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FRAMEWORK DOCUMENT

DATE: May 13, 2020

TO: Project Management Team

FROM: Carl Springer and Kevin Chewuk | DKS Associates

SUBJECT: King City Transportation System Plan and Land Use Refinement Framework Document (Deliverable 3A) Project #20020-002

This memorandum summarizes planning documents, policies, and regulations that will apply to the King City Transportation System Plan (TSP) as it is developed through this process. The primary documents that guide TSP development, and updates within the Portland Metro area are:

- The Transportation Planning Rule (TPR) (Oregon Administrative Rule (OAR) 660-012),
- The Oregon Transportation Plan and State Modal Plans,
- The Regional Transportation Plan (RTP) and Regional Transportation Function Plan (RTFP), and
- Local TSPs (the Washington County TSP will provide guidance to King City)

In particular, the RTFP lays out a process that draws on information from a technical system analysis and from stakeholder input to address transportation needs through the year 2040. As solutions and strategies for addressing transportation needs in King City are proposed in later work tasks, a cross-check will be required to ensure compliance and coordination with the state and regional plans, policies, and regulations.

TRANSPORTATION SYSTEM PLANNING IN OREGON

Transportation system planning in Oregon is required by Statewide Planning Goal 12 – Transportation[1]. The Transportation Planning Rule (TPR), OAR 660-012, describes how to implement Statewide Planning Goal 12 [2].

[1] Statewide Planning Goals: https://www.oregon.gov/lcd/OP/Pages/Goals.aspx

[2] Transportation Planning Rule: https://secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=3062

By implementing Statewide Planning Goal 12 (Transportation), the TPR promotes the development of safe, convenient, and economic transportation systems that are designed to reduce reliance on the automobile. Key elements include direction for preparing TSPs under OAR 660-012-0015 through 0040.

OAR 660-012-0035 describes the evaluation and selection of transportation system alternatives in the TSP. 660-012-0035(2) allows jurisdictions to evaluate alternative land use designations, densities, and design standards to meet local and regional transportation needs.

OAR 660-012-0045 describes implementation of the TSP. It includes the requirement for each local government to amend its land use regulations to implement the TSP. It also requires local government to adopt land use or subdivision ordinance regulations consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. This policy is achieved through a variety of measures, including access control measures, standards to protect future operations of roads, and expanded notice requirements and coordinated review procedures for land use applications. Measures also include a process to apply conditions of approval to development proposals, and regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP.

Specifically, the TPR requires:

- The state to prepare a TSP, referred to as the Oregon Transportation Plan (OTP);
- Metropolitan Planning Organizations (MPOs) to prepare a Regional Transportation Plan (RTP) that is consistent with the OTP (the Metro RTP[3] applies to King City); and
- Counties and Cities to prepare local TSPs that are consistent with the OTP and RTP.

As the guiding document for local TSPs, the OTP[4] establishes goals, policies, strategies and initiatives that address the core challenges and opportunities facing transportation in Oregon. The goals and

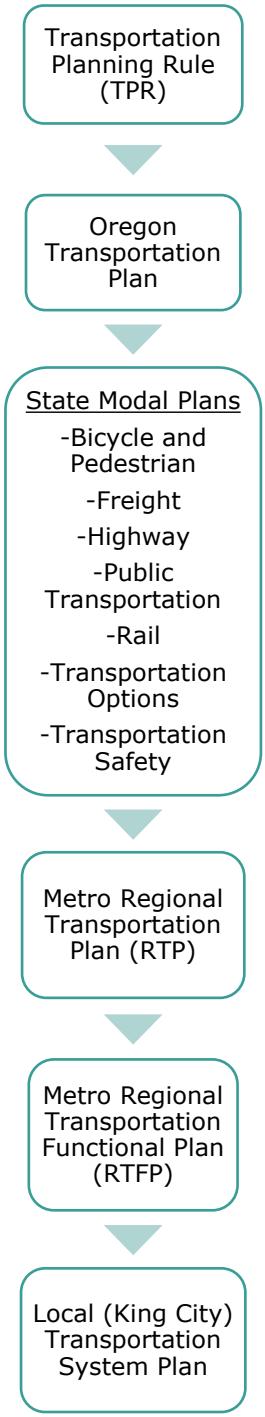

FIGURE 1: GUIDING DOCUMENTS FOR THE TSP

[3] Metro Regional Transportation Plan: http://www.oregonmetro.gov/index.cfm/go/by.web/id=25038

[4] Oregon Transportation Plan: http://www.oregon.gov/ODOT/TD/TP/OTP.shtml

policies are further implemented by various modal plans, including the Bicycle and Pedestrian Plan, Freight Plan, Highway Plan, Public Transportation Plan, Rail Plan, Transportation Options Plan, and the Transportation Safety Action Plan. Each of the OTP's seven goals are defined by more specific policies and strategies.

MPOs are established to address federal planning requirements. A primary work product of an MPO is the RTP. In addition, the TPR requires local agencies within the MPO to adopt Regional Transportation System Plans (RTSP) to address State transportation planning requirements. For most Oregon MPOs, the RTP serves as the RTSP. The TPR also directs local agencies within the MPO area to have adopted local TSPs that are consistent with the regional plan.

What this means for the King City TSP:

The TSP must address the policy and regulatory requirements included in the OTP, State Modal Plans, TPR and RTP, as described in the ODOT TSP Guidelines and the specific policy documents.

METRO REGIONAL TRANSPORTATION FUNCTIONAL PLAN

Metro's Regional Transportation Functional Plan[5] (RTFP) directs how King City should implement the RTP through the TSP and other land use regulations (as shown in Figure 1). The RTFP codifies transportation planning and implementation requirements that local plans must comply with to be consistent with the RTP. If a TSP is consistent with the RTFP, Metro will find it to be consistent with the RTP[6].

