

AMENDMENTS TO THE
DOUGLAS COUNTY COMPREHENSIVE
PLAN TEXT & TRANSPORTATION MAPS
AND LAND USE & DEVELOPMENT ORDINANCE

(TRANSPORTATION SYSTEM PLAN)

ORIGINALLY ADOPTED ON

AUGUST 8, 2001

REVISED

OCTOBER 10, 2001

FIRST DRAFT

PLANNING COMMISSION
NOVEMBER 29, 2001

BOARD OF COMMISSIONERS
DECEMBER 5, 2001

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Plan Amendments

- Add new language at the end of Finding 3 in Chapter 13 Page 3.

Volume to Capacity Standards

The standards for a given route vary based on the urban or rural nature, speeds, and surrounding land use designations. One standard, a volume to capacity ratio, is a measure of roadway congestion. This ratio is calculated by dividing the number of vehicles passing through a section of road during the peak hour by the capacity of the section. The Classification Table summarizes the maximum allowable volume to capacity (V/C) ratios for county routes. The Public Works Engineering Department shall have the final determination of roadway capacity issues.

<u>Classification</u>	<u>V/C Urban</u>	<u>V/C Rural</u>
<u>Principal Highway¹</u>	<u>0.70</u>	<u>0.70</u>
<u>Arterial</u>	<u>0.85</u>	<u>0.80</u>
<u>Major Collector</u>	<u>0.90</u>	<u>0.85</u>
<u>Minor Collector</u>	<u>0.95</u>	<u>0.90</u>
<u>Necessary Local</u>	<u>0.95</u>	<u>0.90</u>

Where two different county route classifications intersect, the V/C ratio of the higher county classification shall be used for the intersection. The intersection of a county Arterial and county Major Collector shall use the V/C ratio of the Arterial as the standard for the intersection.

- Add three new routes and amend five routes in Table 13-1 found in Chapter 13 Page 3 as follows:

153	Landers Lane	Hwy 42 to End <u>Rolling Hills Rd.</u>	MIC
188	<u>Grant Smith Rd</u>	<u>Ingram Drive to Hwy. 42</u>	<u>MIC</u>

¹ODOT has more than one v/c standard within Douglas County. To determine the V/C ratio applicable to a specific ODOT facility, interested persons should contact ODOT Region 3.

xx. Modal plans for highway, aviation, transit, rail, bicycle and ports/waterways have been developed to carry out the Oregon Transportation Plan.

xx. The Highway 38/42 Corridor Plan is a multi-modal plan. The purpose of the corridor plan is to outline ODOT's management direction for the operation of the elements of the transportation system for which it is responsible.

- Amend the Bicycle Route Inventory in Chapter 13 Page 39 by deleting one adopted route and adding the following new routes in the Green UUA

<u>BIKEWAY ROUTE #</u>	<u>ROUTEROAD NAME</u>	<u>NUMBER</u>	<u>LIMITS</u>	<u>JURIS-CLASS</u>	<u>DICTION</u>	<u>APPROXIMATE MILEAGE</u>
58	Interstate - 5		Lane County to	State		88
	Bike Trail		Jackson County			
58	<u>Green Area</u>					
	<u>Austin Road</u>	<u>207A</u>	<u>Rolling Hills to Old Hwy 99S</u>	<u>Ills</u>	<u>County</u>	<u>1.2</u>
	<u>Cannon Ave</u>	<u>289</u>	<u>Stella St. to Hanna St.</u>	<u>Ills</u>	<u>County</u>	<u>0.1</u>
	<u>Chandler Road</u>	<u>354A</u>	<u>Carnes Rd. to Melody Lane</u>	<u>Ills</u>	<u>County</u>	<u>0.4</u>
	<u>Coronado Drive</u>	<u>278N</u>	<u>Del Mar Rd to Green Ave.</u>	<u>Ills</u>	<u>County</u>	<u>0.2</u>
	<u>Delmar Drive</u>	<u>278A</u>	<u>Carnes Rd to Beech St.</u>	<u>Ills</u>	<u>County</u>	<u>0.4</u>
	<u>Georginna Drive</u>	<u>375D</u>	<u>Rolling Hills Rd Stella St.</u>	<u>Ills</u>	<u>County</u>	<u>0.2</u>
	<u>Grange Road</u>	<u>349</u>	<u>Hwy 42 to Roberts Creek Rd.</u>	<u>Ills</u>	<u>County</u>	<u>0.7</u>
	<u>Green Siding Rd</u>	<u>110</u>	<u>Industrial Dr. to Carnes Rd.</u>	<u>Ills</u>	<u>County</u>	<u>0.6</u>
	<u>Green Ave.</u>	<u>278F</u>	<u>Carnes Rd. to Circle Dr.</u>	<u>Ills</u>	<u>County</u>	<u>0.5</u>
	<u>Hermosa Way</u>	<u>278P</u>	<u>Green Ave. to Austin Rd.</u>	<u>Ills</u>	<u>County</u>	<u>0.2</u>
	<u>Landers Ave</u>	<u>153</u>	<u>Rolling Hills to Melody Ln.</u>	<u>Ills</u>	<u>County</u>	<u>0.6</u>
	<u>Little Valley Rd</u>	<u>186</u>	<u>Happy Valley Rd</u>	<u>Ills</u>	<u>County</u>	<u>0.6</u>
			<u>90 degree bend</u>			
	<u>Melody Lane</u>		<u>Landers Ln to Rolling Hills Rd</u>	<u>Ills</u>	<u>Public</u>	<u>0.8</u>
	<u>Rolling Hills Rd</u>	<u>366</u>	<u>Hwy 42 to Happy Valley Rd</u>	<u>Ills</u>	<u>County</u>	<u>1.8</u>
	<u>Stella Street</u>	<u>246</u>	<u>Austin Rd to Melody Ln.</u>	<u>Ills</u>	<u>County</u>	<u>0.5</u>

2. The County Transportation System Plan relies upon the Oregon Transportation System Plan and it's modal and multi-modal plans for analysis and policy direction on state facilities and relies upon the Oregon Department of Transportation to apply plan policies and programs on state facilities.
3. Douglas County acknowledges the portions of the Oregon Transportation System Plan and it's modal and multi-modal plans are applicable to the County Transportation System Plan.

● Amend adopted language and add new Policy Implementation in Chapter 13 Page 45 - Transportation Policies Objective A: Policy 2 as follows:

2. The evaluation of all proposed Comprehensive Plan Map and Land Use Regulation amendments should specifically address the Transportation Planning Rule requirement that an amendment to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the Transportation System Plan ~~include an assessment of the effect of the amendments on transportation in and through the areas subject to the amendments.~~

POLICY IMPLEMENTATION

1. The evaluation of all proposed Comprehensive Plan and Land Use Regulation amendments shall address the transportation criteria found in the Land Use and Development Ordinance, Quasi-Judicial Plan Amendment Chapter, Amendment Standards, of the Application Form and Content Section.

● Amend adopted language on Page 46 - Transportation Policies Objective B: Policy 6 as follows:

6. ~~Access to and road approach permits for state roads are~~ is the jurisdiction of the Oregon Department of Transportation (ODOT). ~~For units of land developing per the Comprehensive Plan and Land Use and Development Ordinance in effect at the time of adoption of the 1997 Transportation System Plan where legal right of access exists ODOT will provide access or purchase from the property that right of access.~~

- Add new Rural Community findings on Chapter 15 Page 48 as follows:

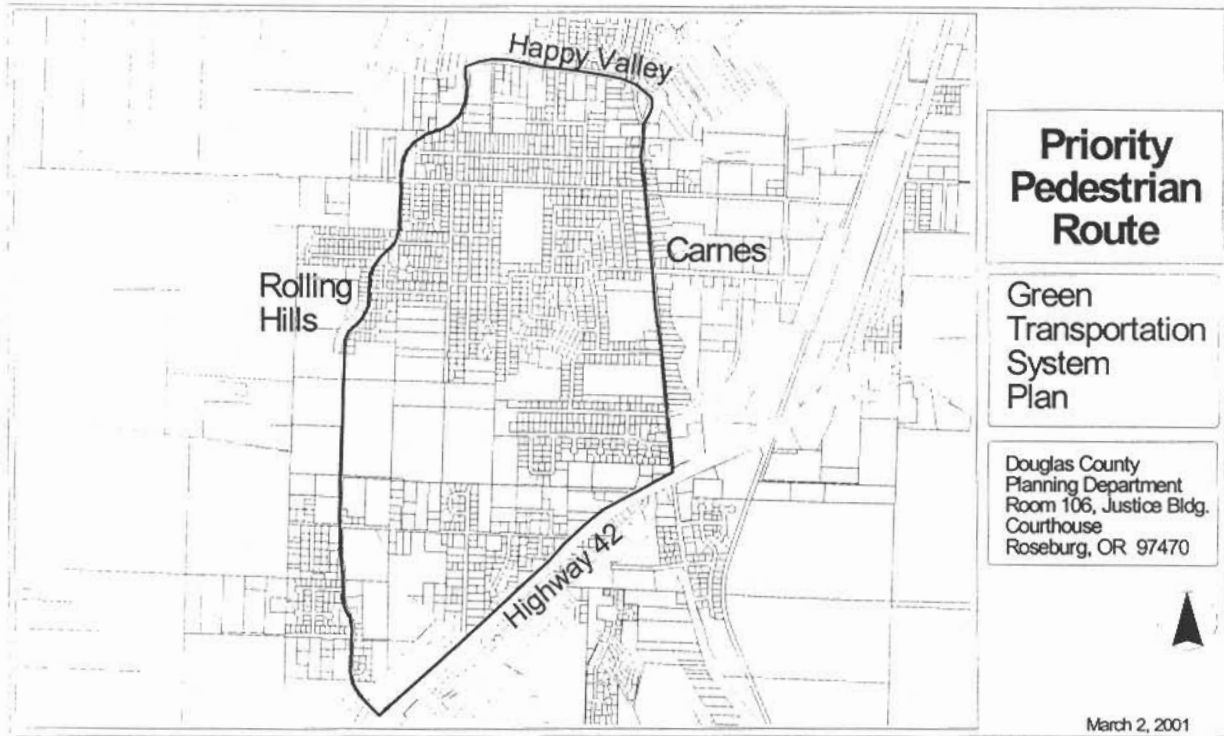
RURAL COMMUNITIES

- I All Rural Communities are served by the County road network. These routes are built to rural road standards with shoulders ranging from four to ten feet.
- II None of the rural communities are served by public transit. The County encourages the development of private carpools.
- III Thirteen of the sixteen rural communities are served by the County bicycle network. These routes are Class IIIs (signed but not striped), using the shoulders as a multi-use pathway.
- IV No sidewalks exist in rural communities. Only five of the sixteen rural communities have shoulders of adequate width for pedestrians to use as a multi-use pathway.
- V Sidewalks are only required in urban areas.

- Add new Rural Service Center findings on Chapter 15 Page 49 as follows:

RURAL SERVICE CENTERS

- I Three of the nine rural service centers are served directly by state highways. The remaining six rural service centers are served by the County road network. These routes are built to rural road standards with shoulders ranging from four to ten feet.
- II None of the rural service centers are served by public transit. The County encourages the development of private carpools.
- III Six of the nine rural service centers are served by the County bicycle network. These routes are Class IIIs (signed but not striped), using the shoulders as a multi-use pathway.
- IV No sidewalks exist in rural service centers, pedestrians use the shoulders as a multi-use pathway.
- V Sidewalks are only required in urban areas.



The Douglas County Public Works Department may choose to complete sidewalk sections to fill in gaps and complete a continuous sidewalk for that block. As priority pedestrian routes, arterials and collectors specified roads are reconstructed, upgrades will include the construction of sidewalks along both sides or one side. The requirement to install sidewalks is applicable only within the Urban Unincorporated Area (UUA) of Green and Urban Growth Boundaries (UGB's) as implemented through the Urban Growth Management Agreement (UGMA). If UGMA supplemental standards exist which address public sidewalks, those standards shall apply.

- Amend Green Findings for Road Conditions
- X. **With the exception of Old Highway 99/Speedway Road, all intersections considered in ODOT's capacity analysis are expected to operate within the County volume to capacity standard for the year 2020. In the long range (2011-2020) the Old Highway 99/Speedway Road intersection will require signalization with an interconnect to the Happy Valley signal and the addition of a left turn lane onto Old Highway 99.**

remonstrance to the creation of a Local Improvement District will be required. In some areas where topography does not facilitate pedestrian flow, sidewalks may be required on only one side of the road.

- Add Transportation Policy X in Chapter 15 Page 148 as follows:
 1. **The County should continue to monitor intersections in the Green UUA to assure volume to capacity ratios for each road classification is maintained. Specifically, the Old Highway 99/Speedway Road intersection is anticipated to require signalization with an interconnect to the Happy Valley signal and the addition of a left turn lane onto Old Highway 99.**

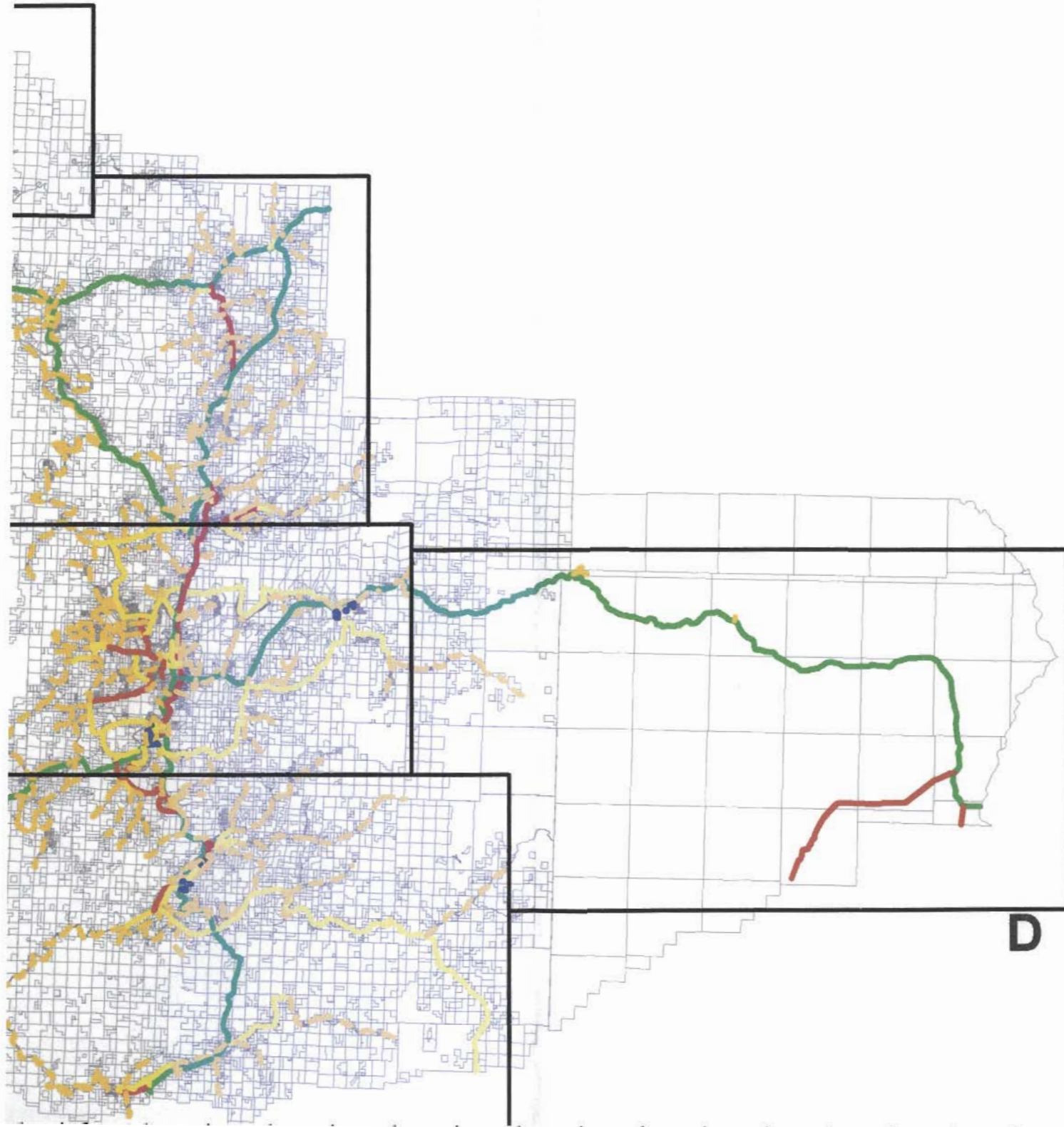
 - Amend County Circulation Map found in Chapter 13 Pages 56 - 61 and the Green Circulation Plan Map found in Chapter 15 Page 139 by adding a planned frontage road in Green.

