

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

ORDINANCE NO. _____

An Ordinance Amending Comprehensive Framework Plan Policy 34, Trafficways,
And The Accompanying Functional Classification Of Trafficways Map(S).

The Multnomah County Board of County Commissioners Finds:

- a. County trafficways are a major part of the regional transportation system which serves the land uses in the County and functions to move people and goods. Comprehensive Framework Plan Policy 34: Trafficways, states that a safe and efficient trafficway system should be developed through various means, including a functional classification of trafficways system.
- b. Policy 34: Trafficways and the Functional Classification of Trafficways Map(s), adopted in 1983, were amended in 1993 to include the rural portions of the county. amended in 1995 to reflect Oregon Transportation Planning Rule policy language, added *Expressway* as a functional classification, clarified *Scenic Route* overlay classification, updated the implementing strategies and revised the Functional Classification of Trafficways Map(s) to incorporate current and projected traffic conditions, and amended in 1999 to add *Boulevard* and *Street* overlay classifications.
- c. The functional classification of trafficways supports systematic improvements through the County's Transportation Capital Improvement Plan and Program process and the land development process. Improvements are based on design standards for each of the classifications that incorporate elements of safety and efficiency.
- d. Statewide Planning Goal 12: Transportation and the Oregon Transportation Planning Rule adopted in 1990 (OAR Chapter 660, Division 12, Section 660-12-020), directs local governments, including Multnomah County, to adopt Transportation System Plans (TSPs) that include a road (trafficway) plan for a network of arterials and collectors that provides for continuity between adjacent jurisdictions.
- e. Metro has adopted the Regional Transportation Plan; Multnomah County has adopted the TSPs for the West Hills, Sauvie Island, and West of Sandy River; and the cities of Portland, Wood Village, Fairview, Troutdale, and Gresham have each adopted TSPs that have identified and resolved functional classification inconsistencies.

- f. Further, the Transportation Planning Rule directs that planned transportation systems support a pattern of travel and land use in urban areas which avoid air pollution, traffic and livability problems faced by other areas of the country. Specifically, the planned transportation system will support targeted reductions in vehicle miles traveled (VMT) per capita for the Portland metropolitan region by reducing reliance on any one mode of travel through land use design and provision of mode choices.
- g. The Functional Classification of Trafficways Map(s) revisions are based on an analysis of future population and employment, planned land uses, and on travel demands and traffic conditions that consider targeted changes in travel behavior. The 2040 analysis incorporated assumptions of the Region's 2040 Growth Management Plan.
- h. Policy 34 Implementation Strategies are amended to identify specific planning, coordinating, and implementing actions to be taken that will lead to the development and maintenance of an efficient and safe trafficway system that is supportive of the region's targeted reduction in VMT per capita in the urbanized portions of the county through fostering mode choices.
- i. Comprehensive Framework Plan Policy 3: Citizen Involvement, specifies that public involvement and information distribution of planning issues shall occur consistent with Statewide Planning Goal 1: Citizen Involvement. The proposed amendment of Plan Policy 34: Trafficways, and its companion map(s) were presented for discussion at the Multnomah County Planning Commission meeting on November 3, 2003, the East Multnomah County Transportation Committee Meetings on August 4, 2003, October 6, 2003, and December 8, 2003, and at a Public Meeting held at the Gresham Central Library on October 23, 2003. Meeting notices were published in the Gresham Outlook and Oregonian newspapers.
- j. Exhibit A, (Staff Report) and the Maps, Exhibits B, C, D and E (Functional Classification of Trafficways: Maintenance District 1, Maintenance District 2, Maintenance District 4 and Maintenance District 5 Functional Classification of Trafficways: dated November, 2003), incorporated as part of these Findings, further explain how amendments to Policy 34: Trafficways, comply with other Comprehensive Framework Plan Policies and are necessary to provide a safe, efficient, and economical trafficway system in Multnomah County.
- k. Comprehensive Framework Plan Policy 41: Columbia River Gorge National Scenic Area, applies to approximately 33,280 acres in Multnomah County within the Columbia River Gorge National Scenic Area. All future development, including roads and other public facilities, must be consistent with and support the purposes of the Management Plan for the Columbia

River Gorge National Scenic Area. This management plan and Framework Policy 41 shall control over any potential conflicting provisions of Policy 34 or its accompanying Functional Classification of Trafficways Maps.

- I. Proposed amendments would revise the policy language to reflect the Oregon Transportation Planning Rule, add *Industrial Streets* and *Green Streets* as new overlay classifications, clarify *Principal Arterial* as functional classification, update the policy's implementing strategies, and revise the Functional Classification of Trafficways Maps to incorporate current and projected traffic conditions.

Multnomah County Ordains as follows:

Section 1. Multnomah County Comprehensive Framework Plan Policy 34: Trafficways is amended as follows:

Appendix E
Multnomah County Comprehensive Framework Plan
Policy 34: Trafficways
(Proposed Amendments)

Introduction

Trafficways are a vital part of the transportation system in Multnomah County, functioning to move people and goods between their origins and destinations. A hierarchy of trafficways provides necessary access to land uses and mobility to travelers and commerce. The trafficway network accommodates several modes of travel within public right-of-way and acknowledges differing transportation needs between the urban and rural areas of the County. Communication and power networks and public utilities, including storm and sanitary sewers and water supply share the right-of-way with roads.

