

Clackamas County Transportation System Plan Update

*PAC Policy Working Group
Meeting #3: Rural Roads*



July 12, 2012

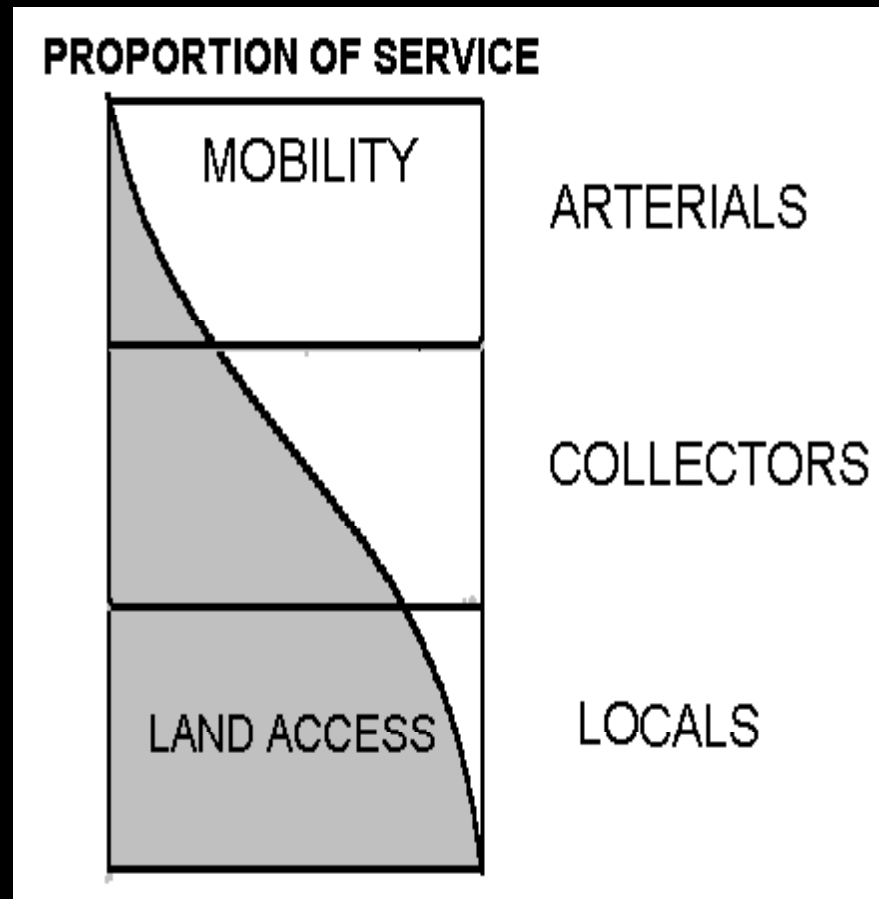


Meeting Agenda

2:00 – 4:00 p.m.

- › Welcome/Introductions
- › Agenda Overview
- › Meaning of Functional Classification
- › Policy Language – Key Questions
- › General Comments and Questions
- › Next Steps

Functional Classification



- › Generally, this is how it works
 - *Mobility: Speed, Volume, Trip Length*
 - *Some arterials carry high volume at low speeds*
 - *Some locals have low density at high speeds*



Functional Classification

What is it and how is it used?

- › Group roadways into arterials, collectors, locals (and more!!)
- › Relationship between mobility and access
 - *Some roadways demand higher mobility (generally higher speed, higher volume)*
 - *Some demand higher access (generally lower speed, lower volume)*
- › Brings the plan together! Land use, trip type, continuity, expectations – the bones of the plan - w/o it - ugh!



Functional Classification

What is it and how is it used – wait, there's more??

- › Most VMT travelled on arterials (volume & length), while more miles of road local
- › Defines roadway cross section, access requirements, maintenance priorities, ability for traffic calming, sight distance
- › Capital project priorities
- › Development review frontage and offsite improvements



Functional Classification

Key Elements of Functional Classification

- › Locals should connect to Collectors
- › Collectors should connect to Arterials
- › County classifications:
 - *Rural Major Arterial*
 - *Rural Minor Arterial*
 - *Rural Connector*
 - *Rural Local*
 - *Urban Major Arterial*
 - *Urban Minor Arterial*
 - *Urban Connector*
 - *Urban Local*



Functional Classification

Table V-2 of TSP

- No ADT definitions unlike other agencies
- Define what intersects them (see Roadway Standards too...)
- Connection driven although volume does play a part

