------|----------------------|
| | Morningstar Rd | | | | |
| Harbor Drive | West of S. 2 nd St. | MP 0.13 – 0.15 | 2 curves | 2018 | System-wide upgrades |
| High Prairie Rd | Oakridge UGB – Mountain View Rd | MP 0.59 – 6.35 | 27 curves | 2018 | System-wide upgrades |
| Jasper-Lowell Rd | Near Zion Way intersection; near Place Rd intersection | MP 4.45 – 8.46 | 4 curves | 2019 | System-wide upgrades |
| Lost Creek Rd | Entire length | MP 0.55 – 5.76 | 19 curves | 2018 | System-wide upgrades |
| Mercer Lake Rd | East of Hwy 101 | MP 1.68 – 3.65 | 46 curves | 2018 | System-wide upgrades |
| North Fork Siuslaw Rd | Qa'aich Rd – Block Rd; near Condon Creek Rd intersection; Upper N Fork Rd – Hwy 36 | MP 0.85 – 17.82 | 95 curves | 2018 | System-wide upgrades |
| North Jetty Rd | West of Terrance View Drive | MP 0.25 | 1 curve | 2018 | System-wide upgrades |
| Rattlesnake Rd | Near TS intersection | MP 1.99 – 3.95 | 2 curves | 2019 | System-wide upgrades |
| River Rd | Near Junction City | MP 2.7 – 2.71 | 2 curves | 2018 | System-wide upgrades |
| River Loop #2 | Near River Lp #1 intersection | MP 0.27 – 0.29 | 3 curves | 2018 | System-wide upgrades |

Equity Analysis

The following analysis outlines:

- **The benefits of the safety engineering implementation** relative to:
 - **surrounding demographics** (based on the census block in which the infrastructure is located); and
 - **crash data** (e.g. the number of past fatal and severe-injury crashes that have the potential to be reduced in the future based on safety investments).
- **Areas of potential vulnerability** relative to:
 - **surrounding demographics** (i.e. areas with greater concentrations of disadvantaged populations); and
 - **crash data** (i.e. high risk areas that need attention).

Benefits of Safety Engineering Implementation: The follow table lists the demographics and crash data for each of the roads that have received systemic engineering investments.

| Road | Safety Engineering Implementation | Surrounding Demographics (2019 Census Data) (Red, bold text indicates greater percentages of vulnerable populations relative to countywide averages) | Fatal and Severe-Injury Crashes (2014-2018) |
|-------------|-----------------------------------|---|---|
| Canary Road | Curve warning signage, 2018 | This census tract has a total population of 1,450 people <ul style="list-style-type: none"> • Youth: approx. 20% or 291 children (exceeds countywide average of approx. 19%) • Elderly: approx. 26% or 370 people (exceeds countywide average of approx. 23%) | 1 severe injury crash, 10/27/17, MP 2.35 |

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| | | <ul style="list-style-type: none"> • People of Color: approx. 15% or 212 people (below countywide average of approx. 18%) • People with Disability: approx. 23% or 334 people (exceeds countywide average of approx. 19%) • Median Household Income: approx. \$44,688 (above federal poverty line of \$25,750) • People with Limited English Proficiency (LEP): approx. 0.98% or 14 people (anything above 0% is significant) | |
| Clear Lake Road | Centerline recessed pavement markers 2019 | <p>This census tract has a total population of 1,381 people</p> <ul style="list-style-type: none"> • Youth: approx. 17% or 228 children (below countywide average of approx. 19%) • Elderly: approx. 28% or 397 people (exceeds countywide average of approx. 23%) | <p>1 fatal crash: 8/31/17, MP 0.25</p> <p>6 severe injury crashes:</p> <ul style="list-style-type: none"> • 09/19/2015, MP 5.18 • 12/02/2017, MP 2.87 • 3/28/2018, MP 5.15 • 5/22/2018, MP 1.80 • 11/21/2018, MP 8.33 • 5/31/2019, MP 8.39 |

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| | | <ul style="list-style-type: none"> • People of Color: approx. 15% or 208 people (below countywide average of approx. 18%) • People with Disability: approx. 15% or 205 people (below countywide average of approx. 19%) • Median Household Income: approx. \$66,724 (above federal poverty line of \$25,750) • People with LEP: 0% | |
| North Coburg Rd | Centerline rumble strips and safety edges, 2018 | <p>This census tract has a total population of 1,218 people</p> <ul style="list-style-type: none"> • Youth: approx. 25% or 299 children (exceeds countywide average of approx. 19%) • Elderly: approx. 24% or 293 people (exceeds countywide average of approx. 23%) • People of Color: approx. 0.82% or 10 people (below countywide average of approx. 18%) | None |

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|------------------------------------|---------------------------|---|---|
| | | <ul style="list-style-type: none"> • People with Disability: approx. 20% or 241 people (exceeds countywide average of approx. 19%) • Median Household Income: approx. \$68,250 (above federal poverty line of \$25,750) • People with LEP: 0% | |
| Cottage Grove – Lorane Road | Curve warning signs, 2019 | <p>This census tract has a total population of 1,051 people</p> <ul style="list-style-type: none"> • Youth: approx. 21% or 220 children (exceeds countywide average of approx. 19%) • Elderly: approx. 28% or 293 people (exceeds countywide average of approx. 23%) • People of Color: approx. 5% or 48 people (below countywide average of approx. 18%) • People with Disability: approx. 18% or 186 people (below countywide average of approx. 19%) | <p>3 severe-injury crashes:</p> <ul style="list-style-type: none"> • 08/01/2019, MP 4.26 • 10/19/2019, MP 2.59 • 01/31/2019, MP 33 |

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|-------------------------|---------------------------------------|--|--|
| | | <ul style="list-style-type: none"> • Median Household Income: approx. \$85,250 (above federal poverty line of \$25,750) • People with LEP: 0% | |
| <p>Crow Road</p> | <p>Centerline rumble strips, 2018</p> | <p>The following data is from 2019 Census data for Block Group 1; this tract has a total population of 1,704 people</p> <ul style="list-style-type: none"> • Youth: approx. 17% or 294 children (below countywide average of approx. 19%) • Elderly: approx. 25% or 418 people (exceeds countywide average of approx. 23%) • People of Color: approx. 14% or 234 people (below countywide average of approx. 18%) • People with Disability: approx. 14% or 233 people (below countywide average of approx. 19%) • Median Household Income: approx. \$91,484 (above federal poverty line of \$25,750) | <p>3 fatal crashes</p> <ul style="list-style-type: none"> • 02/18/2015, MP 4.90 • 08/07/2015, MP 8.01 • 11/01/2015, MP 5.41 <p>2 severe injury crashes</p> <ul style="list-style-type: none"> • 06/27/2017, MP 2.58 • 10/19/2017, MP 2.63 |

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| | | <ul style="list-style-type: none"> • People with LEP: 0% | |
| Deerhorn Road | Curve warning signs, 2018 | <p>The following data is from 2019 Census data for Block Group 2; this tract has a total population of 1,335 people</p> <ul style="list-style-type: none"> • Youth: approx. 12% or 162 children (below countywide average of approx. 19%) • Elderly: approx. 26% or 342 people (exceeds countywide average of approx. 23%) • People of Color: approx. 16% or 213 people (below countywide average of approx. 18%) • People with Disability: approx. 19% or 254 people (countywide average of approx. 19%) • Median Household Income: approx. \$98,167 (above federal poverty line of \$25,750) • People with LEP: 0% | None |

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| <p>Enterprise Road</p> | <p>Curve warning signs, 2019</p> | <p>This census tract has a total population of 2,345 people</p> <ul style="list-style-type: none"> • Youth: approx. 31% or 729 children (exceeds countywide average of approx. 19%) • Elderly: approx. 19% or 450 people (below countywide average of approx. 23%) • People of Color: approx. 2% or 47 people (below countywide average of approx. 18%) • People with Disability: approx. 20% or 468 people (exceeds countywide average of approx. 19%) • Median Household Income: approx. \$85,000 (above federal poverty line of \$25,750) • People with LEP: approx. 2% or 47 people (anything above 0% is significant) | <p>None</p> |
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| <p>Fox Hollow Road</p> | <p>Centerline rumble strips and safety edges, 2018</p> | <p>This census tract has a total population of 1,699 people</p> <ul style="list-style-type: none"> • Youth: approx. 20% or 339 children (above countywide average of approx. 19%) • Elderly: approx. 33% or 562 people (exceeds countywide average of approx. 23%) • People of Color: approx. 11% or 188 people (below countywide average of approx. 18%) • People with Disability: approx. 16% or 271 people (below countywide average of approx. 19%) • Median Household Income: approx. \$73,534 (above federal poverty line of \$25,750) • People with LEP: approx. 4% or 69 people (anything above 0% is significant) | <p>None</p> |
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| <p>Harbor Drive</p> | <p>Curve warning signs, 2018</p> | <p>This census tract has a total population of 760 people</p> <ul style="list-style-type: none"> • Youth: approx. 21% or 156 children (exceeds countywide average of approx. 19%) • Elderly: approx. 19% or 143 people (below countywide average of approx. 23%) • People of Color: approx. 6% or 48 people (below countywide average of approx. 18%) • People with Disability: approx. 14% or 109 people (below countywide average of approx. 19%) • Median Household Income: approx. \$45,859 (above federal poverty line of \$25,750) • People with LEP: 0% | <p>None</p> |
|----------------------------|----------------------------------|--|-------------|

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|------------------------------|--|--|--|
| <p>High Pass Road</p> | <p>Centerline rumble strips and safety edges, 2017</p> | <p>This census tract has a total population of 1,343 people</p> <ul style="list-style-type: none"> • Youth: approx. 22% or 293 children (above countywide average of approx. 19%) • Elderly: approx. 20% or 262 people (exceeds countywide average of approx. 23%) • People of Color: approx. 11% or 154 people (below countywide average of approx. 18%) • People with Disability: approx. 18% or 241 people (below countywide average of approx. 19%) • Median Household Income: approx. \$57,917 (above federal poverty line of \$25,750) • People with LEP: 0% | <ul style="list-style-type: none"> • 1 fatal crash: 12/16/15, MP 3.17 • 1 severe injury crash: 2/6/17, MP 0/87 |
|------------------------------|--|--|--|

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|-------------------------------|----------------------------------|--|-------------|
| <p>High Prairie Rd</p> | <p>Curve warning signs, 2018</p> | <p>This census tract has a total population of 1,085 people</p> <ul style="list-style-type: none"> • Youth: approx. 17% or 182 children (below countywide average of approx. 19%) • Elderly: approx. 38% or 414 people (exceeds countywide average of approx. 23%) • People of Color: approx. 5% or 57 people (below countywide average of approx. 18%) • People with Disability: approx. 27% or 289 people (above countywide average of approx. 19%) • Median Household Income: approx. \$57,917 (above federal poverty line of \$25,750) • People with LEP: 0% | <p>None</p> |
|-------------------------------|----------------------------------|--|-------------|

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|--------------------------------|----------------------------------|---|-------------|
| <p>Jasper-Lowell Rd</p> | <p>Curve warning signs, 2019</p> | <p>This census tract has a total population of 1,058 people</p> <ul style="list-style-type: none"> • Youth: approx. 16% or 165 children (below countywide average of approx. 19%) • Elderly: approx. 25% or 260 people (exceeds countywide average of approx. 23%) • People of Color: approx. 6% or 64 people (below countywide average of approx. 18%) • People with Disability: approx. 18% or 192 people (below countywide average of approx. 19%) • Median Household Income: approx. \$72,981 (above federal poverty line of \$25,750) • People with LEP: 0% | <p>None</p> |
|--------------------------------|----------------------------------|---|-------------|

