

Exhibit A

August 24, 2015

To: Transportation and Public Facilities Subcommittee
Cc: Project Team
From: Joanna Valencia, Senior Transportation Planner
Jessica Berry, Transportation Planner
Re: Compilation of All Existing Transportation Policies

DOCUMENT SUMMARY

This Exhibit A is a compilation of all existing transportation related policies found in existing county plans. This document was created as reference tool to be used for informational purposes as part of the transportation policy review.

MULTNOMAH COUNTY COMPREHENSIVE FRAMEWORK PLAN

POLICY 33: TRANSPORTATION SYSTEM

INTRODUCTION

The transportation system policies include:

- Transportation System Policy
- Trafficways Policy (Policy 34)
- Public Transportation Policy
- Transportation Development Requirements Policy

The transportation system consists of a variety of vehicles and a complex physical structure. The efficiency and safety of the system depends on the design of the physical facilities and vehicles and the integration of the various modes.

The Portland Metropolitan transportation system includes:

1. A north-south and east-west interstate highway network.
2. City and County arterial system.
3. Local streets and roads.
4. Sidewalks and bicycle paths.
5. Two inter-regional and two intra-regional bus lines.
6. Fifty-two truck lines.
7. Four major railroads.
8. Ten airlines, served from an international airport.
9. Six public general aviation airports.
10. Five marine terminals and three ship repair yards.

11. Fourteen tug and barge lines.
12. Special services and designs to provide for movements of the elderly and handicapped.
13. Numerous parking areas.

The purpose of a balanced transportation system is to provide people and commerce with alternative transportation facilities.

“Of today’s metropolitan problems, none has more effect on the others than transportation. The average American, accustomed to the ‘good life,’ has a need for many types of transportation. The trend toward suburban living, the two- or three-car family, and the greater mobility demanded by our technological revolution have caused a vicious circle of problems, all of which create or are affected by transportation problems.

Transportation gets use or doesn’t, from home to jobs, to shopping, to recreation areas. Where we want to live, work and play creates needs for housing, employment, services, public transit, highways and land use planning. All these factors affect the social, economic and physical health of our environment.”*

“Side by side with an obvious need for renewal of mass transit is the problem of the automobile. The desire by most Americans for one or more cars has affected the health of public transit systems and has set the automobile on a collision course with the environment. We are confronted by air pollution from exhaust fumes, waste disposal problems from tires and petroleum products and visual scarring of the landscape by parking lots and derelict cars. Development of any transportation system has vast social implications. Are there people who cannot afford a car and are unable to get a job for lack of public transportation? How do senior citizens on fixed incomes get to medical care? How do highways and rapid transit lines affect the growth, development and general health of neighborhoods through which they pass? All of these problems indicate the far-reaching influence of transportation, transit and the automobile.”*

* Transportation – A Study by the Tri-County Metro Committee League of Women Voters, March 1970.

POLICY 33A: TRANSPORTATION SYSTEM

INTRODUCTION

A balanced transportation system means providing alternatives for people, including those who can and cannot operate an automobile, and alternatives for commerce. The County is involved in making decisions with respect to Federal, State and County road improvements and the provision of public transportation. It also reviews applications for spur railroad lines. In planning for the system, environmental impacts and social consequences must be mitigated and cost, safety and efficiency factors emphasized. In addition, the facilities should be located and designed to reinforce community identity and aesthetic quality.

When adopted, the transportation system plans, developed for a specific sub-area of the County, provide transportation policies and alternatives for their specific areas. Additional transportation policies have been identified and adopted in the rural area plans developed through the land use planning process for certain sub-areas of the County. Where an adopted transportation system plan exists, it should be used, along with the corresponding rural area plan, to establish criteria for the County to use in evaluating alternative transportation proposals in order to achieve a balanced, safe and efficient system. [Added 1998, Ord. 912 § III]

The following policies apply to areas without a County adopted transportation system plan. The purpose is to establish criteria for the County to use in evaluating alternative transportation proposals in order to achieve its objective of a balanced, safe and efficient system. [Amended 1998, Ord. 912 § III]

POLICY 33a

The County's policy is to implement a balanced, safe and efficient transportation system. In evaluating parts of the system, the County will support proposals which:

- A. Implement the Comprehensive Plan;
 - B. Best achieve the objectives of the specific project;
 - C. Protect or enhance water and air quality and reduce noise levels;
 - D. Protect social values and the quality of neighborhoods and communities;
 - E. Support economic growth;
 - F. Provide a safe, functional and convenient system;
 - G. Provide optimum efficiency and effectiveness of investment; and Multnomah County Physical Support Systems Policies
 - H. Update and refine the Bicycle Corridor Concept Plan.
 - I. The County will also consider:
 - J. Equality of access to urban opportunities;
 - K. The degree of mobility available to all people in terms of alternative types of transportation;
 - L. Energy conservation and efficiency;
 - M. System flexibility;
 - N. Pedestrian crossing and safety; and
 - O. The need for landscaping and other design techniques necessary for visual enhancement.
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STRATEGIES

1. As part of its ongoing planning program the County should adopt Transportation System Plans in all appropriate areas of the County. [Added 1998, Ord. 912 § III]
2. When all Transportation System Plans are adopted, Policy 33 of the Comprehensive Framework Plan should be updated to reflect the policies adopted in the Transportation System Plans. [Added 1998, Ord. 912 § III]

POLICY 33C: BICYCLE AND PEDESTRIAN SYSTEMS

Policy 33c

It is the County's Policy to create a balanced transportation system by implementing bicycle and pedestrian systems as integral parts of the County-wide transportation system through:

- A. Identifying a connected network of bicycle facilities on the map titled Multnomah County Bikeway System, which provides the framework for future bikeway projects and helps assure that future street improvement projects on a designated bikeway will be designed to accommodate bicycles.
- B. Identifying a connected network of pedestrian facility improvements on the map titled Multnomah County Pedestrian System, which provides the framework for future pedestrian improvement projects and assures that future street improvements will be designed to accommodate pedestrians.
- C. Including standards for bikeways and walkways throughout the Multnomah County Roadway Design and Construction Manual to include the most current design standards and innovations for providing bicycle and pedestrian improvements.
- D. Providing for bicycle and pedestrian travel through the development and adoption of a County-wide Transportation Capital Improvements Program (CIP) that includes all the bikeways and walkways identified in the Multnomah County Bikeway and Pedestrian System Maps.
- E. Placing priority on constructing and maintaining the transportation system to improve the safety for bicyclists and pedestrians.
- F. Coordinating with surrounding jurisdictions and regional partners in the development of the bicycle and pedestrian systems.
- G. Promoting bicycling and walking as vital transportation choices.

Strategies

The following Strategies should be used to implement the County's bicycle and pedestrian system:

- A. Provide for bicycle and pedestrian facilities on the Multnomah County Bikeway System Map and the Multnomah County Pedestrian System Map through:
 1. The land development process where half-street improvements or dedication of a right-of-way or easement can be required as a condition of land development.
 2. Road improvements, where bicycle and pedestrian facilities can be designed, constructed and funded as part of the road improvement.

3. Allocation of the County's 1% bikeway funds for stand alone bicycle and pedestrian improvements based on the priorities established in the County's CIP.
 4. Allocation of roadway funds dedicated to Americans with Disabilities Act compliance for curb ramp and sidewalk improvements in accordance with the Act.
 5. Aggressively seeking grants to stretch the funds available for bicycle and pedestrian improvements.
- B. Periodically review and update the County Roadway Design and Construction Manual that are consistent with the Oregon Bicycle and Pedestrian Plan and the American Association of State Highway and Transportation Officials 1999 Guide for the Development of Bicycle Facilities.
 - C. Provide public information regarding bikeways and safety through the publication of a bikeway map.
 - D. Participate in the update of the metro regional bicycle and pedestrian plan and project prioritization process.
 - E. Ensure the continuation of a County Bicycle and Pedestrian Program that includes the following:
 1. A citizen involvement process including establishment of a departmental Bicycle and Pedestrian Citizen Advisory Committee for review and comment on proposed bicycle and pedestrian project criteria and project design.
 2. Identification of criteria to prioritize projects for inclusion in the CIP with special consideration given to potential use and connectivity.
 3. Identification of bicycle and pedestrian facility projects based on the system maps and prioritized for funding through the various funding sources available.
 4. A project review and comment process to include the planning, engineering, and operations and maintenance sections, and the appropriate city or cities within Multnomah County.

POLICY 34: TRAFFICWAYS

INTRODUCTION

Trafficways are a vital part of the transportation system in Multnomah County, functioning to move people and goods between their origins and destinations. A hierarchy of trafficways provides necessary access to land uses and mobility to travelers and commerce. The trafficway network accommodates several modes of travel within public right-of-way and acknowledges differing transportation needs between the urban and rural areas of the County. Communication and power networks, and public utilities, including storm and sanitary sewers and water supply, share the right-of-way with roads.

Trafficways are developed according to their functional classification, which distinguishes streets and roads by their operational purposes. Many aspects are considered when classifying trafficways:

- Travel characteristics: trip length, origin and destination.
- Intensity and density of land uses served: urban and rural.

- Travel modes to be served: automobiles, bicycles, transit, trucks, and pedestrians.
- Relationship between traffic movement and access management.
- Projected traffic volumes and capacity requirements at acceptable levels of service.

The hierarchy of trafficways generally progresses from low traffic volumes and low speeds to higher volumes and speeds. Trip types vary by origins and destinations, and by trip length and purpose: from local and neighborhood trips to countrywide and intra-regional travel, or inter-regional and interstate trips. Multnomah County Physical Support Systems Policies Access to property is inversely related to the mobility function of a trafficway. Access to adjacent property is greatest on local streets, but mobility is limited to local trips on local and neighborhood streets. The greatest level of mobility to the greatest number of travelers is provided by the freeway system; however, there is no direct property access provided by the interstate system.

County roads serve a distribution of trips between home and work, school, shopping and recreation, and from sources of materials and manufacturers to distributors. The system of trafficways to meet the needs of county residents, visitors, and businesses are functionally identified by the following types of facilities. Each type of trafficway accommodates various modes of travel and relates to land uses to which access is being provided.

