

**ORDINANCE PA 1202, EXHIBIT "B":
GENERAL PLAN GOAL 12**

GOAL 12: TRANSPORTATION

1. Lane County shall strive for a coordinated and balanced transportation system which complies with LCDC Goal 12 and is responsive to the economic, social and environmental considerations, and which will work toward the following objectives:
 - a. Safe, convenient and economical transportation for all people, materials and services.
 - b. An effective distribution of transportation options.
 - c. A transportation system responsive to changing needs and conditions.
 - d. Consideration of direct and indirect impacts of proposed transportation projects on the environment, energy resources, economy and general livability.
 - e. Public participation in the transportation planning process.
 - f. Coordination with the development of statewide comprehensive transportation plans.
 - g. Encouragement of energy-efficient modes of transportation.
 - h. Safe and convenient opportunities for bicycle and pedestrian travel throughout population areas of Lane County.
 - i. An efficient public transportation service which meets demonstrated needs for alternative transportation.
 - j. An appropriate level of general and commercial aviation development.
 - k. The development of the Port of Siuslaw consistent with adopted policies and plans.
2. In managing the transportation system toward the fulfillment of adopted County land use goals and plans, Lane County shall:
 - a. Provide transportation services as necessary to accommodate growth concentrated within existing communities.
 - b. Discourage the spread of residential development in agricultural and forest areas.
 - c. Guide the transportation pattern of newly developing areas and rural communities.
 - d. Ensure that transportation improvements are consistent with adopted public policies and plans.
 - e. Ensure that road development or improvement is consistent with adopted plan and policies.
3. Lane County shall seek an efficient, safe and attractive highway network to serve the existing and future arrangement of land uses by striving toward the following objectives:
 - a. Make improved safety for the traveling public a primary consideration in the expenditure of resources.
 - b. Ensure that all road construction meets adopted uniform standards unless excepted for substantial reason.
 - c. Provide for timely development of streets and roads in community development centers.
 - d. Include aesthetic considerations in maintenance, construction or improvement within County road right-of-way.
 - e. Minimize frontage access onto the County's collector and arterial roads.
 - f. Ensure that future route selection considers the indirect costs as well as the direct costs of construction.
 - g. Discourage strip development between the County's urban service areas and their satellite communities.
 - h. To the extent possible, coordinate implementation of new highway facilities with land development needs to minimize stimulation of untimely land development.
 - i. Ensure that street and highway development or improvement is integrated with and complementary to other transportation modes.
 - j. Maintain County roads and bridges adequately to meet the needs of the trucking industry consistent with adopted land use plans for the area.
 - k. Establish priority trucking routes which minimize conflicts with incompatible land uses and area of congestion.

4. The adopted Lane County Rural Transportation Plan is a special-function Plan concerned with Goal 12 requirements, and containing a number of Goals and Policies regarding various components of the County's transportation system and Goal 12 requirements. The Transportation System Plan, as amended and adopted in 2004, shall be applied where appropriate; policies shall be considered to be mandatory actions which are ultimately binding on the County.

**ORDINANCE PA 1202, EXHIBIT "C":
FINDINGS**

FINDINGS AND CONCLUSIONS IN SUPPORT OF ADOPTION OF ORDINANCE No. PA 1202

The Lane County Board of Commissioners ("Board") finds as follows:

1. The Ordinance to which these findings are attached effects an update to the Lane County Transportation System Plan (TSP), which is a component of the Lane County Comprehensive Plan including the Rural Comprehensive Plan ("RCP"). In addition to adopting the updated TSP, the Board is amending RCP General Plan Goal 12, Policy 4 to incorporate the updated TSP into the County's General Plan Policies. These changes will be referred to as the TSP update throughout these findings.
2. Pursuant to Lane Code (LC) 12.050(1) and LC 16.400(6)(h)(i) amendments to the Comprehensive Plan and Rural Comprehensive Plan shall be by ordinance. Adopting Ordinance No. PA 1202 accomplishes these requirements.
3. LC 12.050(2) provides review criteria to adopt the updated TSP and the amendment to General Plan Policy 12 into the County Comprehensive Plan. The criteria are as follows:

LC 12.050

- (2) The Board may amend or supplement the comprehensive plan upon a finding of:*
- (a) an error in the plan; or*
 - (b) changed circumstances affecting or pertaining to the plan; or*
 - (c) a change in public policy; or*
 - (d) a change in public need based on a reevaluation of factors affecting the plan;*
- provided, the amendment or supplement does not impair the purpose of the plan as established by LC 12.005 above.*

