

## TRANSPORTATION

### CP.345. Background Summary.

The transportation system in Astoria consists of local streets, two Federal highways (US 101 and US 30), one State highway (SR 202), and numerous trails and walkways. The system supports all modes of transportation such as vehicle, freight, pedestrian, bicycle, public transportation services, private transportation services, a trolley, and water-borne services. The Port of Astoria owns and operates three deep water piers and two mooring basins, and leases the Tongue Point facility including piers. The Port also owns and operates an airport outside of the City of Astoria within Clatsop County.

In 2013, the City adopted the *Trails Master Plan* which included mapping of existing and potential new trails as requested by the public. The Plan made recommendations on trail maintenance and improvements, new trail development, trail design standards and amenities, trail regulations and safety, and trail management and funding. The goals and policies for the Trails Master Plan can be found in Comprehensive Plan Section CP.260 to CP.275, "Parks, Recreation and Open Space Element".

In 1999, the City adopted a *Transportation System Plan*. Since that time, various other transportation plans were adopted which included the *Astoria Gateway Transportation Growth Management Plan* (1999), *East Gateway Transportation Plan* (2007), *Astoria Port/Uniontown Transportation Refinement Plan* (2007), *Astoria Riverfront Vision Plan* (2009), and *Astoria Bicycle Plan* (1992). In addition, other plans were developed that were not adopted by the City including the *Greater Astoria – Warrenton Area Regional Transportation System Refinement Plan* (2007) and the *Miles Crossing/Jeffers Garden Transportation Refinement Plan*. In 2012, the City obtained a grant from Oregon Department of Transportation to update the City's *Transportation System Plan* and incorporate the transportation goals and policies of each of these plans into one updated document. In 2014 the City adopted the new *Transportation System Plan*.

*(Section CP.345 deleted by Ordinance 91-14, 6-17-91; CP.345 added by Ordinance 14-02, 4-21-14)*

CP.350. *[Section CP.350 deleted by Ordinance 91-14, 6-17-91.]*

### CP.355. Transportation Goal 1 and Policies 1.

Goal: Health and Safety

Develop a transportation system that maintains and improves individual health and safety by maximizing active transportation options, public safety and service access, and safe and smooth connects for all modes.

Policies:

1. Maximize active transportation options.
2. Develop a trail network that provides trail users of all abilities and interests a variety of trail experiences.
3. Improve safety and provide safe connections for all modes and meet applicable City and Americans with Disabilities Act (ADA) standards.
4. Increase public safety and service access.
5. Increase the City's ability to handle natural disasters.

*(CP.355 replaced by Ordinance 14-02, 4-21-14)*

CP.356. Transportation Goal 2 and Policies 2.

Goal: Equity

Develop and maintain a well-connected transportation system that offers travel choices, reduces travel distance, improves reliability, and manages congestion for all modes.

Policies:

1. Reduce travel distance for all modes.
2. Improve travel reliability for all modes.
3. Manage congestion for all modes.
4. Enhance connectivity, and integrate all modes and destinations.
5. Increase access to the transportation system for all modes regardless of age, ability, income, and geographic location.
6. Balance the needs of citizens viewpoints with public agency requirements.

*(CP.356 added by Ordinance 14-02, 4-21-14)*

CP.357. Transportation Goal 3 and Policies 3.

Goal: Economic Vitality

Support the development and revitalization efforts of the City, Region, and State economies and create a climate that encourages growth of existing and new businesses.

Policies:

1. Improve the freight system efficiency, access, and capacity.
2. Integrate the Port needs for rail, freight, and river terminal facilities.
3. Manage parking efficiently and ensure that it supports business needs and promotes new development.
4. Balance local access with the need to serve regional traffic on State highways.
5. Provide transportation facilities that support existing and planned land uses.
6. Enhance the vitality of the Astoria area by incorporating roadway design elements for all modes.
7. Ensure that all new development contributes a fair share toward on-site and off-site transportation system improvements.

*(CP.357 added by Ordinance 14-02, 4-21-14)*

CP.358. Transportation Goal 4 and Policies 4.

Goal: Livability

Customize transportation solutions to suit the local context while providing a system that supports active transportation, promotes public health, facilitates access to daily needs and services, and enhances the livability of the Astoria neighborhoods and business community.

Policies:

1. Protect residential neighborhoods from excessive through traffic and travel speeds.
2. Enhance connections between community amenities.

