



TECHNICAL MEMORANDUM #4

DATE: March 4, 2014

TO: Project Management Team

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SUBJECT: **Goals and Policies (Task 3.3)**

P11086-018

This memorandum documents Lane County’s transportation goals and policies, which were adopted as part of the County’s 2004 TSP. It also provides new and revised language to be included in the new Lane County Transportation System Plan (TSP) currently being developed. Much of the goals and policy text will remain unchanged; however, existing text to be removed is identified in using ~~striketrough~~ formatting and new text to be added is shown using underline formatting. Further modifications may be proposed to address findings, conclusions, and recommendations that result from the TSP update process and based on feedback from the Technical Advisory and Stakeholder Advisory Committees.

There are three primary reasons for revising the County’s goals and policies:

- **Address Equity** – New language is needed to ensure that “equity” is given due consideration in the County’s transportation-related decisions. Equity refers to the provision of affordable and reliable transportation options to all communities and populations.
- **Strengthen Bicycle and Pedestrian Language** – Stronger language is needed regarding the provision of the County’s bicycle and pedestrian facilities, which the County recognizes will provide economic development, health, and multimodal benefits.
- **Ensure Consistency with Recent Changes to Other Regulatory Documents** – Minor revisions are needed to ensure the County’s goals and policies are consistent with Oregon’s Transportation Planning Rule (TPR), the County’s Comprehensive Plan, and relevant ODOT transportation policies. Some changes have been made to these documents since the County last updated their TSP in 2004.

Goals and Policies

Goals are broad statements of philosophy describing a vision for the future and are organized in this memorandum by topic area. Policies are statements that provide a more specific course of

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action to move toward implementation of the goals. Transportation improvements, land development, and other actions affecting the County's transportation network must be consistent with adopted policies.

MULTIMODAL ROADWAY CORRIDORS

Goal 1: Maintain the safety, physical integrity and function of the County's multimodal roadway network through the routine maintenance program, the Capital Improvement Program, and the consistent application of transportation facility road design standards.

Policy 1-a: ~~Road~~ Operations, maintenance, repair, and preservation activities of County transportation facilities, which include roads, bridges, sidewalks, and bike facilities, shall be the a-priority of the ~~Road Fund~~ Public Works Operations budget and shall be routinely carried out to protect the public investment in, and to ensure adequate functioning of, the County transportation Road network.

Policy 1-b: Continue to implement the Capital Improvement Program including a regular ~~yearly~~ adoption to address changing conditions, modified project schedules, the addition of new projects, and project completion.

Policy 1-c: Safety shall be a top ~~the first~~ priority in making decisions for the Capital Improvement Program and for transportation facility roadway operations, maintenance, and repair.

Policy 1-d: The requirements of Lane Code 15 shall be consistently applied to all public and private transportation facility road improvement projects. In the absence of a County-adopted standard for a particular design element, the primary documents ~~edition~~ specified in Lane Manual 15.450 of the following ~~primary documents~~ shall be the basis for transportation facility road design, construction, signing and marking decisions.:

(i) ~~The following documents, published by the American Association of State Highway and Transportation Officials (AASHTO):~~

~~(a) A Policy on Geometric Design of Highways and Streets;~~

~~(b) Roadside Design Guide;~~

~~(c) Geometric Design of Very Low Volume Local Roads (ADT \leq 400);~~

and

~~(d) Guide for Design of Pavement Structures.~~

(ii) ~~The Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration.~~

- ~~(iii) The following additional documents published by the Oregon Department of Transportation (ODOT) and the American Public Works Association (APWA), Oregon Chapter:

 - ~~(a) Oregon Standard Specifications for Construction (ODOT & APWA);~~
 - ~~(b) Oregon Standard Drawings (ODOT & APWA);~~
 - ~~(c) ODOT Highway Design Manual;~~
 - ~~(d) ODOT Hydraulics Manual;~~
 - ~~(e) ODOT Hydraulics Manual, Volume 2 (Erosion and Sediment Control);~~
 - ~~(f) Oregon Bicycle and Pedestrian Plan (ODOT, 1995); and~~
 - ~~(g) 1999 Oregon Highway Plan (ODOT).~~~~
- ~~(iv) The Highway Capacity Manual 2000 published by the Transportation Research Board.~~
- ~~(v) The Trip Generation, 7th Edition manual published by the Institute of Traffic Engineers.~~

Policy 1-e: Road improvement projects shall consider and, ~~as financially and legally feasible,~~ integrate improvements that accommodate all for alternative transportation users by including modes such as sidewalks, bike lanes, and bus stop turnouts, consistent with adopted road design standards.

Policy 1-f: 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.

Policy 1-g: Maintain and improve roads consistent with their functional classification. Reclassify roads as appropriate to reflect function and use.

Policy 1-h: City standards shall apply to County ~~R~~ roads functionally classified as local roads within urban growth boundaries. In the absence of ~~C~~ city standards, the County's road design standards shall apply.

Policy 1-i Consider the needs of traditionally underserved citizens when planning and designing the transportation system and identify targets and improvements to meet the specific needs of these populations.