LC 16.400(6)(h)(iii)(bb) provides similar review criteria for amendments to the Rural Comprehensive Plan, as follows:

LC 16.400(6)(h)(iii) The Board may amend or supplement the Rural Comprehensive Plan upon making the following findings:

- (bb) For Major and Minor Amendments as defined in LC 16.400(8)(a) below, the Plan amendment or component is:*
- (i-i) necessary to correct an identified error in the application of the Plan; OR*
 - (ii-ii) necessary to fulfill an identified public or community need for the intended result of the component or amendment; OR*
 - (iii-iii) necessary to comply with the mandate of local, state, or federal policy or law; OR*
 - (iv-iv) necessary to provide for the implementation of adopted Plan policy or elements; OR*
 - (v-v) otherwise deemed by the Board, for reasons briefly set forth in its decision, to be desirable, appropriate or proper.*

With regard to these review criteria the Board finds as follows:

The Transportation Element of the Lane County Rural Comprehensive Plan was last updated in 1980. The TSP update is necessary:

- a. to address changed circumstances related to the use and development of the transportation network in Lane County, including population growth and new development;
- b. to incorporate nationally accepted engineering practices which have evolved and changed since 1980 and which pertain to transportation system planning and development, into local requirements;

- c. to address a change in public need as evidenced in part by the needs assessment which is a part of the TSP document and also as a result of changed circumstances as described in a. above; and
- d. to comply with the mandate of new statewide planning goal requirements, specifically the Transportation Planning Rule.

Based upon all of the above findings, the Board concludes that the proposed update is consistent with the review criteria listed above.

4. LC 16.400(6)(h)(ii) requires the amendment be concurrent with an amendment to LC 16.400(4), which lists the adopting ordinance numbers. The adopted changes include an amendment to LC 16.400(4), so this requirement has been met.
5. In addition to the requirements in LC 16.400(6)(h)(iii)(bb) listed above, additional findings under LC 16.400(6)(h)(iii)(aa) must be made to adopt the proposed TSP update. Specifically, the Board may amend the Rural Comprehensive Plan upon making certain additional findings, as follows:

LC 16.400(6)(h)(iii) The Board may amend or supplement the Rural Comprehensive Plan upon making the following findings:

(aa) For Major and Minor Amendments as defined in LC 16.400(8)(a) below, the Plan component or amendment meets all applicable requirements of local and state law, including Statewide Planning Goals and Oregon Administrative Rules.

The amendment meets applicable requirements of local and state law in that it is being processed as a Plan Amendment pursuant to LC Chapter 14 requirements, and is subject to the approval criteria of LC Chapter 16, both of which chapters were previously found to be in compliance with state law. Findings of consistency with the approval criteria in LC 16 are contained herein, including findings of consistency with applicable Statewide Planning Goals and applicable Oregon Administrative Rules, as follows:

Goal 1 - Citizen Involvement. *To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.*

Extensive public involvement was afforded pursuant to the Public Involvement Plan that is included in the TSP as Appendix E.1. Specifically:

- Ten public information meetings were held around the County, in May and June, 1995 prior to drafting of the updated TSP.
- In September 2002, peer review was sought of the proposed road design standards, traffic impact analysis requirements, and level of performance requirements. Seventy-eight private and public engineers and land use planners were contacted as part of that process. Follow-up telephone calls were also made to each addressee. Comments received were considered and used to make changes to applicable sections of the TSP document.
- The draft TSP document was placed in each of Lane County's nine libraries, and published on the internet, in January 2003.
- Four public informational meetings were held around the County in February, 2003, after the draft was available for public review.
- The public information meetings and announcements about availability of the draft were publicized on two occasions, one to two weeks prior to the meetings (depending on individual newspaper schedules), via advertisements in all of the following newspapers: The Eugene-Register Guard, Springfield News, Cottage Grove Sentinel, Siuslaw News, River Reflections, and West Lane News. In addition, notice postcards were mailed to over 550 individuals and agencies including schools, emergency response agencies, utility service providers, Port of Siuslaw, other service districts, planning offices and city council members of all Lane County incorporated communities, neighborhood organizations, watershed

councils, public interest groups, state offices with responsibilities for transportation planning and services, private engineering, planning, and legal firms, and other interested individuals.

