

CHAPTER 4 CURRENT TRANSPORTATION CONDITIONS

INTRODUCTION

This chapter describes the current transportation conditions and identified deficiencies within Klamath County. *Deficiencies* represent the difference between an existing or future transportation system characteristic and adopted standards for that characteristic. *Needs* represent the types of measures required to mitigate the deficiencies¹. Detailed improvement projects that will be identified as deficiencies are more clearly defined and transportation system alternatives are developed.

This chapter includes the following topics:

- Existing Traffic Conditions
- Roadway System Needs and Deficiencies
- Bridges
- Public Transportation
- Bicycle Network
- Pedestrian Network
- Freight Facilities

EXISTING TRAFFIC CONDITIONS

Roadway Conditions

Listed in Table 4-1 are ODOT highway segments deemed to be in poor condition in 2006. Pavement ratings for other road segments are included in the appendix. During the field inventory, no major paved roads maintained by the county were deemed to be in poor or very poor condition. ODOT's definitions for poor and very poor are:

¹ ODOT Transportation System Planning Guidelines. May, 2001.

Poor

Asphalt pavements in this category are marked by areas of instability, structural deficiency, large crack patterns (alligatoring), and numerous patches, and visible deformation. Ride quality ranges from acceptable to poor. Concrete pavements in this category may continue to provide acceptable ride quality. Both jointed and continually reinforced pavements display cracking patterns with longitudinal cracks connecting joints and transverse cracks occurring more frequently. Occasional pothole repair is evident, and some joints and cracks show a loss of base support.

Very Poor

Asphalt pavements in this category are in extremely deteriorated condition marked by numerous areas of instability and structural deficiency. Ride quality is unacceptable. Concrete pavements in this category display a rate of deterioration that is rapidly accelerating.

Table 4-1. ODOT Highways in Poor Condition

Hwy NO.	Section Name	Beg MP	End MP
OR140	JCT HWY 004-EWAUNA STREET	-0.14	0.19
OR39	ALTAMONT BRIDGE-PATTERSON ST	3.28	4.58
OR140	RITTER RD-SPRAGUE RIVER RD	25.17	35.90
OR140	JCT HWY 004-EWAUNA STREET	-0.15	0.07
OR66	JCT HWY 270-JCT HWY 004	58.99	59.29
OR39	MP 7.0-MERRILL PIT ROAD	7.00	11.76
OR39	MERRILL SECTION	13.17	14.49
OR39	SCL MERILL - JCT HWY 426	14.49	16.51
OR39	JCT HWY 050-CAL STATE LINE	16.51	18.93

Note: In 2006, no highway was assessed to be in very poor condition.

Source: IRIS Pavement Management System

Table 4-1 shows that about 39 centerline miles of state highways are in poor condition in Klamath County; the longest segment 12 centerline miles (Klamath Falls – Malin Highway) is along OR 39, this section of OR 39 provides connection to Klamath Falls, to Merrill and Malin. About 18 miles of OR 140 (the Klamath Falls-Lakeview Highway) are in poor condition, as are 10 miles of OR 39 (The Klamath Falls - Malin Highway). There are a total of 394 centerline miles on the state highway system in Klamath County, according to the 2003 Oregon Mileage Report.

Traffic Volumes

This section describes the traffic counts conducted in Klamath County for use in the roadway volume/capacity section analysis. Table 4-2 provides 2003 AADT volumes on state highways, which were collected for ODOT's regular counting program, and shows the percentage of trucks on each roadway as well.

Table 4-2. Klamath County Traffic Counts

Road Name	Count Location	Count Date	Direction	One-Way Volume (AADT)	Two-Way Volume (AADT)	Pct. Trucks*
Westside Rd.	S. of Rocky Point Rd.	8/02	N.bound	266	526	20%
Westside Rd.	S. of Rocky Point Rd.	8/02	S.bound	260		20%
Spring Lake Rd.	S. of K Falls	6/04	N.bound	811	1685	2%
Spring Lake Rd.	S. of K Falls	6/04	S.bound	874		1%
Sprague River Rd.	Chil.-Sprag. Riv.Rd.. Br. #4	6/02	W.bound	502	NA	12%
Short Rd.	Klamath Falls	5/03	W.bound	1066	2102	4%
Short Rd.	Klamath Falls	5/03	E.bound	1036		4%
Reeder Rd.	K Falls, S. of 140	11/01	N.bound	179	358	1%
Reeder Rd.	K Falls, S. of 140	11/01	S.bound	179		2%
Pine Grove Rd.	K Falls, W. of Schooler Ct.	10/03	E.bound	241	458	3%
Pine Grove Rd.	K Falls, W. of Schooler Ct.	10/03	W.bound	217		2%
Keno Worden Rd.	K Falls, E. Overland	8/02	W.bound	227	458	7%
Keno Worden Rd.	K Falls, E. Overland	8/02	E.bound	231		19%
Homedale Rd.	K Falls, S of Airway Dr.	9/04	N.bound	521	1108	1%
Homedale Rd.	K Falls, S of Airway Dr.	9/04	S.bound	587		2%
Hill Rd.	N. of Merrill	11/02	S.bound	269	579	6%
Hill Rd.	N. of Merrill	11/02	N.bound	310		4%
Crystal Springs Rd.	K Falls, W. of bridge	9/01	E.bound	211	422	1%
Crystal Springs Rd.	K Falls, W. of bridge	9/01	W.bound	211		1%
Chiloquin Ridge Rd.	Chiloquin	8/04	N.bound	74	149	5%
Chiloquin Ridge Rd.	Chiloquin	8/04	S.bound	75		9%
Bly Mt. Cutoff	Bonanza, S. of Teal Dr.	6/03	N.bound	1269	1448	73%
Bly Mt. Cutoff	Bonanza, S. of Teal Dr.	6/03	S.bound	179		8%

