



## M E M O R A N D U M

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**DATE:** May 24, 2005

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**FILE #:** 002-035

**RE:** Lincoln County Transportation System Plan, DRAFT Plan and Policy Review

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### INTRODUCTION

This memorandum summarizes the plans, policies, and other pertinent existing background data at the state, regional, and local levels that directly impact transportation planning in Lincoln County. Although each document reviewed contains many policies, only the most pertinent policies and information were chosen to help focus the Lincoln County Transportation System Plan (TSP) update work. This memorandum provides a policy framework for this planning process, and new policies considered for inclusion in the updated Draft Lincoln County TSP should be consistent with the currently adopted policies listed.

The last section of this memorandum is an assessment of how the draft County TSP and adopted County plans and ordinances meet the Transportation Planning Rule (TPR) OAR 660, Division 12. This review serves as the basis for identifying County policies or requirements that may be out-of-date or inconsistent with each other. Table 2 reviews the requirements of TPR Section – 0045, Implementation of the Transportation System Plan, lists the applicable implementation elements of the TPR and demonstrates where the adopted County regulations comply, and where amendments to language or additional language are needed to comply, with the TPR.

### Documents Reviewed

Several jurisdictions own the public roadways serving Lincoln County. Federal, ODOT, and Lincoln County all have jurisdiction over specific roadways. Lincoln County also provides transit service to several cities and communities within the county.

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State documents and requirements were reviewed for applicability to the Lincoln County TSP. For local jurisdictions' policy and regulatory provisions, a summary of each document's contents is provided and topic areas or regulations with potential impacts to Lincoln County transportation system are noted. In the final section of this memorandum, the County's adopted land use and transportation policies and regulations are summarized.

The following documents were reviewed for policies and regulations applicable to the County's transportation planning. The page number (p.) where each document's review begins in this Memorandum is included for quick reference in the list below.

### **Federal**

- Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) and implementing regulations (23 CFR 450 and 49 CFR 613) - p. 4
- Siuslaw National Forest Road Analysis Report (2003), USDA Forest Service - p. 4

### **State/ODOT**

- Transportation Planning Rule (OAR 660-12) - p. 7
- Oregon Transportation Plan (1992) - p. 8
- Oregon Highway Plan (1999) - p. 9
- Oregon Bicycle and Pedestrian Plan (1995) - p. 11
- Oregon Aviation Plan (2000) - p. 11
- Oregon Rail Plan (2001) - p. 12
- Oregon Public Transportation Plan (1997) - p. 12
- Access Management Rule (OAR 734-051) - p. 13
- Freight Moves the Oregon Economy (1999) - p. 13
- Proposed Oregon Coast Highway Corridor Master Plan (1995) - p. 14
- Pacific Coast Scenic Byway Corridor Management Plan for US 101 in Oregon (1997) - p. 17
  - Scenic Byway Management Plan for the Yachats and North Dunes Regions of the U.S. 101 Corridor in Oregon (1997)
  - Scenic Byway Management Plan for the Siletz and Yaquina Regions of the U.S. 101 Corridor in Oregon (1997)
- US 20/OR 34 Newport to Sweet Home Interim Corridor Strategy (1998) - p. 18
- Portland to Lincoln City Corridor: Interim Corridor Study, Oregon Highways 99W and 18, I-5 to U.S. 101 (1997) - p. 20

### **Lincoln County Jurisdictions**

- City of Depoe Bay Transportation System Plan (2000-2001) - p. 21
- City of Lincoln City Transportation Master Plan (DRAFT 1995) - p. 23
- City of Newport Transportation System Plan (1997) - p. 24
- City of Newport Access Management Plan (1997) - p. 24
- City of Toledo Transportation System Plan (DRAFT 1999) - p. 25
- City of Waldport Transportation System Plan (1998-1999) - p. 26
- City of Yachats Comprehensive Land Use Plan (1980; Village Circulation Plan and Implementation amendment, 1997) - p. 29

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- Lincoln County Ports - p. 30
  - An Overview of Oregon Ports (2001, Oregon Public Ports Association and the Oregon Economic and Community Development Department)
  - Port of Newport Strategic Business Plan Update

## **Lincoln County**

- Lincoln County Comprehensive Plan and Zoning Regulations (1984) - p. 32
- Lincoln County Bicycle Plan (1992) - p. 39
- Lincoln County Transportation Plan (DRAFT 1999) - p. 41
  - Transportation Planning Rule Compliance

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## FEDERAL

### **Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)**

Federal transportation planning requirements, such as those specified in the Transportation Equity Act for the 21<sup>st</sup> Century and its implementing regulations, are addressed through state and local plans. TEA-21 was enacted on June 9, 1998 and authorizes the Federal surface transportation programs for highways, highway safety, and transit for the six-year period from 1998-2003. As of May 2005, the Senate was still working on the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 (SAFETEA) plan, legislation that renews the nation's surface transportation law (TEA-21) through fiscal year 2009.<sup>1</sup> TEA-21 funds and federal forest receipts have been the primary state and federal transportation funding sources; TEA-21 funds transit and roads.<sup>2</sup> TEA-21 also makes discretionary funds available for eligible projects along highways designated as National Scenic Byways, All-American Roads, or State scenic byways. FHWA administers this funding program, soliciting applications once a year, and makes funds available to ODOT.<sup>3</sup> A Federal TEA-21 Statewide Planning Fact Sheet (1998) is available through ODOT that describes TEA-21 support for the state transportation system investment and planning programs and the governing Federal rules and funding limits.

### **Siuslaw National Forest Road Analysis Report**

The introduction to the USDA Forest Service's Road Analysis Report (Report) provides an overview of changes that have occurred in the Siuslaw National Forest since the 1990s. With the implementation of the Northwest Forest Act of 1994, annual timber harvests in the Siuslaw decreased from 300 million board feet to 25 million board feet, effectively reversing decades of road system expansion. Contributing to the need for an updated roads analysis were watershed analyses completed for nearly the entire Siuslaw. As stated in the Report, all of these assessments have recognized the significance of roads and their impact on the environment. Consequently, many roads have been decommissioned or otherwise hydrologically stabilized and closed as a result of these analyses. The Report is a compilation of information relevant to road management and does not constitute standards or guidelines under the Siuslaw Forest Plan. The two stated objectives are to (1) evaluate the Key Forest Routes (the primary and secondary road system) and validate its continued use as a tool for making decisions about road management and (2) to capture the cumulative knowledge regarding roads and road management in order to better inform land managers about the benefits and liabilities of roads, ways to mitigate risks, and sources of additional information.

On January 12, 2001, the Forest Service issued the final National Forest System Road Management Rule. This rule revised regulations concerning the management, use, and maintenance of the National Forest Transportation System. It ensured that additions to the national forest system road network were essential for resource management and use; that construction, reconstruction, and maintenance of roads minimized adverse environmental impacts; and that unneeded roads were decommissioned and restoration of ecological processes

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<sup>1</sup> See the Surface Transportation Policy Project, <http://www.istea.org/>, for current information on SAFETEA; U.S. Department of Transportation, <http://www.fhwa.dot.gov/reauthorization/safetea.htm>

<sup>2</sup> Transportation System Planning Guidelines 2001

<sup>3</sup> Scenic Byways Program Advisory Committee website, <http://www.odot.state.or.us/techserv/engineer/pdu/SCENIC/Scenic.htm> and <http://arcweb.sos.state.or.us/banners/rules.htm>

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initiated. Since 1994, the Siuslaw Access and Travel Management Guide, which established a system of prioritized Key Roads, has guided road management decisions on the Siuslaw. Recently, as of May 2005, the Executive Branch has ordered a lessening of restrictions on road building.

The Report includes maps of the Key Road System, which is further broken down into primary and secondary systems. Two levels of roads, low clearance and high clearance, make up the secondary road system (passenger cars will be able to easily travel over low clearance roads; vehicles like pick-up trucks or sport utility vehicles are recommended for high clearance roads). The primary system of roads are expected to handle the majority of Forest visitors and other travel needs. These roads are identified on the visitors' map as the best travel routes and with directional and informational signage. Roadside recreation, trailheads, and viewpoints will be featured along these roads. Secondary roads complete a network of vital connections and lead recreationists, resource managers, permittees, land owners, and emergency services along direct routes into and across all areas of the Forest by connecting with short roads to trailheads, project sites, special use areas, development sites, or private lands.

In the Issues identification section, the Report notes that total system road mileage has declined due to decommissioning roads not selected as part of the Key Road system. The majority of these decommissioned roads were short logging spurs not needed for current management or access; others were decommissioned roads due to a high risk of resource damage. The Forest Service's operating budget for the Siuslaw has been seriously reduced impacting its ability to maintain an extensive road system. Therefore, the assumption is that "some roads will continue to be removed from the system, some closed until future access is needed, and many others kept at the lowest possible maintenance levels (p. 8)."

Key Recommendations of the Report are categorized under Project Design, Road Construction and Maintenance, Road Treatments, Inventory and Monitoring, and Additional Analysis. A sample of these recommendations that may be relevant to Lincoln County transportation planning include:

#### Site Specific Planning

- Use the Key Road system as the basis for making site-specific road management decisions.
- Maintain access to private lands
- Maintain linkages between State Highway 101 and the county road system, as well as the east-west flow of local community and emergency traffic over the Oregon Coast Range.
- At the district or appropriate scale, consider whether the Key Forest Roads meet current public access needs. If such needs are not addressed by the current Key Road system, adjustments or modifications to the Key Road system can be addressed at the watershed/project scale analysis
- Ridgetop roads should be maintained to serve as firebreaks and control lines.

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#### Site-Specific Planning

- Identify roads at risk for resource damage. Close, decommission or stabilize them. Seek alternative routes where possible.
- Minimize disturbance to wildlife and fish resources by a variety of means, including closing or restricting access to roads used intermittently for forest management activities; decommissioning unneeded roads; minimizing the effect of noise from road maintenance, reconstruction or decommissioning by managing the seasonal and hourly operating periods of projects and prohibiting the operation of ATV (All Terrain Vehicles) and other vehicles on closed or decommissioned roads by using road closure devices and administrative regulations

#### Road Construction and Maintenance

- Roads determined to be Key Forest Routes should be maintained at a high level for quick response of emergency vehicles of all sizes and visibility for safe travel
- Identify roads at risk for resource damage. Close, decommission or stabilize them. Seek alternative routes if possible.

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## STATE OF OREGON

### Transportation Planning Rule (TPR)

Statewide Planning Goal 12, Transportation, requires cities, counties, metropolitan planning organizations, and ODOT to provide and encourage a safe, convenient, and economic transportation system. This is accomplished through development of Transportation System Plans (TSPs) based on inventories of local, regional and state transportation needs. Goal 12 requirements state that transportation plans shall:

- ❑ *consider all modes of transportation, including pedestrian, bicycle, highway, rail, mass transit, air, water, and pipeline*
- ❑ *be based upon an inventory of local, regional, and state transportation needs*
- ❑ *consider the differences in social consequences that would result from utilizing differing combinations of transportation modes*
- ❑ *avoid principal reliance on any one mode of transportation*
- ❑ *minimize adverse social, economic, and environmental impacts and costs and conserve energy*
- ❑ *meet the needs of the transportation disadvantaged*
- ❑ *facilitate the flow of goods and services so as to strengthen the local and regional economy*
- ❑ *conform with local and regional comprehensive land use plans*
- ❑ *be developed, adopted, amended and implemented in accordance with the standards set out in OAR 660, Division 12*

In 1991, the Land Conservation and Development Commission (LCDC), with the concurrence of ODOT, adopted the Transportation Planning Rule, OAR 660 Division 12, to implement State Planning Goal 12, Transportation (amended in May and September 1995, and March 2005). The TPR requires cities with a population of 2,500 or greater to prepare and adopt a Transportation System Plan.

The TPR requires local governments to adopt land use regulations consistent with state and federal requirements "to protect transportation facilities, corridors, and sites for their identified functions OAR 660-012-0045(2)."

The applicable portion of the TPR is found in OAR Section 660-12-0045, Implementation of the Transportation System Plan. In summary, the Transportation Planning Rule requires that local governments revise their land use regulations to implement the TSP in the following manner, as paraphrased from Section -0045:

- ❑ *Amend land use regulations to reflect and implement the Transportation System Plan.*
- ❑ *Adopt land use or subdivision ordinance measures, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions, to include the following topics:*
  - *access management and control;*
  - *protection of public use airports;*
  - *coordinated review of land use decisions potentially affecting transportation facilities;*

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- *conditions to minimize development impacts to transportation facilities;*
  - *regulations to provide notice to public agencies providing transportation facilities and services of land use applications that potentially affect transportation facilities;*
  - *regulations assuring that amendments to land use applications, densities, and design standards are consistent with the Transportation System Plan.*
- ❑ *Adopt land use or subdivision regulations for urban areas and rural communities to provide safe and convenient pedestrian and bicycle circulation and bicycle parking, and to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel.*
  - ❑ *In MPO areas, adopt land use and subdivision regulations to reduce reliance on the automobile.*
  - ❑ *Identify improvements to facilitate bicycle and pedestrian trips in developed areas.*
  - ❑ *Establish street standards that minimize pavement width and total right-of-way.*

The Lincoln County section of this report provides a comparison of the TPR requirements, specifically those in Section –0045, with the Lincoln County’s current planning documents and identifies steps the City would need to take to comply with the TPR.

### **Oregon Transportation Plan (1992)**

The Oregon Transportation Plan (OTP) is a policy document developed by ODOT in response to the federal and state mandates for systematic planning for the future of Oregon's transportation system. The OTP is intended to meet statutory requirements (ORS 184.618(1)) to develop a state transportation policy and comprehensive long-range plan for a multi-modal transportation system that addresses economic efficiency, orderly economic development, safety, and environmental quality.

The OTP consists of two elements: the Policy Element and the System Element. The Policy Element defines goals, policies and actions for the state for the next 40 years. The Plan’s System Element identifies a coordinated multi-modal transportation system, to be developed over the next 20 years, which is intended to implement the goals and policies of the Plan. Policy 4K, Local Government Responsibilities, is directly applicable to the County’s TSP update:

*It is the policy of the State of Oregon that:*

- *Local governments shall define a transportation system of local significance adequate to meet identified needs for the movement of people and goods to local destinations within their jurisdictions; and*
- *Local government transportation plans shall be consistent with regional transportation plans and adopted elements of the state transportation system plan.*

### **Oregon Highway Plan (1999)**

The 1999 Oregon Highway Plan (OHP), an element and modal plan of the state’s comprehensive transportation plan (OTP), guides the planning, operations, and financing of ODOT’s Highway



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Division. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems.

The policies found within the OHP that apply to the Lincoln County's TSP include:

- Policy 1A: State Highway Classification System;
- Policy 1B: Land Use and Transportation;
- Policy 1C: State Highway Freight System;
- Policy 1F: Highway Mobility Standards;
- Policy 1G: Major Improvements;
- Policy 2B: Off-System Improvements;
- Policy 2F: Traffic Safety;
- Policy 3A: Classification and Spacing Standards;
- Policy 3B: Medians;
- Policy 4A: Efficiency of Freight Movement.

