



CITY of OREGON

5330 SEAMAN ROAD
OREGON, OHIO 43616-2633
www.oregonohio.org

DEPARTMENT OF PUBLIC SERVICE

STEVEN R. SALANDER, Mayor
Phone: (419) 698-7045
Fax: (419) 691-0241

BRODIN WALTERS, City Administrator
Phone: (419) 698-7036
Fax: (419) 690-7305

PAUL ROMAN, P.E., Director of Public Service
Phone: (419) 698-7046
Fax: (419) 691-0241

August 7, 2026

Mrs. Lisa Householder
Lake Erie West Regional Council
300 Martin Luther King Jr. Drive
Toledo, Ohio 43697-9508

Re: Surface Transportation Block Grant Program (STBG)
FY 2030 TIP Application
Brown Road Widening and Resurfacing (Coy to Lallendorf)

Dear Mrs. Householder:

Transmitted herewith is a TIP Project Application for the resurfacing and widening of Brown Road within the City of Oregon. We are submitting this project as a candidate for the Surface Transportation Block Grant Program (STBG) Small Projects Fund.

Please call if you have any questions or need additional information regarding our project application submittal.

Sincerely,

Paul Roman, P.E.
Director of Public Service

PR:beb
Enclosure

cc: Mayor Steven R. Salander
Brodin Walters, City Administrator
Rodney Shultz, Deputy City Engineer





Lake Erie West

REGIONAL COUNCIL

Lake Erie West Regional Council

Transportation Improvement Program (TIP)

Application
for

SMALL PROJECTS FUND SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)



Brown Road Widening and Resurfacing (Coy to Lallendorf)

August 7, 2026

Submitted and Prepared by:

City of Oregon
Department of Public Service
5330 Seaman Road
Oregon, Ohio 43616
(419) 698-7047

PROJECT DETAILS REQUEST

Please provide the following information for all projects:

Project Name: Brown Road Widening and Resurfacing (Coy to Lallendorf)

Project Limits (*include map*): Coy Road to Lallendorf Road

Project Sponsor and point of contact: City of Oregon, Paul Roman, 419-698-7047
(*with phone number*)

Existing project numbers (*PID, State ID, etc.*): N/A

Has the applicant completed the ODOT LPA Participation Requirements and received ODOT approval to administer Local-let projects within the last four years?:

Yes ☒ No ☐

Are you applying for a Small Project (federal request is less than \$625,000)?

Yes ☒ No ☐

If yes, then do you want to apply for first quarter sale to qualify for the 5% match reduction?

Yes ☐ No ☒

Completely describe the work to be accomplished by this project. Try to describe each feature of the project. Project Description:

Brown Road within the project limits is a two-lane, uncurbed roadway consisting of an asphalt surface over an asphalt base. The pavement is generally 22 feet wide, with one lane in each direction. The existing asphalt pavement has deteriorated and is in need of replacement. The proposed project will widen the roadway to 32 feet to accommodate 5-foot-wide bicycle lanes in each direction. These bike lanes will provide a direct connection to the Oregon Trail bike path, which begins mid-block within the project limits. This section of Brown Road serves both residential and agricultural areas.

The project includes milling approximately 3 inches of the existing asphalt surface throughout the project limits. The roadway will then be widened, and any necessary pavement base and longitudinal joint repairs will be completed by removing deteriorated materials and replacing them with Item 301 Asphalt Concrete Base and/or aggregate base, as required. Following the widening and pavement repairs, a two-course asphalt overlay will be placed over the entire project.

Brown Road currently does not provide dedicated bicycle or pedestrian facilities. The roadway will be striped with 2 - 11 foot lanes and 2 - 5 foot bike lanes. The proposed bike lanes will improve safety and connectivity by providing bicyclists with direct access to the Oregon Trail bike path. The project will also include new pavement markings, signage, and other related improvements necessary to complete the work.



PROJECT DETAILS REQUEST (continued)

Length of project (miles): 1.0

Current status of the project: Planning / Preliminary Design

Does the project include any utility work? Yes ☒ No ☐

If yes, please explain:

The project may require relocating some fire hydrants. This work would be performed by the City Water Department prior to the start of construction.

