

TSP DRAFT URBAN POLICIES

**Description of the Draft Urban Policy List**

- The urban policies are grouped by Document (E, F, G and H) and then by topic (**bold text**), and listed in numerical order as presented to the Policy Work Group and the Technical Advisory Committee. The policy ID number is the number shown in the first column.
- The second column identifies the status of the policy language: New; Existing, no change; Existing, amended; or Deleted.
- The third column has the draft policy language as it would read with all changes made by the PWG or TAC.
- Additional statements written in **bold, italic** are comments noted from the PWG meeting or provide other information about the policy.

Document E – Urban Roads and Travel  
Policies ID #130 – #160

**Building Urban Roads**

130	Existing, amended	Streets, alleys, bikeways, pedestrian facilities, multiuse paths, trails, and transit stops are allowed uses in all urban zoning districts. All state and County policies relating to these facilities shall be considered when improving or constructing new transportation infrastructure.
131	Existing, amended	Consider strategies for using the existing road system (including pedestrian and bike facilities associated with that system) and its capacity most efficiently before building new roads or adding new capacity to existing roads. Transportation System Management (TSM) techniques are strategies that shall be used to make roadways operate more efficiently. TSM-strategies include: <ul style="list-style-type: none"> <li>• Access management</li> <li>• Alternative/modified standards (performance and/or design standards)</li> <li>• Intelligent Transportation System (ITS) applications</li> <li>• Operational improvements</li> <li>• Parking standards</li> <li>• Enhanced bike and pedestrian facilities</li> <li>• Road diet</li> </ul>
132	Existing, amended	Limit zone change approvals to those that will not require a roadway in the Capital Improvement Plan to be redesigned or increased to a higher functional classification in order to maintain the minimum acceptable performance evaluation level. State transportation facilities shall be evaluated according to the Oregon Highway Plan, Regional Transportation Plan, Transportation Planning Rule and other applicable state requirements.
133	New	Ensure that all Transportation Demand Management (TDM) programs are appropriate for all Clackamas County residents, including transportation disadvantaged populations.
134	New	The County’s Transportation Demand Management (TDM) techniques shall include education, encouragement and enforcement programs designed to increase efficient use of existing transportation infrastructure and to minimize congestion and safety concerns by influencing people’s choice of mode, route and time.

**Improvements to Serve Development**

135	New	Rights-of-way for urban arterials and collectors shall be adequate to accommodate all required road improvements including bikeways, pedestrian facilities and drainage facilities.
136A	Existing, amended	Require right-of-way dedication and on-site improvements to the applicable standard as shown on Tables V-2 and V-3, for new developments and land divisions necessary to handle expected traffic loads and travel by active modes.

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136B	Existing, amended	Require off-site improvements to address expected traffic increases resulting from new developments and land divisions necessary to handle expected traffic loads and travel by active modes. <i>PWG split #136 into two policies</i>
137	Existing, amended	Require development to be served by adequate transportation facilities that provide safe access for all modes.
138	Existing, no change	Require implementation of a local street network for undeveloped sites illustrated on Map V-4. Existing streets shall be extended to provide a direct, connected street system.
139	Existing, amended	Where appropriate in urban areas, develop and implement neighborhood traffic circulation plans intended to improve circulation for all modes while minimizing safety concerns and exposure to air and noise pollution.

### Urban Functional Classification

140	Existing, no change	Designate and develop roadways according to the functional classifications and guidelines listed in Tables V-2 and V-3 while allowing flexibility to accommodate characteristics of terrain, scenic qualities, existing development, and adopted Special Transportation Plans.
141	Existing, no change	Designate freeways, arterials, collectors and connectors as shown on Maps V-2a and V-2b. Roadways that do not presently exist but are shown on these maps are shown in approximate locations.

### Regional Design Types

142	Existing, amended	Preserve as much as possible the efficient function of the regional transportation system in development of any new roads.
143	New	Coordinate with Metro and local governments in implementing the Regional Transportation Functional Plan, Urban Growth Management Functional Plan, and local transportation plans.

### Urban Roadway Standards

144	Existing, amended	Design arterials and collectors to allow safe and convenient passage of buses, bicycles and pedestrians in urban areas.
145	Existing, no change	The SE 172 <sup>nd</sup> Avenue/ SE190th Drive Corridor Management Plan is adopted by reference as part of Chapter 5 of the Clackamas County Comprehensive Plan.

