

### **Objectives**

- A. Develop an efficient road network consistent with local operations standards.
- B. Improve and maintain existing roadways.
- C. Ensure planning coordination between Aurora, Marion County, and the State.
- D. Examine the need for speed reduction in specific areas.
- E. Identify local traffic problems and recommend solutions.
- F. Develop a more pedestrian-friendly Aurora consistent and respectful of the National Historic District and with historical preservation goals.

### **Policies**

#### **A. Approval Processes for Transportation Facilities**

The following policies relate to the approval processes for transportation facilities:

- 1. The TSP is an element of the City's Comprehensive Plan. It identifies the general location of transportation improvements. When a specific alignment is selected for proposed public road and highway projects it shall be permitted without a plan amendment if the new alignment falls within a transportation corridor identified in the TSP.
- 2. Except where specifically regulated, the operation, maintenance, repair, and preservation of existing transportation facilities shall be allowed without land use review when, under ordinary circumstances they do not have a significant impact on land use.
- 3. Except where specifically regulated, the dedication of right of way, authorization of construction and the construction of facilities and improvements, for improvements designated in the TSP, and for improvements that are consistent with clear and objective dimensional standards, shall be allowed without land use review. The classification of the roadway and approval of road standards shall be in accordance with appropriate procedures.
- 4. Changes in the frequency of transit services that are consistent with the TSP and that under ordinary circumstances do not have a significant impact on land use shall be allowed without land use review.
- 5. For State projects that require an Environmental Impact Statement (EIS) or Environmental Assessment (EA), the draft EIS or EA shall serve as the documentation for local land use review, if local review is required. Where the project is not consistent with the TSP, formal review of the draft EIS or EA and concurrent completion of necessary goal exceptions or plan amendments shall occur prior to project commencement.

#### **B. Protection of Transportation Facilities**

The following policies relate to the protection of existing and planned transportation facilities:

- 1. The City shall protect the function of existing and planned roadways as identified in the TSP.
- 2. The City shall include a consideration of the impact of proposed development on existing and planned transportation facilities in all land use decisions.
- 3. The City shall protect the function of existing and planned roadways or roadway corridors through the application of appropriate land use regulations.

roadways to provide for safe and convenient access between the new uses and the larger community. For more information on expected development trends, see Appendix C: *Existing Conditions*.

## Policies

### **Functional Classification and Future Street Plan**

Functional classification provides a systematic basis for determining future right-of-way and improvement needs, and can also be used to provide general guidance on appropriate or desired vehicular street design characteristics. The functional classification of a street is typically based on the relative priority of traffic mobility and access functions that are served by the street. At one end of the spectrum of mobility and access are freeways, which emphasize moving high volumes of traffic, allowing only highly controlled access points. At the other end of the spectrum are residential cul-de-sac streets, which provide access only to parcels with direct frontage and allow no through traffic.

Identification of the roadway functions is the basis for planning roadway improvements and the appropriate standards (right-of-way, roadway width, design speed) that would apply to each roadway facility. The following definitions serve as a general guide in determining City street classifications:

- Principal and Minor Arterials. Intra- and inter-community roadways connecting community centers with major facilities. In general, arterials serve both through traffic and local traffic. Access should be partially controlled with infrequent access to abutting properties.
- Collectors - Streets connecting residential neighborhoods with smaller community centers and facilities as well as access to the arterial system. Property access is generally a higher priority for collector arterials; through-traffic movements are served as a lower priority.
- Local Residential - Streets within residential neighborhoods connecting housing (also can be commercial, industrial, etc.) with the collector and/or arterial system. Property access is the main priority; through traffic movement is not encouraged.
- Legacy – This designation is intended to respect the historic development patterns within Aurora and reduce impervious surface and stormwater runoff.

