



August 25, 2006

To: Washington County Cities and Special Service Districts

From: Brent Curtis, Planning Manager
Department of Land Use & Transportation

Subject: **PROPOSED A-ENGROSSED ORDINANCE NO. 663**

A-Engrossed Ordinance No. 663 proposes to make changes to Table 6 of the Functional Classification Element of the 2020 Transportation Plan. These changes will clarify Plan language regarding right-of-way needs on two-lane, urban collector roadways where there is a high likelihood that new development will trigger the need for future left turn lanes at intersections.

The Board of County Commissioners (Board) ordered changes to Ordinance No. 663 at their August 15, 2006 public hearing. These changes are incorporated into A-Engrossed Ordinance 663. The changes set forth in A-Engrossed Ordinance 663 include a change in the original ordinance language to eliminate ambiguity. The key changes ordered by the Board will:

1. Clarify that right-of-way on two and three lane urban collectors may be reduced to a minimum of 60 feet and paved width may be reduced to 36 feet when it is reasonably unlikely for a turn lane to be needed based on anticipated future development and traffic analysis.
2. Delete conflicting language that was inadvertently included and that incorrectly referenced Table 3 to provide that the minimum right-of-way would be 74 feet and the minimum paved width would be 50 feet even in cases where a turn lane would not be required.

The Board will hold two public hearings for A-Engrossed Ordinance No. 663 at their regular meetings at **10:00 a.m. on Tuesday, September 5, 2006** and at **6:30 p.m. on Tuesday, September 26, 2006**. The public hearings will be held in the Shirley Huffman Auditorium of the Public Services Building, located at 155 North First Avenue in downtown Hillsboro, Oregon. At the September 26th meeting, the Board may choose to adopt the ordinance, continue the hearing to a future date, order additional changes, or reject the ordinance. Testimony may be provided at the public hearing or it may be submitted in writing prior to the hearings.

If you would like more information about A-Engrossed Ordinance No. 663, please contact Gregg Leion at (503) 846-3969, or write to the Planning Division at 155 North First Avenue MS-14, Hillsboro, OR 97124-3072. An electronic copy of this ordinance is posted on the County's Internet site: www.co.washington.or.us/deptmts/lut/planning/ordhome.htm.

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR WASHINGTON COUNTY, OREGON

A-ENGROSSED ORDINANCE NO. 663

An Ordinance Amending the
Functional Classification Element of the
Transportation Plan relating to Collector
Right-of-Way and Pavement Width

The Board of County Commissioners of Washington County, Oregon, ordains:

SECTION 1

A. The Board of County Commissioners of Washington County, Oregon, recognizes that the Transportation Plan Element of the Comprehensive Plan (Volume XV) was adopted on October 25, 1988, by way of Ordinance Nos. 332 and 333, with portions subsequently amended by Ordinance Nos. 343, 382, 409, 419, 426, 432, 450, 463, 470, 471, 473, 474, 480, 483-485, 493, 494, 503, 515, 526, 537, 542, 546, 552, 556, 588, 601, 609, 611, 626, 627, 631, 642, and 649.

B. Subsequent ongoing planning efforts of the County indicate a need for additional modifications to the Functional Classification Element of the 2020 Transportation Plan relating to the maximum right-of-way and paved widths for urban two lane collector roadways. These changes are intended to provide more clarity, improve administration, and comply with the principles, standards, and guidelines set forth in the 2020 Transportation Plan. The Board takes note that such changes are necessary for the benefit of the health, safety, and general welfare of the residents of Washington County, Oregon.

C. Under the provisions of Washington County Charter Chapter X, the Land Use Ordinance Advisory Commission has carried out its responsibilities, including preparation of notices, and the County Planning Commission has conducted one or more public hearings on

1 the proposed amendments and has submitted its recommendations to the Board. The Board
2 finds that this Ordinance is based on that recommendation and any modifications made by the
3 Board, as a result of the public hearings process.

4 D. The Board finds and takes public notice that it is in receipt of all matters and
5 information necessary to consider this Ordinance in an adequate manner, and that this Ordinance
6 complies with the Statewide Planning Goals, and the standards for legislative plan adoption, as
7 set forth in Chapters 197 and 215 of the Oregon Revised Statutes, the Washington County
8 Charter, and the Washington County Community Development Code.

