

CHAPTER 3 REVIEW OF EXISTING TRANSPORTATION FACILITIES

INTRODUCTION

As part of the planning process, an inventory of the existing transportation system in Klamath County was compiled. The inventory data came from a variety of sources, and includes data collected in the field to develop this TSP.

A comprehensive roadway inventory was conducted for all major roadways within Klamath County. This detailed inventory is included in the appendix, and includes information about each inventoried road segment. Separate appendices list all of the relevant roadways in the county; this additional listing provides pavement types (paved, gravel, or unimproved), and the overall length of the road. In addition, information was compiled about the freight system (trucks and rail), county and state bridges, air transportation, bicycle and pedestrian facilities, public transit, pipelines, and fiber optic facilities.

JURISDICTION AND ROADWAY DESCRIPTION

Roadways included in this TSP fall under several jurisdictions, as previously listed. Table 3-1 shows roadways that are under the jurisdiction of ODOT and their functional classification:

Table 3-1. ODOT Highways in Klamath County

Route Name	State Highway Cross Reference #	ODOT Functional Classification
US 97 The Dalles-California	4	Statewide Highway, Expressway
OR 58 Willamette	18	Statewide Highway, Expressway
OR 31 Fremont	19	Regional Highway
OR 140 Klamath Falls-Lakeview	20	Statewide Highway
OR 66 Green Springs	21	District Highway
OR 62 Crater Lake	22	District Highway
OR 70 Dairy-Bonanza	23	District Highway
OR 39 Klamath Falls-Malin	50	Statewide Highway
OR 138 North Umpqua	138	Regional Highway
OR 140 Lake of the Woods	270	Statewide Highway
OR 140 South Klamath Falls	424	Statewide Highway, Express Way
420 Midland	420	District Highway
422 Chiloquin Highway	422	District Highway
OR 39 Hatfield	426	Statewide Highway
429 Crescent Lake	429	District Highway

Figure 3-1 lists ODOT highways in Klamath County; following are descriptions of these highway classifications from the Oregon Highway Plan:

Statewide Highways (NHS) typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal. Inside Special Transportation Areas (STAs), local access may also be a priority.

Regional Highways typically provide connections and links to regional centers, Statewide or Interstate Highways, or economic or activity centers of regional significance. The management objective is to provide safe and efficient, high-speed, continuous-flow operation in rural areas and moderate to high-speed operations in urban and urbanizing areas. A secondary function is to serve land uses in the vicinity of these highways. Inside STAs, local access is also a priority. Inside Urban Business Areas, mobility is balanced with local access.

District Highways are facilities of countywide significance and function largely as county and city arterials or collectors. They provide connections and links between small urbanized areas, rural centers and urban hubs, and also serve local access and traffic. The management objective is to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas reflecting the surrounding environment and moderate to low-speed operation in urban and urbanizing areas for traffic flow and for pedestrian and bicycle movements. Inside STAs, local access is a priority. Inside Urban Business Areas, mobility is balanced with local access.

Expressways primary function is to provide for interurban travel and connections to ports and major recreation areas with minimal or no delays. A secondary function is to provide for long-distance and intra-urban travel in metropolitan areas.

OVERVIEW OF STATE HIGHWAYS

State highways often function as major arterial streets forming the primary roadway network within and through a region. They provide a continuous road system that distributes traffic between cities. In Klamath County, the state highways/major arterial streets often serve statewide, regional, and local traffic demands combined. Although Klamath County has no direct control over the state highways, the highways heavily influence adjacent land use and traffic patterns across the county. Therefore, any recommended improvements in this TSP should be implemented with the cooperation of both state and county agencies.

Following are a series of photos that document and describe the existing conditions of state highways in Klamath County:

US Highway 97 (The Dalles-California Highway #4) runs north-south through the entire county and is classified by ODOT as a Statewide Highway and Expressway. The roadway width varies from one to two lanes in each direction, and posted speeds range from 40 mph to 55 mph. Cities and Communities that are served by US 97 include, Gilchrist, Crescent, Chemult, Chiloquin, Beaver Marsh, Klamath Falls, Midland, and Worden. US 97 is a designated State Freight Route and expressway. See figures 3-1, A-I for public roads that access Hwy 97 in North Klamath County.

US 97 & Crescent Cutoff Rd., from Crescent Cutoff Rd. looking east



US 97 & Silver Lake Rd., from Silver Lake Rd. looking west



US 97 & Keno Worden Rd., from Keno Worden Rd. looking east



Oregon Highway 140 runs east-west through the county and connects Klamath Falls to Medford and I-5 (as the Lake of the Woods Highway #270 and South Klamath Highway # 424) and Lakeview (as the Klamath Falls Lakeview Highway #20). ODOT has classified this road as a Statewide Highway and Statewide Highway and Expressway (Highway # 424 Milepost 0.0 to 567), OR 140 generally has one lane in each direction and posted speeds range from 30 mph to 55 mph. Cities and communities served by OR 140 include Rock Point, Klamath Falls, Olene, Dairy, Beatty, and Bly. OR 140 is designated State Freight Route.

OR 140 & Sprague River Rd., from Sprague River Rd. looking south



OR 140 & Bliss Rd., from Bliss Rd. looking south



Oregon Highway 39 (the Klamath Falls-Malin Highway #50 & Hatfield Highway # 426) runs southeast out of Klamath Falls through Merrill, and then continues south to California. ODOT has classified this road as a Statewide Highway. OR 39 generally has one lane in each direction, and posted speeds range from 30 to 55 mph. This section of OR 39 is designated State Freight Route.

The Klamath Falls–Malin Highway continues east where it connects to the City of Malin and California. After Milepost 16.51, OR 50 is classified as a District Highway by ODOT. The highway generally has one lane in each direction, and posted speeds range from 20 to 55 mph.

Oregon Highway 138 (North Umpqua Highway # 138) travels west from US 97 along the north side of Crater Lake National Park to the junction of Oregon Highway 230 near Diamond Lake. Its primary function is to provide recreation access connection between US 97 and I-5. ODOT has classified OR 138 as a Regional Highway. OR 138 has one lane in each direction and the posted speed limit is 55 mph.

US 97 & OR 138 (Diamond Lake Junction), from OR 138 looking east



Oregon Highway 62 (Crater Lake Highway #22) is classified by ODOT as a District Highway and connects Crater Lake National Park and connects to US 97 south of the City of Chiloquin. Chiloquin Highway 422 runs east-west connecting OR 62 across US 97 directly to Chiloquin. OR 62 has one lane in each direction, and posted speeds range from 30 to 55 mph. The community served by OR 62 is Fort Klamath.

Oregon Highway 70 (Dairy–Bonanza Highway #23) begins at the rural community of Dairy located at the junction on OR 140 east of Klamath Falls and connects to the Town of Bonanza. OR 70 has one lane in each direction, and posted speeds range from 25 to 55 mph. The city served by OR 70 is Bonanza.