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|-----------------------------|---|--|--|
| <p>Lorane Hwy</p> | <p>Centerline recessed pavement markers</p> | <p>This census tract has a total population of 1,113 people</p> <ul style="list-style-type: none"> • Youth: approx. 15% or 172 children (below countywide average of approx. 19%) • Elderly: approx. 23% or 257 people (equal to countywide average of approx. 23%) • People of Color: approx. 9% or 104 people (below countywide average of approx. 18%) • People with Disability: approx. 14% or 152 people (below countywide average of approx. 19%) • Median Household Income: approx. \$76,765 (above federal poverty line of \$25,750) • People with LEP: 0% | <p>2 fatal crashes:</p> <ul style="list-style-type: none"> • 05/14/2016, MP 7.38 • 09/30/2018, MP 13.67 <p>2 severe injury crashes</p> <ul style="list-style-type: none"> • 07/10/2015, MP 11.31 • 11/22/2019, MP 3.83 |
| <p>Lost Creek Rd</p> | <p>Curve warning signs, 2018</p> | <p>This census tract has a total population of 1,466 people</p> <ul style="list-style-type: none"> • Youth: approx. 19% or 272 children (equal to countywide average of approx. 19%) | <p>None</p> |

| | | | |
|-------------------|---|---|--|
| | | <ul style="list-style-type: none"> • Elderly: approx. 17% or 246 people (below countywide average of approx. 23%) • People of Color: approx. 7% or 97 people (below countywide average of approx. 18%) • People with Disability: approx. 18% or 266 people (below countywide average of approx. 19%) • Median Household Income: approx. \$60,200 (above federal poverty line of \$25,750) • People with LEP: 0% | |
| Marcola Rd | Centerline and shoulder rumble strips, 2018 | <p>This census tract has a total population of 1,949 people</p> <ul style="list-style-type: none"> • Youth: approx. 25% or 481 children (below countywide average of approx. 19%) • Elderly: approx. 24% or 467 people (exceeds countywide average of approx. 23%) | <p>3 fatal crashes</p> <ul style="list-style-type: none"> • 06/15/2015, MP 5.53 • 08/05/2017, MP 4.20 • 11/15/2019, MP 13.33 <p>2 severe injury crashes:</p> <ul style="list-style-type: none"> • 08/31/2018, MP 9.84 • 05/17/2019, MP 8.96 |

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|-----------------------|---------------------------|--|---|
| | | <ul style="list-style-type: none"> • People of Color: approx. 3% or 59 people (below countywide average of approx. 18%) • People with Disability: approx. 17% or 335 people (below countywide average of approx. 19%) • Median Household Income: approx. \$96,875 (above federal poverty line of \$25,750) • People with LEP: 0% | |
| Mercer Lake Rd | Curve warning signs, 2018 | <p>This census tract has a total population of 894 people</p> <ul style="list-style-type: none"> • Youth: approx. 10% or 89 children (below countywide average of approx. 19%) • Elderly: approx. 31% or 276 people (exceeds countywide average of approx. 23%) • People of Color: approx. 15% or 132 people (below countywide average of approx. 18%) | 1 severe injury crash: 5/18/18, MP 1.01 |

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|------------------------------|---------------------------|---|--|
| | | <ul style="list-style-type: none"> • People with Disability: approx. 24% or 214 people (above countywide average of approx. 19%) • Median Household Income: approx. \$51,154 (above federal poverty line of \$25,750) • People with LEP: 0% | |
| North Fork Siuslaw Rd | Curve warning signs, 2018 | <p>This census tract has a total population of 894 people</p> <ul style="list-style-type: none"> • Youth: approx. 10% or 89 children (equal to countywide average of approx. 19%) • Elderly: approx. 31% or 276 people (exceeds countywide average of approx. 23%) • People of Color: approx. 15% or 132 people (below countywide average of approx. 18%) • People with Disability: approx. 24% or 214 people (above countywide average of approx. 19%) | 1 severe injury crash: 9/11/18, MP 12.05 |

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| | | <ul style="list-style-type: none"> • Median Household Income: approx. \$51,154 (above federal poverty line of \$25,750) • People with LEP: 0% | |
| North Jetty Rd | Curve warning signs, 2018 | <p>This census tract has a total population of 1,061 people</p> <ul style="list-style-type: none"> • Youth: approx. 9% or 91 children (below to countywide average of approx. 19%) • Elderly: approx. 42% or 443 people (exceeds countywide average of approx. 23%) • People of Color: approx. 4% or 39 people (below countywide average of approx. 18%) • People with Disability: approx. 23% or 243 people (above countywide average of approx. 19%) • Median Household Income: approx. \$51,125 (above federal poverty line of \$25,750) | None |

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| | | <ul style="list-style-type: none"> • People with LEP: 0% | |
| Poodle Creek Rd | Centerline rumble strips, 2017 | <p>This census tract has a total population of 989 people</p> <ul style="list-style-type: none"> • Youth: approx. 22% or 219 children (exceeds countywide average of approx. 19%) • Elderly: approx. 20% or 199 people (below countywide average of approx. 23%) • People of Color: approx. 11% or 105 people (below countywide average of approx. 18%) • People with Disability: approx. 13% or 130 people (below countywide average of approx. 19%) • Median Household Income: approx. \$68,596 (above federal poverty line of \$25,750) • People with LEP: 0% | 1 fatal crash: 4/22/15, MP 2.6 |

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|------------------------------|----------------------------------|--|-------------|
| <p>Rattlesnake Rd</p> | <p>Curve warning signs, 2019</p> | <p>This census tract has a total population of 2,345 people</p> <ul style="list-style-type: none"> • Youth: approx. 31% or 728 children (exceeds countywide average of approx. 19%) • Elderly: approx. 19% or 450 people (below countywide average of approx. 23%) • People of Color: approx. 2% or 46 people (below countywide average of approx. 18%) • People with Disability: approx. 20% or 468 people (above countywide average of approx. 19%) • Median Household Income: approx. \$85,000 (above federal poverty line of \$25,750) • People with LEP: approx. 2% or 51 people (anything above 0% is significant) | <p>None</p> |
|------------------------------|----------------------------------|--|-------------|

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| <p>River Rd (only at MP 2.7 , near Browns Landing)</p> | <p>Curve warning sign, 2018</p> | <p>This census tract has a total population of 1,078 people</p> <ul style="list-style-type: none"> • Youth: approx. 28% or 296 children (exceeds countywide average of approx. 19%) • Elderly: approx. 26% or 278 people (exceeds countywide average of approx. 23%) • People of Color: approx. 13% or 138 people (below countywide average of approx. 18%) • People with Disability: approx. 12% or 134 people (below countywide average of approx. 19%) • Median Household Income: approx. \$59,479 (above federal poverty line of \$25,750) • People with LEP: 0% | <p>5 severe injury crashes:</p> <ul style="list-style-type: none"> • 01/13/2017, MP 3.08 • 11/16/2017, MP 5 • 12/01/2017, MP 0.69 • 09/02/2018, MP 8.15 • 05/25/2018, MP 8.58 |
| <p>River Loop #2 (near River Loop #1 intersection)</p> | <p>Curve warning signs, 2018</p> | <p>This census tract has a total population of 1,459 people</p> | <p>None</p> |

| | | | |
|--------------------|--------------------------------|--|------|
| | | <ul style="list-style-type: none"> • Youth: approx. 23% or 325 children (exceeds countywide average of approx. 19%) • Elderly: approx. 20% or 293 people (below countywide average of approx. 23%) • People of Color: approx. 20% or 292 people (above countywide average of approx. 18%) • People with Disability: approx. 14% or 198 people (below countywide average of approx. 19%) • Median Household Income: approx. \$76,359 (above federal poverty line of \$25,750) • People with LEP: 0% | |
| Suttle Road | Centerline rumble strips, 2017 | <p>This census tract has a total population of 1,514 people</p> <ul style="list-style-type: none"> • Youth: approx. 17% or 250 children (below countywide average of approx. 19%) | None |

| | | | |
|--|--|---|--|
| | | <ul style="list-style-type: none"> • Elderly: approx. 20% or 298 people (below countywide average of approx. 23%) • People of Color: approx. 14% or 205 people (below countywide average of approx. 18%) • People with Disability: approx. 13% or 199 people (below countywide average of approx. 19%) • Median Household Income: approx. \$77,344 (above federal poverty line of \$25,750) • People with LEP: 0% | |
|--|--|---|--|

Benefitted Populations

With regards to populations that benefitted from these systemic safety engineering improvements, the demographic information is from census data of the population in which the road is located; however, County roads serve more than neighborhood traffic. Most of the roads are higher-classification roads that serve regional traffic patterns, so it is difficult to isolate the exact populations benefitted. Further, while the large census tracts are helpful for evaluating populations surrounding very long roads, it is difficult to predict local demographics at a smaller scale; however, most of the roads listed above are many miles long, making a system-wide analysis, such as this, relevant. Of the 23 roads that received systemic safety engineering investments, the surrounding populations were primarily elderly and affluent, but several served vulnerable populations, as listed below:

- 14 of the roads were located in areas with greater concentrations of elderly (65+) populations than the countywide average

- 12 of the roads were located in areas with greater concentrations of youth (under 18) populations than the countywide average
- 8 of the roads were located in areas with greater concentrations of disabled populations than the countywide average
- 1 of the roads was located in an area with greater concentrations of people of color than the countywide average (i.e. River Loop #2 in Eugene metro area)
- Four of the roads were located in areas with people with limited English proficiency
- Household incomes of the populations surrounding the 23 roads ranged from \$44,688 to \$98,167. The median household income for Lane County is \$52,000. The federal poverty line is \$25,750 per household for a family of four.

With regard to the traveling public benefitting from these systemic safety engineering improvements, between 2015 and 2019, most of the affected roads had one or more fatal and/or severe-injury collision; in total, 11 people died and 24 people were injured. Implementation of these systemic safety measures has the potential to reduce fatal and severe injury crashes. According to the Federal Highway Administration, curve warning signs reduce fatal and severe injury crashes by 30% and rumble strips by 35%. Assuming a 30% reduction in crashes, these measures could have prevented three deaths and seven people from being serious injured. The physical, emotional, and societal costs associated with these deaths and injuries is enormous.

Areas of Potential Vulnerability

The following tables identify County roads located in areas with greater concentrations of disadvantaged populations and provides relevant fatal and severe-injury crash data. The tables are organized by the following populations: youth, elderly, disabled, people of color, limited English proficiency, and household income. (Note: The Eugene-Springfield metro boundary is not included in the following analysis at this time.)

Youth

The following table identifies areas that have greater concentrations of youth populations, the County roads within those areas, and the fatal and severe injury crashes that occurred on those County roads between 2015 and 2019 (the latest five-year crash data set available). The areas included in the following analysis are 2019 census tracts with populations that exceed 24% of people under the age of 18 years old (these are shown on the attached maps with the darkest shadings of green). Youth represents 18.6% of the entire Lane County population.

| Areas with over 24% ages under 18 years old | County Roads | Fatal and Severe-Injury Crashes (2015-2019) |
|--|--|--|
| <p>Area between Creswell and Pleasant Hill: 31% or 728 children.</p> <p>The total population of this census tract is 2,345 people.</p> | <ul style="list-style-type: none"> • Cloverdale Rd • Morningstar Rd • Tinker Rd • Enterprise Rd • Hendricks Rd • Bear Creek Rd • Rodgers Rd • Rattlesnake Rd | <ul style="list-style-type: none"> • 7/10/15 fatal crash on Cloverdale Rd |
| <p>Area east of Veneta urban growth boundary (UGB): 30% or 495 children.</p> <p>The total population for this census tract is 1,644 people.</p> | <ul style="list-style-type: none"> • Erdman Way • E. Bolton Rd • Huston Rd • Tidball Ln • Perkins Rd | None |
| <p>Junction City and surroundings to north and east County lines: 27% or 296 children.</p> <p>The total population for this census tract is 1,078 people.</p> | <ul style="list-style-type: none"> • River Rd • Noraton Rd • Jaeger Rd • Howard Ln • McMullen Ln • Toftdahl Ln • Ayres Ln • Dane Ln | <p>Three severe-injury crashes on River Rd:</p> <ul style="list-style-type: none"> • 12/1/17 stop sign, turning movement • 11/16/17 head-on • 1/13/17 stop sign, turning movement |
| <p>The east half of the City of Veneta: 26% or 485 children.</p> <p>The total population of this census tract is 1,855 people.</p> | <ul style="list-style-type: none"> • E. Bolton Rd • Huston Rd • Territorial Hwy | 7/8/17 Severe injury crash on Territorial Hwy, drug involved, bicycle |
| <p>Area west of Creswell: 25% or 246 children.</p> <p>The total population of this census tract is 975 people.</p> | <ul style="list-style-type: none"> • Camas Swale Rd • Gibson Lane • Deberry Rd • Weiss Rd • Howe Ln • Florence Ave • Butte Rd | 12/19/15 fatal crash on Camas Swale Road, alcohol involved |
| <p>Central portion of the city of Cottage Grove: 25% or 455 children.</p> <p>The total population of this census tract is 1,796 people.</p> | None within area | None within area |

| | | |
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| <p>Area northeast of Coburg UGB: 25% or 299 children</p> <p>The total population for this census tract is 1,218 people.</p> | <ul style="list-style-type: none"> • Powerline Rd • Coburg Rd • N. Coburg Rd • Crossroads Ln. • Coburg Bottom Lp | <ul style="list-style-type: none"> • 8/10/18 Fatal crash on Coburg Rd, fixed object • 11/22/17 Severe injury crash on Coburg Road, head-on • 11/22/18 Severe-injury crash, head-on Coburg Road |
| <p>Area between Springfield and Marcola: 25% or 481 children.</p> <p>The total population of this census tract is 1,949 people.</p> | <ul style="list-style-type: none"> • McKenzie View Dr • Hill Rd • Marcola Rd • Camp Creek Rd • Sunderman Rd | <ul style="list-style-type: none"> • 7/26/18 severe injury crash involving bicycle on McKenzie View Dr • 2/25/17 fatal crash on Hill Rd • 6/15/15 fatal, head-on on Marcola Rd • 8/5/17 fatal, head-on on Marcola Rd • 6/4/16 severe-injury crash on Camp Creek Rd • 11/30/18 severe-injury crash on Camp Creek Rd • 3/14/18 severe-injury crash on Camp Creek Rd • 12/6/18 severe injury crash on Camp Creek Rd |

