

LEAGUE OF OREGON CITIES

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# **INFRASTRUCTURE SURVEY REPORT (TRANSPORTATION)**

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**TECHNICAL REPORT  
JULY 2016**



Published by the League of  
Oregon Cities



## **Infrastructure Survey Report (Transportation)**

*Technical Report  
March 2016*

A League of Oregon Cities' study of city water and transportation infrastructure statewide found significant funding needs. Specifically, \$11.4 billion is needed over the next 20 years for infrastructure maintenance and upgrades. For transportation infrastructure, the needs are diverse: \$3.7 billion is needed for street projects, including funding for paving, signage, sidewalks, bike/pedestrian paths, and bridge repair or replacement. Needs and type of infrastructure funding vary slightly by region and population.

## Introduction

In 2010, the Oregon section of the American Society of Civil Engineers (ASCE) published a report on the state of Oregon's infrastructure. In the report, the ASCE highlighted flaws and deficiencies in the state infrastructure by examining a select number of cities and counties. Overall, the grade given to Oregon's combined infrastructure was a C-, with roads and bridges receiving a C- and drinking water and wastewater receiving a D. In water infrastructure alone, ASCE estimated \$4.4 billion was needed to improve Oregon's city and county water systems.

The League of Oregon Cities further explored infrastructure needs in the areas of water and transportation. A survey was sent to the League's 242 members that would detail each city's infrastructure needs and the estimated costs associated with these capital projects. Combined the respondent cities account for the majority of the city population in Oregon. Roughly 16,700 lane miles of roads within city limits need funding for paving, sign replacement, street sweeping etc. Additionally, large portions of the surveyed cities have demand for additional water system improvements, including water treatment and water storage.

## Methods

The survey was conducted from January 22 to March 4 and received responses from 120 cities. These cities represent 2,297,557 residents, or 85 percent of the population residing in Oregon cities. The League created the survey using Qualtrics, and it was sent to city managers, city recorders and other individuals with positions equal to a city's chief executive officer. These individuals often relied on support from city land use experts or forwarded the survey to be completed by that individual.

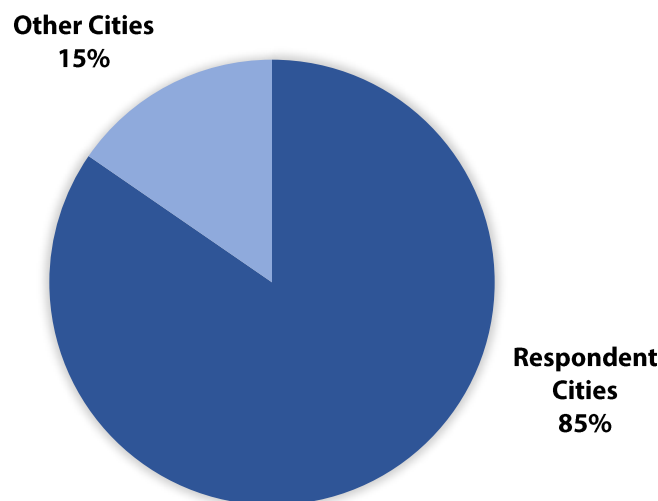


Figure 1: Respondent Population Proportionate to Oregon City Population

Cities are divided into population quintiles or groups of cities representing roughly one-fifth of the 242 total cities. This is done to provide a more accurate comparison of differences among city populations. If LOC randomly selected cities from each quintile, we would expect 20 percent to come from each of the five quintiles.

Among respondent cities, there was over representation in the fifth quintile population category. This means that there were more respondent cities than would be expected in the quintile of cities with populations greater than 10,000. This is most likely due to efforts to increase the response rate by targeting specific categories of cities, including: cities with a population greater than 10,000; ensuring a response from at least one city in each legislative district; cities with League board members; and cities with policy committee members. This would also explain the underrepresentation in the first, second, and third quintiles. Further, the survey had an over representation for respondents in the Valley region, which is historically common in other League surveys.

Category	Population Range	# Cities	% Cities	Diff. from OR Population
1st Quintile	<450	18	15%	-5%
2nd Quintile	451-1,250	14	12%	-8%
3rd Quintile	1,251-3,100	22	18%	-2%
4th Quintile	3,101-10,000	27	23%	3%
5th Quintile	>10,000	39	33%	13%
Region		# Cities	% Cities	Diff. from OR Population
N. Coast		6	5%	-3%
Metro		30	25%	1%
Valley		26	22%	5%
S. Coast		7	6%	1%
S. Valley		15	13%	0%
Central Oregon		15	13%	2%
NE Oregon		10	8%	-5%
E. Oregon		11	9%	-1%
<b>TOTAL</b>		<b>120</b>	<b>50%</b>	

Table 1: Respondent Characteristics by Population and Region

## Transportation Results

*Due to the nature of this survey, the report is divided into two parts to better accommodate the divergent infrastructure needs for transportation and water.*

Cities identified an aggregated transportation infrastructure need of \$3.7 billion. This included \$2.6 billion for highway projects and \$1.1 billion for non-highway projects. A majority of the funds for highway projects relate to costs associated with state highways and interstate highways that pass through city limits. Costs related to Interstate 84 and Interstate 5 improvements in the Rose Quarter of Portland constituted the largest single cost, at \$350,000,000 in estimated costs over the lifetime of the project. This indicates that highway costs are significantly higher than other costs associated with non-highway projects in city limits.

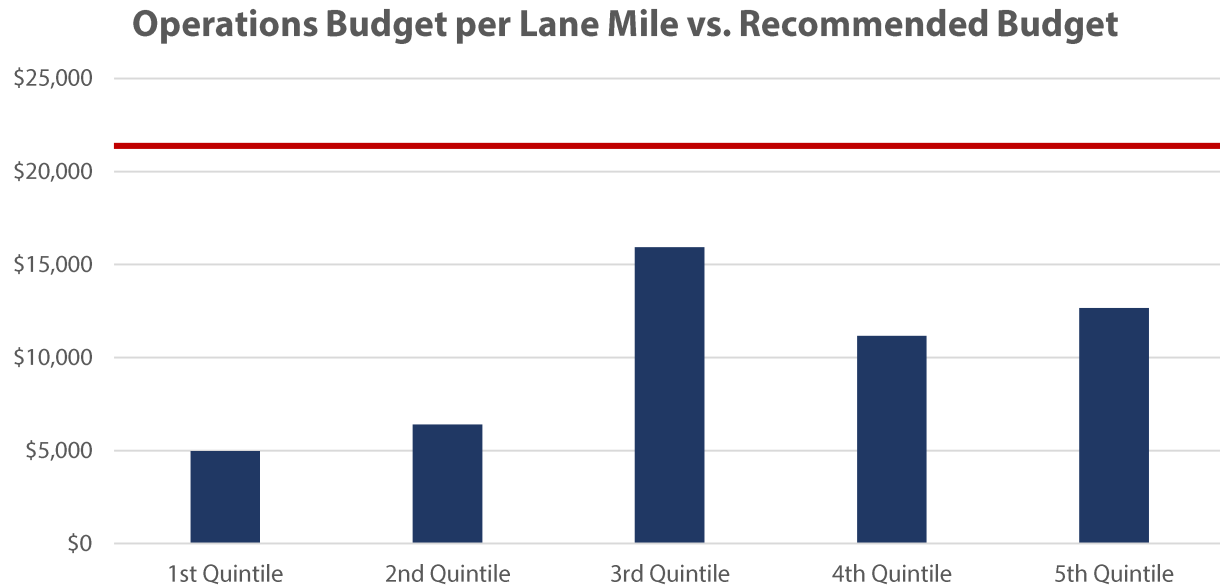


Figure 2: Budgets per Lane Mile by Quintile

Capital street projects are only one-half of the story of transportation funding needs. City budgets for operating and maintaining transportation infrastructure averaged \$11,912.61 per lane mile. The Federal Highway Administration<sup>1,2</sup> recommends \$21,198.91 per lane mile for FY 2015. This means that cities chronically under budget the amount needed to adequately reconstruct their highways and streets. Respondent cities would need \$354 million to properly maintain city streets. This \$9,286.30 difference in per lane mile operations budgets means respondent cities were \$217 million short in FY2014-15 to properly maintain their infrastructure.

While this budget issue is endemic across populations and regions, cities in the first and second quintiles (population of less than 1,250) are most affected. These cities budget on average \$4,981 and \$6,404 per lane mile, respectfully. Regionally, cities in Eastern Oregon and cities along the North and South Coast are the most effected. Respondent cities in Eastern Oregon budget on average \$2694.17 per lane mile; more than \$18,000 below recommended per lane mile levels to operate and maintain infrastructure.

Transportation costs are linked to several overarching needs. The most common overall transportation needs cities identified (in order of most common) are:

- Paving and repaving
- Signage replacement
- Sidewalks repair
- Street sweepers
- Drainage improvements
- Crosswalk improvement
- Bridge repair and/or replacement
- New striping
- Street lights replacement

<sup>1</sup> Reconstruction, Rehabilitation and Resurfacing costs from Highway Statistics – 2001 FHWA.

<sup>2</sup> National Highway Construction Cost Index. October 2015. Table PT-1.

Paving and repaving (which is an amalgamation of several identified needs, including filling potholes and funds for chip and slurry seal) was the single largest identified transportation improvement need. This list illustrates several takeaways. First, transportation needs are very diverse. The highly personalized nature of each city's transportation needs makes overall conclusions of statewide needs difficult. This means solutions should be discovered on a case-by-case basis.

<b>Common Responses by Transportation Needs Category</b>	
<i>Safety Needs</i>	<i>Disaster Resilience</i>
Safe School Routes	Bridges
Bike/Ped Paths	Flooding
Sidewalks & Turn Lanes	Earthquakes
Intersection Improvements	Wastewater
	Water Distribution
<i>Multimodal Needs</i>	<i>Jurisdictional Transfer</i>
Sidewalks	Funding Needs
Bike/Ped Paths	City Standards

Table 2: Common Responses to Transportation Needs Categories

As shown in the table above, safety needs and multimodal needs are often synonymous. Bike/ped paths as well as sidewalks appear in both categories. This indicates the usefulness of these projects in serving dual functions. For example, repaired sidewalks reduce risk of injury from broken cement and uneven sidewalk, while improving a common path for bicycle and foot traffic. Many smaller cities responded that sidewalks were their only form of multimodal transportation, and as such sidewalk improvements are of extra importance to smaller communities. This is further supported by the need for sidewalk improvements in the list of most common overall transportation infrastructure needs. Disaster resilience was also highlighted, with the most common transportation-related need focused on bridges.

Finally, jurisdictional transfer needs varied widely from one city to the next. Jurisdictional transfer encapsulates the methods and authority for transferring infrastructure (most often roads and highways) between different units of government. Common throughout Oregon is the operation of state highways and county roads within city limits. The survey shows that the jurisdiction that maintains a road or other transportation infrastructure depends on the city in question. However, the most common trait is the inability to transfer jurisdiction. The most commonly stated barriers included lack of funding and the effort it would take to bring roads up to city standards. Transfer from county authority to city authority was the most common transfer type. This indicates that as cities grow and expand toward their urban growth boundary, there is increased incentive to transfer transportation assets to city control. However, the resources to do this are not always available.

## **Analysis & Discussion**

The total identified infrastructure needs for both water and transportation are \$11.4 billion. This is substantially more than was identified by the American Society of Civil Engineers in their 2010 report for Oregon. Although the ASCE report included the needs of counties, the survey used didn't address issues faced by cities of less than 10,000 population. Cities in this category constitute 80 percent of the incorporated cities in Oregon, making it crucial for the League's survey to adequately capture the needs of these members. While the majority of needs still come from large cities, small cities have important

infrastructure needs as well. The needs of each of Oregon's cities vary dramatically, from \$4.6 billion asked for Portland, to Ukiah's \$49,000 need.

<b>Average Combined Infrastructure Needs</b>	
Quintile	
1st Quintile	\$1,029,300.39
2nd Quintile	\$8,634,748.86
3rd Quintile	\$18,098,292.50
4th Quintile	\$36,841,478.44
5th Quintile	\$252,197,658.67
Region	
N. Coast	\$36,846,001.17
Metro	\$264,349,711.60
Valley	\$51,320,053.96
S. Coast	\$34,724,588.57
S. Valley	\$33,925,842.47
Central Oregon	\$56,598,264.93
NE Oregon	\$14,968,633.40
E. Oregon	\$11,954,191.73

Table 3: Average Combined Infrastructure Needs by Population and Region

Cities in the fifth quintile need on average \$252 million in combined infrastructure needs. This number falls off dramatically in other quintiles. By comparison, respondent cities in the fourth quintile have on average \$37 million of combined needs. Regionally, the Metro region has by far the largest infrastructure needs, with average \$264 million in needs. The next largest average regional needs include Central Oregon (\$56.6 million) and the Valley (\$51.3 million) small cities regions. These regions needing more infrastructure funding can be supported by examining the relationship between population and total infrastructure needs.

<b>Average Combined Needs Per Capita</b>	
Quintile	
1st Quintile	\$12,520.20
2nd Quintile	\$8,084.20
3rd Quintile	\$9,134.44
4th Quintile	\$5,514.51
5th Quintile	\$5,791.68
Region	
N. Coast	\$9,788.87
Metro	\$9,088.88
Valley	\$4,084.14
S. Coast	\$5,073.96
S. Valley	\$4,010.28
Central Oregon	\$9,368.55
NE Oregon	\$5,785.89
E. Oregon	\$16,601.91

Table 4: Average Combined Needs Per Capita

The median per capita need for combined infrastructure was \$4,675. Water needs are \$2,743 per person, and transportation needs are \$629 per capita. While these averages vary dramatically, it is important to recognize the trends in this data. Each city, large or small, has infrastructure funding needs that amount to thousands of dollars per person over the next two decades. More importantly, per capita averages across all populations and regions are not equal.

Table 5 shows that the average first quintile city (cities with a population less than 450 people) have needs of average \$13,686 per person. This compared to cities in the fifth quintile (cities greater than 10,000) have needs of almost \$6,000 per person. For this reason, small cities need even more support for water and transportation infrastructure improvements proportionately. This means any solutions to city infrastructure needs must account for additional funding for smaller cities, instead of a single per capita funding calculation like would be found in other funding sources, such as state shared revenue. In other words, costs of infrastructure improvements and repairs scale; the larger the population, the less per person costs associated.

While per capita figures show one potential calculation for infrastructure funding, another can be demonstrated through road miles. The median respondent city needs \$109,000 per lane mile in transportation infrastructure funding. This however, differs from one population to another. Table 6 shows that larger cities or smaller cities in more populated areas tend to have more costs associated per lane mile. The second quintile outlier appears to be from the infrastructure needs of the city of Happy Valley, which is requesting funding for a stretch of Highway 26, at \$5.5 million estimated per lane mile. In fact, most of the cities with the highest per lane mile costs require infrastructure funds for highway or interstate highway projects.

<b>Transportation Needs per Lane Mile</b>	
Quintile	
1st Quintile	\$121,189.30
2nd Quintile	\$710,264.97
3rd Quintile	\$335,317.06
4th Quintile	\$278,428.75
5th Quintile	\$464,882.96
Region	
N. Coast	\$173,047.04
Metro	\$789,865.20
Valley	\$152,695.09
S. Coast	\$125,015.75
S. Valley	\$58,446.78
Central Oregon	\$569,190.74
NE Oregon	\$98,114.71
E. Oregon	\$157,887.32

Table 5: Transportation Needs per Lane Mile

While population plays a role in the costs per mile of cities, region also appears to be a factor, as costs in small cities in the Metro region as well as those in Central Oregon are significantly higher than in adjoining small cities regions. For these reasons, estimating infrastructure needs using lane miles must also account for the regional needs as well as the presence of major highways running through city limits.



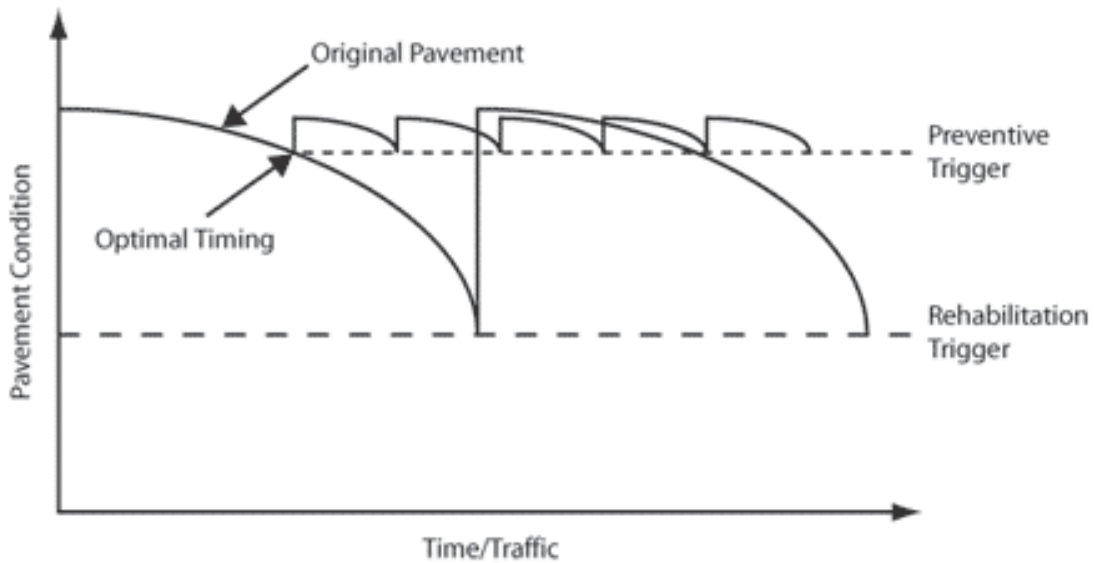


Figure 3: Pavement Conditions over Time<sup>3</sup>

Figure 3 shows that as the state’s population continues to increase, the amount of traffic will also increase. Over time, this will lead to degrading pavement conditions and exponential need for transportation infrastructure repairs. This means that the longer cities are unable to make critical repairs, the worse (and more expensive) the issue becomes.

Overall, accounting for both water and transportation needs, population plays the largest role in needs estimates. This is evidenced in Figure 3.

