



MEMORANDUM

DATE 11/16/18
TO Benton County TSP Project Management Team and Stakeholders
FROM Darci Rudzinski, Kyra Haggart, and Emma Porricolo Angelo Planning Group
RE **Technical Memorandum #8: County Comprehensive Plan and Development Code Amendments**
CC John Bosket, DKS Associates

INTRODUCTION

The purpose of this memorandum is to provide the County with proposed policy and development ordinance language to ensure consistency with the updated Benton County Transportation System Plan (TSP) and address the recommendations in Technical Memorandum #2 (revised March 30, 2018). Provided below are recommended modifications to transportation policies in Comprehensive Plan Goal 12 Transportation and transportation-related requirements in the Development Code. Proposed policy and code amendments will be reviewed and considered for adoption in conjunction with the updated TSP; the proposed amendments implement recommendations from the updated draft TSP and comply with state and regional transportation planning requirements.

COMPREHENSIVE PLAN

The 2018 TSP will be adopted as the transportation element of the Benton County Comprehensive Plan. The current TSP update planning process provides an opportunity to ensure that the transportation-related policy language in the Comprehensive Plan is consistent with the objectives and recommendations of the updated TSP. Goal 12 of the Comprehensive Plan contains the policies that govern transportation planning and system development in the County. Policies in this Chapter were last updated in 2007. Amendments are necessary to ensure that the TSP Goals and Objectives and that existing policies are consistent with the recommendations of the 2019 TSP. Updated policy language is Attachment A. Specific policy language that is proposed to be added is underlined and language that is proposed to be deleted is ~~struck through~~.

DEVELOPMENT CODE

This memorandum provides recommended modifications to the Benton County Development Code to implement the updated Benton County Transportation System Plan (TSP) as well as elements of the Transportation Planning Rule (TPR). Elements of Benton County’s TSP are implemented in the requirements of the Development Code; code provisions regulate development within unincorporated Benton County and implement the long-range vision and value statements embodied in the Benton County Comprehensive Plan. Recommended modifications are based on an audit of the Development Code (see Technical Memorandum #2 - Plan Assessment, Goals, and Objectives, Attachment A Draft Regulatory Review) and direction from County Staff.

Table 1 provides a summary of recommended modifications, the corresponding TSP goal or TPR rule, and the code chapter recommended to be modified. The full text modifications are included Attachment B of this memorandum. Specific ordinance language that is proposed to be added is underlined and language that is proposed to be deleted is ~~struck through~~.

Table 1: Benton County Development Code Proposed Modification Summary

	RECOMMENDATION	CODE CHAPTER	SUPPORT/RATIONALE
1.	Expand notification requirements to include all public agency transportation providers for quasi-judicial land use applications.	Chapter 51 – Development Code Administration	Draft TSP Goal 5: Mobility and Circulation Draft TSP Goal 6: Economic Development TPR -0045(1)(c)
2.	Add transportation facilities, services, and improvements as permitted uses in County zone use standards.	Chapter 53 – General Review Criteria and Procedures	Draft TSP Goal 5: Mobility and Circulation TPR -0045(1)
3.	Add provisions to allow for consolidated review of land use decisions required to permit a transportation project.	Chapter 53 – General Review Criteria and Procedures	Draft TSP Goal 5: Mobility and Circulation TPR -0045(1)(c)
4.	Expand review processes, criteria, and standards to include transportation impacts related to the functional classification of adjacent roadways.	Chapter 53 – General Review Criteria and Procedures	Draft TSP Goal 5: Mobility and Circulation TPR -0045(2)(e)

	RECOMMENDATION	CODE CHAPTER	SUPPORT/RATIONALE
5.	Include bicycle/pedestrian access and transportation improvements in the list of possible conditions of approval for conditional use permits.	Chapter 53 – General Review Criteria and Procedures	Draft TSP Goal 2: Equity Draft TSP Goal 3: Health Draft TSP Goal 4: Environment Draft TSP Goal 5: Mobility and Circulation TPR -0045(2)(e)
6.	Add specific language requiring consistency with the planned facilities in the adopted TSP as an approval criterion for amendments to the Comprehensive Plan or Development Code.	Chapter 53 – General Review Criteria and Procedures	Draft TSP Goal 5: Mobility and Circulation TPR -0045(2)(g)
7.	Add clear and objective development standards for the provision of pedestrian circulation through parking areas.	Chapter 91 – Specific Use Standards	Draft TSP Goal 1: Safety Draft TSP Goal 3: Health Draft TSP Goal 5: Mobility and Circulation TPR -0045(3)(b)
8.	Expand requirements for access control standards associated with functional classification to clarify standards related to driveway and street spacing.	Chapter 91 – Specific Use Standards	Draft TSP Goal 5: Mobility and Circulation TPR -0045(2)(a)
9.	Add requirements for preferential parking for carpools and vanpools.	Chapter 91 – Specific Use Standards	Draft TSP Goal 2: Equity Draft TSP Goal 4: Environment TPR -0045(4)(d)
10.	Add an exception allowing for the redevelopment of a portion of existing parking areas for transit-oriented uses.	Chapter 91 – Specific Use Standards	Draft TSP Goal 2: Equity Draft TSP Goal 3: Health Draft TSP Goal 4: Environment

	RECOMMENDATION	CODE CHAPTER	SUPPORT/RATIONALE
			<p>Draft TSP Goal 5: Mobility and Circulation</p> <p>Draft TSP Goal 6: Economic Development</p> <p>TPR -0045(4)(e)</p>
11.	Add minimum bicycle parking requirements for new multi-family dwellings of four units or more; new retail, office, and institutional developments; and transit transfer stations and park-and-ride lots.	Chapter 91 – Specific Use Standards	<p>Draft TSP Goal 2: Equity</p> <p>Draft TSP Goal 3: Health</p> <p>Draft TSP Goal 4: Environment</p> <p>TPR -0045(3)(a)</p>
12.	Update standards related to roadway functional classification to be consistent with the updated TSP.	Chapter 99 – General Development Standards	<p>Draft TSP Goal 5: Mobility and Circulation</p> <p>TPR -0045(2)(a)</p>
13.	Expand requirements for access control standards associated with functional classification to clarify standards related to driveway and street spacing.	Chapter 99 – General Development Standards	<p>Draft TSP Goal 5: Mobility and Circulation</p> <p>TPR -0045(2)(a)</p>
14.	Add clear and objective standards specifying when development proposals are required to conduct and include a traffic impact study.	Chapter 99 – General Development Standards	<p>Draft TSP Goal 1: Safety</p> <p>Draft TSP Goal 4: Environment</p> <p>Draft TSP Goal 5: Mobility and Circulation</p> <p>TPR -0045(2)(a)</p>
15.	Add clear and objective development standards to ensure pedestrian and bicycle connections within developments.	Chapter 99 – General Development Standards	<p>Draft TSP Goal 1: Safety</p> <p>Draft TSP Goal 2: Equity</p> <p>Draft TSP Goal 3: Health</p> <p>Draft TSP Goal 4: Environment</p>

	RECOMMENDATION	CODE CHAPTER	SUPPORT/RATIONALE
			Draft TSP Goal 5: Mobility and Circulation TPR -0045(3)(a)

Goal 12

Transportation

The residents of Benton County recognize the importance of nurturing and sustaining public infrastructure and human systems that address adequate and affordable food, shelter, transportation, education, health care, public safety, and other vital services.

