



November 1, 2018

Board of County Commissioners
Clackamas County

Members of the Board:

Stephen L. Madkour
County Counsel

Kathleen Rastetter
Scott C. Ciecko
Amanda Keller
Nathan K. Boderman
Shawn Lillegren
Jeffrey D. Munns
Andrew R. Naylor
Jeff Heinrich
Assistants

Adoption of Previously Approved Comprehensive Plan Amendment
ZDO-270 – Transportation System Plan Amendments

Purpose/Outcomes	Amend the Clackamas County Comprehensive Plan, Chapter 5 Transportation System Plan
Dollar Amount and Fiscal Impact	N/A
Funding Source	N/A
Duration	Indefinitely
Previous Board Action	Board of County Commissioners held a public hearing on October 3, 2018
Strategic Plan Alignment	1. Grow a Vibrant Economy; Housing 2. Build Public Trust Through Good Government
Contact Person	Nate Boderman, Assistant County Counsel; 503-655-8364
Contract No.	N/A

BACKGROUND:

ZDO-270 is a legislative amendment to the Clackamas County Comprehensive Plan Chapter 5 – Transportation System Plan to incorporate three amendments to figures and tables in the adopted Comprehensive Plan. More specifically, the amendments would:

- Amend Figure 5-1, a-f Urban Cross Sections and Figure 5-2 a-f Rural Cross Sections to incorporate changes to the cross sections for consistency with national standards and adopted regional policies;
- Amend Appendix A.7 SE 172nd Avenue/190th Drive Corridor Management Plan, a plan jointly developed and adopted by Clackamas County and the City of Happy Valley, and incorporated by reference into the Comprehensive Plan with the following changes: a) Cover page and all figures updated to include City of Happy Valley logo alongside the County logo; b) Date has been updated to January 2018 on all pages; c) A new conceptual design “Overview” figure has been added as Figure 7-2E; d) Updates to the pagination and Table of Contents as necessary for the new Figure 7-2E; e) Revisions to Figures 7-1A, 7-1B, 7-2A through 7-2D, and 7-3A to show Happy Valley’s current Transportation System Plan roadway network and revised roadway cross section diagrams;

- Table 5-3c Long Term Capital Projects to remove Project ID# 3029 extending from Luther Road to King Road and replace it with two projects: a) Project ID# 3029a extending from Luther Road to Johnson Creek Boulevard; b) Project ID# 3029b extending from Johnson Creek Boulevard to King Road.

A public hearing was held on September 10, 2018, for Planning Commission consideration of the proposed Plan and ZDO amendments. The Planning Commission voted 6-0 to recommend to the BCC that ZDO-270 be approved as recommended by staff.

A public hearing was held on October 3, 2018, for the Board of County Commissioners' consideration of the proposed Plan amendments, as recommended by the Planning Commission. The BCC voted 5-0 to approve ZDO-270 as recommended by staff and the Planning Commission.

The attached exhibits reflect the amendments, as approved by the BCC.

RECOMMENDATION:

Staff respectfully requests that the Board adopt the proposed ordinance.

Respectfully submitted,



Nate Boderman
Assistant County Counsel

Attachments:

Proposed Ordinance with Exhibits

ORDINANCE NO. ZDO-270

An Ordinance Amending Figures 5-1(a-f) Urban Cross Sections; Figures 5-2(a-f) Rural Cross Sections; Table 5-3(c) Long Term Capital Projects; and Appendix A of the Clackamas County Comprehensive Plan

WHEREAS, three minor amendments to the Clackamas County Comprehensive Plan, Chapter 5 Transportation System Plan have been put forward; and

WHEREAS, the first minor amendment is proposed to revise cross sections for urban roads and for rural roads found in Figure 5-1(a-f) and Figures 5-2(a-f), due to changes in national standards and adopted regional policies; and

WHEREAS, the second minor amendment is to the *SE 172nd Avenue and 190th Drive Corridor Management Plan*, jointly developed by Clackamas County and the City of Happy Valley and adopted by reference into Appendix A of the Comprehensive Plan, including the adoption date shown on the document cover, the pagination and table of contents, the cross sections in Figures 7-1A, 7-1B, 7-2A through 7-2D, and 7-3A, and including the addition of a new conceptual design "Overview" as Figure 7-2E; and

WHEREAS, the third minor amendments is to remove Project ID# 3029 from Table 5-3(c) Long Term Capital Projects, and replace it with two projects having the same project description, Project ID# 3029a that would extend from Luther Road to Johnson Creek Boulevard, and Project ID# 3029b that would extend from Johnson Creek Boulevard; and

WHEREAS, after a duly-noticed public hearing on September 10, 2018, the Clackamas County Planning Commission recommended approval of amendments to the Comprehensive Plan, as proposed by Staff; and

WHEREAS, after a duly-noticed public hearing on October 3, 2018, the Board of County Commissioners orally approved the Planning Commission's recommendation;

The Board of Commissioners of Clackamas County ordains as follows:

Section 1: Figures 5-1(a-f) Urban Cross Sections and Figures 5-2(a-f) Rural Cross Sections; Table 5-3(c) Long Term Capital Projects; and Appendix A of the Clackamas County Comprehensive Plan are hereby amended, as shown in Exhibit A, hereto attached.

Section 2: The *SE 172nd Avenue/190th Drive Corridor Management Plan* is hereby amended, as shown in Exhibit B, hereto attached.

Section 3: This ordinance shall be effective on November 27, 2018.

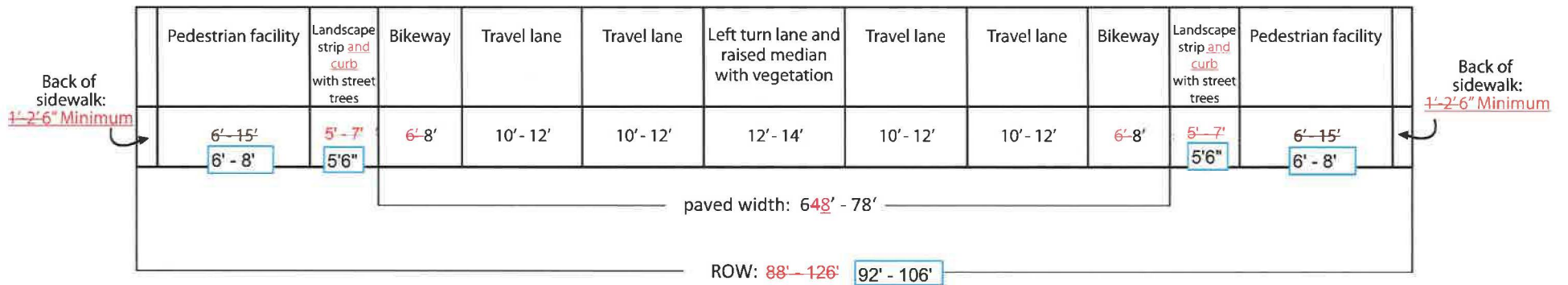
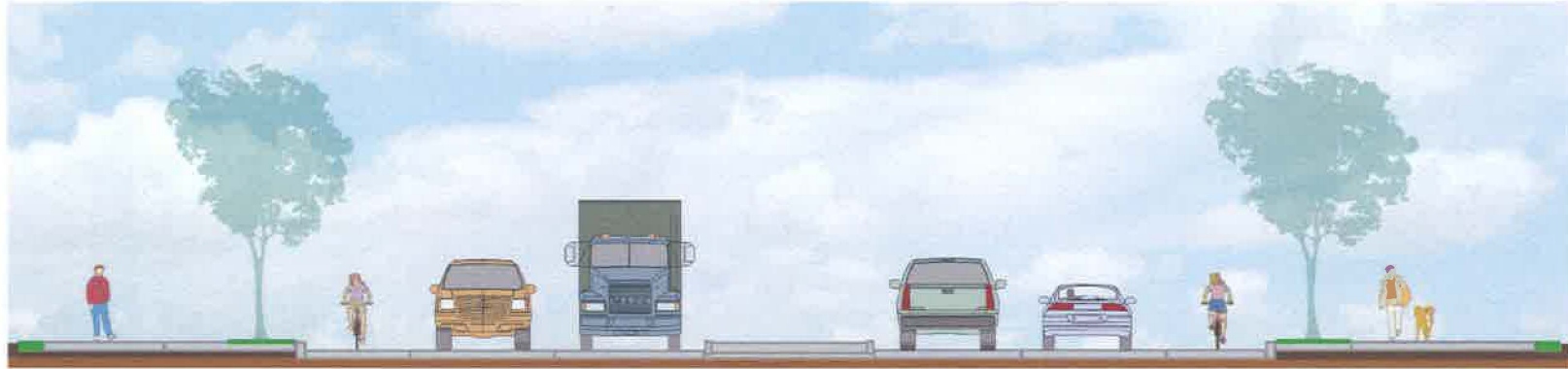
ADOPTED this 1st day of November, 2018.

BOARD OF COUNTY COMMISSIONERS

Chair

Recording Secretary

Figure 5 - 1a
Typical Urban Major Arterial Cross Section



Notes:

EXISTING NOTES (TO BE REPLACED WITH PROPOSED NOTES):

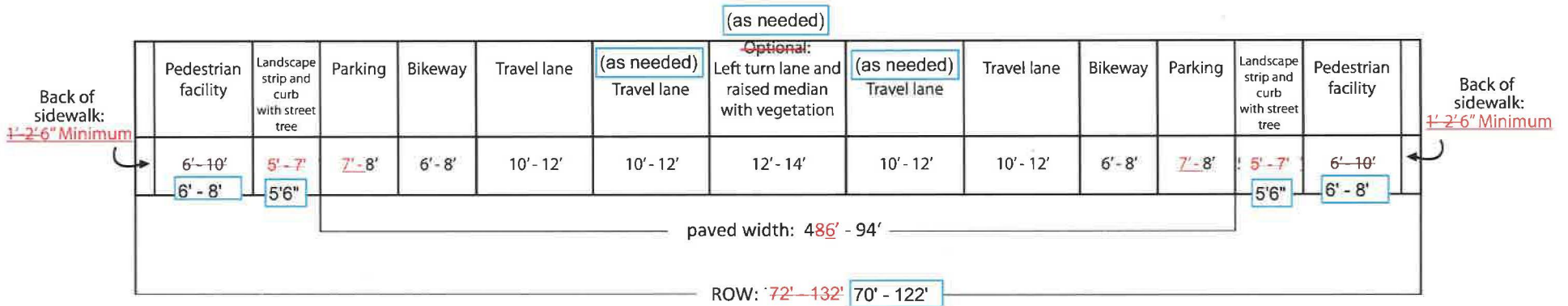
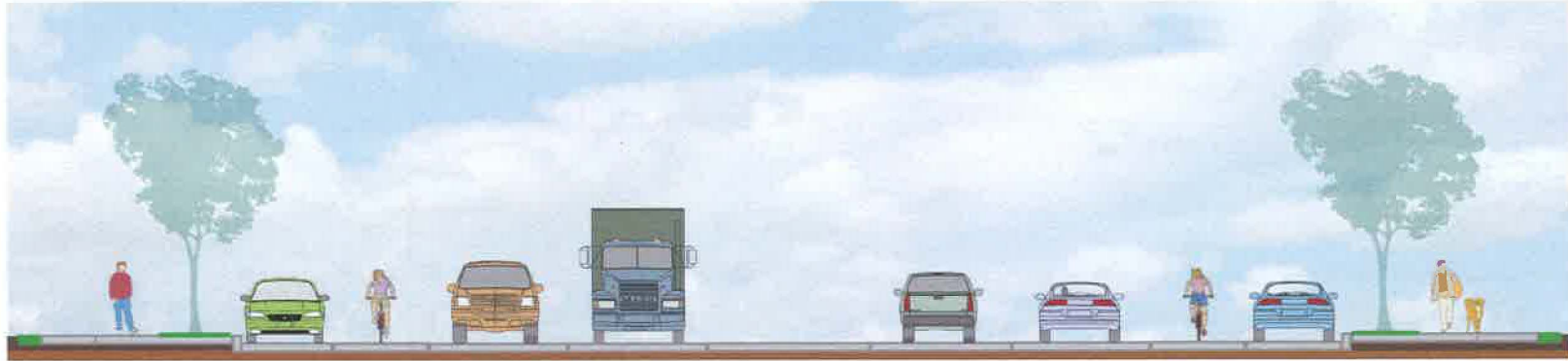
1. This standard cross section shall apply except where a Special-Transportation plan in Chapter 5 specifies a different cross section.
2. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
3. ~~Cross section may vary to accommodate Regional Transportation Functional Plan 3.08.110 Street System Design or to accommodate topographical or environmental constraints.~~
4. Within the range stated, precise dimensions of paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history safety.
5. Medians, pedestrian-refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.