LOCAL URBAN STREETS AND RURAL ROADS

Local streets provide access to abutting land uses on low traffic volume and low speed facilities. Their primary purpose is to serve local pedestrian, bicycle and automobile trips and limited public transportation use in urban areas; and auto and farm vehicle circulation with local pedestrian, bicycle and equestrian use in rural areas.

COLLECTOR STREETS

Collector streets distribute traffic between local streets and the arterial street network. They serve land uses over a broader corridor than local streets, but are not intended to serve trips that do not have either an origin or destination within the corridor. Collector streets provide for automobile, bicycle and pedestrian circulation and basic transit service. Multnomah County Physical Support Systems Policies

Neighborhood Collector Streets

Neighborhood collector streets provide access primarily to residential land uses and link neighborhoods to higher order roads. They generally have higher traffic volumes than local streets but through or non-local traffic is discouraged.

Major Collector Streets

Major collector streets serve several purposes, including linking neighborhoods to the regional system of bicycle and automobile streets, and basic transit service. They typically provide direct access between residential and commercial developments, schools and parks, and carry higher volumes of traffic than

neighborhood streets. Major collector streets are also utilized to access industrial and employment areas and other locations with large truck and over-sized load volumes.

Rural Collector Roads

Rural collector roads are well connected in rural communities to distribute automobile traffic over large areas and generally connect to urban streets or rural arterials. Where rural collector streets connect roads in adjacent counties, through traffic will occur with volumes greater than local rural roads. They may also provide for recreational trips by auto, bicycle and equestrian. Primary access is provided to land uses adjacent to the facility and over large rural districts. Rural collector roads provide for necessary truck transport of (agricultural, timber and minerals) out of rural districts.

ARTERIAL STREETS

Arterial streets comprise the regional transportation network and provide for travel between communities in the County and between counties. Arterial streets accommodate the full array of travel modes with the regional bikeway system, fixed-route transit network, goods delivery and higher volume automobile traffic than collector streets. Arterial streets connect to freeways and expressways and collector streets. More intensive land uses occur along arterial street corridors and at arterial street intersections.

Urban arterial roadways may be overlaid with a regional or community boulevard or street designation by Metro in the 2040 Growth Concept. Multnomah County acknowledges Metro's Street Design Guidelines for 2040. The design elements in the Street Design Guidelines will be considered on regional facilities under Multnomah County's jurisdiction in the urban area. [Added 1999, Ord. 926 § 2]

Minor Arterial Streets

Minor arterial streets are the lowest order arterial facility in the regional street network. They typically carry less traffic volume than principal and major arterials, but have a high degree of connectivity between communities. Access management may be implemented to preserve traffic capacity. Land uses along the corridor are a mixture of community and regional activities. Minor Multnomah County Physical Support Systems Policies arterial streets provide major links in the regional road and bikeway networks, provide for truck mobility and transit corridors, and are significant links in the local pedestrian system.

Major Arterial Streets

Major arterial streets carry high volumes of traffic between cities in the County as part of the regional trafficway system. The major fixed-route transit network corresponds with arterial street corridors. Priority may be given to transit- and pedestrian-oriented land uses. Traffic includes trucks and goods delivery, substantial commute movements, and controlled access to regional land uses along the corridor. Design and management of major arterial streets emphasizes preservation of ability to move auto and transit traffic by limiting accesses while also accommodating regional bikeways and pedestrian movements.

Principal Arterial Streets

Principal arterial streets connect to freeways and highways which serve travelers without an origin or destination in the County. This interstate and inter-regional traffic, including trucks, is in addition to regional traffic traveling between cities and counties, and traffic generated by intensive and higher density land uses along the arterial corridor. Thus, traffic volumes are high and access to adjacent land uses is limited to preserve the traffic capacity and reduce congestion along the principal arterial street. The ability to move auto, truck and regional bicycle traffic is preserved.

Rural Arterial Roads

Rural arterial roads are the primary means of access into the County's large rural districts and often connect between counties to accommodate through movements. Rural arterials connect to freeways or highways and link rural collector and local roads to the urban area and other regions. Rural arterial roads carry greater traffic volumes than rural collector roads, including commuters and other home-based trips, natural resource trips involving trucks, and recreational trips involving autos, bicycles and equestrians.

EXPRESSWAYS

Expressways principally serve inter-regional travel, and secondarily, regional and inter-city travel. They are designed for moderate speeds, with limited and controlled access to preserve capacity and accommodate substantial traffic volumes, including truck traffic. Cross streets are grade separated or limited to a few intersections with arterial streets. They typically have a center median and do not provide access to adjacent land uses. Pedestrian and bike facilities may be provided along the expressway, often on separated facilities.

FREEWAYS

Freeways are high speed roadways with grade-separated interchanges. They function to move goods and people between states and between regions within Oregon. Freeways carry high volumes of traffic, much of which does not have an origin or destination in Multnomah County. Multnomah County physical Support Systems Policies Access to abutting properties is prohibited. Pedestrian traffic and bicycle traffic on urban freeways are also prohibited.

OVERLAY CLASSIFICATION

In addition to a street's basic functional classification, an overlay classification is used to further describe the design or function of a facility. Included in the overlay classification are Regional and Community Boulevards and Regional and Community Streets as designated by Metro. [Amended 1999, Ord. 926 § 2]

Scenic Routes

Scenic routes occur on streets that offer unique scenic views and are used for recreational and scenic travel, in addition to traffic appropriate to the facility's functional classification. Unique designs and materials, and other accommodations or traffic restrictions, may be imposed to preserve and enhance the scenic character of the facility. Landscape treatments should incorporate native species that integrate roadway improvements with the scenic character of the area.

Boulevards [Added 1999, Ord. 926 § 2]

Boulevards serve the multi-modal travel needs of the region's most intensely developed activity centers, including regional centers, station communities, town centers and some main streets. Boulevards are the continuation of the regional street network within more intensively developed activity centers. Boulevards are designed with special amenities that promote pedestrian, bicycle, and public transportation travel in the districts they serve. Boulevards are classified as regional and community scale designs. Regional boulevards can be applied to the major arterial classification while community boulevards can be applied to the minor arterial classification.

Regional Boulevards [Added 1999, Ord. 926 § 2]

Regional boulevards consist of four or more vehicle lanes, balanced multi-modal function, and a broad right of way. Features highly desirable on regional boulevards include on-street parking, bicycle lanes, narrower travel lanes than throughways, more intensive land use oriented to the street, wide sidewalks, and may include a landscaped median.

Community Boulevards [Added 1999, Ord. 926 § 2]

Community boulevards consist of four or fewer vehicle travel lanes, balanced multi-modal function, narrower right of way than a regional boulevard, landscaped medians, no-street parking, narrower travel lanes than throughways, more intensive land use oriented to the street, and wide sidewalks. Multnomah County Physical Support Systems Policies Community boulevards are located within the most intensely developed activity centers with development oriented to the street. These are primarily regional centers, town centers, station communities and some main streets.

Streets [Added 1999, Ord. 926 § 2]

Streets serve the multi-modal travel needs of corridors, inner and outer residential neighborhoods and some main streets. Streets typically are more vehicle-oriented and less pedestrian-oriented than boulevards, providing a multi-modal function with an emphasis on vehicle mobility. Streets are classified as regional and community designs. Regional streets can be applied to the major arterial roads, while the community streets can be applied to minor arterial roads.

Regional Streets [Added 1999, Ord. 926 § 2]

Regional streets consist of four or more vehicle travel lanes, balanced multi-modal function, broad right of way, limited on-street parking, wider travel lanes than boulevards, corridor land use set back from the street, sidewalk with pedestrian buffering from street, and a raised landscaped median or, usually a continuous two way left turn lane.

Community Streets [Added 1999, Ord. 926 § 2]

Community streets consists of two to four travel lanes, balanced multi-modal function, narrower right of way than regional streets, on-street parking, narrower or fewer travel lanes than regional streets and residential neighborhood and corridor land use set back from the street. Community streets provide a higher level of local access and street connectivity than regional streets. Community streets have the greatest flexibility in cross sectional elements. Depending on the intensity of adjacent land use and site access needs, community streets can have three different median conditions; center two way left turn lane, narrow landscaped median, or no median.

TRAFFIC VOLUME GUIDELINES

The following chart illustrates the extent of traffic volumes by functional classification of each type of facility. The upper and lower limits are design guidelines. Actual volumes may vary. Multnomah County Physical Support Systems Policies

TRANSPORTATION CORRIDOR STUDY AREAS

Existing streets, proposed new streets, or alternative alignments may undergo evaluation concerning future capacity or operational changes. The outcome of a corridor analysis, feasibility study or environmental analysis may result in a change in functional classification. Functional classifications within these study areas are subject to change in the future pending the outcome of the evaluation.

TRAFFIC VOLUME GUIDELINES

The chart, "Average Daily Traffic by County Street Classification," illustrates the extent of traffic volumes by functional classification. The upper and lower limits are design guidelines. Actual volumes may vary.

POLICY 34

The purpose of this policy is to direct the County to develop the existing trafficway system to Multnomah County Physical Support Systems Policies maximize efficiency, and to consider the mobility of pedestrians by providing safe crossings.