The RTFP provides guidance on several areas including transportation design for various modal facilities, system plans, regional parking management plans and amendments to comprehensive plans. The following directives specifically pertain to local TSPs:

- Regional and state transportation needs identified in the 2040 RTP should be included in local plans
- Local needs must be consistent with RTP in terms of land use, system maps and non-single occupancy vehicle (SOV) modal targets
- When developing solutions, local jurisdictions must consider a variety of strategies, in the following order:
  - TSMO (Transportation System Management Operations) including localized Transportation Demand Management, safety, operational and access management improvements
  - Transit, bicycle and pedestrian projects

[5] Metro Regional Transportation Functional Plan: http://www.oregonmetro.gov/index.cfm/go/by.web/id=274

[6] The 2012 RTFP does not reflect the most recent Regional Transportation Plan.

- Traffic calming
- Land use strategies in OAR 660-012-0035(2)[7]
- Roadway connectivity that include pedestrian and bicycle facilities
- Motor vehicle capacity projects

- Local jurisdictions can propose regional projects as part of the RTP process
- Local jurisdictions can propose alternate performance and mobility standards, however, changes must be consistent with regional and statewide planning goals
- Local jurisdictions must include performance measures for safety, vehicle miles traveled per capita, freight reliability, congestion, and walking, bicycling and transit mode shares
- Local parking regulations must be consistent with the RTFP

What this means for the King City TSP:

The TSP will address the policy and regulatory requirements in the RTFP, as described above, to ensure that the TSP is consistent with Metro's RTP.

DEFINING THE TRANSPORTATION SYSTEM

The following sections summarize roadway classifications and land use designations for areas of King City derived from the identified documents. This information ultimately informs the adopted standards, regulations, and policies that apply to the multi-modal transportation system in King City.

KING CITY AND WASHINGTON COUNTY ROADWAY CLASSIFICATIONS

To manage the roadway network, the roadways are classified based on a hierarchy according to the intended purpose of each road. From highest to lowest intended usage, the classifications are typically arterials, collectors, neighborhood routes and local streets. Roadways with a higher intended usage generally provide more efficient traffic movement (or mobility), while roadways with lower intended usage provide greater access for shorter trips to local destinations such as businesses or residences.

[7] This section of the Transportation Planning Rule requires Metro area jurisdictions to evaluate land use designations, densities, and design standards to meet local and regional transportation needs.

The existing classification of streets in King City depends on jurisdiction and is either defined in Washington County's TSP or the City's Comprehensive Plan. The following classifications apply to King City:

- **Arterial roadways** are intended to serve as the main travel route through the City. These roadways serve the highest volume of motor vehicle traffic and are primarily utilized for longer distance regional trips. In King City, the County has classified SW Roy Rogers Road and SW Beef Bend Road as arterials.
- **Collector roadways** often connect the neighborhoods to the arterial roadways. These roadways generally provide more direct property access than arterial roadways, while providing efficient through movement for local traffic. In King City, the County has classified portions of SW 131st Avenue, SW Fischer Road and SW Elsner Road as collectors.
- **Neighborhood Routes** (or sometimes referred to as Neighborhood Collector or Minor Collector roadways) are similar to collector streets in that they provide greater accessibility to neighborhoods and provide efficient through movement for local traffic. While some may interpret the term "neighborhood" to imply residential land use, this classification refers to a level of connectivity for any land use type, including commercial and/or industrial land uses. Neighborhood routes are not required to provide bicycle facilities. Therefore, routes with relatively low traffic volumes, where bikes could travel comfortably in a shared lane environment, would be designated neighborhood routes. In King City, portions of SW 131st Avenue (south of SW Fischer Road), SW Fischer Road (west of SW 131st Avenue), SW 116th Avenue and SW Royalty Parkway are neighborhood routes.
- **Local streets** provide more direct access to residences without serving through travel. These roadways are often lined with residences and are designed to serve lower volumes of traffic at slower speeds. In King City, any street not designated as either an arterial, collector, or neighborhood route is considered a local street.

What this means for the King City TSP:

The functional classification system for the City will be revisited and revised, if necessary.

ODOT CLASSIFICATIONS FOR OR 99W

Oregon Highway Plan (OHP) Goal 1, Policy 1A (State Highway Classification System) categorizes state highways for planning and management decisions. Through King City, OR 99W is classified as a Statewide Highway. Statewide Highways typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal.

What this means for the King City TSP:

While this policy places importance on the efficient travel of through motor vehicle trips on OR 99W, the policy must still be balanced with other goals and objectives of the Oregon Transportation Plan to ensure its multi-modal intentions are addressed.

State Highway Freight System: OHP Goal 1, Policy 1C addresses the need to balance the movement of goods and services with other uses. It states that the timeliness of freight movements should be considered when developing and implementing plans and projects on freight routes. Through King City, OR 99W is classified as an Oregon Freight Route and Federal Truck Route.

What this means for the King City TSP:

Transportation solutions must be accommodating to the Truck Route designation. Federal Truck Routes require 12’ travel lanes.

Reduction Review Routes: ORS 366.215 requires review of all potential actions that will alter, relocate, change or realign a Reduction Review Route that could result in permanent reductions in vehicle-carrying capacity. Reduction of vehicle-carrying capacity means a permanent reduction in the horizontal or vertical clearance of a highway section, by a permanent physical obstruction to motor vehicles located on useable right-of-way subject to Commission jurisdiction, unless such changes are supported by the Stakeholder Forum. If ODOT identifies that an action may result in a reduction of vehicle-carrying capacity, a Stakeholder Forum (consisting of at a minimum, a bicycle representative, pedestrian representative, a trucking industry representative, a mobile home manufacturing representative, an oversize load freight representative, a representative of automobile users, and a representative from any affected city, county or Metropolitan Planning Organization) will be convened to help advise ODOT regarding the effect of the proposed action on the ability to move motor vehicles through a section of highway. Through King City, OR 99W is classified as a Reduction Review Route.

What this means for the King City TSP:

Transportation improvements recommended on OR 99W must include a record of the proposed roadway dimensions and enough detail to allow for a review of Vehicle-Carrying Capacity during future design.