Policy 1A: State Highway Classification System. The state highway classification system includes five classifications: Interstate, Statewide, Regional, District, and Local Interest Roads. In addition, there are four special purpose categories that overlay the basic classifications: special land use areas, statewide freight route, scenic byways, and lifeline routes. The state highways in Lincoln County include the following:

- US 101 (federal highway)
- US 20 (state highway)
- OR 18 (state highway)
- OR 34 (district highway)
- OR 229 (district highway)

The "Scenic Byway" designation is applied to roads with exceptional scenic value. US 101 is designated as a scenic byway.

Policy 1B: Land Use and Transportation. This policy recognizes the role of both the State and local governments related to the state highway system and calls for a coordinated approach to land use and transportation planning. Special Transportation Areas (STAs), Urban Business Areas (UBAs) and Commercial Centers are included as action items under this policy. Within STAs and UBAs, highways may be managed to provide a greater level of access to businesses and residences than might otherwise be allowed. Commercial Centers cluster commercial development with limited access to the state highway to reduce the number of vehicle trips and to reduce conflicts with through traffic. Lincoln City and Depoe Bay both have STA's on sections of Highway 101, but these highway segment designations are more likely to be relevant

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to the incorporated areas of the County and to be addressed in the respective plans for those cities.

Policy 1C: State Highway Freight System. This policy recognizes the need for the efficient movement of freight through the state. State Highways 20 and 18 are designated freight routes.

Policy 1F: Highway Mobility Standards Access Management Policy. This policy addresses state highway performance expectations for planning and plan implementation or amendment, as well as providing guidance for managing access and traffic control systems. Action 1F.5 states that within transportation system plans, where the volume-to-capacity (v/c) ratio is worse than the identified standards and transportation improvements are not planned, the performance standard for the highway shall be to improve performance as much as feasible and to avoid further degradation of performance.

The policy allows for the adoption of alternative highway mobility standards in cases such as metropolitan areas trying to strictly manage their growth, STA's, and in areas with unique environmental and land use constraints.

Policy 1G: Major Improvements. This policy requires maintaining performance and improving safety by improving efficiency and management before adding capacity.

Policy 2B: Off-System Improvements. This policy recognizes that the state may provide financial assistance to local jurisdictions to make improvements to local transportation systems if the improvements would provide a cost-effective means of improving the operations of the state highway system.

Policy 2F: Traffic Safety. This policy emphasizes the state's efforts to improve safety of all users of the highway system. Action 2F.4 addresses the development and implementation of the Safety Management System to target resources to sites with the most significant safety issues.

Policy 3A: Classification and Spacing Standards. This policy addresses the location, spacing, and type of road and street intersections and approach roads on state highways. It includes standards for each highway classification, including specific standards for Special Transportation Areas (STAs) and Urban Business Areas (UBAs). The adopted standards can be found in Appendix C of the Oregon Highway Plan; generally, the minimum access spacing distance increases as either the highway's importance or posted speed increases.

Policy 3B: Medians. This policy establishes the state's criteria for the placement of medians. It includes Action 3B.3 which requires the consideration of non-traversable medians for modernization of all urban, multi-lane Statewide (National Highway System) Highways. The criteria for consideration include:

- Forecasted average daily traffic greater than 28,000 vehicles per day during the 20-year planning period;
- A higher-than-average accident rate;
- Pedestrian crossing safety issues; and
- Topographic and alignment issues resulting in inadequate left-turn sight distances.

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Policy 4A: Efficiency of Freight Movement. This policy emphasizes the need to maintain and improve the efficiency of freight movement on the state highway system.

### **Oregon Bicycle and Pedestrian Plan (1995)**

The Oregon Bicycle and Pedestrian Plan provides guidance to regional and local jurisdictions for the development of safe, connected bicycle and pedestrian systems. The plan is a modal element of the Oregon Transportation Plan. It contains the standards used on State Highway projects and provides guidance to cities in establishing facilities on local transportation systems. These standards are recommended but are not required for use by local jurisdictions in Oregon. The plan includes two major sections: policies and implementation strategies and design, maintenance, and safety. The policy section contains relevant state and federal laws. The stated bicycle and pedestrian transportation vision is as follows:

*Oregon envisions a transportation system where walking and bicycling are safe and convenient transportation modes for urban trips.*

This plan affects bicycle and pedestrian facilities on state-owned facilities within the county. US 101 is a designated State Bike Route. This plan will be used in the development of the bicycle and pedestrian element of the County's TSP.

### **Oregon Aviation Plan (2000)**

According to the Lincoln County Transportation System Plan (Draft, 1999), there are four General Aviation airports in Lincoln County, including Newport Municipal Airport, Toledo State Airport, Wakonda Beach State Airport, and Siletz Bay State Airport. All airports in Lincoln County are owned by the State, with the exception of Newport Municipal. The 2000 Oregon Aviation Plan (Plan) provides an overview of the airports in the state system and the jurisdictional responsibilities at all levels of government for the management, maintenance, operation, and funding of Oregon's airports. The Plan includes policies and investment strategies for airports in Oregon.

As described in the Plan, Newport Municipal Airport is listed as a "Category 1" and Siletz Bay State is listed as a "Category 4" in Oregon's "core system" of airports. Wakonda Beach State and Toledo airports are "Category 5." Categorization of airports is based on services and functional roles. Category 1 airports are commercial service airports and provide Oregon's primary intrastate, interstate, and international connections for commercial passenger and cargo service. These airports accommodate scheduled major/national or regional/commuter commercial air carrier service. Category 4 airports serve the needs of general and business aviation users and activities within the local area. The airports have the airfield facilities and services necessary to accommodate general aviation users, in light single and multi-engine aircraft weighing 12,500 pounds and less. Category 5 airports are located in communities and outlying areas with small or no population within their service area. They can have an important emergency function and many provide access to recreational opportunities in remote areas. These airports have limited services, such as fuel and maintenance facilities, and have taxi-runway systems capable of only limited use general aviation activity.

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The planning area for airports includes all areas within airport imaginary surfaces and other areas covered by state or federal regulations. Policies in the Lincoln County TSP must be consistent with the Oregon Aviation Plan, as well as locally adopted airport master plans.

### **Oregon Rail Plan (2001)**

The Oregon Rail Plan is a modal element of the OTP. It is intended to implement the OTP's long-range vision of a viable freight and passenger rail system in Oregon.

Chapter 1, Rail Policies and Planning, includes federal requirements for rail freight. This chapter includes a section addressing compliance with Statewide Planning Goals. ODOT's certified State Agency Coordination (SAC) Program and Oregon Administrative Rules Chapter 31, Division 15 describe the procedures that ODOT will follow when developing and adopting plans to assure that they comply with the statewide planning goals and are compatible with acknowledged comprehensive plans. Relevant to the development of a TSP for Lincoln County, the stated focus of ODOT's efforts to establish compatibility with acknowledged comprehensive plans will be at the facility planning and project planning stages of the planning program. Policy 1 under Freight Rail is "increase economic opportunities for the State by having a viable and competitive rail system." Regarding passenger rail policy, the OTP supports intercity rail passenger service as part of a balanced transportation system. Convenient connections with other modes should integrate passenger train service into a network linking all areas of the state, nation, and the world.

Chapter 2 is the Freight Element of the Oregon Rail Plan. The element has four major purposes: (1) describe Oregon's freight rail system in terms of the carriers and the individual properties that make up the state railroad system, (2) describe the commodities transported by rail in Oregon, (3) identify funding needs and potential funding sources for railroads in Oregon, (4) assess what shippers require of rail service in Oregon. In the Willamette Valley, the Union Pacific mainline dominates the traffic movements handled by rail. The Portland & Western Railroad (P&W) is the principal carrier west of the UP main line. P&W lines include a heavily used branch running westerly from Albany to a large paper mill at Toledo in Lincoln County. The Toledo Branch trackage is maintained to various Federal Railroad Association classes and has no weight or dimensional restrictions.

The Passenger Element is in Chapter 3. The Rail Plan identifies criteria that could be used to evaluate potential passenger rail services including patronage, cost recovery, and running time. The Plan identifies improvements needed for passenger stations, primarily in the Willamette Valley, as well as improvements to thruway bus stops. This Chapter provides useful information for passenger rail planning, but requirements included in the Passenger Element are associated with the Eugene-Portland Union Pacific (UP) main line being a high speed rail corridors per the Intermodal Surface Transportation Efficiency Act (ISTEA) and are not directly relevant to Lincoln County TSP.

### **Oregon Public Transportation Plan (1997)**

The Oregon Public Transportation Plan forms the transit modal plan of the Oregon Transportation Plan. The vision guiding the Public Transportation Plan is as follows:

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*The public transportation plan builds on and begins implementing the OTP's long-range vision for public transportation in the State of Oregon. That vision includes:*

- *A comprehensive, interconnected and dependable public transportation system, with stable funding, that provides access and mobility in and between communities of Oregon in a convenient, reliable, and safe manner that encourages people to ride*
- *A public transportation system that provides appropriate service in each area of the state, including service in urban areas that is an attractive alternative to the single-occupant vehicle, and high-quality, dependable service in suburban, rural, and frontier (remote) areas*
- *A system that enables those who do not drive to meet their daily needs*
- *A public transportation system that plays a critical role in improving the livability and economic prosperity for Oregonians.*

The plan contains goals, policies, and strategies relating to the whole of the state's public transportation system. The plan is intended to provide guidance for ODOT and public transportation agencies regarding the development of public transportation systems.

Transit issues in Lincoln County will be addressed as part of this TSP process through the cooperative efforts of the Lincoln County Planning and Development Department and Lincoln County Transit.

### **Access Management Rule (OAR 734-051)**

Oregon Administrative Rule 734-051 defines the State's role in managing access to highway facilities in order to maintain functional use and safety and to preserve public investment. The provisions in the OAR apply to all roadways under Oregon State jurisdiction within Lincoln County. The access management rules include spacing standards for varying types of state roadways and provisions for commercial centers, UBAs, and STAs as discussed in the Oregon Highway Plan. The OAR's "General Policy" states:

*Where the Department makes a significant public investment to construct highway improvements identified in the State Transportation Improvement Program, the Department shall adhere to the highway classification and highway segment designation objectives, highway mobility standards, spacing standards or approved deviation, and safety criteria (OAR 734-051-0050).*

### **Freight Moves the Oregon Economy (1999)**

This report summarizes a variety of information about issues and needs surrounding the transport of freight by roads, rail lines, waterways, aircraft, and pipelines. The document's stated purpose is to demonstrate the importance of freight to the Oregon economy and identify concerns and needs regarding the maintenance and enhancement of current and future mobility within the state of Oregon. State Highways 20 and 18 are designated freight routes; Newport is identified in this report as a marine, deep draft freight port. While no specific recommendations were identified for facilities in Lincoln County, the deficiencies and improvements discussed in this document are pertinent to how freight facilities are addressed in the County's TSP.

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## **Proposed Oregon Coast Highway Corridor Master Plan (1995)**

The Proposed Oregon Coast Highway Corridor Master Plan (Master Plan) focuses on the need to coordinate land use patterns and transportation system improvements, and to address the various modes of transportation involved. The Master Plan developed from several policy directives at the state and federal levels, including the Transportation Planning Rule (TPR), the ODOT State Agency Coordination Program, the Oregon Transportation Plan (OTP), the Oregon Highway Plan (OHP), and the federal Intermodal Surface Transportation Efficiency Act (ISTEA).

The Master Plan includes a vision statement and several goals and objectives. The goals for the entire coastal corridor include the following:

- 1) ***Process Goal.*** *Develop a transportation plan that builds an ongoing planning and implementation partnership among ODOT and each of the communities and jurisdictions that have a stake in the future of transportation along the Oregon Coast Highway Corridor.*
- 2) ***Transportation Goal.*** *Develop a 20-year plan to manage future transportation needs in the Coast Highway Corridor and prolong the useful life of the existing transportation system.*
- 3) ***Resources Goal.*** *Develop a plan for a transportation system to harmonize with the inherent beauty of the coastal region, protect environmental resources, and enhance the enjoyment of the Corridor's beauty and resources by corridor users.*
- 4) ***Community Goal.*** *Develop a plan for a transportation system that supports the individual character and plans of the communities along the corridor.*
- 5) ***Economic Goal.*** *Develop a plan for a transportation system that supports sustainable economic diversity and vitality and provides responsible stewardship of public funds.*

The Master Plan categorizes recommended activities by County and by County Subarea, according to each of the previously cited goals. The goals and related activities relevant to Lincoln County are as follows:

### **1) Transportation Goal**

- Creating access management plans throughout the county
- Optimizing existing transportation infrastructure
- Improving local street circulation improvements in urban areas
- Enhancing bicycle and pedestrian circulation systems
- Improving safety for all users
- Improving intersections with east/west highways
- Implementing ODOT's Yaquina Bay Bridge project
- Identifying potential city transit supplements
- Expanding commercial air services at Newport Municipal Airport

### **2) Resource Goal**

- Preserving/enhancing scenic views and access to scenic views
- Signing historic and scenic resources
- Protecting the historic character of the Yaquina Bay Bridge
- Protecting Siletz Bay
- Creating signage at Seal Rock State Park

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### **3) Community Goal**

- Improving Alsea Bay Bridge visitor center and entrance
- Creating community design programs in Lincoln City, Depoe Bay, Waldport and Yachats
- Creating gateway entrances at the Salmon River Highway, Lincoln City, Newport, Waldport and Yachats

### **4) Economic Goal**

- Creating community design programs in Lincoln City, Depoe Bay, Waldport and Yachats
- Creating access management and parking strategies to improve safe access to businesses
- Improving local street circulation to facilitate commerce

The Master Plan also lists recommended Plan Activities by County subareas. The Lincoln County subareas include:

1. Neskowin Beach through South City Limits of Lincoln City
2. South City Limits of Lincoln City to North City Limits of Newport
3. Newport
4. South City Limits of Newport through South County line

Master Plan recommendations relevant to the Lincoln County TSP include the following:

#### **Neskowin Beach through South City Limits of Lincoln City**

- Create a Central Coast Gateway and Visitor Center near the Highway 101 and Salmon River Highway interchange.
- Identify locations for scenic overlooks of Cascade Head and the Salmon River Basin. Establish a small-scale interpretive center or display to describe the significance of the Cascade Head Experimental Forest and the Salmon River.
- Develop an urban design/landscape treatment in conjunction with the gateway into Lincoln City.
- Identify locations for safety improvements to address high accident rates.
- Improve informational signage to highlight beach access points and points of interest.
- Plan for an additional travel lane between Highway 18 interchange and Lincoln City. Include turn lanes, sidewalks and bike lanes on both sides of Highway 101.
- Develop an access management plan for this area.
- Provide additional travel lanes, bike lanes and sidewalks in the Nelscott area.
- Develop a bike/pedestrian circulation plan for Lincoln City.
- Form a regional task force to evaluate the feasibility of a bypass around Lincoln City.
- Investigate local street improvements to reduce reliance on Highway 101.
- Identify ways to improve inter- and intra- city transit service
- Analyze the value of remaining view corridors of the ocean within Lincoln City to prioritize preservation plans.

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### **South City Limits of Lincoln City to North City Limits of Newport**

- Establish a highway, bike, and pedestrian cross-section from Lincoln City to Depoe Bay. Minimize impact on natural and visual features of Siletz Bay.
- Identify locations for scenic overlooks. Prioritize enhancements and expansions of existing viewpoints.
- Identify future demand for air service at Salishan State airport and corresponding improvements to Highway 101 needed for safe access.
- Identify locations for additional passing lanes.
- Develop a community design program for Depoe Bay that includes a parking strategy, enhancements to the retail core, pedestrian improvements, signage and protection of ocean views.
- Improve circulation system for connecting north/south roads east of Depoe Bay. Provide an alternative route around Depoe Bay.
- Identify locations for safety and geometric improvements.
- Develop an access management plan to increase capacity south of Otter Rock.
- Develop a program to improve signage and entrances to beach access and Otter Crest scenic loop.

