



MEMORANDUM

Jefferson County Transportation System Plan Implementation (Task 7.3)

Jefferson County Transportation System Plan

DATE June 30, 2021
TO Project Management Team
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OVERVIEW

This memorandum outlines an approach for amending Jefferson County's regulations to incorporate the goals, objectives, and improvements identified in the updated Jefferson County Transportation System Plan (TSP). Regulatory provisions identified in this memorandum are part of the Jefferson County Comprehensive Plan and the Zoning Ordinance. The proposed amendments are intended to implement the TSP, as well as to ensure consistency with the Oregon Transportation Planning Rule (OAR 660, Division 12, or "TPR").

The result of this planning process will be a comprehensive update to the County's current TSP, adopted in 2007. The updated TSP establishes the County's goals and objectives for developing and improving the transportation system through the year 2027. The updated TSP will address transportation-related issues for unincorporated areas within the County.

REGULATORY CONTEXT

This section provides a cursory overview of existing or in-progress plans, policies, and guidelines that affect transportation planning in Jefferson County. The plans and policies provide guidance and requirements for developing the County's transportation system and help achieve a land use framework that supports the goals of the updated TSP. They include:

- Jefferson County Comprehensive Plan (Adopted 1996, Amended 2013)
- Jefferson County Transportation System Plan (2007)
- Jefferson County Zoning Ordinance
- Jefferson County Code Title 12 Roads, Parks, and Other Places
- Jefferson County Code Title 16 Subdivisions

Jefferson County Comprehensive Plan (Adopted 1996, Amended 2013)

The Jefferson County Comprehensive Plan is a long-range policy guide for land use in the unincorporated areas within the county, outside of city urban growth boundaries (UGBs). The Comprehensive Plan includes background information and policies that address each of the 14 applicable Statewide Land Use Planning Goals. Comprehensive Plan Goal 12 addresses transportation policies for the County. With the exception of two policies in the Chapter, this Comprehensive Plan Goal defers to the adopted County TSP for transportation policy guidance and compliance with state Goal 12.

Jefferson County Transportation System Plan (2007)

The Jefferson County TSP establishes the County's goals and objectives for developing and improving the transportation system through the year 2030. The TSP is an adopted element of the Comprehensive Plan.

Jefferson County Zoning Ordinance

The Jefferson County Zoning Ordinance (ZO) regulates development within unincorporated Jefferson County and implements the long-range land use vision embodied in the Comprehensive Plan and TSP. The code contains several sets of the requirements that address the relationship between land use development and transportation system development. Those requirements address access, transportation improvements, clear vision areas, traffic impact analysis, and parking. Road design standards, including minimum rights-of-way, are addressed in Chapter 12.18 of the County Code, not in the ZO.

Jefferson County Code Title 12 Roads, Parks, and Other Public Places

Chapter 12.18 of the Jefferson County Code addresses road design standards, which apply to new county roads, local access roads, private roads, and driveways unless otherwise specified. Requirements for improvement plans for new and reconstructed roads are outlined in Subsection 12.18.170. Intersection standards, driveway access standards, sidewalks, and bicycle facilities are also outlined. Table A of Chapter 12.18 outlines the minimum road design standards for County and Local Access Roads.

Jefferson County Code Title 16 Subdivisions

Chapter 16.44 of the Jefferson County Code addresses road design standards. The road design standards in this chapter apply to subdivisions and land partitions. Requirements for improvement plans for new roads are outlined in Subsection 16.44.190. Intersection standards, driveway access standards, sidewalks, and bicycle facilities are also outlined. Table A of Chapter 16.44 outlines the minimum road design standards for County and Local Access Roads.

POLICY AND CODE AMENDMENT SUMMARY

Jefferson County will need to amend its land use regulations to implement updated transportation standards and to achieve the TSP's goals and objectives. These goals and objectives are achieved through a variety of measures, including street classifications with their corresponding design standards and access control measures; pedestrian and bicycle circulation design and connectivity requirements; minimum parking requirements; and regulations and procedures for protecting the function and capacity of roadways.

