

BEFORE THE BOARD OF COMMISSIONERS OF LANE COUNTY, OREGON

ORDINANCE NO: 17-06

IN THE MATTER OF AMENDING LANE CODE
CHAPTER 15 TO UPDATE ROADWAY
PERFORMANCE STANDARDS

WHEREAS, Lane Code Chapter 15 sets forth policies and procedures related to Roadway Performance Standards; and

WHEREAS, Roadway Performance Standards need to be updated; and

WHEREAS, the Board of County Commissioners has conducted a public hearing and is now ready to take action;

NOW, THEREFORE, the Board of County Commissioners of Lane County **ORDAINS** as follows:

REMOVE THESE SECTIONS

15.138
15.696-15.697

INSERT THESE SECTIONS.

15.138
15.696-15.697

These sections are attached hereto and incorporated herein by this reference. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion constitutes a separate, distinct and independent provision, and such holding does not affect the validity of the remaining portions hereof.

Nothing herein is intended to, nor acts to amend, replace, or otherwise conflict with any other ordinances of Lane County or any other Code or statutory provisions unless expressly so stated.

The office of Lane County Legal Counsel is authorized to codify this Ordinance and to make any technical changes, not affecting its substance, as are reasonably necessary to accomplish codification.

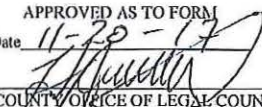
ENACTED this 12th day of December 2017



Pat Farr, Chair
Lane County Board of Commissioner



Recording Secretary for this Meeting of the Board

APPROVED AS TO FORM
Date 11-29-17

LANE COUNTY OFFICE OF LEGAL COUNSEL

(9) New land divisions shall consolidate access to the greatest extent possible. New access onto arterials and collectors shall be minimized. *(Revised by Ordinance 10-04, Effective 6.4.04)*

15.138 Road and Driveway Approach Spacing Standards.

Requirements in this section apply to new driveway and road approach intersections with a County Road. When access is needed to a lot or parcel, if the legal status of a lot or parcel has not been determined, the spacing standards in this section apply to all contiguous land in one ownership.

(1) Outside urban growth boundaries, Table 2 below shall be used in determining spacing between existing and proposed approaches onto County Roads.

(2) Within urban growth boundaries, the spacing standard for County Roads will be pursuant to the applicable city standards.

(3) Where sufficient frontage is unavailable to meet spacing standards, reasonable alternative access will be permitted as specified in LC 15.137, consistent with other applicable requirements.

(4) Spacing standards shall be measured from center-line to center-line of a road or driveway approach at the intersection of the approach with the County Road Right-of-Way as defined in LC 15.010(34)(a).

(5) Site plans for new development shall show the location and width of access serving the property at the intersection of the property and road right-of-way, including all driveway and road approaches to be retained, relocated, added or closed on the subject property, and on adjacent properties as necessary to assure conformance with spacing standards. Dimensions shall be shown to scale and labeled on the site plan.

Posted Speed or Travel Speed*	Principal Arterial (ODOT)	Minor Arterial	Major Collector	Minor Collector	Local Roadway
≥ 55	See Oregon Highway Plan	475 feet	475 feet	325 feet	100 feet
50		475 feet	475 feet	325 feet	100 feet
40 & 45		400 feet	400 feet	325 feet	100 feet
30 & 35		275 feet	275 feet	220 feet	100 feet
< 25		200 feet	200 feet	150 feet	100 feet

*If a road does not have a posted speed, County staff shall determine the travel speed. An applicant for access may submit a speed study completed by an Oregon certified engineer or other professional with appropriate expertise, to be considered and approved by the County, if there is disagreement with the County speed determination. *(Revised by Ordinance 10-04, Effective 6.4.04)*

15.139 Standards for Culverts and Private Approaches on County Roads.

The following standards apply to private access easement road approaches and driveway approaches within County Road rights-of-way.