The County's policy is to develop a safe and efficient trafficway system using the existing road network, and by:

- A. Maintaining a trafficway classification system;
- B. Improving streets to the standards established by the classification system, where necessary and/or appropriate, to mitigate identified transportation problems;
- C. Placing priority on maintaining the existing trafficways;
- D. Developing additional transportation facilities to meet community and regional transportation needs where capacity of the existing system has been maximized through transportation system management and demand management measures;
- E. Providing a safe and convenient pedestrian environment with road crossings and sidewalk network designed for pedestrian travel;
- F. Limiting the number of, and consolidating ingress and egress points, on arterials and major collectors to preserve traffic flow;
- G. Reducing reliance on the automobile and assuring that the planned transportation system supports patterns of travel and land use which will avoid or mitigate problems of air pollution, traffic congestion and community livability;
- H. Encouraging ride-share and flextime programs to help meet the projected increase in travel demand. The County will work with METRO and Tri-Met to develop ride-share programs, flextime and other transportation demand strategies to achieve the ride-share goal given in the Regional Transportation Plan; and
- I. Implementing the Street Standards Chapter 11.60 and street standards codes and rules, including adherence to access control and intersection design guideline criteria, and establishing a procedure for allowing variances from that ordinance.
- J. Considering and allowing for implementation of regional street design elements (as shown in "Creating Livable Streets: Street Design for 2040" (1997) when planning for improvements to facilities designated on Metro's Regional Street Design Map. [Added 1999, Ord. 926 § 2]
- K. Improving local circulation by keeping through trips on arterial streets and minimizing local trip lengths by increasing street connectivity. [Added 1999, Ord. 926 § 2]

Excluding that portion of Multnomah County included in the Columbia River Gorge National Scenic Area, this policy, and the functional classification of trafficways map accompanying this policy, shall control over conflicting provisions of community plans or other preexisting plans in determining the functional classification of trafficways. Trafficways located within the Columbia Multnomah County Physical Support Systems Policies River Gorge National Scenic Area are subject to, and superceded by, provisions of the Columbia River Gorge Scenic Area Management Plan.

STRATEGIES

A. TRAFFICWAYS

Adequate trafficways are essential for the efficient movement of goods and people. County trafficways should be designed and built to accommodate travel by a variety of travel modes, to provide access to abutting properties, and as locations for utilities within the trafficway right-of-way. To develop an efficient and safe trafficway system, the following strategies should be pursued:

1. Classification of Trafficways: Trafficways should be classified into a functional network that is integrated with land uses and travel needs. The hierarchy of the functionally classified network should be based on trip types and length, traffic volume and travel modes, and access to adjacent land uses within travel corridors.

2. System Efficiency: An inventory of the trafficway system should be maintained to determine current and future deficiencies as the basis for a capital improvements program. The trafficway system should:

a. Be designed and operated to optimize travel capacities within acceptable levels of service; and

b. Be consistent with land uses and transportation needs as determined by local and regional plans.

3. Fostering Choice: The trafficway system should be managed to provide opportunities for choices among available travel modes so that reliance on automobiles as single-occupant vehicles can be reduced, and so that total vehicle miles traveled as a measure of automobile use per capita can be reduced in the future, in accordance with the State Transportation Planning Rule.

4. Environmental and Social Values: Development and operation of the County trafficway system should promote air quality consistent with federal standards, preserve open space and agricultural and forest lands consistent with local plans, protect scenic views, protect neighborhood cohesiveness and historic and cultural sites, and minimize the dislocation of residents and businesses resulting from county transportation projects.

5. Safety: Safety is a primary objective in the development and operation of the trafficway system through traffic signing and signalization, speed limits and speed control measures, road design and access control measures. Through the use of accepted design and traffic management principles and practices, traffic accidents and conflicts between pedestrians, bicyclists, equestrians and motorists can be minimized. Multnomah County Physical Support Systems Policies

6. Economics: Work with the business community and regional and state agencies to assure efficient movement of goods and services in and through the County, including coordination of the trafficway system with inter-modal facilities, and use of public right-of-way for power and telecommunication purposes.

7. Freight movement: County trafficways shall provide for the movement of freight on facilities designed and built to accommodate the types and frequency of freight trips, and which provide for convenient access to major highways, industrial areas and resource extraction sites. The County should identify a trafficway network for the purpose of freight movement.

8. Aesthetics: Trafficways are an important visual element in the urban and rural environment. As public spaces, trafficways should facilitate the public's use of the right-of-way in a manner that provides an aesthetic benefit to the community through facility design, landscaping, and their relationship to the natural and built environment.

9. Street Connectivity: Local street design impacts the effectiveness of the regional system when local travel is restricted by a lack of connecting routes, and local trips are forced onto the regional network. Streets should be designed to keep through trips on arterial streets and provide local trips with alternative routes. [Added 1999, Ord. 926 § 2]

B. TRANSPORTATION PLANNING

As part of Multnomah County's ongoing transportation planning program, the County should strive to anticipate and provide for the future travel needs of County residents, businesses and visitors.

1. Compliance with Rules and Regulations: Multnomah County should comply with existing and future state and federal legislation and resulting rules and regulations regarding environmental, energy, land use and transportation measures affecting the County trafficways system.

2. Comprehensive Framework Plan Policy Revisions: Multnomah County should revise CFP Policy 33 to include Policy 33d: Pedestrianways, that incorporates all policy references to the provision of pedestrian circulation, and a map of the County pedestrian network. CFP Policy 35: Public Transportation should be amended to incorporate all policy references to the transit classification system and transportation demand management, and a map of the County transit system.

3. Land Use Coordination: The transportation system should be planned and developed consistent with land uses to be served with consideration given to planned land uses in adopted plans and resulting forecasted future travel demands. The transportation system should be developed in coordination with the development of land uses.

4. System Optimization: Transportation planning should strive to solve existing Multnomah County Physical Support Systems Policies transportation problems, in response to community input, by maximizing the operational capacity of the current system using available management techniques, and providing new or expanded facilities only where necessary.

5. Public Input: Community input is vital to the transportation planning process and should be sought at key points in each planning process, including project development.

6. Modal Plans: Modal plans should be developed to establish truck, pedestrian and transit networks on the County trafficway system in coordination with regional and local transportation plans, and the appropriate CFP policies amended to incorporate the network maps. Modal networks plans for the County trafficways and bikeways should be maintained in coordination with regional and local transportation plans.

7. Transportation Studies: Transportation studies and corridor analyses should be conducted to determine transportation needs and identify and analyze problems and alternative solutions, giving the public and communities the opportunity to participate in and effect the decision process.

Specific corridor studies should include:

Mt. Hood Parkway: A through-route connection between Interstate-84 and US-26 in the East County area.

201st/202nd Avenues: Study of the capacity needs of a connection between Powell Blvd. and Sandy Blvd. in the vicinity of 201st/202nd Avenues.

C. COMMUNITY DEVELOPMENT ORDINANCE

Measures to plan for, develop, and manage the County trafficway system should be codified in Multnomah County Code: Title II: Community Development.

1. Street Standards: Codes and Rules should be revised specifying characteristics, permitting requirements and operational measures necessary to implement the County transportation system identified in CFP Policies 33c, 33d, 34, and 35.

2. The Multnomah County Transportation Capital Improvement Plan and Program identifies and ranks by criteria of need, trafficway deficiencies and future capital needs, identifies future capital, and programs future transportation improvements based on a schedule of capital available for expenditure on the trafficway system.

D. STATE AND REGIONAL COORDINATION

Advise state and regional governments with regard to existing trafficways not under the County's jurisdiction. The County should alert the state and regional governments of required improvements, and should provide documentation as to public needs.

POLICY 35: PUBLIC TRANSPORTATION

INTRODUCTION

In the Portland Metropolitan Area, public transportation is operated by the Tri-County Metropolitan Transportation District (Tri-Met). The purposes of a public transportation system are to:

- A. Increase the mobility of those who, for reasons of health, age or income, cannot operate an automobile;
- B. Reduce the congestion in urban centers and reduce the need for additional highways and parking facilities;
- C. Reduce air pollution;
- D. Conserve energy; and
- F. Provide an alternative mode of transportation in the event energy costs, airshed limitation or other unforeseen events arise which restrict the use of the automobile.

While the County has no direct control over the operation of Tri-Met, the County's land use and transportation plans will have a direct effect on the efficiency and safety of public transportation.

The following is a guide to density levels relating to various types of transit service.

TRANSIT MODES RELATED TO RESIDENTIAL DENSITY

<u>Mode</u>	<u>Service</u>	<u>Minimum Necessary Residential Density Dwelling Units Per Acre</u>	<u>Remarks</u>
Local bus	"Minimum" 1/2 mile route spacing, 20 buses per day	4	
Local bus	"Intermediate" 1/2 mile route spacing, 40 buses per day	7	Average, varies as a function of downtown size and distance from residential area to downtown
Local bus	"Frequent" 1/2 mile route spacing, 120 buses per day	15	
Express bus reached on foot	5 to 10 buses 2 hour peak period	15 Average density over two square mile tributary area	From 10 to 15 miles away to largest downtowns only
Express bus reached by auto	5 to 10 buses during 2 hour peak period	3 Average density over 20 square mile tributary area	From 10 to 20 miles away from downtown larger than 20 million square feet of non- residential floor space
Light Rail	5 minute headways or better during peak hour	9 Average density for a corridor of 25 to 100 square miles	To downtowns of 20 to 50 million square feet of non-residential floor space

Other land use arrangements which support an efficient public transportation system are the clustering of high intensity employment opportunities and high density residential units near transit stops.

The purpose of this policy is to direct the County to consider the effects of land use decisions on the efficient provision of public transportation, and to continually review the Tri-Met routes to determine that the County residents are receiving the best possible service.

POLICY 35

The County's policy is to support a safe, efficient and convenient public transportation system by:

- A. Increasing overall density levels in the urban area, particularly at light rail stations;
- B. Locating population concentrations, commercial centers, employment centers, and public facilities in areas which can be served by public transportation;
- C. Making improvements to public transportation corridors which enhance rider convenience, comfort, access and reduced travel time;
- D. Communicating community needs to the agencies responsible for public transportation planning, programming and funding; Multnomah County Physical Support Systems Policies
- E. Supporting implementation of the I-205 transitway;
- F. Implementing the publicly funded elements of the Transit Station Plan as soon as possible; and
- G. Designating regional transit trunk routes, transit centers and park-and-ride lots as required by the Regional Transportation Plan of the Portland Metropolitan Area as shown on the regional transit trunk route map.