- A joint public hearing before the Lane County Roads Advisory Committee and Planning Commission was held on September 9, 2003. Legal notices for the hearing were published in the Eugene-Register-Guard and Springfield News, on August 19 and 20, respectively. Public hearing notice postcards were also mailed to the same 550+ parties described in the previous paragraph, and display advertisements were placed in the same six newspapers.
- A “Ballot Measure 56” notice pursuant to ORS 215.503 was mailed to more than 37,000 owners of property located within Lane County and outside the Eugene-Springfield urban growth boundary and outside the city limits of other incorporated communities.
- A second hearing before the Board of County Commissioners was held in early 2004. Prior to the hearing, legal notices were published in the Eugene Register-Guard and the Springfield News. In addition, notification postcards were mailed to the same 550+ parties described above, as well as to the parties who testified in writing or verbally at the Roads Advisory Committee/Planning Commission joint hearing.

The TSP is a plan amendment that is subject to the public notification and hearing processes and provisions of LC Chapter 14 and 16. As described above, the public involvement requirements of these chapters have been met, and exceeded, and opportunity for public involvement was afforded at all phases of the process. The amendment is therefore consistent with statewide planning Goal 1.

Goal 2 - Land Use Planning: *To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.*

The Rural Comprehensive Plan (RCP) was acknowledged by the Land Conservation and Development Commission (LCDC) as complying with state planning goals. LC 16.400, adopted and also acknowledged by LCDC specifies the means by which the RCP may be amended. The TSP update follows the procedures outlined in Lane Code and these findings provide an adequate factual basis for action. The amendment therefore conforms to the established land use planning process and framework consistent with Goal 2.

Goal 3 - Agricultural Land: *To preserve and maintain agricultural lands.*

As addressed under Goal 12 below and incorporated here by reference, certain transportation facilities and uses are allowed on agricultural land either outright or with a special use permit. TSP policy 20-a is being adopted and related land use regulations are being amended to provide for these uses, consistent with statewide planning Goal 3. Adoption of the TSP update will not change any agricultural land use designations. Based upon these findings the amendment is consistent with Goal 3.

Goal 4 - Forest Lands: *To conserve forest lands by maintaining the forest land base and to protect the state’s forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.*

As addressed under Goal 12 below and incorporated here by reference, certain transportation facilities and uses are allowed on forest lands either outright or with a special use permit. TSP policy 20-a is being adopted and related land use regulations are being amended to provide for these uses, consistent with statewide planning Goal 4. Adoption of the TSP update will not change any forest land designations. Based upon these findings the amendment is consistent with Goal 4.

Goal 5 - Open Spaces, Scenic and Historic Areas, and Natural Resources: *To conserve open space and protect natural and scenic resources.*

Changes to Lane Code associated with the TSP update include an exemption for public road projects within County-regulated riparian areas from Riparian Modification Permit requirements if they comply with Endangered Species Act (ESA) requirements for aquatic species. Public road projects are required to comply with provisions under the ESA for aquatic species that exceed the Goal 5 and associated Lane Code requirements for riparian protection. As such, by complying with the ESA, such public road projects also will adequately address riparian protections otherwise required by regulations applicable to riparian area development.

The treatment of other resources regulated under Goal 5 will not change as a result of the TSP update, and therefore the goal is otherwise not relevant to this amendment. Based upon these findings, the TSP update is consistent with Goal 5.

Goal 6 - Air, Water and Land Resources Quality: *To maintain and improve the quality of the air, water and land resources of the state.*

The TSP update does not include any changes to the treatment of the resources protected under this goal, so the goal is not relevant to this amendment.

Goal 7 - Areas Subject To Natural Disasters And Hazards: *To protect life and property from natural disasters and hazards.*

The TSP update does not include any changes relevant to management of areas subject to natural disasters and hazards so the goal is not relevant to this amendment.

Goal 8 - Recreational Needs: *To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.*

The TSP update does not include any changes related to management of recreational resources, so this goal is not relevant to the amendment.

Goal 9 - Economic Development: *To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

While the TSP update will provide for the continued orderly development of the County road network which is vital to economic development activity, the above statewide planning goal requirement is not directly relevant to the amendment.

Goal 10 - Housing: *To provide for the housing needs of citizens of the state.*

The TSP update will not change any County requirements related to housing, so this goal is not relevant to the amendment.

Goal 11 - Public Facilities and Services: *to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

Transportation facilities are identified as public facilities under this goal. OAR 660-011-0035(1) requires,

The public facility plan shall include rough cost estimates for those sewer, water, and transportation public facility projects identified in the facility plan . . .

