

Section II
Appendix A
Transportation System
Inventory 2012

FALLS CITY TRANSPORTATION SYSTEM INVENTORY 2012

Note: All photographs and maps referenced in this section refer to Section II unless otherwise noted.

The 2012 Falls City Transportation System Plan (TSP) update includes an inventory of the existing transportation system in the City of Falls City. The transportation system inventory includes the street system as well as an assessment of the pedestrian, bikeway, public transportation, rail, air, water, and pipeline systems.

Background Document. In July 2010, the City adopted The Falls City Street Improvement Plan (FCSIP). Sections of the document include a street inventory, street improvement policies, a plan for a future street network, street design and construction standards, transportation funding sources, and recommendations.

Street Network and Jurisdiction. The City's street network is generally divided into two main sections north and south of the Little Luckiamute River. Streets in the northern part of the City are generally laid out in a grid pattern. In the southern part of the City, streets are in a more irregular pattern. It should be noted that the primary access road to the City—Falls City Road—is under the jurisdiction of Polk County. Upon entering City limits, the roadway is renamed North Main Street and under the City's jurisdiction. All roadways within City limits are City streets with the exception of Black Rock Road—classified as a “resource road” by Polk County. (Note: There are no transportation facilities under the jurisdiction of the Oregon Department of Transportation (ODOT) within the boundaries of Falls City.)

County roads listed in the County Transportation plan nearest the City include Black Rock Road (west of Falls City) and Socialist Valley Road (north of the City) and both are classified as Resource Roads. Polk County lists such roads as providing “connection between resource areas, and principal and minor arterials. These roads are generally rural and provide access to agricultural and timber roadways, to function in serving areas that contribute to the economic base of the community even though they may have low volumes of traffic.” The County-listed portions of Socialist Valley and Black Rock Roads are outside City limits, however, both connect to Mitchell Street—a City street.

The Polk County 2009 Transportation Plan map indicates roadway classifications. Falls City Road westerly from Highway 223 (inside and outside City limits) is indicated as a major collector. Bridgeport Road from Highway 223 to its intersection with Waymire Drive (southeast of the City) is listed as minor collector.

Deficiencies. The FCSIP street inventory identified that the majority of streets in Falls City do not meet the City's current street construction standards for pavement width and surfacing requirements. For many streets the width only accommodates one vehicle passing at a time. Most City streets do not have sidewalks. Lack of sidewalks serves as a barrier to providing safe pedestrian access from residential to schools, the downtown, and local parks.

Additionally, within City limits there are a number of undeveloped street rights-of-way that serve as impediments to providing a well-connected and convenient street system. In certain instances these rights-of-way may be unnecessary or impractical to develop based upon topographic conditions.

The FCSIP notes that limitations placed by the availability of only one bridge that crosses the Lukiamute River on Bridge Street and has the potential of creating a public safety hazard. (See **Appendix A - Photograph 1**/Bridge Street.) Other missing transportation elements include lack of an insufficient storm water management system and adequate City-wide street signage. A parallel factor that complicates safety elements of the transportation system is the City's improper street addressing within some areas of the community.

The City of Falls City does not have a well-connected pedestrian system. Sidewalks are basically limited to North Main Street. (See **Appendix A - Photograph 2**/North Main Street.) As part of the TSP adoption process, the City needs to determine a pedestrian system that will provide safe routes to school and other public facilities such as the library, City Hall, Community Center, and public parks. After locations for sidewalks are identified, construction priorities need to be ranked and listed. No bicycle lanes or routes are established in the City and those facilities need to be determined as to type and location and prioritized.

In 1997, the City Engineer (John D. McGee) submitted to the Mayor the results of an investigation into the "possibility of upgrading/constructing bicycle and pedestrian ways." The Bicycle and Pedestrian Way Assessment summarized Federal, State, and local laws, plans, rules and standards. Although the information is dated, it continues to support the need for pedestrian and bicycle facilities within the Community. An interesting statement is that "as petroleum products increase in cost, the energy efficient forms of transportation such as bicycles and walking will become more important"—a point even more relevant in today's economy.