Trafficways are developed according to their functional classification, which distinguishes streets and roads by their operational purposes. Many aspects are considered when classifying trafficways:

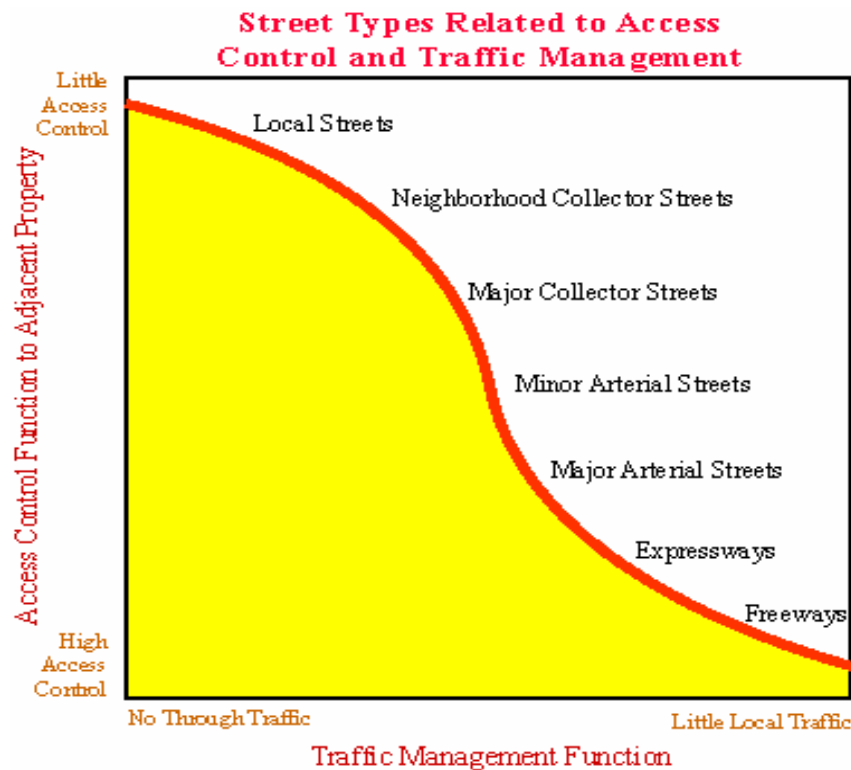
- Travel characteristics: trip length, origin, and destination
- Intensity and density of land uses served: urban and rural
- Travel modes to be served: automobiles, bicycles, transit, trucks, and pedestrians
- Relationship between traffic movement and access management
- Projected traffic volumes and capacity requirements at acceptable levels of service

The hierarchy of trafficways generally progresses from low traffic volumes and low speeds to higher volumes and speeds. Trip types vary by origins and destinations and by trip length and purpose, from local and neighborhood trips to countrywide and intra-regional travel, or inter-regional and interstate trips.

Access to property is inversely related to the mobility function of a trafficway. Access to adjacent property is greatest on local streets, but mobility is limited to local trips on local and neighborhood streets. The greatest level of mobility to the greatest number of travelers is provided by the freeway system; however, there is no direct property access provided by the interstate system.

County roads serve a distribution of trips between home and work, school, shopping, and recreation, and from sources of materials and manufacturers to distributors.

The system of trafficways to meet the needs of County residents, visitors, and businesses are functionally identified by the following types of facilities. Each type of trafficway accommodates various modes of travel and relates to land uses to which access is being provided.



LOCAL URBAN STREETS AND RURAL ROADS

Local streets provide access to abutting land uses on low traffic volume and low speed facilities. Their primary purpose is to serve local pedestrian, bicycle, and automobile trips and limited public transportation use in urban areas, and auto and farm vehicle circulation with local pedestrian, bicycle, and equestrian use in rural areas.

COLLECTOR STREETS

Collector streets distribute traffic between local streets and the arterial street network. They serve land uses over a broader corridor than local streets but are not intended to serve trips that do not have either an origin or destination within the corridor. Collector streets provide for automobile, bicycle, and pedestrian circulation and basic transit service.

Neighborhood Collector Streets

Neighborhood collector streets provide access primarily to residential land uses and link neighborhoods to higher order roads. They generally have higher traffic volumes than local streets but through or non-local traffic is discouraged.

Major Collector Streets

Major collector streets serve several purposes including linking neighborhoods to the regional system of bicycle and automobile streets and basic transit service. They typically provide direct access between residential and commercial developments, schools, and parks and carry higher volumes of traffic than neighborhood streets. Major collector streets are also utilized to access industrial and employment areas and other locations with large truck and over-sized load volumes.

Rural Collector Roads

Rural collector roads are well connected in rural communities to distribute automobile traffic over large areas and generally connect to urban streets or rural arterials. Where rural collector streets connect roads in adjacent counties, through traffic will occur with volumes greater than local rural roads. They may also provide for recreational trips by auto, bicycle, and equestrian. Primary access is provided to land uses adjacent to the facility and over large rural districts. Rural collector roads provide for necessary truck transport of (agricultural, timber, and minerals) out of rural districts.

ARTERIAL STREETS

Arterial streets comprise the regional transportation network and provide for travel between communities in the County and between counties. Arterial streets accommodate the full array of travel modes with the regional bikeway system,

fixed-route transit network, goods delivery, and higher volume automobile traffic than collector streets. Arterial streets connect to freeways and expressways and collector streets. More intensive land uses occur along arterial street corridors and at arterial street intersections.

Urban arterial roadways may be overlaid with a regional or community boulevard or street designation by Metro in the 2040 Growth Concept. Multnomah County acknowledges Metro's Street Design Guidelines for 2040. The design elements in the Street Design Guidelines will be considered on regional facilities under Multnomah County's jurisdiction in the urban area. *[Added 1999, Ord. 926 § 11]*

Minor Arterial Streets

Minor arterial streets are the lowest order arterial facility in the regional street network. They typically carry less traffic volume than principal and major arterials but have a high degree of connectivity between communities. Access management may be implemented to preserve traffic capacity. Land uses along the corridor are a mixture of community and regional activities. Minor arterial streets provide major links in the regional road and bikeway networks; provide for truck mobility and transit corridors and are significant links in the local pedestrian system.