PROPOSED NOTES:

1. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
2. Cross section may vary to accommodate Metro's Regional Transportation Functional Plan 3.08.110 Street System Design, to accommodate design modifications in compliance with the County Roadway Standards, or where a special transportation plan in Chapter 5 specifies a different cross section.
3. Medians, pedestrian refuges, islands, curb extensions, turn lanes, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the Roadway Standards and will vary the required constructed and right-of-way width.
4. Bikeway facilities shall be based on the guidelines found in 5.2 of the Clackamas County Active Transportation Plan except as specified in the Comprehensive Plan and the 5-year Capital Improvement Program.

Last Amended March 1, 2014 – Last Amended November 27, 2018

Figure 5 - 1b
Typical Urban Minor Arterial Cross Section



Notes:

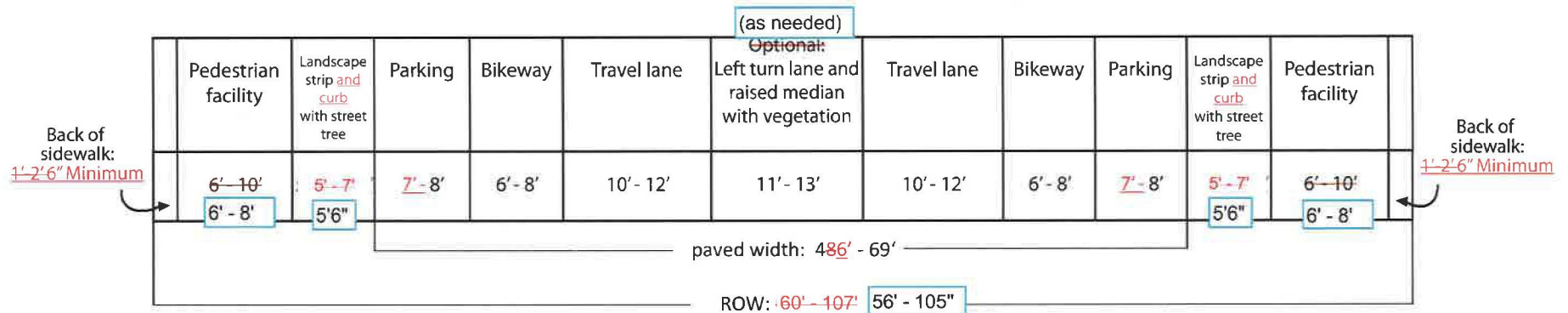
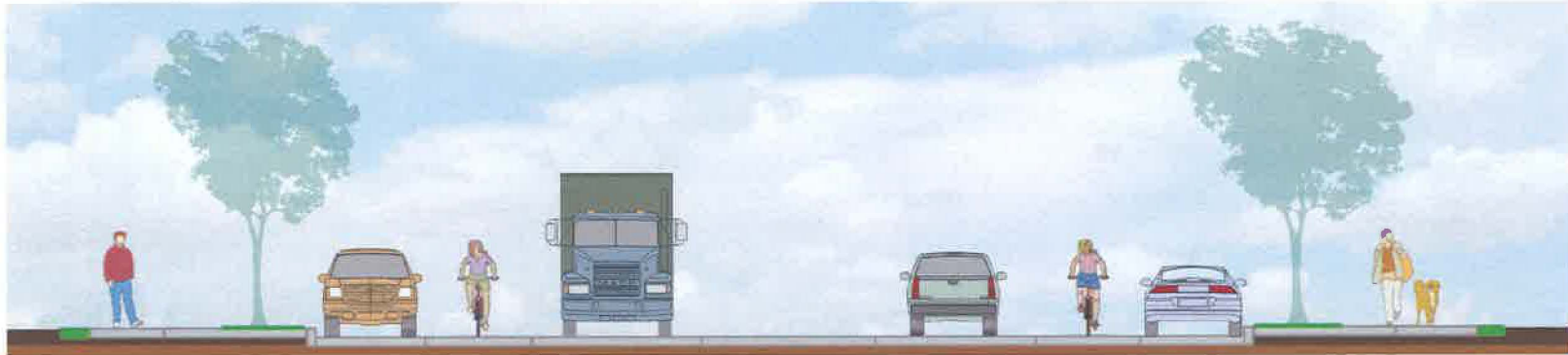
EXISTING NOTES (TO BE REPLACED WITH PROPOSED NOTES):

- ~~This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.~~
- For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
- ~~Cross section may vary to accommodate Regional Transportation Functional Plan 3.08.110 Street System Design or to accommodate topographical or environmental constraints.~~
- ~~Within the range stated, precise dimensions of paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history safety.~~
- ~~Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.~~

PROPOSED NOTES:

- For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
- Cross section may vary to accommodate Metro's Regional Transportation Functional Plan 3.08.110 Street System Design, to accommodate design modifications in compliance with the County Roadway Standards, or where a special transportation plan in Chapter 5 specifies a different cross section.
- Medians, pedestrian refuges, islands, curb extensions, turn lanes, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the Roadway Standards and will vary the required constructed and right-of-way width.
- Bikeway facilities shall be based on the guidelines found in 5.2 of the Clackamas County Active Transportation Plan except as specified in the Comprehensive Plan and the 5-year Capital Improvement Program.

Figure 5 - 1c
Typical Urban Collector Cross Section



Notes:

EXISTING NOTES (TO BE REPLACED WITH PROPOSED NOTES):

- ~~This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.~~
- For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
- Cross section may vary to accommodate Regional Transportation Functional Plan 3.08.110 Street System Design or to accommodate topographical or environmental constraints.
- ~~Within the range stated, precise dimensions of paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history safety.~~
- ~~Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.~~

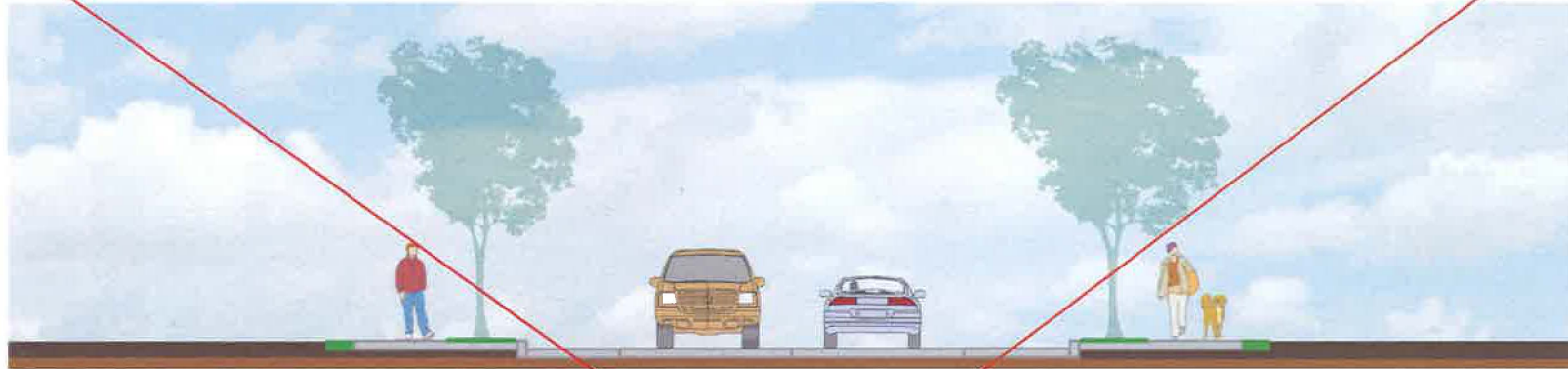
PROPOSED NOTES:

- For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
- Cross section may vary to accommodate Metro's Regional Transportation Functional Plan 3.08.110 Street System Design, to accommodate design modifications in compliance with the County Roadway Standards, or where a special transportation plan in Chapter 5 specifies a different cross section.
- Medians, pedestrian refuges, islands, curb extensions, turn lanes, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the Roadway Standards and will vary the required constructed and right-of-way width.
- Bikeway facilities shall be based on the guidelines found in 5.2 of the Clackamas County Active Transportation Plan except as specified in the Comprehensive Plan and the 5-year Capital Improvement Program.

Last Amended March 1, 2014 – Last Amended November 27, 2018

Figure 5 - 1d
Typical Urban Connector Cross Section

SEE FIGURE
5-1e



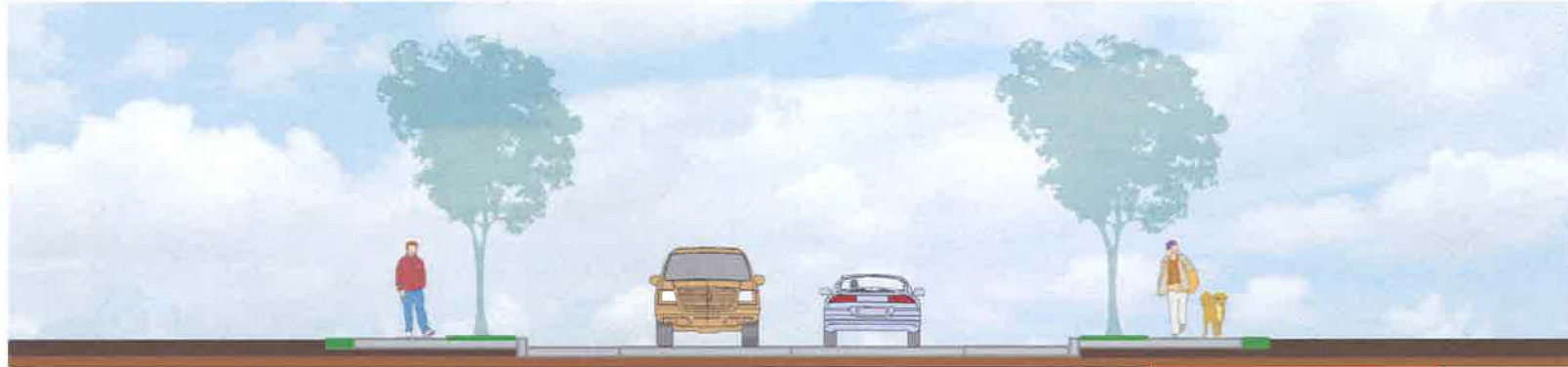
Back of sidewalk										Back of sidewalk	
Pedestrian facility	Landscape strip with street trees	Parking	Travel lane	Travel lane	Parking	Landscape strip with street trees	Pedestrian facility				
2'	5'-7'	6'	7'-8'	10'-13'	10'-13'	7'-8'	6'	5'-7'	2'		
			paved width: 34' - 42'								
ROW: 60' - 72'											

Notes:

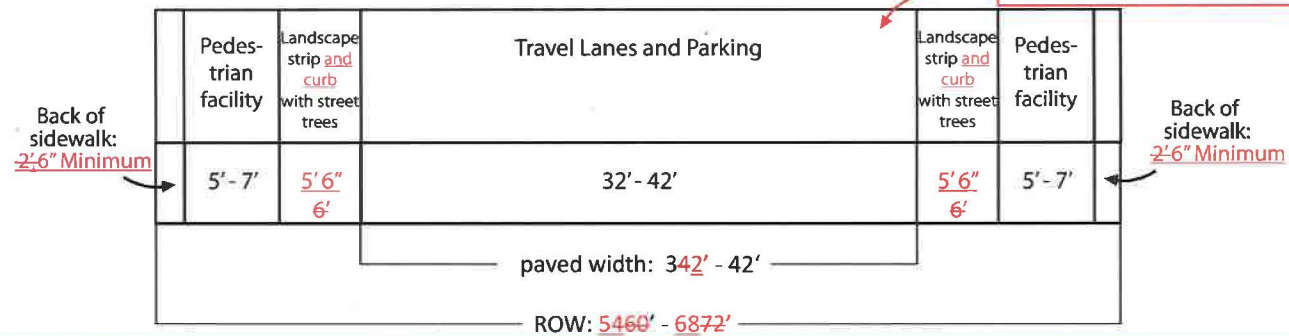
1. This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.
2. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
3. Cross section may vary to accommodate *Regional Transportation Functional Plan 3.08.110 Street System Design* or to accommodate topographical or environmental constraints.
4. Within the range stated, precise dimensions of typical paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history.
5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.