In preparation of the Assessment an inventory was completed for "each of the existing walkways in Falls City . . . As part of the inventory the width and length of all segments of walkways that were visible were physically measured. The general conditions were also noted." A rating system was developed. See **Appendix A - Street Inventory – Table 1** (Bicycle and Pedestrian Way Assessment). (Information is listed pages 5, 11, and 16 of the full report.) The inventory and rating may continue to be of value in assessing the City's pedestrian and bicycle transportation needs.

The Assessment, Section III, covers "Inventory Shortcomings and Possible Solutions." The number of miles for sidewalks is explained noting that the "focus of enhancing pedestrian ways should initially be concentrated on areas which will be likely to receive the highest volume of traffic (schools, business', postal facilities, church, etc.)." The City Engineer determined that prioritizing those areas could be referenced as a Phase I. Phase II could then ". . . be designated as the residential areas with the greatest population distribution adjoining Phase I areas." The Assessment notes the need to meet requirements according to the Americans with Disability Act (ADA).

Safe Routes to School. Safe and convenient pedestrian and bicycle facilities are of special importance in the vicinity of schools to enable easier and healthier ways for children to walk and bicycle to and from school safely.

Sidewalks are located adjacent the high school property on both sides of North Main Street. Marked and signed crosswalks are located near the east and west ends of the school building. (See **Appendix A - Photograph 3**/Falls City High School.) Streets connecting to North Main Street from the residential areas do not have sidewalks.

At the Falls City Elementary School crosswalks are available to access the play area across the street. Sidewalks are installed in front of the school building. (See **Appendix A - Photograph 4**/Falls City Elementary School.)

Two interesting pedestrian elements within the Community include an unfinished pedestrian stairway connecting Pine Street to Prospect Avenue within an area without street connections and having steep topography. A pedestrian bridge connects 3rd Street to South Main Street. (See **Appendix A - Photograph 5/Pedestrian Stairway** and **Photograph 6/Pedestrian Bridge**.)

Existing and Future Street Network. The FCSIP includes a Future Street Network Plan to guide overall growth and development of new streets in the future. Streets needed to serve future development will be funded primarily by new development. The Improvement Plan includes an existing street network map that notes future street connections (2009). See **Appendix A - Street Inventory -- Map 1** (future street connections).

In 2009, City staff conducted an inventory of existing street conditions within Falls City. The street inventory included a summary of the following information:

- *Jurisdiction* – identifies whether or not a street is under the jurisdiction of Falls City or Polk County;
- *Classification* – identifies whether a street is classified as a local (minor), collector or arterial street;
- *Street width* – includes an estimate of the current street width;
- *Surface* – describes whether a street is currently paved or unpaved (gravel);
- *Pavement condition* – describes the current condition of paved streets (e.g. poor, fair, good and very good condition);
- *Curbs and Sidewalks* – identifies whether a street currently has curbs and sidewalk; and
- *Right of way* - includes an estimate of the current street right-of-way width.

See **Appendix A - Street Inventory (2009) – Table 2**.

Functional Classification. The roadway functional classification system groups city streets into categories based upon the character of service they are intended to provide. Identification of the appropriate roadway functions is the basis for planning roadway improvements and establishing appropriate standards (right-of-way, roadway width, design speed).

The three (3) general types of roadway functional classifications are described as follows:

- *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 (Minor) Streets* - Streets within residential neighborhoods connecting housing (also can be commercial, industrial, etc.) with the arterial system. Property access is the main priority; through traffic movement is not encouraged.

The Transportation Element of the Falls City Comprehensive Plan does not currently designate any streets in the City as arterials. Falls City Road, the main access to the City, has been designated as a major collector by Polk County.

North Main Street, the only City street designated by the City as a collector street, provides access to local streets on the north side of town and access to Bridge Street, the only vehicle bridge currently available to

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access the area of town located south of the Little Luckiamute River. The remainder of the City’s street system is comprised of local streets that provide direct access to the adjoining land uses.