Lifeline Routes: OHP Goal 1, Policy 1E designates routes for emergency response in the event of an earthquake, categorized as Tier 1, 2 and 3. The routes identified as Tier 1 are considered to be the most significant and necessary to ensure a functioning statewide transportation network. A functioning Tier 1 lifeline system provides traffic flow through the state and to each region. The

Tier 2 lifeline routes provide additional connectivity and redundancy to the Tier 1 lifeline system. The Tier 2 system allows for direct access to more locations and increased traffic volume capacity, and it provides alternate routes in high-population regions in the event of outages on the Tier 1 system. The Tier 3 lifeline routes provide additional connectivity and redundancy to the lifeline systems provided by Tiers 1 and 2. Through King City, OR 99W is classified as a Tier 1 lifeline route.

What this means for the King City TSP:

The City could use the TSP to designate local lifeline routes, if necessary, to ensure their intended function is considered in system investment and management decisions.

SUMMARY OF ODOT CLASSIFICATIONS FOR OR 99W

The TSP will support the existing classifications of OR 99W and will enhance its ability to serve the defined functions. The following summarizes the classifications:

- OR 99W (Pacific Highway West, No. 091) is classified as a Statewide Highway, part of the National Highway System (NHS), a Freight Route, Truck Route and a Reduction Review Route and is a Tier 1 lifeline route.

REGIONAL CLASSIFICATIONS FOR KING CITY

Within the King City area, Beef Bend Road, OR 99W and Roy Rogers Road have special designations for their role in the regional transportation system, as detailed in the following section.

TABLE 1: REGIONAL CLASSIFICATIONS

ROADWAY	PEDESTRIAN	BICYCLE	TRANSIT	MOTOR VEHICLE	FREIGHT
OR 99W	Pedestrian Parkway	Bicycle Parkway	Frequent Bus / Future High Capacity Transit	Major Arterial	Main Roadway Route
BEEF BEND ROAD	Regional Pedestrian Corridor	Regional Bikeway (between SW 137th Avenue and SW 150th Avenue)	No special designation	Minor Arterial	No special designation
ROY ROGERS ROAD	No special designation	Regional Bikeway	No special designation	Arterial outside UGB	Roadway Connector

WHAT DO THE REGIONAL CLASSIFICATIONS MEAN FOR KING CITY?

- **Regional Pedestrian Network:** OR 99W is a Pedestrian Parkway, which are generally major urban streets that provide frequent transit service (existing and planned). Beef Bend Road is a

Regional Pedestrian Corridor, which are any major or minor arterial on the regional urban arterial network that is not a Pedestrian Parkway.

In addition, the designated Town Center adjacent to OR 99W is classified as a Pedestrian District, which is an area where high levels of walking exist or are planned. All streets and trails within the Pedestrian District are part of the regional system.

- **Regional Bicycle Network:** OR 99W is a Bicycle Parkway, which currently serve or will serve higher volumes of bicyclists and provide important connections to destinations. Roy Rogers Road and the segment of Beef Bend Road between SW 137th Avenue and SW 150th Avenue (the future alignment of the River Terrace Trail) are Regional Bikeways. These provide for travel to and within Centers. On-street Bicycle Parkways or Regional Bikeways should be designed using a flexible "toolbox" of bikeway designs, including bike lanes, cycle tracks (physically separated bicycle lanes) or shoulder bikeways.

  In addition, the designated Town Center adjacent to OR 99W is classified as a Bicyclist District, which is an area where high levels of bicycle activity exist or are planned. All bicycle routes within bicycle districts are considered regional and are eligible for federal funding.
- **Regional Transit Network:** OR 99W is part of the regional transit network, with Frequent Bus and Future High Capacity Transit designations.
- **Regional Motor Vehicle Network:** Within King City, the Arterial classification applies to Beef Bend Road, OR 99W and Roy Rogers Road. Arterial streets are intended to provide general mobility for travel within the region and provide important connections to the throughway network. Major arterial streets accommodate longer-distance through trips and serve more of a regional traffic function. Minor arterial streets serve shorter trips that are localized within a community. As a result, major arterial streets usually carry more traffic than minor arterial streets.
- **Regional Freight Network:** OR 99W is a Main Roadway Route, which connect major activity centers in the region to other areas in Oregon. Roy Rogers Road is a Roadway Connector, which connects other freight facilities, industrial areas, and 2040 centers to a main roadway route.

What this means for the King City TSP:

Management decisions and potential improvements to Beef Bend Road, OR 99W and Roy Rogers Road must be consistent with the Regional Network Classifications.

METRO LAND USE DESIGNATIONS

Metro's 2040 Growth Concept[8] in the Regional Transportation Plan applies land use designations to the Portland region. The 2040 Growth Concept is the region's long-range plan for managing growth by integrating land use and transportation. The concept concentrates mixed use and higher density development in areas of the region designated as "Centers", "Station Communities", and "Main Streets". The 2040 Growth Concept land uses are arranged in a hierarchy, with the primary and secondary land uses, referred to as 2040 Target Areas, as the focus of Regional Transportation

[8] Metro 2040 Growth Concept: http://www.oregonmetro.gov/index.cfm/go/by.web/id=29882

Plan investments. King City includes one Regional primary Town Center designation along OR 99W, generally east of SW Royalty Parkway between SW Crown Drive and SW King James Place and one secondary "Corridor" designation for OR 99W outside of the Town Center (north of SW Crown Drive and south of SW King James Place). Town Centers provide services to people within a two- to three-mile radius, have a strong sense of community identity and are well served by transit. Corridors are major streets that serve as key transportation routes for people and goods and are typically served extensively by transit.

The remaining areas of King City, including the URA 6D expansion area, are designated as Neighborhood land uses. These areas have the lowest priority for Regional Transportation Plan investments.

What this means for the King City TSP:

The TSP should ensure the intended function of these areas are considered in system investment and management decisions. Metro, as part of the Conditions of Approval, designated the URA 6D expansion area as a Neighborhood on the 2040 Growth Concept map.