Roadway Classifications and Guidelines			
FUNCTIONAL CLASSIFICATION	PURPOSE	LAND ACCESS	ROADSIDE PARKING
Freeway/Expressway	Serves interregional and intraregional trips. Carries heavy volume at high speed.	Extremely limited**	Emergency Only
Major arterial	Carries local and through traffic to and from destinations outside local communities and connects cities and rural centers. Moderate to heavy volume; moderate to high speed.	Restricted**	Restricted
Minor Arterial	Connects collectors to higher order roadways. Carries moderate volume at moderate speed.	Restricted if an alternative is available	Generally restricted
Collector	Principle carrier within neighborhoods or single land use areas. Links neighborhoods with major activity centers, other neighborhoods, and arterials. Generally not for through traffic. Low to moderate volume; low to moderate speed. New collectors should intersect minor arterials rather than major arterials.	Generally allowed* Residential driveways are limited.	Generally allowed*
Connector	Collects traffic from and distributes traffic to local streets within neighborhoods or industrial districts. Usually longer than local streets. Low traffic volumes and speeds. Primarily serves access and local circulation functions. Not for through traffic. Traffic calming measures may be appropriate. A connector should connect to a collector or minor arterial.	Allowed	Allowed if width is sufficient
Local	Provides access to abutting property and connects to higher order roads. New local roads should intersect collectors, connectors, or, if necessary, minor arterials. Traffic calming measures may be appropriate. Not for through traffic.	Allowed	Allowed if width is sufficient
Alley	May be public or private, to provide access to the rear of property. Alleys should intersect local roads or connectors. Not for through traffic.	Allowed	Generally not allowed
* - May be restricted on collectors with high volume, high access, impaired visibility, or other significant problems.			
** - The County accepts the State's access control standards for State facilities.			

Functional Classification

Table V-3 of TSP

- Defines cross section
- Defines ROW
- See Roadway Standards and Chapter 10 of the Comprehensive Plan for additional information on cross sections

Roadway Classifications and Guidelines (continued)						
FUNCTIONAL CLASSIFICATION	NUMBER OF TRAFFIC LANES	MINIMUM RIGHT-OF-WAY WIDTH*	PAVED WIDTH	SIDEWALK/PATHWAY (1/17/08)	BIKWAYS	LANDSCAPE STRIP**
Freeway/Expressway	4 to 8	Defer to Federal and State Standards	Defer to Federal and State	No	No	Defer to Federal and State
Major Arterial	3 to 7 Urban 2 to 4 Rural	60'-125' More if needed for terrain, turn lanes or heavy volume	36'-98'	Yes In urban areas only	Yes	Yes In urban areas
Minor Arterial	2 to 5	60' - 115'	36' - 90'	Yes In urban areas only	Yes	Yes In urban areas
Collector	2 to 3	60' - 85' Less if volume and land use density are low and terrain allows	32' - 61'	Yes In urban areas only	Yes	Yes In urban areas
Connector	2	55'	28' - 34' Residential 28' - 40' Industrial	Yes In urban areas only	If ROW allows	Yes In urban areas
Local	2	40' - 50'	28'	Yes***	No	Yes In urban areas
Alley	2	16'	16'	No	No	No

* - Preferred dimensions are not adjusted for adjacent land uses; additional right-of-way may be required for slope, sign, sidewalk and utility easements.