Youth Vulnerability Summary: Lane County roads of concern within this demographic (within areas where youth populations exceed 24% of the given census tract) and with fatal and severe-injury crashes (from 2015 to 2019) include the following 9 roads (bold text indicates roads on Lane County’s Top 12 Safety Roads list): Cloverdale Road (1 fatal crash); **(North) River Road** near Junction City (3 severe injury crashes); **Territorial Hwy** in Veneta (1 severe injury crash); Camas Swale Rd (1 fatal crash); Coburg Rd NW of City of Coburg (1 fatal crash and 2 severe injury crashes); Hill Road (1 fatal crash); McKenzie View Drive (1 severe injury crash); **Marcola Rd** (2 fatal crashes); and **Camp Creek Rd** (4 severe injury crashes). The total number of fatal crashes (2015-2019) within areas where youth populations exceed 24% (excluding the Eugene-Springfield metro area): 6 fatal crashes; and 11 serious injury crashes.

Elderly

The following table identifies areas that have greater concentrations of elderly populations, the County roads within those areas, and the fatal and severe injury crashes that occurred on those County roads between 2015 and 2019 (the latest five-year crash data set available). The areas included in the following analysis are 2019 census tracts with populations that exceed 28% of people 65 years of age or older (these areas are shown in the attached maps with the darkest shadings of green). The elderly represents 18.8% of the entire Lane County population. (Note: the Eugene-Springfield metro area is not included in the following evaluation at this time.)

| Areas of 65+ Populations that Exceed 28% | County Roads | Fatal and Severe-Injury Crashes (2015-2019) |
|--|---|--|
| <p>Florence: 50% (note: this is an average of the total census tracts within Florence) which translates to 4,461 people.</p> <p>The total population of Florence in 2019 is 8,921 people.</p> | <ul style="list-style-type: none"> • Munsel Lake Rd • Heceta Beach Rd • Rhododendron Drive <p>(plus several shorter local roads)</p> | <p>None</p> |
| <p>Dunes City and area to the south County line: 47% or 540 people.</p> <p>The total population of this census tract is 1,149 people.</p> | <ul style="list-style-type: none"> • Canary Rd • Clear Lake Rd • Boy Scout Rd • Pacific Ave | <p>10/27/17 severe injury crash on Canary Rd, alcohol involved</p> |
| <p>Vida area: 40% or about 462 people.</p> <p>The total population of this census tract is 1,156 people.</p> | <ul style="list-style-type: none"> • Goodpasture Rd • N. Gate Cr Rd • Angels Flight Rd • Leaburg Dam Rd • Greenwood Dr | <p>None</p> |
| <p>Area around Mapleton: 40% or about 298 people</p> <p>The total population of this census tract is 743 people.</p> | <ul style="list-style-type: none"> • Sweet Creek Rd • Bernhardt Creek Rd | <p>None</p> |

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| <p>Area around (literally, surrounding, but not including) the City of Oakridge: 38% or about 413 people.</p> <p>The total population of this census tract is 1,085 people.</p> <p>(Note: within the City of Oakridge, 65+ is only 18% of the population.)</p> | <ul style="list-style-type: none"> • Kitson Springs Rd • Dead Mountain Rd • High Prairie Rd • Mountain View Rd • LaDuke Rd • Westfir-Oakridge Rd • Dunning Rd • McFarland Rd • Brock Rd | <p>None</p> |
| <p>Cheshire and Franklin (unincorporated communities southwest of Junction City): 37% or 435 people.</p> <p>The total population of this census tract is 1,174 people.</p> | <ul style="list-style-type: none"> • Territorial Hwy • Applegate Trail • Smyth Rd • High Pass Rd | <p>12/16/15 fatal crash on High Pass Rd, alcohol involved</p> |
| <p>Area west of Cottage Grove: 34% or 544 people.</p> <p>The total population of this census tract is 1,599 people.</p> | <ul style="list-style-type: none"> • Cottage Grove – Lorane Rd • Gowdyville Rd • Kenady Ln | <ul style="list-style-type: none"> • 8/1/19 severe injury crash on Cottage Grove – Lorane Rd • 10/19/19 severe injury crash on Cottage Grove – Lorane Rd • 7/18/15 fatal crash on Gowdyville Rd, alcohol involved |
| <p>Area southeast of Cottage Grove: 34% or 433 people.</p> <p>The total population of this census tract is 1,272 people.</p> | <ul style="list-style-type: none"> • Mosby Creek Rd • Blue Mtn School Rd | <ul style="list-style-type: none"> • 10/18/18 severe injury crash on Mosby Creek Rd • 11/24/15 severe injury crash on Mosby Creek Rd • 11/18/18 severe injury crash on Mosby Creek Rd |
| <p>Area west of Junction City, north of Cheshire: 33% or 240 people.</p> <p>The total population of this census tract is 725 people.</p> | <ul style="list-style-type: none"> • Ferguson Rd • Turnbow Rd • High Pass Rd • Territorial Hwy | <ul style="list-style-type: none"> • 9/7/18 severe injury crash on Ferguson Rd, alcohol involved • 12/16/16 fatal on High Pass Rd, alcohol involved |

| | | |
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| | | <ul style="list-style-type: none"> • 5/15/18 fatal on Territorial Hwy, alcohol involved • 8/8/15 severe injury crash on Territorial Hwy, rear-end crash • 10/4/17 fatal crash on Territorial Hwy, alcohol involved • 8/5/18 severe-injury crash, alcohol involved, rear end crash on Territorial Hwy • 8/26/15 severe injury crash on Territorial Hwy, intersection crash |
| <p>Area south of Eugene UGB, northwest of Creswell: 33% or 561 people.</p> <p>The total population of this census tract is 1,699 people.</p> | <ul style="list-style-type: none"> • South Willamette Street • Murdock Rd • Fox Hollow Rd • Dillard Rd • Camas Swale Rd | <ul style="list-style-type: none"> • 11/18/18 severe injury crash on Dillard Rd • 8/14/18 fatal crash on Dillard Rd, alcohol involved • 12/19/15 fatal crash on Camas Swale Rd, alcohol involved |
| <p>Rainbow and McKenzie Bridge: 31% or 208 people.</p> <p>The total population of this census tract is 670 people.</p> | <ul style="list-style-type: none"> • Horse Creek Rd • E. King Rd • W. King Rd • McKenzie River Drive | <ul style="list-style-type: none"> • 9/2/19 severe-injury crash on McKenzie River Drive, alcohol involved |
| <p>Area north of Florence to north County line: 31% or 512 people.</p> <p>The total population of this census tract is 1,649 people.</p> | <ul style="list-style-type: none"> • North Fork Siuslaw Rd • Upper N Fork Rd • Big Creek Rd • Mercer Lake Rd • Sutton Lake Rd | <ul style="list-style-type: none"> • 9/11/18 severe injury crash on North Fork Siuslaw Rd, alcohol involved |
| <p>Area southwest of Eugene UGB, around Murray Hill: 31% or 284 people.</p> <p>The total population of this census tract is 916 people.</p> | <ul style="list-style-type: none"> • Crow Rd • Greenhill Rd • Willow Creek Rd • Gimple Hill Rd • Pine Grove Rd • N. Modesto Dr. | <ul style="list-style-type: none"> • 10/19/17 severe injury crash on Crow Rd • 6/27/17 severe injury crash on Crow Rd • 6/6/15 severe injury crash on Willow Creek Rd |

| | | |
|---|---|---|
| | <ul style="list-style-type: none"> • Dukhobar Rd • Benson Rd • Greenbriar Dr. | <ul style="list-style-type: none"> • 11/29/16 severe injury crash on Willow Creek Rd |
| <p>Elmira: 29% or 400 people</p> <p>The total population of this census tract is 1,380 people.</p> | <ul style="list-style-type: none"> • Territorial Hwy • Butler Rd • Lawrence Rd • Warthen Rd • Demming Rd • Sheffler Rd • Suttle Rd | <ul style="list-style-type: none"> • 8/13/18 fatal crash on Territorial Hwy, drug involved • 1/14/19 severe injury crash on Territorial Hwy • 11/21/18 severe-injury crash on Territorial Hwy • 6/5/16 severe injury crash on Butler Rd • 5/18/18 severe-injury crash on Lawrence Rd |
| <p>Area between Eugene and Fern Ridge Lake: 28% or 387 people</p> <p>The total population of this census tract is 1,381 people.</p> | <ul style="list-style-type: none"> • Clear Lake Rd • Bodenhamer Rd • Fir Butte Rd • Royal Ave • Fisher Rd • Greenhill Rd | <ul style="list-style-type: none"> • 9/19/15 severe injury crash on Clear Lake Rd • 3/28/18 severe injury crash on Clear Lake Rd • 12/2/17 severe injury crash on Clear Lake Rd • 5/22/16 severe injury crash on Royal Ave/Fisher Rd • 5/22/18 severe injury crash on Greenhill Rd • 6/15/15 severe injury crash on Greenhill Rd • 7/19/17 fatal crash on Greenhill Rd |
| <p>Area between Veneta and Eugene, south of Hwy 126 W: 29% or 401 people</p> <p>The total population of this census tract is 1,381 people.</p> | <ul style="list-style-type: none"> • Central Rd • Fleck Rd • Perkins Rd • Cantrell Rd | <ul style="list-style-type: none"> • 6/5/15 fatal crash on Central Rd, alcohol involved • 1/29/17 fatal crash on Central Rd, alcohol involved • 10/7/17 severe injury crash on Central Rd, alcohol involved • 12/25/15 fatal crash on Central Rd |

Elderly Vulnerability Summary: Lane County roads of concern within this demographic (within areas where over 65 year-old populations exceed 28% of the given census tract) and with fatal and severe-injury crashes (from 2015 to 2019) include the following 18 roads (**bold text** indicates roads on Lane County’s Top 12 Safety Roads list): Camas Swale Rd (1 fatal crash); Canary Rd (1 severe injury crash); Central Rd (3 fatal crashes, 1 severe injury crash); **Clear Lake Rd** (3 severe injury crashes); Cottage Grove – Lorane Rd (2 severe injury crashes); Cottage Grove Res Rd (1 severe injury crash); **Crow Rd** (2 severe injury crashes); Dillard Rd (1 fatal crash, 1 severe injury crash); Ferguson Rd (1 severe injury crashes); Gowdyville Rd (1 fatal crash); Greenhill Rd (1 fatal crash, 2 severe injury crashes); High Pass Rd (1 fatal crash); McKenzie River Drive (1 severe injury crash); Mosby Creek Rd (3 severe injury crashes); North Fork Siuslaw Rd (1 severe injury crash); Royal Ave (1 severe injury); **Territorial Hwy** (3 fatal crashes, 7 severe injury crashes); and Willow Creek Rd (2 severe injury crashes). The total number of fatal and severe-injury crashes (2015-2019) within areas where elderly populations exceed 28% (excluding the Eugene-Springfield metro area): 11 fatal crashes; and 28 serious injury crashes.