The most optimistic, REALISTIC schedule for this project. Be sure to include time for outside reviews and permits, not just local design times. Include at least the following dates:

Authorization to Proceed: 10/1/2026

Environmental Clearance complete: 10/30/2028

Stage 1 Review complete: N/A

Stage 2 Review complete: 10/15/2027

Stage 3 Review complete: 9/29/2028

R/W Plans complete: N/A

R/W Clear: 11/3/28

Final Plans to ODOT: 2/1/2029

Anticipated Sale Date: 7/9/2029

All of the formal actions listed above are not required for all projects. Note those items that are not required. The requirement still exists that jurisdictions doing local contracting (LPA) procedures must submit Stage 1, 2, and 3 packages to ODOT and Lake Erie West.

Please provide financial information on the Project Budget Submittal Detail sheet.

Brown Road Widening and Resurfacing Project Limits

Legend

- Existing Shared Use Path
- Proposed Project Area

Project Limits
Brown Road
-Coy Road to Lallendorf Road
-1.0 miles
-Minor Collector
-2,913 ADT (2025)

Brown Road

Oregon Trail Bike Path



PROJECT BUDGET SUBMITTAL DETAIL

Activity	Total Estimate	Requested Lake Erie West Federal		Other Types of Funds (6)					
				A. Local		B.		C.	
		Amount	Year	Amount	Year	Amount	Year	Amount	Year
Preliminary Engineering (1)	\$ 10,000			\$ 10,000	2028				
Right-of-Way (2)	\$ 0			\$ 0					
Construction Contract (3)	\$ 1,600,968	\$ 625,000	2030	\$ 975,968	2029				
Construction Engineering (4)	\$ 30,000			\$ 30,000	2029				
Contingency Change Orders (5)	\$ 160,100			\$ 160,100	2029				
FUNDING TOTAL (calculated)	\$ 1,801,068	\$ 625,000		\$ 1,176,068		\$ 0		\$ 0	
% Total Project Cost (manual)		35.0%		0.0%		0.0%		0.0%	

Numbered Notes:

- Preliminary Engineering** includes the cost of all activities prior to contract letting except Right-of-Way costs. It is not eligible for Lake Erie West TIP funding.
- Right-of-Way** can only be funded by Lake Erie West TIP federal funding in specific circumstances. See “General and Project Management Policies” in the FY 2026-2029 TMACOG TIP for more information on right-of-way.
- Construction Contract** includes the actual estimated construction contract amount plus any other agreements that are included as part of the construction cost.
- Construction Engineering** includes the costs of construction management, inspection, testing, etc.
- Contingency** should include a reasonable estimate of changes that could be expected after construction begins.
- Other Types of Funds**
 - List each type in a separate column. Add additional sheets if necessary for more fund types involved in the project.
 - If all funds for a project have not yet been identified, mark one of the columns “Shortage” and indicate the amount of additional funds needed for each activity.
 - Please provide additional documentation regarding any limitations for each fund type (such as: year restriction, matching amount, restriction on combining fund types, etc.). Also indicate whether the funds have been confirmed or if only applied for.

LAKE ERIE WEST TIP PROJECT APPLICATION & INSTRUCTIONS

(To be used for projects competing for Lake Erie West funds in the FY 2026-2029 TIP)

NOTE: PLEASE REVIEW APPLICATION INSTRUCTIONS PRIOR TO ANSWERING QUESTIONS

SPONSOR: City of Oregon

PROJECT NAME: Brown Road Widening and Resurfacing (Coy to Lallendorf)

PID # (existing projects):

