

**TRANSPORTATION SYSTEM PLAN UPDATE
SUMMARY OF PUBLIC COMMENTS**

January 1 through July 31, 2003

Date/ Source Of Comment	Summary of Comment	Staff Response
2/19/03 Florence public meeting-verbal comment	county sources. Use existing rail line between Florence and Eugene for transit.	Generally, rail transit must serve relatively large population centers to be financially feasible. While travel from Florence to Eugene is popular, it does not warrant the establishment of rail transit service between the two cities. Even with the use of existing rail lines, it would not be economically feasible and it is thought that the potential ridership is not there to support such an option. A bus line may be a more likely offering for service between Florence and Eugene. This is an option that would need to be explored through Lane Transit District or possibly a private provider.
2/19/03 e-mail	Appreciates effort to experiment with chip-seal techniques that have less impact on bicyclists; however, the chip-seal is an undesirable treatment for the thousands of people who ride bicycles on county roads. Would like to see funding for pavement increased to a level adequate to minimize chip seal and to confine chip seal to roads that are less used by bicyclists. Also hopes the County will take over the construction of the final leg of the Fern Ridge Bike Path. Eugene has completed it to the end of its jurisdiction—the County should finish the job as quickly as possible.	See response to 2/24/03 email.
2/20/03 e-mail	Be more proactive in promoting alternative transportation and recreational paths. Examples might be: 1) Use the abandoned rail line that once went from Armitage Park to Coburg and put a path on it. Use a different route if this is not possible. 2) Run a path along part of the Willamette River to Cottage Grove. 3) Run a path from Fern Ridge Path at Terry St. to Veneta. 4) Run a path along either the McKenzie River or Cedar Creek to Waltherville. 5) Contact Weyerhaeuser and ask if they would be interested in transfer of the following two rarely used logging roads to	(Please also see related staff response to a 2/20/03 email comment). The source of funds for transportation-related improvements such as bike and pedestrian paths is primarily the Road Fund, which is legally restricted to road and road-side improvements. However, these thoughtful suggestions have been forwarded to the County Parks Division where such projects may be considered as part of recreational planning. The Parks Division has indicated an interest in the comments and will forward them to the Parks Advisory Committee.

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2/20/03 E-mail	<p>the County for use as recreational paths for non-motorized use—Weyerhaeuser Truck Rd and Booth Kelley logging road in SE Springfield. 6) Work with Benton County on extending the Fern Ridge path to Corvallis. 7) Work with the BLM on extending the Row River Trail to Oakridge.</p> <p>The TSP is not as ambitious as the Oregon Transportation Plan in terms of alternative transportation, e.g. the OTP calls for the doubling of bicycling and walking trips over the next 20 years. Significant investment in this type of infrastructure needs to occur to make this feasible. Also be as proactive as possible in getting feedback from alternative mode users. Which bicycle advocacy groups have been contacted? Has the public meeting schedule been published in Oregon Cycling? Lastly, what is the role of local business taxes in funding transportation infrastructure (namely public transit)?</p>	<p>As part of the transportation system planning process, staff assessed opportunities for bicycling and walking to local destinations by visiting all unincorporated Lane County communities and collecting data on bicycle and pedestrian facilities within 1/4-1/2 mile of stores, churches, schools, granges, and other local destinations. Details and outcomes of this process can be found in the TSP Needs Assessment Chapter 6.3. The effort lead to the addition of 11 bike-ped improvement projects to the TSP, and recommendations to the state for shoulder improvements for 13 road segments in their jurisdiction. (Incorporated cities have adopted individual TSPs, so city bicycle/pedestrian facilities were not assessed)</p> <p>It should also be noted that given the rural nature of the county system, it is not anticipated that biking and walking trips will be doubled over the next 20 years. The distance between destinations and the lack of diverse urban uses and densities limit the viability of alternative transport for commute trips. Greater strides can and will likely be made within the urban communities of Lane County, and goals and policies in city TSPs such as <i>TransPlan</i> reflect such opportunities.</p> <p>Still, the County TSP is supportive of bicycle and pedestrian needs as evident by the inclusion of bike and pedestrian facilities in many of its capital improvement projects and policies that support alternative modes. New proposed road design standards also address bike and pedestrian needs by requiring bike lanes and sidewalks on urban arterial and collector roads, the provision of paved shoulders on rural collector roads, and requirement for sidewalks on new urban local roads. Draft road design standards may be found in the proposed update to Lane Code Chapter 15.700-710.</p> <p>The TSP mailing list consists of individuals, interest groups, neighborhood groups, government contacts, consultants, businesses, libraries, and service providers. The following bicycle organizations are included on the list: Bicycle Transportation Alliance, Center for Appropriate Technology, GEARS, Eugene Bicycle Coalition, and UO Bike Club. The public meeting schedule was not published in Oregon Cycling; however, it was published in 6 area papers, including West</p>

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		<p>Lane News, Mckenzie River Reflections, Siuslaw News, Cottage Grove Sentinel, Register-Guard, and Springfield News. The public meeting schedule was mailed to the biking organizations on our mailing list.</p> <p>With regard to local business taxes in funding transportation, LTD operations are primarily funded by payroll taxes collected from the service area, and state law limits this rate to 0.06%. Rural bus service is limited by the relatively low business contribution through the tax assessment, which can also fluctuate with economic cycles.</p>
2/24/03 e-mail	<p>Ideally wishes that the use of chip seal on road surfaces be abandoned. If it must be used, would like to see consistency in how it is applied, including the use of smaller aggregate and the even application of the treatment so as not to leave a small ridge on the shoulder that can be troublesome for cyclists. Also encourages continuation of Fern Ridge Bike Path project for commuting and recreational purposes.</p>	<p>A Chip Seal Subcommittee was formed by the County Roads Advisory Committee (RAC) to investigate this issue. The Subcommittee reported to the RAC in October 2000, and announced that a compromise had been reached with bicycle interest groups. The county agreed to use the "Hot Oil" process when applying Chip Seal, which results in a smoother surface.</p> <p>The Road Fund is the primary monetary source for Lane County road projects. This fund is restricted to use on improvements within the road right of way--off-street paths are not a legal use of the fund. At this time, the TSP envisions the improvement of existing road facilities to accommodate bike and pedestrian movement from the terminus of the Fern Ridge bike path along Royal Avenue to Fern Ridge Reservoir. Connectivity will be supplied through TSP Project #53 Royal Avenue sidewalk and bike lanes and Project #118 Fir Butte Road paved shoulders.</p>
2/27/03 Cottage Grove public meeting-written comment	<p>TSP project #68--North River Rd Urban Standards. The intersection of N. River Road and Hwy 99 should include a traffic-calming feature to reduce the highway speeds to an appropriate speed for the town.</p>	<p>A design concept will be developed for this project when it is in the CIP project development stage, which can include the evaluation of the need for traffic calming measures. Specific comments will be taken through a public hearing process at that time. Residents living adjacent to the project will be notified of the hearing by mail. This project is not programmed in the adopted 2003-2007 CIP, but may be promoted to the CIP during its annual adoption process in the future.</p>
3/16/03 LTD (e-mail)	<p>Various comments regarding the accuracy of Section 4.3 Public Transportation. Corrections include: LTD was formed in 1970; LTD operates 55 routes; list Creswell and Pleasant Hill in the list of rural cities served; suggest not using boarding data due to accuracy concerns—a new passenger counting system is being implemented.</p>	<p>All the corrections and suggestions added to the text in Chapter 4.3 Public Transportation.</p>

**Peer Review Comments - Draft TSP Roads Chapter and Road Design Standards
(Asterisk* in staff action column indicates update 8/1/03)**

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DRAFT SECTION		PEER REVIEW COMMENT	County Staff Action	Comments
DRAFT TSP ROADS CHAPTER				
Introduction		Add "Freight" as one of the several modes of transportation, to page 1, 2 nd paragraph-GM	Amended as suggested	
Functional Classifications		On page 2 of 18, the table indicating the number of miles for each functional class of road maintained by the county does not list a Rural Minor Arterial (apparently #5) that is listed in the table of Road and Driveway Spacing Standards for Lane County Roadways (in feet) on page 18 of 18. We would recommend you number or individually label the tables in this report, and if the Rural Minor Arterial is a new classification that has zero miles in the current inventory, we would suggest you consider adding it, showing zero miles and an explanatory footnote if necessary. - GM.	Amended as suggested	
State Facilities		Adjust language to reflect that the state looks to the TSP project list for STIP funding, as part of their new screening requirements. See 660-012-0015, esp. (2).-TB	See comment	OAR 660-012-0015(2) requires the County TSP to be consistent with the state TSP and provides for coordination to ensure state transportation needs are accommodated. In addition, it requires that where elements of a state TSP have not been adopted, the county must coordinate with ODOT to assure state transportation needs are accommodated. Lane County must rely on ODOT to develop a technical needs assessment of its system as a first step toward initiating coordination regarding projects on the state system. Lane County will continue coordination efforts with ODOT to identify ODOT projects in Lane County.
		Outside of the issue of LC recommendations for improvements to the state system thought that your work was progressing very well, the document is well laid out and understandable and it is very consistent with state standards and guidelines, etc.-DE	See comment	Regarding LC recommendations to the state system, we have developed these for bicycle and pedestrian facilities, and they are included in the project list. However, these recommendations do not evaluate how such projects might be prioritized with other state system needs, based upon a technical needs assessment. Also see above comment.
		On page 5 of 18, the table showing State Highway Facilities and Miles in Lane County, the appropriate abbreviation of Oregon State Routes is ORE , not OR ; ORE 58 is Willamette Highway, Pacific Hwy. West is	Amended as suggested	

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	<p>ORE 99W, Albany - Junction City Hwy. is ORE 99E; and the old McKenzie Highway (ORE 242) which represents 54 miles of the McKenzie Hwy. (approx. 40 miles is closed in the winter). The total mileage shown for both segments of McKenzie Hwy. And Clear Lake - Belknap Springs Hwy. within Lane County appear to be accurate.-GM</p> <p>Table of State Highways on page 5 should include whether the roads are NHS highways and/or freight routes.-DU</p>	<p>Amended as suggested</p>	
Access Management	<p>Page 6, para. 4 should cite OAR 734 division 51 as the governing rule for access to state highways.-GM</p> <p>P. 11, Policy 2-b - ODOT controls access by OAR 734-Div. 051-DU</p> <p>P. 11, policy 2-b and 2-c: Individual driveway construction should not be regulated. -LPC</p> <p>On page 17 of 18 in (4) the statement ".....does not have reasonable access....." may be somewhat ambiguous. We would recommend inserting alternative - "does not have reasonable alternative access". -GM</p> <p>Also on page 17 of 18 in (7) the text ".....the county might be required..." may be a bit strong. We would suggest consideration of substituting a term like "obligated" or "compelled" for "required" -GM</p> <p>P. 17, #7: Partitioning and subdividing must be approved and meet the requirements of the county. Resulting access issues are therefore not self inflicted.-LPC</p> <p>P. 18, Spacing Standards: At least the rural local road spacing standards are unrealistic for certain roads and conditions. These roads may compare to urban settings but without having the more sophisticated posted speed system.-LPC</p>	<p>Amended as suggested</p> <p>Revised Policy 2-b to reflect this comment</p> <p>Amended to clarify</p> <p>Amended as suggested</p>	<p>The policy only applies to the driveway approach within the county road right-of-way.</p>
Level of Service/TIA requirements	<p>P. 7, paragraph 2: The HCM should be identified as HCM 2000 since it is the most current.-DU</p> <p>On page 8 of 18, the last paragraph containing example</p>	<p>See comment</p> <p>Amended as suggested</p>	<p>Engineering Manuals are frequently updated. Lane Manual will contain a list of referenced documents and their publication year. As replacements come out, Lane Manual will be updated by Board Order as needed.</p>