Major Arterial Streets

Major arterial streets carry high volumes of traffic between cities in the County as part of the regional trafficway system. The major fixed-route transit network corresponds with arterial street corridors. Priority may be given to transit- and pedestrian-oriented land uses. Traffic includes trucks and goods delivery, substantial commute movement, and controlled access to regional land uses along the corridor. Design and management of major arterial streets emphasizes preservation of ability to move auto and transit traffic by limiting accesses while also accommodating regional bikeways and pedestrian movements.

Principal Arterial Streets

Principal arterial streets connect to freeways and highways, which serve travelers without an origin or destination in the County. This interstate and interregional traffic, including trucks, is in addition to regional traffic traveling between cities and counties and traffic generated by intensive and higher density land uses along the arterial corridor. Thus, traffic volumes are high and access to adjacent land uses is limited to preserve the traffic capacity and reduce congestion along the principal arterial street. The ability to move auto, truck, and regional bicycle traffic is preserved. Trafficways designated as National Highway System routes shall be classified as Principal Arterial roadways.

Rural Arterial Roads

Rural arterial roads are the primary means of access into the County's large rural districts and often connect between counties to accommodate through movements. Rural arterials connect to freeways or highways and link rural collector and local roads to the urban area and other regions. Rural arterial roads carry greater traffic volumes than rural collector roads, including commuters and other home-based trips, natural resource trips involving trucks, and recreational trips involving autos, bicycles, and equestrians.

EXPRESSWAYS

Expressways principally serve interregional travel and, secondarily, regional and intercity travel. They are designed for moderate speeds with limited and controlled access to preserve capacity and accommodate substantial traffic volumes including truck traffic. Cross streets are grade separated or limited to a few intersections with arterial streets. They typically have a center median and do not provide access to adjacent land uses. Pedestrian and bike facilities may be provided along the expressway, often on separated facilities.

FREEWAYS

Freeways are high-speed roadways with grade-separated interchanges. They function to move goods and people between states and between regions within Oregon. Freeways carry high volumes of traffic, much of which does not have an origin or destination in Multnomah County. Access to abutting properties is prohibited. Pedestrian traffic and bicycle traffic on urban freeways are also prohibited.

OVERLAY CLASSIFICATION

In addition to a streets basic functional classification, an overlay classification is used to further describe the design or function of a facility. Included in the overlay classification are Regional and Community Boulevards, ~~and~~ Regional and Community Streets, and Green Streets as designated by Metro.

Scenic Routes

Scenic routes are streets that offer unique scenic views and are used for recreational and scenic travel in addition to traffic appropriate to the facility functional classification. Unique designs and materials and other accommodations or traffic restrictions may be imposed to preserve and enhance the scenic character of the facility. Landscape treatments should incorporate native species that integrate roadway improvements with the scenic character of the area.

Industrial Streets

Industrial streets are roadways that either serve as a freight route identified in the Regional Transportation Plan or serve industrial use areas. The standards for asphalt and base for major and minor collectors and lower classifications are insufficient for truck traffic. Therefore, the arterial asphalt and base standards need to be applied to non-arterial roadways carrying truck traffic. Regardless of classification, the pavement section of trafficways designated with the industrial streets overlays shall be constructed to arterial standards as per the Multnomah County Design Standards. Part I – Design Manual, Section 4 – Pavement Design.

Boulevards [Added 1999, Ord. 926 § II]

Boulevards serve the multi-modal travel needs of the region's most intensely developed activity centers including regional centers, station communities, town centers, and some main streets. Boulevards are the continuation of the regional street network within more intensively developed activity centers. Boulevards are designed with special amenities that promote pedestrian, bicycle, and public transportation travel in the districts they serve.

Boulevards are classified as regional and community scale designs. Regional boulevards can be applied to the major arterial classification while community boulevards can be applied to the minor arterial classification. The Boulevard overlay classifications are designated in the Regional Transportation Plan and in local jurisdiction's Transportation System Plans and other transportation planning documents.

Regional Boulevards [Added 1999, Ord. 926 § II]

Regional boulevards consist of four or more vehicle lanes, balanced multi-modal function, and a broad right of way. Features highly desirable on regional boulevards include on-street parking, bicycle lanes, narrower travel lanes than throughways, more intensive land use oriented to the street, wide sidewalks, and may include a landscaped median.

Community Boulevards [Added 1999, Ord. 926 § II]

Community boulevards consist of four or fewer vehicle travel lanes, balanced multi-modal function, narrower right of way than a regional boulevard, landscaped medians, no-street parking, narrower travel lanes than throughways, more intensive land use oriented to the street, and wide sidewalks. Community boulevards are located within the most intensely developed activity centers with development oriented to the street. These are primarily regional centers, town centers, station communities, and some main streets.

Streets [Added 1999, Ord. 926 § II]

Streets serve the multi-modal travel needs of corridors, inner and outer residential neighborhoods, and some main streets. Streets typically are more vehicle-oriented and less pedestrian-oriented than boulevards, providing a multi-modal function with an emphasis on vehicle mobility. Streets are classified as regional and community designs. Regional streets can be applied to the major arterial roads, while the community streets can be applied to minor arterial roads. The Street overlay classifications are designated in the Regional Transportation Plan and in local jurisdiction's Transportation System Plans and other transportation planning documents.

Regional Streets [Added 1999, Ord. 926 § II]

Regional streets consist of four or more vehicle travel lanes, balanced multi-modal function, broad right of way, limited on-street parking, wider travel lanes than boulevards, corridor land use set back from the street, sidewalk with pedestrian buffering from street, and a raised landscaped median, or usually a continuous two-way left turn lane.