### Green Streets

146	New	Integrate the use of low impact development applications (e.g., Green Streets) to minimize the cost and impacts of managing storm water. <i>With the modification, PWG members preferred #146 to #147.</i>
147	New	Integrate Metro’s alternative street standards with the County Road Standards.

### Needed Roadway Improvements

148	Existing, amended	Fund and build the transportation improvement projects needed to accommodate and appropriately manage future demands of all modes for the next 20 years. The list of these projects follows as Table V-1. Maps illustrating their locations are included as Maps V-1a and V-1b.
149A	New 1 <sup>st</sup> sentence. Existing, amended 2 <sup>nd</sup> sentence	Support the implementation of the Sunrise Project, as defined in the Sunrise Project; and I-205 to Rock Creek Junction, as defined in the Sunrise Project FEIS and designated as a regional principal arterial in the Regional Transportation Plan. Identify the Sunrise Corridor (parallel to Highway 212, between 172 <sup>nd</sup> Avenue and US 26) as a future planned highway corridor. <i>PWG members agreed with the second half of 149A.</i>

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150	New	<p>The County shall create a fee in lieu of a new transportation facility construction program that may be used in the land development process to allow developers to pay for all on- and off-site transportation system facilities required as part of the land development process.</p> <p><i>PWG members support this new policy. Recommended to add language about development of FILO, small districts, and that incoming funds should be required to be spent in that district.</i></p>
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### Other Urban Road Topics

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151	Existing, amended	Coordinate with the Oregon Department of Transportation (ODOT) in implementing the Oregon Transportation Plan (OTP), Oregon Highway Plan (OHP), and Statewide Transportation Improvement Program (STIP), and other state transportation planning policies, guidelines and programs.
152	Existing, no change	Maintain a current and complete 5-year Capital Improvement Program. It shall contain needed future transportation projects in priority order, with estimated costs and assigned responsibility for funding. It should be updated and adopted periodically by the Board of County Commissioners.
153	Existing, amended	In the urban area, discourage motor vehicle through trips on local, connector and collector roads, and encourage bicycle and pedestrian travel on these roads.
154	Existing, amended	Develop and implement neighborhood traffic calming strategies that will improve the safety and convenience of travel by all modes, particularly in areas with high crash rates and high rates of bicycle and/or pedestrian activity.
155	New	Develop and implement a Collector Traffic Calming Program in the urban area.
156	Existing, amended	In urban areas, allow flexible-criteria and standards for local streets that are less than 200 feet in length, are expected to carry very low traffic volumes, and are not capable of being extended.
157	Existing, amended	In urban areas, private streets may be appropriate in areas with topographic constraints that make construction of a road to County standards not feasible. Private roads are not classified as local streets and are not maintained by the County.
158	Existing, no change	Require that changes to the Comp Plan land use designations within the Interchange Management Areas identified on Map V-12 must be consistent with OAR 660-012-0060. If the land uses allowed by the new Comp Plan land use designation would cause the interchange mobility standards to be exceeded, the change either shall be denied or improvements shall be made such that the mobility standards are met.
159	Existing, amended	In urban areas, set minimum and maximum parking limits on allowed off-street parking relative to building size, location and use, and adjacent land uses.
160	Existing, amended	In urban areas, on-street parking may be prohibited in front of schools as needed to ensure student safety and school security, and shall be reviewed on a school by school basis.

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## Document F -- Urban Equity, Health and Sustainability, and Ped/Bike Facilities Policies ID #161 - #231 and #263

### Pedestrian and Bicycle Facilities

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161	New	Rights-of-way for urban arterials and collectors shall be adequate to accommodate all required road improvements including bikeways, shoulders, landscaping, street lighting, drainage facilities, and sidewalks with a buffer area between pedestrians and traffic.
162A	Existing, amended	Provide networked systems of pedestrian facilities-and bikeways connecting neighborhoods, transit stops, commercial areas, community centers, schools, parks, libraries, employment places, other major destinations, regional bikeways and pedestrian facilities, and other transportation modes. Utilize separate access-ways for pedestrian facilities and bikeways when street connections are impractical or unavailable. <i>See alternative #162B.</i>

