



Subdivision developers should hire an Oregon-certified engineer with expertise in transportation to assist in designing the road system. There are numerous principles involved in providing adequately for safe and efficient vehicle, pedestrian and bicycle movements, involving emergency vehicle access, adequate vehicle queuing, adequate sight distance, driver expectation, speed, intersection spacing, road connectivity, and other factors. The average person is unfamiliar with these principles.

**Lack of professional engineering assistance in designing a subdivision may result in delays in getting your subdivision approved, or a denial. Provide a copy of these Guidelines to your Oregon-certified engineer.**

Lane County Public Works, Transportation Planning is responsible for reviewing development proposals for compliance with the Transportation System Plan as implemented in Lane Code Chapter 15, available at:

[http://www.lanecounty.org/LaneCode/documents/CodeChapter15\\_Jan12\\_05\\_rev.pdf](http://www.lanecounty.org/LaneCode/documents/CodeChapter15_Jan12_05_rev.pdf)

Principles of safe and efficient motor vehicle, bicycle and pedestrian travel not specifically addressed in Lane Code are guided by accepted engineering practices, found in publications listed in Lane Manual 15.450, available at:

<http://www.lanecounty.org/LaneManual/default.htm>

Following are general guidelines regarding transportation requirements for developers of land divisions involving roads in rural areas (outside urban growth boundaries), or outside the city limits of any Lane County city other than Eugene or Springfield, and other areas involving roads in Lane County's operational and maintenance jurisdiction.

**These guidelines are preliminary and general. A more detailed, site-specific evaluation of a development proposal will occur upon receipt of an application and agency referral. The applicant is responsible for ensuring applicable requirements are met at private expense.**

#### **Access Management - LC 15.130-139**

Access is restricted on county collectors and arterials because they serve a relatively high volume of traffic moving at high speeds. Restrictions are placed on locating road or driveway intersections serving new development on these roads, or on any road where site distance is limited. If the property has alternative frontage, access to a collector or arterial may not be permitted. New lots in subdivisions and partitions are generally required to take access from interior roads rather than the surrounding county road system.

New road approaches are required to meet spacing standards. Existing driveways on arterials or collectors may be required to be consolidated and relocated to meet spacing standards. Development plans are required to document spacing between all existing, proposed, and to-be-closed road or driveway approaches on a subject property and distance to the nearest intersecting driveways or roads off-site, measured from centerline to centerline.

## **Transportation Planning Division Guidelines - Land Divisions**

Large subdivisions are required to have more than one point of access and egress for adequate site circulation and to accommodate emergency vehicles. Connections with existing roads off site should be made where possible. Development within urban growth boundaries is required to meet the city's connectivity and block length requirements.

### **Traffic Impact Analysis - LC 15.696-697**

Development resulting in more than 50 peak hour trips outside an urban growth boundary or 100 peak hour trips inside an urban growth boundary will be required to submit a traffic impact analysis (TIA). The analysis must first be approved as to scope by Lane County Transportation Planning. Generally speaking subdivisions of more than 45 lots may be subject to TIA requirements outside an urban growth boundary and 95 or more lots inside an urban growth boundary. TIAs may be required in other circumstances, such as if there are pre-existing congestion issues. TIAs are required to be prepared by an Oregon-certified engineer with transportation expertise.

### **Facility Permits - LC 15.205-210**

A facility permit is required for any existing or new driveway or road approach serving a proposed land division taking access from a county road. Facility permits for a land division shall not be issued until after the preliminary plan has been reviewed for transportation requirements and a tentative approval has been issued by Land Management Division. Facility permit applications must be accompanied by the Land Management Division-approved preliminary plan and a copy of the conditions of approval.

Contact 682-6902 or visit <http://www.lanecounty.org/RightOfWay> for information about facility permits and associated fees.

### **Drainage - Lane Manual 15.515**

No drainage from a private property is permitted to be diverted to a county or public road. Transportation Planning may require an engineer-prepared drainage plan to be submitted as part of a facility permit application.

### **Right-of-Way Width for Development Setback Purposes - LC 15.070-075, 15.083**

The travel surface of a county road may be narrower than the right-of-way width from which structural setbacks must be measured. Right-of-way width for setback purposes depends on the functional class of the road. All county roads inside an urban growth boundary are considered to be "urban", and all roads outside urban growth boundaries are considered to be "rural" for purposes of LC 15.070. Rural county collectors have an 80' right-of-way width for development setback purposes. Rural local roads have a 50' right-of-way width. If the actual roadway travel surface is greater than these dimensions, the actual width must be used for setback purposes. The setback must be taken from the actual center line of the right-of-way, which may be different than the striped center line. A land divider is responsible to provide survey-certified information as to the centerline of an adjacent county road.

State highway setback right-of-way widths are shown in LC 15.075. Certain roads have topographic or other features that require an additional setback on both sides of the road. These roads and additional setbacks are listed in LC 15.083.

### **Dedications and Improvements - LC 15.105**

Dedication of additional right-of-way for adjacent county roads may be required to serve a land division. Improvements to all roads serving a land division, including private roads and

## **Transportation Planning Division Guidelines - Land Divisions**

public roads that are not maintained by Lane County, meeting road design standards in LC 15.700-706 may be required to adequately serve the transportation needs resulting from development. Bicycle and pedestrian travel may need to be accommodated with bike lanes and sidewalks, depending on the scale of new development. A traffic impact analysis (see above) may be required to address all modes of travel.

### **Local Access Roads and Easement Requirements - LC 15.045, 15.055, 15.706**

New development served by a local access road (LAR) or private road (private easement) is subject to the requirements in LC 15.045 (Local Access Roads) and 15.055 (Easements). Such roads serving 3 or less parcels shall be at least 30' in width, and if serving 4 or more lots or parcels shall be at least 40' in width (LC 15.706).

### **Road Design Standards - LC 15.700-15.708**

Land divisions served by LARs and private easements must meet the road design standards in LC 15.706. Turnouts are required on roads less than 16' in width and longer than 200'. New development taking access from these roads resulting in an excess of 100 daily trips must meet requirements for Local Roads, in LC 15.705, including paving. Depending on the scale of development, pavement structure requirements in LC 15.707 may be required. Road grades that exceed 8% must meet requirements in LC 15.706(13). Turnarounds or cul-de-sacs must meet requirements in LC 15.708.

Lane County requires subdivisions and partitions within urban growth boundaries to meet city standards for local roads, if a county-maintained local road is involved.

Other road design standards are specified in LC 15.700-15.708.

### **Visual Clear Zone - LC 15.010(40)**

Vision clearance at all road and driveway intersections is required. It consists of a 15' triangle at the intersection along the property lines. No view obstruction is allowed in the triangle, in the space between 2.5' and 15' above the road surface.