

Chapter III. Lakeside Transportation System

BACKGROUND

Planning for a safe, efficient, and economical transportation system is an essential consideration in planning for the orderly growth and development of a city. This section analyzes commuting patterns and the type, extent, and condition of transportation facilities which serve Lakeside and the surrounding areas.

COMMUTE CHARACTERISTICS

Like most communities in Oregon, Lakeside's primary mode of transportation for persons, goods and services is the automobile. Due to the rural nature of the community, the automobile is nearly the sole means of transportation in the community. As Table 8 shows, of the 455 employed persons in Lakeside, 88.6 percent drove to work; 76.5 percent drove alone and 6.6 percent walked.

Table 8. Means of Transportation to Work, Workers 16 and over, 1990

| Mode | Number | Percent |
|-----------------|--------|---------|
| Car, truck, van | | |
| Drive Alone | 348 | 76.5% |
| Carpooled | 55 | 12.1% |
| Public Trans | 0 | 0.0% |
| Motorcycle | 0 | 0.0% |
| Bicycle | 0 | 0.0% |
| Walked | 30 | 6.6% |
| Other | 6 | 1.3% |
| Worked at Home | 16 | 3.5% |
| Total | 455 | 100.0% |

Source: 1990 Census

Table 9 shows the 1990 one-way travel time to work for Lakeside workers 16 and over. Of the 455 workers over age 16, 96.7 percent commuted. The average travel time to work was about 23 minutes. This implies that many Lakeside residents probably commute to the Coos Bay/North Bend or Reedsport areas for employment. However, the majority of Lakeside workers (93.8 percent) spent less than 60 minutes traveling to work; 30 percent spent less than 20 minutes.

**Table 9. Travel Time to Work,
Workers 16 and Over, 1990**

| Minutes | Number | Percent |
|----------------|--------|---------|
| 0 to 4 | 46 | 10.1% |
| 5 to 9 | 30 | 6.6% |
| 10 to 14 | 21 | 4.6% |
| 15 to 19 | 40 | 8.8% |
| 20 to 24 | 96 | 21.1% |
| 25 to 29 | 51 | 11.2% |
| 30 to 34 | 95 | 20.9% |
| 35 to 39 | 11 | 2.4% |
| 40 to 44 | 9 | 2.0% |
| 45 to 59 | 28 | 6.2% |
| 60 to 89 | 8 | 1.8% |
| 90 or more | 5 | 1.1% |
| Worked at home | 15 | 3.3% |
| Total | 455 | 100.0% |
| Mean time | 23 min | |

Source: 1990 Bureau of Census

TRAFFIC COUNTS

The City of Lakeside Public Works Department conducted traffic counts during March of 1995. Counters were placed at key locations on North 8th Avenue, Airport Way, and North Lake Road. Map 1 shows the location of traffic counters. Counters were left in place from March 1 to March 7, 1995. These locations were also selected to be comparable with locations used in the 1985 *Transportation Improvement Program*.

Table 10 summarizes average daily traffic (ADT) at selected locations in Lakeside. The data indicate that traffic at all locations decreased between 1985 and 1995. The mill closure combined with less logging in the Ten Mile Lakes watershed are probably significant factors contributing to this decline. In addition, it is believed that several misreads from various traffic counters occurred during the 1995 count. These misreads infringe upon the integrity of Table 10.

Map 1. Location of Traffic Counters

Table 10. Average Daily Traffic at Selected Locations in Lakeside, 1985-1995

| Location # | Location | Average Daily Traffic | | Percent Change |
|------------|-------------------------------------|-----------------------|-------|----------------|
| | | 1985 | 1995 | |
| 1 | North 8th, East of Highway 101 | 1,121 | 833 | -26% |
| 2 | Airport Way, East of Highway 101 | 2,079 | 1,062 | -49% |
| 3 | North 8th, South of Railroad Tracks | 1,914 | 1,620 | -15% |
| 4 | North Lake Road, East of 8th Street | 2,719 | 537 | -80% |

Source: City of Lakeside Public Works Department, 1995; Lakeside Street Improvement Program, 1986.

Table 11 shows average daily traffic (ADT) on Highway 101 for the period from 1985 to 1993. The data was collected on the ODOT permanent counter located 1.08 miles south of the Coos-Douglas County border (see Map 1). The data indicate that ADT increased at an annual rate of 2.7 percent between 1985 and 1993 – from 6,388 to 7,924.