STRATEGIES

1. Development activities should be coordinated with transit service, and transit-oriented activities should be located in transit corridors or at major nodes along the corridors.
2. The County should participate in the regional transportation planning process as provided by the regional annual work program.
3. A coordinated East County transportation investment program should be developed in cooperation with East County cities and regional and State agencies.
4. The Transit Station Area Plan should be implemented in concert with the scheduling of the Banfield Light Rail Transit Line. In addition, the actual plan products (when completed) should be

consistent with the goals adopted or revisions to Policy 20 in the Hazelwood and Rockwood Community Plans.

5. To implement the “Functional Classification of Transitways,” the County should encourage implementation of the transitway proposals.

The Regional Transportation Plan defines long-range, regional transitways for the eastern, northern, southern, southwest and westside sectors of the region. Transitway routes and alternative routes are shown in the County Transportation Plan on the Functional Classification Map, where they occur in unincorporated County or along County routes. These transitway routes include: the Banfield Light Rail Transit Line, the I-205 transitway, the I-5 North transitway alternative, the Interstate Avenue transitway alternative, the McLoughlin transitway alternative, the Portland Traction Co. right-of-way between Holgate Avenue and the County line, Macadam Avenue transitway alternative, I-5 South transitway alternative, and Sunset Highway transitway preferred alternative.

6. The Zoning Chapter should provide for:

- a. Concentrations of urban development in transit corridors;
- b. Means for access and accessory support facilities for transit users; and Multnomah County Physical Support Systems Policies
- c. Incentives to use transit.

POLICY 36: TRANSPORTATION SYSTEM

DEVELOPMENT REQUIREMENTS

INTRODUCTION

Trafficways (or the circulation system to move cars, buses and trucks) represent a substantial public dollar investment. The trafficways also serve as access to adjoining properties; however, strip development adjoining arterials and collectors has created congestion and traffic safety problems.

Trafficways are a prominent feature of the urban landscape. However, they have not been designed into the community, and the result has been a lessening of aesthetic quality. The purpose of this policy is to require the dedication of the additional right-of-way if the development proposal will affect the road system; to reduce the number of ingress and egress points; to ensure the provision of “on-site” parking and loading and, where possible, bus loading areas.

It is recognized that streets are a dominant part of the urban landscape. Consideration should be given to aesthetic quality and integrating them into the community as a part of the overall community design process. Street trees can provide visual interest and break the line of a continuous ribbon of concrete. Pedestrian circulation is also vital to the movement of people for access to schools, parks, stores, and

adjoining community areas. It is also important that safe pedestrian systems be located with commercial and industrial complexes.

POLICY 36

The County's policy is to increase the efficiency and aesthetic quality of the trafficways and public transportation by requiring:

- A. The dedication of additional right-of-way appropriate to the functional classification of the street given in Policy 34 and Chapter 11.60;
 - B. The number of ingress and egress points be consolidated through joint use agreements;
 - C. Vehicular and truck off-street parking and loading areas;
 - D. Off-street bus loading areas and shelters for riders;
 - E. Street trees to be planted; Multnomah County Physical Support Systems Policies Policy 36: Transportation System
 - F. A pedestrian circulation system as given in the sidewalk provisions, Chapter 11.60;
 - G. Implementation of the Bicycle Corridor Capital Improvements Program;
 - H. Bicycle parking facilities at bicycle and public transportation sections in new commercial, industrial and business developments; and
 - I. New streets improved to County standards in unincorporated County may be designated public access roads and maintained by the County until annexed into a city, as stated in Ordinance 313.
-

STRATEGIES

The County Streets and Roads Chapter 11.60 and Ordinance 162 contain provisions which apply where it is found that properties receive benefit from trafficway facilities and improvements. To protect the public from deleterious effects resulting from the development proposal, the following apply:

1. Abutting property owner(s) dedicate right-of-way required by County Standards as necessary to permit the development of a County road to the planned width.
2. Abutting property owner(s) construct concrete curbs at the location proper to the planned width of the County road; and furthermore, improve the road to County Standards between the above established curb line and existing paved surface.

3. Abutting property owner(s) construct storm drainage facilities that are required by County Standards for abutting property development and the improved portion of the roadway.

4. Abutting property owner(s) construct pedestrian and bikeway facilities that are required to permit safe pedestrian and bikeway circulation; and furthermore, provide necessary traffic controls that are required to accommodate circulation flow and mix.

5. Abutting property owner(s) shall meet all costs for provisions of conformance to the aforesaid subsections, including the cost of necessary engineering to design, set grades, and inspect the work for compliance with County standards.

6. Abutting property owner(s) shall provide street tree planting consistent with design review guidelines.

OFF-STREET PARKING AND LOADING POLICY

Multnomah County shall enact standards to reduce traffic congestion associated with specific uses, protect the character of neighborhoods and the function of streets, and to ensure uniform and safe standards for parking lot design and layout. The standards shall regulate the development and maintenance of off-street parking and loading areas, including location, dimensions, design, and minimum number of spaces in the Scenic Area.

COLUMBIA RIVER GORGE NATIONAL SCENIC AREA MANAGEMENT PLAN

PART 1, CHAPTER 4 – RECREATIONAL RESOURCES

TRAILS AND PATHWAYS

GMA Goal

Provide a diversity of new trail opportunities in a variety of settings that highlight the special resources of the Gorge, while adequately maintaining and, where appropriate, upgrading existing trails.

GMA Objectives

1. The following three objectives are the highest priorities for future designated public-use trails in the GMA:
 - A. Provide trails linking Urban Areas and the Portland/Vancouver metropolitan area to recreation opportunities in the Scenic Area.
 - B. Establish a trail system (or series of trails) along the Columbia River.
 - C. Increase trail opportunities on the Washington side of the Scenic Area and in the eastern portions of the Scenic Area.
2. Other trail objectives are:
 - A. Promote the Columbia River as a scenic waterway trail and support dispersed boat moorages and other low-intensity boating facilities to implement this objective.
 - B. Establish a loop trail around the Scenic Area.
 - C. Establish trails along the major tributaries of the Columbia River.
 - D. Provide trail linkages between Scenic Area trail opportunities and trails in the National Forests and other public lands north and south of the Scenic Area.
 - E. Provide safe bikeways for recreational use on appropriate county roads when consistent with county plans and programs.

GMA Policies

1. Trail planning and management efforts shall include affected landowners, relevant agencies, Indian tribal governments, and trail organizations from the beginning of such efforts.
2. The Gorge Commission shall not acquire property or easements for trails without property owner consent. The Gorge Commission shall encourage other public bodies to acquire property or easements for trails through purchase or donation.
3. As an integral component of trail planning, development, and management efforts, strategies shall be developed to address trespass, noxious weeds, and public safety issues

(such as fire hazard, emergency rescue, and classification systems for degree of trail difficulty). Such efforts shall include consultation with fire, law enforcement, and emergency service providers.

4. Temporary trail closures during critical fire hazard periods should be considered.
5. Shared use of trails by compatible multiple-user groups should be encouraged as much as possible where appropriate conditions exist, to maximize efficient use of trails and reduce needs for new trail construction.
6. User conflicts on trails shall be minimized through proper siting, design, and maintenance and an aggressive user education program. Multiple-use trails shall be built to standards sufficient to accommodate such different groups. Standards shall address safety concerns and considerations such as signage, trail width, visibility, and percent grade.
7. Use of motorized vehicles on designated public use trails shall be prohibited, except for use by response agencies and their agents in an emergency.
8. Priority shall be given to the completion and improvement of existing trails, incomplete trail loops, and trail segments, considering relationships with trails in Urban Areas, the SMA, and outside the Scenic Area.
9. Use levels on existing trails and projected demand for different trail uses shall be considered when planning additional trails.
10. Trail systems and new trails shall, where feasible, incorporate existing segments of older/historic trails and abandoned road and railroad rights-of-way.
11. The use of utility corridor rights-of-way for trail use shall be explored where such use would not interfere with the corridors' primary functions.
12. Barrier-free access shall be provided for new trails and improvements to existing trails to the maximum extent practicable.
13. Public needs for convenience, access, and security shall be considered when designing and siting trailheads.
14. Where appropriate and practicable, facilities shall be provided at trailheads to promote alternatives to the private automobile for accessing trail opportunities.
15. Potential funding sources shall be evaluated as an integral component of all trail planning efforts. Fiscal impacts to local public service providers shall be considered as part of this process, including adequacy of funding to provide for proper maintenance, emergency response, and law enforcement functions.
16. Trails proposed along the Columbia River and its tributaries shall be designed in a manner that minimizes effects to the shoreline and associated habitat values. Seasonal closures during critical wildlife periods shall be considered, as well as other appropriate mitigative measures.

TRANSPORTATION

GMA Goals

1. Provide transportation facilities that meet the needs of the traveling public and implement this plan's recreation goals and objectives while protecting scenic, natural, cultural, and recreation resources.
2. Promote alternative modes of transportation to improve safety and enjoyment of the traveling public and to help alleviate future traffic demand.

GMA Objectives

1. Encourage the provision of alternate modes of transportation to recreation destinations to reduce resource impacts and facilitate visitation by all segments of the public. Such alternate modes include, but are not limited to, shuttles, railroad, bicycles, and boat access.
2. Encourage tour boat and tour train access to important recreation facilities (such as the Gorge Discovery Center) as mass transportation alternatives that offer both access to such sites and recreational experiences in themselves.
3. Improve linkages between different modes of transportation at major recreation sites in the Scenic Area.**CHAPTER 4-Recreation Resources 9/1/2011 I-4-13**
4. Improve access to recreation opportunities in the Scenic Area for the physically-challenged, less affluent and other underrepresented user groups.

GMA Policies

1. Accommodation of facilities for mass transportation (bus turnarounds, etc.) shall be required for all new high-intensity (Recreation Intensity Class 4) day-use recreation sites, except for sites predominantly devoted to boat access. These facilities are also encouraged for all new moderate-intensity (Recreation Intensity Class 3) day-use recreation sites where practicable.
2. All transportation facilities or improvements associated with public recreation shall be designed to minimize impacts to scenic, natural, cultural, and recreation resources to the maximum extent practicable.