Figure 3-1 presents a street plan for the Aurora UGB that shows the functional classification system for public roads. It should be noted that Oregon and Marion County's designation of functional classifications is different than the City's primarily due to the difference between state, county and local travel functions. The State of Oregon's functional classification map displays Oregon 99E as a minor arterial through the city limits. While Ehlen Road is identified as an arterial by Marion County, the County identifies Airport Road as a major collector. Figure 3-1 defines Airport Road as an arterial consistent with the functions it serves locally, rather than the lower classification of collector as identified by Marion County.

In addition to identifying the functional classifications of Aurora's existing roadways, the Future Street Plan in Figure 3-1 identifies the conceptual locations of new collector streets to support future development. The locations of new collector streets are conceptual only, as the precise alignment of these roadways will be subject to site and engineering constraints (for example, slopes), development needs and proposals, and will require negotiations with ODOT and Marion County, those with jurisdiction over Ehlen Road and Oregon 99E. It is assumed local roadways (not pictured in the figure) would also connect to the collector roads identified in the Future Street Plan, but that only the collector roads would connect to Ehlen Road and Oregon 99E.

Marion County and ODOT have their own spacing standards for street connections to roadways

the case of Marion County, a new collector street is proposed to connect Ehlen Road via Williams Court to Cole Lane in northwestern Aurora. This facility would provide access and circulation to existing and future residential properties in the area and would be constructed as development occurs. New and existing local residential streets in this area would connect to this new collector street rather than connecting directly to Ehlen Road or Cole Lane. As this collector connection would replace Williams Court's existing Ehlen Road connection, no new Ehlen Road access is required.

A large number of driveways and private drives currently exist on Oregon 99E between Ottaway Road and Bob's Avenue, and as a result, the proposed new collector connections in this area will either have to include the closure or consolidation of existing Oregon 99E accesses or require a spacing deviation. The proposed new collector connections to Oregon 99E to the south of Ottaway Road should be able to meet ODOT's spacing standards, as this rural stretch of Oregon 99E has relatively few existing driveways and private drives.

**Street Design Standards**

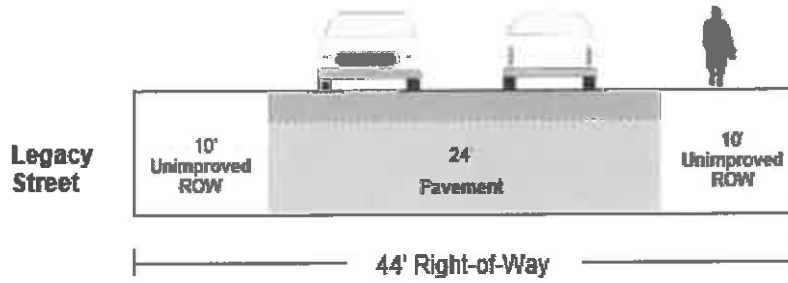
Street design standards dictate how new roads should be constructed and how existing roads should be modified over time. Three jurisdictions - the City of Aurora, Marion County, and the State of Oregon - own, manage, and maintain roads within Aurora's UGB. Though the City does not have authority over County and state roadways, adopting local street design standards for these roadways will help the City influence decisions regarding future roadway improvements on the County's Airport and Ehlen Roads and the State of Oregon's 99E. Aurora's street design standards apply based on the functional classification of a roadway segment, and are described in Table 3-1 and Figure 3-2.

**Table 3-1. Street Design Standards<sup>(1)</sup>**

| Classification                                   | Pavement Width (ft) | Sidewalks Width (ft) | Planting Strips (ft) | Bikeway Width (ft)  | Parking                | ROW (ft) (2) |
|--|---------------------|----------------------|----------------------|---------------------|------------------------|--------------|
| <u>Legacy</u>                                    | <u>24</u>           | <u>None</u>          | <u>None</u>          | <u>None</u>         | <u>2 sides</u>         | <u>44</u>    |
| Local Residential <sup>(3)</sup>                 | 32                  | 5                    | 5                    | None                | 2 sides                | 54           |
| Collector <sup>(3)</sup>                         | 36                  | 6                    | 7.5                  | None <sup>(4)</sup> | 2 sides <sup>(4)</sup> | 65           |
| Minor Arterial <sup>(3)(5)(6)</sup><br>(County)  | 36                  | 6                    | 8                    | 6                   | None                   | 68           |
| Principal Arterial<br>(County) <sup>(6)(7)</sup> | 50                  | 6                    | 9.5                  | 6                   | None                   | 84           |
| Principal Arterial<br>(State) <sup>(8)</sup>     | 48-50               | 8                    | 6                    | 6                   | None                   | 84           |
| Alleys   | 16                  | None                 | None                 | None                | None                   | 16           |

