

1                   BEFORE THE BOARD OF COUNTY COMMISSIONERS  
2                   FOR MULTNOMAH COUNTY  
3                   ORDINANCE NO. 825  
4

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

7  
8   Multnomah County Ordains as follows:  
9

10   Section I. Findings.  
11

12           (A)   County trafficways are a major part of the regional transportation  
13   system which serve the land uses in the County and function to move people  
14   and goods. Comprehensive Framework Plan Policy 34: Trafficways states that a  
15   safe and efficient trafficway system should be developed through various means,  
16   including establishing a functional classification of trafficways system.  
17

18           (B)   Policy 34: Trafficways and the Functional Classification of  
19   Trafficways Map, adopted in 1983 and amended in 1993 to include the rural  
20   portions of the County, reflects a hierarchical system of arterials, collectors and  
21   local streets, with a *Scenic Route* overlay.  
22

23           (C)   The functional classification of trafficways supports systematic  
24   improvements through the County's Capital Improvement Program (CIP) process  
25   and the land development process. Improvements are based on design  
26   standards for each of the classifications that incorporate elements of safety and  
27   efficiency.  
28

1 (D) State-wide Planning Goal 12: Transportation and the Oregon  
2 Transportation Planning Rule adopted in 1990 (OAR Chapter 660, Division 12,  
3 Section 660-12-020) directs local governments, including Multnomah County, to  
4 adopt transportation system plans (TSPs) that include a road (trafficway) plan for  
5 a network of arterials and collectors that provides for continuity between adjacent  
6 jurisdictions.

7  
8 (E) Multnomah County and the East County cities (Gresham,  
9 Troutdale, Fairview and Wood Village) identified and resolved functional  
10 classification inconsistencies in a review process in 1991. Additional  
11 inconsistencies were identified through the review of the transportation plans of  
12 Washington and Clackamas Counties and the cities of Portland and Lake  
13 Oswego.

14  
15 (F) Further, the Transportation Planning Rule directs that planned  
16 transportation systems support a pattern of travel and land use in urban areas  
17 which avoid air pollution, traffic and livability problems faced by other areas of  
18 the country. Specifically, the planned transportation system will support targeted  
19 reductions in vehicle miles traveled (VMT) per capita for the Portland  
20 metropolitan region by reducing reliance on any one mode of travel through land  
21 use design and provision of mode choices.

22  
23 (G) The Functional Classification of Trafficways Map revisions are  
24 based on an analysis of future (Years 2010 and 2040) population and  
25 employment, planned land uses, and on travel demands and traffic conditions  
26 that consider targeted changes in travel behavior. The 2040 analysis  
27 incorporated assumptions of the Region's 2040 Growth Management Plan.

28

1           (H)    Policy 34 Implementation Strategies are amended to identify specific  
2 planning, coordinating and implementing actions to be taken that will lead to the  
3 development and maintenance of an efficient and safe trafficway system, that is  
4 supportive of the region's targeted reduction in VMT per capita in the urbanized  
5 portions of the county through fostering mode choices.

6  
7           (I)    Comprehensive Framework Plan Policy 3: Citizen Involvement  
8 specifies that public involvement, and information distribution of planning issues  
9 shall occur consistent with Statewide Planning Goal No. 1, Citizen Involvement.  
10 The proposed amendment of Plan Policy 34: Trafficways and its companion  
11 map were presented for discussion at the Multnomah County Planning  
12 Commission meeting on May 1, 1995; the East Multnomah County  
13 Transportation Committee meeting on May 1, 1995; at city council meetings in  
14 Wood Village (May 10, 1995), Fairview (May 17, 1995), Troutdale (May 24,  
15 1995), at the Gresham Transportation Citizen Advisory Committee on May 18,  
16 1995 and the Gresham Transportation Forum on June 1, 1995. Meeting notices  
17 were published in the Gresham Outlook and the Oregonian newspapers.