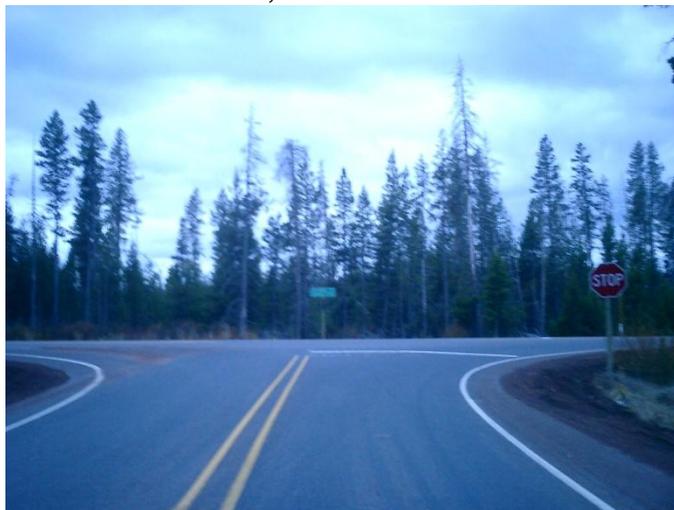
Oregon Highway 66 (Green Springs Highway #21) runs east-west connecting Klamath Falls to I-5 near Ashland and serves the rural community of Keno. OR 66 is classified by ODOT as a District Highway, has one lane in each direction, and posted speeds range from 35 to 55 mph. The community served by OR 66 is Keno.

OR 66 & Keno Worden Rd., from Keno Worden Rd. looking north



Oregon Highway 58 (Willamette Highway #18) is classified by ODOT as a Statewide Highway and Expressway and runs east-west connecting US 97 in northern Klamath County to I-5 near Eugene. OR 58 serves the community of Crescent Lake Junction in Klamath County and also provides recreational access. This route is also widely known to truckers and is used as a freight route to the mid-Willamette Valley. OR 58 is a designated State Freight Route.

OR 58 & Crescent Cutoff Rd., from Crescent Cutoff Rd. looking west



Oregon Highway 420 (Midland Highway #420) runs north-south connecting Klamath Falls to US 97 about 5 miles south of Klamath Falls. OR 420 is classified by ODOT as a District Highway, has one lane in each direction, and posted speeds range from 35 to 55 mph.

OVERVIEW OF MAJOR COUNTY ROADS

County roads traverse much of Klamath County; a complete listing is included in the appendix. Klamath County developed a road classification scheme; following is a description of some of the more heavily used roads in the county and their functional classification. All of these roads have one lane in each direction; none have curbs, sidewalks or parking. Traffic controls are stop signs.

RURAL MINOR ARTERIALS

Bly Mountain Cutoff Road:

Runs north from OR 70 from the City of Bonanza to OR 140 and a large percentage of vehicles using this road are trucks (approximately 70 percent).

Crescent Cutoff Road:

Connects US 97 to OR 58 in Northern Klamath County, and provides access to Davis Lake and other attractions in the Deschutes National Forest via the Cascade Lakes Highway.

Cross Road:

Is an east-west road connecting US 97 and OR 39 south of the City of Klamath Falls.

Dead Indian Memorial Road:

Connects OR 140W near Lake of the Woods to Jackson County.

Harpold Road:

Extends from Stateline Road north, crossing State Highway OR 39 between Merrill and Malin, to OR 70 at Bonanza.

Old Midland Road:

Connects US 97 at Midland to OR 39.

Modoc Point Road:

Connects US 97 at Modoc Point to the OR 62 north of Agency Lake.

Silver Lake Road:

Runs northeast from US 97 and provides access to the Klamath Marsh National Wildlife Refuge, recreational sites in the Winema and Fremont National Forests, and Silver Lake and OR 31 in Lake County.

Sprague River Road:

Runs southeast from the City of Chiloquin to OR 140E and provides access to the rural community of Sprague River and other residential developments, and also recreational sites near the Sprague River.

Stateline Road:

Connects Malin OR 39 (Klamath Falls- Malin Highway #50) from east of Malin to OR 39 (Hatfield Highway #426) at the Oregon-California border.

RURAL MAJOR COLLECTORS**Bliss Road:**

Connects OR 140E to the rural community of Sprague River and Sprague River Road.

East Langell Valley Road and West Langell Valley Road:

Collectively, make a loop around the Langell Valley area, from Harpold Road about a mile south of the Town of Bonanza, to Malone Reservoir at the south end of Langell Valley, and back to Bonanza.

Hill Road:

Starting at Crystal Springs Road southeast of Klamath Falls, Hill Road follows the base of Stukel Mountain, roughly paralleling OR 39, and then runs south to the City of Merrill.

Loosely Road:

Connects OR 62 to Weed Road, southeast of the rural community of Fort Klamath. This is part of the well known Westside Loop, which also includes Westside Road, Sevenmile Road and Weed Road. This loop currently serves as a detour for over dimensional loads on OR Highway 140 West that are unable to go along Upper Klamath Lake due to length and width restrictions.

Lower Klamath Lake Road:

Connects Cross Road to South Merrill Road, runs along the base of O'Connor Hill.

North Poe Valley Road:

Connects OR 140E to Harpold Road.

Sevenmile Road:

Connects Westside Road to Weed Road. Part of the Westside Loop.

South Chiloquin Road:

Connects Modoc Point Road and OR Highway 62 to US 97, southwest of the City of Chiloquin.

South Poe Valley Road:

Connects OR 140E to Harpold Road, about 2 miles south of North Poe Valley Road.

Spring Lake Road:

Runs north from O'Connor Road to Joe Wright Road; provides access to Klamath Falls Airport (Kingsley Field).

Weed Road:

Runs south out of Fort Klamath for about 3 ½ miles, then extends eastward to OR 62. Part of the Westside Loop.

Westside Road:

Connects OR 140 to OR 62 and Crater Lake National Park via Sevenmile, Weed, and Loosely Roads. This road also provides direct access to the Upper Klamath National Wildlife Refuge. Approximately 20 percent of the total traffic on Westside Road is oversized truck traffic due to restrictions on OR 140 near Upper Klamath Lake.

Williamson River Road:

Connects Sprague River Road to the Head of the Williamson River.

RURAL MINOR COLLECTORS**Beal Road:**

Connects OR 31 to the Antelope Meadows Subdivision.

Campbell Road:

Runs north from OR 140E just east of Bly, then connects to Ivory Pine Road.

Crystal Springs Road:

From South Poe Valley Road at the bridge over the Lost River at Olene, Crystal Springs runs southwesterly along the base of the hill on the south side of the Olene Gap, then west to Reeder Road.

Drews Road:

From Sprague River Road just north of the rural community of Sprague River, Drews Road runs easterly to Godowa Springs Road north of Beatty.

Godowa Springs Road:

Starting at the rural community of Beatty on OR 140E, the paved section of Godowa Springs runs northerly for about 9 miles.

Homedale Road:

From OR 140 on the south side of Klamath Falls, Homedale extends south along the eastside of Kingsley Field and continues to O'Connor Road. Homedale also runs north of OR 140 to Foothills Blvd, inside the Urban Growth Boundary.