The consultant team evaluated the County's Comprehensive Plan, ZO, Title 12, and Title 16 to ensure that policies and standards reflect TSP recommendations and are consistent with statewide requirements in the TPR.

The following elements are recommended for amendments.

- **Comprehensive Plan (Chapter 12: Transportation):** update policies in the Comprehensive Plan to be consistent with and implement the updated TSP.
- **Transportation System Plan:** Adopt the 2021 Transportation System Plan by reference as a replacement of the County's current Transportation System Plan, adopted in 2007.
- **Zoning Ordinance:** Update the ZO to be consistent with and implement the direction provided in the Comprehensive Plan and TSP.
- **Josephine County Code Title 12 – Roads, Parks, and Other Public Places:** Update Title 12 to be consistent with and implement the direction provided in the Comprehensive Plan and TSP.
- **Josephine County Code Title 16 – Subdivisions:** Update Title 16 to be consistent with and implement the direction provided in the Comprehensive Plan and TSP.

Comprehensive Plan

In order to ensure policy consistency, the Comprehensive Plan should be updated to incorporate the TSP's goals and objectives. Comprehensive Plan Goal 12 – Transportation should be modified to incorporate the goals, objectives, and findings of the TSP.

Attachment A to this memorandum includes recommended amendments to the policy language that would incorporate the TSP's goals and objectives.

Transportation System Plan

It is recommended that the County adopt the updated TSP as a replacement to the TSP that was adopted in 2007. By legislatively adopting the "plan" elements of the TSP, the County will have a policy framework on which to base compliance-related development requirements and to seek public financing for recommended improvements. The TSP will be adopted by reference as the Transportation element of the Comprehensive Plan.

Zoning Ordinance, Title 12, and Title 16 Standards

It is recommended that targeted modifications to the Zoning Ordinance (ZO), Title 12 – Roads, Parks, and Other Public Places, as well as Title 16 - Subdivisions be adopted to ensure consistency with, and to implement, the updated TSP.

Table 1 provides a summary of recommended ZO, Title 12, and Title 16 amendments that can be considered as part of TSP adoption. The amendments in Table 1 are based on the recommendations identified in Technical Memorandum #4: Solutions Analysis and Funding Program. Attachment B includes the applicable sections subject to the proposed changes, shown as modified, consistent with Table 1 recommendations.

Table 1: Zoning Ordinance and County Code Recommendations Summary

Topic	Recommendations	Code Section	Compliance
Definitions & Terminology	Revisit JCC requirements to ensure that County TSP and bicycle standards are referenced in a consistent manner with code provisions	ZO 105	-0045(3)(b)
Transit Supportive Design Standards	Update the ZO to include standards that require transit facility improvements or easements for development proposed on the same site, or adjacent to an existing or planned transit stop.	ZO 402.10 (new)	-0045(3)(b) -0045(4)(b)
Bicycle Parking Requirements	Include minimum bicycle parking requirements for multi-family, retail, office, and institutional developments.	ZO 423.2 ZO 423.4 (new) ZO 423.5 (renumbered)	-0045(3)(a)
On-site Safety	Modify 423.5 (renumbered) to include standards separating pedestrian and vehicular circulation in medium or large parking areas	ZO 423.5 (renumbered)	-0045(3)(b)
Carpool & Vanpool Parking	Require new development with planned designated parking areas to provide preferential parking for employee carpools and vanpools.	ZO 423.6 (new)	-0045(4)(d)
Parking Requirement Adjustments	Allow reductions to the minimum parking requirements, including transit facilities accommodations, carpool/vanpool availability, on-street parking availability, and as determined by a parking study.	ZO 423.7 (new)	-0045(4)(d)