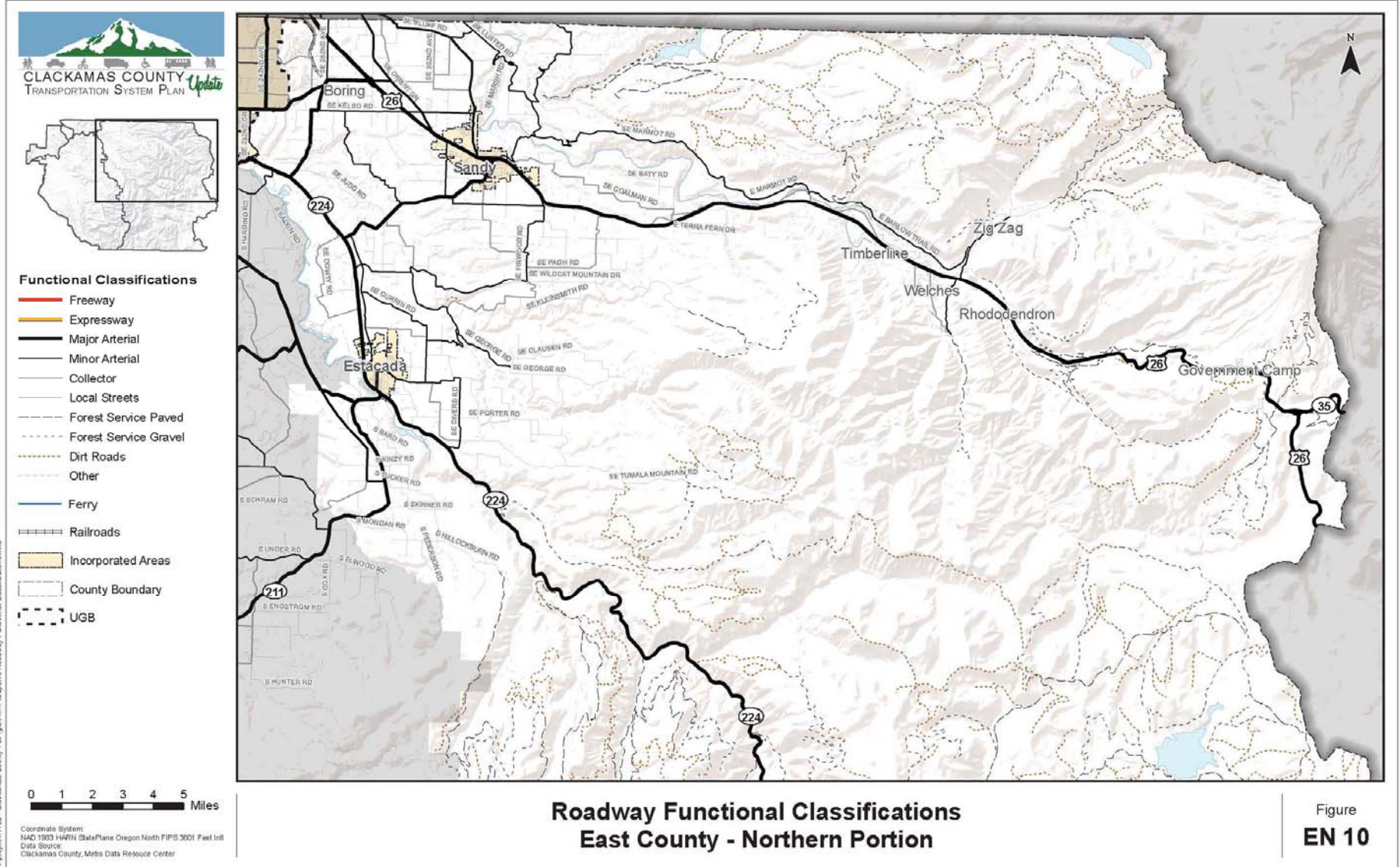
** - Required unless acquiring right-of-way is impractical due to wetlands, topographic conditions, resource protection, or preexisting development patterns.

*** - Sidewalks are required on all new streets within the Urban Growth Boundary and when development or redevelopment occurs on existing streets. (1/17/08)

Functional Classification – East County

Clackamas County TSP

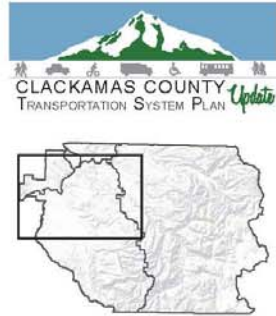
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Functional Classification – Southwest County