 - Amend County Circulation Map found in Chapter 13 Pages 56 - 61 and the Green Circulation Plan Map found in Chapter 15 Page 139 by adding a two new Minor Collectors routes in Green: Ingram Drive and Grant Smith Road

 - Amend County Bikeway Map found in Chapter 13 Pages 62 - 66 by adding the following new Class IIIs bikeway routes in Green: Austin Road E, Austin Road W, Cannon Ave, Chandler Road, Coronado Drive, Delmar Drive, Depriest Street, Georginna Drive, Grange Road, Green Siding Road E, Green Siding Road W, Hermosa Way, Landers Lane, Little Valley Road, Melody Lane, Rolling Hills Road and Stella Street
-

Transportation Element Index

Major State & County Roadway Systems



-  Principal Highway
-  Arterial
-  Major Collector
-  Minor Collector
-  Necessary Local



10 0 10 Miles

Douglas County
Planning Department
Room 106
Justice Building



Transportation Element Map A

Major State & County Roadway Systems

-  Principal Highway
-  Arterial
-  Major Collector
-  Minor Collector
-  Necessary Local



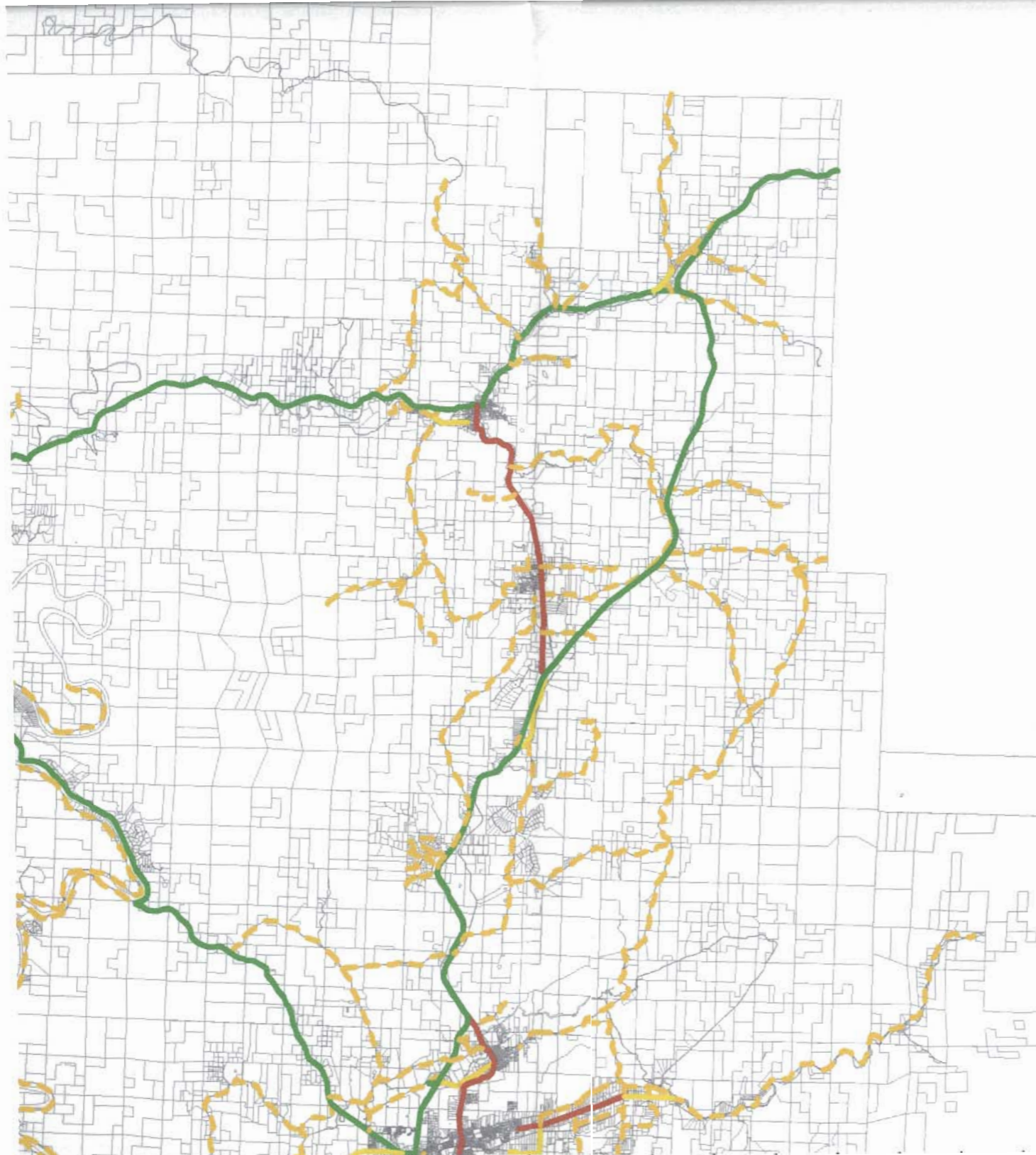
2 0 2 4 6 Miles






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Transportation Element Map B

Major State & County Roadway Systems








-  Principal Highway
-  Arterial
-  Major Collector
-  Minor Collector
-  Necessar, Local



