

Transportation System Plan

City of Wood Village Transportation System Plan

Wood Village, Oregon

Prepared for:
Ms. Sheila Ritz, City Administrator
2055 NE 238th Drive
Wood Village, Oregon 97060

Prepared by:
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Portland, Oregon 97221

May, 1999 Final Document

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Section 1

Preface

Introduction

The City of Wood Village began its first citywide transportation planning effort in 1998 after receiving a Transportation Growth Management grant from the Oregon Department of Transportation to complete the requirements of the Oregon Transportation Planning Rule (OAR 660 Division 12), and the requirements of Title 6 Transportation of the Metro "Urban Growth Functional Plan". The purpose of this document is to assist the City in planning and developing an efficient, multi-modal, coordinated method of traveling within and beyond its limits. Implementation of the plan will give Wood Village citizens a greater choice of how they travel, may reduce reliance on the auto, and will contribute to the goal of breathing clean air. The Plan will also improve the interconnectedness of local streets, provide safer pedestrian and bicycle travel, assure coordinated and efficient movement of goods, help accessibility for the transportation disadvantaged and protect the operation of transportation facilities.

Project Elements and Limitations

The purpose of this report is to prepare local street, bicycle, transit, pedestrian, air, rail and pipeline elements of the City's Transportation System Plan, in compliance with the Transportation Planning Rule and Title 6 of the Metro Urban Growth Management Functional Plan.

The scope of the Transportation System Plan (TSP) project from the outset was limited to an inventory and needs analysis and map of the city's local streets, pedestrian, bicycle, transit, rail, air and pipeline systems, followed by detailed Comprehensive Plan and Code amendments necessary to implement those aspects of the TSP. Not included in the study and plan was the evaluation and selection of transportation system alternatives for arterial and collector streets, as per OAR 660-12-020-035. This means a traffic and capacity analysis of arterial and collector streets in Wood Village. There were two reasons for excluding this element. First, all arterial and collector streets in the City are under the jurisdiction of Multnomah County. When the City applied for and subsequently was awarded the grant for this project, Wood Village was under the impression that the technical analysis and planning for those primary streets in the City would be completed by the County. That was an incorrect assumption. The City must still undertake that work and intends to do so at the next opportunity. Secondly, regional transportation planning was underway by Metro's updating of the Regional Transportation Plan (RTP). The RTP will also overlap jurisdiction on the City's regional streets. Completion of the RTP will ultimately have impacts on Wood Village that must be addressed and incorporated at a later date. The City chose to wait until the specific regional planning requirements for Wood Village are known. Consistency between the transportation plans of Wood

Village, Multnomah County, Tri-Met and Metro is crucial and complex. It is the City's goal to closely coordinate with those agencies toward the completion of a consistent set of transportation plans.

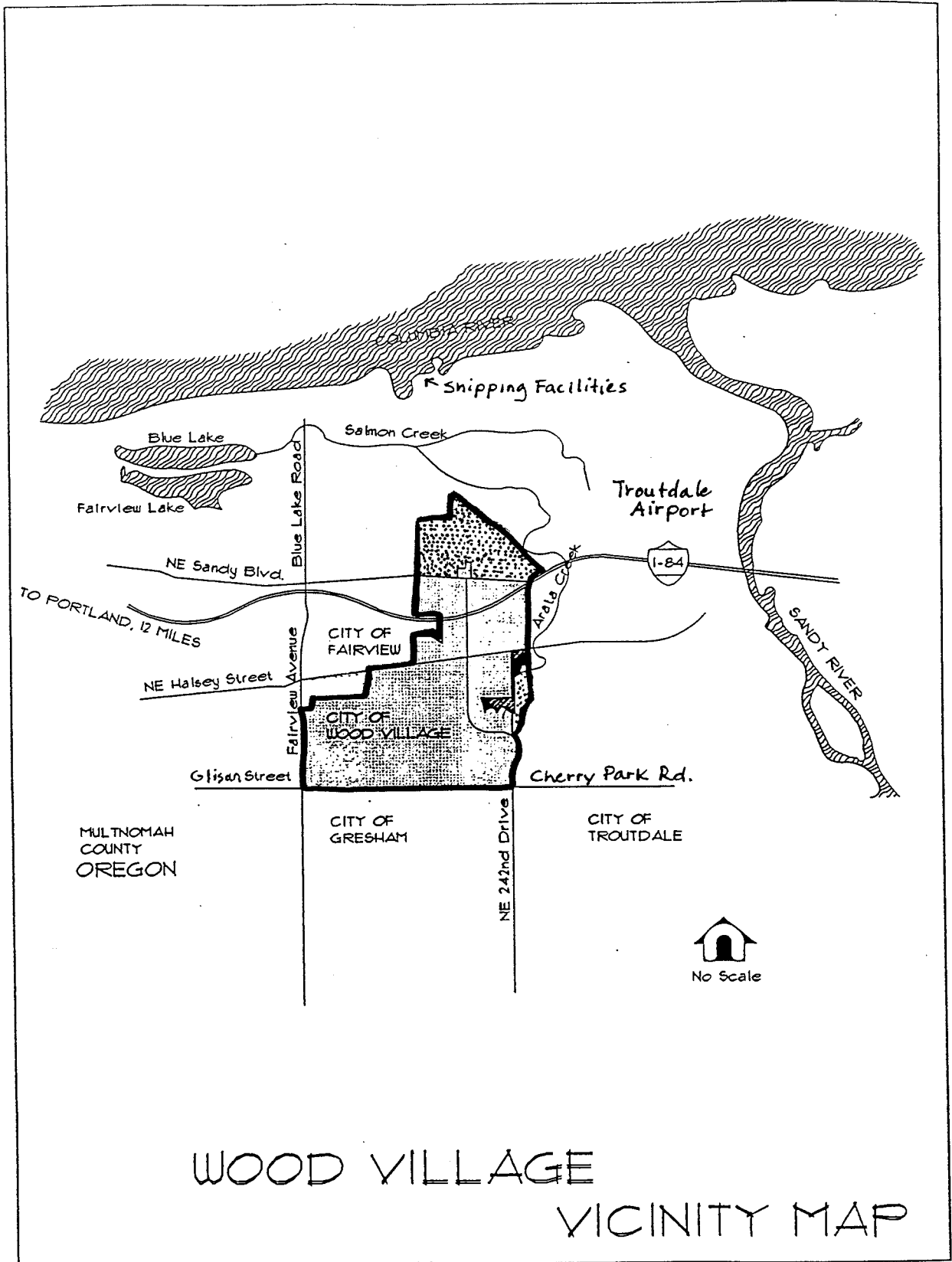
Study Area

The City of Wood Village is located in Multnomah County, near the northeast corner of the Portland metropolitan region, fifteen miles from downtown Portland. The Community lies 1.5 miles south of the Columbia River and straddles the I-84 freeway. The City is small, about 550 acres in size and in 1998 had a population of 3,030. The study area includes the city limits, which is coincident with the Wood Village urban growth boundary. Wood Village is within the Portland Urban Growth Boundary and is subject to the planning laws of the regional planning authority, Metro. The City of Fairview is adjacent to the west, the City of Troutdale to the north and east and the City of Gresham to the south. Wood Village is primarily a built City, essentially a residential suburb where most of its citizens commute elsewhere for employment.

Because of the City's setting amidst the boundaries of three other cities and the fast-growing east Multnomah County, the community is bounded or traversed by several important regional streets, including NE Sandy Blvd., Halsey St., Glisan St., 223rd Ave., 238th Ave. and 242nd Ave. In addition, the important I-84 freeway courses through the center of the City with an interchange at 238th Ave. Wood Village is affected by outside traffic from all directions. Coordination between jurisdictions over land use decisions and transportation improvements is an on-going challenge, goal and priority.

Land Use and Population

Wood Village has three primary land use types: residential, commercial and industrial. According to a 1997 survey by Metro, there are about 16 acres of vacant residential land; 82 acres of vacant mixed use land in the town center zone; 1.3 acres of vacant land for general commercial use; 59 acres of vacant land for commercial/industrial use and 17 acres of vacant land for manufacturing. As a component of the regional planning effort by Metro, Wood Village has been designated a capacity or target to provide 423 new dwelling units and 736 new jobs by the year 2017. The amount of vacant buildable land in the city coupled with the zoning densities permitted provides the needed land supply to meet the regional housing and employment targets assigned to Wood Village. Based on these targets, the City is expected to reach a population of 4,075. The most significant change the City will see in terms of new housing and employment opportunities will be development of the land surrounding and occupied by the Multnomah Greyhound Park.



WOOD VILLAGE VICINITY MAP

Section 2

Existing Conditions & Future Needs

WOOD VILLAGE AIR, RAIL AND PIPELINE FACILITIES

RAIL

A. Inventory

The Union Pacific Railroad has two lines running through Wood Village. The Kenton Line, which is a mainline, adjoins I-84 and travels north to Seattle. The Graham Line runs just north of Sandy Blvd. from the Albina yard in Portland and then extends east through the state and on to Omaha, Nebraska. Each line can have as many as twenty-five trains operating per day. The Amtrak passenger service in this area was discontinued in May, 1997. There are no spurs serving local businesses in Wood Village. There is one rail surface crossing at N.E. 244th Ave.

Condition: The existing tracks are in excellent condition.

Safety: Surface crossings with local streets are the largest safety concern for trains. The Kenton Line historically had a surface crossing at NE 238th Drive. But in 1998 that intersection was rebuilt and the train now passes underneath the 238th Drive overpass. The surface crossing at N.E. 244th ave. is still a safety concern.

B. Future Needs

Union Pacific Railroad reports that train use is increasing. The company is planning to add an additional set of tracks to each line, although they have not determined when. The new tracks will allow for traffic to go in both directions simultaneously. The company reports that there is ample room within the existing right-of-way to add new tracks.

AIR

A. Inventory

The Troutdale Airport is about a mile east of Wood Village. The Port of Portland General Aviation Dept. manages the airport. The Port has provided a map of the airport's noise impact area and the runway protection zone. The City is outside the current and proposed 55, 60 and 65 LDN (level daytime noise) noise impact areas, as well as the runway protection zone for the Troutdale airport. See attached maps.

The Portland International Airport is about ten miles west of Wood Village, and is also managed by the Port of Portland. According to the current and proposed noise exposure maps, Wood Village city limits are outside the 55, 60 and 65 LDN impact areas.