Ivory Pine Road:

Runs about 12 miles north of OR 140E, from a point roughly 3 miles west of the rural community of Bly.

Joe Wright Road:

Provides access from US 97 south of Klamath Falls to Kingsley Field at Altamont Drive.

Keno Worden Road:

Connects US 97 (at Worden) and OR 66 (at Keno) southwest of the City of Klamath Falls and provides access to the Bear Valley National Wildlife Refuge.

Reeder Road:

Extends from OR 140E in the Pine Grove area about 2 miles east of the Tulelake/Lakeview junction, to Hill Road at the Lost River.

Sun Mountain Road:

Connects OR 62 to Dixon Road, about a mile east of the rural community of Fort Klamath. Sun Mountain continues northward from Dixon Road over 20 miles and connects to US 97. This section of Sun Mountain Road is not paved and has a piece under the jurisdiction of the Oregon Department of Forestry, and another piece under the jurisdiction of the United States Forest Service, and a third piece is a user maintained public road under county jurisdiction.

Tingley Lane:

The county section of Tingley Lane extends from Miller Island Road to Cross Road, southwest of Klamath Falls. North of Miller Island Road and Tingley Lane OR Highway 424 is part of the State Highway system.

Township Road:

Connects US 97 to Lower Klamath Lake Road.

Figure 3-1. ODOT Highway Classifications (next page)

Klamath County
 Transportation System Plan
 Highway 97
 Public Access Points

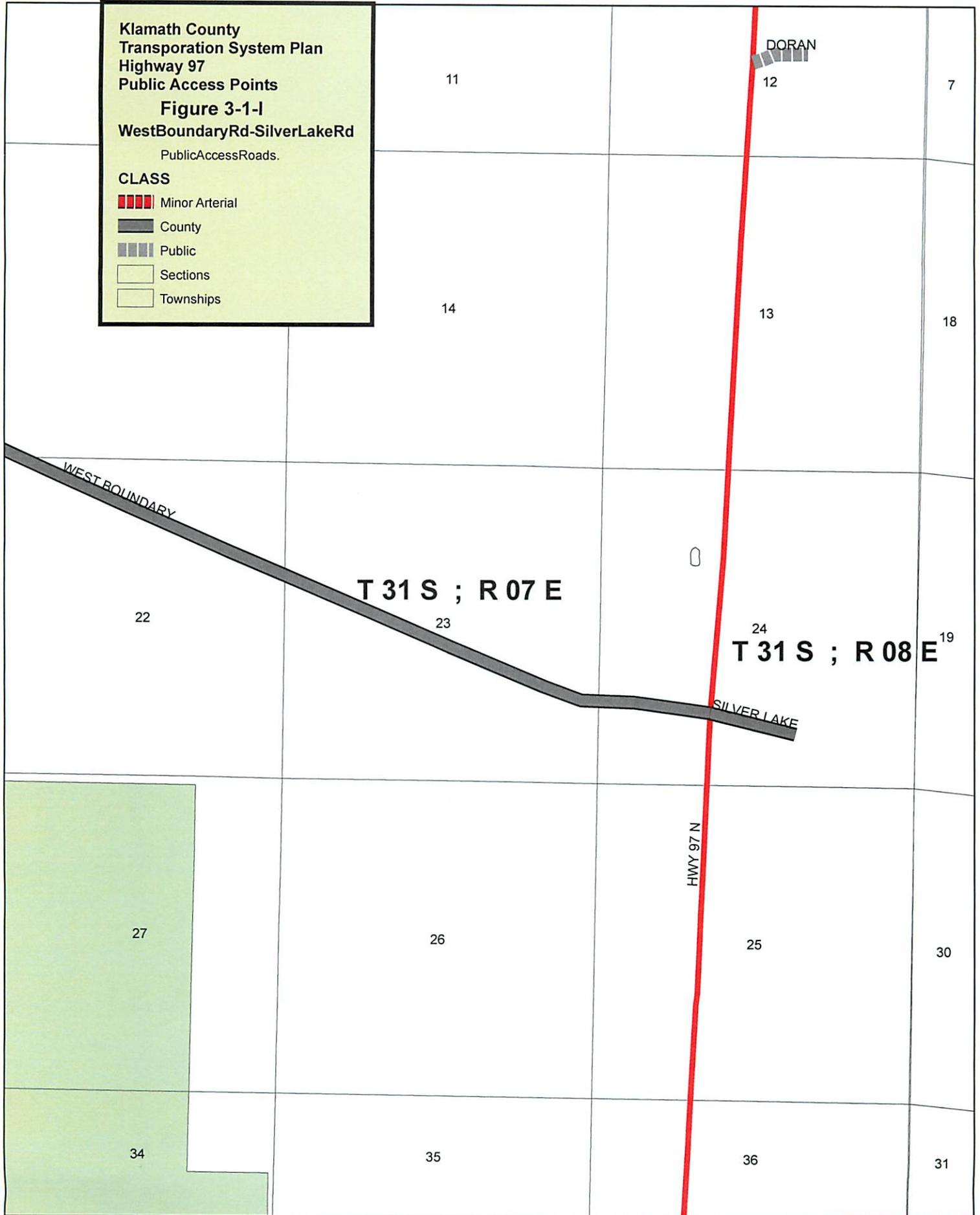
Figure 3-1-I

WestBoundaryRd-SilverLakeRd

PublicAccessRoads.

CLASS

-  Minor Arterial
-  County
-  Public
-  Sections
-  Townships



West Boundary Road
 Silver Lake Road

The information in this map has been prepared for the internal use of the Klamath County Public Works Department. Accuracy or completeness is not guaranteed to any other agency or private party.

Klamath County
 Transportation System Plan
 Highway 97
 Public Access Points

Figure 3-1-H

Mt.Scott Meadows

PublicAccessRoads.

CLASS

-  Minor Arterial
-  County
-  Public
-  Sections
-  Townships

2

36

31

T 30 S ; R 08 E

MUNSON

1

6

HWY 97 N

T 31 S ; R 07 E

T 31 S ; R 08 E

PUMICE

11

12

7

DORAN



Mt. Scott Meadows

The information in this map has been prepared for the internal use of the Klamath County Public Works Department. Accuracy or completeness is not guaranteed to any other agency or private party.

36 T 29 S ; R 07 E

31 T 29 S ; R 08 E

32

1

6

**Klamath County
Transportation System Plan
Highway 97
Public Access Points**

Figure 3-1-G

||||| MILITARY

Military Road

PublicAccessRoads.

CLASS

||||| Minor Arterial

County

Public

Highways

Sections

Townships

Highway 97 N.

T 30 S ; R 07 E

12

T 30 S ; R 08 E

Military Road

13

18

17



Military Road

The information in this map has been prepared for the internal use of the Klamath County Public Works Department. Accuracy or completeness is not guaranteed to any other agency or private party.

