

APPENDIX B

Relevant Plans and Policies

1. RELEVANT PLANS AND POLICIES

1.1 OREGON TRANSPORTATION PLANNING RULE (1991)

The Oregon Transportation Planning Rule (TPR) requires local jurisdictions to develop a TSP to accommodate future travel demand resulting from adopted land uses. The plan must accommodate all travel modes in use within the City, be consistent with the Oregon Transportation Plan (OTP), and be coordinated with federal, State, and local agencies and various transportation providers.

The TPR requires every local TSP to assess existing facilities for their adequacy and deficiencies; develop and evaluate system alternatives needed to accommodate land uses in the acknowledged comprehensive plan; and adopt local land use regulations to support implementation of the preferred alternative. The City TSP must describe public transportation services for the transportation disadvantaged and identify service inadequacies. The City TSP must also ensure its functional classification system is consistent or compatible with those applying to facilities maintained by adjacent jurisdictions.

The TPR includes a requirement for local governments to adopt land use or subdivision regulations for urban areas that, "...provide for safe and convenient pedestrian, bicycle and vehicular circulation, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel." Local governments are required to establish their own standards or criteria for providing streets and accessways consistent with the TPR. Examples of these measures include standards for spacing of streets or accessways, and standards for excessive out-of-direction travel.

1999 TSP Assessment

While the Aurora TSP and Development Code both include general requirements to provide safe and convenient pedestrian, bicycle, and vehicular travel, additional measures could be developed to strengthen these standards. For example, additional standards could be provided to require pedestrian accessways to be provided at reasonable distances (for example, every 300-600 feet; between residential developments, schools, parks, commercial areas, and through parking lots). Standards could also be developed to require additional pedestrian amenities (for example, benches, plazas, and lighting) and internal pedestrian circulation within commercial areas.

1.2 OREGON TRANSPORTATION PLAN (2006)

ODOT's OTP utilizes several planning documents to guide transportation planning efforts and transportation system improvements in the State. The OTP is ODOT's overall policy guiding document. The OTP and its modal elements represent the State's TSP and drive all transportation planning in Oregon. The plans provide a framework for cooperation between ODOT and local jurisdictions and offer guidance to cities and counties for developing local modal plans. Table B-1 shows the different modal plans that have been established and the year the plan was adopted by the Oregon Transportation Commission (OTC).

Table B-1. Adopted Elements of the Oregon Transportation Plan

Oregon Transportation Plan or Plan Element	Year Adopted
Aviation System Plan	2000

Oregon Transportation Plan or Plan Element	Year Adopted
Bicycle and Pedestrian Plan	1995
Transportation Safety Action Plan	2004, Amended 2006
Public Transportation Plan	1997
Highway Plan	1999, Reaffirmed 2006
Rail Freight and Passenger Plan	2001

The OTC originally adopted the OTP in September 1992, and an update of the OTP was adopted by the OTC in September 2006. The OTP has seven goals: (1) Mobility and Accessibility, (2) Management of the System, (3) Economic Vitality, (4) Sustainability, (5) Safety and Security, (6) Funding the Transportation System, and (7) Coordination, Communication and Cooperation. The OTP meets a legal requirement that the OTC develop and maintain a plan for a multimodal transportation system for Oregon. Additionally, the OTP implements the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, 2005) requirements for the State transportation plan. The OTP also meets land use planning requirements for State agency coordination and the Goal 12 TPR. This rule requires ODOT, and the cities and counties of Oregon to cooperatively plan and develop balanced transportation systems.

The OTP also requires local governments to prepare an analysis of future city, county, and state funding for the short, medium, and long term planning horizons and to develop transportation improvement alternatives given a revenue constrained funding scenario (Investment Scenario's, Level 1-3).

1999 TSP Assessment

The 1999 Aurora TSP included a financial analysis but did not take into consideration a revenue constrained funding scenario. The 2009 TSP will need to include an updated financial analysis that is developed consistent with the 2006 Oregon Transportation Plan method of analysis. The updated financial analysis shall include an analysis of future local, county, and state funding in order to consider transportation improvements possible for the short, medium, and long term planning horizon.