Topic	Recommendations	Code Section	Compliance
On-site Circulation and Connectivity	Add a new section in Chapter 4 – Supplementary Provisions that includes on-site circulation and connectivity standards that apply to neighborhood activity centers. ¹	ZO 434 (new)	-0045(3)(b) -0045(4)(f)
Notification Requirements	The County should update the ZO to notify and coordinate with Cascade East Transit (CET) for development applications that affect CET facilities	ZO 902	-0045(4)(a)
Street Design Exceptions	The County should consider expanding street design exceptions to include existing buildings or other existing development.	JCC 12.18.050 JCC 16.40.020	-0045(3)(b)
Sidewalk Standards for Subdivisions	JCC 16.40.020 provides standards for subdivisions inside of UGBs and low-density development outside of UGBs. It should be expanded to also address (non-subdivision) development inside a UGB and for medium or high-density development outside the UGB	JCC 16.40.020	-0045(3)(b)

¹ Note, Technical Memorandum #4 identified an alternate recommendation whereby the County could modify approval standards for Site Design review to include bicycle and circulation standards.

ATTACHMENT A: COMPREHENSIVE PLAN CHAPTER 12: TRANSPORTATION RECOMMENDATIONS

The following modifications implement the updated TSP. Recommended changes are in an adoption-ready format; text that is recommended to be added is shown as underlined, and text recommended to be removed is shown ~~struck out~~.

GOAL 12: TRANSPORTATION

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

Owing to its large area and low population density, Jefferson County has unique challenges providing transportation choices for its traveling public. ~~will almost certainly continue to rely on private vehicles as its major form of transportation for the foreseeable future.~~ Relatively small numbers of people dispersed across large amounts of land ~~present overwhelming problems for development of~~ has made it difficult for mass transit and other cost and energy efficient forms of transportation to make inroads in the County. Planning for Cascades East Transit (CET) through the 2040 Transit Development Plan and the 2021 County Transportation System Plan resulted in actionable plans that show how the County can expanded opportunities for active transportation.

Three major highways pass through Jefferson County. Highways 97 and 26 join at Madras and traverse the center of the County in a broad X-shaped pattern. Highway 20 runs about 10 miles through the extreme southwestern corner of the County.

There are 621.5 miles of county roads, with 408.1 miles of gravel surface, and 213.4 miles of paved surface. As can be expected, the greatest concentration of county roads is in the central portion of the county where the irrigated land and population centers are located.

There are two public use airports in the County: the City-County Airport at Madras and Lake Billy Chinook Airport near Cove Palisades State Park. The Lake Billy Chinook Airport is privately owned, but is open for use by the flying public. The City-County airport serves private aircraft which are based in Madras, and is the base of operations for agricultural spraying operations in the county. A significant number of landings also result from business and pleasure trips into and out of Jefferson County.

~~The Central Oregon Council on Aging (COCOA) operates a dial-a-ride program to provide transportation to Jefferson County seniors and the disabled.~~ Cascade East Transportation (CET) provides fixed-route bus service with city connections throughout Central Oregon. CET also provides recreational shuttles and rural dial-a-ride services.

The Oregon Trunk Line of the Union Pacific Co. and Burlington Northern Inc. passes through the central portion of the county, through Gateway, Madras, Metolius and Culver. A spur line serves the Madras Industrial Area, where a number of industrial operations are located.

One major interstate gas pipeline runs for 30 miles through Jefferson County from the Cove Canyon area to the Lone Pine area. It transmits from 800,000,000 to 1 billion cubic feet of Canadian natural gas to California each day.

Policy 1: Adequate access should be required for all new development and proposed new lots or parcels.

1.1 Road access to new development should be adequate to safely handle the anticipated traffic load.

Policy 2: Airports should be protected from conflicting uses.

2.1: New development near existing airports should not create a hazard for aircraft.

~~Jefferson County will comply with Goal 12 through its Transportation System Plan.~~

Policy 3. The adopted Jefferson County Transportation System Plan is a special-function Plan that implements Goal 12 and contains a number of specific Goals and Objectives that guide the planning and maintenance of the County's transportation system. The Transportation System Plan, as amended and adopted in 2021, shall be applied where appropriate; policies shall be considered to be mandatory actions that are ultimately binding on the County.