Transportation Element Map C

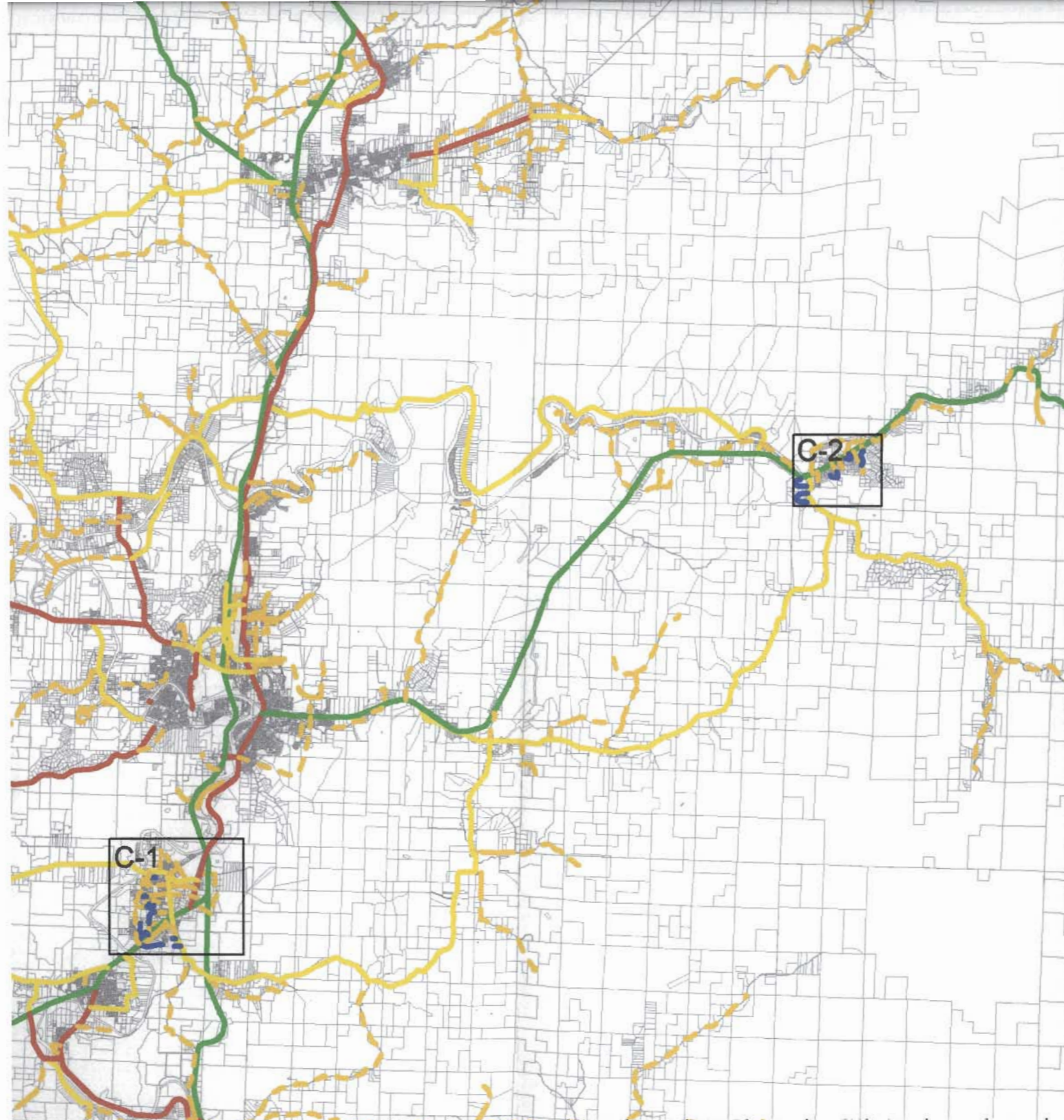
Major State & County Roadway Systems

-  Principal Highway
-  Arterial
-  Major Collector
-  Minor Collector
-  Necessary Local



2 0 2 4 6 Miles

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Room 106



Element Green (C-1)

Major State & County Roadway Systems

-  Principal Highway
-  Arterial
-  Major Collector
-  Minor Collector
-  Necessary Local



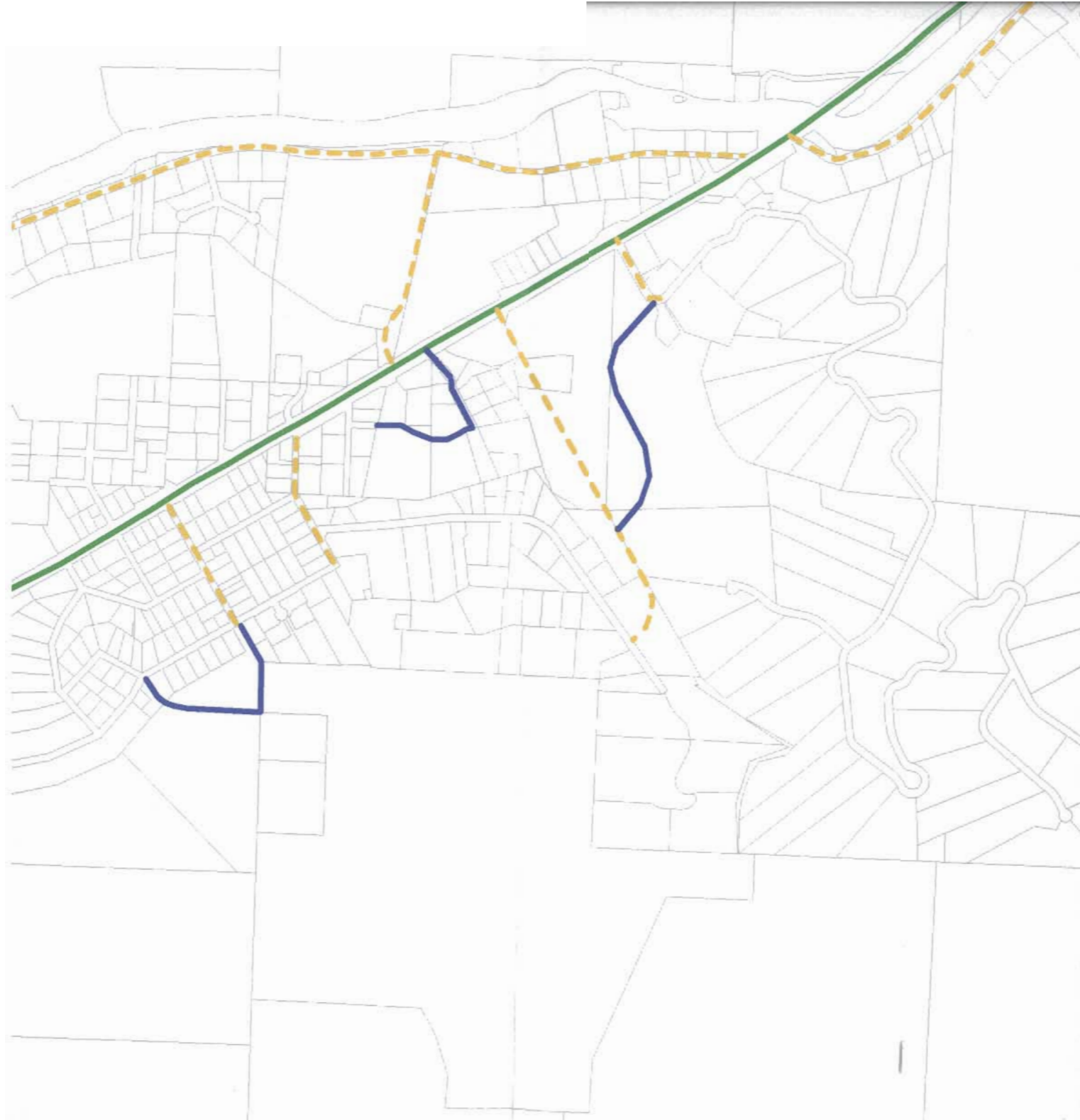
900 0 900 1800 Feet






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Transportation Element Glide (C-2)


Major State & County Roadway Systems



-  Principal Highway
-  Arterial
-  Major Collector
-  Minor Collector
-  Necessary Local



600 0 600 1200 1800 Feet








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Transportation Element Map D

Major State & County Roadway Systems

-  Principal Highway
-  Arterial
-  Major Collector
-  Minor Collector
-  Necessary Local