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162B	Alternate Language	In urban areas, focus pedestrian facilities and bikeway improvements on connecting cities, neighborhoods, commercial areas, schools, recreational facilities, employment centers, other major destinations, regional and city bikeways, and other transportation modes. Utilize separate accessways for pedestrian facilities and bikeways when street connections are impractical or unavailable.
163	Existing, amended	Identify pedestrian facilities-and bikeway improvements necessary to ensure direct and continuous networks of pedestrian facilities-and bikeways on the county road system.
164	Existing, no change	Support acquisition and development of multi-use paths on abandoned public and private rights-of-way.
165	Existing, amended	Identify locations where bicycle and pedestrian access is blocked by rivers or other natural barriers, and encourage the creation of bicycle and pedestrian access across those barriers.
166	Existing, amended	Promote grid-street development patterns to provide direct and convenient routes from neighborhoods to destinations frequented by pedestrians and bicyclists.
167	Existing, amended	Construct all pedestrian facilities, bikeways, multi-use paths and trails as designated on Maps V-7a, V-7b, and V-8, and as adopted in Special Transportation Plans.
168	Existing, amended	Construct all pedestrian facilities designated in this Plan and any other proposed pedestrian facilities according to the current county design standards, and standards of the American Association of State Highway and Transportation Officials (AASHTO) and the Americans with Disabilities Act (ADA).
169	Existing, no change	Construct all bikeways designated in this Plan and any other bikeways proposed, according to the current standards in the Oregon Bicycle and Pedestrian Plan and the American Association of State Highway and Transportation Officials (AASHTO) standards.
170	Existing, amended	In urban areas, bikeways and pedestrian facilities shall be required for all new collector or arterial construction or substantial reconstruction, even if not designated on the Planned Bikeway Network (Maps V-7a, V-7b) or on the Essential Pedestrian Network (Map V-8).
171	Existing, amended	To increase active transportation, require that new development construct pedestrian facilities and bikeway connections within the development and between adjacent developments.
172	New	As appropriate and safe, construct interim pedestrian facilities and bikeways on existing streets that are not built to County standards where the construction of full street improvements is not practicable or imminent as deemed by the County Engineer.
173	Existing, amended	Coordinate with pedestrian, bicycle, trail master and Special Transportation Plans of the County, Oregon Department of Transportation, United States Forest Service, Metro, parks districts and city parks departments to achieve a safe and convenient off-road trail system that connects to the on-road pedestrian facilities and bikeway network.
174	Existing, amended	Coordinate the construction or other provisions of pedestrian facilities-and bikeways with neighboring jurisdictions, jurisdictions within the county and transit providers.
175	Existing, no change	Support the continuation of the “Bikes on Transit” program on all public transit routes.
176	New	Coordinate with cities to identify streets with low traffic volume that are appropriate for signing as bicycle routes to enhance safety and connectivity, and to supplement the system of bikeways on the major street system.
177	Existing, amended	Require new development to provide both short- and long-term bicycle parking, and initiate a program for adding bicycle parking in areas frequented by bicyclists.
178	Existing, no change	Encourage the provision of appropriate supportive facilities and services for bicyclists, including showers, lockers, bike racks on buses, bike repair and maintenance information/clinics, and secure bicycle parking.

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179	Existing, amended	Support continuation of current (or equivalent) federal, state and local funding mechanisms to construct county pedestrian facilities and bikeways and to identify and pursue approaches to provide new permanent funding for these facilities.
180	Existing, amended	Develop dedicated funding sources to implement Active Transportation Projects in urban and rural areas of the county.
181	Existing, no change	Develop routine maintenance standards and practices for pedestrian facilities and on-road and off-road bikeways, including traffic control devices.
182	Existing, amended	Establish a program to inform property owners of their responsibilities to maintain sidewalks and pedestrian facilities.
183	Existing, amended	Ensure an opportunity for a diverse and representative citizen involvement in the county pedestrian and bicycle planning process by sponsoring the Clackamas County Pedestrian and Bikeway Advisory Committee (CCPBAC) as a forum for public input. To increase broad representation on the Committee, seek to recruit representatives of transportation disadvantaged populations.
184	Existing, amended,	In urban areas, encourage the provision of street lighting to increase the visibility and personal security of pedestrians and bicyclists.
185	Existing, no change	Monitor and update the Clackamas County Pedestrian and Bicycle Master Plans through data collection, evaluation, and review activities necessary to maintain and expand the programs established in these plans.
186	Delete from Urban	<b>Delete</b> – In Unincorporated Communities, construct walkways adjacent to or within areas of development, such as schools, businesses, or employment centers near or along highways. <i>Note: “Unincorporated Communities” are only in the rural area. An urban policy for “urban unincorporated areas” with similar language was created.</i>
187	New	In urban areas, improve health, safety and attractiveness of walking and biking by requiring the development of bicycle and pedestrian facilities and networks on secondary roads and off-street rights-of-way as part of land development or redevelopment, and by reviewing development plans to ensure that they provide bicycle and pedestrian access from secondary streets and off-street rights-of-way.
188	New	Support bicycle, pedestrian and transit projects that serve the needs of transportation-disadvantaged populations.
189	New	Ensure that programs to encourage and educate people about bicycle, pedestrian and transit options are appropriate for all Clackamas County residents, including transportation-disadvantaged populations.
190	New	Coordinate with cities to identify streets with low traffic volume that are appropriate for signing as bicycle routes to enhance safety and connectivity, and to supplement the system of bicycle lanes and paved shoulders found on the major street system.
191	New	Establish and maintain a way-finding system to facilitate bicycle travel in urban areas of the County. <i>PWG members supported this language</i>