(1) The minimum and maximum approach and culvert sizing requirements are as follows:

(a) The minimum approach width at the intersection of the approach with the County Road Right-of-Way as defined in LC 15.010(34)(a) shall be 16 feet for Rural Arterials and Collectors; and

(b) 12 feet for Rural Local Roads.

(d) The deferral provisions under LC 15.636(5)(a) through (c) above are in addition to but shall not supersede the provisions in ORS 311.702 through 311.735 for Deferral of Special Assessments on Senior Citizens' Residential Property. *(Revised by Ordinance No. 11-73, Effective 9.28.73; 7-82, 7.9.82; 20-87, 10.14.87; 8-94, 11.25.94; 5-97, 5.16.97; 10-04, 6.4.04)*

15.640 Intersections.

For assessment projects, the cost of street improvements located within street intersections and railroad intersections shall be paid by Lane County or other participating public agencies or railroads and will not be assessed to property owners. *(Revised by Ordinance No. 10-04, Effective 6.4.04)*

15.645 Foreclosure.

The Director of the Department of Assessment and Taxation shall have the duties and responsibility of the County Court in ORS 371.650(3) and ORS 371.660 and shall have the general responsibility for record keeping and collection of ORS Chapter 371 assessments made under the authority of ORS Chapter 371 and this subchapter. *(Revised by Ordinance No. 11-73, Effective 9.28.73; 7-82, 7.9.82)*

ROAD SYSTEM DEVELOPMENT

15.695 Specific Road Improvements.

Pursuant to LC 15.696 through 15.697 below, the owner of land being developed may be required, as a condition of development approval, to make road improvements necessitated by the development. The Director shall specify any required improvements and these are in addition to other requirements of this chapter. *(Revised by Ordinance No 7-82, Effective 7.9.82; 10-04, 6.4.04)*

15.696 Roadway Performance Standards.

(1) All roadways and intersections owned by Lane County must operate at or below the following standards. A local agency may choose to apply their adopted operational standards to county owned roadways in an UGB, provided that they do not allow for a lesser degree of mobility.

(a) Signalized, All-way Stop, or Roundabout Controlled Intersections: The intersection as a whole must operate with a Level of Service (LOS) "E" or better and a volume to capacity (v/c) ratio not higher than 0.85 if inside and UGB, or with a LOS "D" or better and a v/c ratio not higher than 0.80 outside and UGB during the highest one- hour period on an average weekday (typically, but not always the evening peak period between 4 p.m. and 6 p.m. during the spring or fall).

(b) Two-way Stop and Yield Controlled Intersections: All public street intersection approaches serving more than 20 vehicles during the highest one- hour period on an average weekday (typically, but not always the evening peak period between 4 p.m. and 6 p.m. during the spring or fall) must operate with a LOS "E" or better and a v/c ratio not higher than 0.95 if inside and UGB, or with a LOS "D" or better and a v/c ratio not higher than 0.80 outside the UGB. Operational standards do not apply to approaches at intersections serving 20 vehicles or fewer during the peak hour or private driveways.

(2) When analyzing County roads within urban growth boundaries, the applicable design standards of the respective city apply. In the absence of city standards for such roads, the County's road design standards apply. Traffic study requirements should be coordinated with cities and ODOT when development proposals affect facilities under the jurisdiction of these agencies.

(3) 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 must meet the applicable standard. If level of service analysis is required, the level of service standard must also be met.

(4) If nearby public or private roads, streets, or driveways are predicted to exceed the standards as a result of the proposal requiring a traffic impact analysis, the applicant shall recommend mitigation measures. If nearby road, street or driveway performance is predicted to exceed standards in order to maintain flow on the road or street where access is proposed, adequate space for vehicle queuing (based on 95% probability) must be maintained on the nearby road, street or driveway.

