

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

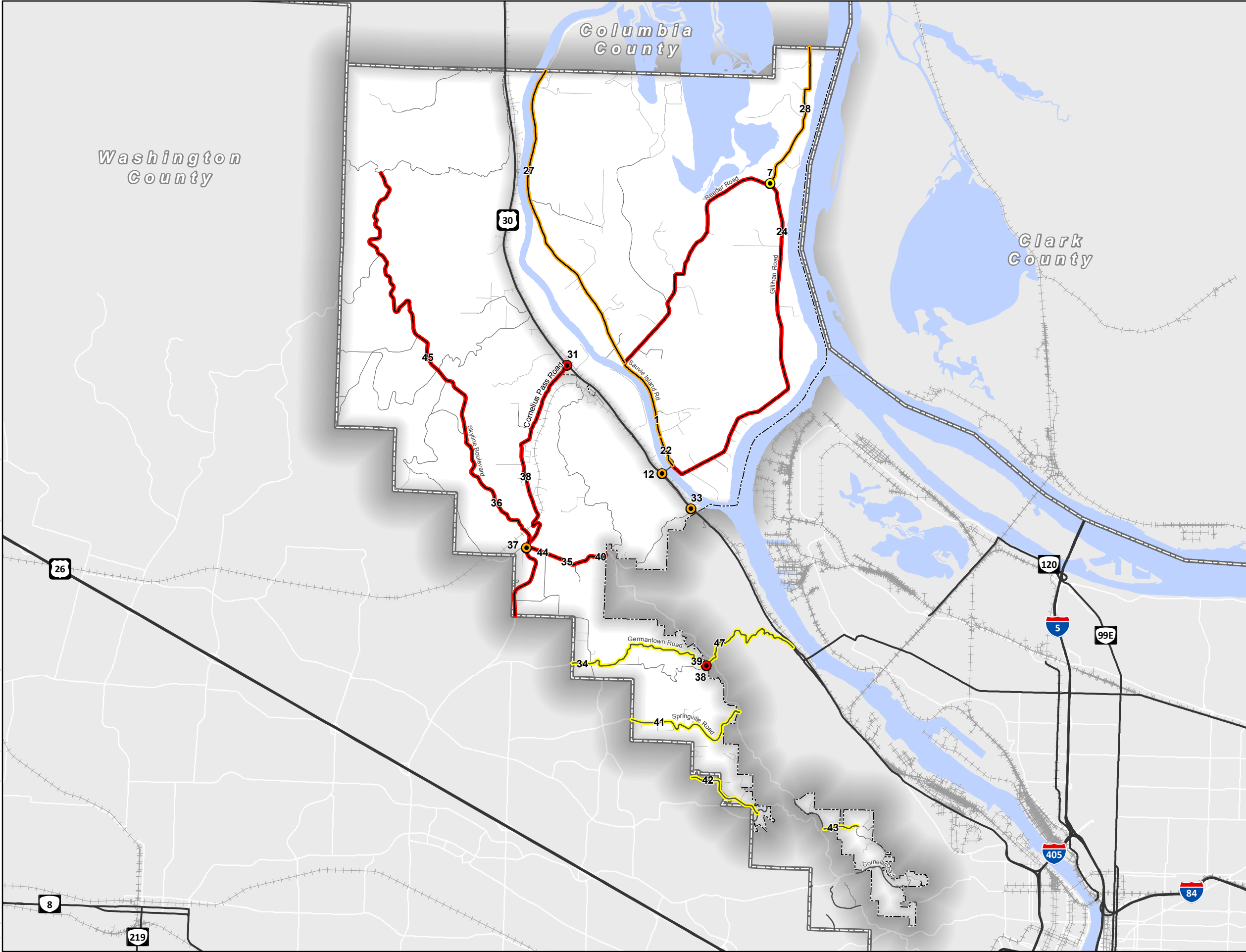
Project Number	Project Name	Project Description	CIPP/TSP/RAP?	Priority	Priority Score	Safety			Bike Routes	Vildlife Corridor	Equity	Destination	Pavement Condition
						Ped/Bike	Vehicles	Animal					
81	Corbett Hill Road/Historic Columbia River Highway (PN 147)	Improve intersection alignment by making 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	Vildlife Corridor	Equity	Destination	Pavement Condition
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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	Vildlife 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	Vildlife 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