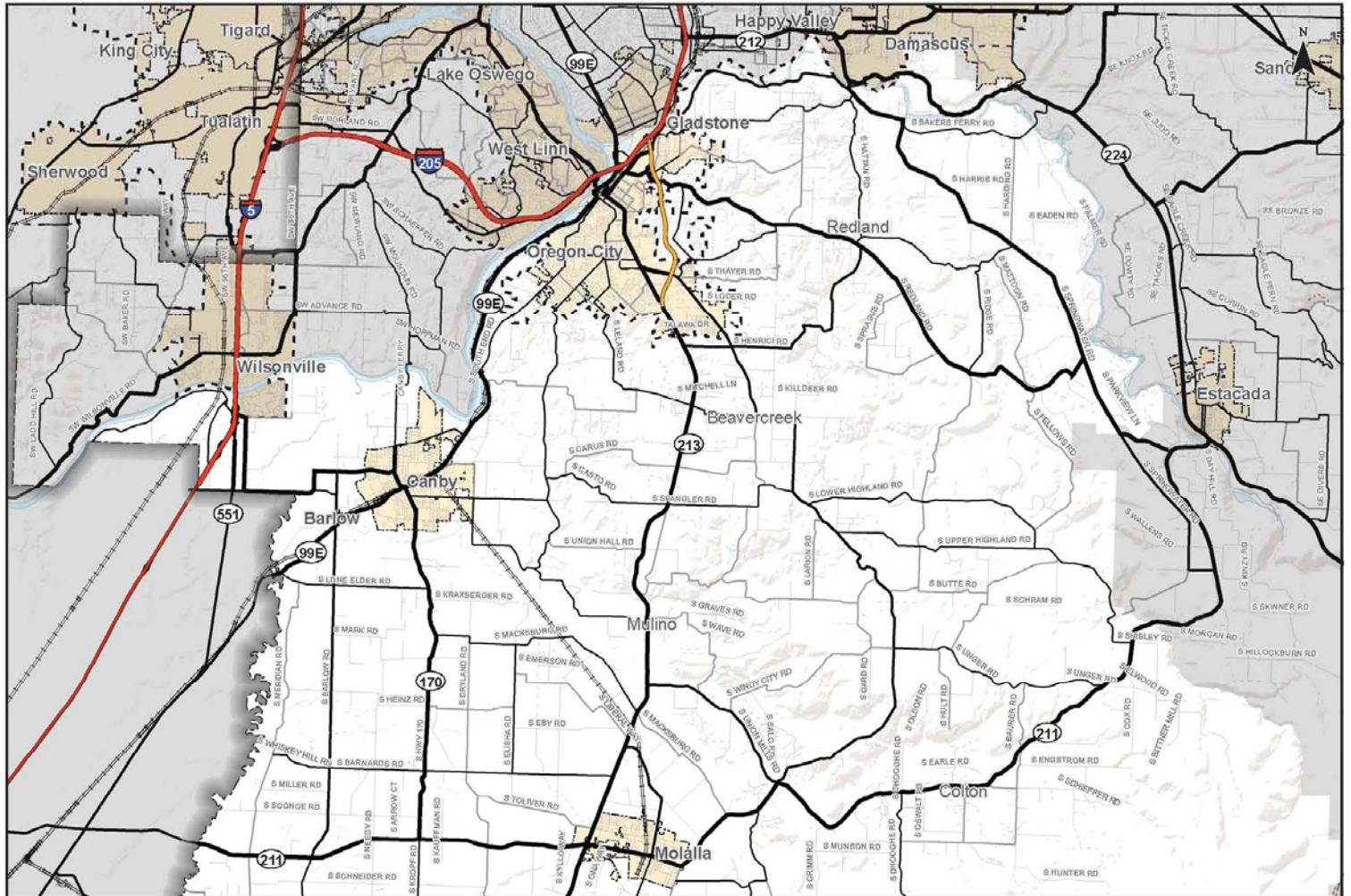
Clackamas County TSP

June 2012



Functional Classifications

- Freeway
- Expressway
- Major Arterial
- Minor Arterial
- Collector
- Local Streets
- Forest Service Paved
- Forest Service Gravel
- Dirt Roads
- Other
- Ferry
- Railroads
- Incorporated Areas
- County Boundary
- UGB



Coordinate System:
 NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Int'l
 Data Source:
 Clackamas County, Metro Data Resource Center

**Roadway Functional Classifications
 Southwest County - Northern Portion**

Figure
SN 10

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Functional Classification – Northwest County