Community Streets [Added 1999, Ord. 926 § II]

Community streets consists of two to four travel lanes, balanced multi-modal function, narrower right of way than regional streets, on-street parking, narrower or fewer travel lanes than regional streets, and residential neighborhood and corridor land use set back from the street. Community streets provide a higher level of local access and street connectivity than regional streets. Community streets have the greatest flexibility in cross sectional elements. Depending on the intensity of adjacent land use and site access needs, community streets can have three different median conditions, center two-way left turn lane, narrow landscaped median, or no median.

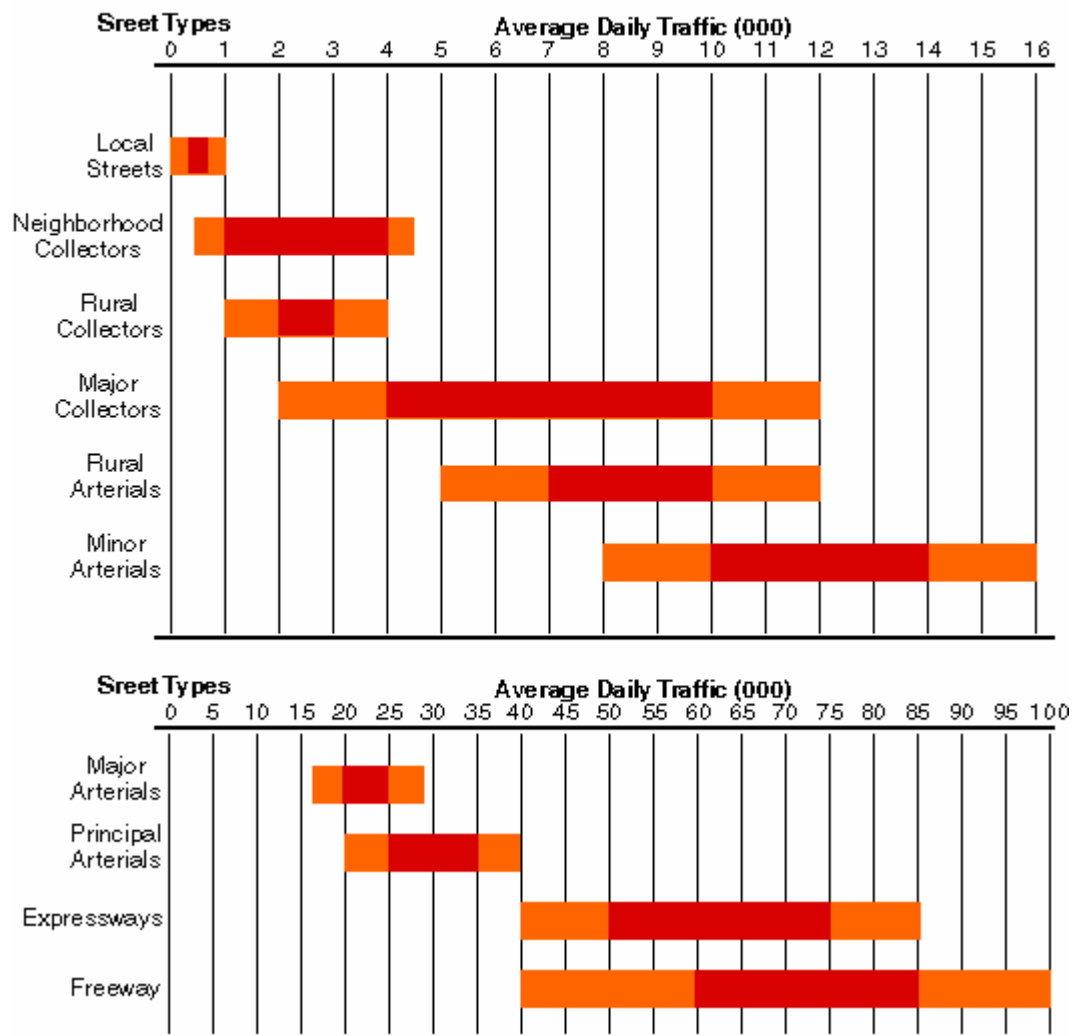
Green Streets

Green Streets are designed to incorporate a system of stormwater treatment within their right-of-way to protect the quality of the region's stream system. Green streets are designated according to the location-specific circumstances, including environmental conditions such as the soil conditions, water table, etc.; and surrounding land uses. The trafficways designated with green street overlay classifications are identified in the Regional Transportation Plan and in local jurisdiction's Transportation System Plans and other transportation planning documents. Multnomah County shall consider implementation of Green Streets design standards when developing a project listed in the County's Capital Improvement Program. Standards for Green Streets are in the Multnomah County Design Standards. Part I – Design Manual, Section 2 – Geometric Design.

TRAFFIC VOLUME GUIDELINES

The following chart illustrates the extent of traffic volumes by functional classification of each type of facility. The upper and lower limits are design guidelines; actual volumes may vary. (The darker/red portion of the bar represents typical traffic volumes handled by each classification. The lighter/orange portion of the bar represents the lower or upper limits of each classification.)

Average Daily Traffic By County Street Classifications



Transportation Corridor Study Areas

Existing streets, proposed new streets, or alternative alignments may undergo evaluation concerning future capacity or operational changes. The outcome of a corridor analysis, feasibility study, or environmental analysis may result in a change in functional classification. Functional classifications within these study areas are subject to change in the future pending the outcome of the evaluation.