Notes:

- (1) Street Design Standards for roadways within the National Historic District are subject to historic review board approval on a case-by-case basis.
- (2) Additional right-of-way and roadway improvements may be required at major intersections to provide for turn lanes and for corner radii.
- (3) Planter strips are required unless approved otherwise by the City. Planting strips should be at least 4 feet wide to accommodate tree plantings. In commercially zoned areas, the City may require wider sidewalks which encroach into the planting strip area.
- (4) Collectors serving residential areas and historic commercial areas can accommodate on-street parking and shared use of road space by bicyclists and motor vehicles. These shared roadways will be designated with "sharrows." "Sharrows" are markings painted directly onto the road to promote the awareness that the road is a shared traffic lane to be used by both motorists and bicyclists. Collector Streets which serve primarily a mix of commercial and industrial properties will have bike lanes in lieu of on-street parking.
- (5) On an interim basis, two 6-8 foot protected shoulders may be installed adjacent to two 12 foot travel lanes, on a case-by-case basis as approved by the County.
- (6) City standards are advisory to Marion County on Marion County-owned roadways.
- (7) On an interim basis, a multi-use path, separated from the roadway, and on-street bike lanes may be allowed instead of sidewalks and planting strips on a case-by-case basis as approved by the County.
- (8) City standards are advisory on ODOT managed roadways.



**Figure 3-2**  
**Street Designs Standards**

City of Aurora, Oregon

~~This page intentionally left blank.~~

**Access Spacing Standards**

Three separate jurisdictions own the public roadways within the City of Aurora – the City of Aurora, Marion County, and the State of Oregon. Each jurisdiction establishes its own standards for regulating the spacing of the streets and driveways which intersect with their roadways. Table 3-3 below includes the spacing standards for City roadways (Collector and Local Residential roadways), as well as reflect Marion County’s access spacing standards for their Arterial roadways. Pursuant to a request by ODOT, access spacing standards for their facility (Oregon 99E) have not been included in Table 3-3, but can be found in Oregon Administrative Rules 734-051.

The excessive number of access points on Oregon 99E and Ehlen Road has the potential to degrade traffic operations and affect safety along these roadways. Frequent driveway and cross-street access can significantly degrade traffic operations along major streets, as motorists must contend with people slowing to turn into adjacent property or attempting to get back onto the major street from a side access location. Not only do frequent driveways adversely affect the operational capacity of a road, they also affect safety since each driveway or intersecting street represents a potential conflict point for through-moving vehicles. The strip development that often occurs as a result of the lack of access control is often inhospitable to pedestrians and bicyclists, and its dispersed uses make efficient transit service difficult.

Although the State of Oregon and Marion County, respectively, have jurisdiction over these roadways, the City has control over land adjacent to the roadways, and thus, has significant influence over access demands. Because of the overlapping jurisdictions, all development proposals that impact Oregon 99E, Airport Road, and Ehlen Road will be submitted to ODOT and Marion County for review, respectively. In addition, when pre-existing patterns of land ownership preclude the application of spacing standards on Oregon 99E and Ehlen Road, the City will encourage property owners to share private drives or to obtain access via the local and/or collector street system wherever feasible.