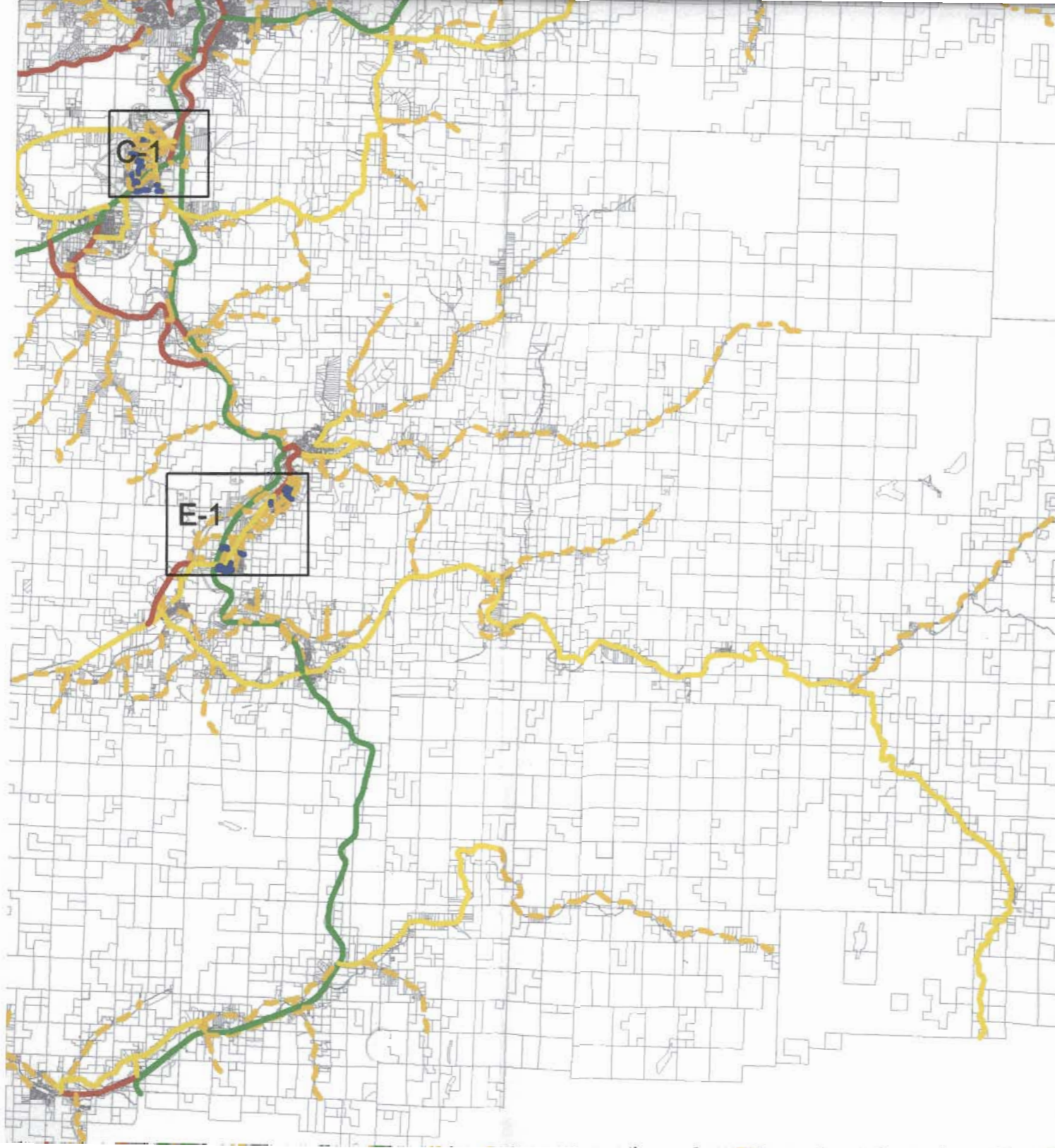
2 0 2 4 6 Miles






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Transportation Element Map E

Major State & County Roadway Systems



-  Principal Highway
-  Arterial
-  Major Collector
-  Minor Collector
-  Necessary Local



2 0 2 4 6 Miles



Transportation Element Tri City (E-1)

Major State & County Roadway Systems

-  Principal Highway
-  Arterial
-  Major Collector
-  Minor Collector
-  Necessary Local

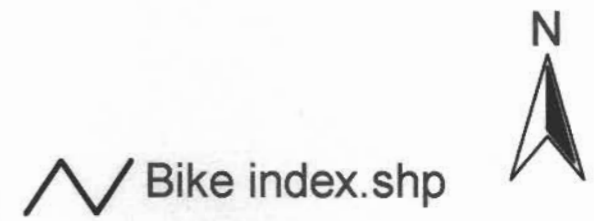
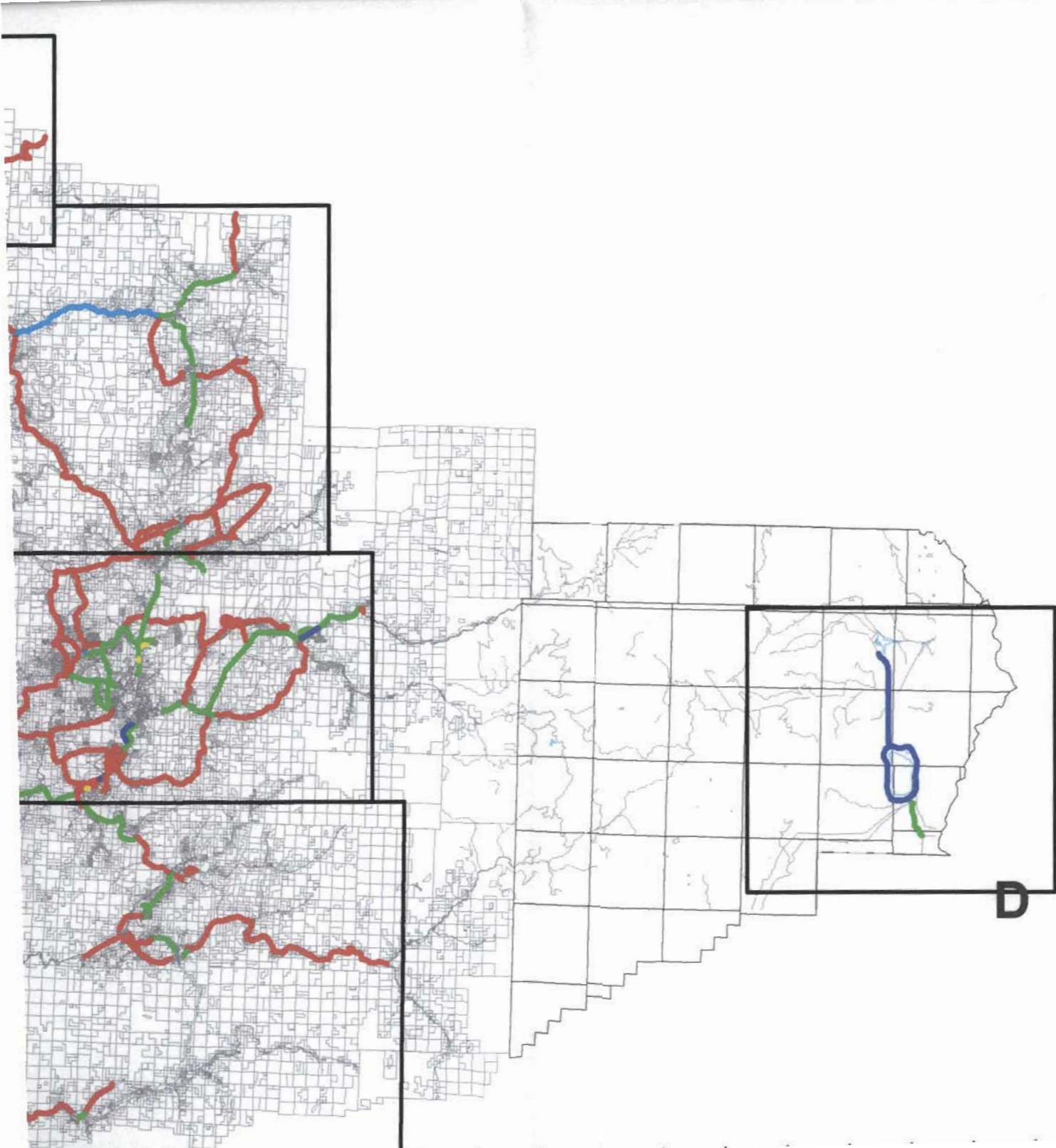