1.3 OREGON BICYCLE AND PEDESTRIAN PLAN (1995)

The Oregon Bicycle and Pedestrian Plan (OBPP) guides planning and the design and operation of facilities for bicycle and pedestrian travel. This Plan is divided into two sections, (1) Policy & Action and (2) Planning, Design, Maintenance & Safety. Section 1, Policy & Action, provides background information and addresses the goals, actions, and implementation strategies ODOT proposes to improve bicycle and pedestrian transportation. The material on Walkway Planning, Design Maintenance & Safety, provides guidelines to ODOT, cities and counties in design, construction and maintenance of pedestrian and bicycle facilities.

The OBPP is often used by local governments as a guide for the planning and design of facilities for these travel modes. The 2003 HDM also contains sidewalk and bicycle lane standards that are inconsistent, and in some cases more stringent than those found in the 1995 OBPP. An update of the OBPP was due for completion in 2007. This update will modify the standards in the OBPP to bring them into consistency with the HDM.

1999 TSP Assessment

As of this writing, the ODOT website does not show that the OBPP update has been completed. If it is completed during the update of the Aurora TSP, the updated plan and the

Aurora TSP and implementing ordinances will be reviewed for consistency. The current OBPP identifies the goal of bike lanes and sidewalks on 100% of urban state highways which corresponds to the current City TSP. The OBPP also identifies six foot to eight foot sidewalks as standard sidewalks widths within city limits and six feet as the standard width for paved pedestrian and bike lanes along urban arterial and collectors. Updated sidewalk and multi-use path standards will be included in the Development Code and in the TSP as a part of this TSP update process.

1.4 OREGON TRANSPORTATION SAFETY ACTION PLAN (2006)

The Oregon Transportation Safety Action Plan established the safety priorities for Oregon by identifying 70 actions relating to all modes of transportation, including roadway, driver, and vehicle aspects. Included in the plan is a specific action regarding the way safety issues should be considered in local transportation planning. According to the plan, local transportation plans, as well as modal and corridor plans, should consider the following:

- Involvement in the planning process of engineering, enforcement, and emergency service personnel as well as local transportation safety groups;
- Safety objectives; and
- Resolution of goal conflicts between safety and other issues.

1999 TSP Assessment

The Aurora TSP was acknowledged and is consistent with the Oregon Transportation Safety Action Plan. During the Aurora TSP update, if changes are proposed, they will be compared to the Safety Action Plan to ensure any changes to the TSP are consistent with the Safety Action Plan.

1.5 OREGON PUBLIC TRANSPORTATION PLAN (1997)

The Oregon Public Transportation Plan is primarily focused on public transportation in metropolitan and urban areas. Aurora's most recent estimated population is 920 (Portland State University Center for Population Research 2006). The Oregon Public Transportation Plan's minimum public transportation LOS standards for rural communities with a population less than 2,500 that will apply to Aurora by the year 2015 include:

- Provide public transportation service to the general public based on locally established service and funding priorities.
- Provide an accessible ride to anyone requesting service.
- Provide a coordinated centralized scheduling system in each county and at the state level.
- Provide phone access to the scheduling system at least 40 hours weekly between Monday and Friday.
- Respond to service requests within 24 hours (not necessarily provide a ride within 24 hours).

1999 TSP Assessment

The CAT serves the North Marion County area. CAT provides public transportation service to North Marion County, including the City of Aurora, consistent with the LOS standards established in the 1997 Oregon Public Transportation Plan. Public transportation services available to Aurora residents include fixed route service to Canby and Woodburn seven times daily, Monday – Friday, via the CAT orange line. Dial-a-ride service is currently not

available to Aurora residents. Goals and policies in the current Aurora TSP and Comprehensive Plan support the continued operation of regional transit services.

1.6 OREGON HIGHWAY PLAN (1999)

The OHP defines policies and investment strategies for Oregon's State highways for the next 20 years. Additionally, it refines the goals and policies of the OTP and is part of Oregon's Statewide Transportation Plan. The OHP has three main elements:

- The Vision presents a vision for the future of the State highway system, describes economic and demographic trends in Oregon, describes future transportation technologies, summarizes the policy and legal context of the Highway Plan, and contains information on the current highway system;
- The Policy Element contains goals, policies, and actions in five policy areas: system definition, system management, access management, travel alternatives, and environmental and scenic resources; and
- The System Element contains an analysis of State highway needs, revenue forecasts, descriptions of investment strategies and implementation strategies, and performance measures.