PART 3, CHAPTER 3 – ENHANCEMENT STRATEGIES

RECREATION RESOURCES ENHANCEMENT STRATEGIES

GMA/SMA Objectives

1. Enhance the recreational experience in the Scenic Area.
 - A. Encourage the creation or restoration of openings in vegetation along Washington State Route 14, Interstate 84, and the Historic Columbia River Highway to provide or improve views of the Columbia River and the walls of the Gorge.**PART III-Action Program III-3-8 9/1/2011**
 - B. Promote programs that increase awareness and appreciation of the great diversity of natural, cultural, scenic, and recreation resources of the Scenic Area.
 - C. Encourage provision of alternative modes of transportation (including bus, shuttles, rail, and boat) to recreation destinations in order to reduce resource impacts and to facilitate visitation by all segments of the public.
 - D. Encourage provision of transportation modes that are recreational in nature.
 - E. Improve linkages between different modes of transportation at major recreation sites in the Scenic Area.
 - F. Encourage comprehensive recreation planning that fosters a unified, regional approach.
 - G. Provide additional opportunities and facilities for recreational access to the Columbia River and its tributaries, scenic appreciation, and other resource-based recreation uses.

POLICIES

36. Encourage the Oregon Department of Transportation to contract with Multnomah County for maintenance functions on the Historic Columbia River Highway.

37. Do not turn over ownership and maintenance/improvement functions within the East of Sandy River Rural Area to any other jurisdiction.

38. Identify traffic control problem areas within the community, and implement needed measures to fix them.

STRATEGY: Multnomah County shall make use of "traffic calming" devices where appropriate to reduce speeds and discourage unnecessary through traffic on local roadways.

39. Incorporate the recommendations from the NEMCCA 1992 Bike Path Task Force report (with the exception of the recommendation to designate no bike paths without majority community support) into the implementation of the Multnomah County bikeways plan.

STRATEGY: Multnomah County shall take the following steps in the bikeway implementation plan:

- _ Do not designate Bell Road as a bikeway.
- _ Do not condemn private property for bikeways
- _ Provide for extensive and timely community and property owner involvement in the implementation program for any proposed bikeway.
- _ Ensure that the interests of equestrians and other forms of alternative transportation are served.

41. Promote trails for non-motorized users. Work with local groups to develop a public/private trail system.

STRATEGY: Multnomah County shall encourage formation of a private trails system, separate from public roadways, for the use of equestrians, and shall support such an effort with trail construction as needed within public rights of way to make connections with off-road trails, processing land use applications, assisting in the provision of staging areas at appropriate places, and allowing signage at road intersections.

POLICIES AND STRATEGIES

Recommended Policies and Strategies for the West of Sandy River TSP

Policy 27

Implement a balanced transportation system that is safe and efficient in meeting the needs of all modes of travel for area residents and those traveling through the area by improving roadways to provide safe conditions for motorized and non-motorized travel.

Strategies:

27.1 Monitor crash rates for all modes of travel, and focus safety improvement resources on the locations with high rates and/or severity of crashes.

27.2 Implement operational improvements within budgetary constraints.

27.3 Apply the County's access management and driveway spacing standards for proposed new access locations.

27.4 Implement feasible and cost-effective intersection consolidations to reduce potential conflict points.

27.5 Consolidate driveway access points in the rural center through the land development process and other appropriate methods.

27.6 Coordinate with Metro to identify potential improvements to the roadways providing direct access to Oxbow Regional Park.

27.7 Ensure that the County's Capital Improvement Plan evaluation criteria adequately considers the needs of the West of Sandy River Rural Area.

27.8 Update County ordinances to meet the requirements of the Transportation Planning Rule.

Policy 28

Actively support safe travel speeds on the transportation system.

Strategies:

28.1 Support speed limit enforcement.

28.2 Apply design standards that encourage appropriate motor vehicle and truck speeds.

Policy 29

Provide safe facilities for bicyclists and pedestrians.

Strategies:

29.1 Make intersection and minor realignment improvements focusing on safety, sight distance, and efficiency.

29.2 Widen and pave shoulders to safely accommodate vehicular, bicycle, and pedestrian needs.

29.3 Maintain safe conditions for pedestrians and bicyclists during roadway maintenance and improvement work.

Policy 30

Encourage mobility for the transportation disadvantaged.

Strategy:

30.1 Work with public transportation providers and other non-profit groups to monitor and encourage the provision of transportation service for the transportation disadvantaged.

Policy 31

Develop a transportation system that supports the surrounding rural character and land use designations of rural Multnomah County west of the Sandy River by discouraging through traffic on local rural roads.

Strategies:

31.1 Reduce conflicts between street classification and street use, by providing appropriate traffic control devices.

31.2 Periodically review and update functional classification of trafficways in rural Multnomah County.

31.3 Coordinate with ODOT, Metro and Clackamas County in efforts to implement "Green Corridor" policies along US 26.

Policy 32

Balance the need of roadway users with potential impacts to the environment, fish, wildlife and agricultural resources and users when applying roadway design standards.

Strategies:

32.1 Develop a program for retrofitting drainage facilities in conformance with requirements adopted by the National Marine Fisheries Service and the U.S. Fish and Wildlife Service.

32.2 Secure funding for identification, prioritization and remediation of all deficient stream crossings for fish and wildlife passage.

32.3 Develop and adopt drainage system design guidelines and standards to accommodate fish passage where appropriate.

32.4 Develop and implement standards for all transportation projects with regard to water quality treatment and detention of runoff from existing and new impervious surfaces to avoid further degradation of water quality as well as fish and wildlife habitats.

32.5 Develop and implement standards for all transportation projects with regard to protection of existing, and restoration of deficient, riparian buffers where waters of the state border current and future road and path segments.

32.6 Identify and protect critical fish and wildlife migration corridors to prevent the further fragmentation of existing habitats by future project alignments.

Policy 33

Encourage preservation of critical view sheds by placing new pipelines and transmission lines in existing rights-of-way whenever possible.

Strategy:

33.1 Enhance and preserve the rural character and scenic qualities of the area by placing utilities underground when possible.

33.2 Coordinate street improvements with utility improvements whenever possible to minimize cost, visual impact and disruption to traffic flow.

Policy 34

Coordinate transportation improvements with appropriate regulatory agencies to meet federal, state and regional air, noise and water standards.

Strategies:

34.1 Obtain permits as necessary for transportation improvement projects and maintenance activities.

34.2 Develop closer working relationships with regulatory agencies by providing opportunities for participation and input at the project development phase of projects.

34.3 Encourage transportation staff to attend programs regarding regulatory processes such as the Endangered Species Act, The Clean Water Act and Metro's Green Streets Program.

Policy 35

Provide ongoing coordination with state, regional, and local business interests to assure efficient movement of goods and services to support a healthy rural economy.

Strategies:

35.1 Support north/south arterial improvements between 1-84 and US-26 in the East County urban area.

35.2 Coordinate with ODOT to ensure continued safe access onto and across US-26.

35.3 Review truck weight and size restrictions based on new roadway improvements and current state law.

Policy 36

Provide a transportation system that ensures economically viable transportation of goods from farm to market.

Strategies:

36.1 Evaluate and implement safety improvements for trucks on rural arterials.

36.2 Seek funding for improvements to rural arterials.

Policy 37

Maximize cost-effectiveness of transportation improvements using the Capital Improvement Plan process and maintenance program.

Strategies:

37.1 Coordinate intersection improvements as appropriate through the County's Capital Improvement Plan and the County's maintenance program.

37.2 Provide minor improvements during maintenance projects where possible.

POLICY 8: Oppose placement of regional roadways in the West Hills Rural Area, should such roadways be under consideration by any regional transportation authority in the future.

POLICY 9: Improve West Hills Rural Area roadways to attain appropriate safety levels for local motorized and nonmotorized traffic.

STRATEGY: Accelerate re-paving and shoulder-paving on Skyline Blvd. to make the route safer for use of automobiles, bicycles, pedestrians, and equestrians.

STRATEGY: Include in the capital improvement program a project to upgrade Cornelius Pass Road, with first priority the road between its intersection with Skyline Blvd. and the switchback to the north, and second priority being the road between the switchback and Highway 30.

STRATEGY: Include in feasibility studies of a "rails-to-trails" conversion of the Burlington Northern Cornelius Pass line consideration of making the trail a bicycle route as well in order to remove the bicycle route from Cornelius Pass Rd. and eliminate modal conflicts.

POLICY 10: Discourage through traffic on local roads not shown on the Circulation Plan.

STRATEGY: On local roads with heavy through traffic consider additional control measures such as traffic signals and speed bumps to reduce such traffic.

POLICY 16: Support and promote the placement of links within a regional trail system for use by pedestrians, equestrians, and bicyclists.

STRATEGY: Support and participate in the feasibility studies for the conversion of the Burlington Northern Cornelius Pass line into a recreational trail, which will provide a regional trail for the Portland Metropolitan area; consider its impacts on adjacent properties and include affected property owners in discussions on all phases of the project.

STRATEGY: If the Greenway to the Pacific project locates a trail alignment in the West Hills, do not obstruct METRO's acquisition of the right-of-way for such a facility and review development proposals along the trail alignment for compatibility with the proposed trail.

POLICY 17: Consider and mitigate the impact on adjacent private properties of all proposed recreational facilities.

SAUVIE ISLAND/MULTNOMAH CHANNEL RURAL AREA PLAN (DRAFT)

Policy 5.1 The Multnomah County Bicycle and Pedestrian Advisory Committee should maintain continuous Sauvie Island representation to the extent possible.

Policy 5.2 Identify and implement short- and long- term solutions to safely accommodate bicyclists, pedestrians, and motor vehicles on Sauvie Island including on-road bikeways, separated multi-use paths, and funding options.

Policy 5.3 Oppose placement of new regional roadways in the Sauvie Island/Multnomah Channel Rural Area, should such roadways be contemplated by any regional transportation authority in the future.

Policy 5.4 Consider context sensitive design when reviewing rural roadway standards to determine appropriate paved shoulder widths to preserve the rural character of roads. Shoulder widening should aim to achieve a minimum 3 foot paved width.

Policy 5.5 Coordinate with ODOT Rail and Public Transit Division to promote appropriate safety devices at crossings.