Benton County Comprehensive Plan Value Statement

Transportation

Overview

The Benton County Transportation System Plan (TSP) adopted by the Board of Commissioners effective ~~August 9, 2004~~ XX (date), 2019, is an element of this Comprehensive Plan. The policies for Goal 12 are ~~extracted from that~~ consistent with the objectives in the adopted TSP. The adopted TSP itself is located in a separate binder in the Community Development Department library.

~~In the fall of 1995,~~ In 2016, with assistance from Oregon Department of Transportation (ODOT) funding, Benton County initiated a study of its transportation system ~~to comply with the State's Transportation Planning Rule (Oregon Administrative Rule 660-12-015).~~ to assess existing and future needs, given the latest community vision, infrastructure improvements, and growth projections. This process was completed in ~~2004~~ 2019 by adoption of a Transportation System Plan and revisions to the Transportation element of the Comprehensive Plan.

This Plan element is intended to provide the framework for an efficient and effective transportation system in Benton County. Transportation policies are implemented through the County's Transportation System Plan (TSP) and the Benton County Development Code.

The Transportation System Plan and the following policies address various forms of transportation, including pedestrian, bikeways, motorized vehicles, public transportation, air and water transportation, and railroads. The objective is to achieve a balanced system that efficiently develops and utilizes each of these types of transportation.

Through implementation of these policies, the County seeks to:

- Provide choices of alternative travel modes;
- Maximize the efficiency of existing facilities;
- Intertwine quality of life, land use and transportation decision-making; and
- Provide equitably funded, safe, efficient, cost-effective mobility and accessibility to all County residents, businesses, and emergency services within and across County boundaries.

The following policies are based on information included in the Transportation System Plan, which was previously adopted as part of the Comprehensive Plan. The complete TSP exists in a separate document available at the Community Development Department.

County Boards & Committees:

- Bicycle Advisory Committee
- Roads Advisory Committee
- Special Transportation Advisory Committee
- ~~4213~~ Road Districts

Multi-Jurisdictional Boards

- Linn-Benton Loop Transit Commission
- Area Commission on Transportation
- Corvallis Area Metropolitan Planning Organization (CAMPO)
- Albany Area Metropolitan Planning Organization (AAMPO)

Cross-References

Additional related policies:

Goal 2 Land Use Planning

Goal 5 Natural Resources

Goal 9 Economic Development

Goal 11 Public Facilities and Services

Goal 13 Energy Conservation

Goal 14 Urbanization

Statewide Planning

Goal 12

To provide and encourage a safe, convenient and economic transportation system.

A transportation plan shall

- (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian;
- (2) be based upon an inventory of local, regional and state transportation needs;
- (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes;
- (4) avoid principal reliance upon any one mode of transportation;
- (5) minimize adverse social, economic and environmental impacts and costs;
- (6) conserve energy;
- (7) meet the needs of the transportation disadvantaged by improving transportation services;
- (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and
- (9) conform with local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility.

Excerpt from OAR 660-015-0000(12)

Transportation

The county seeks to preserve, protect, and promote the county's livability, sustainability, and vitality by:

- Providing choices of alternative travel modes,
- Maximizing the efficiency of existing facilities,
- Intertwining quality of life, land use, and transportation decision-making, and
- Providing equitably funded, safe, efficient, cost- effective mobility and accessibility to all county residents, businesses, and emergency services within and across county boundaries.

Policy Sections

- 12.1 ~~Mobility, Circulation & Safety~~ [Ord 07-0217]
- 12.2 ~~Capital Improvement~~ Equity [Ord 19-XXXX]
- 12.3 ~~Community Health~~ Ord 19-XXX]
- 12.4 ~~Economic Development~~ Environment & Community [Ord 07-0217; Ord 19-XXX]
- 12.5 Mobility & Circulation [Ord 07-0217]
- 12.6 Economic Development [Ord 07-0217]
- 12.7 Financial Stewardship [Ord 19-XXX]

POLICIES

- 12.1.1** Benton County shall develop a transportation system to facilitate appropriate travel modes ~~including:~~
- a. ~~that provide~~ Providing safe interactive multi-modal facilities. [Ord 07-0217, Ord 19-XXXX]
 - b. ~~Ensuring mobility to the transportation disadvantaged.~~
 - c. ~~Coordinating with local agencies and providers to expand transit services.~~
 - d. ~~Seeking ways to provide public transportation choices within the commuter corridors within the county.~~
b.-d. moved to 12.2 Equity
- 12.1.2** In order to promote the viability of rail transportation, and to facilitate its operation, Benton County should:
- a. Minimize rail crossings of the automobile roadway system;
 - b. Maintain safe operations at rail crossings for all modes;
 - c. ~~Minimize delays to rail operations due to conflicts with the automobile roadway system;~~ *moved to 12.6*
 - d. Discourage residential development near rail lines; and
 - e. Actively plan for and promote the idea of commuter rail service between Albany and Philomath at the earliest possible time and periodically assess the feasibility of commuter rail service and promote implementation as it becomes more cost-effective. [Ord 07-0217, Ord 19-XXXX]
- 12.1.3** ~~Benton County shall develop plans and projects in accordance with roadway classification and functions.~~ *moved to 12.5*
- 12.1.4** ~~Benton County shall support Oregon Department of Transportation's (ODOT) efforts to maintain highway mobility and implement access management standards.~~ *moved to 12.5*
- 12.1.5** ~~Benton County shall ensure an adequate truck route network for hauling local farm and forest products.~~ *moved to 12.5*
- 12.1.6** ~~Benton County shall not encourage diversion of through truck traffic from~~

12.1 Mobility, Circulation and Safety

A safe transportation system minimizes risks and conflict.

The viability of the railroad in Benton County is interdependent with the whole WPRR system. If rail service were terminated, truck traffic could increase throughout the county, depending on the reason service was terminated (obviously, closure of a mill would cease all freight movement from that location, whether by rail or by truck).