The TSP update includes a project list and cost estimates for each anticipated County Road improvement project. Other public facility projects, for example water, sewer and public transit improvements, are identified in other long range planning documents adopted separately from the TSP.

Goal 12 - Transportation: *To provide and encourage a safe, convenient and economic transportation system.*

OAR 660-012 is the Transportation Planning Rule (TPR) that implements statewide planning Goal 12. Subsection numbers below are those found within OAR 660-012 (i.e., “-0005” refers to OAR 660-012-0005). The Board finds the TSP update complies with the TPR requirements based upon the following findings:

-0005 provides certain definitions that were adopted, as applicable to Lane County, as part of the TSP update.

-0010 provides for a distinction between transportation system planning and project development, noting that the latter implements the former by determining the precise location, alignment, and preliminary design of improvements included in the TSP. This section does not direct local governments to adopt any provisions to comply with the TPR but it is noted that the County’s TSP provides for transportation system planning while Lane Code and Lane Manual provide for project development.

-0015 requires County TSPs to be consistent with the state TSP. The County has consulted and coordinated with Oregon Department of Transportation to provide for coordination and mutual TSP consistency. This section of the TPR also requires that the County TSP be coordinated with federal agencies, local governments, special districts, and private providers of transportation services. The County TSP effort involved coordination with all service districts and providers of transportation services throughout Lane County, and with local governments.

-0020 requires TSPs for local jurisdictions such as Lane County to have certain elements, including:

- a determination of needs;
- road system plan including functional classes consistent with state and regional TSPs;
- road standards;
- public transit; bicycle and pedestrian; air, rail, water, and pipeline elements; and
- an inventory of the road system and other transportation system elements.

The TSP update includes all the required elements listed above. While a financing element is not required for areas outside urban growth boundaries, the TSP update also includes a financing element.

-0025 requires findings of compliance with statewide planning goals and acknowledged comprehensive plan policies and land use regulations. These findings demonstrate consistency with this requirement.

-0045 requires certain regulations and ordinances to be adopted. This includes land use regulations specifying transportation uses and services allowed in each land use zone; other regulations specifying access control measures and acceptable road performance levels; other transportation system protection measures consistent with road functional classes and rural land density limitations; measures to protect public use airports; a process for coordinated review of land use decisions; a process to apply development proposal conditions to minimize impacts and protect transportation facilities; regulations to require notice to public agencies; and regulations to assure that land use designations, densities, and design standards are consistent with functions, capacities and levels of service of facilities. Regulations to provide for safe,

convenient, and reasonably direct access for bicycles and pedestrians are also required. Finally, this section of the TPR requires that standards for local streets be adopted that minimize pavement width and total right-of-way consistent with the operational needs of the facility.

Certain of the above requirements have already been in place in Lane County's land use regulations, including provisions to protect airports, and land use review processes providing for coordination, notice to agencies, and for assigning conditions to development proposals. Under separate ordinance, changes to the regulations in Lane Code Chapters 10, 13, 15, and 16 are being adopted to implement the TSP in compliance with all the other above noted requirements, including new access control measures, updated regulations to provide for safe and convenient bicycle and pedestrian access, road performance and traffic impact analysis requirements to protect transportation facilities, and new road design standards that minimize pavement width consistent with operation needs of road facilities. The TSP also includes related, overarching goals and policies. Therefore, the amendment is consistent with the requirements of -0045.

-0050 includes provisions for transportation project development, and specifies requirements for public involvement and compliance with the comprehensive plan and land use regulations when a land use decision is involved in project development. The updated TSP, and Lane Code land use regulations being adopted as part of this amendment, provide for transportation uses that may be allowed in rural areas without a goal exception. Also, pre-existing requirements provide for the necessary public process if a transportation facility or use requires a land use decision or an amendment to the TSP.

-0060(1) and (2) provide that plan and land use regulation amendments which significantly affect a transportation facility shall ensure that land uses allowed by the amendment are consistent with road function, capacity, level of service, and other performance standards. The TPR also specifies under what conditions a plan or land use regulation amendment significantly affects a transportation facility. TSP Policy 20-d and related land use regulations implement this requirement with regard to plan amendments.