### **Newport**

- Accommodate future growth in travel demand with an addition travel lane through Agate Beach. Include bike and pedestrian improvements.
- Investigate improvements to local circulation system in Newport and South Beach to reduce reliance on Highway 101.
- Establish gateway treatments for entrances into Newport.
- Establish a timeline for implementing alternatives for adding travel capacity.
- Provide transit service in Newport, and between Newport and Lincoln City.
- Develop a bike/pedestrian circulation plan.
- Proceed with Yaquina Bay bridge project as identified in the STIP.
- Develop an access management plan and parking strategy.
- Improve Highway 101 and Highway 20 intersection.
- Consider expansion of commercial air service at Newport Municipal Airport, including safety and capacity improvements at entrances.
- Improve signage and access to the Port of Newport.
- Resolve highway interface issues with Port of Newport.

### **South City Limits of Newport through South County Line**

- Identify locations for additional passing lanes and capacity improvements.
- Develop an access management plan with focus on Seal Rock and residential areas adjacent to Highway 101.
- Maintain and enhance vegetation buffer to screen development from the corridor.
- Examine opportunities for interpretive signage at Seal Rock.
- Develop a TSP and community design program for Waldport and Yachats.
- Identify locations for minor system improvements that add capacity in the southern portion of Waldport.
- Consider improvements to intersection of Highway 101 and Highway 34 for safety and community design.



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- Develop a bike/pedestrian circulation plan for area south of Waldport through Yachats.
  - Investigate possible streets to serve residential areas to reduce reliance on Highway 101.
  - Identify locations to enhance views, and screen existing development through the area.
  - Identify locations in Yachats for minor system improvements.
  - Establish a uniform highway cross-section through Yachats.

### **Pacific Coast Scenic Byway Corridor Management Plan for US 101 in Oregon (1997)**

The Pacific Coast Scenic Byway Corridor Management Plan (Plan) states that the purpose of the plan is to (1) serve as guidance for the Oregon Department of Transportation (ODOT) in maintaining and enhancing US 101 and its right-of-way as a scenic byway, and (2) to describe how various responsible agencies, jurisdictions, and individuals will endeavor to protect, maintain, and enhance the features in the vicinity of US 101 that are identified as defining or contributing to the experience of traveling the scenic byway. The Plan was based in part on previous planning efforts explored in the Oregon Coast Transportation Corridor Master Plan (1994). The Plan does not require amendments to local comprehensive plans and does not mandate any new requirements or regulations at any policy level.

The Plan divides the corridor into regions; the Lincoln County coastal area is included within the Siletz, Yaquina, Yachats, and North Dunes Regions. Defining and contributing features were defined for each region, and intrinsic qualities and management goals were assigned for each feature. A sample of features and recommendations for areas within Lincoln County, as they are documented in two supporting Regional Management Plans of the Scenic Byway Corridor Management Plan for US 101, are summarized below. For purposes of the Lincoln County TSP update, transportation-specific recommendations are highlighted.

#### **Scenic Byway Management Plan for the Siletz and Yaquina Regions**

Notable features in the Siletz Region are Lincoln City, Siletz Bay, and the Gleneden Beach District. Specific objectives and strategies for preserving and enhancing features that define this portion of the Scenic Byway include:

- Purchase lands within and adjacent to Cascade Head and reduce the impact of the highway on the estuary
- Reduce the impact of the highway on the Salmon River Estuary; acquire aquatic resources adjacent to U.S. 101 between Salmon River and Devil's Lake
- Establish regulations regarding road width, access, and vegetation management in Siletz Bay

The setting for the Yaquina Region includes Depoe Bay, Cape Foulweather, Beverly Beach, Newport, South Beach, Seal Rock, and Waldport. Specific objectives and strategies for preserving and enhancing features that define this portion of the Scenic Byway include:

- Provide directional and site awareness signs on U.S. 101
- Construct northbound left turn refuge for safer access to Rocky Creek State Wayside
- Maintain Ben Jones Bridge in good condition to retain access to nearby communities
- Rehabilitate/restore characteristics of the Otter Crest Scenic Loop and the surrounding natural environment

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- Regulate multi-modal traffic strategies and provide safe and adequate turnout lanes from U.S. 101 to Cape Foulweather (implementation step is to add project to STIP)
  - Signalization and turn refuge for Yaquina Head Outstanding Natural Area
  - Design and implement roadway lighting on Yaquina Bay Bridge (implementation step is to add project to STIP)
  - Provide additional amenities at the Alsea Bay Bridgehead Wayside, Bridge and Interpretive Center and implement plan to maintain the desired condition of the bridge and interpretive center (implementation step includes ODOT district manager to determine funding availability)
  - Identify runoff problems at Alsea Bay (implementation steps include ODOT to investigate possible highway modifications to alleviate runoff problems)
  - Consider removing trees in a section of U.S. 101 near Whale Cove to enhance the view (ODOT committed to reviewing issue in implementation step)

### **Scenic Byway Management Plan for the Yachats and North Dunes Regions**

Notable features in the Siletz Region are Cape Perpetua, Tenmile Creek, and Heceta Head. Specific objectives, strategies and implementation measures for preserving and enhancing features that define this portion of the Scenic Byway include:

- Encourage cooperation between jurisdictions to develop and maintain, and provide parking for, the trail linking parks in the Yachats Area
- Improve access (reroute entrance) to and from Devil's Churn Viewpoint at Cape Perpetua Scenic Area (add improvement projects to STIP, if necessary)
- Regulate multi-modal traffic flow to and from Viewpoints at Sea Lion Point and Sea Lion Caves; work to design and seek funding for safe pedestrian access across U.S. 101
- Provide trailhead improvements to reduce traffic conflicts between access to the Cummins Creek Wilderness and U.S. 101

The trail linking Yachats, Parks, and Cape Perpetua, off-highway parking in Yachats and the Sea Lion Point Crossing are all listed as Regional Priority Projects

The North Dunes Region is characterized by Baker Beach, the Florence area, and the Jessie M. Honeyman Memorial State Park. Specific objectives, strategies, and implementation measures for preserving and enhancing features that define this portion of the Scenic Byway include:

- Restore characteristics of the natural environment (including re-establish native rhododendrons) and include goals in ODOT District 5 Integrated Vegetation Management Plan
- Regulate multi-modal traffic flow to, from, and within the Oregon Dunes National Recreation Area; Enhance access to dunes and beaches; Provide safety improvements at the intersections of South Jetty Road and at the south end of the Siuslaw River Bridge
- Provide safe pedestrian passage across U.S. 101 within the Honeyman Memorial State Park
- Provide adequate and appropriate signs for horse crossings and beach access at Baker Beach

### **US 20/OR 34 Newport to Sweet Home Interim Corridor Strategy (1998)**

The Interim Corridor Strategy is the first step in developing a Corridor Plan for the US 20/OR 34 Corridor, a corridor that has been identified as having statewide importance. This document

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provides objectives and policy approaches for the operation, preservation and enhancement of transportation facilities and systems within the defined corridor. There are several sections in Chapter 6, Corridor Visions, including goals and interim strategies, that are relevant to Lincoln County's TSP. Relevant items include:

### **Transportation Balance**

- Explore the feasibility of expanding transit between Newport and the Willamette Valley communities.
- Improve transit service connections to rail, bus and airline services.
- Improve pedestrian and bicycle facilities in urban sections of the corridor where necessary.
- In rural sections of the corridor, widen sections of Highway 20/34 to provide a 6-foot shoulder.
- Develop additional pedestrian and bicycle facilities on the Bay Road between Toledo and Newport.
- Develop and implement TDM programs to reduce traffic congestion.
- Establish a park-n-ride lot near a major intersection in Newport.
- Expand and improve rail freight systems in the corridor. Consider long-range opportunities for passenger rail service.
- Pursue regular commercial service to Newport Airport, and develop additional highway access to the Port of Newport.

### **Regional Connectivity**

- Improve the section of Bay Road between Toledo and Newport as an alternative route during emergencies or other disruptions.
- Improve local road systems to enhance the regional effectiveness of Highway 20/34.
- Develop and implement transportation system management programs.

### **Highway Congestion**

- Proceed with the Highway 20/Highway 101 intersection realignment in Newport.
- Identify rights-of-way required for future projects.
- Widen travel lanes and shoulders of Highway 20 between Newport and Highway 229.

### **Safety**

- Construct the Highway 20 Eddyville-Cline Hill project (scheduled for 1997)
- Develop final plans for Highway 20 Pioneer Mountain-Eddyville project.
- Evaluate safety solutions for the following intersections on Highway 20:
  - Highway 229 (Siletz Highway)
  - Business Route 20 in Toledo
- Explore the feasibility of an emergency telephone system for rural sections of the corridor.
- Develop a hazard elimination program for high accident locations.

### **Economic, Social, Environmental and Energy**

- Maintain and enhance the visual quality of Highway 20 between Newport and Philomath.

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### **Portland to Lincoln City Corridor: Interim Corridor Strategy, Oregon Highways 99W and 18, I-5 to U.S. 101 (1997)**

This "interim" document was intended to precede a detailed corridor plan, followed by refinement plans for each highway segment in a third phase in the corridor planning. A small segment of this corridor runs through Lincoln County, providing a link from the Portland Metropolitan area to the Central Oregon Coast. The Corridor Strategy provides objectives and policy approaches for the operation, preservation and enhancement of transportation facilities and systems within the defined corridor. There are no specific references to Lincoln County in the Interim Strategy. However, the goals listed in the document do apply to the portion of the County that is part of the corridor. Those goals are summarized below.

- Transportation balance – provide a balanced mix of transportation modes so that users have choices within the transportation system.
- Regional connectivity – develop transportation facilities that provide for a high degree of connectivity, both within the corridor and to areas outside the corridor.
- Safety – improve all facets of transportation within the corridor.
- Congestion – operate transportation systems at a level of service that is appropriate and efficient.
- Economic impact – promote economic health and diversity through the efficient movement of goods, services, and people through the corridor.
- Environmental impact – provide a transportation system that is environmentally responsible and encourages protection of natural resources.
- Energy impacts – minimize transportation-related energy consumption through the use of efficient and appropriate modes of transportation in the corridor.

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## LINCOLN COUNTY JURISDICTIONS

There are seven incorporated cities within Lincoln County: Depoe Bay, Lincoln City, Newport, Siletz, Toledo, Waldport and Yachats. Only Depoe Bay, Lincoln City, Newport, Toledo, and Yachats have adopted (or proposed) transportation system plans. A summary of locally adopted or proposed transportation-related policies is presented in this section of the Plan and Policy Review.

### **City of Depoe Bay Transportation System Plan (2000-2001)**

#### Existing and Future Conditions

The Transportation Inventory chapter states that the north-south oriented Highway 101 is an arterial that provides the sole access into and out of the city. Lincoln County has jurisdictional responsibility for the east-west oriented Collins Street and all other streets in Depoe Bay are local (city) streets or private streets. Collins Street, Williams Avenue, Bay Street, and South Point Street function as collector streets as traffic from local residential streets primarily use these streets to access Highway 101. East Depoe Bay, north of the bay, is one of seven areas or “districts” in the City. It includes 10 streets that directly access Highway 101 from the east and includes Collins Street, Williams Avenue, and Bay Street, which function as collectors. Streets are well connected but are not organized in an overall grid system due to challenging topography. Key traffic operational issues in Depoe Bay identified in this section are parking, RV parking, sight distances and traffic operations at the intersections Bay and Collins, and pedestrian traffic crossing Highway 101.

As reported in the Depoe Bay TSP, the Lincoln County Transit service (Central Coast Connections) provides weekday service with four daily trips available northbound from Depoe Bay to Lincoln City, and southbound from Depoe Bay to Newport.

The Transportation System Conditions section reveals that the intersection of Collins Street and Highway 101 for the Saturday PM peak hour period (August 2000) was operating at a Level of Service (LOS) E. This degrades to a LOS F in 2025, as explored in the Future Conditions section, and the option of signalizing this, or other intersections on Highway 101, to minimize intersection delay is analyzed. Also discussed is the possibility of locating a public parking garage behind the commercial uses between Bay Street and Collins Street.

Draft recommended transportation improvement projects are listed in Section V. These include:

- Develop a local street plan to accommodate future development, connections and improvements to Collins Street, Williams Avenue, and other collector streets.
- Provide improved connections to Highway 101 from local street connections, i.e. Collins Street, Clarke Street, and Austin Street.
- Public Transportation - Consider opportunities for improved inter-city and intra-city public transportation (primarily for the elderly and disadvantaged).

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### Transportation System Plan

Section VI is the Transportation System Plan. Collins Street is listed as a collector street in the City's Functional Street Classification. As acknowledged under Access Management, future residential development will occur both north and south of Collins Street, i.e. north of Collins Street at View of the Bay Planned Development property west of View of the Bay; and south of Collins Street east of Ainslee Street. Williams Avenue will continue to serve as collector and will incur additional traffic if the alternative north-south access is constructed. This future development and potential improvements will place an increased burden on both Collins Street and Williams Avenue. The recommendation is to limit new access on both streets by only allowing access to infill development in situations where the tax lot cannot be developed without direct access to the collector. In addition, if new local streets are proposed, they should be spaced at no less than 300 feet on these collectors.

The Street Projects section includes specific recommendations for the City's section of Highway 101 within the Downtown Refinement Plan and Special Transportation Area, Highway 101 Pedestrian Improvements North & South of Downtown, an Alternative North-South Access (providing a street connection between Lane Street and Schoolhouse Street), and Local Street Improvements. The Street Projects include recommendations for improving pedestrian and bicycle circulation and safety and providing additional parking. Local street improvements include improving Collins Street to collector street design standards and providing improved connections from this local street to Highway 101.

### Public Transportation Element

The Public Transportation Element of the TSP states that public transportation services are needed to accommodate the elderly and transit disadvantaged. Lincoln County Transit service should be continued and improved to accommodate future transit needs. The TSP recommends that the City of Depoe Bay should work with ODOT, Lincoln County, the cities of Newport and Lincoln City, and transit service providers to accommodate transit needs, secure additional funding, and promote transit services that may be under-utilized. The City of Depoe Bay should monitor transportation needs of the elderly and disadvantaged, and attempt to fulfill those needs. Transit recommendations are as follows:

#### *J. Improve Public Transportation Services*

*Improve public transit services as needed between Depoe Bay and other cities, i.e. Newport and Lincoln City. Improved public transit service and increased ridership can occur through alternative mechanisms:*

- *Increasing public awareness of the existing service that currently is provided on weekdays;*
- *Increasing public transportation trips to include weekend services and/or expanded daily schedules;*
- *Physical public transportation-related improvements within Depoe Bay, i.e. ensuring an adequate number and easily identifiable drop-off/pick-up locations and scheduling information.*

The Pedestrian and Bikeway Element includes the recommendation that Collector streets (Collins Street, Williams Avenue, and Bay View Avenue if north-south connection is built) typically would have 4-6 feet wide shoulder bikeways. Pedestrian and Bicycle Transportation Projects include recommended pedestrian crossings on Highway 101 at Bradford Street, south of

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Clarke Street, Collins Street, Bay Street, and Ellingson Street and providing continuous pedestrian/bicycle facilities where feasible on major streets, including Collins Street.