ATTACHMENT B: ZONING ORDINANCE AMENDMENT RECOMMENDATIONS

The following modifications implement the updated TSP. Recommended changes are in an adoption-ready format; text that is recommended to be added is shown as underlined, and text recommended to be removed is shown ~~struck out~~.

CHAPTER 1 GENERAL PROVISIONS

Section 105 – Definitions

[...]

B. Definitions

“Access” [...]

“Accessway” means a walkway providing pedestrian and/or bicycle connections between streets, rights-of-way, or a street or right-of-way and a building, school, park, transit stop, or other destination. It may be an accessway for pedestrians and bicyclists (with no vehicle access), or a walkway on public or private property (i.e., with a public access easement): it may also be designed to accommodate emergency vehicles.

“Accessory Dwelling” [...]

[...]

“Park” [...]

“Park and Ride” means parking area at, adjacent, or near (within 500 feet of) a transit stop where automobiles, bicycles, and other vehicles and mobility devices can be parked by transit and rideshare users. Location and design are guided by the currently adopted transit master plan.

“Parking Space” [...]

“Pathway” means walkway, bikeway, or access way conforming to County standards and separated from the street right-of-way, that may or may not be within a public right-of-way.

“Partition” [...]

[...]

“Resource Land” [...]

“Rideshare” means a formal or informal arrangement in which a passenger travels in a private vehicle driven by its owner. The arrangement may be made by means of a website or online app.

“Right-of-Way” [...]

[...]

“Sale” [...]

“Sidewalk” means a pedestrian walkway with permanent surfacing, a paved walkway within a public street right-of-way that is generally located adjacent to and separated from the roadway by a curb, drainage facility (e.g., ditch or swale), or planter strip.

“Solar Access” [...]

[...]

“Traffic Impact Study” [...]

“Transit Center” means a type of transit stop where multiple transit lines meet in order to facilitate transfers. A transit center may be developed with amenities including information boards, food and drink vendors, water fountains, and restrooms.

“Transit Stop Improvements” means transit stop-related improvements including, but not limited to, bus pullouts, shelters, waiting areas, information and directional signs, benches, and lighting. Improvements at transit stops shall be consistent with an adopted transit plan.

“Transit-related Uses” or “Transit Uses” means uses and development including, but not limited to, transit stop improvements and other uses that support transit, such as transit park and rides.

“Transit Stops” means an area posted where transit vehicles stop and where transit passengers board or exit. The stop location and improvements at the transit stop shall be consistent with an adopted transit plan.

“Transportation System Plan” [...]

[...]

“Utilities” [...]

“Walkway” means a sidewalk or path, including any access way, improved to County standards, or to other roadway authority standards, as applicable. See also, Access Way, Pathway, and Sidewalk.

[...]

CHAPTER 4 SUPPLEMENTARY PROVISIONS

Section 402 – Transportation Improvements

402.4 Transportation Improvements Subject to Administrative Review

The following transportation improvements may be approved by the Planning Director in all zones under the Administrative Review procedures in Section 903.4, subject to compliance with the criteria in Section 402.7 and other requirements of this Section:

[...]

O. Transit stop improvements, consistent with an adopted transit plan.

[...]

402.10 Transit Improvements

Developments that are proposed on the same site as, or adjacent to, an existing or planned transit stop as designated in an adopted transportation or transit plan, shall provide the transit access and supportive improvements in coordination with the transit service provider:

- A. Reasonably direct pedestrian connections between the transit stop and primary entrances of the buildings on site. For the purpose of this Section, "reasonably direct" means a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for users.
- B. The primary entrance of the building closest to the street where the transit stop is located is oriented to that street.
- C. An easement or dedication for a passenger shelter or bench if such an improvement is identified in an adopted plan.

[...]

Section 423 – Off-Street Parking Requirements

423.2 Number of Parking Spaces Required

[...]