*Includes small trucks, large trucks, buses, and tractor trailers

Table source: Traffic counts received from Klamath County, October 14, 2004.

Traffic counts conducted by Klamath County using Nu-Metrics traffic analyzers (HI-STAR units).

Figure 4-1. 2003 Average Daily Traffic (next page)

**KLAMATH COUNTY
TRANSPORTATION SYSTEM PLAN**

**Figure 4-1: 2003 Average
Daily Traffic Volumes
Legend**

Road Classification

Functional Classification

- Statewide Highway
- - - Regional Highway
- · - · - District Highway
- Major Arterial
- - - Minor Arterial
- Major Collector
- - - Minor Collector
- Local Roads
- + + + + Railroads
- Urban Growth Area
- Klamath County

Federal Lands

Manager

- NPS
- USFS
- USFWS
- BLM



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

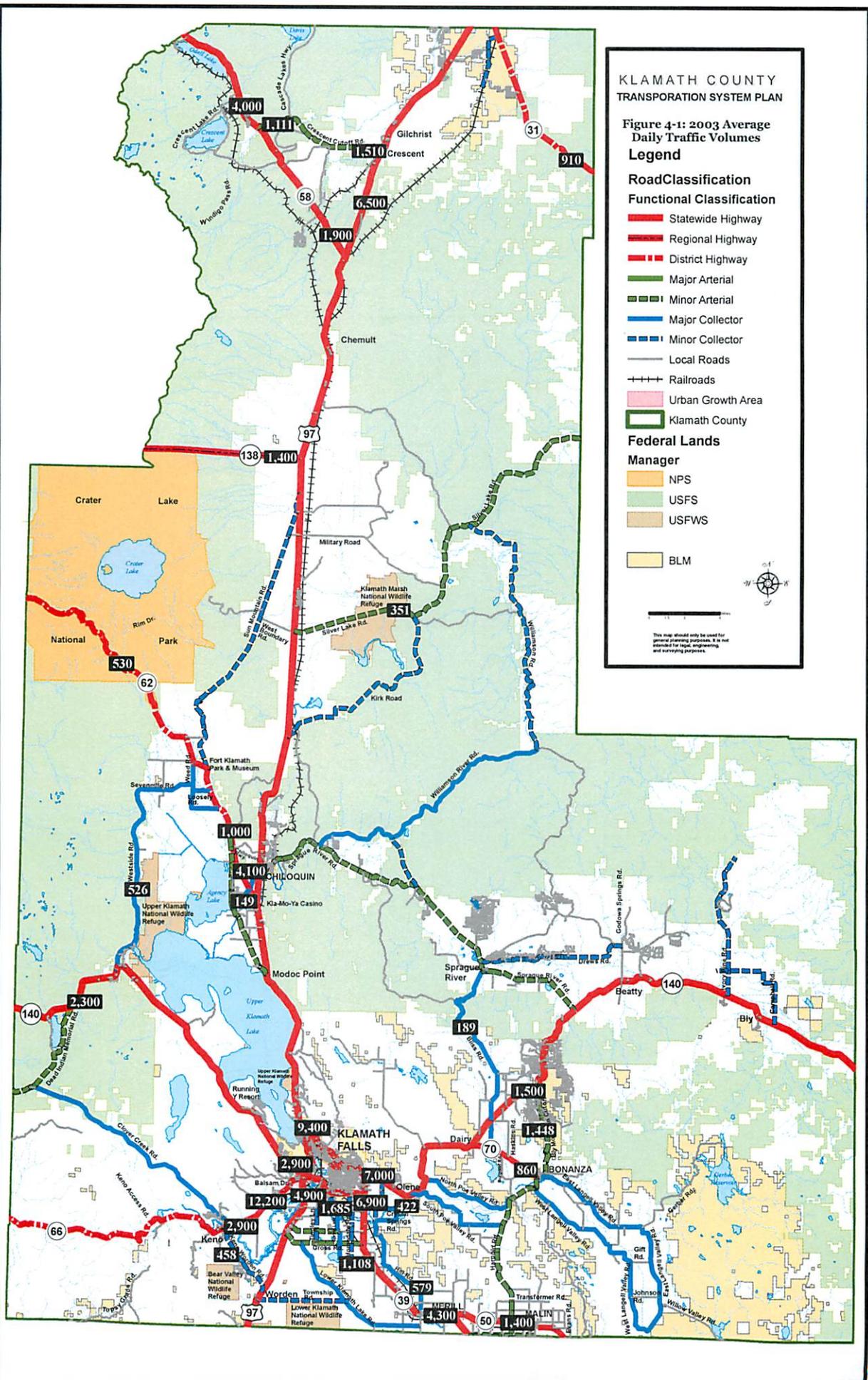


Table 4-3 and Table 4-4 below provide additional traffic counts on various primary roads within Klamath County and their associated two-way volumes. Table 4-3 shows two-way traffic volumes on the local road system, with an estimate for Vale Road at about 600 vehicles per day; and Crescent Cutoff Road, with 1,500 vehicles per day.

Table 4-3. Additional Klamath County Traffic Counts

Street Name	Count Location	Date	Two-Way Volume (AADT)
Crescent Cutoff Rd	1/2 mile west of OR 58	1992	1,111
Crescent Cutoff Rd	1/2 mile west of US 97	1993	1,510
Silver Lake Rd	N/A	1995	351
Squaw Flat Rd (Bliss Rd)	N/A	1995	189
Vale Rd*	N/A	2004	600

* Estimated

Table source: Traffic counts received from Klamath County, November 30, 2004.

Table 4-4. 2003 AADT on State Highways

Road Name	Count Location	MP	Two-way Volume (AADT)
OR 31	Klamath/Lake County Line	18.28	910
US 97	Crescent Post Office	185.57	6,500
US 97	0.10 mile north of Chiloquin Hwy	248.99	4,100
US 97	0.30 mile north of OR 39/US 97 Bus.	272.31	9,400
US 97	On Klamath River Bridge	278.69	4,900
OR 58	0.01 mile south of Crescent Lake Rd.	69.42	4,000
OR 58	0.45 mile northwest of US 97	86	1,900
OR 138	0.10 mile west of US 97	100.72	1,400
OR 62	West boundary of Crater Lake NP	65.45	530
OR 62	Chiloquin west city limit	4.15	1,000
OR 140	0.01 mile west of Dead Indian Rd.	37.69	2,300
OR 140	0.01 mile west of OR 39	3.27	11,300
OR 140	0.06 mile east of OR 39	5.66	7,000