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	<p>actions (mitigation) states at the end of item d. - "...in order to optimize traffic progression on the state highway". "on the state highway" should be omitted or changed to on the county roadway.- GM</p> <p>P. 8, paragraph 4 (under table) last sentence should be modified to say, "The standards allow for alternative approaches to be used <i>for county facilities</i> as long as they are approved in advance by Lane County." -DU</p> <p>Need LOS for roundabouts (HCM does not have any, and proposed .85 v/c would not necessarily be appropriate for roundabouts. Suggest incorporating FHWA standards - see <i>Roundabouts: An Informational Guide</i>. Current publication no. FHWA-RD-00-067.-K</p> <p>P.8-table. The .70 maximum volume outside communities seems low.-LPC</p>	<p>Amended as suggested</p> <p>Added text discussing the County's treatment of roundabouts and the engineering guidelines that will be used for their design.</p> <p>See comment</p>	<p>The new text discussing roundabouts is found on page 20 of the TSP 12/3/02 draft.</p> <p>The .70 volume is modeled after the v/c ratio used for state roads in rural areas, outside urban growth boundaries and outside unincorporated communities. Generally, higher v/c ratios are used in urban areas where congestion is higher and speeds are lower. Traditionally, highway designers use a higher standard on rural roads where speeds are higher.</p>
<p>P. 12 - Lane Manual text does not indicate whether the required LOS D is for peak hour or peak 15 minute analysis. LOS D is good for signalized intersections, but HCM doesn't define LOS for unsignalized intersections. (See comments for detail). Recommend the following changes: 1) Intersection level of service "D" or better be maintained at signalized intersections. 2) The critical movement of minor street traffic operate may operate at level of service "F" provided that a) the volume-to-capacity ratio for the movement is less than 1.0, b) adequate queue storage is available, and c) traffic signal warrants are not met at the intersection and/or the location of the intersection is not appropriate for signalization.-K</p> <p>... using the following language: Lane County requires all intersections within the study area to maintain an acceptable level of service. (LOS) upon full buildout of the proposed</p>	<ol style="list-style-type: none"> 1. Clarified draft Lane Manual text to indicate that LOS D is for peak hour performance. 2. Clarified in Roads policy 3-i with regard to signalized and unsignalized intersections, that overall intersection v/c (and LOS if required) is the standard for intersections with signals or all-way stop control. 3. Clarified standards for 2-way stop control, using the v/c standard from the table for the unstopped movement and standards from the Oregon Highway Plan (0.95 urban, 0.80 rural) for the stopped approaches. Added language on queuing. 	<p>Chose to edit the existing draft language rather than using the suggested paragraph.</p>	

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	<p>land use action. LOS calculations for signalized intersections are based on the average control delay per vehicle, while LOS calculations for unsignalized intersections are based on the average control delay and volume-to-capacity ratio for the worst or critical movement. All LOS calculations should be made using the methods identified in the most recent version of the Highway Capacity Manual, published by the Transportation Research Board and will be based on a peak 15-minute analysis period. The minimum acceptable level of service for signalized intersections is LOS "D" while the minimum acceptable level of service for unsignalized intersections is LOS "E" or LOS "F" with a volume-to-capacity ratio of 0.95 or less (provided that adequate queue storage space is available). Any intersections not operating at these standards will be considered to be unacceptable.-K</p>		
<p>P. 12, 3-c: Recommends the following additional language to provide other option for Trip Generation analysis (-K, see comments for detail) <i>Trip-generating characteristics should be obtained from one of the following acceptable sources:</i> 1) Institute of Transportation Engineers (ITE) Trip Generation Manual (latest edition). 2) Specific trip generation studies that have been conducted for the particular land use action for the purposes of estimating peak-hour trip-generating characteristics. The County Engineer (or his/her designee) should approve the use of these studies prior to their inclusion in the transportation impact analysis.</p>	<p>See comment</p>	<p>Amended as suggested.</p>	<p>The first paragraph is already reflected in policy 3-c (see previous comment at bottom of page 2 regarding the "latest edition" issue). The second paragraph was not used because site-specific trip generation studies are already allowed under the ITE method.</p>
<p>On page 12 of 18, under Policy 3-c(i) the word "Manual" in the title of the ITE "Trip Generation Manual" is not commonly known as the Trip Generation Manual, it's title is simply "Trip Generation". -GM</p>	<p>P. 12, Policy 3-c: (i) The threshold of 50 peak hour trips may be</p>	<p>1. Changed the threshold to 100 peak hour trips;</p>	<p>1. With the changes made as in the column to the left, only rezones that meet the other</p>

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(iii) (iv)	unnecessarily low 5% may be appropriate for roads near capacity but not for those which have adequate capacity. Also consider limiting this requirement to the type of rezoning which would result in a significant traffic increase (i.e. resource to urban or commercial) many plan amendments won't have a significant impact on traffic (i.e. agriculture to forest, commercial to industrial or residential)-LPC	2. The 5% provision in Policy 3-c(iii) was deleted based upon comments received.	2. proposed thresholds will require a traffic impact analysis. The plan amendment language was not changed because traffic study requirements can be waived or simplified by the County Engineer for plan amendments with obviously low traffic impacts.
P. 12-policy 3-c (similar text on p. 15 section 1(a)). Why have you designated the threshold to be 50 or more automobile trips in subsection (i)? If there is not a significant reason, I would like to advocate that the threshold correspond with the City of Eugene's threshold of 100 or more cars. Considering that there are county roads within city limits, this could eliminate potential confusion and provide consistency for the development community. - TBG	Similarly, I was curious how the less than 5% of existing ADT was determined in subsection iii?-TBG	Amended as suggested	
P. 12, 3-c: The proposed code language requires a traffic study for any rezoning proposal but then indicates the requirement may be waived if "it is determined that the likely traffic generation will be less than 5% of the existing Average Daily Traffic (ADT) of the adjacent street." Is the intent of this language to cover an increase in the net site trip generation of 5% when comparing trip generation potential of the property or 5% of the roadway system trips? For an example of why this distinction is important, consider a scenario involving a rezone to a less intensive land use. As the code language reads now, down-zoning a land parcel could result in fewer site-generated trips than under the existing zoning but still more than 5% of the trips on the adjacent street, thus requiring a traffic study.-K	Also, you may wish to consider some cap on the ADT given that an adjacent road with an ADT of 10,000 (effective trip cap of 500) is very different than adjacent road of 20,000 (trip cap of 1,000).-K	This provision was deleted based upon comments received. This provision was deleted based upon comments received.	
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	<p>P. 12, Policy 3-e.: Item 1 - What if the TSP is already 5-7 years old? How long out does the analysis have to be? Item 2 - What if the road is already over capacity without the development? Why only looking at 5 years out? ODOT requires a longer time for state facilities, so will this create a problem when both roads are impacted by a development?-DU p. 12, 3-e(ii). It would be so wonderful if there was some way to reference OHP and TPR regarding exceeding the performance standard on a state system facility. There is also a nuance here that Lloyd can tell you about where a development proposal is not a PA/ZC, so no TPR, and does not need a state approach permit, so no Div. 51, but still impacts a state facility and causes an intersection standard to be exceeded (or where already exceeded, to be further degraded). If there were some way to tighten up our county/state ability to work together to analyze the impact and require appropriate mitigation, and so state? 3-g may be the place to include the above. Also, if there were some way to link 3-g to 3-d to show the relationship/connection between scoping the report and performance standards requirements.- TB</p>	<p>1. The policy was changed to indicate analyses must look forward 20 years.* 2. Language was added to Policy 3-e(i) to provide direction when capacity has already been exceeded (the standard in that case shall be to avoid further degradation of conditions.</p> <p>After obtaining additional clarification from ODOT, Policy subsection 3-e(iii) was added to address this concern. The new language states, "Traffic impact analyses, and mitigation for traffic impacts on transportation facilities shall comply with adopted plans and codes of the agency with jurisdiction for the affected facility."</p>	<p>Language was added to indicate that mitigation for traffic impacts must meet the requirements of the applicable jurisdiction. Language will also be added to specify that Traffic Impact Analysis shall comply with the requirements of the applicable jurisdiction.</p>
	<p>On page 13 of 18 under policy 3-e and again on page 16 of 18 under (6) the term "practical" describing mitigation measures may not be clear and objective enough. We would recommend substituting "quantifiable" for "practical". -GM</p>	<p>The word 'practical' was deleted.</p>	
	<p>Specific to the traffic impact analysis requirement detailed in Policy 3-c, 3-d, and 3-e on pages 12 and 13 of 18 and repeated in LM 15.430 on pages 15 and 16 of 18, the requirements appear to be somewhat subjective (perhaps this was your intent), for instance "A traffic impact analysis may be required as part of a complete land use application, at the discretion of, and subject to approval by the County Engineer or designee, based on the requirements...". We would recommend you consider the multiple qualifiers prior to the thresholds and typical requirements that warrant a TIA. The may be required could be changed to "will</p>	<p>Policy 3-c was modified to say "traffic impact analysis shall be required unless waived by the County Engineer."</p>	<p>1. It is anticipated that the question of peak of the generator or peak of the roadway would be answered as part of the Traffic Impact Analysis scoping process. 2. The provision requiring a Traffic Impact Analysis if safety and congestion problems have been previously identified would be applicable when an area had been previously studied. This would typically be the case if the problems had been previously identified. It is anticipated that such previous studies would indicate the nature of the congestion or safety</p>

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	<p>be required", and at the discretion followed by subject to approval nearly ensure that many applicants will attempt to lobby their way out of the requirement. The threshold of an increase of 50 trips during the peak hour (peak of the generator, or peak of the adjacent county roadway?), congestion or safety problems (how much congestion or what kind of safety problem - crash history, sight distance, roadway geometry?)-GM</p> <p>The proposed standard states ".... demonstrate that the performance standard in Lane Manual 15.250 for the affected county roads will not be exceeded as a result of the plan amendment or zone change, within 20 years from the date of adoption of the county TSP, or 20 years from the date of adoption of a city TSP for roads within urban growth boundaries."</p> <p>This standard, as it reads, implies that an applicant does not need to meet the standard if it is already exceeded prior to site development. You may want to consider re-working the language to identify what the standard will be if the Lane Manual standards have already been exceeded prior to the development proposal. In the instance when the standard is already exceeded, it would be appropriate to require that the applicant does not further degrade the system. For example, in the event that further delay were added to an intersection already in failure, the applicant would be required to mitigate the intersection such that the delay was equal to or less than the intersection delay without site development.-K</p>	<p>Additional language was added to policy 3-e(i) on page 12 to require that if the performance standards are already exceeded, the standard shall be to avoid further degradation of conditions.</p>	<p>problems. Peak hour requirements in policy 3-b would be the threshold for analyzing congestion.</p> <p>While no changes (other than the changed noted in the column to the left) are being made at this time in response to the Peer Review comment, they are well taken. Staff will continue to consider these issues.</p>
	<p>Is the 20 year horizon a realistic requirement for all plan amendment and zone change applications? There is little detail on the scoping process, other than (3) on page 16 of 18 noting that the Traffic Engineer for the applicant should request approval of the scope of the analysis (is a scoping sheet being developed?) -GM</p> <p>The current proposed code language stipulates that "traffic impact analyses shall evaluate all affected county road facilities where direct access is proposed, including proposed access points, nearby intersections.</p>	<p>See comment</p>	<p>The 20 year horizon was chosen because the TSP is a 20-year document. Traffic Impact Analysis Guidelines are being developed, including provisions for approving the scope of the analysis.</p>
		<p>Policy 3-d was changed to delete "the nearest major intersection with a traffic signal" and replace that language with "nearby intersections".</p>	

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Design Standards (draft TSP Roadways Element)	<p>and the nearest major intersection with a traffic signal." The code language then provides the County Engineer the opportunity to modify the study intersection requirements based on the anticipated impact of the proposal. From our perspective, the requirement to study the nearest major intersection with a traffic signal seems unnecessary. While we fully support studying nearby intersections, the requirement of the nearest signal may be particularly unnecessary in many rural situations. Given that a traffic study scope must be approved by staff prior to proceeding with the analysis, adding the language requiring study of the nearest traffic signal seems unnecessary and could be required by the County Engineer when appropriate under the auspices of the "nearby intersections" requirement.-K</p> <p>P. 9, untitled bullets, the 2nd bullet should identify that the MUTCD is now the Millennium Edition (2000) and is the general standard. The Oregon State Traffic Engineer has the authority over traffic control devices on state facilities.-DU</p>	<p>Changed the paragraph preceding the 3rd group of bullets on page 29 of the 12/3/02 TSP draft as follows: "The following documents will primarily continue to guide engineering decisions about county roads in the absence of specific standards." Amended as suggested</p>	<p>Regarding the 1st comment sentence, engineering manuals are frequently updated. Lane Manual will contain a list of referenced documents and their publication year. As replacements come out, Lane Manual will be updated by Board Order as needed.</p>
Other	<p>P. 11, Policy 1-d needs another bullet to cite the "ODOT Design Guide". -DU</p> <p>Highway Capacity Manual Version: Section 15.430(4) We encourage you to consider modifying the code to state that the "most recent version" of the <i>Highway Capacity Manual</i> is the standard practice for traffic impact analyses as opposed to specifying the <i>Highway Capacity Manual 2000</i>. We routinely encounter jurisdictions that adopt specific versions of the <i>Highway Capacity Manual</i> and then find their transportation staff tied to an outdated analysis procedure by code language that the staff acknowledges simply needs to be updated but requires commission level action. This change would reduce the potential for future frustration from staff and applicants.-K</p> <p>One question I had was what happens if/when we amend our OHP and it gets out of sync with your plan. Maybe a footnote that the OHP is a living document and may be amended by the OTC from time to time, so due diligence suggests double checking the most current</p>	<p>See comment</p>	<p>Engineering manuals are frequently updated. Lane Manual will contain a list of referenced documents and their publication year. As replacements come out, Lane Manual will be updated by Board Order as needed.</p>
		<p>See comment</p>	<p>See above comment.</p>

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version of the plan...or something like that.-TB			