#### Depoe Bay Transportation Project List

General projects listed as “high priority” on the Depoe Bay Transportation Project List (p. VI.-8) that identify Lincoln County as a “potential implementation mechanism” include local street improvements (improve local streets east of the harbor, i.e. Ainslee, Winchell, Bay View, Park streets), ensuring that transportation facilities and services accommodate special needs (meet ADA standards), and improve public transportation services.

#### **City of Lincoln City Transportation Master Plan (DRAFT 1995)**

The consultant team is currently waiting for the City of Lincoln City to send a copy of the City’s adopted TSP. This document has been reformatted and re-organized and is currently in use at the City. The following text is from Lincoln County’s draft TSP, Appendix B, Lincoln County Planning Context, Section B.1, Local Plans and describes a process and draft TSP that was not adopted locally. A new TSP is reportedly still in draft form and not available for review. Lincoln City is sending one relevant section that includes the City’s street standards for review as part of this process.

*In 1992 the City of Lincoln City retained a consultant to help produce a transportation master plan. This was pursuant to new transportation system planning requirements in the then newly adopted Transportation Planning Rule. This plan is a fairly comprehensive look at needed transportation improvements. The plan looks at all community transportation modes, but there are significant omissions that ultimately resulted in the failure of the City to adopt this plan. The plan describes the needs for roadway improvements, and major modernization (i.e. construction of an east side bypass). It also discusses the need for improved bicycle and pedestrian facilities, but stops far short of establishing a plan for implementation of the other systems.*

*The plan establishes a functional classification system for the City, and develops a project list categorized by timing of the improvement. There are also associated project cost estimates. The plan identifies elements typically not found in transportation plans, such as a street lighting element. The plan also evaluates the need for additional off-street parking, improved signage and pavement markings, feasibility of public transit services, and development of a traffic monitoring system.*

*The plan falls short of the requirements of the Transportation Planning Rule by not addressing land-use pedestrian needs, bikeway needs, freight movements by truck, rail, pipeline, and water. These elements were included in a supplement. This gives a partial look at the transportation system needs and the factors important to its development and improvement. Once the plan was under way, the Siletz Indian Tribe announced the development of an Indian Gaming Casino off Logan Road in Lincoln City. This largely made the analysis that was performed for this document obsolete before its completion.*

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*As stated previously, the City of Lincoln City never adopted this plan, and ODOT is currently in the process of evaluating traffic needs on Highway 101 through town. This may eventually lead to the development of a more current Transportation System Plan.*

### **City of Newport Transportation System Plan (1997)**

The Transportation System Plan (TSP) recognizes Highway 20 and Highway 101 as the most important arterials in the City's multi-modal transportation network and places a strong emphasis on the preservation and improved operation of these corridors. There are no identified County roadways in the City TSP. In the preferred alternative, the only major new facility recommended in the TSP is a new north-south arterial street, west of U.S. Highway 101. The balance of new roadway projects are extensions of, and connections between, local and collector streets. Existing street improvement projects are listed in Table 2 of the TSP; Transportation Management System Improvement Projects (low-capital cost, short time frame projects to maximize the efficiency of the existing system) are listed in Table 3.

Recommended roadway functional classifications (Table 4) include U.S. Highway 101 and U.S. Highway 20 as Principal Arterials. Minor Arterials include Harney Drive (Highway 101 to North-South Arterial) and SE Bay Boulevard (John Moore Road to East UGB limits).

#### Transit Plan

Funding constraints led to the City discontinuing its fixed-route transit service (NAT System) in 1991 and in 1992 a new county-wide public transit system, the Central Coast Connection (CCC), began operations. As documented in the Newport TSP, Lincoln County coordinates a fixed-route system that consists of an intercity shuttle and east and south county vans operating as feeder lines to the shuttle. The CCC makes daily runs between Newport and Lincoln City and there are lines between Siletz, Toledo, Waldport, Yachats, and Newport. Two dial-a-ride vans also serve as feeder lines, carrying passengers from less populated areas to Newport, where they can transfer to the CCC inter-city shuttle buses, the Valley Retriever line to Bend, and Greyhound buses.

Recommendations to enhance and expand the transit service include: extending weekday, and adding weekend, service; adding passenger vans (for the Valley Retriever, dial-a-ride, and shuttle services), and; construction of a multi-modal facility to accommodate intra- and inter-city bus transfers, park-and-ride lot, bicycle parking and offices for taxi and limousine dispatch services and Lincoln County Transit.

### **City of Newport Access Management Plan (1997)**

The stated primary focus of this access management plan is the major arterials in the City of Newport — Highway 101 and Highway 20. These highways provide the major north-south and east-west transportation links for Newport. Background analysis includes an examination of crash rate data per highway segment as correlated with the number of access points at driveways and intersections. For purposes of planning effective access management strategies, the plan distinguishes between the established areas and the developing areas, both in the northern and southern parts of the City. The plan articulates the access management goal for established and developing areas and lists appropriate access management tools to be employed. There are six specific planned improvements for access management within the North Newport developing



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area; several right-in, right-out type restrictions and one closure (City of Newport Access Management Plan, Figure 6). There are three planned modifications to existing access points in the South Beach area consisting of consolidating the Park Headquarters Access with the Main South Beach Park Entrance.

The plan sets private access spacing on minor arterials in non-residential areas at 200'-400' and in residential areas at 150'-300'.

### **City of Toledo Transportation System Plan (1995)**

The stated goals of the Toledo Transportation System Plan include maintaining capacity and increasing safety on the Business 20 route, identifying an additional connection between Business 20 and Highway 20, identifying methods to ensure future transportation planning coordination with ODOT and Lincoln County, maintaining existing rail service to commercial and industrial sites, and improving the bicycle and pedestrian transportation system.

#### Existing Conditions

Chapter 1, existing conditions, identifies U.S. Highway 20 as the only Principal Arterial within the City's UGB. Business Highway 20, also a state facility, lies completely within the City limits and is the only Minor Arterial. U.S. Highway 229 also provides access to Toledo, although it lies outside the UGB, and is considered a major collector, per the City of Toledo's Public Facilities Plan (1989).

County facilities in Toledo include Sturdevant Road, one of the principal north-south roadways serving an urbanizing area north and east of the Olalla Slough, and South Bay Road to Newport. The County also maintains the following Minor Collectors: Lincoln Way, Skyline Drive, Cemetery Road and Arcadia Drive from Cemetery Road to U.S. Highway 20.

Existing weekday p.m. peak hour traffic volumes at key intersections were gathered and analyzed in 1994 and the average weekday daily traffic along critical roadway sections were measured. Seven of the nine key intersections were either on Highway 20 or Business Highway 20. Only the U.S. Highway 20/Business Highway 20 intersection is listed as operating below a Level of Service (LOS) D, a rating determined as acceptable for unsignalized intersections. This intersection was operating at LOS E, a minimum level acceptable. The only signalized intersection, not including railroad crossings, is at the intersection of "A" Street and Business Highway 20 and is listed as operating at a level B.

Existing pedestrian facilities are limited to commercial business areas and government buildings, with some facilities providing access to schools and the Georgia Pacific Industrial Park. There is a limited network of bicycle paths and no on-street bike lanes. The City would like to see a bike path established along Sturdevant Road to connect service to the urbanizing areas north and east of the Olalla Slough and the Toledo Middle and High Schools. Per the Toledo TSP, Lincoln County provides two transit services to the City: the East Feeder Line and Dial-a-Ride. The East Feeder Line service is provided by a 15-passenger van, making four round trips a day with six scheduled stops in the City. The service is not a fixed route so several non-scheduled stops also occur in Toledo.

The Port of Toledo is located 14.5 miles upstream of the Pacific Ocean along the Yaquina River. U.S. Highway 20 provides access to Corvallis and Newport and the Willamette Valley Railroad

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branch line provides access to the main line in Albany. The Oregon State Aeronautics Division maintains an airport adjacent to, but outside, Toledo's Urban Growth Boundary. The TSP notes that it functions as a relief airport for Newport and that there is no room to expand the facilities for commercial/commuter service, nor is there sufficient demand for passenger service.

Transportation issues related to County facilities include high truck volumes along Sturdevant Road in the vicinity of the Toledo High and Middle Schools and congestions issues in the vicinity of the industrial parks adjacent to the Depot Slough and the Yaquina River.

#### Future Conditions

By the year 2015, it is estimated the City will reach a population of 5,473 and the TSP analysis concluded that the land within the UGB can accommodate the future growth. Based on an analysis of future levels of service, the TSP further concluded that the transportation system functions well in its present condition with the exception of the U.S. Highway 20/Business Highway 20 west intersection. Congestion points exist on Business Highway 20 and Butler Bridge Road, but delays were not significant enough to warrant roadway improvements. The only system-wide component identified for improvement is the Pedestrian and Bicycle Facilities Plan.

#### Preferred Transportation System Plan

Recommendations include improvements to U.S.20/East Business Loop 20 (additional signage, maintaining a higher level of striping short term and raised channelization long term) and U.S. 20/West Business Loop 20/Highway 229/Western Loop (install traffic signal and reconstruct south leg of Highway 229; two alternatives to be carried forward to be considered as part of the U.S. 20 corridor study). The recommended roadway classification includes U.S. Highway 20 as a Major Arterial and Business Highway 20 as an Arterial. The Major Collectors include Sturdevant Road, East Slope Road, Butler Bridge Road, and the Siletz Highway. Recommended Minor Collectors include Arcadia Drive/Road and Skyline Drive.

The Recommended Transit Plan calls for maintaining existing East Line Feeder and Dial-a-Ride systems provided by Lincoln County and for the City to support the County in its efforts to secure funding of the services. Recommendations for the Sidewalk Facility Plan set standards for new sidewalks along Business Highway 20 and local facilities; the Bicycle Facility Plan calls for 26 additional miles of bike lanes on Toledo streets and making Sturdevant Road a high priority bicycle corridor.

### **City of Waldport Transportation System Plan (1998-1999)**

Chapter II, Research and Analysis, of the Waldport TSP provides an overview of the existing transportation system. Existing transportation facilities include two roads maintained by Lincoln County: Bayview Road (just north of the Alsea Bay) and Crestline Drive (the portion of south of Salmon Street).

Existing bicycle ways include:

- *U.S. Highway 101 is a designated bicycle route. Through downtown Waldport, U.S. Highway 101 generally consists of four travel lanes with shared bicycle lanes. South of downtown, U.S. Highway 101 is a two-lane road with shoulder bicycle lanes.*

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- *State Highway 34 through Waldport generally consists of two travel lanes, a center turn lane, and shared bicycle lanes.*
- *Crestline Drive, south of Salmon Street, is a county maintained road and consists of two travel lanes and 5' shoulder bicycle lanes.*

### Streets Plan Element

Crestline Drive is categorized as a Minor Collector in the Streets Plan Element, channeling traffic to Highway 34 and to Highway 101 via Wicanda Beach Drive. Crestline Drive is one of three streets (including Range Drive and Cedar Street) that connect Highway 101 and Highway 34 with Waldport's upland area. The original residential upland development occurred fronting and providing direct access to Crestline Drive. The TSP notes that the majority of future development will occur in the upland area of Waldport, which will place an increased burden on the collector streets. It concludes that direct property access should be limited to infill development in areas where direct access is already allowed (e.g., the west side of Crestline Drive between Range Drive and Green Drive, the east side of Crestline Drive north of Range Drive), in cases where a single tax lot cannot be developed without direct access to a collector street. Surrounding development should access collector streets via local streets. The following access management strategies are meant to ensure that the quality and function of the collector street system is maintained.

#### ***Access Management Plan Policies***

*Policy 3. The City of Waldport shall designate access and land uses appropriate to the function of a given road.*

*Policy 4. The City of Waldport shall require new development to minimize direct access points onto arterials and collectors by encouraging the utilization of new local streets that access arterials and collectors, and by encouraging the utilization of common driveways.*

Highway 101 and Highway 34 serve a majority of the truck traffic in Waldport, but Range Drive and Crestline Drive provide trucks access to the limited commercial and industrial development in the upland area. This section states that as the industrial zoned area continues to development Range Drive and Crestline Drive will experience additional truck traffic unless a new collector road is constructed. A new Highway 101 - Crestline Drive connection should provide a more convenient access to the industrial development in order to alleviate truck traffic on Range Drive and Crestline Drive and could potentially allow for future restrictions on truck traffic on these street.

#### ***Truck Route Plan Policies***

*Policy 6. If, in the future, a new collector road is constructed in south Waldport from Highway 101 to the industrial zoned land, the City shall consider restricting truck access on Range Drive and Crestline Drive.*

### TSP Policies and Implementation Strategies

The TSP Transportation Policies and Implementation Strategies section includes the following goals and policies related to Lincoln County:

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### **Goals**

2. *Have an ongoing transportation planning process and maintain a transportation plan that meets the needs of the City and its residents. The transportation plan and facilities of Waldport shall be coordinated with the plans and facilities of Lincoln County and the State of Oregon.*

### **Policies**

1. *The City of Waldport shall:*
  - a. *Identify local, regional and state transportation needs;*
  - b. *Develop a transportation plan that shall address those needs;*
  - c. *Review and update the plan every three to five years;*
  - d. *Continue to coordinate transportation planning with local, regional and state plans by reviewing any changes to regional transportation plans, the Oregon Transportation Plan, and ODOT's State Transportation Improvement Plan (STIP); and*
  - e. *Continue public and interagency involvement in the transportation planning process.*
  
5. *The lead agency for transportation project review in Waldport shall be:*
  - a. *The City of Waldport for projects within the city limits;*
  - b. *The City of Waldport and Lincoln County for projects within the UGB but outside the city limits projects involving county-owned facilities; and*
  - c. *The State of Oregon and the City of Waldport on projects involving state-owned facilities.*

### **Public Transportation Element**

The TSP states that there is a bus/van weekday service that provides two a.m. and two p.m. trips to Newport and Lincoln City and that this existing service appears adequate to accommodate existing weekday demand. The background statement in the Public Transportation Element notes a perception that many Waldport citizens are not aware of the existing service and identifies a need for weekend, early morning, and evening public transportation services.

### ***Public Transportation Policies***

- Policy 7. The City of Waldport shall work with ODOT, Lincoln County, the cities of Newport and Lincoln City, and transit service providers to study public transit needs and possibilities.*
- Policy 8. The City of Waldport shall work with special service providers, ODOT, Lincoln County, and the cities of Newport and Lincoln City to secure additional funding and promote transit services that may be underutilized.*

The following public transportation project is listed in this section:

- X. *Increase Public Transportation Service (High Priority)*  
*Increase public transit (bus and van) service between Waldport and other cities, i.e. Newport, Lincoln City, Corvallis, Salem, and Portland. Improved public transit service and increased ridership can occur through alternative mechanisms:*

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- *Increasing public awareness of the existing service that currently runs four times a day during the week;*
- *Increasing public transportation trips to include weekend, early morning, and evening services;*
- *Physical public transportation-related improvements within Waldport, i.e. ensuring an adequate number and easily identifiable drop-off/pick-up locations; and attractive bus/van shelters with routing and scheduling information.*

### Waldport Transportation Project List

General projects listed as “high priority” on the Waldport Transportation Project List (p. 82) that identify Lincoln County as a “potential implementation mechanism” include street maintenance, access improvements associated with redevelopment, ensuring that transportation facilities and services accommodate special needs (meet ADA standards), increasing public transportation, and arterial and collector street ped/bike facilities. The County is also identified as a potential provider (“implementation mechanism”) of paving striping improvements, but this is listed as a low priority project. Specific projects that pertain to County facilities include a new east-west road in South Waldport (“new road(s) connecting Highway 101 and Crestline Drive,” listed as a medium priority) and Crestline Drive improvements (continuous ped/bike facilities and safety improvements at the hill/curves section, listed as a high priority). These projects are explained in more detail under Recommended Street Plan Projects, in the Street Plan Element.