MANAGING AND MONITORING THE TRANSPORTATION SYSTEM

To ensure that the transportation system maintains acceptable quality, it is monitored with a variety of measures. These measures are typically defined by the agency with maintenance responsibilities, which includes King City, Washington County and ODOT in the area. OR 99W is under jurisdiction of ODOT. Streets that are expected to be under the jurisdiction of Washington County include SW Roy Rogers Road and SW Beef Bend Road. All other existing or planned streets will be assumed under the jurisdiction of King City (portions of SW Fischer Road and SW Elsner Road currently under County jurisdiction are desired to become City streets in the future). Each responsible jurisdiction sets various standards for the streets to maintain its designated classifications.

MOTOR VEHICLE MOBILITY TARGETS

The state and region have adopted vehicle mobility targets to ensure that the transportation system will have adequate capacity to support planned growth. If changes made in the TSP or King City Comprehensive plan would cause study intersections to exceed adopted performance measures, mitigation could be necessary before plans are approved. The intersection mobility targets vary by jurisdiction of the roadways. ODOT standards are consistent with the regional standards. For streets designated on the Regional Motor Vehicle Network, local Transportation System Plans are required to adopt the regional targets or alternative targets that are no lower

than those adopted by the region[9]. Designated streets in the area include OR 99W, Roy Rogers Road and Beef Bend Road. Regional standards require a volume to capacity (v/c) ratio of 1.10 during the peak first hour, and 0.99 during the peak second hour[10] in designated Town Centers and 0.99 during the highest two consecutive hours of the day along designated "Corridors," including OR 99W outside of the Town Center and within designated "Neighborhoods," including Beef Bend Road.

Washington County mobility targets will be applied to streets under their jurisdiction that are not designated on the Regional Motor Vehicle Network, including SW Fischer Road and SW Elsner Road. County mobility targets are based on the area designations in the Metro Regional Transportation Plan. Intersections along SW Fischer Road and SW Elsner Road must maintain a v/c ratio of 0.90 during the highest two consecutive hours of the day, with a v/c ratio of 0.99 acceptable during the first hour in urban areas[11]. All remaining Washington County streets in the area, including Roy Rogers Road and Beef Bend Road, are designated on the Regional Motor Vehicle Network and subject to the regional targets.

King City does not currently have adopted performance standards for motor vehicles. For comparison purposes, the regional mobility target for "Neighborhoods," a v/c ratio of 0.99 during the peak hour, could be applied as an interim performance measure for City streets.

What this means for the King City TSP:

System performance will be measured, in part, using the adopted mobility targets. The TSP can establish mobility targets for City streets to evaluate performance. For comparison purposes, the Regional mobility target for "Neighborhoods," a v/c ratio of 0.99 during the peak hour, could be applied as an interim performance measure.

MULTI-MODAL PERFORMANCE MEASURES

The Metro Regional Transportation Functional Plan requires local transportation system plans to employ a performance-based approach, focusing on measurable outcomes of investments to the transportation system[12]. It requires that each local plan include performance measures for safety, vehicle miles traveled per capita, freight reliability, congestion, and walking, bicycling and transit

[9] Metro Regional Transportation Functional Plan, Section 3.08.230, Subsection A and B, Performance Targets and Standards

[10] Second hour defined as the single 60-minute period either before or after the peak 60-minute period, whichever is highest

[11] Washington County Transportation System Plan, Part 3 – Transportation Modal Elements. Effective September 26, 2019.

[12] Metro Regional Transportation Functional Plan, Section 3.08.230, Subsection D, Performance Targets and Standards.

mode shares to measure the degree to which its investments support regional and potentially City-wide priorities. In this manner, investment decisions could be tracked and compared to a set of performance objectives, offering a baseline against which to assess how the investments and planning decisions made may affect the future. King City does not currently have adopted multi-modal performance measures.

What this means for the King City TSP:

The traditional approach to mobility standards has changed in response to many evolving conditions such as transportation funding for projects, economic viability, livability, and funding priorities. The TSP could explore measures to evaluate multi-modal performance and offer a baseline to compare during future Transportation System Plan updates.

STREET AND DRIVEWAY SPACING STANDARDS

Access spacing along streets in the King City area will be managed through access spacing standards. Access management is a broad set of techniques that balance the need to provide efficient, safe, and timely travel with the ability to allow access to individual destinations. Proper implementation of access management techniques will promote reduced congestion and accident rates and may lessen the need for additional street capacity.

To improve connectivity of the region's arterial system and support walking, bicycling and access to transit, the Metro Regional Transportation Functional Plan requires that, to the extent possible, major arterial streets be spaced at one-mile intervals, and minor arterial or collector streets to be spaced at half-mile intervals[13].

In addition, to improve local access and circulation, and preserve capacity on the region's arterial system, each local Transportation System Plan must include a conceptual map of new streets for all contiguous areas of vacant and redevelopable lots and parcels of five or more acres that are zoned to allow residential or mixed-use development. Full street connections should be provided at least every 530 feet (or 1/10th of a mile) or pedestrian and bicycle connections every 330 feet if a full-street connection is not possible. Cul-de-sac or other closed-end street designs are also restricted to circumstances in which barriers prevent full street extensions and such streets are limited in length to 200 feet and the number of dwellings along the street to no more than 25.

[13] Metro Regional Transportation Functional Plan, Section 3.08.110 Street System Design Requirements

The King City roadway spacing standards are consistent with the Metro Regional Transportation Functional Plan, requiring full street connections every 530 feet[14] and pedestrian and bicycle accessways every 330 feet[15] in instances where spacing exceeds 530 feet.

The City does not have a spacing standard for driveways along streets under its jurisdiction. Streets under County jurisdiction, including Roy Rogers Road, Beef Bend Road, SW Fischer Road and SW Elsner Road, must comply with Washington County spacing standards.

Washington County restricts direct access to arterial streets to other arterial or collector streets, with spacing of at least 600 feet[16]. In King City, local street or driveway access to Roy Rogers Road and Beef Bend Road would be restricted.

Access to County collector streets in King City, including SW Fischer Road and SW Elsner Road, would be limited to neighborhood routes or local streets. Commercial, industrial and institutional uses with 150 feet or more of frontage will be permitted direct access to a Collector, spaced at least 100 feet from intersections or other driveways. Approaches to SW Fischer Road and SW Elsner Road would also be restricted by the County in areas where vehicle queues commonly form approaching intersections or in areas where adequate left turn refuge cannot be provided.

