

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR MULTNOMAH COUNTY, OREGON

ORDINANCE NO. 756

An ordinance amending Comprehensive Framework Plan Policy 34, Trafficways, and the accompanying Functional Classification of Trafficways Maps.

Multnomah County Ordains as follows:

Section I. Findings.

(A) Comprehensive Framework Plan Policy 34: Trafficways states that a safe and efficient trafficway system should be developed by various means including establishing a street classification system; such trafficway classification system is defined and described in the Policy 34: Trafficways section of the plan.

(B) The Comprehensive Framework Plan: Functional Classification of Trafficways Map relates street classifications as defined and described in Policy 34: Trafficways to the existing and future county street system.

(C) The street classification system as defined and described in Policy 34: Trafficways section relates street and travel characteristics that are most closely associated with urban land uses and intensities such that rural road functional classifications are not described in terms of rural land uses and activities and the rural road functional hierarchy.

(D) Resource related development, rural center growth and increased recreational activities in rural areas of Multnomah County have resulted in increased traffic volumes on rural county roads since 1983 when the previous Functional Classification of Trafficways Map

1 was adopted.

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3 (E) State-wide Planning Goal 12: Transportation has been promulgated by the Oregon
4 Department of Land Conservation and Development (OAR Chapter 660, Division 12, Section
5 660-12-020) and recommends that local governments, including Multnomah County, adopt
6 transportation system plans that include functional classifications for both urban and rural areas
7 so that road facilities and their functional classifications are closely coordinated with existing
8 and planned land uses.

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10 (F) To provide for close coordination between the rural land use system and the rural
11 trafficway system serving areas outside of the regional Urban Growth Boundary, it is necessary
12 to define rural trafficway functional classifications with descriptions that reflect the operational
13 purposes and hierarchical organization of the system.

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15 (G) The Scenic Route classification, as adopted in 1983, is a sub-category of collector
16 street. However, scenic qualities and scenic recreational uses of county roads may occur on
17 each functional classification of roads, for which restrictions may need to be imposed to
18 preserve the unique scenic qualities. Such restrictions can be applied as a Scenic Route
19 designation overlaying the trafficway functional classification.

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21 (H) Comprehensive Framework Plan Policy 3: Citizen Involvement specifies that public
22 involvement, and information distribution of planning issues shall occur, consistent with State-
23 wide Planning Goal 1: Citizen Involvement. Public meetings were held to review proposed
24 rural road functional classifications at Corbett Fire Station, Sam Barlow High School and
25 Linnton Community Center for which meeting notices were published in newspapers of general
26 circulation and in various organization newsletters, as well as mailed by rural carrier routes to

1 mailing addresses throughout rural Multnomah County.

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3 (I) Exhibit A, (the Staff Report) and Map Exhibits B and C (Functional Classification of
4 Trafficways: Rural East and Functional Classification of Trafficways: Rural West, dated
5 January, 1993), incorporated as part of these Findings, further explain how amendments to
6 Policy 34: Trafficways comply with other Comprehensive Framework Plan Policies and are
7 necessary to provide a safe, efficient and economical trafficway system in rural Multnomah
8 County.

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10 (J) Comprehensive Framework Plan Policy 41: Columbia River Gorge National
11 Scenic Area, applies to approximately 33,280 acres in Multnomah County within the
12 Columbia River Gorge National Scenic Area. All future development, including roads and
13 other public facilities must be consistent with and support the purposes of the Management
14 Plan for the Columbia River Gorge National Scenic Area. This management plan and
15 Framework Policy 41 shall control over any potential conflicting provisions of Policy 34 or its
16 accompanying Functional Classification of Trafficways Map.

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18 Section II. Plan Amendments.

19 (A). Proposed amendments would add the following new functional classifications of
20 rural trafficways, located outside the Urban Growth Boundary: Rural Arterials, and Rural
21 Collectors; and would change the Scenic Route from a functional classification to an overlay
22 designation. The Introduction to Policy 34: Trafficways of the Comprehensive Framework
23 Plan is amended to read as follows; new text is **bolded and underlined**, sections appearing in
24 [~~brackets~~] are deleted.

1 POLICY 34: TRAFFICWAYS

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3 INTRODUCTION

4 Trafficways are a major part of the transportation system, and include seven general types of streets (local,
5 collector, transit corridor streets, scenic routes, arterial streets, freeways and transitways) which serve the
6 land uses in the County and function to move people and goods. The traffic volumes given below serve as
7 guidelines for the functional classification. Traffic volumes are one aspect, but not the only aspect, of
8 classification — other factors include the character of the area, future land use, possible or existing traffic
9 intrusion on neighborhoods, circulation patterns, and topographic constraints.

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11 1. Local Streets provide access to abutting property and do not serve to move through traffic.

12

13 2. Collectors: Collector streets gather area traffic and connect it to the arterial system. They serve
14 properties within a 1/2 mile radius and are not intended to serve through movement. The streets usually
15 have traffic volumes less than 10,000 vehicles per day in the urban areas and less than 3,000 vehicles
16 per day in the rural areas. Urban collectors generally have a continuous length shorter than that for
17 minor arterials. Collectors are the lowest order streets designed to carry transit vehicles.

18

19 Major Collectors: Major collectors have traffic volumes greater than 4,000 vehicles per day. They
20 are the standard collector for major industrial areas and other locations with high truck and
21 oversized vehicle volumes.