DRAFT ROAD DESIGN STANDARDS

Urban Arterials and Collectors	<p>P. 1 The reference to the 1998 Design Manual may need to be updated, contact Kent Belleque 503/986-3536 to see when new manual is scheduled to be out.-DU</p> <p>On page 1, the minimum Right-of-way width for urban arterial and collector streets is noted, with an explanatory note for the transition area behind the sidewalk. There is no indication of maximum R/W width or caveats for terrain that may require greater width to keep cut and fill slopes within the R/W. -GM</p> <p>Also on page 1, under Vehicle travel lane width, the text states "Where a design exception is taken,..." We would recommend substituting a term such as approved or applied for taken. In the same paragraph, we would suggest using 11 foot instead of "11 feet".-GM</p> <p>On page 2, item 2 under Travel lane width, the note that wider lanes may be required for industrial areas or areas with significant truck percentages, defined as 10-15% of ADT) may not adequately capture conditions. There are very few roadways in the urban areas of the county where trucks, expressed as a percentage of 24 hour ADT will reach or exceed 10%. We would recommend considering the total of 10-15% truck movements over any peak hour, peak four hour or perhaps twelve hour period, which is more illustrative of actual truck mix.-GM</p> <p>The section on sidewalks on page 2 note in the next to last paragraph that "Sidewalks are required on all Arterial and Collector street improvements (with the exception of Delta Highway and Northwest Expressway). Delta Highway south of Beltline is understandable since it is constructed as a fully access controlled freeway-type facility. Why would</p>	<p>Added language as follows: "The right-of-way must include space for utilities, transition areas, and cut and fill slopes, and may vary based on terrain."</p> <p>Amended to state "approved" instead of "taken", and replaced "feet" with "foot" in two places of the same paragraph.</p> <p>Amended to state, "10% or greater within a 12-hour period."</p>	<p>A new publication is due in June 2003. See previous comments regarding how updates to engineering manuals will be handled.</p> <p>No additional language was added to address the portion of the comment relating to maximum r/w width, because the road design standards are generally based upon minimum requirements.</p>
		<p>The referenced section was revised to address the issues raised.</p>	

Peer Review Comments - Draft TSP Roads Chapter and Road Design Standards

(Asterisk* in staff action column indicates update 8/1/03)

K=Kittelison & Associates; TB=Tom Boyatt, ODOT; GM=Gary McNeel, Eugene;DU=Dorothy Upton, ODOT; LPC=Land Planning Consultants; TBG=TBG Architects and Planners; DE=Don Ehrlich; ODOT

DRAFT SECTION	PEER REVIEW COMMENT	County Staff Action	Comments
	<p>Delta Highway north of Ayres Road or Northwest Expressway be considered the same?-GM</p> <p>Page 2, Sidewalks - Section b: Consider specifying a specific clear area for the curbside walks to define the through walkway.-DU</p>	<p>This comment concerns ADA requirements. The Design Standards were revised to include a broader statement regarding compliance with the ADA.</p> <p>Amended as suggested</p>	
	<p>On page 3, under the On-Street Parking discussion, the second paragraph ends with the text "and impacts to the presence of bicycle lanes on the street". The requirement for marked bicycle lanes are noted above on the same page as being required when those streets are newly constructed, reconstructed to urban standards, or are widened to provide additional vehicular capacity. A parking demand and supply study could be conducted on a street without marked lanes, so we would suggest substituting "and impacts to bicycle use of the street".-GM</p>		
	<p>Page 5, Pavement Structure, Item 1b: How far out should the traffic projection be?-DU</p>	<p>Amended item 1 by adding new section (a) requiring that the design life of the road be determined; and new section (b) requiring recommendations for additional pavement structure and timing.</p> <p>Amended as suggested</p>	
	<p>On page 6 the discussion on turn lanes notes "other factors such as accident experience". This phrase is duplicated elsewhere in the document as well. Most public agencies have adjusted this terminology to "crash experience" since the causative action of most collisions or wrecks are not 'accidental'. -GM</p>		
<p>Urban Local Streets</p>	<p>7. On page 18 under Urban Local Streets, the discussion of on-street parking, states that "On-street parking shall be limited to one side". Why is there no option for parking on both sides? The discussion of sidewalks does not appear to be limited to one side only.-GM</p>	<p>See comment</p>	<p>TPR encourages minimizing road widths when possible, and limiting parking to one side allows streets to be narrower.</p>
<p>Rural Local Standards</p>	<p>p. 19-table. Asphalt widths ranging from 16-20 feet are adequate for fire protection and would seem more reasonable.-LPC</p> <p>P. 20- clear zone. What is the 10 foot clear zone measured from?-LPC</p>	<p>See comment</p>	<p>Staff clarified with the commenter that this requirement only applies to county-maintained roads.</p> <p>Issue is clarified in the drawings but was also clarified in the text.</p>

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DRAFT SECTION	PEER REVIEW COMMENT	County Staff Action	Comments
	P. 21-tumarounds. Tumarounds should not be restricted to cul-de-sacs but should allow if not promote hammerheads.-LPC	lane." Amended to allow hammerheads	
	P. 22-maximum grade. For consistency with other County code and city standards, maximum grade should be 16% with provisions allowing limited steeper grades in hillside applications.-LPC	Amended to 16%. Use language from Forest zone: "... except for short distances when topographic conditions make lesser grades impractical. In such instances, grades up to 20 percent may be allowed for spans not to exceed 100 feet."	
LARs/Private Road Standards	P. 23- Driveways serving a single parcel should not be regulated.-LPC	Added language to clarify that driveways that only serve one parcel and are entirely located on the parcel served are not regulated.	
	P. 23-R/W width - Easements have historically been required to be 20 feet wide. No problem with 30 feet so long as pre-existing easements are exempted.-LPC	Amended to allow 20' wide easements that pre-date adoption of the road standards, provided they serve pre-existing lots or parcels. Also see comment.	Lane Code 15.135 provides for pre-existing conditions when access requirements are met (and when access need not meet standards). These provisions will be retained, possibly with minor revisions.
	P. 23-A 30 foot easement is adequate for a 16 foot road.-LPC	Reduced requirement from 35' to 30'	
	P. 23-Roadway width - 12 feet with turnouts is adequate for 2 to 3 parcels, 16 feet is adequate for more users.-LPC	Amended requirement to allow 2-3 parcels to meet the same standard as 1 parcel (12').	The requirement of 18' for 4 or more users seems appropriate. Based upon Land Management Division comments, the requirement was further amended to require that Rural Local Road standards be met for ADTs > 100.
	P. 23-Surface type - A 6 inch compacted gravel surface is adequate for private roads which are built up as needed over time through required maintenance agreements.-LPC	Amended surface structure requirements to allow 2-3 parcels to meet same standards as 1 parcel.	
	The text defining Local Access Road and Private Road (Easement) Standards on page 23 indicates at the end of the introduction that "Local access roads under the County's jurisdiction shall be vacated over time." Several LAR's have been annexed into the City of Eugene and it would seem unwise to vacate public rights-of-way in urban or urban transition areas when they could or may be surrendered to a municipality. Is there an action plan for this goal? - GM	Deleted this sentence.	
	P. 24-tumaround - Hammerheads should be allowed as turnarounds to better meet slope, right of way and	Revised the text to allow hammerhead or cul-de-sacs	

Peer Review Comments - Draft TSP Roads Chapter and Road Design Standards

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DRAFT SECTION	PEER REVIEW COMMENT	County Staff Action	Comments
	drainage conditions.-LPC P. 25-Maximum grade - a & b should be omitted.-LPC	See comment	Sections a. & b. were requested by RFPD for the Forest zone in previous discussions with LMD staff. At the request of Land Management Division staff, further revised this standard to indicate that spans with grades greater than 16% shall be paved.
	Page 25, LARs, Maximum Grade, Item-1. What distance would 16% grade be allowed (how long is "short distances")-DU	Amended to be consistent with Forest zone: ". . . Maximum grade shall be 16%. A maximum grade of 20% is allowable for spans of up to 100 feet on a straight tangent."	Engineering staff performed field tests to determine reasonable turnout requirements.
	P. 25-Table - revise per previous comments. Turnouts required for roads less than 16 feet in width should provide for total 16 to 20 foot width for a distance of 40 feet. A diagram would help.-LPC	Turnout requirements were revised to be required only for roads less than 16' in width, as follows: turnouts shall be provided to result in a total road width of 20'; 30' length; with 15' additional tapered roadway on each side, for a total of 60'. A diagram will be provided.	
Exceptions	P. 26-Evaluate insufficient right of way. Inability to obtain more is a difficult standard for applicant and county. Revisit 5 criteria to provide better opportunity for review of site specific conditions or circumstances.-LPC	In first set of bullets under Exceptions, added "other site specific circumstances", for clarification	
	P. 27- An exception review committee is an awkward, expensive and time consuming procedure. Consider other alternatives.-LPC.	Clarified to indicate the committee would be formed "as necessary."	The exception review committee provision is meant to ensure that appropriate staff are consulted. It is intended that review can take the form of any number of staff (1 or more) as appropriate. The review process can take a variety of forms ranging from telephone consultations to meetings. The intent is not to create a burdensome process but to create a vehicle for staff to make recommendations to the County Engineer.
Other	As a general overall note regarding the overall document, there were no indications of the criteria used to determine how the classification of a given roadway is determined. Does the county have a methodology or intend to develop one?-GM	See comment	Definitions were added to preface each functional class standard section. In addition, Lane Code Chapter 15 will contain updated and more clear definitions than currently exist.

SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE

Residence	Comments Summary	Response/comment
Dorena	Bicycle/Pedestrian Comments/Requests Need more Cottage Grove connections to Row River Trail	A logical route to provide a connection to the Row River Trail is improving Row River Road to accommodate bicycles. TSP Project #67 identifies an urban standards project from the Urban Growth Boundary to Row River. Beyond that, the road generally meets minimum design standards and does not necessitate a capital improvement project to bring it up to standard.
Eugene	Springfield needs bike/ped facility improvement	TransPlan, the Eugene-Springfield TSP, was adopted October, 2001. Specific requests not addressed by either TransPlan or the project list contained in the Lane County TSP can be forwarded to the City of Springfield for their consideration.
Eugene	Promote Lane County for recreation and livability by creating a network of bicycle routes.	See project list and bicycle/pedestrian section of TSP. Specific comments on gaps in the system are needed to more fully address this comment.
Oakridge	President Of Pathfinders Mountain Recreation Consultants; Tour de Lane concept of using limber-access roads, county and state roads linked into a mapped and signed system is a unique attraction to cyclists and a viable economic diversification tool for rural communities. Pave Thompson Creek Rd. in Mapleton to complete a loop that includes North Fork Suslaw and Elk Tie Road. Paving gravel roads will attract more bicyclists to tour Lane County.	Thompson Creek Rd has a very low traffic volume. Thompson Creek Rd is partly paved and partly gravel, and it did not make the project list due to its very low ADT (40). Elk Tie Rd does not appear to be a county road. Generally the TSP supports bike facility improvements on roadways that access major destinations--roadway improvements designed only for recreational purposes have a lower priority.
Eugene	Better/secure bike parking	The City of Eugene has bike parking standards. The county TSP does not establish standards for bike parking in the areas under its jurisdiction. This is because the county road system is mostly rural. Bike parking security is more of an urban issue that can/should be addressed by individual city TSP's.
Eugene	Also requests access be created for bikes through construction projects so unanticipated detours are not needed.	In most cases, the nature of road construction projects makes this difficult. Signed detour routes are provided as needed.
Eugene	Improve bike shoulders, in particular: Crow Rd. is okay but could be a foot wider	A number of rural modernization projects on the TSP project list include the addition of or widening of paved shoulders for bicycle use (see project list). Crow Rd. was not identified for improvements--its width is not considered deficient to the point of necessitating a capital improvement project to bring it up to standard.
Eugene	Also supports extension of Fern Ridge bike path and supports having it go under or over Bailey Hill Rd. Bailey Hill is too heavily trafficked at grade for crossing bikes.	The bike path to the Fern Ridge reservoir is identified in TransPlan as Project Number 426 on the Future (beyond 20-years) Project List. Lane County does not have a source of revenue that can be used for "off-right-of-way" improvements. State law restricts the use of the county's Road Fund to only improvements within the public right-of-way. Projects listed in the TSP on Greenhill Road (#10 and 54) and Fir Butte Rd (#118) will improve shoulder bikeways, and in combination with existing shoulder bikeways on Clear Lake Rd provide an on-street bicycle route alternative.

SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE

Residence	Comments Summary	Response/comment
Fall Creek	Most roads need better bike/ped facilities in this area, except for Pengra.	In the Fall Creek area, portions of Jasper-Lowell Rd have been identified for modernization, including paved shoulders for non-motorized use (projects 130 and 132). Projects in the Jasper-Lowell area include modernization of Parkway Rd to past Pengra Rd, to milepost 5.0. See the project list map for location.
Lowell	Add sidewalks along major routes near schools;	In Lowell, sidewalks were added in 2002 to Jasper-Lowell Rd. This provides connectivity with the existing sidewalk that accesses the school. Generally, the County requires sidewalks on its urban arterials and collectors and urban local roads. Improved rural collector roads typically receive paved shoulders for non-motorized travel. Staff considered rural bicycle-pedestrian needs by conducting field surveys of these facilities within 1/4 to 1/2 mile of local destinations, including schools, and made recommendations for improvements. The recommendations were added to the TSP 20-year project list.
Lowell	Lowell needs planning assistance with street design and location	County has developed new design standards that apply to county roads within established urban growth boundaries. City standards apply to county roads classified as local roads within urban growth boundaries. As needed, cities may refer to Lane County design standards and/or publications such as AASHTO's <i>A Policy on Geometric Design of Highways and Streets</i> as a resource for developing design standards. Planning the location of roadways inside Lowell falls outside the scope of the Lane County TSP.
Lowell	Install stop signs and reduce speed limits; there are auto-ped conflicts on Pengra and Jasper-Lowell	This area was upgraded in 2002 with sidewalks, a school crosswalk, and connections to an existing off-road path to increase pedestrian safety. The intersection was studied and the two existing stop signs were found to be adequate. A speed zoning investigation was conducted and a state Speed Zone Order set new speed limits for this vicinity.
Marcola	Supports multi-modes; does not support widening of Marcola Rd. but supports widening bike lanes	The County recently modernized Marcola Rd., including widening and the addition of adequate paved shoulders for bike use as well as striped bike lanes through the developed portion of Marcola proper. The section below Parsons Creek Rd was completed in 2002. Construction in Marcola is scheduled for 2003.
Junction City	Bicyclists should face traffic	Bicycles are legally classified as vehicles and therefore must follow the regulations that govern vehicular movement in Oregon. Marked bike lanes therefore follow the direction of traffic and bicyclists must go with the traffic flow. According to the Oregon Bicycle and Pedestrian Plan, there are greater safety concerns when bicyclists travel against the flow of traffic on a roadway, whether in a marked bike lane or on a paved shoulder.
Eugene	Bicycles should be registered to pay for improvements.	This is a regulatory policy decision that rests with the Board of County Commissioners.

SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE

Residence	Comments Summary	Response/comment
Eugene	Bikes are not required to be insured; only motorized vehicles are. Also, registrations would not cover costs of needed improvements. Instead, tax bike purchases like tubes and tires. Finally bicycles benefit everyone by reducing congestion, not using energy resources, and not using parking spaces. These benefits should be rewarded rather than taxed, although taxing at a slight rate would probably be hardly noticeable.	See response above.
	County Road Improvements	
Cheshire	Improve 6th St. in Cheshire	6th St in Cheshire does not appear on maps, and does not appear to be a county road.
Cheshire	Widen High Pass and Dorsey Ln. as well for bike/ped facilities	Dorsey Lane is identified in the TSP project list for rural modernization, including the addition of paved shoulders to accommodate non-motorized travel (project# 110). High Pass Rd at Cheshire may be considered if additional demand for it is heard from the public.
Cheshire	Replace bridges with culverts	Generally, the environmental impact of replacing bridges with culverts is high and not supported by the county as a general practice. Lane County bridges, in general, are in good condition with very few having sufficiency ratings below 50 (9 out of 402). With this in mind, developing a program to replace bridges that are structurally and functionally sufficient is hard to justify for the public expense.
Dunes City	Clear Lake Rd. needs bike/walking lane	The section from Hwy 101 to Jensen Lane was improved by the County in 2001. The remaining section from Jensen Lane to Canary Rd is programmed in the CIP and scheduled for improvements within the next couple of years.
Eugene	Supports alternative modes; need more shoulders on high speed roads	See project list. A number of county roads are identified for modernization and shoulder improvements. Also see Lane County Road Design Standards, which provide for adequate shoulders on high-volume roadways when designing reconstruction and modernization projects..
Eugene	Promote bike safety; wider shoulders on Lorane Highway	Lorane Hwy was widened from Chambers St. to Spencer Creek in 1998. Variable width shoulders were provided from Chambers to McBeth. Full width shoulders were constructed from McBeth to Spencer Creek Rd. All other sections of Lorane Hwy have full width shoulders that meet standards.

SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE

Residence	Comments Summary	Response/comment
Eugene	From bicyclists standpoint, road surfaces are superb-smooth and well drained. Shoulders need to be wide enough and maintained. Lorane Hwy, Coburg Rd., Jasper Road, Perkins road need safety improvements.	See Lorane Hwy response above. Bike lanes were added on Coburg Road north of Eugene from Kinney Loop to Armitage Park as part of an urban standards project in 2000. Jasper Road is under the jurisdiction of the City of Springfield as well as the State Department of Transportation. The respective agencies must be contacted regarding these facilities. Farther out from the metro area, Jasper-Lowell Rd is a county facility, and there are two projects identified in the Lane County project list (in addition to improvements made in 2002) that will provide paved shoulders for bicycle use (projects# 130, 132). Perkins Rd from the Veneta city limits to Central Rd is identified for the addition of bike facilities in the TSP (project# 14).
Eugene	Improve bike shoulders, in particular: Territorial south of Crow Rd., Crow Rd. is okay but could be a foot wider;	Territorial Hwy is a state facility and out of Lane County's jurisdiction. However, staff has noted insufficient shoulders on Territorial and has included recommendations to the state for shoulder improvements in the TSP. Crow Rd currently has 3-4' shoulders and, as such, does not necessitate a capital improvement project to bring it up to standard.
Eugene	Wants wider shoulders on Sheffler Rd.	Sheffler Rd was noted as having inadequate width as part of the county's road needs assessment. However, the road was within 4 feet of having an adequate minimum width and was sufficient with regard to the other assessment criteria. Since the roadway is otherwise in good condition and its ADT of 950 is not considered high, the road was not recommended to the project list.
Fall Creek	Relieve traffic on Jasper-Lowell Rd., which is too narrow;	See previous staff responses related to Jasper-Lowell Rd. Jasper-Lowell Rd is identified for modernization in the Fall Creek area (projects# 130, 132). In terms of relieving traffic, Lane County supports providing bicycle facilities in these projects and encourages use of alternate modes of transportation along this route.
Fall Creek	Pengra needs realignment; better directional signage at Pengra and Jasper-Lowell	Road improvements were constructed at this intersection in 2002. There are currently no plans or identified need for realignment of Pengra.
Vida	Put in Bear Creek Bridge	From 1988 to 1994, the County undertook an effort to study and build a new bridge crossing over the McKenzie River to serve the Goodpasture Road area. In January 1990, the Board of Commissioners selected Bear Creek as the preferred location for the new bridge. The subsequent land use plan amendment was appealed by the Pacific Rivers Council and the Oregon Guides and Packers to the Oregon Land Use Board of Appeals (LUBA). LUBA remanded the application back to the Board of County Commissioners who then elected to remove the project from further consideration.

SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE

Residence	Comments Summary	Response/comment
Eugene	From bicyclists standpoint, road surfaces are superb-smooth and well drained. Shoulders need to be wide enough and maintained. Lorane Hwy, Coburg Rd., Perkins road need safety improvements.	Comment addressed above.
Eugene	Add shoulders to Dillard, Lorane, and routes to Veneta/Elmira	Dillard Rd is identified for modernization and shoulder improvements in the project list (project# 86). Lorane Hwy has been improved. Some routes in the Veneta/Elmira area have been included in the project list, namely Perkins, Central, and Suttle Rds (projects# 14, 120, 134).
Eugene	As roads are improved/resurfaced, add 3-4' shoulders for bikes. Coburg Rd. for example needs wider shoulders.	See County Road Design Standards. The standards for the rural collector system provide for a minimum 4' shoulder on higher ADT roads. Only in lower ADT and mountainous terrain settings do the standards require lesser or in some cases no shoulders as the minimum. Coburg Rd from the City of Coburg to Eugene has shoulders and bike lanes that meet standards. See project# 82 in the TSP for the northern most section of Coburg Rd.
County Road Maintenance		
Eugene	Stop roadside spraying.	The County has an Integrated Vegetation Management Program (IVM) that uses a combination of manual, mechanical, chemical, and biological methods to manage vegetation along roadsides. Specific comments can be forwarded to the Vegetation Management Advisory Committee (meets monthly) or the Board of County Commissioners.
Eugene	Promote bike safety clean gravel from shoulders	The County currently sweeps about 4-5 times a year. Increasing this frequency is a matter of allocation of resources. Please comment if you feel a higher frequency of sweepings is necessary.
Lorane	Increase safety for bikes/peds on high speed roads; keep bike lanes swept	The county strives to provide adequate bike facilities (either marked lanes or paved shoulders) in its modernization projects on higher speed collector and arterial roads. Please identify specific roadways with perceived safety problems. The County currently sweeps about 4-5 times a year. Increasing this frequency is a matter of allocation of resources. Please comment if you feel a higher frequency of sweepings is necessary.
Environment and Transportation		
Cheshire	Develop an environmentally sound plan with public/private input to plan for less gas and more people.	The comment is taken to mean "reduce reliance on the automobile". This is a concept embraced in the state Transportation Planning Rule (TPR). In developing the Lane County TSP, our goal is to be in compliance with the TPR.

SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE

Residence	Comments Summary	Response/comment
Eugene	Protect wetlands better during road projects.	The TSP includes policy language stating that Lane County shall follow all state and federal environmental regulations, and this has historically been the county's practice. Each project brings its own set of circumstances regarding environmental impact. The goal stated in the TSP is to meet the requirements of Federal and State law through coordination and authorization by the appropriate regulatory agencies. Additional discussion regarding this topic is found in the TSP Transportation and Land Use chapter.
Eugene	Concerned about road encroachment in wetland areas and too many roads.	See response above.
EWEB	Evaluate hazardous materials transportation, especially on McKenzie Hwy. Focus is on shipment of persistent toxic materials that are hard to remove from water.	Movement of hazardous materials on state highways is regulated by the Oregon DOT. Interstate movements of hazardous materials is regulated by the US DOT. McKenzie Hwy is an ODOT facility.
Elmira	State Highway Maintenance Need more signage advertising the coast in Eugene	This comment relates more to economic development than the transportation system, and is beyond the scope of the county's TSP.
Florence	Hwy 126 needs phones and turnouts	Hwy 126 is a state facility and not under the jurisdiction of Lane County. ODOT should be contacted regarding this issue.
South of Florence	Need striping more often (it wears off); favors segregated bike/ped lanes	Separate multi-use paths are typically not provided with county road projects or as a stand-alone project, due to constitutional limits on the use of road funds.
Vida	Hwy 126 needs emergency turnouts	Hwy 126 is a state facility and not under Lane County jurisdiction. ODOT should be contacted regarding this issue.
Cheshire	State Highway Improvements Highway 36 Need shoulders on Hwy 36; widen and resurface Territorial; better maintenance of road and ditches on Territorial	While state highways are not under the planning jurisdiction of Lane County, staff has created a partial list of recommendations for state highway improvements based upon a bike-pedestrian needs assessment of facilities near local destinations (such as schools and stores) in rural unincorporated communities. Highway 36 has been recommended for shoulder improvements in Cheshire. Territorial Hwy in Crow and Lorane has been recommended for shoulder improvements. These recommendations were given to ODOT and are discussed in the TSP Needs Assessment chapter.
Cheshire	Safer access for bikes/peds on Hwy 36, Territorial Rd.; put hwy fees back into this area	See above comment.

SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE

Residence	Comments Summary	Response/comment
Junction City	Need more shoulders and improved safety on Hwy 36 near Blachly, Territorial, Laurence. Repair chipped blacktop edges; replace missing crushed rock on shoulders. Territorial too narrow for modern vehicles.	See also above comment. Hwy 36 near Blachly has relatively low traffic volumes, and was therefore not on the list of recommended improvements that was given to ODOT. Territorial in Crow and Lorane has been recommended for shoulder improvements. Safety and operational concerns may also be addressed to ODOT
Dunes City	Need wider shoulders for bikes/peds and emergencies north and south of Florence; need more traffic lights on Hwy 101 Highway 101	As part of an assessment of bike-ped facilities serving local destinations in unincorporated communities, Hwy 101 at Glenada was recommended to ODOT for shoulder improvements. The assessment was limited to a few sections of state roads and mainly focused on county facilities. Safety and operational concerns may also be addressed to ODOT.
So. Of Florence	No traffic lights at crosswalks on Hwy 101; increase visibility of crosswalks with vivid colors; need protected turns; more emphasis on pedestrian facilities	See above comment.
Dunes City	keep Hwy 126 2-lane as a scenic highway Hwy 126 Florence-Eugene Highway	Hwy 126 is a state facility and not under Lane County jurisdiction. ODOT should be contacted regarding this issue. Currently, Hwy 126 is not officially designated as a scenic route.
Junction City	Widen W. 11th to 4 lanes to Veneta	W. 11th (Hwy 126W) to Veneta is a state facility and not under Lane County jurisdiction. ODOT should be contacted regarding this issue. West 11th, the urban section of Hwy 126W, is identified for improvements in the TransPlan project list—the TSP for the Eugene-Springfield metro area.
Veneta	Need a bypass between Eugene and Veneta; not Hwy 126 because of riparian areas; proposes different route	A bypass project is not included in the TSP. More support and analysis would be needed to warrant inclusion of this in the TSP.
Veneta	W. 11th is insufficient for large traffic volumes. Hwy 126 should be in CIP. To avoid riparian areas, construct bypass.	Hwy 126 is a state facility and therefore not considered for inclusion in the county CIP. A bypass project is not included in the TSP. West 11th, the urban section of Hwy 126 W, is identified for improvements in the TransPlan project list—the TSP for the Eugene-Springfield metro area.
Eugene	Promote bike safety; wider shoulders on W. 11th, Hwy 99/99W; clean gravel from shoulders	Hwy 99 is recommended to ODOT in the TSP for shoulder improvements in Goshen and Saginaw to allow better bicycle access to local destinations. West 11th is identified for urban standards (including bike facilities) from Greenhill to Danebo in TransPlan. This project has been incorporated into the TSP project list.
Eugene	left turn from W.11th to Beltline is hazardous.	W. 11th at Beltline is a state facility and not under Lane County jurisdiction. ODOT should be contacted regarding this issue.
Eugene	add shoulders to routes to Veneta/Elmira	Some routes in the Veneta/Elmira area have been included in the project list, namely Perkins, Central, and Suttle Rds. See project list for descriptions.