### Transportation Demand Management

192	Delete	<b>Delete</b> Work with Metro and the state to explore Congestion Pricing (Value Pricing) on appropriate transportation facilities to encourage reductions in VMT. <i>PWG members favored deleting this policy language.</i>
193B	Existing, amended	Encourage employers in Clackamas County to implement a range of TDM policies to help their employees reduce VMT. Examples are, subsidized bus passes, company owned vanpools, preferred parking for carpools and vanpools, bicycle racks, and flexible work schedules. Require major employers to implement targets adopted in this Planning Policy #197. <i>PWG favored 193B with amendment.</i>
194	Existing, amended	Support and participate in efforts by Metro, the state Department of Environmental Quality, transit providers and Transportation Management Associations to develop, monitor and fund regional Transportation Demand Management (TDM) programs and to implement the Employer Commute Options (ECO) rule.

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195	Existing, amended	Provide adequate bicycle and pedestrian facilities to employment areas of Clackamas County to encourage use of alternative modes for the commute to work to improve access to jobs for workers without cars. <i>Members supported new policy language with one amendment.</i>																								
196	Existing, no change	Work with Clackamas County employers located in concentrated employment areas to develop Transportation Management Associations (TMAs) to coordinate and support private sector TDM efforts.																								
197	Existing, amended	<b>The table has been modified to meet the requirement of the RTFP in Metro Area.</b> Establish the following Year 2040 Non-Drive Alone modal targets for Regional 2040 Design Types.																								
<table border="1"> <thead> <tr> <th>2040 Design Type</th> <th>Non-Drive Alone Modal Target</th> </tr> </thead> <tbody> <tr> <td>Regional Centers</td> <td>45 – 55%</td> </tr> <tr> <td>Town Centers</td> <td>45 – 55%</td> </tr> <tr> <td>Main Streets</td> <td>45 – 55%</td> </tr> <tr> <td>Station Communities</td> <td>45 – 55%</td> </tr> <tr> <td>Corridors</td> <td>45 – 55%</td> </tr> <tr> <td>Passenger Intermodal Facilities</td> <td>45 – 55%</td> </tr> <tr> <td>Industrial Areas</td> <td>40 - 45%</td> </tr> <tr> <td>Freight Intermodal Facilities</td> <td>40 - 45%</td> </tr> <tr> <td>Employment Areas</td> <td>40 - 45%</td> </tr> <tr> <td>Inner Neighborhoods</td> <td>40 - 45%</td> </tr> <tr> <td>Outer Neighborhoods</td> <td>40 - 45%</td> </tr> </tbody> </table>			2040 Design Type	Non-Drive Alone Modal Target	Regional Centers	45 – 55%	Town Centers	45 – 55%	Main Streets	45 – 55%	Station Communities	45 – 55%	Corridors	45 – 55%	Passenger Intermodal Facilities	45 – 55%	Industrial Areas	40 - 45%	Freight Intermodal Facilities	40 - 45%	Employment Areas	40 - 45%	Inner Neighborhoods	40 - 45%	Outer Neighborhoods	40 - 45%
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198	New	Support programs that work with schools to identify safe bike routes and pedestrian ways which connect neighborhoods to schools and seek funding to support the improvement of these routes.																								
199	New	Ensure that all Transportation Demand Management (TDM) programs are appropriate for all Clackamas County residents, including transportation disadvantaged populations.																								