*Policy 5.6 Coordinate with the Oregon Department of Fish and Wildlife (ODFW) and Columbia County to manage and reduce demand on the Sauvie Island transportation system, especially during peak use periods, by making more efficient use of capacity on the system through strategies such as user fees, shuttles, and parking management programs. Strategies may include, but are not limited to:

Policy 5.6 [continued from previous page] (a) Encourage and support action by the Oregon Fish and Wildlife Commission to increase daily fees during peak use periods to an amount that will effectively reduce the traffic burden on Sauvie Island roads and reduce adverse wildlife impacts resulting from heavy traffic, noise and dust. (b) Encourage Columbia County and the Columbia County Sheriff to prohibit parking on county roads outside designated parking areas and to post and enforce its parking restrictions. (c) Encourage the use of ride sharing, and support safe and convenient park-and-ride facilities for carpools and transit service in convenient and appropriate off-island locations. (d) Explore options for shuttle support and traffic reduction strategies such as traffic fees and parking management programs. (e) Coordinate with transit agencies and service providers to identify existing transit deficiencies and the improvements necessary to increase accessibility to transit service by potential users.

Policy 5.7 Promote a transportation system that prioritizes and supports the efficient and safe movement of farm vehicles and equipment.

Policy 5.8 Maintain and improve the transportation system for all modes of travel in a manner that reduces conflict and minimizes impacts to the natural environment, and reflects the community's rural character while ensuring efficiency and connectivity.

*Policy 5.9 Implement a range of Transportation Demand Management (TDM) policies encouraging existing businesses and requiring new development (beyond single family residential use and agricultural uses) to help reduce vehicle miles traveled (VMT), maximize use of existing facilities and alleviate congestion on US 30 and county roads caused by seasonal and special event traffic. Support the use of bicycle transportation alternative to automotive use without encouraging purely recreational bicycle activities that may increase this level of vehicle conflict on roadways.

Policy 5.10 Work with the Oregon Office of Emergency Management, Multnomah County Emergency Management and Multnomah County rural fire protection district to ensure that the transportation system supports effective responses to emergencies and disasters.

Policy 5.11 Promote effective use of signage designed to educate the public about farm equipment using roadways, wildlife crossings and bicycle and pedestrian safety. Work with businesses to create additional way-finding signs that can help visitors get to their destinations more efficiently.

Policy 5.12 Coordinate and work with transit agencies and service providers to identify existing transit deficiencies and the improvements necessary to increase access to transit services by potential users.

Policy 5.13 Encourage the Multnomah County Sheriff's Office to explore increased patrols and service to the island and keep the Sherriff's Office apprised of identified peak periods (days and seasons).

Policy 5.14 Maintain updated traffic counts for the plan area capturing peak season volumes.

Policy 5.15 Explore opportunities to connect Marina Way to Larson Road and extend Larson Road north of the Sauvie Island Bridge to provide safer and more convenient access for marina residents and patrons along Multnomah Channel.

Policy 5.16 Explore opportunities to provide public restroom facilities for Sauvie Island visitors.

POLICIES FROM PREVIOUS SAUVIE ISLAND/MULTNOMAH CHANNEL PLAN

POLICY 21: Recommend that the Multnomah County Bicycle and Pedestrian Advisory Committee has significant Sauvie Island representation.

STRATEGY: Multnomah County shall implement this policy through the appointment process for the Committee.

POLICY 22: Have the Multnomah County Bicycle and Pedestrian Citizen Advisory Committee study and recommend to the Board of Commissioners short-term and long-term solutions to safely accommodate bicyclists, pedestrians, and motor vehicles on Sauvie Island including on-road bikeways, separated multi-use paths, and funding options.

STRATEGY: Multnomah County shall implement this policy through the work program of the Bicycle & Pedestrian Citizen Advisory Committee and the Transportation and Land Use Planning Division budget.

POLICY 23: Update Policy 33B Marine Transportation System in the Comprehensive Framework Plan.

STRATEGY: Multnomah County shall implement this policy through the budgeting process for the Division of Transportation and Land Use Planning.

POLICY 24: Oppose placement of regional roadways in the Sauvie Island/Multnomah Channel Rural Area, should such roadways be under consideration by any regional transportation authority in the future.

STRATEGY: Multnomah County shall use this policy in discussions and recommendations regarding regional roadways.

POLICY 25: Review rural roadway standards to determine if 8-foot paved shoulder widths can be reduced to preserve the rural character of roads.

STRATEGY: Multnomah County shall implement this policy through the budgeting process for the Division of Transportation and Land Use Planning.

POLICY 26: Participate in a cooperative effort with the Sauvie Island Drainage District and the Army Corps of Engineers to study the dikes upon which public roads run including funding for dike improvements.

STRATEGY: Multnomah County shall implement this policy by working with the Drainage District and Corps of Engineers to devise and then implement a process for studying the dikes with roads on them protecting Sauvie Island.

RURAL WESTSIDE TSP

Goal 1: implement a transportation system that is safe and efficient in meeting the needs of area residents and those traveling through the area.

Objective A: provide a transportation system that addresses safety concerns for all modes of travel

Policy: Improve roadways to attain appropriate safety levels for all motorized and non-motorized traffic.

Implementation strategies:

Strategy: Monitor accident rates for all modes of transportation and recommend implementation of low-cost operational improvements within budgetary limits. Target resources to reduce accident potential in the top 10 percent of accident locations

Strategy: Continue to monitor high accident location sites for all modes of transportation

Strategy: Implement access management standards to reduce vehicle conflicts and maintain the rural character of the area

Strategy: Conduct a corridor study of Cornelius Pass Road in coordination with Metro, ODOT, the City of Portland, Washington County, and the Port of Portland to determine the long-term function of the facility

Strategy: Support the use of I-5 as an alternative route for through truck and auto traffic using US 30 by alerting drivers (via additional guidance signs) to the choice of alternative routes

Policy: Actively support safe travel speeds on the transportation system

Strategy: support speed limit enforcement

Strategy: apply design standards that encourage appropriate motor vehicle and truck speeds.

Objective B: Provide a transportation system that is convenient and limits congestion while meeting minimum safety standards

Policy: Review adopted design standards to determine if 4 feet paved shoulders adequately meet safety standards for all modes of travel.

Strategy: Support the street design guidelines for 2040 and apply them appropriately to maintain the rural character of Multnomah County

Strategy: Support Title 6 of the Urban Growth Management Functional Plan and apply level of service standards appropriately to maintain the character of rural Multnomah County

Goal 2: Implement a balanced transportation system that supports all modes of travel

Objective: establish a transportation system that accommodates a variety of methods of travel and minimizes the reliance on any single travel mode

Policy: encourage the use of ridesharing facilities

Strategy: Support safe and convenient park and ride facilities for carpools and transit service in convenient and appropriate locations

Strategy: encourage the placement of bike lockers at all park and ride/park and carpool locations. Support and promote their use

Strategy: coordinate with other agencies to assist users with convenient services (e.g.: rideshare matching

Policy: Encourage mobility for the transportation disadvantaged

Strategy: work with public transportation providers to monitor and provide for the transportation needs of the transportation disadvantaged

Policy: support development of multiuse paths

Strategy: coordinate multiuse trail transportation needs with metro parks and green spaces.

Goal 3: develop a transportation system that supports the rural character of West Multnomah County

Objective: maintain a transportation system that supports the surrounding rural land use designations

Policy: discourage through traffic on trafficways with a functional classification of rural local road

Implementation strategy: reduce travel conflicts by providing appropriate facilities, signs, and traffic marking based upon user type and travel mode.

Strategy: on rural local roads with heavy through traffic, consider implementing appropriate traffic calming measures to reduce such traffic.

Objective: provide a transportation system that minimizes impacts to wildlife and agricultural resources

Policy: apply roadway design safety standards appropriately by balancing the needs of the traveling public and minimizing negative impacts to the environment

Strategy: Develop and implement a design exception process that considers the relative and incremental benefits of implementation costs and impacts to the environment

Strategy: assess implications of fish passage requirements on county facilities and develop a program for retrofitting drainage facilities

Strategy: Adopt and apply drainage system design guidelines and standards to accommodate fish passage

Strategy: Adopt and apply rural roadway shoulders standards that preserve the rural character of the area

Strategy: Adopt and apply rural roadway standards that accommodate wildlife migration

Objective: Maintain the beauty of the area by preserving critical viewsheds

Policy: Encourage the placement of new pipelines and transmission lines in existing rights of way whenever possible

Strategy: develop general guidelines for utility placement within the county right of way that reduces the number of conflicts and cost of implementation

Strategy: Enhance the rural character and scenic qualities of the area by placing utilities underground when possible

Strategy: coordinate improvements with utility companies through regular status meetings to maintain and preserve the beauty of the rural character of west Multnomah County

Objective: Ensure the transportation plan meets federal, state, and regional air, water, and noise standards

Policy: Coordinate transportation improvement projects with appropriate regulatory agencies

Strategy: retrofit existing facilities to meet regulatory requirements within budgetary limits

Strategy: obtain permits as necessary for transportation improvement projects and maintenance activities

Goal: Develop a transportation system that supports a healthy economy

Objective: provide for convenient access while maintaining movement of freight along the US 30 Corridor

Policy provide ongoing coordination with state, region, and local business interest to assure efficient movement of goods and services

Strategy: Participate in, support, and adopts the US 30 corridor plan

Strategy: Provide for auxiliary turn lanes on road connections to US 30 to achieve acceptable operating levels of service

Policy: Promote transportation alternatives for the movement of freight

Strategy: encourage rail operators to maintain rail service within the US 30 corridor

Strategy: support the movement of freight on the Columbia River, including the US Army Corps of Engineers' study of deepening the lower Columbia River navigation channel to accommodate deep draft ships

Objective: Preserve the function and safety of the transportation system

Policy: provide a transportation system that ensures economically viable transportation of goods from farm to market

Strategy conduct a study of the Sauvie Island Bridge

Conduct a corridor study of Cornelius pass road

Policy: coordinate transportation system management activities with interested and affected stakeholders

Strategy: Work with property owners to consolidate existing private accesses when possible and as appropriate to access management standards

Strategy: support limited accesses along US 30 to the extent possible. Support access management along US 30 in accordance with ODOT's access management standards

Goal: provide transportation improvements in a timely manner according to funding capability

Objective: maximize cost effectiveness of transportation improvements using the Capital Improvement Plan process.

