

CHAPTER

2

Goals and Policies

The City's Comprehensive Plan presents a general policy framework regarding transportation services, as well as policies for streets, bicycles, pedestrians, transit, water, freight, and transportation demand management. This chapter of the West Linn Transportation System Plan (TSP) summarizes the proposed Comprehensive Plan amendments for Goal 12 – Transportation that were developed in conjunction with the TSP update process. The updated goals and policies were applied in the development of this TSP to formulate strategies and implementing measures for each of the travel modes applied in the City of West Linn. The intent of the updated policies was to simplify and/or clarify statements from the 2000 TSP and Comprehensive Plan and to respond to more recent policies that were adopted by the State of Oregon and ODOT.

Some specific areas that new or updated goals and policies are recommended include:

Overview Goals

- **Transportation system connectivity** – Language is proposed that would seek consistency with Metro street and walkway spacing standards

General Policies

- **Development impacts** – Language is proposed that would support developments mitigating their traffic impacts, making frontage improvements, contributing towards onsite and offsite improvements, and preparing traffic impact analyses as needed.

Street Policies

- **Street design** – Clarified to be related not only to the intended use but also the functional class.
- **Improvement priorities** – Areas for specific priority would include improvements for pedestrian and transit riders, high accident locations, street maintenance, neighborhood traffic calming, bicyclists, and travel lane widths.

Pedestrian Policies

- **Spacing of routes** – Language is proposed that would seek to eliminate gaps in the existing network and use a preferred spacing of no more than 330 feet between pedestrian network elements. Clarified to be related not only to the intended use but also the functional class
- **Funding sources** – Language is proposed that supports coordination with other agencies to obtain funding for pedestrian improvements.
- **Pedestrian safety** – Language is proposed that ensures that pedestrian improvements meet agency standards and that existing locations are retrofitted with ramps.
- **Walkway standard review** – The policy would be expanded to periodically review that local standards are consistent with regional, state and federal standards.

Transit Policies

- **Coordination** – Language is proposed that supports coordination with TriMet to support transit amenities and increasing ridership, as well as providing support to special needs riders.
- **Accessibility** – Language is proposed that would increase accessibility of the transit system to potential riders through a variety of means.

Transportation Demand Management (TDM) Policies

- **Employer TDM measures** – Clarification is recommended that would not only encourage employers to implement TDM measures as a means of reducing commuter traffic, but also in order to meet regional air quality and vehicle miles traveled (vmt) reductions.