Figure 5 - 1d^e
Typical Urban Connector/Local Cross Section

Combine these 2 cross sections



Travel lanes and parking width were combined into one element.



Notes:

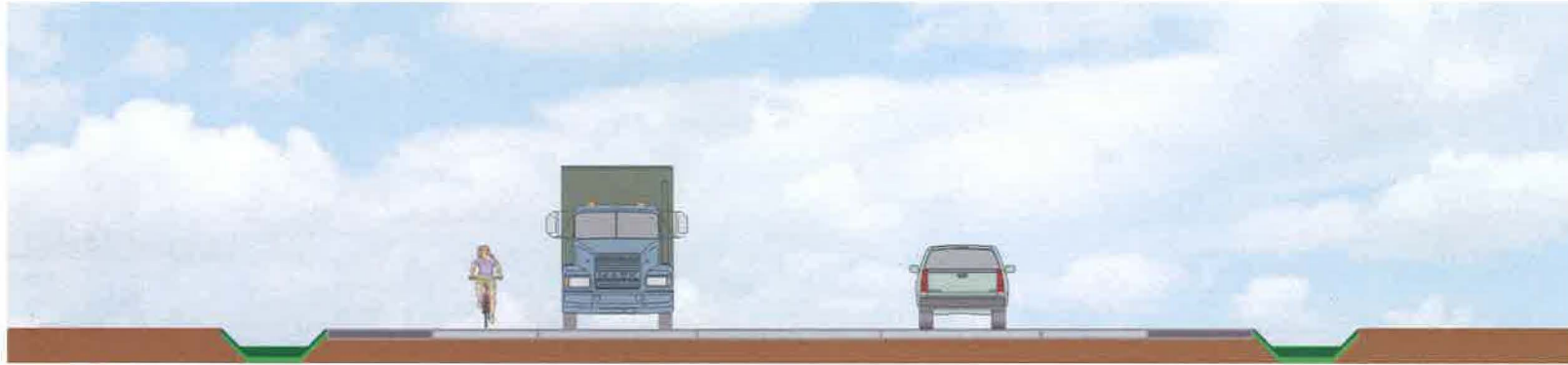
EXISTING NOTES (TO BE REPLACED WITH PROPOSED NOTES):

1. This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.
2. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
3. Cross section may vary to accommodate Regional Transportation Functional Plan 3.08.110 Street System Design or to accommodate topographical or environmental constraints.
4. Within the range stated, precise dimensions of paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history safety.
5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.

PROPOSED NOTES:

1. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
2. Cross section may vary to accommodate Metro's Regional Transportation Functional Plan 3.08.110 Street System Design, to accommodate design modifications in compliance with the County Roadway Standards, or where a special transportation plan in Chapter 5 specifies a different cross section.
3. Curb extensions, parking, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the Roadway Standards and will vary the required constructed and right-of-way width.
4. Standard configuration is parking on both sides, which may be reduced to one side of the street (resulting in a paved width of 26' with a design exception per the Roadway Standards).
5. Local Streets Only: Under no circumstances will the paved width be less than 20' (two 10' travel lanes with no parking).

Figure 5 - 2a
Typical Rural Arterial Cross Section



Ditch (as needed)	Gravel shoulder	Paved shoulder/ bikeway	Travel lane	(as needed) Optional: Left turn lane	Travel lane	Paved shoulder/ bikeway	Gravel shoulder	Ditch (as needed)
8'	5'-8'	6'-8'	11'-12'	12'-14'	11'-12'	6'-8'	5'-8'	8'
2'-9'	2'-8'						2'-8'	2'-9'
paved width: 34' - 54'								
ROW: 60' - 86' 88'								

Notes:

EXISTING NOTES (TO BE REPLACED WITH PROPOSED NOTES):

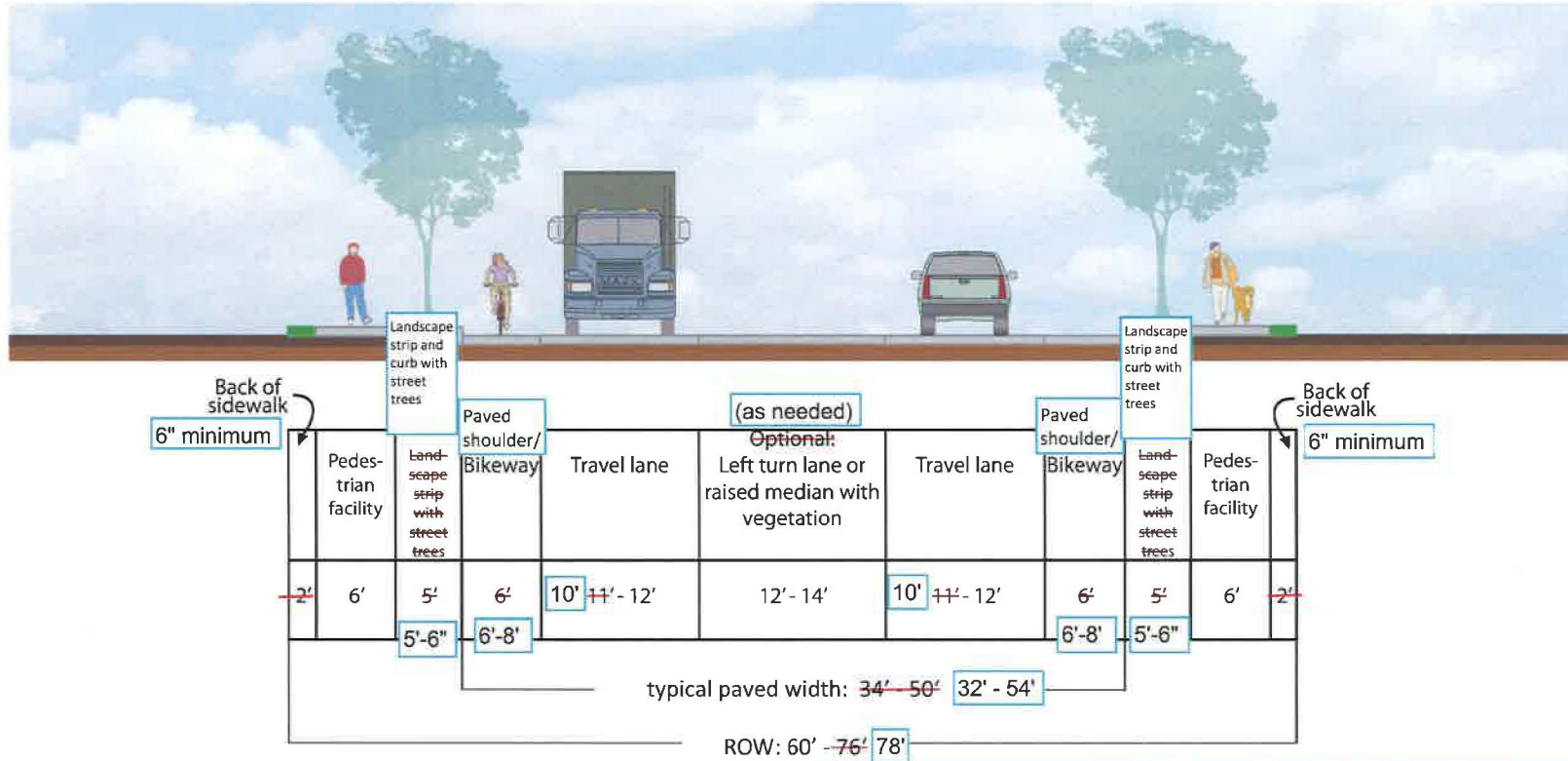
1. This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.
2. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
- ~~3. Cross section may vary to accommodate Regional Transportation Functional Plan 3-08.110 Street System Design or to accommodate topographical or environmental constraints.~~
4. Within the range stated, precise dimensions of paved width shall be determined by Engineering based upon adjacent land-use, vehicle traffic volume, existing travel lane width, design speed and crash history safety.
- ~~5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.~~
6. Cross sections must comply with ORS 215.283.

PROPOSED NOTES:

1. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
2. Cross section may vary to accommodate design modifications in compliance with the County Roadway Standards or where a special transportation plan in Chapter 5 specifies a different cross section.
3. Bikeway facilities shall be based on the guidelines found in 5.2 of the Clackamas County Active Transportation Plan except as specified in the Comprehensive Plan and the 5-year Transportation Capital Improvement Program.
4. Islands, turn lanes, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the Roadway Standards and will vary the required constructed width and right-of-way width.

Last Amended March 1, 2014— Last Amended November 27, 2018

Figure 5 - 2b
Typical Rural Arterial Cross Section
Unincorporated Communities



Notes:

EXISTING NOTES (TO BE REPLACED WITH PROPOSED NOTES):

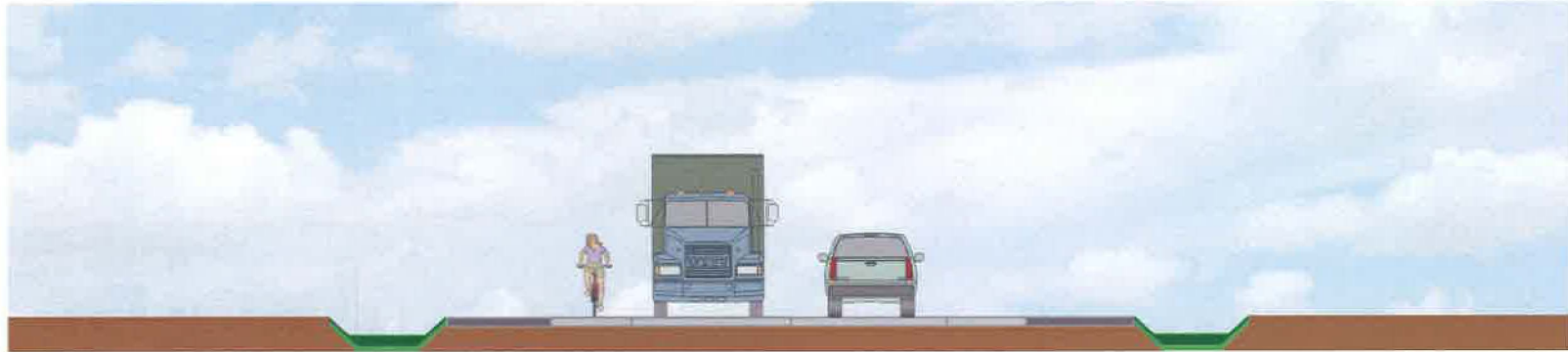
1. This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.
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6. Cross sections must comply with ORS 215.283.

PROPOSED NOTES:

1. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
2. Cross section may vary to accommodate design modifications in compliance with the County Roadway Standards or where a special transportation plan in Chapter 5 specifies a different cross section.
3. Bikeway facilities shall be based on the guidelines found in 5.2 of the Clackamas County Active Transportation Plan except as specified in the Comprehensive Plan and the 5-year Transportation Capital Improvement Program.
4. Medians, pedestrian refuges, islands, curb extensions, parking, turn lanes, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the Roadway Standards and will vary the required constructed width and right-of-way width.
5. The sidewalk shall be separated a minimum of 5'-6" from edge of pavement. Curb and landscape strip is shown as the standard. An at-grade sidewalk separated by a stormwater facility or landscaping may be approved by Engineering.