-0060(3) requires coordination with other agencies regarding determinations under -0060(1) and (2). Lane County has long had such a coordination process in place, routinely sending proposed plan and land use regulation amendment referrals to all affected agencies. The updated TSP also includes Goal 21, and policies 21-a through 21-c, which provide for coordinated land use review when making decisions about transportation facilities.

-0060(4) provides that the presence of a transportation facility or improvement shall not be the basis for an exception to allow certain development on rural lands. This requirement was incorporated into the TSP as policy 20-e.

-0065 provides for transportation facilities, services, and improvements which may be permitted either outright or as special uses on rural lands consistent with Goals 3, 4, 11, and 14 without a goal exception. In addition, this section of the TPR references provisions in ORS 215.213 applicable to agricultural lands in Lane County, and references Oregon Administrative Rules (OAR) 660, Division 6 applicable to forest lands in Lane County. These ORS and OAR sections referenced by the TPR provide for transportation facilities and uses that may be permitted outright or as special uses in agricultural zones and forest zones. All of these provisions were addressed by TSP policy 20-a and by the adoption of corresponding land use regulation amendments that specify the facilities, services and improvements that may be permitted on rural lands, including agricultural and forest zones.

As described above, and in combination with amendments being made to Lane County land use regulations, the proposed amendment is consistent with the applicable requirements of the TPR.

Goal 13 - Energy: To conserve energy.

The TSP update will not change any County requirements related to energy, so this goal is not relevant to the amendment.

Goal 14 - Urbanization: *To provide for an orderly and efficient transition from rural to urban land use.*

Goal 12, the Transportation Planning Rule, includes provisions related to transportation uses allowed on rural lands to help maintain the orderly and efficient transition from rural to urban land use. As noted above under findings related to Goal 12, incorporated here by reference, this proposal complies with those provisions. Besides complying with these related sections in the TPR, the TSP update will not change any County requirements related to urbanization, so the amendment is consistent with Goal 14.

Goal 15 - Willamette River Greenway: *To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.*

The TSP update will not change any County requirements related to the Willamette River Greenway, so this goal is not relevant to the amendment.

Goal 16 - Estuarine Resources: *To recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands; and to protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries.*

The land use regulation amendments associated with the TSP update provide for consistency with this goal by restricting allowed transportation facilities, services, and improvements within estuarine zones to operations, maintenance, repair, preservation, and rehabilitation. Furthermore, such uses are only allowed provided there is no associated dredging or excavation. As such this proposal is consistent with Goal 16.

Goal 17 - Coastal Shorelands: *To conserve, protect, where appropriate, develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water-depending uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and to reduce the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands.*

Goal 17 is implemented under Lane County's coastal shorelands combining zone regulations. The TSP update will not change any County requirements related to these requirements, so this goal is not relevant to the amendment.

Goal 18 - Beaches and Dunes: *To conserve, protect, where appropriate develop and where appropriate restore the resources and benefits of coastal beach and dune areas; and to reduce the hazard to human life and property from natural or man-induced actions associated with these areas.*

Goal 18 is implemented under Lane County's land use combining zone regulations. The TSP update will not change any County requirements related to these requirements, so this goal is not relevant to the amendment.

Goal 19 - Ocean Resources: *To conserve the long-term values, benefits, and natural resources of the nearshore ocean and the continental shelf. All local, state, and federal plans, policies,*

projects, and activities which affect the territorial sea shall be developed, managed and conducted to maintain, and where appropriate, enhance and restore, the long-term benefits derived from the nearshore oceanic resources of Oregon. Since renewable ocean resources and uses, such as food production, water quality, navigation, recreation, and aesthetic enjoyment, will provide greater long-term benefits than will nonrenewable resources, such plans and activities shall give clear priority to the proper management and protection of renewable resources.

The TSP update will not change any County requirements related to ocean resources, so this goal is not relevant to the amendment.

6. Pursuant to LC 16.400(6)(h)(iii)(aa) and OAR 660-012-0025(2) above, findings of consistency with applicable local policies, including the applicable Rural Comprehensive Plan policies are required to adopt this amendment. Findings of consistency with applicable policies of the Rural Comprehensive Plan follow.

Goal 1: Citizen Involvement

1. . . . assure availability of planning information . . .
2. . . . plan implementation shall include participation by the general public . . .
4. . . . The Citizen Involvement Program is recognized as the primary body advising the Board as to . . . Because of their regular meeting schedule and expertise, the Planning Commissions have been designated as Lane County's Citizen Involvement Program Committees.
5. The program of communicating with chartered community organizations shall be continued.
6. Identification of priorities for and adoption of capital improvement programs shall be done through the citizen involvement program.