(5) Operational standards do not apply to unsignalized intersection approaches serving 20 vehicles or fewer during the peak hour or private driveways. *(Revised by Ordinance 10-04, Effective 6.4.04)*

15.697 Traffic Impact Analysis Requirements.

(1) A traffic impact analysis may be required as part of a complete land use application if the proposal is expected to involve one or more of the following:

(a) any development proposal that if approved, will result in an increase of 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 LM Chapter 15.450 and associated handbook and user's guide; or

(b) development proposals that will affect county roads where congestion or safety problems have been identified by previous traffic engineering analysis; or

(c) any plan amendment proposal, unless waived by the County Engineer as specified below; or

(d) 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; or

(e) the location of an existing or proposed access driveway does not meet minimum spacing or sight distance requirements, where vehicles are expected to queue or hesitate at an approach or access connection, thereby creating a safety hazard; or

(f) potential impacts to pedestrian and bicycle routes, including, but not limited to school routes and multimodal roadway improvements identified in the TSP; or

(g) project development would increase intersection or driveway volumes by 25 peak hour vehicles trips or greater on roadways classified as minor collector, major collector, minor arterial or principal arterial; or

(h) a TIA is required by ODOT pursuant with OAR 734-051

(2) The County Engineer or designee may waive traffic impact analysis requirements specified in LC 15.697(1) above, when:

(a) 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

(b) 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:

(i) the plan designation or zoning that results will be entirely a resource designation; or
 (ii) 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

(iii) there is adequate information for the County Engineer or designee to determine that a transportation facility is not significantly affected as defined in Lane County Transportation System Plan Policy 20-d.

(3) Traffic impact analyses shall document compliance with the requirements and guidelines in LC 15.696 and shall:

(a) be prepared by an Oregon-certified engineer with expertise in traffic and road construction engineering;

(b) document compliance with:

(i) the Road Design Standards in LC 15.700 through 15.708; and

(ii) the Access requirements specified in LC 15.130 through 15.139; and

(iii) the goals and policies of the applicable transportation system plan; and

(c) evaluate all road facilities where direct access is proposed, including proposed access points, nearby intersections, and the nearest major intersection with a traffic signal; and

(d) address the requirements for pavement structure analysis in LC 15.707 if the analysis is required pursuant to LC 15.697(1)(d); and

(e) be approved as to scope prior to proceeding with the analysis, as specified in the Traffic Impact Analysis Guidelines of the County Engineering Department. 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.

(4) The traffic impact analysis shall demonstrate the following:

(a) for plan amendments and zone changes, that the performance standard specified in LC 15.696(1) for the affected road(s) will not be exceeded as a result of the plan amendment or zone change, within 20 years from the date the analysis was completed;

(b) for other development, that the performance standard specified in LC 15.696(1) for the affected road(s) will be achieved immediately and for the next five years.

(5) If the performance standard in LC 15.696(1) cannot be achieved or maintained as specified in LC 15.697(4) above, the analysis shall propose one or more of the following:

(a) road dedications and improvements for capacity increases;

(b) implementation of demand management strategies;

(c) other mitigation measures.

(6) Proposed dedications, improvements, demand management strategies and other measures proposed pursuant to LC 15.697(5) may include but are not limited to the following:

(a) Reconfigure roadway and side-street accesses to minimize traffic conflicts at intersections;

(b) Limit parking near signalized intersections to increase intersection capacity;

(c) Coordinate and operate traffic signals to improve traffic progression;

(d) Relocate driveways and improve local road connections to direct traffic away from overburdened intersections and intersections where side-street capacity is limited in order to optimize traffic progression on the state highway;

(e) Improve turning radii at intersections that are heavily used by trucks to avoid lane blockages;

(f) Install raised medians to reduce traffic conflicts;

(g) Improve accesses so that traffic can enter or exit the roadway with minimal disruptions of flow;

(h) Implement other transportation demand management or transportation system management measures to use existing capacity of the roadway more efficiently.