Goal 2: Promote a safe and efficient state highway system through the State Transportation Improvement Program and support of ODOT capital improvement projects.

Policy 2-a: Safe movement of motor vehicles, bicyclists, and pedestrians on the State system ~~and, where allowed, bicyclists and pedestrians shall be a priority,~~ except where specified users are strictly prohibited. Lane County supports

development and implementation of ODOT projects that improve the safety, operation, and structural characteristics of the State highway and bridge system, provided they are consistent with the TSP and applicable federal, state, and local regulations.

- Policy 2-b: The County shall coordinate, as appropriate, with ODOT in:
- (i) plan development;
 - (ii) managing the existing State system; and
 - (iii) designing and developing facility improvements on the State system in Lane County.
- Policy 2-c: The County supports the preservation of the natural, historic, cultural, and recreational values of federally designated Scenic Byway routes maintained by ODOT.
- Policy 2-d: ODOT improvement ~~safety, preservation and modernization~~ projects on the State system shall be consistent with Policies 2a-c above, and need not be identified in the Lane County TSP 20-year Project List.

Goal 3: Promote a safe and efficient transportation road network through access management.

- Policy 3-a: Access decisions will be made in a manner consistent with the functional classification of the roadway.
- Policy 3-b: Access Management policies and spacing standards found herein and in Lane Code ~~15.130-15.139~~ shall apply to all new development, changes of use, and road and driveway approach locations within County Road rights-of-way. For State facilities, the Oregon Department of Transportation controls access pursuant to Oregon Administrative Rules 734, Division 51.
- Policy 3-c: Development within a County ~~R~~road right-of-way, including but not limited to excavation, clearing, grading, utility placement, culvert placement or replacement, other stormwater facilities, and construction or reconstruction of road or driveway approaches, is allowed only upon approval of a facility permit.
- Policy 3-d: Properties adjacent to County ~~R~~roads shall be granted reasonable access subject to access management and other applicable policies and standards herein and in Lane Code. Where access is available from more than one road, access shall be taken from the road with the lower functional classification ~~as~~

defined in Lane Code 15.020(2), unless otherwise approved by the County Engineer or designee.

Policy 3-e: Decisions regarding placement, location, relocation, and spacing of traffic control devices, including but not limited to traffic signals, turn lanes, and medians shall be based upon accepted engineering practices as provided for in the edition specified in Lane Manual 15.450 of the following documents: The Federal Highway Administration (FHWA) *Manual on Uniform Traffic Control Devices (MUTCD)*, the *Oregon Standard Drawings* published by the Oregon Department of Transportation (ODOT) and American Public Works Association (APWA), and *A Policy on Geometric Design of Highways and Streets* published by the American Association of State Highway and Transportation Officials (AASHTO).

Policy 3-f: New development shall accommodate on-site-related vehicular traffic circulation on the site and not by circulating on and off the site through multiple access points using the public road system. "Backing out" maneuvers should be prohibited ~~avoided~~ for new driveways on all urban arterials and rural major collectors.

Policy 3-g: New development shall accommodate safe access and on-site circulation for non-motorized modes of transportation.

Goal 4: Maintain acceptable road transportation system performance levels.

Policy 4-a: ~~The p~~Performance standards on County-maintained roads-transportation facilities shall be as represented in the following peak hour volume to capacity ratio (v/c) table from Lane Code 15.696. Given adequate funding for public road transportation improvements and as a secondary priority to safety improvements, these ~~this~~ standards should be maintained in making decisions about transportation public road improvement projects or implementation of other programs and strategies that mitigate traffic, improve safety, and address other transportation system needs.

(Table 6 from Chapter 4.1): Maximum Volume to Capacity Ratios for Peak Hour Operating Conditions, Lane County Roads

Roadway Category	Location/Speed Limits				
	Inside Urban Growth Boundary			Outside Urban Growth Boundary	
	Eugene-Springfield Metro Area	Outside Eugene-Springfield Metro area where speed limit <45 mph	Outside Eugene-Springfield Metro area where speed ≥ 45 mph	Within Unincorporated Communities	Outside Unincorporated Communities
Freeways and Expressways	<u>0.850-80</u>	n/a	n/a	n/a	n/a

Other County Roads	0.85	0.85	0.75	0.80	0.70
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~~Policy 4 b: In analyzing arterial or collector streets, peak hour level of service analysis methods may be appropriate. Level of service “D”, using the analytical approaches in the Transportation Research Board *Highway Capacity Manual* is the standard of performance to be achieved or maintained, and not exceeded. Not exceeding LOS “D” means achieving or maintaining LOS “A”, “B”, “C”, or “D”. When such analysis is required, both the v/c standard in Lane Code 15.696 and LOS D must be met. The standards and procedures to be used in a particular study shall be approved in advance by Lane County Public Works, according to the procedures in the Traffic Impact Analysis Guidelines of the Public Works Engineering Division.~~