Findings addressing statewide planning goal 1 above demonstrate that the plan amendment is consistent with the above policies, and are incorporated here by reference. Additional findings with regard to policy 6 above are as follows. The TSP, page 64 addresses future spending and prioritization, noting that priority setting shall occur through the Capital Improvement Program process. TSP Goal 1, 23, and 24 address priority setting, and the Planning Commission has reviewed and endorsed these policies as adopted. Therefore the amendment is consistent with the above goal and applicable policies 1, 2, 4, 5, and 6 above.

Goal 2: Land Use Planning

3. All products of the County Planning process shall be made available for public review and comment and shall be adopted through the hearings process.
5. The Lane County Planning Commission shall have primary advisory authority to the Board of County Commissioners for and Countywide land use policy issues.

All products proposed for adoption herein have been made available for public review as discussed in findings for statewide planning Goal 1, above, incorporated here by reference. The Lane County Planning Commission's advice was sought and used prior to adoption of these products by the Board. Therefore the amendment is consistent with the above goal and applicable policies 3 and 5.

Goal 3: Agricultural Lands

3. Reserve the use of the best agricultural soils exclusively for agricultural purposes.
5. Use planning and implementation techniques that reflect appropriate uses and treatment for each type of land.
8. Provide maximum protection to agricultural activities . .
13. No County policy shall be construed to exclude permitted and specially permitted nonfarm uses, as defined in ORS Chapter 215.213 and OAR 660 Division 33, from the EFU zones . . .

TSP Policy 20-a and associated Code changes specify transportation facilities and uses allowed on agricultural lands, consistent with ORS Chapter 215.213 and OAR 660 Division 33. By doing so, the amendments are consistent with the above Goal and applicable policy statements.

Goal 4: Forest Lands

Goal 5: Open Spaces, Scenic and Historic Areas and Natural Resources

Goal 6: Air, Water and Land Resources

Goal 7: Areas Subject to Natural Disasters and Hazards

Goal 8: Recreational Needs

Goal 9: Economy of the State

Goal 10: Housing

The TSP update does not include any changes relevant to management of areas subject to the above goals 4 through 10, or associated policies, so those goals are not relevant to this amendment.

Goal 11: Public Facilities and Services

4. Lane County shall maintain an active role to provide the facilities and services needed to make quality health, social and cultural services available and accessible to all Lane County residents . . .

Transportation facilities are defined as public facilities under statewide land use Goal 11. By adopting this updated TSP, Lane County is maintaining an active role in providing transportation facilities needed to make the referenced services available and accessible to all County residents.

5. Lane County shall participate in the coordination of planning and development for various public facilities and utility services. The primary means of effecting this policy shall be through a system whereby land use application shall be referred to the various providers of services . . .

Lane County has primary responsibility for the coordination of planning and development for County-maintained transportation facilities. Coordination with other service providers, including cities, Lane Transit District, utilities, special districts, and other public agencies, has been a high priority of this amendment effort. All known entities listed above were included on mailing lists for informational meetings and public hearings. Applicable agencies and service providers were directly consulted regarding the accuracy of information and policies affecting their operations.

Based upon the above findings, the amendment is consistent with Goal 11 and applicable policies.

Goal 12: Transportation

- 1. Lane County shall strive for a coordinated and balanced transportation system which complies with LCDC Goal 12 and is responsive to the economic, social and environmental considerations, and which will work toward the following objectives:***
 - a. Safe, convenient and economical transportation for all people, materials and services***

The TSP update (TSP) complies with LCDC Goal 12 as demonstrated in the findings for that goal contained above in this document. The TSP is responsive to economic, social and environmental considerations, and works toward the objectives of safety, convenience, and economical transportation for all people, materials and services as demonstrated by all the goals and associated policies in the document.

- b. An effective distribution of transportation options.***

Transportation options are effectively distributed to the extent possible given Lane County's primarily rural character and lack of development in rural areas. The TSP demonstrates consideration for all transportation options available, as required under statewide land use Goal 12.

c. A transportation system responsive to changing needs and conditions.

Adoption of the updated TSP is meant to comply with state regulations and to address changing needs and conditions, demonstrating consistency with this policy statement.

d. Consideration of direct and indirect impacts of proposed transportation projects on the environment, energy resources, economy and general livability.

