

DATE: March 21, 2014

TO: Project Management Team

FROM: Darci Rudzinski and Shayna Rehberg, Angelo Planning Group

SUBJECT: Lane County TSP Update

Transportation Planning Rule (TPR) Evaluation for Transit
(Supplement to Technical Memorandum #2 Appendix, Regulatory Review, Task 3.3)

As is stated in the rule, provisions in Subsection -0045(4) of the Transportation Planning Rule (TPR) are intended to support transit by requiring local governments to adopt transit-related land use and development regulations. Some transit-related code recommendations are suggested in the Technical Memorandum #2 Appendix, but TPR Subsection -0045(4) was not addressed specifically in that document. In light of the service provided by Lane Transit District (LTD), it is appropriate to address this subsection of the TPR.¹

The recommendations in Table S-1 represent changes that can be made to Lane County Code in order to support transit planning and investment and enhance coordination with LTD. Table S-1 has been prepared as a supplement to Table 1 in the Technical Memorandum #2 Appendix. Subsection -0045(4) can be incorporated between Subsections -0045(3) and -0045(6) in Table 1 in the final version of the memorandum. The recommendations in Table 1 and Table S-1 provide the basis for potential development code changes for which specific adoption-ready language will be prepared during the implementation plan phase of this project (Task 8.3).

¹ Pursuant to Subsection -0045(4), specific transit-related land use and development regulations are required in the following areas: in urban areas with a population greater than 25,000; in areas already served by a public transit system; or in areas where a determination has been made that a public transit system is feasible.



Table S-1: Supplemental TPR Evaluation of the Lane County Code for Transit

TPR Requirement	Findings and Recommendations
<p>OAR 660-012-0045</p>	
<p>(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:</p>	
<p>(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;</p>	<p>The updated TSP will identify transit routes will refer to Lane Transit District documents (e.g., Long Range Transit Plan) that address these elements.</p> <p><u>Recommendation:</u> The TSP addresses this TPR requirement. No changes to the code are recommended.</p>
<p>(b) New retail, office and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in (A) and (B) below.</p> <p>(A) Walkways shall be provided connecting building entrances and streets adjoining the site;</p> <p>(B) Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable. Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be</p>	<p>The 2004 TSP provides general transit route and service information. It addresses transit-related design and amenities in terms of policy (quoted below) but not in terms of proposed code language. The TSP does not show or define major transit stops.</p> <p><i>PUBLIC TRANSPORTATION</i></p> <p><i>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.</i></p> <p>[...]</p> <p><i>Policy 10-b: County Road construction and reconstruction projects shall include consultation</i></p>



TPR Requirement	Findings and Recommendations
<p>laid out or stubbed to allow for extension to the adjoining property;</p> <p>(C) In addition to (A) and (B) above, on sites at major transit stops provide the following:</p> <p>(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection;</p> <p>(ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site;</p> <p>(iii) A transit passenger landing pad accessible to disabled persons;</p> <p>(iv) An easement or dedication for a passenger shelter if requested by the transit provider; and</p> <p>(v) Lighting at the transit stop.</p> <p>Note: The TPR defines “major transit stop” as follows. The definitions in (b)(B)(i), (ii), and (iii) are likely to be the most applicable to Lane County.</p> <p><i>(a) Existing and planned light rail stations and transit transfer stations, except for temporary facilities;</i></p> <p><i>(b) Other planned stops designated as major transit stops in a transportation system plan and existing stops which:</i></p>	<p><i>with LTD 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.</i></p> <p><i>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 land use, zoning, and other applicable regulations.</i></p> <p>Transit is not specifically addressed in LC Chapters 10 (Zoning), 13 (Land Divisions), 15 (Roads), or 16 (Land Use and Development Code); this includes no definitions for major transit stops as referred to in this TPR requirement.</p> <ul style="list-style-type: none"> • Walkways and pedestrian connections <ul style="list-style-type: none"> ○ Land divisions – LC 13.050(8) allows the County to require that pedestrian or bicycle ways be improved and dedicated to the public. Such pedestrian and bicycle ways may be required in addition to any standard sidewalk requirements of LC Chapter 15 (Roads). ○ Site development – Site review procedures in LC 10.335 and LC 16.257 provide a basis for walkways and pedestrian connections. <p>Site review procedures require that adequate on-site vehicular, bicycle, and pedestrian improvements connecting directly to off-site roads, paths, and sidewalks be provided, based on anticipated traffic generation, and that consideration be given to the need and feasibility of improving abutting streets to County standards and providing associated improvements such as lighting, sidewalks, and bicycle lane and path</p>