- ~~E. Uses that require more than ten parking spaces shall include an area designated for bicycle parking, with bike racks that will accommodate at least one bicycle for each ten vehicle parking spaces. The bicycle parking area may be in the same location as the vehicle parking spaces or may be located closer to the building entrance or use.~~

[...]

423.4 Bicycle Parking Requirements

- A The minimum number of bicycle parking spaces required for various uses is shown in this section.

<u>Use</u>	<u>Minimum Number of Spaces</u>
<u>Multifamily Residential</u> <u>(not required for parcels with fewer than 4 dwelling units)</u>	<u>2 bike spaces per 4 dwelling units</u>
<u>Commercial</u>	<u>2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater</u>
<u>Industrial</u>	<u>2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater</u>
<u>Community Service</u>	<u>2 bike spaces</u>
<u>Parks (active recreation areas only)</u>	<u>4 bike spaces</u>
<u>Schools (all types)</u>	<u>2 bike spaces per classroom</u>
<u>Institutional Uses and Places of Worship</u>	<u>2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater</u>
<u>Other Uses</u>	<u>2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater</u>

- B. This section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The County may exempt other uses upon finding that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.
- C. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles, and shall be located so as to not conflict with the vision clearance standards of Section 403.

423.4-423.5 General Standards

[...]

- N. Parking spaces and parking areas may be used for transit-related uses such as transit stops and park-and-ride and rideshare areas, provided the minimum parking space requirements in Section 423.2(A) can still be met.

423.6 Vanpool/Carpool Parking

Preferential parking for vanpool/carpool shall be provided for all institutional, office, and industrial uses having 50 or more parking spaces as set forth below.

- A. At least 10% of the minimum employee or student spaces required in Sections 423.2 shall be designated for exclusive use by vanpools/carpools.
- B. Spaces reserved for exclusive use by vanpools/carpools shall have a minimum width of 9.5 feet and be clearly marked for vanpool/carpool use.
- C. Vanpool/carpool spaces shall be generally located closest to the primary entrance for employees or students utilizing such spaces but not closer than spaces for handicapped parking or visitor parking. For developments with more than 20 required vanpool/carpool spaces and more than one primary entrance, 50% of all of the required vanpool/carpool parking may be clustered in one or more centralized, convenient locations.
- D. In case of enlargement of a building or a change in the use of a building, the number of parking spaces required shall be based on floor area or capacity of the entire use of the building. If the building is part of a larger existing use with multiple buildings, only the subject building shall meet the parking requirements.

423.7 Reduction of Minimum Off-Street Parking

The minimum number of off-street parking spaces required by Section 423.2 may be reduced through the application of this Section. The total cumulative reduction to minimum off-street parking for non-residential developments shall not exceed 50 percent of the required minimum spaces, except as allowed by Section 423.7.D. The total cumulative reduction to minimum off-street parking for residential developments shall not result in a ratio below one-half spaces per unit, except as allowed by Section 423.7.D.

- A. Reduction of Minimum Off-Street Parking Based on Access to Transit
 - 1. Minimum off-street parking requirements may be reduced up to 30 percent for office, industrial or institutional uses when the following conditions are met:
 - i. The property must be located within one-half mile of a major transit stop, or within one-quarter mile of a regular or frequent bus service route as defined by the Transportation System Plan; and
 - ii. Transportation demand management strategies shall be used on-site as demonstrated through a Transportation Demand Management Plan. Such plans may include, but are not limited to, participation in a Transportation Management Association, enhanced bicycle parking and on-site showering facilities, provision of subsidized or discounted transit passes to employees, and car and/or rideshare programs.

2. Minimum off-street parking requirements may be reduced up to 30% for residential uses when the subject property is located within one-quarter mile of a transit stop.
3. When a development provides a transit amenity associated with a transit stop (including space for a landscaped buffer, enhanced pedestrian linkages, building awnings, covered walkways, pullout, bus shelter or other amenity the transit district determines improves the convenience or safety of transit users), parking spaces may be reduced at a ratio of one parking space for each 50 square feet of transit amenity space provided. This provision may be combined with 1. or 2. above.