As part of the adoption process for the FCSIP, the following streets were classified as arterial and collector streets:

Arterial Streets:

- Bridge Street
- Mitchell Street
- North Main Street

Collector Streets:

- Chamberlain Street
- Clark Street S. Main Street
- Ellis Street
- Lombard Street
- Parry Street
- Sheldon Avenue
- South Main Street

Other streets names include and unless portions are otherwise listed, they are classified as local streets;

1 st Street	Clarence Drive	Wood Street
2 nd Street	Dayton Street	
3 rd Street	East Avenue	
4 th Street	Estelle Road	
5 th Street	Fair Oaks Street	
6 th Street	Fairview Street	
7 th Street	Forrest View Lane	
1 st Avenue	Harrington Road	
	Hopkins Avenue	
Alan Street	Lewis Street	
Alder Street	Mill Street	
Boundary Street	Montgomery Street	
Bryant Street	Pine Street	
Cameron Street	Terrace Street	
Carey Court	Socialist Valley Road	
Central Avenue	Valsetz Road	
Church Street	West Boulevard	

See Appendix A - Street Inventory – Map 2 (Functional Classification System).

During the discussion in preparation of the Street Improvement (2010) document, there was limited discussion about the designation of a truck route that would pass the City on the south side. On the north side of the side, the route provides a connection from Palmer Road, then westward toward Alan Street, and continuing to the west City limits. Not all of the right-of-way on this route is improved. On the south side of Falls City, a potential route was indicated as using a portion of Estelle Road (from the intersection

with Chamberlain Road), traversing the City eastward to Forest View Lane and to City limits. If the route continued it would connect northward on streets under Polk County’s jurisdiction--Waymire and Palmer Roads. See **Appendix A - Street Inventory—Map 1** (future street connections), for location of potential truck route.

The formal designation of any truck route in the future requires coordination among the City, its residents, Polk County, and the forest industry. A representative of Weyerhaeuser indicated that a route may be beneficial but needs additional time to analyze topography/slopes, impact on residential areas, river crossings, and other route options.

(Please Note: Notwithstanding the content of the City’s TSP, facilities located outside the Urban Growth Boundary are not planned facilities or improvements. These facilities may represent logical extensions or connections to meet future needs, but are not needed to meet current transportation needs within the City. Any such projects are suggestions for consideration when future land use decisions, such as Urban Growth Bounty (UGB) expansion amendments, are considered. Designation of these projects as planned facilities or improvements required an amendment to the Polk County TSP (which may require an exception to the statewide planning goals), as the County is the local government with jurisdiction, or a UGB amendment and amendment to the TSP.)

To complete the inventory for the City’s transportation system and according to Step 9 of ODOT’s Transportation System Planning Guidelines; the City needs to identify certain additional categories and include air travel, rail service, water system, transmission lines and public transportation.

Air Travel. The 2009 Polk County Transportation System Plan (PCTSP) explains that “there is only one public airport in the county. It is a state-owned facility located at the north edge of the City of Independence . . . The airport has maintenance, fuel, and a manned fixed-base operation seven days a week. It serves general aviation aircraft and has no scheduled airline operations. The airport does not have an instrument landing system, so operations are limited to visual flight rules.” There are several privately owned airports within the County. However, in order to access regular passenger services, individuals need to commute to cities of either Eugene or Portland.

Rail Service. The closest passenger rail service is Amtrak with a station in Salem. According to the County’s TSP, there are no rail lines that can serve the City as a freight service.

Water System. In conjunction with the maps being prepared for the City’s TSP, City utilities will be incorporated into the GIS information based upon records readily available to City staff. The inventory will be reviewed by City staff for accuracy after the electronic and printed copies are prepared.

Transmission Lines (Pipelines). Information about other utilities not under the jurisdiction or ownership, the City relies upon the records and details available from the providers. Such utilities can include natural gas pipelines, electricity, telephone, cable television, and etc.