<sup>3</sup> Source: US Department of Transportation

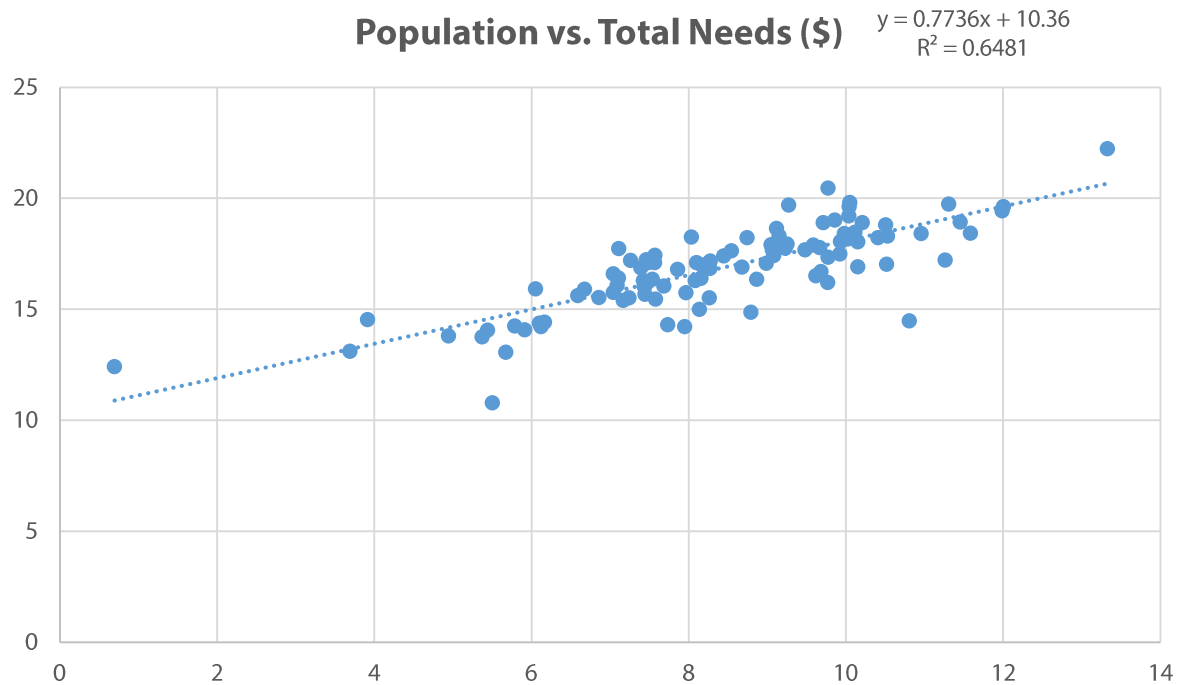


Figure 4: Log-Log Linear Regression of Population vs. Total Infrastructure Needs

Figure 4 above shows a linear regression of the two variables: city population and total infrastructure needs.<sup>4</sup> This shows that percentage total infrastructure needs increase proportionately with an increase in population. While this does not account for all the variation in the data, it sheds light on why regions with higher population are more often those that have greater average infrastructure needs. Transportation needs appear to scale, but water needs increase geometrically, and increase at a fixed rate to city size. This makes intuitive sense as residents need an average amount of water for consumption, hygiene, food preparation, cleaning, etc.

## Conclusion

Infrastructure needs in Oregon are a significant financial issue that must be addressed in the near future. Infrastructure funding of \$11.4 billion is required for a number of critical projects, ranging from water treatment to road signage. While needs vary significantly from one city to another, several trends appear in cities across the state.

For cities in Oregon, transportation needs are varied and depend significantly on the size of the population and location of the city. However, in the next 20 years \$3.7 billion is needed for highway and non-highway expenses. Non-highway transportation and safety needs focus on sidewalks repairs and improvements. Disaster resilience concerns (flooding and earthquakes) are focused primarily on bridges.

<sup>4</sup> The regression above uses a natural log transformation of the variables to reduce skew in the data from large populations and/or large infrastructure needs.

It is important to note from the analysis that apart from the greater cost associated with repair and replacement, the longer infrastructure needs are postponed, population growth becomes an increasingly important factor. Growth in population in Oregon (and especially in cities) means the cost to replace and expand city infrastructure will increase. In other words, the \$3.7 billion in transportation infrastructure needs will only increase if left unaddressed in the future.

## Appendix A: Responses by Question (Transportation Only)

For answers to open-ended and qualitative questions, see Appendix D.

### ----- TRANSPORTATION -----

<b>Q20. How many miles of road does you city maintain?</b>		
	Center-Line Miles	Lane Miles
Quintile	#	#
1st Quintile	3.9	3.4
2nd Quintile	10.2	12.3
3rd Quintile	15.2	30.9
4th Quintile	36.1	70.8
5th Quintile	193.3	435.6
<b>Overall Average</b>	<b>89.2</b>	<b>219.6</b>
Region	#	#
N. Coast	32.5	68.0
Metro	125.9	337.7
Valley	125.7	317.2
S. Coast	47.9	71.4
S. Valley	83.6	129.3
Central Oregon	81.1	182.2
NE Oregon	21.7	38.8
E. Oregon	20.0	44.3
<b>TOTAL Miles</b>	<b>7713.0</b>	<b>16720.0</b>

<b>Q21. Please list the amount of money your city budgeted to operate and maintain street infrastructure in each of the last three (3) fiscal years.</b>			
Averages	FY 2014-15	FY 2013-14	FY 2012-13
Quintile	#	#	#
1st Quintile	\$39,854	\$28,031	\$19,424
2nd Quintile	\$89,701	\$91,915	\$74,378
3rd Quintile	\$279,961	\$266,501	\$264,708
4th Quintile	\$500,324	\$469,568	\$489,846
5th Quintile	\$3,545,242	\$3,677,665	\$3,309,766
<b>Overall Average</b>	<b>\$1,482,840</b>	<b>\$1,520,148</b>	<b>\$1,368,196</b>
Region	#	#	#
N. Coast	\$421,387	\$427,989	\$391,751
Metro	\$2,159,785	\$2,386,539	\$1,946,777
Valley	\$2,089,448	\$2,039,150	\$2,162,372
S. Coast	\$362,507.83	\$337,550	\$440,344
S. Valley	\$1,633,744	\$1,517,378	\$1,015,044
Central Oregon	\$1,726,918	\$1,709,213	\$1,667,969
NE Oregon	\$235,764	\$214,575	\$236,023
E. Oregon	\$221,437	\$229,080	\$417,979

<b>Q22. Top 5 Highway Project Estimates (Average)</b>					
<b>Quintile</b>	<b>#1</b>	<b>#2</b>	<b>#3</b>	<b>#4</b>	<b>#5</b>
1st Quintile	\$169,800	\$0	\$0	\$0	\$0
2nd Quintile	\$2,995,000	\$3,743,333	\$1,073,333	\$1,600,000	\$650,000
3rd Quintile	\$1,131,541	\$657,397	\$631,242	\$162,500	\$1,800,000
4th Quintile	\$2,906,447	\$2,756,456	\$1,289,867	\$1,364,473	\$1,154,430
5th Quintile	\$22,436,948	\$23,535,323	\$11,830,070	\$13,516,615	\$10,296,242
<b>Overall Average</b>	<b>\$11,948,718</b>	<b>\$13,169,791</b>	<b>\$6,309,633</b>	<b>\$7,885,451</b>	<b>\$6,563,104</b>
<b>Region</b>	<b>#1</b>	<b>#2</b>	<b>#3</b>	<b>#4</b>	<b>#5</b>
N. Coast	\$1,452,846	\$1,042,800	\$1,267,600	\$903,750	\$1,308,763
Metro	\$24,880,958	\$30,249,050	\$16,708,750	\$16,351,667	\$14,253,200
Valley	\$5,760,114	\$8,365,608	\$2,494,492	\$3,922,800	\$2,428,186
S. Coast	\$2,360,000	\$225,333	\$1,460,000	\$8,397,333	\$10,810,000
S. Valley	\$3,616,667	\$3,325,000	\$1,512,500	\$1,005,500	\$1,000,000
Central Oregon	\$13,175,823	\$9,335,000	\$4,650,000	\$10,570,000	\$1,340,000
NE Oregon	\$518,167	\$386,000	\$633,000	\$1,016,750	\$766,667
E. Oregon	\$296,667	\$346,392	\$429,977	\$96,667	\$2,500,000

<b>Q23. Top 5 Non-Highway Project Estimates (Average)</b>					
<b>Quintile</b>	<b>#1</b>	<b>#2</b>	<b>#3</b>	<b>#4</b>	<b>#5</b>
1st Quintile	\$382,250	\$0	\$0	\$0	\$0
2nd Quintile	\$1,246,000	\$950,000	\$3,416,667	\$100,000	\$200,000
3rd Quintile	\$1,510,154	\$419,611	\$654,447	\$1,385,945	\$306,250
4th Quintile	\$4,370,674	\$1,240,895	\$1,630,250	\$814,458	\$865,484
5th Quintile	\$4,520,171	\$5,781,755	\$2,669,062	\$13,734,842	\$3,749,840
<b>Average</b>	<b>\$3,411,221</b>	<b>\$3,312,708</b>	<b>\$2,071,842</b>	<b>\$7,820,731</b>	<b>\$2,352,127</b>
<b>Region</b>	<b>#1</b>	<b>#2</b>	<b>#3</b>	<b>#4</b>	<b>#5</b>
N. Coast	\$778,245	\$728,459	\$1,279,820	\$1,625,156	\$725,000
Metro	\$4,149,567	\$6,286,975	\$1,992,828	\$18,431,994	\$2,077,069
Valley	\$5,411,781	\$1,954,951	\$1,308,600	\$1,286,143	\$6,787,814
S. Coast	\$2,531,000	\$4,336,600	\$1,642,500	\$478,750	\$726,810
S. Valley	\$1,970,000	\$1,321,901	\$729,352	\$2,263,009	\$355,015
Central Oregon	\$5,305,667	\$5,406,833	\$8,384,476	\$2,925,000	\$2,125,000
NE Oregon	\$871,250	\$525,833	\$775,000	\$82,500	\$1,940,000
E. Oregon	\$1,136,571	\$251,200	\$287,500	\$516,667	\$100,000

## Appendix B: Invitation to Participate

### 2016 LOC Infrastructure Survey

The League needs your help—please respond to the Infrastructure Survey by **the deadline: Friday, February 19<sup>th</sup> at 5pm.**

In preparation for the 2017 legislative session, the League is requesting assistance from member cities in gathering data to support our efforts to secure additional resources and improved policies with regard to **water and transportation infrastructure.** Votes on these issues, especially as they relate to increased fees and taxes, are always difficult for legislators. Therefore, it is important that they understand, with a fair degree of specificity, exactly what the benefits of such investments will be to the state, and especially to cities in their districts.

**It is critical that cities take part in this survey.** The League needs the statistical data solicited in this survey. The League also needs the anecdotal stories that will augment our message of need and cost-effectiveness. High rates of participation will make the data statistically more valid, as well as show policy makers the importance of infrastructure funding to Oregon Cities.

It is important that this survey be completed and returned as soon as possible. **The League's messaging at the Legislature is always stronger when it represents the collective wisdom and commitment of its members.** This survey will provide the advocacy team with the information it needs to most effectively communicate the needs and benefits of the infrastructure investments that we will be proposing and supporting.

#### Survey Link Below:

[http://orcities.co1.qualtrics.com/SE/?SID=SV\\_1HYGpmYwVAAwSY5](http://orcities.co1.qualtrics.com/SE/?SID=SV_1HYGpmYwVAAwSY5)

**Please Note:** The survey asks for financial estimates regarding water and transportation capital projects.

Thank you in advance for your participation and quick response. If you have any questions regarding the survey please contact:

Paul Aljets at:  
[paljets@orcities.org](mailto:paljets@orcities.org)  
(503)540-6590



**Craig Honeyman**, Legislative Director

[choneyman@orcities.org](mailto:choneyman@orcities.org)

(503) 588-6550 | (503) 540-6573 direct | (503) 784-3344 cell  
1201 Court St. NE, Suite 200 | Salem, Oregon 97301

[www.orcities.org](http://www.orcities.org)

*Helping Cities Succeed*

## Appendix C: Survey Instrument

### LOC Infrastructure Survey

*The following survey will provide the League with valuable information on your city's Water and Transportation infrastructure.*

Q2 Please fill out the following questions.

- City Name:
- Your Name:
- Your Title:
- Email Address:

### Water Infrastructure

Q4 Over the next twenty (20) years, how much money does your city anticipate it will need to spend to repair, replace, or expand capacity for Water Quality capital projects? (ex. wastewater treatment, stormwater facilities, water reuse, etc.)

Q5 Over the next twenty (20) years, how much money does your city anticipate it will need to spend to repair, replace, or expand capacity for Water Supply capital projects? (ex. drinking water treatment plant, distribution system storage, etc.)

Q6 Please list your city's **Top 3 Water Quality** related capital improvement projects and the estimated budgets of these projects in Dollars.

	Water related Capital Projects (i.e. Water Treatment Plant, etc.)	Estimated Total Project Cost
#1 Project		
#2 Project		
#3 Project		

Q7 Please list your city's **Top 3 Water Supply** related capital improvement projects and the estimated budgets of these projects in Dollars.

	Water related Capital Projects (i.e. Water Storage Facility)	Estimated Total Project Cost
#1 Project		
#2 Project		
#3 Project		

Q8 How much money did your city spend in FY2014-15 for water conservation education?

Q9 How much did your city spend in FY2014-15 for water conservation as it relates to system efficiency (such as pipeline repair)?

Q10 Does your city foresee a future need for a water storage project in the next twenty (20) years?

- Yes
- No
- Unsure

Answer If Does your city foresee a future need for a water storage project? Yes Is Selected

Q11 Would this be above ground or below ground water storage?

- Above Ground
- Below Ground
- Unsure

Q12 Does your city have a facilities plan?

- Yes
- No
- Unsure

Answer If Does your city have a facilities plan? Yes Is Selected

Q13 What year was your city's facilities plan last updated?

Q14 How many septic systems are within your city's limits?

Q15 How many septic systems are within the Urban Growth Boundary?

Q16 What are your city's considerations and/or barriers to extending infrastructure into the Urban Growth Boundary?

Q17 Does your city operate and maintain a levee?

- Yes
- No
- Unsure

Answer If Does you city operate and maintain a levee? Yes Is Selected

Q18 What are the overall expected costs to maintain each levee certification?

## Transportation Infrastructure

Q20 How many miles of road does you city maintain? *(Please provide both center-line and lane miles)*  
*(Note: Center-lines miles are measured along the median on a road. Lane miles measure the length of each lane on a road. For example, 10 Miles of a two-lane center-line measured road is 20 lane miles.)*

Center-Line Miles  
Lane Miles



Q21 Please list the amount of money your city budgeted to operate and maintain street infrastructure in each of the last three (3) fiscal years.

- FY 2014-2015
- FY 2013-2014
- FY 2012-2013

Q22 Please list your city's **Top 5 highway transportation** related capital improvement projects and estimated costs. *(Note: capital projects are new construction and/or re-construction projects)*

	Highway Capital Improvement Projects	Estimated Total Project Costs
#1 Project		
#2 Project		
#3 Project		
#4 Project		
#5 Project		

Q23 Please list your city's **Top 5 non-highway transportation** related capital improvement projects and estimated costs. *(Note: capital projects are new construction and/or re-construction projects)*

	Non-Highway Capital Improvement Projects	Estimated Total Project Costs
#1 Project		
#2 Project		
#3 Project		
#4 Project		
#5 Project		

Q24 What are your city's **Top 5 overall transportation** operation and maintenance needs? *(Note: Operation and maintenance is defined as managing and repairing streets and related equipment such as signage, signals, and pavement washing)*

- #1 Transportation Need
- #2 Transportation Need
- #3 Transportation Need
- #4 Transportation Need
- #5 Transportation Need

Q25 The following questions provide you with the opportunity to give feedback and opinions on upcoming transportation issues.

Q26 Please provide comments and examples of **Safety Needs** in your city as it relates to Transportation Infrastructure.

Q27 Please provide comments and examples of **Multimodal Needs** (bicycle, pedestrian, transit, etc.) in your city's transportation infrastructure.

Q28 Please provide comments and examples of **Disaster Resilience Needs** in your city as it relates to Transportation Infrastructure (*Disaster Resilience is the ability of cities to manage change in the face of shocks or stresses - such as earthquakes, drought or flood - without compromising their long-term prospects.*)

Q29 Please provide comments and examples of **Jurisdictional Transfer Needs** in your city as it relates to Transportation Infrastructure. (*Note: Jurisdictional Transfer is the transfer of operations and management of transportation related infrastructure to another government entity. For example, a county road functioning as a city street.*)

Q30 Would you or any other representative of your city be willing to testify before the Oregon Legislature on any of the infrastructure issues in this survey?

- Yes
- No

Answer If Would you or any other representative of your city be willing to testify before the Oregon Legisl... Yes Is Selected

Q31 Please list the person's name and contact information

Name:  
Email Address:  
Phone Number:

Q32 This concludes the survey--please provide any further comments or feedback regarding transportation and/or water infrastructure issues.