Territorial Highway

SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE

Residence	Comments Summary	Response/comment
Eugene	Improve bike shoulders, in particular: Territorial south of Crow Rd., Crow Rd. is okay but could be a foot wider;	Comment addressed above.
Lorane	Territorial needs shoulders; better brush removal	Comment addressed above.
Eugene	From bicyclists standpoint, road surfaces are superb-smooth and well drained. Shoulders need to be wide enough and maintained. Highway 99, Territorial, Jasper Road need safety improvements.	Comment addressed above.
Eugene	Highway 99 Goshen-Creswell add shoulders to Hwy 99 (Goshen-Creswell)	Comment addressed above.
Vida	Hwy 126 McKenzie Highway	Comment addressed above.
Eugene	By-pass Hwy 126 E. with a major highway that avoids riparian areas; Add shoulders to McKenzie Hwy	The TSP recommends to ODOT shoulder improvements along McKenzie Hwy. See ODOT STIP for identified projects along McKenzie Hwy. The county encourages the completion of such projects.
Eugene	Other State	Comment addressed above.
Florence	Supports alternative modes; need more shoulders on high speed roads I-5 is getting congested	Multi-jurisdictional efforts are underway to promote high speed rail serving the north-south Willamette Valley corridor as an alternative to driving. Public support for high-speed rail improvements assists in addressing this issue. Future I-5 corridor planning will focus on the highway-TransPlan Includes improvement projects and studies for I-5 in the Eugene-Springfield area.
Dorena	Transit Service Requests (LTD Buses, Vans, Paratransit) "From a rural person"; need transit to Cottage Grove and Creswell from Eugene	LTD now offers bus service to Cottage Grove with stop in Creswell, terminating at Eugene Station and also servicing UO and LCC.
Eugene	Transit to Cottage Grove and Florence; downtown trolleys; rail to Oakridge	LTD bus service is now offered to Cottage Grove, though not to Florence. Limited funding currently restricts the degree to which bus and new rail service can be provided throughout the county. Current Bus Rapid Transit initiatives will help in providing fluid transit service between major destinations in Eugene-Springfield.
Veneta	Need more frequent buses for Veneta, Junction City, and service to Cottage Grove; supports bike paths and more transit	See above comment.
Vida	Transit service needed for Cottage Grove	See above comment.
Junction City	More LTD routes through Junction City and Harrisburg;	See above comment.
Lorane	commute service between Eugene, Creswell, Cottage Grove, Florence, Albany, Corvallis	See above comment.

SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE

Residence	Comments Summary	Response/comment
Lorane	Vanpool or minivan between Lorane and Eugene via Territorial, Lorane Highway, Bailey Hill Rd; emphasize alternative modes to private auto;	Amount of travel between Lorane and Eugene may not warrant operation of a minivan. Carpool matches may be sought via Commuter Solutions, the regional transportation demand management program at LTD. Commuter Solutions promotes use of alternative modes. Alternative modes are encouraged through the County's CIP with the development of bicycle and pedestrian facilities on applicable roads.
Lorane	Bus service to Lorane that has bike racks	See above comments.
Marcola	Need bus/van service to Marcola	See above comments.
Dunes City	Expand FACT to Mapleton and Dunes City	Refer request to City of Florence.
So. Of Florence	Help Florence form an independent transportation district	This request should be directed to the City of Florence and the county Board of Commissioners. The Commissioners and City will also receive copies of these comments as part of the TSP adoption process.
So. Of Florence	More transit to rural areas; need to expand transit in general, including Deadwood, Canary, Ada, Dunes City; extend dial-a-ride service.	Funding for expanded transit is limited in part by the ability of communities to pay for the service. Lower demand in outlying areas also contributes to decisions not to serve these areas. The Public Transportation section of the TSP discusses this issue in more detail. Also contact LTD for additional information.
Florence	West Lane needs bus service to/from Eugene; Transit between Florence, Mapleton, and Eugene is needed; more safe rural bus service	See above comments.
Florence	Need transit between Florence and Eugene; interested in statewide rail system; increasing need for special transportation services for elderly	See above comments.
Eugene	Extend bus to Dillard Rd; bike racks on buses; better transit schedules	See above comments.
Eugene	Promote bike safety and transit; more bike racks and spaces on buses	See above comments.
Eugene	Supports tram downtown	See above comments.
Lorane	Transit to airport	See above comments.
	Make mass transit available to rural areas; offer "maxi-taxi" for a fee to rural areas;	See above comments.
Cheshire	Rail, Passenger and Freight Promote multi modes including "super trains".	The Pacific Northwest corridor from Eugene to Vancouver BC has been nationally authorized under the High-Speed Rail Investment Act. High-speed trains may be provided on this route as improvements are made to the tracks. Population growth and continued political support should improve and expand existing rail service in this direction.
Vida	Supports monorail or trolley in Eugene-Springfield.	These particular transportation options are not advocated in the TSP and are not currently included in the Eugene-Springfield TransPlan. Request should be directed at the respective cities.

SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE

Residence	Comments Summary	Response/comment
Eugene	Downtown trolleys; rail to Oakridge	These particular transportation options are not advocated in the TSP and are not currently included in the Eugene-Springfield TransPlan. Requests should be directed at the respective cities.
Eugene	Offer more modes of travel, like rail and transit.	Passenger rail service has improved out of Eugene north to Portland and beyond. Lane County supports the mission of LTD and its provision of local transit service.
Lorane	Commuter service between Eugene, Creswell, Cottage Grove, Florence, Albany, Corvallis; light rail between Eugene, Springfield, Junction City, Veneta;	Commuter service may be sought through LTD's Commuter Solutions program. The Bus Rapid Transit (BRT) system being developed for Eugene-Springfield mimics a light-rail line at lower cost. No known plans to extend this service to JC or Veneta at this time.
Lorane	Improve and expand freight rail to reduce truck traffic	Freight truck traffic will only increase in the future, and diverting additional freight to rail is a cogent idea. Expanding rail to the dispersed settlements in Oregon would be highly capital intensive, and forces such as market demand would primarily drive these types of decisions.
Lorane	Rapid transit to Portland	The Pacific Northwest corridor from Eugene to Vancouver BC has been nationally authorized under the High-Speed Rail Investment Act. High-speed trains may be provided on this route as improvements are made to the tracks. Population growth and continued political support should improve and expand existing rail service in this direction.
Marcola	Supports train on I-5 corridor.	The Pacific Northwest corridor from Eugene to Vancouver BC has been nationally authorized under the High-Speed Rail Investment Act. High-speed trains may be provided on this route as improvements are made to the tracks. Population growth and continued political support should improve and expand existing rail service in this direction.
Vida	Supports high speed rail to Seattle	The Pacific Northwest corridor from Eugene to Vancouver BC has been nationally authorized under the High-Speed Rail Investment Act. High-speed trains may be provided on this route as improvements are made to the tracks. Population growth and continued political support should improve and expand existing rail service in this direction.
Land Use and Transportation		
Dunes City	Move commercial uses off of Hwy 101 to move in-town traffic to smaller roads; beautify; require landscaped parking and no parking in front	See Dunes City Comprehensive Plan and development ordinance. Landscaping and parking requirement suggestions may be made to the City for their consideration in future ordinance changes.
Eugene	Better/secure bike parking; land use planning to reduce distance between work/home/stopping	This issue is primarily urban in nature and should be directed to the City.

SUMMARY OF 1995 PUBLIC COMMENTS REGARDING THE TRANSPORTATION SYSTEM PLAN UPDATE

Residence	Comments Summary	Response/comment
Eugene	Supports land use planning that reduces VMT.	See TransPlan, which includes strategies to minimize VMT in metro area. The County follows state land use requirements that limit development in rural areas. Concentrating development in well-designed cities should, in effect, reduce VMT per capita.
Miscellaneous Transportation Policy Issues		
Siustaw RFPD	Concerned about road grades in residential areas.	Maximum grades on county roads are established in the draft road design standards that are being considered for adoption as part of the TSP.
Cheshire	Require seatbelts on school buses	This issue is beyond the scope of the County TSP.
Junction City	Raise age for drivers permits and licenses	Currently, the Lane County Sheriff's Office does operate work crews for some highway maintenance tasks. For more information, please contact the Lane County Sheriff's Office. For State facilities, the TSP does not address this comment as it is outside the scope of the document.
Junction City	Use prisoners for highway maintenance	Currently, the Lane County Sheriff's Office does operate work crews for some highway maintenance tasks. For more information, please contact the Lane County Sheriff's Office. For State facilities, the TSP does not address this comment as it is outside the scope of the document.
Lorane	Be aware of equestrian use of roads	While no longer a prominent use of the roads, equestrian travel is known to exist in part of the county. Shoulder areas can usually accommodate this use. In addition, some state and county parks are developed with equestrian facilities.
Transportation Demand Management		
Eugene	Create incentives for transit use and disincentives for private motor vehicle use, such as through taxes, education, employer incentives. Explore solar powered mass transit.	The Transportation Planning Rule, which the county's TSP must comply, promotes alternatives to private motor vehicle use. Transit and transportation demand management (TDM) are promoted and supported in the county TSP. For example, TDM is promoted as a mitigation option as part of Traffic Impact Analysis requirements related to proposed development. See Chapter 4.1 in the draft TSP.
Lorane	Provide employer financial incentives to encourage alternatives to single occupancy vehicles and disincentives to single occupancy vehicle use.	LTD's commuter solutions program provides opportunities for employers to encourage alternatives to single occupancy vehicle use. See also above comments.

Attachment 5

INDEX OF CHANGES TO LANE MANUAL CHAPTERS 15 AND 60

I. PROPOSED CHANGES TO LANE MANUAL CHAPTER 15, ROADS

Table of Contents

The Table of Contents was updated to reflect all changes to subchapter headings.

LM 15.001 General Purpose

A general purpose statement was added to LM Chapter 15.

LM 15.002 Definitions

A new definitions section was added to cross reference the definitions found in LC 15 and to define “Director” and “Department”.

LM 15.005-15.035 Road Renaming

1. Sections were updated to accurately reflect current administrative practice and make housekeeping changes.
2. The list of standards in LM 15.020(3) was updated with regard to acceptable words in road names.
3. The road renaming fee amount was relocated to LM 60.854(5) to reside with other Survey Section fees.
4. Procedures were updated to reflect that road renaming can be processed by Board Order rather than Ordinance, whether or not a public hearing is held.

LM 15.105-15.155 Public Road Dedications and Acceptance

1. The title of this subchapter was updated with the words “Public”, and “And Acceptance”, and the word “acceptance” was added to some sections to reflect that a subset of roads in Lane County were dedicated but never formally accepted, and therefore, an action may be initiated to request acceptance of such roads.
2. The definition of a “Public” road from LC 15.010 was added.
3. The list of required application materials to initiate a public road dedication and/or acceptance was updated.
4. The procedures for processing a public road dedication and/or acceptance were updated to accurately reflect current administrative practice and responsible County divisions/sections.

LM 15.200-250 Acceptance of Dedicated Public Roads As County Roads

1. “As County Roads” was added to the title for clarification.
2. LM 15.213, “Guidelines for Acceptance”, was moved from where it was before under LM 15.410(6), General Road and Access Policies.
3. LM 15.220 and LM 15.222 were updated to delete reference to the deleted standard of a 60-foot minimum right-of-way, which becomes obsolete with adoption of the new road design standards in LC Chapter 15. LM 15.220 was also updated to include a provision that the actual location of a road being considered for acceptance needs to be verified as accurate in the official survey records.
4. LM 15.240 was updated to add that conditions of acceptance may involve dedication and improvement requirements.