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Comprehensive Plan

Figure 9A Planned and Programmed Projects

Project Points

- High Priority
- Medium Priority
- Low Priority

Project Segments

- High Priority
- Medium Priority
- Low Priority

- Plan Areas
- County Boundaries

0 0.5 1 2 Miles

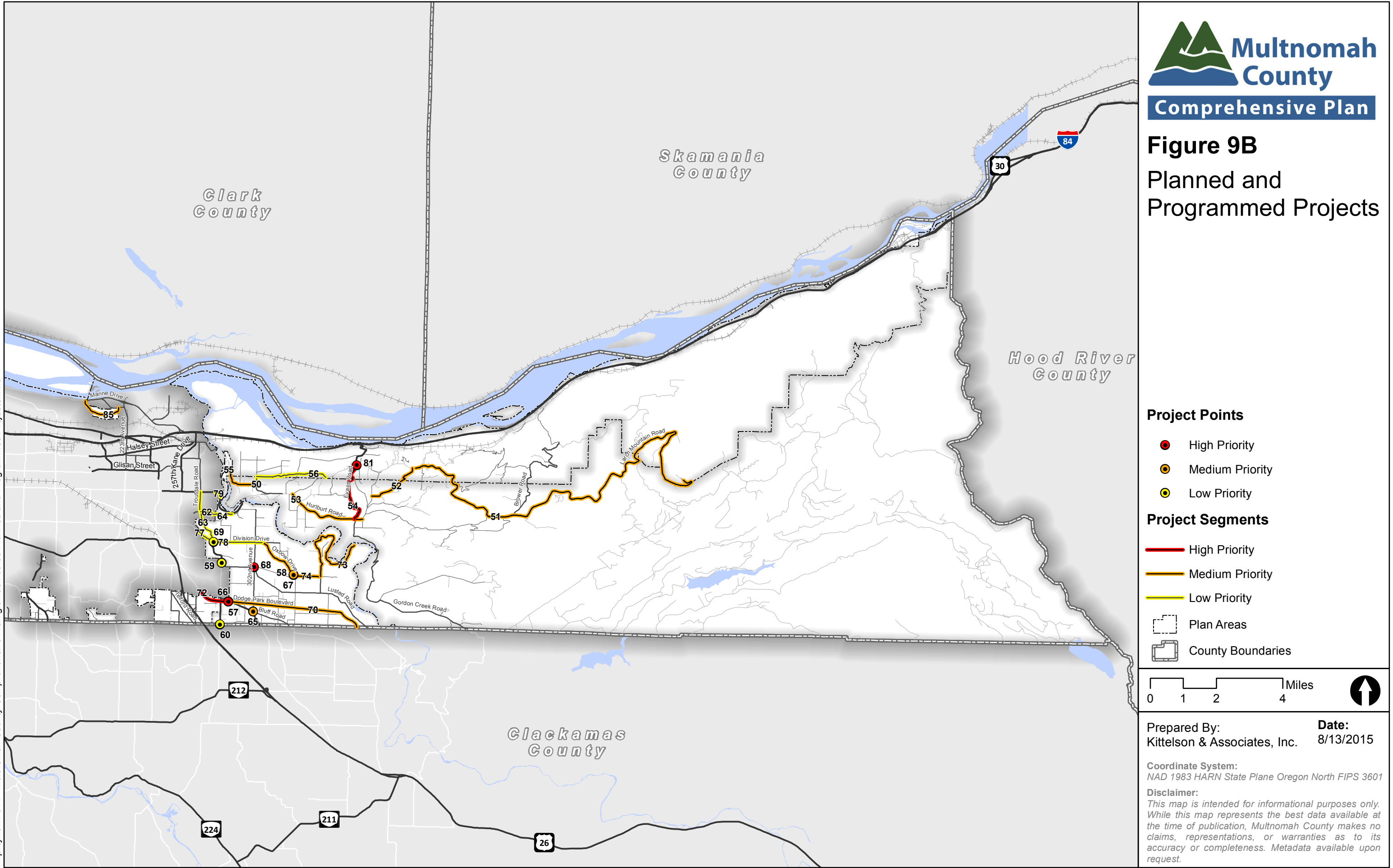