B. Reduction of Minimum Off-Street Parking Based on Vanpool/Carpool.

Sites having 50 or more parking spaces may reduce total minimum parking space requirements by two for each vanpool/carpool space provided.

C. Reduction of Minimum Off-Street Automobile Parking Based on Availability of On-Street Parking

The minimum number of off-street parking spaces required by Section 423.2 for non-residential uses may be reduced by one space for every two on-street spaces along the frontage of the subject site.

D. Reduction of Minimum Off-Street Automobile Parking Based on a Parking Analysis

1. The Review Authority may approve through a Type II procedure a reduction of up to 100% of the off-street parking minimums based on a parking analysis which substantiates the basis for the parking reduction. The parking analysis shall ensure that the parking requirements are adequate for each phase of development including the ultimate development scenario.
2. The parking analysis shall be prepared by a qualified parking or traffic consultant or civil engineer, and shall include, at a minimum, the following information:
 - i. Location of the subject property;
 - ii. Property description;
 - iii. Owner/consultant contact;
 - iv. Inventory of parking facilities within 500 feet of the subject site including on-street and publicly accessible off-street parking;
 - v. Utilization of existing facilities during peak periods of parking demand;

- vi. Estimate the parking demand generated by each component of the development;
- vii. An assessment of the feasibility and appropriateness of shared parking;
- viii. A parking strategy if the parking demand cannot be accommodated on-site;
- ix. Information and plans showing the location of any off-site parking and the lease arrangements for this parking.

[...]

Section 434 – Pedestrian Access and Circulation

434.1 Applicability

This provisions of this section apply to:

- A. Subdivisions subject to Sections 701 through 713;
- B. Planned unit developments subject to Section 710;
- C. Commercial developments subject to Site Plan Review pursuant to Section 414;
- D. Institutional developments subject to Site Plan Review pursuant to Section 414; and
- E. Destination resorts subject to Site Plan Review pursuant to Section 414.

434.2 Access and Circulation Standards

- A. A pedestrian walkway system shall extend throughout the development site and connect to adjacent sidewalks, adjacent trails, public parks, transit amenities, and open space areas, if any, and to all future phases of the development, as applicable.
- B. Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances for non-residential uses and all adjacent parking areas, recreational areas, playgrounds, and public rights-of-way conforming to the following standards:
 - 1. The walkway is reasonably direct. A walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel.
 - 2. The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The County may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.

3. The walkway network connects to all primary building entrance and, where required, Americans with Disabilities Act (ADA) requirements.
- C. Except as required for crosswalks, per subsection D, below, where a walkway abuts a driveway or street it shall be raised six inches and curbed along the edge of the driveway or street. Alternatively, the County may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is physically separated from all vehicle-maneuvering areas. An example of such separation is a row of bollards (designed for use in parking areas) with adequate minimum spacing between them to prevent vehicles from entering the walkway.
- D. Where a walkway crosses a parking area or driveway (“crosswalk”), it shall be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrasting material). The crosswalk may be part of a speed table to improve driver-visibility of pedestrians.
- E. Walkways, including accessways required for subdivisions pursuant to Title 16, shall be constructed of concrete, asphalt, brick or masonry pavers, or other durable surface, as approved by the County Engineer, and not less than five feet wide. Multi-use paths (i.e., designed for shared use by bicyclists and pedestrians) shall be concrete or asphalt.
- F. Multi-use pathways, where approved, shall be 12 feet wide and constructed of asphalt or concrete

Section 902 – Application Procedures

902.1 Pre-Application Conference

The purpose of a pre-application conference is to familiarize the applicant with the provisions of this Ordinance and other land use laws and regulations applicable to the proposed development. Any potential applicant may request a pre-application conference [...] Agencies and persons with an interest in the proposed development may be notified of the conference and be invited to attend or provide written comments on the proposal when deemed appropriate by CDD. Notice of a preapplication conference shall be sent to the Oregon Department of Transportation and Cascades East Transit for proposals that may impact their facilities or services.