LM 15.260 Acceptance of Park Roads

15.260 was updated to:

1. Reference the new road design standards being adopted as part of LC Chapter 15.
2. Add a provision to address the fact that some County Parks are located on leased Army Corps of Engineers lands (such as Richardson Park and Baker Bay Park), and to provide for County acceptance of roads on such lands into the County Road system for maintenance purposes.

LM 15.300-305 Road Vacations

1. The title was updated to add “Road” and delete “Procedures”.
2. LM 15.300, General Requirements (for road vacations), was relocated to here from LM 15.410(7), General Road and Access Policies, because it specifically pertains to Road Vacations.
3. Roads within platted subdivisions that are proposed for vacation require a replat, and may require new dedications and improvements to maintain public road connections.

LM 15.405-410 General Road and Access Policies

This section was reorganized as follows:

1. As noted above under Acceptance of Dedicated Public Roads As County Roads (LM 15.200-250) and under Road Vacations (LM 15.300-305), LM 15.410(6) & (7) were relocated to those other sections.
2. LM 15.405 was reorganized to relocate the first paragraph into LM 15.410, where it pertains to Criteria, and retain the second paragraph as a purpose statement.
3. The Criteria in LM 15.410 were updated to reference access management, road design standards, and other new provisions of LC Chapter 15.

LM 15.450-460 Road Design Standards (new title, “Recognized Engineering Guidelines”)

Minimum General Road Standards in these sections were deleted and replaced in LM 15.450 by “Recognized Engineering Guidelines.” Instead of containing road design standards, this section now lists the engineering publications that provide the basis of standards found in LC Chapter 15. Should a particular guideline be absent in Lane Code, this list of publications can be consulted. The years of publication for each manual were placed here so it can be updated by Board Order.

LM 15.505-560 Public Road and Right-of-Way Policies

1. This part of Lane Manual administers public roads as to placement of gates, fences, and cattle guards; and drainage, illumination, bikeways and sidewalks, mailboxes, and danger trees. A cross reference was added in the bikeways and sidewalks to the road design standards in LC Chapter 15. The sections on bikeways and sidewalks were consolidated, and sidewalk policy was relocated to the TSP.
2. LM 15.560, Donated Public Amenities was relocated to LC 15.210 where other related requirements reside.

LM 15.575-15.580 County Improvements/Citizen Involvement

LM 15.580 was updated to formalize the use of a stakeholder process to be used as needed to expand opportunities for citizen involvement in individual project design review. Staff included this change to provide for additional property owner involvement before design proposals reach the Board for adoption.

LM 15.705-755 Arterial Highway Financing Program

This section was entirely deleted because the Arterial Financing Program is obsolete.

LM 15.850-865 Performance Agreement Standards

1. LM 15.855 was updated with a cross reference to LC 15.210, Facility Permit requirements, to indicate that performance agreements may be used as part of the facility permit process to ensure required road improvements are completed.
2. A provision was added to LM 15.855 to provide that the County Administrator delegates authority to the Director of Public Works (or designee) to execute performance agreements associated with facility permits and land divisions.

LM 15.900-930 Tourist-Oriented Directional Signs

LM 15.925, Application Process, was updated to reflect current application procedures to place a tourist-oriented sign next to a public road. “Exhibit A”, an application form that need not be included in Lane Manual, was deleted.

II. PROPOSED CHANGE TO LANE MANUAL CHAPTER 60, PUBLIC USE OF COUNTY FACILITIES AND SERVICES

LM 60.854 Public Works Department/Land Management Division Surveyors

In LM 60.864, new section (5) was added to list the \$100 fee for road renaming that was previously under LM 15.020(1)(h).

Attachment 6

INDEX OF CHANGES TO LANE CODE CHAPTERS 13 AND 15

I. PROPOSED CHANGES TO LANE CODE CHAPTER 13, LAND DIVISIONS

LC 13.050: General Requirements and Standards of Design and Development for Preliminary Plans

In LC 13.050(3), Relationship to Adjoining Road System, a provision stating that streets that are continued through a subdivision or partition plat must meet minimum road width requirements was broadened to encompass all road requirements in LC Chapter 15.

In LC 13.050(5), Access, the following changes are proposed as part of this update:

- In 13.050(5)(a)(i), required frontage for new parcels created along a road was increased from 20 feet to 30 feet, consistent with changes made to LC Chapter 15 regarding minimum easement widths, which will change from 20 to 30 feet. Twenty-foot easements (and frontages) will continue to be allowed for previously existing legal lots and parcels.
- In LC 13.050(5)(b), a cross reference to the standards found in LM 15 was deleted since all the provisions for road design standards from LM 15.450-460 were relocated to LC Chapter 15.
- In LC 13.050(5)(b) and (c), “Easements” as a road type was incorporated into the list of road types in (b) rather than having a separate list of easement requirements in (c). The separate list of easement requirements in (c) was deleted as being redundant to requirements found in LC Chapter 15 (primarily LC 15.055 and 15.706).

LC 13.100 and 13.105: Application Requirements for Preliminary Partition and Subdivision Plans

In LC 13.100(3) Application Requirements for Preliminary Partition Plans and 13.105(3), Application Requirements for Preliminary Subdivision Plans, language was added to require that information be submitted sufficient to ensure compliance with new driveway and road intersection spacing standards found in proposed LC 15.138.

LC 13.400 Amendments to Preliminary Plans and Final Plats

A new subsection (3) was added to require that roads vacations within platted land divisions will require a replat and may require road dedications and improvements to re-establish pre-existing public road connections.

II. PROPOSED CHANGES TO LANE CODE CHAPTER 15, ROADS

Table of Contents

The Table of Contents was updated to reflect all changes to subchapter headings.

LC 15.005 Comprehensive Plan

A new section was added to refer to the Lane County Transportation System Plan, a component of the County Comprehensive Plan.

LC 15.010 Definitions

Definitions were updated. Highlights of new definitions include:

- Terms used to define different kinds of road improvement projects originate from a variety of sources, including common engineering terminology, the Oregon Department of Transportation, federal and state funding sources, and state land use goals. These terms were defined in LC 15.010.
- Prior to this update, LC Chapter 15 Definitions combined road *functional classifications* (such as arterials, collectors, and local roads), and *types* of roads (such as public, county, local access, and private easements) all together under the subheading, “Roads”. In the new version of LC Chapter 15, Functional Classifications are defined separately from Roads to clarify that ‘functional class’ is a distinct definition separate from various road types.
- “Local Access Road” was defined. The term originated from state law enacted in 1981 to describe rights-of-way that are not maintained by state, federal, county agencies. Previously these roads were called “dedicated

public roads” or simply “public roads”. Since ‘public road’ continues to be used interchangeably with LARs, Lane Code continues to use all three terms.

- Terms from the Transportation Planning Rule (TPR) that are used within LC Chapter 15 and the TSP were added.

LC 15.020-15.040 Master Road Plan, Schedule of Roads, Road Types, and Functional Classifications

LC 15.020 through LC 15.040 was updated with regard to functional classifications, and to delete references to the Master Road Plan (MRP), “planned” right-of-way widths, and road “Types”. An explanation of these changes follows.

The MRP, consisting of LC 15.005 through LC 15.100, was adopted as part of both the 1980 TSP and LC Chapter 15. When adopted, its purpose was to plan ahead for new roads, road widening, and road extensions. Prior to this update, the MRP included a “Schedule of Roads” in LC 15.027, an inventory of arterial and collector roads in Lane County. LC 15.027 specified “planned” right-of-way widths (a minimum of 60’) for future road widening, “additional setback requirements” for roads with extreme topographic limitations, and the “Type” of each road. “Road Types” A, B, C, and D were defined in LC 15.010 and indicated a road’s status: Type A-existing public roads; B-existing approved private roads; C-proposed roads with established alignment; and D-proposed roads with projected general alignment.

The updated TSP includes an inventory of County Roads in Appendix B, replacing the MRP inventory in LC 15.027. New road design standards found in LC 15.700-710 will make the existing requirements for minimum planned right-of-way widths obsolete. Also, it is more useful to base design, access, and other requirements on functional classifications. For these reasons, the MRP, planned right-of-way widths and Road Types A-D are being deleted.

Right-of-way widths for state roads, previously listed in LC 15.027, are now in LC 15.075, and “Additional Setback” requirements previously listed in LC 15.027 are under building setback requirements, in LC 15.083.

In addition to and as a result of the above changes, functional classification requirements were reorganized and updated:

1. functional classifications are now listed in LC 15.020 with more specific information about their interpretation;
2. a definition of “Urban” and “Rural” roads was added to LC 15.030 (urban being inside, and rural being outside urban growth boundaries). This section previously contained standard right-of-way widths for each functional classification, which are now found within the road design standards, in LC 15.700-710.
3. a provision was added to LC 15.035(2) to allow a referral to the Roads Advisory Committee regarding changes to functional classifications (the Planning Commission will continue to have primary responsibility for making a recommendation to the Board on such changes); and
4. criteria for reviewing functional class changes were added, as new section LC 15.035(4).

LC 15.045-15.055 Minimum Road Requirements - Public Roads/Local Access Roads and Private Easements

Section 15.045 pertains to Public (non-County-maintained) Road requirements, and Section 15.055 pertains to Private Easement requirements. Both road types are similar in function, so changes to both sections are discussed collectively below.

1. The term “Local Access Road” (LAR) was added to the title of LC 15.045. The terms ‘Public Road’ and ‘Local Access Road’ became interchangeable to describe public roads that are not maintained by the County with the adoption of provisions for LARs in ORS 368, in 1981. (In contrast, “County Roads” are roads maintained by the County).
2. A sentence was added to the preamble in LC 15.045 to specify that roads that have been dedicated to the County but never formally accepted by the Board are also subject to the requirements for Public Roads/LARs in LC 15.045. This provision seeks to address a subset of pre-1955 roads created in unrecorded

subdivision tracts known as the Oregon Properties and Kinney Tracts. For more information, please see the notes regarding LC 15.135(2) and (3) below under **LC 15.130-15.140 Access**.

3. New subsection (1) was added to both LC 15.045 and LC 15.055 to provide a cross reference to land division requirements in LC Chapter 13.
4. LC 15.055(1) previously required that a private easement shall only be intended to serve access to four or less lots or parcels. This requirement was deleted. Easements will be subject to the same requirements for emergency vehicles as LARs. For more than four lots or parcels served by an easement, provisions in LC 15.105 will allow the County to require dedications and improvements necessary to serve new development.
5. LC 15.055(2) previously required that easements be limited to providing access for parcels of at least 20 acres in size, unless approved otherwise through a Variance or other planning action (special use permit). Given existing land use restrictions on future development in rural areas, and given that private easements are more common than new public roads, there does not appear to be a public benefit resulting from the Variance process. Therefore, the requirement was deleted.

Subsection (2) in both LC 15.045 and 15.055 contain new requirements for Public Roads/LARs and Private Access Easements. This change is a result of the deletion of the facility permit requirement for LARs, in LC 15.205 (see information about this change under **LC 15.200-230 Road and Right-of-Way Regulations**, below). The request to exempt Public Roads/LARS from facility permit requirements was approved by the Board with the proviso that the County would continue to require such roads to be at minimum adequate for emergency vehicles. Subsections LC 15.045(2) and LC 15.055(2) accomplish this.

The new requirements in LC 15.045(2) and 15.055(2) will apply only outside Forest Zones because a requirement to document adequacy for emergency vehicles already exists within Forest Zones (as specified in F-1 and F-2 road standards found in LC 16.210(6)(e) and LC 16.211(8)(e)). Roads created in 1990 or later subdivisions are also exempt, because such roads were field inspected and approved as part of the subdivision final plat approval process.

6. Previous section LC 15.055(7) (now LC 15.055(6)) was updated to clarify the meaning of “special consideration” for easements providing access over railroads and limited access roads. “Special consideration” means permanent or long term access over such roads will be required.

LC 15.065-15.095 Building Setback Requirements

These sections were updated to delete reference to the Master Road Plan, “planned” rights-of-way, and Road Types A-D (see also **LC 15.020-15.040 Master Road Plan, Schedule of Roads, Road Types, and Functional Classifications**, above). New provisions were added to LC 15.070(1)(c), to specify right-of-way widths for setback purposes, for County Roads and Public Roads/LARs based upon the new road design standards in LC 15.700-710. The right-of-way widths for State roads from LC 15.027, which was deleted, were relocated to new section LC 15.075.

LC 15.100-15.105 Dedication and Improvement Requirements

These sections were updated to achieve consistency with new road design standards, access requirements, and traffic impact analysis requirements. Overall, they allow the County to require dedications and improvements for traffic generated by development.

LC 15.115-15.120 Frontage

These sections were updated to achieve consistency with new road design standards. In particular, the minimum frontage is now 30 feet rather than 20 feet in keeping with the 30’ minimum width requirement for easements. Lots or parcels in existence when this change is adopted may continue to have only 20 feet of frontage.