## Appendix D: Responses by City (Transportation Only)

City	How many miles of road does your city maintain? (please provide both center-line and lane miles) (Center-Line Miles)	How many miles of road does your city maintain? (please provide both center-line and lane miles) (Lane Miles)	Please list the amount of money your city budgeted to operate and maintain street infrastructure (FY 2014-2015)	Please list the amount of money your city budgeted to operate and maintain street infrastructure (FY 2013-2014)	Please list the amount of money your city budgeted to operate and maintain street infrastructure (FY 2012-2013)
Adams	4		\$99,370	\$45,513	\$39,633
Albany	195	400	\$3,100,000	\$2,900,000	\$3,500,000
Amity	5		\$124,660	\$104,000	\$105,934
Antelope	2	3.8	\$3,200	\$4,500	\$3,000
Ashland	103	196.11	\$147,000	\$147,000	\$135,000
Astoria	48	92.9	\$700,000	\$732,000	\$732,000
Athena	8	16.82	\$70,000	\$40,000	\$100,000
Baker City	70	144.5	\$1,144,200	\$1,178,100	\$869,300
Banks	5	5	\$48,000	\$10,000	\$10,000
Beaverton	221	473	\$8,765,917	\$9,012,653	\$7,095,621
Bend	410	844.29	\$10,158,949	\$9,585,117	\$9,944,900
Boardman	23	48.4	\$253,941	\$249,793	\$360,159
Bonanza					
Brookings	32	60.8	\$643,800	\$609,700	\$616,300
Brownsville	9	18.58	\$70,000	\$70,000	\$65,000
Burns					
Canyonville		19	\$291,200	\$245,950	\$170,450
Cascade Locks	6	12	\$100,000	\$118,000	\$91,000
Central Point	62	131	\$450,000	\$450,000	\$450,000
Clatskanie	10	19	\$175,000	\$110,000	\$100,000
Columbia City	13	Unknown	\$97,268	\$69,553	\$77,222
Coos Bay	84	167	\$1,026,316	\$1,052,142	\$1,315,055
Coquille	31	83	\$125,000	\$59,000	\$83,396
Corvallis	192	385	\$3,367,760	\$3,322,820	\$3,125,780
Cottage Grove	44	88	\$1,330,760	\$669,689	\$630,627
Creswell	22		\$647,462	\$720,567	\$503,250
Culver					
Dallas					
Damascus	0	0	\$806,093	\$237,381	\$1,402,029
Dayton	13	26	\$56,000	\$80,000	\$167,000
Depoe Bay	12	24	\$229,600	\$183,600	\$144,100
Detroit	7		\$33,609	\$101,138	\$50,222
Enterprise		22	\$351,710	\$438,460	\$324,161
Estacada					
Eugene	529	1336	\$10,985,703	\$11,163,270	\$11,554,354
Falls City	28		\$113,744	\$67,210	\$48,213
Florence	45	91.3	\$125,000	\$60,000	\$290,000
Forest Grove	76	155	\$1,469,157	\$1,263,734	\$1,411,553
Fossil	9		\$40,000	\$25,000	\$25,000
Garibaldi	7		\$125,000	\$105,000	\$95,000
Gates					
Gold Hill	15		\$80,000	\$120,000	\$40,000
Granite	2	0	\$3,000	\$3,000	\$3,000

City	How many miles of road does your city maintain? (please provide both center-line and lane miles) (Center-Line Miles)	How many miles of road does your city maintain? (please provide both center-line and lane miles) (Lane Miles)	Please list the amount of money your city budgeted to operate and maintain street infrastructure (FY 2014-2015)	Please list the amount of money your city budgeted to operate and maintain street infrastructure (FY 2013-2014)	Please list the amount of money your city budgeted to operate and maintain street infrastructure (FY 2012-2013)
Grants Pass			\$1,327,022	\$1,118,521	\$1,044,048
Greenhorn	1	0	\$0	\$0	\$0
Gresham	290	904	\$8,310,000	\$8,450,000	\$7,870,000
Halfway	6		\$136,700	\$36,283	\$65,277
Happy Valley	68	138.98	\$1,378,687	\$1,110,455	\$1,144,806
Harrisburg		23.88	\$78,862	\$70,967	\$62,802
Heppner	Unknown	Unknown	\$30,000	\$25,000	\$11,000
Hermiston	73	177.94	\$1,210,000	\$1,072,000	\$1,246,000
Idanha					
Independence	28	Unknown	\$95,000	\$90,000	\$85,000
Irrigon	11		\$5,000	\$5,000	\$5,000
Jacksonville		27	\$150,000	\$125,000	\$100,000
John Day	14	27.38	\$26,348	\$9,053	\$6,257
Junction City	60	120	\$624,200	\$601,120	\$569,966
Keizer	109	213.5	\$3,400,000	\$3,600,000	\$4,800,000
Klamath Falls	146	302	\$3,818,225	\$2,703,425	\$4,036
La Pine					
Lafayette	13	NA	\$522,000	\$152,000	\$512,000
Lake Oswego	168	351	\$13,751,000	\$8,242,000	\$7,032
Lakeside		9.2	\$173,640	\$154,450	\$196,320
Lebanon	86	172.82	\$1,180,000	\$1,175,000	\$1,700,000
Lincoln City	66	130	\$600,000	\$600,000	\$600,000
Lonerock	NA	NA			
Long Creek	0	0			
Madras	54	107.58	\$1,034,000	\$1,240,000	\$1,505,000
Malin					
Maupin					
McMinnville	104	208	\$1,950,000	\$1,900,000	\$1,870,000
Medford	270	386	\$7,200,000	\$7,150,000	\$7,150,000
Milton-Freewater	54	4.21	\$282,623	\$269,983	\$261,779
Milwaukie	79	160	\$159,000	\$161,000	\$160,000
Monmouth					
Mosier	3		\$25,000	\$25,000	\$25,000
Mt. Angel	12	12	\$12,000	\$7,000	\$7,000
Mt. Vernon					
Myrtle Creek	17	33.1	\$222,003	\$203,250	\$364,704
Newberg	71	142	\$200,000	\$500,000	\$500,000
Newport	55	78	\$677,452	\$686,316	\$651,208
North Bend					
Nyssa	27		\$242,145	\$387,200	\$380,000
Oakridge	27	53	\$628,445	\$709,585	\$639,707
Philomath			\$225,228	\$167,636	\$151,653

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Port Orford		17	\$81,291	\$90,010	\$140,992
Portland	1807	4833	\$1,850,000	\$17,600,000	\$15,700,000
Prineville	56	115	\$1,191,700	\$1,300,000	\$1,300,000
Redmond	154	316	\$3,720,000	\$3,600,000	\$3,350,000
Rivergrove	0	0.54	\$1,000	\$1,000	\$1,000
Rogue River	11	19.86	\$2,052,081	\$1,999,756	\$408,287
Roseburg	104		\$3,555,699	\$3,618,634	\$1,979,002
Salem	600	1164	\$12,628,280	\$12,152,550	\$12,410,770
Sandy	36	71.2	\$1,830,000	\$1,360,000	
Seneca	10	13.14	\$2,103	\$0	\$0
Shady Cove					
Sherwood	53	111	\$1,800,542	\$1,464,752	\$1,345,430
Silverton	30	62	\$500,000	\$440,000	\$470,000
Sisters	30	59.28	\$661,834	\$681,700	\$589,297
Sodaville			\$41,125	\$104,963	\$31,875
Springfield					
St. Helens	53	104.97	\$1,018,750	\$965,830	\$985,470
St. Paul	10	5	\$69,000	\$39,000	\$20,000
Summerville	1	2.18	\$6,000	\$0	\$12,500
Sutherlin	25	50	\$311,700	\$327,000	\$335,000
Sweet Home	45	87.43	\$649,335	\$617,330	\$685,844
Tangent					
The Dalles	88	175	\$2,011,414	\$2,217,023	\$1,512,465
Tigard			\$4,000,000	\$3,660,000	\$3,700,000
Troutdale	43	43	\$1,960,000	\$2,100,000	\$1,930,000
Ukiah	0	0	\$49,000	\$0	\$0
Vale	50	125	\$217,000	\$219,000	\$2,020,000
Wasco		6.8	\$50,000	\$5,000	\$2,000
Waterloo					
West Linn	107	216	\$5,331,000	\$4,362,000	\$3,817,000
West Linn		170	\$1,500,000	\$1,200,000	\$1,000,000
Wilsonville	73	154	\$1,430,000	\$1,570,000	\$1,440,000
Wood Village	5	9.8	\$318,694	\$277,271	\$230,666
Woodburn	64	129	\$3,700,000	\$3,200,000	\$1,900,000
Yachats	8	15.22	\$196,271	\$261,018	\$128,197

League of Oregon Cities

2016 Infrastructure Survey (Transportation)

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Adams	Wade Street	\$50,000								
Albany	Lyon St/1st Ave. Intersection	\$120,000	US 20/Waverly Intersection	\$1,024,000	99E/Waverly Intersection	\$1,151,000	US 20: NAR to SHD	\$3,750,000	99E/Queen Intersection	\$1,073,000
Amity	Street overlays	\$1,000,000								
Antelope	NONE									
Ashland	Highway 66 (Ashland Street)	\$1,200,000	Highway 99 (Siskiyou Blvd)	\$2,300,000						
Astoria	Waterfront Bridges Replacement Project	\$1,000,000	Hwy 202 Sidewalk Phase 1 Project	\$240,000	Hwy 202 Sidewalk Phase 2 Project	\$2,000,000				
Athens	Pave 6th street - 3 blocks	\$30,000	Grandview -3 blocks	\$30,000	Garfield - 2 blocks	\$20,000				
Baker City	N/A									
Banks	Main Street/HWY 47 Upgrades	\$800,000	Intersection Improvements - Main Street/Hwy47-Cedar Canyon Rd - Banks Road	\$2,000,000	Aaert Road/Hwy 6 Improvements	\$2,000,000				
Beaverton										
Bend	US97/Cooley Mid-term Imp.	\$50,000,000	US97/Empire Interchange Imp.	\$15,000,000	US97/Murphy Interchange	\$15,000,000	Powers Interchange	\$35,000,000	Trip 97 Planning Study	\$500,000
Boardman	Widen I-84 MP 164 overpass	Unknown	Olsen Rd. Overpass Const.	Unknown	S Main St. Upgrades	\$2,000,000	SW Oregon Trail Blvd. Const.	\$2,500,000	IAMP driven connectors and SE/SW Front	\$1,500,000
Bonanza										
Brookings	Easy Street Sidewalk	\$80,000	Hassett Street Sidewalk	\$66,000	Street Resurfacing	\$200,000	Railroad/Mill Repair	\$12,000		
Brownsville	Kirk Avenue	\$2,100,000	Washington Avenue	\$300,000	Templeton Street	\$60,000	Oak Street	\$160,000		
Burns										
Canyonville										
Cascade Locks	Improve Truck Route	\$10,000,000	Add West Bound On Ramp at Exit 47	\$10,000,000	Local Street Repair	\$2,000,000	Sidewalks along arterials	\$2,000,000	Update Crosswalks	\$100,000

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Central Point	Pine Street Multi Use Path	\$800,000	Scenic at 99	\$2,500,000						
Clatskanie	Overlay SW 2nd, 3rd, 4th Streets	\$170,000	Overlay Tichenor and Bryant	\$220,000	Overlay Howard and Bel Air	\$200,000	Reconstruct Bellflower	\$300,000	Overlay/Reconstruct 4th/Lillich St	\$150,000
Columbia City	Safe pedestrian crossings	Unknown								
Coos Bay	Coos River Highway	\$1,000,000	West Park Roadway	\$250,000	Koosbay Blvd	\$4,000,000	Local Street reconstruction	\$25,000,000	Collector street reconstruction	\$20,000,000
Coquille										
Corvallis	Street reconstruction arterials and collectors	\$3,500,000	Street reconstruction local	\$2,750,000	Street resurfacing	\$4,254,900				
Cottage Grove	upgrade 2.86 miles VPC	\$3,221,600	upgrade 6.32 miles PC	\$2,213,300	upgrade 17.21 miles FC	\$568,000	upgrade 2.07 miles sub-standard to good	\$795,200	upgrade 1.51 miles gravel to paved	\$2,599,300
Creswell	New signal at Hwy 99 and Mill street	\$1,000,000								
Culver										
Dallas										
Damascus	Town Center Refinement Plan	\$47,850,000	Sunnyside Road urban upgrades	\$6,270,000	SE 187th Arterial urban upgrades and extension	\$17,590,000	Carver area refinement plan	\$17,020,000	OR 212 widening to 5 lanes between Rock Creek and 222nd	\$37,480,000
Dayton	We do not have a current Street Capital Projects Plan									
Depoe Bay	Hwy South of Bridge	\$4,600,000	Hwy North of Bridge	\$600,000	Hwy North of Bridge	\$200,000	Hwy Parking Turn Out	\$100,000	Hwy North	\$250,000
Detroit										
Enterprise										
Estacada										
Eugene	Franklin Blvd Redesign	\$27,700,000	Beltline Highway from	\$83,000,000	Eugene Railroad Quiet Zone	\$6,800,000	8th Ave Two-Way Conversion	\$2,000,000	W. 11th Ave/Hwy 126 urban standards	\$12,300,000

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			River Road to Coburg Road						from Terry Street - Green Hill Road	
Falls City										
Florence	Hwy 101 Streetscape and ped crossing improvements	\$6,000,000	RRFB installations on Hwy 101 at 12th and 15th Streets	\$360,000	Ped crossing on Hwy 126 at Redwood	\$180,000	Ped crossing Hwy 101 at 25th/26th Street	\$180,000	Hwy 101 widening 42nd to Munsel Lake Road	\$1,620,000
Forest Grove	Hwy 47 & Maple Intersection	\$5,000,000	Hwy 47 & Martin Intersection	\$2,000,000	Hwy 47 & B St. Intersection	\$2,000,000	Hwy 8 Modernization	\$3,000,000	Hwy 8 & Yew	\$2,600,000
Fossil	Existing Street Repairs	\$750,000								
Garibaldi	3rd & Hwy 101	\$1,200,000	5th & Hwy 101	\$1,200,000	6th & Hwy 101	\$1,200,000	7th & Hwy 101	\$1,200,000	8th & Hwy 101	\$1,200,000
Gates										
Gold Hill										
Granite	county problem	unknown	county problem	Unknown	county problem	Unknown	county problem	Unknown	county problem	Unknown
Grants Pass										
Greenhorn	None	\$0	None	\$0	None	\$0	None	\$0	None	\$0
Gresham	Sandy Blvd, 181st to Gresham City Limits	\$4,000,000	Hogan Boulevard, Powell to Burnside	\$3,500,000	Division Street "Complete Street", Birdsdale to Gresham-Fairview Trail	\$1,200,000	Cleveland Avenue, Powell to Stark	\$1,000,000	181st and Glisan Signal Replacement	\$500,000
Halfway										
Happy Valley	Sunrise Hwy unit 1 phase 1	\$84,315,000	Sunrise Hwy unit 1 phase 2	\$104,550,000	Sunrise Hwy unit 2 phase 1	\$184,800,000	Sunrise Hwy unit 2 phase 2	\$177,000,000	Hwy 212 corridor plan	\$150,000,000
Harrisburg										
Heppner	chase overlay	\$80,000	gale grind and pave	\$750,000	chase grind and pave	\$500,000	riverside overlay	\$125,000		
Hermiston	Signal Hwy 207 @ Elm/11th	\$1,600,000	Signal Hwy 207 @ Orchard	\$800,000	Hwy 395 & Theater Add Turn Pockets	\$478,000	Hwy 395 & Elm Add Lanes	\$1,442,000	Signal Hwy 395 & Kelli	\$800,000
Idanha										
Independence	SW arterial Phase One	\$8,000,000	SW Phase Two	\$3,500,000	F Street Bridge	\$1,600,000				



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Irrigon	Division - Enhance-It	\$1,300,000	California St	\$350,000	Wyoming St Project	\$800,000				
Jacksonville										
John Day	US395 Sidewalk Improvements Project; SW 6th to GUHS	\$840,000	Main St. Phase 2 Improvements	\$1,014,177	US395 Phase 2 Sidewalks Improvements Project	\$1,214,932	Charolais Heights Realignment Project	\$140,000	street Overlays	\$5,000,000
Junction City										
Keizer	Exit 260 southbound on ramp widening	\$400,000								
Klamath Falls	No state highway projects									
La Pine										
Lafayette	Hwy 99W grind and repave	\$1,500,000	Hwy 99W Streetscape	\$3,500,000						
Lake Oswego	Kerr Parkway	\$3,500,000	Annual Paving	\$1,500,000	Boones Ferry Road Reconstruction	\$26,000,000	Country Club	\$1,500,000	Lakeview Blvd	\$4,300,000
Lakeside										
Lebanon	\$0.00	\$0	0	\$0	0	\$0	\$0	\$0	0	\$0
Lincoln City	Transit Facility Improvements	\$200,000	Pedestrian Crossing Improvements	\$1,000,000	South 101 Sidewalk Infill	\$1,500,000	north Sidewalk Infill	\$2,300,000	NW Logan Rd. and Hwy 101 Intersection	\$3,600,000
Lonerock										
Long Creek										
Madras	US 97 @ J Street – Phase 2 (signals at J Street and 4th Street, Signals at J Street and 5th Street, Improvements on 4th Street)	\$6,000,000	US 97 @ Fairgrounds Road (Lane Capacity and Interconnection to Adams Drive including signals at Fairgrounds	\$8,500,000	US 97/26 – Sidewalk Infill and ADA compliance (between North and South Y)	\$3,000,000	US 97 Sidewalks (Fairgrounds Road to Hall Road)	\$4,500,000	US 97 @ Hwy 361 – Couplet Improvement (Turn Lane addition, reconfigure couplet between 4th and 5th)	\$700,000

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Road and US 97/27)										
Malin										
Maupin										
McMinnville	5th Street improvements	\$2,700,000	Alpine Avenue improvements	\$7,100,000	2nd Street improvements	\$2,700,000	Hill Road improvements	\$8,000,000	Old Sheridan Rd improvements	\$3,200,000
Medford	Foothill Road	\$13,000,000	Lozier Lane	\$7,550,000	Springbrook Road	\$3,250,000	Springbrook/Spring intersection	\$900,000	4th/Riverside intersection	\$500,000
Milton-Freewater										
Milwaukie	99W crossing of Kellogg Creek Replacement	\$9,900,000	Hwy 224 & Oak Improvements	\$20,000	Hwy 224 Pedestrian Improvements	\$160,000	Hwy 224 & 37th Improvements	\$2,100,000	McLaughlin & Ochoco Improvements	\$1,600,000
Monmouth										
Mosier	Third Ave. Resurfacing	\$500,000								
Mt. Angel	Intersection Improvements	\$608,000	Left Turn Pocket	\$124,000						
Mt. Vernon										
Myrtle Creek	Division Overlay	\$200,000	Neal Lane Grind and Pave	\$150,000	Third Street	\$100,000	Myrtle View Rehabilitation	\$200,000	Orchard Street	\$100,000
Newberg	Newberg-Dundee Bypass (ODOT Project)	\$263,000,000	Highway 219 widening (ODOT project)	\$3,000,000						
Newport	Street Overlays and Improvements	\$264,232	SW Abalone-Brant Street and Sidewalk Improvements	\$2,174,000	SE Ferry Slip Rd Improvement Project	\$1,438,000	Sidewalk & Bike Improvements	\$15,000	Hwy 101 Pedestrian Crossing Improvements	\$185,050
North Bend										
Nyssa										
Oakridge	East 1st St.	\$1,950,000	Berry Street	\$200,000	Jones Road	\$350,000	Crestview	\$500,000	Beech St	\$225,000
Philomath	Hwy 20/34 Streetscapes	\$10,000,000	Hwy20/34 and 26th st intersection	\$1,200,000	Hwy 20/34 Median hardscaping	\$150,000				
Port Orford	none									

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Portland	Powell Boulevard: Roadway Improvements I-405 to City Limits	\$90,000,000	Rose Quarter Improvements: Improvements to I-5 and I-84	\$350,000,000	Ross Island Bridge: Improvements to Hwy 26	Unknown	82nd Avenue: Safety and Efficiency Improvements	Unknown	South Portland Access: I-5 Access	Unknown
Prineville	HWY 126 roundabout	\$5,000,000	9th St extension	\$20,000,000	New Signals	\$5,000,000				
Redmond	S. HWY 97 Improvements	\$45,000,000	HWY 126/35th St. Intersection	\$2,000,000	HWY 126/9th St. Intersection	\$2,000,000	S. HWY 97 Interchange	\$11,000,000	N. HWY 97 Access Impr.	\$5,000,000
Rivergrove Rogue River										
Roseburg	Stewart Parkway Valley View to Harvey	\$4,500,000	Stewart Parkway Harvey to Harvard	\$7,000,000	Stewart Parkway/Eden bower	\$1,500,000	Douglas Ave Imp.	\$2,000,000	Rifle Range Rd Imp	\$3,000,000
Salem	McGilchrist Street SE	\$20,000,000	Liberty Street NE Bridge Repair at Mill Creek	\$3,600,000	Marine Drive NW	\$13,500,000	Kuebler Blvd bridges over UPRR and Mill Creek	\$25,000,000	Salem River Crossing (Bridge and street connections)	\$430 million (estimate will be refined in Final Environmental Impact Statement)
Sandy	Bell Street Extension	\$4,900,000	362nd Extension to Kelso	\$6,000,000	Industrial Way extension	\$5,000,000	Kate Schmitz Extension	\$2,200,000	362nd / Dubarko intersection improvements	\$1,300,000
Seneca Shady Cove										
Sherwood	Tualatin - Sherwood Rd Improvements	\$43,000,000	124th Ave Extension	\$80,000,000	Kruger / Elwert / 99W Improvements	\$2,800,000	Oregon-Tonquin Intersection Improvements	\$3,000,000	Mid-Block Pedestrian Crossing	\$100,000
Silverton	Steelhammer	\$930,000	Pine St Extension	\$2,300,000	South Water Bike and Ped Proj	\$1,200,000	McClaine & Main Intersection Signal	\$600,000	1st & Hobart Signal	\$250,000
Sisters	Hwy 20/Barclay	\$375,407								