### **City of Yachats Village Circulation Plan (1997)**

The Village Circulation Plan and Implementation Strategy was adopted as an element of the City of Yachats Comprehensive Plan. The following six areas express the scope of the plan in terms of objectives, along with short-term and long-term implementation strategies and action steps:

- North/South Connection
- Integrated Loop System
- Highway 101
- The Commons
- Parking
- Aesthetics

The objective of the North/South Connection is to provide a continuous pathway from the north to the south of Yachats, “following near the coastal edge for the entire length of the community.” The objective of the Integrated Loop System is to provide a series of interconnected pathway, loops, and overlooks that link the trail system and provide access to important destinations throughout Yachats. The Plan calls for four trail or loop systems: the Northwest Loop, the Northeastern Loop, the River Loop, and the South Yachats Trail.

In order to make Highway 101 safer and more aesthetically pleasing for pedestrians, bicyclists, and automobiles, the plan for the Highway 101 Corridor provides for “entry statements” in the north and south areas of town. These entry treatments (e.g., signage, art, landscaping) are intended to provide a physical notice to individuals that they are entering a “place, with the intent to slow traffic down and enhance and personalize the image of the community.

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The objective of the Commons is to coordinate the Village Circulation Plan with the future uses of the Commons and the Master Plan, as developed by the Parks and Commons Commission. The Commons is envisioned as a central location for visitors who are accessing the trail system for visitors. The plan calls for Circulation Maps to be placed at key locations at the Commons and that trails/pathways lead from the proposed parking lots to the overall trail system.

The Parking objective is to designate parking areas appropriate for the community and the Aesthetics goal is to enhance the character of the Circulation and Trail System.

Two other sections in the Comprehensive Plan contain policies pertaining to a Lincoln County facility. Under Section A, Protection of Natural Resources, the Comprehensive Plan states that:

- 2. The city of Yachats shall assist the State and County in protecting the County Road 804 right-of-way and the prescriptive easements accepted by the Oregon Supreme Court as established by the Lincoln County Surveyor (Survey 11,905 12/18/87) from alterations which would prevent the establishment and maintenance of this segment of the Oregon Coast Hiking Trail within the right-of-way.*

Section C, Protection of Shoreland Resources, also notes the importance of County Road 804 in accessing the estuary and ocean:

- 7. The city of Yachats will develop and implement programs for increasing public access to the estuary and ocean by supporting development of the County Road 804 right-of-way and pursuing signing of existing access points. The City of Yachats will also support and encourage existing and future public access sites to be handicapped-accessible.*

## **Lincoln County Ports**

### **An Overview of Oregon Ports (2001)**

The Ports of Alsea, Newport, and Toledo are within Lincoln County and contain land and water transportation facilities. The document, An Overview of Oregon Ports, (“Overview”) completed in October 2001 and published by the Oregon Public Ports Association and the Oregon Economic and Community Development Department noted the following projects and goals for the Ports in this region:

#### **Port of Alsea**

The Overview includes the following goals and long-term strategies for improving the Port’s facilities include the following:

- Fully developing the business potential of the port’s waterfront properties by promoting their “highest & best use,” maintaining public use fishing facilities on the port’s properties, and supporting regional tourism and recreational development efforts.
- Fully developing the business potential of the port’s real estate holdings by promoting their “highest & best use,” and disposing of property that does not support the port’s strategic business direction.

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- Developing the business potential of the Port District by working with other organizations to maintain and enhance river navigation, flood control, marine recreational opportunities, and business and employment opportunities.
- Preserving the unique environmental setting elements.

The Port of Alsea section also lists the 1997 waterfront improvement project that included new public restroom and parking lot improvements, in 1999 the completion of a Mixed Use Development study, and in 2000 the development of a Port District Interpretive Master Plan.

### **Port of Toledo**

The Port of Toledo's long-term strategies as described in the Overview include the following:

- Dredging the Depot slough navigational channel
- Dredging by the Port office to place docks for the small vessels making more room for larger vessels at existing docks
- Providing additional parking at the public boat launch
- Supporting two vessel shipyard repair facilities

Included in the list of "Current Prime Projects" are plans to provide picnic and viewing areas at the public boat launch, build a public viewing and fishing pier, and add new improvements and business space at the port building for new tenants.

### **Port of Newport**

The Port of Newport's stated goals in the Overview promote and support improvement in "traditional community economic activities and business" and rural economic development and employment. A sample of "Current Prime Projects" are as follows:

- Terminal area facilities redevelopment
- Sportsman's RV Park redesign and rehabilitation
- Marina Complex tourism and recreation development
- Recreational boat launch rehabilitation
- Business and Technology park feasibility

Port of Newport longterm strategies include promoting and supporting the expansion of community and regional tourism and recreation facilities, programs and activities and developing and enhancing cooperative relationships with public and private organizations that share an interest in economic and community development. Listed under "recent successes" are the Business and Technology Park Feasibility Study in progress and the completed boulevard infrastructure improvements on Newport's Historic Bay Front.

### **Port of Newport Strategic Business Plan Update**

This strategic plan identifies potential development projects and initiatives and new business opportunities that could positively contribute to economic development, employment, and "operational health" of the Port District. Project descriptions, associated benefits, and financial assessments are provided for twelve specific projects. Some of the projects with potential transportation-related impacts, including noted infrastructure needs such as new access or parking, include Port Dock 7/Bay Boulevard infrastructure improvements, RV Park redesign and rehabilitation at South Beach, and the Marina Complex tourism and recreation development.

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## LINCOLN COUNTY

### Lincoln County Code

#### **Comprehensive Plan (1984)**

The Lincoln County Comprehensive Plan is part of Chapter 1 of the Lincoln County Code (LCC). As stated in the chapter introduction, the comprehensive plan is a statement of Lincoln County's overall policies regarding the nature of future growth and development in the County. The goals and policies will be considered for modification as part of the TSP process to achieve consistency with state, county, and city policies and regulations.

The introduction of the Comprehensive Plan explains that public agencies, private firms, and individuals can rely on the plan in order to make decisions and investments “with confidence.” Transportation-related general findings in the introduction include the following statements:

*(17) Potential and Approved Oregon Recreation Trails:*

*Lincoln County has only two formally recognized potential state recreation trails (trails for which specific routes have been selected) and no formally approved trails. The Oregon Coast Hiking Trail follows the Lincoln County beaches, with some overland portions around sections of coastal headland areas. Some conflicts have been identified with this trail route in certain areas designated for residential use. The Oregon Coast Bicycle Route follows public right-of-ways for its entire length in Lincoln County, and no conflicts have been identified with this trail route.*

*(20) Transportation:*

*Transportation in Lincoln County centers primarily on the use of the private automobile. It is anticipated that this reliance will continue, and the focus of transportation planning for the planning period will be on design, improvement and maintenance of public roads and highways. Mass transit opportunities in Lincoln County appear to be extremely limited during the planning period. The small number of potential users and their low concentration combine to make any such project economically unsound. It is likely that the importance of air travel will increase during the planning period, commensurate with projected population increases. The probability of commercial air service to the Newport area is anticipated and plans for significant improvements at the airport are being formulated. Rail service and commercial shipping activities are both confined to serving industrial wood products operations in the Newport Toledo area.*

Because these background statements were formulated many years ago, they should be reviewed and updated to reflect current conditions in Lincoln County. In particular, the statement that mass transit opportunities appear to be extremely limited during the planning period does not support many of the proposed policies (see Goal 4 in the Goals and Policies section in this report), many of which are supported by the draft 1999 Transportation System Plan. Similarly, the transportation findings do not necessarily reflect the current situation in the County, but the policies in this Chapter of the County Code articulate the adopted vision for the County. The following are transportation goals policies in the Comprehensive Plan:



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#### **1.0140 Transportation Goals**

*Transportation goals:*

- (1) To plan for a safe, convenient and economic transportation system.*
- (2) To provide an efficient and aesthetically pleasing system of public roads.*
- (3) To develop a transportation system which enhances the County's economy.*
- (4) To encourage energy conserving transportation modes.*
- (5) To conserve energy in transportation.*

#### **1.0145 Transportation Policies**

- (1) Lincoln County shall coordinate its transportation plans with state transportation plans, and the city comprehensive plans.*
- (2) The Lincoln County Road Committee shall recommend capital improvement plans for road construction, major road improvements and maintenance. Priorities shall be established on the basis of road condition, road capacity, traffic volume and effectiveness toward reducing accidents.*
- (3) Lincoln County shall review improvements to the state highway system within the county for consistency with this plan.*
- (4) Lincoln County shall classify roads as major and minor arterials, collectors and residential streets and designate county and public roads.*
- (5) Major arterials shall provide regional access between communities and areas of the county and state.*
- (6) Access to major arterials shall be via fully improved streets except where no alternative exists. Developments adjacent to arterials shall provide through access via collector or residential streets to adjacent developable lands.*
- (7) In response to applications for highway access permits for abutting properties from the State of Oregon, Lincoln County shall respond with the following condition: "This highway access permit shall be valid only as long as alternative access from a collector or local street is not available. Upon development or improvement of a collector or local street, this permit shall be terminated and the driveway shall be abandoned."*
- (8) Adequate setbacks from arterial and collector roads shall be required in order to provide for future purchase of additional right-of-way.*
- (9) Existing rights-of-way shall be used where appropriate and future needed rights-of-way shall be designated to improve the safety of vehicular circulation within the county.*
- (10) Lincoln County shall work to preserve existing rights-of-way that have been identified as having future potential as transportation corridors.*
- (11) Lincoln County shall adopt minimum standards for road construction, improvements and maintenance for county and public roads.*
- (12) Lincoln County shall work with road districts through inter-governmental agreements to provide programs for improvement and continual maintenance.*
- (13) Lincoln County shall work with existing road districts to ensure improvement of public roads to minimum county standards.*
- (14) Lincoln County may share in public road maintenance and improvement with abutting property owners. The County share shall be based upon benefit, road use, classification and priority of the County road capital improvement plan.*
- (15) A condition of final development approval shall be that public roads providing access to proposed development be improved to minimum County standards.*

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- (16) *Lincoln County shall initiate vacation or closure of county or public roads which are no longer necessary for access or which cannot be maintained as determined by the County Engineer except where such roads abut the ocean.*
- (17) *Lincoln County may reduce county roads to public road status.*
- (18) *Set-backs for development shall provide for the planned right-of-way width.*
- (19) *The establishment of private road rights-of-way to accommodate land partitioning shall be to minimum county road standards except when no further partitioning or subdividing is possible.*
- (20) *Lincoln County shall encourage the improvement of existing airports.*
- (21) *Lincoln County shall work with citizens, the Department of Transportation Aeronautics Division, and cities to develop zones which designate surrounding land uses compatible with airports.*
- (22) *Development of heliports, except for emergency use, shall be restricted to commercial, industrial, forest, and agricultural areas and residential areas where the approach and departure occur over areas where there is no potential for residential use.*
- (23) *The Lincoln County Airport Advisory Committee shall advise the County on all land use matters pertinent to airport and aircraft safety.*
- (24) *Lincoln County shall encourage:*
  - (a) *Improved transportation choices including opportunities for those who are aged or incapable due to physical or mental disorder;*
  - (b) *Establishment of a commuter airline service;*
  - (c) *Improvement and maintenance of marine facilities, where appropriate, such as docks, jetties and channels; and*
  - (d) *Designation and improvement of pedestrian and bicycle routes.*
- (25) *Lincoln County shall promote the expansion of the railway system capability.*
- (26) *Lincoln County shall review proposals to locate high voltage electrical transmission lines and high volume natural gas or oil pipelines. The review shall take into consideration land uses along and adjacent to these transmission corridors, weighing public benefit, environmental safety and the economics of alternative proposals.*
- (27) *Transmission lines and pipelines serving and linking residential, commercial, and industrial users shall be located along common corridors where feasible*
- (28) *Lincoln County shall encourage the licensing of bicycles by State of Oregon to increase revenues for bike way facilities.*
- (29) *Lincoln County shall encourage the Oregon Department of Transportation to widen and improve valley access highways.*
- (30) *Lincoln County shall require designation of car pool parking areas as part of access management plan for intersections near major collectors.*
- (31) *Permanent access to that portion of NE Harney Street between NE 32<sup>nd</sup> Street and NE 36<sup>th</sup> Street shall be limited to lands within the City of Newport Urban Growth Boundary. Access to lands outside the Urban Growth Boundary shall be limited to temporary access for forest management purposes. [1998 o.379 § 2]*

Upon adoption, the TSP will become an element of the County's Comprehensive Plan. The goals and policies in the TSP will be the County's adopted long-range vision for transportation planning. Most of the policies in the Comprehensive Plan do not conflict with policies proposed for the TSP. Some adopted policies may no longer be valid (e.g., #7, regarding highway access permits and #14, regarding road maintenance); others simply may be out-of-date (#24a, establish

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a commuter airline service, or 31, pertaining to access on Harney Street). Final proposed TSP goals, policies, and implementation measures should be reviewed against the adopted Comprehensive Plan policies and recommended changes to the Comprehensive Plan should be included in the TSP adoption ordinance.