There are no cell towers within City limits. Private utilities authorized within the City under franchise agreements include Allied Waste, Pacific Power, Century Link, and Charter Communications.

Public Transportation. Transportation programs to benefit the elderly, and people with disabilities, and individual with lower incomes are limited for the residents of Falls City. As documented in the Polk County Transportation System Plan, the closest “fixed route, express, and flexible public transportation provided by the Chemeketa Area Regional Transportation System (CARTS)” is located in Monmouth and Independence. The County TSP continues, “there is no fixed route public transportation

system to Falls City . . . The Cherriots Rideshare Program (formerly Salem Rideshare), operating in the Salem-Keizer area since 1975, is available to Polk County residents. The program includes carpool, vanpool, buspool matching service, a preferential parking program, and reduced parking fees for carpools. It is financed by ODOT through the Salem-Keizer Metropolitan Planning Organization (MPO) from federal Surface Transportation Program (STP) funds under Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU).”

Polk County TSP notes that in regards to paratransit, “the largest . . . provider in Polk County is the Oregon Housing and Associated Services (OHAS aka ‘Wheels’). Although there are other providers, OHAS unlike the others “is open to the general-public.”

Additionally, there are no park-and-ride locations, Intelligent Transportation System facilities, public transportation services, intermodal connections or facilities, or an ODOT designated Freight Route within City limits.

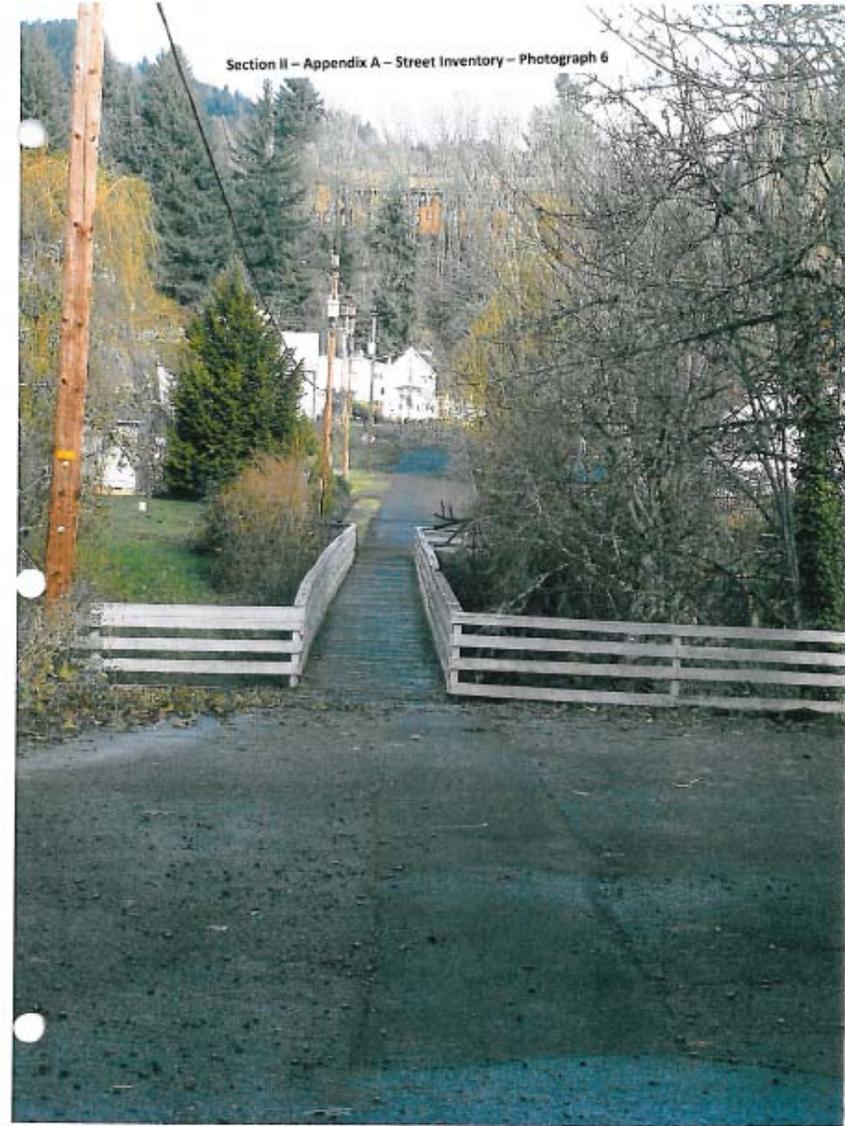
Section II – Appendix A – Street Inventory – Photograph 1