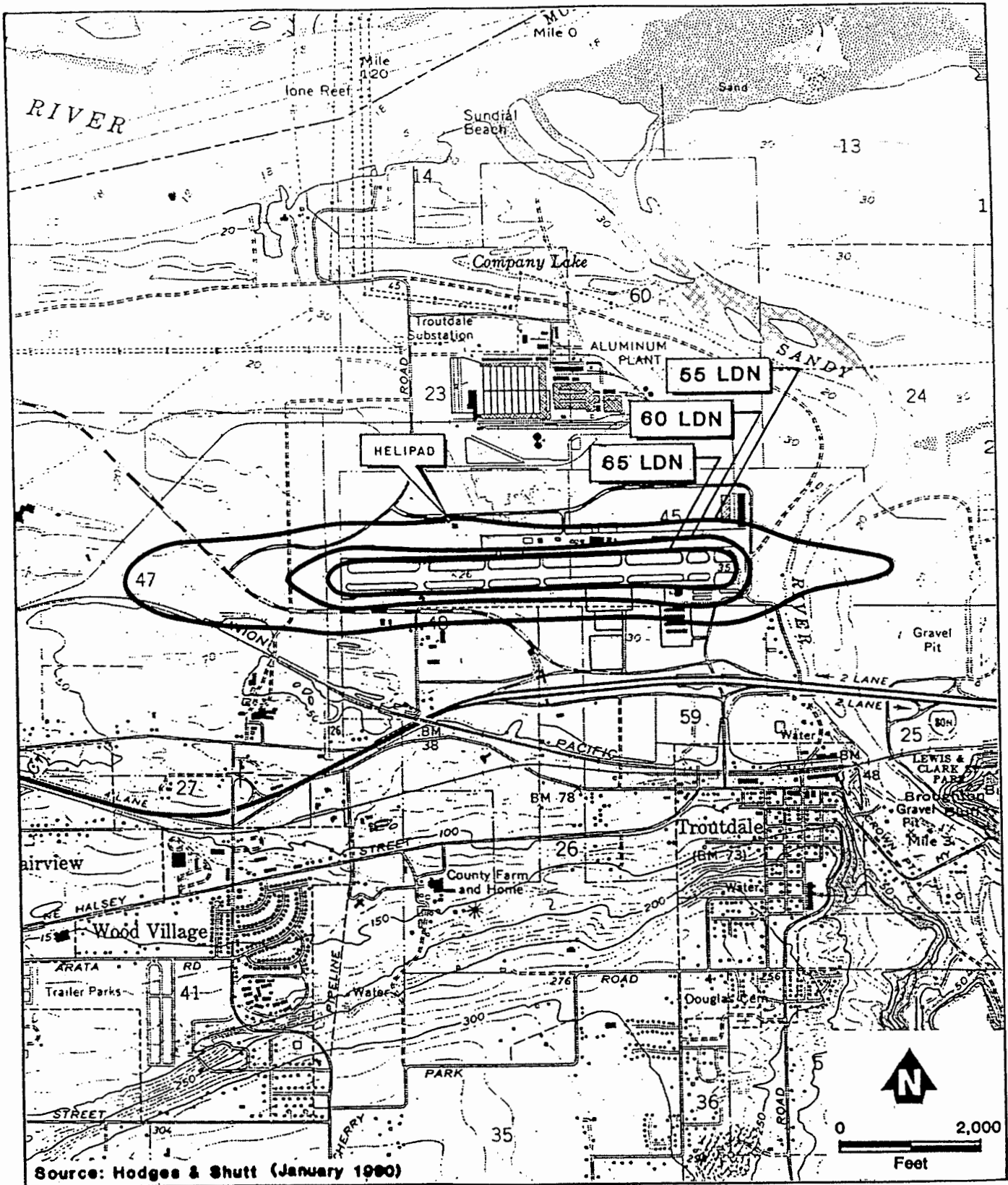


Figure 10

Noise Impact Area - 1989
Portland-Troutdale Airport

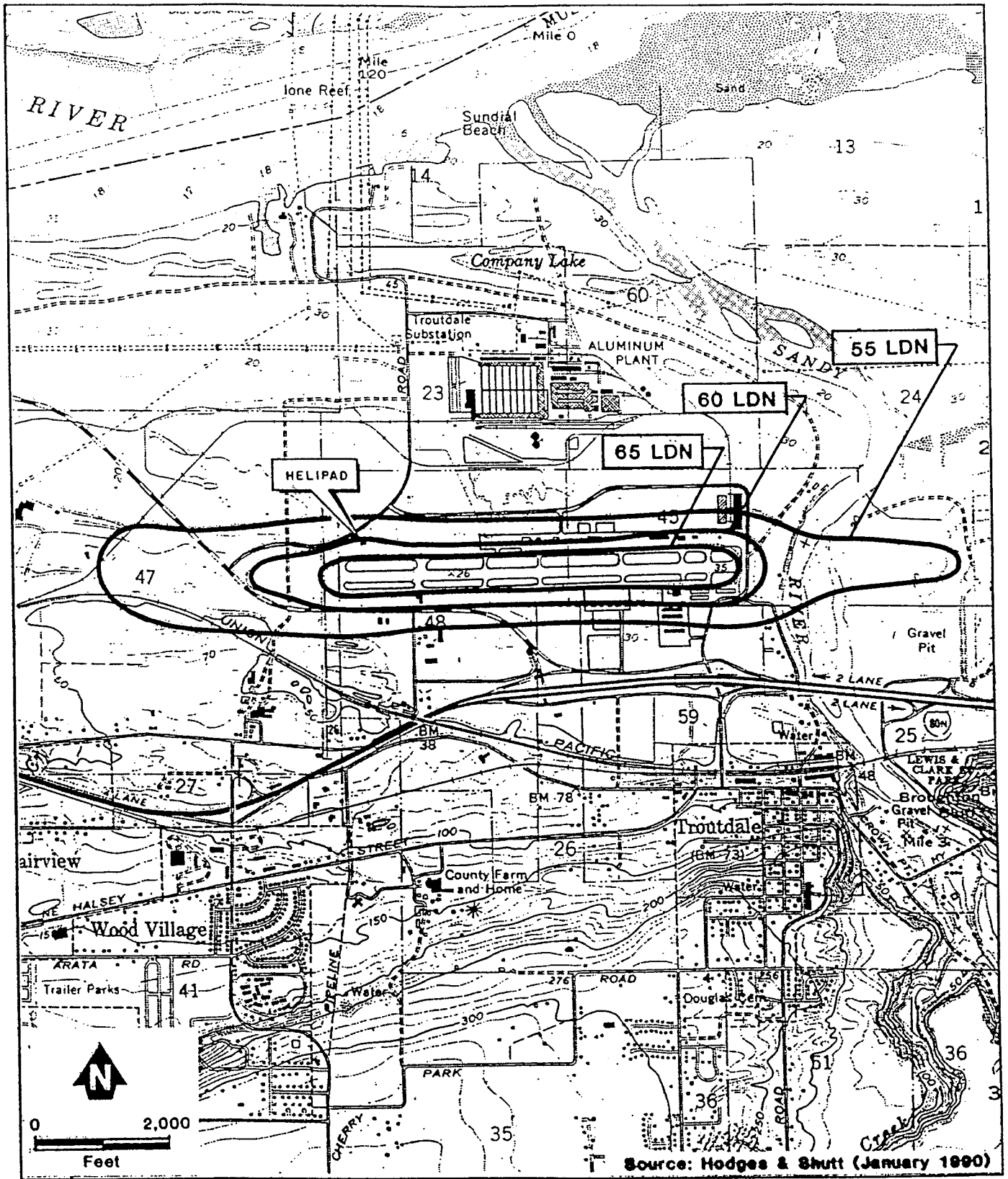


Figure 11

Noise Impact Area - 2010
 Portland-Troutdale Airport

PIPELINE

A. Inventory

Williams Gas Pipeline West has two natural gas lines inside city boundaries. A 20 inch line is located in the northeast corner of the city running north-south between the two rail lines. The line also crosses a portion of the City Park, then moves east into Troutdale. An additional natural gas line has been installed east of Wood Village in Troutdale to increase regional capacity. This 30 inch line crosses Glisan Street at the LSI site and moves into city limits at the Multnomah Greyhound Park. It then exits the City as it crosses 223rd Ave. and travels west.

Condition: The existing service is in excellent condition.

Safety: The company reports that occasionally their lines are accidentally cut. Other safety concerns generally include earth movement such as slides or earthquakes.

B. Future Needs

The company reports that their existing easements in the area have adequate capacity for future need. The addition of communication services are most likely to be needed, not additional gas lines. Communication service can be added within existing easements.

Bicycle, Pedestrian and Transit Facilities

WALKWAYS

In the past sidewalks were not typically required to be built on streets owned and maintained by the City. These are the streets classified as local streets. Arterial and collector streets are owned by Multnomah County, where sidewalks are required. City policy has changed and sidewalks have been required in all new developments since about 1990. The City has not made it a goal or priority to add sidewalks to their local streets. This plan does not include adding sidewalks to existing local streets in Wood Village.

This plan promotes the construction of sidewalks in new developments, and pedestrian connections where possible to better facilitate and encourage walking within the City. The Pedestrian and Bicycle Plan Map in this report illustrates existing and planned sidewalk or pathway connections. A future 900 foot long public walkway from NE Halsey Street south to Arata Rd. on open land owned by the Baptist Church and vacant land on NE Halsey Street was eliminated in the plan due to city cost and maintenance responsibilities, grade differences and the fact that the existing sidewalk on 238th is a close, alternative walkway.

A. Current Inventory

1. Local Street Sidewalks: Sidewalks are located on one side of Sara Way and Shea Lane. They are new and in good condition. There are no other sidewalks on local streets in the City. Sidewalks are planned for a small subdivision off Glisan Street.

2. County Street Sidewalks: New sidewalks on both sides of the street have been or are planned to be constructed on NE Halsey St., Glisan St., and 223rd Ave. in and beyond the city limits. See the Multnomah County 1996 Pedestrian Master Plan. Sidewalks are also under construction on 238th Ave. from I-84 to Halsey St.. On the south side of Halsey St. a sidewalk is located on both sides of 238th Ave. for about 1800 feet, to the base of the hill, then are on the north side only to Glisan Street. A small section of sidewalk is built on Arata Road, and will be extended with new development.

3. State Road Sidewalks: On Sandy Blvd. the only sidewalk is on the north side fronting Brashers Auto Auction yard.

4. Local Paths: A pedestrian path system was recently constructed in the City Park on Halsey St.. The soft walking trails connect to Halsey, Elm and Hawthorne Streets, the Treehill condominiums and part way up the hillside towards Cherry Park Road to about the Troutdale city limits.

B. Future Walkway Needs

The following walkway connections or improvements are needed to improve pedestrian accessibility in Wood Village:

1. Extend Shea Lane sidewalks east and west at the time of new development.
2. Provide pedestrian access from the Town Center development site to the existing mobile home park in the vicinity of NE Arata Road and 223rd Ave., and to the Wood Village Green Mobile Home Park adjoining the east property line.
3. Coordinate with the City of Troutdale to extend the pathway in the City Park from the current southern terminus to Cherry Park Shopping Center.
4. Provide full pedestrian access in all directions within the Town Center site, as well as out to Arata Road, 223rd Ave. and Glisan Streets.
5. Assure all new development on Arata Road provides walkways along the frontage, as this is an important connection to the planned Town Center site. Recommend the County add Arata Road to the County Pedestrian Master Plan.

C. Walkway Improvement Standards

1. Local Street Sidewalks: Zoning Code Section 4, page 33 requires that "sidewalks be installed on both sides of a public street within a subdivision, except that in the case of primary or secondary arterials, or special type industrial districts, the planning commission may approve a subdivision without sidewalks if alternative pedestrian routes are available (**Add: if they provide safe, convenient and reasonably direct pedestrian circulation**); and provided further, that in the case of streets serving residential areas having single-family dwellings located on lots equivalent to two and one-half or less dwellings per gross acre, the requirements of sidewalks shall not apply, provided there is no evidence of special pedestrian activity along the streets involved." **It is also recommended that sidewalks specifically be required by the code on all arterial and collector streets.**

There are no detailed sidewalk or pathway design standards in the Zoning Code. The recommended standard to be added: **Concrete sidewalks on both sides, five (5) feet wide (6 feet in commercial areas), separated from the street by a 4 - 5 foot wide planter strip with appropriate street trees shall be installed on all local streets.** Other design issues include shoulder width, intersection ramp design, utility location, pedestrian signals and lighting and crosswalk standards.

2. City Pathways: The City does not have design specifications for pathways. Pathways in parks or other areas not associated with a street may be desirable and useful in certain locations to provide needed pedestrian and bicycle access. The ODOT Bicycle

and Pedestrian Plan provides design standards for multi-use paths. **A recommended standard is: Multi-Use Paths: A 20 foot wide public easement along the pathway alignment is necessary for public access on a pathways. The path should be 8 feet wide and may be asphalted or unpaved (packed gravel, or asphalt grindings to meet ADA).**

3. County Sidewalks: The Multnomah County Pedestrian Plan, 1996 describes their pedestrian facility standards on page 33. For major collector and arterial streets they require a six (6) foot wide sidewalk on both sides of the street. A five (5) foot sidewalk is required on a local street. The County plan does not specify a planter strip width. The county plan has specifications for shoulder width, crosswalks, ramps, lighting, signals and utilities, and guidelines for planter strips.

4. Regional Street Design Standards: The Metro Regional Transportation Plan and Urban Growth Functional Plan identify regional transportation routes throughout the Portland Urban Area. Wood Village is required to amend its plan and ordinances to consider the regional streets design elements when reviewing new development on regionally designated roadways. In the case of Wood Village, all regional street designations in the City are Multnomah County streets. These include NE Halsey and 238th Drive (community streets), Sandy Blvd. (urban road), 223rd Ave. (community boulevard) and Glisan Street (regional street). Proposed plan and code amendments in Section 5 of this report address requirements to consider the streets design guidelines when new development abutting these streets is proposed. New development or County roadway improvements on those streets will be required to install sidewalks and/or bike lanes as per the Regional and County Transportation Plans.

BIKEWAYS

A. Current Inventory

1. **Local Street Bikeways:** Bikeways on local streets with less than 3000 Average Daily Trips (ADT) consist of shared roadways where bicyclists and motor vehicles share a travel lane. All local streets in Wood Village are shared roadways. There are no bikeways existing or planned on local city streets. Bikelanes are to be constructed on arterial and collector streets only, all of which are in the County's jurisdiction in Wood Village. These bikelanes will connect to bikelanes in Troutdale, Gresham and Fairview.

2. **County Street Bikeways:** Generally, bike lanes are constructed by the county on all arterials and major collectors. There are or planned to be new bikelanes constructed on both sides of Halsey St., 223rd Ave. and Glisan Street. See the Multnomah County 1990 Bikeways Plan.