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City	Top 5 highway transportation related capital improvement projects (#1 Project)	Top 5 highway transportation related capital improvement projects (#1 Estimate)	Top 5 highway transportation related capital improvement projects (#2 Project)	Top 5 highway transportation related capital improvement projects (#2 Estimate)	Top 5 highway transportation related capital improvement projects (#3 Project)	Top 5 highway transportation related capital improvement projects (#3 Estimate)	Top 5 highway transportation related capital improvement projects (#4 Project)	Top 5 highway transportation related capital improvement projects (#4 Estimate)	Top 5 highway transportation related capital improvement projects (#5 Project)	Top 5 highway transportation related capital improvement projects (#5 Estimate)
Design & Construction										
Sodaville										
Springfield										
St. Helens	Traffic signal and intersection reconfiguration at US 30/Millard Road	\$1,000,000	Install westbound right turn lane at US 30/Deer Island Road	\$500,000	Install westbound right turn lane at US 30/Gable Road	\$500,000	Install traffic signal at US 30/Pittsburg Road	\$400,000	Install traffic signal at US 30/Vernonia Road	\$400,000
St. Paul	pave decaying streets	\$250,000								
Summerville	None									
Sutherlin	N. Comstock	\$2,000,000	Valentine	\$450,000	Waite Street	\$1,200,000	Page Street	\$922,000	Sixth Ave	\$400,000
Sweet Home	Mountain View Rd 10yr Corridor Plan.	\$1,720,000	Harding St	\$300,000	14th Avenue	\$300,000	Clark Mill Rd	\$2,500,000	Tamarack St	\$550,000
Tangent										
The Dalles	Arterial left turn lane	\$957,000	Collector street extension	\$510,000	Downtown arterial reconstruction	\$900,000	City/ODOT intersection upgrades	\$350,000	Residential intersection realignment	\$400,000
Tigard	Pac. Hwy/McDonald	\$1,950,000								
Troutdale	Improve NW Graham Road	\$3,400,000	Primary access to Urban Renewal Area	\$3,197,000	Improve Stark Street from 257th to Troutdale Road	\$3,690,000	Improve SW Hensley Road-N/S Leg	\$300,000	Reconstruct and Improve NW Dunbar Avenue	\$468,000
Ukiah	Main&Pendleton	\$49,000	none	\$0	none	\$0	none	\$0	none	\$0
Vale	B Street	\$50,000	Ironhead	\$25,000	Overlay SW	\$75,000	Overlay NW	\$150,000		
Wasco	Unknown	Unknown								
Waterloo										
West Linn	Highway 43 Reconstruction (city share)	\$5,600,000	10th Street Reconstruction (city share)	\$1,600,000	Rosemont Road at Carriage Way	\$1,500,000	Williamette Falls Drive Improvements	\$1,955,000	Ostman Road to Blankenship Improvements	\$1,100,000
West Linn	Various street improvements	\$1,500,000								

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Wilsonville	East-West Connector Boones Ferry to Brown Road	\$15,200,000	Tooze Road adjacent to Villebois North End	\$7,900,000	Boeckman Road Dip Bridge	\$12,200,000	Garden Acres Road Urbanization	\$15,000,000	Day Road Reconstruction	\$8,100,000
Wood Village	Powell/Division		I 84		Alt US 30 (Sandy)					
Woodburn	South, Pacific Highway 99e Improvement	\$6,000,000	Highway 214 , Boughton to 99E	\$22,000,000	Evergreen to Parr Road	\$5,000,000	South Arterial	\$12,500,000	Signalization Various Locations	\$2,500,000
Yachats										

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City	Top 5 Non-highway transportation related capital improvement projects (#1 Project)	Top 5 Non-highway transportation related capital improvement projects (#1 Estimate)	Top 5 Non-highway transportation related capital improvement projects (#2 Project)	Top 5 Non-highway transportation related capital improvement projects (#2 Estimate)	Top 5 Non-highway transportation related capital improvement projects (#3 Project)	Top 5 Non-highway transportation related capital improvement projects (#3 Estimate)	Top 5 Non-highway transportation related capital improvement projects (#4 Project)	Top 5 Non-highway transportation related capital improvement projects (#4 Estimate)	Top 5 Non-highway transportation related capital improvement projects (#5 Project)	Top 5 Non-highway transportation related capital improvement projects (#5 Estimate)
Adams										
Albany	Queen/Geary Intersection	\$2,281,000	Timber St. Extension	\$6,100,000	Goldfish Farm Rd	\$5,333,000	Knox Butte Rd	\$5,577,000	53rd Ave	\$21,583,000
Amity	Sidewalks	\$400,000								
Antelope	Water System	\$1,208,000								
Ashland	N Mountain Ave (both segments)	\$1,500,000	East & West Hersey Street	\$975,211	B Street	\$469,815	Granite Street	\$478,052	Park Street	\$320,059
Astoria	2016 Paving Project	\$450,000	2018 Paving Project	\$450,000	2020 Paving Project	\$450,000				
Athens	n/a	\$0	n/a	\$0	n/a	\$0	n/a	\$0	n/a	\$0
Baker City	Auburn St Overlay	\$510,000	Chip seal (annually)	\$400,000						
Banks	Banks Road Improvements	\$9,000,000								
Beaverton	Hocken aver widening	\$570,000	Canyon rd. improvements	\$3,400,000	Westgate realignment	\$1,200,000	Hall Blvd. rehab	\$550,218	Hart rd.	\$354,000
Bend	Murphy Rd. Extension to 15th	\$25,000,000	Empire Extension	\$21,000,000	3rd St. Improvements	\$22,000,000	Streetscape projects to support mixed use centers	\$6,000,000	Bend Parkway Bike/Ped Crossings	\$5,000,000
Boardman	W Wilson Rd. Upgrades	\$3,000,000	Faler Rd. Upgrades	\$1,000,000						
Bonanza										
Brookings	Railroad St H2O Main	\$400,000	Railroad St Sewer Main	\$365,000	Oak Street Sewer Main	\$350,000	Mill Beach Sewer	\$707,500	Lone Ranch Sewer	\$703,620
Brownsville	Cemetery Bridge	\$60,000								
Burns										
Canyonville										
Cascade Locks	Combined City Hall/Port District Administration Building	\$5,000,000	New Electric Substation	\$3,000,000	Bridge Maintenance	\$10,000,000				
Central Point	Beebe Road Signal	\$275,000	W. Pine Street Widening	\$2,500,000	10th Street Sidewalks	\$500,000	3rd Street Sidewalks	\$500,000	Pittview Road	\$500,000
Clatskanie	Storm Sewer replacements	\$125,000	River Embankment Stabilization	\$400,000	Sidewalk System Expansion	\$75,000	Replace HC Ramps and Sidewalks	\$60,000	Upgrade/Replace Signage	\$25,000

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Columbia City	L St. Overlay/Widening	\$103,000	H, 6th, & Calvin Overlays	\$194,495	E St. Improvements	\$153,724	6th St. Improvements	\$875,671	Miscellaneous Overlays	\$550,000
Coos Bay	sidewalks	\$9,500,000	Bicycle lanes	\$19,750,000	Other	\$4,600,000				
Coquille	Central Blvd slip repair overlay	\$320,000	North Birch realignment	\$68,000	S. First Avenue overlay	\$120,000				
Corvallis	Sidewalk repair	\$750,000	Transit operations facility	\$4,916,410	Multi use path construction	\$1,589,000				
Cottage Grove										
Creswell	N. 5th St reconstruction	\$550,000	A. St. reconstruction	\$740,000	S. 5th street reconstruction	\$200,000	D. street upgrade	\$256,000	10th street upgrade	\$750,000
Culver										
Dallas										
Damascus	City Hall	\$5,000,000								
Dayton										
Depoe Bay	Realign Collins, Combs, Conway	\$400,000	HARbor Pedestrian Loop	\$1,400,000	Shell Ave	\$650,000	Collins	\$5,200,000	Conway	\$500,000
Detroit										
Enterprise	SW 2nd & Greenwood	\$130,000	NW 3rd St.	\$110,000						
Estacada										
Eugene	13th Avenue Protect Bike Lane	\$2,000,000	High Street Protected Bike Lane	\$1,500,000	Roosevelt Blvd Shared Use Path and Bike Lane	\$1,250,000	30th Ave ped/bike improvements	\$2,000,000	Dispersed Safe Routes to School improvements	\$2,000,000
Falls City	South Main overlay, 500 feet	\$80,000								
Florence	Rhododendron Drive Wildwinds to 35th Street	\$2,285,000	Rhododendron Drive Hwy 101 to 9th Street	\$1,000,000	Siuslaw Estuary Trail	\$1,500,000	Spruce Street Culvert Replacement	\$250,000	Rhododendron Drive 35th to Shelter Cove	\$750,000
Forest Grove	Thatcher Road	\$12,000,000	Sidewalk, ADA, & Bike Lanes	\$10,000,000	26th & Willamina Ave	\$10,000,000	West-Side Multi Modal Corridor which also includes light rail	\$300,000,000		

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Fossil										
Garibaldi	5th Street	\$1,000,000	Acacia Avenue	\$300,000	Ginger Avenue	\$250,000	Holly Avenue	\$200,000	Evergreen Avenue	\$400,000
Gates										
Gold Hill										
Granite	zero		zero		zero		zero		zero	
Grants Pass	Allen Creek Road	\$3,500,000	Redwood Avenue Phase III	\$2,400,000	Elmer Nelson Bride	\$1,000,000	Fruitdale Road	\$10,000,000		
Greenhorn	None	\$0	None	\$0	None	\$0	None	\$0	None	\$0
Gresham	LED Streetlight Conversion Project	\$4,000,000	ADA Curb Ramp Upgrades	\$150,000	Division Street Pedestrian Crossing Improvements	\$500,000	Pedestrian Crosswalk Enhancements	\$50,000		
Halfway	chip sealing 162nd	\$50,000								
Happy Valley	Sunnyside to Hwy 212	\$8,800,000	172nd Sunnyside to Foster	\$63,500,000	Misty Drive 162nd to 177th	\$3,200,000	King Rd 145th to 122nd	\$750,000	Ridgecrest Rd 145th to 132nd	\$600,000
Harrisburg	Cramer - Priceboro to diamond hill	\$3,167,500	10th Street - Territorial to Marcus landing	\$1,538,000	Signal @ 3rd /LaSalle	\$634,000	10th Diamond Hill to Burton	\$590,000	6th - Kesling/Smith	\$431,700
Heppner	fire hall	\$1,100,000								
Hermiston	Harper & Geer Realignment	\$940,000	N. 1st Pl. (Elm to Hermiston Ave.)	\$2,000,000	Highland & 1st Pedestrian Safety	\$300,000	Main & 7th Roundabout Install	\$300,000	Widen 10th- Elm to Punkin Ctr.	\$5,820,000
Idanha										
Independence										
Irrigon	Fog Multi-use Path	\$600,000	Greenway to 13th Street	\$45,000	Downtown Sidewalk - US 730	\$2,800,000	3rd Street Re-Alignment	\$30,000		
Jacksonville										
John Day	New Wastewater Treatment Plant	\$6,500,000	Bar Screen for wastewater treatment plant	\$200,000	Digester Repairs- wastewater treatment plant	\$500,000	Training Tower for fire drills	\$150,000	Pond Liners	\$150,000
Junction City	Laurel street overlay	\$400,000	Safe Routes to School	\$500,000	general maintenance	\$3,000,000				



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Keizer	Replace Deaborn Ave. NE bridge over Claggett Creek	\$1,000,000	14th Ave Dedicated Right Turn Lane	\$500,000	Area B Traffic Signal	\$600,000	Delight St Widening	\$400,000	River Rd/Manzanita Realignment	\$2,700,000
Klamath Falls	Brett Way Extension	\$4,150,000	Washburn Sidewalks Ph. 2	\$750,000	N. Eldorado Grind and Inlay	\$315,000	Micro seal Program	\$350,000	Chip Seal Program	\$100,000
La Pine										
Lafayette	Madison Street, 3rd-8th	\$1,300,000	Bridge Street	\$3,100,000	Overlays, 20 blocks citywide	\$250,000	Storm Drain Master Plan and SDC	\$100,000	Sidewalks, ped safety and connectivity to downtown and school	\$300,000
Lake Oswego	Bridge repair and replacement	\$15,000,000	Intersection signalization	\$50,000	Laurel Pathway Project	\$2,200,000	Willamette Greenway Trail	\$5,000,000		
Lakeside										
Lebanon	Airport Rd Rehab	\$2,000,000	Walker Rd. rehab and buildout	\$1,000,000	Street Overlay Program	\$300,000				
Lincoln City	Logan Road Trail/Sidewalk	\$550,000	NW Jetty Pedestrian improvements and traffic calming	\$1,000,000	Head to Bay Trail Extension NE 14th	\$2,100,000	SE 3rd Street Sidewalk Infill	\$1,000,000	Holmes Rd Bike Facilities	\$1,500,000
Lonerock										
Long Creek										
Madras	Demers Road – Industrial Park Collector	\$3,000,000	Wallen to Cherry Lane – Industrial Park Collector	\$2,700,000	Local Collector Road Connections between Hwy 361 and Hwy 97 North of Colfax, South of Brush Lane	\$15,000,000	3rd Street Extension (North Y to Cedar Street)	\$2,500,000	H Street & Hwy 361 (Reconstruction to Collector Standards)	\$1,500,000
Malin										
Maupin										
McMinnville										

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Medford	Operations satellite facility	\$3,000,000	ADA ramps	\$700,000	McAndrews adaptive traffic signals	\$400,000	Barnett adaptive traffic signals	\$250,000	Main/Barneburg traffic signal	\$500,000
Milton-Freewater	Street overlays	\$1,200,000								
Milwaukie	Monroe Street Greenway	\$8,013,600	Stanley Avenue Greenway	\$5,035,000	29th Avenue Greenway	\$220,000	Linwood Avenue Improvements	\$12,500,000	Kronberg park Trail	\$1,769,100
Monmouth										
Mosier	Streetscape Improvements for Highway 30	\$250,000	Stormwater Improvements	Unknown						
Mt. Angel	E. Church St. Reconstruction	\$193,000	E. College Reconstruction	\$831,000	R.R. Ave. Reconstruction	\$550,000	Alder St. Reconstruction	\$590,000	Birch St. Reconstruction	\$385,000
Mt. Vernon										
Myrtle Creek	Park Nature Trail Repair	\$200,000	City Hall Seismic	\$150,000	Community Center Seismic	\$150,000				
Newberg	Villa Road Improvements	\$3,000,000	Elliott Road Improvement	\$1,400,000	N. Springbrook Road Improvements	\$1,800,000	Crestview Drive Extension	\$1,100,000	Hayes Street Extension	\$500,000
Newport	Fire Station Seismic Rehabilitation	\$1,491,223	South Beach Tsunami Improvements	\$492,294	Bay/Moore Storm Drain	\$2,949,100	Agate Beach Wayside Improvements	\$100,624	Ferry Slip Road Utility Undergrounding	\$500,000
North Bend										
Nyssa	King/1st	\$50,000	2nd Street	\$70,000	Chestnut	\$200,000	Commercial	\$1,400,000	Walnut	\$150,000
Oakridge	Ped Bridge	\$450,000	Sign Project	\$275,000						
Philomath	16th St. to Cedar St.	\$1,100,000								
Port Orford	Sidewalks on Washington Hwy 101 to 11th	\$150,000	Sidewalks on Jackson Hwy 101 to Madrona	\$500,000						
Portland	122nd Avenue Safety Improvements: Safer Crossing / Intersection Improvements	\$2,200,000	SW Capitol Highway: Sidewalks, safer crossings, bike lanes	\$12,000,000	Safe Routes to School Projects Citywide: Safer Crossings, sidewalks, bike lanes	\$8,000,000	Protected Bike Lanes (Central City)	\$3,000,000	Eastside Neighborhood Greenways: Traffic Calming, crossing improvements	\$15,000,000

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Prineville	Existing Pavement Maint	\$5,000,000								
Redmond	S. Canal Blvd Impr.	\$7,600,000	SE 9th St. Extension	\$3,000,000	Maple Ave Extension	\$1,900,000	NE 9th St. Improvements	\$2,700,000	N. Canal Blvd. Impr.	\$1,000,000
Rivergrove										
Rogue River	Repave Streets	\$805,000	Repair Bridge	\$100,000	Improve Side Walks	\$500,000	Improve Intersections	\$2,000,000		
Roseburg	Multi use path replacements	\$3,000,000	ADA Upgrades	\$3,000,000	Multi use path expansions	\$2,500,000				
Salem	Union Street Bikeway	\$2,300,000	Fisher Road NE, Sunnyview to Silverton Sidewalks/Bike lanes	\$6,000,000	Union Street Path connection under/over Wallace Road	\$6 million (prelim. est.)	Liberty Road S bike lanes and sidewalks	\$13 million (prelim. est.)	Airport Runway Extension	\$20,000,000
Sandy	OR-211 sidewalks	\$7,000,000	Shelley/Alt/Proctor crosswalk improvements	\$2,000,000	Bornstedt Rd. sidewalks	\$1,600,000	Tupper Rd. Bike lanes	\$1,000,000	Dubarko Sidewalks	\$800,000
Seneca	Chip Seal	\$500,000								
Shady Cove										
Sherwood	Ice - Age Tonquin Trail	\$9,000,000	99W Sidewalk Infill	\$1,000,000						
Silverton	Tram & Bike Path @ Oregon Garden	\$400,000	Oak St to Steelhammer Ped Improvements	\$360,000	Pine St Gap Infill (sidewalks)	\$170,000	C St Ped Improvements	\$160,000	James St Ped Improvements	\$50,000
Sisters	Overlay Projects	\$63,000	Highway 20/Locust Improvements (Design & Construction)	\$741,000	Jefferson Multi Use Path	\$106,854				
Sodaville Springfield	Vine Street	\$50,000								
St. Helens	Widen roadway, add curb and sidewalks, S 12th Street	\$945,000	Add curbs, sidewalks, and bike lanes, Sunset Blvd.	\$683,000	Add curbs, sidewalks, bike lanes, Columbia Blvd	\$1,400,000	Widen road, add curbs, sidewalks, and bike lanes, Sykes Road	\$1,500,000	Widen road, add curbs, sidewalks, and bike lanes, Vernonia Road	\$1,800,000
St. Paul	New Sidewalks	\$1,000,000								
Summerville	None									