OR 140	0.01 mile west of Bly Mountain Cutoff	27.4	1,500
OR 66	0.01 mile east of Keno-Worden Rd.	49.92	2,900
OR 66	0.01 mile west of US 97	59.04	12,200
OR 39	0.01 mile south of OR 140	1.79	6,900
OR 39	Merrill east city limit	14.49	4,300
OR 50	Malin west city limit	23.82	1,400
OR 70	Bonanza west city limit	5.94	860

Table source: ODOT 2003 Traffic Volume Tables

Highlighted in Table 4-4 are state facilities with the highest two-way volumes, including sections of US 97, OR 140 and OR 66 within the Klamath Falls UGB.

The 1999 Oregon Highway Plan (OHP) uses a volume-to-capacity ratio (V/C). V/C is the ratio of peak hour traffic volume to the maximum hourly volume of vehicles that a particular roadway section can accommodate (see Table 4-5). When the V/C exceeds 1.0, vehicle demand exceeds the capacity of the facility.

The OHP states that the maximum acceptable V/C ratio for Regional Highways outside the Portland metro area, and not identified as a Special Transportation Area (STA), is 0.80, where non-freeway speed limit is less than 45 mph; and is 0.75 when non-freeway speed limit is greater than 45 mph. For district/local roads, the acceptable ratio is 0.85 where non-freeway speed limit is less than 45 mph, and is 0.80 when non-freeway speed limit is greater than 45 mph.

Table 4-5. Maximum Volume/Capacity Ratios for Peak Hour Operating Conditions

Highway Category	Land Use Type/Speed Limits						
	Inside Urban Growth Boundary					Outside Urban Growth Boundary	
	STAs	MPO	Non-MPO Outside of STAs where non-freeway posted speed <= 35 mph, or Designated UBA	Non-MPO outside of STAs where non-freeway speed limit >45 mph	Non-MPO where non-freeway speed limit >= 45 mph	Unincorporated Communities	Rural Lands
Interstate Highways (NHS)	N/A	0.80	N/A	0.70	0.70	0.70	0.70
Statewide Expressways	N/A	0.80	0.70	0.70	0.70	0.70	0.70
Freight Route on a Statewide Highway	0.85	0.80	0.80	0.75	0.70	0.70	0.70
Statewide (not a Freight Routes)	0.90	0.85	0.85	0.80	0.75	0.75	0.70
Freight Route on a Regional or District Highway	0.90	0.85	0.85	0.80	0.75	0.75	0.70
Expressways on Regional or District Highway	N/A	0.85	N/A	0.80	0.75	0.75	0.70
Regional Highways	0.95	0.85	0.85	0.80	0.75	0.75	0.70
District/Local Interest Roads	0.95	0.90	0.90	0.85	0.80	0.80	0.75