The Highway Plan gives policy and investment direction to corridor plans and transportation system plans that are being prepared around the State, but it leaves the responsibility for identifying specific projects and modal alternatives to these plans.

1999 TSP Assessment

Specifically relevant to the Aurora area are the Highway Plan traffic operational and access management standards that apply to Oregon 99E.

The 1999 TSP (Table 7-2, pg 7-8) includes access management standards for Oregon 99E that range from 275 feet to 475 feet depending on the posted speed limit for each roadway segment. The City's access management spacing standards do not appear to be consistent with the requirements stated in the OHP for regional highways which are specified as ranging from 350 feet to 750 feet for speeds between 30 and 35 mph.

The OHP also identifies Oregon 99E as having a maximum volume-to-capacity (V/C) ratio of 0.85 for statewide, non-freight route, highways outside of a Metropolitan Planning Organization (MPO) and Special Transportation Area (STA) with speed limits equal to or less than 35 mph. South of Orchard Avenue, the speed limit increases to 50 mph and the maximum V/C ratio changes to 0.80.

The City intends to apply to ODOT for the establishment of a STA designation within the City's downtown area. If implemented within Aurora, the City would work with ODOT to apply special highway standards within the STA related to access management, signal spacing, travel time and level of service, and street improvements.

1.7 OREGON RAIL FREIGHT AND PASSENGER PLAN (2001)

This plan presents an overview of the rail system in Oregon. It outlines the State rail planning process and examines specific rail lines in detail that may be eligible for State or Federal financial assistance. The Plan examines the trend of service on low-density rail lines increasingly provided by the short haul (Class III) railroads. In addition, the plan describes minimum LOS standards for freight and passenger rail systems in Oregon. The previously adopted Passenger Policy and Plan (1994) is now a component of the Oregon Rail Freight and Passenger Plan.

In 1999, the OTC adopted policies relating to rail service, one of which is relevant to the Aurora TSP if the railroad ROW is used in the future for rail service and stated as follows:

- Policy 4: Integrate rail freight considerations into the State’s land use planning process.
 - Action 1. Recognize the social, economic, and environmental importance of rail freight service.
 - Action 2. Encourage land use zoning and ordinances that enhance and protect existing rail freight service.
 - Action 3. Work with communities to minimize conflicts between railroad operations and other urban activities.
 - Action 4. Assist in removing constraints to improved railroad operating efficiency within urbanized areas. Work with communities to consolidate or close existing grade crossings and prevent the establishment of unjustifiable new grade crossings.

1999 TSP Assessment

Relative to the Aurora area, a railroad right-of-way (ROW) runs north/south through the middle of the City. The current TSP does not identify future right-of-way or future pedestrian accessways which interfere or cross the existing Union Pacific line.

It should be noted that Oregon Revised Statute (ORS) 197.794 requires that cities provide notice to railroad companies upon certain applications for land use decisions, limited land use decisions or expedited land use decisions. As used in this section, “railroad companies” has the meaning given that term in ORS 824.200. If a railroad-highway crossing provides or will provide the only access to land that is the subject of an application for a land use decision, a limited land use decision or an expedited land division, the applicant must indicate that fact in the application submitted to the decision maker. The decision-maker shall provide notice to the Department of Transportation and the railroad company whenever the decision-maker receives the information described under subsection (2) of this section. [2003 c.145 §2]

1.8 OREGON ADMINISTRATIVE RULES REGARDING ACCESS MANAGEMENT (OAR 734-051)

ODOT manages access to the highway facilities of the State to the degree necessary to maintain functional use, highway safety, and the preservation of public investment consistent with the 1999 OHP and adopted local comprehensive plans. The purpose of Oregon’s Access Management Rules is to govern the issuing of construction, operation, maintenance, and use permits for approaches onto State highways, State highway rights-of-way, and properties under the State’s jurisdiction. These rules also govern closure of existing approaches, spacing standards, medians, variances to the standards, appeal processes, and grants of access.