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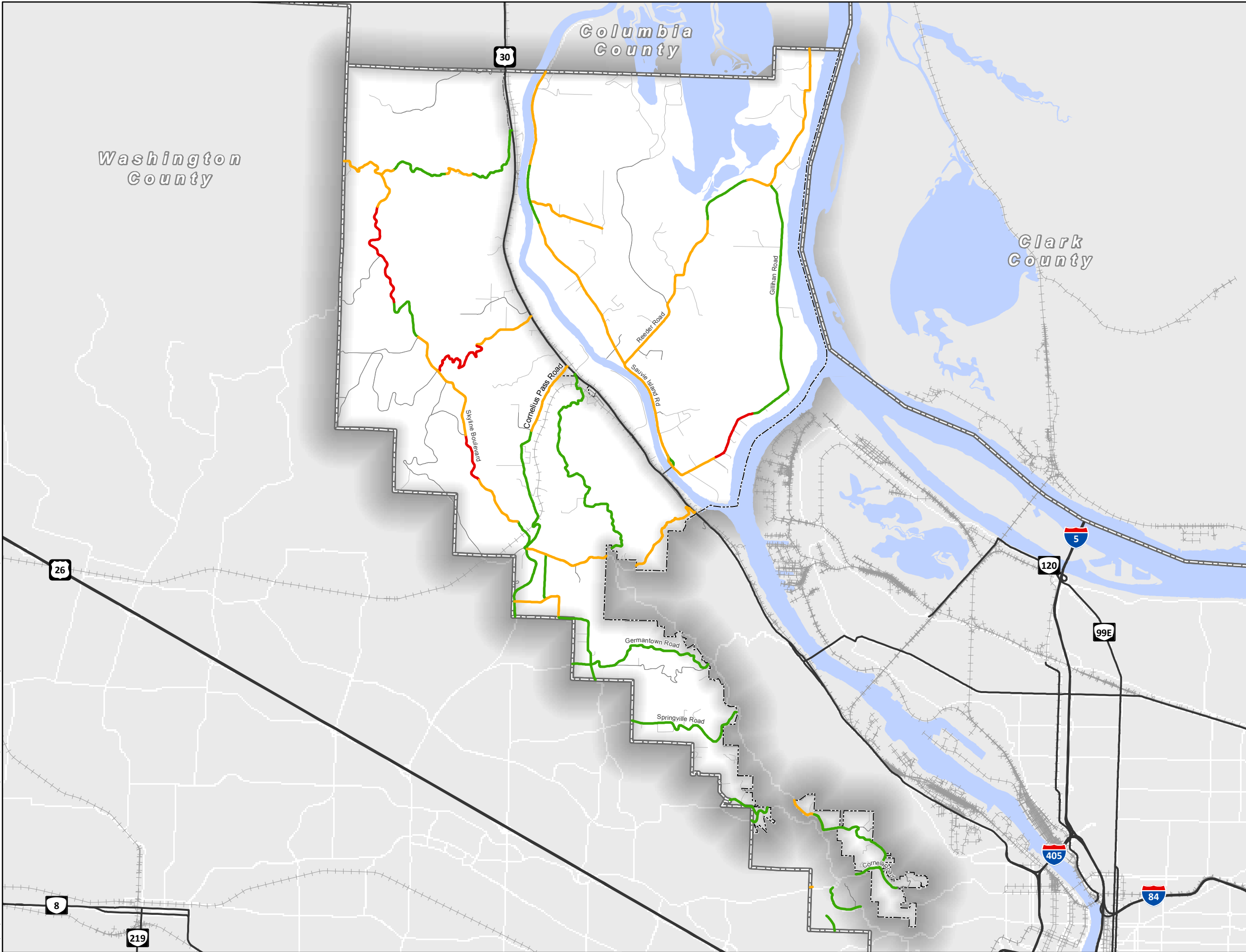
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Comprehensive Plan

Figure 1A
Roadway Pavement Conditions

Current Pavement Conditions Index

- <50 (does not meet county standard)
- 50 - 70 (acceptable for rural roads)
- >70 (meets county standard)

