

1 **BEFORE THE BOARD OF COUNTY COMMISSIONERS**
2 **FOR MULTNOMAH COUNTY, OREGON**
3 **ORDINANCE NO. 926**

4
5 An Ordinance amending the Comprehensive Framework Plan.

6
7 Multnomah County Ordains as follows:

8
9 Section I **Purpose**

10
11 (A) The purpose of this ordinance is to amend the Comprehensive Framework
12 Plan to comply with the Metro's Regional Framework Plan and the Statewide Transportation
13 Planning Rule.

14
15 Section II. Findings

16
17 (A) The Comprehensive Framework Plan includes transportation policies and
18 strategies that provide the framework to ensuring a safe and efficient transportation system in
19 the County.

20
21 (B) Amendments to the Comprehensive Framework Plan address regional
22 accessibility by considering regional street design guidelines and improving street connectivity.

23
24 (C) The Multnomah County Planning Commission held a public hearing on
25 amendments to the Comprehensive Framework Plan that reflect Regional Accessibility on
26 January 4, 1999.

27
28 (D) On December 21, 1998 the Multnomah County Transportation Division
29 placed an announcement of a public hearing on the Comprehensive Framework Plan
30 amendments in the Oregonian and the Gresham Outlook.

1 (E) On February 11, 1999, the Multnomah County Board of Commissioners
2 conducted a public hearing on the first reading of amendments to the Comprehensive
3 Framework Plan.

4
5 (F) On February 18, 1999 the Multnomah County Board of Commissioners
6 considered the second reading of the amendments to the Comprehensive Framework Plan.

7
8 Section III. Amendment of the Comprehensive Framework Plan

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10 The Multnomah County Comprehensive Framework Plan is hereby amended to include
11 the following amendments to Policy 34: Trafficways, and Resolution C-1398 attached as
12 Exhibit "A". The Comprehensive Framework Plan is amended to include the following
13 language:

14
15 p. 45-4, add to the discussion regarding Arterial Streets:

16 Urban arterial roadways may have a regional or community boulevard or a regional or
17 community street designation by Metro in the 2040 Growth Concept. Multnomah County
18 acknowledges Metro's Street Design Guidelines for 2040. The design elements in the Street
19 Design Guidelines will be considered when constructing or reconstructing regional facilities
20 under Multnomah County's jurisdiction in the urban area.

21
22 p. 45-5, add new designations for Overlay Classifications including:

23 Included in the overlay classification are Regional and Community Boulevards and Regional
24 and Community Streets as designated by Metro.

25
26 *Boulevards*

27
28 Boulevards serve the multi-modal travel needs of the region's most intensely developed activity
29 centers, including regional centers, station communities, town centers and some main streets.
30 Boulevards are the continuation of the regional street network within more intensively
31 developed activity centers. Boulevards are designed with special amenities that promote
32 pedestrian, bicycle, and public transportation travel in the districts they serve.

1
2 Boulevards are classified as regional and community scale designs. Regional boulevards can be
3 applied to the major arterial classification while community boulevards can be applied to the
4 minor arterial classification.

5
6 *Regional Boulevards*

7
8 Regional boulevards consist of four or more vehicle lanes, balanced multi-modal function, and
9 a broad right of way. Features highly desirable on regional boulevards include on-street
10 parking, bicycle lanes, narrower travel lanes than throughways, more intensive land use
11 oriented to the street, wide sidewalks, and may include a landscaped median.

12
13 *Community Boulevards*

14
15 Community boulevards consist of four or fewer vehicle travel lanes, balanced multi-modal
16 function, narrower right of way than a regional boulevard, landscaped medians, no-street
17 parking, narrower travel lanes than throughways, more intensive land use oriented to the street,
18 and wide sidewalks.

19
20 Community boulevards are located within the most intensely developed activity centers with
21 development oriented to the street. These are primarily regional centers, town centers, station
22 communities and some main streets.

23
24 *Streets*

25
26 Streets serve the multi-modal travel needs of corridors, inner and outer residential
27 neighborhoods and some main streets. Streets typically are more vehicle-oriented and less
28 pedestrian-oriented than boulevards, providing a multi-modal function with an emphasis on
29 vehicle mobility. Streets are classified as regional and community designs. Regional streets
30 can be applied to the major arterial roads, while the community streets can be applied to minor
31 arterial roads.

1 Regional Streets

2
3 Regional streets consist of four or more vehicle travel lanes, balanced multi-modal function,
4 broad right of way, limited on-street parking, wider travel lanes than boulevards, corridor land
5 use set back from the street, sidewalk with pedestrian buffering from street, and a raised
6 landscaped median or, usually a continuous two way left turn lane.

7
8 Community Streets

9
10 Community streets consists of two to four travel lanes, balanced multi-modal function,
11 narrower right of way than regional streets, on-street parking, narrower or fewer travel lanes
12 than regional streets and residential neighborhood and corridor land use set back from the
13 street. Community streets provide a higher level of local access and street connectivity than
14 regional streets. Community streets have the greatest flexibility in cross sectional elements.
15 Depending on the intensity of adjacent land use and site access needs, community streets can
16 have three different median conditions; center two way left turn lane, narrow landscaped
17 median, or no median.

18
19 P. 45-8, following the policies A. – I. for Policy 34: Trafficways:

20 J. Considering and allowing for implementation of regional street design elements (as
21 shown in “Creating Livable Streets: Street Design for 2040” (1997)) when planning for
22 improvements to facilities designated on Metro’s Regional Street Design Map.

23
24 K. Improving local circulation by keeping through trips on arterial streets and minimizing
25 local trip lengths by increasing street connectivity.

26
27 At the end of P. 45-9, following strategy (h.) add:

28
29 i. Street Connectivity: Local street design impacts the effectiveness of the regional
30 system when local travel is restricted by a lack of connecting routes, and local trips are forced
31 onto the regional network. Streets should be designed to keep through trips on arterial streets
32 and provide local trips with alternative routes.

1 ADOPTED this 18th day of February 1999, being the date of its second reading before
2 the Board of County Commissioners of Multnomah County.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

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Beverly Stein, Chair

REVIEWED:

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12 FOR MULTNOMAH COUNTY, OREGON

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