TRAFFIC VOLUME GUIDELINES

~~The chart: Average Daily Traffic by County Street Classification illustrates the extent of traffic volumes by functional classification. The upper and lower limits are design guidelines, actual volumes may vary.~~

~~The purpose of this Policy is to direct the County to develop the existing trafficway system to maximize efficiency, and to consider the mobility of pedestrians by providing safe crossings.~~

Policy 34

The purpose of this Policy is to direct the County to develop the existing trafficway system to maximize efficiency and to consider the mobility of pedestrians by providing safe crossings.

The County's Policy is to develop a safe and efficient trafficway system using the existing road network, and by:

- A. Maintaining a trafficway classification system;
- B. Improving streets to the standards established by the classification system, where necessary and/or appropriate, to mitigate identified transportation problems and to accommodate existing and planned pedestrian, bicycle (Policy 33c), and transit facilities (Policy 35) as established in the County, regional, and local transportation plans;
- C. Placing priority on maintaining the existing trafficways;
- D. Developing additional transportation facilities to meet community and regional transportation needs where capacity of the existing system has been maximized through transportation system management and demand management measures;

Average Daily Traffic by County Street Classifications chart here

- E. Providing a safe and convenient bicycle and transit facilities and a pedestrian environment with road crossings and sidewalk network designed for pedestrian travel in accordance with Policy 33c: Bikeways/Pedestrian System and Policy 35: Public Transportation;
- F. Limiting the number of and consolidating ingress and egress points on arterials and major collectors to preserve traffic flow and on rural local roads to limit rural commercial development, as necessary;

- G. Reducing reliance on the automobile and assuring that the planned transportation system supports patterns of travel and land use which will avoid or mitigate problems of air pollution, traffic congestion, and community livability;
- H. Encouraging ride-share and flextime programs to help meet the projected increase in travel demand. The County will work with Metro and TriMet to develop ride-share programs, flextime and other transportation demand strategies to achieve the ride-share goal given in the Regional Transportation Plan; and
- I. Implementing the preferred Street Standards Chapter 29.500, Road Rules or the County Design and Construction Manual, including adherence to access control and intersection design guideline criteria, and establishing a procedure for allowing ~~variances from that ordinance~~ deviation from the preferred standard only when a physical obstacle prevents construction to the preferred standard or when the appropriate local jurisdiction's Transportation System Plan provides an alternate adopted standard. In all cases, roadways shall be constructed to standards within the County's allowable ranges for the appropriate classification.
- J. Considering and allowing for implementation of regional street design elements including reduction of excessive standards (as shown in *Creating Livable Streets: Street Design for 2040 (1997)*) Guidelines (Second Edition, June 2002) when planning for improvements to facilities designated on Metro's Regional Street Design Map or on roadways in urban unincorporated areas. [Added 1999, Ord. 926 § II]
- K. Improving local circulation by keeping through trips on arterial streets and minimizing local trip lengths by increasing street connectivity. [Added 1999, Ord. 926 § II]
- L. Ensuring that on-street parking is provided in accordance with county street standards and coordinating with cities to implement Metro's regional 10 percent reduction goal.
- M. Ensuring that additional right-of-way is dedicated at intersections that are currently signalized and that potentially may be signalized in order to comply with the Americans with Disabilities Act.

Excluding that portion of Multnomah County included in the Columbia River Gorge National Scenic Area, this Policy and the functional classification of trafficways map accompanying this Policy shall control over conflicting provisions of community plans or other pre-existing plans in determining the functional classification of trafficways. Trafficways located within the Columbia River Gorge National Scenic Area are subject to and superseded by provisions of the Columbia River Gorge Scenic Area Management Plan.

Strategies

A. TRAFFICWAYS

Adequate trafficways are essential for the efficient movement of goods and people. County trafficways should be designed and built to accommodate travel by a variety of travel modes, to provide access to abutting properties, and as locations for utilities within the trafficway right-of-way. To develop an efficient and safe trafficway system, the following strategies should be pursued:

1. **Classification of Trafficways:** Trafficways should be classified into a functional network that is integrated with land uses and travel needs. The hierarchy of the functionally classified network should be based on trip types and length, traffic volume and travel modes, and access to adjacent land uses within travel corridors.
2. **System Efficiency:** An inventory of the trafficway system should be maintained to determine current and future deficiencies as the basis for a capital improvement program. The trafficway system should:
 - a. be designed and operated to optimize travel capacities within acceptable levels of service, and
 - b. be consistent with land uses and transportation needs as determined by local and regional plans.
3. **Fostering Choice:** The trafficway system should be managed to provide opportunities for choices among available travel modes so that reliance on automobiles as single-occupant vehicles can be reduced, and so that total vehicle miles traveled as a measure of automobile use per capita can be reduced in the future, in accordance with the state Transportation Planning Rule and Policy 35: Public Transportation.
4. **Environmental and Social Values:** Development and operation of the County trafficway system should promote air quality consistent with federal standards, preserve open space and agricultural and forest lands consistent with local plans, protect scenic views, protect neighborhood cohesiveness and historic and cultural sites, and minimize the dislocation of residents and businesses resulting from County transportation projects.
5. **Safety:** Safety is a primary objective in the development and operation of the trafficway system through traffic signing and signalization, speed limits and speed control measures, road design and access control measures. Through the use of accepted

design and traffic management principles and practices, traffic accidents and conflicts between pedestrians, bicyclists, equestrians, and motorists can be minimized.

