MEMORANDUM #2

DATE: January 28, 2016

TO: Linn County TSP Project Management Team

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SUBJECT: Linn County Transportation System Plan | P14180-010
Technical Memorandum #2 - Plan Review Summary

This memorandum summarizes planning documents, policies, and regulations that are applicable to the 2015 Linn County Transportation System Plan (TSP) update (see Attachment A for a complete list). The County's current TSP will serve as the foundation for the update process, upon which new information obtained from system analysis and stakeholder input will be applied to address changing transportation needs through the year 2035. As new strategies for addressing transportation needs are proposed, compliance and coordination with the plans, policies, and regulations described in this document will be required.

Transportation System Planning in Oregon

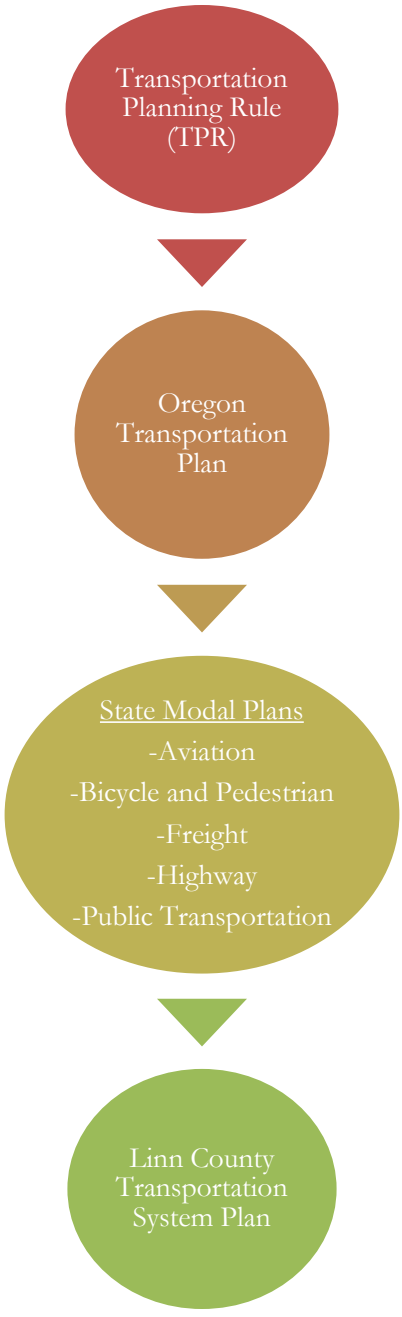
Transportation system planning in Oregon is required by Statewide Planning Goal 12 – Transportation.[1] The Transportation Planning Rule (TPR), OAR 660-012, describes how to implement Statewide Planning Goal 12.[2]

By implementing Statewide Planning Goal 12 (Transportation), the TPR promotes the development of safe, convenient, and economic transportation systems that are designed to reduce reliance on the automobile. Key elements include direction for preparing, coordinating, and implementing transportation system plans. In particular, OAR 660-012-0060 addresses amendments to plans and land use regulations and includes measures to be taken to ensure allowed land uses are consistent with the identified function and capacity of existing and planned transportation facilities. This rule includes criteria for identifying significant effects of plan or land use regulation amendments on transportation facilities, actions to be taken when a significant effect would occur, identification of planned facilities, and coordination with transportation facility providers.

[1] Statewide Planning Goals: http: //www.oregon.gov/LCD/goals.shtml
[2] Transportation Planning Rule: http: //arcweb.sos.state.or.us/rules/OARS_600/OAR_660/660_012.html

Recent amendments to the TPR (effective January 1, 2012) include new language in 660-012-060 that allows a local government to exempt a zone change from the "significant effect" determination if the proposed zoning is consistent with the comprehensive plan map designation and the TSP In order to implement these recent amendments to the TPR, the plan amendment language in the county's zoning code may need to be revised during the implementation phase of this TSP update.

OAR 660-012-0045 requires each local government to amend its land use regulations to implement the TSP. It also requires local government to adopt land use or subdivision ordinance regulations consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. This policy is achieved through a variety of measures, including access control measures, standards to protect future operations of roads, and expanded notice requirements and coordinated review procedures for land use applications. Local implementation measures also include processes to apply conditions of approval to development proposals and regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP.



Specifically, the TPR requires:

- The state to prepare a TSP, referred to as the Oregon Transportation Plan (OTP); and
- Counties and cities to prepare local TSPs that are consistent with the OTP.

As the guiding document for local TSPs, the OTP[3] establishes goals, policies, strategies and initiatives that address the core challenges and opportunities facing transportation in Oregon. The goals and policies are further implemented by various modal plans, including the Aviation System Plan, Bicycle and Pedestrian Plan, Freight Plan, Highway Plan, Public Transportation Plan, Rail Plan, Transportation Safety Action Plan and the Transportation Options Plan. Each of the OTP's seven goals are defined by more specific policies and strategies:

OTP Goal 1, Mobility and Accessibility, aims to enhance Oregon's quality of life and economic vitality by providing a balanced, efficient, cost-effective and integrated multimodal

[3] Oregon Transportation Plan: http://www.oregon.gov/ODOT/TD/TP/OTP.shtml

transportation system that ensures appropriate access to all areas of the state, the nation and the world, with connectivity among modes and places.

- **Policy 1.1: Development of an Integrated Multimodal System.** It is the policy of the State of Oregon to plan and develop a balanced, integrated transportation system with modal choices for the movement of people and goods.
  - **Strategy 1.1.1:** Plan and develop a multimodal transportation system that increases the efficient movement of people and goods for commerce and production of goods and services that is coordinated with regional and local plans. Require regional and local transportation plans to address existing and future centers of economic activity, routes and modes connecting passenger facilities and freight facilities, intermodal facilities and industrial land, and major intercity and intra-city transportation corridors and supporting transportation networks.
  - **Strategy 1.1.2:** Promote the growth of intercity bus, truck, rail, air, pipeline and marine services to link all areas of the state with national and international transportation facilities and services. Increase the frequency of intercity services to provide travel options.
  - **Strategy 1.1.4:** In developing transportation plans to respond to transportation needs, use the most cost-effective modes and solutions over the long term, considering changing conditions and based on the following:
    - Managing the existing transportation system effectively.
    - Improving the efficiency and operational capacity of existing transportation infrastructure and facilities by making minor improvements to the existing system.
    - Adding capacity to the existing transportation system.
    - Adding new facilities to the transportation system.
- **Policy 1.2: Equity, Efficiency and Travel Choices.** It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.
  - **Strategy 1.2.1:** Develop and promote inter and intra-city public transportation.
  - **Strategy 1.2.2:** Better integrate, locate, and design passenger and freight multimodal transportation facilities and connections to expedite travel and provide travel options. Locate and design transportation facilities to connect with other modes.
- **Policy 1.3: Relationship of Interurban and Urban Mobility.** It is the policy of the State of Oregon to provide intercity mobility through and near urban areas in a manner which minimizes adverse effects on urban land use and travel patterns and provides for efficient long distance travel.

- **Strategy 1.3.1:** Use a regional planning approach and inter-regional coordination to address problems that extend across urban growth boundaries.
- **Strategy 1.3.2:** In coordination with affected jurisdictions, develop and manage the transportation network so that local trips can be conducted primarily on the local system and the interstate and statewide facilities can primarily serve intercity movement and interconnect the systems. Develop, maintain and improve parallel roadways, freight rail, transit, bus rapid transit, commuter rail and light rail to provide alternatives to using intercity highways for local trips where possible.

What this means for the Linn County TSP Update: *The TSP update will promote the growth of existing and future centers of economic activity by planning for a comprehensive multi-modal transportation system. The TSP will address routes and modes connecting passenger facilities and freight facilities, intermodal facilities and industrial land, and major intercity and intra-city transportation corridors and the transportation networks that support these corridors. The TSP will promote the most cost-effective modes and solutions over the long term that are easy to use, reliable, and accessible to all potential users, including the transportation disadvantaged.*

OTP Goal 2, Management of the System, aims to improve the efficiency of the transportation system by optimizing the existing transportation infrastructure capacity with improved operations and management.

- **Policy 2.1: Capacity and Operational Efficiency.** It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long term benefit of people and goods movement.
  - **Strategy 2.1.1:** Promote transportation demand management and other transportation system operations techniques that reduce peak period travel, help shift traffic volumes away from the peak period and improve traffic flow. Such techniques may include high occupancy vehicle lanes with express transit service, truck-only lanes, van/carpools, park-and-ride facilities, parking management programs, telework, flexible work schedules, peak period pricing, ramp metering, traveler information systems, traffic signal optimization, route diversion strategies, incident management and enhancement of rail, transit, bicycling and walking.
  - **Strategy 2.1.2:** Protect the integrity of statewide transportation corridors and facilities from encroachment by such means as managing access to state highways, limiting interchanges, creating safe rail crossings and controlling incompatible land use around airports, ports, pipelines and other intermodal passenger and freight facilities.
  - **Strategy 2.1.3:** Use advanced traveler information devices, incident management, speed management, improvements to signaling systems and other technologies to extend the efficiency, safety and capacity of transportation systems. Develop protocols and implement methods for alternate routing to respond to incidents.
  - **Strategy 2.1.4:** Enhance efficiency and reduce conflicts among transportation users, for example by reducing bottlenecks and geometric constraints, and improving or removing modal crossings. Provide for a network of arterials and highways to efficiently move goods and services while enhancing safety and community movements on local streets.

Provide for signal prioritization and road patterns that support public transit. Support rail reconfiguration and additional tracks that benefit passenger and freight movements.

What this means for the Linn County TSP Update: *The TSP update will prioritize travel demand management and transportation system operations techniques that fine tune existing systems and policies over costly major roadway capacity improvements.*

OTP Goal 3, Economic Vitality, promotes the expansion and diversification of Oregon's economy through the efficient and effective movement of people, goods, services and information in a safe, energy-efficient and environmentally sound manner.

- **Policy 3.2 – Moving People to Support Economic Vitality.** It is the policy of the State of Oregon to develop an integrated system of transportation facilities, services and information so that intrastate, interstate and international travelers can travel easily for business and recreation.
  - **Strategy 3.2.2:** In regional and local transportation system plans, support options for traveling to employment, services and businesses. These include, but are not limited to, driving, walking, bicycling, ridesharing, public transportation and rail.
  - **Strategy 3.2.4:** Address scenic values in state, regional and local planning, improvements and maintenance. Support state and federal Scenic Byways and Tour Routes and connections to parks and recreation areas.
  - **Strategy 3.2.5:** Promote tourism via air, bicycles, motor vehicles, rail and ships. Support connections to recreational trails.
- **Policy 3.3 – Downtowns and Economic Development.** It is the policy of the State of Oregon to provide transportation improvements to support downtowns and to coordinate transportation and economic development strategies.
  - **Strategy 3.3.1:** Coordinate private and public resources to provide transportation improvements and services to help stimulate active and vital downtowns, economic centers and main streets.