Policy 4-be: Where threshold criteria are met, consistent with the criteria in Lane Code 15.697, a traffic impact analysis will be required to determine if a land use application significantly affects an existing or planned transportation facility and, where necessary, to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites. A traffic impact analysis shall be required as part of a complete land use application based upon the requirements of Lane Code 15.697, for any of the following:

- ~~(i) any development proposal that, if approved, will result in an increase in peak hour traffic flow of 50 or more automobile trips outside an urban growth boundary, or 100 or more automobile trips inside an urban growth boundary. The increase in number of trips shall be calculated based upon the methodology in the Institute of Traffic Engineers’ *Trip Generation* manual for the year of publication specified in Lane Manual Chapter 15.450 and associated handbook and user’s guide;~~
- ~~(ii) development proposals that will affect County Roads where congestion or safety problems have been identified by previous traffic engineering analysis;~~
- ~~(iii) any plan amendment proposal, unless waived by the County Engineer as specified below;~~
- ~~(iv) proposed development that will generate or receive traffic by single or combination vehicles with gross weights greater than 26,000 pounds as part of their daily operations. “Daily operations” includes delivery to or from the site of materials or products manufactured, processed, or sold by the business on the site. “Daily operations” does not include routine services provided to the site by others, such as mail delivery, solid waste pickup, or bus service.~~

The County Engineer or designee may waive traffic impact analysis requirements specified above, when:

- (i) ~~Previous analysis has determined that the development proposal will not result in congestion, safety, or pavement structure impacts that exceed the standards of the agency that operates the affected transportation facilities; or~~
- (ii) ~~In the case of a plan amendment or zone change, the scale and size of the proposal is insignificant, eliminating the need for detailed traffic analysis of the performance of roadway facilities for the 20-year planning horizon. Whether the scale and size of a proposal may be considered insignificant may depend on the existing level of service on affected roadways. Generally, a waiver to Traffic Impact Analysis will be approved when:~~
 - (a) ~~the plan designation or zoning that results will be entirely a resource designation; or~~
 - (b) ~~the plan designation or zoning that results will be entirely residential and the allowed density is not likely to result in creation of more than 50 lots; and~~
 - (c) ~~there is adequate information for the County Engineer or designee to determine that a transportation facility is not significantly affected as defined in Policy 20-d.~~

Policy 4 d: ~~When a traffic impact analysis is required,~~

- (i) ~~it shall evaluate all affected County Road facilities where direct access is proposed, including proposed access points and nearby intersections.~~
- (ii) ~~it shall be prepared by an Oregon-certified engineer with expertise in traffic and road construction engineering.~~
- (iii) ~~it shall document compliance with the Road Design Standards in Lane Code 15.700-15.708.~~
- (iv) ~~it shall document compliance with the goals and policies of the applicable Transportation System Plan.~~
- (v) ~~the County Engineer may alter the study requirements based upon the anticipated impact of the proposal. For example, a queue length analysis (based upon 95% probability) may be required.~~
- (vi) ~~the traffic impact analysis requirements shall be coordinated with other affected jurisdictions and agencies, such as the Oregon Department of Transportation or a city.~~
- (vii) ~~traffic engineers preparing traffic impact analyses shall request approval of the scope of the analysis before proceeding with the analysis, as specified in the Traffic Impact Analysis Guidelines of the Public Works Engineering Division.~~

- Policy 4-e: ~~When a traffic impact analysis is required,~~
- ~~(i) for plan amendments, it shall demonstrate that the performance standard in Policy 4-b for the affected County Road will not be exceeded within 20 years from the date the analysis is completed as a result of approval of the plan amendment or zone change. If the performance standards are already exceeded at a location affected by the plan amendment, the standard shall be to avoid further degradation of conditions;~~
 - ~~(ii) for other proposed land use development, it shall demonstrate that the performance standard in Lane Code 15.696 for the affected County Road will not be exceeded immediately and for the next five years.~~
 - ~~(iii) if the analysis must include an evaluation of the impacts of heavy vehicles pursuant to Policy 4-c (iv), it shall be based upon the procedures for pavement structure analysis in Lane Code 15.707.~~
 - ~~(iv) 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.~~
 - ~~(v) If the performance standard in Policy 4-b cannot be achieved or maintained as specified in (i) or (ii) above, the traffic impact analysis shall propose road dedications and improvements for capacity increases, implementation of demand management strategies, or other mitigation measures. The proposal shall include a description of how and when the improvements or measures will be implemented. Any proposed road improvements shall be consistent with applicable state and local policies and standards. Examples of mitigation actions are in Chapter 4.1 in the *Level of Service and System Performance* subsection. Conditions may be assigned to ensure such improvements or measures will be implemented.~~

~~Any requirements by the County resulting from an approved traffic impact analysis shall be the responsibility of the applicant unless otherwise approved by the County.~~

- Policy 4-cf: ~~The Transportation Research Board's *Highway Capacity Manual (HCM)*, for the year of publication specified in LM 15.450, is the standard of practice for traffic impact analyses. Software packages used for analysis shall be based on HCM methodology. ~~The Highway Capacity Software (HCS) published by McTrans Center for Microcomputers in Transportation, or other approved software, may also be used. SIGCAP published by ODOT, or other ODOT-approved software is acceptable for use on both when analysis of both State and County facilities is required.~~~~

Policy 4-dg: ODOT policies and mobility ~~standards~~targets shall be applied to decisions affecting State highways in Lane County. Applicable standards from City Transportation System Plans (TSPs) shall be applied to decisions about City streets.