[...]

Section 903 – Decision Process

903.4 Administrative Review

Except for the specific types of applications reserved to the Planning Commission as set forth in Section 903.5, all applications shall be subject to Administrative Review and decision. Applications subject to Administrative Review will be reviewed by the Planning Director, who shall make a tentative decision without a public hearing except as otherwise specified in this section. Uses subject to Administrative Review will be reviewed according to the following procedures:

- A. If the property is within an area covered by a Community Planning Advisory Committee (CPAC) appointed by the Board of Commissioners, notice of the application shall be sent to the Committee for comments and a recommendation on the application. At the option of the Planning Director, notice of an accepted application may also be sent to surrounding property owners or to any agency or jurisdiction that may be affected by the proposed land use activity. Notice to affected agencies shall include the Oregon Department of Transportation and Cascades East Transit for proposals that may impact their facilities or services. The notice shall state that the County has accepted an application, describe the nature of the proposed land use activity, and state that comments may be made in writing on the application within 15 days from the date the notice was mailed.

[...]

Section 906 – Notice Requirements

906.2 Notice of Public Hearing

- A. Notice of public hearings shall be mailed to all parties listed in Section 906.1(A) and to the Oregon Department of Transportation (ODOT) and, where transit facilities or services are impacted, to Cascades East Transit.

TITLE 12 ROADS, PARKS AND OTHER PUBLIC PLACES

Chapter 12.18 Road Design Standards

Section 12.18.050 Approval of Variations

- A. The public works director, after consultation with the planning director, may approve variations in the improvement standards of this chapter or allow incremental improvements when circumstances warrant, such as when a road will provide access only for undeveloped parcels in farm or forest use, or when the surrounding road system does not comply with the standards. A variation will only be approved if:
 1. There is no adverse impact to the public in allowing the variations;

2. The variation promotes the intent and purposes of the standards and is in compliance with all applicable requirements of the Jefferson County zoning ordinance;
3. There are practical difficulties such as topographical or environmental conditions, existing development patterns, or compliance with other standards in this Title, that will create an unreasonable construction expense. Self-imposed difficulties will not be considered; and
4. The variation will not result in the sacrifice of a significant public benefit.

[...]

Table A Minimum Road Design Standards (County and Local Access Roads)

	Principal Arterial	Minor Arterial	Major Collector		Minor Collector			Local Road		
			High Volume	Low Volume	High Volume	Low Volume	Industrial ⁶	High Volume	Low Volume	Industrial ⁶
Typical ADT (Average Daily Traffic)	>7,500	5,500 – 7,500	4,000 – 6,000	2,500 – 4,000	1,200 – 2,500	600 – 1,200	500 – 1,000	150 – 600	0 – 150	100 – 500
Minimum Right-of-Way Width	5	80 ft.	72 – 80 ft.	72 ft.	72 ft.	60 ft.	60 ft.	50 ft.	50 ft.	72 ft.
Lane Width -Minimum ¹ -Recommended		12 ft. 12 ft.	12 ft. 12 ft.	12 ft. 12 ft.	11 ft. 12 ft.	11 ft. 12 ft.	14 ft. 14 ft.	11 ft. 12 ft.	10 ft. 12 ft.	14 ft. 14 ft.
Shoulder Width -Minimum ¹ -Recommended		6 ft. 8 ft.	6 ft.	5 ft. 6 ft.	4 ft. 6 ft.	4 ft.	8 ft.	3 ft.	3 ft.	8 ft.
Shoulder Surface		A.C.	A.C.	A.C.	A.C.	A.C.	A.C.	A.C.	A.C.	A.C.
Pavement Width ²		40 ft.	36 ft.	36 ft.	36 ft.	32 ft.	44 ft.	30 ft.	30 ft.	44 ft.
Minimum Access Spacing		1,320 ft.	500 ft.	500 ft.	300 ft.	300 ft.	300 ft.	100 ft.	100 ft.	100 ft.
Surface Type		4" A.C.	4" A.C.	4" A.C.	4" A.C.	2" A.C.	4" A.C.	2" A.C.	2" A.C.	4" A.C.
Base Depth		10"	10"	10"	8"	10"	10"	8"	8"	10"
Maximum Grade		8% ³	8% ³	8% ³	8% ³	8% ³	6% ³	10% ³	10% ³	6% ³
Applicable Specifications		4	4	4	4	4	4	4	4	4