Last Amended March 1, 2014 - Last Amended November 27, 2018

Figure 5 - 2c
Typical Rural Collector Cross Section



Ditch (as needed)	Gravel shoulder	Paved shoulder / bikeway	Travel lane	Travel lane	Paved shoulder / bikeway	Gravel shoulder	Ditch (as needed)
9'	5' - 8'	6'	10' - 12'	10' - 12'	6'	5' - 8'	9'
2'-9'	2'-8'	paved width: 32' - 36'			2'-8'	2'-9'	
ROW: 60' - 70'							
40'							

Notes:

EXISTING NOTES (TO BE REPLACED WITH PROPOSED NOTES):

~~1. This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.~~

2. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.

~~3. Cross section may vary to accommodate Regional Transportation Functional Plan 3.08.110 Street System Design or to accommodate topographical or environmental constraints.~~

~~4. Within the range stated, precise dimensions of paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history safety.~~

~~5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.~~

6. Cross sections must comply with ORS 215.283.

PROPOSED NOTES:

1. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.

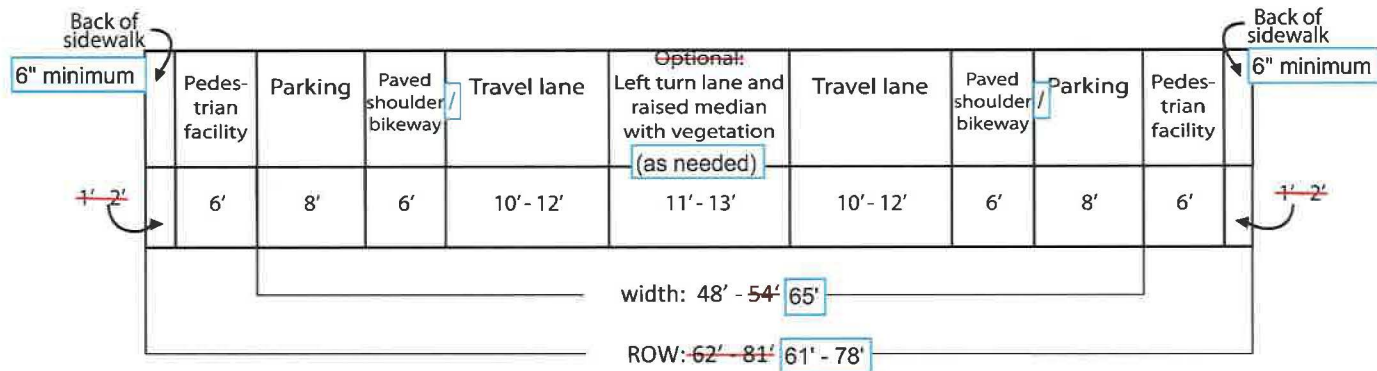
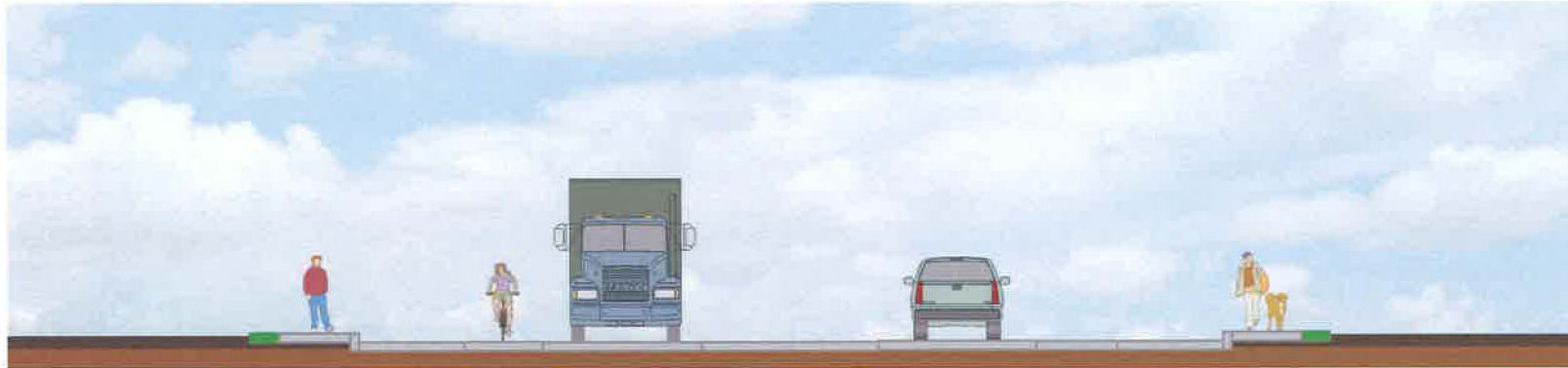
2. Cross section may vary to accommodate design modifications in compliance with the County Roadway Standards or where a special transportation plan in Chapter 5 specifies a different cross section.

3. Bikeway facilities shall be based on the guidelines found in 5.2 of the Clackamas County Active Transportation Plan except as specified in the Comprehensive Plan and the 5-year Transportation Capital Improvement Program.

4. Medians, pedestrian refuges, islands, curb extensions, parking, turn lanes, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the Roadway Standards and will vary the required constructed width and right-of-way width.

Last Amended March 1, 2014 – Last Amended November 27, 2018

Figure 5 - 2d
Typical Rural Collector Cross Section
Unincorporated Communities



- Notes:
- EXISTING NOTES (TO BE REPLACED WITH PROPOSED NOTES):**
- ~~This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.~~
 - For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
 - ~~Cross section may vary to accommodate Regional Transportation Functional Plan 3.08.110 Street System Design or to accommodate topographical or environmental constraints.~~
 - ~~Within the range stated, precise dimensions of paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history safety.~~
 - ~~Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.~~
 - ~~Cross sections must comply with ORS 215.283.~~

- PROPOSED NOTES:**
- For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
 - Cross section may vary to accommodate design modifications in compliance with the County Roadway Standards or where a special transportation plan in Chapter 5 specifies a different cross section.
 - Bikeway facilities shall be based on the guidelines found in 5.2 of the Clackamas County Active Transportation Plan except as specified in the Comprehensive Plan and the 5-year Transportation Capital Improvement Program.
 - Medians, pedestrian refuges, islands, curb extensions, parking, turn lanes, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the Roadway Standards and will vary the required constructed width and right-of-way width.
 - The sidewalk shall be separated a minimum of 5'-6" from edge of pavement when street parking is not provided.

Last Amended March 1, 2014 - Last Amended November 27, 2018

Figure 5 - 2e Typical Rural Connector Cross Section

See Figure 5-2f.

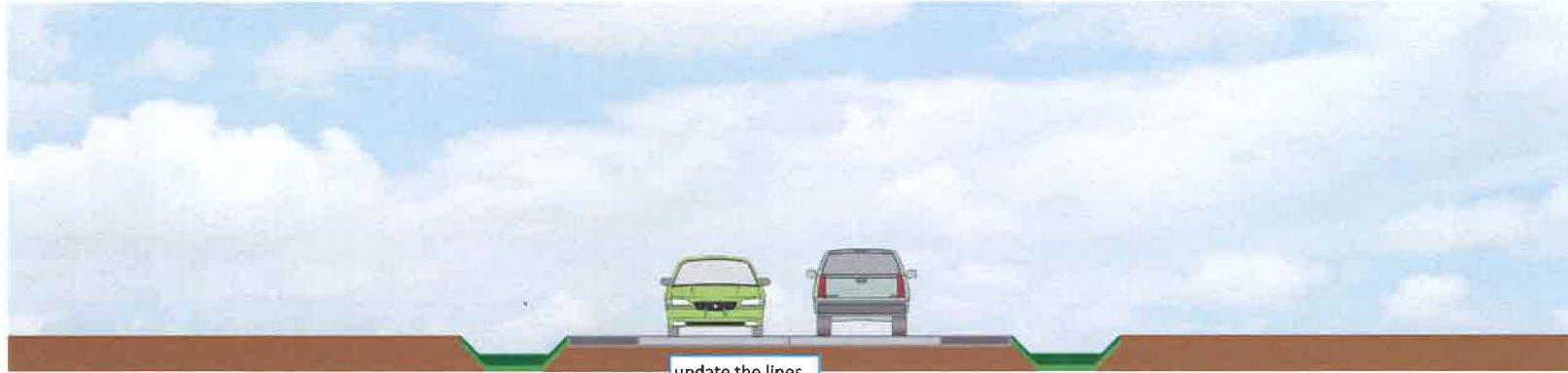


Ditch	Gravel shoulder	Travel lane	Travel lane	Gravel shoulder	Ditch
6' - 8'	2' - 5'	10' - 11'	10' - 11'	2' - 5'	6' - 8'
paved width: 20' - 22'					
ROW: 36' - 48'					

Notes:

1. This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.
2. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
3. Cross section may vary depending on topographic or environmental constraints.
4. Within the range stated, precise dimensions of typical paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history.
5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.
6. Cross sections must comply with ORS 215.283.

Figure 5 - 2ef
Typical Rural Connector/Local Cross Section



Ditch (as needed)	Gravel shoul- der	Travel lane	Travel lane	Gravel shoul- der	Ditch (as needed)
6'-8'	2'-5'	10'-11'	10'-11'	2'-5'	6'-8'
2'-9'					2'-9'
paved width: 24'-32' 20'-22'					
ROW: 36'-48' 28' - 50'					

Combine these 2 cross sections

update the lines for paved width

Notes:

EXISTING NOTES (TO BE REPLACED WITH PROPOSED NOTES):

1. This standard cross section shall apply except where a Special Transportation plan in Chapter 5 specifies a different cross section.
2. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
3. Cross section may vary to accommodate Regional Transportation Functional Plan 3.08.110 Street System Design or to accommodate topographical or environmental constraints.
4. Within the range stated, precise dimensions of paved width shall be determined by Engineering based upon adjacent land use, vehicle traffic volume, existing travel lane width, design speed and crash history safety.
5. Medians, pedestrian refuges, islands, curb extensions, parking, left turn lanes or right turn lanes shall be provided per the Comprehensive Plan, Capital Improvement Projects or as warranted by Roadway Standards. These improvements may require additional right-of-way.
6. Cross sections must comply with ORS 215.283.

PROPOSED NOTES:

1. For more detailed information on the implementation of this Cross Section - see the Zoning and Development Ordinance and/or the County Roadway Standards.
2. Cross section may vary to accommodate design modifications in compliance with the County Roadway Standards or where a special transportation plan in Chapter 5 specifies a different cross section.
3. Bikeway facilities shall be based on the guidelines found in 5.2 of the Clackamas County Active Transportation Plan except as specified in the Comprehensive Plan and the 5-year Transportation Capital Improvement Program.
4. Curb extensions, parking, and drainage facilities shall be provided as needed in accordance with the Comprehensive Plan, the 5-year Transportation Capital Improvement Program, or as warranted by the Roadway Standards and will vary the required constructed width and right-of-way width.