18  
19           (J)    Exhibit A, (the Staff Report) and Maps Exhibits B and C (Functional  
20 Classification of Trafficways: East and West Functional Classification of  
21 Trafficways: dated June, 1995), incorporated as part of these Findings, further  
22 explain how amendments to Policy 34: Trafficways comply with other  
23 Comprehensive Framework Plan Policies and are necessary to provide a safe,  
24 efficient and economical trafficway system in Multnomah County.

1 (K) Comprehensive Framework Plan Policy 41: Columbia River Gorge  
2 National Scenic Area, applies to approximately 33,280 acres in Multnomah  
3 County within the Columbia River Gorge National Scenic Area. All future  
4 development, including roads and other public facilities must be consistent with  
5 and support the purposes of the Management Plan for the Columbia River Gorge  
6 National Scenic Area. This management plan and Framework Policy 41 shall  
7 control over any potential conflicting provisions of Policy 34 or its accompanying  
8 Functional Classification of Trafficways Maps.

9  
10 (L) Proposed amendments would revise the policy language to reflect  
11 the Oregon Transportation Planning Rule, add *Expressway* as a functional  
12 classification, clarify the *Scenic Route* overlay classification, update the policy's  
13 implementing strategies, and revise the Functional Classification of Trafficways  
14 Map to incorporate current and projected traffic conditions, and delete trafficways  
15 annexed to the City of Portland.

16  
17 Section II. Plan Amendments

18  
19 **1. POLICY 34 INTRODUCTION**

20  
21 THE INTRODUCTION TO POLICY 34: TRAFFICWAYS OF THE MULTNOMAH  
22 COUNTY COMPREHENSIVE FRAMEWORK PLAN IS REPLACED IN ENTIRETY  
23 WITH THE FOLLOWING:

24  
25 **INTRODUCTION**

26  
27 Trafficways are a vital part of the transportation system in Multnomah County, functioning  
28 to move people and goods between their origins and destinations. A hierarchy of

1 trafficways provides necessary access to land uses, and mobility to travelers and  
2 commerce. The trafficway network accommodates several modes of travel within public  
3 rights-of-way, and acknowledges differing transportation needs between the urban and  
4 rural areas of the County. Communication and power networks, and public utilities  
5 including storm and sanitary sewers, and water supply share the right-of-way with roads.  
6  
7 Trafficways are developed according to their functional classification which distinguishes  
8 streets and roads by their operational purposes. Many aspects are considered when  
9 classifying trafficways:

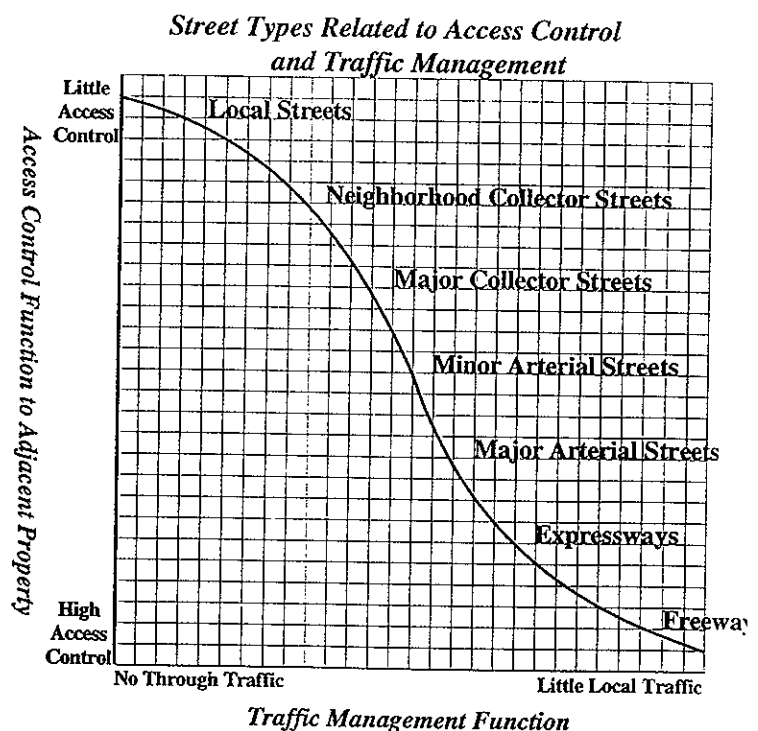
10

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

18

19 The hierarchy of trafficways generally  
20 progresses from low traffic volumes and  
21 low speeds to higher volumes and  
22 speeds. Trip types vary by origins and  
23 destinations, and by trip length and  
24 purpose: from local and neighborhood  
25 trips, to countywide and intra-regional  
26 travel, or interregional and interstate  
27 trips.

28



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

6

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

10

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

15

#### 16 LOCAL URBAN STREETS AND RURAL ROADS

17

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

23

#### 24 COLLECTOR STREETS

25

26 Collector streets distribute traffic between local streets and the arterial street  
27 network. They serve land uses over a broader corridor than local streets, but are  
28 not intended to serve trips that do not have either an origin or destination within the

1 corridor. Collector streets provide for automobile, bicycle and pedestrian circulation  
2 and basic transit service.

3

#### 4 Neighborhood Collector Streets

5

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

9

#### 10 Major Collector Streets

11

12 Major collector streets serve several purposes including linking neighborhoods to  
13 the regional system of bicycle and automobile streets, and basic transit service.

14 They typically provide direct access between residential and commercial  
15 developments, schools and parks and carry higher volumes of traffic than  
16 neighborhood streets. Major collector streets are also utilized to access industrial  
17 and employment areas and other locations with large truck and over-sized load  
18 volumes.

19

#### 20 Rural Collector Roads

21

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

## 1 ARTERIAL STREETS

2

3 Arterial streets comprise the regional transportation network, and provide for travel  
4 between communities in the county, and between counties. Arterial streets  
5 accommodate the full array of travel modes with the regional bikeway system, fixed-  
6 route transit network, goods delivery and higher volume automobile traffic than  
7 collector streets. Arterial streets connect to freeways and expressways, and  
8 collector streets. More intensive land uses occur along arterial street corridors and  
9 at arterial street intersections.

10

### 11 Minor Arterial Streets

12

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

20

### 21 Major Arterial Streets

22

23 Major arterial streets carry high volumes of traffic between cities in the county as  
24 part of the regional trafficway system. The major fixed-route transit network  
25 corresponds with arterial street corridors. Priority may be given to transit- and  
26 pedestrian-oriented land uses. Traffic includes trucks and goods delivery,  
27 substantial commute movements and controlled access to regional land uses along  
28 the corridor. Design and management of major arterial streets emphasizes



1 preservation of the ability to move auto and transit traffic by limiting accesses while  
2 also accommodating regional bikeways and pedestrian movements.

3

#### 4 Principal Arterial Streets

5

6 Principal arterial streets connect to freeways and highways which serve travelers  
7 without an origin or destination in the county. This interstate and interregional  
8 traffic, including trucks, is in addition to regional traffic traveling between cities and  
9 counties, and traffic generated by intensive and higher density land uses along the  
10 arterial corridor. Thus, traffic volumes are high and access to adjacent land uses is  
11 limited to preserve the traffic capacity and reduce congestion along the principal  
12 arterial street. The ability to move auto, truck and regional bicycle traffic is  
13 preserved.

14

#### 15 Rural Arterial Roads

16

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

24

#### 25 EXPRESSWAYS

26

27 Expressways principally serve interregional travel, and secondarily, regional and  
28 intercity travel. They are designed for moderate speeds, with limited and controlled

1 access to preserve capacity, and accommodate substantial traffic volumes including  
2 truck traffic. Cross streets are grade separated or limited to a few intersections with  
3 arterial streets. They typically have a center median and do not provide access to  
4 adjacent land uses. Pedestrian and bike facilities may be provided along the  
5 expressway, often on separated facilities.