This truck traffic would use the road corridors that already carry the most traffic and experience the greatest congestion. Therefore, it is in the County's interest to encourage continued rail freight service, whether or not the county ever develops as a more significant freight generator. Passenger rail service from Corvallis east to Albany or north to McMinnville and Portland is not economically viable at this point; however, the County should encourage more frequent and convenient public transit connections to existing passenger rail service, particularly when high speed rail service begins operating in the Willamette Valley.

Moved to Findings

~~State highways onto the County system.
moved to 12.5~~

- ~~12.1.7 Benton County shall ensure that major new developments provide both primary and secondary access for emergency services and residents/employees.~~
- ~~12.1.8 County bicycle facilities shall be developed with ongoing citizen and community involvement. moved to 12.5~~
- ~~12.1.9 In bicycle facility planning, high priority will go to projects that complete needed links or otherwise eliminate obstacles to full use of existing facilities. Priority shall be given to completing commuter routes. moved to 12.5~~
- ~~12.1.10 Land division rules and road standards shall address the need for bike and pedestrian accessways that ensure connections between activity centers through the use of easements or right-of-way dedication. The Oregon Bicycle and Pedestrian Plan (1995-2006) may be used for reference in creating appropriate standards. moved to 12.5~~
- ~~12.1.11 Where possible, Community activity such as schools, parks, employment centers, shopping areas and major transit stops shall provide bicycle and pedestrian facilities in their site design. moved to 12.5~~
- ~~12.1.12 Traffic impacts of development will be mitigated by requiring:~~
- ~~a. A traffic analysis that identifies adverse impacts to transportation flow caused by development and demonstrates how adverse impacts will be mitigated.~~
 - ~~b. Rights of way dedication of land where existing rights of way are inadequate or are needed for future roadways as development occurs.~~
 - ~~c. Developers to make roadway improvements for their portion of the roadway based on: 1) existing conditions, 2) rough proportionality to the impacts of the development and 3) the functional classification of the road.
moved to 12.5~~
 - ~~d. Bonding or agreement to participate in future improvements when the development has a significant impact that is identified through a traffic analysis and which impact cannot be mitigated in conjunction with or through design of the particular development.~~

12.1 Cont.

- ~~12.1.13~~ — Benton County shall seek ways to provide public transportation choices within the commuter corridors in the county. *—moved to 12.2*
- ~~12.1.14~~ — The formation of a Transit District is the preferred means of providing intercity and rural transportation services within the region. *—moved to 12.5*
- ~~12.1.15~~ — Land use actions affecting state highways shall be consistent with the Oregon Highway Plan (OHP). *—moved to 12.5*
- ~~12.1.16~~ — Benton County shall use volume/capacity ratios and spacing standards from the Oregon Highway Plan (OHP) for projects and development proposals affecting state highway facilities. Decisions on alternatives shall be evaluated in accordance with the OHP. *—Moved to combined 12.5 and combined with (revised) Policy 12.5.11*
- ~~12.1.17~~ — Benton County commits to making necessary transportation policy changes to the Transportation System Plan (TSP) in the next periodic review cycle as follows: existing and projected traffic volumes will be updated, and traffic capacity analysis will be changed from level of service (LOS) to volume/capacity (V/C) ratios. *—Moved to 12.5 and altered language see Policy 12.5.12*
- ~~12.1.18~~ — transportation policy changes to the Transportation System Plan (TSP) in the next periodic review cycle as follows: existing and projected traffic volumes will be updated, and traffic capacity analysis will be changed from level of service (LOS) to volume/capacity (V/C) ratios. *—Moved to 12.5 and altered language see Policy 12.5.12*

POLICIES

- ~~12.2.1~~ Benton County shall maximize the useful life of existing facilities by implementing a pavement management system and evaluating how proposed uses will impact traffic circulation. *moved to 12.7*
- ~~12.2.2~~ Benton County shall work towards achieving adequate and equitable long-term funding. *moved to 12.7*
- ~~12.2.3~~ Benton County shall maintain a Transportation Improvement Program. *moved to 12.7*
- ~~12.2.4~~ Project scheduling shall be considered in a systematic manner, based on a priority rating process, ODOT's funding strategies, and available financial resources. Consideration shall include safety and economic factors. *moved to 12.7*
- ~~12.2.5~~ Projects impacting state highway facilities are identified in the plan, but identified solutions are suggestions and will be evaluated and determined through ODOT's planning and project development process. *moved to 12.7*
- 12.2.1 Benton County shall develop a transportation system to facilitate appropriate travel modes including:
- Ensuring mobility to the transportation disadvantaged.
 - Coordinating with local agencies and providers to support and expand local transit services.
 - Working with regional partners to implement and expand ways to provide public transportation choices within the commuter corridors within the county. [Ord 07-0217] *moved from 12.1*
- 12.2.2 Benton County shall actively seek and promote ways to provide public transportation choices within the commuter corridors in the county. [Ord 19-XXX]
- 12.2.3 When considering and designing major transportation projects, Benton County will address the following concerns: ~~d.~~ transportation needs of persons with disabilities ~~shall be considered in design of facilities.~~ [Ord 07-0217] *moved from 12.3*

12.2 Capital Improvement Equity

Transportation investments should serve everyone in the community and recognize disparities in people's access to transportation modes.



12.3

Health & Community

The transportation system should encourage healthy lifestyles.

~~12.3.1~~ — Benton County shall provide transportation services that preserve and protect the scenic and natural resources and rural character of Benton County to the extent possible. *moved to 12.4*

12.3.1 The Transportation System Plan will be periodically evaluated and updated, to assure consistency with changing needs and philosophies.

~~12.3.2~~ — When considering major transportation projects, Benton County will address the following concerns:

- ~~a. the more energy efficient alternative shall be preferred whenever practical. *moved to 12.4*~~
- ~~b. the economic analysis shall consider long term user costs, travel time, construction costs and maintenance costs, and other economic factors. *moved to 12.7*~~
- ~~c. minimizing adverse social, economic and environmental impacts shall be considered including alternative mode considerations. *moved to 12.4*~~
- ~~d. transportation needs of persons with disabilities shall be considered in design of facilities. *moved to 12.2*~~
- ~~e. coordination shall be pursued with adjacent governmental jurisdictions.~~

12.5.1. Benton County shall coordinate development of its transportation planning and project development with all affected jurisdictions, including federal, state, regional, county, and cities. ~~One part of the ongoing coordination will be to notify public agency transportation providers (metropolitan planning organization, public transit operators, municipal airport, and ODOT) of the following land use actions: One part of the ongoing coordination will be to notify~~ include notifying public agency transportation providers when proposed local actions may impact their facilities.