## **Zoning**

The County's zoning regulations are also found in Chapter 1 of the County Code. This section establishes standards for the division of land and the development of public facilities improvements outside of Urban Growth Boundaries of cities within Lincoln County. Transportation-related development standards are as follows:

### ***1.3230 General Requirements and Minimum Standards of Design and Development***

*The following are the minimum requirements and standards to which subdivisions, partitions and replats must conform before approval.*

#### ***(1) Conformity to the Comprehensive Plan:***

*All subdivisions, partitions and replats shall conform to the Comprehensive Plan, and zoning regulations for Lincoln County. However, lawfully created lots or parcels which do not conform to the current lot size, width to depth or other dimensional standards required by zoning may be re-platted without regard to these standards, except that the degree to which such lots or parcels do not conform to one or more applicable standards shall not be increased.*

#### ***(2) Relation to Adjoining Street System:***

*(a) A subdivision or partition shall provide for the continuation of existing and projected streets and roads. If, in the opinion of the Division or the Commission, topographic or other site conditions make such continuation or conformity impractical, exceptions may be made.*

*(b) When a tract is divided into lots or parcels of a size which could allow for further re-division under current zoning, the Planning Division or Commission may require an arrangement of lots and streets such as to permit a later re-division in conformance with the street requirements and other requirements contained in this chapter.*

#### ***(3) Access:***

*A subdivision, partition or replat shall provide each lot or parcel with not less than 25 feet of frontage on a public or private road or street, except that where necessitated by adverse sight distances or other factors, greater frontage may be required.*

#### ***(4) Private Streets:***

*(a) No street or road which connects existing public streets or which would serve as a collector from existing public or private streets shall be approved as a private street.*

*(b) The establishment of a private street shall not be allowed if it will deny the public access to public areas such as beaches or parks.*

*(c) No road or street shall be approved as a private road in a case where such a road or street presently is or will in the future be needed to provide access to development on adjacent properties or to serve as a collector for other subdivisions or partitions in the area.*

*(d) All private streets or roads established for the purpose of subdividing, partitioning or replatting land shall be surveyed and monumented.*

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(e) *Right-of-way widths and improvements on private roads serving two or three parcels shall be the same as those for public roads providing access to similar developments. Private roads serving only one parcel shall be exempt from standards for improvements.*

**(5) Road Right-of-Way Requirements:**

<u>Type of Road</u>	<u>Right-of-Way Width</u>
Arterials and collectors	60 to 80 feet
Local roads and streets	50 feet
All other roads	50 feet

(b) *Where topographical requirements necessitate either cuts or fills for the proper grading of roads, additional right-of-way or slope easements may be required.*

**(6) Street Design and Improvements:**

(a) *All plans and specifications for street and road improvements shall be prepared by an engineer licensed in the State of Oregon.*

(b) *The layout of streets shall give suitable recognition to surrounding topographical conditions in accordance with the purpose of this chapter.*

(c) *Street improvements, street grades, and centerline radii on curves shall meet standards set forth in the American Association of State Highway and Transportation Officials (AASHTO) manual or other acceptable design principles and construction specifications consistent with generally accepted engineering practices.*

(d) *All bridges shall have a 30 year minimum life expectancy and shall be constructed to load limit standards approved by the County Director of Public Works.*

(e) *All roads proposed to be developed within a city's urban growth boundary shall be developed to the standards of the city where such standards require greater levels of improvements than the standards contained herein.*

**(7) Street Intersections:**

(a) *Streets shall intersect one another at an angle as near to a right angle as is practical considering the topography of the area and previous adjacent layout.*

(b) *Intersections shall be designed so that no danger to the traveling public is created as a result of staggered intersections; in no case shall intersections be offset less than 100 feet.*

**(8) Cul-de-Sacs and Turn-a-Rounds:**

(a) *In general, dead-end (cul-de-sac) streets in partitions or subdivisions with an average lot size of under one acre shall not exceed 400 feet in length.*

(b) *Approved turn-a-rounds shall be provided on all dead-end streets.*

**(9) Utility Easements:**

*Where alleys are not provided, easements of not less than six feet in width may be required on each side of the rear line or side line for necessary utility lines, wires, conduits, storm and sanitary sewers, gas and water. Easements of the same or greater widths may be required along boundary lines or across lots where necessary for the extension of utility lines, waterways, and walkways and to provide necessary drainage ways or channels.*

**(10) Public Access Ways:**

*When necessary for public convenience and safety, the Planning Commission may require the land divider to dedicate to the public access ways 10 to 20 feet*

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*in width to connect to cul-de-sacs, to pass through oddly shaped or unusually long blocks, to provide for networks of public paths according to adopted plans or to provide access to schools, parks, beaches or other public areas, of such design and location as reasonably required to facilitate public use.*

**(11) Lots and Parcels:**

- (a) Every lot or parcel shall front on a street and the frontage of each shall be not less than 25 feet unless a greater frontage is necessitated by adverse sight distance or other conditions.*
- (b) Each side line shall be as close to perpendicular to the adjacent street line or radial to a curved street line as possible.*
- (c) Lots or parcels with double frontage shall not be permitted unless in the opinion of the Director or the Commission, an odd shaped tract or existing topography makes such lots unavoidable.*
- (d) Where lots are to be platted using a "flag lot" configuration, the staff of the flag shall not be considered in computing the width to depth ratio.*

Section 1.1380 of the Lincoln County zoning code lists requirements for Planned Development (PD). The stated purpose of the planned development procedure is to encourage and promote creativity and innovation in site planning, design and development through the application of flexible land development standards. Preliminary plans for these types of developments must include a site map with all proposed roads and pedestrian access (1.1380(3)(b)(A)).

Two “Special Requirements” also pertain to transportation facilities, including Clear Vision Areas (Section 1.1401) and Off-Street Parking and Off-Street Loading Requirements (Section 1.1630).

Standards and Procedures Governing Conditional Uses (1.1630), include standards for mobile home parks (Subsection (7)(e) and recreational vehicle parks (Subsection (8)(h)), including walkway and street design and construction standard. Section 1.1630 includes this standard for “uses involving construction, addition, or reconstruction of piers, docks, boathouses, or similar facilities (14):

- (a) In a Marine Waterway (M-W) Zone, all uses and activities shall be subject to the standards set forth in the Lincoln County Estuary Management Plan, Ordinance #184.*

According to the Lincoln County Transportation System Plan (Draft, 1999), there are four General Aviation airports in Lincoln County, including Newport Municipal Airport, Toledo State Airport, Wakonda Beach State Airport, and Siletz Bay State Airport. All airports in Lincoln County are owned by the State, with the exception of Newport Municipal. Section 1.1630(19) includes the following standards for heliports:

- (a) There shall be provisional approval from the Oregon Department of Transportation, Aeronautics Division.*
- (b) Applicable noise standards of the Oregon Department of Environmental Quality shall be met.*

Section 1.1630(24) includes the following standards for personal use airports:

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- (a) *Personal use airports or helipads shall be restricted, except for aircraft emergencies, to use by the owner, by commercial aviation activities in conjunction with agriculture, and infrequent and occasional use by invited guests.*
- (b) *No aircraft may be based on a personal use airport other than those owned or controlled by the owner of the facility.*
- (c) *Exceptions to the limitations on permitted activities contained herein may be allowed subject to a specific waiver action by the State Aeronautics Division authorizing the activity.*

The County Code includes development guidelines applicable to “areas in close proximity to airports within the county, and particularly in approach pattern areas.” Section, 1.1940 Airport Areas, states the following:

(1) *Purpose:*

*Since airports are an important community asset and investment, they must be protected from encroaching incompatible uses which may subsequently have a deleterious effect on the expansion or future operation of the facility. These development guidelines have been prepared in order to achieve the potential of all airports. The operation of airports should not be placed in jeopardy or be limited by future standards that would be enacted to provide for the safety and health of structures and inhabitants when they should initially have been limited or prevented from locating in close proximity to the airport facility.*

(2) *Areas of Concern:*

*At the present time there are four public airport or landing facilities in the county which warrant the provision of some means of protection. They are located at Siletz Bay, Toledo, Newport, and Waconda Beach. Areas of concern around each of these facilities are delineated on County Zoning Maps. Private landing strips and heliports are not delineated but may still be subject to applicable restrictions.*

(3) *Standards:*

*The following standards shall apply in airport areas:*

(a) *Airport Area Height Limitations:*

*Except as otherwise provided in this section, no structure shall be erected, altered, or maintained, and no tree shall be allowed to grow to a height in excess of the applicable height herein established. Such height limitations shall be established in accordance with regulations of the Federal Aviation Administration relating to objects affecting navigable airspace, 14 CFR Part 77.*

(b) *Use Restrictions:*

*Regardless of any other provisions of this section, no use may be made of land or water within any area covered by this section in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and other lights, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the airport.*

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*(c) Marking and Lighting:*

*The owner of any existing nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by Lincoln County to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport obstruction. Such markers and lights shall be installed, operated, and maintained at the expense of the airport owner.*

*(d) Future Uses:*

*Except for the exceptions provided in paragraph (e) of this subsection, no material change shall be made in the use of land, no structure shall be erected or otherwise established, and no tree shall be planted in any airport area unless approved by the Lincoln County Planning Commission or Planning Division through a conditional use permit. Each application shall indicate the purpose for which the approval is desired, with sufficient detail to permit it to be determined whether the resulting use, structure, or tree would conform to the regulations herein prescribed. If such determination is in the affirmative, the approval may be granted. No permit for a use inconsistent with the provisions of this section shall be granted.*

## **Roads and Surveyor**

Chapter 6 of the Lincoln County Code contains the Road Construction Standards. The construction specifications are noted as follows:

### **6.505 Construction Specifications**

*As provided in ORS 368.205, the county adopts as standard specifications for county road construction the standard specifications for highway construction adopted by the Oregon Department of Transportation with all future amendments thereto.*

## **Lincoln County Bicycle Plan**

The stated purpose of this plan is to promote bicycle use for transportation and recreational purposes, provide for the efficient expenditure of County funds for this purpose, and to serve as an element of the Lincoln County Transportation System Plan as required by the Transportation Planning Rule. The Bicycle Plan reviews Oregon Revised Statute 366.514 (“reasonable amounts” of State Highway funding shall be expended to provide footpaths and bicycle facilities) and the OAR 660, Division 12 (TPR) requirements that are in place to “reduce reliance on the automobile and support the use of alternative modes of travel including bicycles.”

While the principal emphasis of the Bicycle Plan is on County roads, not those maintained by the State, US Forest Service or incorporated cities, the document provides an overview of designated bicycle routes in the County. The Background section notes that the Oregon Coast Bike Route is used by thousands of cyclists annually and that use is especially high in the summer months. In addition to this route on Highway 101, three other major roads within the County are included in Oregon’s bicycle system: US 20, OR 18 and OR 34. The Background section lists bicycle routes designated in the City of Newport’s bicycle plan (1984) and the City of Lincoln City’s Bikeway Master Plan (1987). Also discussed are US Forest Service roads in the Siuslaw National Forest that are used for mountain biking activities, although there is no comprehensive bicycle or recreational plan for the forest.

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Section III of the Bicycle Plan includes the following goals and objectives for the County's bicycle transportation system:

- Goal: Provide and maintain a safe, convenient and pleasing County-wide bicycling system which is integrated with other transportation systems.*
- Objective 1: Develop a bicycle facility plan which addresses the needs of bicyclists in all areas of the County.*
- Objective 2: Balance the plan by including facilities which meet the demands of bicyclists with different needs (commuting, recreating, touring).*
- Objective 3: Provide for coordination between County facilities and those of the State, cities, and federal agencies.*
- Objective 4: Ensure that the County's bicycle route signs, markings and design standards meet applicable state and national standards.*
- Objective 5: Establish priorities for facility construction and maintenance based on needs and resource availability.*
- Objective 6: Provide for regular evaluation of the facilities to determine how well they meet the Plan's goals and objectives.*
- Goal: Encourage and promote bicycle use as a form of recreation and as a mode of transportation in the County.*
- Objective 7: Develop a map of County bicycle routes which can be made available to the public describing bicycling opportunities in the area.*
- Objective 8: Ensure that bicyclists' needs are met by the provision of adequate facilities when streets are constructed or reconstructed.*
- Objective 9: Ensure that bicyclists' parking needs are met at likely destination points.*
- Objective 10: Ensure that opportunities for direct access by bicyclists are provided with new land developments.*
- Goal: Encourage and support bicyclist safety, education and enforcement programs.*
- Objective 11: Encourage and support education and safety programs for appropriate ages to improve bicyclists' skills, observances of traffic laws, and overall safety.*
- Objective 12: Monitor and analyze accident data involving bicyclists to identify and improve safety problem areas.*
- Objective 13: Develop and enforcement program designed to heighten bicyclists' observance of traffic laws and motorists' observance of bicyclists' rights.*

Under the heading of "Parking Facilities," Section III notes that bicycle parking must be provided as part of new multi-family residential developments, new retail, office and institutional developments. It concludes that in order to comply with the TPR the County's zoning ordinance or building codes will need to be amended to require bicycle parking.

Chapter V of the Bicycle Plan includes a description of the four basic types of bicycle facilities and an explanation of the recommended general improvement standards and design practices for



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bicycle facilities. Also in this section are the recommended County roads standard for shoulder width. New or reconstructed roads should include a six-foot shoulder. A four-foot paved shoulder is the recommended minimum width, appropriately applied where right-of-way or environmental constraints limit the County's ability to construct a six-foot shoulder. A minimum 2-to-3-foot shoulder is recommended when a paved shoulder is added to a roadway overlay project. A summary of proposed bicycle routes is included in this chapter in Table 2.

Chapter VI is entitled Facilities Implementation Element. It includes an overview of funding options and includes general recommendations on which implementation measures should take priority. Priorities include adopting a preferred (6-foot) and a compromise (2-to-3-foot) shoulder standard, paving shoulders in combination with overlay projects (lower estimated cost than shoulder-only paving projects), spot widening (e.g., on areas of limited visibility), paving driveway aprons, improving signing, and mapping routes.

### **Lincoln County Transportation System Plan (Draft, 1999)**

The Lincoln County Transportation System Plan (TSP) was originally prepared through the financial assistance of a state Transportation and Growth Management (TGM) grant. Lincoln County never formally adopted this plan. The 1999 draft TSP is organized in four sections: Introduction, Existing Conditions, The Plan, and Transportation Planning Rule Compliance. The elements under these sections are noted in Table 1, Elements of Transportation System Plans. The TSP's recommendations for compliance with the Transportation Planning Rule (TPR) are reviewed as part of Table 2, TPR Requirements and Lincoln County Compliance.

#### **Transportation Planning Rule (TPR) Compliance**

Per the TPR, Lincoln County is required to develop and adopt a transportation system plan (TSP). Lincoln County, an area outside an MPO, was required to complete and adopt a regional TSP and implementing measures by May 8, 1997 (660-012-0055). The TPR requires that local governments adopt land use regulations consistent with state and federal requirements "to protect transportation facilities, corridors, and sites for their identified functions OAR 660-012-0045(2)." The County's current TSP was adopted in 1979 and does not comply with this requirement, as it no longer accurately reflects the current transportation system or predicts the future needs of Lincoln County. An updated Lincoln County Transportation System Plan, developed with the assistance of the consulting firm, JRH, was completed in 1999, but never adopted by the County.

This assessment of TPR compliance will be based primarily on Lincoln County's adopted County Code (LCC) and the 1999 Draft Transportation System Plan. Table 1 identifies the required elements of a TSP, provides an assessment of how well the 1999 Draft TSP complied with this TPR section, and includes additional comments to guide the TSP update. Table 2 lists TPR implementation requirements, an assessment of existing County code and regulatory provisions that meet the requirements, and recommendations for changes to the Lincoln County Code that will likely be needed to fully implement the a new TSP and comply with the TPR. The third column in Table 2 includes an overview of how the 1999 draft TSP addressed the implementation requirements. Recommended changes to local regulatory documents are intended to provide guidance to project staff during the update of the Lincoln County TSP. In particular the modifications to the Lincoln County Code may be revised during the planning process and become implementation recommendations for inclusion in the draft TSP.