## 7 FREEWAYS

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

## 16 OVERLAY CLASSIFICATIONS

18 In addition to a streets basic functional classification, an overlying classification is  
19 used to further describe the design or function of a facility.

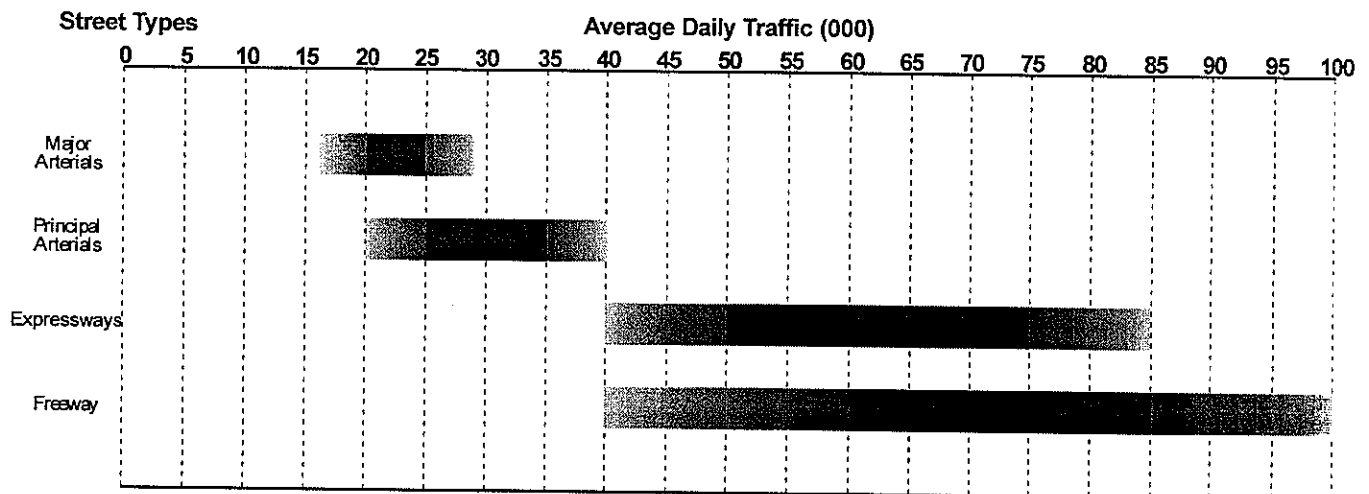
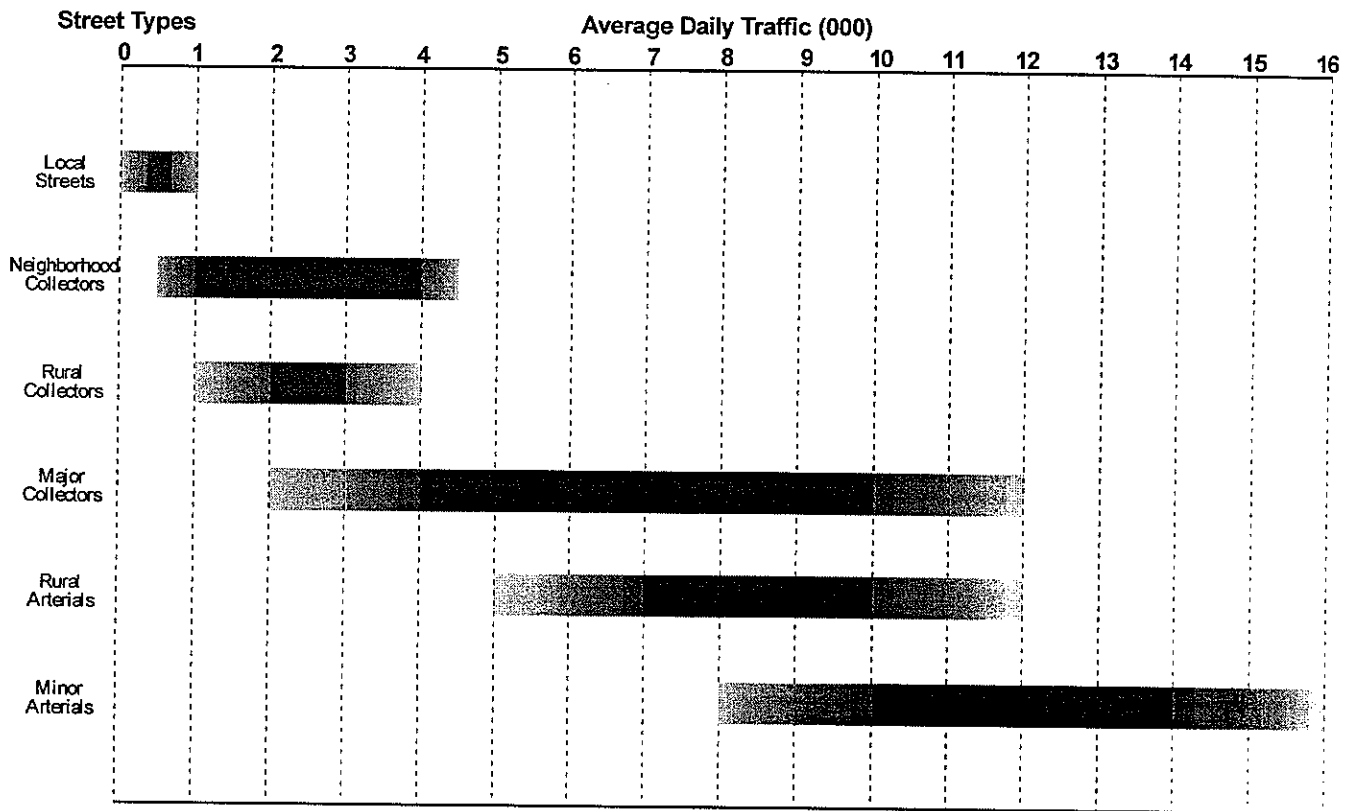
### 21 Scenic Routes