Disabled

The following table identifies areas that have greater concentrations of disabled populations, the County roads within those areas, and the fatal and severe injury crashes that occurred on those County roads between 2015 and 2019 (the latest five-year crash data set available). The areas included in the following analysis are 2019 census tracts with populations that exceed 24% of people with disabilities (these areas are shown in the attached maps with the darkest shadings of green). The disabled represents 16.9% of the entire Lane County population. (Note: the Eugene-Springfield metro area is not included in the following evaluation at this time.)

| Areas with Disabled Populations that Exceed 24% | County Roads | Fatal and Severe-Injury Crashes (2015-2019) |
|--|--|--|
| <p>Florence: 33% (note: this is an average of the total census tracts within Florence) which translates to 2,944 people.</p> <p>The total population of Florence in 2019 is 8,921 people.</p> | <ul style="list-style-type: none"> • Munsel Lake Rd • Heceta Beach Rd • Rhododendron Rd <p>(plus several shorter local roads)</p> | <p>None</p> |
| <p>Area southeast of Cottage Grove: 30% or 382 people</p> <p>The total population of this census tract is 1,272 people.</p> | <ul style="list-style-type: none"> • Mosby Creek Rd • Blue Mtn School Rd | <ul style="list-style-type: none"> • 10/18/18 severe injury crash on Mosby Creek Rd • 11/24/15 severe injury crash on Mosby Creek Rd • 11/18/18 severe injury crash on Mosby Creek Rd |

| | | |
|---|--|---|
| <p>Area around Dorena Lake: 29% or 271 people.</p> <p>The total population of this census tract is 935 people.</p> | <ul style="list-style-type: none"> • Row River Rd • Shoreview Drive • Garoute Rd | <ul style="list-style-type: none"> • 1/6/18 severe injury crash on Row River Rd • 12/13/15 fatal crash on Row River Rd, alcohol involved • 7/8/16 fatal crash on Row River Rd • 7/16/16 fatal crash on Garoute Rd • 8/23/16 severe injury crash on Shoreview Drive |
| <p>Area around (surrounding, but not including) the City of Oakridge: 27% or 293 people.</p> <p>The total population of this census tract is 1,085 people.</p> | <ul style="list-style-type: none"> • Kitson Springs Rd • Dead Mountain Rd • High Prairie Rd • Mountain View Rd • LaDuke Rd • Westfir-Oakridge Rd • Dunning Rd • McFarland Rd • Brock Rd | <p style="text-align: center;">None</p> |
| <p>Area west of Cottage Grove: 27% or 432 people</p> <p>The total population of this census tract is 1,599 people.</p> | <ul style="list-style-type: none"> • Cottage Grove – Lorane Rd • Gowdyville Rd • Kenady Ln | <ul style="list-style-type: none"> • 8/1/19 severe injury crash on Cottage Grove – Lorane Rd • 10/19/19 severe injury crash on Cottage Grove – Lorane Rd • 7/18/15 fatal crash on Gowdyville Rd, alcohol involved |
| <p>Area north of Cottage Grove: 27% or 529 people</p> <p>The total population of this census tract is 1,961.</p> | <ul style="list-style-type: none"> • Lynx Hollow Rd • Davisson Rd • Bennett Creek Rd • Saginaw Rd | <ul style="list-style-type: none"> • 11/1/18 severe injury crash on Bennett Creek Rd |
| <p>Area around Triangle Lake, Blachly, and Horton: 26% or 228 people.</p> <p>The total population of this census tract is 878 people.</p> | <ul style="list-style-type: none"> • Horton Rd • High Pass Rd • Post Rd • Swamp Creek Rd • Rust Rd • Little Lake Rd • Sumich Rd | <p>7/21/17 fatal crash on Horton Road, alcohol involved</p> |

| | | |
|--|---|---|
| | <ul style="list-style-type: none"> • Jay Rd • Pope Rd | |
| <p>Area around Mapleton: 26% or 347 people.</p> <p>The total population of this census tract is 1,335 people.</p> | <ul style="list-style-type: none"> • Sweet Creek Rd • Bernhardt Creek Rd | None |
| <p>Area around Swisshome: 26% or 377 people.</p> <p>The total population of this census tract is 1,450 people</p> | <ul style="list-style-type: none"> • Stagecoach Rd • Indian Creek Rd • Deadwood Creek Rd | <ul style="list-style-type: none"> • 7/8/16 severe injury crash, head-on on Deadwood Creek Rd • 8/5/18 severe injury crash on Stagecoach Rd |

Disabled Vulnerability Summary: Lane County roads of concern within this demographic (within areas where disabled populations exceed 24% of the given census tract) and with fatal and severe-injury crashes (from 2015 to 2019) include the following 10 roads (**bold** text indicates roads on Lane County’s Top 12 Safety Roads list): Bennett Creek Rd (1 severe injury crash); Cottage Grove – Lorane Rd (2 severe injury crashes); Deadwood Creek Rd (1 severe injury crash); Garoute Rd (1 fatal); Gowdyville Rd (1 fatal crash); Horton Rd (1 fatal crash); Mosby Creek Rd (3 severe injury crashes); **Row River Rd** (2 fatal, 1 severe injury); Shorview Drive (1 severe injury); and Stagecoach Road (1 severe injury). The total number of fatal crashes (2015-2019) within areas where elderly populations exceed countywide averages (excluding the Eugene-Springfield metro area): 5 fatal crashes; and 10 serious injury crashes.

People of Color

The following table identifies areas that have greater concentrations of people of color populations, the County roads within those areas, and the fatal and severe injury crashes that occurred on those County roads between 2015 and 2019 (the latest five-year crash data set available). The areas included in the following analysis are 2019 census tracts with populations that exceed the countywide average of 18% (these areas are shown in the attached maps with the darkest shadings of green). (Note: the Eugene-Springfield metro area is not included in the following evaluation at this time.)

| Areas with People of Color Populations that Exceed 18% | County Roads | Fatal and Severe-Injury Crashes (2015-2019) |
|---|--------------|---|
| <p>Center of City of Cottage Grove: 33% or 593 people</p> <p>The total population for this census tract is 1,796 people.</p> | None | None |

| | | |
|---|---|---|
| <p>Area east of Veneta UGB, south of Hwy 126W: 28% or 460 people.</p> <p>The total population for this census tract is 1,644 people.</p> | <ul style="list-style-type: none"> • Erdman Way • E. Bolton Rd • Huston Rd • Tidball Ln • Perkins Rd | <p>None</p> |
| <p>Area around Blue River: 25% or 263 people.</p> <p>The total population of this census tract is 1,032 people.</p> | <ul style="list-style-type: none"> • Blue River Drive • Blue River Rd • Elk Creek Rd | <p>None</p> |
| <p>Area surrounding Buford Park, bordered by Springfield UGB to the north, I-5 to the west, Hwy 58 to the south, and extending to the west edge of Pleasant Hill: 24% or 398 people.</p> <p>The total population of this census tract is 1,660 people.</p> | <ul style="list-style-type: none"> • Seavey Loop Rd • Seavey Way • Franklin Blvd (E) • Buford Park Rd • Dilley Ln • Brabham Rd • Ridgeway Rd • Willama Vista St • Zephyr Way | <ul style="list-style-type: none"> • 3/12/18 severe injury crash on Seavey Lp Rd • 6/3/16 severe injury crash on Seavey Lp Rd • 11/17/18 severe injury crash on Brabham Rd at Hwy 58 intersection • 6/12/18 severe injury crash on Ridgeway Rd at Willama Vista St |
| <p>Area west of Junction City, north of Cheshire: 21% or 152 people.</p> <p>The total population of this census tract is 725 people.</p> | <ul style="list-style-type: none"> • Ferguson Rd • Turnbow Rd • High Pass Rd • Territorial Hwy | <ul style="list-style-type: none"> • 9/7/18 severe injury crash on Ferguson Rd, alcohol involved • 12/16/16 fatal on High Pass Rd, alcohol involved • 5/15/18 fatal on Territorial Hwy, alcohol involved • 8/8/15 severe injury crash on Territorial Hwy, rear-end crash • 10/4/17 fatal crash on Territorial Hwy, alcohol involved • 8/5/18 severe-injury crash, alcohol involved, rear end crash on Territorial Hwy • 8/26/15 severe injury crash on Territorial Hwy, intersection crash |

| | | |
|---|---|---|
| <p>Area northwest of Cottage Grove, around unincorporated communities of Saginaw and Walker: 19% or 373 people</p> <p>The total population of this census tract is 1,961 people.</p> | <ul style="list-style-type: none"> • Cottage Grove-Lorane Rd • Lynx Hollow Rd • Beach Rd • Turkey Run Rd • W. Saginaw Rd • Davisson Rd • Howe Ln • W. Tate Rd • Delight Valley School Rd | <ul style="list-style-type: none"> • 8/1/19 severe injury crash on Cottage Grove – Lorane Rd |
|---|---|---|

People of Color Vulnerability Summary: Lane County roads of concern within this demographic (within areas where people of color populations exceed 18% of the given census tract) and with fatal and severe-injury crashes (from 2015 to 2019) include the following 7 roads (**bold text** indicates roads on Lane County’s Top 12 Safety Roads list): Brabham Rd (1 severe injury crash); Cottage Grove – Lorane Rd (1 severe-injury crash); Ferguson Rd (1 severe injury crash); High Pass Rd (1 fatal crash); Ridgeway Rd (1 severe injury crash); Seavey Loop Rd (2 severe-injury crashes); and **Territorial Hwy** (2 fatal crashes, 3 severe injury crashes). The total number of fatal crashes (2015-2019) within areas where elderly populations exceed countywide averages (excluding the Eugene-Springfield metro area): 3 fatal crashes; and 9 serious injury crashes.

People with LEP

The following table identifies areas that have people with limited English proficiency, the County roads within those areas, and the fatal and severe injury crashes that occurred on those County roads between 2015 and 2019 (the latest five-year crash data set available). The areas included in the following analysis are 2019 census tracts with LEP populations that exceed 0% (these areas are shown in the attached maps with the darkest shadings of green). Throughout Lane County, most census block groups have zero households that identify as having limited English proficiency. (Note: the Eugene-Springfield metro area is not included in the following evaluation at this time; overall, within the metro area, places where there are larger concentrations of LEP comprise no more than 2% of all households.)

| Areas with LEP Populations that Exceed 0% | County Roads | Fatal and Severe-Injury Crashes (2015-2019) |
|---|----------------|---|
| <p>Southern portion of City of Florence: 6.53% or 39 people</p> <p>The total population for this census tract is 607 people.</p> | None | None |
| <p>West half of City of Veneta: 4.54% or 99 people</p> | Bolton Hill Rd | None |

| | | |
|---|---|--|
| <p>The total population of this census tract is 2, 187 people.</p> | | |
| <p>Area northeast of Cottage Grove: 3.25% or 31 people</p> <p>The total population of this census tract is 939 people.</p> | <ul style="list-style-type: none"> • Cerro Gordo Rd • Row River Rd • Bryson-Sears Rd • Sears Rd • Molitor Hill Rd • Meyer Rd • Shoreview Dr | <ul style="list-style-type: none"> • 1/6/18 severe-injury crash on Row River Rd • 12/13/15 fatal on Row River Rd • 7/8/16 fatal on Row River Rd |
| <p>Area south of Marcola, west of Walterville, and north of Cedar Flats: 3.14% or 51 people.</p> <p>The total population of this census tract is 1,635 people.</p> | <ul style="list-style-type: none"> • Camp Creek Rd • MJ Chase Rd • Kickbush Ln • Worth Rd • Upper Camp Creek Rd • Millican Rd • Sunderman Rd • Tree Farm Rd • Honey Bee Ln • Cartright Creek Rd | <p>None</p> |
| <p>Area around Swisshome: 2.26% or 33 people.</p> <p>The total population of this census tract is 1,450 people.</p> | <ul style="list-style-type: none"> • Stagecoach Rd • Indian Creek Rd • Deadwood Creek Rd | <ul style="list-style-type: none"> • 7/8/16 severe injury crash, head-on on Deadwood Creek Rd • 8/5/18 severe injury crash on Stagecoach Rd |
| <p>Area between Creswell and Pleasant Hill: 2.16% or 51 people.</p> <p>The total population of this census tract is 2,345 people.</p> | <ul style="list-style-type: none"> • Cloverdale Rd • Morningstar Rd • Tinker Rd • Enterprise Rd • Hendricks Rd • Bear Creek Rd • Rodgers Rd • Rattlesnake Rd | <ul style="list-style-type: none"> • 7/10/15 fatal crash on Cloverdale Rd |
| <p>Area southwest of Eugene UGB, around Murray Hill: 1.46% or 13 people.</p> <p>The total population of this census tract is 916 people.</p> | <ul style="list-style-type: none"> • Crow Rd • Greenhill Rd • Willow Creek Rd • Gimple Hill Rd • Pine Grove Rd • N. Modesto Dr. • Dukhobar Rd | <ul style="list-style-type: none"> • 10/19/17 severe injury crash on Crow Rd • 6/27/17 severe injury crash on Crow Rd • 6/6/15 severe injury crash on Willow Creek Rd |