NOTES:

- Whenever any road is created or upgraded within either the UGB or one mile of any incorporated city, the road may be required to be constructed to city standards.
- In unincorporated areas, the county engineer may recommend city of Madras urban road standards, if deemed appropriate.

1 Design for recommended standard unless approved by the public works director.

- 2 Pavement width depends on lane and shoulder widths. Turning lanes, when required, will add additional width.
- 3 Grade shall not exceed four percent in turnarounds and within twenty (20) feet of an intersection with a higher classification road.
- 4 Oregon Department of Transportation “Standard Specifications for Highway Construction” and the “Special Provisions” applicable to the project.
- ~~5 Principal arterial roads should meet standards for the corresponding functional classification provided in OAR 734.051 and the Oregon Highway Plan.~~
- ~~6 Industrial road design standards are only applicable in industrial or commercial zones.~~

TITLE 16 SUBDIVISIONS

Chapter 16.40 Design Standards and Improvements

- A. General. The location, width, and grade of streets shall be considered in their relation to existing and planned streets, topographical conditions, public convenience and safety, and the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents, and curves appropriate for the traffic to be carried over the system considering the terrain. The subdivision shall provide for the continuation of the principal streets existing in an adjoining subdivision or the proper projection of said roads. Where, in the opinion of the hearings body, topographic or environmental conditions, existing development patterns, or compliance with other standards in this Title make such continuation or conformity impractical, an exception may be made. The county may require a master street plan of adjoining neighborhoods or areas and the proposed subdivision access roads shall be designed in accordance with connecting to the master street plan.[...]

[...]

Chapter 16.44

Table A. Minimum Design Standards¹

Road Type ⁽⁵⁾	Right-of-Way Width	Pavement Width	Turn Lane Width	Pave-ment Type	Base Depth ⁽⁶⁾	Max. Grade	Design Speed	Min. Tan- gent	Min. Curve
Urban Growth Boundaries ⁽²⁾									
Rural Areas									
Major Collector	60 -80'	36'	N.A.	3"AC	10"	8%	(See Note #3)		
Minor Collector	60 72'	28 -36'	N.A.	3"AC	8"	8%	(See Note #4)		

Minor Collector Low Volume (<1,000 ADT)	60'	24'	N.A.	2"AC	10"	10%	(See Note #4)
Local	60' 50'	22' 30'	N.A.	2"AC	8"	10%	(See Note #4)
Local Low Volume (<250 ADT)	60'	20'	N.A.	2"AC	6"	10%	(See Note #4)
Agricultural/ Recreational Land Access (<100 ADT)	50'	18'	N.A.	2"AC	6"	12%	(See Note #4)
Industrial							
Collector	60'	40'	14'	3"AC	12"	6%	(See Note #3)
Local	60'	38'	N.A.	3"AC	10"	6%	(See Note #3)
(1)	These general standards may be supplemented by construction design standards adopted by the public works department of the county (or city in UAB).						
(2)	The design and construction standards of the city contained within the UAB shall govern.						
(3)	Design shall be in accordance with Oregon Department of Transportation design standards.						
(4)	Design shall be in accordance with AASHTO design standards.						
(5)	See county road classification map for classification of existing roads.						
(6)	Additional depth may be required by the public works director if warranted to address heavy traffic or geotechnical considerations (based on CBR or R value).						