Application Question	Application Instructions
1. Does the project align with the Lake Erie West Comprehensive Economic Development Strategy (CEDs)? Yes ☐ No ☒	If yes, a letter of concurrence is required from Lake Erie West.
2. What is the functional classification level that this project is located on? ☐ Principal Arterial (class 3) ☐ Minor Arterial (class 4) ☐ Major Collector (class 5) ☒ Minor Collector (class 6)	Self-explanatory. Only Minor Collectors located within or touching a boundary of an adjusted urbanized area are eligible for federal funding. A reference map is found here: https://arcg.is/TLaf40
3. Does the project provide direct access to a multimodal or intermodal terminal? ☐ Direct access to a multimodal/intermodal terminal ☐ Access to a multimodal/intermodal terminal within 0.5 miles ☒ No access ☐ Connection not on the map, attachment provided	A multimodal/intermodal terminal shall include a facility that contains two or more interactions between transportation modes, including shipments between truck, train, aircraft, and/or maritime freight. A reference map is found here: https://arcg.is/1nG9Xm1 If the terminal is not shown on the map, then please attach a description of the terminal and its function to the jurisdiction and region.

Application Question	Application Instructions																											
4. Does the project sponsor have an official complete streets policy? Yes ☐ No ☒	If yes, please attach relevant ordinance, resolution, or other document.																											
5. Does the project improve air emissions and is it identified on the TMACOG Congestion Management Process (CMP) report? Yes ☐ No ☒	If yes, please explain and provide the reference in the CMP. CMP is found here: https://tinyurl.com/pazp54aw																											
6. Will this project improve water quality through the development of bioswale, rain gardens, or pervious pavement, etc.? Yes ☐ No ☒	If yes, please attach explanation and details.																											
7. Will this project make use of recycled materials to a significant degree? Mill and reuse of asphalt surface materials does not qualify. Yes ☐ No ☒	If yes, please attach explanation and details.																											
8. Does the project include pedestrian improvements (check off all that apply)? <table border="0"> <thead> <tr> <th></th> <th style="text-align: center;"><u>Major Improvement</u></th> <th style="text-align: center;"><u>Minor Improvement</u></th> </tr> </thead> <tbody> <tr> <td>New sidewalk</td> <td style="text-align: center;">☐</td> <td style="text-align: center;">☐</td> </tr> <tr> <td>Sidewalk upgrades</td> <td style="text-align: center;">☐</td> <td style="text-align: center;">☐</td> </tr> <tr> <td>Sidewalk gaps</td> <td style="text-align: center;">☐</td> <td style="text-align: center;">☐</td> </tr> <tr> <td>Crossing improvement</td> <td style="text-align: center;">☐</td> <td style="text-align: center;">N/A</td> </tr> <tr> <td>Curb extensions</td> <td style="text-align: center;">☐</td> <td style="text-align: center;">N/A</td> </tr> <tr> <td>Wayfinding/signage</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">☐</td> </tr> <tr> <td>Pavement markings</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">☐</td> </tr> <tr> <td>Other (provide details)</td> <td style="text-align: center;">☐</td> <td style="text-align: center;">☐</td> </tr> </tbody> </table>		<u>Major Improvement</u>	<u>Minor Improvement</u>	New sidewalk	☐	☐	Sidewalk upgrades	☐	☐	Sidewalk gaps	☐	☐	Crossing improvement	☐	N/A	Curb extensions	☐	N/A	Wayfinding/signage	N/A	☐	Pavement markings	N/A	☐	Other (provide details)	☐	☐	If yes, you must attach explanation and details. Pertaining to sidewalks, a project will qualify as a Major Improvement if the new work covers, at a minimum, 50% of the project length for a corridor project or 50% of the intersection quadrants. If it does not meet the minimum criteria, then you should select Minor Improvement.
	<u>Major Improvement</u>	<u>Minor Improvement</u>																										
New sidewalk	☐	☐																										
Sidewalk upgrades	☐	☐																										
Sidewalk gaps	☐	☐																										
Crossing improvement	☐	N/A																										
Curb extensions	☐	N/A																										
Wayfinding/signage	N/A	☐																										
Pavement markings	N/A	☐																										
Other (provide details)	☐	☐																										

