

**Multnomah County Comprehensive Plan Update
Transportation and Public Facilities Subcommittee Meeting #3**

**August 24, 2015 6:30 – 8:30 p.m.
Room 126 Multnomah Building
501 SE Hawthorne Blvd. Portland, Oregon**

Agenda

- I. Welcome and Introductions (5 minutes) – Rich Faith
Public comment will be allowed on each policy topic before a final action is taken.
- II. Policies on Key Public Facility Topics (10 minutes) -- Rich
Desired Outcome: Review policy language on major public facility issues discussed at the July 13th subcommittee meeting. Make recommendation to the CAC on proposed policies.
- III. Existing Public Facility Policies (20 minutes) -- Rich
Desired Outcome: Review existing public facility related policies from the Comprehensive Plan and Rural Area Plan for recommendation to the CAC.
- IV. Policies on Key Transportation Topics (15 minutes) – Joanna Valencia
Desired Outcome: Review revised policy language on major transportation issues discussed at the July 13th subcommittee meeting. Make recommendation to the CAC on proposed policies.
- V. Existing Transportation Policies (30 minutes) – Jessica Berry
Desired Outcome: Review existing transportation related policies from the Comprehensive Plan and Rural Area Plan for recommendation to the CAC.
- VI. Alternatives Analysis (30 minutes) – Susie Wright
Desired Outcome: Review alternatives analysis for the TSP and provide feedback.

VII. Public Comment (5 minutes)

VIII. Meeting Wrap-up (5 minutes)

IX. Adjourn

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TRANSPORTATION AND PUBLIC FACILITIES SUBCOMMITTEE MEETING
ROOM 126, MULTNOMAH BUILDING
501 SE HAWTHORNE BLVD, PORTLAND OR
JULY 13, 2015 6:30-8:30 PM

MEETING SUMMARY

I. Welcome, Introductions and Announcements

In attendance:

Subcommittee members

Andrew Holtz
Sara Grigsby
Martha Berndt

Project Team

Rich Faith
Joanna Valencia
Susie Wright
Matt Hastie
Rithy Khut
Kate McQuillan
Jessica Berry

Absent:

Jerry Grossnickle

Public in attendance: Carol Chesarek and Greg Olson

Rich Faith welcomed everyone to the second meeting of this subcommittee. It will primarily be a review of policy language that staff has drafted based on comments from the last subcommittee meeting on major transportation and public facility policy issues that have emerged so far.

A subcommittee member wanted to know if the headers in the memorandum are the same headers or labels for policy issues that will appear in the Transportation System Plan (TSP). Susie Wright replied that she wasn't sure yet. That will be determined later as the document begins to take shape and its organization is better known.

II. Bicycle Infrastructure Policies

Joanna Valencia provided a brief introduction to the draft policies related to bicycle infrastructure. These policies, and others in her memorandum, are mainly taken from the proposed Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) with minor changes as needed to make the policy applicable countywide. There were many questions about specific wording in the policies and lengthy discussion about ideas and concepts to revise the draft policies. Among the comments from the subcommittee and discussion points were these:

- Add the word "explore" in front of the word "funding" in the first policy.

- Equestrian use is a mode of travel and should also be listed along with vehicles, bicycles, and pedestrians. Substitute reference to specific forms of travel by simply saying “all modes of travel”. That captures everything.
- What does “services” refer to in the third bullet under the second policy? Substitute the word “facilities” for services.
- What was intended by the second bullet under the second policy? It’s unclear and should be revised to clarify the meaning.
- The third policy should also say “improve safety” along with “reduce conflict and minimize impacts”.
- Equestrian riders on roads has been an issue in Clackamas County because horses are treated as a mode of transportation, it obligates the County to accommodate them on the road and to make improvements for that purpose.
- The subcommittee was reminded that these are not the only transportation policies; there are many existing policies that are being updated and will be given to them as well. These tonight are only the ones responding to major concerns expressed at the open houses last fall.
- Wildlife is important and is being addressed in other areas; staff should determine whether wildlife safety concerns also need to be included in transportation policies.

Public Comment: Joanna referred to the requested policy revisions that were submitted by Carol Chesarek. Copies her revisions were provided to the subcommittee.

- There should be a general policy that supports rails to trails conversion in reference to the abandoned Burlington Northern right-of-way across the West Hills.

III. Policies on Improving Traffic Flow

Joanna reiterated that most of these policies are taken from the SIMC RAP. Only the second policy is not. Some of the comments and questions about these policies were:

- Are logging trucks considered freight traffic? Does the policy on freight mobility also apply to logging trucks?
- Rather than say “Promote effective use” in the first policy, it should say “Add effective use...”
- Strike the words “Support projects that” in the second policy and begin with “Address regional freight mobility...”
- Strike the words “caused by seasonal and special event increasing traffic” at the end of the third policy.
- Include reference to public transportation as another alternative to “single-occupancy” vehicle (SOV) use in the fourth policy.
- The language in the fourth policy about not encouraging recreational bicycle activity generated much debate. Ultimately it was agreed that this idea should be taken out of the policy and rewritten as a strategy under the policy. The fourth policy needs to

be rewritten overall and be more generalized about supporting alternatives to SOV use. The policy should be written to be applicable countywide and strategies added that can be specific to different rural areas that need a special treatment.

- Joanna said she liked that approach. Policy #2 can also be structured that way. Comments that Carol Chesarek submitted by email earlier in the day and that have been provided to the subcommittee this evening could also be considered and incorporated in this manner.
- Carol clarified that the requested revisions she submitted were reviewed and discussed by the West Hills CAC member on this subcommittee along with other West Hills CAC members. For various reasons, none of them could be at this meeting. So the suggested changes to the different policies being discussed here are not one person's but reflect the ideas of several West Hills CAC members.

Staff will revise the policies based on this conversation and come back with new language at the next subcommittee meeting.

IV. Policies on Improved Traffic Safety

Joanna explained that these policies are all based on ones in the proposed SIMC RAP and modified as needed to be applicable countywide. Major comments on these policies were:

- There should be something about traffic calming. Add a strategy about using traffic calming measures.
- The header for this policy issues does not reflect what was discussed and agreed upon at the last meeting. The issue is about retaining rural character and protecting wildlife. That is what's behind the notion of addressing increasing traffic and safety issues without widening existing roads or building new ones. That should be captured in the title for this policy issue.
- Some of the added policies coming from the West Hills delegation in their requested revisions can be included as strategies under the draft policies in the memorandum rather than as new policies.

Staff will revise the policies based on this conversation and come back with new language at the next subcommittee meeting.

V. Policies on Better Road Maintenance

Joanna pointed out that there is only one policy under this topic and it is new. Major comments on this policy were:

- The policy should be about exploring innovative funding sources, not just about supplemental funding sources.

- There needs to be an overarching policy about the importance of road maintenance. Something that commits the County to providing needed funding. It would be a visionary statement about the importance of maintaining our roads.
- Some of the requested revisions from the West Hills delegation intended to address safety for wildlife passage might be more appropriate under environmental quality policies. That will have to be sorted out.

Joanna stated that there will be at least two more policies on road maintenance as a result of this discussion.

VI. Policies on Rest Stops

Major comments on this topic were:

- Rest stops are a countywide issue, not only Sauvie Island or Historic Columbia River Highway.
- Should there be a strategy about coordinating with other agencies on location and placement of rest stops?
- Waste disposal also needs to be addressed in the policy. If bicyclists are stopping to rest they also need restrooms to use.
- Restrooms are costly to build and maintain. Porta-potties are a cheaper, low maintenance alternative to restrooms.
- There should be a strategy about wayfinding in conjunction with rest stops.

Joanna summarized the discussion and once again stated that staff will take the comments given here to redraft policies that the subcommittee will review at the next meeting. Before leaving this topic Rich asked Carol Chesarek if she would like to say anything else concerning the suggested revisions from the West Hills delegation. Additional comments were:

- It's been difficult determining which of the suggested changes will be incorporated and which will not. There has been no clear agreement on the language for the policies and strategies discussed tonight.
- Rich said that is true, so we will have to see what the revised policy language is that staff brings back to the next meeting and then everyone can comment on it at that time.
- Equestrian use should be a separate policy and should make it clear that we are not trying to promote a countywide equestrian trail system.
- Regarding the group's suggested new policy under better road maintenance, all of the recommended implementation points except (f) relate to roads. These don't belong under environmental quality (air, land, water and wildlife) policies. These should not be shuffled off to another policy category because they are really road related.

VII. Sewage Disposal Requirements for Rural Developments

Rich introduced the topic by stating that this policy issue was up for discussion at the last meeting but the subcommittee was unable to get to it so it has been carried forward to this meeting. He briefly recapped the background on this issue.

A subcommittee member told of a recent conversation she had with someone with expertise on sewage disposal. There are many new methods of dealing with human waste disposal – i.e. composting toilets, waste-to-fertilizer, solar drying toilets. Rather than put it into the ground as with traditional septic systems, collection of human sewage either in raw or processed form will likely be more common. New industries surrounding the collection and processing of sewage will likely be opening up in the future. Because of that the County needs to allow innovative solutions to sewage disposal.

Other comments:

- Strategies might be more encompassing to allow anything that does not adversely impact the environment – air, land, water, wildlife.
- Civic uses, such as schools, churches, etc. should be given some leniency so they can use holding tanks or other methods of sewage disposal.

VIII. Public Comment

Greg Olson expressed unhappiness with the maps that were handed out at the last meeting. For example, the map 15A showing bicycle facilities does not have the best information available and is wrong in some instances. Multnomah County's bicycle routes are not lining up with other adjacent counties. He also would like details when certain roads are mentioned as being unsafe for bicycles. Based on what? Is there accident information that supports these statements. Give me facts, not opinions.

Another problem is that in some jurisdictions when fog lines are painted on the roadway, vehicles can be ticketed for driving outside the fog line. The same is true for bicycles because they are supposed to stay within the driving lanes established by the fog lines. This is a potential problem of bicyclists if you desire them to stay way to right for the benefit of more vehicles.

IX. Adjourn

The meeting adjourned at approximately 8:40 pm.

The next subcommittee meeting will be on August 24. Refined policies from tonight's discussion will be on the agenda. The alternatives analysis for the TSP will also be on the agenda for review and discussion.

Response to July 7, 2015 Memorandum

A. Bicycle Infrastructure

Figure 11A and 11B show traffic counts beginning at < 1500 vehicles per day. This doesn't show what the actual counts are, I believe some collector roads are substantially under that figure. Skyline, if it does carry the maximum of 1500 per day is still a low volume street.

The counts available from the 1990's East of the Sandy Plan for Gordon Creek road were 800 per day. With the development in Sandy that figure might have increased but is still probably a low traffic collector. If we had more accurate counts it would help in determining the facilities on each collector.

Figure 11A (June 8, 2015), shows < 1500 vehicles per day. Rocky Point shows 3001 to 5000 vehicles per day. Where are all the vehicles going? Rocky Point has more vehicles but I don't recall that many. Once I hit the gravel at the Washington County line, I see very few cars.

I cycle on roads all over America that are similar to all the Multnomah County Rural Roads. There are many more vehicles and cyclists and all are "safe." One in particular is Skyline from south of San Francisco to Santa Cruz. It follows the ridge line with long steep drops to the bay on the east and the ocean on the west. There are farms along the way especially at the south end with twisting winding roads. The northern end has some small communities especially at Alice's Restaurant which is packed with vehicles. There are probably over 100 parked vehicles in the business area. In between is mostly public land. The traffic, both vehicle and bicycle, is more intense than our Skyline. Take a time lapse online video tour, there are several online.

All roads in rural Multnomah County are safe to cycle. What is happening is that non cyclists and parties who object to cycling are making determinations and defining what is a "safe" road. It would be better for the county to consult with actual cyclists to determine what is safe. It is apparent that cyclists feel safe on the roadways or they wouldn't be there.

The roads have enough sight lines for motorists to see a cyclist with plenty of time to adjust their speed. Some of the curves are marked with speed signs at curves. Some don't. There doesn't seem to be any rational as to why. The structure of the road seems to control vehicle speed. For instance Knieriem Road has no curve signage and would not be practical to take the curves at 55.

With regard to the minimum 3 foot paved width in areas, the Federal Highway Association has stated:

"Since bicyclists usually tend to ride a distance of 0.8 meters to 1.1 meters (2.5 feet to 3.5 feet) from the curb face, it is very important that the pavement surface in this zone be smooth and free of structures."

Regarding the fog line:

How Well do You Know Your Oregon Bike Lane Laws?

Posted on August 20, 2012 by Sean DuBois

Greg Olson Comments

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Question 6. You're riding your bike on an unfamiliar highway, but there's a four-inch wide line at the side of the road, also known as a fog line. Does that same line also indicate the presence of a bike lane?

- Answer. No, that's not a bike lane. Throughout the state of Oregon, bike lanes are designated by official signs, and are marked with white lines that are eight inches wide. ORS 801.155

Mayor law llc.states:

Case Example 3: This disputed liability Oregon car collision case occurred when a pickup truck driver hit the client who was riding his bicycle in Clackamas, Oregon. The client sustained personal injuries including a broken leg, a broken nose and a closed head injury. The defendant claimed the client was at fault for riding his bicycle in the roadway to the left of the fog line. The case was settled out of court for \$159,000 for the full policy limit of the driver's liability insurance, as well as additional money from the client's motor vehicle insurance policy.

There are many opinions concerning fog line law across the country. In Oregon cyclists are required to ride as far right as practicable. The decision is left to cyclists to make that determination, adding three feet does not make it safe. The problem is that drivers cannot determine the safety of the roadway and the policy should not require cyclists to ride in unsafe shoulders.

The Federal Highway Administration comments on cycling states:

"Since bicyclists usually tend to ride a distance of 0.8 meters to 1.1 meters (2.5 feet to 3.5 feet) from the curb face, it is very important that the pavement surface in this zone be smooth and free of structures. Drain inlets and manholes that extend into this area cause bicyclists to swerve, having the effect of reducing usable width of the lane."

That is accurate with the way most cyclists ride. Currently in the county there are paved portions of the roadway shoulders that range from 6 inches to 36 inches. As I ride these I have noticed that debris from leaves, branches, moss, gravel, glass, and animals accumulate either scattered or in piles. It is hard to dodge in and out of these and still hold a consistent line. It could be classified as unsafe cycling to not hold a consistent line. Without a maintenance plan it would require cyclists to be back on the road, as they will hold a consistent line as opposed to dodging in and out.

The 1992 East of the Sandy Transportation Plan states:

"County maintained rural bike routes should be accommodated by paving of road shoulders to a width of at least 4 feet and preferably 6 feet. Not all designated bike routes East of the Sandy River have such shoulders, the lack of which increases hazards for non-motorized travelers. As re-paving occurs on County maintained roads designated as bicycle routes, the County widens and paves shoulders to allow for safe bicycle usage."

This caused confusion with residents as all the roads have been repaved and no facilities appeared. During a MCPBAC meeting with county engineers it was determined that the county

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definition of repaving is actually rebuilding the road. It is a lesson that all should understand what each other is talking about.

B. Improve Traffic Flow on Westside Roads

The statement is too general regarding the number of cyclists and vehicles currently using the road and the future increase in usage. I am not sure how many vehicles the road was designed for. I do know that rural roads across the country carry far more traffic than will appear on Skyline.

Currently it appears that the only thing preventing Skyline from being a freeway are the cyclists. As long as the rural limit of 55 is maintained it will be that way. Skyline in Portland is 40 mph. It might be good to extend that limit north on Skyline through the spacing between housing and farms is closer. There is a downhill speed limit of 35 mph just north of Cornelius Pass.

I cycled Skyline out and back from Sylvan to Rocky Point on July 27, 2015. As expected the heaviest traffic is from Sylvan to Burnside. There is not quite as much from Burnside to Cornell. The rest of the route traffic gets lighter, to very few between Logie and Rocky Point. The majority of vehicles were able to pass at whatever speed they had established before arriving at my location. The next group who were more cautious were able to pass between 5-7 seconds. There were several vehicles that slowed well before approaching and took 12-16 seconds to pass. This time was consistent with vehicles were trying to pass when there were vehicles approaching from the opposite direction. There were several vehicles able to pass without slowing when vehicles were approaching from the opposite direction including the Multnomah County Sheriff who passed me twice between Logie and Mile Post 19.

There are also people who walk or take their dogs for walks on Skyline, who have no place to occupy.

I took a quick 5 minute survey of vehicles at the corner of Skyline and Germantown. 80% of the vehicles didn't come close to stopping. Sometime when four vehicles arrived at the same time they all rolled through one after the other.

It looks like there is freight route designated on McNamee. It is currently signed for no trucks. With the narrow railroad bridge it seems like a bad truck route. Also the question was asked how do you keep trucks off "no truck" roads? The urban area residents call the freight company and report a problem and the driver usually gets in trouble.

Until the zoning committee is done, it would appear hard to estimate how many vehicles will be added. If no building is allowed on small acreage collectors might not increase beyond the designed capacity.

The discussions on Skyline seems to include areas of Portland which we are trying to solve, which may not be fruitful.

Delete the section of not encouraging recreational cycling before it has to be explained to the county commission, the business community, the health community, and the cycling community. All cycling is recreational and appears in many forms and types. The only type that isn't recreational is racing, which has its' own rules and requirements.

C. Maintenance

Have the county work with the legislature to add a fee to studded tires.

D. General

For safety the county could work with bike groups and legislators to pass a three foot passing rule. California passed one last year without all the details worked out. The drivers know of the law and are respectful of it. It is law and can be enacted in Oregon, or Multnomah County could set the pace and pass their own.

Memorandum

Comprehensive Plan Update

August 18, 2015

To: Transportation and Public Facilities Subcommittee
From: Rich Faith, Senior Land Use Planner
Re: Public Facility Policies

DRAFT POLICIES FOR PUBLIC FACILITIES

This memo presents draft policies pertaining to two public facility policy questions discussed by the Transportation and Public Facilities Subcommittee at its June 15 and July 13, 2015 meetings. Those issues pertain to public rest stops on heavily traveled roads and sewage disposal facilities for rural developments. The draft policies reflect the subcommittee's discussion and direction on these policy topics. The subcommittee must decide whether to recommend these policies to the CAC as currently written or with further changes.

PUBLIC REST STOPS ALONG POPULAR TRANSPORTATION ROUTES

BACKGROUND

Historic Columbia River Highway is heavily used by both motorists and bicyclists traveling into the Columbia River Gorge. Some property owners and residents along this popular route believe that a public rest stop or park with a restroom should be constructed in Springdale, Corbett or another appropriate location for the benefit of travelers using the Highway. In particular, a park could provide a community gathering spot and recreational opportunities for East County residents. A similar need has been identified for well traveled transportation routes on the west side of the County.

Question: Should the County explore development of a public rest stop, park or similar facility along Historic Columbia River Highway and other popular travel routes?

POLICY

1. Explore opportunities to provide public rest stop facilities for ~~Sauvie Island visitors~~ the most heavily used bicycle travel routes, especially along popular recreational and tourist scenic highways routes. (Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) draft policy, modified to apply county-wide)

Strategies

- a. Rest stop facilities should include amenities such as restrooms, picnic tables, garbage disposal containers and water fountains.
- b. Inform the traveling public of rest stop locations through wayfinding signage.
- c. Partner with those agencies most involved in providing public parks and rest facilities, such as ODOT, OPRD or Metro, to determine suitable locations for these facilities.

SEWAGE DISPOSAL REQUIREMENTS FOR RURAL DEVELOPMENTS

BACKGROUND

Most rural development relies on its own private septic system for sewage disposal. Current county policy establishes that in order to approve a proposed development a finding must be made that it will not exceed the carrying capacity of the site for sewage disposal. Because of high water tables and other poor site conditions, some developments have been unable to obtain septic permits (i.e., they exceed the carrying capacity of the site) and therefore have needed to install sewage holding tanks as an alternative.

***Policy Question:** Should the current policy be changed to recognize sewage holding tanks as a valid sewage disposal alternative to septic systems?*

POLICIES

Policies already approved by the CAC.

RURAL CENTER POLICIES – COMMERCIAL, OFFICE AND INDUSTRIAL LAND USES

S. Multnomah County will update its implementing regulations to ensure that new or expanded commercial and industrial development will not exceed the carrying capacity of the soil or of the existing water supply and waste disposal services available to the site, or if such services are not available to the site, the capacity of the site itself to provide water and manage sewage.

Staff comment: The above policy as written would not restrict sewage disposal to conventional, in-ground septic systems.

New Policy

The following policy language has been drafted to reflect the comments on this subject given by the subcommittee at its July 13, 2015 meeting.

Water Systems

1. A water supply system for new development shall be by either of the following methods:
 - a. Connection to a public water system having adequate capacity to serve the development and all other system customers.
 - b. A private water system with sufficient volume and pressure to meet applicable Building Code and Fire Protection Code.

