

# TSP Policies - Document E, Urban Roads and Travel

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## INTRODUCTION

This document provides an overview of current policies regarding urban roads in the Clackamas County Comprehensive Plan and staff recommendations for revising those policies and creating new policies. The staff recommendations are based on review of the existing County Comprehensive Plan – Chapter 5, State Transportation Planning Rule (TPR), Regional Transportation Plan (RTP) and TSP Vision, Goals and Objectives.

### Key Questions (Draft)

1. Should the Comprehensive Plan broadly define the transportation improvements that are permitted uses in the Zoning and Development Ordinance? (Policy 130)
2. Should Policy 136, which addresses improvements required as a result of development, be divided into two parts to address on and off site improvements?
3. How specific should the County policies be on the adoption / integration of the Metro Green Streets standards as required by the Regional Transportation Functional Plan? (Policies 146 and 147)
4. Should the Comprehensive Plan continue to support the implementation of the eastern portion of the Sunrise Corridor (east of 172<sup>nd</sup> Avenue)? (Policies 149 A, B, C and D)
5. Are there additional policies that need to be in this document?

The Working Group Issues column in the following table identifies similar rural policies that were previously discussed and policies which may be applicable in both the rural and the urban areas.

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### Working Group Issues Definitions

- O= Overarching
- R = Regulatory (in County Code)
- M = Mandated (OAR, RTFP, etc)
- P = Program / agency

## TSP Policies - Urban Roads and Travel

ID #	Current Location in Comp Plan	Current Policy	Staff Recommendations <i>(proposed changes in red)</i>	Working Group Issues
<b><i>Building Urban Roads</i></b>				
130	Building Roads 36.0	Streets and roads are an allowed use in all zoning districts. All state and County policies relating to roads shall be considered when widening or constructing new roads.	Streets, <del>and road</del> <u>alleys, bikeways, pedestrian facilities, multiuse paths, trails, and transit stops</u> are <u>allowed</u> uses in all <u>urban</u> zoning districts. All state and County policies relating to <del>roads-these facilities</del> shall be considered when <del>widening</del> <u>improving</u> or constructing new <del>roads</del> <u>transportation infrastructure</u> .	<b>O</b>  May apply in urban & rural
131	Efficiency and Finance 1.0	Consider strategies for using the existing road system and its capacity most efficiently before building new roads or adding new capacity to existing roads. Transportation System Management techniques are a set of strategies that shall be used to make roadways operate more efficiently. Transportation System Management (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> </ul>	Consider strategies for using the existing road system <u>(including pedestrian and bike facilities associated with that system)</u> 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. <del>Transportation System Management (TSM)</del> 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>• <u>Enhanced bike and pedestrian facilities</u></li> <li>• <u>Road diet</u></li> </ul>	<b>R P O</b>  <b>Rural # 50</b>

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		<b><i>Building Urban Roads</i></b>		
132	Functional Classifications & Roadway Standards 11.0	Limit zone change approvals to those that will not require a roadway as planned 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.	Limit zone change approvals to those that will not require a roadway <del>as planned</del> 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, <u>Regional Transportation Plan, Transportation Planning Rule and other applicable state requirements.</u>	<b>R M O</b>  <b>Rural #77</b>
<b>133</b>	<i>New</i>		<u>Ensure that all Transportation Demand Management (TDM) programs are appropriate for all Clackamas County residents, including transportation disadvantaged populations.</u>	<b>O</b> May apply in urban and rural
<b>134</b>	<i>New</i>		<u>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.</u>	<b>O</b>  Rural # 53
		<b>Improvements to Serve Development</b>		
135	<i>New</i>		<u>Rights-of-way for urban arterials and collectors shall be adequate to accommodate all required road improvements including bikeways, pedestrian facilities and drainage facilities.</u>	<b>R</b>