What this means for the Linn County TSP Update: *The TSP update will identify projects that support a prosperous and competitive economy by preserving and enhancing business opportunities, and ensuring the efficient movement of people and goods to recreational, employment, housing and other destinations in Linn County.*

OTP Goal 4, Sustainability, seeks to provide a transportation system that meets present needs without compromising the ability of future generations to meet their needs from the joint perspective of environmental, economic and community objectives. This system is consistent with, yet recognizes differences in, local and regional land use and economic development plans. It is efficient and offers choices among transportation modes. It distributes benefits and burdens fairly and is operated, maintained and improved to be sensitive to both the natural and built environments.

- **Policy 4.1 – Environmentally Responsible Transportation System.** It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

- **Strategy 4.1.1:** Practice stewardship of air, water, land, wildlife and botanical resources. Take into account the natural environments in the planning, design, construction, operation and maintenance of the transportation system. Create transportation systems compatible with native habitats and species and help restore ecological processes, considering such plans as the Oregon Conservation Strategy and the Oregon Plan for Salmon and Watersheds. Where adverse impacts cannot reasonably be avoided, minimize or mitigate their effects on the environment. Work with state and federal agencies and other stakeholders to integrate environmental solutions and goals into planning for infrastructure development and provide for an ecosystem-based mitigation process.
- **Strategy 4.1.2:** Encourage the development and use of technologies that reduce greenhouse gases.

- **Policy 4.3 – Creating Communities.** It is the policy of the State of Oregon to increase access to goods and services and promote health by encouraging development of compact communities and neighborhoods that integrate residential, commercial and employment land uses to help make shorter trips, transit, walking and bicycling feasible. Integrate features that support the use of transportation choices.
  - **Strategy 4.3.1:** Support the sustainable development of land with a mix of uses and a range of densities, land use intensities and transportation options in order to increase the efficiency of the transportation system. Support travel options that allow individuals to reduce vehicle use.
  - **Strategy 4.3.2:** Promote safe and convenient bicycling and walking networks in communities. Fill in missing gaps in sidewalk and bikeway networks, especially to important community destinations such as schools, shopping areas, parks, medical facilities and transit facilities. Enhance walking, bicycling and connections to public transit through appropriate community and main street design. Promote facility designs that encourage walking and biking.
  - **Strategy 4.3.4:** Promote transportation facility design, including context sensitive design, which fits the physical setting, serves and responds to the scenic, aesthetic, historic and environmental resources, and maintains safety and mobility.
  - **Strategy 4.3.5:** Reduce transportation barriers to daily activities for those who rely on walking, biking, rideshare, car-sharing and public transportation by providing: Access to public transportation and the knowledge of how to use it. Facility designs that consider the needs of the mobility-challenged including seniors, people with disabilities, children and non-English speaking populations.

What this means for the Linn County TSP Update: *The TSP update will identify solutions that support the movement of people over vehicles, and that reduce transportation barriers to daily activities for walkers, bikers and public transportation users. The solutions will be environmentally responsible and should fit the physical setting and context of the surrounding land use.*

OTP Goal 5, Safety and Security, aims to plan, build, operate and maintain the transportation system so that it is safe and secure.

- **Policy 5.1 – Safety.** It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.
  - **Strategy 5.1.3:** Ensure that safety and security issues are addressed in planning, design, construction, operation and maintenance of new and existing transportation systems, facilities and assets.
- **Policy 5.2 – Security.** It is the policy of the State of Oregon to provide transportation security consistent with the leadership of federal, state and local homeland security entities.
  - **Strategy 5.2.3:** Improve the evacuation and emergency response capabilities of the urban and rural transportation system.

What this means for the Linn County TSP Update: *The TSP update will develop projects that ensure the transportation system maintains and improves individual safety and security and maximizes public safety.*

OTP Goal 6, Funding the Transportation System, seeks to create a transportation funding structure that will support a viable transportation system to achieve state and local goals today and in the future.

- **Policy 6.1 – Funding Structure.** It is the policy of the State of Oregon to develop a transportation finance structure that addresses the public funding aspects of all modes and reinforces plan strategies. This structure should include provisions for flexibility in the use of new funding sources and new partnerships to achieve system integration while also protecting transportation funds for transportation purposes.
  - **Strategy 6.1.2:** Develop and maintain adequate resources for demonstrated and proven transportation needs for all transportation modes and jurisdictions.

What this means for the Linn County TSP Update: *The TSP update will include an assessment of the level of transportation funding projected to be available through the 20-year planning horizon in comparison to the cost of developing a transportation system that is able to meet the County's needs. Opportunities to establish stable funding sources will be discussed and project prioritization will consider the feasibility of funding.*

OTP Goal 7, Coordination, Communication and Cooperation, pursue coordination, communication and cooperation among transportation users, providers and those most affected by transportation activities to align interests, remove barriers and bring innovative solutions so the transportation system functions as one system.

- **Policy 7.1 – A Coordinated Transportation System.** It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.

- **Strategy 7.1.1:** Examine transportation functions among and within state and local agencies and providers in order to make the delivery of transportation services and facilities more efficient. Consider consolidation of functions where it can improve efficiency, accountability and service delivery.

- **Policy 7.3 – Public Involvement and Consultation.** It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.

  - **Strategy 7.3.1:** In all phases of decision-making, provide affected Oregonians early, open, continuous, and meaningful opportunity to influence decisions about proposed transportation activities. When preparing and adopting a multimodal transportation plan, modal/topic plan, facility plan or transportation improvement program, conduct and publicize a program for citizen, business, and tribal, local, state and federal government involvement. Clearly define the procedures by which these groups will be involved.

  - **Strategy 7.3.3:** Seek out and facilitate the involvement of those potentially affected including traditionally underserved populations.

What this means for the Linn County TSP Update: *The TSP update will offer public involvement opportunities to all stakeholders and residents, and will coordinate with other jurisdictions and agencies to ensure the planned transportation system minimizes barriers and functions as one integrated system.*

Why does Linn County need an Updated TSP?

The County's current TSP was adopted in 2003. Since then, several regulations and requirements have been integrated or modified in the TPR, OTP, and State Modal Plans and overall driving, walking and biking habits have evolved in the county. The current effort will develop a TSP for Linn County that brings it into compliance with the TPR and more appropriately serves the existing and future transportation needs of residence, businesses, and property owners in the County.

How is the Transportation System Defined?

The following sections summarize the state and local roadway classifications and transportation-related designations for areas of Linn County derived from the identified documents. This information ultimately determines the adopted standards, regulations, and policies that apply to the transportation system in Linn County.

ODOT Classifications for State Highways in Linn County

OHP Goal 1, Policy 1A (State Highway Classification System) categorizes state highways for planning and management decisions. Within Linn County, state highways are classified as Interstate, Statewide, Regional or District Highways (see summary at the end of this section). Each classification is summarized below:

Interstate Highways provide connections to major cities, regions of the state, and other cities. A secondary function in urban areas is to provide connections for regional trips within the metropolitan

area. The Interstate Highways are major freight routes and their objective is to provide mobility. The management objective is to provide for safe and efficient high-speed continuous-flow operation in urban and rural areas.

Statewide Highways typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation.

Regional Highways typically provide connections and links to regional centers, Statewide or interstate Highways, or economic or activity centers of regional significance. The management objective is to provide safe and efficient, highspeed, continuous-flow operation in rural areas and moderate to high-speed operations in urban and urbanizing areas. A secondary function is to serve land uses in the vicinity of these highways. Inside STAs, local access is also a priority. Inside Urban Business Areas, mobility is balanced with local access.

District Highways are facilities of county-wide significance and function largely as county and city arterials or collectors. They provide connections and links between small urbanized areas, rural centers and urban hubs, and also serve local access and traffic. The management objective is to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas reflecting the surrounding environment and moderate to low-speed operation in urban and urbanizing areas for traffic flow and for pedestrian and bicycle movements.

Summary of ODOT Classifications

Updates to the TSP will support the existing highway classifications and will enhance the ability of the highways in Linn County to serve their defined functions. The following summarizes the classifications of state highways in Linn County:

- I-5 (Pacific Highway, No. 1) is classified as an Interstate Highway, part of the National Highway System (NHS), a Federal Truck Route, an Oregon Freight Route, and a Reduction Review Route. Throughout Linn County, I-5 is a Tier 1 Lifeline Route.
- US 20 (Santiam Highway, No. 16) is classified as a Regional Highway. It is part of the National Highway System (NHS), except from just east of Scravel Hill Road (MP 2.88) and just west of Gore Drive (MP 11.69). It is a Federal Truck Route and a Reduction Review Route between Albany (MP 2.13) and Lebanon (MP 12.18) and between Lebanon (MP 15.78) and Sweet Home (MP 26.6). East of Sweet Home, it is considered a Scenic Byway.
- OR 99E (Albany-Junction City Highway, No. 58) is classified as a Regional Highway. It is part of the National Highway System (NHS) between I-5 (MP 0.0) and Albany City Limits (MP 0.2). It is a Federal Truck Route and a Reduction Review Route throughout Linn County and a State Freight Route between Halsey (MP 20.31) and Harrisburg (MP 28.17).
- OR 34 (Corvallis – Lebanon Highway, No. 210) is classified as a Distrist Highway between Corvallis/Linn County Line and the junction with the OR 34 Bypass, and as a Statewide Highway from the Bypass (MP 0.34) to just east of I-5 (MP 10.14). East of I-5

(MP 10.14) to Lebanon (MP 16.58), is is classified as a Regional Highway, on the National Highway System (NHS), a Federal Truck Route, and State Freight Route and a Reduction Review Route. From Corvallis east to I-5, OR 34 is a Tier 2 Lifeline Route.