- ~~a. land use applications that require a public hearing;~~
- ~~b. subdivision and partition applications;~~
- ~~c. other applications which affect private access to roads; and~~

~~d. other applications within airport noise corridors and imaginary surfaces, which affect airport operations. [Ord 19-XXXX]~~

- 12.5.2. ~~Comprehensive Plan amendments affecting land use designations, densities and design standards shall be consistent with capacities and levels of service of facilities identified in the Benton County TSP. moved to 12.5~~
- 12.5.3. The County shall seek to enhance community health by promoting sustainable transportation options through policies and investments that support walking, biking, and transit.
- 12.5.4. In coordination with other jurisdictions in the region, the County will work with the Corvallis Area and Albany Area MPOs to reduce reliance on automobile travel, reduce greenhouse gas and other pollutants emissions, and conserve energy and natural resources, consistent with measures to reduce per capita vehicle miles traveled (VMT) in the adopted Regional Transportation Plans.
- 12.5.5. The County transportation system will promote social interaction through a safe, linked pedestrian, bicycling, and transit system that connects public spaces, public services, recreational areas, and other activity centers.
- 12.5.6. When considering major ~~transportation~~ projects, Benton County ~~will~~ shall consider the impact of particulate and greenhouse gas emissions ~~in from~~ transportation projects.
- 12.5.7. Benton County shall consider the County goals of community walkability, livability, and improved health when evaluating alternative modes of transportation including public transit, bicycle, and pedestrian facilities.[Ord 19-XXX]
- 12.5.8. Benton County shall partner with cities and school districts to encourage healthy transportation options for students traveling to school. [Ord 19-XXX]

POLICIES

- ~~12.41~~ — Benton County shall preserve and protect transportation corridors essential to the economic vitality of the county.
moved to 12.6
- ~~12.42~~ — Benton County shall promote the use of freight rail and air service to reduce trucking activity on County roads. *moved to 12.5*
- ~~12.43~~ — In order to promote the viability of rail transportation, and to facilitate its operation, Benton County should:
- ~~a.~~ Minimize rail crossings of the automobile roadway system;
 - ~~b.~~ Maintain safe operations at rail crossings for all modes;
 - ~~c.~~ Minimize delays to rail operations due to conflicts with the automobile roadway system; and
 - ~~d.~~ Discourage residential development near rail lines.
- ~~12.44~~ — Benton County shall promote efficient and affordable transportation to existing regional airports (Portland and Eugene). *moved to 12.6*
- 12.41 Benton County shall develop and maintain provide transportation services in a manner that preserves and protects the scenic and natural resources and rural character of Benton County to the extent possible. [Ord 07-0217] *moved from 12.3*
- 12.42 When considering major transportation projects, Benton County will address the following concerns:
- a. the more energy efficient alternative shall be preferred whenever practical.
 - b. minimizing adverse social, economic and environmental impacts shall be considered, including alternative mode considerations. [Ord 07-0217] *Moved from 12.3*
- 12.43 Benton County shall provide a transportation system that allows a community to absorb the impact of and quickly recover from natural disasters. [Ord 19-XXX]
- 12.44 Benton County shall seek to minimize conflicting uses on the transportation system that degrade neighborhoods and rural communities. [Ord 19-XXX]

12.4 Economic Development Environment

The transportation system should allow a community to live harmoniously with the environment.

12.4 *Cont.*

- 12.4.5 ~~Major transportation facilities shall be located so as to avoid dividing existing economic farm units and urban social units, unless no feasible alternative exists.~~
- 12.4.6 ~~Benton County shall cooperate with the Oregon Department of Transportation in the programming, environmental review, design, and where appropriate, construction of state highway improvement projects within the county. [Ord 91-0080]~~
- 12.4.7 ~~Any proposal to designate an area for residential development within the Airport Overlay Zone's Approach Safety Zone shall be subject to an assessment of the impact of the proposed development on airport operations and expansion in accordance with the Corvallis Airport Master Plan. [Ord 19-XXX]~~
- 12.4.8 ~~Benton County shall provide for the protection of the Corvallis Airport by ensuring that lands within the surrounding area will not develop so as to conflict with airport operations or programmed expansion. [Ord 91-0080] moved to 12.6~~

12.5 Mobility and Circulation

The transportation system should efficiently connect people with where they want to go.

[Policies 12.5.1 – 12.5.13 moved from

Section 12.1]

- 12.5.1. Benton County shall develop transportation plans and projects in accordance with roadway classification and functions. [Ord 07-0217, Ord 19-XXX]
- 12.5.2. Benton County shall support Oregon Department of Transportation’s (ODOT) efforts to maintain highway mobility and implement access management standards.
- 12.5.3. Benton County shall ensure an adequate truck route network for hauling local farm and forest products and to reduce commercial/neighborhood conflicts. [Ord 07-0217, Ord 19-XXX]
- 12.5.4. Benton County shall ~~not encourage~~ discourage diversion of through truck traffic from State highways onto the County system. [Ord 07-0217, Ord 19-XXX]
- 12.5.5. County bicycle facilities shall be developed and improved with ongoing ~~citizen and~~ Bicycle Advisory Committee and community involvement to be consistent with the Transportation System Plan (TSP). [Ord 07-0217, Ord 19-XXX]
- 12.5.6. In bicycle facility planning, high priority will go to projects that complete needed links or otherwise eliminate obstacles completing to full use of existing facilities. Priority shall be given to commuter routes. [Ord 07-0217]
- 12.5.7. Land division rules and road standards shall address the need for paved bus stops, passenger shelters, bus pullouts, transit signage, and other amenities to support the expansion of public transit services throughout the County. Land division rules and road standards shall also address the need for bike and pedestrian accessways that ensure connections ~~with between~~ activity centers and higher-density residential areas through the use of easements or right-of-way dedication. The Oregon Bicycle and Pedestrian Plan (1995 2006) may be used for reference in creating appropriate standards. [Ord 07-0217]
- 12.5.8. Where possible, Community activity centers, including but not limited to schools, parks, employment centers, shopping areas and major transit stops shall provide bicycle, ~~and~~ pedestrian, and transit facilities in their site design. [Ord 07-0217, Ord 19-XXX]
- 12.5.9. Traffic impacts of development ~~will~~ shall be mitigated by requiring:
 - a. A traffic analysis that identifies adverse impacts

to transportation flow caused by development and demonstrates how adverse impacts will be mitigated.