Klamath County
 Transportation System Plan
 Highway 97
 Public Access Points

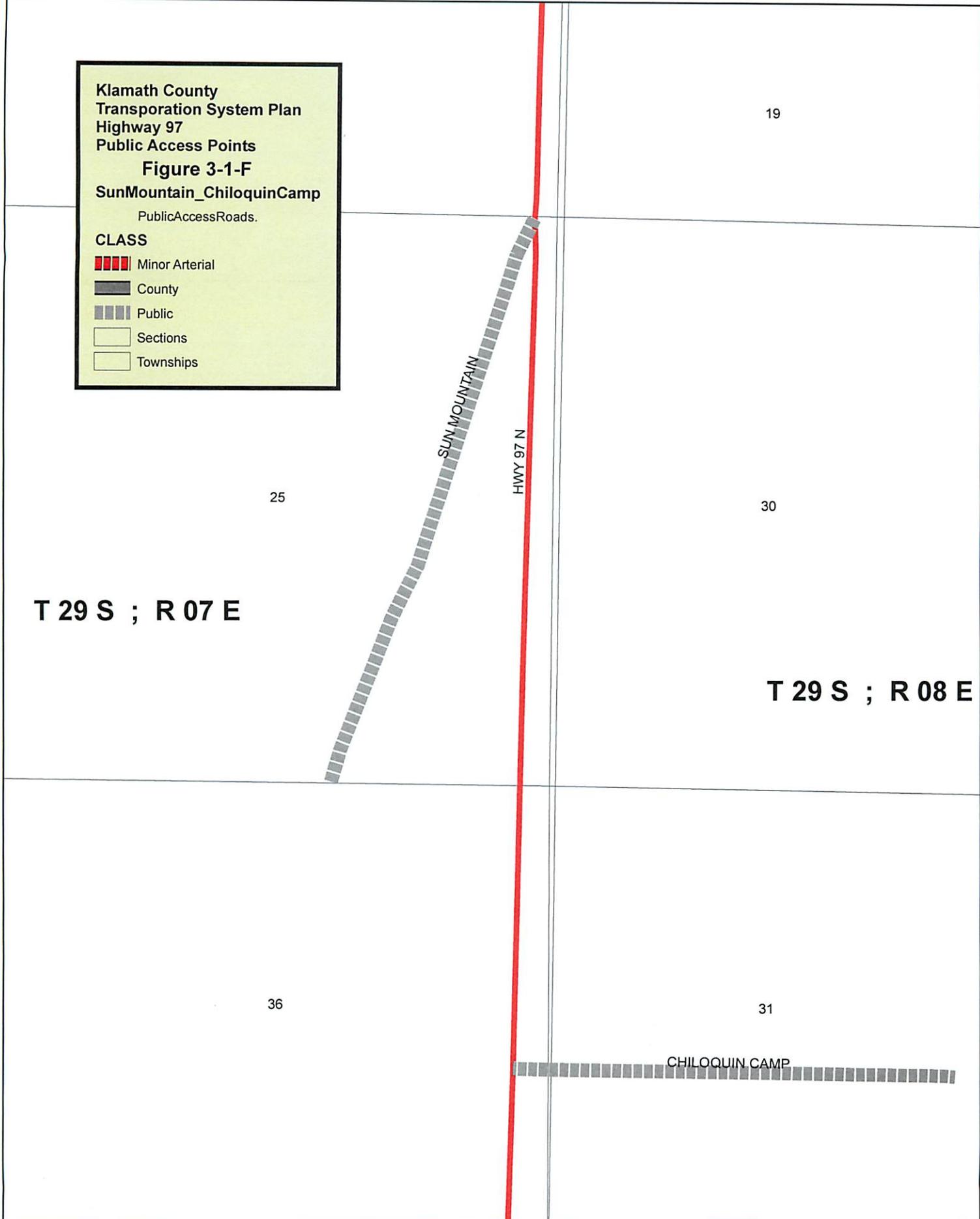
Figure 3-1-F

SunMountain_ChiloquinCamp

PublicAccessRoads.

CLASS

-  Minor Arterial
-  County
-  Public
-  Sections
-  Townships



T 29 S ; R 07 E

T 29 S ; R 08 E

Sun Mountain Rd
 Chiloquin Camp Road

The information in this map has been prepared for the internal use of the Klamath County Public Works Department. Accuracy or completeness is not guaranteed to any other agency or private party.

Klamath County
Transportation System Plan
Highway 97
Public Access Points

Figure 3-1-E

Beaver Marsh

PublicAccessRoads.

CLASS

Minor Arterial

County

Public

Sections

Townships

17

T 28 S ; R 08 E

HWY 97 N

HOLIDAY

19

20



Beaver Marsh

The information in this map has been prepared for the internal use of the Klamath County Public Works Department. Accuracy or completeness is not guaranteed to any other agency or private party.

Klamath County
Transportation System Plan
Highway 97
Public Access Points

Figure 3-1-D

Chemult Dump Road

PublicAccessRoads.

CLASS

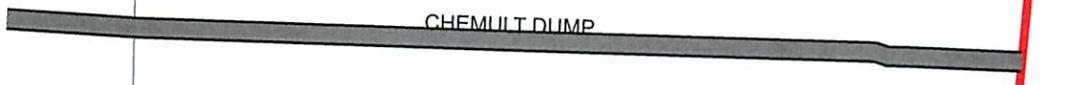
Minor Arterial

County

Public

Sections

Townships



29

T 27 S ; R 08 E

28

HWY 97 N



Chemult Dump Road

The information in this map has been prepared for the internal use of the Klamath County Public Works Department. Accuracy or completeness is not guaranteed to any other agency or private party.

**Klamath County
Transportation System Plan
Highway 97
Public Access Points**

Figure 3-1-C

Chemult

PublicAccessRoads.