Sewage Disposal Systems

1. Sewage disposal for new development shall be by any of the following methods:

- a. Connection to a public sewer system having adequate capacity to serve the development and all other system customers.
- b. A private system that meets Oregon Department of Environmental Quality regulations.

Staff comment: The above policy would not limit sewage disposal to conventional, in-ground systems.

Existing County Comprehensive Plan and Rural Area Plan Policies Related to PUBLIC FACILITIES

BACKGROUND: *The current County Comprehensive Plan and Rural Area Plans contain many policies and strategies pertaining to public facilities that may still be applicable in whole or in part and worth consideration for retaining -- some without changes and some with revisions to update the language to reflect current conditions, for better clarity or for countywide applicability. These current policies and strategies could be carried over into the new comprehensive plan so long as they do not conflict with any new policy that emerges from this comprehensive plan update process. Wherever a conflict with a new policy occurs, the existing policy language would either have to be eliminated or revised to be consistent with the new policy.*

Explanation of Different Types of Text in this Document

Standard text – means existing language from the County Comprehensive Plan or a Rural Area Plan.

~~Strikeouts~~ – means existing text that is being deleted.

Underlined – means new text that is being added.

Policies from the County Comprehensive Plan

POLICY 32: Capital Improvements

INTRODUCTION

The provision of public facilities and services is a key component in land development and implementation of the Comprehensive Land Use Plan. A timely and efficient arrangement of public facilities and services maximizes the use of available and projected resources while responding to demands for service by existing and future land users.

Basic public services needed to support land development in rural areas of the County are public schools, transportation, water supply, ~~and sewage~~ and solid waste disposal. Other essential support services include police and fire protection; ~~sanitary and storm drainage facilities~~; planning, zoning, and subdivision control; health and recreational facilities and services; energy; communications; and community governmental services ~~(Oregon Land Conservation and Development Commission, Statewide Land Use Goal 11)~~. Public services and facilities in rural, unincorporated Multnomah County are provided by many different governmental and special district units. ~~Unincorporated Multnomah County's public services and facilities are provided by over 60 different governmental and special service district units. Failure among these agencies to develop a long range unified public facilities plan has resulted in a fragmented and costly approach to service system delivery and construction. Consequences of this lack of coordinated planning and programming are apparent in the urban and urbanizable areas:~~

- ~~1. Established neighborhoods lack a full range of adequate services to support existing development.~~
- ~~2. Efforts to intensify land use patterns are thwarted.~~
- ~~3. Inventories of buildable residential, commercial, and industrial vacant land with services are low, forcing market prices up on developable sites.~~
- ~~4. Private sector investment is discouraged, as the financing of one infrastructure investment does not necessarily guarantee that the remaining services will be provided in a timely manner.~~
- ~~5. Capital investment and maintenance fund decisions are not based on any single set of financial, service system or land use priorities.~~
- ~~6. Investment decisions by one service provider may place new and sometimes conflicting demands for program expenditure on other public agencies.~~

- ~~7. Opportunities for joint investment and realization of project cost savings can be lost as other agencies are unable to secure funds for their portion of a project in a timely manner.~~
- ~~8. Questions of who will be responsible for long term urban service provision remain unresolved.~~
- ~~9. Public facility and service provision issues are dealt with in a piecemeal fashion.~~
- ~~10. Established neighborhoods compete with urbanizable areas in their demands for service.~~
- ~~11. The attractiveness and marketability of sites in Multnomah County are lessened because no one knows when an area can be expected to have full services available.~~

~~Land use and transportation planning occurs within a 20-year time frame, while capital improvements programming typically governs resource utilization over a five- or six-year time period. With the completion of the four sewer basin master and financial plans for East County by June 1984, sanitary sewer system provision and service delivery will be within a 20-year time frame. Within the 20-year time frame, multiple investment strategies are possible. Through the use of a 20-year public facilities and services plan developed in concert by all agencies responsible for service system delivery and maintenance in Unincorporated Multnomah County, investment opportunities can be maximized and public and private costs minimized.~~

~~Multnomah County is only one of many direct providers of public services and facilities. While a number of agencies, including the County, continue to attempt to identify areas of responsibility for long-term service provision and coordinate capital expenditures for system maintenance and construction, there is no long-term unified plan for addressing the provision of public services and facilities in urban Unincorporated Multnomah County.~~

~~Demands for service and the County's direct role in service provision vary depending on whether an area is designated for urban or rural land development. In the urban areas, the County is a "steward," given the County's adopted policy that urban areas should be provided urban-level public services and facilities by municipalities. Water and sewer services for unincorporated lands within the Metro UGB are the responsibility of the municipalities that have entered into Urban Planning Area Agreements with the County. Municipal water and sewer service usually becomes available upon the annexation and development of these lands. In rural areas, public services and facilities provision is in keeping with the policy which states that services should be provided only to the levels required by rural and natural resource area users, with no provision for sanitary sewer system development.~~

~~The 1977 Multnomah County Comprehensive Framework Plan sets forth land use, public service and facility, and capital improvements policies designed to carry out the mandate of Oregon Statewide Planning Goal 11:~~

To plan and develop a timely and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

~~Since that time, national, state and local resources for implementing the policies have either disappeared or been severely curtailed. In addition, no plan identifying and assigning long term public service delivery responsibility for the urban areas of Unincorporated Multnomah County has been adopted. The powers of counties to participate in service system delivery deliberations has been expanded in some cases by recent legislation, such as the Oregon Drinking Water Act of 1981. By this Act, counties may develop water service plans and may approve formation, consolidation and expansion of water systems not owned by cities. However, the County's operational ability to force the development of a unified long-range public facilities plan is limited (Oregon State Health Division, Oregon Drinking Water Act of 1981, SB #296, Section 14, ORS 448.165, Memo, August 26, 1982). In Multnomah County, with its municipal public services for urban areas policy and the legal relationships between cities and counties, the effectiveness of unified service system delivery plans is dependent upon the willingness of the service districts, cities and County to agree to undertake such an activity and the availability of resources to formulate a plan. For those public facilities and services which are provided by Multnomah County, the following goals, policies, and strategies apply. For other service providers, the County can have a policy requiring coordinated investment consistent with Comprehensive Land Use and Community Plans, but the ability of the County to enforce the policy is realistically limited in scope.~~

INTENT

The County's intent is to require the establishment and maintenance of a public services and facilities plan and capital improvements program which will provide for the timely, orderly and efficient arrangement of public services and facilities, considering:

1. The health, safety and general welfare of County residents;
2. The level of services required, based upon the needs and uses permitted in urban, rural and natural resource areas;
3. The equitable distribution of costs, based upon benefits received from the public utility system or facility; and
4. The environmental, social, and economic impacts.

In developing policies and strategies, the County will seek to ensure that public services and facilities plans and capital improvements programs will result in the following:

1. Coordination of land use planning and provision of appropriate types and levels of public facilities.

2. Coordination of a full range of public facilities and services among all agencies responsible for providing them.
3. Provision of adequate facilities and services for existing uses.
- ~~4. Maintenance of an adequate inventory of buildable land.~~
5. Protection of natural resource and rural areas.
6. Timely development of public services and facilities in urbanizable areas within resource limitations.

POLICY

~~The County's policy is to:~~

- A. Give first priority to ~~capital~~ maintenance, then upgrading and replacement of existing facilities ~~replacement and upgrading, excluding:~~
 - ~~1. Sanitary sewer system management where first priority will be given to the elimination of expanded use of private disposal systems; and~~
 - ~~2. Bicycle Corridor Plan implementation where first priority will be the provision of new bicycle facilities designated on the Bicycle Corridor Capital Improvements Plan map. (Moved to Transportation section)~~
- B. Reduce Multnomah County's long-term public works liabilities by eliminating marginal facilities and extending the life of others through timely maintenance and functional upgrading.
- ~~C. Encourage the creation of a unified long range public facilities and services plan by all service providers in the County which coordinates long term capital resource and expenditure analysis and capital improvements programming.~~
- D. Set and schedule capital improvements project expenditures based on an evaluation which includes the consideration of the following:
 1. Public health, safety, and general welfare.
 2. County liabilities, assets, and resources.
 3. Existing service system maintenance and update costs.

4. Minimization of costs due to coordination of scheduled public works projects.
 5. Private and public resource availability for financing and maintaining service system improvements.
 6. Conformance with the Comprehensive Plan ~~Land Use and Community Plans~~.
 7. Time required to provide service and reliability of service.
 8. Equity in meeting the needs of low-income and minority populations.
- E. Use capital improvements programming and budgeting to achieve levels of public facilities and services appropriate to ~~urban, urbanizable, and~~ rural areas.
 - F. Coordinate plans for public services and facilities with plans for designation of urban boundaries, urbanizable land within the UGB, rural uses outside the UGB, and for the transition of rural to urban uses.
 - G. Consider, as a major determinant of plans providing for public facilities and services, the carrying capacity of the air, land, and water resources of the planning area.
 - H. Identify needs and priorities for public works capital improvements in conjunction with the comprehensive land use ~~and community~~ planning processes.
 - I. ~~Maintain Comprehensive Framework and Community Land Use Plans which do the following:~~
 1. ~~Identify the types and levels of public facilities and services appropriate for the land use designations.~~
 2. ~~Designate sites for power generation and locations of public facilities and services locations and public right of ways needed to support desired levels of urban and rural development.~~
 3. ~~Designate and set priorities at the community level for the projects which will provide key public facilities and services to the community.~~
 4. ~~Provide public facilities and services management plans which assign implementation roles and responsibilities to those governmental bodies operating in the area and having interests in carrying out this policy.~~
 - J. ~~Participate with the Metropolitan Service District (METRO) in the development of a regional solid waste disposal program.~~

K. Seek additional methods and devices of achieving desired types and levels of public facilities and services, such as, but not limited to, the following:

1. Tax incentives and disincentives.
2. Public and private grants.
3. Land use controls and ordinances.
4. Multiple use and joint development practices.
5. Fee and less-than-fee acquisition techniques.
- ~~6. Enforcement of local health and safety codes.~~
6. User fees

~~L. Give priority for public facilities and services provision to urban over urbanizable areas, and distinguish urban and urbanizable land and service delivery phasing based primarily on the cost and feasibility of service provision and public benefits to be generated, including:~~

- ~~1. Benefit in terms of increased property value.~~
- ~~2. Increase in jobs, housing units, etc., both total and per acre, or other measures of density.~~
- ~~3. Increases in buildable vacant industrial, commercial and residential site inventories.~~
- ~~4. Offsetting revenues produced by development.~~
- ~~5. Differences in cost as a result of scheduling and phasing of the project.~~

STRATEGIES

~~A. The County should work in concert with other public services and facilities providers to identify long-term service systems delivery responsibilities and prepare a long-term public works plan for the County.~~

~~B. The following strategies should be addressed in the Community Development Ordinance:~~

- ~~1. **The Zoning Chapter** should apply the conditional or community use procedures to the construction of:~~

- ~~a. Public sewer and water facilities;~~
- ~~b. Public and quasi-public uses;~~
- ~~c. Airports.~~

~~2. The Capital Improvements Plan should include:~~

- ~~a. Identification of maintenance, replacement, and new capital projects consistent with the long-range facilities, Comprehensive Framework and Community Land Use Plans.~~
- ~~b. Evaluation of capital improvements projects' projected requirements and revenues for a five-year time period.~~
- ~~c. Priority assignment of projects in the capital improvements program schedule and annual update process should be consistent with the Capital Improvements Policy, Comprehensive and Community Land Use Plans, Bicycle Corridor Capital Improvements Plan and within County resource limitations. Priorities should be established by a process which includes the following actions:~~
 - ~~1) Development of a candidate list of projects based on existing or projected system deficiencies, economic development needs, and identified neighborhood problems.~~
 - ~~2) Review and comment on prioritization of the candidate list by the Planning Department, Engineering Services Department, Operations and Maintenance Department, Planning Commission, and the Economic Development Advisory Committee, the East County Transportation Committee, and cities within the County.~~
 - ~~3) Development of a recommended list for funding, based on the above.~~
- ~~d. Coordination with other public service providers and private utility suppliers to maximize the efficient delivery of both public and private utilities and facilities.~~

~~3. The County Department of General Services should be responsible for the maintenance of an inventory of funding for projects and estimates of financial resources for County projects.~~

~~4. The County should review all service district boundary amendments submitted to the Boundary Commission for action and should recommend approval only when the proposal accords with the County Comprehensive and Community Plans.~~

~~5. The County should review all applications for service delivery system update and construction seeking federal or state public grant funds for consistency with the County~~

~~Comprehensive Plan, existing long-term Public Facilities Plans and Capital Improvements Programs.~~

- ~~6. The County Division of Planning and Development should take staff recommended capital improvements lists and County and other public agency cost and financial resources data to the community planning process for additional citizen-initiated projects.~~
- ~~7. The County should encourage other public facilities and service providers to work with the appropriate planning area(s) in developing and revising their capital improvements programs and long-range facilities plans.~~
8. The County should actively seek private and public resources to fund capital improvements projects.
9. The County should strive to achieve a long-term facilities plan and capital improvements program integrated with the cities and special service districts.

POLICY 37: UTILITIES

INTRODUCTION

Utilities include sewer, water, storm water drainage, energy, and telecommunications systems, including cable or satellite television, cellular phone and internet service. The need for public water, sewer and drainage systems varies according to the density of development and the ability of the soil to absorb excess water. ~~Therefore, there are different standards.~~ The low density of most rural lands in the County do not support public systems; consequently private water, sewer and drainage systems are common to most rural development.

The Public Welfare requires installation of energy and related communication facilities in all areas and zones where people live, work or find recreation. Transmission lines are required to transmit power to areas of use and to provide reliable service by utilizing alternative sources. bulk power substations are required to provide a reliable source of power for distribution substations. Distribution substations and related lines are required to provide a reliable source of power for service to the customer. Additional facilities and modifications to existing facilities are required to meet the public need for energy due to population growth, conservation of energy, changes in energy source, and consumption and reliability requirements.

~~The purpose of this policy is to~~ Utility policies should ensure that no long-range health hazard areas are created, and that excess water "runoff" resulting from a development will not damage property or adversely affect water quality. ~~A second purpose of the policy is to~~ They should also ensure that a particular development proposal, because of its size and use, does not reduce the energy supply to a level which precludes the development of other properties in the area ~~as proposed by the Comprehensive Plan.~~

POLICY

WATER SUPPLY AND SEWAGE DISPOSAL SYSTEMS

- ~~A. Shall be connected to a public sewer and water system, both of which have adequate capacity; or~~
- ~~B. Shall be connected to a public water system, and the Oregon Department of Environmental Quality (DEQ) will approve a subsurface sewage disposal system on the site; or~~
- ~~C. Shall have an adequate private water system, and the Oregon Department of Environmental Quality (DEQ) will approve a subsurface sewage disposal system; or~~
- ~~D. Shall have an adequate private water system and a public sewer with adequate capacity.~~

[Note: The policy on water supply and sewage disposal systems is being proposed for approval under new Public Facilities Policies. If the proposed new policy is approved it will replace this one.]

STORM WATER DRAINAGE

2. Storm water drainage for new development shall be in accordance with the following:

- ~~Ea. There shall have be~~ adequate capacity in the storm water system to handle the run-off; or
- ~~Fb. The water run-off shall be handled on the site or adequate provisions shall be made; and~~
- ~~Gc. The run-off from the site shall not adversely affect the water quality in adjacent streams, ponds, lakes, or alter the drainage on adjoining lands.~~

ENERGY AND COMMUNICATIONS

- ~~H3. For development that will be served by a power utility company, There shall be is an~~ adequate energy supply to handle the needs of the proposal and the development level projected by the plan; and
- ~~I4. Tele~~Communications facilities are available to serve the site.

~~Furthermore, the County's policy is to continue cooperation with the Department of Environmental Quality for the development and implementation of a groundwater quality plan to meet the needs of the County.~~

STRATEGIES

~~A. The following strategies should be addressed in the ongoing planning process:~~

- ~~1. The planning program should a~~Address provisions for utility services needs related to the ~~Broad~~ Land Use Categories and ~~should~~ include such factors as:
 - a. Public sewer and water facilities;
 - b. Individual ~~subsurface~~ sewage disposal systems;
 - c. Individual water systems;
 - d. On-site and off-site drainage;
 - e. Energy and telecommunications facilities.

~~B. To maintain groundwater quality in un-sewered urban areas, to preserve the potential for full housing densities when sewers are installed, and to permit a reasonable increase in the supply of needed housing in the interim, all residential development proposals shall comply with the following:~~

- ~~1. In the event the maximum number of dwelling units allowable by the Comprehensive plan, the Land Division Code and the Zoning Code is not possible due to Department of Environmental Quality subsurface sewage disposal limitations, the site development plan shall designate the manner in which the additional allowable units may be located on the property when public sewer service is available. Review and action, including appeal methods on each such site development plan, shall be taken under the applicable Design Review, Land Division or Zoning administration procedures.~~
- ~~2. Conditions of approval, supported by findings of need, may include, among other things:~~
 - ~~a. The clustering of lots as interim building sites;~~
 - ~~b. A plan for the future re-division of lots;~~
 - ~~c. Reservation and interim use of portions of the site pending the future location of additional dwelling units;~~
 - ~~d. Connection of all units to a public sewer then available; or~~
 - ~~e. Installation of dry sewers at the time of initial development.~~

SOLID WASTE MANAGEMENT

Solid waste collection service for the rural areas of the County is provided by several private waste haulers. In April 2014 the County began licensing solid waste haulers and adopted rules that all haulers must comply with as a requirement for receiving that license. Regulation of solid waste and recycling collection within the unincorporated areas of the county was found necessary to ensure a comprehensive and consistent level of recycling service for the region, and to assist the region in meeting state recovery and waste reduction goals, conservation of natural resources and reduction of greenhouse gas emissions.

Regulations adopted by the County are consistent with and in compliance with State law, Metro's Regional Solid Waste Management Plan, and an intergovernmental agreement with Metro. The regulations set residential service standards and a business recycling requirement. Solid waste haulers are responsible for notifying and educating their customers on waste reduction, reuse, and the opportunity to recycle. The County is responsible for providing garbage and recycling informational materials to residents twice a year. County rules require annual licensing of solid waste service providers and enforcement provisions for noncompliance with the County's solid waste program requirements.

POLICY

Implement a solid waste and recycling management program that complies with State law, the Regional Solid Waste Management Plan, and the County's intergovernmental agreement with Metro.

STRATEGY

The County should revise its solid waste and recycling management program as needed to comply with amendments in state law, the Regional Solid Waste Management Plan, or its intergovernmental agreement with Metro.

POLICY 38: POLICE, FIRE, EMERGENCY RESPONSE AND SCHOOL FACILITIES

INTRODUCTION

Police protection is provided by the County's Sheriff's Office; however, fire protection and schools are provided by special service districts which operate independent of the County. Ambulance service is provided by private companies that are authorized to operate in the County.

The purpose of this policy is to assure that adequate police and fire protection and other emergency response is available to new development and to provide the school districts with the opportunity to be advised of proposals which ~~will~~ may affect their ~~capital improvements programs~~ service capabilities.

POLICY

~~1. It is the County's Policy to~~ Coordinate and encourage involvement of applicable agencies and jurisdictions in the land use process to ensure:

School

A. The appropriate school district has had an opportunity to review and comment on ~~the~~ residential proposals that could impact enrollment.

Fire Protection and Emergency Response

B. There is adequate water pressure and flow for fire fighting purposes based on applicable protection standards; ~~and~~

C. Fire apparatus and other emergency response vehicles can reasonably access the site of new development;

~~D.~~ The appropriate fire district has had an opportunity to review and comment on the proposal.

Police Protection

~~D.~~ The proposal can receive adequate ~~local~~ police protection in accordance with the standards of the Multnomah County Sheriff's Office or the jurisdiction providing police protection.

~~POLICY 38A:~~ ALTERNATIVE USES OF PUBLIC SCHOOL BUILDINGS

INTRODUCTION

Declining school enrollments and increasing costs result in the diminished use of schools or the closing of schools for educational purposes. Vacant or under-utilized public school buildings may have serious detrimental effects on the neighborhoods that surround them if allowed to stand idle and fall into disrepair. There are many benefits to the community when the buildings are occupied and reused. The school districts and communities cannot afford to leave ~~such buildings~~ these valuable assets under-utilized or vacant.

Reuse of these vacant spaces can provide opportunities for ~~the location of~~ other uses ~~found to be~~ of benefit to the community, and thus reduce any negative effects of building closure. Cooperative pre-planning by the school district, local government and the people of the community can help to identify those beneficial uses and provide flexibility in securing their location. School districts can plan and budget for reuse of their space resources more effectively if appropriate alternative uses are determined and accepted in advance.