30th Highest Hour Volumes

The traffic counts and the results of traffic volume trends from ODOT's automatic traffic recorders (ATR) were used to estimate the annual 30th highest hour traffic volumes. ODOT traffic analysis procedures call for the annual 30th highest hour (30 HV) traffic volumes to be used to calculate volume-to-capacity ratios for intersections and street segments. Although most counts were taken close to the highest periods of the year and on weekdays, counts were checked for any seasonal variations.

Roadway Segment Operations

The following section presents the results of the operational analysis for selected roadway segments, and is based on the 30th HV. Using 14- and 48- hour directional tube counts, the two-way peak hour volumes were estimated at several roadway sections using the 30th HV adjustment factor. These sections were identified by the County and ODOT for analysis and represent key roadways within the study area.

The results of the operations analysis were compared with the appropriate OHP mobility standards to determine which study area roadway facilities are deficient. Table 4-6 presents the results of roadway section capacity analysis for highways within the county; the results show that all of the study area roadway segments are within OHP mobility standards.

**Table 4-6. Study Area Roadways Maximum V/C Ratios
– Year 2004 30th HV Conditions**

Street Name	Count Location	Two-Way Adjusted Volume (AADT)*	Peak Volume**	Two-way Capacity (vph)	OHP Standard	V/C Ratio
Westside RD	S. of Rocky Point RD	536	54	2,000	0.75	0.03
Spring Lake RD	S. of K Falls	1,685	169	2,000	0.75	0.08
Sprague River RD	Chil.-Sprag. Riv.RD. Br. #4	511	50	2,000	0.75	0.03
Short RD	Klamath Falls	2,121	210	2,000	0.75	0.11
Reeder RD	K Falls, S. of 140	368	36	2,000	0.75	0.02
Pine Grove RD	K Falls, W. of Schooler CT	462	46	1,700	0.75	0.03
Keno Worden RD	K Falls, E. Overland	466	46	2,000	0.75	0.02
Homedale RD	K Falls, S of Airway DR	1,108	111	2,000	0.75	0.06
Hill RD	N. of Merrill	590	58	1,700	0.75	0.03
Crystal Springs RD	K Falls, W. of bridge	434	42	1,700	0.75	0.02
Chiloquin Ridge RD	Chiloquin	149	15	1,700	0.75	0.01
Bly Mnt. Cutoff	Bonanza, S. of Teal DR	1,461	145	1,700	0.75	0.09
OR 31	Klamath/Lake County Line	910	92	1,700	0.70	0.05
US 97	Crescent Post Office	6,500	656	2,000	0.70	0.33
US 97	0.10 mile north of Chiloquin Hwy	4,100	414	2,000	0.70	0.21
US 97	0.30 mile north of OR 39/US 97 Bus.	9,400	949	2,000	0.70	0.47
US 97	On Klamath River Bridge	4,900	495	2,000	0.70	0.25
OR 58	0.01 mile south of Crescent Lake Rd.	4,000	404	2,000	0.70	0.20
OR 58	0.45 mile northwest of US 97	1,900	192	2,000	0.70	0.10
OR 138	0.10 mile west of US 97	1,400	141	2,000	0.70	0.07
OR 62	west boundary of Crate Lake NP	530	53	1,700	0.70	0.03
OR 62	Chiloquin west city limit	1,000	101	1,700	0.70	0.06
OR 140	0.01 west of Dead Indian Rd.	2,300	232	2,000	0.70	0.12
OR 140	0.06 mile east of OR 39	7,000	706	2,000	0.70	0.35
OR 140	0.01 mile west of Bly Mountain Cutoff	1,500	151	2,000	0.70	0.08
OR 66	0.01 mile east of Keno-Worden Rd.	2,900	293	1,700	0.70	0.17
OR 66	0.01 mile west of US 97	12,200	1231	1,700	0.70	0.72
OR 39	0.01 mile south of OR 140	6,900	696	2,000	0.70	0.35
OR 39	Merrill east city limit	4,300	434	2,000	0.70	0.22
OR 50	Malin west city limit	1,400	141	1,700	0.70	0.08
OR 70	Bonanza west city limit	860	87	1,700	0.70	0.05

*1.05% per year growth rate
**30th HV estimated at 10% of the AADT

ROADWAY SYSTEM NEEDS

The state highway system within the Klamath County region should be upgraded to improve service for inter-city and urban area travel demand. When coupled with local street improvements and development, these highway enhancements will improve the functional capacity of the overall roadway system.