**Transit**

200	Existing, amended	Work with transit agencies to identify existing transit deficiencies in the County, needed improvements, and additional park and ride lots needed to increase the accessibility of transit services to potential users.
201	Existing, amended	Major developments or road construction projects along transit routes shall be required to include provisions for transit shelters, pedestrian access to transit where appropriate.
202	Existing, amended	Coordinate with transit providers to achieve the goal of transit service within 1/4 mile of most residences and businesses within the Portland Metropolitan UGB. More frequent service should be provided within Regional Centers, Town Centers, Station Communities, Corridors and Main Streets.
203	Existing, amended	Emphasize corridor or roadway improvements to improve the reliability of transit service in the County. <i>See Post-PWG #7 Comments document. Please define “reliability”</i>
204	Existing, amended	Coordinate and cooperate with TriMet and other transit agencies to provide transportation for seniors, people with disabilities, and other transportation-disadvantaged populations.
205	Existing, amended	Promote park-and-ride lots, bus shelters and pedestrian/bikeway connections to transit. Coordinate the location of these facilities with other land uses to promote shared parking and bicycle/pedestrian-oriented transit nodes. <i>Post-PWG #7 comment to add bicycle reference in the second sentence.</i>
206	Existing, amended	Emphasize transit improvements that best meet the needs of-all County residents, employees and employers, regardless of race, age, ability, income level and geographic location.–Transit improvements shall include more east-west connections and improved service between the County's industrial and commercial areas and medium to high density neighborhood areas.
207	Existing, amended and new	Protect neighborhoods, recreation areas, pedestrian facilities / bikeways and sensitive land uses (such as schools and senior centers whose users are more vulnerable to pollution) from transportation-related environmental degradation. Coordinate transportation and land use planning to minimize the proximity

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		of these land uses to high traffic roads, and use mitigation strategies such as physical barriers and design features to minimize transmission of air, noise and water pollution from roads to neighboring land uses.
208	Existing, amended	In the urban area, require pedestrian and transit-supportive features and amenities, and direct access to transit through the Development Review Process. Such amenities may include pedestrian/bikeway facilities, street trees, outdoor lighting and seating, landscaping, shelters, kiosks, strict standards for signs, and visually aesthetic shapes, textures and colors. Parking should be at the rear or sides of buildings. Buildings measuring more than 100 feet along the side facing the major pedestrian/transit access should have more than one pedestrian entrance. <i>Post-PWG #7 comment to change to "In urban areas"</i>
209	Existing, amended	Coordinate with TriMet on all new residential, commercial and industrial developments to ensure appropriate integration of transit and pedestrian facilities to provide transit access into the developments.
210	Existing, no change	Bus routes will be improved and coordinated with financing and implementation of necessary roadway improvements and in cooperation with transit service providers.
211	Existing, amended	Encourage transit providers to restructure transit service to efficiently serve local as well as regional needs.
212	Existing, amended	Work with federal, state and regional agencies to implement high capacity transit in the regional High Capacity Transit (HCT) System Plan, to help relieve traffic congestion, provide for transportation alternatives to the automobile and promote the County's economy. <i>Alternate Language in #213. The HCT is part of the Regional Transportation System Plan. The plan designates HCT corridors but not the specific modes; most common modes are light rail transit (LRT), street car or bus rapid transit (BRT).</i>
213	New, Existing, amended	<b>Support implementation of the Regional High Capacity Transit (HCT) System Plan.</b> <i>Alternate to # 212.</i>
214	Existing, no change	<b>Major Transit Streets</b> , for the purpose of setting standards for orientation of development to transit, shall be those streets planned for High Capacity Transit and Primary Bus as shown on Map V-6, as well as any other street that receives 20 minute or better service at the PM traffic peak.
215	Existing, no change	<b>Major Transit Stops</b> shall be any transit stop along a Major Transit Street where that stop is within 250 feet of the centerline of an intersection with a public or private street. Orientation of buildings to transit at Major Transit Stops shall be accomplished by siting new commercial buildings as close as possible to transit, with a door facing the transit street or side street, and with no parking between the building and front property lines.
216	New (may go in ZDO)	The following site design standards shall apply for new retail, office, multi-family and institutional buildings located near or at major transit stops: <ul style="list-style-type: none"> <li>• Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops;</li> <li>• Provide safe, direct and logical pedestrian crossings at all transit stops where practicable;</li> <li>• At major transit stops, require the following: <ul style="list-style-type: none"> <li>• Buildings located within 20 feet of the sidewalk near the transit stop, a transit street or an intersecting street, or a pedestrian plaza at the stop or a street intersection;</li> <li>• Transit passenger landing pads accessible to disabled persons in accordance with ADA and transit agency standards;</li> <li>• An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop, if requested by the public transit provider;</li> <li>• Lighting to transit agency standards at the major transit stop, and</li> <li>• Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops.</li> </ul> </li> </ul> <i>PWG members agreed to language being split between the comp plan and ZDO as appropriate</i>