OR 99W SPACING STANDARD

The Oregon Access Management Rule[17] (OAR 734-051) attempts to balance the safety and mobility needs of travelers along state highways with the access needs of property and business owners. ODOT's rules manage access to the state's highway facilities in order to maintain highway function, operations, safety, and the preservation of public investment consistent with the policies of the 1999 OHP. Access management rules allow ODOT to control the issuing of permits for access to state highways, state highway rights of way and other properties under the State's jurisdiction. In addition, it sets access spacing standards, identifies the ability to close existing approaches and establishes a formal appeals process in relation to access issues. These rules enable the State to direct location and spacing of intersections and approaches on state highways, ensuring the relevance of the functional classification system and preserving the efficient operation of state routes.

OHP Goal 3, Policy 3A and OAR 734-051 set access spacing standards for driveways and approaches to the state highway system[18]. The standards are based on state highway classification

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[14] City of King City Municipal Code, Section 16.212.050

[15] Ibid

[16] Washington County Community Development Code, Article V Public Facilities and Services, Section 501-8.5

[17] Access Management Rule:
https://secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=3317

[18] ODOT Access Management Standards (Appendix C): www.oregon.gov/ODOT/TD/TP/OHP_AM.shtml

and differ based on posted speed. OR 99W in King City requires 800 feet of spacing between accesses.

What this means for the King City TSP:

The functional classifications of transportation routes in the King City will be reviewed to determine the appropriateness of the classification and connectivity. New streets, including in the URA 6D expansion area, may be proposed consistent with the Regional and standards to improve street connectivity. In addition, pedestrian and bicycle connections will need to be provided every 330 feet if a full-street connection is not possible.

REGIONAL PERFORMANCE TARGETS

The Regional Transportation Plan includes nine system performance measures with aspirational targets to provide a basis for measuring expected performance of the plan in the long-term. All regional performance targets are for the year 2040, unless otherwise specified. The performance targets are regional measures that the King City TSP should work toward achieving.

FIGURE 2: RTP PERFORMANCE TARGETS

What this means for the King City TSP:

The TSP should work toward achieving the performance targets identified in Figure 2 by recommending safety improvements, infrastructure improvements (e.g. connectivity, sidewalks, bicycle facilities), congestion mitigation, etc.

REGIONAL MODAL TARGETS

The Regional Transportation Plan established regional mode share targets that are intended to be goals for cities and counties to work toward during implementation of the 2040 Growth Concept at the local level. Increases in walking, bicycling, ridesharing and transit mode shares will be used to demonstrate compliance with per capita travel reductions required by the State Transportation Planning Rule. The following modal targets apply to Regional Transportation Plan land uses in King City:

- Town Centers and Corridors: Non-drive alone modal target of 45 to 55 percent
- Neighborhoods: Non-drive alone modal target of 40 to 45 percent

As required by the Regional Transportation Plan and the Transportation Planning Rule, jurisdictions within the Metro region must adopt policies and actions that encourage a shift towards non-single occupancy vehicle modes.

What this means for the King City TSP:

The TSP should adopt policies and actions that encourage a shift towards non-single occupancy vehicle modes.

GUIDING THE TRANSPORATATION SYSTEM

The following sections summarize additional background information or guidance documents for development of the King City TSP.

BICYCLE AND PEDESTRIAN

The Oregon Bicycle and Pedestrian Plan provides a decision-making framework for walking and biking efforts in the State within the context of the overall transportation system. The Plan is an element of the Oregon Transportation Plan and provides local plans guidance in its implementation. The policies and strategies in the Plan impact transportation decisions of local jurisdictions through their transportation system plans and other planning efforts, which must be consistent with statewide policy plan direction. The nine goals of the plan, described below, reflect statewide values and desired accomplishments, and refine and expand upon the broad goals of the OTP.

- **Safety-** The safety goal is written to align with "Vision Zero" and other federal and local initiatives that target the elimination of the most serious safety issues. Policies and strategies call for a multimodal look at roadway cross-sections, updating design guidance to identify the most appropriate walking or biking facility depending on context (such as physical separation), more visible pedestrian crossings, and examination and consideration of lower speeds where appropriate. They also focus on safe operations on the walking and biking system through

education and encouragement, comfort and security help to encourage more users to the system by increasing their sense of safety, and an assessment of the system to determine safety issues.

- **Accessibility and Connectivity-** This goal targets making walking and biking accessible in areas where it currently is not, filling in gaps, and connecting to other modes. Policies and strategies call for such things as system inventories to identify gaps and prioritize walking and biking needs, retrofitting existing facilities to accommodate pedestrians and cyclists, wayfinding signage, bike share, and enhancing connections to other modes, especially public transportation.
- **Mobility and Efficiency-** This focuses on assuring that pedestrians and cyclists can move freely and easily on the existing system. Policies and strategies seek to reduce physical barriers that may impede movement, address maintenance practices, seek to assure movement through or around construction zones, and reference design elements such as signal timing and bicycle detection, among other issues.
- **Community and Economic Vitality-** Both land use and tourism are included under this goal area. Specifically, the land use policy framework identifies the need for model code assistance, siting schools and government buildings so they are accessible to walking and biking, considering land use attractors to assure safe connections, bicycle parking, and prioritizing employment centers and main streets as critical connection points that serve the community and economy. Tourism policies and strategies focus on partnerships, collaboration opportunities, and disseminating information as ways to encourage pedestrian and bicycle recreational travel.
- **Equity-** This goal focuses on making walking and biking options equally available to all. Assuring access for underserved areas and transportation disadvantaged populations is called out. The policies and strategies under this goal are designed to address issues that may prevent certain portions of the population from walking and biking, such as looking at census data, conducting research, and doing network gap analysis that looks at demographics. They also focus on integrating equity criteria and considerations into decision making, locating and prioritizing transportation disadvantaged populations, and helping to close the gap between areas served and not served.
- **Health-** This goal highlights the link between personal and public health. Policies and strategies call out such things as integrating health criteria in transportation decision making, engaging health professionals and strengthening partnerships, and improving data collection and sharing.
- **Sustainability-** This goal highlights the impacts that zero emission modes can have on helping the state reduce Greenhouse Gas emissions, have cleaner air and water, and reduce impacts to the environment. Strategies promote encouragement, and innovations such as electric bikes or scooters, which may attract more people to use those modes.
- **Strategic Investment-** This goal highlights the contribution that walking and bicycling facilities make to the entire transportation system. A strategic approach is needed to spend existing resources on the highest need and greatest value investments, leverage what is available, and to identify additional funding sources. An investment prioritization framework lays out priorities as follows: protect the existing system (e.g. maintenance and preservation) and address significant safety issues; add critical connections; complete the system (e.g. separation, and bicycle parking); and elaborate the system.
- **Coordination, Cooperation, and Collaboration-** With an interest in creating an integrated and seamless system, this coordination, cooperation, and collaboration goal assures communication between entities in decision making. Policies and strategies call for a checklist of communication needs, and guidance for coordinating.