- Plan Areas
- County Boundaries

0 0.5 1 2 Miles

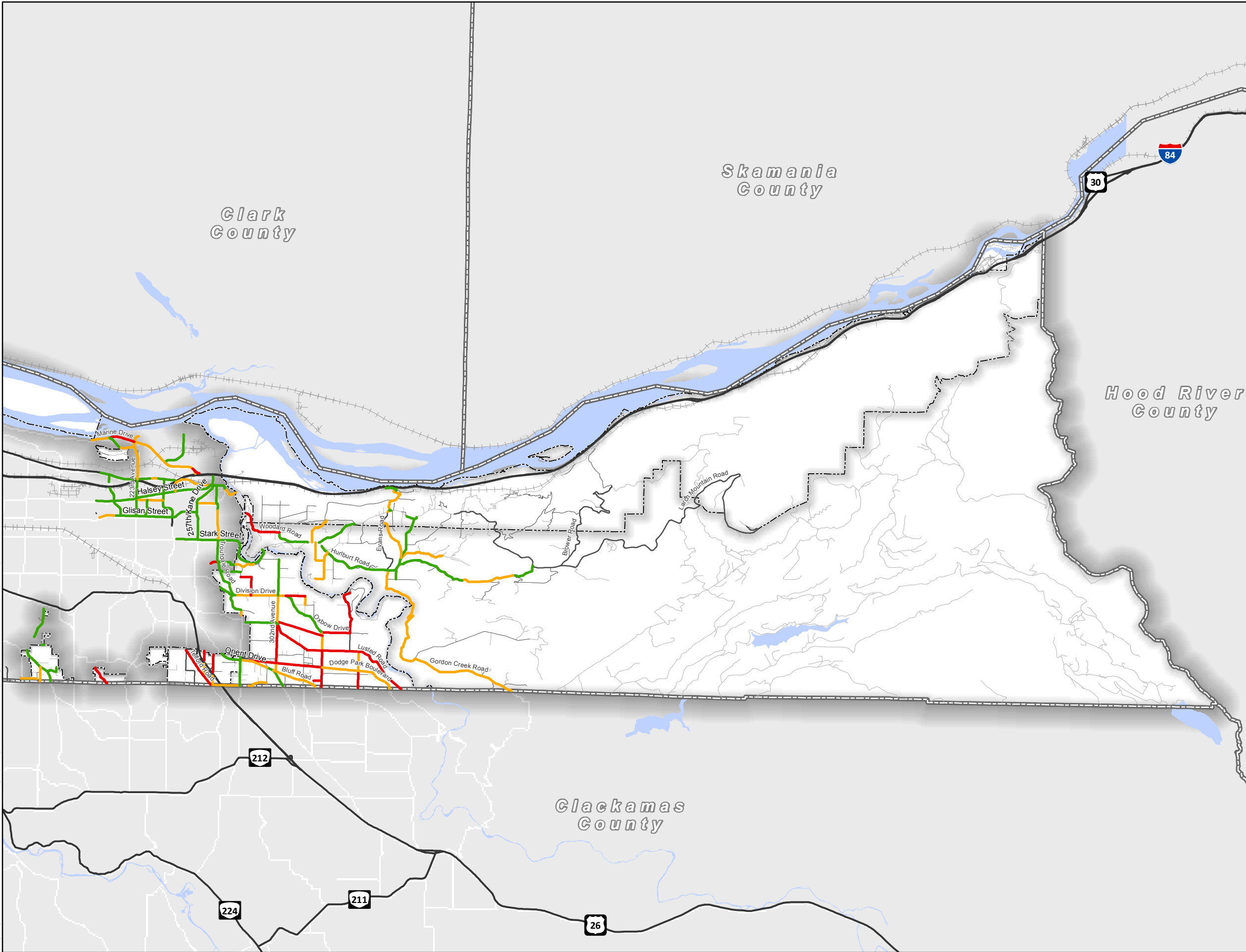


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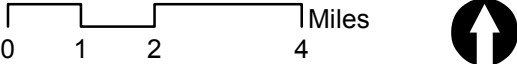


Comprehensive Plan

Figure 1B
Roadway Pavement
Conditions

Current Pavement Conditions
Index

- <50 (does not meet county standard)
- 50 - 70 (acceptable for rural roads)
- >70 (meets county standard)
- Plan Areas
- County Boundaries



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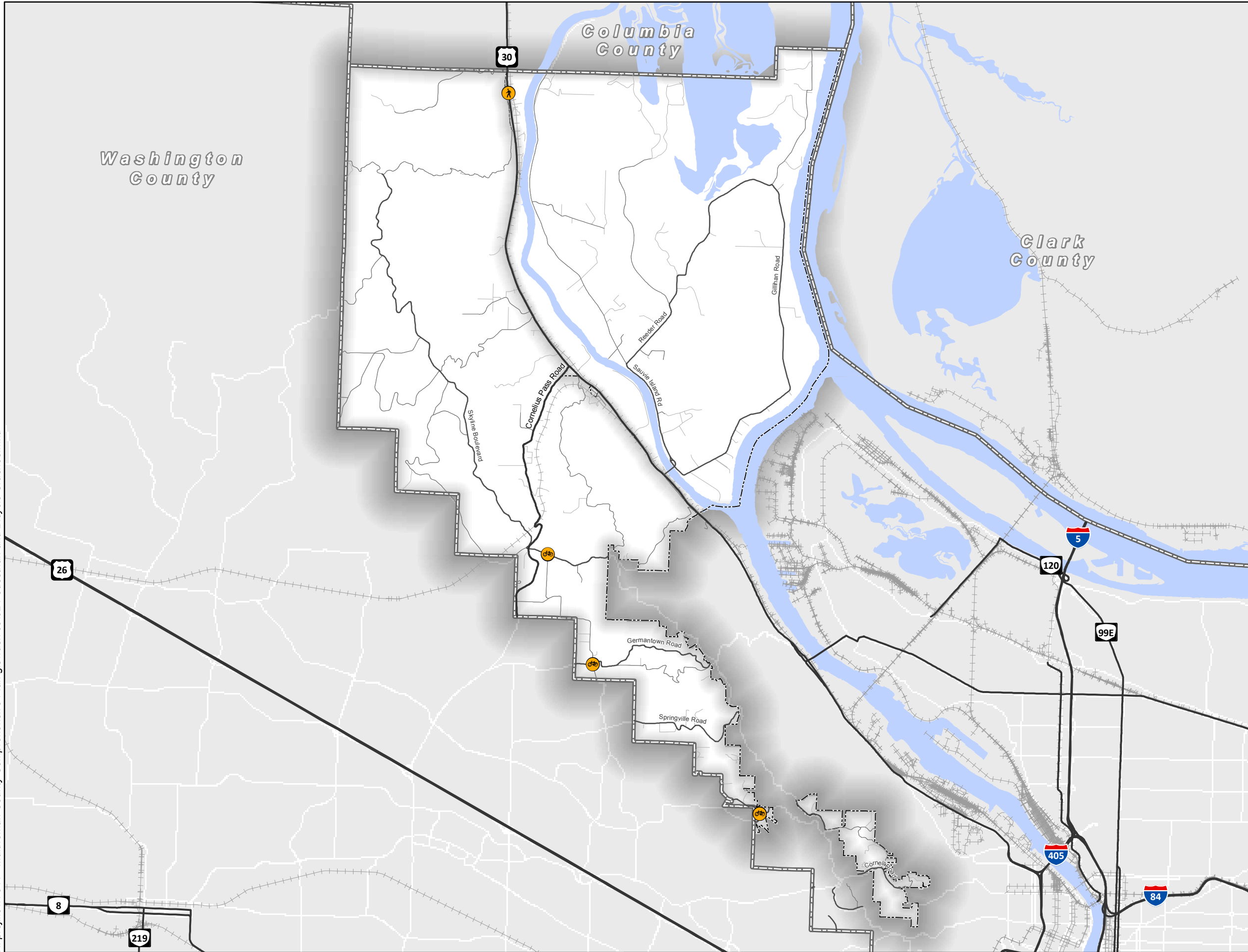