Through these rules, the State indicates its policy to manage the location, spacing, and type of road and street intersections and approaches on State highways to assure the safe and efficient operation of State highways consistent with their classification, and the designation of the particular highway segment. OAR 734-051 contains policies and standards regulating access, and generally holds that access control should be considered beneficial when:

- Protecting resource lands;
- Preserving highway capacity on land adjacent to an UGB; or
- Ensuring safety on segments with sharp curves, steep grades, or restricted sight distance or those with a history of accidents.

1999 TSP Assessment

State Oregon 99E runs through Aurora from north to south with minimal turns or curves through the city limits. ODOT plans and Aurora's TSP call for coordination to address issues related to Oregon 99E and there has been good coordination among the parties since the original TSP was adopted. OAR 734-051 requires that the Aurora TSP and Development Code include access management standards that comply with the requirements of the OHP. See OHP above.

1.9 FREIGHT MOVES THE OREGON ECONOMY

This publication states, "Freight plays a major role in moving the Oregon economy. Most freight moves by truck, rail, waterway, air, and pipeline with trucks accounting for the greatest volume." According to the publication, Oregon's major roadway corridors for moving freight correspond to federal or state highways. This publication indicates that those highways not on the State Highway Freight System have common problems, including: congestion; access; pavement in poor condition; and inadequate bridges. It also notes that freight haulers experience congestion related problems, including difficulty making turning movements between local roads and highways.

1999 TSP Assessment

Though the City of Aurora is not on the State Highway Freight System, the City has one highway on the State Highway System, Oregon 99E, that receives frequent truck traffic. Truck traffic on Oregon 99E experiences congestion during peak hours in the downtown commercial core.

1.10 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM 2008-2011

The STIP is the State's transportation capital improvement program. It fulfills the requirements of the Federal Safe, Accountable, Flexible, Efficient, Transportation Equity Act: a Legacy for Users (2005). The STIP lists the schedule of transportation projects for the four-year period from 2008 to 2011. It is a compilation of projects utilizing various federal and State funding programs, and includes projects on the State, County and City transportation systems as well as projects in the National Parks, National Forests, and Indian Reservations.

1999 TSP Assessment

There are two improvement projects programmed in the 2008 to 2011 STIP for the Aurora area:

- Key 14805. Milepoints 24.71 to 24.91. Oregon 99E/Pudding River Relief Channel Bridge #01830. To include repair of cracks in caps & columns; seismic retrofit; retrofit rails.
- Key 13624. Milepoints 24.93 to 45.89. Oregon 99E Aurora-Salem Paving and Safety Improvements. To include a pavement overlay.

1.11 MARION COUNTY COMPREHENSIVE PLAN, TRANSPORTATION ELEMENT (ADOPTED 1998 AND UPDATED 2005)

The Comprehensive Plan for Marion County establishes the official goals and objectives related to future development in the County. These goals and policies are divided into nine Sections:

A. Agricultural Lands.

- B. Forest and Farm/Timber Lands.
- C. Rural Development.
- D. Urbanization.
- E. Transportation.
- F. Parks and Recreation.
- G. Economic Development.
- H. Environmental Quality and Natural Resources.
- I. Energy.

Section E, Transportation, includes a mission statement and nine goals with objectives as stated below.

MISSION STATEMENT: Develop a balanced, multi-modal transportation system to accommodate planned growth, facilitate economic development, recognize fiscal reality, and maintain a high standard of livability and safety.

GOAL 1: Improve transportation system safety.

Objective 1.1: Improve system safety for and between all modes of transportation.

Objective 1.2: Dedicate adequate resources to ensure that the transportation system is properly maintained and preserved.

GOAL 2: Provide an accessible, efficient and practical transportation system appropriate to both urban and rural areas throughout the County.

Objective 2.1: Improve mobility and access options to transportation facilities throughout Marion County for transportation system users.

Objective 2.2: Facilitate goods movement into and out of area; increase freight (truck, rail, air and water) mobility and inter-modal transfer.