22

23 Neighborhood Collectors: Neighborhood collectors have traffic volumes between 1,000 and 4,000
24 vehicles per day. Abutting land uses are usually residential in character.

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26 Rural Collectors: Rural collectors typically have traffic volumes of less than 3,000 vehicles

1 per day. They are characterized by serving as the connection between local roads and the
2 arterial(s) serving a rural area of the County.

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4 ~~[Scenic Routes: Scenic route denotes a street which offers unique scenic views and is used as a~~
5 ~~scenic and recreational drive. Restrictions may be imposed to preserve scenic character.]~~

6
7 3. Transit Corridor Streets: Transit corridor street denotes a street which serves a significant function of
8 carrying high-grade transit service; its traffic carrying function is secondary to its transit function. Ease of
9 pedestrian movement and pedestrian safety are main considerations on this type of street.

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11 4. Arterial Streets carry higher volumes of traffic, are often four lanes in the urban areas, and are the main
12 traffic arteries.

13
14 Principal Arterial streets are generally four lanes or more and can carry a large volume of traffic,
15 usually in excess of 25,000 vehicles per day. A significant feature of the principal arterial is its
16 function to carry “through” trips; that is, trips which have not originated in or are not destined for
17 the County area.

18
19 Major Arterial streets are generally four lanes which can carry a large volume of traffic, usually in
20 excess of 20,000 vehicles per day. Their function is to serve intra-county trips, but not through trips;
21 i.e., trips which do not have at least one trip end within the county area

22
23 Minor Arterial streets can carry a daily traffic volume up to 14,000 or more. They can be two lane
24 roads with right and left turn lanes at intersections, and left hand turn lanes where needed, or three
25 lane roads. Minor arterials are to serve intra-county trips; i.e., trips with at least one trip ending
26 within the surrounding county area. Minor arterials are streets characterized by their length and

their significance in acting as distributors to sizeable surrounding areas. They derive this distributor significance from the discontinuity of parallel routes, and thus assume more importance in distributing trips than collector streets.

Rural Arterial roads are generally two lanes which serve inter- and intra-county trips. They are characterized by their significance as traffic distributors between areas in the County, connecting cities and rural centers. They generally carry a daily traffic volume up to 10,000 vehicle trips.

5. Freeways are high speed roadways with grade separated interchanges. Their only function is to move traffic from one area to another, and they can generally carry traffic volumes in excess of 60,000 vehicles per day. A sizeable portion of freeway trips are "through" trips; i.e., trips which have not originated in or are not destined for the County area.

6. Transitway denotes an exclusive right-of-way for transit use, either bus or rail.

7. Scenic Routes: Scenic route is an overlay designation which denotes a street offering unique scenic views and which is used as a scenic and recreational drive. Restrictions may be imposed to preserve scenic character.

Historically, * * *

(B) The 1983 Functional Classification of Trafficways Map accompanying Policy 34: Trafficways is amended and supplemented by two maps entitled: Multnomah County Rural—East Functional Classification of Trafficways Map; and, Multnomah County Rural—West Functional Classification of Trafficways Map - each dated January 22, 1993 and adopted as a component of the the Multnomah County

1 Comprehensive Framework Plan. The Functional Classification of Trafficways Maps adopted by this
2 ordinance supercede the 1983 Functional Classification of Trafficways Map for those trafficways outside
3 of the Urban Growth Boundary.

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5 (C) The Management Plan for the Columbia River Gorge National Scenic Area and Framework
6 Policy 41 control over any conflicting provisions of Policy 34 or its accompanying Functional
7 Classification of Trafficways Maps. Policy 34: Trafficways shall be amended as follows to reflect this
8 precedence.

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10 * * *

11 H. IMPLEMENTING THE STREET STANDARDS CHAPTER 11.60 AND ORDINANCE 162,
12 INCLUDING ADHERENCE TO ACCESS CONTROL AND INTERSECTION DESIGN GUIDELINE
13 CRITERIA, AND ESTABLISHING A PROCEDURE FOR ALLOWING VARIANCES FROM THAT
14 ORDINANCE.


15
16 EXCLUDING THAT PORTION OF MULTNOMAH COUNTY INCLUDED IN THE COLUMBIA
17 RIVER GORGE NATIONAL SCENIC AREA, THIS POLICY AND THE FUNCTIONAL
18 CLASSIFICATION OF TRAFFICWAYS MAP ACCOMPANYING THIS POLICY SHALL CONTROL
19 OVER CONFLICTING PROVISIONS OF COMMUNITY PLANS OR OTHER PRE-EXISTING PLANS
20 IN DETERMINING THE FUNCTIONAL CLASSIFICATION OF TRAFFICWAYS. TRAFFICWAYS
21 LOCATED WITHIN THE COLUMBIA RIVER GORGE NATIONAL SCENIC AREA ARE
22 SUBJECT TO AND SUPERCEDED BY PROVISIONS OF THE COLUMBIA RIVER GORGE
23 SCENIC AREA MANAGEMENT PLAN.

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ADOPTED THIS 23rd day of March, 1993, being the date of its second
reading before the Board of County Commissioners of Multnomah County.



By 
Gladys McCoy, County Chair
MULTNOMAH COUNTY, OREGON
Gary Hansen, Vice-Chair

REVIEWED:


~~John DuBay, Deputy~~ County Counsel
of Multnomah County, Oregon
Laurence Kressel