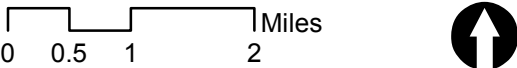


Figure 2A
Pedestrian and Bicycle Crashes

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



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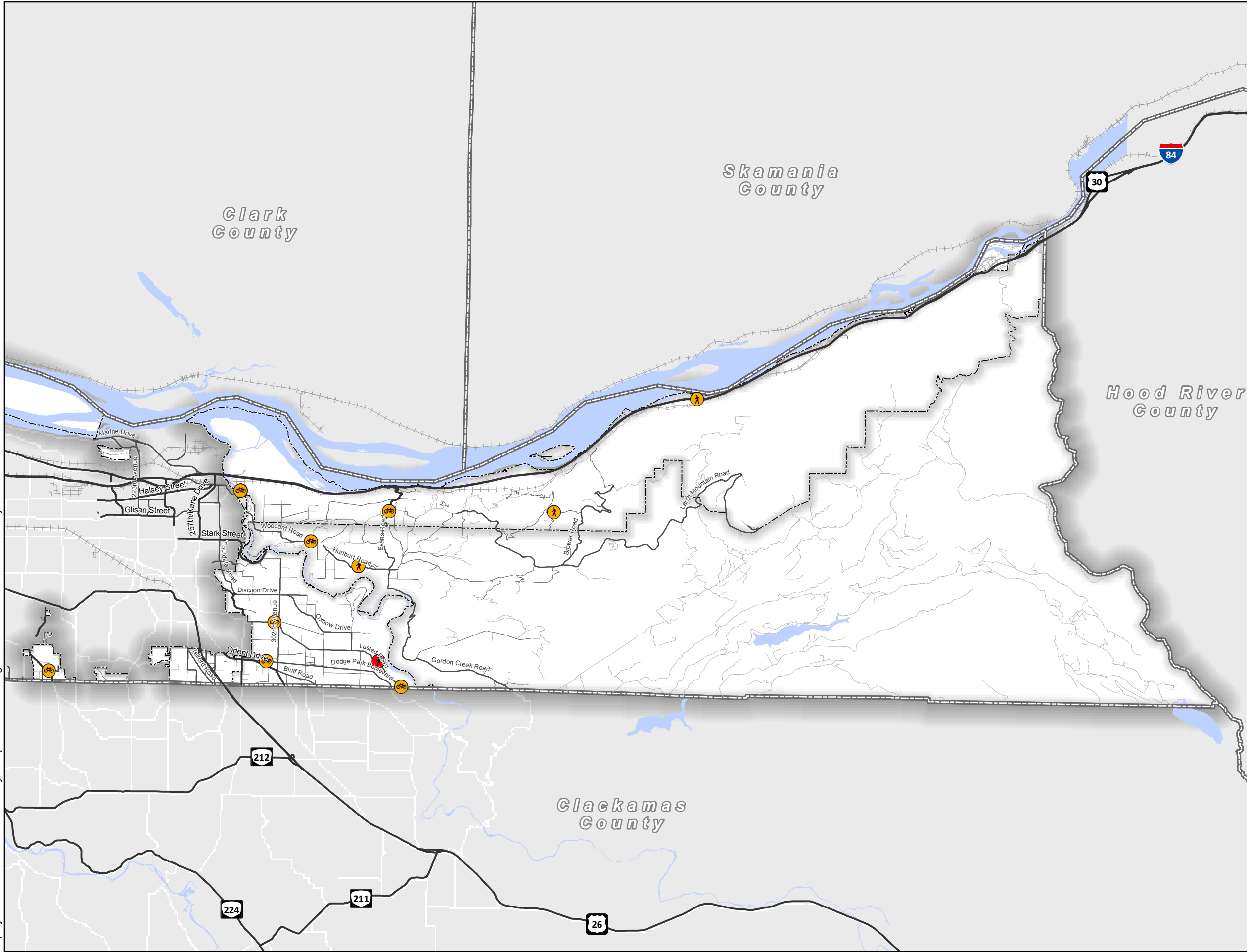