~~Policy 4-h: Traffic impact analyses shall be based on proposed access points consistent with County access management policies and standards specified herein and in Lane Code 15.130-15.139. Traffic impact analyses shall also consider the safe operation of affected driveways and public street intersections. Proposals requiring traffic impact analysis shall include a review of consistency with Access Management policies and standards as part of the approval of the scope of the analysis.~~

~~Policy 4-i: When analyzing signalized intersections, locations where signal warrants may be met, or intersections with all-way stop control (AWSC), the primary objective is to maintain the performance of the overall intersection. The overall intersection v/c ratio must meet the applicable standard. If level of service analysis is required, the level of service standard must also be met. At unsignalized intersections and road approaches with two-way stop control (TWSC), the object is to achieve or maintain the v/c ratios specified in Policy 4-a for the approaches that are not stopped. Approaches at which traffic must stop, or otherwise yield the right of way, shall be operated to maintain safe operation of the intersection and all its approaches and shall not exceed a v/c ratio of 0.95 within urban growth boundaries and a v/c ratio of 0.80 outside of urban growth boundaries. If public side streets or private driveways are predicted to exceed the standards, mitigation measures shall be recommended. If side street or driveway performance is predicted to exceed standards in order to maintain flow on the major street, adequate space for vehicle queuing (based upon 95% probability) must be maintained on the side street or driveway. At the intersection of a County Road and a State highway, State highway standards must be maintained for the State highway.~~

Goal 5: Promote a safe, functional, and well-maintained bridge network in Lane County.

Policy 5-a: ~~Coordinate~~Conduct bridge inspections in compliance with Federal Highway Administration and Oregon Department of Transportation requirements.

Policy 5-b: ~~Support ODOT in maintaining~~Maintain an inventory of all County structures including inspection records showing load ratings, general condition, and sufficiency ratings.

- Policy 5-c: Consider the inclusion of bridges in the Capital Improvement Program if they are structurally or functionally deficient based upon bridge general condition ratings, roadway width, bike/pedestrian passage, load capacity, safety, and operating conditions.
- Policy 5-d: Conduct routine maintenance and repair to ensure bridge integrity over the duration of its design life.
- Policy 5-e: Consider the needs of the freight trucking industry when maintaining, building, or reconstructing bridges.
- Policy 5-f: Maintain and restore Lane County covered bridges for their historic, aesthetic and cultural value as feasible, through budget allocations to the Capital Improvement Program or other funding sources.

ACTIVE TRANSPORTATION: BICYCLISTS AND PEDESTRIANS **BICYCLE AND PEDESTRIAN FACILITIES**

Goal 6: Provide safe and convenient opportunities for bicycle and pedestrian travel throughout Lane County.

- Policy 6-a: Marked bicycle lanes are required on urban arterial and collector streets when those streets are newly constructed, are reconstructed to urban standards, or are widened to provide additional vehicular capacity.
- Policy 6-b: Sidewalks, shoulders, or paved pathways accompanying public streets and roads are necessary and should be prioritized on all County roads. Particular attention should be given wherever significant conflicts with motor vehicle traffic jeopardize the health, safety and welfare of pedestrians and bicyclists.
- (i) Generally, shoulders or separated paved pathways are ~~sidewalks are not~~ provided along rural County Roads (outside of urban growth boundaries) instead of sidewalks, although sidewalks ~~they~~ may be provided where there is a demonstrated need in unincorporated communities and in other areas of concentrated commercial, industrial, residential, or institutional development. This will be determined on a case by case basis.
 - (ii) County arterial and collector roads within urban growth boundaries shall include sidewalks and the cost shall be assessed to the abutting property owners, unless the assessment is waived by the Board of County Commissioners.
 - (iii) Sidewalks on new or reconstructed County Roads functionally classified as local roads within urban growth boundaries shall be required as

provided for in City development standards. In the absence of City standards, sidewalks are required for new roads or reconstructed roads with existing sidewalks. Sidewalks shall also be required for reconstructed urban local roads without existing sidewalks, ~~except if the cost would be excessively disproportionate to the need or probable use, or if sparsity of population, other available ways or other factors indicate an absence of any need for sidewalks.~~ Sidewalks shall be constructed at the expense of the developer or adjacent property owners.

~~(iv) Roads which do not have curbs and gutters and which are not scheduled to be rebuilt, but which do have a significant need for sidewalks, may be provided with temporary asphalt walkways.~~

Policy 6-c: Public Works staff should work with school district personnel to establish school route plans. Based on these plans, Lane County will install appropriate traffic control devices, such as signs, crosswalks or other markings, or other devices as approved by the Traffic Engineer.