From the existing conditions inventory, participation from the TAC and ODOT, and interviews with local stakeholders, it became evident that particular facilities in the county have deficiencies of varying degrees; these fall under the category of either design deficiencies or, as in other instances, the need for passing lanes along particular sections.

Transportation System Deficiencies

US 97: Modoc Point – Algoma, Phase 2:

This segment of highway has substandard shoulder widths, substandard cut and fills slopes, and unprotected hazards that exist within the clear zone. The existing guardrail and guardrail end terminals need upgrades to current standards, and the existing concrete barrier does not meet current established road standards. Source: Supplemental STIP.

OR 39: Jct. Klamath Falls/Lakeview Hwy – Lost River:

The pavement in this segment of highway is rated in fair condition; safety problems also exist and four Safety Priority Index System (SPIS) sites are identified in this segment. During peak hour traffic volumes, vehicles coming from eastbound Southside Expressway and turning northbound have difficulty, and this signal currently meets warrants and should be reevaluated. Clearance and width requirements at the aqueduct (M.P. 3.68) are inadequate; widths and clearance at the newly constructed RR over crossing (M.P. 3.47) are also substandard.

Additional system deficiencies have been identified for portions of OR 140, including:

OR 140: Ritter Rd – Deer Run Rd (Bly Mt. Curves):

Substandard shoulders & curves to be addressed by wider roadway and shoulders, and realignment to correct curves & improve sight distance; upgrade and add guardrail. Source: SCORP Hwy 140 corridor analysis (2001).

OR 140 at Homedale Rd (in Klamath Falls UGB): congestion and accidents to be reduced by new construction, including roadway widening, bridge work and grade separation of Homedale. There is also consideration of an interim management strategy to look at a provisional signal solution. (Source: Klamath Falls TSP (1998).)

OR 140: Olene – Swan Lake Road:

The existing curves in this section of highway do not meet current design standards, and would be addressed by realignment of the highway, construction of a deceleration lane for right turns into North Poe Valley Rd and extension of North Poe Valley Rd to match the new state highway alignment.

OR 140 Southside Expressway Extension to Olene:

One of the more significant deficiencies on the state highway system is the Southside Expressway; the County has been very interested in working with ODOT to extend the Expressway from the intersection of OR 140/39 to Olene. The proposed alignment would require a Goal Exception from DLCD, as it goes through exclusive farm use (EFU) land and other agricultural zones.

The Olene extension project would consist of constructing a new 4-mile alignment from the junction at Hwy 39/Hwy 424 to Hwy 140 at Milepost 9.8. As part of this project, one mile of Reeder Road would also be reconstructed, as well as a new bridge over the Lost River canal and a bridge over BOR B Canal.

Short-term deficiencies on US 97 relate to the fact that it is a freight corridor, which is gaining additional usage because of bridge restrictions on I-5. Over time there could also be an increase in distribution centers in the corridor, which potentially would lead to an overall increase in freight traffic, and possibly increase the use of triple-trailer truck configurations; the need for passing lanes in several locations is addressed in Chapter 7 of this TSP.

Associated geometric improvements are also needed on portions of OR 66 through Keno, where substandard curves and excessive crashes are a growing issue. Sections of OR 58, particularly near Odell Lake, are a concern as the road is lined with boat trailers in the summer causing safety issues.

Crash Analysis

Data from ODOT's Crash Analysis and Reporting Unit provides crash summaries by year and collision type for all state highways within Klamath County (excluding the City of Klamath Falls).

As one might expect, the majority of crashes in the county occurred on US 97, The Dalles – California Highway, where a total of 11 crashes occurred between January 1999 and December 2003. Most of these crashes were not serious and did not cause bodily injury; however, one of these crashes on US 97 was fatal.

Other notable locations that indicate system deficiencies include OR 70 at East Langell Valley Road near the community of Bonanza, where two of the 16 reported crashes occurred. The remaining three reported crashes took place on Chiloquin Highway 422; of these three, two took place in virtually the same location: Chocktoot Street and Lalakes Street; one fatal accident occurred on Highway 422 at Chiloquin Highway and Chocktoot Street.

Safety Priority Index System

The Safety Priority Index System (SPIS) is a method developed by ODOT for identifying hazardous locations on state highways. The SPIS score is based on three years of crash data and considers the following factors: crash frequency, crash rate, and crash severity. ODOT bases its SPIS on 0.10-mile segments to account for variances in how crash locations are reported. To become a SPIS site, a location must meet one of the following criteria:

- Three or more crashes have occurred at the same location over the previous three years.
- One or more fatal crashes have occurred at the same location over the previous three years.

For the year 2003, which includes crash data for 2000, 2001, and 2002, the SPIS scores at or above 45.07 are in the top 10 percent.

Each year, a list of the top 10 percent of SPIS sites is reviewed by the five Region Traffic Engineers. These sites are evaluated and investigated for safety problems; when a problem is identified, a cost/benefit analysis is performed and appropriate projects are initiated, often with funding from the Hazard Elimination Program (HEP). Regions report the results of their site evaluations to the State Traffic Engineer.