Section II – Appendix A – Street Inventory – Photograph 2







Section II – Appendix A – Street Inventory – Table I

Bicycle and Pedestrian Way Assessment - City of Falls City, Oregon
9/19/97

Falls City Physical Inventory

The inventory of existing walkways was a matter of locating, measuring and noting the condition in place. Since a number of varying conditions were encountered, the following code system was developed:

G = Good: walkway is passable for all users

B = Broken: typically fractured and uneven surface, which would probably be difficult for disabled persons to negotiate

C = Cracked: Surface cracks often with vegetation protruding

U = Uneven surface: Surface irregularities which could make negotiation difficult for the disabled

H = Heaved: heaved surface indicates that a portion of the walkway has encountered a force which has resulted in adjacent walkway sections not to be coplanar. An example is a section of walkway where tree roots have lifted one section at an expansion joint, leaving a two to three inch lip in the direction of travel.

In addition to these designations, unique conditions were noted by area. Unless otherwise noted, walkway material is Portland cement concrete (PCC).

General location of existing walkways: Falls City has relatively few existing walkways. Fortunately most are in areas where pedestrian traffic is likely to occur (i.e. schools, shopping areas and post office). In the report the location will listed in terms of street name as well as facility vicinity. A planning map of Falls City is also included to aid in locating existing walkways.

Prospect Street: (Falls City Grade school)

On the south side of Prospect street there is approximately 270 feet of Portland cement concrete (PCC) walkway. All but the western most 30 feet is five feet four inches wide. The western 30 feet is four feet wide. The western end terminates at grade on a gravel street shoulder. There is a striped cross walk across the street near the main entrance to the school. No Curb-cut or ramp exists at the cross walk. The cross walk terminates at the graveled shoulder on the north side of the street. The east end of the walkway terminates with a non-standard ramp. The ramp does not comply with the ADA standards. In particular, the side slope exceeds the 2 % maximum.

Bicycle and Pedestrian Way Assessment - City of Falls City, Oregon
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Mitchell Street: (adjoining N. Main at Bridge street)

On the north side of Mitchell Street there is approximately 75 feet of eight foot wide PCC walkway extending from Fourth street to N. Main. The end which intersects fourth street has no ramp or curb cut. There is a relatively large accumulation of debris deposited at that end which would create a significant challenge for some users. The entire length of the walkway is cracked and broken.

Third Street: (adjoining N. Main Street)

Third Street perpendicularly intersects North Main Street. On the North side of North Main Street, Third has walkways on both the East and West side. Each are 100 feet long. The East side walk is six feet wide cracked asphalt concrete. The West side walk is four feet wide cracked Portland cement concrete (PCC). Along Third on the South side of North Main, there is 45 feet of 4 foot wide PCC in good condition. Then there is a 20 foot section, 4 feet wide, of PCC which is beyond repair.

N. Main Street: (businesses and High school)

Because north Main Street has the majority of existing sidewalk, and the condition of these walkways vary significantly, the information gathered during the inventory is best displayed in table form.

Starting with the west end of the south side of North Main Street and proceeding toward the east.

<u>Section</u> <u>length</u> <u>width</u>	<u>Condition</u> <u>code</u>	<u>Remarks</u>
56 ft. 11 ft.	C	Eight feet of the width is relatively coplanar and cracked, while the remaining 3 feet is pitched at a side slope exceeding 2%.
82 ft. 11 ft.	G	The transition between the two sections (the 56 ft. and the 82 ft.) is rather abrupt. At some time, an attempt has been made to ease the transition by troweling an application of concrete between the two elevation planes.
95 ft. 8 ft.	B, U	This section includes a driveway curb cut which extends the remainder of the block in front of the Hometown Hardware store.