<b>Table 1. Elements of Transportation System Plans</b>	
<b>TPR Requirement (OAR Section 660-12-0020)</b>	<b>Draft TSP Compliance/Recommendations</b>
<p>(1) A TSP shall establish a coordinated network of transportation facilities adequate to serve state, regional and local transportation needs.</p> <p>(2) The TSP shall include the following elements:</p>	
<p>(a) A determination of transportation needs as provided in OAR 660-012-0030;<sup>4</sup></p>	<p>Section 3.2, Model Elements, establishes the methodology for determining transportation needs. Growth rates were estimated using historical data contained in the ODOT Transportation Volume Tables. Determination of transportation needs was based on ADT. The forecasts were for year 2020. Chapter 4, Transportation Planning Rule Compliance, notes: “The population and employment forecasts for Lincoln County have very little to do with the transportation needs identified in the plan. Needs for transportation improvement were driven by heavy tourism traffic...”</p> <p><b>Recommendation:</b> Create “future conditions” section of the TSP that is separate from the “Plan” (recommended alternative) element.</p>
<p>(b) A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections. Functional classifications of roads in regional and local TSPs shall be consistent with functional classifications of roads in state and regional TSPs and shall provide for continuity between adjacent jurisdictions. The standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-012-0045(3)(b). New connections to arterials and state highways shall be consistent with designated access management categories. The intent of this requirement is to provide guidance on the spacing of future extensions and connections along existing and future streets which are needed to provide reasonably direct routes for bicycle and pedestrian travel. The standards for the layout of local streets shall address:</p> <ul style="list-style-type: none"> <li>(A) Extensions of existing streets;</li> <li>(B) Connections to existing or planned streets, including arterials and collectors; and</li> <li>(C) Connections to neighborhood destinations.</li> </ul>	<p>Figures 3-7 map the Functional Classifications of the County roadway system. Chapter 2, Existing Conditions, includes the following statement: “The County recently prepared a functional classification system for all roadways within Lincoln County. This classification scheme was reviewed and determined adequate, given the character and usage of each roadway.” Appendix F includes a summary of functional classification for County-maintained roadways.</p> <p>Specific pedestrian facilities are evaluated and recommended in 3.2.3.1 Lincoln County Tour, an overview of where facilities were needed, based on DLC/ODOT guidelines. Section 3.2.3.2 Pedestrian Policy lists required improvements on particular roadway segments and requires that new residential developments provide pedestrian facilities if they meet certain criteria.</p> <p><b>Recommendations:</b> Include the Functional Classifications map(s) and the list of County-maintained roadways in the “Plan” element of the TSP so that it is clear that these are part of the adopted policy.</p> <p>Reevaluate the need for general (versus site-specific) requirements for new commercial and employment developments to provide pedestrian amenities; reevaluate the definition of pedestrian amenities (and the fact that it now includes widened shoulder area on the roadway).</p>

<sup>4</sup> Counties preparing regional TSPs must rely on the analysis of state transportation needs in adopted elements of the state TSP (Section -0030(2)). Within urban growth boundaries, the determination of local and regional transportation needs is based on population and employment forecasts and distributions consistent with the acknowledged comprehensive plan. Forecasts and distributions must be based on a 20-year horizon or longer (Section -0030(3)(a)).

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<b>Table 1. Elements of Transportation System Plans</b>	
<b>TPR Requirement (OAR Section 660-12-0020)</b>	<b>Draft TSP Compliance/Recommendations</b>
<p>(c) A public transportation plan which:</p> <p>(A) Describes public transportation services for the transportation disadvantaged and identifies service inadequacies;</p> <p>(B) Describes intercity bus and passenger rail service and identifies the location of terminals;</p> <p>(C) For areas within an urban growth boundary which have public transit service, identifies existing and planned transit trunk routes, exclusive transit ways, terminals and major transfer stations, major transit stops, and park-and-ride stations. Designation of stop or station locations may allow for minor adjustments in the location of stops to provide for efficient transit or traffic operation or to provide convenient pedestrian access to adjacent or nearby uses.</p> <p>(D) For areas within an urban area containing a population greater than 25,000 persons, not currently served by transit, evaluates the feasibility of developing a public transit system at buildout. Where a transit system is determined to be feasible, the plan shall meet the requirements of paragraph (2)(c)(C) of this rule.</p>	<p>Section 2.6, Public Transportation, describes the County transportation service district. Figure 25 maps the Existing Transit Routes, but does not identify stop or station locations. The Modal Elements includes 3.2.4 Public Transportation. This section includes a list of unmet (and unfunded) needs. There is a recommendation for developing a 10-year Transit Development Plan.</p> <p><b>Recommendation:</b> Include potential/recommended funding mechanisms to implement transit improvements.</p>
<p>(d) A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514;</p>	<p>The TSP includes the Summary of Proposed Lincoln County Bicycle Routes list (Table 14) from the 1992 Bicycle Plan. The Bicycle Plan includes a detailed description of the listed routes and corresponding maps. Section 3.2.3 is the Pedestrian Element. The Policy subsection “identifies where facilities are absent or inadequate and details the needed improvements (p. 79).” Recommended improvements are site-specific, and not based on standards. There are objective criteria for requiring improvements as part of new residential development.</p> <p><b>Recommendation:</b> Establish criteria or a priority system for improving the pedestrian network. Include maps of pedestrian network (existing and proposed). Establish requirements or criteria for new commercial and employment developments to provide pedestrian amenities. Reevaluate the definition of pedestrian amenities and what types of facilities are needed for different types of land uses.</p>
<p>(e) An air, rail, water and pipeline transportation plan which identifies where public use airports, mainline and branchline railroads and railroad facilities, port facilities, and major regional pipelines and terminals are located or planned within the planning area. For airports, the planning area shall include all areas within airport imaginary surfaces and other areas covered by state or federal regulations;</p>	<p>Air/Rail/Water/Pipeline is Section 3.2.5 under the Modal Elements.</p> <p><b>Recommendations:</b> Map the facilities for each element under this section. Explain in text and graphics the airport planning area.</p>
<p>(f) For areas within an urban area containing a population greater than 25,000 persons a plan for transportation system management and demand management;</p>	N/A
<p>(g) A parking plan in MPO areas as provided in OAR 660-012-0045(5)(c);</p>	N/A
<p>(h) Policies and land use regulations for implementing the TSP as provided in OAR 660-012-0045;</p>	Appendix C to the TSP is the Lincoln County Ordinance Amendments to Implement the Transportation Planning Rule

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<b>Table 1. Elements of Transportation System Plans</b>	
<b>TPR Requirement (OAR Section 660-12-0020)</b>	<b>Draft TSP Compliance/Recommendations</b>
	Requirements
(i) For areas within an urban growth boundary containing a population greater than 2,500 persons, a transportation financing program as provided in OAR 660-012-0040.	<b>Recommendation:</b> If Lincoln County has unincorporated urban areas with populations greater than 2,500, than the TSP should include a financing program. If this requirement is not applicable, it is still recommended that the County have a finance element in the TSP that identifies funding or potential funding sources for needed transportation improvements.
(3) Each element identified in subsections (2)(b)–(d) of this rule shall contain:  (a) An inventory and general assessment of existing and committed transportation facilities and services by function, type, capacity and condition:	This requirement is addressed in Chapter 2, Existing Conditions.
(A) The transportation capacity analysis shall include information on:  (i) The capacities of existing and committed facilities;  (ii) The degree to which those capacities have been reached or surpassed on existing facilities; and  (iii) The assumptions upon which these capacities are based.  (B) For state and regional facilities, the transportation capacity analysis shall be consistent with standards of facility performance considered acceptable by the affected state or regional transportation agency;  (C) The transportation facility condition analysis shall describe the general physical and operational condition of each transportation facility (e.g., very good, good, fair, poor, very poor).	The level of service analysis was prepared for the peak hour during the week; 30% more traffic was added to emulate weekend traffic volume. Target volume-to-capacity ratios/mobility standards provided in the 1999 Oregon Highway Plan were used in the calculation of service flow rates for highway segments. (Existing level-of-service is found in Section 2.2.3.)  The TSP does not have a complete list of County-maintained roadway facilities, however pavement conditions are calculated in Table 6 and roadway conditions are mapped in Figure 18. The Bicycle Routes Roadway Inventory is included in Table 7; Existing Transit Routes is Figure 25.
(b) A system of planned transportation facilities, services and major improvements. The system shall include a description of the type or functional classification of planned facilities and services and their planned capacities and levels of service;	Roadway capacity constraints are documented in Section 3.2.1 The capacity analysis concentrates on future conditions on US 101, US 20, and OR 18 based on the weekday and weekend peak hour for level of service.  Table 9 includes the 2020 Weekday and Weekend Peak Hour Selected Stop-controlled Intersection LOS; Table 11 is Stop-controlled Intersection Mitigation Measures necessary for US 101 and OR 18; Table 12 includes timing and costs for stop-controlled intersection projects; Table 13 lists the timing and cost for highway widening projects.  <b>Recommendations</b> Include the Functional Classifications map(s) and the list of County-maintained roadways in the “Plan” element of the TSP.
(c) A description of the location of planned facilities, services and major improvements, establishing the general corridor within which the facilities, services or improvements may be sited. This shall include a map showing the general location of proposed transportation improvements, a description of facility parameters such as minimum and maximum road right-of-way width and the number and size of lanes, and any other additional description that is appropriate;	Proposed Bicycle and Pedestrian Improvements are in Figures 21-24. Table 11 (Stop-controlled Intersection Mitigation Measures) includes the type of widening necessary on US 101 and OR 18.  <b>Recommendation:</b> New street extensions or realignments (Harney Drive Extension in Newport; realignment of Highway 20 from Pioneer Mountain to Eddyville) should be mapped.
(d) Identification of the provider of each transportation facility or service.	<b>Recommendation:</b> Include a table that distinguishes County and State transportation facilities/services.

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<b>Table 2. TPR Requirements and Lincoln County Compliance</b>		
<b>TPR Requirement (OAR Section 660-12-0045)</b>	<b>Ordinance Compliance/Recommendations</b>	<b>1999 Draft Lincoln County TSP, Appendix C</b>
(1) Each local government shall amend its land use regulations to implement the TSP.		
(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.	<p>Transportation facilities are listed as an outright use in the <u>Agricultural Conservation Zone AC</u> (1.1373). This includes:</p> <p><i>(h) Reconstruction or modification of public roads and highways, not including the addition of travel lanes, where no removal or displacement of structures would occur, and no new land parcels would be created.</i></p> <p><i>(j) 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.</i></p> <p>Listed under conditional uses (<i>Additional Conditional Uses Permitted that are Subject to OAR 660-33-130(5)</i>) are the following:</p> <p><i>(h) Personal use airports and heliports, including associated hangars and maintenance and service facilities.</i></p> <p><i>(p) Construction of additional passing and travel lanes requiring the acquisition of right of way, but not resulting in the creation of new land parcels.</i></p> <p><i>(q) Reconstruction or modification of public roads and highways involving the removal or displacement of structures, but not resulting in the creation of new land parcels.</i></p> <p><i>(r) Improvement of public roads and highway related facilities such as maintenance yards, weigh stations, and rest areas, where additional property or right of way is required, but not resulting in the creation of new land parcels.</i></p>	

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Table 2. TPR Requirements and Lincoln County Compliance		
TPR Requirement (OAR Section 660-12-0045)	Ordinance Compliance/Recommendations	1999 Draft Lincoln County TSP, Appendix C
	<p>Uses permitted outright in the <u>Timber Conservation Zone TC</u> (1.1375) include road construction “auxiliary to forest practices” (1)(c) and:</p> <p><i>(n) Widening of roads within existing rights of way in conformance with the transportation element of acknowledged comprehensive plans, including public road and highway projects as described in ORS 215.213(1)(L) through (o) and ORS 215.283(1)(k) through (n).</i></p> <p><i>(t) Expansion of existing airports.</i></p> <p><i>(u) Public road and highway projects as described in ORS 215.213(2)(p) through (r) and ORS 215.283(2)(p) through (r).</i></p> <p>General requirements for all dwellings in the TC zone include providing proof of a long term road access use permit or agreement if road access to the dwelling is by a road owned and maintained by a private party or by the Oregon Department of Forestry, the United States Bureau of Land Management, or the United States Forest Service; the road use permit may require the applicant to agree to accept responsibility for road maintenance (1.1375(6)(g)). Section (8) includes the provisions for Fire Safety Design Standards for Roads, include width, construction materials, and grade.</p> <p>Heliports and pilings, piers, docks, and similar in-water structures are a conditional uses in the <u>Tourist Commercial Zone C-T</u> (1.1360), <u>Retail Commercial Zone C-1</u> (1.1361 ), and <u>General Commercial Zone C-2</u> (1.1362). Heliports, marinas and Pilings, piers, docks, and similar in-water structures are conditional uses in the <u>Planned Industrial Zone I P</u> (1.1364).</p> <p>Transit facilities, bicycle facilities and pedestrian facilities are not addressed in any of the County’s zones. Bicycle improvements, in particular paved shoulder widths, are recommended in the Lincoln</p>	

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Table 2. TPR Requirements and Lincoln County Compliance		
TPR Requirement (OAR Section 660-12-0045)	Ordinance Compliance/Recommendations	1999 Draft Lincoln County TSP, Appendix C
	<p>County Bicycle Plan.</p> <p><b>Recommendation:</b> For clarity, the zoning section of the LCC should be modified to include transportation facilities, including pedestrian and bicycle amenities, as an outright use in each of the County’s zones where it is appropriate.</p> <p>Section 1.1115, Definitions, includes street and road related terms, but does not include terminology for relating to pedestrian, bicycle or transit uses. Definitions should be added to the LCC to address these uses. Additional clarification could be added to distinguish between land based and water based transportation.</p>	
<p>(c) Local governments shall provide a review and approval process that is consistent with 660-012-0050 (Transportation Project Development). Local governments shall amend regulations to provide for consolidated review of land use decisions required to permit a transportation project.</p>	<p>Section 1.1210 Review Procedures, Subsection (2)(b) of the LCC states that the procedure for action by the Division on applications for permits (discretionary approval of a proposed development of land) as defined in ORS 215.402(4) includes a referral of the application to “affected cities, districts, and local, state or federal agencies for comments.”</p> <p>The County does not have an adopted process specifically for roadway review or to permit a transportation project.</p> <p><b>Recommendation:</b> The LCC does not contain specific requirements for notice to ODOT for applicable land use applications. Section 1.1210 should be amended to include such provisions.</p> <p>The County should develop/document a clear and objective review process for the approval of land use decisions required to permit a transportation project.</p>	
<p>(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities for their identified functions.</p>		<p>The draft TSP notes that the intent of TPR Section – 0045(2) is to protect the integrity of existing transportation improvements and that management and protection of existing facilities plays an important role towards this end (3.1).</p>

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Table 2. TPR Requirements and Lincoln County Compliance		
TPR Requirement (OAR Section 660-12-0045)	Ordinance Compliance/Recommendations	1999 Draft Lincoln County TSP, Appendix C
(a) Access control measures.	<p>Transportation policy (7) states that in response to applications for highway access permits for abutting properties from the State of Oregon, Lincoln County shall respond with the following condition: "This highway access permit shall be valid only as long as alternative access from a collector or local street is not available. Upon development or improvement of a collector or local street, this permit shall be terminated and the driveway shall be abandoned."</p> <p>Access control is addressed in Section 1.1605, Authorization to Grant, Deny or Revoke Conditional Use Permit, and gives the Planning Director or Planning Commission the right to impose additional conditions, including (c) controlling the location and number of vehicle access points.</p> <p><b>Recommendation:</b> Access control standards should be more broadly applicable than the current discretionary measure for the approval of a conditional use. Through the TSP update process, the County should consider the model language provided in Appendix C of the draft TSP (see adjoining column), as it provides a through list of important access management tools.</p> <p>The Zoning Code at a minimum should include driveway and public road spacing, median control and signal spacing standards. These standards should implement the recommendations of the TSP, should be included in public works engineering standards and be consistent with the functional classification of roads and with limiting development on rural lands.</p>	Appendix C references the ODOT Small Jurisdiction Model Ordinance. <sup>5</sup> Recommended model language is for an access control ordinance (3.2.2). Standards from this section could be modified to reflect the County's needs and adopted as a complete section of the LCC, or standards could be incorporated into existing sections of the LCC.
(b) Standards to protect the future operations of roadways and transit corridors	The zoning code does not contain standards to protect the future operation of roads or reference any outside	

<sup>5</sup> The 1999 draft TSP notes that the ODOT Small Jurisdiction Model Ordinance a planning tool that was not yet adopted by the State at the time this information was compiled for the TSP. The origin of this document is unknown and it is seemingly not widely used for transportation planning. Some of the references are similar to information available in the Model Development Code and User's Guide for Small Cities developed as a planning tool through the Transportation and Growth Management Program in 1999.