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3. Balance livability with highway freight and seasonal congestion pressures.
4. Design streets to serve the widest range of users, support adjacent land uses, and increase livability through street dimensions, aesthetics, and furnishings/amenities.
5. Enhance the quality of life in all neighborhoods.

*(CP.358 added by Ordinance 14-02, 4-21-14)*

CP.359. Transportation Goal 5 and Policies 5.

Goal: Sustainability

Provide a sustainable transportation system that meets the needs of present and future generations that is environmentally, fiscally, and socially sustainable.

Policies:

1. Support travel options that allow individuals to reduce single-occupant vehicle trips.
2. Protect the health of the rivers and other natural areas or environments.
3. Support the reduction of greenhouse gas emissions from transportation sources.
4. Support and encourage transportation system management (TSM) and transportation demand management (TDM) solutions to congestion.
5. Protect the historic character of the community.

*(CP.359 added by Ordinance 14-02, 4-21-14)*

CP.360. Transportation Goal 6 and Policies 6.

Goal: Fiscal Responsibility

Plan for an economically viable transportation system that protects and improves existing transportation assets while cost-effectively enhancing the total system and pursuing additional transportation funding.

Policies:

1. Plan for an economically viable and cost-effective transportation system.
2. Identify and develop diverse and stable funding sources to implement recommended projects in a timely fashion and ensure sustained funding for transportation projects and maintenance.
3. Make maintenance and safety of the transportation system a priority.
4. Maximize the cost effectiveness of transportation improvements by prioritizing operational enhancements and improvements that address key bottlenecks.
5. Identify local street improvement projects that can be funded through ODOT and other grant programs.
6. Provide funding for local share (i.e., match) of capital projects jointly funded with other public partners.
7. Prioritize funding of projects that are most effective at meeting the goals and policies of the Transportation System Plan.

*(CP.360 replaced by Ordinance 14-02, 4-21-14)*

CP.361. Transportation Goal 7 and Policies 7.

Goal: Compatibility

Develop a transportation system that is consistent with the City's Comprehensive Plan and that coordinates with County, State, and Regional plans.

Policies:

1. Coordinate and cooperate with adjacent jurisdictions and other transportation agencies to develop transportation projects that benefit the City, Region, and State as a whole.
2. Work collaboratively with other jurisdictions and agencies to ensure the transportation system functions seamlessly.
3. Coordinate with other jurisdictions and community organizations to develop and distribute transportation-related information.
4. Review City transportation standards periodically to ensure consistency with Regional, State, and Federal standards.

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5. Coordinate with the County and State agencies to ensure that improvements to County and State highways within the City benefit all modes of transportation.
6. Participate with ODOT and Clatsop County in the revision of their transportation system plans, and coordinate land development outside of the Astoria area to ensure provision of a transportation system that serves the needs of all users.
7. Participate in updates of the ODOT State Transportation Improvement Program (STIP) and Clatsop County Capital Improvement Program (CIP) to promote the inclusion of projects identified in the Astoria TSP.
8. The City supports continued discussion, study, design, and construction of an alternate route to Highway 30 that would serve the City, County, and regional transportation needs into the future.

*(CP.361 added by Ordinance 14-02, 4-21-14)*

CP.365. Street Policies.

1. All streets in the City and in the Urban Growth Boundary will be constructed to City standards. City street standards will be made available by the City Engineer's office upon request.
2. The City will accept privately constructed streets into the City street system only after they have been improved to City standards.
3. Adequate storm drainage will be provided in all street construction projects, both public and private. The City Engineer will review the placement and sizing of all storm drainage facilities. Existing natural drainageways will be used wherever possible, but their adequacy for drainage will be evaluated by the City Engineer as part of all subdivision or development requests.
4. The potential for geologic hazards will be considered in all street construction projects. The City Engineer may require site specific geologic investigations by a registered engineering geologist, soils engineer, or other qualified person prior to street construction.
5. The City may reduce its street width standards where appropriate because of landslide potential. In such cases, the removal of trees and the use of cut and fill construction techniques will be minimized. Streets in new developments will conform to the topography of the land wherever possible.
6. Where public rights-of-way are not needed or feasible for future street extensions or utility easements, first consideration should be given to their use as buffers,

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pocket parks, walking trails, or other natural uses, particularly in residential areas.

7. *(Section CP.365.7 deleted by Ordinance 14-02, 14-21-14)*
8. The City will continue to evaluate street improvement projects based on the Engineer Department's street repair priority ranking system. The City will develop an annual work program for street repair based on this system and available resources.

CP. 370. *[CP.370 deleted by Ordinance 91-14, 6-17-91.]*