(7) Proposed dedications, improvements, demand management strategies and other measures pursuant to LC 15.697(5) shall:

(a) consider the safe operation of affected driveways and public street intersections;

(b) propose access locations as appropriate, consistent with the access requirements in LC 15.130 through 15.139;

(c) demonstrate that the proposed measures will be completed in a manner consistent with applicable state and local policies and standards; and

(d) include a description of how and when the dedications, improvements and other measures will be performed.

(8) Traffic impact analyses shall be developed in coordination with agencies such as the Oregon Department of Transportation or a city when the proposal requiring the analysis affects facilities in their jurisdiction. Dedications, improvements, and other measures proposed pursuant to LC 15.697(4) shall comply with adopted plans and requirements of the agency with jurisdiction for the affected facility.

(9) In addition to the requirements in this subsection, the *Highway Capacity Manual* publication cited in LM 15.450 shall be used as the guiding standard for completion of a traffic impact analysis. The McTrans *Highway Capacity Software* package, or other approved software packages, may be used to complete the analysis. The Oregon Department of Transportation's SIGCAP software, or other ODOT-approved software is acceptable where the study scope includes analysis of both State and County facilities.

(10) Upon approval of the traffic impact analysis and proposed dedications, improvements, and other measures, requirements shall be completed at private expense, unless otherwise approved by the Director. Conditions may be assigned to ensure all requirements are completed. *(Revised by Ordinance 10-04, Effective 6.4.04)*

ROAD DESIGN STANDARDS

15.700 Purpose.

The purpose of this section is to provide standards for the construction and reconstruction of roads which are controlled and maintained by Lane County and all roads in the unincorporated areas of Lane County in order to provide for and promote a convenient, safe and efficient road network and to provide for motor vehicle, bicycle and pedestrian travel, and is adopted under the authority of the Lane County Home Rule Charter and ORS Chapters 368 and 371. *(Revised by Ordinance No. 1-75, Effective 3.15.75; 10-04, 6.4.04)*

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FORMAT**

15.138 Lane Code 15.138

(4) Where the right of access exists to a Local Road as defined in LC 15.010(18)(e), more than one approach to the road from a lot or parcel may be considered if, in the judgment of the County Engineer or designee additional approaches are necessary to accommodate and service traffic to and from a property, and additional approaches will not interfere with driver expectancy and the safety of traffic on the road.

(5) Driveway and road approaches on County Roads shall be located where they do not create undue interference or hazard to the free movement of highway and pedestrian traffic. Locations on sharp curves, steep grades, areas of restricted sight distance or at points that interfere with the placement and proper functioning of signs, lighting, guardrail, or other traffic control devices shall not be permitted.

(6) Driveway and road approach spacing on County Roads shall comply with the spacing standards in LC 15.138, subject to the following:

(a) Within urban growth boundaries, block length and connectivity policies and standards specified in city transportation system plans and city development codes shall apply;

(b) Offset intersections with spacing less than the standards in LC 15.138 should be avoided. A minimum offset of 150 feet is required for roads designed for speeds of 25 miles or more per hour;

(c) For rural major collector roads new intersections should generally be minimized;

(d) For urban arterial roads, new intersections shall include consideration for optimal traffic signal spacing (typically ¼ to ½ mile) and avoidance of queuing or other operational problems.

(7) 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 Federal Highway Administration (FHWA) *Manual On Uniform Traffic Control Devices* (MUTCD), the *Oregon Standard Drawings* published by ODOT and the 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). The versions of these publications cited in LM 15.450 shall be used.

(8) New development shall accommodate on-site traffic circulation needs on the site and not by circulating on and off the site through multiple access points using the County Road system. "Backing out" maneuvers are prohibited on all arterials and collectors.

(9) New land divisions shall consolidate access to the greatest extent possible. New access onto arterials and collectors shall be minimized. *(Revised by Ordinance 10-04, Effective 6.4.04)*

15.138 Road and Driveway Approach Spacing Standards.

Requirements in this section ~~shall~~ apply to new driveway and road approach intersections with a County Road. When access is needed to a lot or parcel, if the legal status of a lot or parcel has not been determined, the spacing standards in this section ~~shall~~ apply to all contiguous land in one ownership.