~~This issue is not confined to the several urban areas covered by the community plans; it applies as well to rural and natural resource areas and to those urban districts not included in any community plan.~~

There are ~~currently no~~ provisions in the zoning code treating the subject of ~~previously approved but~~ vacant or under-utilized public school buildings ~~in any of the adopted community plans. The Comprehensive Framework Plan provisions and p~~olicies concerning alternative uses of these facilities ~~will be applicable equally in~~ apply to all unincorporated rural County areas.

~~Policy 38A-~~This policy and its ~~S~~strategies are intended to overcome other plan and implementation measures which may prevent, unnecessarily limit, or delay the ability of the school districts and the community to locate appropriate alternative uses.

The purpose of this policy is to promote the efficient alternative use of vacant or under-utilized public school buildings by authorizing those uses which are beneficial to or compatible with the community.

POLICY

~~The County's policy is to f~~Facilitate the location of alternative use of existing school building space where:

- A. The school district board finds that the space is surplus to current or anticipated need for school purposes; and
- B. Citizens of the community are afforded opportunity to be involved during decisions on an alternative use proposal; and
- C. ~~Location of an~~ The alternative use will provide:
 - 1. An appropriate public facility, or
 - 2. A public non-profit service to the immediate area or community, or
 - 3. An alternate use that is consistent with the area's needs in a location and under circumstances reasonably suitable for the purpose.

This policy shall not affect the authority of a school district board to reduce occupancy, vacate or dispose of any existing public school building.

STRATEGIES

1. The County should assist school districts, community groups and citizens in the cooperative planning and development of programs for the appropriate alternative use of existing public school buildings.
2. ~~The Zoning Ordinance should include measures for the expeditious implementation of this policy by including additional alternative uses of public school buildings in the list of allowed Community Service Uses.~~ Alternative uses of vacant or under-utilized public school buildings shall be allowed in rural areas only in “exception” zoning districts.

POLICY 39: PARKS AND RECREATION PLANNING

INTRODUCTION

A basic need of people is to pursue activities ~~in non-work hours~~ which recreate one’s mental and physical condition. From children learning to socialize through play, to elderly people being outdoors for a walk or to sit in the sun, recreation plays an important part in ~~the life cycle~~ a person’s mental and physical well being. The major requisite for outdoor recreation is space within which activities take place. These spaces can be intensively developed parks, natural areas along waterways, vacant lots, or even streets and roads.

The need for providing easily accessible areas for outdoor recreation is ~~increasingly more~~ important in ~~metropolitan jurisdictions such as Multnomah County~~ urban areas than in rural ones; outdoor recreation can offer an escape from crime, pollution, crowding, a sedentary work life, and other problems associated with urban living. For rural dwellers living on larger sized properties with generous open space offering greater tranquility, recreation is generally closer at hand than for urban dwellers. ~~Providing nearby recreational space for leisure time activity is important also in the conservation of non-renewable energy resources and addressing problems related to the currently depressed economy, such as decreased household income.~~ Nonetheless, Recreational opportunities provided near residential areas would where people live and work mean less costs to participants in terms of travel time, gas, etc.

Parks systems are generally developed in a hierarchical system composed of neighborhood, community and regional parks. Within this system are specialized recreation areas ranging from wilderness hiking trails to swimming areas, golf courses, play fields, and tot lots. ~~Multnomah County’s park system includes: one historical site, three boat ramps, one campground, two islands in the Columbia River, three regional parks, two community parks, 34 neighborhood parks and four playlots. In addition, three proposed statewide Oregon Recreation Trails: Portland to the coast, the Columbia River Gorge, and the Sandy River Trails will provide hiking opportunities and scenic and recreational access.~~

~~A component of the County’s recreation system is the 40 Mile Loop, a network of connecting jogging, hiking, and bicycle paths that encircle Multnomah County.~~

Parks and recreation areas are provided by both the public and private sectors; however, the major share of the responsibility to develop and maintain parks has historically rested with the public. Multnomah County once operated a comprehensive park system comprised of parks, golf courses, play fields, playlots campgrounds, and boat ramps. However, the County is no longer in the business of operating a park system since it transferred all of its park facilities to Metro over a period of years starting in 1993. The County looks to Metro, local governments and non-profits to provide a network of parks, sport fields, open spaces and trails to meet the recreational demands of the residents of the Greater Portland area. Efforts to strengthen and promote the region's network of parks, trails and natural areas is lead by the Intertwine Alliance -- a coalition of public, private and nonprofit organizations in the Portland/Vancouver area.

~~While the implementation of a parks and recreation system is primarily a public responsibility, the County has increasingly limited financial resources and, therefore, cannot guarantee such a system.~~

~~Parks and recreation planning and implementation will require the communities to work with the County and provide direction as to their needs and how those needs can be met. The County has established a Parks Commission to help promote and coordinate neighborhood park development. The duties of this Commission include developing short term and long range objectives, strategies, work programs and projects designed to meet the recreation needs of County residents.~~

~~The purpose of this policy is to serve as a directive to the County in its Parks and Recreation Planning Program.~~

POLICY

~~The County's policy is to operate its established Parks and Recreation Program to the degree fiscal resources permit, and to:~~

1. Support the efforts of the Intertwine Alliance in establishing a coordinated approach to create and maintain a strong, interconnected regional network of parks, trails, and natural areas.
- ~~A. Work with residents, community groups and Parks Commission to identify recreation needs, to maintain and develop neighborhood parks, and to identify uses for under-developed park lands.~~
- ~~2.B. Work with Support~~ federal, state and local agencies, community groups and private interests to secure available funds for development, maintenance and acquisition of park sites and recreation facilities for park purposes.

~~€3.~~ Encourage the development of recreation opportunities by other public agencies and private entities.

~~D4.~~ Implement ~~and maintain that portion of the proposed~~ the 40-mile loop jogging, hiking, and bicycling trail system ~~which is in public ownership~~ by:

1. Requiring dedication of rights-of-way/easements by those developing property under the County's land use jurisdiction along the proposed 40-mile loop corridor.
- ~~2. Coordinating with the Bicycle Corridor Capital Improvements Program through emphasis on development of bikeways as connections to the system.~~
3. Coordinating and assisting other jurisdictions in studies of route alignment of the 40-mile loop.
4. Coordinating the 40-mile loop land trust studies of route alignment of the 40-mile loop and direct assistance in acquiring easements and/or rights-of-way.
5. Adopting trail and bikeway standards for segments of the 40-mile loop.

STRATEGIES

~~A. As part of the continuing planning program for parks and open space, the County has appointed a County Parks Commission to work in concert with the County to:~~

- ~~1. Address objectives necessary for the County to meet eligibility criteria for receipt of public and private resources.~~
- ~~2. Follow the guidelines and directives of the 1984 Multnomah County Neighborhood Park Master Plan in the future maintenance and development of the neighborhood park system.~~
- ~~3. Raise funds for park purposes as best serves the goals of the Parks Commission, the Parks Master Plan, and the County.~~

~~B. The County should consider the rights and privileges of recreative boaters when evaluating land development proposals.~~

~~C. The continuing planning program should include, in the update of Community Plans, identification of:~~

- ~~1. Specific recreation needs;~~

~~2. Plans for developing and maintaining specific park sites; and~~

~~3. Implementation strategies.~~

~~DA.~~ The County should continue to:

1. Review all tax foreclosure lands for potential open space or recreational uses;
2. Coordinate with other agencies and assist in the location of public recreation facilities, including Oregon Recreation Trails in the County.

~~EB.~~ The Zoning Ordinance should include provisions for privately owned and operated recreational facilities as conditional uses in appropriate zones ~~viewed as appropriate by the individual communities.~~

From West Hills Rural Area Plan

POLICY 11. Coordinate planning and development review activities with the affected school districts to ensure that adequate school facilities exist to serve local needs.

~~STRATEGY: Monitor student population at Skyline Elementary School, and work with the Portland School District on solutions if the school becomes overcrowded.~~

POLICY 12: Require ~~proposed~~ development in the ~~West Hills~~ to meet forest practices setbacks and other fire safety standards.

STRATEGY: Ensure that agencies responsible for fire protection ~~in the West Hills Rural Area~~ are provided an opportunity to comment on development applications prior to approval of the application.

POLICY 13: ~~Require proposed development to be supplied by a public water system with adequate capacity or a private water system with adequate capacity.~~ Ensure that public water systems serving proposed development have adequate water capacity.

STRATEGY: ~~Require a finding of that there is an adequate quantity of water available to serve a development project should be made prior to final approval of the project, and clearly spell out a procedure which allows adequate public review of the proposed water source without requiring the project applicant to undergo excessive and possibly unnecessary expense.~~

~~STRATEGY: Work cooperatively with the Burlington Water District in ensuring adequate water supply to its customers.~~

POLICY 14: ~~Discourage~~ Prohibit public sewer service to areas outside of the Urban Growth Boundary ~~and areas where public sewer service would accommodate inappropriate levels of~~

~~development unless permitted through a state planning goal exception or to resolve a public health emergency.~~

~~STRATEGY: Consider lowering the allowed density of urban residential land for areas within the Balch Creek basin which have no public sewer service.~~

POLICY 15: Maintain and enhance the recreational values of Forest Park and adjacent areas in concert with the City of Portland, METRO, and other agencies.

~~STRATEGY: Review lands which become available through tax foreclosure in the vicinity of Forest Park and within the Balch Creek Basin for potential recreational use and acquire those with high recreational potential.~~

~~STRATEGY: Target key parcels needed for enhancement of Forest Park recreational values for acquisition through revenue from the Natural Area Fund.~~

~~STRATEGY: Coordinate management of acquired properties in the vicinity of Forest Park to preserve natural resource values consistent with the City of Portland's Forest Park Natural Resource Management Plan to be approved by the City of Portland.~~

~~STRATEGY: Promote and provide incentives for voluntary use of conservation easements by property owners in lieu of purchase.~~

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 of proposed recreational facilities on adjacent private properties of all ~~proposed recreational facilities~~.

From West of Sandy River Rural Area Plan

Policy 16

~~Publicly owned parks are a significant resource for the region. The County's policy is to~~
Support maintenance and upgrading of park facilities consistent with the character of the rural areas in which they are located.

Strategies :

16.1 Work with Metro to ~~investigate development of an ordinance to implement a park~~ zoneing district for Oxbow Park.

Policy 17

~~Multnomah County r~~Recognizes and supports the Management Goals, Standards and Guidelines of the Sandy Wild and Scenic River and State Scenic Waterway Management Plan (1993), which The County will continue to play the regulatory role described in the zoning and land use authority section of the plan, and as prescribed in state law. The Sandy River Management Plan recommendations are intended to protect and enhance the following outstandingly remarkable values: scenic, recreation, wildlife habitat, water quality and quantity, fisheries, geological , botanical/ecological and cultural.

Strategies:

~~Multnomah County will work with State Parks and Metro to develop a park zone to facilitate recreational development consistent with the County Comprehensive Framework Plan, zoning ordinance, rural area plan, and the Sandy Wild and Scenic River and State Scenic Waterway Management Plan.~~

~~Work with State Parks, BLM, Metro, Clackamas County and other agencies to review and update design strategies and development standards that protect scenic, wildlife, geological, water quality and quantity, fisheries, botanical/ecological and cultural resource values in designated sections of the river.~~

Policy 19

~~State and regional parks that are primarily intended to protect and conserve important natural resources and provide primarily natural resource based recreation and education opportunities for the benefit of all residents of the County will most likely need to be located in areas possessing unique or desirable natural resource values.~~

From East of Sandy River Rural Area Plan

41. ~~Encourage Metro and Multnomah County to work together to e~~Ensure that the area outside of the urban growth boundary is represented on parks and open space issues.

STRATEGY: ~~Multnomah County shall r~~Request Metro to appoint residents ~~from East of the Sandy River~~ representing the different rural areas of Multnomah County to Metro's parks and greenspaces citizens' advisory boards.

42. Maintain and enhance the recreational value of the Sandy River and Columbia River and adjacent areas in concert with the Columbia River Gorge Commission, Metro, Oregon Parks and Recreation Department, US Forest Service and other agencies.

STRATEGY: ~~Multnomah County shall implement~~ this policy through the existing National Scenic Area and Significant Environmental Concern provisions within the Multnomah County zoning ordinance, and ~~will~~ participate in other agency plans such as future National Scenic Area Management Plan updates and Metro's Oxbow Park Master Plan.

~~43. Provide additional management of Oxbow Park facilities east of the Sandy River, addressing the issues of littering, dumping, parking, road signage, restrooms, and delineation between public and private property.~~

STRATEGY: ~~Multnomah County shall forward this policy to Metro for their consideration at part of the Oxbow Park Master Plan.~~

44. Support and promote linkages within a regional trail system for use by pedestrians, equestrians, and bicyclists.

STRATEGY: ~~Multnomah County shall forward this policy to Metro for their consideration, and shall also encourage formation of a private trails system, separate from public roadways, for the use of equestrians (see Transportation policies & strategies).~~

54. Coordinate ~~planning and development~~ review with the County Sheriff's Office activities development applications that may have public safety impacts with the County Sheriff's Department to ensure that services are provided in a cost-effective manner, including support of a Sheriff's substation east of the Sandy River.

STRATEGY: ~~Multnomah County shall forward~~ all development proposals having public safety impacts to the County Sheriff for review regarding effects on police services.

55. Coordinate ~~planning and development~~ review activities of residential development applications with the ~~Corbett~~ School Districts to ensure there are adequate school facilities ~~that~~ to serve local needs ~~and proper disposition of old school sites.~~

STRATEGY: ~~Multnomah County shall forward~~ all residential development proposals to the ~~Corbett~~ appropriate School District for review regarding effects on school services.

56. Require development ~~east of the Sandy River~~ to meet fire safety standards, including driveway and access way standards.

STRATEGY: ~~Multnomah County shall f~~Forward all development proposals to the ~~Rural~~ appropriate Fire Protection District for review regarding effects on fire services.

~~57. Support the Corbett Fire District's (RFPD #14) provision of emergency services.~~

STRATEGY: ~~Multnomah County shall provide support to the fire district if requested.~~

58. Require proposed development to be supplied either by a public or private water system with adequate capacity.

STRATEGY: ~~Multnomah County shall f~~Forward all development proposals to the ~~Corbett~~ appropriate Water District for properties within its boundaries that will be served by the District for review regarding effects on water services ~~and shall have all development proposals outside of the Corbett Water District boundaries be reviewed for adequate well water supply.~~

~~59. Work with the Corbett Water District to determine the maximum level of development which can be served by the District's existing water supply.~~

STRATEGY: ~~Multnomah County shall provide assistance to the Corbett Water District if requested to make this determination.~~

60. ~~Study costs and benefits of b~~Burying power lines to provide more secure power service during emergency situations and improve scenic qualities.

STRATEGY: ~~Multnomah County shall study~~ Determine the costs and benefits of burying power lines ~~in the Corbett community~~ in conjunction with utility and telephone service providers and community representatives.

POLICY: Ensure that other public service providers and utility providers have the capability to serve proposed new development by inviting their review and comment on development applications that may impact them.

STRATEGY: Circulate development proposals to affected service and utility providers (ie. County Sheriff's Office, School Districts, Water Districts, Fire Districts, etc.).

Memorandum

Comprehensive Plan Update

August 24, 2015

To: Transportation and Public Facilities Subcommittee
Cc: Project Team
From: Joanna Valencia, Senior Transportation Planner
Jessica Berry, Transportation Planner
Re: Policy Recommendations – Transportation

OVERVIEW

This memo presents draft proposed transportation policies and strategies related to topics discussed by the Transportation and Public Facilities Subcommittee at their July 13 meeting. This memo reflects revisions based on the conversation and recommendations from the subcommittee.

Note that some of the transportation policy issues presented here were also relevant to Sauvie Island and were discussed extensively during its recent RAP process. Therefore, staff is recommending that applicable policies from the SIMC RAP be applied countywide either unchanged or with minor revisions as reflected below.

ISSUE SUMMARY

TRANSPORTATION

BICYCLE INFRASTRUCTURE

Bicycle use has become increasingly popular in the Portland Metropolitan Region as a desirable commuter alternative to the passenger vehicle as well as a recreational activity. Within our heavily populated urban areas, significant investment is being made to improve the transportation system for the safety of bicycles now sharing the roads with vehicles. For the more scarcely populated rural areas, much less investment has been made in improving the road system to accommodate bicycles and to reduce road sharing conflicts with vehicles. Promotion of bike touring as an economic engine will likely draw an even greater number of bicyclists in the future to our rural roadways and bike paths.

***Questions:** Given the current conditions of the County's rural road system and the potential increase in bicycle recreation, how can Multnomah County best address increased bicycle/vehicle conflicts? How should the County's rural roads be improved to safely accommodate vehicular, bicycle and pedestrian traffic and to reduce conflicts between them? Are there particular designs the County can adopt for temporary bike/pedestrian infrastructure (assuming larger capital projects may still be 10-20 years in the future).*

Policy

Maintain and improve the transportation system for all modes of travel in a manner that reduces conflict, improves safety, minimizes impacts to the natural environment, and reflects the community's rural character while ensuring efficiency and connectivity. (Modified version of existing County Framework Plan and SIMC RAP policies)

Strategies:

- Explore implementing measures that looks at for traffic calming, traffic diversion, and speed enforcement.
- Consider climate change impacts and the Climate Action Plan's recommended actions when planning transportation investments and service delivery strategies.

Policy

Identify, prioritize, and implement short- and long- term solutions to safely accommodate bicyclists, pedestrians, agricultural equipment, and motor vehicles, and equestrian use on Sauvie Island County roadways including on-road bikeways, separated multi-use paths, and explore funding options. (Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) draft policy, modified to apply county-wide)

Policy

Consider context sensitive design when reviewing rural road ~~way~~ 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. (Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) draft policy)

Strategies:

- Explore options for bike pull outs to allow for resting and passing
- Consider bike-friendly road ~~way~~ treatments, especially in regards to maintenance of the road ~~way~~
- Consider bike and environment friendly materials and treatments such as pervious asphalt
- Explore services and facilities to support ~~bicyclists~~, multimodal uses and reduce impacts on surrounding land uses
- Consider use of centerline rumble strips ~~that prioritizes and supports~~ for the purpose of prioritizing and supporting efficient and safe movement of farm and forest vehicles and avoid the use of fog line rumble strips which endangers bicyclists.
- In areas with steep slopes, landslide hazards, or wildlife ~~habitat~~ crossings, first consider alternatives such as signage and TDM strategies that do not require additional impervious surfaces.

Policy

~~Maintain and improve the transportation system for all modes of travel in a manner that reduces conflict, improves safety, and minimizes impacts to the natural environment, and reflects the community's rural character while ensuring efficiency and connectivity. (Modified version of existing County Framework Plan and SIMC RAP policies)~~

~~IMPROVE TRAFFIC FLOW~~ REDUCE TRAFFIC PRESSURE ON WESTSIDE ROADS

Many of the transportation related comments from the Westside open house held last November talked about the need to improve traffic flow on roads in the West Hills. In addition to traffic slowdowns that come from more bicyclists on the road, traffic flow is also hampered by other factors, most notable of which is the increased number of vehicles that now use these roads – far more than the roads were originally designed to handle. Higher traffic volumes can be attributed to residential development in the West Hills and in surrounding areas that interface with it, causing more traffic between where people live and where they work and shop. The County has begun to address some of these issues through planning for safety improvements to Cornelius Pass Road and other improvements identified in Rural Area Plan transportation system plans.

Questions: What are some specific Westside road system improvements or design alternatives that would improve traffic flow? What are the highest priority projects for improving traffic flow on West side roads? Are County roads in the West Hills appropriately classified on the Functional Road Classification Maps? Should the County consider singling out a particular road where bike improvements would be the highest priority?

Policy

~~Promote~~ Develop and implement effective use of signage designed to educate the public about farm equipment using roadways, wildlife crossings and bicycle and pedestrian safety, as well as ~~and~~ additional way finding signage. (Modified Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) draft policy)

Policy

West Hills: Address regional freight mobility and explore alternative routes to West Hills routes through unincorporated Multnomah County for freight. (New policy)

Countywide: Explore best routes for freight mobility through unincorporated Multnomah County.

Strategies:

- Participate in Regional Overdimensional Truck Routes Study and other regional studies as applicable. ~~route study~~
- Examine the suitability of use of County roads as truck routes.

~~Support projects that address regional freight mobility and explore alternative routes to West Hills routes through unincorporated Multnomah County for freight. (New policy)~~

Policy

Implement a range of Transportation Demand Management (TDM) ~~policies-strategies~~ 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 increasing traffic.~~ (Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) draft policy, modified to apply county-wide including removal of specific SIMC TDM strategies.)