CLASS

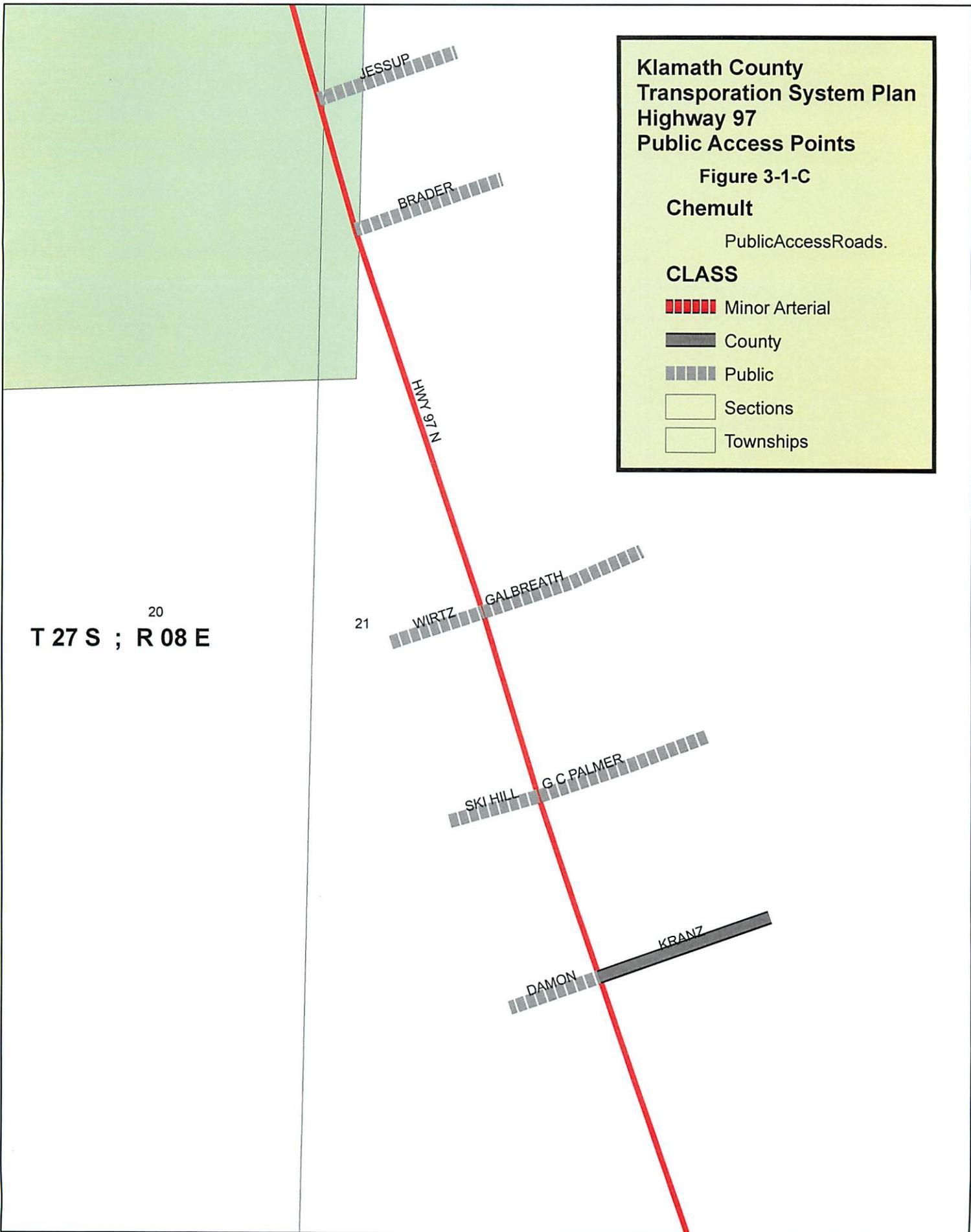
Minor Arterial

County

Public

Sections

Townships



20
T 27 S ; R 08 E

21



Chemult

The information in this map has been prepared for the internal use of the Klamath County Public Works Department. Accuracy or completeness is not guaranteed to any other agency or private party.