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Table 2. TPR Requirements and Lincoln County Compliance		
TPR Requirement (OAR Section 660-12-0045)	Ordinance Compliance/Recommendations	1999 Draft Lincoln County TSP, Appendix C
	<p>documents regarding future operations or transit corridors. The County does not have an adopted Public Works Standards document or ordinance.</p> <p><b>Recommendation:</b> Amend the zoning code to include standards to protect future operation of roads and major transit corridors (see comments above).</p>	
(c) Control of land use around public use airports	<p>Section 1.1940 Airport Areas includes development guidelines for areas in close proximity to airports within the county, and particularly in approach pattern areas. Standards in subsection 3 include height limitations in accordance with regulations of the Federal Aviation Administration relating to objects affecting navigable airspace, 14 CFR Part 77 (a) and limitations on use (b), including prohibiting uses that create electrical interference, glare or impair visibility. The Lincoln County Planning Commission or Planning Division must approve a conditional use permit before any “material change” is made in any airport area. Subsection (h) includes permitted land uses within airport areas, defined as Approach Zones, Clear Zones, Moderate Noise Impact Zones and Substantial Noise Impact Zones.</p> <p><b>Recommendation:</b> Amend the LCC to provide clear definitions of the airport areas; eliminate the prohibited uses list, include an allowed uses list (prohibit all uses not on list), and clarify the conditional use provisions. Review state model ordinance to protect public use airports (see adjoining column) for consistency.</p>	<p>Appendix C, Section 3.3, provides model language from the 1994 Oregon Airport Land Use Compatibility Guidelines to meet this TPR requirement. While some of the sample language is policy oriented and better suited for the Comprehensive Plan, this draft TSP section includes a model ordinance to protect public use airports.</p>
(d) Coordinated review of future land use decisions affecting transportation facilities, corridors or sites	<p>The Zoning Ordinance does not provide a process for coordinated review of future land use decisions that affect transportation facilities.</p> <p><b>Recommendation:</b> The City should consider adding language to Section 1.1225(2), quasi-judicial amendments, to specifically include land use reviews for transportation-related facilities. Notification to ODOT, for land use amendments that affect state</p>	<p>Appendix C includes “Recommended Policies for Coordinated Review” in 3.4.1. The two policies listed pertain to coordination with ODOT to ensure consistency between the County TSP and the STIP and using draft EA or EIS findings in land use decisions. The policies are more specific than the recommended “coordination” policies listed in the Draft Goals and Objectives memorandum (May 2005).</p>

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Table 2. TPR Requirements and Lincoln County Compliance		
TPR Requirement (OAR Section 660-12-0045)	Ordinance Compliance/Recommendations	1999 Draft Lincoln County TSP, Appendix C
	facilities, to affected local jurisdictions, and to relevant transit providers/departments should be included in this section to ensure a “coordinated review.”	
(e) Process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities	<p>Zoning Code Section 1.1605, Authorization to Grant, Deny or Revoke Conditional Use Permit, gives the Planning Director or Planning Commission the right to impose additional conditions, including (c) controlling the location and number of vehicle access points.</p> <p>Lincoln County’s Code does not have a process to apply development conditions in order to minimize impacts to transportation facilities.</p> <p><b>Recommendation:</b> The site plan review sections of the LCC (1.3230, General Requirements and Minimum Standards of Design and Development) should be amended to include a requirement that development proposals include data on the potential traffic impacts. The LCC should include a process to apply conditions to development proposals that will affect County road facilities by more than a certain number of average daily motor vehicle trips.</p> <p>The County should reassess standards for each of the residential and commercial zoning categories to indicate that future road usage is based on the maximum density allowed by zone.</p> <p>See the TPR requirements in section 660-012-0060 below.</p>	<p>Model language in Appendix C includes a “Recommended Process for Applying Conditions to Development Proposals.” For proposed developments on County roads, the recommended process includes requiring a TIS or estimation of the number of trips a proposed project expects to generate and setting a threshold of 400 ADT above which developers shall be required to mitigate impacts attributed to the project.</p> <p>Dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or accessways shall be required where the existing transportation system will be impacted by, or is inadequate to handle the additional burden caused by the proposed use. Example of improvements include paving, curbing, installation or contribution to traffic signals, construction of sidewalks, bikeways, accessways, paths, or streets that serve the proposed use.</p>
(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of: land use applications that require public hearings, subdivision and partition applications, applications which affect private access to roads, applications within airport noise corridor and imaginary surfaces which	<p>Lincoln County Code Section 1.1250 details notification procedures for public hearings; no specific notification to ODOT or to other agencies is required.</p> <p><b>Recommendation:</b> The County should amend the LCC to include a requirement that ODOT and other affected public agencies (DEQ, Oregon Aviation Administration, etc.) receive notification of land use applications that meet the descriptions in this TPR</p>	<p>Appendix C specifies that the LLC should be amended to provide for notice to ODOT regarding any land use action on or adjacent to a State facility (Section 3.4.3). Model language includes notifying other jurisdiction’s public works departments when actions by the County potentially affect another jurisdiction’s roads. The County policy should be to notice providers of public transit and special interest transportation groups (such as freight or rail</p>

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Table 2. TPR Requirements and Lincoln County Compliance		
TPR Requirement (OAR Section 660-12-0045)	Ordinance Compliance/Recommendations	1999 Draft Lincoln County TSP, Appendix C
affect airport operations.	requirement. Similarly, notification should be provided to other jurisdictions if an action by the County potentially affects another jurisdiction’s road or facility. Review the recommended notification information in the model language (see adjoining column) for possible inclusion in LCC Section 1.1250.	interests) of any roadway or transportation project. (See Goal 3, Coordination, in the Goals and Policies section of this report.) In addition, the model language lists the type of information that should be conveyed to reviewers.
(g) Regulations assuring amendments to land use designations, densities, design standards are consistent with the function, capacities, and levels of service of facilities designated in the TSP.	<p>The LCC does not contain provisions ensuring that amendments be consistent with the designated facilities in the TSP.</p> <p><b>Recommendation:</b> The County should amend the zoning section of the LCC to include clarification that approval of amendments to land use designations, densities and design standards must be consistent with the planned transportation system, as adopted in the County’s TSP. Sections that may be appropriate for this revision include Administration (1.1225 Amendments, 1.1245 Intent to Rezone; Purpose and Procedure) and Land Divisions. Language that governs zone changes and plan amendments should be revised to include reference to TPR Section –0060 (see Section 660-12-0060 below), or should include language from this section that states under what circumstances a plan or land use regulation amendment “significantly affects a transportation facility” and the mitigation that is required. The options for ensuring that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the TSP should be included in the LCC or the LCC should reference the relevant TPR section.</p>	Appendix C states that this requirement can be addressed by adding a policy to the Comprehensive Plan that states that all development proposals, plan amendments, or zone changes shall conform with the adopted Transportation System Plan. Conformance with the Comprehensive Plan is a requirement of approval for legislative amendments (Section 1.1230) and quasi-judicial amendments (Section 1.1235).
(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth in 660-012-0040(3)(a-d):		
(a) Provide bicycle parking in multifamily developments of 4 units or more, new retail, office and institutional developments, transit transfer stations and park-and-ride lots	Section 1.1415 of the LCC includes off-street parking requirements; bicycle parking is not included in this section and is not a requirement in any of the zone classifications.	Model language in Appendix C includes several recommended policies for pedestrian and bicycle circulation. These concepts are captured in proposed policies (see Goal 5, Pedestrian and Bicycle Facilities in

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Table 2. TPR Requirements and Lincoln County Compliance		
TPR Requirement (OAR Section 660-12-0045)	Ordinance Compliance/Recommendations	1999 Draft Lincoln County TSP, Appendix C
	<p><b>Recommendation:</b> The zoning section should be amended to include a section that requires bicycle parking per OAR -0040(3)(a). See model ordinance language in Appendix C of the draft 1999 TSP.</p>	<p>the Draft Goals and Objectives memorandum, May 2005) or are more appropriate for cities (such as requiring sidewalks on all new streets within the Urban Growth Boundary).</p> <p>The model ordinance language (4.2.2) provides specific recommendations for the amount and type of bicycle parking spaces that should be provided according to land use.</p>
<p>(b) Provide “safe and convenient” (per subsection 660-012-0045.3(d)) pedestrian and bicycle connections from new subdivisions/multifamily development to neighborhood activity centers; bikeways are required along arterials and major collectors; sidewalks are required along arterials, collectors, and most local streets in urban areas except controlled access roadways</p>	<p>Section 1.1630, Standards and Procedures Governing Conditional Uses, states that illuminated, three-foot wide walkways may be required to provide pedestrian access from mobile home spaces to community and service buildings in mobile home parks (7)(f), and from trailer spaces to community and service buildings in recreational vehicle parks (8)(h). Subsection (14)(H), standards for uses involving construction, addition, or reconstruction of piers, docks, boathouses, or similar facilities, requires walkways on one side of individual moorages.</p> <p>Planned Development (PD, Section 1.1380) is expected to be “pedestrian oriented development which reduces reliance on automobile travel, provision of solar access or similar measures to promote energy conservation, or avoidance of risks and costs associated with environmental hazards.”</p> <p>Requirements for bike paths or pedestrian connectivity as part of new subdivisions or for bikeways along arterials and collectors are not currently found in the LCC.</p> <p><b>Recommendation:</b> The zoning code should include development standards that require pedestrian and bicycle connections between residential developments and connecting new housing to activity centers. Code and public works standards should specify where sidewalks and bikeways are required (based on street classification) and their construction design (width,</p>	<p>The model language includes several pertinent definitions (such as “accessway” and “walkway”) that should be added to the LCC definitions section (1.1115). Section 4.4 includes sample code language for providing bicycle and pedestrian connections. The recommended language includes giving the Planing Director discretion in determining whether construction of a separate walkway/bikeway is impractical. Giving the Planning Director a discretionary role is a policy decision that the County will have to make, but the zoning code should have some clear and objective standards for requiring pedestrian and bikeways on which to make final approval decisions.</p> <p>Code language from the City of Bend and City of Coquille is also provided in Appendix C for direction on block length/perimeter standards and pedestrian ways (required in any block over 660’ in length; 10’ minimum width requirement). The model language recommends requiring proposals for schools and other community gathering spaces to include a bicycle and pedestrian plan. Section 4.6 includes policy and code language that address connectivity, including limiting cul-de-sac streets, requiring streets to connect to the existing or planned streets, and requiring that proposed streets or street extensions provide direct access to neighborhood activity centers. Some of these provisions are included in LCC Section 1.3230, General Requirements and Minimum Standards of Design and Development ((2) Relation to Adjoining Street System).</p>

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Table 2. TPR Requirements and Lincoln County Compliance		
TPR Requirement (OAR Section 660-12-0045)	Ordinance Compliance/Recommendations	1999 Draft Lincoln County TSP, Appendix C
	material).	
(c) Off-site road improvements required as a condition of development approval must accommodate bicycle and pedestrian travel, including facilities on arterials and major collectors	<p>The LCC does not specifically address the provision of pedestrian and bicycle facilities for required off-site road improvements.</p> <p><b>Recommendation:</b> The Land Divisions section of the LCC (1.3230 General Requirements and Minimum Standards of Design and Development) should be amended to meet this TPR requirement.</p>	
(e) Provide internal pedestrian circulation within new office parks and commercial developments	<p>The LCC does not specifically address the provision of internal walkways within new developments.</p> <p><b>Recommendation:</b> The Land Divisions section of the LCC (1.3230 General Requirements and Minimum Standards of Design and Development) should be amended to meet this TPR requirement.</p>	
(6) As part of the pedestrian and bicycle circulation plans, local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas.	The information in the Lincoln County Bicycle Plan satisfies this TPR requirement.	
(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.	<p>Section 1.3230 (General Requirements and Minimum Standards of Design and Development) contains the Road Right of Way Requirements (5). The required road right-of-way widths are as follows:</p> <p>Arterials and collectors - 60 to 80 feet            Local roads and streets - 50 feet            All other roads - 50 feet</p> <p>The County does not specify pavement width and does not provide for a narrower street width when on-street parking is restricted to one side or is prohibited.</p> <p>The Department of Land Conservation and Development has developed a guidebook (Neighborhood Street Width Guidebook, ) that suggests the following local street standards:</p>	<p>The draft 1999 TSP concludes that the AASHTO width requirements within the rural County areas are appropriate. The direction from the TPR to minimize pavement width recognizes that narrower roads use less land – land that could otherwise be used for housing, employment, tourism, agricultural uses, or natural resource preservation - and reduces both construction costs and maintenance costs over time. The direction from the State is that jurisdictions should have a narrower street option as part of the adopted development standards. Lincoln County should reassess where narrower street standards are appropriate, and under what conditions.</p>

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	<table border="0"> <tr> <td></td> <td style="text-align: center;">Pavement Width</td> <td style="text-align: center;">Right- of-Way</td> </tr> <tr> <td>No On-Street Parking</td> <td style="text-align: center;">20'</td> <td style="text-align: center;">42-48'</td> </tr> <tr> <td>Parking on One Side</td> <td style="text-align: center;">24'</td> <td style="text-align: center;">47-52'</td> </tr> <tr> <td>Parking on Two Sides</td> <td style="text-align: center;">28'</td> <td style="text-align: center;">52-56'</td> </tr> </table> <p>The County's local street right-of-way width (50') is consistent with the guidebook's recommended right-of-way width for "parking on two sides." However, the County's required street right-of-way widths (as well as "all other roads," depending on the definition) do not meet the TPR requirement of "minimizing pavement width," because a narrower local street option is not provided.</p> <p><b>Recommendation:</b> Section 1.3230 should be amended to distinguish the different designs for local streets (parking allowed on one or both sides, or prohibited) and should provide for narrower street options, consistent with the model language listed above. The County may want to further distinguish between urban/urbanizing areas and rural areas.</p>		Pavement Width	Right- of-Way	No On-Street Parking	20'	42-48'	Parking on One Side	24'	47-52'	Parking on Two Sides	28'	52-56'	
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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.	<b>Recommendation:</b> Revise the LCC to include language that is consistent with the language of the TPR.	The draft TSP recommends adopting Rule language into the County's comprehensive plan or land development and planning ordinance. Amendments to this section of the TRP were finalized and filed with the state April 2005. These changes clarify how local governments should assess whether or not a proposed plan or land use regulation amendment causes a significant effect and what corrective actions may be taking to put land uses and the transportation system in balance. Revisions to the LCC should be consistent with the revised 660-12-0060.												