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217	Existing, no change	Pedestrian access should be provided to connect transit centers or transit stops on bus routes with centers of employment, shopping or medium-to-high density residential areas within one-quarter mile of these routes.
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### Traffic Safety Action Plans

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218	New	Work with state and local partners to implement the Oregon Transportation Safety Plan.
219	New	The Clackamas County Transportation Safety Action Plan will be adopted by reference as a Transportation System Plan implementing strategy. As necessary, the Board of County Commissioners will update and amend the Clackamas County Transportation Safety Action Plan to reflect any needed changes.
220	New	A predictive method safety analysis (Highway Safety Manual) of impacted roadway facilities, along with a capacity analysis, should be considered as part of traffic impact studies (TIS). This represents a major change in the approach to traffic impact studies. <i>Members agreed with new language with proposed amendment</i>

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### Other Safety Topics

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221	New	Work to decrease the number of fatalities and injuries for all travel modes at high crash locations and on rights-of-way within ¼ mile of schools through education and use of appropriate roadway improvements.
222	New	Reduce inter-modal conflicts by providing new signalized pedestrian/bike crossings, grade separation, new route designations and/or other conflict reduction measures.
263*	New	Work to ensure that traffic speeds are compatible with adjacent land use and support safety for all modes of travel. <i>*Policy was not originally numbered, so #263 inserted (after #262 in Document G).</i>

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### Emergency Response and Disasters

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223	New	Work with the Oregon Office of Emergency Management and Clackamas County Department of Emergency Management to ensure that the TSP supports effective responses to emergencies and disasters.
224	New	Work with Clackamas County Department of Emergency Management to ensure the TSP supports effective response and access to the entire County during natural and human-caused incidents.

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### Maintenance

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225	Existing, amended	Emphasize maintenance of existing rights-of-way, with improvements where appropriate, to improve traffic flow and safety for all transportation modes at a reasonable cost.
226	Existing, amended	Determine-right-of-way maintenance needs and priorities, and develop an effective and efficient right-of-way maintenance program.

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### Other Sustainability Topics

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227	New	Work with public agencies, private businesses and developers to increase and improve infrastructure necessary to support the use of alternative fuel vehicles.
228	New	Transition County vehicles to lower emission vehicles, such as plug-in hybrids and electric cars, and encourage the purchase of newer technology vehicles that are more fuel-efficient and/or are not dependent on higher emission fuels.

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## Other Health or Equity Topics

229	New	Work with state and regional agencies to track and increase the proportion of transportation contracts awarded to minority-owned businesses.
230	New	Support projects and programs, such as pedestrian and bike connections to transit stops, that expand and improve transportation options for residents in areas identified as “most vulnerable” on the Transportation-Disadvantaged Populations Map.
231	New	Establish goals to utilize minority, female and resident workers on construction projects.

## Document G – Urban Land Use and Transportation Policies ID #232 - #262

### Integration of Urban Land Use and Transportation

232	New	Support and promote an integrated approach to land use and transportation planning in urban areas.
233	New	Support transportation planning and implementation so that supports livable and sustainable urban communities.
234	New	Prioritize transportation investments that support complete and sustainable urban communities as a long-term strategy to end reliance on long commutes out of the County to employment destinations.

### Intergovernmental Partnerships and Coordination

235	New	Support intergovernmental partnerships needed to promote coordination and solve multi-jurisdictional transportation needs in urban areas (e.g., Sunrise Corridor).
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### Road Access Standards

236	Existing, amended	Plan and control access onto roads within the County, as shown on Table V-5a and V-5b for both new and existing uses, and coordinate with the Oregon Department of Transportation for access control on state highways. Where access management standards are adopted by the County in Special Transportation Plans, those standards shall apply. <i>Note: Currently, the only Special Transportation Plan is the 172nd – 190th Corridor Management Plan, but there could be other plans in the future.</i>
237	Existing, no change	Support the implementation of state access management standards (OAR Chapter 734, Division 51, as amended, and the Oregon Highway Plan) on state highway facilities within the Interchange Management Areas.
238	Existing, no change	Improve highway operations and safety by supporting construction of public roads that provide reasonable alternative access within Interchange Management Areas. When reasonable access is provided, support the elimination of direct access to state highway facilities.
239	New	Access Standard in Tables V-5a and V-5b will be implemented through the Zoning and Development Ordinance and the County Road Standards. <ol style="list-style-type: none"><li>1. These implementing documents may provide a greater level of guidance for the purpose of designing transportation facilities and access to the county transportation system but they shall broadly conform to the standards set out in Tables V-5a and V-5B.</li><li>2. It is not the intent of this section to limit the flexibility needed in the engineering design process to produce a safe and efficient transportation system. Therefore, the County Roadway Standards will include a process for granting engineering design exceptions that are necessary to successfully design and implement the construction of the County’s transportation system.</li></ol>