Policy 6-d: New development subject to Site Review and Land Division requirements shall provide adequately for safe bicycle and pedestrian on-site circulation and off-site transportation connections. Development shall provide for safe and convenient on-site circulation with respect to the location and dimensions of vehicular, bicycle, and pedestrian entrances, exits, drives, and walkways in relation to each other and to buildings and other facilities. Consideration shall be given to the need for lighting, sidewalks, widening and improving abutting streets, bus stop access, and bicycle lane and pedestrian path connections, consistent with adopted access management, road and driveway spacing standards, road design standards, and other requirements in Lane Code 15.

Policy 6-e: All new development within urban growth boundaries, when adjacent to County-maintained road rights-of-way, shall include bicycle and pedestrian facilities as specified in the Road Design Standards for Urban Roads in Lane Code 15.

Policy 6-f: The County generally will support State projects that include bicycle and pedestrian facilities.

Policy 6-g: Encourage new multi-family residential uses, retail, office, and institutional developments, and transit centers to provide sufficient and convenient bicycle parking. Allow a range of bicycle parking solutions to address the specific needs of different users.

Goal 7: Promote logical and efficient bicycle and pedestrian connections within the Lane County transportation system and between the County's and other jurisdictions' transportation systems.

Policy 7-a: In planning and implementing transportation system improvements, Lane County will coordinate with other affected jurisdictions to maximize bicycle and pedestrian route connectivity.

Policy 7-b: The County will look for opportunities to partner with ODOT and City agencies on bicycle and pedestrian facilities when roads of different jurisdictions intersect, in order to provide adequately for bicycle and pedestrians travel to local destinations.

Goal 8: Promote connectivity between non-motorized and other transportation modes.

Policy 8-a: Avoid creating conflict with and barriers to walking, bicycling, and other non-motorized modes in the design and construction of transportation facilities, ~~barriers to foot and bicycle travel should be avoided.~~

Policy 8-b: Encourage safe and convenient pedestrian and bicycle connections between new development and adjacent activity centers, including transit facilities and commercial, employment, civic/institutional, and recreation uses.

Goal 9: Encourage and support the development of recreational bicycling and hiking facilities, recognizing these activities as critical important to community livability and to the tourism sector of the local and state economy.

Policy 9-a: Road maintenance decisions will ~~strive to~~ balance the need for controlling long term pavement maintenance costs with consideration for providing improved road surfaces for cycling.

Policy 9-b: Road improvement projects identified on the TSP Project List shall incorporate shoulders and sidewalks adequate for pedestrian use, consistent with other TSP policies and with road design standards to be adopted concurrently with the TSP.

Policy 9-c: Within statutory road fund limitations, the County will consider opportunities to participate in off-road bicycle trail and footpath development and promotion, when there is adequate demand and as economically feasible.

Policy 9-d: On a case-by-case basis, and within statutory road fund limitations, the County will consider the feasibility of establishing or maintaining access

ways, paths, or trails prior to the vacation of any public easement or right-of-way.

Policy 9-e: Within statutory road fund limitations, prioritize improvements to access ways, paths, or trails where trail or route improvements help complete a regional planned facility or make connections to an existing or planned facility within an incorporated city within the County.

PUBLIC TRANSPORTATION

Goal 10: Support and encourage improved public transportation services and alternatives to single occupancy vehicle travel between the Eugene-Springfield Metropolitan Area and outlying communities.

Policy 10-a: Continue to assist in coordinating public transportation and multi-modal transportation initiatives by providing technical support and otherwise participating in technical advisory committees, task forces and working groups, such as LTD's point2point regional transportation demand management ~~the regional Commuter Solutions (Transportation Demand Management)~~ program.

Policy 10-b: County Road construction and reconstruction projects shall include consultation with LTD for consistency with the Long Range Transit Plan. County projects ~~and~~ shall, as feasible, accommodate transit stops, bus pullouts and shelters along existing or planned bus routes as permitted under statutory requirements for road fund expenditures. Unless otherwise authorized by the Board of County Commissioners, transit stop amenities with the exception of bus pullouts will typically be funded by LTD or other non-County sources.

Policy 10-c: The County will support efforts to develop public transit facilities such as park-n-ride lots and shelters in rural areas when they are consistent with the adopted Long Range Transit Plan and comply with land use, zoning, and other applicable regulations.

~~Policy 10-d: The County will investigate the possibility of providing free or discounted bus transportation services for County employees as part of LTD's Group Pass Program.~~

Goal 11: Support efforts to maintain rail transportation and to promote high speed rail development.

- Policy 11-a: As feasible, Lane County will participate in efforts to plan, develop, and maintain rail-related infrastructure improvements for high-speed and other passenger rail service.
- Policy 11-b: Lane County will coordinate with and support State efforts to comply with federal and state rail transportation requirements by consulting adopted versions of the Oregon Transportation Plan and Rail Plan when making transportation or land use decisions involving rail facilities.