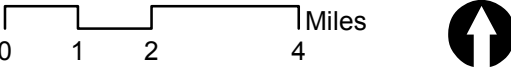


Figure 2B
Pedestrian and Bicycle Crashes

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

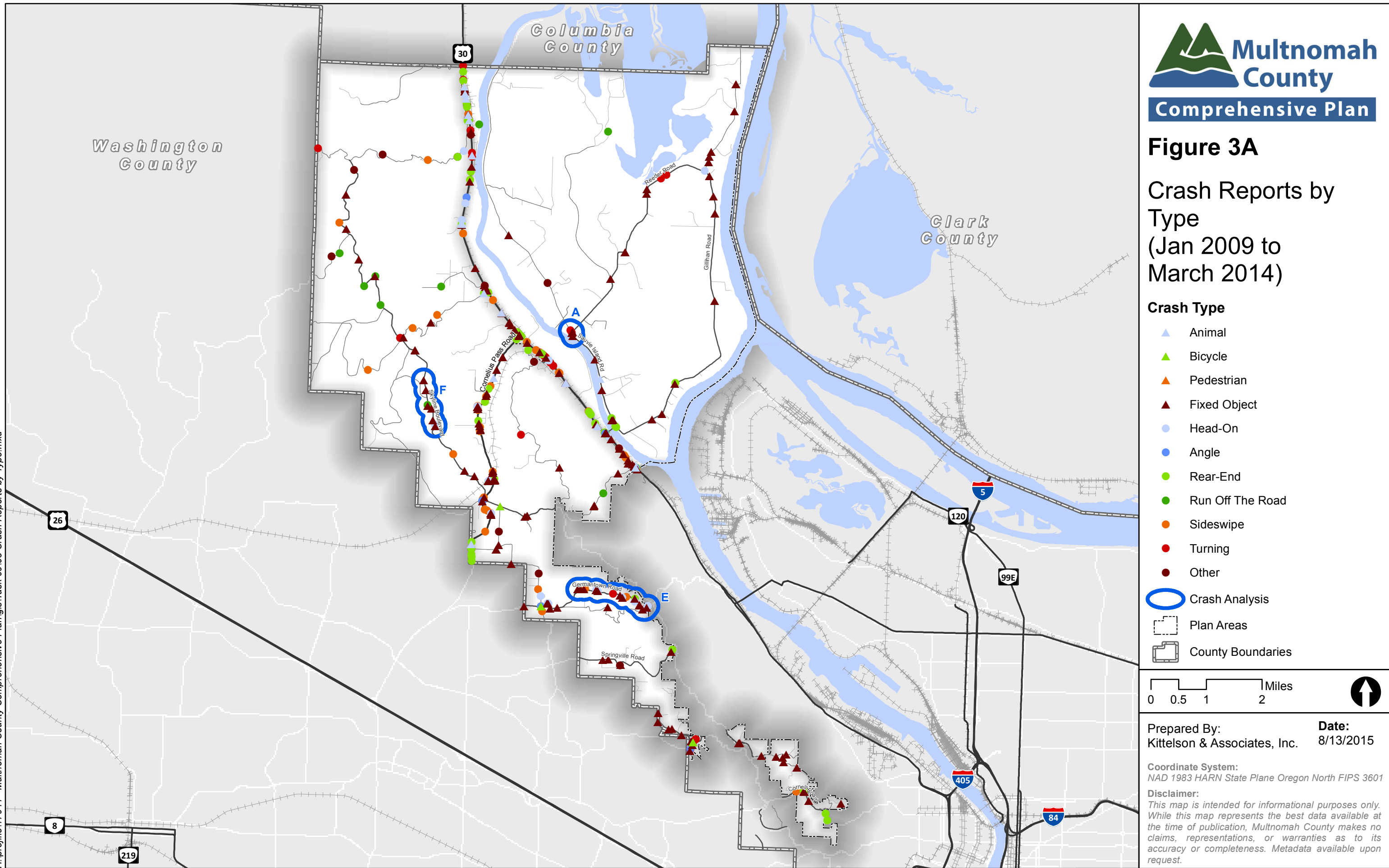