6. **Economics:** Work with the business community and regional and state agencies to assure efficient movement of goods and services in and through the County, including coordination of the trafficway system with inter-modal facilities, and use of public right of way for power and telecommunication purposes.
7. **Freight movement:** County trafficways shall provide for the movement of freight on facilities designed and built to accommodate the types and frequency of freight trips and which provide for convenient access to major highways, industrial areas, and resource extraction sites. County should identify a trafficway network for the purpose of freight movement. Trafficways designated as National Highway System routes shall be classified as Principal Arterial roadways.
8. **Aesthetics:** Trafficways are an important visual element in the urban and rural environment. As public spaces, trafficways should facilitate the public's use of the right-of-way in a manner that provides an aesthetic benefit to the community through facility design, landscaping, and their relationship to the natural and built environment.
9. **Street Connectivity:** Local street design impacts the effectiveness of the regional system when local travel is restricted by a lack of connecting routes, and local trips are forced onto the regional network. Streets should be designed to keep through trips on arterial streets and provide local trips with alternative routes. *[Added 1999, Ord. 926 § II]*

B. TRANSPORTATION PLANNING

As part of Multnomah County's ongoing transportation planning program, the County should strive to anticipated and provide for the future travel needs of County residents, businesses, and visitors.

1. **Compliance with Rules and Regulations:** Multnomah County should comply with existing and future state and federal legislation and resulting rules and regulations regarding environmental, energy, land use, and transportation measures affecting the County trafficways system.
2. **Comprehensive Framework Plan Policy Revisions:** Multnomah County should revise CFP Policy 33 to include Policy 33d –

Pedestrianways, that incorporates all Policy references to the provision of pedestrian circulation and a map of the County pedestrian network. CFP Policy 35 - Public Transportation should be amended to incorporate all Policy references to the transit classification system and transportation demand management and a map of the County transit system.

3. **Land Use Coordination:** The transportation system should be planned and developed consistent with land uses to be served with consideration given to planned land uses in adopted plans and resulting forecasted future travel demands. The transportation system should be developed in coordination with the development of land uses. The development of the transportation system and land uses and amendments to land use plans should be made in accordance with the executed Intergovernmental Agreements with the cities of Fairview, Gresham, and Troutdale to ensure consistency with the functions, capacities, and level of service of facilities identified in the Multnomah County transportation planning documents.
4. **System Optimization:** Transportation planning should strive to solve existing transportation problems in response to community input by maximizing the operational capacity of the current system using available management techniques and providing new or expanded facilities only where necessary.
5. **Public Input:** Community input is vital to the transportation planning process and should be sought at key points in each planning process including project development.
6. **Modal Plans:** Modal plans should be developed to establish truck, pedestrian, and transit networks on the County trafficway system in coordination with regional and local transportation plans, and the appropriate CFP policies amended to incorporate the network maps. Modal networks plans for the County trafficways and bikeways should be maintained in coordination with regional and local transportation plans.
7. **Transportation Studies:** Transportation studies and corridor analyses should be conducted to determine transportation needs, identify and analyze problems and alternative solutions, giving the public and communities the opportunity to participate in and affect the decision process.

Specific corridor studies should include:

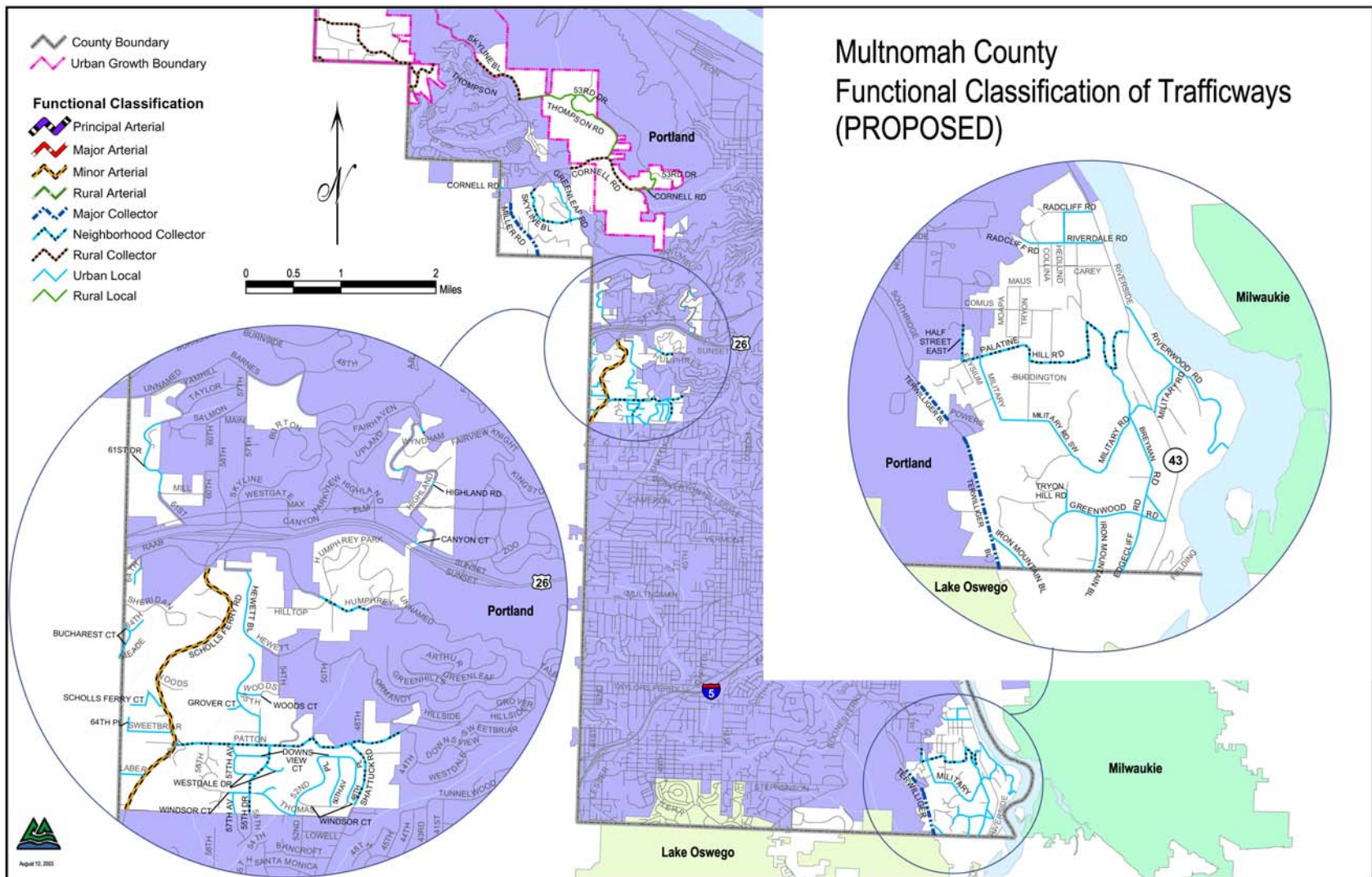
- ~~Mt. Hood Parkway: A through-route connection between Interstate 84 and US 26 in the East County area.~~
- Participation in the regional freight study to identify an alternative NHS truck route through the east Multnomah County area. The existing freight route along 181st/Burnside has land use conflicts with truck passage and substandard roadway conditions along Burnside in the Rockwood area. The 242nd Avenue Connector was identified as the alternate truck route in the Regional Transportation Plan. However, the project has been suspended because the transportation analysis completed for the Environmental Assessment found low demand for the connector in the short-term.
- 201st/202nd Avenues: Study of the capacity needs of a connection between Powell Boulevard and Sandy Boulevard in the vicinity of 201/202nd Avenue.
- Evacuation routes regarding homeland security, including routes for transport of hazardous materials and evaluating any conflicts between evacuation routes and hazardous material routes. The County should continue to work through the inter-agency Intelligent Transportation Systems Subcommittee on Public Safety, to develop a map of emergency routes and coordinate federal, state, and local agencies.
- Pedestrian safety in rural centers is becoming a concern with increased traffic volumes, especially in the Corbett/Springdale Centers. A study is needed to assess how to provide appropriate pedestrian amenities (sidewalks, crosswalks and landscaping) where appropriate, yet retaining the rural atmosphere. This might be accomplished with a pedestrian district overlay in rural centers. A pedestrian district overlay in the Corbett/Springdale Centers would need to be coordinated with the Oregon Department of Transportation and State Historic Preservation Office as the Centers are oriented to the Historic Columbia River Highway.