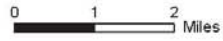
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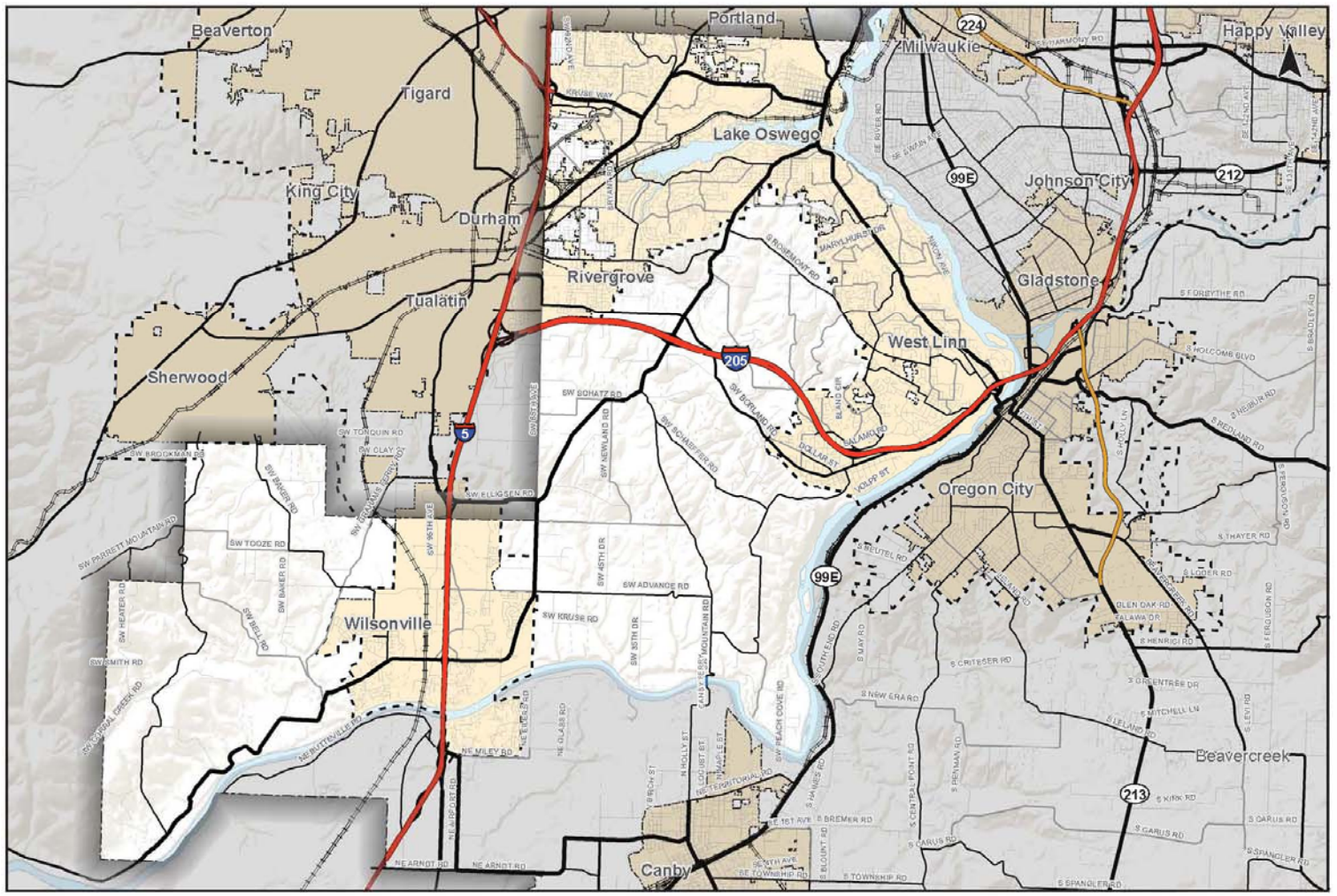


Functional Classifications

- Freeway
- Expressway
- Major Arterial
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Coordinate System:
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**Roadway Functional Classifications
 Northwest County**

Figure
NW 10

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Policy Language

First of three meetings on the question -

What should be the County's general policy approach be to the provision of Rural Roads within the framework of the Transportation Planning Rule (TPR) requirements?

Policy Language – Key Question 2

Does the County Functional Class system address all of the rural roads requirements?

Functional Class & Roadway Standards

Existing Policies	New Policies
ID #63, 64, 77	ID #65A, 65B, 66
ID #67: Design arterials and collectors to allow safe and convenient passage of buses in urban areas and, where necessary, rural areas.	Design, construct, and reconstruct rural arterials and collectors to allow safe and convenient passage of agricultural equipment, trucks, buses, pedestrians, and bicyclists.

Policy Language – Key Question 3

Are changes needed to the Functional Class maps?

Policy Language – Key Question 4

Do the policies adequately address the land use / transportation issues in the rural portion of the County?

Building Rural Roads

- *Building Roads (ID #52)*

Improvements to Serve Development

- *Improvements to Serve Development (ID #54, 55, 56, 57)*

Rural to Urban Connectivity

- *Building Roads (ID #68, 69)*

Other Land Use Topics?

- *Functional Class & Roadway Standards (ID #77)*
- *Improvements to Serve Development (ID #78, 81, 82)*
- *Parking (ID #79, 80)*

Policy Language – Key Question 5

Should the County pursue the formation of an Area Transportation Commission (ACT) to address state transportation system issues outside of the Metro boundary?

Other Rural Road Topics?

- *ID #76: County shall pursue the formation of an Area Transportation Commission (ACT) for the non-Metro portions of Clackamas County. The ACT will facilitate a coordinated approach to addressing issues on the state transportation system.*

Policy Language – Key Question 6

Is it appropriate to pursue a Transportation Demand Management strategy in the rural portions of the County?