9 SECTION 2

10 The attached Exhibit 1 (3 pages) amends Table 6 within Policy 10.0 (Functional
11 Classification Policy) of the 2020 Transportation Plan and is incorporated herein by this
12 reference.

13 SECTION 3

14 All other Comprehensive Plan provisions that have been adopted by prior ordinance,
15 which are not expressly amended or repealed herein, shall remain in full force and effect.

16 SECTION 4

17 All applications received prior to the effective date shall be processed in accordance with
18 ORS 215.427 (2005 Edition).

19 SECTION 5

20 If any portion of this Ordinance, including the exhibit, shall for any reason be held
21 invalid or unconstitutional by a body of competent jurisdiction, the remainder shall not be
22 affected thereby and shall remain in full force and effect, and any provision of a prior land use

1 ordinance amended or repealed by the stricken portion of this Ordinance shall be revived and
2 again be considered in full force and effect.

3 SECTION 6

4 The Office of County Counsel and Department of Land Use and Transportation are
5 authorized to prepare planning documents to reflect the changes adopted under Section 2 of
6 this Ordinance, including deleting and adding textual material and maps, renumbering pages
7 or sections, and making any technical changes not affecting the substance of these
8 amendments as necessary to conform to the Washington County Comprehensive Plan format.

9 SECTION 7

10 This Ordinance shall take effect thirty (30) days after adoption.

11 ENACTED this 26 day of September, 2006, being the 3rd reading
12 and 3rd public hearing before the Board of County Commissioners of Washington County,
13 Oregon.

14 BOARD OF COUNTY COMMISSIONERS
15 FOR WASHINGTON COUNTY, OREGON

16 **ADOPTED**

17 Tom Brui
18 CHAIRMAN

19 Barbara Hejtmanek
20 RECORDING SECRETARY

21 READING

22 PUBLIC HEARING

First August 15, 2006

August 15, 2006

Second September 5, 2006

September 5, 2006

Third September 26, 2006

September 26, 2006

Fourth _____

VOTE: Aye: Brian, Leeper, Rogers,
Schouten, Duyck

Nay: _____

Recording Secretary: Barbara Hejtmanek Date: 9-26-06

Table 6: Functional Classification Matrix

Roadway Classification	Lanes ¹	Bike Lanes ²	Maximum ROW ³	Maximum Paved Width ³
Principal Arterials & Arterials ¹	7	Yes	122 Feet	98 Feet
	5	Yes	98 Feet	74 Feet
	3	Yes	90 Feet	50 Feet
	2	Yes	90 Feet	48 Feet
Collectors ^{3,4}	5	Yes	98 Feet	74 Feet
	3	Yes	74 Feet	50 Feet
	2	Yes	60-74 Feet	36-50 Feet
Special Area Collectors ⁵	3	Yes	52 Feet	46 Feet
	2	Yes	40 Feet	34 Feet
Neighborhood Routes	2	No	60 Feet	36 Feet
Special Area Neighborhood Routes ⁵	2	No*	44 Feet	38 Feet
Commercial/Industrial	4	No	70 Feet	50 Feet
	3	Yes	64 Feet	50 Feet
	2	No	64 Feet	34 Feet
Special Area Commercial Streets ⁵	4	No*	70 Feet	64 Feet
	3	No*	58 Feet	52 Feet
	2	No*	46 Feet	40 Feet
Locals	24 Foot Travel Way	No	50 Feet	32 Feet
Special Area Local Streets ⁵	16 Foot Travel Way	No	38 Feet	32 Feet

*** While these facilities do not include bike lanes, they do include wide travel lanes of 14 feet due to constrained right-of-way width – see Footnotes 2 and 5.**

¹The maximum number of travel lanes that can be built without a plan amendment is identified on the 'Road Lane Numbers' map in the Transportation Plan. This plan-level decision establishes the transportation system capacity necessary to adequately serve future travel demands identified in the plan. The number of lanes required to accommodate turning movements at intersections and interchanges will be determined through traffic analysis conducted during the transportation project development process. This project-level decision identifies physical improvements necessary at or near intersections and interchanges to safely and efficiently move toward attaining the system capacity identified in the Plan. Improvements may include turn lanes and auxiliary lanes adjoining the traveled roadway to accommodate weaving, merging, speed changes, or other purposes supplementary to through traffic movement. Auxiliary lanes to address spot area capacity and safety needs may extend between intersections (including interchanges) and beyond an intersection. Opportunities for public involvement at the transportation project development level are provided as defined in Washington County's adopted Transportation Project Development Public Involvement Guidelines (R&O 93-124, August 25, 1993). Additional opportunities for public participation are available as provided by Article VII of the Community Development Code.