Table 5-3c Long Term Capital Projects

Project ID	Map	Project Name / Street Name	Segment / Locations	Project Description
3000	5-11a	106th Ave	OR 212 to Jennifer St	Add bikeways and pedestrian facilities
3001	5-11a	152nd Ave Phase 2	Sunnyside Rd to OR 212	Add bikeways, pedestrian facilities and turn lanes at major intersections
3002	5-11a	162nd Ave	Sager Rd north to County line	Add bikeways, pedestrian facilities, turn lanes at major intersections
3003	5-11a	172nd Ave Bridge	~140 feet south of Troge Rd	Replace bridge nearing the end of its useful life
3004	5-11a	82nd Dr	OR 212 to Gladstone	Widen to 5 lane with bikeways and pedestrian facilities
3005	5-11a	84th Ave	Sunnyside Rd to Sunnyside Blvd	Fill in bikeways and pedestrian facilities gaps
3006	5-11a	93rd Ave	Sunnyside Rd to Sunnyside Blvd	Add bikeways in accordance with the Active Transportation Plan
3007	5-11a	Cheldelin Rd	Foster Rd to 190th Dr	Add bikeways and pedestrian facilities
3008	5-11a	Cheldelin Rd (Clatsop St extension)	172nd Ave to Foster Rd	Construct new two lane roadway with bikeways and pedestrian facilities
3009	5-11a	Cornwell Ave	OR 213 to Fuller Rd	Add pedestrian facilities; connect to I-205 Multi-Use Path
3010	5-11a	Fuller Rd	Otty Rd to King Rd / OR 213	Construct new 2 lane extension with pedestrian facilities and bikeways
3011	5-11a	Fuller Rd	Johnson Creek Blvd to County line	Add pedestrian facilities
3012	5-11a	Hillcrest St	92nd Ave to Stevens Rd	Add pedestrian facilities
3013	5-11a	I-205 Pedestrian / Bike Overpass	Between Causey Ave and Sunnyside Rd	Construct a bike / pedestrian crossing over I-205 to connect transit services, businesses and residents in accordance with the Active Transportation Plan
3014	5-11a	Idleman Rd	92nd Ave to Westview Ct	Fill gaps in bikeways and pedestrian facilities
3015	5-11a	Jennifer St	106th Ave to 130th Ave	Add bikeways
3016	5-11a	Johnson Creek Blvd	Bell Ave to OR 213	Widen to 3 lanes from Bell Ave to 76th Ave and 5 lanes from 76th Ave to 82nd Ave ; add bikeways and pedestrian facilities
3017	5-11a	King Rd	Milwaukie City Limits to Spencer Dr	Fill gaps in pedestrian facilities in accordance with the Active Transportation Plan
3018	5-11a	Lake Rd	OR 224 west to Milwaukie city limits	Add pedestrian facilities and turn lanes at major intersections
3019	5-11a	Lake Rd	Johnson Rd to Webster Rd	Fill gaps in pedestrian facilities and bikeways
3020	5-11a	Linwood Ave Bridge over Johnson Creek	Bridge	Construct bridge with bike lanes and sidewalks in accordance with the Active Transportation Plan
3021	5-11a	Luther Rd Bridge	Bridge crossing Johnson Creek	Replace bridge
3022	5-11a	Mather Rd	Mather Rd / 122nd Ave intersection	Install traffic signal or compact roundabout
3023	5-11a	Mather Rd	122nd Ave to 132nd Ave	Construct new 2 lane roadway with pedestrian facilities and bikeways
3024	5-11a	Mather Rd	Industrial Way to 98th Ave	Maintain as pedestrian facilities and bikeway. Construct undercrossing at Sunrise Expressway.

Table 5-3c Long Term Capital Projects

Project ID	Map	Project Name / Street Name	Segment / Locations	Project Description
3025	5-11a	Michael Dr	72nd Ave to Fuller Ave	Fill gaps in pedestrian facilities
3026	5-11a	Phillips Creek Multi-Use Path	Causey Ave to North Clackamas Regional Parks Trail	Construct multi-use path
3027	5-11a	Sunnyside Rd Adaptive Signal Timing	OR 213 to 172nd Ave	Add adaptive timing to traffic signals
3028	5-11a	Valley View Terrace	Sunnyside Rd to Otty Rd	Add bikeways and pedestrian facilities
3029	5-11a	West 82nd Ave-Parallel Road	King Rd to Luther Rd	Construct collector road parallel to OR 213 with bikeways and pedestrian facilities
3029a	5-11a	West 82nd Ave Parallel Road	Luther Rd to Johnson Creek Blvd.	Construct collector road parallel to OR 213 with bikeways and pedestrian facilities
3029b	5-11a	West 82nd Ave Parallel Road	Johnson Creek Blvd. to King Rd	Construct collector road parallel to OR 213 with bikeways and pedestrian facilities
3030	5-11b	282nd Ave	282nd Ave / OR 212 intersection	Add second right-turn lane on 282nd Ave and additional intersection improvements as needed
3031	5-11b	282nd Ave	OR 212 to Multnomah County line	Add paved shoulders
3032	5-11b	352nd Ave / Dunn Rd	Bluff Rd to Bluff Rd	Add paved shoulders
3033	5-11b	362nd Dr	Colorado Rd to Dubarko Rd	Remove or decrease horizontal and vertical curves
3034	5-11b	362nd Dr	362nd Ave / Deming Rd intersection	Remove or decrease vertical curve, relocate intersection
3035	5-11b	Barlow Trail Rd/ Lolo Pass Rd	Between communities of Timberline, Welches and Zig Zag	Add paved shoulders in accordance with the Active Transportation Plan. In the interim, install 4-foot shoulders or 4-foot shoulders at specific areas with limited sight distance or steep uphill sections.
3036	5-11b	Bluff Rd	City of Sandy to County line	Add paved shoulders in accordance with the Active Transportation Plan
3037	5-11b	Bull Run Rd	Ten Eyck Rd to Multnomah County line	Add paved shoulders and turn lanes at major intersections.
3038	5-11b	Bull Run Truss	Bull Run truss between Waterworks Rd and Bowman Rd	Replace bridge nearing the end of its useful life
3039	5-11b	Coalman Rd / Cherryville Dr	Ten Eyck Rd to US 26	Add paved shoulders. In the interim, add 4-foot paved shoulders.
3040	5-11b	Compton Rd	US 26 to 352nd Ave	Remove vertical curve near Orient Dr and relocate intersection; add paved shoulders
3041	5-11b	Coupland Rd	Estacada City limits to Divers Rd	Add paved shoulders and turn lanes at major intersections
3042	5-11b	Eagle Creek Rd	Keegan Rd to Currin Rd	Realign Eagle Creek Rd to remove or decrease downgrade
3043	5-11b	Firwood Rd	Firwood Rd / Trubel Rd intersection	Realign Trubel Rd to remove or decrease downgrade
3044	5-11b	Hayden Rd	Springwater Rd to OR 211	Add paved shoulders in accordance with the Active Transportation Plan

Table 5-3c Long Term Capital Projects

Project ID	Map	Project Name / Street Name	Segment / Locations	Project Description
3045	5-11b	Howlett Rd	OR 211 to Wildcat Mountain Dr	Add paved shoulders
3046	5-11b	Kelso Rd	Richey Rd to Orient Dr	Add paved shoulders
3047	5-11b	Kelso Rd	Orient Dr to Sandy Urban Growth Boundary	Remove vertical curve, relocate intersection, add paved shoulders and turn lanes at major intersections; investigate speed zone
3048	5-11b	Lolo Pass Rd	US 26 to Barlow Trail Rd	Safety analysis; add paved shoulders in accordance with the Active Transportation Plan
3049	5-11b	Mt Hood Aerial Transportation Link	Between Ski Bowl, Government Camp Village and Timberline Lodge	Aerial transportation link
3050	5-11b	Orient Dr	US 26 north to County line	Add paved shoulders
3051	5-11b	Porter Rd Bridge over Delph Creek	~100 ft east of Wilcox Rd	Replace bridge
3052	5-11b	Salmon River Rd	US 26 to Welches Rd	Add paved shoulders. Between US 26 and Fairway Ave, add paved shoulders or multi-use path
3053	5-11b	Springwater Rd	Hayden Rd to OR 211	Add paved shoulders
3054	5-11b	Ten Eyck Rd	Lusted Rd to City of Sandy	Remove vertical curve, relocate intersection, add paved shoulders, turn lanes at major intersections; investigate speed zone. For paved shoulders between City of Sandy and Marmot Rd, refer to the Active Transportation Plan
3055	5-11b	Tickle Creek Trail	Springwater Corridor to Sandy city limits	Construct multi-use path in accordance with the Active Transportation Plan
3056	5-11b	Welches Rd	Birdie Ln to Salmon River Rd	Add paved shoulders or add multi-use path
3057	5-11b	Wildcat Mountain Dr	OR 224 to Firwood Rd	Add paved shoulders
3058	5-11c	Aldercrest Dr	Thiessen Rd to Oatfield Rd	Add pedestrian facilities to one side of the road and bikeways
3059	5-11c	Clackamas Rd	Clackamas Rd / I-205 interchange	Construct bike/pedestrian bridge over I-205
3060	5-11c	Hill Rd	Oatfield Rd to Thiessen Rd	Add bikeways and pedestrian facilities
3061	5-11c	Johnson Rd / McKinley Rd	OR 224 to I-205 multi-use path	Bikeway and pedestrian facilities infill. From Thiessen Rd to I-205 Multi-use Path, construct in accordance to the Active Transportation Plan
3062	5-11c	McNary Rd / Mabel Ave	Oatfield Rd to Webster Rd	Add bikeways and pedestrian facilities
3063	5-11c	Naef Rd	Oatfield Rd to River Rd	Add pedestrian facilities in accordance with the Active Transportation Plan
3064	5-11c	Oatfield Rd	Oatfield Rd / Hill Rd intersection	Add left-turn lanes, install signal if warranted
3065	5-11c	Oatfield Rd	Milwaukie city limits to Gladstone city limits	Fill gaps in pedestrian facilities and bikeways

Table 5-3c Long Term Capital Projects

Project ID	Map	Project Name / Street Name	Segment / Locations	Project Description
3066	5-11c	Oatfield Ridge Connection	Between Jennings Ave and Thiessen Ave over Oatfield Ridge	Construct multi-use path
3068	5-11c	Portland Ave	Jennings Ave to Hull Ave	Fill gaps in pedestrian facilities
3069	5-11c	Risley Ave	Arista Dr to Hager Rd	Fill gaps in pedestrian facilities
3070	5-11c	River Rd	Courtney Ave to Oak Grove Blvd	Add pedestrian facilities
3071	5-11c	River Rd	Risley Ave to Rinearson Rd	Add pedestrian facilities
3072	5-11c	Roethe Rd	River Rd to OR 99E (McLoughlin Blvd)	Add bikeways, pedestrian facilities and traffic calming
3073	5-11c	Rusk Rd	OR 224 South to Aldercrest Rd	Add pedestrian facilities on one side of the roadway and bikeways
3074	5-11c	Strawberry Ln	Webster Rd to 82nd Dr	Add pedestrian facilities and fill bikeway gaps
3075	5-11c	Thiessen Rd	Thiessen Rd / Hill Rd intersection	Add right-turn lane on Thiessen Rd; consider converting to two-way stop controlled or installing roundabout
3076	5-11c	View Acres Rd	Oatfield Rd to Hill Rd	Add pedestrian facilities and traffic calming
3077	5-11c	Webster Rd	Webster Rd / Jennings Ave and Webster Rd / Roots Rd intersections	Construct traffic signals, turn lanes
3078	5-11c	Webster Rd	Webster Rd / Strawberry Ln intersection	Add signal; construct southbound and westbound left-turn lane
3079	5-11d	65th Ave	Stafford Rd to Tualatin city limits	Add paved shoulders
3080	5-11d	Baker Rd	Tooze Rd to County line	Add paved shoulders
3081	5-11d	Bell Rd	Ladd Hill Rd to Wilsonville Rd	Add paved shoulders
3082	5-11d	Bonita Rd	Carman Dr to I-5	Add bikeways and pedestrian facilities
3083	5-11d	Childs Rd	Stafford Rd to Lake Oswego city limits	Add pedestrian facilities, bikeways and turn lanes at major intersections
3084	5-11d	Graham's Ferry Rd	County line to Westfall Rd	Add paved shoulders
3085	5-11d	Graham's Ferry Rd	Wilsonville Rd to Wilsonville city limits	Add paved shoulders
3086	5-11d	Hoffman Rd / Peach Cove Rd / Riverwood Rd	Mountain Rd to Tualatin River	Add paved shoulders
3087	5-11d	Homesteader Rd	Stafford Rd to Mountain Rd	Add paved shoulders
3088	5-11d	Johnson Rd	Stafford Rd to West Linn city limits	Add paved shoulders and turn lanes at major intersections