Objective 2.3: Facilitate shipping of goods by most efficient and least-impacting means possible.

Objective 2.4: Address changing characteristics of trucking, aviation, agriculture and rail industries.

Objective 2.5: Facilitate system connections as needed to improve efficiency and access.

GOAL 3: Provide sufficient transportation capacity.

Objective 3.1: Address existing priorities and projected growth.

Objective 3.2: Adequately provide for the transportation needs of residents, businesses, customers and visitors.

Objective 3.3: Encourage and support actions that reduce demand on the transportation system.

Objective 3.4: Encourage and support actions that maximize value and efficiency of the existing system.

GOAL 4: Recognize fiscal reality.

Objective 4.1: Facilitate best usage of available financial resources.

Objective 4.2: Be ready to use additional resources efficiently if they become available, and be able to show what benefit results from those resources.

Objective 4.3: Facilitate procurement of grant funding.

Objective 4.4: Recognize that due to financial limitations, not all goals and objectives will be met to the ideal extent.

GOAL 5: Work in partnership with communities to address needs and values.

Objective 5.1: Minimize adverse impact of transportation system on quality of life in communities.

Objective 5.2: Facilitate regional through movement of goods and services while minimizing conflict between through movement and livability in central city areas.

Objective 5.3: Minimize adverse impact of transportation system on quality of life and environment in rural areas.

Objective 5.4: Foster cooperation between the County and cities to address a wide variety of transportation issues.

GOAL 6: Promote alternative modes of transportation.

Objective 6.1: Facilitate provision of opportunities for a variety of transportation options.

Objective 6.2: Reduce dependence on any one mode of transportation.

Objective 6.3: Facilitate and support improved connections between different modes.

Objective 6.4: Support land use planning strategies that facilitate efficient transportation system use and development.

GOAL 7: Consider land use and transportation relationships.

Objective 7.1: Integrate land use planning and transportation planning to manage and plan the transportation system.

Objective 7.2: Minimize detrimental effects of transportation improvements on rural land uses.

Objective 7.3: Ensure an environmentally responsible/environmentally sound transportation system that minimizes adverse impacts on air and water.

Objective 7.4: Ensure transportation-related activities comply with clean air and water requirements and fish and wildlife habitat management regulations.

Objective 7.5: Protect established land uses including prime farmland, forestland and other natural resources.

GOAL 8: Address transportation policy issues and intergovernmental coordination.

Objective 8.1: Improve coordination with all affected jurisdictions to meet future transportation needs.

Objective 8.2: Facilitate development of coordinated transportation design standards.

Objective 8.3: Emphasize facilitation, rather than restriction/regulation of business.

Objective 8.4: Ensure cost-effective investment in transportation. Improvements should be fiscally responsible, economically efficient and realistic.

Objective 8.5: Comply with applicable Transportation Planning Rule requirements for rural transportation system planning.

Objective 8.6: Maintain an ongoing public involvement process.

GOAL 9: Provide a useful plan document.

Objective 9.1: Accurately reflect the existing and future transportation systems, issues and needs of Marion County.

Objective 9.2: Identify methods for funding recommended actions.

Objective 9.3: Provide clear planning direction.

Objective 9.4: Maintain and update a list of issues for further study.

Objective 9.5: Extend usable life of existing facilities; provide a maintenance element.

Objective 9.6: Provide for a periodic review and update of the Plan that allows for improvements to be made as circumstances change regarding transportation issues throughout the County.

1999 TSP Assessment

The Aurora and Marion County Plans were acknowledged and are coordinated. No conflicts have been identified between the Aurora TSP and Marion County Comprehensive Plan.

1.12 MARION COUNTY RURAL TRANSPORTATION SYSTEM PLAN (2005)

The Marion County Rural Transportation System Plan (RTSP) also serves as the Transportation Element of the County's Comprehensive Plan. The Marion County RTSP includes the physical and operational conditions of County transportation facilities including: roadways, bicycle and pedestrian facilities, traffic control devices, public transportation providers, rail crossings, airports, ferries, pipelines, and utility and communication lines.