The Plan includes performance measures to track and monitor implementation progress. The performance measures indicate whether safety is improving, use of the system is increasing (assumed through overall improvements to the network), and that data needs are being understood and data collected for more robust performance measures in the future:

- Number of pedestrian and bicycle fatalities (five-year average)
- Number of pedestrian and bicycle serious injuries (five-year average)
- Perceived safety of walking and biking
- Utilization of walking or biking for short trips
- Identifying data needs for pedestrian and bicycle performance measures
- Pedestrian access to transit

What this means for the King City TSP:

This Plan serves as the guiding policy for bicycle and pedestrian planning. The TSP should work to incorporate the goals and performance measures of the Plan.

OREGON TRANSPORTATION OPTIONS PLAN

The Oregon Transportation Options Plan is an element of the Oregon Transportation Plan and provides policy guidance for state and local partners to enhance and expand transportation access for all while ensuring that transportation investments are efficient and support broader community goals. The Oregon Transportation Options Plan:

- Identifies opportunities to expand transportation choices.
- Looks to increase funding opportunities for transportation options programs and investments.
- Provides information to better integrate transportation options into local, regional, and state transportation planning.

Policies, strategies, and programs described in the Oregon Transportation Options Plan promote efficient use of existing transportation system investments, reducing reliance on the single-occupancy vehicle and facilitating use of walking, biking, transit, and rideshare. While transportation infrastructure and operations are critical to the success of a balanced transportation system, this Plan focuses on the programs, strategies, and investments that support the efficient use of transportation infrastructure.

The Transportation Options Plan process identifies a critical need to establish responsive and reliable funding for transportation options programs. Opportunities exist to expand funding by integrating transportation options into existing transportation planning processes and identifying and leveraging new sources of funding.

What this means for the King City TSP:

The policies, strategies, and programs of this plan provide guidance for the TSP to support the efficient use of existing and future transportation infrastructure.

TRANSPORTATION SAFETY

OREGON TRANSPORTATION SAFETY ACTION PLAN

The Oregon Transportation Safety Action Plan is an element of the Oregon Transportation Plan and provides long-term goals, policies and strategies and near-term actions to eliminate deaths and life-changing injuries on Oregon's transportation system by 2035. The goals, policies, and strategies in the Plan are focused on changing safety culture and proactively planning, designing, operating and maintaining a transportation system that eliminates fatalities and serious injuries.

The Plan includes emphasis areas to provide a framework for the near-term component. Emphasis areas are focus areas directly related to the long-term goals, policies, and strategies. The emphasis areas include:

- **Risky Behaviors-** Reductions in fatalities and serious injuries can be accomplished by deterring unsafe or risky behaviors made by drivers and other transportation users. For this emphasis area, actions are identified to minimize impaired, unbelted, speeding and distracted driving crashes.
- **Infrastructure-** Transportation facilities can be constructed or retrofitted to reduce fatal and serious injury crashes. Opportunities to do this include implementing safety treatments on a site-specific basis or implementing low-cost treatments system-wide. Actions are identified to minimize intersection and roadway departure crashes.
- **Vulnerable Users-** Vulnerable road users can be characterized by the amount of protection they have when using the transportation system – pedestrians, bicyclists and motorcyclists are more exposed than people in vehicles, making them more susceptible to injury in the event of an incident. Older drivers and pedestrians can also be more vulnerable to severe injuries in the event of a crash because of increasing fragility and potentially longer healing times. Actions are identified to minimize pedestrian, bicycle, motorcycle, and older road user crashes.
- **Improved Systems-** Opportunities to address and improve transportation safety come in several forms. Actions have been identified to continually improve data, train and educate transportation and safety staff, support law enforcement and emergency responders, and minimize commercial vehicle crashes.

WASHINGTON COUNTY TRANSPORTATION SAFETY ACTION PLAN

The Washington County Transportation Safety Action Plan documents the current state of transportation safety in the County, outlines potential strategies to address transportation safety issues and identifies ways to implement these strategies. While the aim is to reduce the number of crashes overall, the focus of the action plan is to develop strategies that will reduce severe injuries (where the victim's normal life functions are severely impacted) and fatalities.

What this means for the King City TSP:

The goals, policies and strategies and near-term actions of these plans provide guidance for the TSP to support the changing of safety culture and proactively planning, designing, operating and maintaining a transportation system that eliminates fatalities and serious injuries.

PUBLIC TRANSPORTATION

OREGON PUBLIC TRANSPORTATION PLAN

The Oregon Public Transportation Plan is an element of the Oregon Transportation Plan and strives to create a statewide public transportation network, and help communities develop transit options that best meet their need. The Plan sets a path forward for maintaining and improving the public transportation system across the state. It calls for further integrating public transportation with the transportation system and for making its use a convenient, easy and reliable choice.