The TSP is primarily concerned with rural Lane County which is generally in resource land zoning and use. The findings in this document demonstrate compliance with all statewide planning goals regulating these resource lands and the related environment, energy resources, economy and general livability of these areas. The needs assessment contained in the TSP also demonstrates consideration of unincorporated communities as to access for bicycle and pedestrian travel from residential areas to nearby commercial areas and employment centers. The project list included in the TSP includes projects specifically designed to improve pedestrian access, and policies require provision of bus turnouts. Consideration for freight movement and multiple transportation modes including air, transit, and other modes demonstrates consideration of impacts on the environment, energy resources, economy and general livability.

e. Public participation in the transportation planning process.

Findings for statewide Goal 1 and for Lane County Goal 1 demonstrate consistency with this objective. In addition, adopted changes to Lane Manual concerning citizen involvement in the Capital Improvement Program promotes the above objective by allowing for a stakeholder process to enhance public participation in project design.

f. Coordination with the development of statewide comprehensive transportation plans.

Coordination was of primary concern in developing the TSP. ODOT was consulted and has testified to being generally satisfied with the updated TSP.

g. Encouragement of energy-efficient modes of transportation.

Updated TSP policies associated with, and Goals 6, 7, 8, 10, 11, 12, and 13 promote alternative, energy efficient transportation modes.

h. Safe and convenient opportunities for bicycle and pedestrian travel throughout population areas of Lane County.

Updated TSP Goals 6, 7, and 8 and associated policies promote safe and convenient opportunities for bicycle and pedestrian travel. Policy 1-e also accomplishes this by promoting alternative transportation modes when roads are improved, through the provision of sidewalks, bike lanes, and bus stop turnouts. Additionally, the project list includes bicycle- and pedestrian-oriented projects, based upon a needs assessment that specifically considered safe and convenient opportunities for bicycle and pedestrian travel.

i. An efficient public transportation service, which meets demonstrated needs for alternative transportation.

As a regional, independent service, Lane County has limited control over the management of public transportation but does participate in associated committee, task force, and lobbying activities. As reflected in the TSP, public transportation services are provided to rural Lane County to the extent possible given limited populations in these areas, and given legal and economic constraints. Goals 10, 11, and 12 of the updated TSP and associated policies demonstrate consistency with the above objective to the extent possible.

j. An appropriate level of general and commercial aviation development.

The updated TSP supports general and commercial aviation development through supportive goals and associated policies 14, 15, and 16.

k. The development of the Port of Siuslaw consistent with adopted policies and plans.

The updated TSP supports development of the Port of Siuslaw through supportive goals and associated policies 17 and 18.

- 2. In managing the transportation system toward the fulfillment of adopted County land use goals and plans, Lane County shall:*
 - a. Provide transportation services as necessary to accommodate growth concentrated within existing communities.*

While city TSPs are the primary policy documents for existing incorporated communities, the updated County TSP is consistent with these TSPs. For example, the TSP project list includes all projects listed in city TSPs. These city projects are designed to accommodate growth in the corresponding communities. The project list also includes road improvements associated with unincorporated communities where need was demonstrated through the needs assessment in the TSP document. Other transportation modes serving growth within existing communities are addressed primarily in city TSPs.

b. Discourage the spread of residential development in agricultural and forest areas.

By complying with statewide land use goals as demonstrated in the findings above, the TSP discourages the spread of residential development in agricultural and forest areas.

c. Guide the transportation pattern of newly developing areas and rural communities.

To the extent allowed under statewide planning goals, TSP Goals and associated policies 20, 21, and 22, and associated regulations that are being adopted provide for road improvements to serve new development in a manner that contemplates the future transportation pattern by considering factors such as the logical extension of County Roads, road functional classifications, access management, and provision of improvements to serve new development consistent with statewide land use goals.

d. Ensure that transportation improvements are consistent with adopted public policies and plans.

e. Ensure that road development or improvement is consistent with adopted plan and policies.

Transportation improvements must show compliance with the adopted County Comprehensive Plan including the updated TSP and with adopted land use regulations, demonstrating consistency with the above two objectives.

3. *Lane County shall seek an efficient, safe and attractive highway network to serve the existing and future arrangement of land uses by striving toward the following objectives:*
 - a. *Make improved safety for the traveling public a primary consideration in the expenditure of resources.*

Improved safety is the first goal of the updated TSP and policy 1-c specifies that safety is the first priority in making decisions about roadway operations, maintenance, and repair.