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Sutherlin	Central Ave. Enhancement	\$1,300,000								
Sweet Home	Corner ramps & sidewalks	\$70,000,000	SRTS Ramps & Sidewalks	\$30,000	Bike lane Striping	\$10,000	Bus Stop Shelters	\$20,000		
Tangent										
The Dalles	Embankment stabilization	\$630,000	Bike route network	\$2,000,000	Riverfront Trail extension	\$1,300,000	Safe Routes to Schools	\$500,000	Sidewalk extensions	\$1,000,000
Tigard										
Troutdale	Downtown Parking Lot	\$50,000	Downtown Parking Study	\$51,000	Columbia Gorge Bike Hub	\$85,000	ADA Transition Plan for PW Facilities	\$15,000	Pedestrian Crossings/Traffic Calming in the CBD	\$150,000
Ukiah	none	\$0	none	\$0	none	\$0	none	\$0	none	\$0
Vale	Safe Route To School Phase 1	\$346,000	Safe Route to School Phase 11	\$586,000	Miller Airpark	\$450,000				
Wasco	Unknown	Unknown								
Waterloo										
West Linn	Willamette Falls Drive Sidewalk and Bike Improvement	\$5,740,000	Old River Drive Sidewalk and Bike Improvement	\$1,945,000	Rosemont Road Sidewalk and Bike Improvement	\$1,330,000	Sunset Avenue Sidewalk and Bike Improvements	\$1,485,000	Hillcrest/Marylhurst Sidewalk and Bike Improvements	\$1,300,000
West Linn										
Wilsonville	I-5 Undercrossing Multi-Use Path Upgrade	\$700,000	I-5 Ped/Bike Overcrossing	\$8,500,000	Boeckman Creek Trail	\$1,500,000	French Prairie Ped/Bike/Emergency Willamette River Bridge	Unknown	Option #3 French Prairie Drive Pathway	\$5,700,000
Wood Village	Arata Road	\$4,700,000	238th Drive	\$9,000,000	Halsey	\$1,400,000	Sandy	\$2,200,000	236th Ave	\$3,000,000
Woodburn	99E Pedestrian Enhancements	\$750,000	Illumination HWY 99E	\$2,500,000	Illumination HWY 214	\$2,400,000	Sidewalk/Pedestrian Upgrades	\$1,000,000	Bicycle Lanes Upgrades	\$1,000,000
Yachats										

City	What are your city's Top 5 overall transportation operation and maintenance needs? #1 Transportation Need	What are your city's Top 5 overall transportation operation and maintenance needs? #2 Transportation Need	What are your city's Top 5 overall transportation operation and maintenance needs? #3 Transportation Need	What are your city's Top 5 overall transportation operation and maintenance needs? #4 Transportation Need	What are your city's Top 5 overall transportation operation and maintenance needs? #5 Transportation Need
Adams	Repair of some paved road	Drainage near city hall	Replace and add signs		
Albany	– Funding for preservation of existing streets	– ODOT Funding for Capital Projects that address operating deficiencies	Funding for regulatory compliance and standard O&M activities on stormwater systems serving the street network	Funding for additional street maintenance personal to meet the City’s street maintenance needs.	Staff and equipment for in-house traffic signal maintenance
Amity	Overlays	Pothole repair	Sidewalks		
Antelope	NONE				
Ashland	Overlay program for arterials and collectors (reduce backlog of deferred maintenance)	Increase the amount of Slurry Seal projects for local streets	Pre-patch and crack seal	Road marking	Sign replacement
Astoria	Additional paving funding	crosswalk and school crossing upgrades	city wide ADA ramp improvements funding	street light upgrade funding	striping and signage upgrades
Athens	Street Repair on an annual basis	Street Equipment			
Baker City	Fund maintenance of existing streets (overlay & chipseal)!!	Fund maintenance of existing streets (overlay & chipseal)!!	Fund maintenance of existing streets (overlay & chipseal)!!	Fund maintenance of existing streets (overlay & chipseal)!!	Replace outdated signage
Banks					
Beaverton	Additional funding for street repaving	Additional funding for sidewalks	Additional funding for bridge replacement		
Bend	1. Securing dedicated funding and resources for street preservation and maintenance to turn around the declining conditions trend of our streets conditions.	2. Securing resources and adoption of policies for a more robust sidewalk program and meeting ADA accessibility requirements	3. Securing resources to strengthen our Bridge Program	4. Allocation of resources to keep up with the growing multi-modal demands on signing and striping	5. Resources to strengthen our sweeper fleet.
Boardman	NE Columbia Ave Overlay, bike, ped	NE Front St. Repair, overlay, bike, ped	S. Main St. surface repairs		
Bonanza					
Brookings	Need General street repair citywide; repaving and reconstruction.	Need Reconstruction of Railroad Street as major local street parallel to US 101	Need Pedestrian safety improvements along US 101 and local roads	Need Culvert replacement	Need
Brownsville					
Burns					
Canyonville	paving				
Cascade Locks	Improved truck route into and out of Industrial Park	New interchange on I84	Viable Street Fund for routine maintenance	Update Crosswalks to ODOT standards	
Central Point	Additional Revenue	More Grant Opportunities	Larger Variety of qualified contractors	Street Sweeping Machine	Vac Truck
Clatskanie	Surface Paving and Reconstruction/Pave Gravel Roads	Improved Crosswalks and Downtown Sidewalk Replacements	Expanded Bike and Pedestrian Facilities/Interconnect Existing Facilities	Create better Crossing Facilities across Highway 30.	Improve Signage and Upgrade Older Outdated Signage

City	What are your city's Top 5 overall transportation operation and maintenance needs? #1 Transportation Need	What are your city's Top 5 overall transportation operation and maintenance needs? #2 Transportation Need	What are your city's Top 5 overall transportation operation and maintenance needs? #3 Transportation Need	What are your city's Top 5 overall transportation operation and maintenance needs? #4 Transportation Need	What are your city's Top 5 overall transportation operation and maintenance needs? #5 Transportation Need
Columbia City	Repairing existing streets	Reconstructing existing streets	Improving streets (paving, widening, sidewalks, storm systems, curbs, lighting....)	Street signage and markings	Street cleaning and lighting
Coos Bay	pavement resurfacing of arterial streets	subgrade and pavement repair of collector streets	subgrade and pavement repair of local streets	signage, striping, and marking replacement and installation	replacement of street sweeper
Coquille	repairing streets	new street sweeper			
Corvallis	street pavement maintenance	multi use path maintenance	street island maintenance	sidewalk maintenance	traffic signal and loop maintenance
Cottage Grove	Pavement rehabilitation	Curb and crosswalk markings	Sign upgrades	Pavement markings and lane improvements	Pavement reconstruction
Creswell	New signal at Hwy 99 and Mill street	Pavement replacement	Sign replacement	Curb, gutter, and sidewalk installation	Bike lane and gateway enhancements
Culver					
Dallas					
Damascus	City Charter Spending Limit				
Dayton	Street overlay funds	Street maintenance plan			
Depoe Bay	pothole patrol	ditch cleaning	stormwater runoff		
Detroit	2.25 centerline miles of unimproved, natural, or gravel road need upgrade (asphalt)	All street and traffic signs need to be replaced and brought up to State standards	No sidewalks exist in entire city, not even congested downtown area	No drainage system throughout city	Paved roads need repaving and restriping
Enterprise					
Estacada					
Eugene	Traffic signal upgrades. Many of our traffic signals are in poor condition, especially in our downtown and close-in neighborhoods. Most of these signals have strain poles supporting span wires and are difficult to upgrade to include Audible Pedestrian Devices. The strain poles are in danger of failing due to age and degradation of their foundations. The city has not identified a funding source for upgrading these signals.	Sidewalk repair. Maintenance of city sidewalks is the responsibility of the adjacent property owner. The city has one sidewalk inspector whose job is to inspect sidewalks citywide. This has limited our ability to inform property owners of the need to repair sidewalk sections that are in poor condition.	Residential Street Repair. The City currently has a backlog of \$45M of needed residential street repairs. Current funding level are inadequate to repair these streets before they deteriorate to the point of needing reconstruction.	Intelligent Transportation System Improvements. Many of our traffic signals are not connected to our centralized traffic signal system control software due to outdated controllers, lack of physical network infrastructure or other factors. The City has completed a Master Traffic Communications Plan which identifies approximately \$10 million in systems improvements and upgrades.	Seismic Retrofit of Local Bridges. The City of Eugene has performed a high level seismic analysis of our bridges. The results show over \$30 million in seismic upgrades needed to bring priority bridges up to retrofit standards defined in the Oregon Highway Seismic Plus Report (OHSP).
Falls City	Every paved road in town (14.1 miles) is in disrepair. 3 miles could use chip and seal, rest need overlay.	Operating a 1963 road grader to grade 14.2 miles of gravel roads, need new grader.	Sidewalks for safe walking paths.		

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Florence	Pavement rehabilitation program - currently \$6.6 to \$8.2 million in deferred maintenance				
Forest Grove	Pavement Restoration - asphalt overlay and ADA curb ramp upgrades as part of the overlay	Safety improvements at major intersections	Drainage improvements on existing city streets.		
Fossil	Street Repairs	Sidewalk Repairs			
Garibaldi	Need Paving gravel roads	Need Pavement overlays	Need Pavement sealing	Need Upgrading signage to meet federal MUTD standards	Need Striping/restriping/curb painting
Gates					
Gold Hill	LSNP				
Granite	none	none	none	none	none
Grants Pass	Maintaining existing infrastructure to current standards	keeping up with growth in community			
Greenhorn	Gravel and Grading	N\A			N\A
Gresham	Pavement rehabilitation and repair (high cost treatments)	Pavement preventive maintenance (lower cost treatments)	Disaster preparedness	Upgrading signage to current standards	Upgrades to existing signals to improve resiliency and sidewalk clearance
Halfway	Paving unpaved streets	new street signs	graveling right of ways	chip and crack sealing	newer equipment
Happy Valley	Local/Residential Street Maintenance	Collector/Neighborhood Street Maintenance	Roadway striping	Roadway Signage	Roadway Sweeping
Harrisburg	Sweeping/Cleaning	Signage	Striping	Pothole repair	Asphalt patch repairs
Heppner	capital to maintain existing infrastructure	updated TSP	new street lights	Money	
Hermiston	Repairing Streets	Upgrading existing streets to accommodate growth	Upgrading stormwater system	Street Sweeping	Signage maintenance
Idanha					
Independence	M & R Phase One 5 year plan \$8.5M				
Irrigon	Basic Road Maintenance - Patching	Gravel for none hard surface roads	Striping	Weed control along ROW's	Lighting - Safety at certain Intersections
Jacksonville	repairing streets				
John Day	More revenue for street operation and maintenance	Street overlays/chip seal	Bridge repairs/new bridges	Sidewalks/bicycle paths	street sweeper
Junction City	Repairing/replacing failing roads	signage	crosswalks	ADA compliant Sidewalks	sidewalk replacement/repair
Keizer	Continue our annual resurfacing program - \$500,000 to \$1,000,000 per year	Traffic signal upgrades - \$500,000	Installation and updating of ADA ramps citywide - \$25,000 per year		
Klamath Falls	Two new street sweepers	Snow removal equipment	Vehicle and heavy equipment replacement	Striping	signal and sign system upgrades
La Pine					
Lafayette	see projects above				

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Lake Oswego	Pavement rehabilitation	Signal upgrade and replacement	Sidewalks and Bike ways	Bridge replacement and repair	
Lakeside					
Lebanon	additional funding for more FTE to maintain streets	additional funding to replace and upgrade equipment			
Lincoln City	pavement repair and restoration	drainage facility maintenance	pavement washing/cleaning/sweeping	signage	pavement marking
Lonerock					
Long Creek					
Madras	Per the Transportation Utility Formation Study performed by FCS Group in 2015, the City requires an additional \$1,130,000 per year to increase the overall pavement condition index of the City to 82 which is the ideal situation. FCS group also noted the City required approximately \$24.7 million to bring the City's current unimproved roads to City Standards. A Citizen Advisory Group was established to recommend the proper funding levels to City Council along with recommendations in approach to acquiring the funding. The Citizen Advisory Group recommended an annual funding level of \$750,000 for maintenance and paving. This funding level sustains the pavement condition index in the long-term with \$600,000 annually allocated to road maintenance. The remaining \$150,000 will be allocated to paving unimproved roads. In order to meet the proposed funding level the Citizen Advisory Committee recommended the City pursue a Franchise Fee on the Water and Wastewater Utilities, a Local Gas Tax and a Transportation Utility Fee. The City's number one transportation need is to raise this	Crack Sealing of existing streets	Patching of existing streets.	Curb and sidewalk replacement	Storm water repair.



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	funding to maintain its street network.				
Malin					
Maupin					
McMinnville	Maintaining and/or improving the condition of the street system pavement	Storm system repairs / upgrades within the street system	Traffic signal coordination		
Medford	Overlay associated ADA ramp installation and replacement	Traffic signal replacements	Pavement maintenance	Bridge maintenance	New traffic signals or modern roundabouts at intersections
Milton-Freewater	Street repairs	Pavement marking	Maintenance of unimproved streets	Street cleaning / sweeping	Signs
Milwaukie	Street Surface maintenance program	Sidewalks	Traffic Signal Upgrades	Bicycle Facilities	Street Sweeping
Monmouth					
Mosier	Pavement repair	Snowplowing			
Mt. Angel	Crack Sealing	Dust Abatement	Thermoplastic	Signage	Cold Patch
Mt. Vernon					
Myrtle Creek	Pavement repair				
Newberg	Pavement Overlay/Reconstruction Funding	Pavement Maintenance (crack/slurry/chip seal) funding	Roadway Improvement/Widening Funding	Increase Staffing Levels in Road Fund	Acquisition of Additional Roadway Maintenance Equipment.
Newport	On-going street repair from damage due to weather extremes and age	Continue projects re: paving streets, sidewalk construction	Bicycle and pedestrian signage and safety improvements	Replace aging maintenance equipment as needed	Striping and marking maintenance
North Bend					
Nyssa					
Oakridge	Crack Seal Project	Reliable Street Cleaner	Street Vacuum for the pickup of leaves	MTUCD Signage replacement	Vehicle for Snow Removal
Philomath	Crosswalk lighting and signage	chip seal and overlays on deteriorating streets			
Port Orford	Arizona bridge replacement	Falling culvert replacements	Pavement overlay of all streets	Flood prevention in two areas	Street name signs, stop signs, speed limit signs etc. Replacement
Portland	Preventative street repair– including SE Foster (82nd to 90th – \$3,000,000)	Preventative street repair– including SW 4th Avenue (Lincoln to Burnside – \$3,400,000)	Preventative street repair– including SE 136 (Foster to Division – \$4,000,000)	Preventative street repair– including NE Alberta (15th to 30th – \$1,700,000)	Preventative street repair– including SE 50th (Division to Hawthorne to 90th – \$1,700,000)
Prineville	We don't have the maintenance dollars to maintain our existing network.				
Redmond	Maintain Pavement Condition Index above 80.	Maintain compliance with MUTCD standards for traffic control devices.	Maintain visible and reflective striping throughout the City.	Improve upon street tree management program.	Maintaining intergovernmental cooperation pertaining to state highway systems within City limits.

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Rivergrove	crosswalks on Childs Road	speed humps on Childs Road	Signage on Childs and Pilkington Roads		
Rogue River	Repaving	Chip Seal	Slurry Seal	Signage	Signals
Roseburg	Pavement Maintenance funding	traffic signal timing/maintenance/expertise			
Salem	Pavement Maintenance	Sidewalk Repair	Aging Traffic Signal Replacement	Bridge Maintenance	Fiber Interconnect Expansion
Sandy	streetlight conversion	sign replacement and upgrades	adaptive signal management		
Seneca	Chip Seal all paved roads	Equipment Repair and Replacement (Dump Track, Grader, Etc.)	Bridge Repair Replacement	Signage	
Shady Cove					
Sherwood	Street repairs and reconstruction of streets	School Crossing Upgrades	Pedestrian Safety	Street Lighting upgrades	
Silverton	Pavement Preservation	Sidewalks	Street Draining Improvements	Bike Paths	Street Drainage/Stormwater facilities
Sisters	- Pavement Overlays	- Chip Seal / Seal Coat	- Crack-seal	- Striping	- Signs
Sodaville	Paving of Gravel Roads	Widening of Roads	Survey of Roads	Bike Lanes	
Springfield					
St. Helens	Funding for projects such as overlays, crack sealing	Funding for staff for street maintenance purposes	Funding for equipment for street maintenance	Funding for improved storm drainage to reduce weather-related maintenance issues	Additional staff dedicated to street tree maintenance
St. Paul	Pave existing decaying streets	replace all street signs	purchase equipment needed for maintenance		
Summerville	Pavement maintenance	signage			
Sutherlin	to improve our pavement presentation	to improve sidewalk connectivity along Central Ave.	regular sweeping time management	storm drainage partnership between City and private citizens	sign replacement
Sweet Home	Funds for personnel	Pot Hole or Overlay funds for surface repair	Street sweeping and debris removal		
Tangent					
The Dalles	Pavement preservation	Pavement restoration/replacement	Sidewalk ADA upgrades	Sidewalk repair maintenance	Retroreflective signage
Tigard					
Troutdale	Transportation Need Crack Sealing existing roads	Transportation Need Slurry Sealing existing roads	Transportation Need Maintenance of pavement markings	Transportation Need Maintenance of street and traffic control signage	Transportation Need Street Sweeping
Ukiah	paving City side streets	signage			
Vale	Normal Street Repair, chip seal/overlay	Sign Replacement	Asphalt placement		
Wasco	replace sidewalks	repair streets			
Waterloo					
West Linn	Pavement Overlay Maintenance	Pavement Slurry Seal Maintenance	Pavement Marking	Crack Sealing	Signage
West Linn	Street repair and maintenance				

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Wilsonville	I-5/Wilsonville Road congestion improvements.	Safety equipment - replace worn pedestrian crossing and speed detection equipment; and new pedestrian crossing enhancement and speed monitoring equipment	Upgrade traffic signals for adaptive technology and to detect all trips (including bikes) at intersections.	Day Road pavement rehabilitation.	ADA compliance.
Wood Village	Roadway repair and overlay	Signage replacement			
Woodburn	Funding	Aging Infrastructure	Retaining/Recruiting Skilled Labor Force	Environmental Concerns	New Regulations
Yachats	repavement and improvement of the ditches				

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Adams	Speeding along Main Street where children cross to catch school bus.	Could use some bicycle/pedestrian paths. /		A few county roads within city limits and one privately owned road that ODOT has jurisdiction. Also have two private roads with multiple houses on each one.	
Albany	Albany does not have designated funding for transportation safety projects, nor an ongoing program in place to identify and prioritize problem intersections and corridors. Integrated crash data software linking police crash report data to the City's GIS system would allow for better transportation safety analysis and use by both engineering and law enforcement staff.	Albany has a good system of on-street bike lanes on the arterial/collector system, but in order to achieve higher levels of cycling needs to develop a stronger system of off street paths, bike boulevards, and cycle tracks. Gaps in the sidewalk system remain, particularly in areas that were developed in the County and later annexed to the City. The construction of infill sidewalk in those situations is costly and problematic in terms of funding and right of way acquisition. Much of the pedestrian system was constructed years ago and is not fully ADA compliant. Recent regulations requiring ADA upgrades with pavement maintenance projects will redirect street maintenance funds towards ADA upgrades, thereby increasing the backlog of preservation needs.	From a transportation standpoint, one of our largest challenges for managing the aftermath of an earthquake will be the adequacy of our bridges. Three of the most critical bridges in town are ODOT bridges. They are located on our local lifeline routes and are important for both Albany and surrounding communities. Despite their local importance, they are not considered critical facilities for ODOT's statewide system. Funding is needed to evaluate the adequacy of these bridges to withstand an event and also to construct any retrofits or	Albany has several County roads within its city limits. We work closely with the Counties to identify strategies for improvement and eventual transfer to the City. The most significant roadblock to transferring jurisdiction is a lack of County funding to improve the roads prior to transfer.	