Specific SPIS sites as they relate to Klamath County are as follows:

- East Side Bypass (MP -2.24 at OR 39 MP 3.22)
OR 39 (MP 3.28 at Summers Ln)
- Esplanade/Hwy 50 spur @ (MP 4.97)
- Shady Pine Rd @ US 97 (MP 268.84)
- Railroad crossing west of Summers Ln (OR 140 MP 3.87)
- OR 39 (MP 17.00)
- US 97 (MP 251.00) beginning and ending of lanes
- US 97 (MP 228.70 and 228.76)
- Midland Hwy/Washburn Way/Laverne Ave (MP 1.46)
- Hwy 424 (OR140) access/39 intersection
- OR 39 (MP 32.00)
- MOLLIES (US 97 MP 272.4)
- End of Green Springs Hwy 021 (OR 66 MP 59.05)
- Near Varney Creek Rd (OR 140 MP 43.00)

FREIGHT INFRASTRUCTURE

Truck Routes

Truck traffic in and around the county is a growing concern, due to the safety issues that are present in either narrow roadway sections, or in areas where sight-distance is problematic because of topographic features. Table 4-1 summarizes the county roadways that have greater than 10 percent truck traffic, including the following:

- Westside Road, with 20 percent truck traffic south of Rocky Point Road, in both the northbound and southbound directions;
- 12 percent on Sprague River Road near Sprague River Road Bridge #4;
- 19 percent in the eastbound direction of Keno Worden Road, east of Overland; and
- 73 percent in both directions on Bly Mountain Cutoff in Bonanza, south of Teal Dr.

The map in Figure 3-2 in the previous chapter highlights the remainder of freight routes in the county and their associated percentage of truck traffic. Some percentages as shown, such as those for Highway 97 and other major, regional routes are to be expected.

US Highway 97, Oregon Highway 140, Oregon Highway 39 and Oregon Highway 58 are the designated state freight routes in Klamath County. Truck traffic typically accounts for 25 to 40 percent of all traffic on these routes; because US 97 has fewer mountain passes and a reduced amount of traffic than I-5, it is increasingly being used as an alternative route. As the advantages of US 97 over I-5 are discovered more and more (no passes, fewer winter delays, largely flat surface), additional passing lanes may be needed. A crucial deficiency on US 97 is its location along Upper Klamath Lake and the impracticality of widening the current two-lane configuration to four-lanes. The roadway is positioned in a difficult spot, whereby if it is widened to the west it will have to be on structure above the water; if it is widened to the east it will impact archeologically sensitive areas.

Truck traffic on Oregon Highways 39 and 140 typically comprises 10 to 25 percent of all traffic. On OR 140 beginning at the Klamath County Boat Launch to Running Y Ranch next to Klamath Lake, wide loads are currently prohibited in a four-mile section, forcing trucks to detour to the north. Wide loads are also prohibited on Bly Mountain between Ritter Road and Sprague River Road on OR 140 east of Klamath Falls; this section of highway is scheduled for improvements in 2011.

OR Highway 138 is also frequently used by trucks. The trucks traffic typical comprises 10 to 25 percent of all traffic.

One of the primary deficiencies in many locations, which relates to freight mobility, is the absence of passing lanes or segments of various roadways that are too narrow and cause safety issues.

Truck Freight

The State Highway freight system is intended to facilitate interstate, intrastate, and regional truck movements. This freight system, comprised of Interstate Highways and certain Statewide Highways on the National Highway System, includes routes that carry a significant tonnage of freight by truck and serve as the primary interstate and intrastate highway freight connection to ports, inter-modal terminals and urban areas. US 97 and Oregon Highway 58 are the designated State Freight Routes in Klamath County. Truck traffic is increasing on US 97 in particular due to fuel savings to trucking. In addition, US 97 does have a distinct advantage over Interstate 5 during the winter months, due to the absence of mountain passes and the lesser snowfall amount on the east side of the Cascades vs. the Siskiyou mountains of southern Oregon.

Three of the largest employers in the county with heavy truck shipping/receiving demands are all located in Klamath Falls. These are:

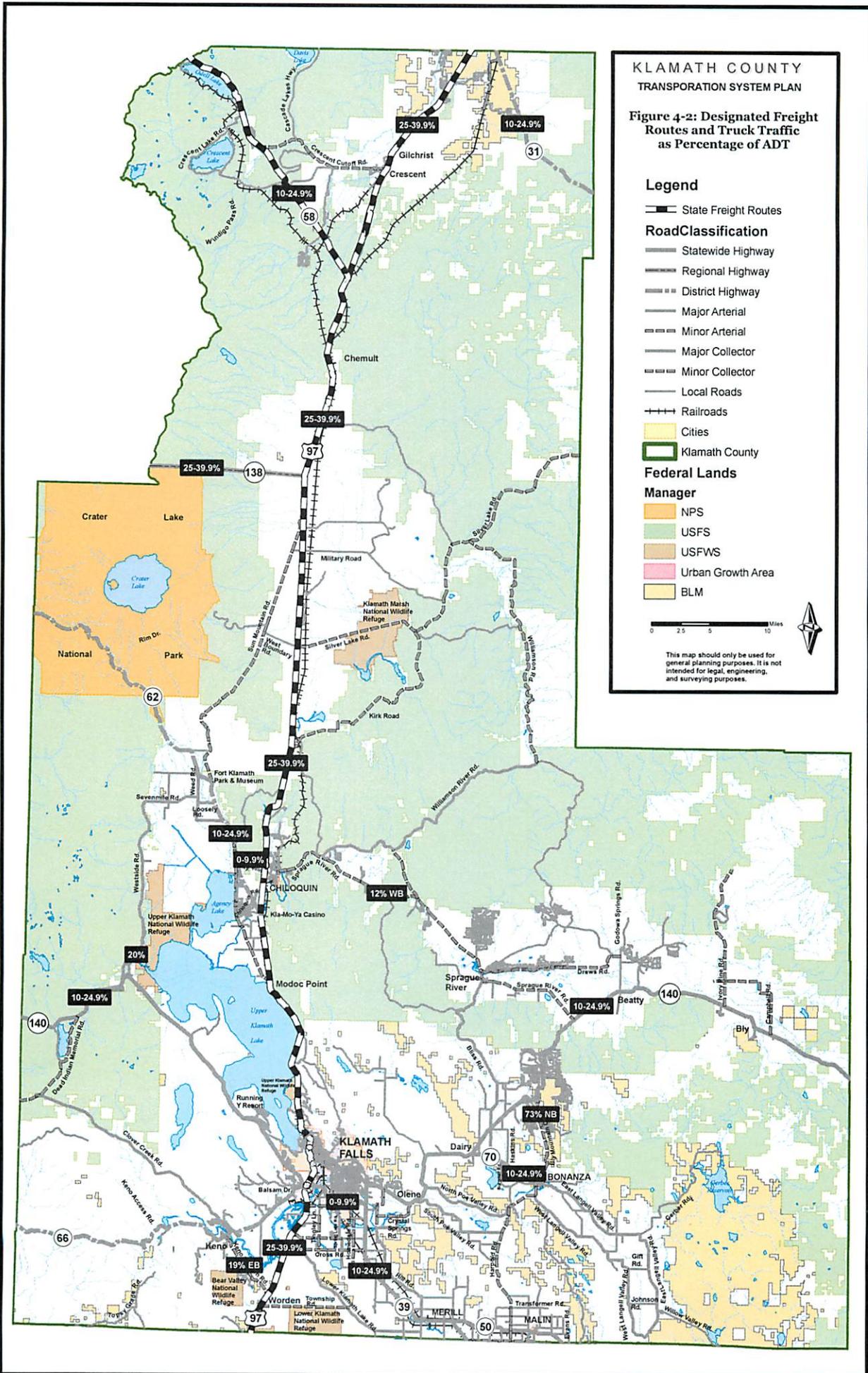
- Columbia Plywood—Hardwood
- Kingsley Field / ORANG (Oregon Air National Guard)
- Jeld-Wen, Inc. (Specialty windows and doorframes)

Figure 4-2. Designated Freight Routes and Truck Traffic as Percentage of ADT (next page)

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**KLAMATH COUNTY
TRANSPORTATION SYSTEM PLAN**

Figure 4-2: Designated Freight Routes and Truck Traffic as Percentage of ADT



Passing Lanes and Left-Turn Refuges

On many sections of the county road network, passing lanes and/or left-turn refuges are needed in an assortment of narrow, congested areas. This is particularly true for portions of US 97, which may experience additional usage as a freight corridor in the short term, due to various bridge work along I-5; US 97 is also being used more to bypass sections of I-5 in southern Oregon. These locations are summarized below:

- US 97: Gilchrist Passing Lane
- US 97: Extend Existing Passing Lanes between M.P. 230.0 and M.P. 181
- US 97: North Wocus & South Wocus
- OR 140: M.P. 17 to M.P. 44
- OR 39: M.P. 9.0 to M.P. 11.0

A high-priority location is the junction of OR 39 and OR 140, where congestion and delays will be addressed by a mix of traffic signal improvements, access improvements or a grade-separated intersection. This project is particularly important considering safety issues and the fact that it is a top-ten SPIS site with a total of 33 crashes from 2001-2003 (SPIS value = 74.57). The connection from the Southside By-pass to Olene is another alternative solution, although a costly one.

Freight Rail Network

The Klamath Basin is served by the Union Pacific (UP) and Burlington Northern Railroads (BN). As a result of its purchase of the Southern Pacific (SP), the UP acquired track-way 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 the Pacific Northwest and California. The UP also owns the Modoc line, which runs southeasterly from Klamath Falls to a connection with its California-to-Ogden mainline at Flanigan, Nevada. The Oregon California and Eastern Railroad abandoned its right-of-way, which reverted to the state and is used as a bicycle/pedestrian connection.

