

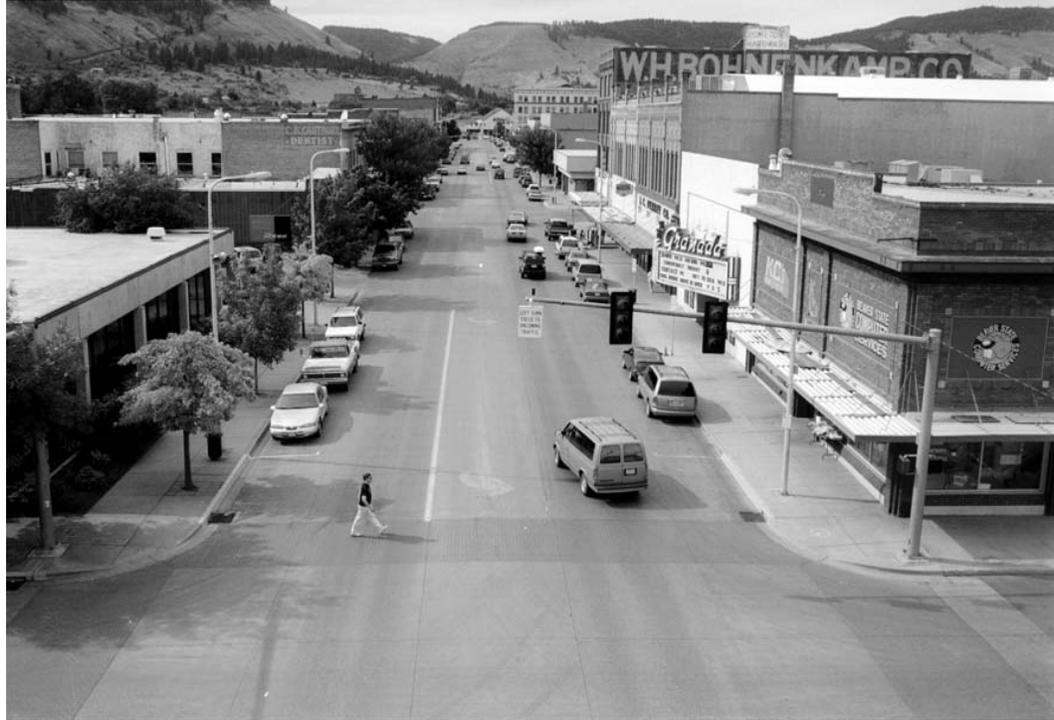
- Strategies for addressing freight and through traffic including traffic speed, possible signalization, parallel or other routes and actions in other parts of the corridor which address through traffic needs;
- Parking strategies which address the design characteristics of the STA, UBA, or Commercial Center designation;
- Provision for a network of local traffic, transit, pedestrian and bicycle circulation;
- An analysis of the regional and local traffic and safety impacts of the designation;
- Identification of needed improvements within the segments or improvements that will support access to the segment and designation of the party responsible for implementation, likely funding sources and anticipated time frame;
- Identification of maintenance and operational strategies to be employed.

Special Transportation Areas (STAs)

A Special Transportation Area (STA) is a designated district of compact development located on a state highway within an urban growth boundary in which the need for appropriate local access outweighs the considerations of highway mobility except on designated OHP Freight Routes where through highway mobility has greater importance.

While traffic moves through an STA and automobiles may play an important role in accessing an STA, convenience of movement within an STA is focused upon pedestrian, bicycle and transit modes. STAs look like traditional “Main Streets” and are generally located on both sides of a state highway. The primary objective of an STA is to provide access to and circulation amongst community activities, businesses and residences and to accommodate pedestrian, bicycle and transit movement along and across the highway. Direct street connections and shared on-street parking are encouraged. Local auto, pedestrian, bicycle and transit movements to the area are generally as important as the through movement of traffic. Traffic speeds are slow, generally 25 miles per hour or lower.