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<p><i>(A) Have or are planned for an above average frequency of scheduled, fixed-route service when compared to region wide service. In urban areas of 1,000,000 or more population major transit stops are generally located along routes that have or are planned for 20 minute service during the peak hour; and</i></p> <p><i>(B) Are located in a transit oriented development or within 1/4 mile of an area planned and zoned for:</i></p> <p><i>(i) Medium or high density residential development; or</i></p> <p><i>(ii) Intensive commercial or institutional uses within 1/4 mile of subsection (i); or</i></p> <p><i>(iii) Uses likely to generate a relatively high level of transit ridership.</i></p>	<p>connections.</p> <p>Site review procedures also require that there is a safe and efficient circulation pattern within the boundaries of the development, including the layout of the site with respect to the location and dimensions of vehicular, bicycle, and pedestrian entrances, exits, drives, walkways, buildings, and other related facilities.</p> <ul style="list-style-type: none">○ <i>Also, see findings for TPR Section -0045(3)(b).</i>● Building entrances and transit amenities – Existing code does not address building and building entrance location relative to transit stops, transit landing pads, easements or dedications for shelters, or lighting. <p><u>Recommendations:</u></p> <ul style="list-style-type: none">● Add requirements regarding pedestrian connections to transit stops in LC 13.050(8).● Add requirements regarding pedestrian connections to major transit stops, buildings and building entrances located in close proximity to major transit stops, transit landing pads, easements or dedications for shelters, and lighting for major transit stops in LC 10.335(20) and LC 16.257(4), and in Rural Commercial, Industrial, Public Facility, and Park and Recreation Zones (LC 16.291-.295) as needed.● <i>Also, see recommendations for TPR Section -0045(3)(b).</i>● Define major transit stops in LC 10.322(05) and LC 16.090.



TPR Requirement	Findings and Recommendations
<p>(c) Local governments may implement (4)(b)(A) and (B) above through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above;</p>	<p><i>“Instead of requiring that all new retail, office and institutional development meet development requirements that satisfy -0045(A) and (B), the [jurisdiction] has the option of requiring these standards within designated pedestrian districts.”</i></p> <p>Recommendation: The County is not pursuing designation of pedestrian districts at this time. No changes to the code are recommended.</p>
<p>(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;</p>	<p>LC Chapter 10 (Zoning) and LC 16.250 (Parking Areas) do not include provisions for preferential parking for carpools and vanpools.</p> <p>Recommendation: Add provisions in LC 10.300(05) and LC 16.250 for preferential parking for employee carpools and vanpools for commercial, industrial, and institutional (public) uses in the county.</p>
<p>(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;</p>	<p>LC 16.250 (Parking Areas) does not include provisions that allow for redevelopment of parts of parking areas for transit facilities and amenities.</p> <p>Recommendation: Add provisions that allow for redevelopment of parts of parking areas for transit facilities and amenities, where appropriate, to LC 10.300(05) (Parking Areas), LC 16.250.2 (Nonresidential Private Parking), and LC 16.250.4 (Public Parking Areas).</p>
<p>(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;</p>	<p>The TSP update will identify existing and planned transit routes; the location and design of planned new roadways will be consistent with existing and planned transit service.</p> <p><i>See findings for TPR Section -0045(4)(b).</i></p> <p>Recommendation: See recommendations for TPR Section -0045(4)(b).</p>



TPR Requirement	Findings and Recommendations
(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.	<u>Recommendation:</u> When updating the transit element of the TSP, review existing land uses and consider land use changes that would support the viability of transit on existing or planned routes.