Strategies:

- ~~-Explore development of a Countywide TDM program.-~~
- ~~Sseek funding opportunities, such as through Metro's Travel Options grant program, to support TDM programming.-~~

Policy

Support the use of bicycle and public transportation as an alternative to single occupant vehicle automotive-use without encouraging purely recreational bicycle-activities that may increase this level-of-vehicle conflict on roadways. (Modified Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) draft policy)

Policy

Promote a transportation system that prioritizes and supports the efficient and safe movement of farm and forest vehicles and equipment. (From the Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) draft policy)

ADDRESS INCREASING TRAFFIC AND SAFETY ISSUES ~~WITHOUT WIDENING/BUILDING MORE ROADS~~

Although rural County residents recognize the need for improving the local road system, they also cherish the rural character of the areas they live in and prefer not to have more roads built or existing roads widened to a significant degree in order to accommodate increased traffic and to provide greater travel safety. Many of the comments from the November open house point out the traffic problems caused by growing population and commute patterns, but seek solutions that will not result in more road construction. Clearly, residents value the trees and the pastoral countryside characteristic of Multnomah County's rural areas and do not want to see the landscape diminished by construction of new and expanded roads, particularly in areas of steep slopes where large retaining walls would be necessary. Many residents also want to reduce impacts on wildlife in these areas. Rural residents will see even greater demands placed on the local road system as nearby urban lands are developed. Possible solutions for addressing increasing traffic and safety concerns might include public transit, strategically located traffic signals, dedicated bike paths, and sidewalks or wider shoulders in appropriate places.

Questions: Which areas of the county not currently served by public transit ought to be? How do we address increased traffic (e.g. commuters and freight) on County roads? Should Multnomah County consider a policy to encourage minor, low-cost safety improvements when performing basic maintenance such as lane striping or overlays?

Policy

Work with the Oregon Office of Emergency Management, Multnomah County Emergency Management and Multnomah County rural fire protection districts to ensure that the transportation system supports effective responses to emergencies and disasters. (*Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) draft policy, modified to apply county-wide*)

Policy

Coordinate and work with transit agencies and service providers (including, but not limited to, TriMet, CC Rider, and C-Tran) to identify existing transit deficiencies and the improvements necessary to increase access to transit services by potential users. (*Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) draft policy*)

Policy

~~County staff should w~~ork with ODFW and other partners to identify wildlife corridors and concentrations of wildlife crossings on county roads, and ~~work to~~ ensure that project design is wildlife friendly and mitigated where possible. (*Modified Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) draft policy*)

Strategies:

- Review and update Multnomah County Design and Construction Manual to include wildlife friendly design options that will implement applicable policies in the Comprehensive Plan

BETTER ROAD MAINTENANCE

With increased use of the County's rural roads comes the need for more road maintenance. Rural residents have cited better road maintenance as a major concern. The key to sustaining an effective, ongoing maintenance program is funding. State and local gas tax money is the customary source of funding used for local road maintenance. The state gas tax has not been adjusted to keep pace with the growing need, the increasing cost of road maintenance and diminishing revenues associated with improved fuel efficiency. The County has a local gas tax which similarly has not been adjusted to reflect cost increases.

Question: Should the County consider adopting an increase to its current local gas tax or adopting other funding sources such as user fees dedicated to road maintenance?

Policy

Explore alternative supplemental funding sources to improve County's road maintenance, safety projects, and other improvements. (New policy)

Strategies:

- Consider long term maintenance costs with development of capital projects
- Review and update County's Road Maintenance Program to implement applicable policies and strategies of the of Comprehensive Plan and SIMC Rural Area Plan.

Memorandum

Comprehensive Plan Update

August 24, 2015

To: Transportation and Public Facilities Subcommittee
Cc: Project Team
From: Joanna Valencia, Senior Transportation Planner
 Jessica Berry, Transportation Planner
Re: Policy Recommendations – Existing Transportation Policies

OVERVIEW

This memo:

1. Contains a summary of the layout of prior Transportation System Plan Policies from existing county documents
2. Starts to look at a proposed layout for the Comprehensive Plan and TSP update
3. Contains proposed revisions to the existing policies, including regrouping of policies into one and deletion of duplicative policies.

ISSUE SUMMARY

TRANSPORTATION POLICIES

PLANNING DOCUMENTS WITH TRANSPORTATION POLICIES

The following county documents have Transportation policies and strategies that have been reviewed and approved through County planning processes. Each one of these plans has transportation policies that apply either to the entire county or to the area they represent. The documents cover 87 policies (and significantly more strategies) that fall into several themes, which are shown below. Based on the overlap and/or duplication of policies and strategies across the various documents, some policies have been regrouped and duplicative policies deleted as staff has recommended below.

| | Plan | Number of policies | General themes or outline |
|---|---|--------------------|--|
| 1 | County Comprehensive Plan – Transportation chapter | 5 | Transportation system Bike and Pedestrian Trafficways Transit |
| 2 | Columbia River Gorge NSA Rural Area Plan; Management Plan | 1 | Parking |

| | Plan | Number of policies | General themes or outline |
|----------|---|---------------------------|--|
| 3 | Columbia River Gorge NSA Management Plan | 3 | Trails and pathways Transportation System Recreation resources |
| 4 | East of Sandy River Area Plan – Transportation policies | 3 | Scenic highway, mobility Non-motorized transportation |
| 5 | West of Sandy River Area Plan – Transportation policies | 11 | Balanced transportation system Equity Safe speeds Safety for bike/ped Rural character Environment Balanced system Coordination with agencies Commodity movement Cost-effective transportation |
| 6 | West Hills Area Plan – Transportation policies | 5 | Mobility, Freight Environment Maintenance Funding Regional trail system |
| 7 | Sauvie Island/Multnomah Channel Rural Area Plan (draft) | 17 | Safety Commodity movement Non-motorized Environment Mobility, Rural character Transportation Demand Management Coordinate with agencies Education/outreach Transit Enforcement Connectivity Restroom facility |
| 8 | Rural Westside TSP | 15 | Safety Roadway width/design Ridesharing Equity Multiuse paths Local roads/regional roads Utilities Coordination with agencies Commodity movement Stakeholder participation Safety |

| | Plan | Number of policies | General themes or outline |
|----|---------------------------|--------------------|---|
| 9 | Pedestrian Master Plan | 15 | Ped networks Standards Aesthetics Maintenance Safety Transit-Ped connection Funding Education/outreach |
| 10 | Bicycle Master Plan | 8 | Facility types Funding Maintenance Outreach/education |
| 11 | Sauvie Island TSP (draft) | 4 | Safety Balanced system Rural character Economy Funding |

COMMON THEMES

The following Policy Categories are recommended based on the themes shown above.

1. Overall Transportation System (includes balanced transportation, functional classifications, rural character)
2. Active Transportation (includes bicycle, pedestrian, trails), new theme: Safe Routes to School
3. Mobility and Freight (includes traffic calming)
4. Transportation Demand Management (includes Ridesharing, Outreach, Transit)
5. Safety (Includes Enforcement)
6. Maintenance
7. Funding
8. Equity
9. Environment
10. Health

OVERALL TRANSPORTATION SYSTEM

The following Policies and strategies pertain to the overall transportation system.

Policy (from WSR)

Enhance all modes of travel in a manner consistent with the ~~rural~~ character of the ~~Orient Rural Community and Pleasant Home Rural Service Center~~ area where the transportation system improvement is located.

Strategy: Apply context sensitive roadway improvements and evaluation of projects.

Policy (consolidated from Comprehensive Framework plan policies 33a and 34)

Implement and maintain a balanced, safe, and efficient transportation system using the existing roadway network.

Strategies:

A. Review and maintain a trafficway classification system;

- a. 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.

B. Improve streets to the standards established by the classification system, where necessary and/or appropriate, to mitigate identified transportation problems;

C. Implement access management standards

D. Place priority on maintaining the existing trafficways;

E. Review land use development and condition improvements on County Roads based on functional classification.

- a. 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.

~~D-F. Maintain inventory of current and future deficiencies on County road/bike/pedestrian ways as the basis for Capital Improvement Plan and Program.~~

~~E. 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;~~

~~F. Providing a safe and convenient pedestrian environment with road crossings and sidewalk network designed for pedestrian travel;~~

~~G. Limiting the number of, and consolidating ingress and egress points, on arterials and major collectors to preserve traffic flow;~~

~~H. 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;~~

~~I. 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~~

~~J. 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.~~

~~K. 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]~~

~~L. 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.~~

Strategy (formerly Policy 36)

Implement goals and policies of the comprehensive plan 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~~ as outlined in the MCRR;
- 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.E.~~ A pedestrian circulation system as ~~given in the sidewalk provisions, Chapter 11.60~~ outlined in the MCRR;
- ~~G.F.~~ Implementation of the Bicycle Corridor Capital Improvements Program;
- ~~H.G.~~ 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.~~

~~West of Sandy River Policy 28~~

~~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:~~

- ~~28.1 Monitor Work with ODOT to obtain traffic data, including crash rates for all modes of travel, and focus safety improvement resources on the to inform road improvement projects at locations with high rates and/or severity of crashes.~~
- ~~28.2 Implement operational improvements within budgetary constraints.~~
- ~~28.3 Apply the County's access management and driveway spacing standards for proposed new access locations.~~
- ~~28.4 Implement feasible and cost-effective intersection consolidations to reduce potential connect points.~~
- ~~28.5 Consolidate Encourage shared driveway access points in the rural centers through the land development process and other appropriate methods.~~

- ~~28.6 Coordinate with Metro to identify potential improvements to the roadways providing direct access to Oxbow Regional Park.~~
- ~~28.7 Ensure that the County's Capital Improvement Plan evaluation criteria adequately considers the needs of the West of Sandy River Rural Area fairly and equitably address transportation needs throughout the county.~~
- ~~28.8 Update Keep County ordinances to meet up to date in meeting the requirements of the Transportation Planning Rule.~~

~~contained several policies pertaining to the overall transportation system. These policies also directly influence Multnomah County Road Rules and the Design and Construction Manual, which inform and direct the transportation development review process. The Trafficways section of the previous Comp Plan TSP outlines roadway functional classifications~~

ACTIVE TRANSPORTATION

Active Transportation includes bicycle and pedestrian facilities, trails, safe routes to school, and equestrian use (where appropriate). All of the policy documents listed above contain active transportation policies whether called out at bicyclist, pedestrian, non-motorized, or trails.

Overall Active Transportation Policy:

Develop and support programs and projects that educate and increase the safety of non-motorized transportation options in the County.

Strategies:

- Maintain Bicycle and Pedestrian Community Advisory Committee to provide input on non-motorized transportation infrastructure and programs
- Continue to participate in regional trails committee and other trail related projects and project development teams
- Build Safe Routes to School partnerships
- Continue to review development proposals and make recommendations for improvements consistent with Overall Transportation System policies regarding functional classification

POLICY (from Comp Plan 33C: Bicycle and Pedestrian Systems)

~~It is the County's Policy to c~~Create a balanced and safe multimodal transportation system in order to reduce dependency on automobile use and to reduce vehicle miles traveled (VMT) by implementing bicycle and pedestrian systems as integral parts of the County-wide transportation system through:

- A. Identifying a connected network of pedestrian and bicycle facilities ~~on the map titled Multnomah County Bikeway System~~, which provides the framework for future walkway

~~and bikeway projects and helps assure that future street improvement projects on a designated bikeway will be designed to accommodate bicycles.~~

B. Assuring that future street improvement projects on a designated bikeway are designed to accommodate and improve safety for bicyclists.

~~A. 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. Assuring that future street improvement projects on designated walkways are designed to accommodate and improve safety for pedestrians and transit users.

~~CD. Including standards for bikeways and walkways throughout in the Multnomah County Roadway Design and Construction Manual based on national and state best practices. to include the most current design standards and innovations for providing bicycle and pedestrian improvements.~~

~~DE. 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.~~

~~EF. Placing priority on constructing and maintaining the transportation system to improvements that reduce the number of fatal or serious injury crashes involving bicyclists and pedestrians.~~

~~FG. Coordinate with Metro to implement bicycle and pedestrian networks in the Regional Transportation Plan (RTP), the Regional Transportation Functional Plan (RTFP), and other local transportation system plans. Participate in updates to regional and local transportation plans.~~

~~GH. Promoting bicycling and walking as vital transportation choices.~~

I. Support transportation options programming in the region including Safe Routes to School, bicycle tourism initiatives, the development of future Transportation Management Associations (TMA's), and other programs funded through the Regional Travel Options program.

J. Support programs and policies that increase awareness and education about safety on the transportation system for all modes and users.

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 and with input from the Multnomah County Bicycle and Pedestrian Citizen Advisory Committee.
 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 to be consistent with the Oregon Bicycle and Pedestrian Design Guide, the latest edition of the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities., and the 2011 Proposed Right of Way Accessibility Guidelines (PROWAG) until design guidelines are adopted to enhance minimum requirements set forth in the Americans with Disabilities Act of 1990 (ADA).
- C. Ensure the continuation of a County Bicycle and Pedestrian Program that includes the following:
 1. A citizen involvement process including staffing the Multnomah County 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 safety, health and equity.
 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.

Safe Routes to School Policy

Support and promote bicycle and pedestrian safety and education in County Schools

Strategies:

- Develop and maintain an active non-infrastructure program in schools (education, outreach, enforcement)
- Continue to identify and fund bicycle and pedestrian infrastructure to increase safety around schools – through Capital Improvement Program

Note: Bicycle and Pedestrian Plans contain additional strategies, some of which could be included here.

MOBILITY AND FREIGHT

Several policies from area plans reference maintaining rural character, maintaining county ownership and maintenance of routes, reducing through traffic on rural local roads, and indentifying freight and farm to market routes.

Policy (from Rural Westside TSP)

Promote transportation alternatives for the movement of freight.

Policy (from multiple plans)

Provide a transportation system that ensures economically viable transportation of farm vehicles and equipment as well as transport of goods from farm to market.

Policy (from multiple plans)

Oppose placement of new regional roadways on Multnomah County roads, should such roadways be contemplated by any regional transportation authority in the future.

Policy (from multiple plans)

Oppose placement of new regional roadways on Multnomah County roads, should such roadways be contemplated by any regional transportation authority in the future.

Policy (from RWTSP)

Discourage through traffic on trafficways with a functional classification of rural local road

Strategies:

- Reduce travel conflicts by providing appropriate facilities, signs, and traffic marking based upon user type and travel mode.
- On rural local roads with heavy through traffic, consider implementing appropriate traffic calming measures to reduce such traffic.

TRANSPORTATION DEMAND MANAGEMENT & TRANSIT

Transportation Demand Management covers parking management strategies, strategies to reduce overall use of roadways, education of bicyclists, drivers, and other users of the road, as well as outreach and promotional campaigns. Sauvie Island TSP (draft) contains many very useful strategies that should be included in the Comp Plan TSP and applied countywide. Additional language for education of ALL users should be included.

Policy (from Rural Westside TSP)

Objective A: provide a transportation system that functions at appropriate safety levels for all motorized and non-motorized traffic.

Strategies:

- 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
- Continue to monitor high accident location sites for all modes of transportation
- Implement access management standards to reduce vehicle conflicts and maintain the rural character of the area

Policy (From West of Sandy River TSP)

Actively support safe travel speeds on the transportation system.

Strategies:

- Support speed limit enforcement.
- Apply design standards that encourage appropriate motor vehicle and truck speeds.

MAINTENANCE

- See policy in new policies memo.

FUNDING

Funding was referenced in each of the policy documents. Primarily it was referenced through the Capital Improvement Program. The Multnomah County Transportation Capital Improvement Plan and Program identifies and ranks by criteria of need, transportation deficiencies and future capital needs, identifies future capital, and programs future transportation improvements based on a schedule of capital available for expenditure on the transportation system.

Policy (from WSR)

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

Strategies:

- Coordinate intersection improvements as appropriate through the County's Capital Improvement Plan and the County's maintenance program.
- Provide minor improvements during maintenance projects where possible.

Policy (from WH, incorporating bike, ped, and other plans)

Ensure the Capital Improvement Plan evaluation criteria adequately evaluates:

- Rural needs
- maintenance
- Cost effective improvements
- Safety
- Bicycle and pedestrian improvements

ENVIRONMENT

Policy (from Comp Plan Policy 33)

Avoid and minimize impacts to the natural environment, fish, and wildlife habitat when applying roadway design standards.

Strategies:

- Implement standards and best practices for all transportation projects with regard to water quality treatment - the reduction, detention and infiltration of stormwater runoff from existing and new impervious surfaces - to improve water quality as well as fish and wildlife habitats, consistent with requirements of the National Pollutant Discharge Elimination System - Municipal Separate Storm Sewer System Phase I Permit and the Water Pollution Control Facility - Underground Injection Control Permit, issued by the Oregon Department of Environmental Quality under the Federal Clean Water Act and Safe Drinking Water Act.
- Implement standards and best practices for all transportation projects with regard to protection of existing, and restoration of riparian buffers where waters of the state border current and future rights of way.
- Implement a program for the assessment and prioritization of fish passage barriers at stream crossings following the Oregon Department of Fish and Wildlife (ODFW) Fish Passage Rules.
- Secure funding for the restoration of existing fish passage barriers at stream crossings to meet ODFW Fish Passage Rules.
- Identify and protect critical fish and wildlife migration corridors to prevent the further fragmentation of existing habitats by future project alignments.

EQUITY

This policy language is from WSR TSP and WH TSP. It recognizes population differences but doesn't necessarily apply the equity lens that the County now recognizes. It should be rewritten to reflect new countywide policy.

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

HEALTH

Need Policy Language – work with health department, promote active transportation, livable communities, etc.

Memorandum

Comprehensive Plan Update

August 24, 2015

To: Transportation and Public Facilities Subcommittee
Cc: Project Team
 Susan Wright, Associate Engineer, Kittelson & Associates
From: Joanna Valencia, Senior Transportation Planner
 Jessica Berry, Transportation Planner
Re: Policy Recommendations – Transportation

OVERVIEW

The next several pages include a review of “filters” (or project selection criteria) that are used to evaluate projects identified through the planning process. The filters reflect the policies that have been discussed at the TSP subcommittee and the Bike and Pedestrian Citizen Advisory Committee.