B. Future Bikeway Needs

The following bikeway connections or improvements are needed to improve bicycle accessibility in Wood Village:

1. The County has completed construction of bikelanes on NE Glisan St. and 223rd Ave.

2. The County has no plans for building a bikelane on Arata Road, but will require new development to do so. **It is recommended that the County add Arata Road to the County's Bikeways Plan for the provision of bikelanes as Arata Road provides an important inner-city bicycle connection to the planned Town Center.**

C. Bikeway Improvement Standards

1. **Local Streets:** Zoning Code Section 440.160 C. Easements on page 4-24 states that "when desirable for public convenience, a pedestrian and bicycle way may be required to connect to a cul-de-sac or to pass through an unusually long or oddly shaped block or otherwise provide appropriate circulation." Also Section 460.100 F. Bicycle Routes on page 4-33 states that, "If appropriate to the extension of a system of bicycle routes, existing or planned, the Planning Commission may require the installation of separate bicycle lanes within streets and separate bicycle paths." **If the City utilizes this provision, it is recommended that bikeways be constructed to Multnomah County standards.**

2. **County Streets:** The Draft Multnomah County Design Standards provides bikeway design and standards and should be referenced.

TRI-MET TRANSIT SERVICE

I. Existing Service

Bus service: Tri-Met Line #24 provides hourly service east-west along Halsey Street in both directions, currently stopping at 223rd Ave. and 238th Ave. for Wood Village residents. An additional stop at 238th Ave. and Halsey St. eastbound was added in the summer of 1998. Line 23 also provides bus service in the north-south direction along 223rd Ave.. This line comes from Sandy Blvd. to the north and goes south to the MAX Station and the Gresham Transit Center at Eastman Parkway and Division Street. The nearest park-and-ride lot is at 201st and Halsey Street. There is currently a Tri-Met bus line pilot program on Glisan Street with limited service in the Wood Village area.

II. Planned Service

According to Tri-Met's "Transit Choices for Livability" document, the following new transit service is planned in the next twenty years by the agency for Wood Village and the surrounding region:

1. Troutdale to Portland I-84 express service.
2. Parkrose to Columbia Corridor service along Sandy Blvd.
3. Airport Way Business service on Airport Way to Wood Village.
4. Improve neighborhood service within Wood Village. The City requests extending evening service hours to Line # 23. The City also believes there is a need for north-south service to Gresham along 238th/242nd Drive.

Local Street Standards and Connections

Introduction

This section of the plan looks at existing local street width and construction standards and how they should be modified in order to reduce vehicle speed, conserve energy and materials, increase land area and landscaping and improve aesthetics; and at local street extensions or connections that would improve the flow of traffic and reduce driving distances. Yet the City believes automobiles will continue to be the primary method of travel, and decided it was important to maintain adequate street width for on-street parking on both sides of local streets. Further, enforcement of parking restrictions is not realistic given the size of the Wood Village city staff. Revised street standards are listed below, and are identified as a plan policy and code amendment in Section 5 of this report.

With the exception of the Town Center development, Wood Village is primarily a built city. However, new street separation standards are proposed and areas have been identified where future street or pedestrian connections would be desirable. The street standards are listed below and street connections are mapped. Street separation standards are proposed to be added to the zoning code, including street connections every 530 feet and pedestrian connections every 330 feet, where physically feasible.

1. Current & (Proposed) Street Width Standards

Classification	ROW	Pavement Width
County Collector	60' - 80'	36' - 48'
Local	60' (55')	40' (32')
Minor (under 2400')	50' (44')	36' (28')
Minor (under 350')	50' (eliminate)	32'
Cul-de-sac radius	50'	40' (35)
Alley	20'	20'

- Max cul-de-sac length: 400' (200') serving no more than 18 (25) dwellings, except for the long, deep lots on Glisan St. where cul-de-sacs may be up to 400' long.

- Narrow local streets at intersections (bump outs) to reduce speed and enhance pedestrian crossings.

* TPR and Title 6 recommend 48' ROW & 28' pavement with 5' sidewalks and planter strips.

* Fairview Village has 16'-36' of pavement width.

* Fire Code prefers 20' unobstructed access.

* Ash St. is 25.5' curb-to-curb; Holladay St. is 32' curb-to-curb.

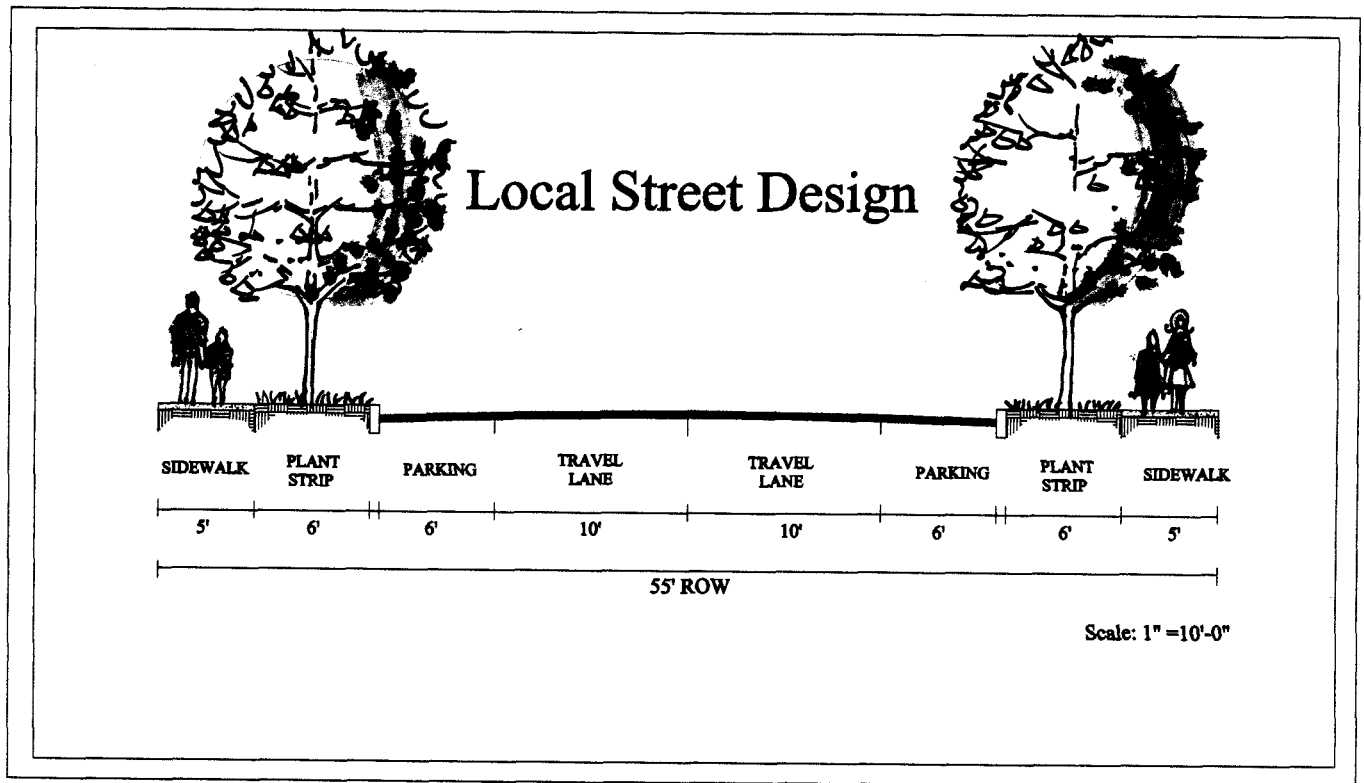
A. Implementation: Amend Code Section 460.010 Street Design Standards reflecting new street widths, cul-de-sac length, street stubs to adjoining underdeveloped or vacant land, sidewalk standards, bicycle routes, and definitions as needed. Adopt Multnomah County Standards by reference for collector and arterial streets.

2. Planned Streets and Connections

In order to improve circulation in the city, new local and collector streets or pathways are planned as illustrated on the Transportation Plan Map and as listed below. In the process of preparing this plan, city officials deleted a proposal to extend NE Stanley Street and NE Holladay Place west to the Town Center. They found that the extensions would disrupt an established residential neighborhood, that land west of Holladay Place is designated wetland, and that Arata Road is an adequate route to the west.

- a. 242nd Ave. to I-84 connector (County road)
- b. Town Center Site
 - Wood Village Blvd from NE Glisan St. to Arata Road.
 - East/West connections to Park Lane and Wood Village Mobile Home Park. NE Stanley St. and Holladay Place will never be extended past their current western terminus.
- c. Encourage the City of Fairview to extend Wood Village Blvd. north from Arata Road to Halsey Street.
- d. Provide a public or private street in the industrial/commercial area west of 238th Ave. and north of Halsey Street. Extend north from Halsey St. along the east boundary of Diebold warehouse, then extend east/west near the RR right-of-way on an existing city utility easement towards the highway overpass.
- f. Improve NE Arata Rd. to county collector standards, including sidewalks and a bikeway.
- g. Consider extending Shea Lane east to NE 244th Ave.

A. Implementation: The above street or pathway connections are to be built by new development or Multnomah County. If the City intends to build the connections they can amend the Capital Improvement Plan to identify the project, financing methods and a construction schedule. Arata Road improvements should be added to the Multnomah County CIP and identified in their Transportation System Plan.



BUILDING SETBACK & ORIENTATION STANDARDS for Commercial and Multi-family Zones

Introduction

For the purpose of encouraging transit use and decreasing vehicle miles traveled, state statutes require code amendments that make transit and pedestrian travel more accessible and appealing. According to Metro maps, regional public transportation streets in Wood Village are NE Halsey St. and 223rd Ave. The TPR requires that new commercial, industrial and institutional uses on transit streets provide appealing entries and amenities that will complement and be a convenience for transit riders. Zones that allow new commercial, industrial or institutional uses are the GC (unless eliminated and replaced by NC zoning), NC and MR2 zones. The following provisions have been made a part of the Wood Village Zoning and Development Code:

A. In the Town Center TC zone Section 235.345 Pedestrian Standards have been developed to comply with the TPR building setback and orientation requirements. The same wording has been inserted into the NC, GC and MR2 zones. However, the TC zone did not include all the required transit provisions discussed below, and should be amended accordingly. Due to existing language in the NC and GC zones, there needs to be added cross-references to any new provisions as follows:

B. Commercial Zones Section 230.320 Building Setbacks (Italics indicate new language)

1. **Required Setbacks.** The *minimum* setbacks for front, rear and side yards are stated in Table 230-2. *For new retail, office and institutional buildings, additional building setback and orientation standards are setforth below in section 235.345 Pedestrian Standards.*

C. Multi-Residential Zones Section 220.330 Building Setbacks

1. **Required Setbacks.** The setbacks for front, rear and side yards are stated in Table 220-3 and Table 220-4. *For new institutional buildings, additional setback and orientation standards are setforth below in Section 220.335 Pedestrian standards.*

D. Transit:

1. In the Pedestrian Standards sections add a provision stating that "*new commercial, industrial or institutional uses on transit routes shall provide a pedestrian connection to transit stop or a new transit stop with a pullout, shelter, landing pad, lighting, optimum road geometrics and on-road parking restrictions, as required and approved by the City and in cooperation with Tri-Met.*"

2. In the Parking and Loading Section 350 add a provision that states, "*existing development shall be allowed to redevelop a portion of existing parking areas for transit oriented uses, including bus stops, and pullouts, bus shelters, park and ride stations and similar facilities, where appropriate.*"

VEHICLE AND BICYCLE PARKING STANDARDS

Introduction

The TPR and the Metro Urban Growth Functional Plan are consistent in their requirements for minimum and maximum parking stalls, carpooling, disabled spaces, loading and bicycle provisions. So that when the City developed the TC Zone, it incorporated those requirements. Now, for full compliance, the City needs to extend the same parking requirements to all their zones.

1. **Section 350 Parking and Loading:** combine TC parking standards with Section 350 into one section for all city zones.

2. **Section 460.100 Improvements in Subdivisions:** Cross reference this section to new bicycle and pedestrian standards in zones as discussed above.