- b. Rights-of-way dedication of land where existing rights-of-way are inadequate or are needed for future roadways or accessways as development occurs.
- c. Developers to make roadway improvements for their proportionate share ~~portion~~ of the roadway improvements based on: 1) existing conditions, 2) rough proportionality to the impacts of the development and 3) the functional classification of the road.
- d. Bonding or agreement to participate in future improvements when the development has a significant

~~-[Ord 07-0217, Ord 19-XXX]~~

12.5.10. The formation of a Transit District is the long term preferred means of providing intercity and rural transportation services within the region; however, interim solutions such as participation in regional, inter-community bus partnerships shall be actively supported.[Ord 19-XXX]

12.5.11. Land use actions affecting state highways shall be consistent with the use volume/capacity ratios and spacing standards of the Oregon Highway Plan (OHP). Decisions on alternatives shall be evaluated in accordance with the OHP. [Ord 07-0217, Ord 19-XXX]

12.5.12. All roadways and intersections regulated by Benton County shall strive to operate at or below the adopted mobility targets in the adopted Benton County Transportation System Plan.[Ord 19-XXX]

12.5.13. Comprehensive Plan amendments affecting land use designations, densities and design standards shall be consistent with capacities and levels of service of facilities identified in the Benton County TSP. [Ord 07-2017] *moved from 12.3*

12.5.14. Major transportation facilities shall be located so as to provide efficient and affordable transportation, including public transit options, and to avoid dividing existing economic farm units and urban

social units, unless no feasible alternative exists.

[Ord 07-0217, Ord 19-XXX] *moved from 12.4*

12.5.15. Benton County shall cooperate with the Oregon Department of Transportation in the programming, environmental review, design, and where appropriate, construction of state highway improvement projects within the county. [Ord 91-0080, Ord 07-0217] *moved from 12.4*

12.5.16. Benton County shall promote the use of freight rail and air service to reduce trucking activity on County roads. [Ord 07-0217] *moved from 12.4*

POLICIES

- 12.6.1. Benton County shall preserve and protect transportation corridors essential to the economic vitality of the county.
[Ord 07-0217] moved from 12.4
- 12.6.2. In order to promote the viability of rail transportation, and to facilitate its operation, Benton County should minimize delays to rail operations due to conflicts with the automobile roadway system. [Ord 07-0217] moved from 12.1
- 12.6.3. Benton County shall promote efficient and affordable transportation to existing regional airports (Portland, Salem, and Eugene) and the Albany Amtrak Station.
[Ord 07-0217, Ord 19-XXX] moved from 12.4
- 12.6.4. Benton County shall promote transit-oriented development wherever feasible and consistent with the General Plan Transportation System Plan, in order to promote best land use practices, enhance property values, and promote economic vitality [Ord 19-XXX].
- 12.6.5. Benton County shall provide for the protection of the Corvallis Airport by ensuring that lands within the surrounding area will not develop so as to conflict with airport operations or programmed expansion. [Ord 91-0080, Ord 07-0217] moved from 12.4
- 12.6.6. Any proposal to designate to rezone an area for residential development within the Airport Overlay Zone's Approach Safety Zone shall be subject to an assessment of the impact of the proposed development on airport operations and expansion in accordance with the Corvallis Airport Master Plan. [Ord 07-0217, Ord 19-XXX] moved from 12.4

12.6

Economic

Development

Transportation should support a thriving economy.



POLICIES

12.7

Financial Stewardship

Investments in transportation should manage assets efficiently and responsibly.

- 12.7.1. Benton County shall maintain a Transportation Improvement Program . [Ord 07-0217] moved from 12.2
- 12.7.2. Benton County shall maximize the useful life of existing facilities by implementing a pavement management system and evaluating how proposed uses will impact traffic circulation. [Ord 07-0217] moved from 12.2
- 12.7.3. Benton County shall work towards achieving adequate and equitable long-term funding sources. [Ord 07-0217, Ord 19-XXX] moved from 12.2
- 12.7.4. Benton County shall participate in ODOT's Transit Asset Management System and actively seek long-term funding solutions for routine replacement of transit vehicles at the end of their useful life.
- 12.7.5. Project scheduling shall be considered in a systematic manner, based on a priority rating process, ODOT's funding strategies, and available financial resources. ~~Consideration shall include safety and economic factors.~~ Consideration shall include safety, equity, health and community, environment, mobility and circulation, economic development, and financial stewardship. [Ord 07-0217, Ord 19-XXX] moved from 12.2
- 12.7.6. Projects impacting state highway facilities are identified in the plan, but identified solutions are suggestions and will be evaluated and determined through ODOT's planning and project development process. [Ord 07-0217] moved from 12.2
- 12.7.7. When considering major transportation projects, Benton County will address the following concerns:
- a. the economic analysis shall consider long-term user costs, travel time, construction costs and maintenance costs, and other economic factors, including long-term economic costs to the area from climate change/global warming and long-term economic costs from impacts to health and livability.
 - b. coordination shall be pursued with adjacent governmental jurisdictions. [Ord 07-0217] moved from 12.3

Findings and References

- 12.1a. The Transportation Planning Rule requires the Transportation System Plan (TSP) address the following elements:
- a. A bicycle/pedestrian plan
 - b. An air, rail, and pipeline plan.
 - c. A transportation finance plan
 - d. A transit plan identifying existing service
 - ~~e.~~ e. Policies and ordinances for implementation.
- 12.1b. The majority of roadway congestion will occur on the state highway system.
- 12.1c. Limited new road construction to improve connectivity could allow the County road system to relieve some congestion.
- 12.1d. ~~Unless there are aggressive efforts to~~ ~~Even with improved connectivity and aggressive efforts to~~ decrease dependence on the automobile, U.S. 20 between Albany and Corvallis and U.S. 20/Highway 34 between Corvallis and Philomath will need to be widened to provide operational capacity that complies with state capacity standards for the next 20 years.
- 12.1e. Expanded public transit will need to be part of the solution to address increasing congestion on state highways leading into and out of the Corvallis area.
- 12.1f. Financial constraints will require the lowest-cost alternatives suitable for meeting the needs of the next 20 years and may require a compromise of the vision and/or goals.
- 12.1g. Climate change findings (to be provided, consistent with Vision 2040)
- 12.1h. Freight:
The viability of the railroad in Benton County is interdependent with the whole Western Pacific Railroad (WPRR) system. If rail service were terminated, truck traffic could increase throughout the county, depending on the reason service was terminated (obviously, closure of a mill would cease all freight movement from that location, whether by rail or by truck). This truck traffic would use the road corridors that already carry the most traffic and experience the greatest congestion. Therefore, it is in the County's interest to encourage continued rail freight service, ~~regardless of if whether or not~~ the county ever develops as a more significant freight generator. Passenger rail service from Corvallis east to Albany or north to McMinnville and Portland is not economically viable at this point; however, the County should encourage more frequent and convenient public transit connections to existing passenger rail service, particularly when high speed rail service begins operating in the Willamette Valley. [Ord 07-0217]

Findings and References

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ATTACHMENT B: PROPOSED CODE AMENDMENTS

Recommendation #1

Expand quasi-judicial land use application notification requirements to include all public agency transportation providers who could be affected.

Chapter 51 – Development Code Administration

[...]

NOTICE REQUIREMENTS

[...]

51.610 Public Notice Requirements for Quasi-Judicial Land Use Actions.

[...]