Klamath County
 Transportation System Plan
 Highway 97
 Public Access Points

Figure 3-1-B

PublicAccessRoads

CLASS

Minor Arterial

County

Public

Land_Management

OWNER

BLM

NPS

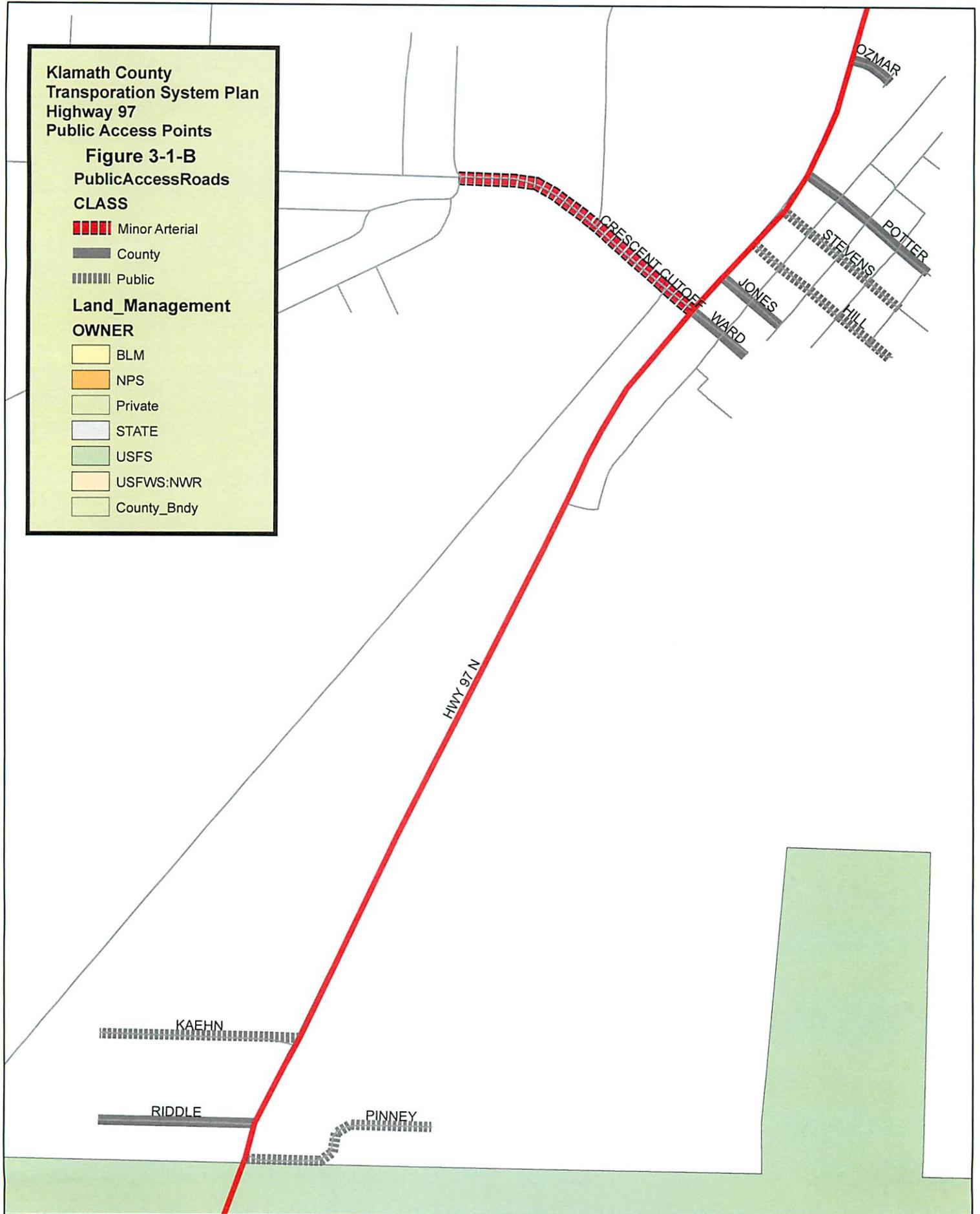
Private

STATE

USFS

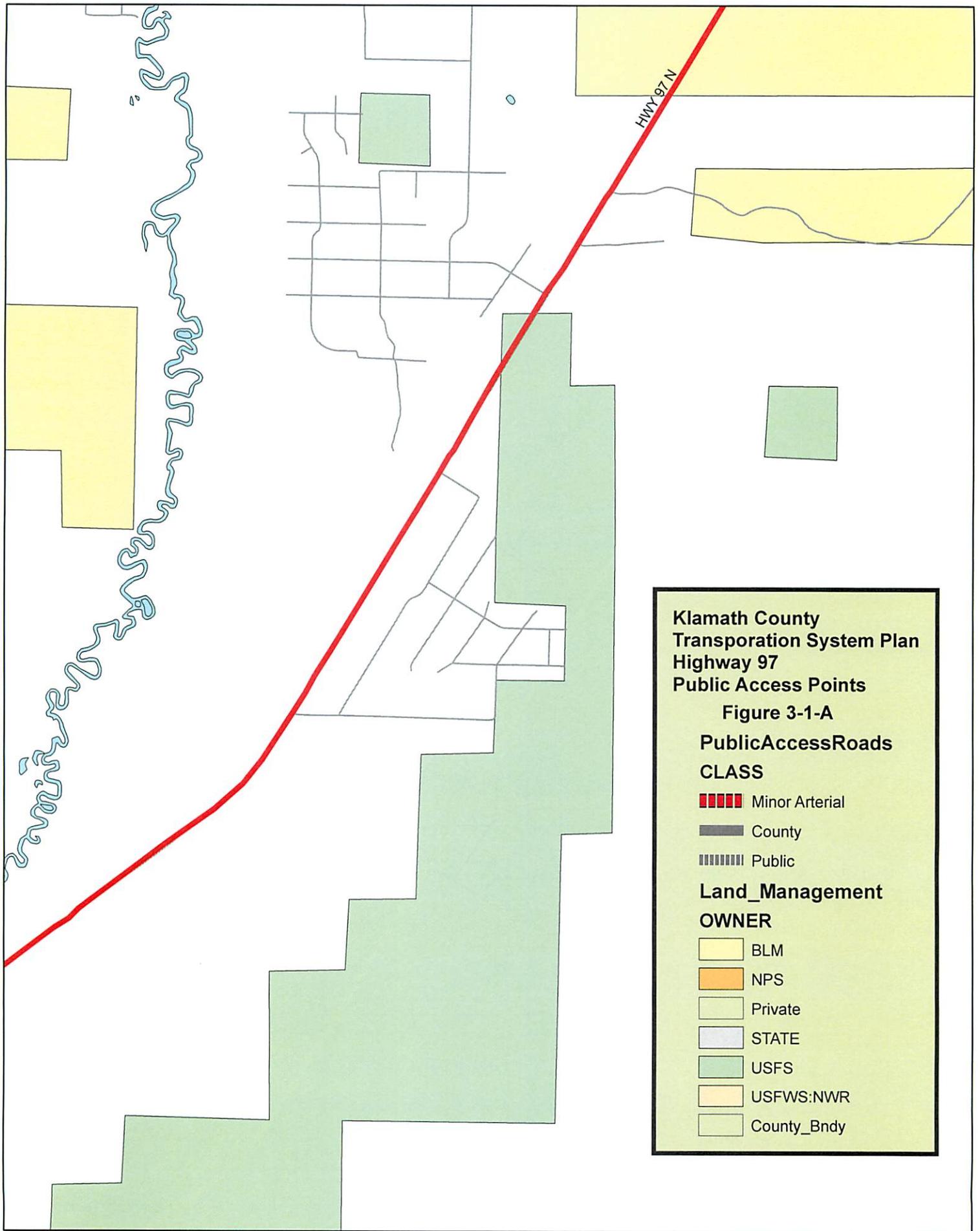
USFWS:NWR

County_Bndy



Pinney to Ozmar

The information in this map has been prepared for the internal use of the Klamath County Public Works Department. Accuracy or completeness is not guaranteed to any other agency or private party.