Section 3

Transportation System Plan Map

MAJOR ARTERIAL STREETS
 GLISAN STREET
 242nd AVENUE

MINOR ARTERIAL
 HALSEY STREET
 238th DRIVE

MAJOR COLLECTORS
 SANDY BOULEVARD
 223rd AVENUE
 238th DRIVE (North of I-84)
 WOOD VILLAGE BOULEVARD

NEIGHBORHOOD COLLECTOR
 ARATA ROAD

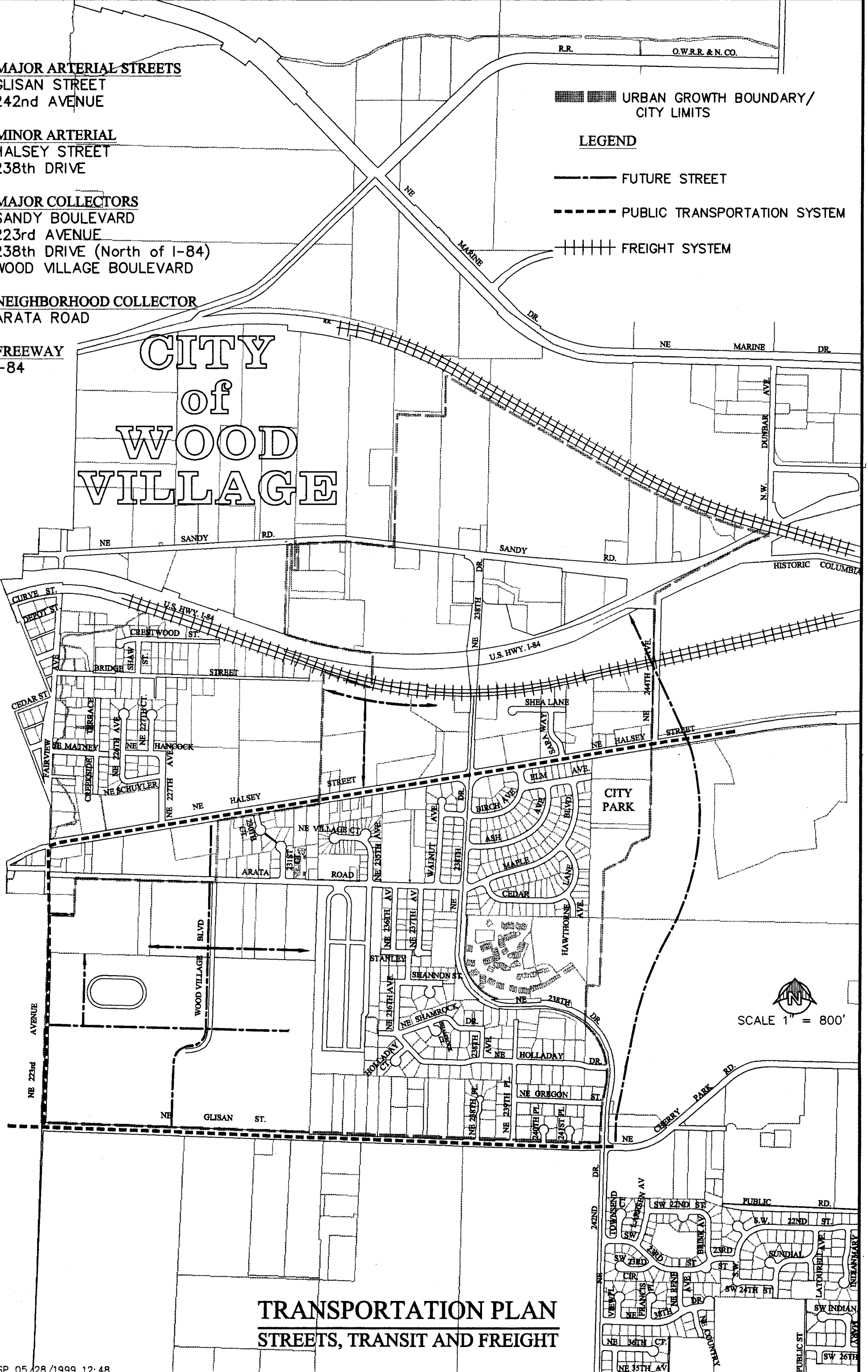
FREEWAY
 I-84

URBAN GROWTH BOUNDARY/
 CITY LIMITS

LEGEND

- FUTURE STREET
- PUBLIC TRANSPORTATION SYSTEM
- +++++ FREIGHT SYSTEM

CITY of WOOD VILLAGE



TRANSPORTATION PLAN STREETS, TRANSIT AND FREIGHT

MAJOR ARTERIAL STREETS

GLISAN STREET
242nd AVENUE

MINOR ARTERIAL

HALSEY STREET
238th DRIVE

MAJOR COLLECTORS

SANDY BOULEVARD
223rd AVENUE
238th DRIVE (North of I-84)
WOOD VILLAGE BOULEVARD

NEIGHBORHOOD COLLECTOR

ARATA ROAD

FREEWAY

I-84

R.R. O.W.R.R. & N.CO.

URBAN GROWTH BOUNDARY/
CITY LIMITS

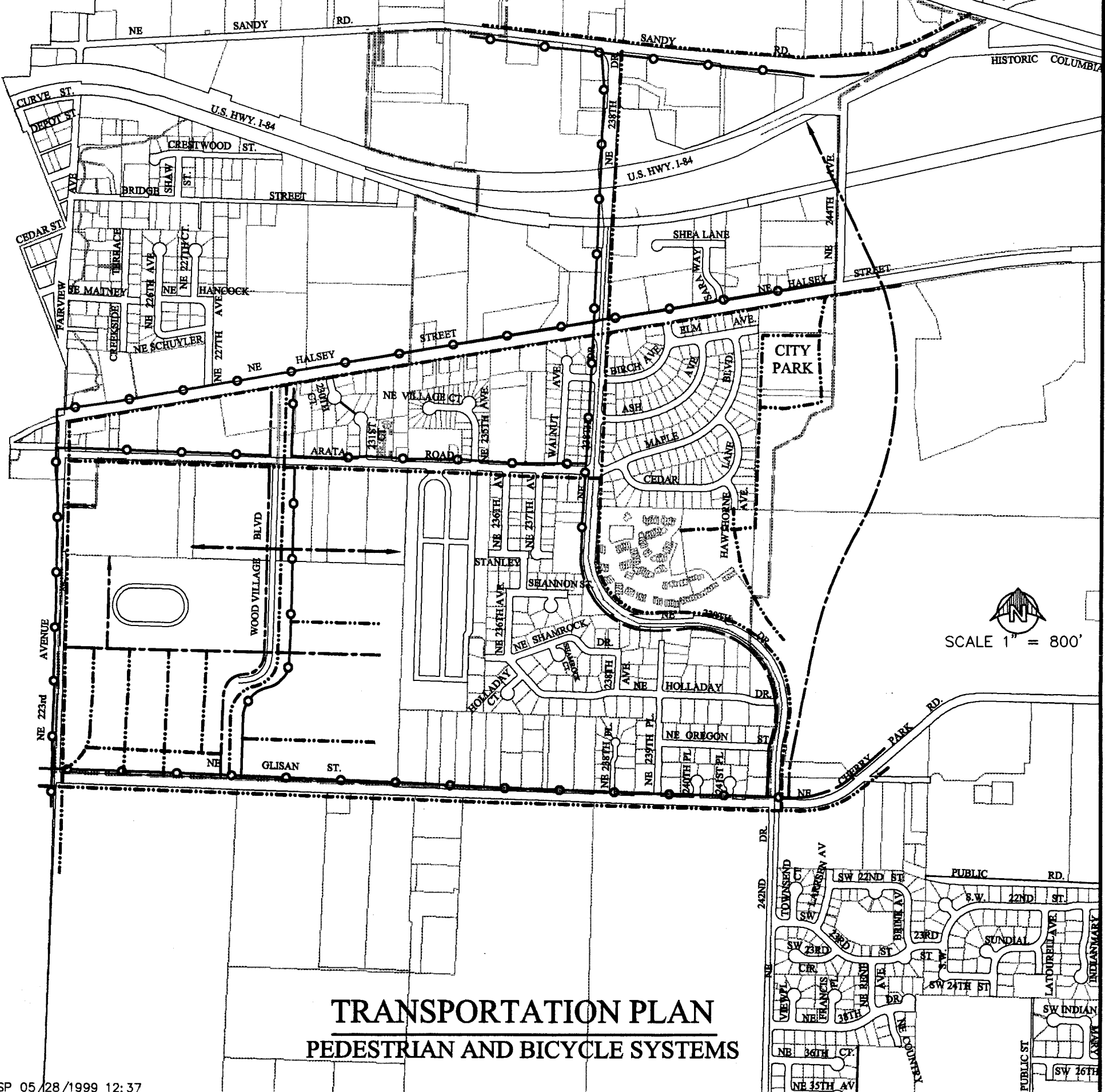
LEGEND

----- FUTURE PEDESTRIAN CONNECTION

..... PEDESTRIAN SYSTEM

—○— BICYCLE SYSTEM

CITY of WOOD VILLAGE



SCALE 1" = 800'

TRANSPORTATION PLAN PEDESTRIAN AND BICYCLE SYSTEMS

22

Section 4

Finance Plan

Transportation Finance Plan

This section of the TSP discusses the estimated costs, schedule and planned revenue sources for planned transportation system improvements. Planned improvements as a result of this plan are primarily associated with the arterial and collector streets in Wood Village. The addition of roadway widening, sidewalks and bike lanes are anticipated on all of the arterial and collector streets. Those streets are under the jurisdiction of Multnomah County or ODOT. In addition, Metro is responsible for regional transportation and designates some of the same arterials as regional routes, with planned regional funding sources. The estimated costs and schedule shown below are as currently proposed in the Multnomah County Transportation System Plan or Metro's Regional Transportation Plan (RTP, 11-98). Improvements not scheduled by those agencies would be the responsibility of new development or the City. These are limited to public pathways or a local street north of Halsey to the industrial area.

PROJECT	TIMELINE	COST	REVENUE SOURCE
1. Wood Village Bv. (Halsey - Glisan)	Phase 1: 1999-2009 Phase 2: 2009-2020	\$1,920,000	New Development/ Multnomah County
2. Halsey St. (223rd - 238th) 3 lanes, sidewalk and bike lanes	2000-2005	\$2,015,000	Multnomah County
3. Halsey St. (238th - 257) 3 lanes, sidewalk and bike lanes	2006-2010	\$3,240,000	Multnomah County/Regional
4. Glisan St. 4 lanes, sidewalks and bike lanes	Completed		Multnomah County
5. Arata Rd. 3 lanes, sidewalk and bikelane	Unscheduled		Mult. Co./New Development
6. 223rd. Ave. 3 lanes, sidewalks, and bike lanes	Completed		Multnomah County
7. TC local streets to Park Lane			

and MH Park	1999-2001		New Development
8. I-84 Widen and interchange	2011-2020	\$8,200,000	ODOT
9. Halsey Bv. north to industrial land local street.	Unscheduled		New Development
10. Sandy Bv. 3 lanes, sidewalks and bike lanes	Unscheduled		New Development
11. 238th Bike lane re-stripe	Unscheduled		Multnomah County
Sidewalks Only			
12. Town Center area sidewalks, crossings, bus shelters, lighting, benches		\$1,200,000	Mult Co. & Development

Local Revenue Sources

At this time, the City does not intend to build any of the above improvements. All improvements will be completed by the county on their roads, or be new development adjoining streets with planned improvements. If the City plans to construct any of the proposed improvements or identifies other improvements in the future, revenue source options include:

- Systems Development Charges (SDS's)
- Bancroft Bonds/Local Improvement Districts
- Transportation Improvements as Conditions of Permit Approvals

Section 5

Comprehensive Plan and Code Amendments

TRANSPORTATION POLICIES

This section of the Plan needs amendments in compliance with the state transportation planning rule (TPR), and the Metro Functional Plan.

- Recommendation for the Plan Discussion Section

a. Modify paragraph 2 on page 30 to *more positively focus on a desire for alternative modes of travel in Wood Village, such as walking, transit and bicycling, especially incorporating connections from existing neighborhoods to the Town Center, within the mixed use center, to the park, to the Cherry Hill shopping center, to church, to transit stops, etc.*

b. Add to the fifth paragraph on page 31: *"...relieve the problem. The 238th Drive and I-84 interchange was rebuilt in 1998. It is a high priority of the City to maintain the integrity of the intersection as the City continues to develop in that area.*

c. In anticipation of completing the TSP, add a reference on page 32 as follows: *The City has completed a Transportation System Plan (TSP) to address multimodal transportation needs within the City. Policies and maps related to the TSP are stated in this section of the Comprehensive Plan and in the TSP. The TSP did not include a traffic analysis due to the pending County TSP and Regional RTP both of which directly affect the City's arterial and collector streets. Due to significant development proposals on the MKC town center site, and the Krueger Truck Stop property, there is still a need for completing the traffic and street analysis. The City intends to complete this aspect of the TSP in the next biennium.*

d. *Replace the existing Transportation Map with the new TSP map.*

- Recommendation for the Policy Section

Currently there are seven transportation planning policies in the Wood Village Plan. See attached copy of those policies. I recommend re-writing the first one to better comply with the requirements, keeping the second one as is and deleting the rest to be replaced by the following:

a. Wood Village will cooperate with *ODOT, Metro and Multnomah County* to improve the transportation network in the east county area, *and provide a coordinated review of future land use decisions affecting transportation facilities. The City will notify public agencies of land use actions that subdivide or partition land, or that require public hearings for properties adjoining their facilities.*

b. *The City shall require compliance with the Transportation System Plan (TSP) as a criteria for approval of development and plan amendment proposals. The City will*

implement the TSP to achieve a multi-modal transportation system including street, transit, bicycle, pedestrian and rail facilities.

c. The City will use adopted road, sidewalk, bike and pedestrian path standards to govern the improvements of those public and private facilities.

d. The City may require that any subdivisions, planned developments and developments be accompanied by a traffic impact statement describing the potential on-site and off-site impacts of the proposed development, including the need for off-site road improvements and signals.