**Table 3-3. Spacing Requirements for Accesses on City and County Roadways**

| Functional Classification   | Distance <sup>(1)</sup>  |
|-----------------------------|--|
| Principal Arterial (State)  | (2)  |
| Principal Arterial (County) | 400 feet from any intersection with Oregon 99E or Airport Road   |
|                             | 300 feet from any other intersection of public or private access |
| Minor Arterial (County)     | 400 feet from the intersection with Ehlen Road                   |
|                             | 300 feet from any other intersection of public or private access |
| Collector                   | 75 feet  |
| Local Residential           | 16 feet  |
| <u>Legacy</u>               | <u>16 feet</u>   |

Notes:

- (1) Distances are measured from inside edge to inside edge of roadways and driveways, excluding driveway aprons.
- (2) For access spacing requirements on Oregon 99E, consult Oregon Administrative Rules 734-051.

**Improvements**

As discussed in the Needs and Deficiencies section above, currently only the intersection of Airport Road/Ehlen Road fails to meet its applicable intersection mobility standard. Analysis of future conditions indicates that by 2030, without any improvements to the existing roadway system, the intersections of Oregon 99E/Liberty Street, Oregon 99E/Ottaway Road

related development processes and decisions related to the Aurora State Airport. The ODA updated the Aurora State Airport Master Plan in 2012~~has plans to update the 2000 Airport Master Plan by 2010.~~

### **Rail**

There is one rail right-of-way, the Union Pacific Railroad, through the City of Aurora. The rail line runs parallel to Oregon 99E on the west side. One protected railroad crossing in town exists on Ehlen Road just north of First Street. There are approximately 20 to 25 trains per day using these tracks.

NOTE: Upon adoption, a separate map similar to the inventory map above will be created that identifies/draws map of city showing all adopted Legacy streets (for visual purposes only).

**APPENDIX A**  
**2009 STREET INVENTORY**  
 City of Aurora Transportation System Plan

| Street Segment                         | Jurisdiction | Classification | Speed Limit (mph) | ROW Width (feet) | Street Width (feet) | # of Travel Lanes | Curbs  | On-Street Parking | Sidewalk | Bikeway | Pavement Condition |
|--|--------------|----------------|-------------------|------------------|---------------------|-------------------|--------|-------------------|----------|---------|--------------------|
| Airport Road                           |              |                |                   |                  |                     |                   |        |                   |          |         |                    |
| Ehlen Road to Kasel Court              | County       | m. arterial    | 35                | 60               | 21-22               | 2                 | no     | no                | no       | no      | fair               |
| Kasel Court to Albers Way/Lloyd's Lane | County       | m. arterial    | 35                | 60               | 21-22               | 2                 | no     | no                | no       | no      | fair               |
| Albers Way to Smith Lane               | County       | m. arterial    | 35                | 60               | 21-22               | 2                 | no     | no                | no       | no      | fair               |
| Smith Lane to north city limits        | County       | m. arterial    | 35                | 60               | 21-22               | 2                 | no     | no                | no       | no      | fair               |
| Smith Lane                             |              |                |                   |                  |                     |                   |        |                   |          |         |                    |
| Airport Road to eastern terminus       | City         | local Legacy   | NP                | 25               | 15                  | 1                 | no     | no                | no       | no      | gravel             |
| Albers Way                             |              |                |                   |                  |                     |                   |        |                   |          |         |                    |