**Table 11. Average Daily Traffic on Highway 101
1.08 Miles South of Coos/Douglas Border**

| Year | ADT | Percent Change |
|------|-------|----------------|
| 1985 | 6,388 | - |
| 1986 | 6,681 | 4.6% |
| 1987 | 7,185 | 7.5% |
| 1988 | 7,428 | 3.4% |
| 1989 | 7,408 | -0.3% |
| 1990 | 7,542 | 1.8% |
| 1991 | 7,749 | 2.7% |
| 1992 | 7,871 | 1.6% |
| 1993 | 7,924 | 0.7% |
| AAGR | 2.7% | |

Source: Oregon Traffic Counts, Oregon Highway Division.

LAKESIDE STREET SYSTEM

Transportation facilities in Lakeside are oriented primarily toward the automobile, as is true in other coastal communities. Map 2 shows the City's existing street system. A detailed inventory of streets by classification and surface type is presented in the Appendix.

Traffic circulation between the northern and southern portions of Lakeside is restricted because there is only one existing railroad crossing. This crossing is located on North Eighth Avenue. If this crossing becomes blocked, emergency vehicles cannot provide services to the southern portion of Lakeside.

Map 2. Lakeside Street System

Roadway Ownership

Table 12 shows roads owned and maintained by state, county, and private entities within Lakeside. The table does not include streets owned and maintained by the City of Lakeside.

Table 12. Roadway Ownership in Lakeside¹

| Ownership | Roadway |
|-----------|---|
| State | Highway 101 Wildwood Drive (old Highway 101) |
| County | Airport Way Bowron Road, from North 8th Street to approx. 800' East of Stanley Lane North Lake Avenue, East of North 8th Street North 8th Street South 8th Street, from North Lake Avenue to Hill Top Drive Hill Top Drive |
| Private | Hall Lane Miller Avenue Unnamed Street between Hall Lane and Miller Avenue Sarah Lane Rainbow Lane, from 20' north of Jacobson Way to Bowron Road West Trailer Court Road East Trailer Court Road Frontage Road in front of North Lake Resort Maple Street Access Road to La Playa Resort Devore Arm Falling Tree Unnamed Road to Cemetery Unnamed Road at East end of Bowron Road Roads within North Lake Resort and Osprey Point R.V. Resort Kings Avenue, 300' East of Robin Hood Avenue to City Limits |

Source: City of Lakeside

¹ Does not include roads owned and maintained by the City of Lakeside

Street Classification and Condition

A comprehensive list of roads in Lakeside is presented in the Appendix. Map 2 shows street classification and surface types for Lakeside streets. In 1975, the State Highway Division designated functional classifications for streets based on use and anticipated use. Map 2 shows functional classification for streets in Lakeside. Highway 101 is classified as a principal arterial. The route comprised of Airport Way/North Eight Street/North Lake Avenue is classified as a major collector. The remainder of North Eighth Street, South Eighth Street, Hill Top Drive, Bowron Road, and Wildwood Drive are classified as minor collector streets.

Street Surfaces and Condition

The street system map shows the location and type of surface of major streets and roadways in Lakeside. Lakeside has a total of 13.9 miles of roadways. This total includes approximately 1.8 miles of U.S. 101 which runs adjacent to the western city limit. The remaining 12.1 miles of roadways are described by street in Table 13. About 5.7 miles of the 12.1 miles are County roads.

The data indicate that over half of Lakeside's streets are not paved. Of the 12.1 miles of streets in Lakeside, 1.07 miles (8.8 percent) are unimproved, 5.17 miles (42.7 percent) are gravel, and 5.86 miles (48.4 percent) are oil-mat.

Table 13 also shows the street surface summary from the *Oregon Mileage Report*. These data are inconsistent with the inventory we conducted.

Table 13. Street Surface Summary

| Surface Type | Field Inventory | | Oregon Mileage Report | |
|--------------|-----------------|------------------|-----------------------|------------------|
| | Miles | Percent of Total | Miles | Percent of Total |
| Primitive | 0.00 | 0.0% | 0.00 | 0.0% |
| Unimproved | 1.07 | 8.8% | 0.30 | 3.3% |
| Graded | 0.00 | 0.0% | 0.00 | 0.0% |
| Gravel | 5.17 | 42.7% | 0.32 | 3.5% |
| Oil Mat | 0.00 | 0.0% | 7.58 | 82.0% |
| AC | 5.86 | 48.5% | 0.95 | 10.4% |
| Concrete | 0.00 | 0.0% | 0.00 | 0.0% |
| Total Miles | 12.10 | 100.0% | 9.15 | 100.0% |

Source: 1986 Street Improvement Program, City of Lakeside; 1995 Field Inventory, MLP Associates; 1992 Oregon Mileage Report, ODOT

The lack of paving on a substantial portion of Lakeside's streets poses problems for users of the streets and also for the City. Unpaved roads are generally rough and susceptible to ruts and potholes. Unsurfaced roads also pose problems of dust in dry weather and mud in wet weather. Pedestrian safety is greatly hindered along unpaved streets since these streets tend to be relatively narrow and often lack shoulders suitable for foot traffic. Finally, maintenance costs for the city are greater for unpaved streets which require periodic grading, replacement of gravel, and filling of potholes. These maintenance costs vary from one street to another, depending on traffic volumes and average vehicle weight.