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<b>Improvements to Serve Development</b>				
136 A	Improvements to Serve Development 17.0	Require right-of-way dedication, on-site improvements to the applicable roadway standard as shown on Tables V-2 and V-3, and off-site improvements for new developments and land divisions necessary to handle expected traffic loads and travel by alternative modes. Where roadway standards are adopted by the County in Special Transportation Plans, those standards shall apply.	Require right-of-way dedication and on-site improvements to the applicable <b>roadway</b> standard as shown on Tables V-2 and V-3, <b>and off-site improvements</b> for new developments and land divisions necessary to handle expected traffic loads and travel by <b>alternative active</b> modes.	<b>R O</b>  <b>Rural # 54 # 57</b>
136 B	Improvements to Serve Development 17.0	<u>Should we split Policy 136 into two policies - PWG – YES</u>	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 <b>alternative active</b> modes.	
137	Improvements to Serve Development 18.0	Require development to be served by adequate roadway facilities.	Require development to be served by adequate <b>transportation roadway</b> facilities <b>that provide safe access for all modes-</b> .	<b>O</b>  <b>Rural # 55</b>
138 -	Improvements to Serve Development 19.0	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.	<b>No change</b>  <i>This map should be updated to reflect the requirements of the RTFP and to reflect any relevant annexations or development.</i>	<b>R M</b>

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<b>Improvements to Serve Development</b>				
139	Improvements to Serve Development 23.0	Where appropriate, develop and implement neighborhood traffic circulation plans intended to improve circulation while minimizing neighborhood disruption and environmental problems.	Where appropriate <u>in urban areas</u> , develop and implement neighborhood traffic circulation plans intended to improve circulation <u>for all modes</u> while minimizing <u>safety concerns and exposure to air and noise pollution</u> .	<b>O</b> <b>R</b>  May apply in urban & rural  <b>Similar to Rural # 81</b>
<b>Urban Functional Classifications</b>				
140	Functional Classifications & Roadway Standards 9.0	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.	<b>No change</b>  <i>Review the maps and tables to identify any needed changes.</i>	<b>R</b> <b>O</b>  <b>Rural # 63</b>
141	Functional Classifications & Roadway Standards 10.0	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.	<b>No change-</b>  <i>Review the maps and tables to identify any needed changes.</i>	<b>R</b> <b>O</b>  <b>Rural # 64</b>
<b>Regional Design Types</b>				
142	Efficiency and Finance 4.0	Preserve as much as possible the efficient function of the regional roadway system in development of any new roads.	Preserve as much as possible the efficient function of the regional <u>transportation roadway</u> system in development of any new roads.	<b>O</b>  May apply in urban and rural
143	New		<u>Coordinate with Metro and local governments in implementing the Regional Transportation Functional Plan, Urban Growth Management Functional Plan, and local transportation plans.</u>	<b>O</b>  May apply in urban and rural

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<b>Urban Roadway Standards</b>				
144	Functional Classifications & Roadway Standards 13.0	Design arterials and collectors to allow safe and convenient passage of buses in urban areas and, where necessary, rural areas.	Design arterials and collectors to allow safe and convenient passage of buses, <u>bicycles and pedestrians</u> in urban areas <del>and, where necessary, rural areas.</del>	<b>O</b> <b>R</b> May apply in urban and rural
145	Special Transportation Plans 1.0	The SE 172nd Avenue/ SE190th Drive Corridor Management Plan is adopted by reference as part of Chapter 5 of the Clackamas County Comprehensive Plan.	<b>No change</b>	<b>O</b>
<b>Green Streets</b>				
146		<i>New</i> <i>With the modification, PWG members preferred 146 to 147.</i>	<u>Integrate the use of low impact development applications (i.e. green streets) to minimize the cost and impacts of managing storm water.</u>	<b>R</b>
147		<i>New</i>	<u>Integrate Metro’s alternative street standards with the County Road Standards</u>	<b>R</b>
<b>Needed Roadway Improvement</b>				
148	Needed Roadway Improvement 7.0	Fund and build the roadway improvement projects needed to accommodate and appropriately manage future traffic demands 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.	Fund and build the <u>transportation</u> improvement projects needed to accommodate and appropriately manage future demands <u>of all modes</u> 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.	<b>R</b> <b>O</b> <b>Rural # 70</b>