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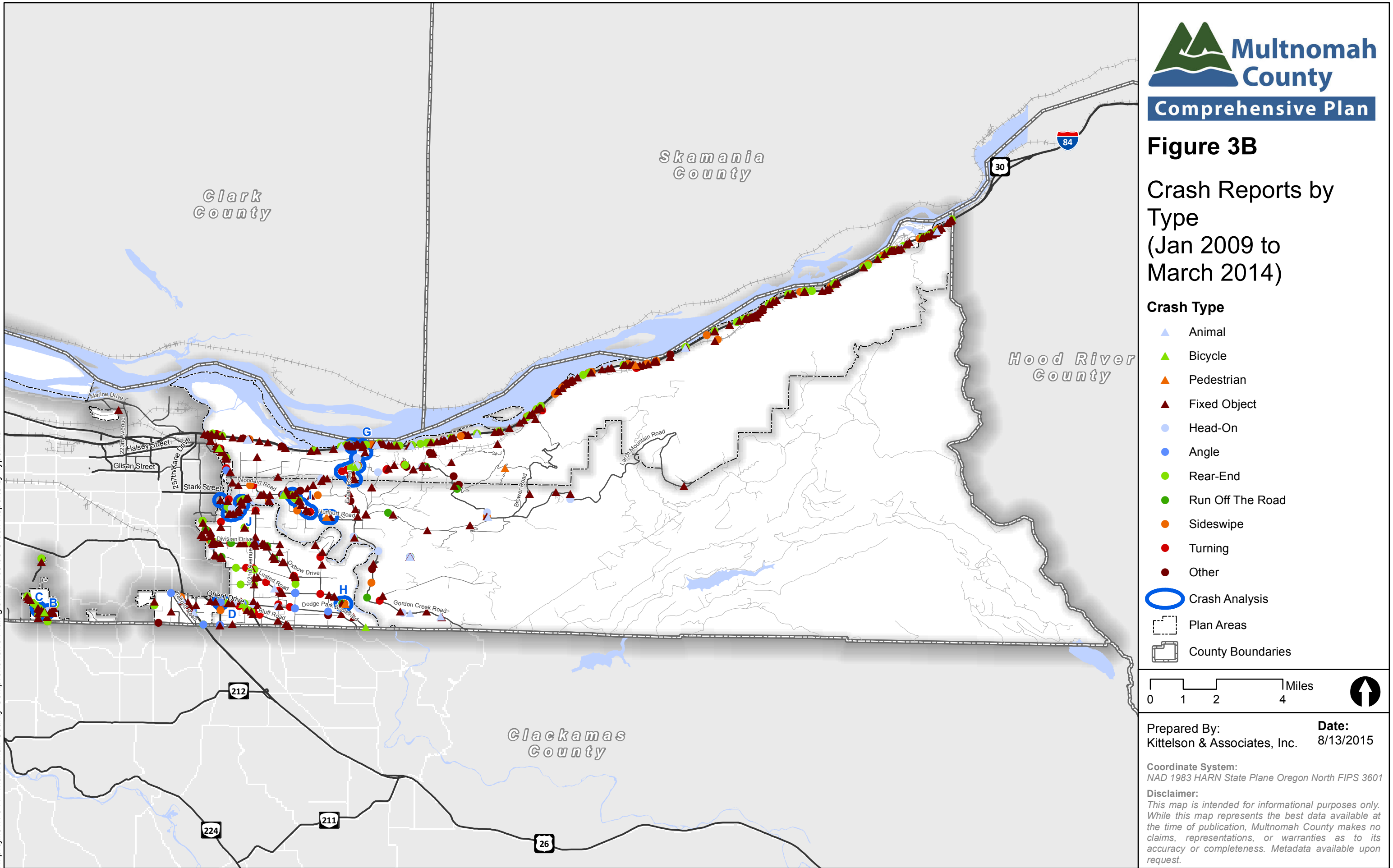
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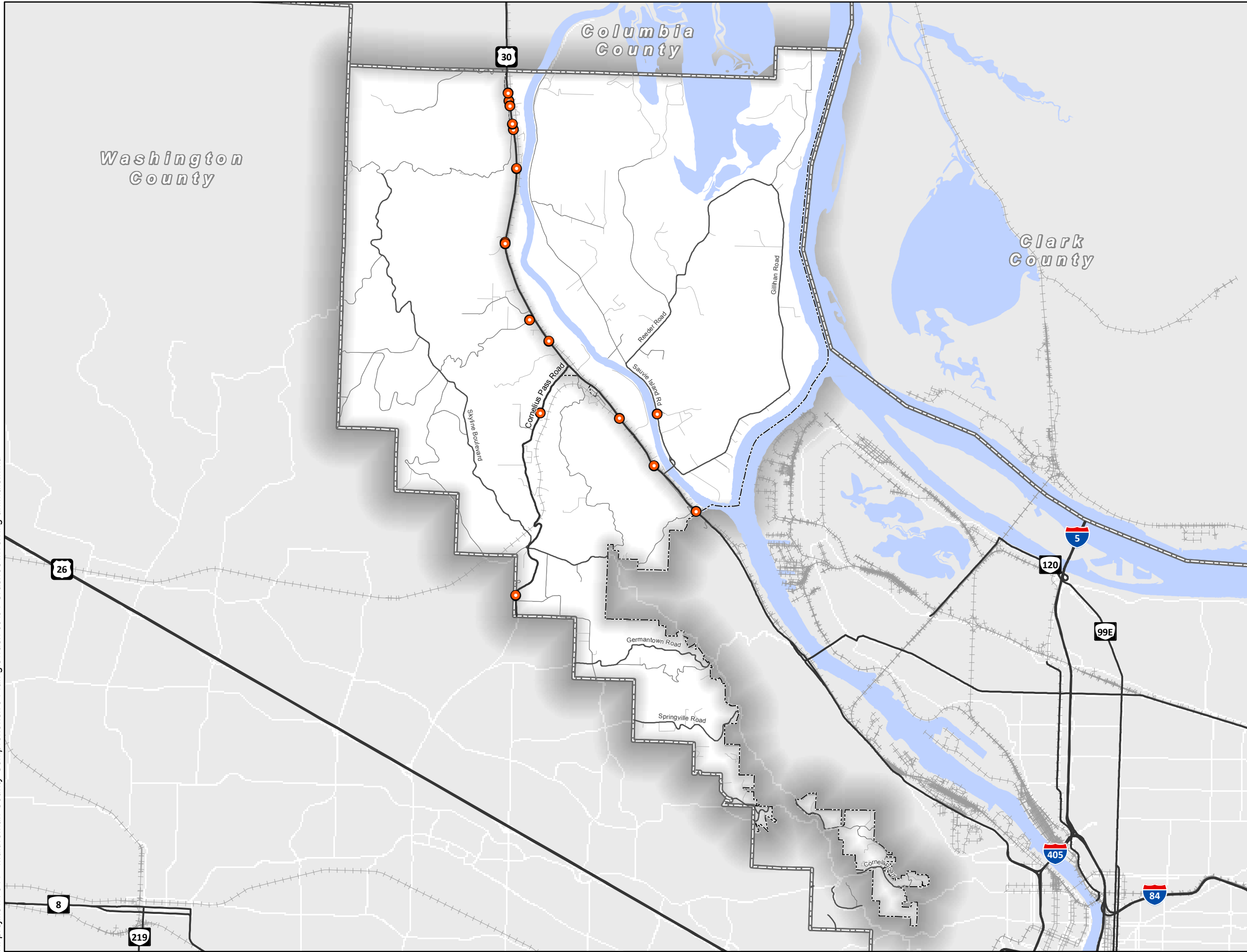
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