The Oregon State Highway Division's 1989 *Pavement Management Report* defines pavement condition categories for non-interstate highways. A summary of the street condition definitions in the *Pavement Management Report* is provided below (see Table 14). Map 2 shows a summary of street surfaces and condition in Lakeside. The appendix provides a comprehensive list of streets and street surfaces for Lakeside streets.

Table 14. Street Condition Definitions

| Condition | Description |
|------------|---|
| Very Good: | Pavement structure is stable with no cracking, no patching, no deformation evident. Roadways in this category are fairly new. Riding qualities are excellent. Nothing would improve the roadway at this time. |
| Good: | Pavement structure is stable but may have surface erosion or minor cracking, which is generally hairline and hard to detect, minor patching, and possibly some minor deformation. Riding qualities are very good. The pavement has a dry or light colored appearance. Some type of rejuvenation of the wearing surface is all that is needed. |
| Fair: | Pavement structure is generally stable with minor areas of structural weakness evident. Cracking is easier to detect. The pavement may be patched but not excessively. Although riding qualities are good, deformation is more pronounced and easily noticed. |
| Poor: | Roadway has areas of instability, marked areas of structural deficiency, large crack patterns (alligating), heavy and numerous patches, and very noticeable deformation. Riding qualities range from acceptable to poor. Spot repair of the pavement base may be required. |
| Very Poor: | Costs of saving the pavement structural section would equal or exceed "complete reconstruction". |

Source: 1989 Pavement Management Report Oregon State Highway Division

Table 15 shows pavement condition in Lakeside from the March 1995 inventory conducted by MLP Associates. The data indicate that nearly 10 percent of Lakeside's streets are considered to be in poor condition. Another 7.3 percent are in fair condition. Streets in fair or poor condition should be scheduled for maintenance as soon as possible.

Table 15. Pavement Condition

| Pavement Condition | Miles | Percent |
|--------------------|-------|---------|
| Poor | 0.56 | 9.6% |
| Fair | 0.43 | 7.3% |
| Good | 3.54 | 60.4% |
| Very Good | 1.33 | 22.7% |
| Total | 5.86 | 100.0% |

Source: MLP Associates, 1995.

PEDESTRIAN ACCESS

Lakeside has a limited number of sidewalks. Sidewalks exist in some areas downtown on 8th Avenue between the railroad tracks and the end at Ten Mile Lake. There is also a sidewalk in front of City Hall and the Library. Finally some pedestrian facilities exist at the County park on Ten Mile Lake.

Due to the relatively limited number of sidewalks, pedestrian access within Lakeside is confined primarily to footpaths and shoulders of streets and roads. This situation creates serious conflicts between pedestrian and vehicular traffic and endangers the safety of pedestrians. This problem is greatest for school children who must walk along North 8th Avenue, North Lake Avenue, and Hill Top Drive.

BICYCLE ACCESS

Lakeside has a limited bicycle path system. The only formal bikeway in the community is a dedicated lane on 8th Avenue from Highway 101 to the end. However, the lane is not clearly marked and the street is relatively narrow. The Oregon Coastal Bike Route also follows along Highway 101 through the City of Lakeside.

The remaining bicycle access within Lakeside is by way of existing streets. Conditions for bicycle use on these streets are generally poor due to the large number of unpaved streets which reduce rider safety and comfort. Unsafe conditions tend to limit bicycle use.

PUBLIC TRANSPORTATION

In the past, no transportation services have been provided by South Coast Business Employment to communities located north of the McCollough Bridge over Coos Bay. According to Mike Marchant of South Coast Business Employment, Dial-a-Ride service will begin in Lakeside on May 1, 1995. A van will be available to transport seniors and the disabled to a central dispatch site in the Coos Bay area three days a week, leaving in the morning and returning to Lakeside in the afternoon. Once in Coos Bay, passengers will be able to connect with rides to locations throughout the Coos Bay-North Bend area.

The Special Transportation Fund for the Elderly or Disabled was created in 1985 by the Oregon Legislature to help finance transportation services for elderly and disabled citizens. The Oregon Department of Transportation disperses the funds to transportation and transit districts, or to counties where no such districts exist. These bodies then distribute the monies to eligible providers of transportation services within their jurisdictions. The Fund is allocated annually on the basis of population, with each participating body receiving at least \$15,000.