<i>Application Question</i>	<i>Application Instructions</i>
9. Does the project include any of the following bike improvements (check off all that apply)? ☐ Protected Bike Lanes/Cycle Track ☐ Buffered Bike Lane ☐ Protected Intersections/Bike Boxes ☐ Shared-Lane ☒ Markings/Sharrows ☐ Multi-Use Path/Shared-Use Path ☐ Bicycle Signage (e.g. Bikes May Use Full Lane) ☐ Rails-to-Trail Project ☐ Connection to other bike facility ☐ Secure Bicycle Parking/Bike Racks ☐ Bicycle Detectors/Other bike technologies ☐ Other (Not listed here) And, does the project include improvements related to a bikeway specifically shown on the TMACOG Regional Bicycle Network? Yes ☒ No ☐	If yes, you must attach explanation and details. A map containing regional bicycle facilities is located here: https://arcg.is/1mXDem1 Note: this question has two parts to answer.
10. Does the project carry public transit (fixed route)? Yes ☐ No ☒	A fixed route is a designated service line, or primary route, operated by TARTA or other similar transit carrier. If yes, please attach explanation and details.
11. Is the project located in a community served by public transportation? Yes ☒ No ☐	Self-explanatory.

<i>Application Question</i>	<i>Application Instructions</i>
12. Has the project been programmed by ODOT for construction? Yes ☐ No ☒	If yes, attach the ODOT field notes with a PID.
13. Has right-of-way been cleared, or is it not needed? Yes ☒ No ☐	Self-explanatory
14. Does the project qualify for Categorical Exclusion C1? Yes ☐ No ☒	Self-explanatory
15. What percentage of the total project (including design, right-of-way, and construction) will use TIP federal funds? 35 %	See ADDITIONAL INSTRUCTIONS below this section.
16. Do you have an established method or protocol to regularly evaluate the roadway and pavement maintenance? Yes ☒ No ☐	If yes, please attach explanation and details.
17. If this is a pavement project, what is the existing Pavement Condition Rating (PCR)? PCR score = 60	Self-explanatory. If you feel conditions have worsened since ODOT's last assessment, then please provide both the current score found in TIMS, as well as your reassessed score. Use information provided in the ODOT TIMS site.
18. If this is a bridge project, what is the General Appraisal rating? GA score =	Self-explanatory. Use information provided in the ODOT TIMS site.

Application Question	Application Instruction
19. If this is a bridge or roadway project, which of the following best describes the project? ☐ Resurfacing ☐ Rehabilitation with some base replacement ☐ Reconstruction with full base replacement ☐ Narrow and resurface/rehabilitate/reconstruct ☒ Widen and resurface/rehabilitate/reconstruct ☐ New roadway	Self-explanatory
20. If this is not a bridge or roadway project, which of the following best describes the existing condition? ☐ Past its useful life and substandard ☐ Near the end of its useful life and substandard ☐ Near the end of its useful life ☐ Declining and substandard ☐ Declining ☒ Not applicable	Self-explanatory If this is a new interchange, then that will require an Interchange Justification Study (IJS) or Interchange Modification Study (IMS) be underway in order to be ranked.

Application Question	Application Instructions																					
21. What is the three-year average accident rate per million vehicles? Or, what is the percentage of fatal and injury crashes over the most recent three years of available crash data? <table> <thead> <tr> <th><u>Crash rate</u></th> <th><u>Fatal/Injury %</u></th> <th></th> </tr> </thead> <tbody> <tr> <td>☒ < 0.99</td> <td>< 30%</td> <td>☐</td> </tr> <tr> <td>☐ 1 to 1.99</td> <td>30-34%</td> <td>☐</td> </tr> <tr> <td>☐ 2 to 2.99</td> <td>35-39%</td> <td>☐</td> </tr> <tr> <td>☐ 3 to 3.99</td> <td>40-44%</td> <td>☐</td> </tr> <tr> <td>☐ 4 to 4.99</td> <td>45-49%</td> <td>☐</td> </tr> <tr> <td>☐ > 5.00</td> <td>> 50%</td> <td>☐</td> </tr> </tbody> </table>	<u>Crash rate</u>	<u>Fatal/Injury %</u>		☒ < 0.99	< 30%	☐	☐ 1 to 1.99	30-34%	☐	☐ 2 to 2.99	35-39%	☐	☐ 3 to 3.99	40-44%	☐	☐ 4 to 4.99	45-49%	☐	☐ > 5.00	> 50%	☐	See ADDITIONAL INSTRUCTIONS below this section. Use the best answer for the greatest number of points.
<u>Crash rate</u>	<u>Fatal/Injury %</u>																					
☒ < 0.99	< 30%	☐																				
☐ 1 to 1.99	30-34%	☐																				
☐ 2 to 2.99	35-39%	☐																				
☐ 3 to 3.99	40-44%	☐																				
☐ 4 to 4.99	45-49%	☐																				
☐ > 5.00	> 50%	☐																				
22. Is this project location listed in the regional TMACOG Safe Locaton Report? Yes ☐ No ☒	Reference Appendix C in the 2020-2022 TMACOG Safety Location Report: https://tinyurl.com/4mscz6bd																					
23. What is the existing number of Average Daily Traffic (ADT) on the locally maintained road? ☒ < 5,000 ADT ☐ 5,000 to 9,999 ADT ☐ 10,000 to 14,999 ADT ☐ 15,000 to 19,999 ADT ☐ >20,000 ADT	Use traffic count figures for ADT from the TMACOG Traffic Count Database System or adjusted actual counts if the sponsor has obtained them. In the case of the latter, provide a copy of the count report and adjustment calculations. Traffic Count Database System																					