SOUTHWEST SERVICE ENHANCEMENT PLAN

The Southwest Service Enhancement Plan outlines a long-term vision to improve transit service in the southwestern portion of the Portland Metropolitan Area. The plan includes the following recommendations related to King City:

- Realigning bus routes to provide more connections between suburban residential communities and suburban employment centers and streamline routes and fill service gaps. This includes extending the South Shore Boulevard line (Line 36) from the Tualatin Park & Ride to King City via 72nd Avenue and Durham to improve east-west connections between Lake Oswego, Tualatin, Tigard, and King City, and add trips.
- Suggesting areas where TriMet could pass through federal funding to serve low income residents or low paying, entry-level jobs and where fixed route transit service is lacking due to the street network or population size, including the King City-Tigard-Beaverton area, to connect senior and low income residents in King City with jobs and services in Progress Ridge, Murrayhill, and the future River Terrace and South Cooper Mountain areas.

SOUTHWEST CORRIDOR PLAN

The Southwest Corridor Plan is a comprehensive vision for the investments needed to keep the area moving and support the people who live here today as the area grows. The corridor includes King City and all the surrounding area from Tualatin and Sherwood to Tigard and Southwest Portland. The Plan includes priority projects to invest in roadways and active transportation. The following relate to King City:

- Pedestrian improvements in the King City Town Center
- Pedestrian improvements on OR 99W to serve transit stops in King City.

What this means for the King City TSP:

The goals, policies and strategies on these plans will be supported by the TSP to make public transit a convenient, easy and reliable choice.

EMERGING TECHNOLOGY STRATEGY

Technology is already transforming the region's transportation system. The Emerging Technology Strategy identifies steps to take to harness new developments in transportation technology—including automated, connected and electric vehicles; new mobility services like car share, bike or scooter share and ride-hailing services like Uber and Lyft; and the increasing amount of data available to both travelers and planners—to create a more equitable and livable greater Portland region and meet the goals in the 2018 Regional Transportation Plan.

Policies focus on the key issues that need to be addressed over the next decade in order to stay on track to meet regional goals as technology and mobility continue to evolve. The strategy identifies implementation actions to consider in implementing these policies.

- Policy 1: Equity: Make emerging technology accessible, available and affordable to all, and use technology to create more equitable communities.
- Policy 2: Choices: Use emerging technology to improve transit service, provide shared travel options throughout the region and support transit, bicycling and walking.
- Policy 3: Information: Use the best data available to empower travelers to make travel choices and to plan and manage the transportation system.
- Policy 4: Innovation: Advance the public interest by anticipating, learning from and adapting to new developments in technology.

What this means for the King City TSP:

The policies and implementation actions of this plan provide guidance for the TSP to help meet regional goals as technology and mobility continue to evolve.

CONCEPT PLANS

KING CITY URBAN RESERVE AREA 6D CONCEPT PLAN

The King City Urban Reserve Area 6D Concept Plan serves as a guide for the future development of the 528-acre Urban Reserve Area. The plan identifies an internal system of street and paths, including improvements to SW Roy Rogers Road and SW Beef Bend Road. Improvements would include a planted median, bike lanes, street trees, and separated sidewalks or multi-use paths. A collector street is planned to run east-to-west through the area, connecting SW Roy Rogers Road east to SW Fisher Road. Other improvements include an east-to-west neighborhood route between

SW Beef Bend Road and the planned collector, and north-to-south routes connecting these proposed east-to-west facilities with SW Beef Bend Road and future street extensions in the River Terrace area. Additionally, a series of trails will run through the site to enhance pedestrian connectivity throughout the area.

CONDITIONS OF APPROVAL FOR URA 6D

The Metro Urban Growth Boundary was amended to add four UGB expansion areas, including the King City Urban Reserve Area 6D Concept Plan area. The following Conditions of Approval are applicable to King City:

A. Comprehensive planning in the four UGB expansion areas:

1. Within four years after the date of this ordinance, the four cities shall complete comprehensive planning consistent with Metro code section 3.07.1120 (Planning for Areas Added to the UGB).

2. The four cities shall allow, at a minimum, single family attached housing, including townhomes, duplexes, triplexes, and fourplexes, in all zones that permit single family housing in the expansion areas.

3. The four cities shall explore ways to encourage the construction of ADUs in the expansion areas.

4. As the four cities conduct comprehensive planning for the expansion areas, they shall address how their plans implement relevant policies adopted by Metro in the 2014 regional Climate Smart Strategy regarding: (a) concentrating mixed-use and higher density development in existing or planned centers; (b) increasing use of transit; and (c) increasing active transportation options. The cities shall coordinate with the appropriate county and transit provider regarding identification and adoption of transportation strategies.

5. As the four cities conduct comprehensive planning for the expansion areas, they shall regularly consult with Metro Planning and Development staff regarding compliance with these conditions, compliance with the Urban Growth Management Functional Plan, compliance with the state Metropolitan Housing Rule, and use of best practices in planning and development, and community engagement. To those ends, cities shall include Metro staff in advisory groups as appropriate.

6. At the beginning of comprehensive planning, the four cities shall develop – in consultation with Metro – a public engagement plan that encourages broad-based, early and continuing opportunity for public involvement. Throughout the planning process, focused efforts shall be made to engage historically marginalized populations, including people of color, people with limited English proficiency and people with low income, as well as people with disabilities, older adults and youth.

B. Citywide requirements (for the four cities):

1. Within one year after the date this ordinance is acknowledged by LCDC (excluding any subsequent appeals), the four cities shall demonstrate compliance with Metro code section 3.07.120(g) and ORS 197.312(5) regarding accessory dwelling units. In addition to the specific requirements cited in Metro code and state law, cities shall not require that accessory dwelling units be owner occupied and shall not require off street parking when street parking is available.

2. Before amending their comprehensive plans to include the expansion areas, the four cities shall amend their codes to ensure that any future homeowners associations will not regulate housing types, including accessory dwelling units, or impose any standards that would have the effect of prohibiting or limiting the type or density of housing that would otherwise be allowable under city zoning.

3. Before amending their comprehensive plans to include the expansion areas, the four cities shall amend their codes to ensure that any future homeowners associations will not require owner occupancy of homes that have accessory dwelling units.

