



To: TSP Public Advisory Committee
From: TSP Project Management Team
Date: June 18, 2013
Re: Draft Urban Transportation Policies -- Work Completed to Date

BACKGROUND

The Policy Work Group (PWG), 12 members from the TSP Public Advisory Committee (PAC), was created to review and recommend transportation-related policies to the full PAC. The PWG started with existing policies in Chapter 5, Transportation, of the County's Comprehensive Plan, reviewed and amended those policies, recommended new policies and, in a few cases, recommended policies to delete. The Technical Advisory Committee (TAC) also reviewed and, in some cases, proposed changes to policies. In all, approximately 267 policies will be further reviewed and considered for inclusion in the update to Chapter 5, the Transportation System Plan for Clackamas County.

At the onset of this process, it was agreed to distinguish between policies for urban areas and those for rural areas because of different transportation needs and opportunities in these regions. (The urban area is the land inside the Metro Urban Growth Boundary [UGB] and the rural area is the land outside the UGB.) The first sets of draft policies included 49 Countywide policies and 80 rural policies. These were presented to the PAC at its November 2012 meeting.

Next, the PWG focused on urban area policies, reviewing and amending existing policies and adding new ones. The urban area policies, also reviewed by the TAC, covered the following four topic areas:

- Document E: Urban Roads and Travel
- Document F: Urban Equity, Health and Sustainability, and Pedestrian/Bike Facilities
- Document G: Urban Land Use and Transportation
- Document H: TSP Project Lists and Maps

HIGHLIGHTS OF URBAN POLICIES

As a result of the PWG and TAC effort, approximately 138 urban policies were developed for possible inclusion into the County's Comprehensive Plan. The full set of urban policies, attached, is being provided to the PAC for review and discussion at its June 2013 meeting.

The discussions about urban policies by the PWG did not reveal major controversial issues. Rather, the PWG found that existing policies needed to be updated to incorporate new approaches to planning complete systems for motorists, pedestrian, bicyclists and transit users. New terms, such as "transit-oriented development," were introduced better describe the integration of land use and transportation planning. New methodologies to evaluate traffic impacts were added so that future studies will use a broader range of factors than currently used.

The highlighted policies on pages 2-3 show the range of new policies that are recommended to be added to the Transportation System Plan. (The policy number is noted for reference to the full text within the policy list.)

Document E – Urban Roads and Travel

Topics in Document E include: Building Urban Roads; Improvements to Serve Development; Urban Road Functional Class; Regional Design Types; Urban Roadway Standards; Green Streets; Needed Roadway Improvement, and Other Urban Road Topics.

Several policies more specifically address coordination with agencies and jurisdictions, and ensure consistency with regional standards for road design, street types and access and mobility as detailed in the Regional Transportation Functional Plan (RTFP).

New policies include:

- Ensure that Transportation Demand Management (TDM) programs are appropriate for all populations, including transportation disadvantaged and that TDM programs increase the efficient use of the systems. (#133 and #134)
- Coordinate with Metro and local governments to comply with the RTFP standards for road design, street types, access and mobility measures. (#143 and #146)
- Provide a “fee in lieu of” program in the development process to provide options for developers in how they pay for needed infrastructure. (#150)
- Develop a traffic calming program for collector streets within the urban area. (#155)

Document F – Urban Equity, Health and Sustainability, and Pedestrian and Bicycle Facilities

Document F includes 70 policies on the following topics: Pedestrian and Bicycle Facilities; Transportation Demand Management Programs; Transit; Traffic Safety Action Plan; Other Safety Topics; Maintenance; Other Sustainability Topics, and Other Health or Equity Topics.

Policies more specifically address the need for a range of travel options for residents and businesses, including:

- Ensure that multi-modal systems (pedestrian, bicycle, transit and automobile) are provided for in planned rights-of-way. (#161)
- Where possible, allow construction of interim pedestrian facilities and bikeways if full street improvements are not practical. (#172)
- Coordinate with cities to identify streets that could be signed as bicycle routes (#176 and #190), set up an urban area “way-finding” system for bicyclists (#191), provide for on-site bicycle parking (#177), and identify safe bike and pedestrian routes to schools (#198).
- Coordinate with transit agencies for future needs, such as the high capacity transit system. (#212)
- Implement a full Traffic Safety Action Plan (#218 and #219), and use a predictive method safety analysis as well as capacity analysis for traffic impact studies (#220).
- Ensure that the TSP supports responses needed in emergencies and disasters (#223 and #224), and improve safety through road improvements, providing signals, and adjusting allowed speeds. (#221, #222 and #263)
- Support infrastructure needed for alternative fuel vehicles. (#227)
- Improve transportation options for transportation disadvantaged populations. (#230)

Existing policies also address the county’s financial obligation to maintain county transportation systems whether inside cities or in unincorporated areas. The County is considering a new policy that supports the priority to focus its maintenance dollars on county roads in the unincorporated areas.

Document G – Urban Land Use and Transportation

The elements in Document G include: Integration of Urban Land Use and Transportation; Intergovernmental Partnerships and Coordination; Road Access Standards; Parking, and Other Land Use Topics.

New policies support the integration of land use and transportation planning as well as:

- Create more sustainable communities to reduce the need to commute out of the county for employment and services. (#233 and #234)
- Implement updated property access standards, driveway spacing, and crossover easements (#239-#246) (These standards ultimately may be adopted into the county’s zoning code rather than being adopted as policies.)
- Study alternative mobility standards that may be appropriate in a regional center/station area as a multi-modal mixed use setting or in the regional center and industrial area. (#258 and #261)
- Change the method of calculating Transportation System Development Charges to be based on “person trips” rather than “vehicle trips.” (#260)
- Support Transit-Oriented Development and the creation of transit-supportive communities. (#262)

Document H – TSP Project Lists and Maps

Staff drafted these policies to describe the three project lists that compose the 20-year TSP and distinguish the high priority, likely-funded projects from the other projects. Two policies describe “major transportation improvements” and “minor transportation improvements” to specify the type of projects that need to be included in the TSP.

NEXT STEPS

County staff will continue to evaluate the full set of policies and determine which similar urban and rural policies can be combined and which need to remain separate. Recommended policies will be provided at the August PAC meeting.