1000 0 1000 2000 3000 Feet



Transportation Element Index

Bikeway Classes



 Bike index.shp

-  Class 1
-  Class 2
-  Class 3
-  Class 3s
-  City/State

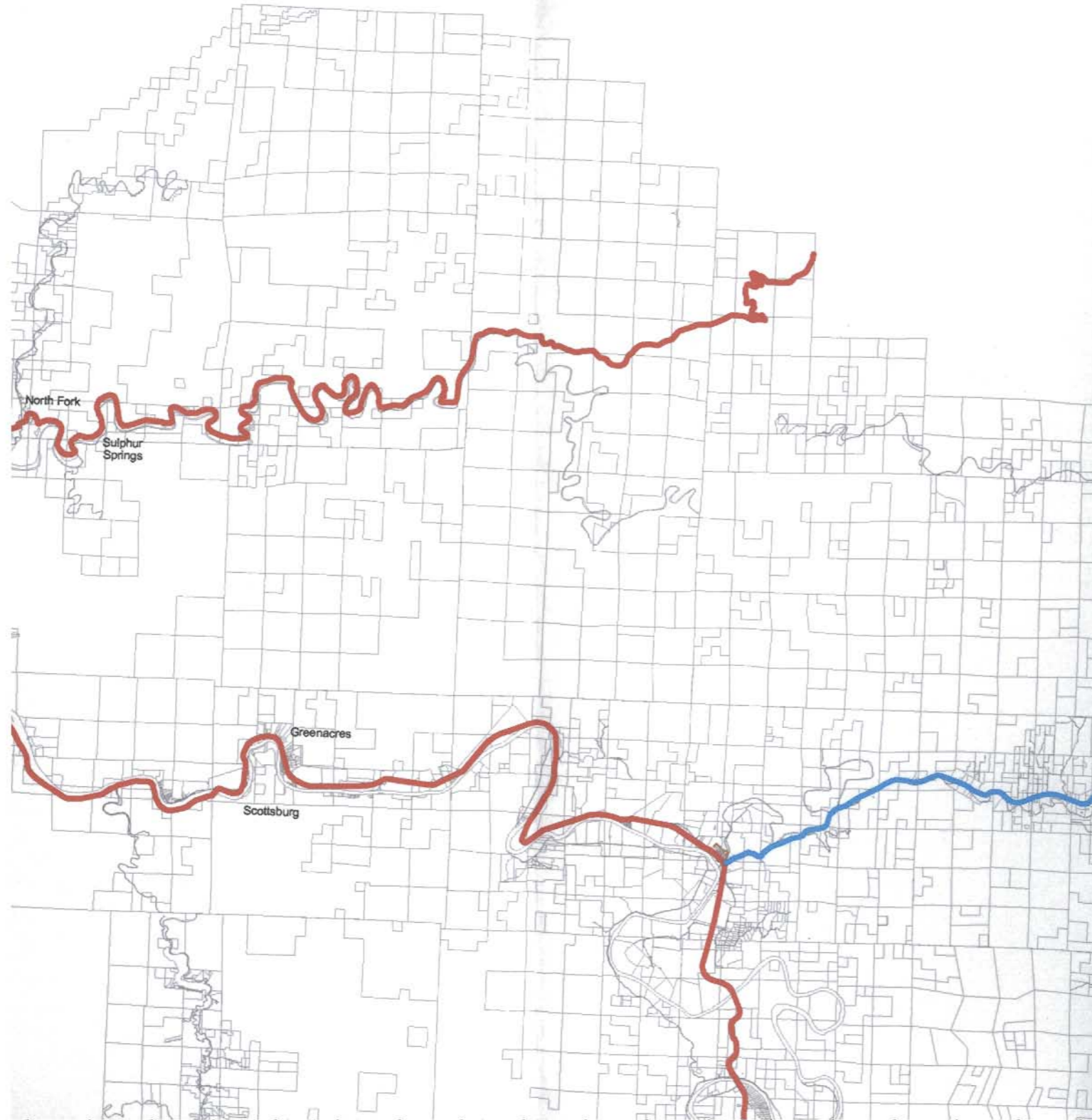


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Transportation Element Map A

Bikeway Classes



Legend for Bikeway Classes:

- Class 1 (Blue line)
- Class 2 (Yellow line)
- Class 3 (Green line)
- Class 3s (Red line)
- City/State (Light Blue line)
- City Limits (Brown line)

North Arrow (N)