4. The four cities shall continue making progress toward the actions described in Metro Code section 3.07.620 (Actions and Investments in Centers, Corridors, Station Communities, and Main Streets).

5. Cities shall engage with service providers to consider adoption of variable system development charges designed to reduce the costs of building smaller homes in order to make them more affordable to purchasers and renters.

6. For at least six years after this UGB expansion, the four cities shall provide Metro with a written annual update on compliance with these conditions as well as planning and development progress in the expansion areas. These reports will be due to the Metro Chief Operating Officer by December 31 of each year, beginning December 31, 2019.

E. King City:

1. King City shall coordinate with Washington County and the City of Tigard as it engages in its work on a Transportation System Plan, other infrastructure planning, and comprehensive planning.

2. Before amending the King City comprehensive plan to include the expansion area, King City shall conduct additional market analysis to better understand the feasibility of creating a new mixed-use town center.

3. Pending the results of the market analysis of a new town center, King City shall plan for at least 3,300 homes in the Beef Bend South expansion area. If the market analysis indicates that this housing target is infeasible, King City shall work with Metro to determine an appropriate housing target for the expansion area.

4. The expansion area shall be designated Neighborhood on the 2040 Growth Concept map.

5. Pending the results of the market analysis of a new town center, Metro will work with King City to make necessary changes to the 2040 Growth Concept map.

6. Prior to amending the King City comprehensive plan to include the expansion area, King City shall complete a Transportation System Plan for the city.

7. Prior to amending the King City comprehensive plan to include the expansion area, King City shall amend its code to remove barriers to the construction of accessory dwelling units, including:

   a. Remove the requirement that accessory dwelling units can only be built on lots that are at least 7,500 square feet, which effectively prohibits construction of accessory dwelling units in the city.

   b. Remove or increase the requirement that accessory dwelling units be no bigger than 33 percent of the square footage of the primary home so that an accessory dwelling unit of at least 800 square feet would be allowable.

8. The Columbia Land Trust holds a conservation easement over portions of the Bankston property, which King City's concept plan identifies as the intended location for a key transportation facility serving the expansion area. King City shall work with the Columbia Land Trust to protect, to the maximum extent possible, the portion of the Bankston property covered by the conservation easement.

9. To reduce housing costs, King City shall, in its comprehensive planning, explore ways to encourage the use of manufactured housing in the expansion area.

TIGARD RIVER TERRACE CONCEPT PLAN

The Tigard River Terrace Concept Plan area is located just north of the King City URA 6D expansion area. The transportation system proposed for Tigard's River Terrace development to the north provides structure and guidance to the system proposed for King City's URA 6D expansion area. North/south internal roads and access locations onto SW Beef Bend Road proposed in the River Terrace Plan will need to be coordinated with the planning of this area. This includes the extensions of River Terrace Boulevard, SW 161st Avenue and the River Terrace Trail (along Beef Bend Road) into the area.

What this means for the King City TSP:

The TSP will incorporate the recommendations of the King City Urban Reserve Area 6D Concept Plan and will link the planned transportation system with that of the River Terrace area.

FACILITY DESIGN

ODOT BLUEPRINT FOR URBAN DESIGN

The ODOT Blueprint for Urban Design documents the urban design practices and guidance for ODOT facilities and projects. The purpose of the Blueprint for Urban Design is to highlight opportunities for flexibility in ODOT's current design criteria. This allows practitioners to determine the effective outcomes for each facility based on the urban context and to identify ways in which design flexibility can accommodate individual community needs. ODOT has created a set of six urban land use contexts to describe the variety of urban areas and unincorporated communities in Oregon.

The Blueprint for Urban Design builds from ODOT existing manuals and existing plans and serves as interim guidance until the principles and guidance can be incorporated during the next update to the Highway Design Manual, Analysis Procedure Manual, Traffic Manual, and other guiding documents.

METRO DESIGNING LIVABLE STREETS AND TRAILS DESIGN GUIDE

The purpose of the Designing Livable Streets and Trails Design Guide is to support implementation of the 2040 Growth Concept. This guide is a resource for designing, constructing and maintaining the region's transportation system. The design guidance is intended to assist in designing new and reconstructed streets and trails but may also be applied to maintenance projects that preserve and extend the service life of existing streets and structures when minor retrofits are needed.

What this means for the King City TSP:

The TSP should follow these design guides when designing, constructing and maintaining existing or future transportation facilities.

SCHOOL ACCESS

WASHINGTON COUNTY SCHOOL ACCESS IMPROVEMENT STUDY

The Washington County school access improvement study, a part of the County's Safe Routes to School Program, provides a comprehensive look at the extent of traffic infrastructure barriers that prevent or limit students' ability to walk to school safely. Traffic safety improvements identified in the study vary by school and include sidewalks, bike lanes, crosswalk treatments and trails.

For Deer Creek Elementary School in King City, the following improvements were identified on County roadways:

	DESCRIPTION	LOCATION
1	Sidewalk on North Side of Street	Beef Bend Rd: 146th Ave to Westminster Dr
2	Sidewalks	Beef Bend Rd: Coyler Wy to 131st Ave
3	Sidewalks	131st Ave: Fischer Rd to Timara Ln
●	Westside Trail	
●	Enhanced Crossing	131st Ave: Between Peachvale St/MacBeth Dr
●	Enhanced Crossing	Beef Bend Rd: Between Colyer Wy/Peachtree Dr

TIGARD-TUALATIN SCHOOL DISTRICT LONG RANGE FACILITIES PLAN

The Tigard-Tualatin School District Long Range Facilities Plan presents a long-term vision for facilities development to accommodate District operations and educational programs. The Plan discusses the new Art Rutkin Elementary School in River Terrace to relieve existing and projected overcrowding at area schools, including Deer Creek Elementary in King City.

What this means for the King City TSP:

The TSP should incorporate the findings and recommendations of these studies into the future needs of the transportation system. The TSP should work towards reducing the impact of traffic infrastructure barriers that prevent or limit students' ability to walk to current or future schools safely.