(4) Notice shall be provided to:

(a) Any neighborhood or community organization recognized by the governing body and whose boundaries include the site.

(b) The Oregon Department of Transportation (ODOT) when the proposed land use action could affect an ODOT facility (including roads).

(c) Oregon Department of Fish and Wildlife when required by BCC 53.515.

(d) An airport owner when required by BCC 53.515.

(e) All public agency transportation providers who could be affected. [Ord. 19-XXXX]

Recommendation #2

Add transportation facilities, services, and improvements as permitted uses in County zone use standards.

Chapter 53 – General Review Criteria and Procedures

[...]

PERMITTED USES

[...]

53.115 Transportation Improvements Permitted Outright. Except where otherwise specifically regulated by the Development Code, the following improvements are permitted outright:

- (a) Operation, maintenance, and repair of existing transportation facilities;
- (b) Dedication of right-of-way;
- (c) Surfacing, minor widening or realignment of an existing road;
- (d) Reconstruction or modification of roads and highways where no removal or displacements of buildings occurs and no new land parcels are created;
- (e) Construction of climbing and passing lanes within right-of-way existing as of July 1, 1987;
- (f) Improvement of existing road and highway related facilities, such as maintenance yards, weigh stations, stockpile sites and safety rest areas, within right-of-way existing as of July 1, 1987, and/or on contiguous public-owned property already utilized to support the operation and maintenance of roads and highways;
- (g) Temporary improvements in association with construction projects, such as temporary roads and detours that will be abandoned and restored to the original condition or use at such times as no longer needed;
- (h) Construction of turn refuges and pullouts at existing intersections;
- (i) Transportation system management measures, including medians which limit or prevent turning movements, but not including the creation of additional travel lanes or median turn lanes;
- (j) Roads and bridges on farm or forest lands for the purpose of managing land for forest or farm uses;
- (k) Replacement of bridges;
- (l) Construction of railroad spurs under 1/4 mile in length;
- (m) Construction of bikeways, footpaths, and recreation trails;
- (n) Changes in the frequency of transit, rail and airport services;
- (o) Construction of transit stops within existing right-of-way
- (p) Construction of pipelines.

Recommendation #3

Add provisions to allow for consolidated review of land use decisions required to permit a transportation project.

Chapter 53 – General Review Criteria and Procedures

[...]

CONSOLIDATED REVIEW

53.170 Consolidated Review of Applications.

(1) When an applicant applies for more than one type of land use or development permit for the same one or more contiguous parcels of land, the proceedings may be consolidated for review and decision. When proceedings are consolidated, required notices may be consolidated, provided the notice shall identify each application to be decided. When more than one application is reviewed in a hearing, separate findings and decisions shall be made on each application.

(2) Transportation improvement projects approved as part of a land use decision or authorized in the adopted Benton County Transportation System Plan will not be subject to separate or additional land use review with regard to justifying their need, mode, function, or general location during project development. [Ord. 19-XXXX]

Recommendation #4

Expand review processes, criteria, and standards to include transportation impacts related to the functional classification of adjacent roadways.

Chapter 53 – General Review Criteria and Procedures

[...]

CONDITIONAL USES

[...]

53.215 Criteria. The decision to approve a conditional use permit shall be based on findings that:

(1) The proposed use does not seriously interfere with uses on adjacent property, with the character of the area, or with the purpose of the zone;

(2) The proposed use does not impose an undue burden on any public improvements, facilities, utilities, or services available to the area, including resulting in levels of traffic or access that are inconsistent with the functional classification of adjacent roadways; and

(3) The proposed use complies with any additional criteria which may be required for the specific use by this code. [Ord 90-0069; Ord. 19-XXXX]

Recommendation #5

Include bicycle/pedestrian access and transportation improvements in the list of possible conditions of approval for conditional use permits and other land use decisions.

Chapter 53 – General Review Criteria and Procedures

[...]

CONDITIONAL USES

[...]

53.220 Conditions of Approval. The County may impose conditions of approval to mitigate negative impacts to adjacent property, to meet the public service demand created by the development activity, or to otherwise ensure compliance with the purpose and provisions of this code. The County may require transportation improvements as a condition of development. On-site and off-site conditions may be imposed. An applicant may be required to post a bond or other guarantee pursuant to BCC 99.905 to 99.925 to ensure compliance with a condition of approval. Conditions may address, but are not limited to:

- (1) Size and location of site.
- (2) Road capacities in the area.
- (3) Number and location of road access points.
- (4) Location and amount of off-street parking.
- (5) Internal traffic circulation.
- (6) Fencing, screening and landscape separations.
- (7) Height and square footage of a building.
- (8) Signs.
- (9) Exterior lighting.
- (10) Noise, vibration, air pollution, and other environmental influences.
- (11) Water supply and sewage disposal.
- (12) Law enforcement and fire protection.
- (13) Impacts to transportation requiring improvements.
- (14) Bicycle and pedestrian access and facilities. [Ord 26, Ord 90-0069; Ord. 19-XXXX]

Recommendation #6

Add specific language requiring consistency with the planned facilities in the adopted TSP as an approval criterion for amendments to the Comprehensive Plan or Development Code.

Chapter 53 – General Review Criteria and Procedures

[...]

TEXT AMENDMENT

[...]

53.635 Transportation Planning Rule Compliance. Proposals to amend the Comprehensive Plan shall demonstrate that the proposal is consistent with the adopted Transportation System Plan and the planned function, capacity, and performance standards of the impacted facility or facilities. Proposals shall be reviewed to determine whether they significantly affect a transportation facility pursuant to Oregon Administrative Rule (OAR) 660-012-0060 (Transportation Planning Rule (TPR)). Where the County, in consultation with the applicable roadway authority, finds that a proposed amendment would have a significant effect on a transportation facility, the County shall work with the roadway authority and applicant to modify the request or mitigate the impacts in accordance with the TPR and applicable law. [Ord. 19-XXXX]

Recommendation #7

Add clear and objective development standards for the provision of pedestrian circulation through parking areas.

Chapter 91 – Specific Use Standards

[...]

PARKING AND LOADING

[...]

91.640 Design for Parking Areas. Parking areas may be designed so that parking spaces are arranged at either 45 degree, 60 degree, or 90 degree angles, or approved variations thereof, as shown on the following illustration. Minimum dimensions for each parking space shall be eight (8) feet by eighteen (18) feet or nine (9) by twenty-three (23) feet for parallel parking spaces. Access driveways shall also conform to the illustrated standards. Parking areas shall provide for internal pedestrian circulation separate from vehicular traffic that conforms to the standards in BCC 99.535. [Ord 90-0069; Ord. 19-XXXX]

Recommendation #8

Expand requirements for access control standards associated with functional classification to clarify standards related to driveway and street spacing.