Goal 12: Support initiatives to develop improved transportation services for all users. ~~County citizens with special needs.~~

- Policy 12-a: As feasible and as opportunities arise, Lane County will support public and private efforts to meet ~~special~~ transportation service needs for all County users. ~~residents, giving priority to rural residents.~~
- Policy 12-b: Identify and improve existing ADA-related deficiencies to ensure that new facilities account for the needs of all users. These include:
- (i) Providing ADA-compliant curb ramps and pedestrian push buttons at intersection and roadway crossings.
 - (ii) Maintaining sidewalks and curb ramps to meet ADA accessibility guidelines, including slopes and accessible area.
 - (iii) Providing sidewalk connectivity between neighborhoods, businesses, transit stops, and other destinations.
 - (iv) Providing sufficient on-street and off-street disabled parking stalls.

FREIGHT TRANSPORTATION

Goal 13: Facilitate efficient freight mobility and access throughout Lane County.

- Policy 13-a: Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from the land uses they serve, including freight access to the regional transportation network.
- Policy 13-b: Consider the requirements for truck movement when designing all improvements in the public right of way on designated truck routes. Requirements include turn radii, sight distance, lane widths, turn pocket lengths, pavement design, and improvements that reduce freight vehicle impacts to bicyclists and pedestrians.

RAIL TRANSPORTATION

Goal 13: Promote railway and highway safety at and near road and railway intersections.

- Policy 13-a: Lane County's Engineering Division shall notify railroad companies of all road improvement projects within 500 feet of railways.
- Policy 13-b: Road improvement projects will give consideration to upgrading existing railroad crossings and protective devices, grade-separated crossings, elimination of existing railroad crossings, and to the extent possible, will minimize new railroad crossings.

AIR TRANSPORTATION

Goal 14: Coordinate transportation system improvement decisions with airport facility needs.

- Policy 14-a: Road improvements on major airport access routes shall be consistent with the Eugene Airport Master Plan and with other Airport Plans adopted by cities where airports are located.
- Policy 14-b: Consistent with the ~~2000~~ Eugene Airport Master Plan, Lane County Public Works Engineering will coordinate with the Eugene Airport Authority to improve ground access to the airport. As opportunities arise, transportation system projects will incorporate improvements to access routes to other public airports in the County.
- Policy 14-c: Transportation facility ~~Road~~ improvement design decisions affecting access routes serving public airports in the County will consider the needs of motor vehicles, bicycles, and pedestrians associated with existing and contemplated air freight and air passenger businesses serving the airports.
- ~~Policy 14 d: All County Road improvements near airports will be coordinated with federal, state, and local agencies responsible for airport air space.~~

Goal 15: Coordinate land use decisions with airport facility needs.

- Policy 15-a: Lane County shall review all proposed airport expansion plans and provide comment as appropriate regarding land use compatibility, consistency with zoning, and impacts on the County's transportation system.
- Policy 15-b: Lane County shall review all proposed land use outside urban growth boundaries and in the vicinity of an airport regarding compatibility with the airport. ~~Airport airspace shall be protected from inappropriate development through the implementation of land use and zoning regulations.~~

Goal 16: Support multi-modal transportation services to and from the airport.

Policy 16-a: As possible, Lane County shall participate in planning and other efforts to improve public as well as private, multi-occupancy vehicle transportation services to and from the Eugene Airport, as well as bicycle and pedestrian connectivity.

WATER TRANSPORTATION

Goal 17: Support Port of Siuslaw development efforts and recognize the Port as important to the state and local economy.

Policy 17-a: ~~Transportation facility~~ Road improvement projects affecting facilities that support or are operated by the Port of Siuslaw shall be coordinated with the Port and with the Oregon Department of Transportation. Lane County will seek concurrence for all development in the Siuslaw River and adjacent to the navigable waterway.

Policy 17-b: Lane County shall review proposed Port of Siuslaw expansion plans when they involve lands and/or roads in the County's jurisdiction, and provide comment as appropriate regarding land use compatibility, consistency with zoning, and impacts on the County's transportation system.

Policy 17-c: Lane County shall support Port of Siuslaw in its efforts to improve navigability of the river and promotion of the local fishing industry, consistent with state and local land use and zoning laws.

Goal 18: Protect the long term ecological health of the Siuslaw River.

Policy 18-a: Development in and near the Siuslaw River in areas of County land use jurisdiction shall comply with the Lane County Coastal Resources Management Plan and with federal and state regulations.

PIPELINES

Goal 19: Protect pipelines as conveyances and for public safety.

Policy 19-a: Lane County shall coordinate with pipeline providers on matters of mutual concern, such as road maintenance activities and road improvement projects to protect public safety and maintain the viability of both modes of transportation.

Policy 19-b: Lane County shall review all proposed pipeline expansion plans and provide comment as appropriate regarding land use compatibility, consistency with zoning, and impacts on the County's transportation system.

TRANSPORTATION AND LAND USE

Goal 20: Ensure that transportation projects comply with state land use requirements regarding urban and rural land uses, and other federal, state, and local land use requirements.