- OR 34 (Corvallis-Newport Highway, No. 33) is classified as a Statewide Highway between the Linn County line (MP 56.14) and its junction with OR 34 (MP 56.80), is part of the National Highway System (NHS), an Oregon Freight Route, and a Reduction Review Route. Is it also classified by ODOT as an Expressway and a Bypass.
- OR 22 (North Santiam Highway, No. 162) is classified as a Statewide Highway, part of the National Highway Sytem (NHS), a Federal Truck Route, an Oregon Freight Route, and a Reduction Review Route.
- OR 164 (Jefferson Highway, No. 164) is classified as a District Highway.
- OR 226 (Albany-Lyons Highway, No. 211) is classified as a District Highway.
- OR 228 (Halsey-Sweet Home Highway, No. 212) is classified as a District Highway. Between Halsey (MP 0.37) and I-5 (MP 2.4), is it an Oregon Freight Route and Reduction Review Route. From just west of Brownsville (MP 2.46) to Sweet Home (MP 20.59), it is designated a Scenic Byway. Just west of Sweet Home (MP 20.58), it becomes part of the National Highway System (NHS).
- OR 126 (Clear Lake – Belknap Springs highway, No. 215), is classified as a Statewide Highway, part of the National Highway System (NHS), a Federal Truck Route, and a Reduction Review Route. It is also a Scenic Byway.

What this means for the Linn County TSP Update: *While this policy places importance on the efficient travel of through motor vehicle trips on the highways, the policy must still be balanced with other goals and objectives of the Oregon Transportation Plan to ensure its multi-modal intentions are addressed.*

State Highway Freight System: OHP Goal 1, Policy 1C addresses the need to balance the movement of goods and services with other uses. It states that the timeliness of freight movements should be considered when developing and implementing plans and projects on freight routes. Within Linn County, I-5, US 20, OR 99E, OR 22 and OR 228 are classified as Oregon Freight Routes, and I-5, US 20, OR 99E, OR 22 and OR 126 are classified as Federal Truck Routes.

What this means for the Linn County TSP Update: *Transportation solutions along I-5, US 20, OR 99E, OR 22 and OR 228 through Linn County must be accommodating to freight movement. Truck Routes require 12' travel lanes.*

Reduction Review Routes: An Administrative Rule was recently adopted to provide clear direction in the implementation of ORS 366.215. The rule requires review of all potential actions that will alter, relocate, change or realign a Reduction Review Route that could result in permanent reductions in vehicle-carrying capacity. Reduction of vehicle-carrying capacity means a permanent reduction in the horizontal or vertical clearance of a highway section, by a permanent physical obstruction to motor vehicles located on useable right-of-way subject to Oregon Transportation Commission (OTC) jurisdiction, unless such changes are supported by the Stakeholder Forum. If ODOT identifies that an action may result in a reduction of vehicle-carrying capacity, a Stakeholder Forum will be convened to

help advise ODOT regarding the effect of the proposed action on the ability to move motor vehicles through a section of highway.

What this means for the Linn County TSP Update: *Transportation improvements recommended on Reduction Review Routes, including I-5, US 20, OR 34, OR 99E, OR 22, OR 228 and OR 126 will include a record of the proposed roadway dimensions and sufficient detail to allow for a review of Vehicle-Carrying Capacity during future design.*

Scenic Byways: OHP Goal 1, Policy 1D addresses the need to preserve and enhance the scenic assets of designated routes. It requires any transportation improvements along designated routes to consider the aesthetics and design elements of the project, along with safety and performance impacts. Within Linn County, OR 22, OR 228 and OR 126 are classified as Scenic Byways.

What this means for the Linn County TSP Update: *Transportation improvements recommended along US 20, OR 22, OR 228 and OR 126 through Linn County must consider aesthetics and design elements that support and are consistent with the Scenic Byway designation.*

Lifeline Routes: OHP Goal 1, Policy 1E recognizes certain routes must be maintained for emergency response in the event of an earthquake. Seismic Lifeline Routes were originally identified by local emergency coordinators in 1995. Based on the geological analysis available at the time, these routes were determined to most likely be available after a seismic event. The routes were initially used to help assess the need for retrofitting state and local bridges. ODOT has updated the list of designated routes, an effort that was completed in March of 2012; however the updates have yet to be adopted as amendments to Policy 1E.

Seismic lifeline routes were categorized into a three tier system. The Tier 1 system provides traffic flow through the state and to each region, including a contiguous network, the Tier 2 lifeline routes provide additional connectivity and redundancy to the Tier 1 system, allowing for direct access to more locations and alternate routes. The Tier 3 system provides additional connectivity and redundancy to the lifeline systems provided by Tiers 1 and 2. The lifeline routes identified in Linn County include the following:

- **Tier 1:** I-5
- **Tier 2:** OR 99E
- **Tier 3:** US 20/OR 34 west of I-5

What this means for the Linn County TSP Update: *The County can use the TSP update to support local lifeline routes to ensure their intended function is considered in system investment and management decisions.*

Linn County Classification for Roadways

To manage the roadway network, the county classified the roadways based on a hierarchy according to the intended purpose of each road. From highest to lowest intended usage, the classifications are arterials, collectors, and local streets. Roadways with a higher intended usage generally provide more

efficient traffic movement (or mobility) through the county, while roadways with lower intended usage provide greater access for shorter trips to local destinations such as businesses or residences.

Rural Minor Arterials are intended to act as a corridor connecting many parts of the county and serve traffic traveling to and from state highways. These roadways provide greater accessibility, often connecting to major activity generators and provide efficient through movement for local traffic. In Linn County, 4th Avenue/Main Street/Stayton-Scio Road and Stayton-Scio Drive (between Scio and Stayton) and Diamond Hill Drive (between Harrisburg and I-5) are classified as Rural Minor Arterials.

Rural Major Collectors often connect rural neighborhoods to arterial roadways or state highways. These roadways serve as major neighborhood routes and generally provide more direct property access or driveways than arterial roadways. Examples of Rural Major Collectors include Crabtree Drive/Gilkey Road, Lacomb Drive, Upper Calapooia Drive, Columbus Street/Seven Mile Lane, Denny School Road/Oak Street/Sand Ridge Road, etc.

Rural Minor Collectors often connect rural neighborhoods to major collectors, arterials or state highways. These roadways serve as neighborhood routes and generally provide more direct property access or driveways than higher level collectors or arterials. Examples of Rural Minor Collectors include Whiskey Butte Road/Wiley Crrek Drive, Northern Drive, Sodaville/Mountain Home Road,/Spring Street/Vince Street, Gore Drive/Tennessee Road, Bell Plain Drive/Church Drive/Country Road, and Spicer Drive/Tennessee Road/Tennessee School Road.

Local Roadways provide more direct access to residences without serving through travel in Linn County. These roadways are often lined with residences and are designed to serve lower volumes of traffic.

What this means for the Linn County TSP Update: *The functional classification system for the County will be revisited for the TSP update.*

How is the Transportation System Managed?

State Highway Mobility Targets: OHP Goal 1, Policy 1F sets mobility targets for ensuring a reliable and acceptable level of mobility on the highway system. Each intersection along state highways has a mobility target requiring that the highway operate at or below a specified volume to capacity (v/c) ratio. The mobility targets shown in Table 1 are applicable to highways in Linn County (pursuant to Policy 1F, Table 6).

- **Volume to capacity (V/C) ratio:** A decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used (i.e., the saturation) at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and will experience excessive queues and long delays.

Table 1: Highway Intersection Mobility Targets (Outside UGB's)

Highway	Highway Category	Special Designation	Unsignalized Intersections		
			Highway Signalized Intersections	Highway Approaches	Side Street Approaches to Highway
I-5	Interstate	Freight Route	0.70 v/c	0.70 v/c	0.75 v/c
US 20	Regional	Freight Route	0.75 v/c	0.75 v/c	0.75 v/c
US 20	Regional	Non-Freight Route	0.70 v/c	0.70 v/c	0.75 v/c
OR 34	District	Freight Route	0.70 v/c	0.70 v/c	0.75 v/c
US 20	Statewide	Freight Route	0.70 v/c	0.70 v/c	0.75 v/c
OR 99E	Regional	Freight Route	0.70 v/c	0.70 v/c	0.75 v/c
OR 99E	Regional	Non-Freight Route	0.70 v/c	0.70 v/c	0.75 v/c
OR 22	Statewide	Freight Route	0.70 v/c	0.70 v/c	0.75 v/c
OR 164	District	Non-Freight Route	0.75 v/c	0.75 v/c	0.75 v/c
OR 226	District	Non-Freight Route	0.75 v/c	0.75 v/c	0.75 v/c
OR 228	District	Non-Freight Route	0.75 v/c	0.75 v/c	0.75 v/c
US 20/ OR 126	Statewide	Non-Freight Route	0.70 v/c	0.70 v/c	0.75 v/c

Source: 1999 Oregon Highway Plan, Policy 1F Revisions, Table 6

OHP Action 1F.3, of Policy 1F allows local jurisdictions to consider alternate mobility standards for state highways where it would be infeasible to meet the standards listed in Table 1 above. The alternative standards shall be clear and objective and must be related to v/c ratios. The standards must demonstrate that it would be infeasible to meet the highway mobility standards listed in Table 1 above and must be adopted as part of the local TSP. In addition, the TSP shall include all feasible actions for:

- Providing a network of local streets, collectors and arterials to relieve traffic demand on state highways and to provide convenient pedestrian and bicycle ways;
- Managing access and traffic operations to minimize traffic accidents, avoid traffic backups on freeway ramps, and make the most efficient use of highway capacity;
- Managing traffic demand, where feasible, to manage peak hour traffic loads on state highways;
- Providing alternative modes of transportation; and
- Managing land use to limit vehicular demand on state highways consistent with the Land Use and Transportation Policy (1B).

The TSP shall include a financially feasible implementation program and shall demonstrate strong public and private commitment to carry out the identified improvements and other actions. The alternate highway mobility standards will become effective only after the Transportation Commission has adopted them.

> ***What this means for the Linn County TSP Update:*** *System performance for the highways will be measured, in part, using the adopted mobility targets. The TSP update will evaluate the need for adopting alternate mobility targets for specific highway segments if there are no feasible project alternatives identified to meet the existing mobility targets.*

County Mobility Targets: Linn County has established a goals of maintaining level of service D or better throughout the County-owned arterial and collector system for intersections under their jurisdiction, as adopted in the 2003 Linn County TSP.

> ***What this means for the Linn County TSP Update:*** *County street performance will be evaluated based on a mobility target of level-of-service D for arterials and colllectors in the unincorporated portions of the county.*

Access Management on Highways: The Oregon Access Management Rule[4] (OAR 734-051) attempts to balance the safety and mobility needs of travelers along state highways with the access needs of property and business owners. ODOT's rules manage access to the state's highway facilities in order to maintain highway function, operations, safety, and the preservation of public investment consistent with the policies of the 1999 OHP. Access management rules allow ODOT to control the issuing of permits for access to state highways, state highway rights of way and other properties under the State's jurisdiction.