<i>Application Question</i>	<i>Application Instructions</i>
24. What percentage of Average Daily Traffic (ADT) is made up of trucks? ☐ <3% ☒ 3% to 8.99% ☐ 9% to 14.99% ☐ >15%	Use traffic count figures for ADT from the TMACOG Traffic Count Database System or adjusted actual counts if the sponsor has obtained them. In the case of the latter, provide a copy of the count report and adjustment calculations. Traffic Count Database System
25. Is the project listed on a truck impact route (TIR)? If it is not, then does it have a truck ADT greater than 500? ☐ Yes, the project is on a TIR ☐ Not on a TIR, but truck ADT is >500 trucks per day ☒ Not on a truck impact route	A reference map is found here: https://arcg.is/1rXK853 If a route is not shown on the map but has over 500 Truck ADT, then provide the traffic count study showing that information.
26. Is the project listed in the 2055 Regional Transportation Plan? ☐ Committed list (currently programmed) ☐ Plan Priority list (by 2035) ☒ Plan Priority list (2036 or later) Reserve ☐ list ☐ System Preservation list ☐ Not listed	Self-explanatory The 2055 Plan Summary is found here: https://tinyurl.com/3r6a27mf

<i>Application Question</i>	<i>Application Instructions</i>
27. How long ago was the last time the project sponsor received Lake Erie West-managed STBG funding? ☒ < 4 years ago ☐ 4 to 7 years ago ☐ 8 to 9 years ago ☐ 10 or more years ago	Self-explanatory
28. Has one or more Lake Erie West-funded projects slipped a fiscal year or been cancelled since the last STBG solicitation? ☐ One project slipped past the programmed year ☐ Two or more projects slipped past the programmed year ☐ One or more projects have been cancelled <i>Small project applications are exempt from this answer</i>	The project sponsor will be penalized if one or more of their projects have slipped a fiscal year or have been cancelled by the project sponsor since the last STBG solicitation. No penalties will be given if Lake Erie West administratively moves the project. Exceptions may be granted if circumstances are beyond the project sponsor's control.
29. How many bonus points out of 20 will be applied to this project? Bonus points towards this project: 5	Each project applicant is allotted 20 bonus points. If one project application is submitted by a single sponsor, then all 20 bonus points will be applied to that project. If more than one project application is submitted by a single sponsor, then the 20 points may be divided up and applied over the projects as they see fit.

Item 9

Proposed bike lanes will connect to the Oregon Trail bike path.

Item 16

See attached road rating form. Road ratings performed yearly and as requested.

Item 17

No ODOT PCR is available due to this road being new to the federal aid eligible network. Local rating is 4/10.

Item 21

3-year average accident rate per million vehicles

Average # of accidents over last three (3) years (2023 – 2025) = 0

$$\text{Accident Rate per million vehicles} = \frac{0 \times 1,000,000}{(2,913 \times 365 \times 3)} = 0.0$$

The City of Oregon's Road Rating System

Name of Road: _____ **Location:** Between _____ & _____

Date: _____ **Weather:** _____ **Temperature:** _____

Please Choose The Category That Best Describes the Condition Of This Road.