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Amity	Sidewalks		replacements as necessary to maintain function following an event.		
Antelope	NONE	NONE	NONE	NONE	
Ashland	The City's main transportation related safety needs include ADA compliance with handicap accessible ramps and sidewalks along with providing safe infrastructure for all modes of transportation. Safe infrastructure includes appropriate signage, lighting, striping and vision clearance requirements.	See bicycle/pedestrian/roadway sections of our Transportation System Plan ( <a href="http://ashlandtsp.com/system/datas/191/original/Final%20TSP_2013-04-23.pdf">http://ashlandtsp.com/system/datas/191/original/Final%20TSP_2013-04-23.pdf</a> )	Delivering emergency supplies, clearing debris out of roadways, staffing 24/7, replacing bridges, fuel, excavation equipment	N/A	
Astoria	We would like to upgrade our current crosswalk systems and signage to maximize safety	We would like to install sidewalks throughout areas where sidewalks do not exist and improve and add more trails. Astoria has a trolley system used for transportation and tourism that needs millions of dollars in rail system upgrades	Our city infrastructure is very old (some waterlines that were installed in the 1800's are still in service) and offers very little resilience should we be subject to a Cascadia Subduction Zone Event or even a smaller seismic event.	We have received assistance from ODOT on some projects resulting in an Intergovernmental Agreement that transfers future maintenance responsibility to the City. We are very concerned about how we will fund these additional responsibilities.	
Athena	??	The city desperately needs new sidewalks. This would allow pedestrians to use the actual sidewalk rather than walking in the road.	??	The City owns half a bridge on third street, and the other half is owned by Umatilla County. We would love for the County to take complete ownership of the bridge and the necessary repairs it needs.	

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Baker City	Realignment/reconfiguration of intersections at Dewey/Myrtle and Birch/Campbell to improve safety	Connect north & south sections of the Leo Adler Memorial Pathway (LAMP) along the river, expand the LAMP to the hospital, YMCA, and high school, improve pathways and ADA access along pedestrian routes identified in the TSP.	Improve fuel storage capacity	Hughes and Pocahontas are County roads with shared County/City maintenance responsibilities	Unless a larger share of Transportation and Gas Tax dollars is diverted back to road maintenance projects and away from wasteful mass transit projects, we will continue to fall farther and farther behind in road maintenance requirements.
Banks	Adopted Bike/Pedestrian Master Plan	Adopted Bike/Pedestrian Master Plan			
Beaverton		Additional sidewalks and bike lanes.	Several bridges over creeks need to be replaced.	not applicable	
Bend	Refer to Table 3 in the COB Multi Modal Crash Summary (emailed)	Refer to Table 1 in the Multimodal Facilities Strategy report (emailed)	We have been meeting with the regional agencies on the topic of Tri-County Fuel Emergency Management to coordinate efforts in the event that there is a disaster (i.e.: Cascadia event) and how the region will manage fuel to be able to provide service to the community. The City has a Bridge Program that outlines bridge	The City of Bend has coordinated with Deschutes County in combining resources for projects such as the chip seal projects within the City of Bend. We have also shared resources to assist neighboring agencies in need.	The City of Bend continues to struggle in building and maintaining infrastructure ahead of our high rates of growth. The City is currently deploying the highest number of resources in its history with various water, sewer, and transportation CIP projects. With approved

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			<p>needs and costs. Also, the city and county have a fire evacuation plan which predominately depends on bridge crossings. The highest need currently is to replace the Archie Briggs Bridge.</p>		<p>water, wastewater, and water reclamation facility plans the focus is how best to fund those improvements ahead of development-related (SDC) revenue. For transportation, the highest need is a local dedicated funding source for street maintenance, which has resulted in a 5 cent/gallon local fuel tax that's currently before the voters in a March 8th Special Election. In May 2011, Bend voters approved a \$30M General Obligation Bond for transportation capital projects. Those projects are nearing completion and additional planning work has begun to</p>

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					develop a prioritized project list and related funding plan.
Boardman	RRFB Crosswalks, pedestrian connections access	Truck routes and lane miles have taken a beating in the past two are three years		No jurisdictional transfers are being considered at this time; however, there are several county roads within the City of Boardman. Until better methods of funding are identified the city can't afford to take jurisdictions of additional lane miles.	Identification of revenue streams acceptable to the public versus the needs for infrastructure is, and probably will always be, the issue to resolve for infrastructure projects.
Bonanza					
Brookings	ADA grades are not in compliance.	Sidewalks needed along State Highway and local streets. Federal assistance for continued operation of Del Norte County Regional airport commercial air service.	Bridge retrofit, specifically the Highway 101 bridge over the Chetco River.		
Brownsville	Painting and signage is an annual cost to provide the necessary level of public safety.	Too rural to really be in on many transit decisions.	Massive needs... all public buildings and infrastructure would fail in the event of a massive earthquake. Basically, the City has \$38 Million in assets most of which, depending on the severity of the quake, would be destroyed. The City did purchase additional earthquake insurance this fiscal year. Drought would be devastating too.	Linn County takes care of Main Street/Brownsville Road and Seven Mile Lane/Depot Avenue. The County is great to work with!	The State and Federal government need to prioritize and earmark loan funding for these projects. I would love to ask for grants but that is unrealistic due to the massive infrastructure needs in the State of Oregon and the rest of the nation.



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Burns			Council is working on an ordinance for Water Management & Conservation currently. Flooding effects 60% of the City and the last flood was in 1996; even though the flood in 2010 claimed a park restroom facility and the flood in 2012 destroyed a major water distribution line that cost the City \$500,000 to replace. The City is still paying the bond on the one that was destroyed!		
Canyonville	the City does not have a master plan for the streets. Our number one need besides paving streets is to have a plan done.				
Cascade Locks	The City needs to rebuild the crosswalks to current ODOT standards. The City also needs to install about two miles of sidewalks on an arterial.	If the State were to rebuild our main street, we would incorporate bicycle lanes into the design. We are on the Historic Highway 30 which is becoming a major tourist attraction for cyclists and hikers. We also need to spend more on maintenance for the Bridge of the Gods.	There is not enough money in the world to prepare for severe natural disasters.	We have about a mile of county road within the City and about a mile of State highway (US30). We would be happy to accept responsibility for these roads after the roads are brought up to City standards.	
Central Point	Most our safety needs are related to safe pedestrian crossings on our arterial s and collectors.	We plan on multi modal on all Collector and Arterial street projects.	We need better ways to handle water distribution in case the Cascadia Event occurs.	This isn't an issue other than there is no money involved now in transfers.	

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Clatskanie	<p>Primarily need to enhance the pedestrian experience and improve roadway surfaces. May also consider improving lighting along primary corridors. Also need to address pedestrian and bicycle crossings of Highway 30.</p>	<p>Expand pedestrian and multi-use trail system to interconnect existing facilities. Considerable emphasis needed to address crossing of Highway 30 through the center of the community.</p>	<p>River Embankment Stabilization projects are needed to maintain integrity of flood control facilities - specifically along the City Park boundaries and through the center of the City's commercial area. A recent landslide on I-5 resulted in the re-routing of northbound I-5 traffic through Columbia City along Highway 30. This resulted in a bumper-to-bumper traffic jam that spanned more than twelve hours. It was taking nearly six hours to travel from Portland to Longview on Highway 30 - a trip which would take just 50 minutes under normal conditions. We are overly dependent upon the availability of travel on Highway 30 due to the lack of other options.</p>	<p>Potential review dedicating 5th Street to Columbia County as it is a thoroughfare connecting County Roadway network elements on both sides of the city limits.</p>	
Columbia City	<p>Our city is divided by a five-lane highway (Highway 30) that has a speed limit of 50 mph. We need safe pedestrian crossings across Highway 30 at several locations - E Street, Trestle Beach, L Street.</p>	<p>Our city is divided by a five-lane highway (Highway 30) that has a speed limit of 50 mph. We need safe pedestrian crossings across Highway 30 at several locations - E Street, Trestle Beach, L Street.</p>	<p>A recent landslide on I-5 resulted in the re-routing of northbound I-5 traffic through Columbia City along Highway 30. This resulted in a bumper-to-bumper traffic jam that spanned more than twelve hours. It was taking nearly six hours to travel from Portland to Longview on Highway 30 - a trip which would take just 50 minutes under normal conditions. We are overly dependent upon the availability of travel on Highway 30 due to the lack of other options.</p>		
Coos Bay	<p>Slope Failure: Sub surface water creating slope movement on two of the city's</p>	<p>Significant lack of bicycle infrastructure, frequent use of sidewalks by cyclist to avoid vehicular traffic on arterial and collector streets. Due to economic conditions in our community, bicycles are an important</p>	<p>Due to historical filling to create the downtown area of</p>	<p>No significant issues</p>	

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	<p>arterial streets. Slope movement creates hazard to vehicular traffic and potential hazard to adjacent private property. One of these arterial streets is currently reduced to one lane of traffic due to slope failure. Substantial number of potholes due to subgrade failure creates safety problem. Drivers make evasive maneuvers or hit the pothole. Significant number of claims for car damage due to potholes over the last year.</p>	<p>mode of transportation for a relatively large segment of our population. Sidewalk infrastructure is also needed to connect residential areas to employment and shopping areas.</p>	<p>Coos Bay, an earthquake is expected to cripple critical segments of the City's wastewater collection system. The magnitude of the quake will determine the extent of the damage and time necessary to recover. Damage from a large quake could take several years to recover from. The same is true for street transportation system. Prolonged flooding would also have significant impact on critical segments of the City's wastewater system. Once flood water recede, recovery will be relatively quick. Prolonged flooding would primarily impact the downtown transportation system, but will also impact small segments of some arterial streets. While damage would not necessarily be widespread, the</p>		

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Coquille	Street and sidewalks need to be repaired to improve safety for pedestrians and vehicles.	There are no bicycle lanes and insufficient sidewalks to meet the multimodal needs of the community. A rural shuttle bus provides limited but adequate service to our community.	<p>disruption to traffic flow, emergency response, and commerce could be significant. Recovery would likely be several months.</p> <p>Additional needed resources have been identified to assist in the mitigation, response and recovery of certain disasters that are likely to affect our jurisdiction. These include the need for backup generators at the water treatment system, City Hall, and the Emergency Operations Center, sentinel barriers to manage flooding, additional barricades and safety signage.</p>	We have intergovernmental agreements in place to address these needs.	<p>Transportation infrastructure needs exceed the capacity of local government revenue structures to sustain existing levels of service and investment. Service levels and conditions of transportation infrastructure will continue to deteriorate commensurate with local government revenues which continue to lag behind the rate of inflation.</p>
Corvallis		we need more frequently transit service to reduce congestion and parking issues around the OSU campus		We have a concern with receiving jurisdiction for roadways that are not constructed or maintained to city standards and do not have the multi modal facilities that are standard in our community. The public's expectation is that the city will improve the roadway to an urban level	

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				as well as add bike lanes, sidewalks, streetlights, etc., and there is no funding for that.	
Cottage Grove	Lane and striping improvements, signal upgrades, pedestrian and bicycle lane/crossing improvements, better signage.	The City has an ongoing program to improve bicycle and pedestrian access to the overall transportation system.	The City has just completed a Natural Hazards Mitigation Plan and an Emergency Preparedness Plan.	None planned at this time.	
Creswell	Realignment of Hwy 99, as west bound lane aligns with existing sidewalk on Oregon Avenue.	Connectivity of bicycle lanes and pedestrian paths.	Completing Emergency Operations Plan requires additional funding.		
Culver					
Dallas					
Damascus	Completion of comprehensive traffic safety studies on arterials, collectors and State Highways 212 and 224...	Most roads are built to rural standards. Minimal bicycle and pedestrian facilities. Majority of City does not have transit.	The City inherited many cul-de-sac developments with one-way in and one-way out.	Upon incorporation in 2004 the city inherited approximately 90 substandard roadways - City Streets. County had not accepted maintenance on these roadways nor has the city. County and ODOT maintains the remaining roadways in the city. The City has completed one-time maintenance projects on most of the City Streets. Currently the City does not have any transfer needs.	The City has draft public facilities plans based on 5 versions of voter rejected comprehensive plans. Service provision IGAs have been placed on hold until the City adopts a Comprehensive Plan. Growth continues to occur in neighboring Cities that continually increases the traffic congestion in the City. Approximately 10% of the City

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					has been de-annexed with many of those properties annexing to a neighboring City in order to get urban zoning.
Dayton	We have no sidewalks on several streets that junior high and high school students use to get to school. One of which is on a state highway.	We need sidewalks. Much of Dayton, especially the older areas, has no sidewalks.			
Depoe Bay					
Detroit	No sidewalks and bicycle path in downtown area create a hazard. Extremely narrow roads into residential areas also create a hazard to pedestrians and bicyclists.	Same as above			The City of Detroit completed its water intake system upgrade project in 2011. A failing water distribution system is in dire need of repair at a cost of \$3,921.
Enterprise	We have an intersection at Hwy. 82 and Golf Course Road that has ingress and egress problems due to Safeway, Hamel Drive and the Hwy. Intersection. Many near accidents.	Our Downtown has deteriorated sidewalks and we have some areas that have become a hazard. School routes need extended sidewalks in some areas.	Our Residence Street Bridge needs to be replaced in the future. It is in the floodway	We currently have an IGA with the local ODOT. Our Bridge inspections are done by them and our local ODOT Maint. Station and the city do equipment sharing when needed. / I would like to explore cost share on some high cost equipment with outside agencies as well to see how we could benefit	
Estacada					
Eugene	The City of Eugene has invested in enhancing transportation safety, especially for pedestrians.	The City of Eugene has released a final draft of our 20-year Transportation System Plan. The draft TSP recommends \$65,800,000 in pedestrian and bicycle capital projects over the life of the plan. The plan also calls for \$184,800,000 in transit corridor projects that will be	Seismic Retrofit of Local Bridges. The City of Eugene has performed a high	The City of Eugene has been in conversations with ODOT about transferring remaining sections of	

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	<p>Most of the emphasis has been on building safe street crossings at un-signalized locations including installing pedestrian crossing islands, rectangular rapid flashing beacons and other devices. However, we don't have enough funding to address all of the locations with identified safety concerns. / / We haven't used any tools that enhance traffic enforcement efforts but would like to explore these including red light cameras and tattle tale lights (enable police officers downstream of a traffic light to tell when it goes red). We are also interested in the pilot project approved by the legislature that allows the City of Portland to install speed cameras to be used on high crash corridors. /</p>	<p>a mix of bus rapid transit and enhanced (frequent) bus corridors along with pedestrian and bicycle enhancements in the corridors. The Moving Ahead process that is underway is planning the future of most of these multimodal corridors.</p>	<p>level seismic analysis of our bridges. The results show over \$30 million in seismic upgrades needed to bring priority bridges up to retrofit standards defined in the Oregon Highway Seismic Plus Report (OHSP).</p>	<p>Highway 99 between Beltline and I-5 to the city. The City of Eugene has been in discussions with Lane County about transferring remaining sections of River Road south of Beltline to the city. In general, the city requires that streets to be transferred are brought up to urban standards.</p>	
<p>Falls City</p>	<p>The Falls City road system is in such a state that we will have to discuss if we are going to return some of the paved streets to gravel. We have been unable to budget money for non-timber corridor roads in over 15 years. We do not have any State or County Highways through are town, but we have two major timber corridor roads, Mitchell and Bridge Streets. We need safe walking areas, especially on the busier roads.</p>	<p>We cannot provide decent sidewalks for walking safely, it would be nice to move on Council goal of providing a walking biking path along the Little Luckiamute River.</p>	<p>A major earth quake will more than likely take out all of our bridges across the Little Luckiamute, the water supply, and the waste water distribution system. Most housing is over 30 years old is expected not to survive a major quake. We do have a safety disaster plan in place, but as</p>	<p>We have no County or State roads in Falls City. We have considered weight restrictions, which would prohibit logging operations to transport equipment or timber across out City roads.</p>	

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Florence	<p>Installation of pedestrian activated crossings on Hwy 101 and Hwy 126 (most are noted as our top highway needs) and dedicated bike lanes along Hwy 101 between the Siuslaw River Bridge and the junction of Hwy 126.</p>	<p>The installation and construction of multi-use paths adjacent to existing roadways, such as Rhododendron Drive, Heceta Beach Road and Munsel Lake Road. New multi-use paths or completion of paths such as Siuslaw Estuary Trail; expansion of the existing multi-use path networks; and expansion of our transit system to include transit to Eugene; Yachats; and Reedsport.</p>	<p>a first responder stated, we should invest our money in body bags, because there will only be a few structures standing. We do have meeting points designated and a portable water filter that will provide 600 gallons a day. For Florence, significant investment will need to be made along the entire Hwy 101 and Hwy 126 corridor in the face of a Cascadia Event. The many bridges and tunnels are not designed to withstand a magnitude 9.0+ earthquake and corresponding Tsunami. In Cushman (Hwy 126 approximate milepost 3.5) Hwy 126 is at a low elevation as it crosses under a railroad crossing. During major rain events this section of roadway needs to be closed cutting off Florence from the east for 3-4</p>	<p>As the City expands into the UGB, more local County roads will be transferred to the City for maintenance. A number of these streets are currently not maintained by the County and are not to typical City construction standards.</p>	



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Forest Grove	Hwy 47 intersections with major collector streets. Existing stop control at the intersections is inadequate.	City needs more bike lanes on major collector streets. Also pathway around City needs to be concrete.	No comment.	Thatcher Road, Gales Creek Road, SW Fern Hill Road, and Oak Street are major collectors within the City and are currently under Washington County jurisdiction.	None
Fossil	The Safety issues for us would be the crumbling and potholes in our streets and the disintegrating sidewalks				
Garibaldi	Utility poles are being hit by trucks and RVs due to too steep of pavement cross-slope.	We have no bike lanes. We need bump outs at intersections on Hwy 101 for safety Need pedestrian/bicyclists/equestrian connectivity with neighboring community to the north	Need enhanced fire protection. Need significant storm system improvements. Need fused HDPE water distribution system	City streets functioning as Port's street and visa-versa	
Gates					
Gold Hill	ODOT bridges being substandard	bridges are not wide enough for buses to cross thus affecting multimodal needs	none	none	I have served on the transportation LOC committee many years starting in 1988 and again last year. I served last year on the water wastewater committee as well for LOC but the committee seemed to have forgotten the word "waste" was a part of their program so

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Granite	unknown	none of the above	no comment	none of the above	I dropped it this year. none at this time
Grants Pass		In the past few years we have focused on expanding bike lanes/trails across the City as well as expanding our trail system where practical tying to link City parks.	The City would like assurance that the three bridges that link our community would be able to withstand an earthquake/major flood and ensure we will be able to maintain critical services to our community.	Our needs in this area are fairly limited. the transfer of certain roads within our jurisdiction from other agencies could have a devastating effect on our ability to effectively maintain our transportation infrastructure.	Please don't hesitate to contact us for additional information
Greenhorn	N/A	N/A	The city of Greenhorn needs to construct a heli-port as we are located 50 miles from the nearest hospital	N/A	
Gresham	In recent months, we have had several pedestrians using marked crosswalks who were struck by motor vehicles. We want to improve these highly used crosswalks where we have the opportunity to proactively pedestrian improve safety.	We have several multimodal paths and trails identified as future projects for which it is difficult to obtain funding. / Existing paths and trails have some barriers that discourage use by more vulnerable users, such as busy street crossings or lack of sidewalk connections to neighborhoods and businesses. / Much of our sidewalk system does not reflect current ADA standards and needs to be improved through curb ramp construction or modification, and elimination of hazards.	A recent short-term closure of a major arterial (Kane Drive), due to a culvert failure, showed our reliance on redundancy in our infrastructure. We are concerned about seismic impacts on our bridges, as well as landslides due to earthquakes or heavy rains. We are also concerned about continuity of operations – being able to resource needed operations when many key	We recently took over maintenance responsibility for arterials within our City's corporate limits, so this is not a big issue for us.	