In addition, the ability to close existing approaches, set access spacing standards and establish a formal appeals process in relation to access issues is identified. These rules enable the State to direct location and spacing of intersections and approaches on state highways, ensuring the relevance of the functional classification system and preserving the efficient operation of state routes.

Table 2: Highway Access Spacing Standards (Rural Areas)*

Highway	ODOT Highway Number	Highway Category	AADT	Posted Speed	Spacing
I-5	1	Interstate	>5,000	Any	6 miles
US 20	16	Regional	>5,000	40-45 mph	750 ft
US 20	16	Regional	>5,000	>=55 mph	990 ft
US 20	16	Regional	<=5,000	40-45 mph	360 ft
US 20	16	Regional	<=5,000	>=55 mph	650 ft

4 Access Management Rule: http: //arcweb.sos.state.or.us/rules/OARS_700/OAR_734/734_051.html

Table 2: Highway Access Spacing Standards (Rural Areas)*

Highway	ODOT Highway Number	Highway Category	AADT	Posted Speed	Spacing
US 20/OR 126	16	Statewide	Any	Any	1,320 ft
OR 34	210	Regional	>5,000	>=55 mph	990 ft
OR 34	210	District	>5,000	40-45 mph	750 ft
OR 34	210	Statewide	>5,000	40-45 mph	990 ft
OR 34	210	Statewide	>5,000	50 mph	1,100 ft
OR 34	210	Statewide	>5,000	>=55 mph	1,320 ft
US 20/OR 34	33	District	>=5,000	>=55	990 ft
OR 99E	058	Regional	<=5,000	40-45 mph	360 ft
OR 99E	058	Regional	<=5,000	>=55 mph	650 ft
OR 22	162	Statewide	Any	>=55 mph	1,320 ft
OR 164	164	District	>5,000	>=55 mph	990 ft
OR 226	211	District	<=5,000	40-45 mph	360 ft
OR 226	211	District	<=5,000	>=55 mph	650 ft
OR 228	212	District	<=5,000	40-45 mph	360 ft
OR 228	212	District	<=5,000	>=55 mph	650 ft
OR 126	215	Statewide	<=5,000	>=55 mph	1,320 ft

Source: 1999 Oregon Highway Plan, State Highway Classification System and Appendix C, 2015.

OHP Goal 3, Policy 3A and OAR 734-051 set access spacing standards for driveways and approaches to the state highway system.[5] The standards are based on state highway classification and differ based on posted speed. The applicable standards for highways in Linn County can been seen in Table 2.

What this means for the Linn County TSP Update: *The Linn County Planning department will not issue a building permit for development that does not meet the ODOT access spacing standards for highways shown in Table 2. Any Linn County roadways accessing ODOT facilities will also be required to meet these standards.*

[5] ODOT Access Management Standards: www.oregon.gov/ODOT/TD/TP/OHP_AM.shtml

Access Management on Local Roadways: Linn County has identified ideal intersection spacing standards for driveways or public roadways under their jurisdiction, as follows:

> **Category 4 access (applies to major and minor arterials):** offers limited access: public road access spaced at no less than every one mile; driveways spaced at no less than every 1,200 feet; no traffic signals; and no median control.
>
> **Category 5 access (applies to major and minor collectors):** offers partial access: public road access spaced at no more than every ½ mile; driveways spaced at no less than every 500 feet; traffic signals spaced at no less than every ½ miles; and no median control.

What this means for the Linn County TSP Update: *The TSP update will evaluate existing access spacing standards, and consider revisions if needed, for roadways in Linn County. Access spacing standards can help increase the safety of streets by creating an environment that matches the street functional classification and forestalling costly major capacity improvements.*

Major Projects: OHP Goal 1, Policy 1G requires maintaining performance and improving safety by improving efficiency and management before adding capacity. The intent of policy 1G and Action 1G.2 is to ensure that major improvement projects to state highway facilities have been through a planning process that involves coordination between state, regional, and local stakeholders and the public, and that there is substantial support for the proposed improvement.

What this means for the Linn County TSP Update: *The TSP update will consider project alternatives that improve or manage the existing transportation system before implementing higher cost street capacity enhancement projects.*

Projects off Highways: OHP Goal 2, Policy 2B establishes ODOT's interest in projects on local roads that maintain or improve safety and mobility performance on state roadways, and supports local jurisdictions in adopting land use and access management policies.

What this means for the Linn County TSP Update: *The TSP will include sections describing existing and future land use patterns, access management and implementation measures, and will consider solutions that reduce the need for local trips on the highways.*

Traffic Safety: OHP Goal 2, Policy 2F identifies the need for projects in the state to improve safety for all users of the state highway system through engineering, education, enforcement, and emergency services. One component of the TSP is to identify existing crash patterns and rates and to develop strategies to address safety issues. ODOT's Safety Priority Index System (SPIS) will also be used to identify potential safety problems on state highways. Proposed projects will aim to reduce the vehicle crash potential and/or improve bicycle and pedestrian safety by providing upgraded facilities that meet current standards.

What this means for the Linn County TSP Update: *The TSP update will develop projects that ensure the transportation system maintains and improves individual safety and security by maximizing the comfort and convenience of walking, biking and transit transportation options, public safety and service access.*

Alternative Passenger Modes: OHP Goal 4, Policy 4B, requires that highway projects encourage the use of alternative passenger modes to reduce local trips. The TSP will also consider ways to support and increase the use of alternative passenger modes to reduce trips on highways and other facilities.

What this means for the Linn County TSP Update: *The TSP update will be guided by the policy and design recommendations from the Oregon Bicycle and Pedestrian Plan and Public Transportation Plan. The TSP will be consistent with, and where appropriate will reflect and/or incorporate the recommendationsfrom city TSP's and from the Linn County Coordinated Public Transit - Human Services Transportation Plan or other service providers in Linn County, and will generally consider additional solutions that will enhance multi-modal travel in Linn County.*

Transportation Demand Management: OHP Goal 4, Policy 4D, encourages efficient use of the state transportation system through investment in transportation demand management strategies.

What this means for the Linn County TSP Update: *The TSP update will consider transportation demand management strategies to create greater mobility, reduce auto trips, make more efficient use of the roadway system, and minimize air pollution.*

Projects on Highways: The Highway Design Manual[6] (HDM) provides uniform design standards and procedures for ODOT and is in general agreement with the 2011 American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets*. Some key areas where guidance is provided are the location and design of new construction, major reconstruction, and resurfacing, restoration or rehabilitation (3R) projects. The HDM should be used for all projects on highways in Linn County to determine design requirements, including the minimum required volume to capacity ratios for use in the design of highway projects.

What this means for the Linn County TSP Update: *System performance of highway improvement projects will be measured, in part, using the HDM v/c ratios. While HDM standards must be applied to ODOT facilities, design exceptions can be granted to those standards where conditions justify such action in order to balance the policies and objectives of the Oregon Transportation Plan.*

Oregon Bicycle and Pedestrian Plan: The provision of safe and accessible bicycling and walking facilities in an effort to encourage increased levels of bicycling and walking is the goal of the Oregon Bicycle and Pedestrian Plan, which is an element of the Oregon Transportation Plan. The plan identifies actions that will assist local jurisdictions in understanding the principals and policies that ODOT follows in providing bike and walkways along state highways. In order to achieve the plan's objectives, the strategies for system design are outlined, including:

[6] ODOT Highway Design Manual: http://www.oregon.gov/ODOT/HWY/ENGSERVICES/hwy_manuals.shtml

- Providing bikeway and walkway systems and integrating with other transportation systems
- Providing a safe and accessible biking and walking environment
- Developing educational programs that improve bicycle and pedestrian safety

The plan is currently comprised of two parts: the Policy and Action Plan and the Oregon Bicycle and Pedestrian Design Guide. The Policy and Action section contains background information, legal mandates and current conditions, goals, actions and implementation strategies ODOT proposes to improve bicycle and pedestrian transportation. Originally adopted in 1995 and reaffirmed as an element of the OTP in 2006, this section is currently being updated as the "Bicycle and Pedestrian Mode Plan." The Design Guide is the technical element of the plan that guides the design and management of bicycle and pedestrian facilities on state-owned facilities. It has been designated as a companion piece to the Highway Design Manual and includes updated and innovative pedestrian and bicycle treatments. The Design Guide was updated in 2011 and will remain separate from the policy portion of the plan .

What this means for the Linn County TSP Update: *Consistent with State policy guidance and guided by the Design Guide, the TSP update will identify improvements that could enhance safety, increase connectivity and provide seamless connections between walking and biking facilities and other travel modes in Linn County.*

Oregon Scenic Bikeways – Willamette Valley Scenic Bikeway: The Oregon Scenic Bikeways document identifies a number of scenic bike routes for varying abilities throughout Oregon. A portion of the Willamette Valley Scenic Bikeway travels through Linn County along the scenic Willamette River.

What this means for the Linn County TSP Update: *The TSP update process should be coordinated with the Oregon State Parks, Linn County Parks Department, and other organizations, so that improvements to this bikeway, trail guidelines and connections between this bikeway and other parks, recreation areas and trails are incorporated into the TSP as appropriate.*

2015-2018 STIP, As Amended (generated on 12/05/2014): The following projects are identified in Linn County.

What this means for the Linn County TSP Update: *While each of theprojects in Table 3 represent a transportation related improvement in Linn County, none of these projects would increase capacity. These projects should be reflected in the TSP, as appropriate.*

Table 3: 2015-2018 ODOT STIP Roadway Improvement Projects in Linn County

Name	Location	Description	Jurisdiction	Capacity	Construction Year	Cost (millions)
North Santiam River Bridge	Stayton-Scio Road	Rehab Bridge	Linn County	No	2015	$4.17
TDM Program 2015	N/A	Transportation Demand Management	ODOT	No	2015	$0.03
Quartzville Byway Enhancements	Quartzville Byway	Land Purchase	ODOT	No	2015	$0.36
Goar Rd: Thomas Creek Bridge Rehab	Goar Road	Rehab Bridge	Linn County	No	2016	$1.87
Old Salem Road: Truax Creek Bridge Replacement	Old Salem Road	Replace Bridge	Linn County	No	2017	$2.06
I-5: S. Jefferson – N. Albany (NB)	I-5 (MP 234.71 to 238.76)	Grind/Inday of NB Lanes	ODOT	No	2017	$2.15
I-5: N. Albany – Halsey	I-5 (MP 216.14 to 234.71)	Grind & Patch Concrete Preservation	ODOT	No	2018	$15.3
Rideshare 2015	N/A	Cascades West COG	ODOT	No	2015	$0.05
I-5: South Jefferson Interchange – Santiam Highway Interchange	I-5 (MP 233.00 to 238.00)	Begin right-of-way purchase	ODOT	No	2016	$2.63
US 20: Sheep Creek Bridge Repair	US 20 (MP 56.57 to MP 56.63)	Preliminary Engineering	ODOT	No	2015	$0.35
I-5: N. Jefferson – N. Albany	I-5 (MP 234.71 to 244.44)	Grind inlay to remove rutted/reveled section of I-5	ODOT	No	2016	$0.30

Source: 2015-2018 ODOT STIP, accessed via website (http://www.oregon.gov/ODOT/TD/STIP/STIP/15-18_FINAL_STIP.pdf) August, 2015

Other Background Information for the TSP Update

The following sections summarize additional background information or guidance documents that will be used in updating the Linn County TSP.