Marion County Transportation Projects

The Marion County RTSP also identifies a 20-year recommended improvement project list for Marion County. The project list includes existing and future needs of the Marion County rural roadway system and the improvements recommended to address those needs, as well as transportation system needs, besides roads, that move people and goods. Below are the needs and recommended improvements from the Marion County RTSP near the Aurora urban area:

- **Marion County Off-Roadway Bicycle and Pedestrian Improvements.** Mill Creek – There is an effort to develop a trail along Mill Creek from Woodburn to Hubbard to Aurora, with possible connections to other destinations in northern Marion County. This trail would provide good scenery, community connectivity, and economic development potential. Though there is some property owner opposition to developing this trail, further analysis and planning of this trail is recommended, and the City generally supports the trail for the transportation, recreation, and economic development opportunities that come with it, provided that its impacts can be appropriately mitigated.
- **Recommended Transit Service Corridors.** While it is not a public transportation provider, Marion County supports and works with local service providers towards implementing programs for the provision of transportation services. The County works with the WHEELS Community Transportation Program, including the Chemeketa Area Regional Transportation System (CARTS), run by Oregon Housing and Associated Services (OHAS) and intends to continue to do so. The RTSP includes an evaluation of existing public transportation services and resources, an identification of unmet transportation needs, and a list of prioritized strategies to meet the identified transportation needs:
 - Oregon 99E from Woodburn (through Hubbard, and Aurora) to Canby and Oregon City, perhaps continuing to downtown Portland – This would

connect with Portland-area TriMet and/or the SMART. If a future Metropolitan Area eXpress (MAX) line, a service of TriMet, is constructed in the area, this service should then also connect with one of the southern MAX stations. Extending this service to Gervais, Mt. Angel, and Silverton might also be worth consideration.

- Interstate 5 from Woodburn (through Hubbard and Aurora or Donald) to Wilsonville, Tualatin, and Portland (with possible express service from Woodburn to the downtown Portland Transit center) – This would connect with TriMet and/or SMART. If a future MAX line is constructed in the area, this service should then also connect with one of the southern MAX stations. A connection would also be appropriate to any commuter rail line established in the area (such as a Wilsonville to Beaverton commuter line). Extending this bus line to Gervais, Mt. Angel, and Silverton might also be worth consideration.
- **Recommended Corridor Studies.** Oregon 99E from Salem to Clackamas County – This study would consider safety, capacity, goods movement, regional traffic movement, community livability, economic vitality, and other issues. Oregon 99E serves as the major transportation route to and through the communities of Woodburn, Hubbard, Aurora, Gervais, and Brooks, as well as connecting these communities with Salem. This highway also serves as a major farm-to-market route for the significant agricultural businesses and farms in the area. Traffic volumes have increased on this road to the point where delay and poor LOS are common occurrences, and capacity problems are worsening quickly. In addition, as this road bisects many of these communities, the high volume of traffic can have a detrimental effect on quality of life in surrounding communities, businesses, and the economy. This study would consider safety, capacity, goods movement, regional traffic movement, community livability, economic vitality, and other issues. This study may be combined with study of Oregon 99E in Clackamas County, as Oregon City or Canby may be logical northern endpoints for this study.

Air Plan – Aurora State Airport Master Plan Update

This plan was completed in 1999, and is summarized in the Marion County RTSP. Aurora State Airport has a single asphalt concrete runway with a full-length parallel taxiway. The runway is 5,000 feet long by 100 feet wide, and is equipped with Medium Intensity Runway Lights (MIRLs) with Visual Approach Slope Indicators (VASIs) at both ends. Runway pavement strength is rated at 30,000 pounds for aircraft with single wheel landing gear and 45,000 for aircraft with two wheels per landing gear. Improvements planned for construction by 2018 are summarized in the 1999 Aurora State Airport Master Plan Update.

Rail Plan

Marion County supports continued and increased freight and passenger rail service along the existing rail lines in Marion County. The County generally supports improvements that would increase the efficiency of rail transportation (freight and/or passenger) as long as the impacts of these improvements can be appropriately addressed. The County also supports continuation and expansion of the existing passenger rail service through Marion County. Improvements to maintain and/or improve track speeds for freight and/or passenger service are encouraged.

