

Oregon Transportation Planning Hierarchy

<p>State Planning Mandate <i>Oregon Revised Statute Chapter 197</i></p>			
<p>Transportation Planning Rule (TPR) <i>Oregon Administrative Rules 660-12</i></p>			
<p>State Transportation System Plan <i>Oregon Transportation Plan (ODOT)</i> <i>Oregon Highway Plan (ODOT)</i></p>			
<p>Regional Transportation Plan & Regional Transportation Functional Plan - Metro (MPO Area)</p>		<p><i>Coordinated Transportation Plan Non MPO Area – County (TPR)</i></p>	
<p>Local TSP – City (RTFP)</p>	<p>Local TSP – County (RTFP)</p>	<p>Local TSP – City (TPR)</p>	<p>Local TSP – County (TPR)</p>
<p>Metro Urban Area Clackamas County</p>		<p>Non Metro Area Clackamas County</p>	

Regional Transportation Function Plan – Metro Urban Area (RTFP)

- *The Regional Transportation Functional Plan (RTFP) implements the Goals and Objectives in section 2.3 of the Regional Transportation Plan (RTP) ... which cities and counties of the region will carry out in their comprehensive plans, transportation system plans (TSPs) ...*
- If a TSP is consistent with this RTFP, Metro shall deem it consistent with the RTP.

TITLE 1: TRANSPORTATION SYSTEM DESIGN

3.08.110 Street System Design

- To ensure that new street construction and re-construction projects are designed to improve safety, support adjacent land use and balance the needs of all users, including bicyclists, transit vehicles, motorists, freight delivery vehicles and pedestrians of all ages and abilities, city and county street design regulations shall allow implementation of:
 - Complete street designs

3.08.120 Transit System Design

- City and county TSPs or other appropriate regulations shall include investments, policies, standards and criteria to provide pedestrian and bicycle connections to all existing transit stops and major transit stops designated in Figure 2.15 of the RTP.

3.08.130 Pedestrian System Design

- City and county TSPs shall include a pedestrian plan, with implementing land use regulations, for an interconnected network of pedestrian routes within and through the city or county.

3.08.140 Bicycle System Design

- City and county TSPs shall include a bicycle plan, with implementing land use regulations, for an interconnected network of bicycle routes within and through the city or county.

3.08.150 Freight System Design

- City and county TSPs shall include a freight plan, with implementing land use regulations, for an interconnected system of freight networks within and through the city or county.

3.08.160 Transportation System Management and Operations

- City and county TSPs shall include transportation system management and operations (TSMO) plans to improve the performance of existing transportation infrastructure within or through the city or county.

TITLE 2: DEVELOPMENT AND UPDATE OF TRANSPORTATION SYSTEM PLANS

3.08.210 Transportation Needs

- A. Each city and county shall update its TSP to incorporate regional and state transportation needs identified in the 2035 RTP and its own transportation needs. The determination of local transportation needs shall be based upon:
1. System gaps and deficiencies identified in the inventories and analysis of transportation systems pursuant to Title 1;
 2. Identification of facilities that exceed the Deficiency Thresholds and Operating Standards in Table 3.08-2 or the alternative thresholds and standards established pursuant to section 3.08.230;
 3. Consideration and documentation of the needs of youth, seniors, people with disabilities and environmental justice populations within the city or county, including minorities and low-income families.

3.08.220 Transportation Solutions

- A. Each city and county shall consider the following strategies, in the order listed, to meet the transportation needs determined pursuant to section 3.08.210 and performance targets and standards pursuant to section 3.08.230. The city or county shall explain its choice of one or more of the strategies and why other strategies were not chosen:
4. TSMO strategies, including localized TDM, safety, operational and access management improvements;
 5. Transit, bicycle and pedestrian system improvements;
 6. Traffic-calming designs and devices;
 7. Land use strategies in OAR 660-012-0035(2) to help achieve the thresholds and standards in Tables 3.08-1 and 3.08-2 or alternative thresholds and standards established pursuant to section 3.08.230;
 8. Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.08.110 and design classifications in Table 2.6 of the RTP, in order to provide alternative routes and encourage walking, biking and access to transit; and
 9. Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Design and Network Concepts in Table 2.6 and section 2.5.2 of the RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs.

3.08.230 Performance Targets and Standards

- A. Each city and county shall demonstrate that solutions adopted pursuant to section 3.08.220 will achieve progress toward the targets and standards in Tables 3.08-1, and 3.08-2 and measures in subsection D, or ...

TITLE 3: TRANSPORTATION PROJECT DEVELOPMENT

3.08.310 Defining Projects in Transportation System Plans

- A. Each city or county developing or amending a TSP shall specify the general locations and facility parameters, such as minimum and maximum ROW dimensions and the number and width of traffic lanes, of planned regional transportation facilities and improvements identified on the appropriate RTP map.

TITLE 4: REGIONAL PARKING MANAGEMENT

3.08.410 Parking Management

- B. Cities and county parking regulations shall establish parking ratios, consistent with the following:
 1. No minimum ratios higher than those shown on Table 3.08-3.
 2. No maximum ratios higher than those shown on Table 3.08-3 and illustrated in the Parking Maximum Map.

TITLE 5: AMENDMENT OF COMPREHENSIVE PLANS

3.08.510 Amendments of City and County Comprehensive and Transportation System Plans

- A. When a city or county proposes to amend its comprehensive plan or its components, it shall consider the strategies in subsection 3.08.220A as part of the analysis required by OAR 660-012-0060.