*e. The 1998 Regional Transportation Plan (RTP) requires jurisdictions to amend their plans and ordinances to consider the regional street design elements for designated roadways. The designated streets are all County streets, thus such a policy would support the County's like requirements. Add a new policy, *The City will consider, in coordination with Multnomah County, regional street design standards when reviewing new development on Halsey Street and 238th Dr. (community street), Sandy Blvd. (urban road), 223rd Ave., (community boulevard) and Glisan Street (regional street).**

*f. "Except where precluded by topographical or natural constraints, new development shall include local street designs that *discourage cul-de-sacs and extend existing streets, or connect residential areas with services and institutions by short, direct public pedestrian and bicycle ways.**

g. The City will utilize the Transportation Performance Standards (Growth Concept Title 6, Section 4 and MOU for MKC site) when reviewing Town Center development, including motor vehicle congestion analysis and management.

h. In cooperation with Fairview, and to improve transportation circulation, extend Wood Village Blvd. from Arata Road north to Halsey Street.

i. Improve bicycle and pedestrian access to the town center, the City park and institutional uses from existing and new residential areas in Wood Village.

j. Develop and construct bikeways and pedestrian accessways to minimize potential conflicts between transportation modes.

k. The City will cooperate in development and improvement of the regional bicycle and pedestrian routes that run through Wood Village. Regional bicycle routes are: Sandy Blvd., Halsey and Glisan Streets, 223rd, and 238th Avenues. Regional pedestrian routes are: Sandy Blvd., Halsey Street, 223rd and the Town Center Zone.

l. The City will cooperate in the development and improvement of Halsey St. and 223rd Ave. as regional public transportation routes.

m. The City will complete compliance of the state Transportation Planning Rule requirements regarding a street and traffic analysis at the next possible opportunity.

n. The City will support use and expansion of railroad lines that run through the City if deemed in compliance with City Plan and Code requirements.

o. It is City policy that NE Stanley Street and NE Holladay Place shall never be extended west from their current terminus.

- D.** Amend TC Zone Section 235.345 Pedestrian Standards. C...Provide public pedestrian connections every 330 feet unless impractical due to existing land use, topography, physical barriers or environmental constraints, and G. Transit Stops. New commercial, industrial, residential or institutional uses adjoining a transit route shall provide a pedestrian connection to an existing transit stop, or to a new, proposed transit stop with appropriate pedestrian amenities as approved by the City and in cooperation with Tri-Met.
- E.** Amend TC Zone Section 235.390 C. Parking and Loading. (2) In addition, parking may be met by blending parking rates. Calculating parking stalls for a use may include counting adjacent on-street spaces, nearby public parking, cross-patronage and shared parking possibilities due to variations in hours of operation, and as per Section 350.045 (5).
- F.** Move TC Table 235-4 Maximum Parking Ratios to Section 350 Parking and Loading, which applies to all zones in the City.
- G.** Move TC Section 235.390 H. Bicycle Parking Standards to Section 350 which applies to all zones in the City.
- H.** Amend TC Zone Section 235.390 H. Street Standards stating that, In order to connect residential areas with services and institutions by short, direct, public accessways...one street every 530 feet, unless impractical due to existing development, topography, physical barriers or environmental constraints. This street must provide a through or planned connection to another street that connects to the existing street system. Where possible or planned in accordance with the City, County or Regional Transportation Plans, extend new streets to existing streets. Further, cul-de-sacs may not exceed 200 feet in length and provide access to more than 25 dwelling units, except for the long, deep parcels adjoining NE Glisan Street where cul-de-sacs may be constructed up to 400 feet.
- I.** Amend TC Zone Section 235.390 I Bicycle Path Connections stating that, Development Plans should include bicycle path connections every 330 feet within the development and to adjoining properties, unless impractical due to existing development, topography, physical barriers or environmental constraints.
- J.** Amend Section 350 Parking and Loading as follows:
- 350.030 Use of required parking spaces...Required parking spaces may not be assigned for in any way to a use on another site, except for joint parking situations or to redevelop a portion of an existing parking lot for transit oriented uses including bus stops, pullouts, shelters, park and ride stations and similar facilities, as approved by the City in cooperation with Tri-Met. Redevelopment or joint use of a parking lot may occur only when underlying parking stall requirements have been met.

- 350.040 Required Parking Spaces Purpose:...while at the same time maximizing land use by avoiding an oversupply of parking stalls...Variations from parking requirements shall only be allowed after approval of a variance as per Section 660.

- 350.045 Number of Spaces

- Table 350-1A and 350-1B state the required minimum and maximum number of spaces.

- (5) Joint Use of Parking... The number of required stalls per use may be reduced up to 25%.

- Amend Table 350-1A Parking Requirements:

- Floor Area changed to Gross Leasable Area (GLA)

- Household Living: Reduce from 2 spaces to 1

- Restaurants and Bars: 15 per 1000 GLA versus 1 per 150 sq.ft.

- Sports Clubs, Recreation: Separate from restaurants
4.3 per 1000 GLA

- Drive-Thru's: Separate & 9.9 per 1000 GLA

- Commer. Outdoor Rec: Add if over 150,000 sq.ft. 0.3 per 1000 sq.ft.

- Schools: Add colleges and 0.2 per # of students + staff versus 1 per 300 sq.ft. of floor area.

- Religious Institutions: 0.5 per seat versus 1 per 100 sq.ft. in main assembly

- Amend 350.065 B. Improvements...For example, infrequently used parking areas may have a gravel surface as approved by the City.

- Amend 350.065 D. Parking Lot Layouts (2) (b) At least 50% (was 60%) must comply with minimum dimensions for standard spaces.

K. Amend Section 360 Planned Unit Development b. General Development Plan, and Section 450.030 Submission of Tentative Subdivision Plat D. Proposed Plan of Subdivision as follows:

- Include a map that identifies possible streets connections (except where prevented by existing development, topography, physical barriers or environmental constraints), at intervals of no more than 530 feet, both within the project and to adjacent land in compliance with City, County and Regional Transportation Plans. Street connections at intervals of no more than 330 feet are recommended in areas planned for the highest density mixed use development.

- Illustrate accessways for pedestrians, bicycles or emergency vehicles on public easements or right-of-way where full street connections are not possible with spacing between streets and accessways recommended not to exceed 330 feet, unless

impractical due to existing development, topography, physical barriers or environmental constraints.

L. Amend Section 370 Signs as follows:

- Amend Section 370.020 General Provisions D. Signs Exempt from Permits: **(11) Tourist Attraction Directional Signs: a uniformly designed sign used by a public agency to identify a local or regional tourist attraction.**

- Amend F. Signs Expressly Prohibited: **(8) Off-premise signs: Except as otherwise permitted by this Code, off-premise signs are prohibited.**

Other sign code changes pending 6-9-99 hearing

M. Amend Section 450 Subdivision and Land Partitions, Section 450.030 Submission of Tentative Subdivision Plat: **Require 15 copies (now 5) 45 days (now 30) before the Planning Commission hearing.**

(N) Amend Section 450.030 F. Explanatory Information with Tentative Plan and Section 630.070 Design Review Plan Contents as follows:

- **For developments that are likely to generate more than 400 average daily trips (ADT's), the applicant shall provide adequate information such as a traffic impact study or traffic counts, to demonstrate the level of impact to the surrounding street system. The scope of the study or analysis shall be determined by the agency responsible for the affected roadway.**

- Amend Section 450.030 (H) Preliminary Review of Tentative Plan...furnish a copy to other agencies such as ODOT, Multnomah County, Tri-Met, Metro and the Fire Marshall.

- Amend Section 450.040 Approval of Tentative Subdivision Plan and Section 630.090 Design Review Criteria by adding **(C) Conditions of Approval. Conditions and or restrictions may be applied to the approval of a tentative subdivision plan in order to assure Code compliance and mitigate transportation or public facility impacts and to protect those facilities; and add to (B) Required Findings. (3) and Design Review Criteria A (10) ...complies with the City, County and Regional Transportation Plans, the City Stormwater Master Plan and the City Water Master Plan. Further, ODOT access permit approval is required abutting state roadways prior to subdivision or design review approval by the City.**

- Amend Section 450.080 Required Findings for Partition Approval. **(D)...and in accordance with the City Transportation, Stormwater and Water Master Plans.**

concrete sidewalks five (5) feet wide (6 feet in commercial areas), separated from the street by a 4 to 5 foot wide planter strip for approved street trees, are required. On county streets, sidewalks shall be provided in accordance with the Multnomah County Street Standards and regional street design standards.

In the event a pathway is preferable, multi-use pathways shall be 8 feet wide and asphalted or compacted gravel to meet ADA standards. Pathways should be located in a 20 feet wide public easement.

- Amend 460.100 F. Bicycle Routes...in compliance with the City, County and Regional Transportation Plans...Existing and planned bicycle routes in the City shall be built to Multnomah County bicycle path specifications.

P. Amend Section 660.040 Variance Review Criteria. Add (5) **The proposal is consistent with the function and designated level of service of the affected roadway as designated by the City, County and Regional Transportation Plans.**

Q. Amend Section 670.030 Zoning and Development Code Amendment Review Criteria and 680.050 Zoning Map Amendment Review Criteria by adding the following criterion:

- **Proposals which significantly affect a transportation facility shall assure that the allowed uses are consistent with the function, capacity and level of service of the facility as identified in the City, County and Regional Transportation Plans.**

R. Amend Section 500.120 Referrals and Review of Land Use Applications. If the government agency doesn't comment by the first hearing (was within 10 days)...Delete subsequent sentence that "the City Administrator may grant an extension of up to 14 days to the reviewing agency if the application involves unusual circumstances."

S. Amend Section 230.380, 235.390, 240.390 and 250.390 adding a new "H. Uncontained hazardous materials are prohibited."

T. Delete Section 230.100 General Commercial Zone. Delete GC references in Tables 230-1, 230-2 and 230-3. Delete section 230-370 B.(2).

Section 6

Appendix

- **TSP Citizen Involvement Plan**
- **City Road Surface Inventory, 1997**

WOOD VILLAGE TSP CITIZEN AND AGENCY INVOLVEMENT PLAN

Comprehensive Plan

The Wood Village Comprehensive Plan (page 8 - 10) outlines the city's citizen involvement program. Accordingly, the development of a local transportation system plan will utilize the existing citizen involvement program. Therefore, the Planning Commission will continue to serve as the "official committee for citizen involvement." Information about the development of the TSP will flow in the usual manner, as described in the following plan policies:

- The Planning Commission is responsible for initiating public announcements pertaining to the comprehensive plan.
- The commission will give due consideration to public input in regards to land use planning brought forth at public hearings and meetings.
- The city will continue to make available the results of public hearings in the local newspapers and at City Hall.
- Periodic newsletters by the city planning consultant to inform the public of the progress of planning efforts will be initiated.
- Efforts to improve the flow of information between Wood Village and the affected local jurisdictions on land use matters will continue.

Involvement Strategy

The attached schedule identifies Planning Commission meeting dates, including specific opportunities to invite input from citizens, local agencies and jurisdictions. The tentative calendar includes a total of nine commission (9) meetings from March 1998 to February 1999. Of those, five (5) provide input for citizen and agency involvement. Further, there will be additional involvement opportunities at City Council workshops and hearings between March and June, 1999. There will also be the usual public notices, newsletters and newspaper coverage as described in the above plan policies. In addition, the East Multnomah County Transportation Staff Technical Advisory Committee (EMCTC) will serve as a technical advisory review body for the project.