| | | |
|---|---|--|
| | <ul style="list-style-type: none"> • Benson Rd • Greenbriar Dr. | <ul style="list-style-type: none"> • 11/29/16 severe injury crash on Willow Creek Rd |
| <p>Area west of Cottage Grove: 1.32% or 21 people.</p> <p>The total population of this census tract is 1,599 people.</p> | <ul style="list-style-type: none"> • Cottage Grove – Lorane Rd • Gowdyville Rd • Kenady Ln | <ul style="list-style-type: none"> • 8/1/19 severe injury crash on Cottage Grove – Lorane Rd • 10/19/19 severe injury crash on Cottage Grove – Lorane Rd • 7/18/15 fatal crash on Gowdyville Rd, alcohol involved |
| <p>Dunes City and area to the south County line: 0.98% or 11 people.</p> <p>The total population of this census tract is 1,149 people.</p> | <ul style="list-style-type: none"> • Canary Rd • Clear Lake Rd • Boy Scout Rd • Pacific Ave | <p>10/27/17 severe injury crash on Canary Rd, alcohol involved</p> |

People with LEP Vulnerability Summary: Lane County roads of concern within this demographic (within areas where people with LEP populations exceed 0% of the given census tract) and with fatal and severe-injury crashes (from 2015 to 2019) include the following 9 roads (**bold** text indicates roads on Lane County’s Top 12 Safety Roads list): Canary Rd (1 severe injury crash); Cloverdale Rd (1 fatal crash); Cottage Grove – Lorane Rd (2 severe injury crashes); **Crow Rd** (2 severe injury crashes); Deadwood Creek Rd (1 severe injury crash); Gowdyville Rd (1 fatal crash); **Row River Rd** (2 fatal crashes, 1 severe injury crash); Stagecoach Rd (1 severe injury crash); and Willow Creek Rd (2 severe injury crashes). The total number of fatal crashes (2015-2019) within areas where LEP populations exceed 0% (excluding the Eugene-Springfield metro area): 4 fatal crashes; and 10 serious injury crashes.

Household Incomes

The following table identifies areas with the lowest household incomes, the County roads within those areas, and the fatal and severe injury crashes that occurred on those County roads between 2015 and 2019 (the latest five-year crash data set available). The areas included in the following analysis are 2019 census tracts that have median household incomes (MHI) less than \$36,000 (these areas are shown in the attached maps with the darkest shadings of green). The countywide MHI is \$49,000. The federal poverty threshold is \$25,750 for a family of four. (Note: the Eugene-Springfield metro area is not included in the following evaluation at this time.)

| Areas with MHI less than \$36,000 | County Roads | Fatal and Severe-Injury Crashes (2015-2019) |
|--|---|---|
| <p>Area southwest of Eugene UGB, around Murray Hill: MHI \$28,173</p> <p>The total population of this census tract is 916 people.</p> | <ul style="list-style-type: none"> • Crow Rd • Greenhill Rd • Willow Creek Rd • Gimple Hill Rd • Pine Grove Rd • N. Modesto Dr. • Dukhobar Rd • Benson Rd • Greenbriar Dr. | <ul style="list-style-type: none"> • 10/19/17 severe injury crash on Crow Rd • 6/27/17 severe injury crash on Crow Rd • 6/6/15 severe injury crash on Willow Creek Rd • 11/29/16 severe injury crash on Willow Creek Rd |
| <p>Central portion of City of Florence: MHI \$31,689</p> | <p>None</p> | <p>None</p> |
| <p>City of Oakridge: MHI \$32,120</p> | <ul style="list-style-type: none"> • Westfir-Oakridge Rd • High Prairie Rd • Fish Hatchery Rd | <p>None</p> |
| <p>Area around Swisshome: MHI \$33,350</p> <p>The total population of this census tract is 1,450 people</p> | <ul style="list-style-type: none"> • Stagecoach Rd • Indian Creek Rd • Deadwood Creek Rd | <ul style="list-style-type: none"> • 7/8/16 severe injury crash, head-on on Deadwood Creek Rd • 8/5/18 severe injury crash on Stagecoach Rd |
| <p>Area around Dorena Lake: MHI \$34,115</p> <p>The total population of this census tract is 935 people.</p> | <ul style="list-style-type: none"> • Row River Rd • Shoreview Drive • Garoute Rd | <ul style="list-style-type: none"> • 1/6/18 severe injury crash on Row River Rd • 12/13/15 fatal crash on Row River Rd, alcohol involved • 7/8/16 fatal crash on Row River Rd • 7/16/16 fatal crash on Garoute Rd • 8/23/16 severe injury crash on Shoreview Drive |
| <p>Center of Cottage Grove: MHI \$34,702</p> <p>Other areas of the city have average MHI ranging from \$41,424 to \$58,438.</p> | <p>None</p> | <p>None</p> |

Household Income Vulnerability Summary: Lane County roads of concern within this demographic (within areas MHI is less than \$36,000 of the given census tract) and with fatal and severe-injury crashes (from 2015 to 2019) include the following 7 roads (**bold** text indicates roads on Lane County's Top 12 Safety Roads list): **Crow Rd** (2 severe injury crashes); Deadwood Creek Rd (1 severe injury crash); Garoute Rd (1 fatal crash); **Row River Rd** (2 fatal crashes, 2 severe injury crash); Shoreview Drive (1 severe injury crash); Stagecoach Rd (1 severe injury crash); and Willow Creek Rd (2 severe injury crashes). The total number of fatal crashes (2015-2019) within areas where elderly populations exceed countywide averages (excluding the Eugene-Springfield metro area): 2 fatal crashes; and 9 serious injury crashes.

Conclusion

This analysis provides information to the SEIT about their implementation of safety engineering on County roads compared to demographic data (2019 census) for equity considerations. In addition to documenting the populations benefited by these investments, this analysis highlights areas of vulnerability relative to communities with greater concentrations of elderly, youth, disabled, people of color, people with limited English proficiency, and with low household incomes. In recognition that equity neutral policies and investment strategies that focus on economic efficiency have been shown to result in unintended inequities, this analysis attempts to highlight areas of vulnerability for further consideration.

Populations Benefited

Since 2017, following Lane County's adoption of the TSAP, implementation of safety engineering actions has been a system-wide approach of integrating systemic countermeasures, namely centerline rumble strips, as part of programmed capital projects. The majority of these projects have been pavement preservation focused. This approach is based on the conclusion that it is more cost-effective and proactive to address risk characteristics on a system wide basis, which leads to widespread implementation of projects to reduce the potential for severe crashes. There has also been system-wide upgrades to curve warning signs, as required by a federal mandate to implement a new standard.

It is difficult to isolate the exact populations that benefit from the systemic engineering implementation to-date. This analysis is based on census data of populations in which the roads are located; however, County roads serve regional, not just neighborhood, traffic. Of the 23 Lane County roads that have received systemic engineering investments, the surrounding populations were primarily elderly and affluent; however, several vulnerable populations were also affected, as listed below.

- 14 of the roads were located in areas with greater concentrations of elderly (65+) populations than the countywide average
- 12 of the roads were located in areas with greater concentrations of youth (under 18) populations than the countywide average
- 8 of the roads were located in areas with greater concentrations of disabled populations than the countywide average
- 1 road was located in an area with a greater concentration of people of color than the countywide average (i.e. River Loop #2 in Eugene metro area)
- Four of the roads were located in areas with people with limited English proficiency

- Household incomes of the populations surrounding the 23 roads ranged from \$44,688 to \$98,167. The median household income for Lane County is \$52,000. The federal poverty line is \$25,750 per household for a family of four.

With regard to the traveling public benefitting from these systemic safety engineering improvements, between 2015 and 2019, most of the affected roads had one or more fatal and/or severe-injury collision; in total, 11 people died and 24 people were injured. Implementation of these systemic safety measures has the potential to reduce fatal and severe injury crashes. According to the Federal Highway Administration, curve warning signs reduce fatal and severe injury crashes by 30% and rumble strips by 35%. Assuming a 30% reduction in crashes, these measures could have prevented three deaths and seven people from being serious injured. The physical, emotional, and societal costs associated with these deaths and injuries is enormous.

Vulnerable Areas

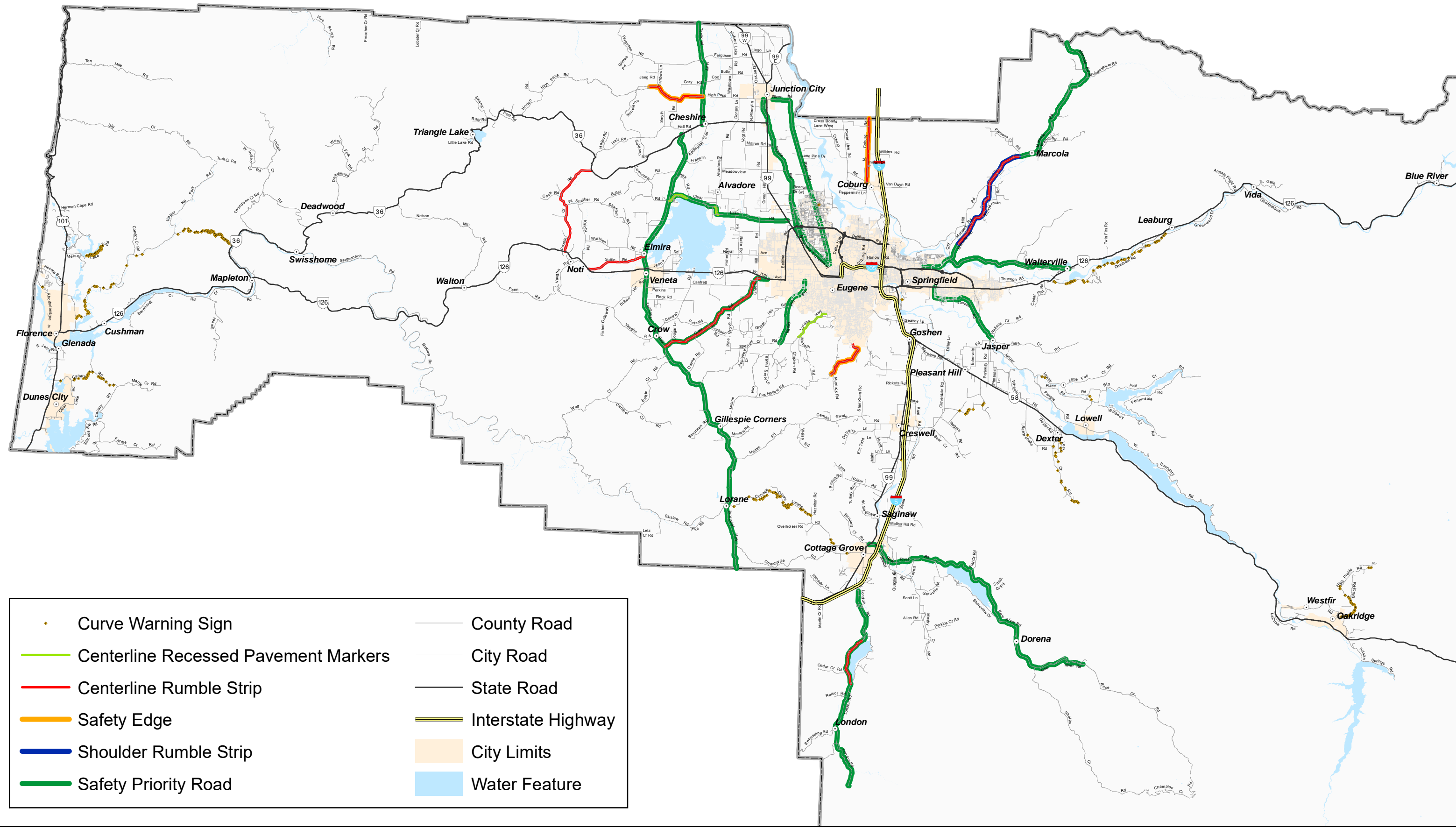
The SEIT has been tracking Lane County roads that have had the greatest number of fatal and severe-injury crashes, known as the Top 12 Safety Roads list. The following table identifies the Lane County roads that have had any severe-injury or fatal crash within a census tract that has demographics indicating greater percentages of vulnerable populations. These may be areas to consider for specific safety intervention actions. Roads listed below that are also on the Top 12 Safety Roads list are identified in **bold** text.