Public Involvement: OHP Goal 2, Policy 2D requires that citizens, businesses, regional and local governments, state agencies, and tribal governments have opportunities to have input into decisions regarding proposed policies, plans, programs, and improvement projects that affect the state highway system.

> ***What this means for the Linn County TSP Update:*** *The TSP update will offer public involvement opportunities that are accessible to all stakeholders and residents.*

Environmental Resources: OHP Goal 5, Policy 5A requires that the design, construction, operation, and maintenance of the state highway system should maintain or improve the natural and built environment including air quality, fish passage and habitat, wildlife habitat and migration routes, sensitive habitats (i.e. wetlands, designated critical habitat, etc.), vegetation, and water resources where affected by ODOT facilities.

> ***What this means for the Linn County TSP Update:*** *The TSP update will consider the potential for environmental impacts of all proposed solutions.*

Linn County Comprehensive Plan: The Linn County Comprehensive Plan is the County's long range plan for land and water development and protection. The vision for development and protection is expressed in a series of goals, policies, and implementation (actions).

The Comprehensive Plan is included in the Linn County Code as Subtitle 1 of Title 9 – Community Development.. The Transportation Plan Code is included as an element of the Comprehensive Plan in Chapter 907, with key elements relevant to the TSP Update summarized below:

- Planning and Development Policies
- Coordination and Implementation of the Transportation Plan
- Road Network Policies
    - Functional Classification
    - Access Management
    - Pavement Management
    - Level of Service
    - Capacity
    - Bridges
    - Transportation Projects; Road Network
    - State Highways
    - City/County Road Policy
    - Local Road Improvement
    - Trucking of Hazardous Materials
    - Rail Network Policies

- Demand Management Policies
- Public Transportation Policies
- Air Transportation Policies
- Bicycling
- Other Transportation Issues

The adopted County transportation policy statements under each of these categories will need to be reviewed based on the goals and objectives for plan development (Technical Memorandum #4) and the recommendations of the draft updated TSP. Updated policies will need to reflect changes in conditions and priorities in the County since 1993, the date of the last TSP update. Updated policies are expected to reflect a greater emphasis on "active transportation" (biking, walking, transit), providing connections between modes, improving the transportation system's efficiency through system management(advanced technology enhancements, transportation demand management, etc.), preserving freight routes, the current funding environment for transportation improvements, and the State's Greenhouse Gas Reduction objectives.

What this means for the Linn County TSP Update: *The TSP process will consider, and evaluate the goals and policies of the transportation element of the Comprehensive Plan and the updated TSP will reflect existing and updated transportation policy. The Comprehensive Plan will need to be amended to implement the TSP recommendations.*

Linn County Land Development Code (Subtitle 2): The Linn County Land Development Code regulates the use of land in unincorporated areas of the county. The code includes requirements for development, including requirements for land division and development standards.Specific development standards – such as site development, vehicle access and circulation, and street design – are reviewed for compliance with the State Transportation Planning Rule (TPR) in Attachment 2 of this document.

Linn County Standards Document: Specific development standards for site development, vehicle access and circulation, and street design are established in the County Standards Document, Division 5 of Subtitle 2 – Land Development Code. The following important transportation-related standards are included in this Division.

- Chapter 924 – Partitioning Code
- Chapter 934 – Development Standards Code
  - Parking standards
- Chapter 935 – Access Improvement Standards Code
  - Access requirements

Linn County Code Subtitle 2 - Land Development Code is the subject of a TPR compliance review in Attachment 2 of this document.

What this means for the Linn County TSP Update: *The Linn County Code (Subtitle 2) may need to be amended to be consistent with the updated TSP and implement its recommendations, as well as to comply with*

state transportation regulations such as the TPR. (See preliminary Land Development Code recommendations in Attachment 2)

Linn County Park and Recreation Master Plan (January, 2009): The Linn County Park and Recreation Master Plan was approved in winter 2008. The following Priority I Capital Projects were identified in the plan and the TSP should consider connections between transportation, parks and recreation for the purposes of transportation planning.

Priority I Park and Recreation Master Plan Capital Projects:

- **Wayfinding signage**
- **Lebanon to Albany Regional Trail –** collaborate with local agencies on 10 mile multi-use trail with adjacent soft surface trail
- **Foster Reservoir Trail –** collaborate to complete 7.5 miles of compressed gravel trail

What this means for the Linn County TSP Update: *The TSP update process should be coordinated with the Linn County Parks Department so that trail guidelines and connections between parks, recreation areas and trails are incorporated into the TSP as appropriate.*

Linn County Coordinated Public Transit – Human Services Transportation Plan, May 2007: This plan identifies a number of needs and opportunities to coordinate and enhance community transportation services in Linn County. The TSP should support policies to improve transit access and services in the County, including carpool, vanpool and other opportunities for transportation options.

What this means for the Linn County TSP Update: *The TSP update process should be coordinated with the Linn County Transit providers and should include or support policies aimed at improving transit and other transportation options in the county, as approrpriate.*

Linn County Capital Improvement Plan (2015-2020): A list of the projects identified by County staff, along with the total project cost estimate, is shown below. Projects are either locally funded or have outside funding identified within the next 5 years.

Locally funded projects (with total project cost estimate):

- Brownsville Road Improvement Project - $2.4 million
- Sandridge Road (Butte Creek) Bridge Replacemtn - $700,000
- Broadway Street – Mill City Sidewalk Street Improvement - $1.2 million
- 2015 Pavement Overlay Projects - $1.4 million
- Seven Mile Lane/OR 34 Signal Improvement - $2.0 million
- Seven Mile Lane Road Widening and Drainage Improvement (Columbus to I-5 Overpass) - $3.0 million
- Sixth Avenue Road Improvement (Scio) - $700,000
- Riverside Drive Widening and Improvement (Phase I and Phase II) - $4.8 million
- Walnut Drive/Oakville Road Intersection and Road Improvement - $2.0 million

- Red Bridge Road Albany Canal Bridge Upgrade - $300,000
- Closure of Columbus Street/OR 34 Access – [no cost estimate provided]

Capital Improvement Projects with Outside Funding [with identified funding source]:

- North Santiam River Stayton Scio Road Bridge (seismic retrofit and scour protection) - $3.8 million [HBRR (ODOT)]
- Quartzville Road Corridor Projects - $7.2 million [FLAP (WFL-FHWA)]
- Gilkey Covered Bridge (rehabilitation and improvement) - $1.6 million [HBRR (ODOT)]
- Old Salem Road (Truax Creek) Bridge Replacement - $1.26 million [HBRR (ODOT)]
- Truax Creek Bridge Replacement - $2.06 million [ODOT 2015-2018 STIP]

In addition, the County has submitted a number of grant applications that are currently being evaluated.

What this means for the Linn County TSP Update: *Projects and priorities in the Linn County Capital Improvement Plan will inform the development of the TSP update and relevant transportation improvements will be reflected in the updated TSP.*

Linn County Fish Passage Barrier Inventory

Linn County has a fish passage barrier inventory. These are locations which typically have undersized culverts for a large storm event, which may cause flooding in these conditions. When an improvement is constructed, the environmental requirements must be met.

What this means for the Linn County TSP Update: *Locations on the fish passage barrier inventory should be considered when prioritizing projects, since projects may be "bundled" to provide the highest overall benefit. Fish passage projects tend to have higher costs due to strict environmental requirements and may also have additional funding (grant) opportunities.*

City of Albany Comprehensive Plan: The City of Albany Comprehensive Plan is a long range plan for development and protection of land and water in the City of Albany. Policies in this local Comprehensive Plan that address coordination between the City and County regarding land use and transportation are summarized below.

- **General Urban policies –** The City or County will notify each other of an application for development within the Urban Growth Boundary outside the city limits, include applications for extensions of public facilities and annexations. Also, the more restrictive of City or County development standards or requirements are met.
- **Specific Land Use Planning policies –** It is the policy of the City that it continue an active coordination program with agencies and other governmental units.
- **Transportation goals and policies –** It is the goal of the City that it provide an efficient transportation system that provides for the local and regional movement of people and goods. The following policies address regional issues:

- Preserve and protect corridors of local and regional significance that are identified for vehicular and non-vehicular routes
- Establish priorities and define the incremental steps needed for investment of ODOT and Federal revenues to address safety and major capacity problems on the State and Interstate transportation system.