- 10)** New pavement **excellent** condition – with no noticeable deficiencies ☐
- 9)** Pavement in **very good** condition – no cracking noted. ☐
- 8)** Pavement in **good** condition – some very minor cracking noted. ☐
- 7)** Pavement in **satisfactory** condition – cracking noted (crack seal may be necessary) ☐
- 6)** Pavement in **fair** condition – cracking is evident throughout (crack seal necessary) some minor alligator cracking noted. No base failures or potholes noted at this time. ☐
- 5)** Pavement in **poor** condition – major cracking noted at some areas, some alligator cracking noted. Some base failures noted. Some potholes and cold patch noted ☐
- 4)** Pavement in **serious** condition – major cracking is evident, major alligator cracking is evident over the majority of the pavement. Base Failures, potholes and cold patching noted. ☐
- 3)** Pavement in **critical** condition – advanced deterioration of the pavement, potholes and extensive alligator cracking. Large areas of base failures noted. ☐
- 2)** Pavement in **imminent failure** condition – major deterioration of the pavement, major potholes and massive alligator cracking. Road likely needs complete reconstruction. ☐
- 1)** Pavement in **failed** condition – Pavement completely deteriorated. Large ruts and deep potholes noted, beyond corrective action. ☐

Please Note The Condition of The Following. (Where Applicable).

Curbing: _____

Drainage: _____

Berming: _____

Crack Seal: _____

Remarks: _____

Inspection Performed By: _____

Final Rating

TMACOG COMPLETE STREETS CHECKLIST

This checklist accompanies the TMACOG Complete Streets policy. It is to be completed when applying for Lake Erie West-attributable funding through the Lake Erie West Transportation Improvement Program (TIP).

The purpose of this checklist is to ensure that all users have been considered in a given project. For projects using Lake Erie West-attributable federal funding of the Surface Transportation Block Grant program (STBG), it will be necessary to meet or exceed standards and procedures acceptable to the Ohio DOT and U.S. DOT., such as the Ohio Department of Transportation's Project Development Process and Location & Design Manual. More information on various Complete Streets guidelines and standards can be found in the [ODOT's Manuals and Design Standards](#).

One of the goals of TMACOG's Complete Streets Policy is to provide flexibility for different types of streets, areas, and users. This means that a complete street in a rural area may look very different from a complete street in an urban area.

Existing Conditions

1. Explain how the project area currently accommodates pedestrians (including ADA compliance), bicyclists, and transit users.

Currently there are no bicycle or pedestrian facilities on this segment of Brown Road. Bicyclists must use the full lane and pedestrians walk in the grass.

2. Explain how the proposed project will accommodate them once completed.

The proposed project will provide a 5' paved bike lanes for bicyclists. These bike lanes will provide a connection to the Oregon Trail bike path mid-block.

3. Please describe the existing character of the project area, including land use, adjacent land use, estimated pedestrian and bicycle traffic, any unofficial walking paths, density of development, street furniture/lighting, landscaping, street trees, perceived safety issues, transit routes and stops.

The proposed project area is medium to low density residential and agricultural. There is one subdivision on the east end of the project that is accessed from this segment of Brown Road. The Oregon Trail bike path begins mid-block on the north side of Brown Road.

Safety

1. Briefly explain how the project will improve safety. Lake Erie West strongly encourages sponsors of intersection safety projects to conduct a crash study and provide results. Your crash information also needs to include the number of pedestrian and bicycle crashes by severity, as well as if the project area includes any locations (corridors or intersections) that are on Lake Erie West's or ODOT's high-crash lists.

There were no crashes on this segment of Brown between 2023 and 2025. This project will provide a safe paved shoulder / bike lane for bicyclists and pedestrians to access the Oregon Trail bike path. This project will improve safety by improving the pavement surface and providing more visible pavement markings (thermoplastic).