Table 5-3c Long Term Capital Projects

Project ID	Map	Project Name / Street Name	Segment / Locations	Project Description
3089	5-11d	Ladd Hill Rd	Wilsonville Rd to Washington County line	Add paved shoulders and turn lanes at major intersections
3090	5-11d	Mountain Rd	Stafford Rd to Canby Ferry	Add paved shoulders in accordance with the Active Transportation Plan
3091	5-11d	Petes Mountain Rd	West Linn city limits to Hoffman Rd	Add paved shoulders and turn lanes at major intersections
3092	5-11d	Pleasant Hill Rd / McConnell Rd / Tooze Rd	Ladd Hill Rd to Westfall Rd	Add paved shoulders
3093	5-11d	Schaeffer Rd	Mountain Rd to Petes Mountain Rd	Add paved shoulders
3094	5-11d	Schatz Rd / 55th Ave / Meridian Way	65th Ave to Stafford Rd	Add paved shoulders
3095	5-11d	Tualatin / Lake Oswego Pedestrian and Bicycle Bridge	Tualatin River Bridge	Construct bike / pedestrian bridge
3096	5-11d	Wilsonville Rd	Wilsonville Rd / Bell Rd intersection	Realign roadway and grade improvements
3097	5-11d	Wilsonville Rd	Wilsonville Rd / Edminston Rd intersection	Remove bank, remove horizontal curve, relocate intersection
3098	5-11d	Wilsonville Rd Bridge	~300 feet south of Bell Rd	Replace bridge nearing the end of its useful life
3099	5-11d	Wisteria Rd / Woodbine Rd	Rosemont Rd to Johnson Rd	Add paved shoulders
3100	5-11e	Airport Rd	Arndt Rd to Miley Rd	Add turn lanes at major intersections
3101	5-11e	Bakers Ferry Rd	Springwater Rd to OR 224	Add paved shoulders in accordance with the Active Transportation Plan and turn lanes at major intersections; remove horizontal curve and relocate intersection from Eaden Rd to OR 224
3102	5-11e	Barnards Rd	Meridian Rd to Canby-Marquam Hwy	Add paved shoulders
3103	5-11e	Barnards Rd	Needy Rd to Stuwe Rd	Reconstruct bridge and widen to 36 feet
3104	5-11e	Beavercreek Rd	Yeoman Rd/Steiner Rd to OR 211	Add paved shoulders
3105	5-11e	Bradley Rd	Redland Rd to Holcomb Blvd	Add turn lanes at major intersections
3106	5-11e	Bradley Rd	Gronlund Rd to Redland Rd	Add paved shoulders
3107	5-11e	Buckner Creek Rd	Gard Rd to Cochell Rd	Add paved shoulders
3108	5-11e	Canby-Marquam Highway	OR 170 / Macksburg Rd intersection	Reconstruct intersection; install southbound left-turn lane and northbound right-turn lane
3109	5-11e	Canby-Marquam Highway	City of Canby to OR 211	Add paved shoulders
3110	5-11e	Carus Rd	Central Point Rd to Beavercreek Rd	Add paved shoulders in accordance with the Active Transportation Plan
3111	5-11e	Casto Rd	Spangler Rd to Central Point Rd	Add paved shoulders and turn lanes at major intersections

Table 5-3c Long Term Capital Projects

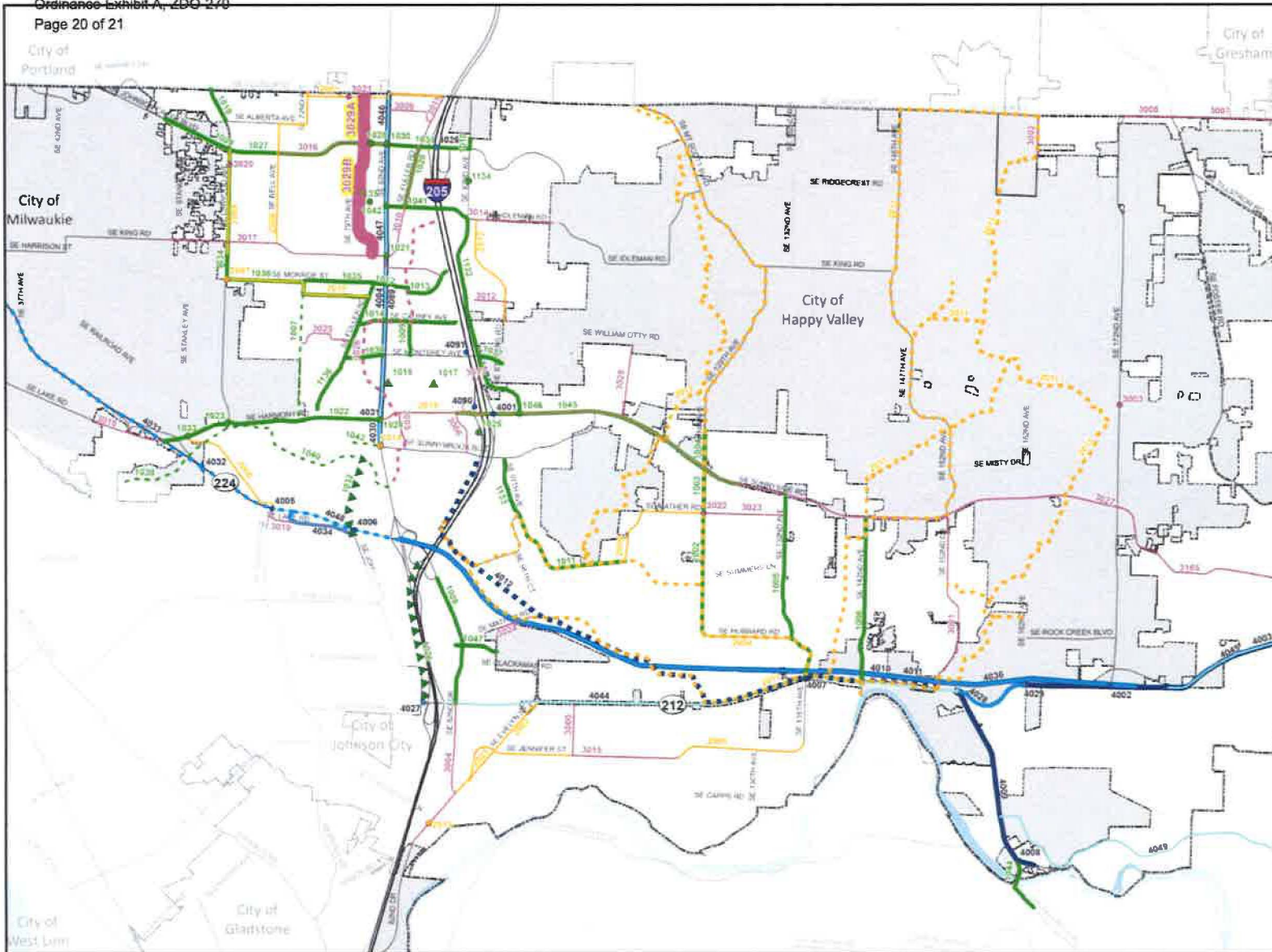
Project ID	Map	Project Name / Street Name	Segment / Locations	Project Description
3112	5-11e	Central Point Rd	Parrish Rd to Mulino Rd	Smooth curves; add paved shoulders (Parrish Rd to Bremer Rd in accordance with the Active Transportation Plan)
3113	5-11e	Clackamas River Dr	Oregon City limits to Springwater Rd	Construct bikeway in accordance with the Active Transportation Plan. Add turn lanes at Springwater Rd and Forsythe Rd.
3114	5-11e	Fellows Rd	Redland Rd to Lower Highland Rd	Add paved shoulders and turn lanes at major intersections
3115	5-11e	Ferguson Rd	Beavercreek Rd and Henrici Rd	Reduce the speed limit and install traffic calming
3116	5-11e	Fischers Mill Rd	Redland Rd to Springwater Rd	Add paved shoulders in accordance with the Active Transportation Plan
3118	5-11e	Forsythe Rd	Oregon City limit to Bradley Rd	Add center turn lane and paved shoulders
3119	5-11e	Forsythe Rd	Forsythe Rd / Victory Rd intersection	Realign, widen Victory Rd; remove or decrease curves along Forsythe Rd; relocate intersection
3120	5-11e	Gard Rd	~100 ft south of Old Clarke Rd	Reconstruct bridge to accommodate paved shoulders
3121	5-11e	Gronlund Rd / Hattan Rd	Bradley Rd to Springwater Rd	Add paved shoulders and turn lanes at major intersections
3122	5-11e	Henrici Rd	Between Driftwood Dr and Shore Vista Dr	Widen bridge to accommodate paved shoulders
3123	5-11e	Holcomb Blvd	Edenwild Ln to Bradley Rd	Add paved shoulders and turn lanes at Holcomb Blvd / Bradley Rd
3124	5-11e	Kamrath Rd	Carus Rd to Spangler Rd	Safety analysis at Carus Rd, add paved shoulders, remove or decrease horizontal curves north of Spangler Rd
3125	5-11e	Knights Bridge Rd Bridge	~3,200 feet east of Barlow Rd	Replace bridge (nearing the end of its useful life)
3126	5-11e	Leland Rd	Oregon City line to Beavercreek Rd	Add paved shoulders
3127	5-11e	Leland Rd	~1,000 ft north of Warnock Rd	Reconstruct bridge to accommodate paved shoulders
3128	5-11e	Lone Elder Rd	County line to Canby-Marquam Hwy	Add paved shoulders
3129	5-11e	Lower Highland Rd	Beavercreek Rd to Fellows Rd	Add paved shoulders and turn lanes at major intersections
3130	5-11e	Macksburg Rd	Canby Marquam Hwy to OR 213	Add paved shoulders and turn lanes at major intersections
3131	5-11e	Maplelane Rd	~1,800 ft west of Walker Rd	Add paved shoulders
3132	5-11e	Maplelane Rd	Oregon City Urban Growth Boundary to Ferguson Rd	Add paved shoulders
3133	5-11e	Mattoon Rd	Fischers Mill Rd to Redland Rd	Add paved shoulders in accordance with the Active Transportation Plan and turn lanes at major intersections; remove vertical curves, remove horizontal curves north of Redland Rd
3134	5-11e	Meridian Rd	Lone Elder Rd to OR 211	Add paved shoulders
3135	5-11e	Meridian Rd	Elliott Prairie Rd to Barlow Rd	Add paved shoulders; remove or decrease horizontal and vertical curves

Table 5-3c Long Term Capital Projects

Project ID	Map	Project Name / Street Name	Segment / Locations	Project Description
3136	5-11e	Miley Rd	Airport Rd to Eilers Rd	Add paved shoulders
3137	5-11e	Molalla Ave	OR 213 to Molalla City limits	Add paved shoulders
3138	5-11e	New Era Rd / Haines Rd	OR 99E to Leland Rd	Add paved shoulders
3140	5-11e	Redland Rd	~900 ft west of Holly Ln	Reconstruct bridge to include shoulders and bikeways
3141	5-11e	Redland Rd	~400 ft west of Holly Ln	Reconstruct bridge to include shoulders and bikeways
3142	5-11e	Redland Rd	Henrici Rd to Oregon City limit	Add paved shoulders and bikeway in accordance with the Active Transportation Plan
3143	5-11e	Redland Rd	Henrici Rd to Springwater Rd	Add paved shoulders and turn lanes at major intersections. For the section between Mattoon Rd and Jubb Rd, see the Active Transportation Plan.
3144	5-11e	Ridge Rd	Lower Highland Rd to Redland Rd	Add paved shoulders
3145	5-11e	Rock Creek (Kropf Rd) Bridge	~3,500 ft north of Gibson Rd	Replace bridge
3146	5-11e	S Killdeer Rd	Ferguson Road and Yeoman Road	Extend S Killdeer Rd to connect with S. Ivel Rd. and provide bike/pedestrian access
3147	5-11e	South End Rd	Oregon City limits to OR 99E	Smooth curves; add paved shoulders
3148	5-11e	Spangler Rd	Casto Rd to Beaver creek Rd	Add paved shoulders and turn lanes at major intersections
3149	5-11e	Springwater Rd	Bakers Ferry Rd to Hayden Rd	Add paved shoulders and turn lanes at major intersections. For paved shoulders between Eaden Rd and Hayden Rd, see the Active Transportation Plan.
3150	5-11e	Thayer Rd/Ferguson Rd	Oregon City line to Redland Rd	Add paved shoulders
3151	5-11e	Toliver Rd	Dryland Rd to Molalla city Limits	Add paved shoulders in accordance with the Active Transportation Plan
3152	5-11e	Unger Rd	Beavercreek Rd to OR 211	Add paved shoulders and turn lanes at major intersections
3153	5-11e	Union Hall Rd	Central Point Rd to El Dorado Rd	Add paved shoulders
3154	5-11f	Bird Rd	Groshong Rd to Wilhoit Rd	Add paved shoulders and turn lanes at major intersections
3155	5-11f	Blair Rd	Groshong Rd to Maple Grove Rd	Add paved shoulders and turn lanes at major intersections
3156	5-11f	Callahan Rd S / Ramsby Rd	Dickey Prairie Rd to Fernwood Rd	Add paved shoulders and turn lanes at major intersections
3157	5-11f	Dhooghe Rd	OR 211 to Fernwood Rd	Add paved shoulders and turn lanes at major intersections
3158	5-11f	Fernwood Rd	Dhooghe Rd to Callahan Rd	Add paved shoulders and turn lanes at major intersections
3159	5-11f	Gray's Hill Rd	Green Mountain Rd to OR 211	Add paved shoulders
3160	5-11f	Maple Grove Rd	Nowlens Bridge Rd to Sawtell Rd	Add paved shoulders and turn lanes at major intersections