Third Street cross-walk east end has a three inch curb from street up to walkway. No ramp exists.

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56 ft. 12-5 ft. G The transition to the asphalt parking lot grade of the Hometown Grocery to the east is smooth.

67 ft. driveway G The east edge of the Hometown Grocery asphalt parking lot transitions smoothly to the adjoining Portland cement concrete (PCC) walkway section.

11.5 ft. 5 ft. G PCC

28 ft. 7 ft. G PCC

46 ft. 7 ft. B, U Located in front of a vacant house adjacent to the store.

209 ft. 4 1/2 ft. G In this section there is a 24 foot drive way crossing the sidewalk, but it remains relatively level so side slope is not a concern. The end of this section terminates on Dayton Street.

Dayton Street crosswalk There is no access ramp at this cross walk.

72 ft. 4 ft. U, H PCC

50 ft. 4 1/2 ft. H PCC

9 ft. 4 1/2 ft. G PCC

77 ft. 4 1/2 ft. H PCC

49 ft. 4 1/2 ft. U Asphalt concrete (AC) walkway. This section is located across Main street from the intersection of First street and Main.

200 ft. 5 ft. G PCC

100 ft. 5 ft. C This section is located in front of the Seventh Day Adventist Community Center and has a small amount of cracking. The damage is mostly cosmetic.

20 ft. 5 ft. S This section transitions from a street set-back which accommodates diagonal parking in front of the community center toward the centerline of the street in front of the Falls City High School grounds. It also traverses some topography which leaves the sidewalk with a side slope exceeding the allowable 2%.

230 ft. 5 ft. C This section ends in front of the High School. The cross walk in front of the school does not have an access ramp.

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216 ft.	4 ft.	C, U, H	East side of High School. Ends at a gravel drive way.
150 ft.	3 ft.	C, U, H	This section is overgrown and unusable.

On the west end of the north side of North Main Street and proceeding toward the east.

<u>Section length</u>	<u>width</u>	<u>Condition code</u>	<u>Remarks</u>
21 ft.	11 ft.	G	In front of the ornamental concrete manufacturing business.
11 ft.	11 ft.	U	The side slope is greater than 2% in the drive way to the ornamental concrete manufacturing business.
18 ft.	11 ft.	G	PCC
55 ft.	11 ft.	C, B, U	PCC
44 ft.	11 ft.	C, U, H	Eight feet is cracked but serviceable. The remaining 3 foot width is uneven and heaved.
93 ft.	11 ft.	C	PCC
34 ft.	4 ft.	G	PCC
23 ft.	5 ft.	G	Asphalt concrete Fire Hall parking driveway.
50 ft.	6 ft.	G	In front of the Fire Hall.
90 ft.	6 ft.	C	PCC
25 ft.	NA		Gravel section between the telephone company building and the Luckiamute Clinic.
93 ft.	6 ft.	G	In front of the Luckiamute Clinic.

There is no walkway from Second Street to First Street except for a 170 foot segment of 5 foot wide PCC in front of the Methodist Church. Much of it is new. The oldest portion is also in good condition with some minor cracking.

Bicycle and Pedestrian Way Assessment - City of Falls City, Oregon 9/19/97

There is no ramp at First Street on either side of the cross walk. The East access to the sidewalk is extremely rough, and would be difficult to navigate for many users, particularly the young, elderly or persons who use mobility devices.

108 ft. 4 1/2 ft. H PCC

100 ft. 4 1/2 ft. C, B, U PCC

There is a large expanse along N. Main on both sides of Boundary Street which does not have any sidewalk.

Across from the High School, there is 100 feet of 5 foot wide cracked PCC.