1999 TSP Assessment

The Aurora TSP could be updated to include the Marion County Off-Roadway Bicycle and Pedestrian Improvements listed in the County RTSP project list located near the Aurora urban

area. The bicycle and pedestrian plan found in the 1999 Aurora TSP does not include a plan to develop a trail along Mill Creek.

The public transportation service improvements identified in the County transportation project list are not included in the Aurora TSP. Since the completion of the 1999 Aurora TSP, the Canby Area Transit (CAT) has been created. Expanded services between the cities of Aurora and Woodburn and Aurora and Canby continues to be a public transportation need along with additional public transportation for special events. The Aurora TSP could be revised to include an update to services provided as well as an identification of unmet transportation needs and a list of prioritized strategies to meet the identified transportation needs. A special focus of the plan is to identify opportunities for transportation coordination between the numerous transportation providers and human service agencies. There is also a need for bus shelters to better identify bus stop areas.

The Aurora TSP could be updated to include support for a corridor study between Oregon 99E from Salem to Clackamas County to consider safety, capacity, goods movement, regional traffic movement, community livability, economic vitality, and other issues consistent with the County's Recommended Corridor Studies.

The Aurora TSP could be updated with a policy to support increased freight and passenger rail service along existing lines consistent with the County's Rail Plan. The Aurora TSP currently includes a policy to increase the use of alternative modes of transportation through improved access, safety, and service.

The Aurora TSP could be updated to include additional information regarding the Aurora State Airport Master Plan Update (1999).

1.13 AURORA COMPREHENSIVE PLAN (1989, 2000)

The City of Aurora Comprehensive Plan was adopted by the City of Aurora in 1979 and acknowledged by the Land Conservation and Development Commission on January 27, 1983. Since 1979, the Plan has undergone Periodic Reviews in 1981, 1987, and 1998 with final adoption of the most recent version in 2002. The purpose of the Plan is to provide for orderly growth and to encourage development of a community that meets the needs of its current and future residents. The Plan is the City's highest policy document and establishes the policy framework for future growth decisions.

The Aurora Comprehensive Plan goals and policies relevant to the TSP include the following:

- Planning Process, Policy 4. Elements in the comprehensive plan which will receive special attention include growth and urbanization, transportation, public facilities, recreation, and economic development.
- Growth and Urbanization, Objective. Achieve orderly development in the community by providing a workable program for managing growth.
- Air, Water, and Land Resources, Policy 3. The City will more carefully control the relationship of future development to and abutting Oregon 99E. Permitted development will be subject to adequate setback and buffer requirements to minimize noise impacts.
- Energy, Policy 4. The City will support development of mass transit, carpooling, and bicycle and pedestrian facilities to reduce dependence on the automobile.
- Public Facilities, Objective 1. Provide adequate public facilities and services necessary to accommodate the City's growth until the year 2020.
- Public Facilities, Objective 2. Plan and develop these facilities and services in a coordinated, efficient, and economical manner.

- Public Facilities, Policy 12. Street Lighting: The City will require future development to include adequate street lighting facilities.
- Transportation Policies, Objective 2. Encourage transportation improvements which support the community's economic development and create a pedestrian friendly atmosphere.
- Transportation Policies, Objective 3. Establish a street system which is consistent with orderly growth, minimizes conflicts with adjacent land use, and provides a circulation system which is safe and efficient for both vehicles and pedestrians.
- Transportation Policies, Objective 4. Encourage energy conservation through efficient transportation planning.
- Transportation Policies, Objective 5. Promote a multi-agency regional transportation strategy.
- Transportation Policies, Policies 1. The City will be guided by the updated 1999 TSP in developing a transportation system including but not limited to:
 - a. Identifying public transportation services to meet the needs of those who are transportation disadvantaged.
 - b. Encouraging the use of carpools, vanpools, and other strategies to increase automobile and energy efficiency.
 - c. Providing bike paths and ADA compliant sidewalks to connect schools, parks, and shopping facilities with residential areas when economically feasible.
 - d. Establishing priorities for the expenditure of state and federal highway funds within the City.
 - e. Designating and protecting corridors for future collector streets to ensure adequate access for developing areas within the City and UGB.