Table 5-3c Long Term Capital Projects

Project ID	Map	Project Name / Street Name	Segment / Locations	Project Description
3161	5-11f	Nowlens Bridge Rd	OR 213 to Maple Grove Rd	Add paved shoulders and turn lanes at major intersections
3162	5-11f	Sawtell Rd	Maple Grove Rd to Wilhoit Rd	Add paved shoulders and turn lanes at major intersections
3163	5-11f	Wildcat Rd	Wilhoit Rd to OR 213	Add paved shoulders and turn lanes at major intersections
3164	5-11f	Wright Rd	OR 211 to Callahan Rd	Add paved shoulders
3165	5-11a	Sunnyside Rd	93rd Ave to OR 212	Add pedestrian facilities and bikeways in accordance with the Active Transportation Plan
3167	5-11b	Marmot Rd	Ten Eyck to Barlow Trail Rd	Add paved shoulders in accordance with the Active Transportation Plan. In the interim, widen to 4-feet within Wildwood/Timberline, Zigzag, Rhododendron and Wemme/Welches.
3168	5-11c	Thiessen Rd	Webster Rd to Johnson Rd	Add pedestrian facilities and bikeways in accordance with the Active Transportation Plan
3169	5-11d	Willamette River Greenway	Lake Oswego north to County Line	Construct multi-use path in accordance with the Active Transportation Plan.
3170	5-11d	Willamette River Greenway	Canby Ferry to City of Wilsonville	Construct multi-use path in accordance with the Active Transportation Plan.
3171	5-11e	Bremer Rd	Central Point Rd to Haines Rd	Add paved shoulders in accordance with the Active Transportation Plan
3172	5-11e	Butteville Rd	Willamette River to County line	Add paved shoulders in accordance with the Active Transportation Plan
3173	5-11e	Dryland Rd	Macksburg Rd to Toliver Rd	Add paved shoulders in accordance with the Active Transportation Plan
3174	5-11e	Eaden Rd	Bakers Ferry Rd to Springwater Rd	Add paved shoulders in accordance with the Active Transportation Plan
3175	5-11e	Haines Rd	Bremer Rd to Territorial Rd	Add paved shoulders in accordance with the Active Transportation Plan
3176	5-11e	Harms Rd	Kraxberger Rd to Macksburg Rd	Construct bikeway in accordance with Active Transportation Plan
3177	5-11e	Hwy 170 / Kraxberger Rd	City of Canby to Harms Rd	Add paved shoulders in accordance with the Active Transportation Plan
3178	5-11e	Jubb Rd	Redland Rd to Springwater Rd	Add paved shoulders in accordance with the Active Transportation Plan
3179	5-11e	Kamrath Rd	Leland Rd to Carus Rd	Add paved shoulders in accordance with the Active Transportation Plan
3180	5-11e	Knights Bridge Rd / Barlow Rd / Arndt Rd	Canby boundary to Airport Rd	Add bikeway in accordance with the Active Transportation Plan
3181	5-11e	Territorial Rd	Haines Rd to OR 99E	Add bikeways in accordance with the Active Transportation plan
3182	5-11e	Willamette River Greenway	Oregon City to Canby	Construct multi-use path in accordance with the Active Transportation Plan.



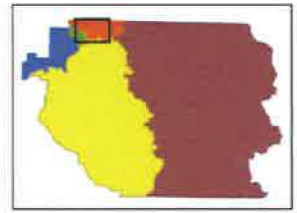
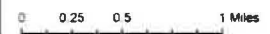
Capital Improvement Plan

Greater Clackamas Regional Center / Industrial Area

- Priority**
- 20-Year Capital Projects (Table 5-3a)
 - Preferred Capital Projects (Table 5-3b)
 - Long-Term Capital Project Needs (Table 5-3c)

- Projects on Non-County Facilities**
- Priority**
- High (Table 5-3d)
 - Medium (Table 5-3d)
 - Low (Table 5-3d)

- ▲ Study*
 - Multi-Use Path*
 - Metro Urban Growth Boundary
 - Incorporated City
- *Symbol color consistent with Priority symbol colors shown above



Last Amended January 18, 2017
 Last Amended November 27, 2018



CLACKAMAS COUNTY COMPREHENSIVE PLAN

MAP 5-11a

Appendix A

MAPS AND DOCUMENTS ADOPTED BY REFERENCE

The following maps and documents have been adopted by reference to the Comprehensive Plan. These documents are available for review at the Clackamas County Planning and Zoning Division.

NATURAL RESOURCES AND ENERGY

Habitat Conservation Area Maps [Added by Order 2008-197, 1/5/09; Added by Ordinance ZDO-256, 7/18/16]

Water Quality Resource Area Maps [Added by Order 2008-197, 1/5/09; Added by Ordinance ZDO-256, 7/18/16]

Board Order 2014-14 (In the Matter of a Comprehensive Plan Amendment, Zone Map Amendment, and Site Plan Review request from Tonquin Holdings, LLC, on property described as T3S R1W Section 04A, Tax Lots 100 and 102) and All Attachments [Added by Order 2014-14, 2/27/14]

TRANSPORTATION

Clackamas County Pedestrian Master Plan [Added by Order 96-362, 5/23/96]

Clackamas County Bicycle Master Plan [Added by Order 96-362, 5/23/96]

Clackamas County Airport Plan [Added by Order 01-256, 11/1/01]

SE 172nd Avenue/190th Drive Corridor Management Plan, February 2012, Revised ~~April 2016~~ January 2018 [Added by Ordinance ZDO-232, 3/12/12; Amended by Ordinance ZDO-255, 7/14/16; Amended by Ordinance ZDO-270, 11/27/18]

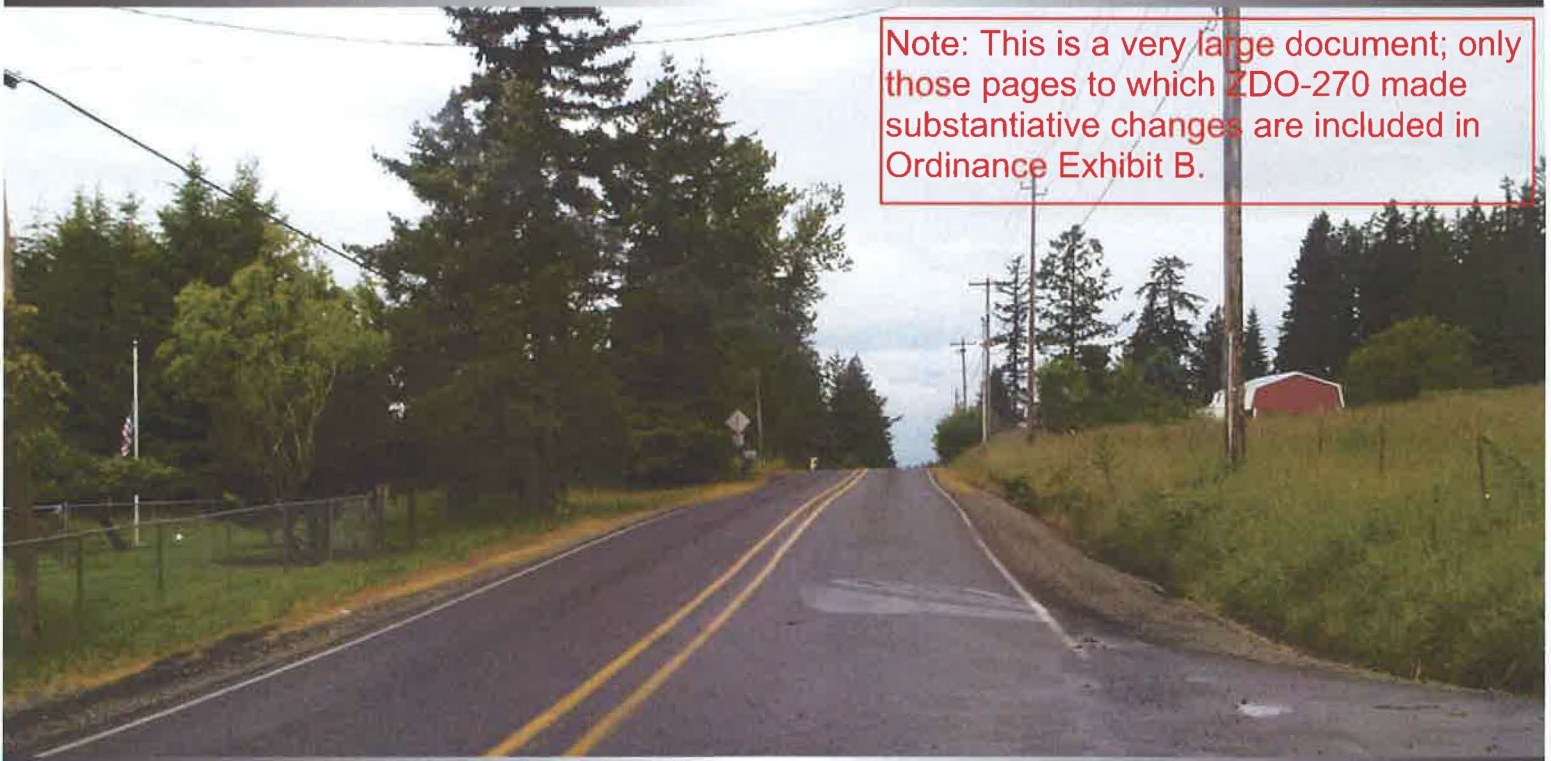
Clackamas County Active Transportation Plan, June 1, 2015 [Added by Ordinance ZDO-251, 6/1/15]

COMMUNITY AND DESIGN PLANS, Clackamas Regional Center Area Design Plan

Phillips Creek Greenway Framework Plan [Added by Order 98-308, 12/23/98]