LC 15.130-15.140 Access

Provisions were added to provide for legal access to lots within two, pre-1955 unapproved and unrecorded subdivision tracts (Oregon Properties and Kinney), and to define lawful access and safe and usable access. This section was also updated to incorporate new access management provisions as required by the TPR and to be consistent with new road design standards. Changes are discussed in more detail below.

1. LC 15.135 was updated with new sections (2) and (3) to address the problem of legal access for lots created prior to 1955, in the Oregon Properties and Kinney Tracts. While lots created in these tracts are legal lots for building purposes due to their date of creation, the subdivisions were never properly approved or recorded, and the roads in the subdivisions were dedicated but never accepted. Individual property deeds show the roads as dedicated to the public, and the roads show up as public roads on tax maps. Under current provisions, these roads are treated as private, and applicants for development permits for the adjacent parcels must obtain easement agreements from all adjacent property owners, which can be an onerous, and sometimes impossible task. To address the problem, the change in 15.135(2) will specify that such roads shall be considered as providing legal access for purposes of development of the adjacent lots.

The change to address the above issue necessitated a listing of all scenarios that provide legal access, and to distinguish “legal access” from “safe and usable” access. Both terms are defined consistent with current practice except for the above described changes, in LC 15.135(2) and (3).

2. A provision was added to this section, in LC 15.135(4), to require that platted roads in recorded subdivisions be used for access when development is proposed, and constructed to provisions specified in LC Chapter 15 (rather than constructing an easement in a different location), unless a Variance is granted. This provision was added to address the problem of unconstructed, but platted public roads created in older subdivisions. The provision states that the road must be adequate to serve the proposed development.
3. LC 15.137, Access Management Requirements, is entirely new. Prior to this update, access management (i.e., the regulation of access onto County Roads) was regulated according to accepted engineering practices from industry-recognized manuals (a listing of publications is provided in the accompanying update being proposed in Lane Manual, Section 15.450). Now, standards in LC 15.137 are based upon the industry guidelines.

The requirements in LC 15.137 state that access will be regulated based upon functional class, protecting reasonable access to any property but restricting access on arterials and collectors when other access is available, and generally allowing only one access for properties on such roads. Spacing standards for driveways and intersections (discussed in item #4., below) on any County Road must be met. Additional access may be provided for any property on any County road, at the discretion of the County Engineer, provided it is needed to serve traffic to and from the property, and provided it would not interfere with the safety of traffic on the road. Corner lots will be required to take access from the street with the least traffic or lowest functional class.

4. New section LC 15.138 provides spacing standards for distances between driveway and road intersections. Within UGBs (under LC 15.137(6)), city block length and connectivity policies and standards will apply.
5. New section LC 15.139 provides construction and design standards for culverts and for driveway and easement approaches (aprons).

LC 15.200-230 Road and Right-of-Way Regulations

1. This section regulates the use of Public and County Roads. Under this section, a facility permit will no longer be required for development within the rights-of-way of Public Roads/LARs (such as construction of a driveway approach). Facility permits will only be required for driveway approaches and other development within County Roads.

As background, this change came about as a result of Board Order 02-8-13-2 (Attachment 8 to the Cover Memo), under which the Board of Commissioners approved a request from Public Works to cease requiring facility permits for Public Roads/LARs. In 1981, Oregon enacted ORS 368.031 regarding LARs, which states the following:

- (1) A county and its officers, employees or agents are not liable for failure to improve the local access road or keep it in repair.*
- (2) A county governing body shall spend county moneys on the local access road only if it determines that the work is an emergency or if:
 - (a) The county road official recommends the expenditure;*
 - (b) The public use of the road justifies the expenditure proposed; and*
 - (c) The county governing body enacts an order or resolution authorizing the work and designating the work to be either a single project or a continuing program. [1981 c.153 §7]**

The state law recognizes that LARs provide access to a limited number of residential properties and prohibits County expenditures on them. Administering facility permits for LARs using Road Funds is contrary to ORS 368.

An option to continue regulating LARs in a manner consistent with ORS would be to require adjacent property owners to form Local Improvement Districts, to cover the cost of bringing them up to standard and maintaining them. By only proposing to cease requiring facility permits, staff is essentially recommending that this be voluntary.

Many LARs are older roads accepted into the public road system under pre-existing practices although they were unpaved and constructed to varying, substandard conditions. Consequently, under existing facility permit regulations development of a single parcel on an LAR requires road improvements beyond the level of need generated by the parcel, which seems inequitable.

The deletion of the facility permit requirement on LARs is also proposed so the County can begin charging a fee for facility permits for those roads that are maintained by the County (i.e., "County Roads").

Although Public Roads/LARs will no longer be subject to facility permit requirements, if adopted as proposed, the County will continue to prohibit road obstructions on them. Placement of landscaping or other obstructions within any public road right-of-way, whether or not it is maintained by the County, will continue to be generally prohibited, under 15.205(2).

2. LC 15.205(3) and (4) are new provisions to clarify which type of new development taking access from a County Road requires a facility permit, for a driveway or easement road approach. New structures on vacant parcels, and new dwellings other than temporary medical hardship dwellings or replacement dwellings will require a facility permit. The purpose of this change is to clarify the types of development subject to facility permit requirements and to increase coordination with the building permit process. See also the corresponding change noted in LC 15.210(4)(e), below.
3. Requirements for "Donations of amenities for use within a County Road" was relocated to LC 15.205(7) from LM 15.560.
4. LC 15.210(2), Approval Criteria for facility permits, was updated to clarify when a facility permit may be approved, specifying the access provisions in LC 15.130 through 15.139 must be met.
5. An additional subsection was added as LC 15.210(4)(e) to provide for coordination between the facility permit and building permit processes (see information above about related changes to LC 15.205(3) and (4)). The new provision specifies that land use authorization for a construction permit for the development listed in LC 15.205(3) will not be granted until a facility permit has been issued.

6. LC 15.210(6) was updated to state that facilities must be constructed consistent with new road design standards, access management requirements, and traffic impact analysis requirements.
7. LC 15.210(9) was updated to provide for specific time lines for completion of facility permit work, facility permit expiration, and conditions under which facility permit construction periods may be extended. The new provisions will also allow an applicant to execute a performance agreement to extend the time line for completion of work.
8. Since a facility permit is not a land use decision, LC 15.210(12) was changed so that an applicant can request a "Deviation" from facility permit requirements under new section LC 15.709, rather than a Variance, which is a land use permit.
9. LC 15.215 was updated to reference the current applicable section of ORS relating to road and bridge weight restrictions.
10. LC 15.230 was updated with current vehicle length and weight limits.

LC 15.305-335 Rural Addressing

This section was updated by Land Management Division to reflect current needs and requirements of the County addressing system, which is administered as part of the building permit process. In particular, language was added to LC 15.315 to clarify under what conditions a new address will be assigned.

LC 15.600-645 Levying, Collecting and Enforcing Special Assessments

1. The definitions in this section were deleted, because they are already included in the general definition section, LC 15.010. The exception is "Direct Cost" which is defined in the Assessments subsection to which it solely applies, at LC 15.636(4).
2. Sidewalk standards apply to urban arterial and collectors and urban local streets. Lane County has historically capped assessments for sidewalk construction at five feet. Under the new road design standards, setback sidewalks, which have a planting strip between the road and the sidewalk, must be a minimum five feet wide. Having no planting strip, curbside sidewalks must be six feet wide to meet ADA requirements and provide an adequate grade for pedestrians and wheelchairs. Under LC 15.636(2)(c), to recover full costs of curbside sidewalks while encouraging setback sidewalks instead, sidewalks will be assessed for a maximum width of six feet. The purpose for the incentive is that setback sidewalks are more desirable from a safety perspective primarily because they provide more separation from traffic. They are also preferred for aesthetic reasons.
3. Language was added to LC 15.636(2)(d) to specify that Lane County will assess property owners for the costs of construction of any driveway or easement approach that may be included in a County reconstruction project. This codifies what is already done in practice.
4. LC 15.636(5) was added to provide for assessment deferrals in the case of large frontages. The change specifies that parcels with at least 200 feet of frontage and capable of being divided into four or more lots shall be assessed for a minimum of 100 feet and may defer the remainder. Deferrals will terminate when a property is subdivided. This change is generally modeled on City of Eugene provisions.
5. LC 15.640, which provides that individual property owners will not be assessed for intersection improvements, was updated to indicate that a public entity or railroad other than Lane County may be responsible for street improvements located within the intersection (if facilities owned by other entities are located there).

LC 15.695-697 Road System Development

1. The title for this section was changed to delete the word “Fee” to allow for the inclusion of non-fee provisions, specifically Roadway Performance Standards and Traffic Impact Analysis (TIA) requirements.
2. New section LC 15.696 contains Roadway Performance Standards based upon Oregon Department of Transportation and other accepted engineering practices. The new standards specify acceptable levels of service (congestion) and provide guidelines for analysis. The requirements formalize the practice that “Level D”, or ‘high density and marginally unstable flow’, is the minimum basic acceptable level of service for a County Road.
3. New section LC 15.697 consists of new traffic impact analysis requirements. This section provides guidelines for when a traffic impact analysis will be required or waived, how it must be prepared, what must be evaluated, and what must be done with the results. TIA requirements will apply to development that generates significant levels of traffic.

The general threshold proposed is 100 additional peak hour trips inside a UGB and 50 outside a UGB. This is equivalent to the level of traffic that would result from about 100 new lots created in a subdivision inside a UGB and 50 outside a UGB. Practically speaking there is little likelihood of a 50-lot subdivision occurring outside a UGB unless the state land use laws radically change.

Other types of development requiring a TIA as specified in this section are:

- development that will potentially affect roads where congestion or safety problems have been identified by previous traffic engineering analysis;
- any plan amendment proposal; or
- commercial or industrial development that will generate or receive specified levels of heavy truck traffic.

A waiver to a TIA can be granted for plan amendments involving a change to resource land, or other plan amendments (typically in rural areas) where there is no likelihood that significant traffic will result.

The 100 peak hour trip threshold inside a UGB is consistent with City of Eugene requirements. Provisions for heavy truck traffic were included because they are consistent with requirements Lane County requested the City of Eugene to include in its development code as part of the City’s recent Land Use Code Update.

The LCPC discussion on these changes is summarized in Attachment 4.a., Item IV.6., pages 6-7.

LC 15.700-730 Road Design Standards

1. LC 15.700-730 previously addressed sidewalk requirements and construction specifications. Sidewalk requirements are now incorporated into the new road design standards found in LC 15.700-710. Detailed construction specifications were deleted. As noted in new section LC 15.730, detailed specifications based upon accepted engineering practices and Americans with Disabilities Act (ADA) requirements will be provided by the County Engineering Division.
2. Road design standards that were previously located in LM 15.450-15.460 are now found in LC 15.700-15.710. The new standards are organized according to 1) road functional classifications; and 2) urban (inside urban growth boundaries) or rural (outside urban growth boundaries) requirements. The requirements are categorized as follows: Urban Arterials and Collectors, Urban Local Roads, Rural Arterial and Collectors, Rural Local Roads, and Public Roads/Local Access Roads/Private Easements. The first four categories apply to County maintained roads while the latter category applies to LARs (i.e., unmaintained public roads), and easements. In addition, there are new minimum standards for pavement structure, turnouts, and turnarounds.

The new road design standards will apply to County projects as well as private development. Design elements address right-of-way width, roadway width, travel lane width, surface type, pavement structure,

bike lanes and shoulders, provision of parking, curb and gutter, center turn lanes, medians, traffic signals, maximum grade, street lighting, and speed zones.

A notable improvement over the previous standards is they take terrain and average daily traffic (ADT) into consideration. Roads on steeper terrain have narrower overall width requirements because they have slower speeds. Lower ADT roads also have narrower standards. This is consistent with TPR guidelines to minimize road widths to the extent possible.

Provisions were added, in LC 15.709, for “Deviations” to road design standards and facility permit requirements. In contrast to Variance requirements found in LC 15.900, the Deviation process does not apply to land use decisions, and may only be used to request Engineering Division waivers to road design and facility permit standards.

3. Diagrams for all design elements are provided in new section LC 15.710.

LC 15.900 General Variance Provisions

This section was not substantially changed, except that instead of spelling out the land use application and review process required for a Variance, which is a land use decision that is regulated under LC Chapter 14, the details of that process were deleted with a cross reference instead pointing to the applicable provisions in LC Chapter 14.

INDEX OF PROPOSED CHANGES TO LANE CODE CHAPTERS 10 AND 16

LAND USE ZONING REQUIREMENTS INSIDE URBAN GROWTH BOUNDARIES (LC CHAPTER 10) AND OUTSIDE URBAN GROWTH BOUNDARIES (LC CHAPTER 16)**1. Cross reference LC Chapter 15 in LC Chapters 10 and 16**

A new section was added to the beginning of LC Chapters 10 and 16 to cross reference LC Chapter 15.