TITLE 6: COMPLIANCE PROCEDURES

3.08.610 Metro Review of Amendments to Transportation System Plans

- A. Cities and counties shall update or amend their TSPs to comply with the RTFP, or an amendment to it, within two years after acknowledgement of the RTFP, or an amendment to it or by a later date specified in the ordinance that amends the RTFP. The COO shall notify cities and counties of the dates by which their TSPs must comply.



Table 3.08-2
Interim Regional Mobility Policy
Deficiency Thresholds and Operating Standards

Location	Standard	Standard	
		Mid-Day One-Hour Peak ^A	PM 2-Hour Peak ^A
		1st Hour	2nd Hour
Central City, Regional Centers, Town Centers, Main Streets, Station Communities	.99	1.1	.99
Corridors, Industrial Areas, Intermodal Facilities, Employment Areas, Inner Neighborhoods, Outer Neighborhoods	.90	.99	.99
I-84 (from I-5 to I-205)	.99	1.1	.99
I-5 North (from Marquam Bridge to Interstate Bridge)	.99	1.1	.99
OR 99E (from Lincoln Street to OR 224 interchange)	.99	1.1	.99
US 26 (from I-405 to Sylvan interchange)	.99	1.1	.99
I-405 B (I-5 South to I-5 North)	.99	1.1	.99
Other Principal Arterial Routes <ul style="list-style-type: none"> • I-205 ^B • I-84 (east of I-205) • I-5 (Marquam Bridge to Wilsonville) ^B • OR 217 • US 26 (west of Sylvan) • US 30 OR 8 (Murray Blvd to Brookwood Ave) ^B • OR 212 • OR 224 • OR 47 • OR 213 	.90	.99	.99

A. The demand-to-capacity ratios in the table are for the highest two consecutive hours of weekday traffic volumes. The mid-day peak hour is the highest 60-minute period between the hours of 9 a.m. and 3 p.m. The 2nd hour is defined as the single 60-minute period either before or after the peak 60-minute period, whichever is highest.

B. A corridor refinement plan is required in Chapter 6 of the RTP, and will include a recommended mobility policy for each corridor.

Transportation Planning Rule (TPR) – Outside of Metro / Rural Areas

The stated purpose of the Transportation Planning Rule (TPR) is ***“to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided.”***

A major goal of the Transportation Planning Rule (TPR) is to promote more careful coordination of land use and transportation planning, to assure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

A Transportation System Plan shall include the following elements:

- Road plan as specified in OAR 660-012-0020(2) (b).
- Access management plan consistent with the OHP and Oregon Administrative Rule 734-051-000 (“Division 51”) requirements.
- Public transportation plan as specified in OAR 660-012-0020(2) (c).
- Bicycle and pedestrian plans as specified in OAR 660-012-0020(2) (d) and OAR 660-012-0045(3) (b), and consistent with ORS 366.514.
- Transportation system management and demand management plan including a parking management plan consistent with OAR 660-012-0045(5).
- Air, rail, water and pipeline plan as specified in OAR 660-012-0020(2) (e).
- Transportation financing program as provided in OAR 660-012-0040.
- Proposed local codes and ordinances to provide for implementation of the TSP as necessary to carry out OAR 660-012-0045 (provisions related to coordination with County and ordinance requirements to consider that new development provides for convenient bike and pedestrian circulation and, where appropriate, convenient access to transit).
- A prioritized 20-year project list of preferred projects that are feasible within the expected resources identified by the transportation financing program.



Oregon Highway Plan

State Facility Operating Standards – Outside Metro

Table 6: Volume to Capacity Ratio Targets for Peak Hour Operating Conditions

VOLUME TO CAPACITY RATIO TARGETS OUTSIDE METRO ^{A,B,C,D}							
Highway Category	Inside Urban Growth Boundary					Outside Urban Growth Boundary	
	Special Transportation Area (STA) ^E	Metroplanning Area (MPO)	Non-MPO outside of STAs where non-freeway posted speed <= 35 mph, or a designated UBA	Non-MPO outside of STAs where non-freeway speed > 35 mph, but <45 mph	Non-MPO where non-freeway speed limit >= 45 mph	Unincorporated Communities ^F	Rural Lands
Interstate Highways	N/A	0.85	N/A	N/A	0.80	0.70	0.70
Statewide Expressways	N/A	0.85	0.80	0.80	0.80	0.70	0.70
Freight Route on a Statewide Highway	0.90	0.85	0.85	0.80	0.80	0.70	0.70
Statewide (not a Freight Route)	0.95	0.90	0.90	0.85	0.80	0.75	0.70
Freight Route on a Regional or District Highway	0.95	0.90	0.90	0.85	0.85	0.75	0.70
Expressway on a Regional or District Highway	N/A	0.90	N/A	0.85	0.85	0.75	0.70
Regional Highways	1.0	0.95	0.90	0.85	0.85	0.75	0.70
District / Local Interest Roads	1.0	0.95	0.95	0.90	0.90	0.80	0.75

Notes for Table 6

- A. Unless the Oregon Transportation Commission has adopted an alternative mobility target for the impacted facility, the mobility targets in Table 6 are considered standards for purposes of determining compliance with OAR 660-012, the Transportation Planning Rule.
- B. For the purposes of this policy, the peak hour shall be the 30th highest annual hour. This approximates weekday peak hour traffic in larger urban areas. Alternatives to the 30th highest annual hour may be considered and established through alternative mobility target processes.
- C. Highway design requirements are addressed in the Highway Design Manual (HDM).
- D. See Action 1F.1 for additional technical details.
- E. Interstates and expressways shall not be identified as STAs.
- F. For unincorporated communities inside MPO boundaries, MPO mobility targets shall apply.