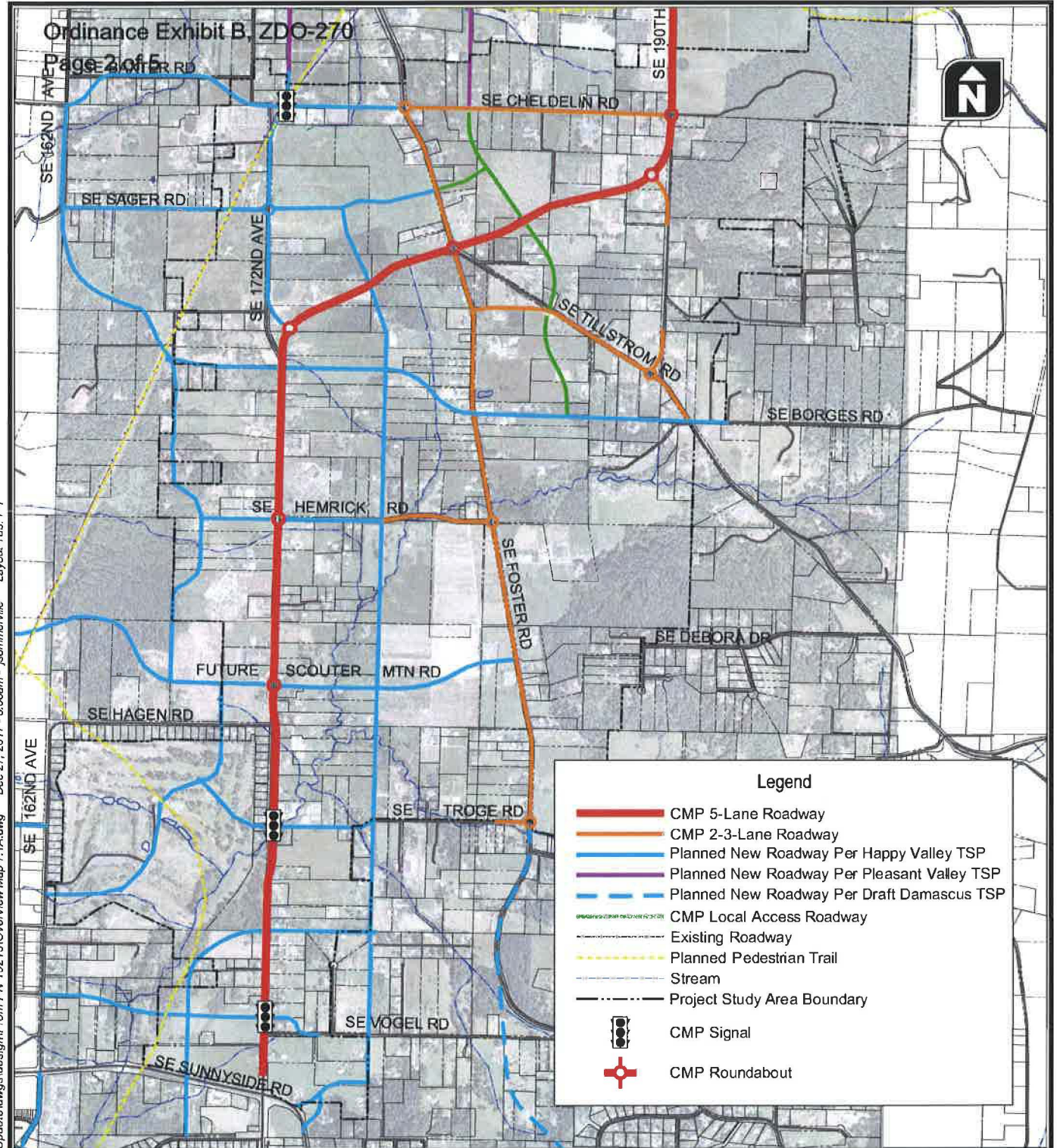
Clackamas Regional Center Pedestrian/Bicycle Plan [Added by Ordinance ZDO-238, 10/15/12]

Note: This is a very large document; only those pages to which ZDO-270 made substantiative changes are included in Ordinance Exhibit B.



SE 172nd Avenue/190th Drive
**CORRIDOR
MANAGEMENT
PLAN**





H:\1818766 - 172nd-190th Corridor Plan Update\dwg\design\From PN 10213\Overview Map 7.1A.dwg Dec 27, 2017 - 8:06am - jommerville Layout Tab: 7-1

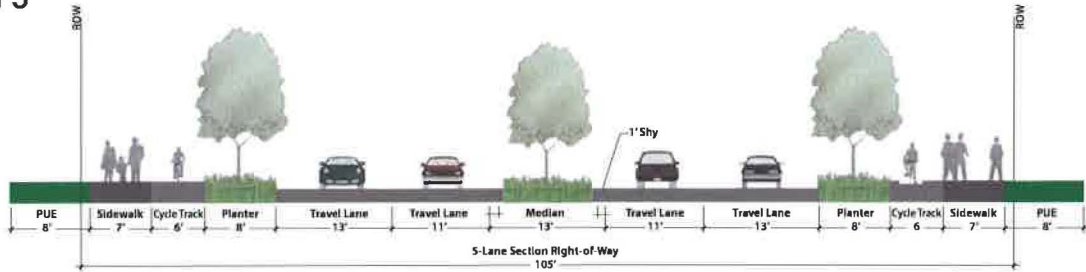
Corridor Management Plan Overview Map

172nd / 190th
Corridor Plan

**Figure
7-1A**

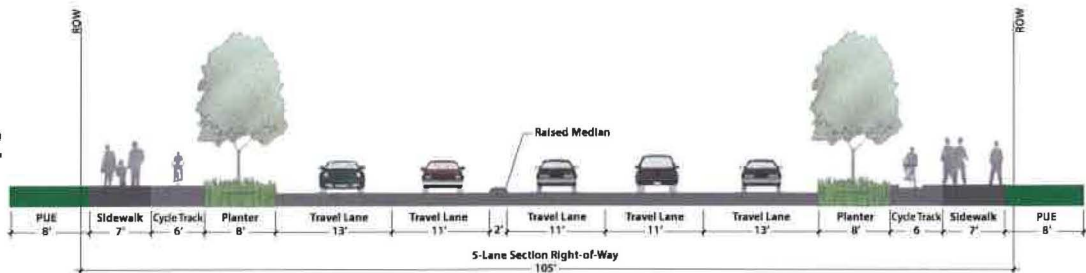
Ordinance Exhibit B, ZDO-270
Page 3 of 5

5A-1



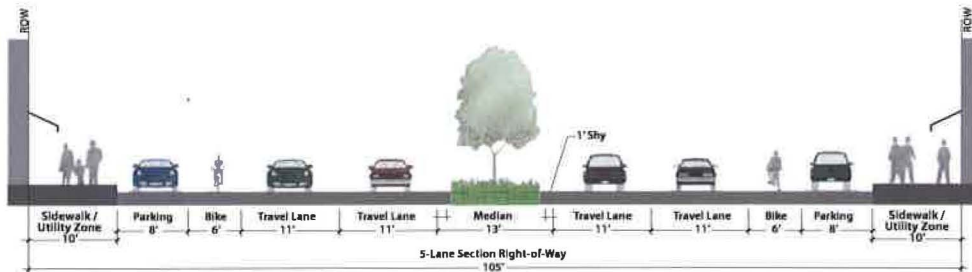
5-Lane Section with Median

5A-2



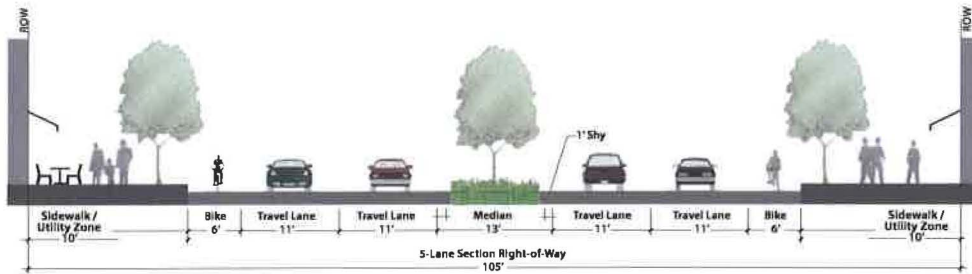
5-Lane Section with Left Turn Lane

5B



5-Lane Section with On-street Parking in Urban Center

5C



5-Lane Section in Urban Center

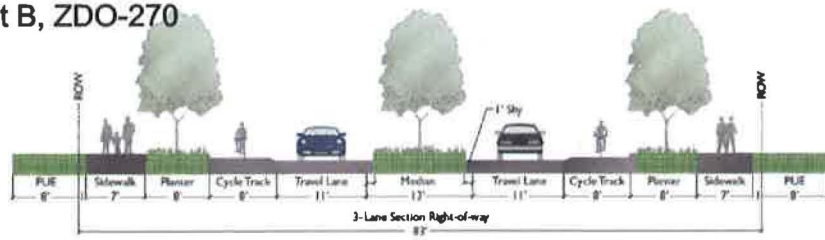
Corridor Management Plan
5-Lane Streetscape



Figure
7-3A

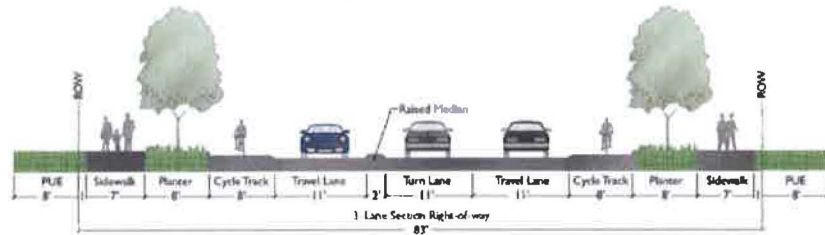
Ordinance Exhibit B, ZDO-270
Page 4 of 5

3A-1



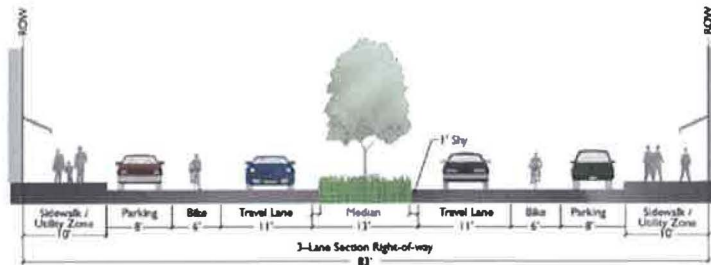
3-Lane Section with Median

3A-2



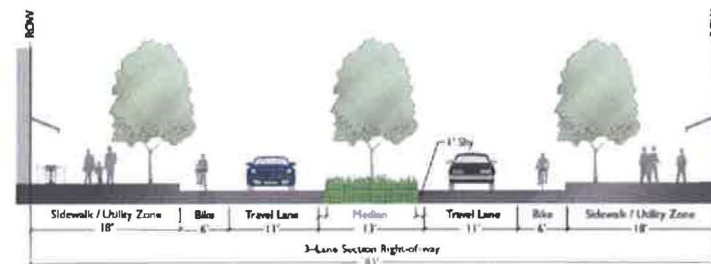
3-Lane Section with Left Turn Lane

3B



3-Lane Section with On-street Parking in Urban Center

3C



3-Lane Section in Urban Center

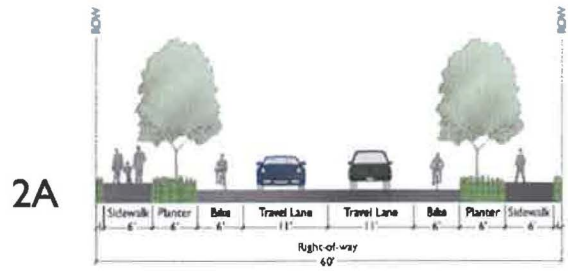
Corridor Management Plan 3-Lane Streetscape



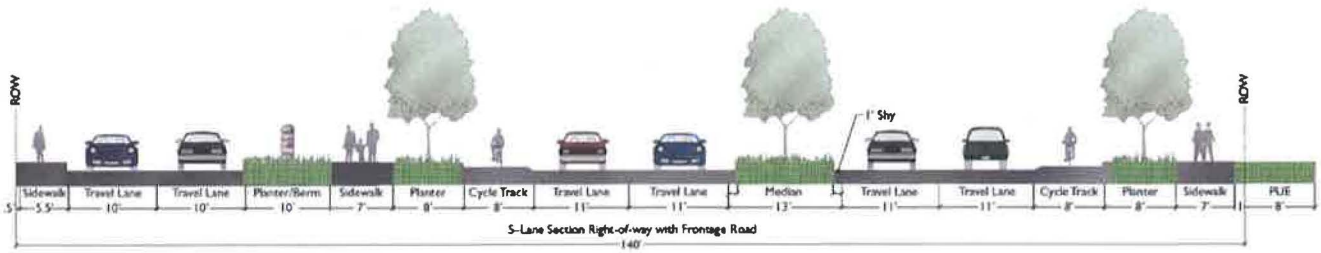
Figure
7-3B

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2-Lane Section



5-Lane Section with Median and Frontage Road

Corridor Management Plan
2-Lane Streetscape



172nd / 190th
Corridor Plan

Figure
7-3C