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Halfway	None that I know of. Small City of only 288 people.	None that I know of	staff may not be able to get here to help.	None that I know of.	
Happy Valley	The City of Happy Valley safety needs are as follows: Pedestrian safety, school zone safety, roadway maintenance, access management and roadway lighting. Example: The City currently has a need for 5 rapid flashing cross walks systems. These crossings are at various locations but most commonly fall along school zone routes.	The City of Happy Valley has an existing Pedestrian Master Plan with a funding requirement (for sidewalks only) of 10.8 million. Funding for these identified projects has been set at 50k per year. Most projects are not fundable within a 20 year window. More importantly, most high priority projects are not fundable given the 50k funding dedication. Example: The City has an existing supper block section that connects area schools, neighborhoods and parks. The sidewalk requirement alone (within this area) totals \$750,000 dollars.	Region wide all communities have issues	They City of Happy Valley’s jurisdictional transfer needs are not related to the willingness for the transfer to happen. Our need is based on the desire to have a good quality roadway once the transfer occurs. Most commonly a roadway is obtained that’s in immediate need for repair. This situation instantly adding to a rapidly increasing maintenance backlog.	
Harrisburg	Cities like ours where a State highway divides our City, there are difficulties to get crosswalks and/or Rapid Warning Devices installed to protect our citizens	No through bike lanes on State highway in town, no transit service, only one crosswalk across highway and sparse sidewalks safely separate vehicle and pedestrian traffic			
Heppner	bike and pedestrian pathway to connect Riverside to May via Gale St. /	Path ways and improved Streets to assist in getting bikes and pedestrians off of the highway and to re-route heavy trucks - improving our down town and making it more pedestrian friendly /			
Hermiston	Hermiston is growing, and will be constructing a new elementary school in 2018 near the intersection of Theater Lane & 10th St. Theater Lane will be the main access point for the school, and will require the School District to construct approximately a half-mile of new street. However, in real life, many parents and	As mentioned previously, it seems that the legislature in the past has simply prioritized bike/ped projects over other modes of transit, rather than adding funding for them. This is most highlighted by the ConnectOregon program, which added Bike/Ped projects to the mix, but only offered \$42M in grants for COV, compared to \$90M in COIII which didn’t include Bike/Ped. Although we very much like and support the ConnectOregon program, the problem is that bike/ped projects are simply not economic development related in Eastern Oregon. Almost nobody, and I literally mean nobody, rides their bicycles to work; not out of laziness or disdain for the environment, but even when you live in the Hermiston area (which is relatively urbanized compared to anywhere else in Eastern Oregon), you have to		No needs currently. We have a good relationship with Umatilla County, and ODOT.	

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	<p>students will be forced to come to the school northbound along 10th street. Widening 10th Street between Elm &amp; Punkin Center has been on the City’s TSP for some time, because currently many students walk and bike on the street southbound to get to one of the Middle Schools. Additionally, continued residential expansion on the East side of the City means that many people are using 10th street to bypass Highway 395 when they head north for work. This congestion is only expected to increase. The estimated cost in our TSP to fully expand this major collector is \$5,820,000. There is simply no way that the City of Hermiston can currently pay for a project of that scale. Our last major street project, which was to re-surface Highland Avenue, took us three budget years to save the necessary \$1 million. It is not feasible for the City to forego other street projects for 15 years to accommodate this project. Although the 10th (Elm to Punkin Center) project has major safety issues, it would also function to alleviate major pressure to the intersection of Elm &amp; Highway 395, which is currently the highest traffic intersection in all of Eastern</p>	<p>be a very avid cyclist to justify a 20-mile round-trip bicycle commute every day. Therefore, as far as Eastern Oregon’s economy is concerned, you’ve added a free-loader to the table and shrunk the pie for everyone.</p>			

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Idanha	Oregon. The problem is that there simply aren't any current funding programs through ODOT to help fund projects like this, which are off-system. It seems that all current funding options of any use to local governments are only for bike/ped projects.				
Independence	RR bisects the City creating a potential hazard by blocking all public crossings at certain times	We have \$5.2M in unfunded bike/ped trails/lanes	Unknown	N/A	
Irrigon	Improved Lighting; Weed control for should areas where people and bikes use; enough material for warm or cold patching of potholes.	Creation of a multi-use path between schools is underway from ODOT Enhance-It application. The City did extend about 450 feet of path on our existing US 730 path.	If we had such an event it would be disastrous for Irrigon's roadways.	None at this time.	None at this time.
Jacksonville John Day	The City of John Day does not have adequate resources to conduct proper street maintenance. With the lack of adequate funding, our city streets continue to deteriorate. The City has to make tough choices on where the money is spent, we are constantly deferring maintenance needs such as filling potholes, chip seals, overlays. The lack of proper maintenance and timely repairs will cause our paved roads to eventually fail and require costly total reconstruction.	The City needs more sidewalk and bicycle path connectivity.	The City of John Day has no funding to accomplish this task.	The City of John Day will not take over a road or street unless it is built to city standards. However, the City did take over the county road leading to our industrial park. The County built the road, purchased the necessary ROW and transferred the jurisdiction to the City of John Day.	Cities have a dire need for a transportation package. The City of John Day adopted Resolution No. 15-747-12, a resolution of the City Council of the City of John Day, Oregon encouraging the State of Oregon to address comprehensive transportation funding. A copy of the resolution was sent to the LOC, please let me know if have

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Junction City	<p>The City needs to find a continuous source of funding for road maintenance, we have a large back log of work that needs to be done. We also need to bring all of the sidewalks up to ADA standards, repair or replace signage, and repair replace and add crosswalks.</p>	<p>The city is currently working on a safe routes to school project this includes ADA ramps, bike lanes, and intersection. The problem the city has is there is no current source of funding for streets therefore we can only do one or two block per year. That being said by the time we finish the project we will need to start over repairing the work we had already done do to age.</p>	<p>For a Drought situation I would eventually like to have an emergency connection to EWEB. The cost of that would be aprox. &amp;2,500,000. The City is in no position at this point to spend money on that project.</p>		<p>seen a copy of the resolution that was sent to Mike McCauley, executive director.</p>
Keizer	<p>Addition of bike lanes and sidewalks in areas of the city that do not have them. Our Transportation Systems Plan outlines priorities and roads that are in need of upgrades.</p>	<p>Addition of bike lanes and sidewalks in areas of the city that do not have them. Our Transportation Systems Plan outlines priorities and roads that are in need of upgrades.</p>			<p>Our Transportation Systems Plan is available on the City's web site under the Community Development Department page.</p>
Klamath Falls	<p>One safety need is to finish upgrading our traffic signal controllers. ODOT will be supplying the equipment once an IGA is approved.</p> <p>Funding for bridge maintenance is another need for our community. For that matter, funding for roadway maintenance is severely needed.</p>	<p>There has been a big push in our community for protected bike lanes. Bike lanes in general are receiving a lot of attention right now especially with Klamath Falls being designated as a Blue Zone City. An urban trails master plan was just finished with little funding to construct the projects in the plan. The hospital funded a preliminary design for a protected bike lane route from our largest park into the downtown. Again, funding will be an issue.</p>	<p>The City is in the process of compiling an emergency operation plan that is tailor made for our City. We have adopted the County's plan and have numerous other plans for water and wastewater that</p>	<p>None</p>	

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La Pine			need to be incorporated into one overarching document.		
Lafayette	Project nos. 1, 2, and 5 above address immediate pedestrian safety issues.	All modes are addressed in our Transportation System Master Plan. Project nos. 1 and 2 above each relate to all modes of transportation.	No current transportation disaster needs are identified.	Aside from 99W, the city maintains the transportation infrastructure in our city limits. There are not enough street funds to meet our needs in the near future.	Thank you, LOC, for looking out after our infrastructure needs, including the need to maintain franchise fees from companies who use the public rights-of-way for profit.
Lake Oswego	Distracted driving is our number one safety problem. / Constricted RR crossing and capacity issues are the most significant congestion in the city.	City lacks pedestrian and bike facilities, but they are not well funded, and only as a part of paving rehabilitation work. Transit is lacking because ridership is low.	Most bridges are not seismically sufficient. / Limited connections around the city because of physical constraints associated with the lake and river that run through the city.	The transfer process is complicated, lengthy, and results in the local agency acquiring assets that have significant liabilities for repair and replacement. We only transfer roads as a part of sporadic annexation actions.	
Lakeside	One bad RR crossing on the County Road in the Downtown area and the configuration of the County road intersection of 8th street and airport way/bowron rd.	Have bike path signs on the main county roads in the City but there are not appropriate width bike lanes in the improved roadway.	Everything there is realistically very little that has been done in this area, there is no staff to concentrate on this or any real flood plain management.	Most of the arterial streets are county roads. Neither the County nor the City have the funds to maintain them. The County would love to turn them over to the City but with no permanent tax rate the City is financially paralyzed.	
Lebanon	Safety needs: Additional street lighting, filling gaps in missing sidewalks,	The City would enjoy having additional off street ped and bike trails. Increased funding to provide additional dial a bus routes and equipment (additional buses).		The City co-operates well with both Linn County and ODOT. The City could always use additional funding to maintain and improve local streets.	

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Lincoln City	We work on busy Hwy 101 and seasonal traffic/visitors are especially distracted, crews are aware of surroundings/conditions at all times.	Our transportation system plan recommends expanding the City's bike, pedestrian, and transit options to help relieve congestion and increase safety.	We design and construct resilient facilities to the extent practical, monitoring movement and vulnerable areas of our Infrastructure, and anticipating bridge closures.	We have agreements with the County and the State	
Lonerock					We are a small community of 8-12 people in Rural eastern Oregon. This survey has little to do with our community. I answered the question I thought might apply to the best of my ability.
Long Creek	Highway 395 runs north, south through the city. Appropriate speed limits within the city are important.	There are minimal need in this area as the entire town is accessible by sidewalks. The town covers about one mile East to West / and about 1/2 mile north to south.	Transportation is dependent on private vehicle.	Highway 395 and State 402 run through the center of the town and are maintained by those government entities.	
Madras	The City needs bike/ped and intersection improvements to reduce bike/ped vehicle incidents. We have a major highway traversing through our commercial district. Sidewalk infill and intersection improvements at high bike/ped – vehicle conflict areas will help improve safety. The City also has intersections throughout town that have site distance issues either due to existing	The City's number one priority for multi-modal needs is sidewalk/multi-use infill throughout town. With the increase in pedestrian and bicycle activity infill, the City needs to complete the sidewalk and multi-use path infill around town.	Due to the location of Willowcreek and the topography, the City faces a real threat of flooding. The last time Madras flooded was 2005 but it can happen anytime if the right conditions exist (large snow pack on Grizzly Mountain melts with continuous	When a County Road or County Public Access is transferred to the City, the City needs assistance in bringing that infrastructure up to City Standards to include curb and gutter, sidewalk, stormwater improvements, lighting, signing, and landscaping. Typical County Roads and County Public Accesses are built substandard to City Standards.	



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Malin Maupin	infrastructure to close to the intersection, topography or non-perpendicular intersections.		rain fall in the area). The City needs assistance in preventing the flooding from happening by removing barriers in the creek as well as potentially alternating the creek channel itself (piping of Willow Creek to handle the flood waters). / / When the flood occurs the City needs immediate assistance in mitigating traffic and damage from flood waters to existing infrastructure /		
McMinnville		Many gaps in the sidewalk system. / Non-ADA compliant driveways throughout the system create barriers	There are several ODOT bridges in and adjacent to the City that require upgrades.		
Medford	Bridge rails need to be replaced in order to meet current safety standards.	The Transportation System Plan identifies many bicycle lane and path connections needed.	An Operations satellite facility is needed on the east side of I-5 and Bear Creek in order to support Public Works operations in an event which severs east-west connections.	The eventual transfer of Hwy 62 from ODOT to the City as currently contemplated will create significant pavement maintenance and traffic operations burden to City. Medford is relying on ODOT to make lump sum payment at the time of transfer to mitigate this burden.	Medford Water Commission is responsible for water, not the City.

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Milton-Freewater					
Milwaukie	Provide for intersection upgrades, especially at signalized intersections, that improve pedestrian, bicycling and motor vehicle safety.	Provide upgrades to traffic signals and roadways, eliminate barriers to bicycling and pedestrian modes of transportation and improve access to public transportation by providing new infrastructure to improve connectivity throughout the city.	Most vulnerable are bridges/overpasses for State highways 224 and 99E (ODOT's jurisdiction). Local city streets are not well interconnected making street closures due to debris blockage more of an issue than it should be.	Prior County/City jurisdictional issues have been mostly resolved. Need to establish a system for accepting jurisdiction of county roads as property annexes.	
Monmouth					
Mosier	Currently there is no safe multimodal transportation infrastructure through downtown Mosier.	There are very few sidewalks in Mosier, and the existing sidewalks are disconnected sections. There is no safe way for children who live on the East side of Mosier to walk to school because of a very narrow bridge crossing. There are no curbs/gutters/sidewalks to define safe zones for pedestrians or bikers in downtown Mosier and in some of the residential zones. This means that vehicles have priority even in traditionally pedestrian/bike areas and their movements are unpredictable.	The first need is for a Disaster Management Plan.		
Mt. Angel	Additional lighting	Approximately, only half of all streets have sidewalks and there are no bike lane that exist in the city.	There is not a real disaster resilience need to be addressed. For example, there are no bridges located in the city nor does the city experience flooding issues.	We have several county roads that serve as city streets. However, there is no benefit to the City in undergoing a jurisdictional transfer and the City is not pursuing such a transfer at this time, as a result.	
Mt. Vernon					
Myrtle Creek		Pedestrian Bridge to provide safe route to school for children			
Newberg	Increased funding for pavement restoration projects to reduce damage to vehicles. Improvements to City street lighting systems, such as added lights and LED conversion.	The 2007 City ADA/Pedestrian/Bike Route identified improvements that are needed to critical bicycle and pedestrian routes throughout the City. The funds required to complete the sidewalk gaps and install curb ramps on the critical routes identified in the city-wide plan is in excess of \$3 million dollars	Newberg has minimal areas located within flood plain areas and also does not have jurisdiction over any bridge	Newberg has roadways within the areas of the City that are operated and maintained by Yamhill and the Oregon Department of Transportation. Over time, a portion of the lower	

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Newport North Bend	Pedestrian facility improvements, noted below.		structures. Newberg will be likely cut-off from adjacent regions during a large earthquake as the community is connected by a network of bridges over the Tualatin, Yamhill, and Willamette rivers and bridge/culvert crossings over tributary creeks. ODOT operates and maintains the majority of the structures, many require seismic upgrades to remain in service after a large regional earthquake.	volume roads could be transferred to City ownership and maintenance. Funds would be needed to improve the roadways to full urban street standards prior to jurisdictional transfer.	
Nyssa	Flashing crosswalks near the public schools				
Oakridge	The city is trying to establish some safe routes to our schools. One option is to build a walking bridge over our rail yard in the center of our city.	The city is working towards putting in a pedestrian bridge to cross our water ways and to connect to trail systems outside and inside of the City.	The City is working towards having a viable shelter for its citizens when these events occur. We are in the process of completing conceptual's for a Community Center that can serve Eastern Lane County.	There are at least three roads that are maintained by the county that flow through our jurisdiction. We work well with the county.	Thank You.
Philomath	We need batter lighting and crosswalks at highway	We need money to bulb out curbs at intersections for safer pedestrian crossings of the highway. /	We need to underground power	No needs at this time.	