(1) Outside urban growth boundaries, Table 2 below shall be used in determining spacing between existing and proposed approaches onto County Roads ~~classified as collectors or arterials~~.

(2) Within urban growth boundaries, the spacing standard for County Roads will be pursuant to the applicable city standard~~classified as Local Roads shall be 20 feet~~

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 FORMAT**

15

Lane Code

15.139

~~for use of a property for a single family or manufactured dwelling, duplex, or triplex, and 100 feet for other uses.~~

~~(3) Outside urban growth boundaries, the spacing standard for County Roads classified as Local Roads, and for Local Access Roads, Public Roads, and Private Access Easements shall be 100 feet.~~

(34) Where sufficient frontage is unavailable to meet spacing standards, reasonable alternative access will be permitted as specified in LC 15.137, consistent with other applicable requirements.

(45) Spacing standards shall be measured from center-line to center-line of a road or driveway approach at the intersection of the approach with the County Road Right-of-Way as defined in LC 15.010(34)(a).

(56) Site plans for new development shall show the location and width of access serving the property at the intersection of the property and road right-of-way, including all driveway and road approaches to be retained, relocated, added or closed on the subject property, and on adjacent properties as necessary to assure conformance with spacing standards. Dimensions shall be shown to scale and labeled on the site plan.

Table 7.42: <u>Minimum Public Roadway Intersection and Private Access Spacing Standards Road and Driveway Spacing Standards for Lane County Collector and Arterial Roadways (Feet)</u>					
Posted Speed or Travel Speed*	Principal Arterial (ODOT)	Minor Arterial	Major Collector	Minor Collector	Local Roadway
≥ 55	See Oregon Highway Plan 700 550	475 <u>feet</u>	475 <u>feet</u>	325 <u>feet</u>	100 <u>feet</u>
50		475 <u>feet</u>	475 <u>feet</u>	325 <u>feet</u>	100 <u>feet</u>
40 & 45		400 <u>feet</u>	400 <u>feet</u>	325 <u>feet</u>	100 <u>feet</u>
30 & 35		275 <u>feet</u>	275 <u>feet</u>	220 <u>feet</u>	100 <u>feet</u>
< 25		500 400 400	200 <u>feet</u>	200 <u>feet</u>	150 <u>feet</u>

*If a road does not have a posted speed, County staff shall determine the travel speed. An applicant for access may submit a speed study completed by an Oregon certified engineer or other professional with appropriate expertise, to be considered and approved by the County, if there is disagreement with the County speed determination. *(Revised by Ordinance 10-04, Effective 6.4.04)*

15.139 Standards for Culverts and Private Approaches on County Roads.

The following standards apply to private access easement road approaches and driveway approaches within County Road rights-of-way.

(1) The minimum and maximum approach and culvert sizing requirements are as follows:

(a) The minimum approach width at the intersection of the approach with the County Road Right-of-Way as defined in LC 15.010(34)(a) shall be 16 feet for Rural Arterials and Collectors; and

(b) 12 feet for Rural Local Roads.

(c) The maximum approach width shall be 30 feet for residential use and 35 feet for other uses.

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15.695 Specific Road Improvements.