Filters include:

1. Safety: Bike/Ped, Vehicles, and Animal Crashes
2. Bike Routes: identified by committee
3. Wildlife Corridors
4. Equity: (using household income as indicator)
5. Community Destinations
6. Pavement Condition

| Criteria | Rating | | |
|------------------------|---|--|---|
| | 0 | 1 | 2 |
| Safety: Bike/Ped | No crashes in project area | 1 crash in project area | 2+ crashes in project area |
| Safety: Vehicles | No crashes in project area | 0-10 crashes in project area | 10+ crashes in project area |
| Safety: Animal Crashes | No crashes in project area | 1 crash in project area | 2+ crashes in project area |
| Bike Route | Not on a designated bike route | On a County designated shared connection | On County designated bike route |
| Wildlife Corridors | No wildlife corridors are in the project area | A wildlife corridor is in the project area | - |
| Equity | Project not in a lower income area | Project within a lower income area | - |
| Community Destinations | No community destinations in project area | 1-2 community destinations in project area | 3+ community destinations in project area |
| Pavement Condition | PCI of > 70 | PCI of 50-70 | PCI of <50 |

| Project Number | Project Name | Project Description | CIPP/TSP/RAP? | Priority | Priority Score | Safety | | | Bike Routes | Wildlife Corridor | Equity | Destination | Pavement Condition |
|----------------|--|--|---------------|----------|----------------|----------|----------|--------|-------------|-------------------|--------|-------------|--------------------|
| | | | | | | Ped/Bike | Vehicles | Animal | | | | | |
| 24 | Loop Road Shoulder Improvements | Provide 3-4 foot paved shoulders on the loop roads including Reeder Road, Sauvie Island Road, and Gillihan Road. | TSP | high | 10 | 0 | 2 | 1 | 1 | 1 | 0 | 2 | 3 |
| 29 | US 30 | Ride share parking – Provide parking for 100 spaces next to truck scale near county line. \$325,000 | RAP | high | 10 | 1 | 2 | 2 | 2 | 1 | 0 | 2 | 0 |
| 31 | US 30 | Scenic viewing opportunities – Access provided across railroad tracks adjacent to Burlington Bottoms using existing road approaches (per location). Exact locations to be determined. Providing pull outs of widening along US 30 will not be acceptable on the basis of safety. \$350,000 | TSP RAP | high | 10 | 1 | 2 | 2 | 2 | 1 | 0 | 2 | 0 |
| 30 | US 30/Cornelius Pass Road | Public transportation – Provide commuter transit service from Columbia County over Cornelius Pass Road to Washington County. \$78,000/year | RAP | high | 9 | 0 | 2 | 2 | 2 | 1 | 0 | 1 | 1 |
| 44 | Skyline Boulevard | Safety improvement – Install traffic calming devices such as speed humps to reduce speeds from UGB to Cornelius Pass Road. \$485,000 | TSP | high | 8 | 1 | 2 | 0 | 1 | 0 | 0 | 2 | 2 |
| 45 | Skyline Boulevard | Scenic viewing opportunities – Acquire property through fee or donation for development of parking area adjacent to roadway. \$350,000 | TSP | high | 8 | 1 | 2 | 0 | 1 | 0 | 0 | 2 | 2 |
| 54 | Evan Road: Hurlburt Road to HCRH | Shoulder bikeway. \$4,463,908 | CIPP | high | 8 | 1 | 2 | 0 | 1 | 1 | 0 | 2 | 1 |
| 57 | Orient Road/Dodge Park Boulevard Realignment | Realign the intersection to create a more perpendicular angle. Driveway modifications would be required to serve the autobody shop in the northwest quadrant of the intersection. | RAP | high | 8 | 1 | 2 | 0 | 1 | 0 | 0 | 2 | 2 |
| 66 | Orient Drive/Dodge Park Boulevard (PN 703) | Widen Orient Drive to create eastbound left turn lane. \$373,616 | CIPP | high | 8 | 1 | 2 | 0 | 1 | 0 | 0 | 2 | 2 |
| 71 | 302 nd Avenue: Division to Bluff | Shoulder bikeway. \$3,878,852 | CIPP | high | 8 | 1 | 2 | 0 | 1 | 0 | 0 | 2 | 2 |
| 17 | Event Permit Calendar | Develop event permit calendar and implement use. | TSP | high | 7 | 0 | 2 | 1 | 1 | 0 | 0 | 2 | 1 |
| 35 | Skyline Boulevard | Safety improvement – Add to shoulders from UGB to Cornelius Pass Road (1.49 miles). \$ 2,039,000 | CIPP TSP | high | 7 | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 2 |
| 38 | Cornelius Pass Road | Safety and capacity needs – Study to look at climbing lanes, guardrail, drainage, addition of shoulders, and alternate routes. \$180,000 | TSP | high | 7 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 1 |
| 46 | Cornelius Pass Road | Safety improvement – Construct pullouts at a number of locations for the purposes of speed enforcement. \$750,000 | TSP | high | 7 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 1 |
| 68 | 302 nd Avenue/Lusted Road (PN 704) | Realign Lusted Road and Pipeline Road to create perpendicular intersection at 302 nd , add left turn lane to each leg of intersection. \$5,613,717 | CIPP RAP | high | 7 | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 2 |
| 72 | Orient Drive: Welch Road to Dodge Park Boulevard | Shoulder bikeway. \$1,523,441 | CIPP | high | 7 | 1 | 2 | 0 | 1 | 0 | 0 | 2 | 1 |

| Project Number | Project Name | Project Description | CIPP/TSP/RAP? | Priority | Priority Score | Safety | | | Bike Routes | Wildlife Corridor | Equity | Destination | Pavement Condition |
|----------------|--|---|---------------|----------|----------------|----------|----------|--------|-------------|-------------------|--------|-------------|--------------------|
| | | | | | | Ped/Bike | Vehicles | Animal | | | | | |
| 81 | Corbett Hill Road/Historic Columbia River Highway (PN 147) | Improve intersection alignment by making stops at right angle. \$3,770,920 | CIPP | high | 7 | 1 | 2 | 0 | 1 | 1 | 1 | 0 | 1 |
| 1 | Sauvie Island Road Multi-Use Path | Construct multi-use path parallel to sections of Sauvie Island Road located on the levee. | TSP CIPP | medium | 6 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 |
| 21 | SIMC Travel Demand Management Plan | Develop a Travel Demand Management Plan for the island that further explores each of the potential TDM strategies and explores and identifies a potential Transportation Management Association (TMA) for Sauvie Island. Elements of the TDM plan should include input from projects 14-20. | TSP | medium | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2 |
| 40 | Skyline Boulevard | Speed zone study – Conduct speed study to determine appropriate speed limit for Skyline Boulevard from Cornelius Pass Road east to city limits of Portland. \$5,000 | TSP | medium | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 2 |
| 49 | Cornelius Pass Road: (old) St. Helens Road to MP 2 | Shoulder bikeway. \$3,684,602 | CIPP | medium | 6 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 |
| 65 | Orient Drive/Bluff Road (PN 706) | Widen Orient Drive to create eastbound left turn lane to Bluff Road, realign Bluff and Teton to create perpendicular intersection. \$685,247 | CIPP RAP | medium | 6 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 1 |
| 70 | Dodge Park Boulevard: 302 nd to County Line | Shoulder bikeway. \$7,592,686 | CIPP | medium | 6 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 2 |
| 74 | Oxbow Drive: Division Drive to Hosner Road | Shoulder bikeway. \$5,393,681 | CIPP | medium | 6 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 2 |
| 2 | Advisory Bike Lane Study | Conduct engineering study to identify potential locations for an advisory bike lane pilot test and verify adequate sight distance. | TSP | medium | 5 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 1 |
| 3 | Advisory Bike Lane Pilot Project | Implement advisory lane pilot test project. The project will temporarily implement an advisory lane and be monitored for compliance and use. | TSP | medium | 5 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 1 |
| 9 | Share the Road Improvements | Install warning/advisory signs are to inform motorists of bicycles and farm equipment sharing the road along facilities (all roads under existing conditions) | TSP | medium | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 |
| 12 | US 30/Sauvie Island Road Intersection Upgrades | Upgrade the traffic signal controller at the intersection of US 30 and Sauvie Island Road. | TSP | medium | 5 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 1 |
| 13 | US 30/Sauvie Island Road Intersection Signal Study | Conduct study of signal timing at the intersection of US 30 and Sauvie Island Road for possible truck extensions, westbound detection issues, and optimization of green and red time. | TSP | medium | 5 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 1 |
| 14 | Parking Information Distribution Study | Study to determine the most effective and feasible method to implement distribution of parking information. | TSP | medium | 5 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 1 |
| 15 | Permitting Study | Work with ODF&W to implement an increased parking permit fee and/or limit number of permits. Include bicycle permitting. | TSP | medium | 5 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 1 |

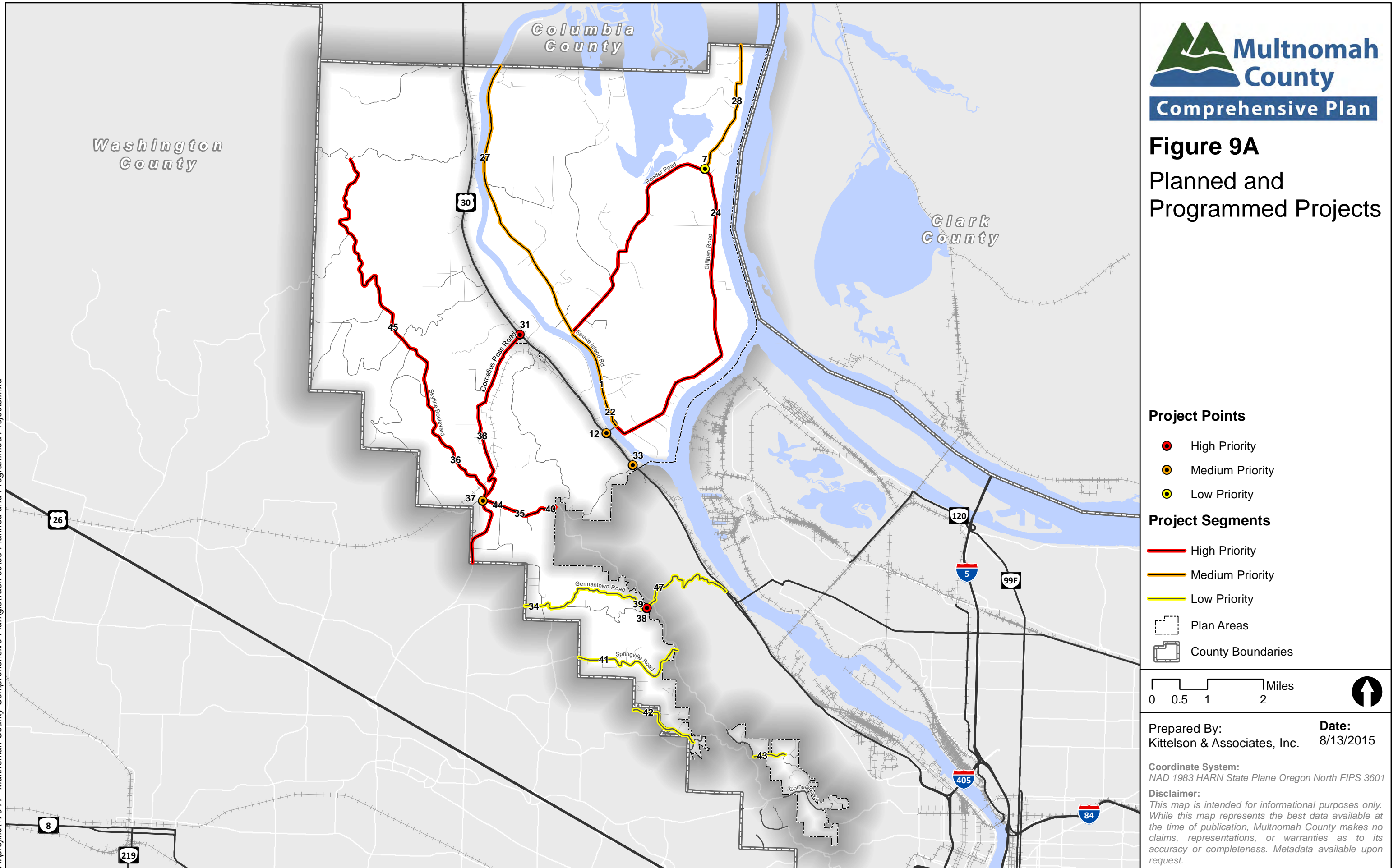
| Project Number | Project Name | Project Description | CIPP/TSP/RAP? | Priority | Priority Score | Safety | | | Bike Routes | Wildlife Corridor | Equity | Destination | Pavement Condition |
|----------------|---|---|---------------|----------|----------------|----------|----------|--------|-------------|-------------------|--------|-------------|--------------------|
| | | | | | | Ped/Bike | Vehicles | Animal | | | | | |
| 16 | Sauvie Island Park-n-Ride and Shuttle Service Study | Study to determine location of off-island park-n-ride lots and plan for on-island shuttle service for events. | TSP | medium | 5 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 1 |
| 18 | Daily Trip Study | Study to explore a daily trip cap. | TSP | medium | 5 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 1 |
| 19 | Ticket and Permit Enforcement Study | Study the implementation of increased permits and enforcement of permits; including illegally parked vehicles, beach day use permits, and existing permit compliance. | TSP | medium | 5 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 1 |
| 22 | Sauvie Island Road/Reeder Road Intersection Improvement Study | Conduct an engineering/safety study to determine impacts and safety considerations for implementing three-way stop-control and channelized right-turn for northbound traffic at the intersection of Sauvie Island Road and Reeder Road. | TSP | medium | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 1 |
| 23 | SIMC Rail Study | Conduct rail corridor study to identify feasible local street connections and railroad crossing consolidation and upgrades. Project will include coordinate with owners of the private rail crossings. | TSP | medium | 5 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 1 |
| 27 | Sauvie Island Road Shoulder Improvements | Provide 3-4 foot paved shoulders on Sauvie Island Road from Reeder Road to the Columbia County line. | TSP CIPP | medium | 5 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |
| 32 | Cornelius Pass Road | <i>U.S. 30 intersection improvements</i> – Include a northbound turn lane and shared northbound left-turn/right-turn lane. | RAP | medium | 5 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 |
| 33 | Newberry Road | Safety spot improvement – Install guardrail ¼ mile south of US 30 and install speed hump 1.2 miles from US 30. \$450,000 | TSP | medium | 5 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 |
| 36 | Skyline Boulevard | Safety improvement – Add to shoulders from Cornelius Pass Road to Rocky Point Road (4 ft). \$ 11,153,000 | CIPP TSP | medium | 5 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 2 |
| 51 | Larch Mt. Road: HCRH to End of Road | Shoulder bikeway. \$26,341,706 | CIPP | medium | 5 | 0 | 2 | 0 | 1 | 0 | 1 | 1 | 0 |
| 52 | Knieriem Road: Littlepage Road to HCRH | Shoulder bikeway. \$3,122,720 | CIPP | medium | 5 | 0 | 2 | 0 | 1 | 0 | 1 | 1 | 0 |
| 53 | Hurlburt Road: HCRH to Littlepage Road | Shoulder bikeway. \$4,344,240 | CIPP | medium | 5 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 0 |
| 55 | Woodard Road: HCRH to Ogden Road | Shoulder bikeway. \$2,338,065 | CIPP | medium | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| 85 | Interlachen Lane: Marine Dr to Blue Lake Rd | Add sidewalks to both sides | PedMaster | medium | 5 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |
| 5 | Gillihan Road Curve Improvements | Provide warning signs and delineation posts on curves along the loop roads. | TSP | medium | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 10 | Gillihan Road Signage Improvements | Install speed limit signs on unsigned sections of Gillihan Road. | TSP | medium | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 25 | Sauvie Island Speed Photo Radar Implementation | Implement permanent speed photo radar signs at several locations on Sauvie Island. | TSP | medium | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 |
| 26 | Sauvie Island Speed Photo Radar Ticketing Implementation | Implement photo radar ticketing at several locations on Sauvie Island | TSP | medium | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 |

| Project Number | Project Name | Project Description | CIPP/TSP/RAP? | Priority | Priority Score | Safety | | | Bike Routes | Wildlife Corridor | Equity | Destination | Pavement Condition |
|----------------|--|---|---------------|----------|----------------|----------|----------|--------|-------------|-------------------|--------|-------------|--------------------|
| | | | | | | Ped/Bike | Vehicles | Animal | | | | | |
| 28 | Reeder Road Shoulder Improvements | Provide 3-4 foot paved shoulders on Reeder Road from Gillihan Road to the Columbia County line. | TSP RAP | medium | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 |
| 37 | Skyline Boulevard | Cornelius Pass Road intersection improvements – install signal, provide westbound left-turn lane and through/right lane on Skyline Boulevard. \$695,000 | TSP | medium | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 |
| 58 | Oxbow Drive/327 th Avenue Realignment | Channelizing the broad paved area on SE 327 th Avenue at the approach to SE Oxbow Drive to create a more perpendicular intersection is recommended to improve sight distance and reduce the potential for conflict between westbound left turns and northbound left turns. | RAP | medium | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 67 | Oxbow Drive/Altman Road (PN 707) | Widen Oxbow Drive to create westbound left turn lane to Altman Road, realign intersection to a 5 perpendicular intersection. \$ 790,693 | CIPP | medium | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 73 | Oxbow Park Road: Oxbow Drive to Road End | Shoulder bikeway. \$1,834,695 | CIPP | medium | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 75 | Oxbow Drive: Hosner Terrace to Oxbow Park Road SE | Shoulder bikeway. \$1,259,838 | CIPP | medium | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 6 | Gillihan Road/Reeder Road Intersection Improvement Study | Conduct an engineering/safety study to determine impacts and safety considerations for implementing three-way stop-control at the intersection of Gillihan Road and Reeder Road. | TSP | low | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 7 | Gillihan Road/Reeder Road Intersection Upgrades | Implement a three-way stop control at the intersection of Gillihan Road and Reeder Road. | TSP | low | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 8 | SIMC Wayfinding Upgrades | Install additional wayfinding to provide guidance to motorized and non-motorized users to areas of interest such as types and location of recreation, parking, and other key destinations. | TSP | low | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| 34 | Germantown Road | Safety improvement – Add to 2.22 miles of shoulders (4 ft). \$6,744,000 | TSP | low | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 39 | Germantown Road | Safety spot improvements – Widen lanes on curves only, install center skip like reflective markers, and install mirror at intersection with Old Germantown Road. \$750,000 | TSP | low | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 42 | Laidlaw Road | Safety improvement – Add to shoulders (4 ft). \$643,000 | TSP | low | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 |
| 43 | Thompson Road | Safety improvement – Add to shoulders (4 ft). \$100,000 | TSP | low | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 47 | Germantown Road | Safety improvement – Install traffic calming devices such as speed humps to reduce speeds. \$887,000 | TSP | low | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 48 | Germantown Road/Old Germantown Road (PN 726) | Widen Germantown Road to create left turn pocket and improve sight distance. \$780,835 | CIPP | low | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |

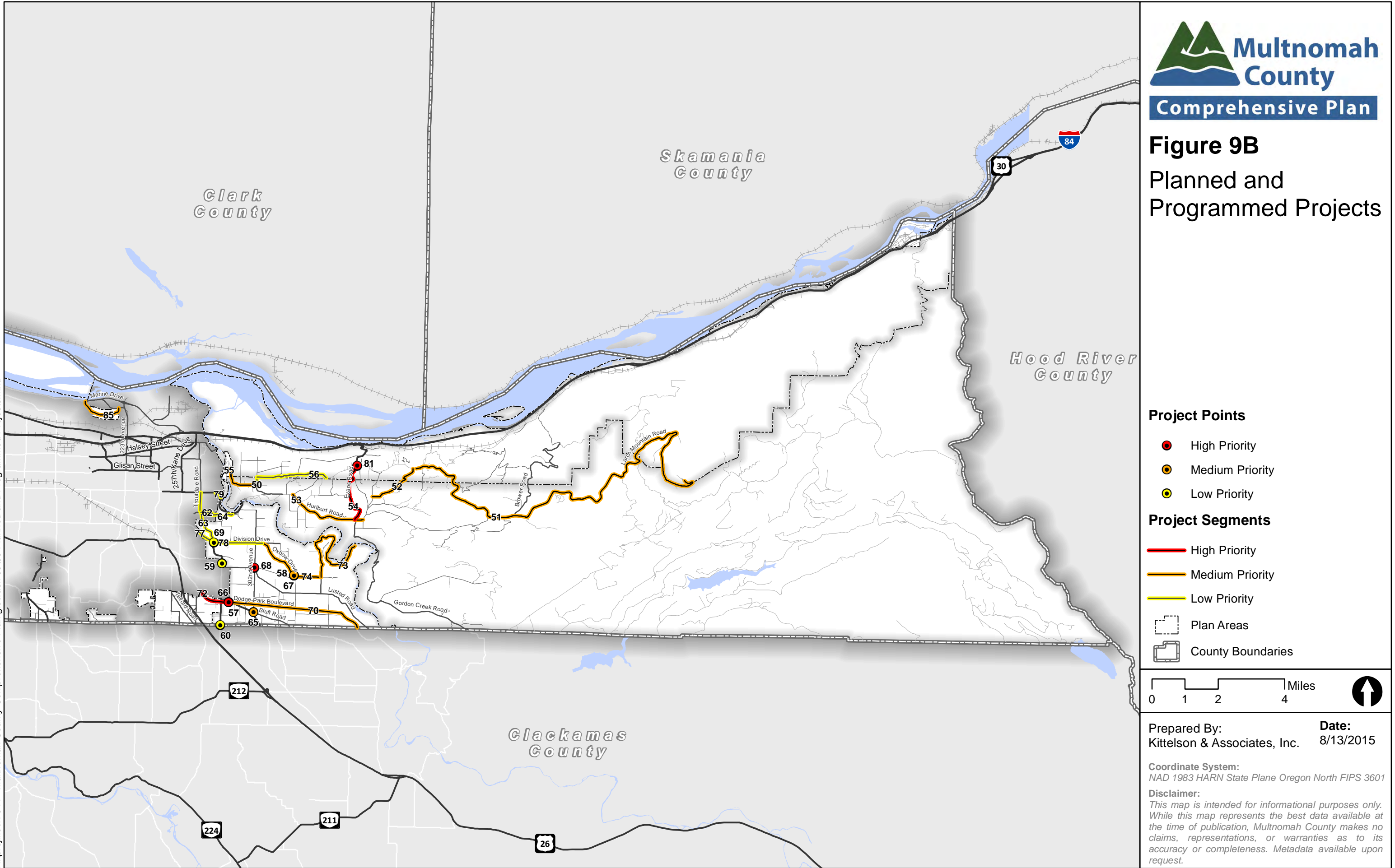
| Project Number | Project Name | Project Description | CIPP/TSP/RAP? | Priority | Priority Score | Safety | | | Bike Routes | Wildlife Corridor | Equity | Destination | Pavement Condition |
|----------------|--|---|---------------|----------|----------------|----------|----------|--------|-------------|-------------------|--------|-------------|--------------------|
| | | | | | | Ped/Bike | Vehicles | Animal | | | | | |
| 59 | Lusted Road/Powell Valley Road/282 nd Avenue Consolidation | Realignment to connect SE Lusted Road directly with SE Powell Valley Road is included in the County's Capital Improvement Plan and Program. The project would require further engineering analysis and coordination with the City of Gresham to develop a recommend alignment. A traffic signal is warranted based on projected 2020 PM peak hour volumes, and would provide LOS B operations. | RAP | low | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 62 | Cochran Drive: Troutdale Road to westerly 2175' (PN 145) | Reconstruct to major collector standards: 2 travel lanes, center lane/median, sidewalks, bike lanes, and culvert replacement. \$7,442,765 | CIPP | low | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 78 | SE Division Drive: Troutdale to Oxbow Parkway | Bike lanes. \$3,371,407 | CIPP | low | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4 | Sauvie Island and Multnomah Channel (SIMC) Bike Map | Work with Sauvie Island Community Association (SICA) and other Sauvie Island stakeholders to develop a bike map that includes wayfinding and education | TSP | low | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 11 | Sauvie Island Mobile Speed Radar Implementation | Obtain a mobile speed radar unit for Sauvie Island that can be relocated at regular intervals. | TSP | low | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 50 | Ogden Road: Mershon to Woodard | Shoulder bikeway. \$463,789 | CIPP | low | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 56 | Mershon Road: Ogden to HCRH | Shoulder bikeway. \$4,009,646 | CIPP | low | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 60 | 282 nd Avenue/Stone Road Turn Lanes | The addition of turn lanes in the northbound and southbound direction on 282 nd would reduce the high incidence of rear end crashes at this location. Some roadway widening would be necessary. | RAP | low | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 61 | Shoulder Widening to Meet Updated Standards | Prioritization for shoulder improvements within the West of Sandy River rural area should be given to roadways connecting to school sites, especially Barlow High School. Proposed shoulder widening should be evaluated based on potential impacts on drainage and adjacent productive lands. For shoulders wider than 1.8 meters, the adopted County standards require paved width of 1.5 meters. The remaining 0.3 meters may be unpaved. Shoulder widening should be incorporated into routine roadway maintenance wherever possible. | RAP | low | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 69 | Division Drive/Troutdale Road (Included in Collector project above) (PN 186) | Realign intersection, eliminating NE leg, producing a 4-way intersection. Replace 3 existing culverts identified as fish barriers. \$ - | CIPP RAP | low | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 77 | Troutdale Road: Strebin Road to 282 Avenue | Bike lanes. \$3,292,979 | CIPP | low | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 79 | Stark St: Eavans Ave to 35th St | Add sidewalk to southside | PedMaster | low | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |

| Project Number | Project Name | Project Description | CIPP/TSP/RAP? | Priority | Priority Score | Safety | | | Bike Routes | Vildlife Corridor | Equity | Destination | Pavement Condition |
|----------------|---|---|---------------|----------|----------------|----------|----------|--------|-------------|-------------------|--------|-------------|--------------------|
| | | | | | | Ped/Bike | Vehicles | Animal | | | | | |
| 80 | Historic Columbia River Highway RR Overcrossing: Half miles east of 244 th Avenue (PN 199) | Reconstruct railroad bridge to accommodate wider travel lanes, sidewalks, and bike lanes. \$9,314,500 | CIPP | low | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 20 | Sauvie Island Bridge Toll Study | Study the implications of a Sauvie Island Bridge toll for non-residents. | TSP | low | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 41 | Springville Road | Safety improvement – Add to shoulders (4 ft). \$3,160,000 | CIPP TSP | low | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 63 | Troutdale Road: Stark St to Division Drive (PN TBD) | Reconstruct with 2 travel lanes; construct center turn lane/median, sidewalks, bicycle lanes between Stark and Strebin. Reconstruct Troutdale Road/Division Drive intersection including new fish culverts. \$8,297,000 | CIPP | low | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 64 | Sweetbriar Road: Troutdale Road to E City Limit (PN 149) | Widen to neighborhood collector standards with 2 travel lanes, sidewalk and bike lanes. \$2,740,748 | CIPP | low | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 76 | SE Division Drive: UGB to Troutdale Road | Bike lanes. \$945,518 | CIPP | low | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 82 | Sandy River to Springwater multi-modal connection | Projects to provide mutli-modal connections from Downtown Troutdale to Mt. Hood Community College and the Springwater Corridor Trail. CATALYST PROJECTS: Master plan for new multi-modal corridor. | ConnectPlan | low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 83 | Pleasant Valley | Projects develop the necessary public infrastructure for development of Pleasant Valley Community Plan. CATALYST PROJECTS: Improvements to 174 th and Foster. | ConnectPlan | low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 84 | Catalyst for Springwater District | Projects help develop the necessary public infrastructure for private investment and jobs in this regionally significant employment area. Projects include a new interchange on US 26 and an extension of Rugg Road to connect US 26 and Hogan, as well as collector street improvements to provide needed access for future jobs and employment. CATALYST PROJECTS: New interchange on US 26 and arterial connections. | ConnectPlan | low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

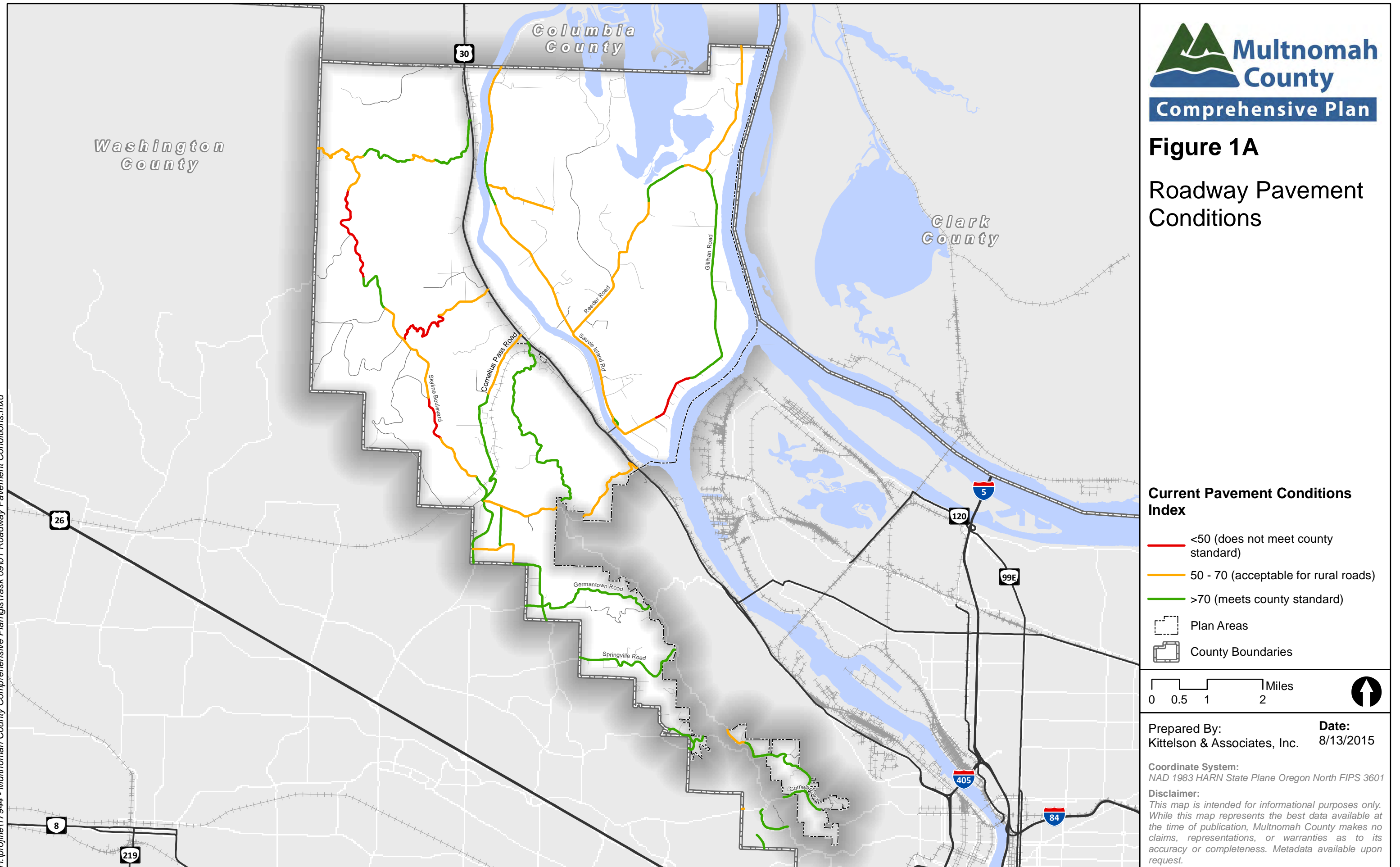
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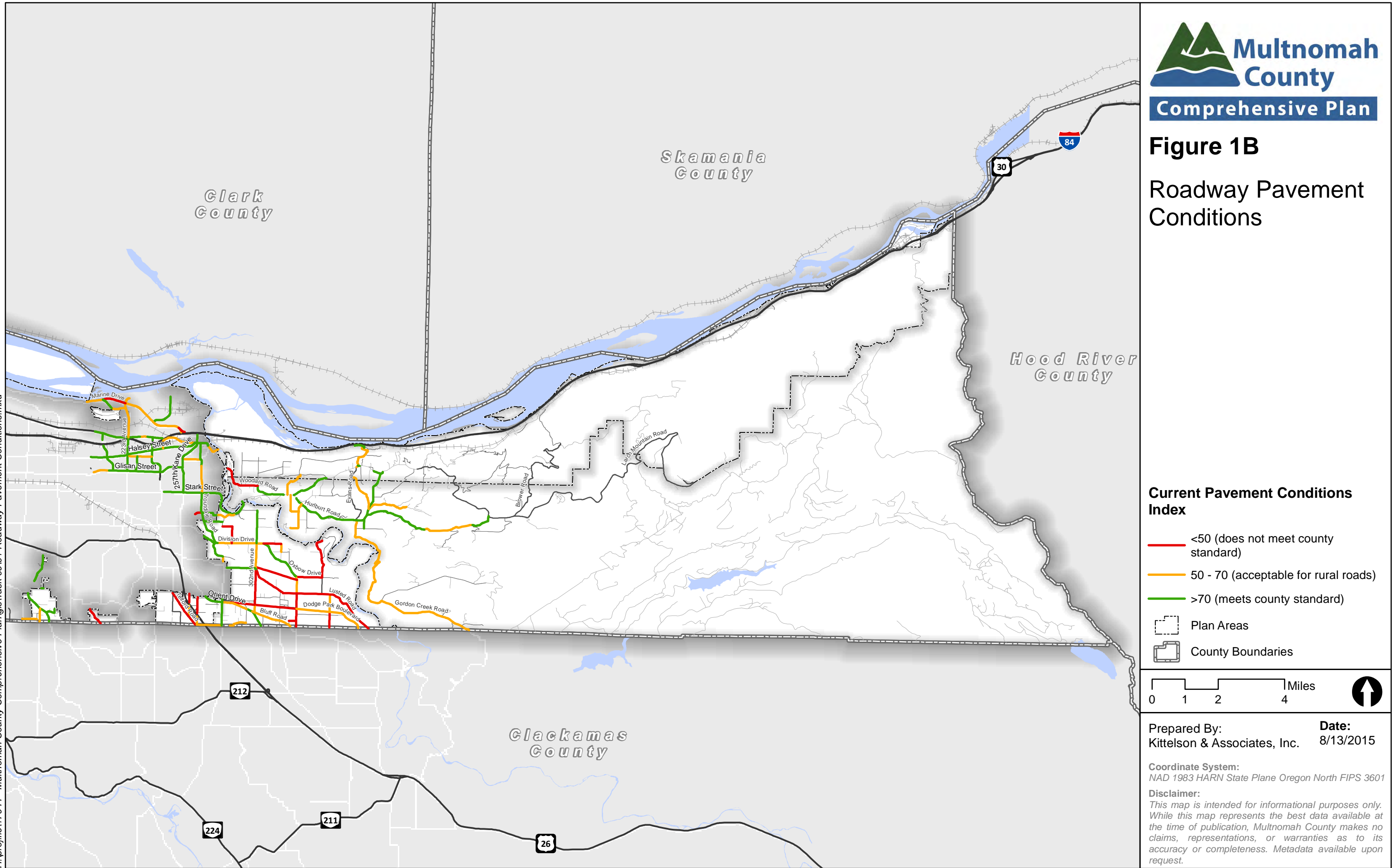
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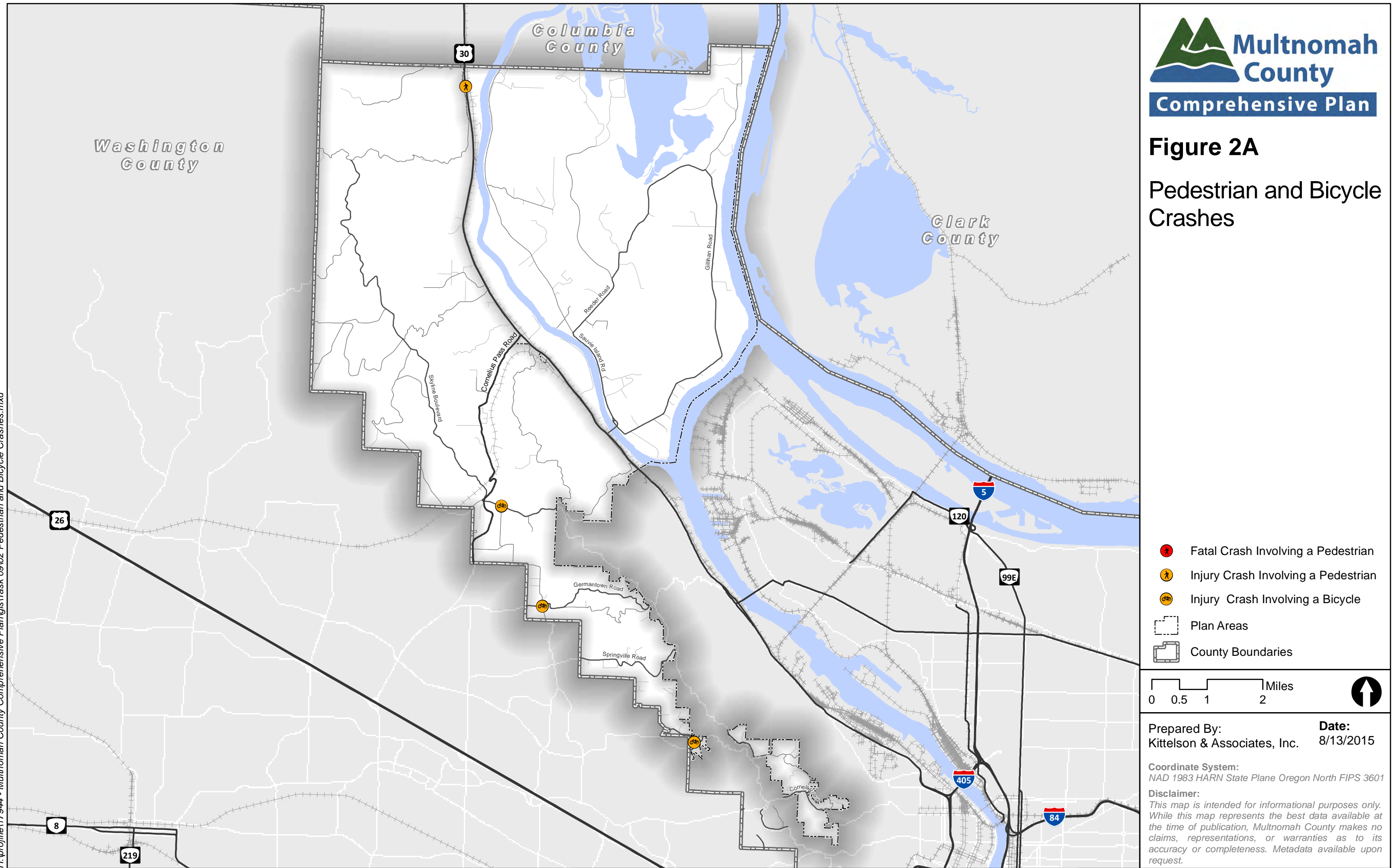
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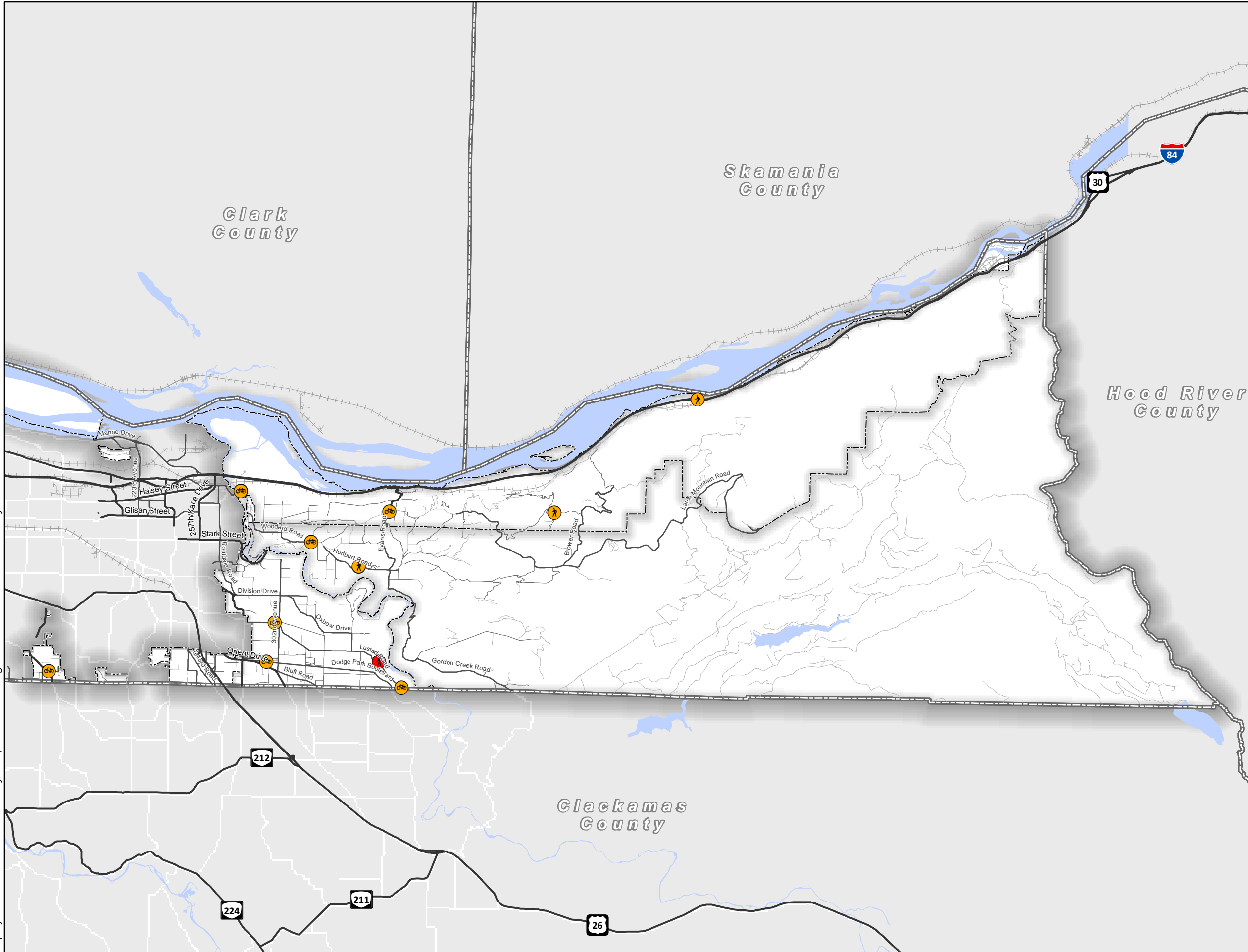





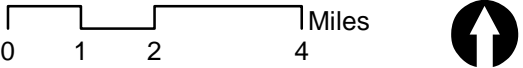


Figure 2B
Pedestrian and Bicycle
Crashes

-  Fatal Crash Involving a Pedestrian
-  Injury Crash Involving a Pedestrian
-  Injury Crash Involving a Bicycle
-  Plan Areas
-  County Boundaries