Building Rural Roads (new, existing, rebuilding) ID #53

Existing Policy	New Policy
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.	Encourage employers and schools outside urban growth boundaries in Clackamas County to implement a range of TDM policies to help their employees and students reduce VMT, maximize use of existing facilities, and increase walking, biking, and transit use.

Policy Language – Key Question 7

What is the appropriate approach to Scenic Roads and Agri-Tourism in the rural areas?

Scenic Roads

- *Scenic Roads (ID #58, 59, 60)*

Rural Tourism

- *Scenic Roads (ID #61, 62)*

General Comments and Questions

- › *Are there any other specific questions or comments about the Rural Road and Rural Land Use policies?*
- › Additional questions?
- › Missing policies?

Next Steps

- › Next policy meeting: Thursday, Aug. 30
 - *Equity Issue Discussion*
 - *Document C - Rural Land Use and Transportation*
 - Chapter 5
 - Road Access
 - Safety Action Plan
 - Equestrian
 - Chapter 10
 - Mt Hood Community Plan - Transportation

- › Other next steps

Key Question Overview

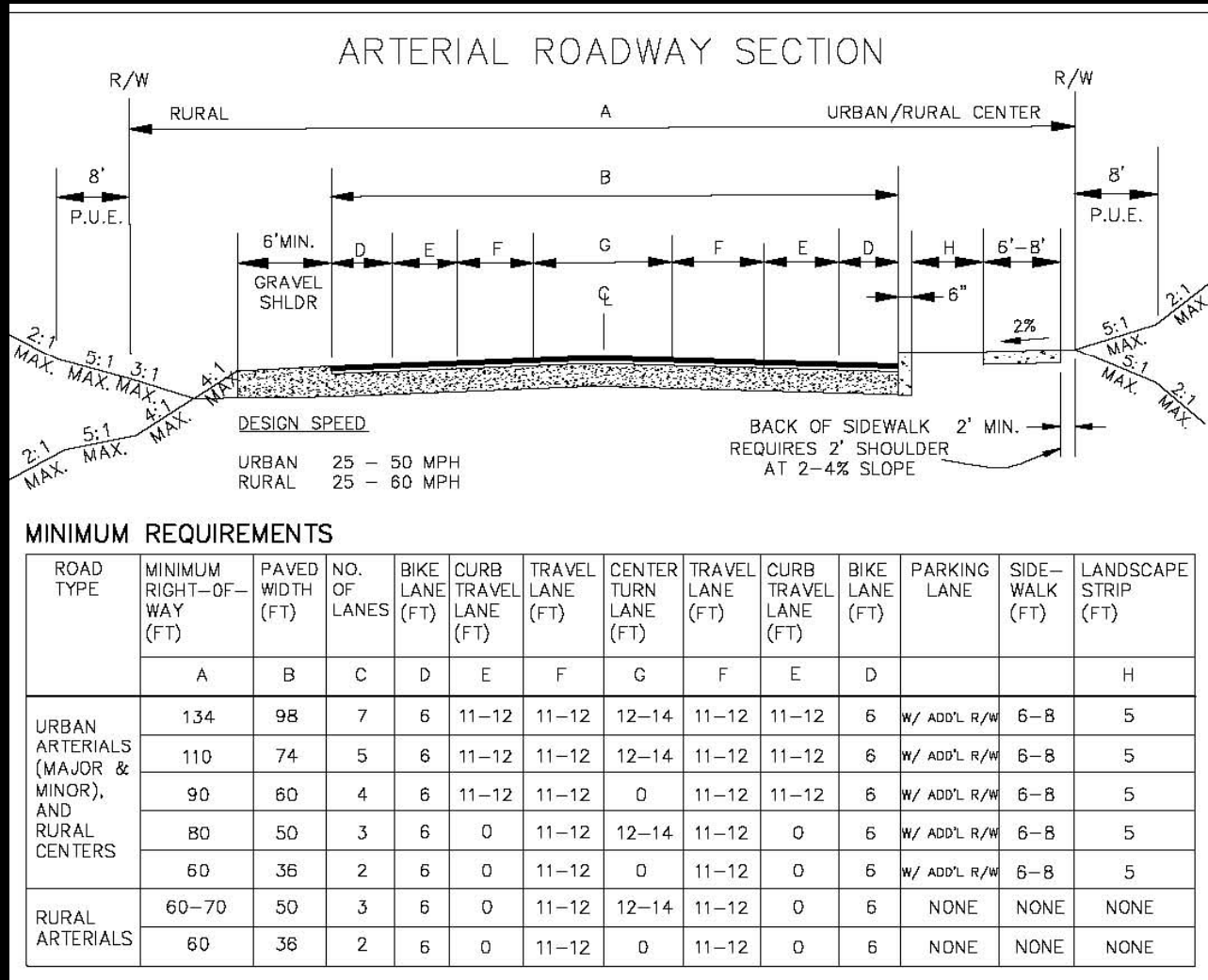
1. *What should be the County's general policy approach be to the provision of Rural Roads within the framework of the Transportation Planning Rule (TPR) requirements?*
2. *Does the County Functional Class system address all of the rural roads requirements?*
3. *Do the policies adequately address the land use / transportation issues in the rural portion of the County?*
4. *Should the County pursue the formation of an Area Transportation Commission (ACT) to address state transportation system issues outside of the Metro boundary?*
5. *Is it appropriate to pursue a Transportation Demand Management strategy in the rural portions of the County?*
6. *What is the appropriate approach to Scenic Roads and Agri-Tourism in the rural areas?*
7. *Are there any specific questions or comments about the Rural Road and Rural Land Use policies?*