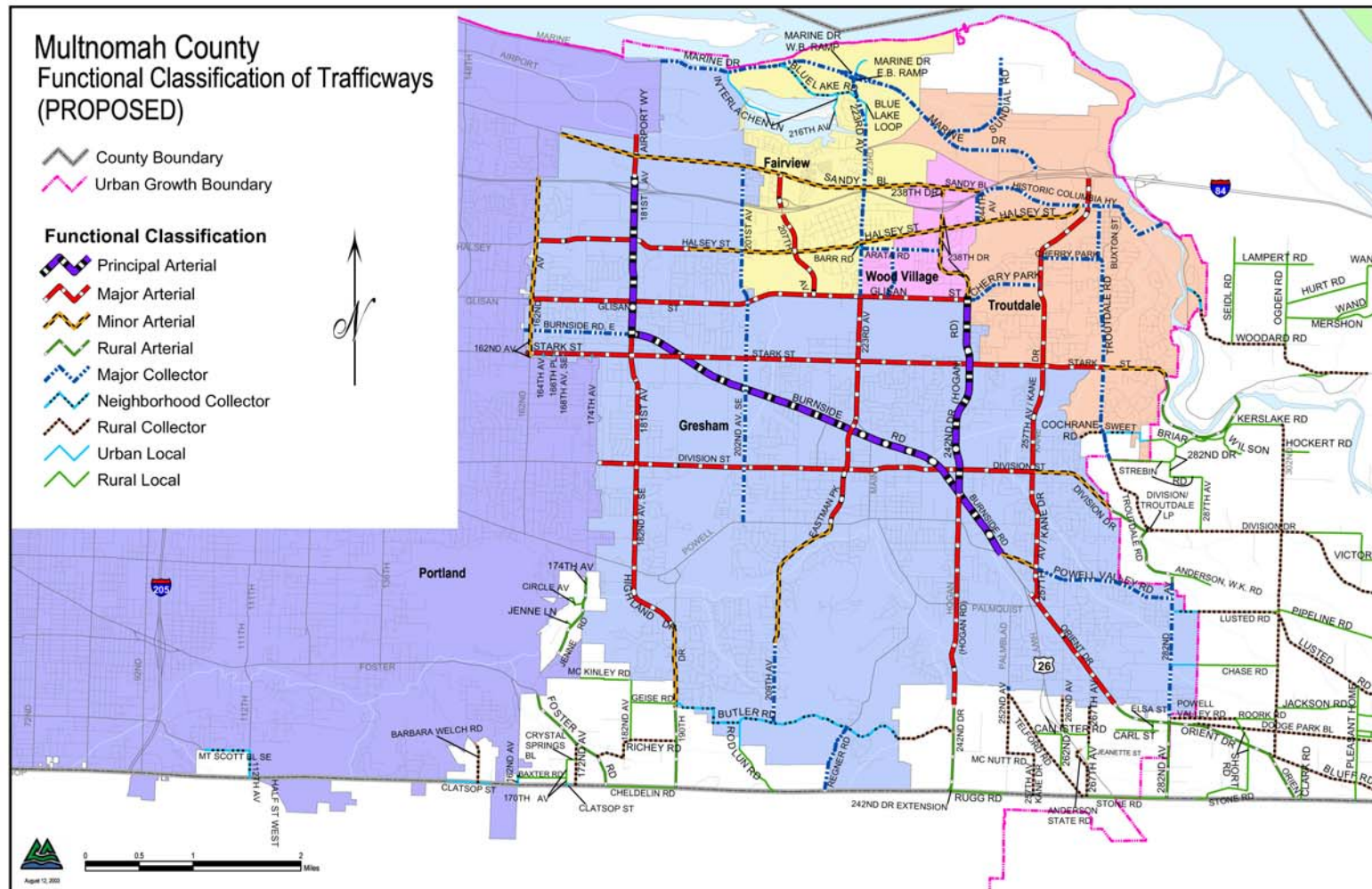
C. COMMUNITY DEVELOPMENT ORDINANCE

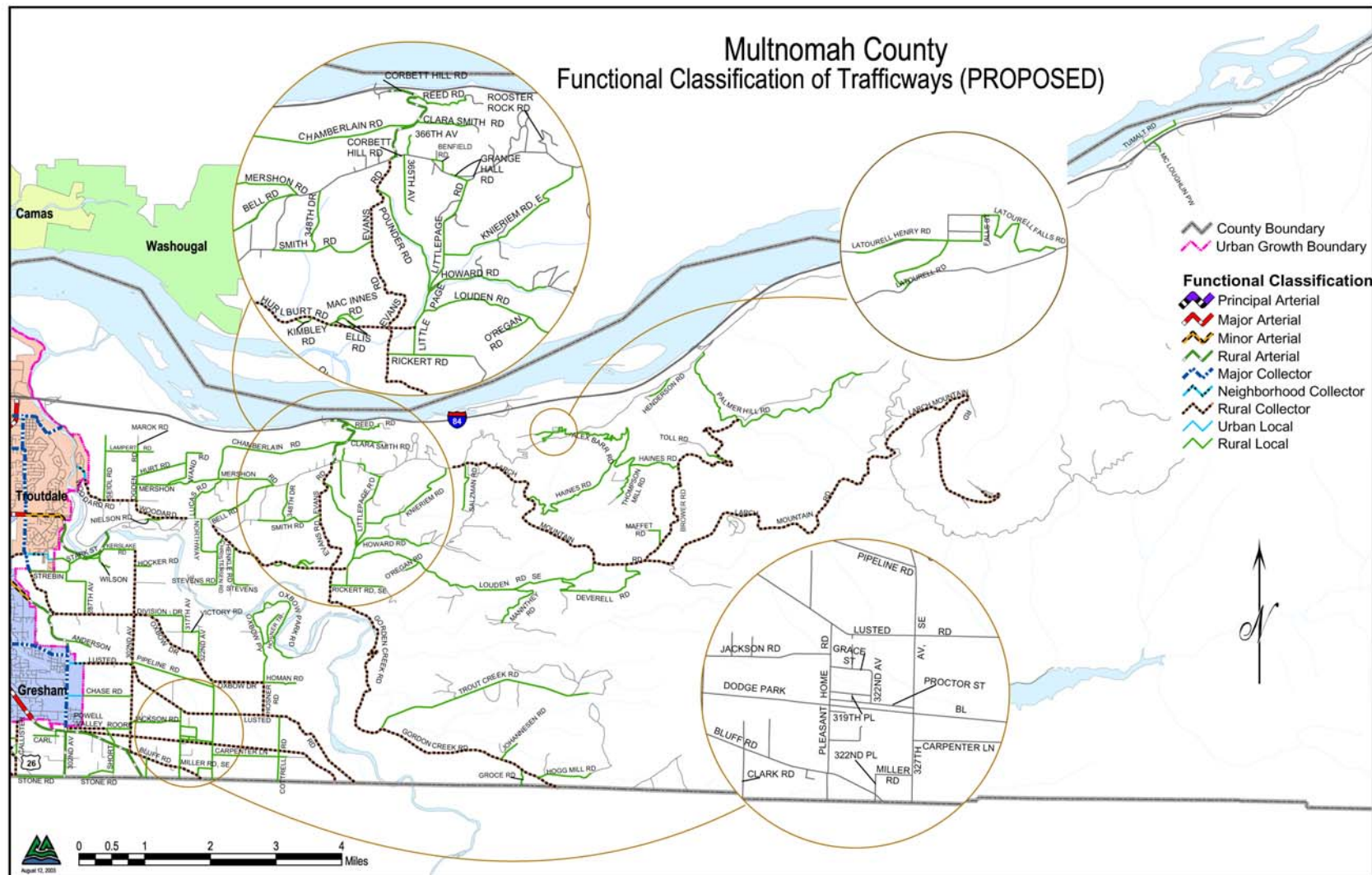
Measures to plan for, develop, and manage the County trafficway system should be codified in Multnomah County Code: Title II: Community Development.

- a. **Street Standards:** Codes and Rules should be revised specifying characteristics, permitting requirements, and operational measures necessary to implement the County transportation system identified in CFP Policies 33c, 33d, 34, and 35.
- b. The Multnomah County Transportation Capital Improvement Plan and Program identifies and ranks by criteria of need trafficway deficiencies and future capital needs, identifies future capital, and programs future transportation improvements based on a schedule of capital available for expenditure on the trafficway system.

[illegible]







D. STATE AND REGIONAL COORDINATION

~~Advise state and regional governments with regard to existing trafficways not under the County's jurisdiction. The County should~~ shall alert provide notice to the state and (ODOT), regional (Metro) and affected local governments of required improvements, and should provide documentation as to public needs.

Section 2.

FIRST READING January 15, 2004

SECOND READING January 22, 2004

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Diane M. Linn, Chair

REVIEWED

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By _____
Christopher D. Crean, Assistant County Attorney