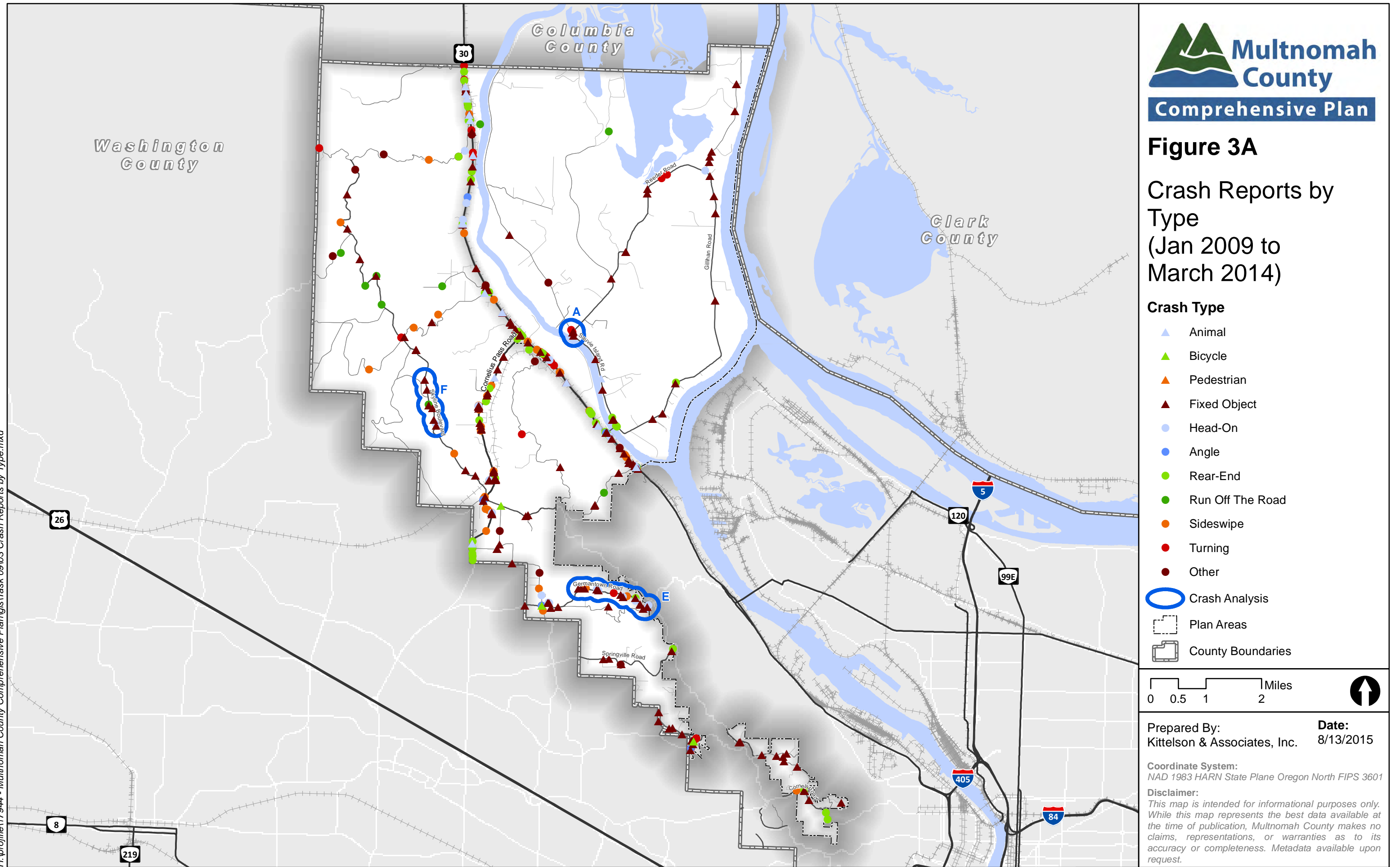


Prepared By: Kittelson & Associates, Inc. Date: 8/13/2015

Coordinate System:
NAD 1983 HARN State Plane Oregon North FIPS 3601

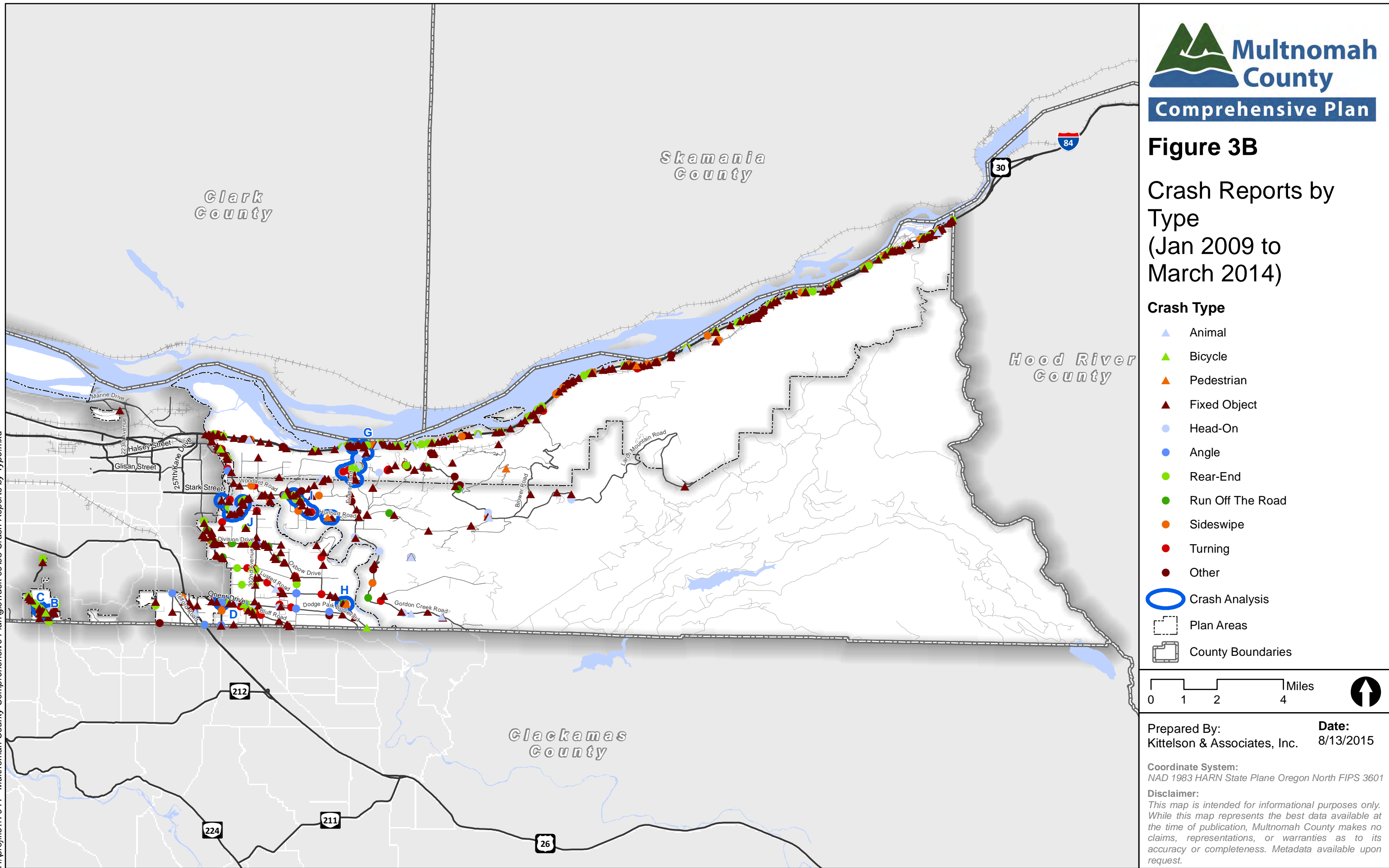
Disclaimer:
This map is intended for informational purposes only. While this map represents the best data available at the time of publication, Multnomah County makes no claims, representations, or warranties as to its accuracy or completeness. Metadata available upon request.

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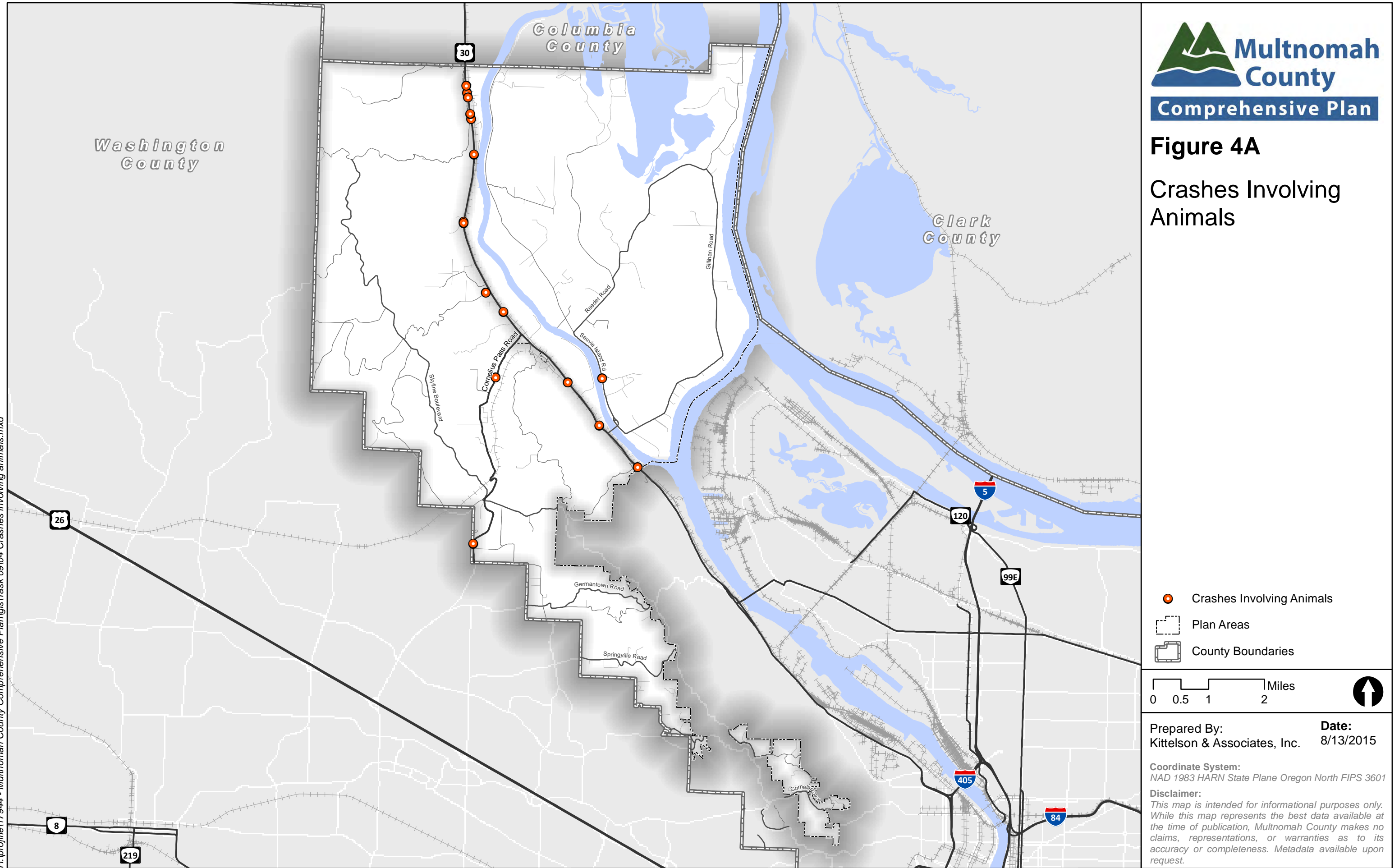
Source: Oregon Department of Transportation Crash Reports from January 2009 to March 2014

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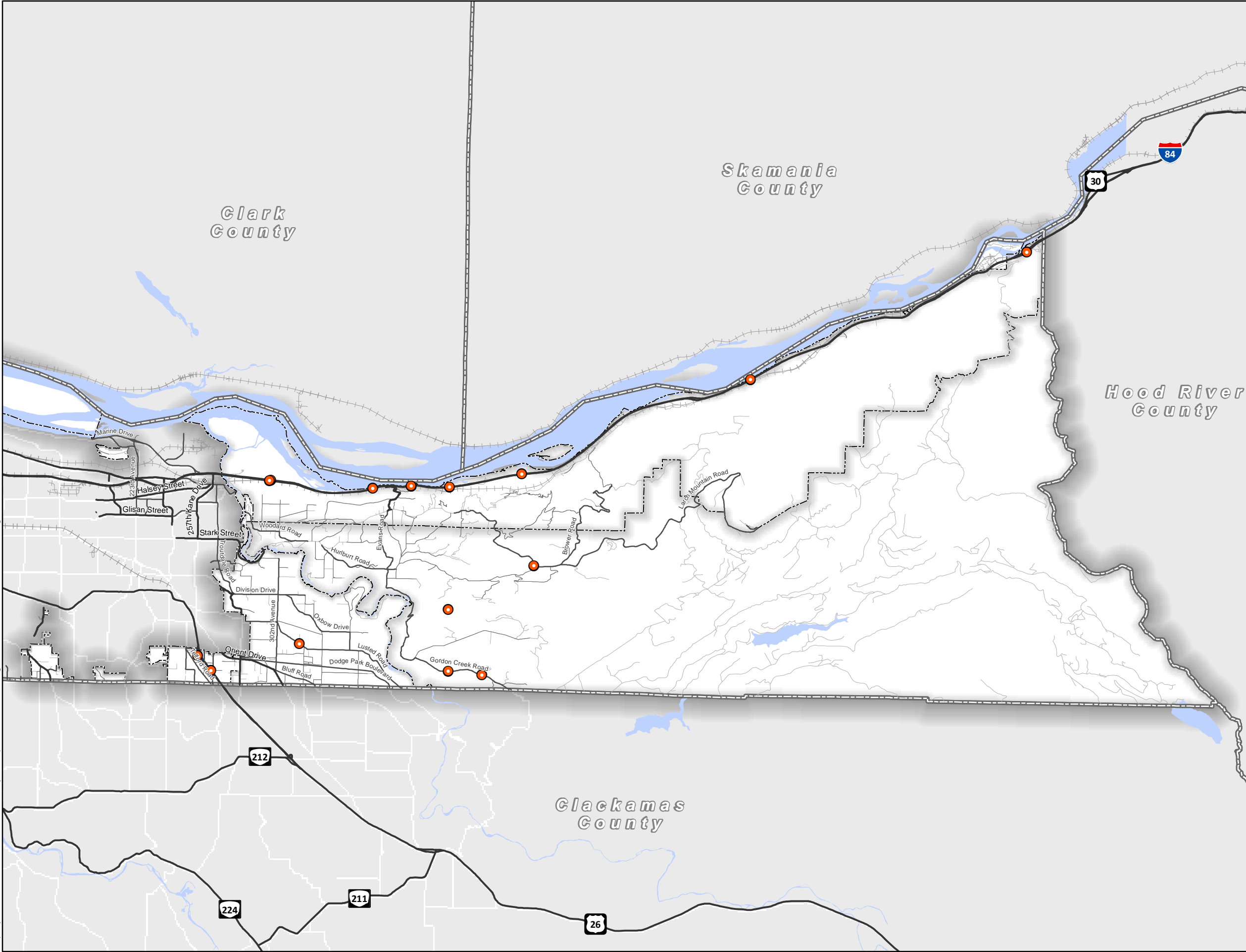


Source: Oregon Department of Transportation Crash Reports from January 2009 to March 2014

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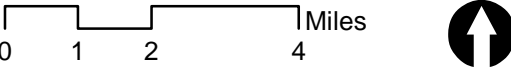
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Comprehensive Plan