| Airport Road to eastern terminus       | City         | local          | NP                | 50               | 30                  | 2                 | yes    | yes               | yes      | no      | good               |
| Lloyd's Lane                           |              |                |                   |                  |                     |                   |        |                   |          |         |                    |
| Airport Road to western terminus       | City         | private        | NP                | 25               | 21-34               | 1                 | no     | no                | no       | no      | good               |
| Kasel Court                            |              |                |                   |                  |                     |                   |        |                   |          |         |                    |
| Airport road to western terminus       | City         | local          | NP                | 50               | 28-29               | 2                 | yes    | yes               | yes      | no      | good               |
| Ehlen Road                             |              |                |                   |                  |                     |                   |        |                   |          |         |                    |
| west city limits to Airport Road       | County       | p. arterial    | 35                | 70/80            | 24-27               | 2                 | no     | no                | no       | yes     | good               |
| Airport Road to Mill Creek Bridge      | County       | p. arterial    | 35                | 60/90            | 24                  | 2                 | no     | no                | no       | yes     | good               |
| Mill Creek Bridge to Highway 99E       | County       | p. arterial    | 25                | 80/90            | 40-49               | 2                 | n/side | no                | n/side   | yes     | good               |
| Highway 99E                            |              |                |                   |                  |                     |                   |        |                   |          |         |                    |
| south city limits to Orchard Avenue    | ODOT         | p. arterial    | 50                | 80               | 24/40               | 2                 | no     | no                | no       | no      | good               |
| Orchard Avenue to Ottaway Road         | ODOT         | p. arterial    | 35                | 80               | 24/40               | 2                 | int    | no                | int      | no      | good               |
| Ottaway Road to Bob's Avenue           | ODOT         | p. arterial    | 35                | 80/90            | 24/36               | 2                 | no     | no                | no       | no      | good               |
| Bob's Avenue to 4th Street             | ODOT         | p. arterial    | 30                | 80               | 24/36               | 2                 | no     | no                | no       | yes     | good               |
| 4th Street to 3rd Street               | ODOT         | p. arterial    | 30                | 80               | 36/50               | 3                 | no     | no                | no       | yes     | good               |
| 3rd Street to Main Street              | ODOT         | p. arterial    | 30                | 80               | 36/50               | 3                 | no     | no                | no       | yes     | good               |
| Main Street to 2nd Street              | ODOT         | p. arterial    | 30                | 80               | 36/50               | 3                 | yes    | no                | yes      | yes     | good               |
| 2nd Street to Ehlen Road               | ODOT         | p. arterial    | 30                | 80               | 36/50               | 3                 | yes    | no                | yes      | no      | good               |
| Ehlen Road to north city limits        | ODOT         | p. arterial    | 45                | 90               | 24/36               | 2                 | int    | no                | no       | no      | good               |