1999 TSP Assessment

The findings section of the Transportation section of the Comprehensive Plan will need to be updated with the adoption of the 2009 TSP update.

1.14 AURORA PARKS MASTER PLAN (2005)

The City of Aurora adopted a Parks Master Plan in 2005 to guide the future development of parks and recreation facilities in the city. The Parks Master Plan includes a chapter on the Mill Creek Greenway Trail (Chapter 5) that discusses the need for a comprehensive guide and/or master plan to the acquisition, development, public use, and management of the trail between Woodburn and Aurora. The chapter also emphasizes the need to work closely with the City of Woodburn in accomplishing these goals. In addition, the Parks Capital Improvement Plan includes a line item and budget for development of the Mill Creek Greenway.

1999 TSP Assessment

The 1999 TSP does not indicate a pedestrian and bicycle trail along Mill Creek and should be updated in the 2009 TSP to be consistent with the 2005 Parks Plan.

1.15 AURORA MUNICIPAL CODE (2003)

By establishing specific standards for development, the Aurora Municipal Code implements portions of the Aurora TSP. Specific standards established within the Aurora Municipal Code include:

- **Street Design Standards**

The Aurora Development Code includes street standards as found in Subchapter 16.34.020 and 16.34.030.1 that indicate right-of-way and improvement widths consistent with standards found in the TSP and public works design standards.

- **Access**

The Development Code includes access control standards as found in Section 16.34.040.E.4 that indicate the minimum access spacing standards between all driveways and streets. However, the access spacing standard is referenced under a subsection regarding flag lots and the same subsection should be referenced again as an independent item. Reference to access spacing standards in the TSP could also be added under each of the zoning districts.

- **Blocks**

Section 16.34.040.B states that “No block shall be more than one thousand (1,000) feet in length between street corner lines unless it is adjacent to an arterial street, or unless the topography or the location of adjoining streets justifies an exception.” The recommended minimum length of blocks along an arterial street is one thousand eight hundred (1,800) feet. ODOT recommends no more than 600 feet for each block face. The City may wish to consider reducing the maximum length from 1000 feet to 600 feet.

- **Sidewalks**

Subsection 16.34.060.A. requires sidewalks on all public streets except as exempted by the Aurora transportation system plan and shall be constructed, replaced or repaired in accordance with the city’s public works design standards, Appendix A, Illustrations 10, 11, and 12 set out at the end of this title. The City does not yet have adopted public works design standards but is working diligently to have these completed. Appendix A Illustrations 10, 11, and 12 require five foot minimum sidewalks except as exempted by Ordinance 419 (Historical Residential, Historic Commercial, Ehlen Road, etc.). Updated sidewalk and multi-use path standards will be included in the Development Code and in the TSP as a part of this TSP update process.

- **Bikeways**

Section 16.34.110.A. states that developments adjoining proposed bikeways as shown in the Aurora transportation system plan shall include provisions for the future extension of such bikeways through the dedication of easements or rights-of-way. Section 16.34.110.B. indicates that minimum width for bikeways is four paved feet per travel lane.

1999 TSP Assessment

- Access spacing standards in the TSP (Table 7-2, pg 7-8) need to be updated to reflect Oregon 99E requirements for regional highway spacing ranging from the 350 feet to 750 feet. The City will work with ODOT to pursue establishment of an STA within the downtown core which may revise lighting and spacing standards within the STA.
- TSP Table 7-2 access spacing needs to be updated.

TSP Table 7-1 does not decipher between Rural Arterial and Arterial in regards to sidewalk width requirements. Updated sidewalk and multi-use path standards will be included in the Development Code and in the TSP as a part of this TSP update process.

- Section 16.34.110.B. does not correspond with Table 7-1 of the TSP which requires a minimum bikeway width of six feet.
- The subdivision, PUD, and/or SDR application requirements lack a requirement for a traffic impact analysis if requested by the City.
- The TSP CAC has suggested development of a three-quarter street improvement requirement, or “late comer ordinance,” as there are concerns that the current half-street improvement requirement is not satisfactory for the provision of transit.