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

## 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.

### Average Daily Traffic By County Street Classifications



1 Transportation Corridor Study Areas

2

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

8

9 TRAFFIC VOLUME GUIDELINES

10

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

14

15 **2. POLICY 34**

16

17 POLICY 34: TRAFFICWAYS OF THE MULTNOMAH COUNTY COMPREHENSIVE  
18 FRAMEWORK PLAN IS AMENDED TO READ AS FOLLOWS: [NEW TEXT IS  
19 BOLDDED AND UNDERLINED, WORDS AND SECTIONS APPEARING IN ~~STRIKE-~~  
20 ~~OUT~~ ARE DELETED.]

21

22 The purpose of this policy is to direct the county to develop the existing trafficway  
23 system to maximize efficiency, and to consider the mobility of pedestrians by  
24 providing safe crossings.

25

26

27

28

1 POLICY 34

2  
3 THE COUNTY'S POLICY IS TO DEVELOP A SAFE AND EFFICIENT  
4 TRAFFICWAY SYSTEM USING THE EXISTING ROAD NETWORK, AND BY:

5  
6 (A.) ~~ESTABLISHING~~ MAINTAINING A STREET TRAFFICWAY  
7 CLASSIFICATION SYSTEM;

8  
9 (B.) IMPROVING STREETS TO THE STANDARDS ESTABLISHED BY  
10 THE CLASSIFICATION SYSTEM, WHERE NECESSARY, AND/OR  
11 APPROPRIATE TO MITIGATE IDENTIFIED TRANSPORTATION  
12 PROBLEMS;

13  
14 (C.) PLACING PRIORITY ON MAINTAINING THE EXISTING  
15 TRAFFICWAYS.