The following new sections are proposed to be added to LC Chapters 10 and 16:

LC 10.090, LC 16.095

2. Delete the cross reference from LC Chapter 15 to a “planned” right-of-way in LC Chapters 10 and 16

This term is being deleted from LC Chapter 15 for reasons explained in Attachment 6, page 2, the Index of Changes to LC Chapter 15, for LC 15.020-040.

The following sections of LC Chapter 10 are proposed to be updated:

10.103-40, 10.106-40, 10.107-40, 10.104-30

The following sections of LC Chapter 16 are proposed to be updated:

16.210(6)(a)(v); 16.211(8)(a)(v); 16.212(10)(b); 16.213(6)(a); 16.214(7)(a); 16.215(9)(a);
16.215(10)(a)(v); 16.216(8)(a); 16.219(4)(a); 16.220(5)(a); 16.221(4)(a); 16.222(4)(a);
16.223(5)(a); 16.224(4)(a); 16.225(4)(a); 16.226(4)(a); 16.227(3)(b); 16.229(7)(a);
16.230(6)(a); 16.231(7)(a); 16.232(5)(a); 16.258(7)(a); 16.290(7)(a); 16.291(6)(a);
16.292(6)(a); 16.294(6)(a); 16.295(6)(a)

3. Update Site Review requirements in LC Chapters 10 and 16 to a) exempt newly adopted transportation facilities and uses that are permitted outright from Site Review requirements; and b) achieve consistency with the state Transportation Planning Rule (TPR) regarding access, connections, and circulation for bicycles and pedestrians:

- a. Changes were made to specify that transportation facilities and uses do not require a site review special use permit. In Lane County, a ‘Site Review’ permit is a special use permit primarily required for commercial and industrial development, to require such development to mitigate for impacts on nearby residential areas. The changes would clarify that transportation facilities and uses listed as permitted uses are unlike commercial or industrial impacts and therefore are not subject to Site Review special use permits. Non-road transportation facilities and uses that may potentially have impacts on surrounding lands --including off-road bike/pedestrian paths, railroad lines, pipelines, and navigation channels -- will require a land use permit in any rural zone, providing for mitigation and opportunity for notice and appeal as part of that process. Certain road projects will also require a special use permit in the farm and forest zones. Road improvement projects in the Capital Improvement Program (CIP) will continue to be subject to CIP adoption hearings and individual project design hearings and opportunities for citizen appeal. LCPC comments and a more detailed staff response are in Attachment 4.a., item IV.7., pp. 8-9.

The following sections are proposed to be updated with a new subsection:

LC 10.335(18), new subsection (6)

LC 16.257(3), new subsection (f)

- b. Added new requirements in the criteria provisions for approval of a Site Review permit, to provide more specificity about on-site vehicular, bicycle, and pedestrian circulation, and to promote pedestrian and bicycle connections between commercial/industrial uses and nearby residential areas. These changes are consistent with requirements in the TPR.

The following sections are proposed to be updated:

LC 10.335-20(6) and (7)

LC 16.257(4)(e) and (f)

4. Update LC Chapter 10 (zoning inside urban growth boundaries), and LC Chapter 16 (zoning outside urban growth boundaries) to provide for transportation facilities and uses in land use zones:

All land use zones in LC Chapters 10 and 16 are proposed to be changed to provide for transportation facilities and use as allowed either outright or as special uses. This makes Lane Code consistent with the Transportation Planning Rule (TPR).

The TPR defines transportation facilities and uses, and specifies which of these uses may be allowed in rural areas without an exception to statewide land use goals. The TPR also cross references the Oregon Administrative Rules for Agricultural Lands and Forest Lands, to specify which uses require a special use permit in the Exclusive Farm Use Zones (Lane County land use zones E-25, E-40, and E-60) or Forest Zones (Lane County land use zones F-1, F-2). These guidelines were translated into Lane Code.

While not explicitly required under state law, based upon LCPC comments, the following uses will require a special use permit: off road paths, railroad lines, pipelines, and navigation channels. Item 3 of this Attachment on the previous page provides a related discussion.

With regard to what is allowed in natural resource and estuary zones, other statewide planning goals also come into play. In these zones, only operations, maintenance, repair, rehabilitation and preservation activities are allowed and only if they do not involve dredging or filling, unless an exception to statewide land use laws is approved.

The following land use zones in LC Chapter 10 are proposed to be updated to specify transportation facilities allowed outright or as special uses:

10.100, 10.101, 10.102, 10.103, 10.104, 10.105, 10.106, 10.107, 10.108, 10.110, 10.112, 10.113, 10.125, 10.130, 10.135, 10.140, 10.145, 10.150, 10.154, 10.155, 10.160, 10.165, 10.166, 10.170, 10.175, 10.180, 10.182, 10.200, 10.205, 10.225, 10.230, 10.235, 10.335

The following land use zones in LC Chapter 16 are proposed to be updated to specify transportation facilities allowed outright or as special uses:

16.210, 16.211, 16.212, 16.213, 16.214, 16.215, 16.216, 16.217, 16.219, 16.220, 16.221, 16.222, 16.223, 16.224, 16.225, 16.226, 16.229, 16.230, 16.231, 16.232, 16.234, 16.235, 16.236, 16.247, 16.290, 16.291, 16.292, 16.294, 16.295

5. Exempt public road projects that are subject to ESA - aquatic species requirements from Class I Stream (Riparian) Modification Permit requirements, in LC Chapter 16.

The Class I Stream (Riparian) Regulations were updated to eliminate a redundancy in federal, state, and county permitting requirements for road improvements, including (but not limited to) bridge work, near fish-bearing streams. The County requires a 'Riparian Modification' (i.e., Variance) permit for any structural development within the setback of a Class I (fish bearing) stream. As such, all bridge work, rip rap, and other road improvements involving structures within these setbacks currently requires a Riparian Modification permit. At the same time, under the Endangered Species Act, public road improvements are subject to stringent Best Management Practices, "Reasonable and Prudent Measures", Consultation Decisions, and Biological Opinions administered by the National Marine Fisheries Services and the U.S. Fish and Wildlife Service in concert with the Oregon Department of Transportation and with other federal and state agencies. The ESA requirements exceed Lane County's riparian regulations with regard to protections and restoration measures for riparian vegetation and habitat, making Lane County's modification permit requirements redundant.

This change would exempt road projects that are subject to ESA requirements for aquatic species. The exemption would not in any way eliminate any protection for the riparian area, since the ESA requirements are inclusive of all protections offered under the County riparian regulations.

The following section is proposed to be updated: LC 16.253(2)(d)

6. **Update LC Chapter 16 Rural Comprehensive Plan section to reflect adoption of the updated TSP:** Lane Code's Chapter regarding Rural Comprehensive Plan Amendments is proposed to be changed to reflect adoption of the ordinance adopting the new County Transportation System Plan.

The following section is proposed to be updated: LC 16.400(4)(b)

PASSED**IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY OREGON**

ORDER 02-8-13-2)
) In the Matter of Directing Staff to Make Code
) Code Changes Regarding the Regulation of
) Lane Code-Defined Public Roads

WHEREAS, Lane County is authorized to exercise jurisdiction over Local Access Roads under ORS 368.031, which includes the regulation of Lane Code defined Public Roads as defined in Lane Code 15.010(3)(j), a copy of which is attached as Exhibit "A"; and

Whereas, the Department of Public Works currently exercises facility permit issuing authority for all construction and other improvements within these roads; and

WHEREAS county moneys are not required to be spent, and are generally not spent on construction or maintenance of Local Access Roads; and

WHEREAS, in the absence of county expenditures on construction or maintenance of these roads, and due to the fact that they are often substandard, facility permit requirements for them may be inequitable;

WHEREAS, the limited use of Lane County-defined Public Roads by the general traveling public does not justify the expenditure of County monies in the administration of facility permit requirements; and

WHEREAS, it is nevertheless appropriate for the county to promote the adequacy of public roads for emergency vehicle access in order to promote the health and safety of the public;

IT IS THEREFORE HEREBY ORDERED that staff return to the Board of Commissioners with the necessary changes to Lane Code to cease issuing facility permits for Public Roads as defined in Exhibit A; and

IT IS FURTHER ORDERED that such Code changes shall incorporate provisions for fire district road verifications for emergency vehicles, for residential development occurring adjacent to Lane County-defined Public Roads.

Dated this 13th day of August, 2002


 Chair, Lane County Board of Commissioners

APPROVED AS TO FORM

Date 8-6-02 Lane county

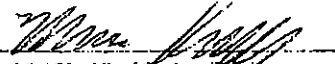

 OFFICE OF LEGAL COUNSEL

EXHIBIT "A"
Lane Code

15.010(3)

15.010(3)

(h) Stubbed Road. A road having only one outlet, but which is intended to be extended or continued to serve future development on adjacent lands.

(i) County Road. A County Road is a road which is part of the County Road system and which road has been given a County Road number as provided for in ORS Chapter 368, has a description on file in the office of the Department of Public Works and the road itself is maintained by the County.

(j) Public Road. A public road is a road which has been dedicated to the use of the public for road purposes either by good and sufficient deed or by a major partition map or a subdivision plat which documents have been presented to and accepted by the Board of County Commissioners and placed on record, said road being held in trust for the public by the County, but shall specifically exclude private roadway or access easements or agreements, Forest Service Roads, Bureau of Land Management Roads, any Gateway or Way of Necessity as defined by ORS Chapter 376 and any other road which has nominally or judicially gained a "public character" by prescriptive or adverse use. A public road is not normally maintained by the County, but the County can regulate its use. (Standard nomenclature for this type of road is "Dedicated Public Road" or "Local Access Roads.")

(k) Private Road. A private road or way that is created to provide ingress or egress to one or more lots, parcels, areas or tracts of land and which road or way has been approved for access purposes by the County. A private road shall also be considered as to include that portion of a panhandle or flag lot or parcel that is used for access purposes or an access road in which the underlying fee belongs to two or more persons, association, corporation, firm, club, partnership or other similar entity having the right of administration and/or ownership thereof.

(l) Private Access Easement. A private, nonexclusive easement that is intended to provide for ingress and egress to one or more lots, parcels, areas or tracts of land and which easement has been approved for access purposes by the County.

GOAL 12: TRANSPORTATION

To provide and encourage a safe, convenient and economic transportation system.

A transportation plan shall (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian; (2) be based upon an inventory of local, regional and state transportation needs; (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes; (4) avoid principal reliance upon any one mode of transportation; (5) minimize adverse social, economic and environmental impacts and costs; (6) conserve energy; (7) meet the needs of the transportation disadvantaged by improving transportation services; (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and (9) conform with local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility.

Transportation -- refers to the movement of people and goods.

Transportation Facility -- refers to any physical facility that moves or assists in the movement of people and goods excluding electricity, sewage and water.

Transportation System -- refers to one or more transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas.

Mass Transit -- refers to any form of passenger transportation which carries members of the public on a regular and continuing basis.

Transportation Disadvantaged -- refers to those individuals who have difficulty in obtaining transportation because of their age, income, physical or mental disability.

GUIDELINES

A. PLANNING

1. All current area-wide transportation studies and plans should be revised in coordination with local and regional comprehensive plans and submitted to local and regional agencies for review and approval.
2. Transportation systems, to the fullest extent possible, should be planned to utilize existing facilities and rights-of-way within the state provided that such use is not inconsistent with the environmental, energy, land-use, economic or social policies of the state.
3. No major transportation facility should be planned or developed outside urban boundaries on Class I and II agricultural land, as defined by the U.S. Soil

Conservation Service unless no feasible alternative exists.

4. Major transportation facilities should avoid dividing existing economic farm units and urban social units unless no feasible alternative exists.
5. Population densities and peak hour travel patterns of existing and planned developments should be considered in the choice of transportation modes for trips taken by persons. While high density developments with concentrated trip origins and destinations should be designed to be principally served by mass transit, low-density developments with dispersed origins and destinations should be principally served by the auto.
6. Plans providing for a transportation system should consider as a major determinant the carrying capacity of the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources.

B. IMPLEMENTATION

1. The number and location of major transportation facilities should conform to applicable state or local land use plans and policies designed to direct urban expansion to areas identified as necessary and suitable for urban development. The planning and development of transportation facilities in rural areas should discourage urban growth while providing transportation service necessary to sustain rural and recreational uses in those areas so designated in the comprehensive plan.
2. Plans for new or for the improvement of major transportation facilities should identify the positive and negative impacts on: (1) local land use patterns, (2) environmental quality, (3) energy use and resources, (4) existing transportation systems and (5) fiscal resources in a manner sufficient to enable local governments to rationally consider the issues posed by the construction and operation of such facilities.
3. Lands adjacent to major mass transit stations, freeway interchanges, and other major air, land and water terminals should be managed and controlled so as to be consistent with and supportive of the land use and development patterns identified in the comprehensive plan of the jurisdiction within which the facilities are located.
4. Plans should provide for a detailed management program to assign respective implementation roles and responsibilities to those governmental bodies operating in the planning area and having interests in carrying out the goal. ❖