- b. *Ensure that all road construction meets adopted uniform standards unless excepted for substantial reason.*

New road design standards and corresponding policies being adopted in the updated TSP apply to publicly and privately initiated road improvement projects. In particular, Goal 1 in the updated TSP and associated policies will uniformly guide road construction.

- c. *Provide for timely development of streets and roads in community development centers.*

Development of streets and roads in community development centers are programmed primarily in city TSPs. The County TSP needs assessment and project list, and requirements for traffic impact analysis and maintaining acceptable performance levels, provide for timely development of necessary street and road improvements for County roads within community development centers.

- d. *Include aesthetic considerations in maintenance, construction or improvement within County road right-of-way.*

Aesthetics are incorporated into road design standards being adopted with the updated TSP. Aesthetics are also considered in policies that encourage setback sidewalks and the involvement of adjacent neighborhoods in project design.

- e. *Minimize frontage access onto the County's collector and arterial roads.*

Access onto County collector and arterial roads will be minimized under new TSP Goal 3 and associated policies, and associated regulations providing spacing standards and other access management provisions.

- f. *Ensure that future route selection considers the indirect costs as well as the direct costs of construction.*

Direct and indirect costs are considered at several levels as part of the TSP update. Individual project designs are subject to citizen involvement processes. All projects must be consistent with land use policies and regulations. Alternative transportation modes to promote reduced energy use and pollution are encouraged. Projects must comply with environmental regulations and best management practices administered by state, federal, and local agencies.

- g. *Discourage strip development between the County's urban service areas and their satellite communities.*

The TSP update discourages strip development by complying with statewide land use goals as shown in the findings above.

- h. *To the extent possible, coordinate implementation of new highway facilities with land development needs to minimize stimulation of untimely land development.*

The TSP minimizes stimulation of untimely land development and coordinates implementation of new highway facilities with land development to the extent possible by complying with statewide land use laws and coordinating with the state in development of the TSP.

i. Ensure that street and highway development or improvement is integrated with and complementary to other transportation modes.

TSP policies provide for coordination with other transportation modes.

j. Maintain County roads and bridges adequately to meet the needs of the trucking industry consistent with adopted land use plans for the area.

Maintaining the County road system and bridges is specified as a priority under Goal 1 of the updated TSP. Policy 1-f states, "Maintain county arterial and collector roads sufficiently for the safe and efficient movement of freight, consistent with applicable traffic impact analysis, design policies and standards and land use regulations."

k. Establish priority trucking routes, which minimize conflicts with incompatible land uses and area of congestion.

Trucking routes are established for state roads outside of this amendment process. No changes are proposed to established trucking routes.

4. The adopted Lane County Rural Transportation Plan is a special-function Plan concerned with Goal 12 requirements, and containing a number of Goals and Policies regarding various components of the County's transportation system and Goal 12 requirements. The Transportation System Plan, as amended and adopted in 2004, shall be applied where appropriate; policies shall be considered to be mandatory actions, which are ultimately binding on the County.

The paragraph above reflects changes that will be adopted as part of this amendment. Additional findings regarding the above policy are not necessary.

Goal 13: Energy Conservation

2. Lane County shall encourage energy conservation in the development and of public facilities, services and utilities and in the development and use of electrical and communication systems.

The goals and policies that promote alternatives to single occupancy vehicle travel reflect that the TSP update encourages energy conservation to the extent possible.

3. Lane County shall establish programs when financially reasonable to promote the stated goal through intergovernmental cooperation, to increase public awareness of the benefits of energy conservation and to revise existing programs concerning land use, transportation, existing and new building.

In complying with the Transportation Planning Rule concerning intergovernmental coordination, alternative transportation modes, and integration of land use and transportation facility decision-making, the updated TSP promotes intergovernmental cooperation in energy conservation measures.

Goal 14: Urbanization

Goal 15: Willamette River Greenway

- Goal 16: Estuarine Resources***
- Goal 17: Coastal Shorelands***
- Goal 18: Beaches and Dunes***
- Goal 19: Ocean Resources***

The TSP update does not include any changes relevant to management of areas subject to the above goals 14 through 19 or associated policies, so those goals are not relevant to this amendment.

7. Based upon all of the above findings, the Board concludes that the proposed TSP update and incorporation of TSP policies into the County General Plan policies is consistent with the requirements set forth in the applicable approval criteria. Therefore, the Board approves adoption of the proposal.