Pursuant to LC 15.696 through 15.697 below, the owner of land being developed may be required, as a condition of development approval, to make road improvements necessitated by the development. The Director shall specify any required improvements and these ~~are~~ **shall be** in addition to other requirements of this chapter. *(Revised by Ordinance No 7-82, Effective 7.9.82; 10-04, 6.4.04)*

15.696 Roadway Performance Standards.

~~Lane County uses the volume to capacity ratio (v/c) as the basic peak hour performance standard for evaluation of project need, plan amendments, and land development proposals. Table 4 below contains maximum v/c for County Roads. Achieving or maintaining the v/c standard means the v/c is, or is projected to be, numerically equal to, or less than, the applicable v/c in Table 4 below.~~

(1) ~~All roadways and intersections owned by Lane County must operate at or below the following standards. A local agency may choose to apply their adopted operational standards to county owned roadways in an UGB, provided that they do not allow for a lesser degree of mobility.~~

(a) ~~Signalized, All-way Stop, or Roundabout Controlled Intersections: The intersection as a whole must operate with a Level of Service (LOS) "E" or better and a volume to capacity (v/c) ratio not higher than 0.85 if inside and UGB, or with a LOS "D" or better and a v/c ratio not higher than 0.80 outside and UGB during the highest one- hour period on an average weekday (typically, but not always the evening peak period between 4 p.m. and 6 p.m. during the spring or fall).~~

(b) ~~Two-way Stop and Yield Controlled Intersections: All public street intersection approaches serving more than 20 vehicles during the highest one- hour period on an average weekday (typically, but not always the evening peak period between 4 p.m. and 6 p.m. during the spring or fall) must operate with a LOS "E" or better and a v/c ratio not higher than 0.95 if inside and UGB, or with a LOS "D" or better and a v/c ratio not higher than 0.80 outside the UGB. Operational standards do not apply to approaches at intersections serving 20 vehicles or fewer during the peak hour or private driveways.~~

~~In addition to the v/c standards in Table 4, other analysis methods producing a predicted level of service may be required as specified in the Traffic Impact Analysis Guidelines of the Public Works Engineering Division. The Highway Capacity Manual publication cited in LM 15.450 provides nationally recognized methods and procedures for estimating level of service and capacity for various types of transportation facilities. Where level of service analysis is required, the peak hour performance standard is to achieve or maintain, and not exceed, LOS D. Not exceeding LOS D means "A," "B," "C," or "D." Failure to meet the standard, or "exceedence" of the standard means that the predicted level of service is "E" or "F." Where level of service analysis is required, both the v/c standard and the level of service standard must be achieved or maintained.~~

(2) ~~When analyzing County roads within cities, Lane County standards shall apply, except that~~ within urban growth boundaries, the applicable design standards of the respective city ~~shall apply. to County Roads functionally classified as Local Roads.~~ In the absence of city standards for such roads, the County's road design standards ~~shall~~ apply. Traffic study requirements should be coordinated with cities and ODOT when development proposals affect facilities under the jurisdiction of these agencies.

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15.697 Lane Code 15.697

(3) 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 must meet the applicable standard. If level of service analysis is required, the level of service standard must also be met.

~~(4) At unsignalized intersections and road approaches with two-way stop control (TWSC), the objective is to achieve or maintain the volume to capacity ratios specified in Table 4 for the approaches that are not stopped.~~

~~(5) 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 of 0.95 within urban growth boundaries and a v/c of 0.80 outside of urban growth boundaries.~~

(6) If nearby public or private roads, streets, or driveways are predicted to exceed the standards as a result of the proposal requiring a traffic impact analysis, the applicant shall recommend mitigation measures. ~~mitigation measures shall be recommended.~~ If nearby road, street or driveway performance is predicted to exceed standards in order to maintain flow on the road or street where access is proposed, adequate space for vehicle queuing (based on 95% probability) must be maintained on the nearby road, street or driveway.

(7) Operational standards do not apply to unsignalized intersection approaches serving 20 vehicles or fewer during the peak hour or private driveways. At the intersection of a County road and a state highway, state highway standards must be achieved or maintained for the state highway.