Figure 4B
Crashes Involving
Animals

- Crashes Involving Animals
- Plan Areas
- County Boundaries

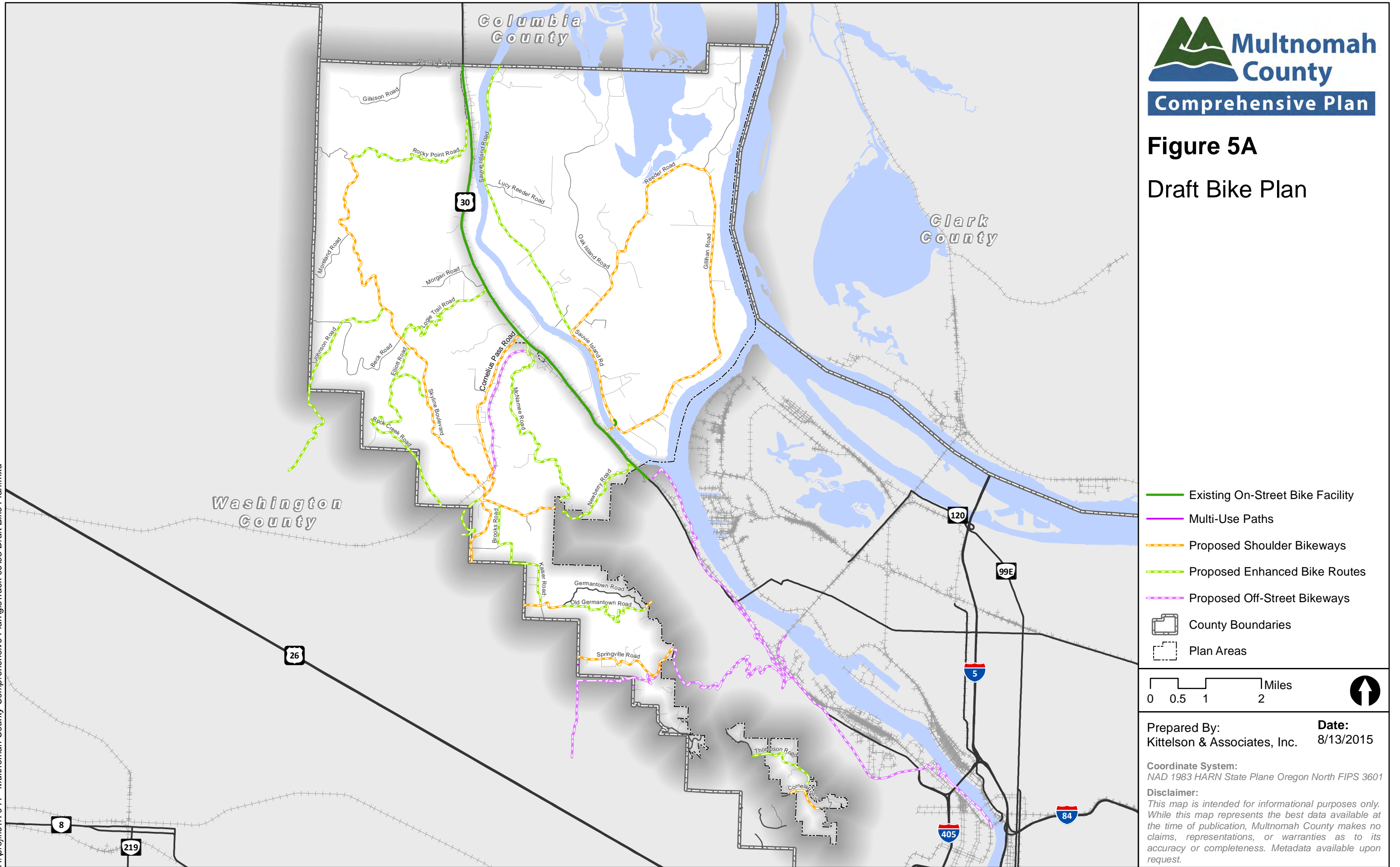


Prepared By: Kittelson & Associates, Inc. Date: 8/13/2015

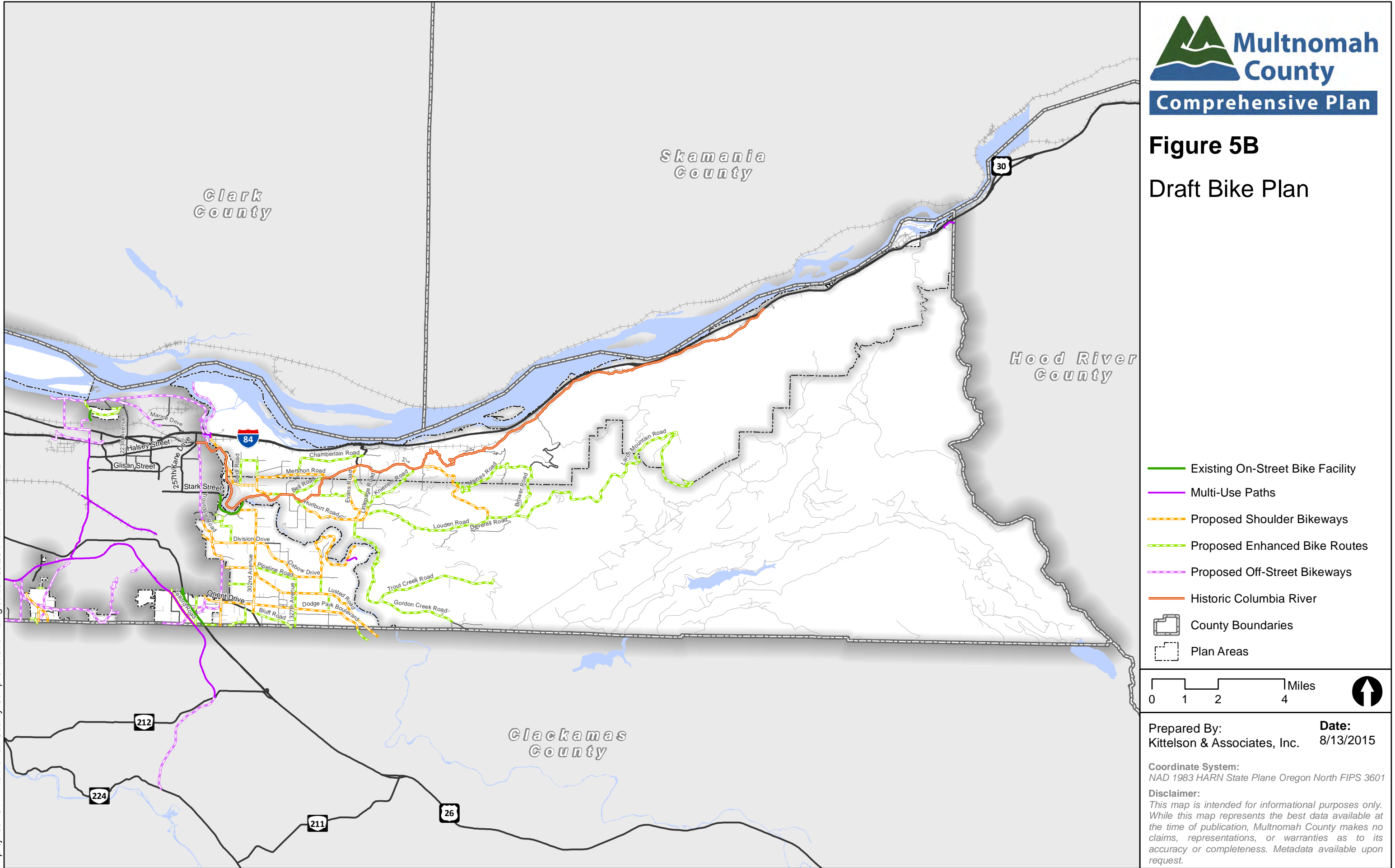
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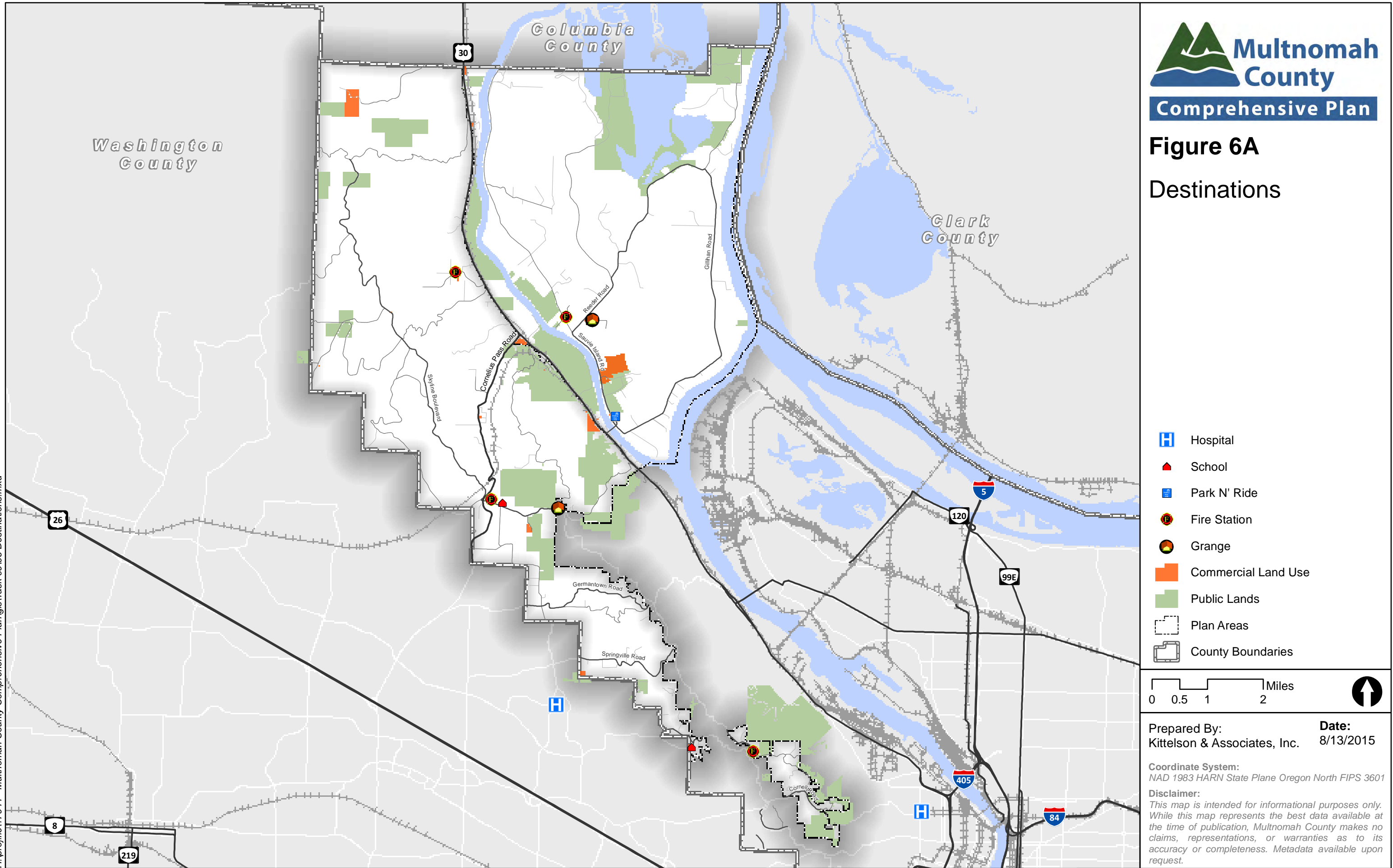
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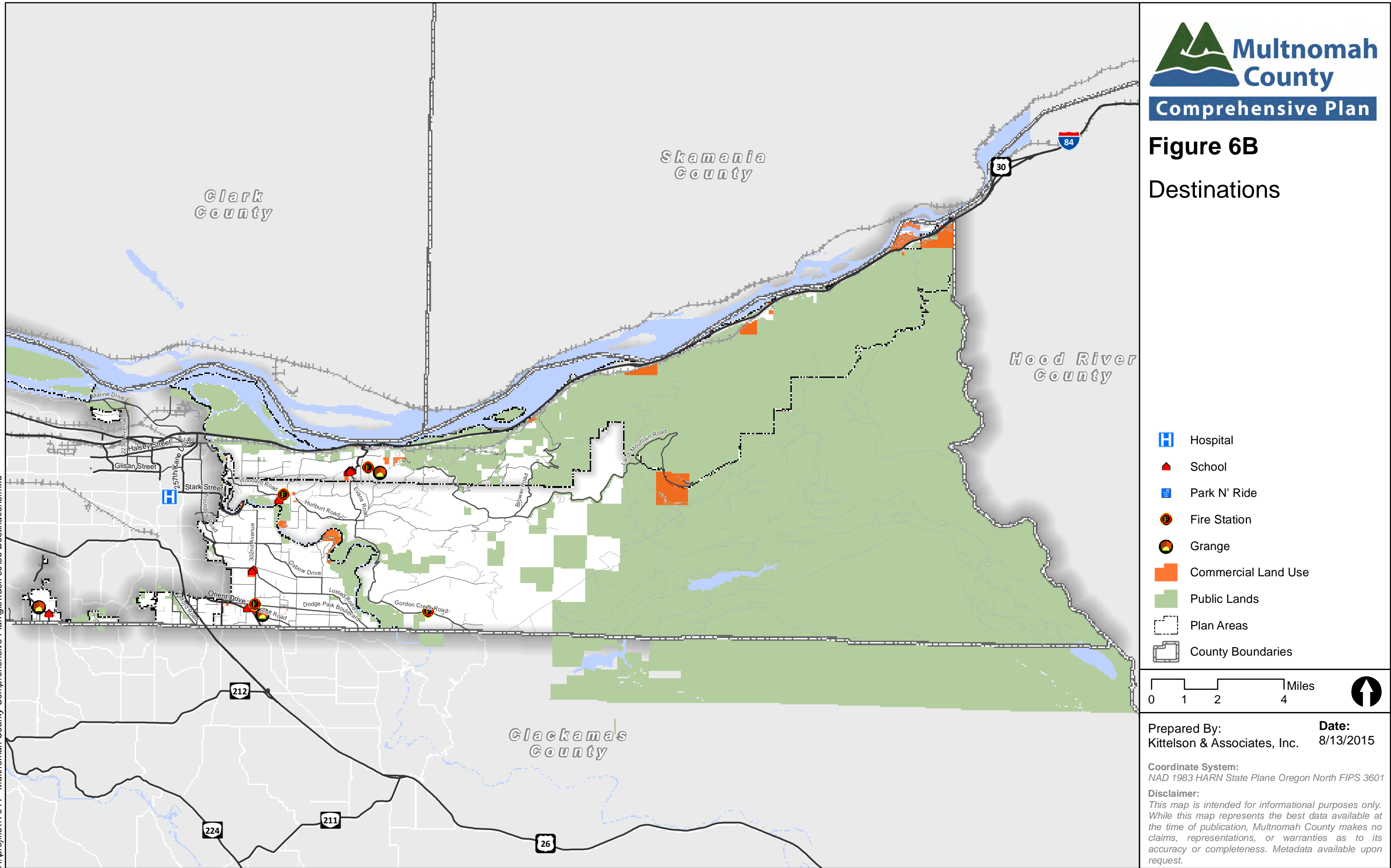
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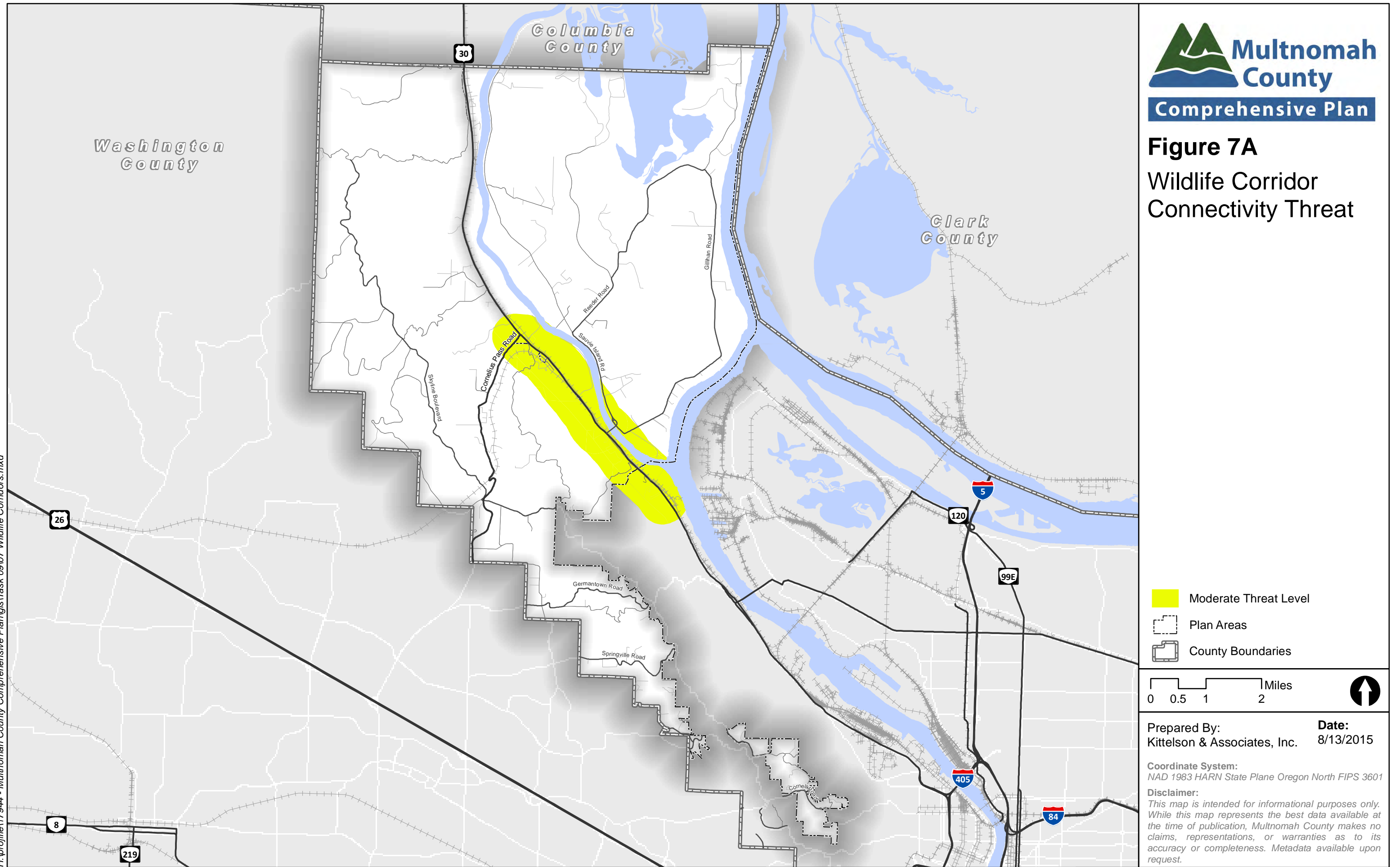
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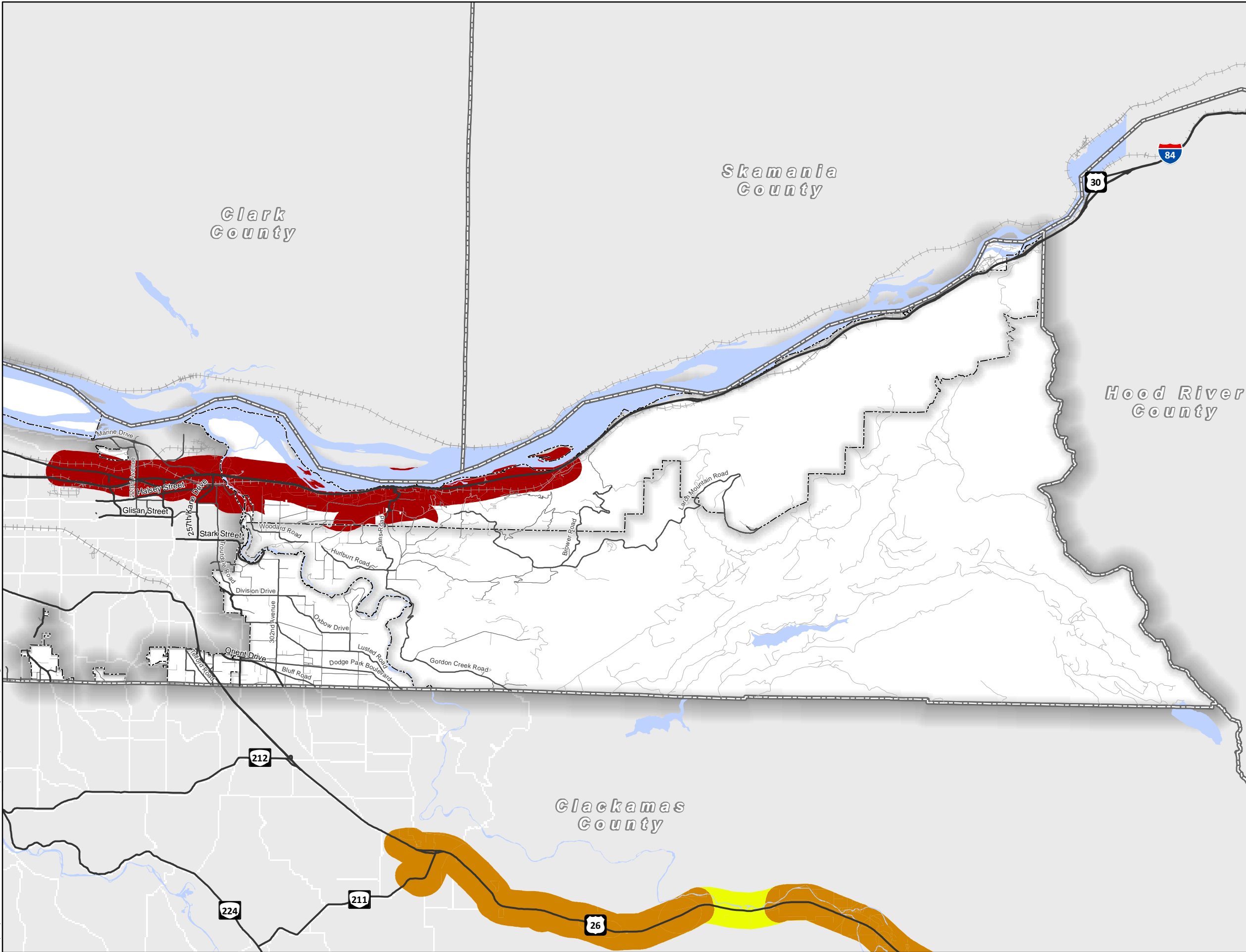
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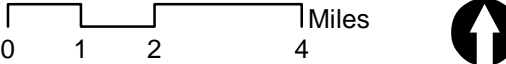
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Comprehensive Plan

Figure 7B
Wildlife Corridor
Connectivity Threat

- Moderate Threat Level
- Serious Threat Level
- Severe Threat Level
- Plan Areas
- County Boundaries



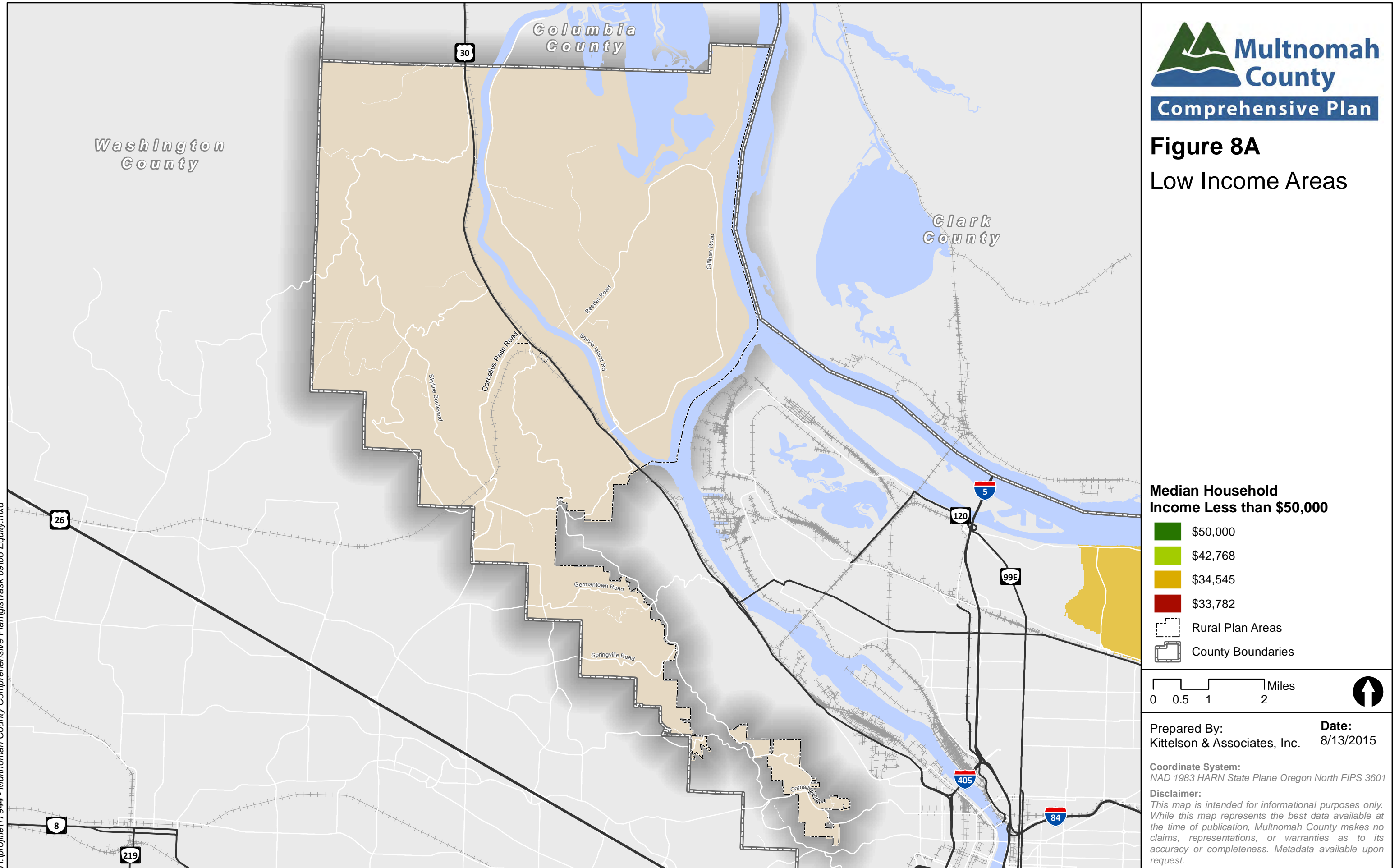
Prepared By: Kittelson & Associates, Inc. Date: 8/13/2015

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Source: Oregon Department of Fish and Wildlife

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