Chapter 91 – Specific Use Standards

[...]

PARKING AND LOADING

[...]

91.640 Design for Parking Areas. Parking areas may be designed so that parking spaces are arranged at either 45 degree, 60 degree or 90 degree angles, or approved variations thereof, as shown on the following illustration. Minimum dimensions for each parking space shall be eight (8)

feet by eighteen (18) feet or nine (9) by twenty-three (23) feet for parallel parking spaces. Access driveways for County-owned roadways outside of a UGB shall also conform to the illustrated standards minimum roadway and access spacing standards established in Table X of the Transportation System Plan. Parking areas shall provide for internal pedestrian circulation separate from vehicular traffic that conforms to the standards in BCC 99.535. [Ord 90-0069; Ord. 19-XXXX]

91.645 Driveways. Off-street parking spaces for uses other than single-family dwellings and duplexes shall obtain access from a driveway ~~which that~~ provides for internal traffic circulation. Driveways shall be designed to facilitate internal traffic flow and safety of ingress and egress to the site. ~~Intersections of driveways with public roadways should be limited to the minimum number required.~~ Driveways for County-owned roadways outside of a UGB shall conform to the minimum roadway and access spacing standards established in Table X of the Transportation System Plan. A road approach permit is required for each driveway intersection pursuant to BCC 99.510. [Ord 90-0069; Ord. 19-XXXX]

Recommendation #9

Add requirements for preferential parking for carpools and vanpools.

Chapter 91 – Specific Use Standards

[...]

PARKING AND LOADING

[...]

91.670 Carpool and Vanpool Preferential Parking. All new industrial, commercial, institutional, and office developments that have more than 20 required vehicle parking spaces shall provide preferential parking for vanpools and carpools as follows:

(1) Number. Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for vanpool/carpool use. More spaces may be reserved, but they are not required.

(2) Marking. The vanpool/carpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

(3) Location. Designated vanpool/carpool spaces shall be the closest parking spaces to the building entrance normally used by employees except for any parking spaces for disabled persons. [Ord. 19-XXXX]

Recommendation #10

Add an exception allowing for the redevelopment of a portion of existing parking areas for transit-oriented or bicycle-oriented uses.

Chapter 91 – Specific Use Standards

[...]

PARKING AND LOADING

[...]

91.675 Parking Area Redevelopment for Transit-Oriented or Bicycle-Oriented Improvements.

Portions of existing parking areas may be redeveloped for transit-oriented or bicycle-oriented improvements, such as transit stops, park-and-ride facilities, and bicycle cages/racks. Minimum parking requirements pursuant to BCC 91.605 must be met. [Ord. 19-XXXX]

Recommendation #11

Add minimum bicycle parking requirements for new multi-family dwellings of four units or more; new developments including ~~retail, office~~ commercial, tourist, public, and institutional developments; and transit transfer stations and park-and-ride lots.

Chapter 91 – Specific Use Standards

[...]

PARKING AND LOADING

[...]

91.680 Bicycle Parking. Except as otherwise required by other provisions of the Development Code, uses permitted after 2018 shall provide for the following minimum bicycle parking:

(1) Multi-family dwellings of four units or more shall provide a minimum of one (1) covered bicycle parking space per unit.

(2) New developments, including but not limited to commercial, tourist, public, community gathering and institutional, that are required to provide two or more vehicle parking spaces shall provide a minimum of one (1) covered bicycle parking space and an additional one (1) for every five vehicle parking spaces thereafter in a designated area for bicycle parking within 50 feet of a public entrance.

(3) Transit transfer stations shall provide a minimum of one (1) covered bicycle parking space per bus route that is scheduled to arrive/depart from the station and park-and-ride lots shall provide a minimum of one (1) covered bicycle parking space per 10 vehicle parking spaces.

(4) The cover on the bicycle parking shall be sufficient to prevent normal wind from blowing rain onto the handlebars and seat. It shall be easy for bicycles to be locked near the middle of their frame, as opposed to only the front or rear tire. [Ord. 19-XXXX]

Recommendation #12

Update standards related to roadway functional classification to be consistent with the updated TSP.

Chapter 99 – General Development Standards

[...]

ROADS AND DRIVEWAYS

[...]

99.515 Road Design and Construction Standards.

[...]

(2) All roads within existing or proposed public rights-of-way located outside an Urban Growth Boundary shall be designed and constructed pursuant to the ~~Rural Design Criteria~~ standards identified in ~~Table I and Figure II~~ the adopted Transportation System Plan (TSP). Plans and construction shall be approved by the County Engineer.

(3) All roads within existing or proposed public right-of-way located within an Urban Growth Boundary shall be designed and constructed pursuant to ~~Urban Design Criteria~~ the standards identified in ~~Table II and Figure III~~ the adopted TSP. Plans shall be reviewed and approved by the County Engineer in consultation with public works staff of the appropriate city.

(4) A private road or street created by ~~partition~~ land division, or an existing private or public road which provides for access to parcels or lots created by ~~partition~~ land division shall be improved to the ~~following~~ County Secondary Road Standards in the ~~adopted~~ TSP. Required plans and construction of improvements shall be inspected and approved by the County Engineer, and the applicant shall pay an engineering review fee.

(a) The road base shall be not less than that required to accommodate a ~~twenty (20) foot wide road~~ minimum right-of-way widths, with minimum slopes for drainage improvements specified in Figure I.

(b) The road grade shall not exceed twelve percent (12%). Road sections under 100 feet in length which are paved may have grades to a maximum of seventeen percent (17%).

(c) The graveled surface shall be at least sixteen (16) feet in width for a road serving only two parcels or lots, and twenty (20) feet in width for a road serving three or more parcels or lots.

(d) The standards for sub-base, aggregate, compaction and vehicle turnout and turnarounds shall conform to the guidelines in Figure I.

(5) For the protection of the public interest, the County Engineer may require improvements in excess of adopted standards, if terrain or other conditions warrant such a change.

(6) Additional off-site improvements may be required as a conditions of land division if it is found by the Planning Official, County Engineer, Planning Commission or Board of Commissioners that the land division will have a significant impact on the level of service or maintenance costs for existing roads, drainage, or other public facilities. (7) Notwithstanding Section (3), County streets located within a UGB shall conform to the roadway and access spacing standards of the local jurisdiction.

TABLE I, RURAL DESIGN STANDARDS

~~Local road standards are designated as RL-1, RL-2 and RL-3. Collector standards are designated as RC-1 and RC-2. Arterial standards are designated as RA-1 and RA-2.~~

TABLE II, URBAN DESIGN STANDARDS

~~Local road standards are designated as UL-1, UL-2 and UL-3. The collector standard is designated as UC-1. Arterial standards are designated as UA-1 and UA-2.~~

~~Figure I, County Secondary Road Section~~

~~Figure II, Rural Standard Road Section~~

~~Figure III, Urban Standard Road Section [Ord. 19-XXXX]~~

Recommendation #13

Expand requirements for access control standards associated with functional classification to clarify standards related to driveway and street spacing.