Abcde = proposed addition
 Abede = proposed deletion

²Bikeways are required on all urban Collectors and Arterials, including Special Area Collectors. Six-foot wide, striped and stenciled bike lanes shall be constructed along these urban facilities except where special constraints exist; in these areas, 14-foot wide, outside travel lanes may be used and transitioned back to six foot bicycle lanes when the constraint ends. Outside of the UGB, refer to the Bicycle System map to determine which facilities are intended to have bikeways. These bikeways may be a minimum of four-foot wide paved shoulders.

³Maximum right-of-way and pavement widths identified here are, as a rule, the maximum that can be built on roadway segments without an amendment to the Transportation Plan. However, plan amendments will not be required when it is determined during the project development or development review processes that these maximums should be exceeded to accommodate topography or project-level refinements associated with wider than standard pedestrian facilities; bus pullouts; on-street parking; project impact mitigation measures; and intersection, interchange or other project features identified as necessary for safe, efficient operation of the planned transportation system. All Arterial/Arterial, Arterial/Collector, Collector/Collector and Arterial/Neighborhood Route intersections along Arterials and Collectors shall be planned for needed to include right-of-way necessary for turn lanes within ~~500~~500-feet of intersections, based on a ~~20~~20-year analysis of intersection needs. Actual right-of-way requirements may be less than the maximums specified in the table based on roadway characteristics and surrounding land uses. On two and three lane urban Collectors, right-of-way may be reduced to 60 feet and maximum paved width may be reduced to 36 feet through the land development or project development processes when there is a finding that a turn lane is reasonably unlikely to be needed based on anticipated future development and traffic analysis. Acquiring adequate right-of-way is important to avoid unnecessary and costly future roadway system improvement impacts. Efforts should be made to specifically define project/roadway right-of-way requirements during the project and/or land development processes in order to avoid acquiring excess right-of-way, however, (by performing Doing the traffic safety and access analysis necessary to determine whether a center turn lane is needed, for instance). ~~In cases where project development or other work necessary to specify the design of a roadway indicates no turn lane will be needed, right-of-way and paved width maximums for two-lane roadways shall apply.~~ In rural areas, the maximum right-of-way for Collectors shall be ~~60~~60-feet. Opportunities for public involvement at the transportation project development level are provided as defined in Washington County's adopted Transportation Project Development Public Involvement Guidelines (R&O 93-124, August 25, 1993). Article VII of the Community Development Code identifies land use standards, public notice and public involvement provisions and appeal opportunities that are provided in the Land Use Permitting Process.

⁴On those Arterials and Collectors designated on the 'Regional Street Design Overlay' map as 'Boulevards', 'Boulevard Intersections' or 'Streets', or located within identified 'Pedestrian Districts' on the Pedestrian System Map, sidewalk widths and other design features such as planter areas shall be determined based on the applicable standards in the Community Plans, Community Development Code.

⁵'Special Area' streets (Collector, Neighborhood, Commercial or Local classifications) are shown on the 'Special Area Street Overlay Map'. Special Area Local Streets are also designated in the appropriate Community Plans and/or by the Community Development Code. Additional Special Area Neighborhood Routes and Special Area Local Streets may be designated using the development review process. Special Area Street designs will be determined via the development review process. While Special Area Commercial Streets do not include striped bicycle lanes, they shall include wide travel lanes of 14 feet to accommodate bicycle use. For Special Area Collectors, in addition to the right-of-way, a nine-foot minimum utility/sidewalk easement shall be dedicated on each side of the right-of-way. For Special Area Local streets, in addition to the right-of-way, a ten-foot minimum utility/sidewalk easement shall be dedicated on each side of the right-of-way. For Special Area Alleys, additional right-of-way may be required as part of development review.