Location. STAs can be located within urban growth boundaries on District, Regional and Statewide Highways, but not on Interstates or Expressways. An existing central business or commercial district in an unincorporated community as defined by OAR 660-022-0010(10) that meets the definition of an STA may also be classified as an STA. Larger communities may have more than one STA. While STAs may include some properties that are currently developed for auto dependent uses (e.g. drive-through restaurants, gas stations, car washes), areas where the predominant land use



Pedestrian facilities, on-street parking and landscaping are features of Special Transportation Areas like this downtown area on the La Grande-Baker Highway in La Grande.

pattern is auto-dependent uses are generally not appropriate for STA designation. STAs that include properties developed for auto-dependent uses should include planning and zoning that provide for redevelopment of the properties over time to uses consistent with STA implementation.

Planning and Development Guidance for STAs. STAs should be planned and developed to reflect the following kinds of characteristics:

- Buildings are spaced close together and located adjacent to the street with little or no setback;
- Sidewalks with ample width are located adjacent to the highway and the buildings;
- People who arrive by car or transit find it convenient to walk from place to place within the area;
- On-street parking, structured parking, or shared, general purpose parking lots are located behind or to the side of buildings;
- Streets are designed with a pedestrian orientation for the ease of crossing by pedestrians;

- Public road connections correspond to the existing city block pattern; private driveways directly accessing the highway are discouraged;
- Adjacent land uses provide for compact, mixed-use development with buildings oriented to the street;
- A well-developed parallel and interconnected street network facilitates local automobile, bicycle, transit and pedestrian circulation except where topography severely constrains the potential for street connections;
- Speeds typically do not exceed 25 miles per hour;
- Plans and provisions are made for infill and redevelopment;
- Provisions are made for well-developed transit stops including van/bus stops, bicycle and pedestrian facilities, and including street amenities that support these modes.

Urban Business Areas (UBAs)

Traditional auto-oriented patterns of development include facilities with visible access from the highway directly to parking and drive-through facilities. These patterns of development reflect conventional patterns of zoning, financing and property ownership. The OHP seeks to encourage redevelopment and reinvestment in urban areas and to shift land use patterns from auto-oriented properties with individual driveways to patterns of development served by common accesses, nodal development and more compatibility with pedestrians and bicycles.

An Urban Business Area is a highway segment designation that may be applied to existing areas of commercial activity or future nodes or various types of centers of commercial activity within urban growth boundaries or urban unincorporated community boundaries on District, Regional or Statewide Highways where vehicular accessibility is important to continued economic viability. Highways that have posted speeds of 35 miles per hour or less are permitted access spacing standards that reflect the dual objectives of providing local access to meet the needs of abutting properties while maintaining existing speeds to move through traffic. For highways posted greater than 35 miles per hour, the UBA designation is available as recognition that vehicular accessibility and circulation are often as important as pedestrian, bicycle and transit accessibility, but a management plan is required to ensure that these objectives are balanced. Safe and regular street connections are encouraged. Transit turnouts, sidewalks and bicycle lanes are accommodated.

Policy 1B makes a distinction among the various types of commercial development along highways and determines that UBA designation may be applied to commercial

areas with posted speeds greater than 35 mph. Commercial areas with posted speeds less than or equal to 35 mph do not need such a designation.

- **Existing areas of commercial development.** It is recognized that existing linear business development patterns will most likely remain until such time as local zoning regulations and financing opportunities change to support redevelopment. This policy encourages incremental steps to move in the direction of meeting UBA objectives for all urban commercial areas situated linearly along a highway, outside of STAs or Commercial Centers. However, it is not necessary to adopt a highway segment designation for segments with posted speeds of 35 miles per hour or less. OHP standards for these areas will facilitate access to businesses without unreasonably delaying the movement of people and goods on the state highway system. Recommended steps for all established or planned commercial areas along state highways may include but are not limited to removal of impediments to inter-parcel circulation, design of intersections to address the needs of pedestrians and bicyclists, and development of provisions for good traffic progression and local transit opportunities. ODOT projects in existing areas of commercial development should not result in improvements contrary to this policy.
- **Redeveloping commercial areas.** In the redevelopment process ODOT recognizes that because of existing patterns of property ownership, implementing nodal development patterns may not be fully attainable. However, moving in the direction of implementing nodal development is encouraged, and implementation of remaining UBA characteristics is strongly encouraged.
- **New commercial development.** New development within designated UBAs offers planning and development opportunities in more compact, nodal patterns that meet the objectives of UBA development.