What this means for the Linn County TSP Update: *Albany Comprehensive Plan policies should be reflected in the Linn County TSP to the extent that the updated TSP addresses jurisdiction coordination.*

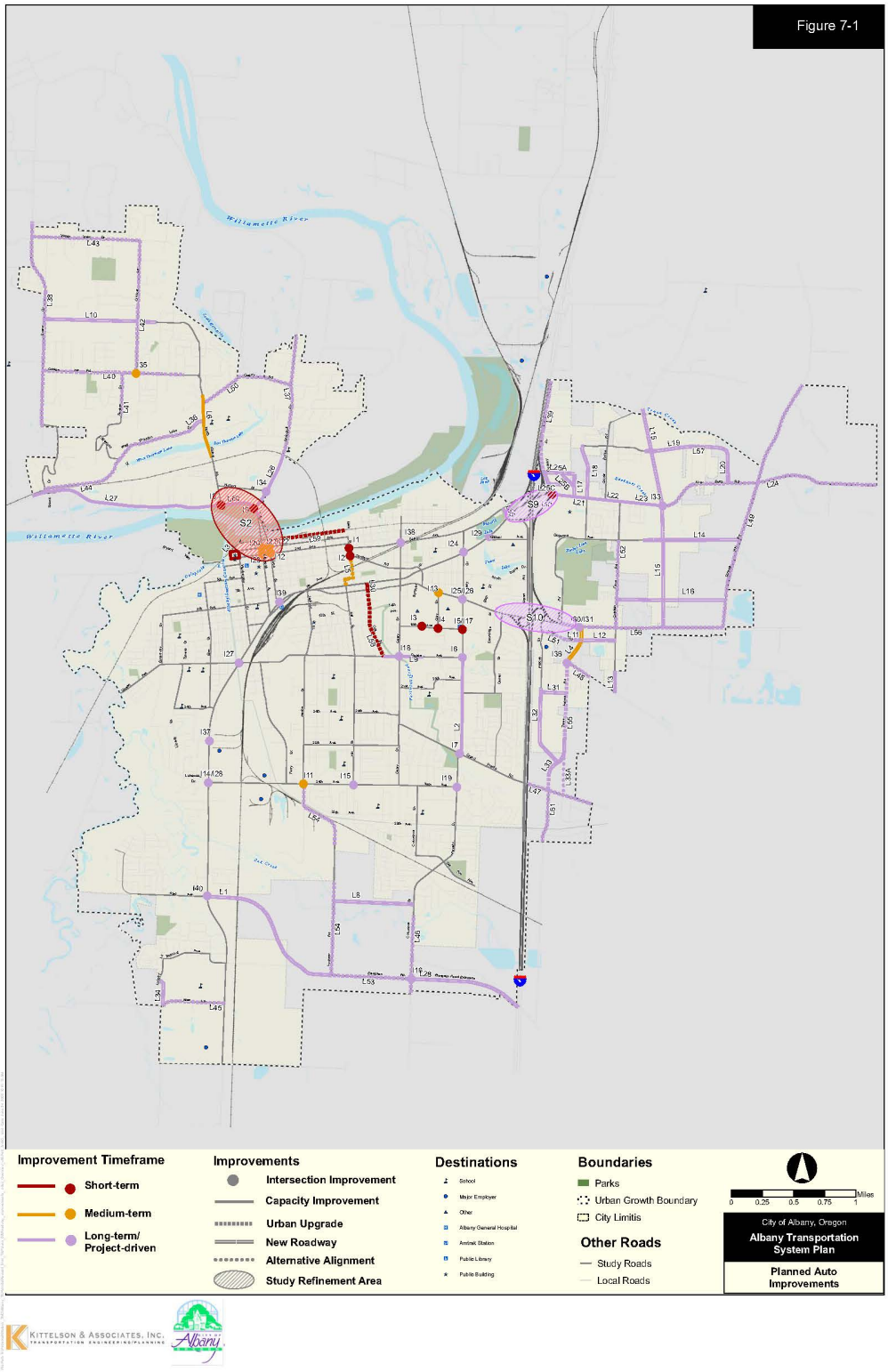
Albany Transportation System Plan (TSP)

A number of projects in Linn County, outside the Albany UGB, were identified as long-term development-driven improvements (see Figure 1). These projects will be needed to accommodate anticipated growth. The timeline for these projects is unknown and the improvements will not be necessary prior to development within the surrounding areas of the projects. Project priorites will be determined in conjunction with growth outside the UGB. These projects include the following:

Table 3: Albany TSP Projects in Linn County

Project ID	Project Name	Project Type
I16	Ellingson Road/Columbus Street	Intersection Control Change
L1	53rd Avenue Extension	New Road or Alignment
L8	Lochner-Columbus Connector	New Road or Alignment
L14	Dogwood Avenue Extension	New Road or Alignment
L16	New East/West Collector	New Road or Alignment
L20	Santa Maria Avenue Extension	New Road or Alignment
L24	Knox Butte Road Widening	Add Lane(s)/Urban Upgrade
L28	Ellingson Road Extension	New Road or Alignment
L33 or L33A	Three Lakes Road Realignment	New Road or Alignment
L46	Columbus Street	Urban Upgrade
L47	Grand Prairie Road	Urban Upgrade
L49	Scravel Hill Road	Urban Upgrade
L53	Ellingson Road	Urban Upgrade
L54	Lochner Road	Urban Upgrade
L56	US 20 – East of I-5	Urban Upgrade
L61	Three Lakes Road	Urban Upgrade

Figure 1: Albany TSP – Planned Auto Improvements



What this means for the Linn County TSP Update: *Transportation-related project elements identified in the Albany TSP, that are outside the UGB or where city and county facilities abut, should be reflected in the Linn County TSP.*

City of Harrisburg Comprehensive Plan: The City of Harrisburg Comprehensive Plan is Chapter 18 of the Harrisburg Municipal Code and includes coordination with Linn County for development proposals impacting county roadway facilities (section 18.125.080).

What this means for the Linn County TSP Update: *Transportation-related elements in the City of Harrisburg Comprehensive Plan that may have bearing on county land and coordination, such as policies and objectives related to trails and evacuation routes that extend outside of city limits should be reflected in the Linn County TSP.*

City of Harrisburg Transportation System Plan: The City of Harrisburg TSP was adopted by city council in January, 2000, but only received partial approval from DLCD. The TSP was revised in 2004 to reflect rapid growth in Harrisburg and to address the amendments necessary for full approval by DLCD. A number of new street projects were identified, with most expected to be funded by development or SDC funds. These projects are shown in the tables below:

New Street Projects

Street	Segment	Type of Improvement	Cost Estimate**	Funding Source	Type of Street*	Estimated date of completion
10th Street	Diamond Hill to Burton	Curbs, gutters and new street	Required build out for developers	Developers	Collector	2006
9th Street	LaSalle to Priceboro	Curbs, gutters and new street	$742,100	Developers	Collector	2006
9th Street	From Territorial to Burton	Curbs, gutters and new street	$226,800	Curbs and gutters are property owners responsibility; Street improvements are the City's responsibility	Collector	2009
LaSalle	3rd to 6th	New street	$742,100	SDC's and street construction funds	Minor arterial	2006
Cramer Ave	From Priceboro to Diamond Hill	Includes 2 lanes with median and bike lanes	$2,545,200	Grant, developers, SDC & street funds	Minor arterial	2008
Burton Street	9th Street to Harvest Glen subdivison	Curbs, gutters and new street	$270,700	Developer, property owners, SDC's street funds	Local	2004
10th Street	Territorial to Priceboro	Curbs, gutters and new street	$1,598,000	Developers	Collector	2010
Total Costs of New Street Projects 2004-2010			$6,124,900			

**May 2001 dollars=ENR CCI=7230, Jan2000 and ENR CCI=7864

Planned Improvements to Pedestrian Facilities

Location	Segment	Type of Improvements Planned	Cost	Expected Date of Completion
LaSalle	3rd to 6th	Curb, gutter and sidewalk	Prop. Owners	Fall 2005
9th	Territorial to	Curb, gutter and sidewalk	Prop. Owners	2009
9th	Burton to Diamond Hill	Sidewalk	Prop. Owners	2010
Smith	6th to 7th	Curb, gutter and sidewalk	Prop. Owners	Summer 2005
Smith	4th-6th	Curb, gutter and sidewalk	Prop. Owners & street funds	By 2010
4th Street	Smith to Macy	Curb, gutter and sidewalk on City property	Prop. Owners	Summer 2005
4th Street	Macy to Kesling	Curb, gutter and sidewalk on east side	Prop. Owners	By 2010
2nd Street	99E to Fountain	Curbs, gutters and sidewalk	Prop. Owners	By 2010
Smith	2nd to 3rd	Replace defective sidewalk on north side	Prop. Owners	By 2010
Macy	1st to 2nd	Curb, gutter and sidewalk on north side	Prop. Owners	By 2010
La Salle	East of 9th	Curb, gutter, sidewalk on south side; sidewalk on north side	Prop. Owners	By 2010
Sommerville LP	S. 6th to 10th	Curbs, gutter, sidewalk	Prop. Owners	By 2010
Territorial	2nd to 3rd	Curbs, gutters and sidewalk	Prop. Owners	By 2010
N.10th	Territorial to Priceboro	Curbs, gutters and sidewalk	Prop. Owners	Contingent on development build out and construction of new street
6th Street	Quincy to Territorial	Sidewalk	Prop. Owners	By 2010
6th Street	Dempsey to subdivision	Sidewalk	Prop. Owners	By 2010
7th Street	North of Diamond Hill	Curbs, gutters and sidewalk	Prop. Owners	By 2010
8th Street	Territorial to Burton	Curbs, gutters and sidewalks	Prop. Owners	By 2010
Dempsey Street	All: both sides	Sidewalk	Prop. Owners	By 2010
Moore	Near Delta Valve between 2nd and 3rd	Sidewalk	Prop. Owners	By 2010
Fountain	West from 3rd	Sidewalk on south side, ½ a block	Prop. Owners	By 2010

Proposed Bike Lanes: Parks Master Plan

Location	Segment	Funding Source
Diamond Hill	10th –Cramer	Grants, bike funds from gas tax, parks funds, street funds
Territorial	7th –Cramer	
Territorial	1st-3rd	
La Salle	1st-3rd	
La Salle	9th-Cramer	
Sommerville LP	6th-Cramer	
Priceboro	Extension to Riverfront, would require a ROW through Morse Bros. Corp. property	
Along the city's riverfront	From Priceboro up to the city's wastewater treatment plant.	

What this means for the Linn County TSP Update: *Transportation-related project elements and roadway classifications identified in the Harrisburg TSP that are for facilities that lie outside the UGB, or where city and county facilities abut, should be reflected in the Linn County TSP.*

City of Lebanon Comprehensive Plan: The City of Lebanon Comprehensive Plan was adopted by the Lebanon City Council on December 8, 2004. The transportation element of the Comprehensive Plan was superceded by the TSP, when it was adopted in 2007. Other relevant elements of the Comprehensive Plan include Urbanization, Land Use and Public Facilities and Services.

- Urbanization (Chapter 3)
  - Coordination between Lebanon and Linn County is directed by the City's Urgran Growth Mangement Agreement (UGMA) with the County.
  - Population and economic analysis forecasts must be consistent between Lebanon and Linn County
- Land Use (Chapter 4)
  - Cooperation between all agencies (e.g. federal, state, county, special districts, etc.)
  - Preserve, in cooperation with the county, vacant and undeveloped designated industrial lands in the Urban Growth Area for future industrial and accessory support uses.
- Transportation (Chapter 8) – Superceded by the TSP Adopted in 2007.

What this means for the Linn County TSP Update: *Lebanon Comprehensive Plan policies should be reflected in the Linn County TSP to the extent that the updated TSP addresses jurisdiction coordination.*

City of Lebanon Transportation System Plan: The City of Lebanon TSP was most recently adopted in 2007. It is currently being updated, concurrently with the Linn County TSP. Recommendations from the TSP update should be incorporated and/or reflected in the Linn County TSP, as appropriate, as much as possible.