Citizen Groups, Agencies and Local Jurisdictions

The following will be invited to the appropriate Planning Commission and City Council workshops and hearings:

Wood Village residents and business owners
Multnomah County
Metro
Tri-Met
City of Fairview
City of Gresham
City of Troutdale

ODOT
DLCD
Port of Portland
Williams Gas Pipeline West
Union Pacific Railroad

1000 Friends of Oregon
Columbia Corridor Association
Bicycle Transportation Alliance

WOOD VILLAGE TSP Agency Mailing List

Ms. Karen Schilling
Multnomah County Transportation Dept.
1620 SE 190th Ave.
Portland, Oregon 97233
248-3636

Mr. Ron Papsdorf, Transportation Planner
City of Gresham
1333 NW Eastman Parkway
Gresham, Oregon 97030
618-2806

Mr. Rich Faith, Community Development Director
Mr. Jim Galloway, Public Works Director
City of Troutdale
104 SE Kibling
Troutdale, Oregon 97060
665-5175

Mr. John Andersen, City Planner
City of Fairview
P.O. Box 337
Fairview, Oregon 97024
665-7929

Mr. Jeff Sarvis, Public Works Director
City of Fairview
48 First Street
Fairview, Oregon 97024
665-9320

Mr. Tom Kloster, Senior Transportation Planner
METRO
600 NE Grand Avenue
Portland, Oregon 97232
797-1832

Planning Department
Tri-Met
4012 SE 17th
Portland, Oregon 97202
238-4880

Ms. Lidwien Rahman, TGM Grant Manager
ODOT
123 NW Flanders
Portland, Oregon 97209-4037
731-8229

Mr. Rod Johnson
Williams Gas Pipeline West
8907 N.E. 219th Street
Battleground, Washington 98604
285-5291 ext. 2115

Mr. Ken Bobert or Mr. Denny Quinn
Union Pacific Railroad
Engineering Services
2745 N. Interstate Ave.
Portland, Oregon 97227-1607
249-2614

Mr. John Newell
Manager of General Aviation
Port of Portland
7000 N.E. Airport Way
Portland, Oregon 97218
231-5000

City of Wood Village

1997 Road Surface Inventory

04-24-97



Multnomah County

MTC Codes

Surface Type (Surf)

A	Asphalt Concrete	AC
C	Asphalt Concrete over PCC	AC/PCC
O	Overlays of Asphalt Concrete	AC/AC
P	PCC	PCC
S	Surface Treatment	SURTRT

Functional Class (Class)

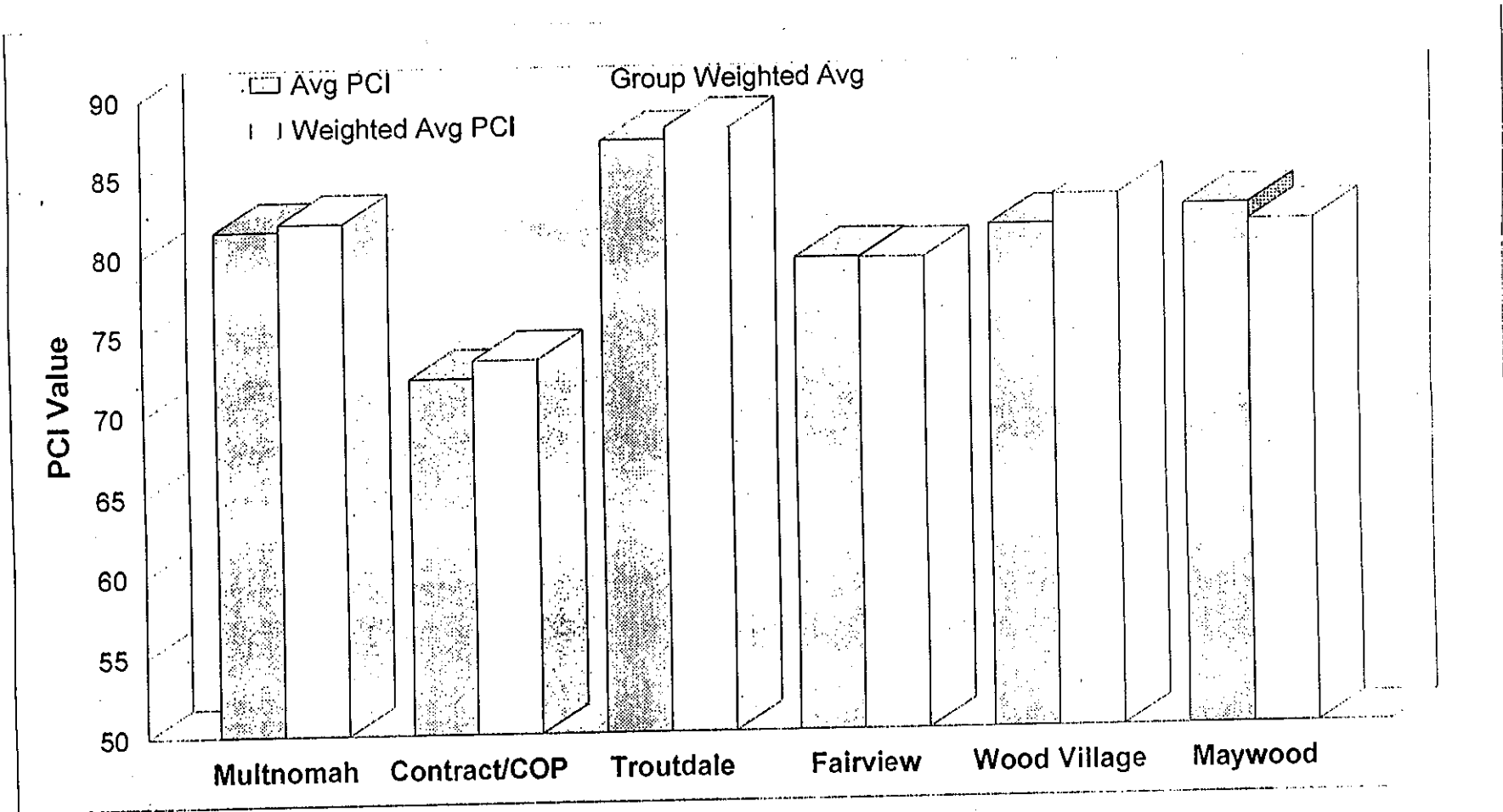
A	Arterial
C	Collector
L	Local
R	Residential

Area ID (Jur)

	Area ID (Jur)	Zone
F	Fairview	7
G	Gresham (MultCo)	3,4
M	Multnomah County	1,2,3,4,5
T	Troutdale	8
W	Wood Village	9
Y	Maywood	6
U	Unpaved	1,4,5,7,8
Z	No Road (ROW)	1,5,8

PCI Categories

PCI Categories	PCI Categories	Type
85-100	Excellent	I
70-84	Very Good	I
50-69	Good	II,III
40-49	Fair	IV
25-39	Poor	IV
10-24	Very Poor	V
0-9	Failed	V



Weighted PCI

82.1

73.3

87.9

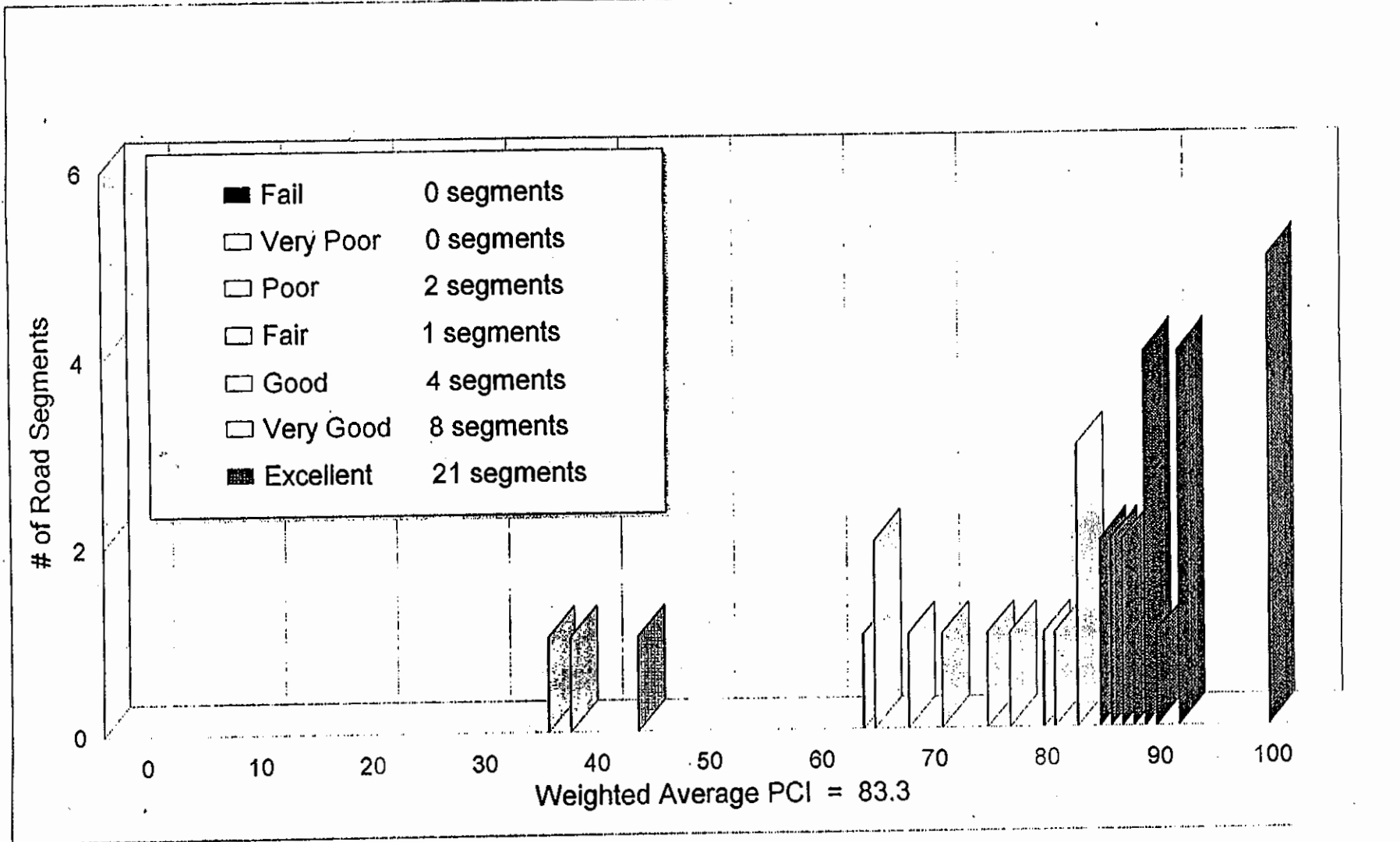
79.5

83.3

81.5

Weighted PCI Average based on each measurement projecting a value poportional to its corresponding surface area.

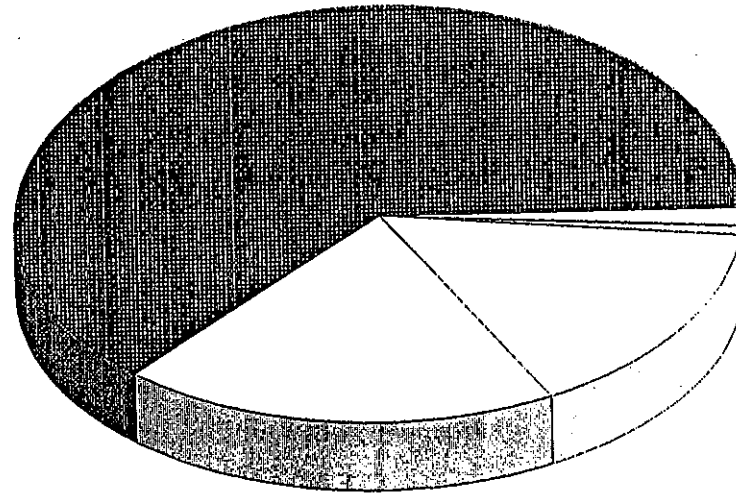
City of Wood Village Roads



Weighted PCI Average based on each measurement projecting a value proportional to its corresponding surface area.

City of Wood Village Roads

Pavement Condition Categories



■ Excellent (85-100) 63.1%	□ Very Good (70-84) 19.5%	□ Good (50-69) 15.3%	□ Fair (40-49) 0.7%
□ Poor (25-39) 1.4%	□ Very Poor (10-24) 0.0%	■ Failed (0-9) 0.0%	

Center Line Miles, Lane Miles and Surface Area Summary

Paved Roads

	Center Line Miles		Lane Miles		Surface Area (Sq. Yd.)		Number of Segments	
Multnomah County:	303.39	82.1%	682.28	83.8%	5,040,218	82.0%	580	54.8%
Contract to Portland:	19.57	5.3%	39.13	4.8%	263,748	4.3%	77	7.3%
City of Fairview:	6.71	1.8%	13.42	1.6%	102,551	1.7%	58	5.5%
City of Troutdale:	33.84	9.2%	67.67	8.3%	633,524	10.3%	296	28.0%
City of Wood Village:	3.25	0.9%	6.49	0.8%	57,580	0.9%	36	3.4%
City of Maywood Park:	2.82	0.8%	5.65	0.7%	48,861	0.8%	12	1.1%
	<u>369.58</u>		<u>814.65</u>		<u>6,146,482</u>		<u>1,059</u>	

Multnomah County Paved Roads

District 1	89.53	29.5%	179.06	26.2%	1,123,505	22.3%	123	21.2%
District 3	53.21	17.5%	163.49	24.0%	1,436,080	28.5%	164	28.3%
District 4	82.64	27.2%	183.70	26.9%	1,468,378	29.1%	178	30.7%
District 5	78.02	25.7%	156.03	22.9%	1,012,254	20.1%	115	19.8%
	<u>303.39</u>		<u>682.28</u>		<u>5,040,218</u>		<u>580</u>	

Unpaved/No Roads in Multnomah County

District 1 - Unpaved	0.32	Total Length of Unpaved MultCo Roads	9.94 Miles
District 5 - Unpaved	9.62		
District 1 - No Roads	0.62	Total Length of MultCo No Roads (ROW)	10.08 Miles
District 5 - No Roads	9.46		