Policy 20-a: Transportation projects, facilities, services and improvements shall comply with OAR Chapter 660, Division 12, as identified in Oregon Administrative Rules 660-012-0065 and as implemented in Lane Code may be permitted on rural lands consistent with statewide land use Goals 3, 4, 11, and 14 without a goal exception.

~~Policy 20 b: The following transportation facility improvements do not require an amendment to the TSP unless an exception to state land use laws or a TSP amendment is otherwise required.~~

~~(i) Channelization~~

~~(ii) Operation, maintenance, and repair~~

~~(iii) Preservation~~

~~(iv) Reconstruction~~

~~(v) Rehabilitation~~

~~(vi) Intersection improvements~~

~~(vii) Realignment~~

~~(viii) Modernization~~

~~(ix) Transportation facilities, services and improvements serving local travel needs. The travel capacity and level of service of facilities and improvements serving local travel needs shall be limited to that necessary to support rural land uses identified in the acknowledged comprehensive plan or to provide adequate emergency access.~~

Policy 20-~~b~~e: Plan amendments, zone changes, and other land use decisions shall consider impacts on the County transportation system, ~~including Federal, State, County, and other local roads; bicycle and pedestrian paths; public transit facilities; and air, rail, port, and pipeline facilities.~~

Policy 20-~~c~~d: Amendments to the comprehensive plan or any of its adopted components and sub-plans, which significantly affect a transportation facility pursuant to OAR 660-012-0060, shall ensure that allowed land uses are consistent with

road function, capacity, level of service, and other adopted performance standards. ~~This may be accomplished by:~~

- ~~(i) — limiting land uses to the existing road capacity or level of service;~~
- ~~(ii) — amending the TSP pursuant to Lane Code 16.400(9), to provide adequate facilities;~~
- ~~(iii) — altering the land use designation, densities, or design requirements to reduce demand for auto travel and meeting travel needs through other modes, or~~
- ~~(iv) — amend the TSP, pursuant to LC 16.400(9), to modify the planned function, capacity and performance standards, as needed, to accept greater motor vehicle congestion to promote mixed use, pedestrian friendly development where multimodal travel choices are provided. If a TSP amendment is required, it shall not be initiated unless the requirements of LC 16.400(9) have been met.~~

~~A plan or land use regulation amendment significantly affects a transportation facility, if it:~~

- ~~(i) — Changes the functional class of an existing or planned facility, or will result in the roadway facility no longer meeting the functional class definition;~~
- ~~(ii) — Changes standards that implement the functional class, except that approval of an exception or variance to standards does not in itself significantly affect a transportation facility;~~
- ~~(iii) — Allows types or levels of land uses that would result in levels of travel or access that are inconsistent with the functional class; or~~
- ~~(iv) — Would reduce the performance standards of the facility below the minimum acceptable level identified in the TSP.~~

~~Determinations under this policy shall be coordinated with affected transportation facility and service providers and other affected local governments.~~

~~Policy 20-e: — The presence of a transportation facility or improvement shall not be a basis for an exception under OAR 660-012, OAR 660-004-0022 or OAR 660-004-0028, to allow residential, commercial, institutional or industrial development on rural lands.~~

Policy 20-df: When an exception to statewide land use goals and/or a plan amendment is required for a transportation facility, the approval process should be consolidated with other public hearings and approvals required for the project before the Roads Advisory Committee, the Planning Commission, and the County Board of Commissioners.

Policy 20-~~eg~~: Amendments to the County Transportation System Plan shall be processed according to applicable state law requirements, the provisions set forth in Lane Code Chapter 12, and Lane Code 16-~~400~~.

Policy 20-~~fh~~: Transportation Road-improvement projects shall comply with federal, state, and local land use regulations.

Goal 21: Provide for coordinated land use review when making decisions about transportation facilities.

Policy 21-~~a~~: ~~It is the County's intent that the Transportation System Plan be consistent with state Transportation System Plans, with *TransPlan* (the Eugene-Springfield Transportation System Plan applicable inside the Eugene-Springfield Metropolitan Area General Plan boundary), and with the Transportation System Plans of other cities within the County.~~

Policy 21-~~ab~~: County TSP goals and policies apply to:

- (i) all transportation facilities ~~roads~~ in the County that have been dedicated to and formally accepted by the Board of County Commissioners, unless and until such facilities ~~roads~~ are subsequently accepted or annexed by an incorporated community; and
- (ii) all other transportation facilities and services, including pedestrian, bicycle, road, air, rail, pipeline and port facilities, located outside of urban growth boundaries ~~or outside of the Eugene-Springfield Metropolitan Area General Plan boundary~~.