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		<b><i>Needed Roadway Improvement</i></b>		
149 A	Needed Roadway Improvement 7.1	<p>Designate the Sunrise Corridor along a new alignment of Highway 212 in rural Clackamas County as a future planned highway corridor.</p> <p><i>PWG members agree with the second half of 149A. They do not agree with Policy #s 149B, 149C and 149D</i></p>	<p><u>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.</u></p> <p><u>Identify the <del>Designate</del> the Sunrise Corridor (parallel to Highway 212, between 172<sup>nd</sup> Avenue and US 26) <del>along a new alignment of Highway 212 in rural Clackamas County as a future planned highway corridor.</del></u></p>	R  Rural # 71
149 B	<u>ODOT Proposed Revision</u>		<u>Maintain Highway 212 east of 172nd in urban and rural Clackamas County as the state highway corridor in the current alignment.</u>	
149 C	<u>ODOT Proposed Revision</u>		<u>Look for opportunities to achieve a four lane cross-section with a center median in urban portions of Highway 212 east of 172nd as part of land development, and otherwise recognize improvements will be a local responsibility</u>	
149 D	<u>ODOT Proposed Revision</u>		<u>Work with area local governments to establish an arterial street network consistent with regional arterial street spacing policy to provide access and distribute trips.</u>	
150	<i>New</i>	<i>PWG members support this new policy. Recommended to add language about development of FILO small districts and incoming funds should be required to be spent in that district.</i>	<u>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.</u>	

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<b><i>Other Urban Road Topics</i></b>				
151	Efficiency and Finance 6.0	Coordinate with the Oregon Department of Transportation (ODOT) in implementing the Oregon Transportation Plan (OTP), Oregon Highway Plan (OHP), Statewide Transportation Improvement Program (STIP), and with other state, local and regional jurisdictions in their roadway planning efforts.	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 <u>transportation planning policies, guidelines and programs.</u>	O M
152	Needed Roadway Improvements 8.0	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	<b>No change</b>	R M O May apply in urban and rural
153	Improvements to Serve Development 25.0	Discourage through trips on local, connector and collector roadways.	<u>In the urban area</u> , discourage <u>motor vehicle</u> through trips on local, connector and collector roads, <u>and encourage bicycle and pedestrian travel on these roads.</u>	O  Rural # 82
154	Improvements to Serve Development 26.0	Develop neighborhood traffic calming policies that will enable the County to address inappropriate travel patterns and speeds.	Develop <u>and implement</u> neighborhood traffic calming <u>strategies</u> that will <u>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</u>	O
155	<b><i>New</i></b>		<u>Develop and implement a Collector Traffic Calming Program in the urban area.</u>	R
156	Improvements to Serve Development 27.0	Allow flexible roadway 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.	<u>In urban areas</u> , allow flexible <del>roadway</del> 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.	R



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<b><i>Other Urban Road Topics</i></b>				
157 --	Improvements to Serve Development 28.0	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, are not maintained by the County, and don't necessarily provide connectivity	<u>In urban areas</u> , 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. <del>and don't necessarily provide connectivity</del>	O M
158	Improvements to Serve Development 29.0	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.	No change	R  Rural # 78
159	Parking 1.0	Set minimum and maximum parking limits on allowed off-street parking relative to building size, location and use, and adjacent land uses.	<u>In urban areas</u> , set minimum and maximum parking limits on allowed off-street parking relative to building size, location and use, and adjacent land uses.	R  Rural # 79
160	Parking 8.0	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.	<u>In urban areas</u> , 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.	R  Rural # 80