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	crossings. / We need new median hardscaping and plant material that won't create line of light issues on the highway. / We need money to bulb out curbs at intersections for safer crossings.		lines running along the highway through downtown.		
Port Orford	Hwy 101 is the main four lane artery through town; pedestrians trying to cross the street may find themselves standing for several minutes as they are not seen by motorists. This is especially hard in the summer months. We feel the bright flashing crossing signs would be the best solution to this problem (4).	Hwy 101 sees hundreds of bicyclists; mostly in the spring and summer months but provide no bike lanes and with Port Orford designated the first scenic bikeway on the Southern Oregon coast needs bike lanes on those routes within the city limits. Jackson Street is our secondary artery and it is amazing how many citizens and visitors use Jackson for driving, biking and walking.	There are several talented people with equipment that will go to work making repairs where needed so the long term is not interrupted.	Unknown	The City of Port Orford is a small town of 1140 and the needs are great. Our tax rate is small and the Council will not approve raises in rates as needed and they have yet to approve a grant or loan to fix our issues.
Portland	The City of Portland has identified significant safety needs related to transportation infrastructure. Last June, Portland City Council adopted the goal of eliminating traffic deaths and serious injuries (known as Vision Zero), recognizing the impact of traffic crashes on Portlanders. In 2015, traffic deaths outnumbered homicides in Portland, 37 to 34. The City has identified a number of programs to achieve our Vision Zero / multimodal safety goals. Examples of these needs include: Portland's Safe Routes to School Program, Sidewalk Infill program, High	The City of Portland has identified a number of programs to achieve our Vision Zero / multimodal safety goals. Examples of these needs include: Portland's Safe Routes to School Program, Sidewalk Infill Program, High Crash Corridor Program, Crossing Improvements Program, Protected Bike Lanes and Routes Program, the Neighborhood Greenway Program, and the Alternative Street Design Program. / / Multimodal needs also includes; / • Ownership and operation of the Portland Streetcar System / • Ownership of the Portland Aerial Tram /	Funding required to upgrade bridges to resist earthquakes. / Funding required to secure City downtown against flooding exceeding 100 year return period. Needs for the Tram include a stand-alone earthquake insurance policy and incident plan as it relates to emergency evacuation, an incident management plan, managing shutdowns due to	The City of Portland has a number of state highways that would be good candidates for jurisdictional transfer. Examples of potential jurisdictional transfers include SW Barbur, NE/SE 82nd Avenue, SE Powell Boulevard, and N/NE Lombard.	Q11 Would this be above ground or below ground water storage? / Should be Above Ground and Below Ground. The survey only allowed us to check one box as Above Ground. / / Q21 Please list the amount of money your city budgeted to operate and maintain street infrastructure in each of the last three (3) fiscal

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	<p>Crash Corridor program, Crossing Improvements program, Protected Bike Lanes and Routes Program, the Neighborhood Greenway Program, and the Alternative Street Design program. Our proposed High Crash Network accounts for just 7% of our roads, but 47% of all fatal crashes. Most of these are arterial roadways which require multi-million dollar investments to address their maintenance and safety needs. / /</p>		<p>various reasons and securing shuttle bus service in place, and maintaining operations during severe snow and ice events. It also includes funding of a major maintenance reserve for parts and some capital replacement. / / Needs for Streetcar include the ability to maintain the operation during snow and ice as well as during heavy rain and flooding events, maintaining an incident response plan and safety and security plan, and providing communications to the community and maintain the system in good working order, including spare vehicles and parts. /</p>		<p>years. / Responses based on LOC definition in Q24, operation and maintenance is defined as managing and repairing streets and related equipment such as signage, signals, etc. Do not include pavement washing, per Paul Aljets at LOC.</p>
Prineville	Lack of funding for pedestrian improvements.		Not a large concern.	If ODOT will fund the transfers at a reasonable level, they would be considered.	
Redmond	Intersection Improvements - Several intersections require ROW acquisition and improvements to address capacity/safety issues.	Fixed Route Transit Service – Population does not currently support a fixed route system, but continued planning efforts needed to prepare for implementation in the near future. Connected Bike-Ped network – Need to further develop the City’s bicycle/pedestrian network with focus on providing facilities for riders of all skill levels. Accomplish	Focused on being able to serve as a primary launch site for recovery operations in the	No pressing need for a Jurisdictional Transfer outside of what may be required as part of an annexation process.	

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	<p>Examples include HWY 126/35th St., HWY 97/Veterans, NE 9th/Hemlock, and W Antler/35th. Sidewalk Connectivity – Several areas with gaps in sidewalks creating safety issues for pedestrian users. Example include HWY 97, NW 27th, and many older residential neighborhoods. /</p>	<p>through creating bike boulevards on low volume streets, building multi-use pathways, improving safe routes to schools and closing sidewalk gaps. /</p>	<p>event of a major earthquake affecting areas west of the Cascades. Need to prepare for potential large influx of refugees and ensure continuity of service in the event of prolonged periods without power (fuel for generators, traffic control at signalized intersections, etc.).</p>		
Rivergrove	<p>We are developing a plan to enhance safety and better accommodate active transportation on Childs Road. We have sidewalks that do not connect and unsightly/abrupt ends to some of the existing sidewalks. Curb ramps need improvements for better ADA access.</p>	<p>Currently there is a "pedway" that runs along the east bound lane of Childs Road but there are gaps in it. This serves both bicycles and pedestrians. Newer subdivisions have sidewalks but older streets/subdivisions do not. The sidewalk along Childs Road is piecemeal at best.</p>		<p>Clackamas County owns and maintains much of the roadway in Rivergrove. Some streets are private streets with public access so the HOA's own and maintain them. Rivergrove does have jurisdiction of a section of Childs Road and West Road.</p>	
Rogue River	<p>The City has several off set streets intersections that cause safety issues</p>	<p>Bicycle lanes need to the school</p>			
Roseburg	<p>Traffic signal upgrades, improved bicycle and pedestrian facilities, driver education, improved street lighting</p>	<p>We have several parts of the city that lack sidewalks and bicycle facilities.</p>		<p>n/a</p>	
Salem	<p>We have many safety needs, particularly associated with pedestrian travel. Many streets were constructed prior to requirements for sidewalks; examples include McGilchrist Avenue SE (12th Street to</p>	<p>In addition to the pedestrian safety needs noted above, the bicycle network in Salem is discontinuous. Streets with bike lanes connect to streets with no bike facilities. There is a growing demand for bicycle facilities that are more separate from motor vehicles, including buffered bike lanes, cycle tracks, "Family-Friendly Bikeways", and multi-use paths</p>	<p>Salem has many bridges, but we have very little to no funding for preventative maintenance. Funding is needed</p>	<p>Salem does not have county roads within the city limits. However, there are several county roads within the UGB which are substandard. These streets will eventually become city</p>	

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	<p>25th Street), Turner Road SE, Hawthorne Avenue NE (Silverton to Sunnyview), Fisher Road NE (Silverton to Sunnyview), Brown Road S (west of Liberty), Glen Creek Road NW (portions), Sunnyview Avenue NE (vicinity of Lansing), Reed Road SE, Doaks Ferry Road NW. These roadways now attract pedestrians and bicycles and do not have space dedicated for their use. This creates hazards for all users. Crossing busy roadways is another safety issue for pedestrians. The City has been expanding the network of enhanced pedestrian crossings to serve schools and other areas with high pedestrian use, but many more are needed.</p>		<p>to do the structural investigation of bridge needs. For example, can a bridge be rehabilitated or does it need replacing? This takes a level of engineering analysis that is not within our expertise or budget. This also applies to seismic needs to determine if smaller fixes could help prevent the collapse of bridges.</p>	<p>streets and many need significant reconstruction.</p>	
Sandy	<p>The Shelley/Alt/Proctor (US 26 westbound) project (\$2M) would improve pedestrian safety on a crosswalk serving the City's Library, Elementary School and future aquatic and recreation center.</p>	<p>The City has a goal of providing safe pedestrian routes adjacent to unimproved state and federal highways, (OR-211 and US 26). The OR-211 jurisdiction transfer and sidewalk improvements project are examples of projects needed to fulfill these goals.</p>		<p>The City has been working with ODOT to transfer jurisdiction of OR-211 within our Urban Growth Boundary. ODOT has been less than helpful regarding this request.</p>	
Seneca	<p>Secondary bridge needs improved/replaced.</p>	<p>None</p>		<p>We have a Forest Service road run through our city and it is in ill repair.</p>	
Shady Cove	<p>Sherwood would benefit from grade separated crossing over or under highway 99W, but the extremely high price tag coupled with jurisdictional requirements will make it very difficult to ever fund. / /</p>	<p>Sherwood's multimodal needs are unique for the Metro area in that it's on the outskirts of the Metro boundary and separated from neighboring cities by the Wildlife Refuge and federally protected floodplains. Something that works in SW. Portland into Tigard and Tualatin may not work exactly the same in Sherwood.</p>			

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	<p>Sherwood has several roundabouts and many of them have outdated signage and pavement markings that should be updated to current standards in order to increase awareness for all users and improve safety.</p>				
Silverton	<p>1. Pedestrian crossings at railroad tracks. / 2. Safe routes to schools / 3. Pedestrian crossings on state highways passing through town. /</p>	<p>1. Infrastructure needed to qualify as a "bike friendly" community. / 2. Bike and Ped improvements</p>	<p>1. Keeping evacuation routes open in earthquake, flood, or rupture of dam. / 2. Damage assessment after emergency event. / 3. Ensuring roads are safe after event (downed power lines, ruptured gas lines, etc.) / 4. Transporting displaced population after major event.</p>	<p>Silverton has multiple county and city roads within the city. We are a hub for several state and county roads. It is difficult to coordinate and establish appropriate and safe speed limits or to make safety improvements on roads managed by others. Taking over jurisdiction for the road is infeasible if we don't have the funds to bring them up to city standards. Most are not.</p>	<p>Like most cities, our infrastructure is not aging well. We have more projects than we have funds. What was built with mostly state and federal funds must now be repaired or replaced with local dollars. There aren't enough local dollars to accomplish that.</p>
Sisters	<p>Intersection improvements at Highway 20 and N. Locust Street &amp; Intersection improvements at Hwy 20/Hwy 126</p>	<p>Multi use paths for shared bicycle and pedestrian traffic &amp; sidewalk connectivity</p>	<p>We are waiting for an update to the Greater Sisters Area Emergency Operations Plan, currently being worked on by Jim Cunningham, Brig Gen (ret), USAF</p>		
Sodaville	<p>Bike Lanes, Sidewalks</p>	<p>The majority of streets are gravel, no bike lanes or sidewalks. There is no Public Transportation.</p>		<p>Sodaville Cut-Off Road, Spring Street, Main Street, Maple Street, Sodaville Waterloo Road and Sodaville Road are city streets under the</p>	<p>Small cities have the same needs as larger cities, but do not have the luxury of being able to cut back on some</p>



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Springfield				Jurisdiction of Linn County.	areas in the budget, or move monies around in the budget. There is limited population to charge money to regarding infrastructure. For example, any costs associated to upgrading or expanding the water system are not sustainable costs when there is such a small population, but the need is still there. Also, it costs the same to pave a road or add a well in a smaller city as it does in a large one, but the funds from the state are not going to help the smaller cities.
St. Helens	Improved pedestrian and bicycle facilities are needed throughout the city, especially around the schools. Upgrades at key intersections are needed. These are expensive projects and there is no sustainable funding source available.	Several collector and minor arterial roads within the City are lacking adequate bicycle and pedestrian facilities. These roads were all constructed decades ago, prior to current design standards. The cost of rebuilding the roads to include these facilities far exceeds the City's available funding sources. Grants have been applied for but the overall needs area-wide are great and larger, higher profile locations typically are awarded these as they impact a larger section of the population.	This is largely unknown.	There are several Columbia County roads currently operating within the City limits as city streets. As properties are annexed into the City, the streets are not automatically transferred to City jurisdiction until they are brought up to a minimum City standard.	

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				<p>The County has very limited resources and, in most cases, is not able to do the necessary improvements or the improvements are deferred for several years until funds are available. Once again, it all boils down to more street maintenance/improvement funds needed.</p>	
St. Paul		City needs sidewalks along the state & county highways running thru town	Marion County and State of Oregon maintain highways thru city	The highways thru town are county and state so they maintain	<p>The City of St. Paul's biggest issue is the future of our Water &amp; Wastewater Systems as we have Millions of dollars of needed repair, maintenance &amp; water system upgrade needs, with a customer base of 166 connections. We currently charge one of the highest water (\$59) &amp; sewer (\$71) base rates in the state. The issue is that even at a combined \$130 monthly charge the city realistically needs to be charging upwards of \$200</p>

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					<p>per month combined services. The issue is the City's current median income is near \$53,000 &amp; the state average is about \$43,000 which has kept the city from qualifying for major grant monies to help upgrade our systems &amp; leaves customers frustrated with the overwhelming problems facing them &amp; the future of St. Paul.</p>
Summerville	Pavement maintenance to prevent surface degradation	None	Unknown	Main st. and McKenzie Ln. are maintained by Union County	Contact also the Mayor, Sheri Rodgers
Sutherlin	Street construction and maintenance will provide safety needs. ADA corner replacements need to be completed throughout our City. Ongoing work to comply with Traffic Control Devices Program Review from 2015.	We are trying to provide safe pathways for foot and bicycle traffic from outlying areas into the downtown area through our TE Grant. We are also trying to enhance student safety access to our multiple schools through sidewalks on Comstock and rapid flashing beacons at Central and Umatilla.	We are ready to make roads as passible as we can through a stockpile of rock and equipment to move it. During that time we have many alternate routes available.	We are currently in negotiations with ODOT for transfer of a good portion of Central Avenue. Recently we took over S. Comstock from Douglas County and will be taking over N. Comstock once the reconstruction has been completed. We still have a block of Central Ave owned by Douglas County we need to try to get transferred.	-

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Sweet Home	<p>Pedestrian issues while crossing a major ODOT 5-Lane roadway, Main St., is a problem for many people. Issues of marking, medians, lighting, spacing between driveways and intersections all complicate the matter. / Missing sidewalks in Safe Routes To School program and other areas are being worked on and built as funds – grants or otherwise – allow /</p>	<p>The existing Shuttle Bus, with both regional and local routes are well established, and is currently working to increase number of stop location Bus Shelters. / No formal city wide bike lane striping and signage program is in place. Cost of street painting is major factor. / ADA Ramp program and infill of sidewalk gaps in neighborhoods is ongoing with limited funds. /</p>	<p>Most stream crossings are box culverts, which are very durable, none are presently planned to be replaced. The two river crossings in town are ODOT medium span bridges on regionally important highways, though not truck routes or ODOT Seismic Lifeline Routes. If they failed, they would create longer detour routing</p>	<p>None are presently planned. No County jurisdiction, but State has a major highway through the middle of town, with shared street maintenance. Lane and signal crosswalk striping is ODOT, while non-signal crosswalks are City. ODOT cleans catch basins, City cleans pipe between catch basins. At some point it would make sense to have single entity do both.</p>	
Tangent	<p>The areas of highest occurrence of serious vehicular traffic accidents in the City have recently been identified to be on ODOT roads; fixes are expensive. On City streets, we need dedicated left turn lanes added to some signalized intersections, and center turn lane and sidewalks added to an arterial street in a busy commercial area that currently has intermittent center left turn lane and sidewalks.</p>	<p>Bike routes need to be expanded and connected through construction of more bike lanes and judicious use of shared roadways. Sidewalks are intermittent or lacking in residential areas and intermittent in some commercial areas. Existing sidewalks in many areas need ADA upgrades. Transit needs and opportunities are currently being evaluated.</p>	<p>Systems need to be developed that prevent the Mill Creek Tunnel, under jurisdiction of ODOT and UPRR, from plugging with debris and flooding downtown The Dalles. Bridges in town need seismic evaluations and upgrades.</p>	<p>An agreement was recently signed that provided for the transfer of all County roads inside the City Limits to the City. No other needs known.</p>	<p>Local options for transportation system maintenance funding are limited. Local jurisdictions need access to some of state STIP Fix-it funds and/or increases in unrestricted highway state shared revenues</p>
Troutdale	<p>Safe routes to school crossings, Pedestrian upgrades in the City Center Business District</p>		<p>A resiliency study was included in last year’s budget, it did</p>		

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			not pass the budget committee.		
Ukiah	Sidewalk on Main Street between Main and Alba - Crosswalk on Main Street	no comments	unknown	none	
Vale	Failing/aging infrastructure. Increased demands and decreased funding	Pedestrian traffic and motor vehicle traffic in same area. Lack of sidewalks in school routes			
Wasco Waterloo					
West Linn	Uniform pedestrian crossing standards for marking and signage including when to use flashing pedestrian beacons. Need for separated multimodal facilities from high speed/high volume traffic to increase safety and modal split.	Multiple multimodal needs with improvements to deficient bike and pedestrian facilities throughout the city including ADA accessibility improvements. This includes needs along state routes like Highway 43 and a need for separated multimodal facilities from higher speed/higher volume motor vehicle traffic.	Improved infrastructure to withstand major disaster events.	Possible transfer of Highway 43 from ODOT to the City as improvements are made to the facility.	
West Linn	Traffic incidents and pedestrian safety	Bike paths and walking paths			
Wilsonville	The Boeckman Dip Bridge project is needed to mitigate severe vertical curves and lack of pedestrian and bicycle facilities. / Need bike lanes and sidewalk infill on Ridder Road, Boones Ferry Road, Brown Road, Parkway Avenue, and Elligson Road. / Need the I-5 Ped/Bike Overcrossing project to provide a safe connection for bikes and peds over I-5. Both I-5 intersections and the Boeckman Road overcrossing in Wilsonville Road are hazardous for peds and bikes.		More information is needed on the resilience of I-5 bridges in Wilsonville, the I-5 Boone Bridge (over the Willamette River) in Wilsonville, and the Wilsonville Road/Boeckman Road bridge.	Historic jurisdictional transfer of Clackamas County and Washington County roads has occurred with annexation occurs and surrounding areas develop.	The Water Quality and Water Supply questions were not consistent regarding what types of infrastructure they included between Q4, Q5, Q6, and Q7. This may result in inconsistencies in responses.
Wood Village	Regional transportation congestion, alternate transportation access, and key issues with transportation are	The East Side TriMet enhancement plan identifies a total of 15 routes that need to be upgraded or enhanced to permit any meaningful improvement to localized service. Key local facilities include safe bicycle facilities and pathways along with sidewalk construction.	Wood Village has identified slide prone areas, with major roadway	Only I-84 remains as a state highway through our jurisdiction. All other major facilities are	

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Woodburn	<p>well known. The Wood Village needs function within this Metro/Urban context, with improvements needed in adjacent communities at the same time, or at least coordinated, to permit any significant improvement to facilities. With the exception of local access roads where safety needs focus on safe pedestrian and bicycle access, the key to the remaining safety needs are contained in the safety studies for the region.</p>		<p>facilities resident. We simply do not have available alternate routes should these soils liquefy in earthquake, or slide in major storm events.</p>	<p>maintained by Multnomah County. We are not seeking any jurisdictional transfers.</p>	
Yachats	<p>the majority of the streets and roads in Yachats are State and County roads, including "main street" and the city is working with ODOT to improve safety in the downtown core area</p>	<p>the majority of the streets and roads in Yachats are State and County roads, including "main street" and the city is working with ODOT to improve safety in the downtown core area</p>		<p>The city and county have been working on getting one road along the ocean bluff up to standard so the county can transfer jurisdiction to the city, but there are a lot of issues that must be addressed before this can happen.</p>	