What this means for the Linn County TSP Update: *Transportation-related project elements and roadway classifications identified in the Lebanon TSP Update, that are outside the UGB or where city and county facilities abut, should be reflected in the Linn County TSP.*

Scio Comprehensive Plan: The Scio Comprehensive Plan was adopted by the City of Scio in April, 2015.

- **Land Use Policies**- The City of Scio and Linn County will jointly plan for the development of urbanizable land outside the city limits and inside the Scio Urban Growth Boundary.
- **Transportation Policies** – To be complete in Part 2 Update by June, 2016

What this means for the Linn County TSP Update: *Scio Comprehensive Plan policies should be reflected in the Linn County TSP to the extent that the updated TSP addresses jurisdiction coordination. Transportation elements should be reflected in the Linn County TSP to the extent feasible since the projects are running concurrently.*

AAMPO Regional Transportation Plan: The Albany Area Metropolitan Planning Organization (AAMPO) is developing the Albany Area Regional Transportation concurrently with this project. The

RTP will guide management and development of the regional transportation system over a 20-year period.

> ***What this means for the Linn County TSP Update:*** *The Linn County TSP should coordinate with the AAMPO RTSP to ensure consistency between the plans as each develops.*

AAMPO Transit Development Plan: AAMPO is producing a Transit Development Plan (TDP) for the AAMPO planning area in conjunction with the Regional Transportation Plan. The TDP will address regional transit needs and will outline a vision for public transportation, serving as a guide for future investment in transit services.

> ***What this means for the Linn County TSP Update:*** *The Linn County TSP can coordinate with AAMPO to help address Linn County transit needs within the AAMPO planning area.*

Attachment A: Applicable Plans and Policies

The following plans and policies were reviewed for the Linn County TSP Update:

- Linn County Linn County TSP, 2003
- Linn County Comprehensive Plan, (http://www.co.linn.or.us/index.php?content=planning/ldc) retrieved August, 2015
- 2015-2020 Capital Improvement Projects Draft, 2015-2020
- Linn County Parks and Recreation Master Plan, January 2009
- Linn County Fish Passage Barrier Inventory

State of Oregon

- 1999 Oregon Highway Plan, amended August 2013
- Oregon Transportation Plan, September 2006
- Oregon Bicycle and Pedestrian Plan, 1995
- Oregon Rail Plan, 2014
- Oregon Freight Plan, June 2011
- Oregon Aviation Plan, 2007
- Oregon Public Transportation Plan, 1997
- Transportation Planning Rule (OAR 660-012), amended December 2011
- Access Management Rules (OAR 734-051), amended December 2011
- Statewide Transportation Improvement Program (STIP), June 2012
- Transportation System Planning Guidelines, 2008
- 2015-2018 Statewide Transportation Improvement Program, Final 2015-2018 STIP
- Oregon Seismic Lifeline Routes Identification Project: Lifeline Selection Summary Report, May 15, 2012

Regional Documents

- Oregon Scenic Bikeways, Oregon State Parks (www.Oregon.gov/ODOT/HWY/BIKEPED), retrieved August, 2015
- Linn County Coordinated Public Transit – Human Services Transportation Plan, May, 2007
- AAMPO Regional Transportation Plan (RTP)
- AAMPO Transit Development Plan (TDP)

Local Cities' Plans

- City of Albany Comprehensive Plan
- Albany Transportation System Plan (TSP)
- City of Harrisburg Transportation System Plan
- City of Harrisburg Comprehensive Plan
- Scio Comprehensive Plan
- City of Lebanon Comprehensive Plan
- City of Lebanon Transportation System Plan

Attachment B: Draft Regulatory Review

Table 1 – TPR Review of Linn County Land Development Code

TPR Requirement	Land Development Code References and Recommendations
OAR 660-012-0045	
(1) Each local government shall amend its land use regulations to implement the TSP.	
(a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use: (A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals; (B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;	Consistent with this requirement, most of the County's zoning districts (LCC Chapters 928 through 931) list uses allowed transportation uses outright and subject to review, including Rural Resource Zones (LCC 928), Rural Development Zones (LCC 929), and Urban Growth Area Zones (LCC 930). Zones where the operation, maintenance, and repair of existing transportation facilities are listed as allowed outright include Exclusive Farm Use (EFU) (LCC 928.310(B)(9)), Farm/Forest (F/F) (928.605(B)), Forest Conservation and Management (FCM) (LCC 928.911(B)(13)) LCC Chapter 929, Rural Development Zone, lists "transportation improvements" as allowed outright in all individual zones. Transportation improvements are defined in LCC 920.100(301) and include a list of improvements that are consistent with 660-012-0065 Transportation Improvements on Rural Lands. Chapter 930, Urban Growth Area, allows for transportation improvements by reference to other chapters or sections in most zoning designations. Urban Growth Area-Exclusive Farm Use-80 Zoning District references uses allowed outright and through conditional use review in the Exclusive Farm Use district

	(C) Uses permitted outright under ORS 215.213(1)(m) through (p)[7] and 215.283(1)(k) through (n)7, consistent with the provisions of 660-012-0065[8]; and (D) Changes in the frequency of transit, rail and airport services. (b) To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.	(LCC 930.120); Urban Growth Area-Farm/Forest (LCC 930.210) references Urban Growth Area-Exclusive Farm Use-80 district; and Urban Growth Area-Rural Commercial Zoning District (LCC 930.500) refers to Rural Commercial Zoning District (LCC 929.420 and 929.430). **Recommendation:** The Existing code provisions address this requirement. No changes to the code are recommended.	

[7] Transportation uses in ORS 215.214(1)(m) through (p) and 215.283(1)(k) through (n) include:

- Climbing and passing lanes within the right of way existing as of July 1, 1987
- Reconstruction or modification of public roads and highways, including the placement of utility facilities overhead and in the subsurface of public roads and highways along the public right of way, but not including the addition of travel lanes, where no removal or displacement of buildings would occur, or no new land parcels result.
- Temporary public road and highway detours that will be abandoned and restored to original condition or use at such time as no longer needed.
- Minor betterment of existing public roads and highway related facilities, such as maintenance yards, weigh stations and rest areas, within right of way existing as of July 1, 1987, and contiguous public-owned property utilized to support the operation and maintenance of public roads and highways.

[8] OAR 660-112-0065 (Transportation Improvements on Rural Lands); (1) This rule identifies transportation facilities, services and improvements which may be permitted on rural lands consistent with Goals 3, 4, 11, and 14 without a goal exception.

TPR Requirement	Land Development Code References and Recommendations
(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or requires interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with 660-012-0050. To facilitate implementation of the TSP, each local government shall amend regulations to provide for consolidated review of land use decisions required to permit a transportation project.	Referenced TPR Section -0050 addresses project development and implementation – how a transportation facility or improvement authorized in a TSP is designed and constructed. Project development may or may not require land use decision-making. The TPR directs that during project development, projects authorized in an acknowledged TSP will not be subject to further justification with regard to their need, mode, function, or general location. LCC 921 includes classes of review (Type IA, IB, IIA, IIB, IIIA, IIIB) dependent on type of application, and the associated procedures. Type IIA is for the majority of discretionary decisions made by the Director, including subdivisions and any other action determined by the Director pursuant to LCC 921 or ORS Chapters 92, 197, and 215. Type IIB is limited to applications seeking interpretation of the Land Development Code. LCC 921.045 (Multiple Applications) allows the Director, or other decision maker, to allow multiple applications relating to the same tract or authorized unit of land be combined and reviewed concurrently as a single application. In terms of coordination with other transportation agencies, LCC 921.370, Intergovernmental Notice, includes provisions for the Director to notify additional notice to other government agencies. The Director is required to provide notice to ODOT's Highway Division for proposed land development applications that would be adjacent to, would access from, or would have potential impact upon a state highway or interstate freeway. Issued permits and reviews are required to conform to the Land Development Code, however LCC Chapter 921 does not include criteria related to potential significant impacts on a transportation facility. LCC 921.500 (Applications for development permits; requirements; generally) requires that development applications must conform to the Land Development Code for permits to be issued. LCC 921.930 (Compliance with the Development Code provisions; generally) requires that decisions made under the Development Code must comply with the Development Code, the Comprehensive Plan, and ORS Chapters 92, 197, and 215.

		Recommendation: The Development Code includes provisions for various types of review with the ability to consolidate applications and the associated notification requirements, consistent with the TPR. Note that the Development Code does not specify how significant impacts to transportation facilities are determined, resulting in a review and approval process pursuant to LCC Chapter 921. As noted later in this review, under TPR-045(2)(b), it is recommended that criteria be included for traffic impact analysis or studies in order to determine significant impacts to transportation facilities as part of the development review process.	

TPR Requirement	Land Development Code References and Recommendations
(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities corridors and sites for their identified functions. Such regulations shall include:	
(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;	LCC Chapter 934 sets development standards applicable to all developments and specific to zoning districts. Access related standards applicable to all developments include standards for parking and driveways (LCC 934.205(B)(4)) and parking (LCC 934.250-260). Access-related standards specific to zoning districts are provided for in RRZ (LCC 934.570), RDZ (LCC 934.620 and 934.670), and UGAZ (LCC 934.770). Access standard requirements for development in these districts require the design to cause minimum interference with traffic and are subject to the review and approval of the County Engineer. The County Engineer or state highway department may recommend additional right-of-way and improvements to facilitate traffic circulation. LCC 923.200(A) (Easements other than for road access) pedestrian ways may be required by the Director, when dividing authorized units of land into lots or parcels, to connect cul-de-sacs or to pass through unusually long or oddly-shaped property LCC Chapter 935 sets access improvement standards applicable to all developments that include new construction or improvement of existing access as part of developing a property (LCC 935.005-360) as well as requirements for road improvements within subdivisions (LCC 935.900-920). Minimum access requirements for private roads, local access roads, easements of road access, flag-lots, and private driveways are determined by level by the number of homesites served, with right-of-way widths ranging from 30-60 feet wide (LCC 935.020). LCC 935.340 (County road creation, not through subdividing) requires the creation of county roads to conform to the requirements set forth in LCC Chapter 926 (Subdividing code). LCC 926 sets standards and requirements regulating subdivisions, including road improvement and access provisions

(LCC 926.600 – 926.620).

LCC 926.600 (Subdivision road improvements) provides approval requirements made by the Roadmaster during various stages of development and construction for all subdivision developments. The Roadmaster is given authority to approve road improvements in accordance with standards set forth in LCC Chapter 926, Appendix A of LCC Chapter 935, and any other specifications deemed appropriate by the Roadmaster. LCC 926.610 (Subdivision road improvement specifications) includes provisions for the locations, alignment, and design or roads within subdivisions. 926.620 (Adjustment of road specifications) gives the Roadmaster discretion to adjust any of the miscellaneous provisions to cover situations which differ between sites.