| Lane County Road (and specific area) | Vulnerable Populations | Fatal and Severe-Injury Crashes (2015-2019) |
|---|--|--|
| Bennett Creek Road | <ul style="list-style-type: none"> Disabled | <ul style="list-style-type: none"> 1 severe-injury crash |
| Brabham Road | <ul style="list-style-type: none"> People of Color | <ul style="list-style-type: none"> 1 severe-injury crash |
| Butler Road | <ul style="list-style-type: none"> Elderly | <ul style="list-style-type: none"> 1 severe-injury crash |
| Camas Swale Road (west of Creswell) | <ul style="list-style-type: none"> Youth Elderly | <ul style="list-style-type: none"> 1 fatal crash |
| Camp Creek Road | <ul style="list-style-type: none"> Youth | <ul style="list-style-type: none"> 4 severe-injury crashes |
| Canary Road | <ul style="list-style-type: none"> Elderly LEP | <ul style="list-style-type: none"> 1 serious-injury crash |
| Central Road | <ul style="list-style-type: none"> Elderly | <ul style="list-style-type: none"> 3 fatal crashes 1 severe-injury crash |
| Clear Lake Road | <ul style="list-style-type: none"> Elderly | <ul style="list-style-type: none"> 3 severe-injury crashes |
| Cloverdale Road (between Creswell and Pleasant Hill) | <ul style="list-style-type: none"> Youth LEP | <ul style="list-style-type: none"> 1 fatal crash |

| | | |
|--|---|--|
| Coburg Road • NE of City of Coburg | <ul style="list-style-type: none"> • Youth | <ul style="list-style-type: none"> • 1 fatal crash • 2 severe-injury crashes |
| Cottage Grove – Lorane Rd | <ul style="list-style-type: none"> • Elderly • Disabled • People of Color • LEP | <ul style="list-style-type: none"> • 2 severe-injury crashes |
| Crow Road | <ul style="list-style-type: none"> • Elderly • LEP • Lower MHI | <ul style="list-style-type: none"> • 2 severe-injury crashes |
| Deadwood Creek Road | <ul style="list-style-type: none"> • Disabled • LEP • Lower MHI | <ul style="list-style-type: none"> • 1 severe-injury crash |
| Dillard Road | <ul style="list-style-type: none"> • Elderly | <ul style="list-style-type: none"> • 1 fatal crash • 1 severe-injury crash |
| Ferguson Road | <ul style="list-style-type: none"> • Elderly • People of Color | <ul style="list-style-type: none"> • 1 severe-injury crash |
| Garoute Road | <ul style="list-style-type: none"> • Disabled • Lower MHI | <ul style="list-style-type: none"> • 1 fatal crash |
| Gowdyville Road | <ul style="list-style-type: none"> • Elderly • Disabled • LEP | <ul style="list-style-type: none"> • 1 fatal crash |
| Greenhill Road | <ul style="list-style-type: none"> • Elderly | <ul style="list-style-type: none"> • 1 fatal crash • 2 severe-injury crashes |
| High Pass Road | <ul style="list-style-type: none"> • Elderly • People of Color | <ul style="list-style-type: none"> • 1 fatal crash |
| Horton Road | <ul style="list-style-type: none"> • Disabled | <ul style="list-style-type: none"> • 1 fatal crash |
| Lawrence Road | <ul style="list-style-type: none"> • Elderly | <ul style="list-style-type: none"> • 1 severe-injury crash |
| Marcola Road (between Springfield and Marcola) | <ul style="list-style-type: none"> • Youth | <ul style="list-style-type: none"> • 2 fatal crashes |
| McKenzie View Drive (between Springfield and Marcola) | <ul style="list-style-type: none"> • Youth | <ul style="list-style-type: none"> • 1 severe-injury crash |
| McKenzie River Drive (Rainbow and McKenzie Bridge) | <ul style="list-style-type: none"> • Elderly | <ul style="list-style-type: none"> • 1 severe-injury crash |
| Mosby Creek Road | <ul style="list-style-type: none"> • Elderly • Disabled | <ul style="list-style-type: none"> • 3 severe-injury crashes |
| Ridgeway Road | <ul style="list-style-type: none"> • People of Color | <ul style="list-style-type: none"> • 1 severe-injury crash |
| River Road (near Junction City) | <ul style="list-style-type: none"> • Youth | <ul style="list-style-type: none"> • 3 severe-injury crashes |

| | | |
|--|--|--|
| Row River Road (around Dorena Lake) | <ul style="list-style-type: none"> • Disabled • LEP • Lower MHI | <ul style="list-style-type: none"> • 2 fatal crashes • 1 severe-injury crash |
| Royal Avenue (west of Eugene) | <ul style="list-style-type: none"> • Elderly | <ul style="list-style-type: none"> • 1 severe-injury crash |
| Seavey Loop Road | <ul style="list-style-type: none"> • People of Color | <ul style="list-style-type: none"> • 2 severe-injury crashes |
| Shoreview Drive | <ul style="list-style-type: none"> • Disabled • Lower MHI | <ul style="list-style-type: none"> • 1 severe-injury crash |
| Siuslaw Road, North Fork | <ul style="list-style-type: none"> • Elderly | <ul style="list-style-type: none"> • 1 severe-injury crash |
| Stagecoach Road | <ul style="list-style-type: none"> • Disabled • LEP • Lower MHI | <ul style="list-style-type: none"> • 1 severe-injury crash |
| Territorial Hwy | | |
| <ul style="list-style-type: none"> • Within City of Veneta | <ul style="list-style-type: none"> • Youth | <ul style="list-style-type: none"> • 1 severe-injury crash |
| <ul style="list-style-type: none"> • West of Junction City, north of Cheshire | <ul style="list-style-type: none"> • Elderly • People of Color | <ul style="list-style-type: none"> • 2 fatal crashes • 3 severe-injury crashes |
| <ul style="list-style-type: none"> • Surrounding Elmira | <ul style="list-style-type: none"> • Elderly | <ul style="list-style-type: none"> • 1 fatal crash • 2 severe-injury crashes |
| Willow Creek Road | <ul style="list-style-type: none"> • Elderly • LEP • Lower MHI | <ul style="list-style-type: none"> • 2 severe-injury crashes |


Summary of Vulnerable Areas: Several of the roads are already being tracked as priorities for safety improvements, being on the Top 12 Safety Roads list. Other roads listed in the table, above, that are not on the Top 12 list may need closer consideration. Roads of particular concern are the following which have at least two serious crashes and are located within at least two communities of concern, as follows: Cottage Grove – Lorane Road; Crow Road; Mosby Creek Road; Row River Road; Territorial Highway (especially north of Cheshire); and Willow Creek Road.



| | | | |
|---|--------------------------------------|---|--------------------|
|  | Curve Warning Sign |  | County Road |
|  | Centerline Recessed Pavement Markers |  | City Road |
|  | Centerline Rumble Strip |  | State Road |
|  | Safety Edge |  | Interstate Highway |
|  | Shoulder Rumble Strip |  | City Limits |
|  | Safety Priority Road |  | Water Feature |

The information on this map was derived from digital databases on the Lane County regional geographic information system. Care was taken in the creation of this map, but is provided "as is". Lane County cannot accept any responsibility for errors, omissions or positional accuracy in the digital data or the underlying records. Current plan designation, zoning, etc., for specific parcels should be confirmed with the appropriate agency. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be appreciated.





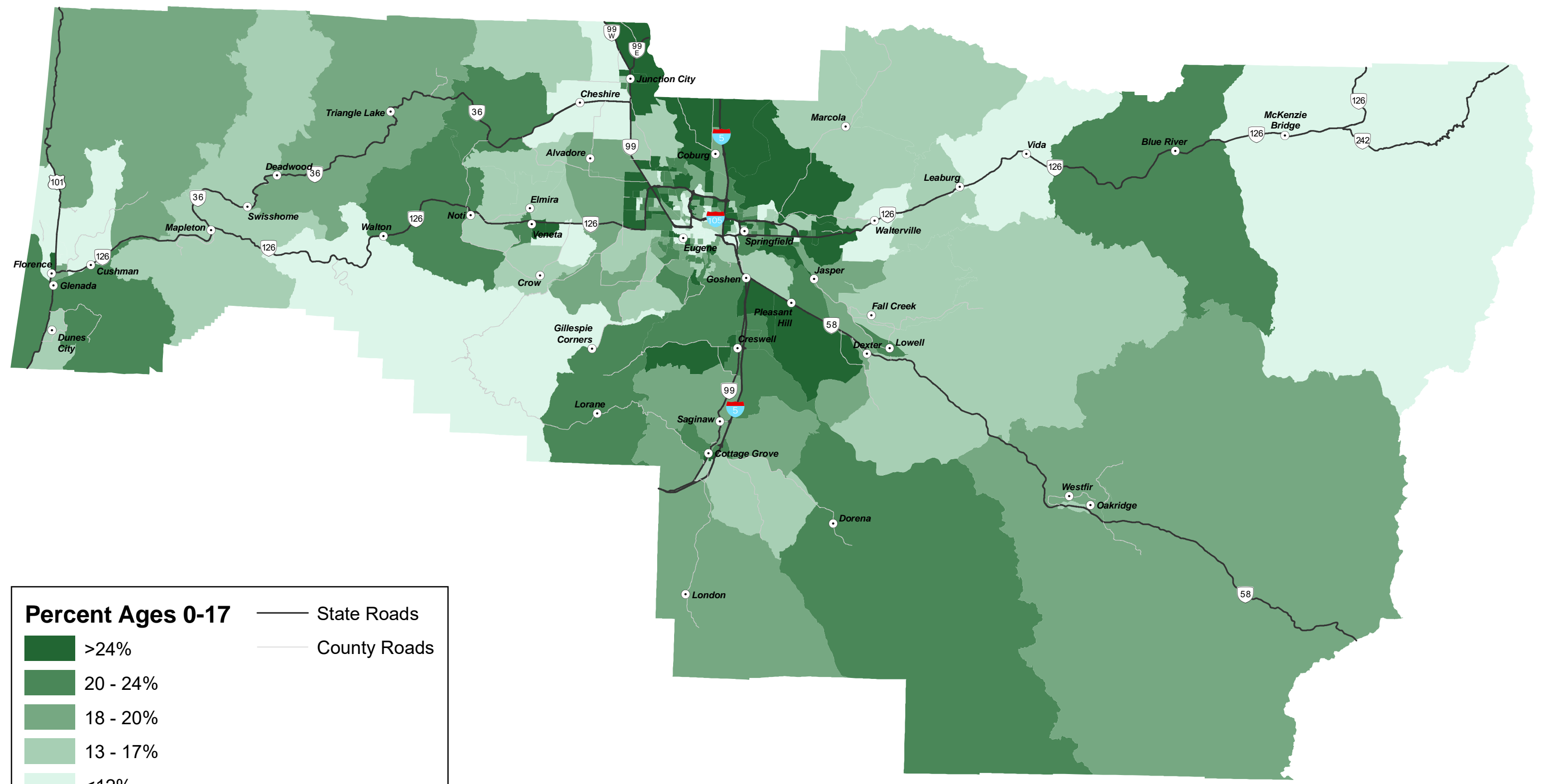
Safety Engineering Implementation

Lane County, Oregon








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Drawn By: LCPWGR

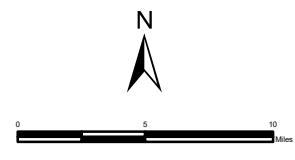
Revised: 7/9/2021



Percent Ages 0-17

| | | | |
|---|----------|---|--------------|
|  | >24% |  | State Roads |
|  | 20 - 24% |  | County Roads |
|  | 18 - 20% | | |
|  | 13 - 17% | | |
|  | <12% | | |