Deficiencies in the freight rail network are found in areas north of Klamath Falls, where UP and BN both run on the Cascade Line track. Just south of Highway 140, the UP track has a wye that connects to the Modoc Line, which then aligns to the west of the rail yard and brackets the airport. This requires that an entry road must cross a portion of the trackway, causing potential at-grade conflicts.

General freight rail issues:

- General lack of railcars to meet local needs.
- At-grade crossing on South Side Expressway near Summers Lane; trains can cause significant back-ups on the Expressway.
- Two problem intersections along Hill Road – where there are two at-grade RR crossings within 1/4 mile of each other.

PUBLIC TRANSPORTATION

Basin Transit Service (BTS) is the public transit agency for the Greater Klamath Falls Urban Area. The District covers over 30 square miles; BTS operates six fixed-routes in the Klamath Falls basin serving the city and the surrounding suburbs (Figure 4-3 on the following pages shows BTS routes). Transfers are made at the Downtown and Fairgrounds Transit Centers; in addition, BTS offers Dial-a-Ride service to customers that are unable to use regular fixed-route buses. The District is essentially the same size as the Klamath Falls UGB and serves a population of roughly 45,000.

Dial-A-Ride vans are used to transport customers that want to go beyond the regular fixed routes into other locations in the District known as “Extended Service Areas,” which include Henley, Wocus, the Airport, Columbia Plywood, Aqua Glass, International Paper, and Green Acres. A unique service provided in Klamath County, The Linkville Trolley, is supported through the cooperative efforts of the City of Klamath Falls, Klamath County and BTS. The service is provided during the summer months to support the tourism industry, with round-trip service from the museum.

Basin Transit Service does not provide regular service outside of Klamath Falls; however, there is regular shuttle bus service to other destinations such as Medford, Ashland, and Kla-Mo-Ya Casino; and Sage Stage, operated by the Modoc Transportation Agency, which provides public transportation with connections to Redding, Susanville (CA), and Klamath Falls.

Public transportation in Klamath County is perceived by some to be lacking, and in particular the Klamath Tribes have indicated that more comprehensive transit service in the county is desirable. At this time, there are no expansion plans for Basin Transit’s regular service.

An opportunity for expansion relates to providing transit on Hwy 140 West, to the Ridge Water and Southview subdivisions areas – these areas are expected to grow over the next several years.

Figure 4-3. Basin Transit Service Route Map



BICYCLE AND PEDESTRIAN NETWORK

Pedestrian and bicycle modes serve a variety of needs in Klamath County, including relatively short trips to major attractors, recreational trips and circulation, and access to public transit. Bicycle travel is a viable commuting option, particularly where supported by facilities such as bicycle lanes and/or paved shoulders, secure bicycle parking and bus-mounted bicycle racks. Walking is also a viable choice for commute trips where mixed-use development occurs and when people live near their place of work.

One of the more distinct bike features in the county is the separated bikeway in Gilchrist-Crescent. Plus, there is a seven-mile separated multi-use path along the A Canal which parallels the Crater Lake Parkway; the A Canal path links to the Oregon, California, and Eastern railroad (OC&E) Woods Line State Trail, which starts at the city limits and is paved for 8 miles through the south suburban area and farm land out to Olene, where the Lost River cuts through into the mountains on its way to its terminus at Tulelake and the nearby wildlife refuges.

Sidewalks along the local street system outside of the Klamath UGB are all within official city boundaries and are not the jurisdiction of the county. Due to the rural nature of the county and the large distances between trip generators, there is relatively little demand for pedestrian facilities outside of the cities.

Bicycle advocacy issues are led by the Klamath County Bike and Pedestrian Trails Advisory Committee. This group coordinates with the County, ODOT and the City of Klamath Falls on bicycle and pedestrian infrastructure planning and other related issues. In addition, there is an active bicycle club, the Klamath Freewheelers, and a local Rails-to-Trails chapter.

ODOT has proposed several projects for the county that would add new/upgraded sidewalks in various communities on state facilities. This work included modernizing sidewalks and curbs in the existing curb area and an ADA crossing.

Pedestrian deficiencies exist on US 97 in Crescent-Gilchrist; OR Highway 62 in the Community of Fort Klamath; OR Highway 422 in the city of Chiloquin; OR Highway 70 in the City of Bonanza; OR Highway 66 in Keno; and OR Highway 39 in Merrill. These consist largely of sidewalk/shoulder needs for bicycle and pedestrian access.

Figure 4-4. County Deficiencies (next page)

Klamath County Transportation System Plan

Figure 4-4: General Deficiencies and Needs

Legend

Road Classification

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

Federal Lands

- Klamath County
- + + + + Railroads
- Cities
- Urban Growth Area

Manager

- NPS
- USFS
- USFWS
- BLM



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