16  
17 (D.) ~~MAKING IMPROVEMENTS TO THE EXISTING SYSTEM WHICH~~  
18 ~~MAXIMIZES ITS CAPACITY RATHER THAN CONSTRUCTING NEW~~  
19 ~~FACILITIES;~~ DEVELOPING ADDITIONAL TRANSPORTATION  
20 FACILITIES TO MEET COMMUNITY AND REGIONAL  
21 TRANSPORTATION NEEDS WHERE CAPACITY OF THE EXISTING  
22 SYSTEM HAS BEEN MAXIMIZED THROUGH TRANSPORTATION  
23 SYSTEM MANAGEMENT AND DEMAND MANAGEMENT  
24 MEASURES;

25  
26 (E.) PROVIDING A SAFE AND CONVENIENT PEDESTRIAN  
27 ENVIRONMENT WITH ROAD CROSSINGS AND SIDEWALK  
28 NETWORK DESIGNED FOR PEDESTRIANS TRAVEL;

1 (F.) LIMITING THE NUMBER OF, AND CONSOLIDATING INGRESS AND  
2 EGRESS POINTS ON ARTERIALS AND MAJOR COLLECTORS TO  
3 IMPROVE PRESERVE TRAFFIC FLOW;  
4

5 (G.) REDUCING RELIANCE ON THE AUTOMOBILE AND ASSURING  
6 THAT THE PLANNED TRANSPORTATION SYSTEM SUPPORTS  
7 PATTERNS OF TRAVEL AND LAND USE WHICH WILL AVOID OR  
8 MITIGATE PROBLEMS OF AIR POLLUTION, TRAFFIC  
9 CONGESTION AND COMMUNITY LIVEABILITY;  
10

11 G. (H.) ENCOURAGING RIDE-SHARE AND FLEXTIME PROGRAMS TO  
12 HELP MEET THE PROJECTED INCREASE IN TRAVEL DEMAND.  
13 THE COUNTY WILL WORK WITH METROPOLITAN SERVICE  
14 DISTRICT AND TRI-MET TO DEVELOP RIDE-SHARE PROGRAMS,  
15 FLEXTIME, DEMAND MANAGEMENT, AND OTHER APPROPRIATE  
16 TRANSPORTATION DEMAND STRATEGIES TO ACHIEVE  
17 REGIONAL AND STATE TRANSPORTATION GOALS.  
18

19 H. (L) IMPLEMENTING THE STREET STANDARDS CHAPTER 11.60 AND  
20 ~~ORDINANCE 162~~ STREET STANDARDS CODES AND RULES,  
21 INCLUDING ADHERENCE TO ACCESS CONTROL AND INTERSECTION  
22 DESIGN GUIDELINE CRITERIA, AND ESTABLISHING A PROCEDURE  
23 FOR ALLOWING VARIANCES FROM THAT ORDINANCE.  
24

25 EXCLUDING THAT PORTION OF MULTNOMAH COUNTY INCLUDED IN THE  
26 COLUMBIA RIVER GORGE NATIONAL SCENIC AREA, THIS POLICY AND THE  
27 FUNCTIONAL CLASSIFICATION OF TRAFFICWAYS MAP ACCOMPANYING  
28 THIS POLICY SHALL CONTROL OVER CONFLICTING PROVISIONS OF

1 COMMUNITY PLANS OR OTHER PRE-EXISTING PLANS IN DETERMINING THE  
2 FUNCTIONAL CLASSIFICATION OF TRAFFICWAYS. TRAFFICWAYS LOCATED  
3 WITHIN THE COLUMBIA RIVER GORGE NATIONAL SCENIC AREA ARE  
4 SUBJECT TO AND SUPERSEDED BY PROVISIONS OF THE COLUMBIA RIVER  
5 GORGE NATIONAL SCENIC AREA MANAGEMENT PLAN.