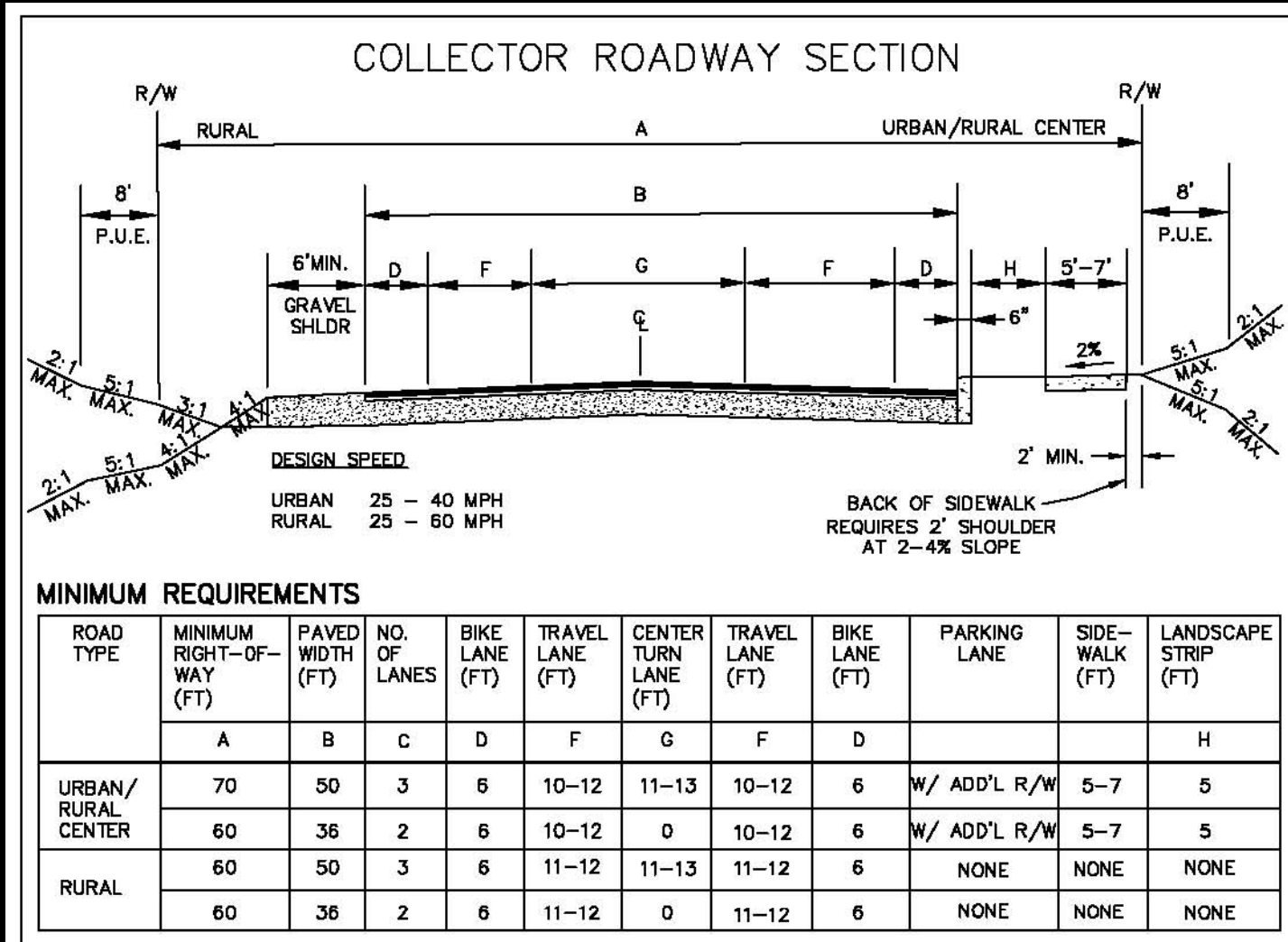
CLACKAMAS COUNTY *Update*
TRANSPORTATION SYSTEM PLAN