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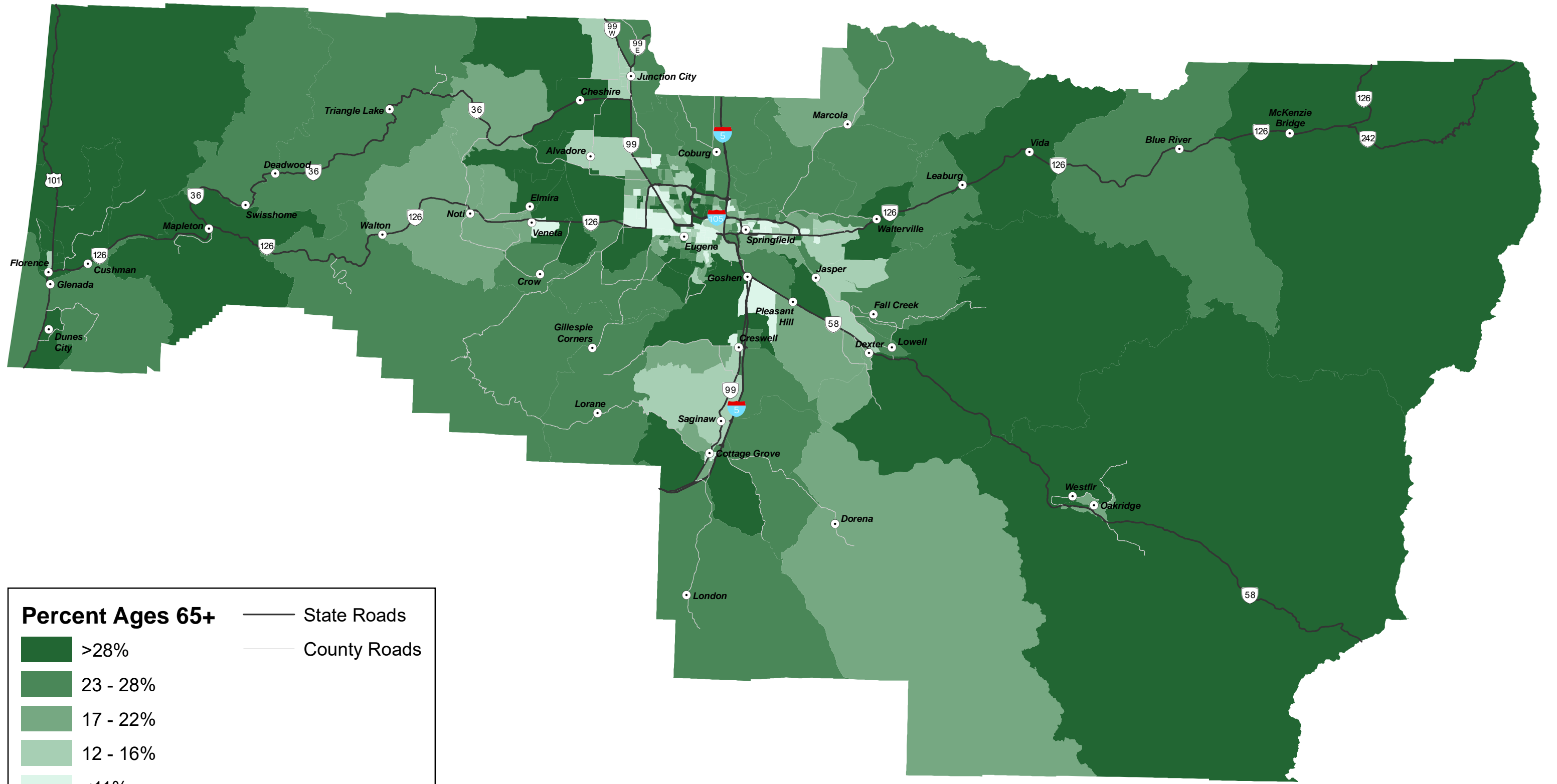
**Equity Data
Percent Ages 0-17**

Lane County, Oregon

Drawn By: LCPWGR

Date: 7/7/2021

Revised: 7/7/2021

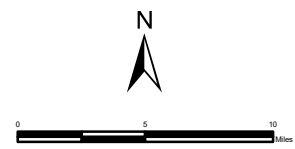


Percent Ages 65+

- >28%
- 23 - 28%
- 17 - 22%
- 12 - 16%
- <11%

— State Roads
— County Roads

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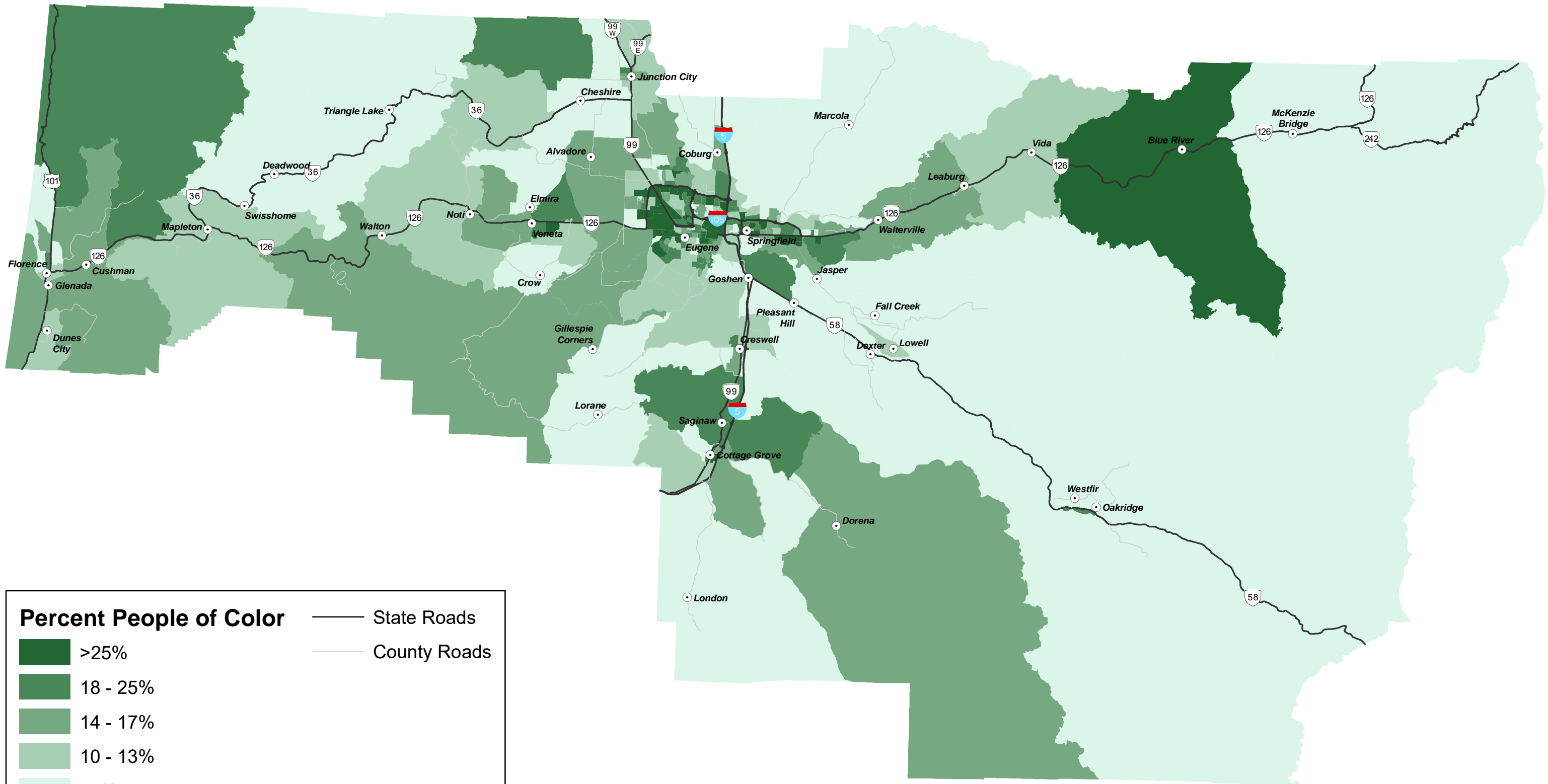
**Equity Data
Percent Ages 65+**

Lane County, Oregon

Drawn By:
LCPWGR

Date:
7/7/2021

Revised:
7/7/2021

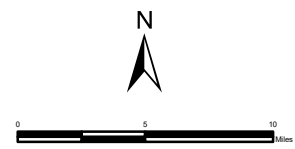


Percent People of Color

- >25%
- 18 - 25%
- 14 - 17%
- 10 - 13%
- <9%

— State Roads
— County Roads

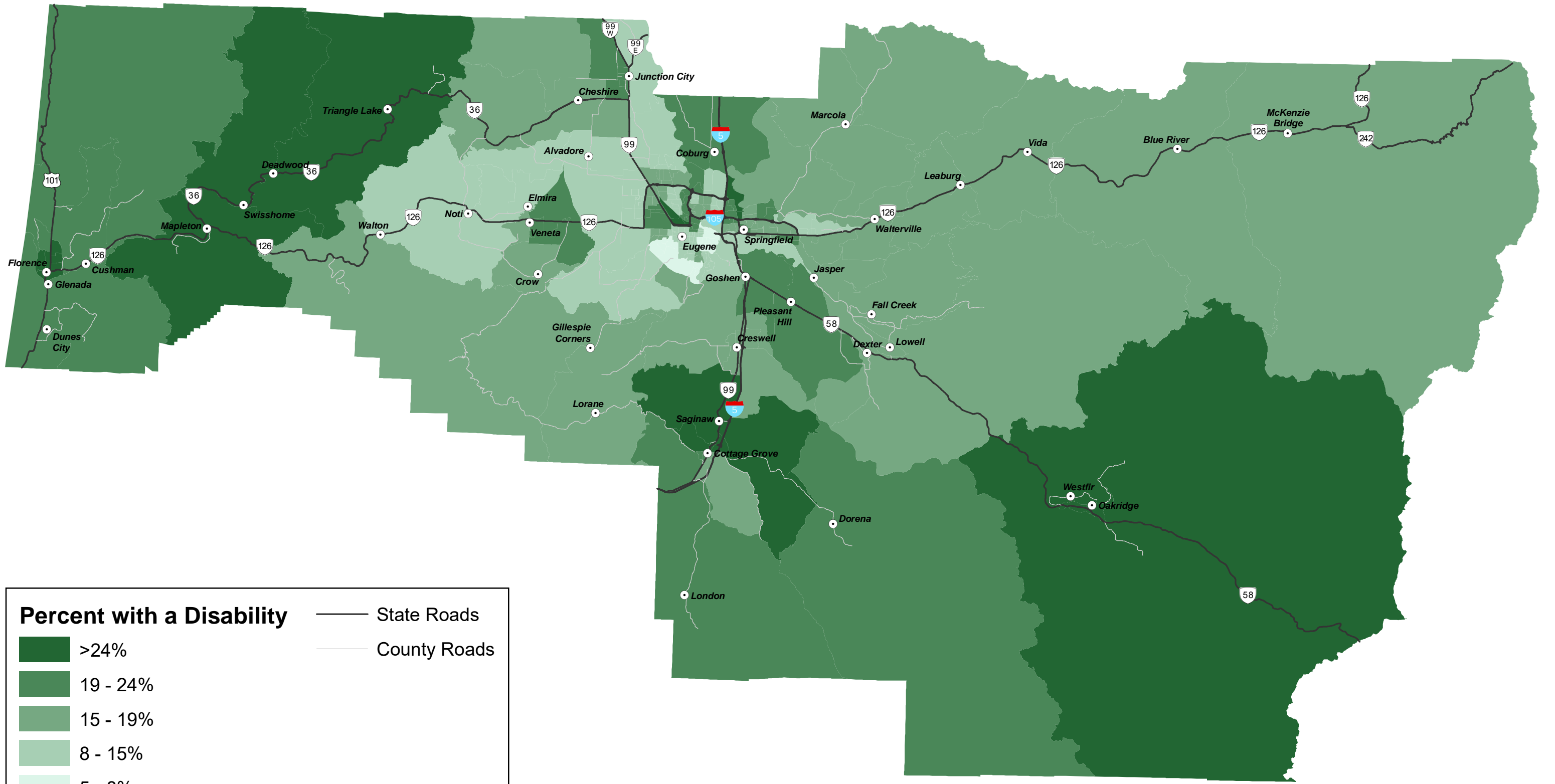
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Equity Data
Percent People of Color

Lane County, Oregon

Drawn By: LCPWGRL
Date: 7/7/2021
Revised: 7/7/2021

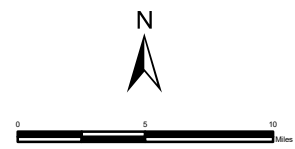


Percent with a Disability

- >24%
- 19 - 24%
- 15 - 19%
- 8 - 15%
- 5 - 8%

— State Roads
— County Roads

The information on this map was derived from digital databases on the Lane County regional geographic information system. Care was taken in the creation of this map, but is provided "as is". Lane County cannot accept any responsibility for errors, omissions or positional accuracy in the digital data or the underlying records. Current plan designation, zoning, etc., for specific parcels should be confirmed with the appropriate agency. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be appreciated.