Chapter 99 – General Development Standards

[...]

ROADS AND DRIVEWAYS

[...]

99.535 Access Management.

(1) Access Spacing Standards.

(a) Minimum roadway and access spacing standards are established in Table X of the Transportation System Plan for County-owned roadways outside of an Urban Growth Boundary (UGB) according to their functional classification and speed. Reduced spacing may be permitted when supported by the findings of a traffic impact analysis and approved by the County Engineer.

(b) New County-owned roadways or improvements associated with development or redevelopment outside of an UGB must comply with these standards to the extent practical, as determined by County staff. As the opportunity arises through redevelopment, County-owned roadways outside of a UGB not complying with these standards should improve access management through strategies

such as shared access points, access restrictions (median or channelization islands), or closure of unnecessary access points, as feasible.

(c) Notwithstanding Section (a) above, County streets located within a UGB shall conform to the roadway and access spacing standards of the local jurisdiction.

(2) Long-term Consolidation of Access. The number of driveway and private street intersections with public streets shall be minimized by the use of shared driveways with adjoining lots where feasible. The County shall require shared road approaches as a condition of land division or site development review, as applicable, for the traffic safety and access management purposes in accordance with the following standards:

(a) Shared road approaches and frontage streets may be required to consolidate access onto a collector or arterial street. When shared road approaches or frontage streets are required, they shall be stubbed to adjacent developable parcels to indicate future extension. "Stub" means that a driveway or street temporarily ends at the property line but may be extended in the future as the adjacent parcel develops. "Developable" means that a parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential).

(b) Reciprocal access easements (for the benefit of affected properties) shall be required where it is feasible for the properties to share the road approach and driveway, and the easement shall be recorded at the time of final plat approval.

Recommendation #14

Add clear and objective standards specifying when development proposals are required to conduct and include a traffic impact study.

Chapter 99 – General Development Standards

[...]

ROADS AND DRIVEWAYS

[...]

99.540 Traffic Impact Analysis

(1) Preparation. A traffic impact analysis (TIA) shall be prepared by a professional engineer registered in the State of Oregon. The study scope and content shall be determined in coordination with the County Engineer. Preparation of the report is the responsibility of the land owner or applicant.

(2) A traffic impact analysis shall be submitted to the County with a land use application when any of the following conditions apply:

(a) Expected increase in trip generation of 50 or more daily trips outside an urban growth boundary, or 100 or more daily trips inside an urban growth boundary.

(b) Potential impact to roadways where congestion or safety problems have been previously identified.

(c) Changes in zoning designation.

(d) An increase in use of adjacent roadways by vehicles exceeding 26,000 pounds gross vehicle weight.

(e) The location of an existing or proposed access driveway does not meet minimum spacing or sight distance requirements or is located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, thereby creating a safety hazard.

(f) Potential impacts to roadways identified as bicycle routes and safe routes to school.

(g) A TIA is required by ODOT pursuant with OAR 734-051.

(h) As deemed appropriate by the Planning Official in consultation with the County Engineer or City Engineer.

(6) Approval Criteria. When a TIA is required, a proposal is subject to the following criteria, in addition to all criteria otherwise applicable to the underlying land use proposal:

(a) The analysis demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures in a manner that is satisfactory to the County Engineer and, when State highway facilities are affected, to ODOT;

(b) For affected non-highway facilities, the TIA demonstrates that applicable performance standards established in the adopted Transportation System Plan have been met; and

(c) Proposed public improvements are designed and constructed to the street standards specified in Transportation System Plan and the applicable Benton County Public Works Road Maintenance Division design standards.

(7) Conditions of Approval. The County may deny, approve, or approve a development proposal with conditions needed to ensure transportation safety and operations standards and to provide the necessary right-of-way and improvements to ensure consistency with the Transportation System Plan and future planned transportation system. Improvements required as a condition of development approval shall be roughly proportional to the impact of the development on transportation facilities. Findings in the development approval shall indicate how the required improvements are directly related to and are roughly proportional to the impact of development.

[Ord. 19-XXXX]

Recommendation #15

Add clear and objective development standards to ensure pedestrian and bicycle connections are provided within developments.

Chapter 99 – General Development Standards

[...]

ROADS AND DRIVEWAYS

[...]

99.545 Pedestrian and Bicycle Access and Circulation.

(1) Purpose and Intent. This section is intended to provide for safe, reasonably direct, and convenient pedestrian and bicycle connections for new or expanded developments.

(2) Applicability. The provisions of this section apply to:

(a) New subdivisions.

(b) New or expanded multi-family developments.

(c) New or expanded community gathering places, schools, shopping centers, commercial districts.

(d) New or expanded transit stops, transit transfer stations, and park-and-ride lots.

(3) Standards. Developments shall conform to all of the following standards for pedestrian and bicycle access and circulation:

(a) Continuous Walkway System. A pedestrian walkway system shall extend throughout the development site and connect to adjacent existing or planned sidewalks, if any, and to all future phases of the development, as applicable. The Planning Official may require the developer to connect pedestrian ways to cul-de-sacs or to pass through properties as part of new lot creation.

(b) Safe, Direct, and Convenient. Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas, playgrounds, transit stops, and public rights-of-way conforming to the following standards:

(A) The walkway is reasonably direct. A walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel.

(B) The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The County Engineer may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.

(C) The walkway network connects to all primary building entrances consistent with Americans with Disabilities Act (ADA) requirements.

(c) Vehicle/Walkway Separation. Except as required for crosswalks, per subsection (3)(d) of this section, where a walkway abuts a driveway or street it shall be raised six inches and curbed along

the edge of the driveway or street. Alternatively, the County Engineer may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is physically separated from all vehicle-maneuvering areas. An example of such separation is a row of bollards (designed for use in parking areas) with adequate minimum spacing between them to prevent vehicles from entering the walkway.

(d) Crosswalks. Where a walkway crosses a parking area or driveway (“crosswalk”), it shall be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrasting material) or painted crosswalk striping. The crosswalk may be part of a speed table to improve driver-visibility of pedestrians.

(e) Walkway Width and Surface. Walkways shall be constructed of concrete, asphalt, brick or masonry pavers, or other durable surface, as approved by the County Engineer, and not less than five feet wide. Multi-use paths (i.e., designed for shared use by bicyclists and pedestrians) shall be concrete or asphalt and shall conform to county transportation standards.

(4) Exceptions. Streets and accessways need not be required if one or more of the conditions listed in OAR 660-012-0045(3)(b)(E) exist.[Ord. 19-XXXX]