Policy: invest in safety and maintenance improvements

Strategy: accelerate shoulder paving to safely accommodate automobile, bicycle, and pedestrian use

Strategy: make intersection improvements to improve safety, sight distance, and intersection efficiency

Strategy: continue to provide opportunities to education and inform citizens with easy to understand materials on transportation finance

Strategy: Ensure the Capital Improvement Plan evaluation criteria adequately evaluates rural needs

2.4 Recommended Amendments to Multnomah County Comprehensive Framework Plan Policy 34: Trafficways—Functional Classifications and Design Standards, Part I—Design Manual

While none of the discrepancies discussed in Section 2.1 require amending the County Comprehensive Framework Plan or trafficways map; some inconsistencies within the Design Manual and additional classifications should be addressed as noted in Sections 2.2 and 2.3. The Design Manual needs to be updated with standards for Streets overlays, and Policy 34 of the Comprehensive Framework Plan and the Design Manual needs to be amended to include two new overlay designations: Industrial Streets and Green Streets.

Multnomah County design standards should be amended to include standards for Regional Street and Community Street in order to implement these overlays.

A new functional classification overlay is proposed for collectors serving truck traffic. Proposed language for the overlay is shown in Appendix E. The two roadway segments of immediate concern are both currently classified as major collectors. Sandy Boulevard east of 207th Avenue is proposed to be reclassified as a minor arterial. The other roadway is Marine Drive in Troutdale. The Design Manual does not need to be changed, as the new overlay would apply two existing arterial section standards to collectors.

Policy 34 should include a green street overlay as per Metro’s guidelines. Proposed language for the overlay is shown in Appendix E. The overlay would be applied as appropriate according to location and size of the proposed development. Green Street standards, following Metro’s “Green Streets” and “Creating Livable Streets” handbooks, also need to be added to the Design Manual.

Finally, the County needs to amend the Multnomah County Design Standards, Part I – Design Manual, Section 2 – Geometric Design cross sections to conform with the standards in Section 4 – Pavement Design.

5.0 Compliance with the Transportation Planning Rule

This section has two purposes: (1) to identify areas where Policy 34 does not comply with Oregon Administrative Rules (OAR) 660-012-0000 through 660-012-0070, Department of Land Conservation and Development (DLCD), Division 12, Transportation Planning (“Transportation Planning Rule [TPR]”) and (2) to recommend amendments to Policy 34 to ensure compliance with the TPR.

The TPR implements Oregon Statewide Planning Goal 12: Transportation, which is “to provide and encourage a safe, convenient and economic transportation system.” Since the goals and guidelines of Goal 12 provisions are incorporated into the TPR, the Goal is not addressed directly in this memorandum. Both Goal 12 and the TPR define the required elements of TSPs and transportation planning procedures. The TPR establishes the contents of TSPs prepared by regional and local governments, and the process to select transportation projects developed by regional and local governments. The two TPR sections relevant to ensuring Policy 34 compliance are 660-012-0045, Implementation of the TSP and 660-012-0060, Plan and Land Use Regulation Amendments.

5.1 Comparison to the Transportation Planning Rule

In general, Policy 34 addresses the main principles of the TPR, including access control and coordination with other governments. However, Policy 34 lacks language ensuring adequate

accommodation of bicycle and transit facilities. One recommendation to address this deficiency is to integrate Policy 36: Transportation System Development Requirements with Policy 34. Policy 36 deals with elements of the TPR that are included but inadequate in Policy 34, such as access management, bicycle and transit facilities, pedestrian connectivity, and parking. Many recommended amendments to Policy 34 include language that references Policy 36 and other applicable Comprehensive Framework Plan policies, so that Policy 34 will be consistent with the other policies, even if other policies are amended in the future.

The table in Appendix D summarizes the relevant TPR subsections and the section of Policy 34 that addresses each issue. The “Comments” column describes elements that Policy 34 is missing.

Recommended changes to Policy 34 language are shown in strikethrough (language to be deleted) and double underline (language to be added) in the “Recommended Amendments” column.

The Appendix D table is formatted to ensure that all relevant sections of the TPR are included in Policy 34. A basic assumption is that Policy 34 can comply with the TPR even though Policy 34 includes additional policies and strategies that are not mentioned in the TPR, and vice-versa. For example, 660-012-0045(2)(c) of the TPR is not included because it addresses protection of airports, but Policy 34 deals only with trafficways. Other TPR subsections are omitted from the table because they are covered in other Multnomah County Comprehensive Framework Plan policies, particularly the Physical Support Systems Plan policies. However, some TPR requirements should be included in Policy 34 by reference, even if they are covered in other policies (for example, provisions for bicycles).

MULTNOMAH COUNTY BICYCLE MASTER PLAN (1990)

Objective #1. Develop and maintain an extensive network of bicycle transportation facilities that provide safe, efficient, and enjoyable bicycle travel.

Policy A. Facilities

Provide bicycle facilities that accommodate the various needs of the bicycling public.

1. Bicycles shall be an integral component of the balanced and integrated County transportation system such that Multnomah County roads and bridges shall be made safe and accessible to bicyclists.
2. A comprehensive and connected network of bikeway facilities shall be designated for ultimate development in the adopted Bikeway Plan map.

Implementation Strategies:

1. Adopt by reference and implement Oregon Department of Transportation and the American Association of State Highway Officials (AASHTO) bicycle standards or guidelines concerning design, construction and maintenance of bikeway facilities.
2. To the greatest extent possible, County roads shall be made safe, bicycle-friendly facilities through design and construction practices, maintenance and traffic control procedures.
3. Identify opportunities and develop implementation means to provide bikeways outside of public road rights-of-way. Such potential future bikeways facilities as: utility corridors, greenways, railroad rights-of-way, levees and dikes, public and private land develop, and joint development projects are incorporated by reference in the Bikeway Plan map.
4. Promote greater use of intermodal trips in the region with the acquisition or retrofitting, by transit authorities, of transit vehicles to accommodate bicyclists.

Policy B. Funding

Systematically budget and program County Bicycle Funds, based upon criteria of need, through a periodically revised and approved bicycle capital improvement plan and program; seek supplemental funds from a variety of other potential revenue sources.

Implementation Strategies:

1. Multnomah County road and bikeway improvement plans and programs shall fund the design and construction of bicycle facilities through biannual capital budget processes that:
 - a. List and prioritize possible bikeway projects in relation to criteria of greatest need.
 - b. Schedule capital expenditures in relation to actual income.
 - c. Implement projects on an annual basis.
 - d. Is revised and adopted by the Board of County Commissioners, following public review, on a biannual basis.
2. Discover and capture supplemental bicycle revenue and contributions to fund bicycle safety programs, and provide for bikeways outside of public road rights-of-way. Potential sources of funds and services may include:
 - a. Other governmental agencies
 - b. Private donations, and contributions of materials or services.
 - c. Joint public/private projects.
 - d. Grants and other sources unknown.

Policy C. Development

Continue to develop new or improve County bikeway facilities and bicycle-friendly streets and roads, in a systemic and programmed manner.

Implementation Strategies:

1. Take advantage of opportunities to add to the County inventory of bikeways:
 - a. As new roads and bridges are developed.
 - b. As existing roads and bridges are reconstructed or upgraded.
 - c. As road and bridge maintenance programs are implemented such as the County Pavement Management System.
 - d. In cooperation with the private sector through the land development permit and right-of-way permit processes.
 - e. By constructing bikeway capital projects through the Bicycle Capital Improvement Plan and Program.
 - f. Through joint projects with public agencies and private sector.
2. Encourage or require through County permitting authority, secure and convenient, weather-protected bicycle parking and storage facilities as new development or redevelopment occurs.

Policy D. Hazards

Enable safe bicycle use of County bikeways through timely maintenance, and through remedies to avoidable hazards and conflicts.

Implementation Strategies:

1. Provide a relatively high level of regular scheduled maintenance of County urban and rural bikeways, including sweeping, moving, pavement repair and drainage, that is sensitive to the particular needs of bicyclists.

2. Respond promptly to reports by the public and others of potentially unsafe conditions for bicyclists on County roads and bikeways.
3. Implement traffic management solutions to bicycling hazards, and mitigate conflicts between bicyclists and other users of County rights-of-way.

Policy E. Participation

Actively seek public participation in County bicycle planning and development processes; continue to coordinate with other public agencies and the private sector in planning and providing for the bicycling public.

Implementation Strategies:

1. Seek ongoing public input and involvement in revising the Bicycle Master Plan and Capital Improvement Plan, and addressing other bicycling needs and concerns.
 - a. Establish and staff countywide citizen bicycle advisory committee to address current and future bicycling problems and opportunities.
 - b. Provide timely response to public inquiries for bicycling information by publishing and distributing informational and educational materials regarding bicycle safety and bicycling opportunities.
 - c. Cooperate with other government agencies in providing bicycling information.
 - d. Coordinate the Multnomah County bicycle system and program with other local, regional, State and federal governments in providing a comprehensive bicycle network and a safe, enjoyable bicycling environment.

Objective #2. Increase bicyclist and motorist knowledge and awareness so as to resolve hazards and conflicts of bicycling and reduce the occurrence of bicycle related accidents.

Policy A. Awareness

Increase public awareness of bicycling opportunities and benefits, rules of the road, and safe riding skills by providing and distributing public bicycle information materials.

Implementation Strategies

1. Revise the County bicycle information brochure as needed to provide current bicycling information.
2. Participate with other organizations in providing public bicycling information.
3. Provide adequate identification and traffic control signage on County bikeways so as to:
 - a. Alert bicyclists and motorists to the presence of designated bikeways
 - b. Alert motorists of the bicycle rights of way and require motorists to yield when appropriate.