Policy 21-~~bc~~: Where inconsistencies exist between the County TSP and other TSPs applicable within the County, or between transportation facility ~~road~~-design standards of the County and other jurisdictions within the County, the following guidelines shall be used in making decisions about transportation facility ~~road~~-improvements and services. If the inconsistency involves:

- (i) a state highway, state transportation system plans and design standards shall prevail;
- (ii) a public or private transportation facility ~~road~~-outside of an urban growth boundary, the County TSP and transportation facility ~~road~~ design standards shall prevail;
- (iii) a public or private road functionally classified as a local road within an urban growth boundary, the City TSP and applicable road design standards shall prevail;
- (iv) a road defined as a County Road pursuant to Lane Code 15-~~010~~ and functionally classified as a collector or arterial road, the County TSP and road design standards shall prevail;

- (v) a public or private road functionally classified as a local road or primarily used to provide local access to abutting properties within the Eugene-Springfield Metropolitan Area General Plan boundary, *TransPlan* and the respective applicable Eugene or Springfield road design standards shall prevail within the urban growth boundary and the applicable County Road design standards shall apply outside the urban growth boundary;
- (vi) an intersection or roads in more than one jurisdiction's ownership or control, the TSP goals and road design standards of the agency having ultimate maintenance responsibility shall prevail.

Decisions about road improvements may follow different guidelines than those above upon agreement of the elected officials of the involved jurisdictions or their designees, or if other recorded inter-jurisdictional agreements exist that supersede the above guidelines.

Goal 22: Encourage adequate transportation facility road improvements for new development.

- Policy 22-a: The dedication of adequate right-of-way and construction of transportation facility road improvements may be required to serve traffic that will be generated due to the development.
- Policy 22-b: The County will consider opportunities to purchase land for extensions of right-of-way where connectivity between collector and arterial roads is needed to promote efficient traffic flow.
- Policy 22-c: Encourage ~~The County encourages~~ and will facilitate the formation of Local Improvement (special assessment) Districts to address transportation facility road improvement needs on sub-standards transportation facilities roads.
- Policy 22-d: Road vacations proposed as part of lot or parcel reconfigurations or property line adjustments, that will result in loss of pedestrian, bicycle, or motor vehicle connectivity between Public and/or County transportation facilities Roads as defined in LC 15.010(365) shall require approval of a replat of all subdivision lots and partition parcels adjacent to the road to be vacated. As part of the replat process, the County may require dedication of right-of-way or the creation of private easements, and transportation facility road improvements, to ensure previously existing connectivity between Public or County transportation facilities Roads is maintained.

Policy 22-e: Roads that were dedicated to the County but were never accepted shall be subject to goals, policies, and standards applicable to private roads and easements, unless otherwise specified.

FINANCING AND RECOMMENDED IMPROVEMENTS

Goal 23: Maintain long-term County Road Fund stability by making annual budget adjustments and following adopted priorities.

Policy 23-a: Adjust operating and capital expenditures through the annual budget process to maintain long term County Road Fund viability. Maintain a "prudent person" County Road Fund reserve. An appropriate "prudent person" reserve is generally considered to be 10% to 15% of gross receipts.

Policy 23-b: Identify and consider additional potential funding sources and strategies, such as a local option gas tax or vehicle registration fee, to ensure necessary funding sources are available to meet County transportation needs in the event of loss or reduction of existing funding sources.

Goal 24: Use the County Road Fund effectively by following the priorities established in the ~~1991~~ Road Fund Financial Plan ~~(updated 1995).~~

Policy 24-a: As a first priority (Core Program), maintain and preserve the County Road, pedestrian, bicycle, and bridge system.

Policy 24-b: As a first priority (Core Program), provide a safe roadside environment for the traveling public on the County Road System.

Policy 24-c: As a second priority (Enhanced Program) and as funding allows, improve the County Road System to meet modern County design and safety standards.

~~Policy 24 d: As a second priority (Enhanced Program) and as funding allows, share timber receipt payments from the County Road Fund with Cities for general street purposes and maintenance of City street systems.~~

Policy 24-de: As a ~~third~~ priority (Assistance Program) and as funding allows, provide economic development road infrastructure financing to assist in economic development.

~~Policy 24 f: As a third priority (Assistance Program) and as funding allows, share timber receipt payments from the County Road Fund, through the CIP process, with cities and ODOT for City or ODOT roadway projects of mutual interest.~~

Goal 25: Maintain effective partnering relationships with cities and the Oregon Department of Transportation (ODOT).

- Policy 25-a: Review annually County-City transportation-related road partnership agreements to maintain road fund viability and to assist cities in providing transportation infrastructure and road services to urban residents in Lane County.
- Policy 25-b: Evaluate existing road project funding agreements with incorporated cities, and make necessary amendments to allocate an appropriate share of system development charges (SDCs) to the County to cover the cost of improvements on County transportation facilities ~~Roads~~ generated by new development.
- Policy 25-c: Engage ODOT in continuing discussions regarding jurisdiction of roadways; partnerships in funding programs; response to ODOT policy initiatives; and partnerships for a seamless service delivery system through sharing of resources, collocation of facilities, or consolidation of functions.

Goal 26: Support Transportation Infrastructure that Provides for Economic Development opportunities in Lane County

- Policy 26-a Evaluate existing transportation facilities for consistency with County economic development goals and policies.
- Policy 26-b Favor transportation investments that support industries and employment sectors specifically targeted to this region.