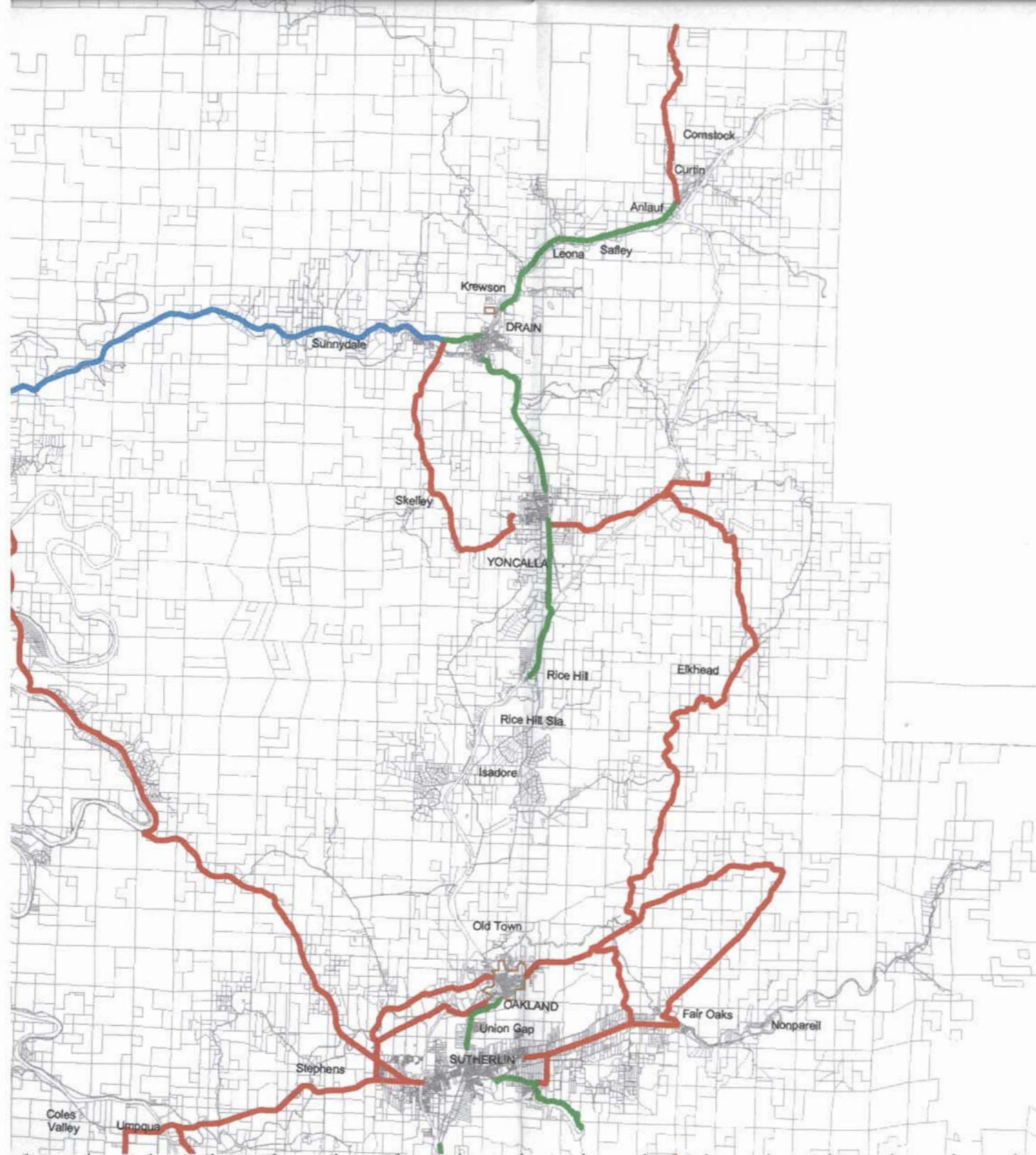
Scale: 0 to 6 Miles

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Element Map B

Bikeway Classes



-  Class 1
-  Class 2
-  Class 3
-  Class 3s
-  City/State
-  City Limits

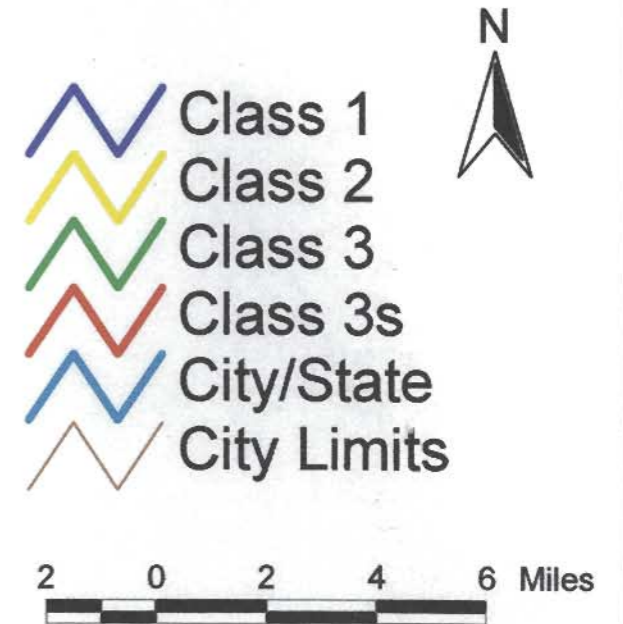
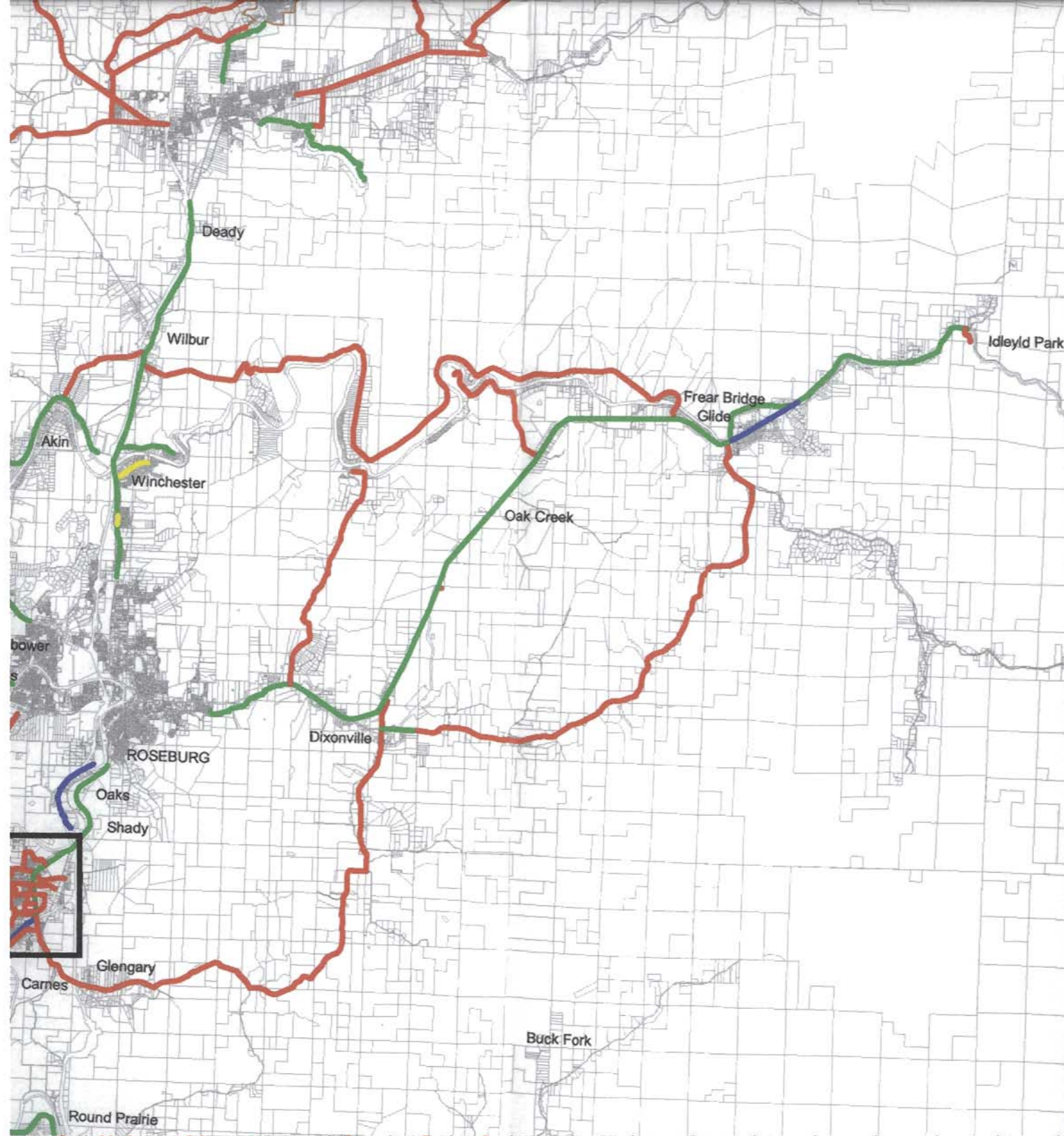


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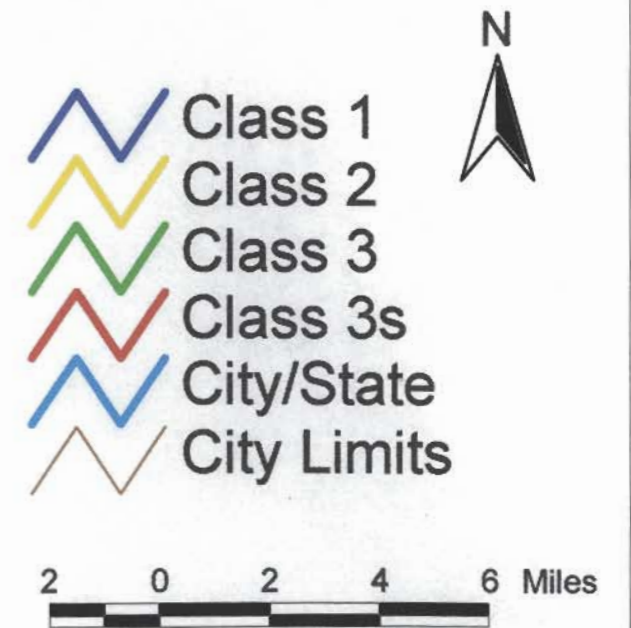
Transportation Element Map C

Bikeway Classes



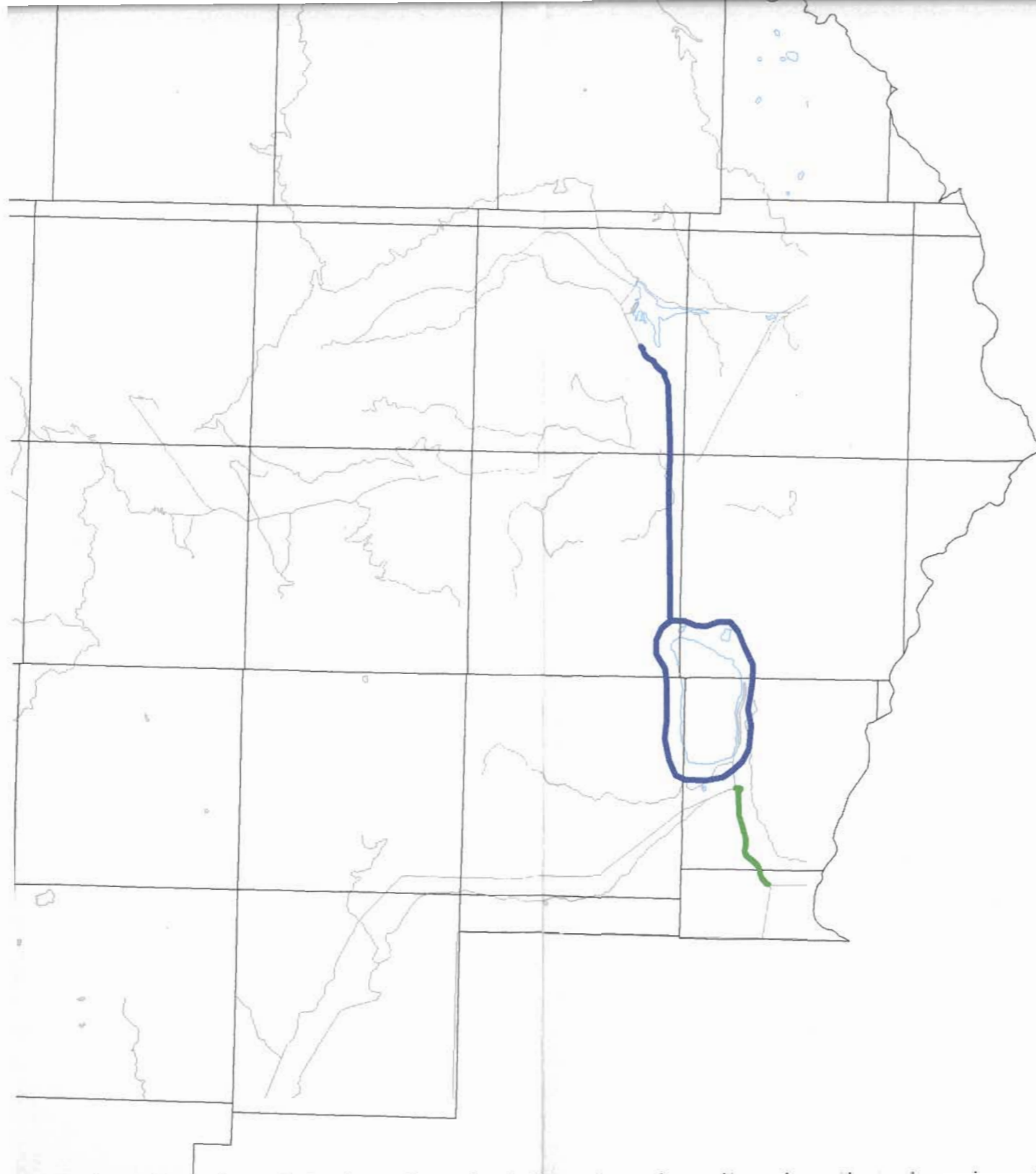
Transportation Element Green (C-1)