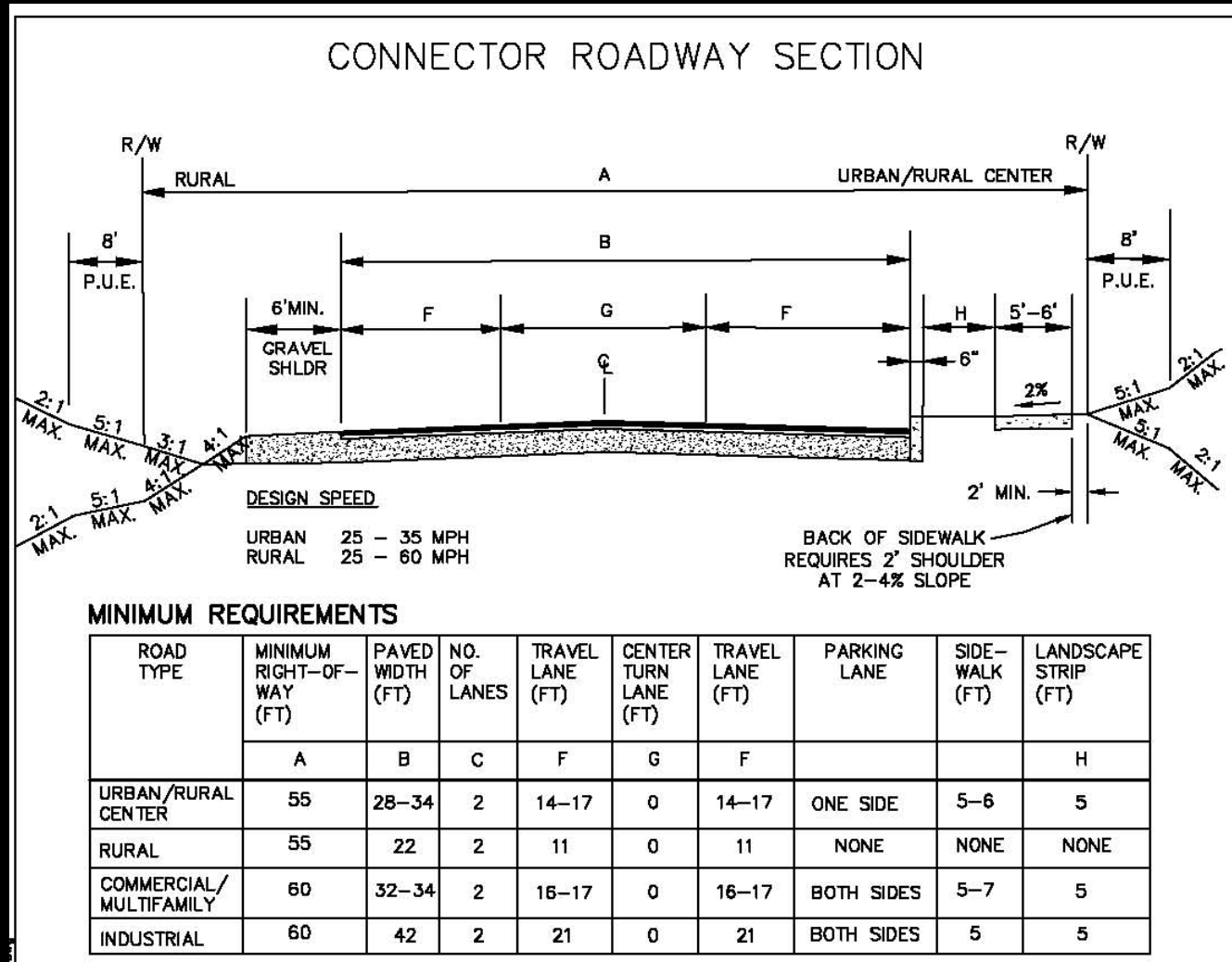
Current County Roadway Standards



Current County Roadway Standards



Current County Roadway Standards



Current County Roadway Standards