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 FORMAT**

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Lane Code

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~~Table 4: Maximum Volume to Capacity Ratios (v/c) for
 Peak Hour Operating Conditions on 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 \geq 45 mph	Within Unincorporated Communities	Outside Unincorporated Communities
Freeways and Expressways	0.80	n/a	n/a	n/a	n/a
Other County Roads	0.85	0.85	0.75	0.80	0.70

(Revised by Ordinance 10-04, Effective 6.4.04)

15.697 Traffic Impact Analysis Requirements.

(1) A traffic impact analysis may be required as part of a complete land use application if the proposal is expected to involve one or more of the for any of the following:

(a) any development proposal that if approved, will result in an increase of 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 LM Chapter 15.450 and associated handbook and user's guide; or

(b) development proposals that will affect county roads where congestion or safety problems have been identified by previous traffic engineering analysis; or

(c) any plan amendment proposal, unless waived by the County Engineer as specified below; or

(d) 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; or

(e) the location of an existing or proposed access driveway does not meet minimum spacing or sight distance requirements, where vehicles are expected to queue or hesitate at an approach or access connection, thereby creating a safety hazard; or

(f) potential impacts to pedestrian and bicycle routes, including, but not limited to school routes and multimodal roadway improvements identified in the TSP; or

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FORMAT**

15.697 Lane Code 15.697

(g) project development would increase intersection or driveway volumes by 25 peak hour vehicles trips or greater on roadways classified as minor collector, major collector, minor arterial or principal arterial; or

(h) a TIA is required by ODOT pursuant with OAR 734-051-

(2) The County Engineer or designee may waive traffic impact analysis requirements specified in LC 15.697(1) above, when:

(a) 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

(b) 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:

(i) the plan designation or zoning that results will be entirely a resource designation; or

(ii) 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

(iii) there is adequate information for the County Engineer or designee to determine that a transportation facility is not significantly affected as defined in Lane County Transportation System Plan Policy 20-d.

(3) Traffic impact analyses shall document compliance with the requirements and guidelines in LC 15.696 and shall:

(a) be prepared by an Oregon-certified engineer with expertise in traffic and road construction engineering;

(b) document compliance with:

(i) the Road Design Standards in LC 15.700 through 15.708; and

(ii) the Access requirements specified in LC 15.130 through 15.139; and

(iii) the goals and policies of the applicable transportation system plan; and

(c) evaluate all road facilities where direct access is proposed, including proposed access points, nearby intersections, and the nearest major intersection with a traffic signal; and

(d) address the requirements for pavement structure analysis in LC 15.707 if the analysis is required pursuant to LC 15.697(1)(d); and

(e) be approved as to scope prior to proceeding with the analysis, as specified in the Traffic Impact Analysis Guidelines of the County Engineering Department. 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.

(4) The traffic impact analysis shall demonstrate the following:

(a) for plan amendments and zone changes, that the performance standard specified in LC 15.696(1) for the affected road(s) will not be exceeded as a result of the plan amendment or zone change, within 20 years from the date the analysis was completed;

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15.697 Lane Code 15.697

(b) for other development, that the performance standard specified in LC 15.696(1) for the affected road(s) will be achieved immediately and for the next five years.

(5) If the performance standard in LC 15.696(1) cannot be achieved or maintained as specified in LC 15.697(4) above, the analysis shall propose one or more of the following:

- (a) road dedications and improvements for capacity increases;
- (b) implementation of demand management strategies;
- (c) other mitigation measures.

(6) Proposed dedications, improvements, demand management strategies and other measures proposed pursuant to LC 15.697(5) may include but are not limited to the following:

- (a) Reconfigure roadway and side-street accesses to minimize traffic conflicts at intersections;
- (b) Limit parking near signalized intersections to increase intersection capacity;
- (c) Coordinate and operate traffic signals to improve traffic progression;
- (d) Relocate driveways and improve local road connections to direct traffic away from overburdened intersections and intersections where side-street capacity is limited in order to optimize traffic progression on the state highway;
- (e) Improve turning radii at intersections that are heavily used by trucks to avoid lane blockages;
- (f) Install raised medians to reduce traffic conflicts;
- (g) Improve accesses so that traffic can enter or exit the roadway with minimal disruptions of flow;
- (h) Implement other transportation demand management or transportation system management measures to use existing capacity of the roadway more efficiently.