Bikeway Classes

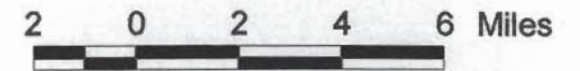


Transportation Element Map D

Bikeway Classes



-  Class 1
-  Class 2
-  Class 3
-  Class 3s
-  City/State
-  City Limits

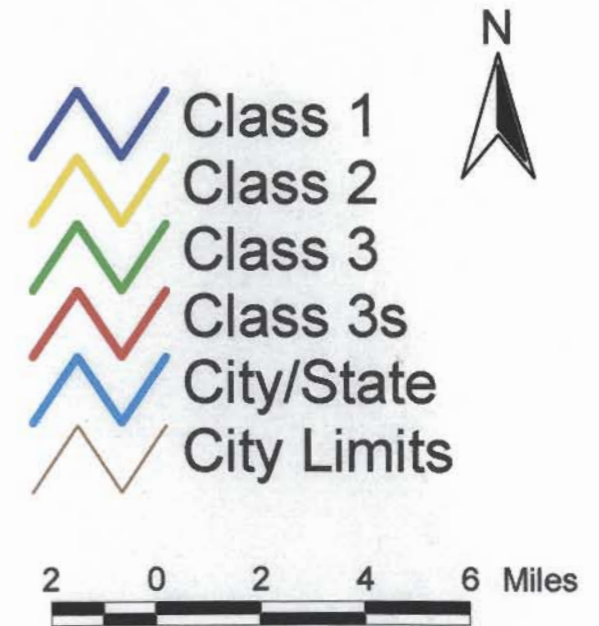
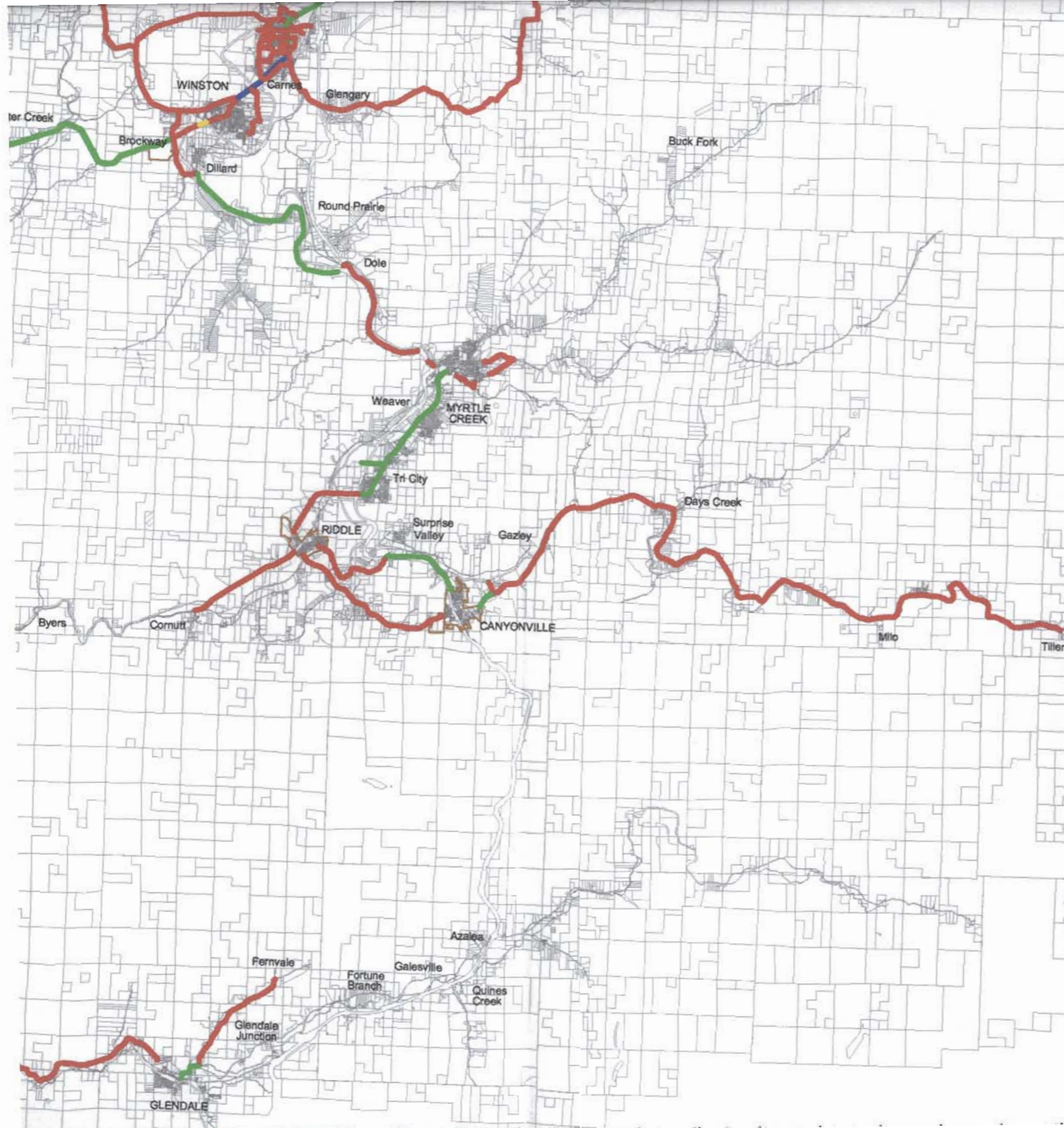


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Transportation Element Map E

Bikeway Classes



Addendum - Final Draft, August 8, 2001

Page 8; Chapter 15, page 61 - ... of a left turn lane on **Implementation of this improvement will reduce the 2020 volume to capacity ratio of Old Highway 99/Speedway Road to .82.**

Page 9; Green Findings for Road Conditions - ... on Old Highway 99 (**conceptual - No funding identified**).

Page 11; Chapter 15, page 148 Policy X - ... of a left turn lane on ...

LUDO Amendments

- Amend Chapter 3 Section 35.070 Pedestrian as follows:

The installation of public sidewalks as part of new subdivisions, multi-family developments, planned developments and within commercial districts shall occur, as described below, within the Urban Unincorporated Area (UUA) of Green and Urban Growth Boundaries (UGB's) as implemented through the Urban Growth Management Agreement (UGMA). If UGMA supplemental standards exist, which address public sidewalks, those standards shall apply. Public sidewalks shall not be required for existing developments.

The installation of public sidewalks shall occur as follows:

USE	STANDARD	TRIGGER
New Subdivision	Along Adjacent Arterials, <u>Major Collectors</u> and <u>specified Minor Collectors</u> to County Standards	Lot(s) Adjacent to and Obtaining Access from an Arterial or Collector
Multi-family Unit(s)	Along Adjacent Arterials, <u>Major Collectors</u> and <u>specified Minor Collectors</u> to County Standards	Adjacent to and Obtaining Access from an Arterial or Collector
Planned Developments	Along Adjacent Arterials, <u>Major Collectors</u> and <u>specified Minor Collectors</u> to County Standards	Lot(s) Adjacent to and Obtaining Access from an Arterial or Collector
Commercial Dist.	Along Adjacent Arterials, <u>Major Collectors</u> and <u>specified Minor Collectors</u> to County Standards	Adjacent to an Arterial or Collector

- Amend 6.500 Subsection 2.a. and by adding a new subsection (i):

- a. That the Amendment complies with the Statewide Planning Goals **and applicable administrative rules (which include OAR 660-12, the Transportation Planning Rule)**, adopted by the Land Conservation and Development Commission pursuant to ORS 197.240 or as revised pursuant to ORS 197.245.

- (i) **The applicant shall certify the proposed land use designations, densities or design standards are consistent with the function, capacity and performance standards for roads identified in the County Transportation System Plan.**

- (1) The applicant shall cite the identified Comprehensive Plan function, capacity and performance standard of the road used for direct access and provide findings that the proposed amendment will be consistent with the County Transportation System Plan.
 - (2) The jurisdiction providing direct access (County or ODOT) may require the applicant to submit a Traffic Impact Study certified by a Traffic Engineer that supports the findings used to address section 6.500(2)(i)(1).
-