**Klamath County
 Transportation System Plan
 Highway 97
 Public Access Points**

Figure 3-1-A

PublicAccessRoads

CLASS

■■■■ Minor Arterial

■ County

■■■■ Public

Land_Management

OWNER

■ BLM

■ NPS

■ Private

■ STATE

■ USFS

■ USFWS:NWR

■ County_Bndy

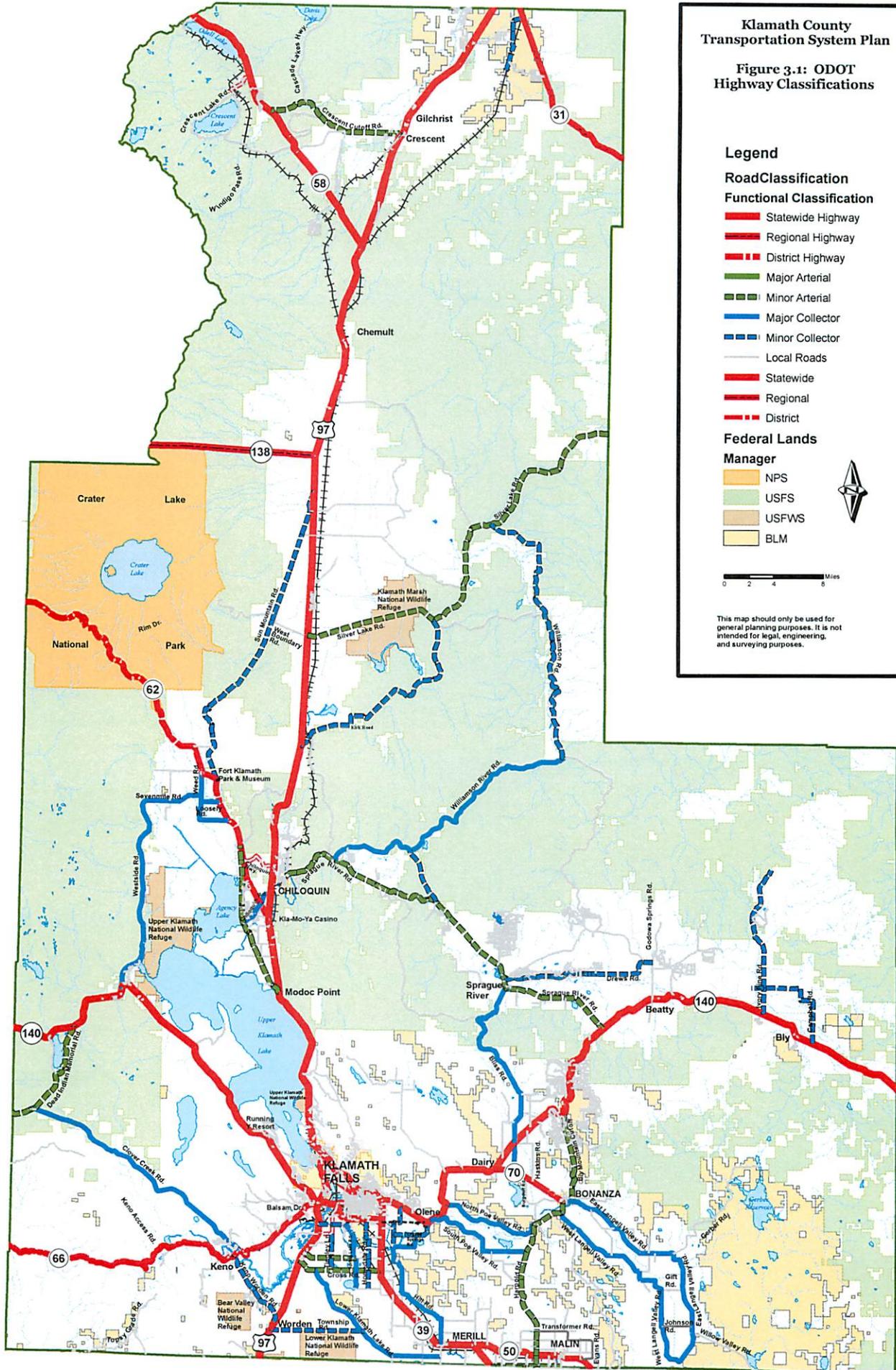


Chapman to Michael

The information in this map has been prepared for the internal use of the Klamath County Public Works Department. Accuracy or completeness is not guaranteed to any other agency or private party.

**Klamath County
Transportation System Plan**

**Figure 3.1: ODOT
Highway Classifications**



Bicycle and Multi-Use Facilities

The field inventory in the appendix shows that most bicycle facilities in the county are essentially located in the shoulders of state highways (e.g., along US 97, Oregon Highway 58). However, not all state highways have shoulders, (e.g., sections of Oregon Highway 62, much of Oregon Highway 140) and thus bicyclists and vehicular traffic must often travel in the same lanes.

Following are examples of dedicated bicycle facilities in the county:

- The State Park Trail is a paved “Rails to Trails” corridor extending east from Klamath Falls to the rural community of Olene, utilizing the old OCE Railroad right-of-way. From Olene, a separate path parallels Oregon Highway 140 east to Bly.
- Crescent Cutoff Road includes a one-mile paved bike path just west of the rural community of Crescent, which is separated from the roadway, but within the right-of-way.
- Nearby, a separate off-road bike path runs parallel to US 97 in the right-of-way and connects the rural community of Crescent and the rural community of Gilchrist.
- OR Highway #140 includes a half mile paved multi-use path on the west side of the highway in the community of Bly

Pedestrian Facilities

Among the inventoried road segments, the only sidewalks that were present in cities and communities were along the state highway. Oregon Highway 39 in the City of Merrill from the city limits east to west; sidewalks were present along Oregon Highway 140 in the rural community of Bly east to west in the commercial area of the community; in the rural community of Beatty east to west in commercial and residential area of the community sidewalks were present; sidewalks were present along Highway US 97 in the rural community of Crescent south to north in the commercial area of the community. Sidewalks along the local street systems outside of the Klamath Falls south suburbs are all within official city boundaries and are not the jurisdiction of the county.

Transit Services

Basin Transit Services (BTS), with service inside the Klamath Falls Urban Growth Boundary (UGB), operates six regular fixed-routes. None of these routes, however, extend beyond the city's UGB, and BTS has no plans to extend regular service outside of the city. Service generally operates from 6 AM to 7 PM (See the BTS website for rates; www.basintransit.com). BTS also operates a curb-to-curb Dial-A-Ride service for customers who are older than 60 or have a disability and are unable to use the fixed route buses.

Dial-A-Ride vans are also used to transport riders to and from selected areas outside of the transit district (i.e., outside of the UGB). Designated "Extended Service Areas" include:

- Henley, Wocus
- Klamath Falls Airport
- Columbia Plywood
- Aqua Glass
- International Paper
- Green Acres

Requests for this service must be made during regular office business hours of Monday through Friday from 8 AM to 5 PM, and rides are usually provided within 30-60 minutes. Reserved rides may be scheduled up to five days in advance, and the cost of the service is \$1.50.

Klamath Basin Senior Citizens Council (KBSCC), also based in Klamath Falls, operates special needs service for seniors, with fees varying by service type. Like BTS, this service operates entirely within Klamath Falls and there are no plans to expand the service.

Klamath Tribes (KT), based in Chiloquin, provides limited free transit for medical purposes. Service is available to both Tribal member and the general public, and transport must be scheduled in advance. Two routes are typically run:

1. Chiloquin to Klamath Falls
2. Chiloquin to Sprague River to Klamath Falls

Klamath Tribes also makes occasional trips to Portland for medical purposes.

Rail System

Freight Rail

Klamath County's railroad activity consists mainly of the Union Pacific's (UP) Cascade main line to California and the Burlington Northern Santa Fe's (BNSF) Oregon Trunk line. When it purchased the Southern Pacific, the UP acquired trackway rights over the BNSF between Bend and Chemult. In return, BNSF acquired the former UP line between Bieber and Keddie, California. This has resulted in both the UP and the BNSF having parallel main lines between Oregon and California. The UP also owns the Modoc line which runs southeast from Klamath Falls to a connection with its California-to-Odgen mainline at Flanigan, Nevada. In 1999, UP's Cascade main line carried about 28 million gross tons on its line north of Klamath Falls and into California. The BNSF moved about 6.5 million gross tons over the line between Bend and Klamath Falls¹.

The Klamath Northern Railroad is a short line that runs between Gilchrist and Gilchrist Junction on the UP's Cascade main line. This line is owned by a private timber products industry company and is primarily to move wood products from the company facility to Gilchrist.

The UP and BNSF operate parallel tracks south of Klamath Falls. Some county stakeholders have suggested that both tracks may not be needed, and that combining the tracks could eliminate several crossings. The at-grade crossing on the South Side Expressway near Summers Lane is particularly problematic and can cause significant back-ups on the expressway.

Figure 3-2. Freight Rail Operators



Source: ODOT Oregon Rail Plan. 2001

¹ ODOT Oregon Rail Plan. 2001.

Passenger Rail

Amtrak's Eugene-bound *Coast Starlight* passenger train departs in the mornings, and operates over the Union Pacific with stops at Klamath Falls and Chemult, the California-bound *Coast Starlight* departs in the evenings. The Chemult Train Station Welcome Center is on the list of Statewide Transportation Improvement Projects.

Air Transportation System

Klamath County has four public airports, shown on Figure 3-3. The Klamath Falls Airport (Kingsley Field) is the county's primary airport, located just south of the Klamath Falls metropolitan area. The Airport offers commercial air service (7 percent of operations), general aviation services (56 percent), air taxi services (7 percent), and also is home to the Oregon Air National Guard 173rd Fighter Wing (30 percent). The airport is served by Horizon Air, which provides three daily flights to and from Portland, and currently serves about 30,000 annual passengers². Land uses adjacent to the airport include:

- An industrial park developed by Klamath Economic Development group
- A new Business Park adjacent to the airfield, developed by the airport on airport property
- Agricultural lands
- Minor residential development

Klamath County also has four smaller airports:

Chiloquin State Airport

(Category 4 - Community General Aviation Airport) is about 25 miles north of Klamath Falls and is mainly used by small planes. Adjacent lands consist primarily of National Forest. No airport improvements are planned in the near future.