Exhibit

DB



**APPENDIX A**  
**2009 STREET INVENTORY**  
 City of Aurora Transportation System Plan

| Street Segment                     | Jurisdiction | Classification              | Speed Limit (mph) | ROW Width (feet) | Street Width (feet) | # of Travel Lanes | Curbs      | On-Street Parking | Sidewalk      | Bikeway | Pavement Condition |
|------------------------------------|--------------|-----------------------------|-------------------|------------------|---------------------|-------------------|------------|-------------------|---------------|---------|--------------------|
| Main Street                        |              |                             |                   |                  |                     |                   |            |                   |               |         |                    |
| Ottaway Road to Bob's Avenue       | City         | collector                   | 25                | 60               | 22-42               | 2                 | no         | yes               | int           | no      | fair-good          |
| Bob's Avenue to 4th Street         | City         | <del>collector</del> Le     | 25                | 60               | 20-40               | 2                 | yes        | yes               | yes           | no      | poor-fair          |
| 4th Street to 3rd Street           | City         | <del>collector</del> Le     | NP                | 66               | 42-74               | 2                 | yes        | yes               | yes           | no      | good               |
| 3rd Street to Highway 99E          | City         | <del>collector</del> Le     | 25                | 90               | 65-66               | 2                 | yes        | yes               | east side     | no      | good               |
| Highway 99E to 2nd Street          | City         | <del>collector</del> Le     | 25                | 90               | 65                  | 2                 | yes        | yes               | yes           | no      | poor-fair          |
| 2nd Street to Ehlen Road           | City         | <del>collector</del> Le     | 25                | 90               | 65                  | 2                 | yes        | yes               | yes           | no      | poor-fair          |
| Filbert Street                     |              |                             |                   |                  |                     |                   |            |                   |               |         |                    |
| Umbenhowe Lane to Orchard Avenue   | City         | local                       | NP                | 50               | 27-29               | 2                 | e/side     | no                | w/int, e/side | no      | good               |
| Orchard Avenue to Hemlock Avenue   | City         | local                       | NP                | 50               | 27-29               | 2                 | yes        | no                | yes           | no      | good               |
| Hemlock Avenue to Walnut Avenue    | City         | local                       | NP                | 50               | 16-17               | 2                 | no         | west side         | no            | no      | good               |
| Walnut Street to Ottaway Road      | City         | local                       | NP                | 50               | 21-23               | 2                 | no         | no                | no            | no      | good               |
| Ottaway Road to northern terminus  | City         | <del>local</del> Legacy     | NP                | 50               | 20                  | 2                 | no         | yes               | no            | no      | good               |
| Walnut Street                      |              |                             |                   |                  |                     |                   |            |                   |               |         |                    |
| Orchard Avenue to Filbert Street   | City         | <del>local</del> Legacy     | 15                | 50/60            | 19-20               | 2                 | int        | yes               | int           | no      | fair               |
| Ottaway Road                       |              |                             |                   |                  |                     |                   |            |                   |               |         |                    |
| western terminus to Highway 99E    | City         | collector                   | NP                | 60               | 36                  | 2                 | yes        | yes               | s/side, n/int | no      | good               |
| Highway 99E to Filbert Street      | City         | collector                   | NP                | 30/60            | 24                  | 2                 | n/int      | no                | n/int         | no      | fair               |
| Filbert Street to Yukon Street     | City         | collector                   | NP                | 30/40            | 25                  | 2                 |            |                   |               |         |                    |
| Yukon Street to Main Street        | City         | collector                   | NP                | 40               | 24                  | 2                 | s/int      | no                | s/int         | no      | fair               |
| Main Street to Liberty Street      | City         | collector                   | NP                | 40               | 22-23               | 2                 | s          | no                | s             | no      | good               |
| Liberty Street to Yakima Street    | City         | collector                   | NP                | 40               | 22-24               | 2                 | s          | no                | s             | no      | good               |
| Yakima Street to Yosemite Street   | City         | collector                   | NP                | 40               | 24-23               | 2                 | s          | no                | s             | no      | good               |
| Yosemite Street to Liberty Street  | City         | <del>collector</del> Legacy | NP                | 40               | 11-15               | 2                 | no         | no                | no            | no      | fair               |
| Liberty Street to Jenny Marie Lane | City         | <del>local</del> Legacy     | NP                | 20/35            | 12                  | 2                 | no         | no                | no            | no      | good               |
| Jenny Marie Lane to Cody Lane      | City         | <del>local</del> Legacy     | NP                | 35               | 18-20               | 2                 | n          | no                | n             | no      | good               |
| Cody Lane to eastern terminus      | City         | <del>local</del> Legacy     | NP                | 35               | 22-23               | 2                 | n          | no                | n             | no      | good               |
| Park Avenue                        |              |                             |                   |                  |                     |                   |            |                   |               |         |                    |
| Liberty Street to Cody Lane        | City         | <del>local</del> Legacy     | NP                | 40/45            | 20-23               | 2                 | int n/side | south side        | int n/side    | no      | fair/gravel        |
| Cody Lane to eastern terminus      | City         | <del>local</del> Legacy     | NP                | 40/45            | 20-23               | 2                 | no         | south side        | int n/side    | no      | fair/gravel        |