Connectivity

1. Project limits should be selected so that they can accommodate existing and future connections. In this regard, were logical termini chosen to include connections through "pinch points", such as overpasses, railroad crossings, and bridges? If the project touches another jurisdiction, was a systems approach taken? Were cross-jurisdictional connections considered? Please explain.

The project area contains no pinch points or connections to another jurisdiction.

2. Does the project area include recommendations that are contained in any of the following plans or policies? Please check off all that apply.
 - ☒ TMACOG Long Range Transportation Plan
 - ☐ Safe Routes to School travel plans
 - ☐ TMACOG Sidewalk Policy
 - ☐ ADA Transition Plans
 - ☒ Bikeway plans
 - ☐ Freight plans
 - ☐ Short-range and/or long-range transit plans
 - ☐ ODOT plans
 - ☐ Any neighborhood or mobility plans
 - ☒ Any other plans, e.g. comprehensive plans. If yes, how does your project fulfill any of these plans? Please specify the plan name(s).

Oregon Bikeway Plan (Listed on Table 5.4: Moving Forward 2055 Priority Project List)
The Northwood-Oregon Bike Plan, adopted in 2023, shows "Potential Bike Facility TBD" on this segment of Brown Road.

Complete Streets Attributes

1. Please cite the specific design guidance or resources which relate to Complete Streets used in developing the scope of the project. Examples may include appropriate sections of the *American Association of State Highway and Transportation Officials (AASHTO) Green Book*, the *Manual of Uniform Traffic Control Devices (MUTCD)*, etc.

Manual of Uniform Traffic Control Devices (MUTCD) will be used for design of those project.

2. Transit accommodation to the extent needed should be handled in consultation with the local transit authority. Have you consulted your local transit agency to ensure that transit vehicles will be accommodated and access to transit facilities provided?
Please explain:

N/A

3. Has a speed study been conducted for the street/corridor? Please consider project conditions and context to determine if a speed study is necessary.

☐ Yes
☒ No

4. Has a parking study been conducted for both on-street and off-street parking?
Please consider project conditions and context to determine if a parking study is necessary.

☐ Yes
☒ No

5. How will the project consider future utility/telecommunications needs?

No impact

6. Which, if any, of the following items will be incorporated into the project? Please check off all that will apply.

Pedestrian

- ☐ Pedestrian facilities – both sides of the street
- ☐ Pedestrian facilities – one side of the street
- ☐ Sidewalk with ADA-compliant curb ramps
- ☐ Signalized crosswalk
- ☐ Marked crosswalk with signage, including mid-block crossing
- ☐ Pedestrian detectors
- ☐ Audible signals
- ☐ Shoulder (in rural areas)

Bicycle

- ☐ Bicycle facilities
- ☒ Bike lanes
- ☐ Shared-lane markings/Sharrows
- ☐ Shared bike-bus lanes
- ☐ Bicycle signage (e.g., Bikes May Use Full Lane)
- ☐ Secure bicycle parking
- ☐ Bicycle detectors
- ☐ Multiuse path

Stormwater Management

- ☐ Bioswales
- ☐ Stormwater planters
- ☐ Pervious/permeable pavement options

Transit

- ☐ Transit facilities
- ☐ Priority bus lane
- ☐ Bus stop, including paved passenger waiting area
- ☐ Bus passenger shelter
- ☐ Bus pads
- ☐ Light rail or street car

Traffic Calming

- ☐ Traffic calming elements
- ☐ Landscaping, including street trees
- ☒ Narrower traffic lanes
- ☐ On-street car parking
- ☐ Other physical changes (e.g., chicanes, curb extensions, medians, islands)

Other

- ☐ Lighting
- ☐ 911 call boxes
- ☐ Freight accommodations
- ☐ Emergency vehicle accommodations
- ☐ Other(s) (please explain)

Exceptions

7. If no pedestrian, bicycle, or transit facilities are being provided, please explain why (see **Exceptions** below). Include a statement as to how the needs of all users are being addressed within the same corridor as the project.

N/A

Other

8. Is there additional information to provide about the project that is unique or wasn't captured previously with regard to the Complete Streets Policy?

N/A

See Lake Erie West website for resources and policy guidance regarding complete streets.
Attach additional sheets as necessary.