Location. Urban Business Areas can be located in areas with posted speeds greater than 35 miles per hour within urban growth boundaries or urban unincorporated communities on District, Regional or Statewide Highways, but not on Interstates or Expressways. Mobility and access interests need to be balanced through a management plan completed in conjunction with the UBA designation.

Planning and Development Guidance for Urban Business Areas. UBAs should be planned to reflect the following kinds of characteristics:

- Consolidated access as ODOT projects take place for new development and where possible as redevelopment occurs;
- Removal of impediments to inter-parcel circulation (e.g. remove barriers between abutting businesses);

- Businesses and buildings set back from the highway and separated by parking lots;
- Visible access from the highway directly to parking and drive-through facilities;
- Limited or no on-street parking;
- Bicycle lanes, sidewalks, crosswalks, or other bicycle/pedestrian accommodations to address safe and accessible pedestrian movement along, across and within the commercial areas;
- Stop signs, traffic signals, medians and intersections designed to serve as pedestrian refuges;
- Provision for good traffic progression;
- Auto accessibility important to economic vitality of the area;
- Vehicular accessibility as important as pedestrian, bicycle and transit accessibility;
- Efficient parallel local street system where arterials and collectors connect to the state highway;
- Speeds that are generally 35 mph or less;
- Businesses and buildings clustered in centers or nodes for new development and potential redevelopment.

Commercial Centers

Commercial Centers are large, regional centers or nodes with limited access to the state highway. Commercial Centers are encouraged to locate in a community that is the population center for the region and where the majority of the average daily trips to the center originate. Generally these centers have 400,000 square feet of gross leasable area or public buildings. These centers are intended for commercial or mixed commercial, retail and office activities. They may include public uses. The buildings are clustered with consolidated access to the state highway rather than developed along the highway with multiple accesses. Multi-family residential uses may be located within or adjacent to a center. Major metropolitan areas may have multiple Commercial Centers.

The primary objective of the state highway adjacent to a Commercial Center is to maintain through traffic mobility in accordance with its function. Commercial

Centers include a high level of regional accessibility and connections to the local road network. The Commercial Center accommodates pedestrian and bicycle access and circulation and, where appropriate, transit movements.

Location. Commercial Centers are adjacent to the highway and are linked to the highway by a public road. They are located within urban growth boundaries on Statewide, Regional or District Highways or on Expressways where mobility can be maintained as shown through a management plan.

Planning and Development Guidance for Commercial Centers. Commercial Centers should be planned and developed to reflect the following kinds of characteristics:

- Convenient circulation within the center, including pedestrian and bicycle access and circulation;
- Provisions for transit access in urban areas planned for fixed-route transit service;
- Shared parking and a reduction in parking to accommodate multimodal elements where alternate modes are available;
- A high level of regional accessibility;
- Accessibility by a variety of routes and modes and a local road network so that most of the traffic circulation may occur off of the state highway; and
- Compact development patterns.

In return for having the above characteristics and adhering strictly to access management spacing standards as provided in OAR Chapter 734, Division 51, the Transportation Commission will consider allowing the highway mobility standard to be the same as that for Special Transportation Areas at the point of access to the state highway. The highway mobility of any affected freeway interchange may not decline below the highway mobility standard for the interchange designated by Policy 1F (OHP Tables 6 and 7).

Non-Designated Urban Highways

Non-Designated Urban highways (Urban Highways) are those Statewide, Regional or District Highways within urban growth boundaries with posted speed greater than 35 mph that are not otherwise designated or classified as Interstate Highways, Expressways, STAs, UBAs or Commercial Centers. The Urban designation applies automatically to highway segments not otherwise designated.