(7) Proposed dedications, improvements, demand management strategies and other measures pursuant to LC 15.697(5) shall:

- (a) consider the safe operation of affected driveways and public street intersections;
- (b) propose access locations as appropriate, consistent with the access requirements in LC 15.130 through 15.139;
- (c) demonstrate that the proposed measures will be completed in a manner consistent with applicable state and local policies and standards; and
- (d) include a description of how and when the dedications, improvements and other measures will be performed.

(8) Traffic impact analyses shall be developed in coordination with agencies such as the Oregon Department of Transportation or a city when the proposal requiring the analysis affects facilities in their jurisdiction. Dedications, improvements, and other measures proposed pursuant to LC 15.697(4) shall comply with adopted plans and requirements of the agency with jurisdiction for the affected facility.

(9) In addition to the requirements in this subsection, the *Highway Capacity Manual* publication cited in LM 15.450 shall be used as the guiding standard for completion of a traffic impact analysis. The McTrans *Highway Capacity Software* package, or other approved software packages, may be used to complete the analysis. The Oregon Department of Transportation's SIGCAP software, or other ODOT-approved

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15.700 Lane Code 15.701
software is acceptable where the study scope includes analysis of both State and County facilities.

(10) Upon approval of the traffic impact analysis and proposed dedications, improvements, and other measures, requirements shall be completed at private expense, unless otherwise approved by the Director. Conditions may be assigned to ensure all requirements are completed. *(Revised by Ordinance 10-04, Effective 6.4.04)*

ROAD DESIGN STANDARDS

15.700 Purpose.

The purpose of this section is to provide standards for the construction and reconstruction of roads which are controlled and maintained by Lane County and all roads in the unincorporated areas of Lane County in order to provide for and promote a convenient, safe and efficient road network and to provide for motor vehicle, bicycle and pedestrian travel, and is adopted under the authority of the Lane County Home Rule Charter and ORS Chapters 368 and 371. *(Revised by Ordinance No. 1-75, Effective 3.15.75; 10-04, 6.4.04)*

15.701 General Provisions.

(1) Roadway design elements not specified in LC 15.700 through 15.710 shall conform to guidelines of the following publications as determined appropriate by the County Engineer, using the publication version cited in LM 15.450:

(a) The following publications of the American Association of State Highway and Transportation Officials:

- (i) *A Policy on Geometric Design of Highways and Streets;*
- (ii) *Roadside Design Guide;*
- (iii) *Geometric Design of Very Low Volume Local Roads (ADT < 400);*
- (iv) *Guide for Design of Pavement Structures.*

(b) The following publications of the Oregon Department of Transportation and/or the American Public Works Association (APWA), Oregon Chapter:

- (i) *Highway Design Manual;*
- (ii) *Oregon Highway Plan;*
- (iii) *Oregon Bicycle and Pedestrian Plan;*
- (iv) *Oregon Standard Specifications for Construction;*
- (v) *Oregon Standard Drawings.*

(2) Where required, calculation of projected Average Daily Traffic (ADT) shall be based upon the Transportation Research Institute's *Trip Generation* manual using the publication version cited in LM 15.450.

(3) Decisions about traffic control devices, including traffic signals, pavement markings, signing, and crosswalk marking, will be guided by the Federal Highway Administration's *Manual On Uniform Traffic Control Devices*, using the publication cited in LM 15.450.

(4) Sidewalks, access ramps, driveways, medians, and other right-of-way design elements shall comply with Americans with Disabilities Act (ADA) requirements.

(5) Notwithstanding LC 15.030, County Roads outside of urban growth boundaries may be required to be improved to urban road design standards as determined on a case by case basis through the Capital Improvement Program adoption process, or as required by a Traffic Impact Analysis pursuant to LC 15.697. *(Revised by Ordinance 10-04, Effective 6.4.04)*