MRL: Sorted by Name

City of Wood Village Roads

04-24-97



Multnomah County

All Information w/PCI - Wood Village

Road #	Name	Zone	Jur	From Location	To Location	References			Statistics			Historical Dates			Resurf. Date/Mat.			Assessment	
						Funct. Class.	IRIS	MTC	Rd Width	Length	Lane Miles	Est Date	Recon Yr	Fut Main Yr	Crk Seal Yr	Yr 1	Yr 1	Yr 2	Yr 2

District = 9

720	100	ASH AVE	9	W	Urban	Urban Local	720	100	26 ft	1,095 ft	0.4	--						89	Excellent
		ELM AVE							50 ft									3 - 95	
		NE 238TH DR				46			AC	275	3,163	2002							
769	100	BIRCH AVE	9	W	Urban	Urban Local	769	100	26 ft	217 ft	0.1	--						89	Excellent
		WALNUT AVE							50 ft									3 - 97	
		NE 238TH DR				46			AC	55	627	2003.5							
769	110	BIRCH AVE	9	W	Urban	Urban Local	769	110	26 ft	618 ft	0.3	--		1987				87	Excellent
		NE 238TH DR							50 ft					1993				3 - 97	
		ELM AVE				46			AC	155	1,785	2018							
769	120	BIRCH AVE	9	W	Urban	Urban Local	769	120	34 ft	158 ft	0.1	--		1987				83	Very Good
		ELM AVE							60 ft					1993				3 - 97	
		NE HALSEY ST				46			AC	52	597	2018							
712	100	CEDAR LANE	9	W	Urban	Urban Local	712	100	26 ft	516 ft	0.2	--						89	Excellent
		HAWTHORNE AVE							50 ft									3 - 97	
		MAPLE BLVD				46			AC	130	1,491	2003.5							
712	110	CEDAR LANE	9	W	Urban	Urban Local	712	110	26 ft	854 ft	0.4	--						85	Excellent
		MAPLE BLVD							50 ft									3 - 97	
		HAWTHORNE AVE				46			AC	215	2,467	2003							
734	100	ELM AVE	9	W	Urban	Urban Local	734	100	32 ft	648 ft	0.3	--		1987				85	Excellent
		BIRCH AVE							60 ft					1993				3 - 97	
		PT 648' E OF BIRCH AVE				46			AC	200	2,304	2018							
783	100	HAWTHORNE AVE	9	W	Urban	Urban Local	783	100	26 ft	224 ft	0.1	--						83	Very Good
		CEDAR LANE							50 ft									3 - 95	
		PT 224' S OF CEDAR LANE				46			AC	56	647	2005							
622	100	HOLLADAY CT NE	9	W	Urban	Urban Local	622	100	32 ft	202 ft	0.1	--						55	Good
		NE HOLLADAY ST							50 ft									5 - 97	
		PT 202' SW OF NE HOLLADAY ST				46			AC	62	718	2001							
620	100	HOLLADAY PL NE	9	W	Urban	Urban Local	620	100	32 ft	144 ft	0.1	--						38	Poor
		NE HOLLADAY ST							50 ft									5 - 97	
		PT 144' W OF NE HOLLADAY ST				46			AC	45	512	2001							



All Information w/PCI - Wood Village

Filter: Zone=9, Name

Road #	Name	References			Statistics			Historical Dates			Resurf. Date/Mat.			Assessment	
		Funct. Class.	FHWA Legal #	IRIS MTC Map Pg. Funct Ovly	Rd Width ROW Material	Length Tons	Lane Miles Sq Yds	Est Date	Recon Yr	Fut Main Yr Crk Seal Yr	Yr 1	Yr 1	Yr 1	Pavement Cond. Index	Verbal Rating
Zone Jur	From Location To Location										Yr 2	Yr 2	Yr 2	As of	
602 700	HOLLADAY ST NE	Urban Local			38 ft	860 ft	0.5	--			1990			86	
9	NE 238TH DR		602	700	50 ft									Excellent	
W Urban	NE 239TH PL	46			AC	316	3,631	2015						3 - 95	
602 710	HOLLADAY ST NE	Urban Local			32 ft	1,254 ft	0.6	--						68	
9	NE 239TH PL		602	710	50 ft									Good	
W Urban	NE SHAMROCK DR	46			AC	388	4,459	2001						5 - 97	
767 100	MAPLE BLVD	Urban Local			26 ft	1,528 ft	0.6	--						88	
9	NE 238TH DR		767	100	50 ft									Excellent	
W Urban	ELM AVE	46			AC	384	4,414	2003						3 - 97	
600 500	OREGON ST NE	Urban Local			32 ft	771 ft	0.4	--			1994			87	
9	NE 238TH DR		600	500	50 ft									Excellent	
W Urban	NE 239TH PL	46			AC	238	2,741	2019						3 - 97	
757 100	SHAMROCK CT NE	Urban Local			32 ft	126 ft	0.1	--						44	
9	NE SHAMROCK DR		757	100	50 ft									Fair	
W Urban	PT 126' S OF NE SHAMROCK DR	46			AC	39	448	2001						3 - 97	
688 100	SHAMROCK DR NE	Urban Local			32 ft	826 ft	0.4	--						65	
9	NE HOLLADAY ST		688	100	50 ft									Good	
W Urban	NE 238TH AVE	46			AC	255	2,937	2001						3 - 97	
761 100	SHANNON CT NE	Urban Local			32 ft	105 ft	0.1	--			1993			92	
9	NE SHANNON ST		761	100	50 ft									Excellent	
W Urban	PT 105' S OF NE SHANNON ST	46			AC	32	373	2018						3 - 95	
694 100	SHANNON ST NE	Urban Local			32 ft	117 ft	0.1	--			1993			89	
9	PT 117' W OF NE 236TH AVE		694	100	50 ft									Excellent	
W Urban	NE 236TH AVE	46			AC	36	416	2018						4 - 95	
694 110	SHANNON ST NE	Urban Local			32 ft	436 ft	0.2	--			1993			92	
9	NE 236TH AVE		694	110	50 ft									Excellent	
W Urban	PT 436' E OF NE 236TH AVE	46			AC	135	1,550	2018						4 - 95	
700 100	STANLEY AVE NE	Urban Local			32 ft	245 ft	0.1	--			1993			92	
9	NE 236TH AVE		700	100	50 ft									Excellent	
W Urban	DEAD END - CYCLONE FENCE	46			AC	76	871	2018						4 - 95	

All Information w/PCI - wood vrnage

Road #	Name	Zone Jur	From Location To Location	References			Statistics			Historical Dates		Resurf. Date/Mat.		Assessment	
				Funct. Class.	FHWA	Legal #	IRIS	MTC	Rd Width	Length	Lane Miles	Est Date	Recon Yr	Yr 1	Yr 1
				Map Pg.	Funct	Ovly	Material	Tons	Sq Yds	Fut Main Yr	Crk Seal Yr	Yr 2	Yr 2	As of	
700 300	STANLEY AVE NE	9	NE 237TH AVE DEAD END	46	700	300	32 ft 50 ft AC	116 ft 36	0.1 412	--	2016	1996	ACI.	100	Excellent
722 100	VILLAGE CT NE (ASH)	9	NE 235TH AVE PT 413' W OF NE 235TH AVE	46	722	100	32 ft 50 ft AC	413 ft 128	0.2 1,468	--	2001			71	Very Good
759 100	WALNUT AVE	9	NE ARATA RD PT 814' N OF NE ARATA RD	46	759	100	26 ft 50 ft AC	814 ft 204	0.3 2,352	--	2003			77	Very Good
749 100	230TH CT NE	9	NE HALSEY ST PT 317' S OF NE HALSEY ST	46	749	100	32 ft 50 ft AC	317 ft 98	0.2 1,127	--	2016	1996	ACI.	100	Excellent
751 100	231ST CT NE	9	NE ARATA RD PT 352' N OF NE ARATA RD	46	751	100	32 ft ft AC	375 ft 116	0.2 1,333	--	2016	1996	ACI.	100	Excellent
431 300	235TH AV NE	9	NE ARATA RD NE ASH CT	46	431	300	32 ft 50 ft AC	525 ft 162	0.3 1,867	--				83	Very Good
755 100	236TH AVE NE	9	NE HOLLADAY ST NE SHANNON ST	46	755	100	32 ft 50 ft AC	453 ft 140	0.2 1,611	--	2012	1987		80	Very Good
755 110	236TH AVE NE	9	NE SHANNON ST NE STANLEY AVE	46	755	110	32 ft 50 ft AC	247 ft 76	0.1 878	--				92	Excellent
755 120	236TH AVE NE	9	NE STANLEY AVE NE ARATA RD	46	755	120	32 ft 50 ft AC	603 ft 186	0.3 2,144	--	2018	1993		90	Excellent
753 100	237TH AVE NE	9	NE STANLEY AVE NE ARATA RD	46	753	100	32 ft 50 ft AC	601 ft 186	0.3 2,137	--	2016	1996	ACI.	100	Excellent



All Information w/PCI - Wood Village

Filter: Zone=9, Name

Road #	Name	References			Statistics			Historical Dates			Resurf. Date/Mat.			Assessment	
		Funct. Class.	FHWA	Legal #	Rd Width	Length	Lane Miles	Est Date	Recon Yr		Yr 1	Yr 1	Pavement Cond. Index	Verbal Rating	
Zone	From Location	IRIS	MTC	ROW	Tons	Sq Yds	Fut Main Yr	Crk Seal Yr		Yr 2	Yr 2	As of			
Jur	To Location	Map Pg.	Funct Ovly	Material						Yr 3	Yr 3				
773 300	238TH AVE NE	Urban Local		32 ft	278 ft	0.1	--					75			
9	NE HOLLADAY ST		773 300	40 ft								Very Good			
W Urban	NE SHAMROCK DR	46		AC	86	988						4 - 95			
775 100	238TH PL NE	Urban Local		32 ft	426 ft	0.2	--			1996	ACI.	100			
9	NE GLISAN ST		775 100	32 ft								Excellent			
W Urban	PT 426' N OF NE GLISAN ST	46		AC	132	1,515	2016					6 - 96			
777 100	239TH PL NE	Urban Local		32 ft	509 ft	0.3	--			1994		86			
9	NE GLISAN ST		777 100	50 ft								Excellent			
W Urban	PT 125' N OF NE OREGON ST	46		AC	157	1,810	2019					3 - 97			
777 110	239TH PL NE	Urban Local		32 ft	601 ft	0.3	--			1993		81			
9	PT 125' N OF NE OREGON ST		777 110	40 ft								Very Good			
W Urban	PT 376' N OF NE HOLLADAY ST	46		AC	186	2,137	2018					3 - 97			
779 100	240TH PL NE	Urban Local		20 ft	168 ft	0.1	--					36			
9	NE GLISAN ST		779 100	50 ft								Poor			
W Urban	PT 168' N OF NE GLISAN ST	46		AC	32	373	2003.5					3 - 95			
781 100	241ST PL NE	Urban Local		24 ft	148 ft	0.1	--					65			
9	NE GLISAN ST		781 100	50 ft								Good			
W Urban	PT 148' N OF NE GLISAN ST	46		AC	34	395	2002					4 - 95			

Zone Summary:

Total Number of Segments = 36 Total Length in Feet = 17,538 Total Length in Miles = 3.3 Total Lane Miles = 8.3