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240	Existing	Access standards need to be applied in a flexible manner that maintains reasonable access to property when access cannot be denied. <i>Part of Existing Policy 14</i>
241	New (may go in ZDO)	Except along local and connector roadways, crossover access easements and shared access shall generally be required within urban areas between adjacent compatible commercial, multifamily and industrial parcels to reduce access points, reduce traffic volumes, improve safety, improve convenience to on-site users, and to reduce impacts to environmentally sensitive areas. These easements shall generally be required even if adjacent uses are allowed direct individual access to an adjacent roadway.
242	New (may go in ZDO)	Accesses are subject to access movement restrictions, such as right-in, right-out or similar access achieved through roadway improvements, in order to preserve the safety or mobility of the subject roadway. If access is allowed to arterials, access restrictions along arterials shall be considered in favor of full access intersections.
243	New (may go in ZDO)	With development, requested access may be denied and/or reduced from existing conditions if adequate safety, spacing, classification and mobility requirements cannot be met or if there is a reasonable alternate such as a shared access or access to an equal or lower classification street is available.
244	New (may go in ZDO)	Spacing shall be measured from the proposed driveway/roadway centerline to the centerline of an existing or planned driveway/roadway centerline.
245	New (may go in ZDO)	Along properties with multiple roadway frontages, access shall generally be provided only from the street with a lower functional classification and/or the road with the lower traffic volume except where safety dictates an alternative access scenario.
246	New (may go in ZDO)	Site designs in which the design vehicle is required to back onto or from an arterial or collector are prohibited.

### **Parking**

247	Existing, amended	Set minimum and maximum limits on allowed off-street parking relative to building size, location and use, and adjacent land uses, and in coordination with regional requirements.
248	Existing, amended	Require off-street parking in commercial, industrial, and high-density residential areas to be at the sides or rear of buildings where practical, with buildings oriented to the street in a manner that is convenient to pedestrians and aesthetically pleasing to passers-by, but does not interfere with sight distance on the roadway, or preclude road widening.
249	Existing, no change	Existing curbside parking along arterials and collectors may be removed to allow the striping of bike lanes, construction of travel or turning lane improvements or for increasing sight distance. Where parking standards are adopted by the County in Special Transportation Plans, those standards shall apply.
250	Existing, no change	Allow developments along transit routes to decrease their parking area requirements if they provide pedestrian and transit amenities
251	Existing, amended	Allow commercial and industrial developments to decrease parking area requirements if they provide and maintain ridesharing programs or other Transportation Demand Management strategies.
252	Existing, amended	Require shared parking where feasible, such as within mixed use development and where adjacent land uses are compatible. Such sharing of parking can be used to help satisfy compliance with parking standards.
253	Existing, no change	Increase on-street parking in residential areas by minimizing the width of driveway curb cuts.