During the 1994-1995 fiscal year Coos County received \$85,900 in STF monies. These funds were then distributed to South Coast Business Employment which provides Dial-a-Ride services to communities in the County. The County's allotment of STF monies will decrease to \$79,500 for the year beginning July 1, 1995.

The majority of trips on the dial-a-ride service are expected to be for shopping, medical, and socialization purposes. As demand for the service increases, Marchant expects that an additional day of service, probably on the weekend will be added. If demand continues to grow after that time, additional trips to and from Lakeside may be added each day service is provided.

WATER TRANSPORTATION

Water travel on North and South Ten Mile Lakes, Ten Mile Canal, and Ten Mile Creek all play a significant role in the overall transportation picture in Lakeside. The Lakes are an extremely popular fishing and boating destination, resulting in a high level of water traffic. Also, many of the cabins and boathouses located along the shores of the Lakes are only accessible by boat, further increasing traffic on the water.

A secondary consideration, in terms of local transportation issues is that a large portion of recreationists and vacationers who use Ten Mile Lakes are from outside the immediate Lakeside area, and therefore must use the community's land transportation network as well. While some of these boaters moor their vessels at one of the local marinas, primary access to the water for many is via Coos County's Ten Mile Boat Ramp Park, located at the southern end of 11th Avenue.

While no exact count is available detailing how many of boaters who use the County ramp are from out of town, the County Parks Department has provided use data for the park and for the boat ramp itself. Additional data has been gathered from local marinas concerning the number of vessels on the lake and the frequency of use. This data has been used to develop an picture of both the level of water transportation generated by the lakes, as well as the extent of land traffic (vehicles and boat trailers) generated in Lakeside because of the presence of the lakes.

RAIL TRANSPORTATION

The City of Lakeside is serviced by a rail spur line which branches from the Southern Pacific mainline in Eugene and terminates in Coquille. The track was originally under the ownership of Southern Pacific Railroad (SP), but portions of the line were either sold or leased to the Central Oregon and Pacific Railroad (COPR) in 1994. The section of track stretching from west Eugene through Lakeside and ending at the north side of the bridge across Coos Bay was purchased by the COPR with the remainder of the line being leased from SP.

Current service on the line consists of daily trips to and from the Coos Bay area. The primary cargo shipped through Lakeside consists of lumber and veneer products, as well as chemicals primarily related to the pulp and paper industry (e.g., caustic soda, resins, etc.). The rail line is also currently providing transportation of copper ore from the Port of Coos Bay to a refinery in Riddle, Oregon. However, the COPR indicated this contract is to end in 1995 and it is not known whether it will be renewed. No rail stops

are currently made in Lakeside, although the railroad would service any industrial shipping needs in the community if they were to develop.

The COPR indicated the company is concerned about safety issues involving the line. The misconception that the rail bed is public property was blamed for unfortunate accidents involving pedestrians and the railroad. The COPR expressed the desire to work with local officials, the County Sheriff's office and ODOT concerning public safety issues involving the line in Lakeside.

AIR TRANSPORTATION

The Lakeside State Airport, located just east of Highway 101, is administered by the Oregon Aeronautics Division of the Oregon Department of Transportation. The single, turf runway is 2,150 feet in length and 100 feet wide. The airport is unattended, and does not have lighting or navigational aids (NAVAIDS).

According to the *Oregon Continuous Aviation System Plan*, the field is considered a Level 4 airport under the statewide classification system, meaning it primarily serves the statewide system. Service provided to the community of Lakeside is considered secondary because the airport has few facilities. Storage for aircraft is provided in the form of tiedowns. The state has identified a need for a runway extension and the provision of an itinerant aircraft apron. However, because of residential development on the north and Airport Way to the south, such expansion is not feasible. No plans are currently held for improvements at the airport beyond routine maintenance.

OTHER TRANSPORTATION SERVICES

Bus Service

Lakeside is served by Greyhound seven days a week by two busses northbound along the coast and two busses southbound along the coast. In addition, there is morning bus service to Eugene seven days a week, and afternoon service to Eugene five days a week. The bus stops at the former Franko service station in Lakeside.

Freight Delivery

Commercial freight delivery in Lakeside is provided by United Parcel Service and Federal Express. While there is no scheduled pick-up services, packages can be picked up by phoning the Coos Bay office of UPS one day in advance. Packages are delivered to Lakeside daily Monday through Friday.

Air Transportation

The closest scheduled airline service for Lakeside residents is North Bend, where Horizon Airlines offers daily flights to Portland, Salem, Seattle and Eugene. The Lakeside Airport is operated by the State of Oregon and is available for general aviation. The airport has a grass runway and no support services.