MTC: Sorted by PCI

City of Wood Village Roads

04-24-97



Multnomah County

ID#	Iris#	Seg#	Name	Beg	End	Length	Width	Area Surf	Lanes	Class	Yr	T.I.	ADT	Zone	Jur	Date	PCI
841	779	100	240TH PL, NE	NE GLISAN ST	DEAD END	148	20	2960	A	2	R	80		9	W	3/95	36
668	620	100	HOLLADAY PL, NE ✓	W/ HOLLADAY	HOLLADAY	137	32	4384	S	2	R	93		9	W	5/97	38
813	757	100	SHAMROCK CT, NE ✓	NE SHAMROCK DR	DEAD - CUL	111	32	3552	S	2	R	91		9	W	3/97	44
669	622	100	HOLLADAY CT, NE ✓	NE HOLLADAY AV	DEAD END - CUL	180	32	5760	S	2	R	81		9	W	5/97	55
842	781	100	241ST PL, NE	NE GLISAN ST	DEAD END	132	22	2904	A	2	R	80		9	W	4/95	85
1177	688	100	SHAMROCK DR, NE ✓	NE 238TH AV	HOLLADAY ST	818	32	26176	S	2	R	94		9	W	3/97	65
652	602	710	HOLLADAY ST, NE ✓	NE 239TH PL	SHAMROCK DR	1230	36	44280	S	2	R	94		9	W	5/97	68
776	722	100	VILLAGE CT, NE	NE 235TH AV	DEAD END	306	32	9792	S	2	R	94		9	W	3/97	71
837	773	300	238TH AV, SE ✓	NE HOLLADAY ST	NE SHAMROCK DR	243	32	7776	S	2	R	94		9	W	4/95	75
814	769	100	WALNUT AV	NE ARATA RD	N/ NE ARATA RD	771	26	20046	A	2	R	80		9	W	3/97	77
809	755	100	236TH AV, NE	NE HOLLADAY ST	NE SHANNON ST	480	32	15360	S	2	R	93		9	W	3/97	80
840	777	110	239TH PL, NE	NE OREGON ST	DEAD END - CUL	744	36	26784	A	2	R	93		9	W	3/97	81
449	431	300	235TH AV, NE	NE ARATA RD	ASH CT	375	32	12000	S	2	R	94		9	W	3/95	83
833	769	120	BIRCH AV	ELM AV	NE HALSEY ST	174	26	4524	A	2	R	93		9	W	3/97	83
845	783	100	HAWTHORNE AV	CEDAR LN	DEAD END	195	26	5070	A	2	R	80		9	W	3/95	83
766	712	110	CEDAR LN	HAWTHORNE AV	MAPLE BL	496	26	12896	S	2	R	90		9	W	3/97	85
789	734	100	ELM AV	BIRCH AV	DEAD END	612	26	15912	A	2	R	93		9	W	3/97	85
839	777	100	239TH PL, NE	NE GLISAN ST	NE OREGON ST	370	36	13320	A	2	R	94		9	W	3/97	86
651	602	700	HOLLADAY ST, NE	NE 238TH DR (242nd Ave)	NE 239TH PL	861	36	30996	A	2	R	90		9	W	3/95	86
832	769	110	BIRCH AV	238TH DR	ELM AV	644	26	16744	A	2	R	93		9	W	3/97	87
845	600	500	OREGON ST, NE	NE 238TH DR (242nd Ave)	NE 239TH PL	808	32	25856	A	2	R	94		9	W	3/97	87
830	767	100	MAPLE BL	NE 238TH DR	ELM AV	1600	26	41600	S	2	R	93		9	W	3/97	88
774	720	100	ASH AV	NE 238TH DR	ELM AV	1072	26	27872	S	2	R	90		9	W	3/95	89
831	769	100	BIRCH AV	WALNUT AV	NE 238TH DR	211	26	5486	S	2	R	94		9	W	3/97	89
765	712	100	CEDAR LN	MAPLE BL	HAWTHORNE AV	829	26	21554	S	2	R	90		9	W	3/97	89
745	694	100	SHANNON ST, NE	NE 236TH AV	DEAD END - WEST	116	32	3712	A	2	R	93		9	W	4/95	89
811	755	120	236TH AV, NE	NE STANLEY ST	NE ARATA RD	692	32	22144	A	2	R	93		9	W	3/95	90
810	755	110	236TH AV, NE	NE SHANNON ST	NE STANLEY ST	354	32	11328	A	2	R	93		9	W	4/95	92
816	761	100	SHANNON CT, NE	NE SHANNON ST	DEAD END - CUL	95	32	3040	A	2	R	93		9	W	3/95	92
746	694	110	SHANNON ST, NE	NE 236TH AV	DEAD END - EAST	428	32	13696	A	2	R	93		9	W	4/95	92
750	700	100	STANLEY AV, NE	NE 236TH AV	DEAD END - CYCLONE FENCE	245	32	7840	A	2	R	93		9	W	4/95	92
801	749	100	230TH CT, NE	NE HALSEY ST	DEAD END - CUL	185	32	5920	A	2	R	96		9	W	6/96	100
804	751	100	231ST CT, NE	NE ARATA RD	N/NE ARATA RD	375	32	12000	O	2	R	96		9	W	6/96	100
807	753	100	237TH AV, NE	NE STANLEY ST	NE ARATA RD	602	32	19264	A	2	R	96		9	W	6/96	100
838	775	100	238TH PL, NE	NE GLISAN ST	DEAD END	391	32	12512	A	2	R	96		9	W	6/96	100
751	700	300	STANLEY AV, NE	NE 237TH AV	E/ NE 237TH AV	116	32	3712	O	2	R	96		9	W	6/96	100

✓ OVERLAPED - 1997

MTC: Sorted by Inspection Date

City of Wood Village Roads

04-24-97



Multnomah County

ID#	Iris#	Seg#	Name	Beg	End	Length	Width	Area	Surf	Lanes	Class	Yr	T.I.	ADT	Zone	Jur	Date	PCI
449	431	300	235TH AV, NE	NE ARATA RD	ASH CT	375	32	12000	S	2	R	94			9	W	3/95	83
811	755	120	238TH AV, NE	NE STANLEY ST	NE ARATA RD	692	32	22144	A	2	R	93			9	W	3/95	90
841	779	100	240TH PL, NE	NE GLISAN ST	DEAD END	148	20	2960	A	2	R	80			9	W	3/95	36
774	720	100	ASH AV	NE 238TH DR	ELM AV	1072	26	27872	S	2	R	90			9	W	3/95	89
845	783	100	HAWTHORNE AV	CEDAR LN	DEAD END	195	26	5070	A	2	R	80			9	W	3/95	83
651	602	700	HOLLADAY ST, NE	NE 238TH DR (242nd Ave)	NE 239TH PL	861	36	30996	A	2	R	90			9	W	3/95	88
816	761	100	SHANNON CT, NE	NE SHANNON ST	DEAD END - CUL	95	32	3040	A	2	R	93			9	W	3/95	92
810	755	110	238TH AV, NE	NE SHANNON ST	NE STANLEY ST	354	32	11328	A	2	R	93			9	W	4/95	92
837	773	300	238TH AV, SE	NE HOLLADAY ST	NE SHAMROCK DR	243	32	7778	S	2	R	94			9	W	4/95	75
842	781	100	241ST PL, NE	NE GLISAN ST	DEAD END	132	22	2904	A	2	R	80			9	W	4/95	65
745	694	100	SHANNON ST, NE	NE 238TH AV	DEAD END - WEST	116	32	3712	A	2	R	93			9	W	4/95	89
748	694	110	SHANNON ST, NE	NE 238TH AV	DEAD END - EAST	428	32	13696	A	2	R	93			9	W	4/95	92
750	700	100	STANLEY AV, NE	NE 238TH AV	DEAD END - CYCLONE FENCE	245	32	7840	A	2	R	93			9	W	4/95	92
801	749	100	230TH CT, NE	NE HALSEY ST	DEAD END - CUL	185	32	5920	A	2	R	96			9	W	6/96	100
804	751	100	231ST CT, NE	NE ARATA RD	N/NE ARATA RD	375	32	12000	O	2	R	96			9	W	6/96	100
807	753	100	237TH AV, NE	NE STANLEY ST	NE ARATA RD	602	32	19264	A	2	R	96			9	W	6/96	100
838	775	100	238TH PL, NE	NE GLISAN ST	DEAD END	391	32	12512	A	2	R	98			9	W	6/96	100
751	700	300	STANLEY AV, NE	NE 237TH AV	E/NE 237TH AV	116	32	3712	O	2	R	96			9	W	6/96	100
809	755	100	238TH AV, NE	NE HOLLADAY ST	NE SHANNON ST	480	32	15360	S	2	R	93			9	W	3/97	80
839	777	100	239TH PL, NE	NE GLISAN ST	NE OREGON ST	370	36	13320	A	2	R	94			9	W	3/97	88
840	777	110	239TH PL, NE	NE OREGON ST	DEAD END - CUL	744	36	26784	A	2	R	93			9	W	3/97	81
832	769	110	BIRCH AV	238TH DR	ELM AV	644	26	16744	A	2	R	93			9	W	3/97	87
833	769	120	BIRCH AV	ELM AV	NE HALSEY ST	174	26	4524	A	2	R	93			9	W	3/97	83
831	769	100	BIRCH AV	WALNUT AV	NE 238TH DR	211	28	5488	S	2	R	94			9	W	3/97	89
766	712	110	CEDAR LN	HAWTHORNE AV	MAPLE BL	496	26	12896	S	2	R	80			9	W	3/97	85
765	712	100	CEDAR LN	MAPLE BL	HAWTHORNE AV	829	26	21554	S	2	R	80			9	W	3/97	89
789	734	100	ELM AV	BIRCH AV	DEAD END	612	26	15912	A	2	R	93			9	W	3/97	85
830	767	100	MAPLE BL	NE 238TH DR	ELM AV	1600	26	41600	S	2	R	93			9	W	3/97	88
845	600	600	OREGON ST, NE	NE 238TH DR (242nd Ave)	NE 239TH PL	808	32	25856	A	2	R	94			9	W	3/97	87
813	757	100	SHAMROCK CT, NE	NE SHAMROCK DR	DEAD - CUL	111	32	3552	S	2	R	91			9	W	3/97	44
1177	688	100	SHAMROCK DR, NE	NE 238TH AV	HOLLADAY ST	818	32	26176	S	2	R	94			9	W	3/97	85
778	722	100	VILLAGE CT, NE	NE 235TH AV	DEAD END	306	32	9792	S	2	R	94			9	W	3/97	71
814	759	100	WALNUT AV	NE ARATA RD	N/NE ARATA RD	771	26	20046	A	2	R	80			9	W	3/97	77
809	622	100	HOLLADAY CT, NE	NE HOLLADAY AV	DEAD END - CUL	180	32	5760	S	2	R	91			9	W	5/97	55
808	620	100	HOLLADAY PL, NE	W/ HOLLADAY	HOLLADAY	137	32	4384	S	2	R	93			9	W	5/97	38
852	602	710	HOLLADAY ST, NE	NE 239TH PL	SHAMROCK DR	1230	36	44280	S	2	R	94			9	W	5/97	68

ESTIMATED COSTS SUMMARY OF
 MULTNOMAH COUNTY'S STREET MAINTENANCE ACTIVITIES
 FOR THE
CITY OF WOOD VILLAGE
 FISCAL YEAR 1997-98

Grand Totals of FY 97-8 Items: **\$40,452**

Estimate costs for all items or activities includes mobilization, travel time and unforeseen work.

Contract Asphalt Paving

IRIS #	Street	Location	Current		AC
			PCI	Area	Tons
620-100	NE Holladay Place /	Holiday St - westerly	38	170' x 32'	44
602-710	NE Holladay Street ✓	239th to Shamrock Dr	68	1225' x 32'	387
622-100	NE Holladay Court ✓	Holiday St - southwesterly	55	202' x 32'	62
688-100	Shamrock Drive ✓	Holiday St - 238th	65	826' x 32'	255
757-100	Shamrock Court /	Shannon St. to 105' S	44	126' x 32'	38
773-300	NE 238th Ave ✓	Holiday St. - Shamrock Dr.	68	278' x 32'	86
<i>unit totals</i>					872
<i>unit cost</i>					\$35

All overlays are 1.5" in depth.

All paving work is contracted to the private sector.

New 1" manhole raisers are needed!

Total Estimated Cost: \$30,520

031 Asphalt Paving Preparation

Same limits as "Contract Asphalt Paving"

Activity	Labor/ Material	Amount	Unit Cost	Sub-Total
Tarpot Patching	Crew Hours	12	\$225	\$2,700
	CRS2 AC/ Gal.	300	\$0.50	\$150
	1/4" - 10 Rock /Yd.	6	\$12	\$72
Sweeping/ Cleaning	Crew Hours	4	\$175	\$700
Brushing	Crew Hours	3	\$150	\$450

Total Estimated Cost: \$4,072

SUPPLEMENT NO. 10

to

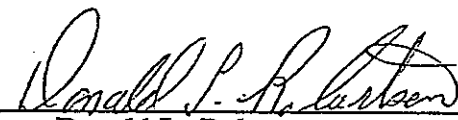
Agreement No. 3012887 dated July 1, 1987, the "Agreement" herein, between Multnomah County, a Home Rule Political Subdivision of the State of Oregon, hereinafter referred to as "County," and city of Wood Village, a municipal corporation, hereinafter referred to as "City."

The Agreement by its terms expires on June 30, 1997.

It is hereby agreed that the term thereof shall be and hereby is extended to and including June 30, 1998, and that all other terms and conditions of the original agreement thereof shall remain in full force and effect during the extended term.

City of Wood Village

Multnomah County, Oregon

By 
Donald L. Robertson
Mayor, City of Wood Village


Beverly Stein,
Chair of the Board

By 
Sheila M. Ritz
City Administrator

REVIEWED:

SANDRA N. DUFFY, Acting County Counsel
for Multnomah County, Oregon

By 
Deputy County Counsel

DNRJ1988_AGR.DOC

APPROVED MULTNOMAH COUNTY
BOARD OF COMMISSIONERS
AGENDA # C-17 DATE 6/26/97
DEB BOGSTAD
BOARD CLERK