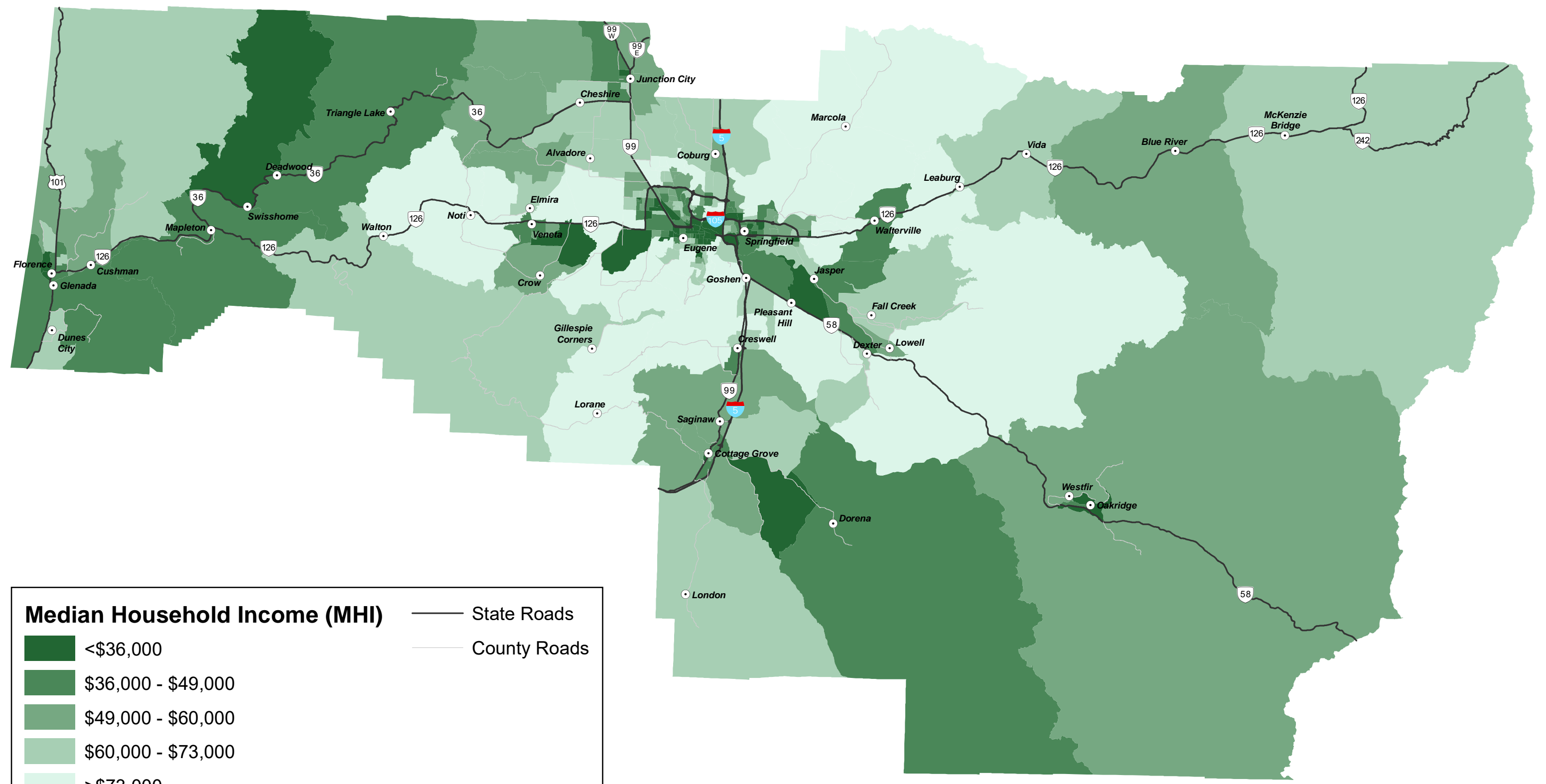
Equity Data
Percent with a Disability

Lane County, Oregon

Drawn By:
LCPWGR

Date:
7/7/2021

Revised:
7/7/2021

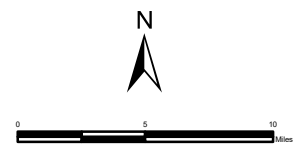


Median Household Income (MHI)

- <\$36,000
- \$36,000 - \$49,000
- \$49,000 - \$60,000
- \$60,000 - \$73,000
- >\$73,000

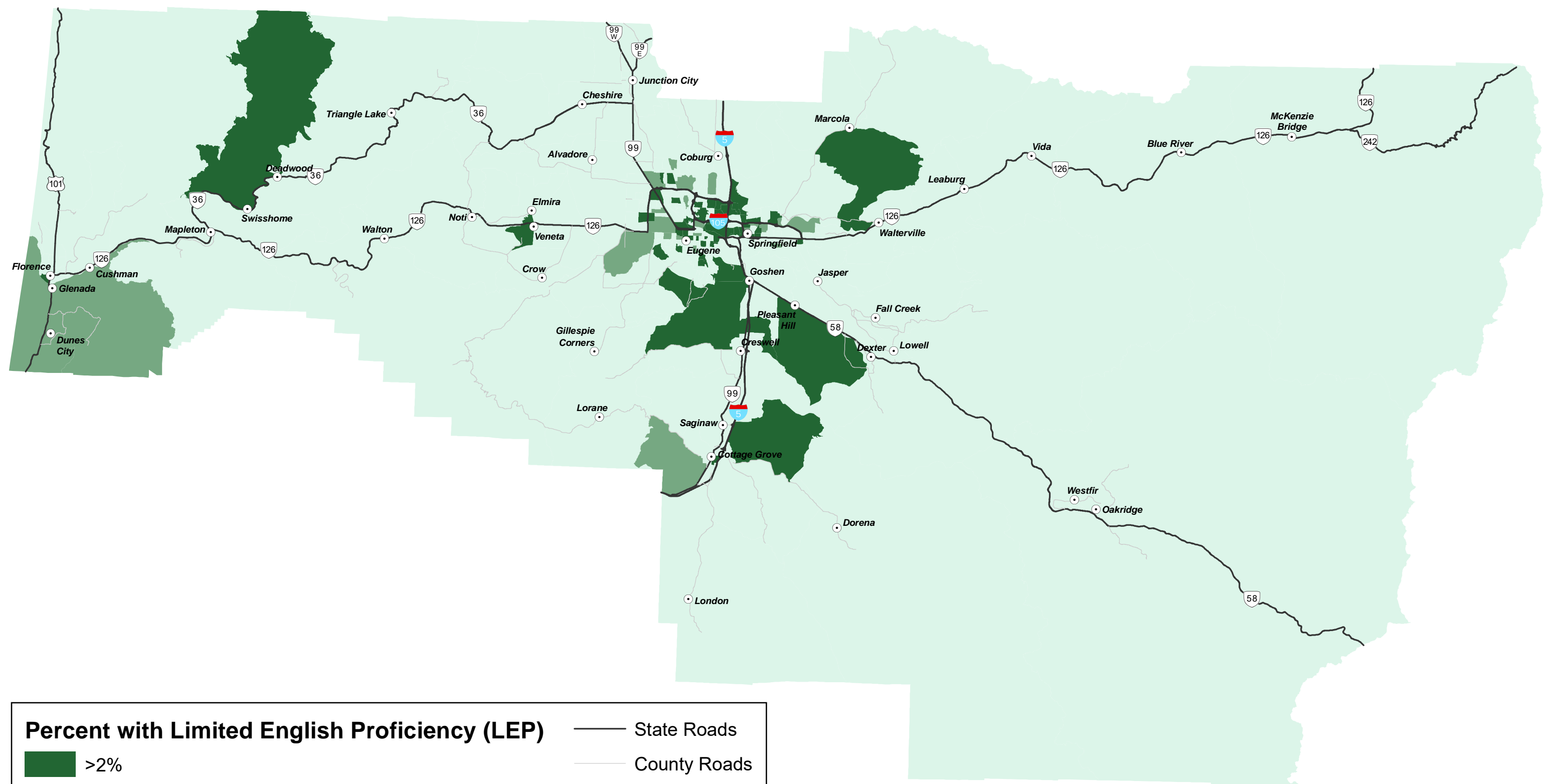
— State Roads
 - - - County Roads

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Equity Data
Median Household Income (MHI)
 Lane County, Oregon

Drawn By: LCPWGR
 Date: 7/7/2021
 Revised: 7/7/2021

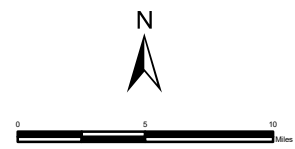


Percent with Limited English Proficiency (LEP)

- >2%
- 0 - 2%
- 0%

— State Roads
— County Roads

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Equity Data
Percent with
Limited English Proficiency (LEP)
Lane County, Oregon

Drawn By: LCPWGR
Date: 7/7/2021
Revised: 7/7/2021



Lane County Transportation Advisory Committee (TrAC)

Tentative 12-Month Calendar & Agenda Items

| | | |
|---|--|---|
| <p style="text-align: center;">January 27, 2021</p> <ul style="list-style-type: none"> • Nominations / Appointments: 2020 Chair / Vice Chair LaneACT representative • 2019 Year-End Report / 2019 Next Steps • CIP/Budget update | <p style="text-align: center;">March 24, 2021</p> <p style="text-align: center;">CANCELLED</p> | <p style="text-align: center;">May 26, 2021</p> <ul style="list-style-type: none"> • Transportation System Plan overview • CIP update/Prioritization hierarchy • Lundy SRTS project overview • Towards Zero Deaths update |
| <p style="text-align: center;">July 28, 2021</p> <ul style="list-style-type: none"> • Review/ refinement of CIP project list • Subcommittee formation discussion • Public Hearing: Lundy SRTS Design Concept • Lane County's EV work | <p style="text-align: center;">September 22, 2021</p> <ul style="list-style-type: none"> • Public Hearing: FY22-FY26 Capital Improvement Program • Safety Implementation Equity Analysis • SRTS presentation by Rural Lane County Coordinator • Bike Master Plan update • FLAP letters of support | <p style="text-align: center;">November 17, 2021</p> <ul style="list-style-type: none"> • ECS workgroup highlight • Jurisdictional Transfers discussion • 30th Avenue Corridor Plan update • Gilham Road Project update • Meeting preference (virtual/in-person)? |
| <p style="text-align: center;">January 26, 2022</p> <ul style="list-style-type: none"> • Nominations / Appointments: 2022 Chair / Vice Chair LaneACT representative • 2021 Year-End Report / 2021 Next Steps • CIP/Budget update • Jurisdictional Transfers discussion | <p style="text-align: center;">March 23, 2022</p> <ul style="list-style-type: none"> • | <p style="text-align: center;">May 25, 2022</p> <ul style="list-style-type: none"> • |
| <p>Road Tour – TBD</p> | | |