### 7 **3. STRATEGIES**

9 POLICY 34: STRATEGIES OF THE MULTNOMAH COUNTY COMPREHENSIVE  
10 FRAMEWORK PLAN IS REPLACED IN ENTIRETY WITH THE FOLLOWING:

#### 12 STRATEGIES

##### 14 (1.) TRAFFICWAYS:

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

22 (a.) Classification of Trafficways: Classify trafficways into a functional  
23 network that is integrated with land uses and travel needs. The  
24 hierarchy of the functionally classified network should be based on trip  
25 types and length, traffic volume and travel modes, and access to  
26 adjacent land uses within travel corridors.

- 1 (b.) System Efficiency: An inventory of the trafficway system should be  
2 maintained to determine current and future deficiencies as the basis  
3 for a capital improvement program. The trafficway system should : 1)  
4 be designed and operated to optimize travel capacities within  
5 acceptable levels of service, and 2) be consistent with land uses and  
6 transportation needs as determined by local and regional plans.  
7
- 8 (c.) Fostering Choice: The trafficway system should be managed to  
9 provide opportunities for choices among available travel modes so that  
10 reliance on automobiles as single-occupant vehicles can be reduced,  
11 and so that total vehicle miles traveled as a measure of automobile  
12 use per capita can be reduced in the future, in accordance with the  
13 state Transportation Planning Rule.  
14
- 15 (d.) Environmental and Social Values: Development and operation of the  
16 county trafficway system should promote air quality consistent with  
17 federal standards, preserve open space and agricultural and forest  
18 lands consistent with local plans, protect scenic views, protect  
19 neighborhood cohesiveness and historic and cultural sites, and  
20 minimize the dislocation of residents and businesses resulting from  
21 county transportation projects.  
22
- 23 (e.) Safety: Safety is a primary objective in the development and operation of the  
24 trafficway system through traffic signing and signalization, speed limits and  
25 speed control measures, road design and access control measures. Through  
26 the use of accepted design and traffic management principles and practices,  
27 traffic accidents and conflicts between pedestrians, bicyclists, equestrians  
28 and motorists can be minimized.



1 (f.) Economics: Work with the business community and regional and state  
2 agencies to assure efficient movement of goods and services in and  
3 through the county, including coordination of the trafficway system with  
4 intermodal facilities, and use of public rights of way for power and  
5 telecommunication purposes.

6  
7 (g.) Freight Movement: County trafficways shall provide for the movement  
8 of freight on facilities designed and built to accommodate the types  
9 and frequency of freight trips, and which provide for convenient access  
10 to major highways, industrial areas and resource extraction sites.  
11 County should identify a trafficway network for the purpose of freight  
12 movement.

13  
14 (h.) Aesthetics: Trafficways are on important visual elements in the urban  
15 and rural environment. As public spaces, trafficways should facilitate  
16 the public's use of the right-of-way in a manner that provides an  
17 aesthetic benefit to the community through facility design, landscaping  
18 and their relationship to the natural and built environment.

19  
20 (2.) TRANSPORTATION PLANNING

21  
22 As part of Multnomah County's ongoing transportation planning program, the  
23 county should strive to anticipated and provide for the future travel needs of  
24 county residents, businesses and visitors.

25  
26 (a.) Compliance with Rules and Regulations: Multnomah County should  
27 comply with existing and future state and federal legislation, and  
28 resulting rules and regulations, regarding environmental, energy, land

1 use and transportation measures affecting the County trafficways  
2 system.

3  
4 (b.) Comprehensive Framework Plan Policy Revisions: Multnomah County  
5 should revise CFP Policy 33 to include Policy 33d: Pedestrianways  
6 that incorporates all policy references to the provision of pedestrian  
7 circulation, and a map of the County pedestrian network. CFP Policy  
8 35: Public Transportation should be amended to incorporate all policy  
9 references to the transit classification system and transportation  
10 demand management, and a map of the County transit system.