Bridge Street: (connects N. Main Street to the South side of Falls City)

The bridge on Bridge Street is 166 feet long. Both sides has a 3 1/2 foot walkway. Neither end of either side has an access ramp. Both ends have significant abrupt ledges. The minimum ledge is 3 inches high.

The East side of Bridge Street has an 80 foot PCC walkway abutting the bridge. It is 4 feet wide and in good condition. Then there is 40 feet of gravel shoulder which has rubble embedded resulting in an area which could be impassable for some users. Then there is a 63 foot segment 4 1/2 feet wide which extends to South Main Street. It is in good condition. The cross walk at South Main has a significant curb with an access ramp.

Parry Street: (adjacent to the "New" Post Office)

The walkway on Parry street is four feet wide, is on the South side and run generally East and West. The East end is near the intersection of Bridge and Parry Streets. The East end terminates abruptly with no access ramp near Bridge Street. There is a 40 foot section which transitions to a 64 foot parking lot driveway curb cut, then a 66 foot section followed by a 54 foot driveway curb cut and then another section 30 feet long. Both driveway sections have side slopes which appear to exceed the ADA 2% maximum.

South Main Street:

The North side of South Main has 300 feet of 4 foot wide PCC side walk which extends from Bridge Street to the City park. It is generally cracked through out the length with some portions being heaved and uneven. Neither end has an access ramp.

The South side of South Main has 125 feet of 4 foot wide PCC side walk which is broken, cracked, heaved and uneven. Neither end adjoins another walkway.

Bicycle and Pedestrian Way Assessment - City of Falls City, Oregon 9/19/97

On South Main between Lombard and Sheldon Street, there are a two unrelated segments of sidewalk. One is adjacent to the Christian Church. It is 110 feet long, 5 feet wide and is cracked and broken. The other is near the intersection of South Main and Sheldon Streets. It is 145 feet long, 5 feet wide and cracked.

Lombard Street: (Residential collector)

Mid way down the East side of Lombard Street, there is a section of PCC which is 235 feet long and 5 feet wide. It is in good condition and does not connect to another walkway at either end.

FALLS CITY STREET INVENTORY 2009

Section II – Appendix A – Street Inventory – Table 2

Street Segment	Jurisdiction	Classification	Right-of-way Width (feet)	Street Width (feet)	Surface (e.g. asphalt, gravel, unimproved)	Pavement Condition (very good, good, fair, poor)	Curbs (yes or no)	Sidewalk (yes or no)
1st Avenue	City	local	40	15	gravel	na	no	no
1st Street	City	local	60	20	gravel	no	no	no
2nd Avenue	City	local	40	15	gravel	na	no	no
2nd Street	City	local	60	15	gravel	na	no	no
3rd Street	City	local	60	15	gravel	na	no	no
N Main to Pine	City	local	60	15	asphalt	fair	no	yes-east
N Main to river	City	local	60	20	asphalt	poor	no	no
4th Street	City	local	60	20	asphalt	fair	no	no
5th Street	City	local	60	20	asphalt	na	no	no
Mitchell to Fair Oaks Street	City	local	60	20	asphalt	fair	no	no
Fair Oaks to Alan Street	City	local	60	15	gravel	na	no	no
6th Street	City	local	50	10	gravel	na	no	no
7th Street	City	local	60	10-15	gravel	na	no	no
Alan Street	City	local	60	15	gravel	na	no	no
Alder Street	City	local	50	15	gravel	na	no	no
Black Rock Road	Polk County	resource	60?	17	asphalt/concrete	good	no	no
Wood of Mitchell St	City	local	40	15	gravel	na	no	no
Boundary Street	City	local	40	15	gravel	na	no	no
Bridge Street	City	arterial	60	34	asphalt	very good	yes	yes
at Bridge at Hopkins Ave	City	local	60	20	asphalt	good	no	no
Bryant Street	City	local	50	15	gravel	na	no	no
Cameron Street	City	local	50	15	gravel	na	no	no