Policy B. Safety

Support various organizations, and seek sources of funding and cooperation in providing bicycle safety education and training.

Implementation Strategies:

1. Promote bicycle safety education and training through various channels including:
 - a. Multnomah County Sheriffs, other police agencies, and courts.
 - b. Schools and Education Service District (ESD).
 - c. Service organizations and bike clubs.
 - d. Private enterprises.

- e. County community service agencies and vendors.
- 2. Seek sources of funding and support to provide bicycle safety education and training.

Policy C. Enforcement

Encourage and facilitate a greater level of enforcement of vehicle laws so as to reduce the occurrence of bicycle / motor conflicts, and the rate of bicycle-related accidents.

Implementation Strategies:

- 1. Work with the Multnomah County Sheriff's Office and other police agencies to:
 - a. Educate officers of the need to enforce lawful operation of bicycles.
 - b. Provide bicycle safety education.
 - c. Seek to reduce the number of bicycle-related accidents where the bicyclist is at-fault.
 - d. Alert motorists of the rights of bicyclists on County roads.

Objective #1. Improve pedestrian circulation

Policies for Networks:

- A. Improve urban and rural pedestrian mobility in Multnomah County, outside of the City of Portland.
- B. Ensure that pedestrian facilities are an integral component of the County's transportation system.

Implementation Strategies for Networks:

- A. Develop pedestrian facilities in a safe, continuous and convenient pedestrian network.
- B. Develop pedestrian networks consistent with the County's Functional Classification of Trafficways, linking communities to transit, employment, schools, residential and commercial land-use activities.

Policies for Standards:

- A. Design and construct pedestrian facilities and plan pedestrian networks according to applicable standards.

Implementation Strategies for Standards:

- A. Adopt by reference and implement Oregon Department of Transportation pedestrian standards, the American Association of State Highway and Transportation Officials (AASHTO) guidelines, and the Americans with Disabilities Act (ADA) accessibility standards regarding design, construction, and maintenance of pedestrian facilities.
- B. Develop design standards that eliminate or mitigate conflicts and hazards in the pedestrian network.
- C. Strive to remove appurtenances (ie. mailboxes, fire hydrants, traffic control devices and utility poles) from pedestrian facilities to provide obstruction-free travelways.
- D. Provide uniform marking, signing and traffic control measures of pedestrian facilities according to the Manual of Uniform Traffic Control Devices (MUTCD).

Policies for Aesthetics:

- A. Integrate visual attractiveness into the overall design and development of pedestrian facilities and networks to encourage walking as a viable alternative mode of transportation.

Implementation Strategies for Aesthetics:

- A. Develop and implement landscape and design principles (i.e., planting strips, textured surfaces and placement of street furniture) to enhance pedestrian facilities.

Policies for Maintenance:

- A. Promote management practices that ensure a well-maintained and safe pedestrian environment.

Implementation Strategies for Maintenance:

- A. Educate property owners about maintenance responsibilities of pedestrian facilities and overgrown vegetation.

- B. Encourage property owners to voluntarily comply with maintenance guidelines.
- C. Provide adjacent landowners the opportunity to coordinate pedestrian facility maintenance with County road maintenance by providing landowners with County maintenance schedules.
- D. Assume a pro-active role in maintaining County pedestrian ways using Transportation Division resources.

Policies for Safety:

- A. Provide safe pedestrian facilities.
- B. Minimize or mitigate safety hazards in the pedestrian network that discourage walking.

Implementation Strategies for Safety:

- A. Provide safety measures on pedestrian facilities (e.g., lighting, alternative surfaces, or handrails) as necessary to ensure safe walking conditions.
- B. Respond in a timely manner to reports by the public of potentially unsafe conditions on County pedestrian facilities.
- C. Identify opportunities to mitigate barriers to pedestrian access. Mitigation could include applying traffic calming techniques, connecting streets, implementing special facility treatments such as islands, and using signal strategies that accommodate pedestrians at intersections.
- D. Implement traffic management solutions to minimize pedestrian hazards and conflicts between pedestrians and other users of County rights-of-way.

Objective #2. Provide Pedestrian Facilities that Promote Transit Use

Policies for Facilities:

- A. Develop convenient and continuous walkways to and from transit corridors.

Implementation Strategies for Facilities:

- A. Identify pedestrian facilities for development that will improve access to transit corridors and stations including upgrading existing facilities and completing missing segments on arterials and collectors.

Policies for Land Use:

- A. Develop pedestrian networks that are consistent with existing land uses and regional, county and local comprehensive land use plans.

Implementation Strategies for Land Use:

- A. Provide safe and direct pedestrian access to and from employment and shopping centers, schools, residential neighborhoods, and Regional and Town Centers.
- B. Provide crosswalks at or near bus and LRT stations that improve access to transit and adjacent land uses.
- C. Identify opportunities to use off-road, multi-use paths to connect land uses.
- D. Improve paved shoulders to County standards on rural County roadways to accommodate pedestrians outside the travel lanes, where practicable.

Objective #3. Identify Pedestrian Improvement Projects

Policies for Development:

- A. Develop and maintain an inventory of the County's pedestrian system.
- B. Provide appropriate pedestrian facilities to accommodate the needs of pedestrians.

Implementation Strategies for Development:

- A. Maintain the pedestrian system inventory and develop pedestrian facilities as part of schedule road improvements, stand-alone projects, and maintenance overlay projects, or private development.
- B. Identify opportunities to develop walkways outside public road rights-of-way. Potential facilities the improve accessibility may include: utility corridors, greenways, railroad right-of-way, unused road right-of-way, public and private land developments, and joint projects.
- C. Coordinator development of pedestrian facilities as roads and bridges are developed, reconstructed, or upgraded, including opportunities to mitigate barriers.

Policies for Funding:

- A. Program and budget pedestrian improvement funds, based on criteria and priority fo need, in the Pedestrian Capital Improvement Plan.
- B. Seek supplemental funds and resources from a variety of potential revenue sources.

Implementation Strategies for Funding:

- A. Schedule capital expenditures based on projected County transportation revenues.
- B. Secure additional pedestrian revenues and contributions including, but not limited to: other government organizations; private donations and contributions of materials or services; joint public/private projects; and grants.
- C. Revise and update the Pedestrian Capital Improvement Plan and Program every two years.

Policies for Criteria and Priority of Need:

- A. Place high priority on preserving and developing the Multnomah County pedestrian system.

Implementation Strategies for Criteria and Priority of Need:

- A. Establish criteria to prioritize pedestrian projects. Criteria should include the completion of missing facilities; the potential to increase modal share and safety; attainment of regional, Count and local land use objectives; and a measure of cost effectiveness.
- B. Select pedestrian projects on the basis that they achieve maximum benefit for the funds invested.

Objective #4. Coordinate Planning, Programming and Development Among Citizen Groups, Government Agencies and Transit System Providers

Policies for Information Exchange:

- A. Identify opportunities to resolve pedestrian concerns and address needs.

Implementation Strategies for Information Exchange:

- A. Coordinate pedestrian projects by participating in state, regional, and local pedestrian planning and project development.
- B. Initiate an ongoing process to review and comment on pedestrian-related planning documents at the state, regional and local levels.
- C. Coordinate with the private sector through the land development permit and right-of-way permit processes.
- D. Participate in joint projects with public agencies and the private sector.

Policies for Education:

- A. Increase public awareness of pedestrian opportunities, benefits, rules of the road, and maintenance responsibilities.

Implementation Strategies for Education:

- A. Identify opportunities to participate with other organizations in providing pedestrian safety education and training programs including: Multnomah County Sheriff's Office, other police agencies, courts, schools, Education Service Districts (ESD), service organizations, walking clubs, private enterprise, and County community service agencies and contractors.
- B. Prepare and distribute a County pedestrian information brochure for the public that includes project status reports.
- C. Identify and secure supplemental sources of revenue to fund pedestrian safety education programs.

Policies for Enforcement:

- A. Encourage the appropriate police agencies to be more active in enforcing vehicle and pedestrian laws to reduce the occurrence of pedestrian / motor vehicle conflicts.
- B. Encourage a cooperative public and private relationship to providing and maintaining walkways; enforce sidewalk maintenance by adjacent landowners when necessary.

Implementation Strategies for Enforcement:

- A. Encourage the State to alert motorists of pedestrian rights by including pedestrian-related questions on the Oregon drivers' license test examination.
- B. Educate law enforcement officers about the need to enforce pedestrian-related laws. Work with the Multnomah County Sheriff's Office and other police agencies to educate officers of the need to enforce motorists' and pedestrians' compliance with pedestrian-related laws.
- C. Work with Multnomah County Sheriff's Office and other police agencies to educate officers of the need to enforce motorists' and pedestrians' compliance with pedestrian-related laws.
- D. Enforce landowners to repair adjacent sidewalks and curbs along the road (ORS 368.910); payment and reimbursement procedures (ORS 368.915) will be implemented if the County must make repairs on behalf of the owner.

Policies for Public Participation:

- A. Utilize public involvement process to disseminate information and provide opportunities for input and feedback to revisions of pedestrian plans, policies and programs.
- B. Establish a public participation process that provides the public with opportunities to express their needs and concerns.

Implementation Strategies for Public Participation:

- A. Establish a Pedestrian Citizen Advisory Committee to assist Multnomah County in identifying and resolving specific pedestrian issues, problems and opportunities including the evaluation of projects for the PCIP.
- B. Seek public input in the biennial development and revision of the PCIP.
- C. Develop and provide mail-in comment cards or a telephone line to call in pedestrian problems and needs.

SAUVIE ISLAND/MULTNOMAH CHANNEL RURAL AREA PLAN (DRAFT)

Goal 1: Implement a transportation system that is safe and efficient in meeting the needs of area residents and those traveling through the area.

Goal 2: Implement a balanced transportation system that supports all modes of travel.

Goal 3: Develop a transportation system that supports the rural character of West Multnomah County.

Goal 4: Develop a transportation system the supports a healthy economy.

Goal 5: Provide transportation improvements in a timely manner according to funding capability.