11  
12 (c.) Land Use Coordination: The transportation system should be planned  
13 and developed consistent with land uses to be served with  
14 consideration given to planned land uses in adopted plans and  
15 resulting forecasted future travel demands. The transportation system  
16 should be developed in coordination with the development of land  
17 uses.

18  
19 (d.) System Optimization: Transportation planning should strive to solve  
20 existing transportation problems, in response to community input, by  
21 maximizing the operational capacity of the current system using  
22 available management techniques, and providing new or expanded  
23 facilities only where necessary.

24  
25 (e.) Public Input: Community input is vital to the transportation planning  
26 process and should be sought at key points in each planning process,  
27 including project development.  
28

1 (f.) Modal Plans: Modal plans should be developed to establish truck,  
2 pedestrian and transit networks on the county trafficway system in  
3 coordination with regional and local transportation plans, and the  
4 appropriate CFP policies amended to incorporate the network maps.  
5 Modal networks plans for the County trafficways and bikeways should  
6 be maintained in coordination with regional and local transportation  
7 plans.

8  
9 (g.) Transportation Studies: Transportation studies and corridor analyses  
10 should be conducted to determine transportation needs, identify and  
11 analyze problems and alternative solutions, giving the public and  
12 communities the opportunity to participate in and effect the decision  
13 process.

14  
15 Specific corridor studies should include:

16  
17 Mt. Hood Parkway: A through-route connection between Interstate-84  
18 and US-26 in the East County area.

19  
20 201/202nd Avenues: Study of the capacity needs of a connection  
21 between Powell Blvd. and Sandy Blvd. in the vicinity of 201/202nd  
22 Avenue.

23  
24  
25  
26  
27  
28

1 (3.) COMMUNITY DEVELOPMENT ORDINANCE

2

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

6

7 (a.) Street Standards: Codes and Rules should be revised specifying  
8 characteristics, permitting requirements and operational measures  
9 necessary to implement the County transportation system identified in  
10 CFP Policies 33c, 33d, 34 and 35.

11

12 (b.) The Multnomah County Transportation Capital Improvement Plan and  
13 Program identifies and ranks by criteria of need, trafficway deficiencies  
14 and future capital needs, identifies future capital, and programs future  
15 transportation improvements based on a schedule of capital available  
16 for expenditure on the trafficway system.

17

18 (4.) STATE AND REGIONAL COORDINATION

19

20 Advise state and regional governments with regard to existing trafficways not  
21 under the county's jurisdiction. The county should alert the state and regional  
22 governments of required improvements, and should provide documentation  
23 as to public needs.

24

25

26

27

28

1 Approved this 27th day of July, 1995, being the date of its  
2 Second reading before the Board of County Commissioners of Multnomah County,  
3 Oregon.



MULTNOMAH COUNTY, OREGON

By

  
Beverly Stein, Chair

10  
11 REVIEWED:

12  
13 LAURENCE KRESSEL, County Counsel  
14 for Multnomah County, Oregon

15  
16  
17  
18 By   
19  
20

21  
22  
23  
24  
25  
26  
27 EPRJ1220.ORD  
28

## EXHIBIT B

### MULTNOMAH COUNTY FUNCTIONAL CLASSIFICATION OF TRAFFICWAYS

FREEWAYS	
ARTERIALS	
PRINCIPAL	
Proposed	
MAJOR	
Proposed	
MINOR	
Proposed	
RURAL	
Proposed	
COLLECTORS	
MAJOR	
Proposed	
NEIGHBORHOOD	
Proposed	
RURAL	
Proposed	
SCENIC ROUTE	
CITY BOUNDARIES	

NOTE: Additional Streets shown  
are not classified by this map.

#### TRANSPORTATION STUDY CORRIDOR

- The Mt. Hood Parkway Study is examining the need for a through-route connection between I-84 and US-26 in the East County Area.
- The 201st/202nd Avenue Study will assess alternative means of north-south connections between Powell Blvd. and Sandy Blvd.