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Street Segment	Jurisdiction	Classification	Right-of-way Width (feet)	Street Width (feet)	Surface (e.g. asphalt, gravel, unimproved)	Pavement Condition (very good, good, fair, poor)	Curbs (yes or no)	Sidewalk (yes or no)
Daily Court	City	local	30	18	asphalt	very good	no	no
Central Blvd.	City	local	40	10-15	gravel	na	no	no
Church Street	City	local	60	33	asphalt	very good	yes-east no-west	yes-east no-west
Clark Street	City	local						
Lombard St southeast 345 feet To Forest View Unisouth citylimits	City City	local local	40 40	20 15	asphalt gravel	good na	no no	no no
Clarence Drive	Private	local	40	27	asphalt	fair	no	yes-north no-south
Chamberlain Road								
Bridge Street to south citylimits Bridge to Lombard Street	City City	arterial local	40 40	25 19	paved gravel	fair na	no no	no no
Crayton Street to 3' foot bridge	City	local	50	15	paved	good	no	no
East Avenue		local	40	15	gravel	na	no	no
Ellis Street								
Main to Faircocks Faircocks to north citylimits	City City	local local	40 40	20 20	asphalt asphalt	very good fair	no no	no no
Eschelle Road	City	local	20	15	gravel	na	no	no
Farmakis Street	City	local	50	20	gravel	fair	no	no
Fairview Street	City	local	60	15	gravel	na	no	no
Forest View Lane	City	local	40	15	gravel	na	no	no
Harrington Road	City	local	20 (varies)	10	gravel	na	no	no
Hopkins Avenue	City	local	30	15	gravel	na	no	no

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FALLS CITY STREET INVENTORY 2009

Street Segment	Jurisdiction	Classification	Right-of-way Width (feet)	Street Width (feet)	Surface (e.g. asphalt, gravel, unimproved)	Pavement Condition (very good, good, fair, poor)	Curbs (yes or no)	Sidewalk (yes or no)
Louis Street	City	local	65	20	asphalt	good	no	no
Lombard to First Street	City	local	40	20	asphalt	good	no	no
N Main Street	City	collector	60	25-40	asphalt/concrete	very good	yes	yes
E Chynoweth to Boundary St	City	collector	60	40	asphalt/concrete	very good	yes	yes
Boundary St to Mitchell St	City	local	60	20	asphalt	fair-poor	no	no
S Main Street	City	local	40	20	asphalt	fair-poor	no	no
Mill Street	City	local	40	20	asphalt	fair-poor	no	no
Mitchell Street	City	local	60	23	asphalt	very good	no	no
N Main to Socialist Valley Rd at fork to Socialist Valley	City	local	60	20	gravel	na	no	no
Montgomery Street	City	local	60	20	gravel	na	no	no
S Main to Terrace	City	local	60	15	gravel	na	no	no
Terrace to alley east of Cameron Street	City	local	30-40	15	gravel	na	no	no
Alley to Cameron	City	local	30-40	15	gravel	na	no	no
Perry Street	City	local	60	22	asphalt	good	yes/south	yes (south)
Bridge to Montgomery Street	City	local	60	22	asphalt	good	no	no
Bridge to Cameron	City	local	38	20	asphalt	good	no	no
Perry Rd	City	local	60	15	gravel	na	no	no
Prospect Street	City	local	60	20	asphalt	very good	no	no
Sheldon Avenue	City	local	60	30	asphalt	very good	no	no
Terrace Street	City	local	50-55	15	gravel	na	no	no
Unnamed road to city park	City	local	MCNE	15	gravel	na	no	no
Wine Street	City	local	60	15	gravel	na	no	no

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FALLS CITY STREET INVENTORY 2009

Street Segment	Jurisdiction	Classification	Right-of-way Width (feet)	Street Width (feet)	Surface (e.g. asphalt, gravel, unimproved)	Pavement Condition (very good, good, fair, poor)	Curbs (yes or no)	Sidewalk (yes or no)
West Blvd.	City	local	39	15-18	gravel	ns	no	no
Wood Street	City	local	50	15	gravel	ns	no	no

November 2009