Malin Airport

(Category 5 - Low Activity General Aviation Airport) is about 18 miles southeast of Klamath Falls and is mainly used by small, privately-owned planes. Adjacent lands are used primarily for farming and agriculture. Part of the airport is leased by the Yankee Air Pirates to fly model airplanes. The airport is currently seeking grants to upgrade the runway.

² <http://www.airnav.com/airport/>

Beaver Marsh Airport - Private

(Category 5) is a small landing strip about 60 miles north of Klamath Falls.

Crescent Lake State Airport

(Category 5) is a small landing strip about 75 miles north of Klamath Falls, locate next to the community of Crescent Lake Jct. Adjacent lands consist of primarily of National Forest.

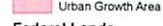
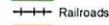
Figure 3-3. Klamath County Public Airports (next page)

**KLAMATH COUNTY
TRANSPORTATION SYSTEM PLAN
Figure 3-3: Public Airports**

Legend

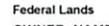
Road Classification

-  Statewide Highway
-  Regional Highway
-  District Highway
-  Major Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local Roads



Federal Lands

Manager

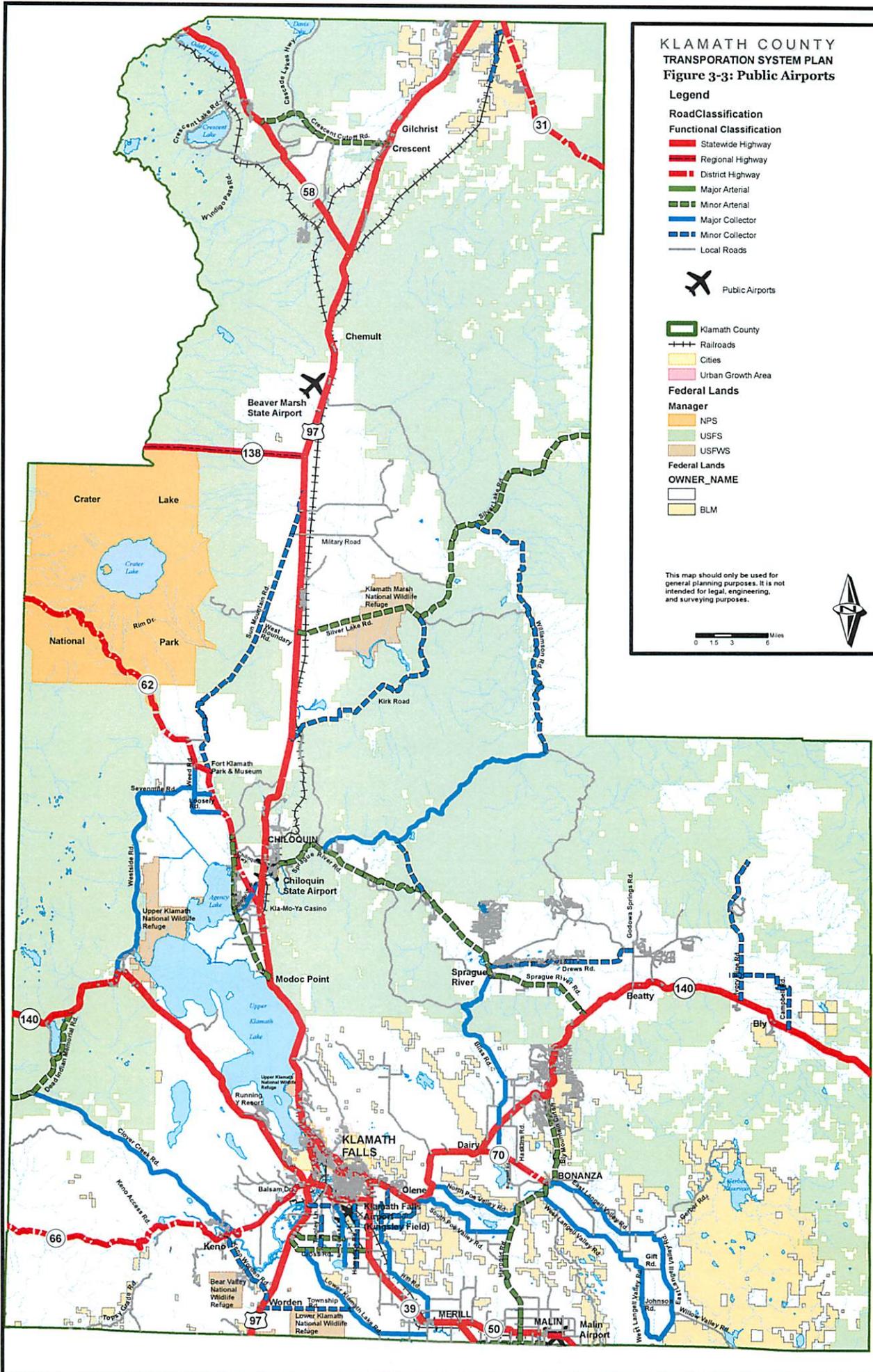


Federal Lands

OWNER_NAME



This map should only be used for general planning purposes. It is not intended for legal, engineering, and surveying purposes.



Pipelines and Fiber Optic Facilities

Two primary natural gas pipelines traverse Klamath County. One line runs north-south from the California border to the Oregon-Washington border near Umatilla. This line was recently acquired by TransCanada Pipeline from Gas Transmission Northwest. An east-west lateral line extends from the vicinity of Klamath Falls to Medford; this line is owned by Gas Transmission Northwest. These lines have not been mapped at the request of the pipeline owners due to homeland security issues. The following are pipeline providers in Klamath County: Avista Utilities, Pacific Gas Transmission, Gas Transmission Northwest, Northwest Pipeline, Williams Gas Co., Pacific Gas & Electric, and Tuscarora Gas Transmission Company.

Avista Utilities is the natural gas provider in the county. Avista's primary service area includes Klamath Falls, Keno, Running Y, and Malin. The company operates a secondary pipeline distribution system in the county, and maintains numerous lines that branch off the mainline to provide gas to residences and businesses.

Both Bel-Tec and Qwest have fiber optic lines in Klamath County. Bel-Tec has two lines that are entirely within the City of Klamath Falls; one hub is located at 403 Pine St, and the other hub is located at the Sheriff's Office on Vandenberg Rd. These fiber-optic lines have not been mapped at the request of the owners due to homeland security issues.

Regional Activity Centers

Regional attractions in Klamath County include its cities, where shopping and employment opportunities are located. Other attractions in the county are driven by its growing tourism industry; some of these attractions are listed below:

- Crater Lake National Park
- Upper Klamath Lake
- Train Mountain Railroad Museum
- National Wildlife Refuges
- Klamath County Museum
- Klamath County Fairgrounds
- Ross Ragland Theatre
- The Running Y Resort
- Fort Klamath Museum & Park
- Collier Memorial State Park
- Kla-Mo-Ya Casino
- Shieldcrest