## TSP DRAFT URBAN POLICIES

254	Existing, no change	On-street parking may be prohibited in front of schools as needed to ensure student safety and school security, and shall be reviewed on a school by school basis.
255	New	Require new development to provide both short- and long-term secure bicycle parking, as appropriate, and initiate a program for adding bicycle parking in areas frequented by bicyclists.
<b>Other Land Use Topics</b>		
256	Existing, no change	Encourage a relationship between land use and roadways which decreases average trip length.
257	Existing, amended	Require that changes to the Comprehensive Plan land use designations within the Interchange Management Areas identified on Map V-12 be consistent with Oregon Administrative Rules 660-012-0060.
258	New	Study and analyze the greater Clackamas Regional Center / Fuller Road Station Area to determine if this area should be designated as a multimodal mixed-use area (MMA) as provided in the Transportation Planning Rule (OAR 660-012-0060 - Plan and Land Use Regulation Amendments).
259	New	Transportation System Development Charges update The Transportation SDC project list to reflect the projects identified in the TSP updates.
260	New	Convert the Transportation System Development Charges methodology from vehicle trips to person trips to allow pedestrian, transit, and bicycle projects to be funded using the TSDC.
261	New	Study alternative mobility standard and development review framework within the Clackamas Regional Center and/or Clackamas Industrial Area.
262	New	<p>The County supports Transit-Oriented Development and the creation of transit-supportive communities by optimizing the use of land around high quality transit to help achieve the following social, environmental and economic objectives:</p> <ul style="list-style-type: none"> <li>a) Support publicly-funded transit investments and enhance transit ridership;</li> <li>b) Create greater mobility choice through improved travel options (such as walking, bicycling, and taking transit);</li> <li>c) Decrease auto use and lessen the negative impacts of the automobile such as: contributing to traffic congestion and air pollution, high household spending on transportation, consumption of fossil fuels, and parking needs;</li> <li>d) Create interesting and active places to live, work and play;</li> <li>e) Improve the design quality of the built environment;</li> <li>f) Increase housing options suited to a mix of generations and incomes;</li> <li>g) Support healthier lifestyles by encouraging increased walking and bicycling;</li> <li>h) Foster economic development, an enhanced tax base and the potential for revenue from public-sector real estate assets; and</li> <li>i) Increase the predictability and consistency of the development process.</li> </ul>

TSP DRAFT URBAN POLICIES

Document H – General Policies on Project Lists and Maps

Policy ID #264 - #267

264	New	Chapter 5 of the Clackamas County Comprehensive Plan is designated as the Clackamas County Transportation System Plan.
70	Existing, amended	<p><i><b>This policy is #70 in Document B.</b></i></p> <p>Fund and build the prioritized major and minor transportation improvement projects needed to accommodate and appropriately manage future transportation needs as identified in for the next 20 years based on the estimated funding available as described below.</p> <ul style="list-style-type: none"> <li>• The 20-Year Capital Projects List contains the prioritized list of major and minor transportation projects that can reasonably be undertake given the current estimates of available funding. This list is located in Table V-1a. The location of these projects is shown on Maps V-1a and V-1b.</li> <li>• The Preferred Capital Projects List contains a second group of needed prioritized transportation project that the County hopes to undertake if additional funding becomes available during the next 20 years. This list is located in Table V-1b. The location of these projects is shown on Maps V-1a and V-1b.</li> <li>• The Long-Term Capital Project Needs contains the remainder of the needed transportation improvement projects identified in the TSP update process. These projects are not expected to be funded or constructed by the County during the next 20 years but they are still needed to meet the transportation needs of the County. This list is located in Table V-1c. The location of these projects is shown on Maps V-1a and V-1b.</li> </ul>
74	Existing, amended	<p><i><b>This policy is #74 in Document B</b></i></p> <p>Maintain a current and complete 5-year Capital Improvement Program (CIP) based on the prioritized projects contained in the 20-Year Capital Projects. It shall contain needed, future transportation projects in priority order, with estimated costs and assigned responsibility for funding. It should be updated and adopted periodically by the Board of County Commissioners. If additional funding becomes available in the future, some of the projects on the Preferred Capital Projects List may be added to the CIP during the update process.</p>
265	New	Support the construction of prioritized major transportation improvement identified by other jurisdictions within the County including the Oregon Department of Transportation, Metro, Cities, Transit Agencies and Park Districts within the County. The list of these transportation project prioritized by other jurisdictions is located in Table V-1d. The location of these projects is shown Maps V-1c and V-1d.
266	New	<b>Major Transportation Improvements</b> are those transportation facilities such as arterial and collector streets, the addition of new travel lanes to exiting streets, bridge replacement, state highway and expressway, freeways, and high capacity transit projects which serve more than neighborhood needs or have significant land use or traffic impacts on more than the immediate neighborhood.
267	New	<p><b>Minor Transportation Improvements</b> include, but are not limited to, new multiuse paths or trails, addition of turn lanes or merge/deceleration lanes on arterial or collector streets, the creation of new roundabouts or signalized intersections on existing streets, provision of local streets, transportation system management measures, ITS improvements, and culvert replacement. These improvements can also include the addition of bikeways, pedestrian facilities and shoulders to existing transportation facilities that do not presently have these facilities as part of the existing improvements.</p> <p><i><b>The Transportation Planning Rule (TPR) states that minor transportation improvements may or may not be listed as prioritized projects in a TSP where the improvement is otherwise consistent with the TSP.</b></i></p>