9

**APPENDIX A**  
**2009 STREET INVENTORY**  
 City of Aurora Transportation System Plan

| Street Segment                              | Jurisdiction | Classification | Speed Limit (mph) | ROW Width (feet) | Street Width (feet) | # of Travel Lanes | Curbs  | On-Street Parking | Sidewalk   | Bikeway | Pavement Condition |
|---|--------------|----------------|-------------------|------------------|---------------------|-------------------|--------|-------------------|------------|---------|--------------------|
| Liberty Street                              |              |                |                   |                  |                     |                   |        |                   |            |         |                    |
| Ottaway Road to Park Avenue                 | City         | Local Legacy   | 25                | 40/50            | 17-21               | 2                 | no     | w/side            | no         | no      | fair               |
| Park Avenue to Bob's Avenue                 | City         | Local Legacy   | NP                | 60               | 18-20               | 2                 | e/side | no                | no         | no      | poor               |
| Bob's Avenue to 4th Street                  | City         | Local Legacy   | NP                | 40/60            | 17-24               | 2                 | int    | yes               | int w/side | no      | poor-fair          |
| 4th Street to 3rd Street                    | City         | Local Legacy   | NP                | 40               | 15-16               | 2                 | no     | yes               | no         | no      | poor-fair          |
| 3rd Street to 2nd Street                    | City         | Local Legacy   | NP                | 90               | 20-48               | 2                 | yes    | west side         | yes        | no      | poor               |
| 2nd Street to Highway 99E                   | City         | Local Legacy   | NP                | 90               | 21/31               | 2                 | yes    | west side         | e/int      | no      | fair               |
| Highway 99E to 1st Street                   | City         | Local Legacy   | NP                | 90               | 35                  | 2                 | no     | no                | no         | no      | poor               |
| Bob's Avenue                                |              |                |                   |                  |                     |                   |        |                   |            |         |                    |
| Highway 99E to Main Street                  | City         | Local          | 25                | 60               | 18                  | 2                 | int    | yes               | yes        | no      | poor-fair          |
| Main Street to Sayre Street                 | City         | Local          | NP                | 60               | 22-24               | 2                 | no     | s/side            | no         | no      | poor               |
| Sayre Street to Liberty Street              | City         | Local          | NP                | 60               | 31-33               | 2                 | no     | yes               | yes        | no      | poor               |
| Sayre Drive (Sayre is a drive not a street) | City         |                |                   |                  |                     |                   |        |                   |            |         |                    |
| southern terminus to Bob's Avenue           | City         | Local Legacy   | 25                | 33.8             | 48-20               | 2                 | no     | no                | no         | no      | gravel             |
| Bob's Avenue to northern terminus           | City         | Local Legacy   | 25                | 33.8             | 12 23               | 2                 | no     | no                | no         | no      | gravel             |
| 4th Street                                  |              |                |                   |                  |                     |                   |        |                   |            |         |                    |
| Highway 99E to Main Street                  | City         | Local Legacy   | NP                | 40               | 15-17               | 2                 | no     | no                | no         | no      | poor               |
| Main Street to Liberty Street               | City         | Local Legacy   | NP                | 40               | 30/47               | 2                 | int    | yes               | int        | no      | good               |
| 3rd Street                                  |              |                |                   |                  |                     |                   |        |                   |            |         |                    |
| Western terminus to Martin Street           | City         | Local Legacy   | NP                | 40               | 25-20               | 1                 | no     | no                | no         | no      | gravel             |
| Martin Street to Highway 99E                | City         | Local          | NP                | 40               | 12-30               | 2                 | no     | yes               | no         | no      | gravel             |
| Highway 99E to Main Street                  | City         | Local          | NP                | 65               | 38-39               | 2                 | s/side | no                | s/side     | no      | poor               |
| Main Street to Liberty Street               | City         | Local          | NP                | 65               | 22-25               | 2                 | yes    | yes               | yes        | no      | poor               |
| Liberty Street to eastern terminus          | City         | Local Legacy   | NP                | 45               | 23-23               |                   | no     | no                | no         | no      | gravel             |
| 2nd Street                                  |              |                |                   |                  |                     |                   |        |                   |            |         |                    |
| Martin Street to Main Street                | City         | Local Legacy   | NP                | 90               | 33-25               | 2                 | no     | no                | no         | no      | gravel             |
| Main Street to Highway 99E                  | City         | Local          | 25                | 90               | 38-53               | 2                 | yes    | yes               | yes        | no      | good               |
| Highway 99E to Liberty Street               | City         | Local          | 25                | 90               | 23                  | 2                 | yes    | yes               | yes        | no      | fair               |
| Liberty Street to eastern terminus          | City         | Local Legacy   | NP                | 90               | 52                  | 2                 | yes    | n/side            | yes        | no      | poor               |

C10