Appendix A to LCC 935 (935.900 – 935.920) includes road improvement requirements within subdivisions and other roads proposed as part of partitioning to be become part of the County-maintained road system. LCC 935.920 (Design standards) includes design standards for road improvements. LCC 935.920(A) sets the traffic design year for 10 years in the future, while LCC 935.920(B) requires roadways to be in conformance with standards available through County Road Department office. LCC 935.920(D) includes standards for intersection design, with minimum spacing of 125 feet between intersection centerlines. LCC 935.920(E) includes standards for roadway cross sections, however no pavement/sidewalk/bike path widths are provided.

Recommendation: Access control measures applicable to all developments for parking and driveways are easily accessible in the development standards.

Access control measures, such as roadway and intersection spacing are located in the subdivision chapter (LCC 926) or Appendix A of the access improvement chapter (LCC 935) and are clearly applicable to subdivisions. Access control measures for all other county roads refers to the requirements set forth for subdivisions. The County should consider consolidating/relocating access control measures to general development standards (LCC 935 Access Improvements) and updating references in subdivision standards.

There is currently no access improvements which have standards and requirements consistent with the functional classification of roads. It is recommended that current access standards be associated with road functional classifications in the (updated) TSP and that access control measures such as signal spacing be included or that references to standards in the TSP be added.

TPR Requirement	Land Development Code References and Recommendations
(b) Standards to protect the future operations of roads, transitways and major transit corridors	The Transportation Plan Code (LCC 907, part of the Comprehensive Plan) assesses the future performance of County roads based on Level-of-service (LOS) standards (LCC 907.340) with LOS service levels of A through C being achieved on all County roads. LOS D service level is the established goal for the County to maintain. Linn County's development code currently does not include standards or criteria for when a traffic impact study is necessary for development. However, all road improvements, including curbs, sidewalks, and drainage, are subject to review and approval by the Roadmaster. **Recommendation:** It is recommended that clear and objective standards be added to the development code specifying when development proposals are required to conduct and include a traffic impact study. Additional language should also be added listing possible traffic impact mitigation improvements.
(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;	LCC 921.307 (Initial application notice; owner of an airport) provides notice criteria to owners of airports for Type IIA and Type IIIB actions and hearings (structures less than 35 feet in height and located outside the runway approach surface are exempt from notice requirements). LCC 931.100 – 931.140 (Airport Overlay) regulates land uses within the overlay by limiting building height, built to minimize noise impacts, and the design standards set forth in LCC 934.800 (Overlay standards). LCC 934.810 (AO development standards) regulates height limitations, imaginary surfaces, roadways, parking areas, and storage, and noise. **Recommendation:** Existing code provisions address this requirement. No changes to the code are recommended.
(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;	See response to -0045(1)(c).
(e) A process to apply conditions to development proposals in order to	LCC Chapter 933 provides conditions, requirements, and decision criteria

	minimize impacts and protect transportation facilities, corridors or sites;	applicable to conditional uses and for specific conditional uses. LCC 933.220 (Decision criteria) includes decision criteria applicable to all conditional use developments, including the proposed uses will have a minimal impact on "traffic generation and the capacity of the surrounding road network" and the development site has the "physical characteristics needed to support the use, such as (a) access…" LCC 933.260 provides decision criteria for conditional uses in the urban growth area zone (UGAZ), including "traffic generated from the site can be adequately served by the road system servicing the site" and "road access meets County standards found in section 3.2 of the Linn County Transportation Element of the Comprehensive Plan." LCC 933.900 provides decision criteria for specific transportation conditional uses within the rural resource zone (RRZ). The decision criteria involves the identification and assessment of design alternatives. The alternative with the least impact is to be selected. LCC 933.100 (Conditions; generally) includes, but is not limited to, a list of conditions that may be applied conditional use applications, including vehicle access points, roadway dedication including bonding of improvements, and requiring that public facilities are adequate to serve a proposed use among other non-transportation related conditions. **Recommendations:** LCC conditions criteria exist to minimize the impact of land use decisions on the transportation network. However decision criteria on impacts to transportation facilities are not related to their functional classification and do not specifically list bicycle/pedestrian access as a condition. In addition, traffic impact analyses are only required for conditional use transportation facilities in RRZ zones. It is recommended that decision criteria include transportation impacts related to the functional classification of adjacent roadways, traffic impact analyses be required within a defined threshold for all developments. The County should also consider including bicycle/pedestrian access as to the list of conditions of approval in LCC 933.100.	

TPR Requirement	Land Development Code References and Recommendations
(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of: (A) Land use applications that require public hearings; (B) Subdivision and partition applications; (C)Other applications which affect private access to roads; and (D)Other applications within airport noise corridor and imaginary surfaces which affect airport operations.	See response to -0045(1)(c).
(g) Regulations assuring amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.	LCC 921.800 – 921.840 (Amendment Procedures – Land Development Code) provides regulations, procedures, and criteria for amending the development code through a Type IIIA or Type IIIB review process. Amendments are to be consistent with intent, policies, and designations in the Comprehensive Plan for zoning map amendments (LCC 921.822) and development code text amendments (LCC 921.823). **Recommendation:** Existing code provisions address this requirement. No changes to the code are recommended.
(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.	
(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots.	Linn County Development Code currently does not include land-use or subdivision regulations for bicycle parking facilities. **Recommendation:** It is recommended that minimum bicycle parking requirements be added to LCC Chapter 934 (Development Standards) as a subsection of the parking standards (LCC 934.250 – 934.260) and Table 1 of Chapter 934 be modified, or a second table added, with bicycle parking requirements.

(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways. (A) "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers; (B) Bikeways shall be required along arterials and major collectors. sidewalks shall be required along arterials, collectors and most local streets in urban areas except that sidewalks are not required along controlled access roadways, such as freeways; (C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section; (D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel; (E) Streets and accessways need not be required where one or more of the following conditions exist: (i) Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided; (ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or (iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.	Parking Lots –Pedestrian accessways through parking lots are addressed in LCC 934.251(C) (Parking area design) but do not provide clear and objective standards for pedestrian accessway improvements or require that connections be made between and within uses listed in -0045(3)(b). It requires that service drives be "designed and constructed to facilitate the flow of traffic, provide maximum safety from traffic ingress and egress and maximum safety for pedestrians and vehicular traffic on the site." Bikeways and sidewalks – LCC 935.920(E)(3)(b)(ii) (Design standards) requires that the shoulders on designated bicycle routes or pedestrians walkways to be paved, however the development code does not currently indicate where designated routes/walkways are found. Cul-de-sacs – LCC 935.310 (Stubbed roads with a cul-de-sac; standards) provides standards to all stubbed road/cul-de-sacs, limiting the length to less than 1,320 feet and requiring County approval prior to extending to future subdivisions or developments on adjacent lands. LCC 923.200 (Easements other than for road access) allows the Director to require pedestrian ways to connect cul-de-sacs or to pass through properties as part of new lot/parcel creation when it's in the public's best interest. Street spacing standards – Street spacing standards can be found in LCC 926.610 (Subdivision road improvement specifications) and are applicable to subdivisions and all other county roads per LCC 935.340 (County road creation, not through subdividing). Road location is defined relative to existing or planned roads, topographical conditions, public convenience and safety, and to the proposed uses. No specific spacing standards are provided. Locations are shown in the Comprehensive Plan, and roads not shown in the Comprehensive Plan are subject to additional provisions, including exceptions due to topographical conditions once approved by the Director as part of a neighborhood plan. Exceptions for streets and accessways – Exceptions to providing streets may be granted based on topographical conditions (LCC 926.610 Subdivision road improvement specifications), . Street exceptions for -0045(3)(b)(E)(ii) and (iii) and accessway exceptions for -0045(3)(b)(E)(i) through (iii) are not currently in the Development Code. **Recommendations:** It is recommended that clear and objective development standards for on-site facilities be added for TPR -0045(3)(b) uses in LCC 935 and/or LCC 934 (Parking area design).

TPR Requirement	Land Development Code References and Recommendations	
(c) Off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle and pedestrian travel, including bicycle ways on arterials and major collectors	See response related to conditions of approval, Section -0045(2)(e).	
(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.	Linn County Development Code currently does not include provisions requiring internal pedestrian circulation within commercial and office developments. Specific zoning district standards (RDZ 934.600s, and UGAZ 934.700s) include requirements for development area, width, and depth; frontage; property coverage; setbacks; parking; access; etc. However the standards do not encourage the clustering of buildings, construction of accessways, walkways, and other similar techniques. **Recommendation:** It is recommended that internal pedestrian circulation standards applicable to commercial developments be added to LCC 934 (RDZ 934.600s, and UGAZ 934.700s).	
(6) In developing a bicycle and pedestrian circulation plan as required by 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.	The TSP update process will review/update the County's bicycle and pedestrian plans. Related code provisions and comments are contained elsewhere in this review, including: Walkways between cul-de-sacs and adjacent roads – See response and recommendations related to cul-de-sacs, Section -0045(3)(b). Walkways between buildings – See response and recommendations related to accessways, Section -0045(3)(e). Access between adjacent uses – See response and recommendations related to accessways, Section -0045(3)(e).	

	(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total ROW consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.	Linn County Development Code currently does not specify right-of-way (ROW) requirements for transportation facilities according to functional classification. LCC 935.020 (Access requirements; level of use) includes minimum ROW requirements for private roads, local access roads, easements, flag-lots, and private driveways according to the number of homesites served and conditions for reduced ROW requirements. Provisions allowing for reduced ROW on all other County roads currently do not exist. **Recommendation:** It is recommended that ROW width standards along with conditions allowing for widths below ROW minimums be included in LCC 935, or references to the updated roadway standards in the TSP be added.	

TPR Requirement	Land Development Code References and Recommendations	
OAR 660-12-0060		
Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.	LCC 921.800 to 921.899 provide procedures for amendments to the Land Development Code and Comprehensive Plan. Amendments can be a legislative Type IIIA or quasi-judicial Type IIIB action. LCC 921.822(B) (Decision criteria for Zoning Map amendments) and LCC 921.874(A) (Decision criteria for Plan map amendments) requires findings that the amendment will not have a significant adverse impact on transportation facilities. Standards that specifically define what's considered an adverse impact in relation to the functional classification of the transportation facility are not currently included or referenced in LCC 921. **Recommendation:** Update County procedures to be consistent with/include reference to TPR -0060.	