H:\profile\17944 - Multnomah County Comprehensive Plan\gis\Task 09\04 Crashes involving animals.mxd



Comprehensive Plan

Figure 4A
Crashes Involving Animals

-  Crashes Involving Animals
-  Plan Areas
-  County Boundaries

0 0.5 1 2 Miles

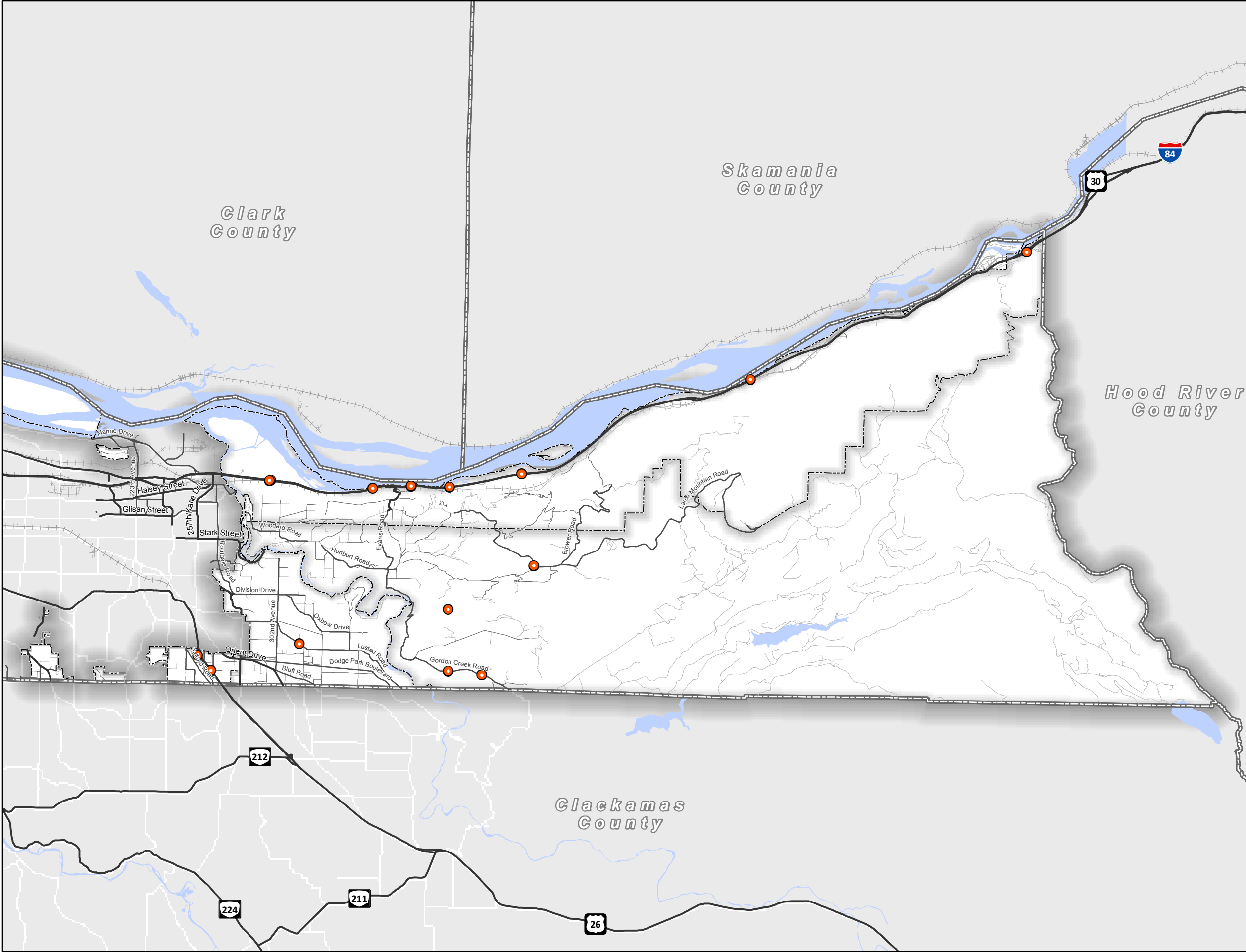


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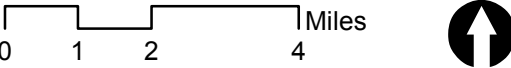
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Comprehensive Plan

Figure 4B
Crashes Involving
Animals

- Crashes Involving Animals
- Plan Areas
- County Boundaries

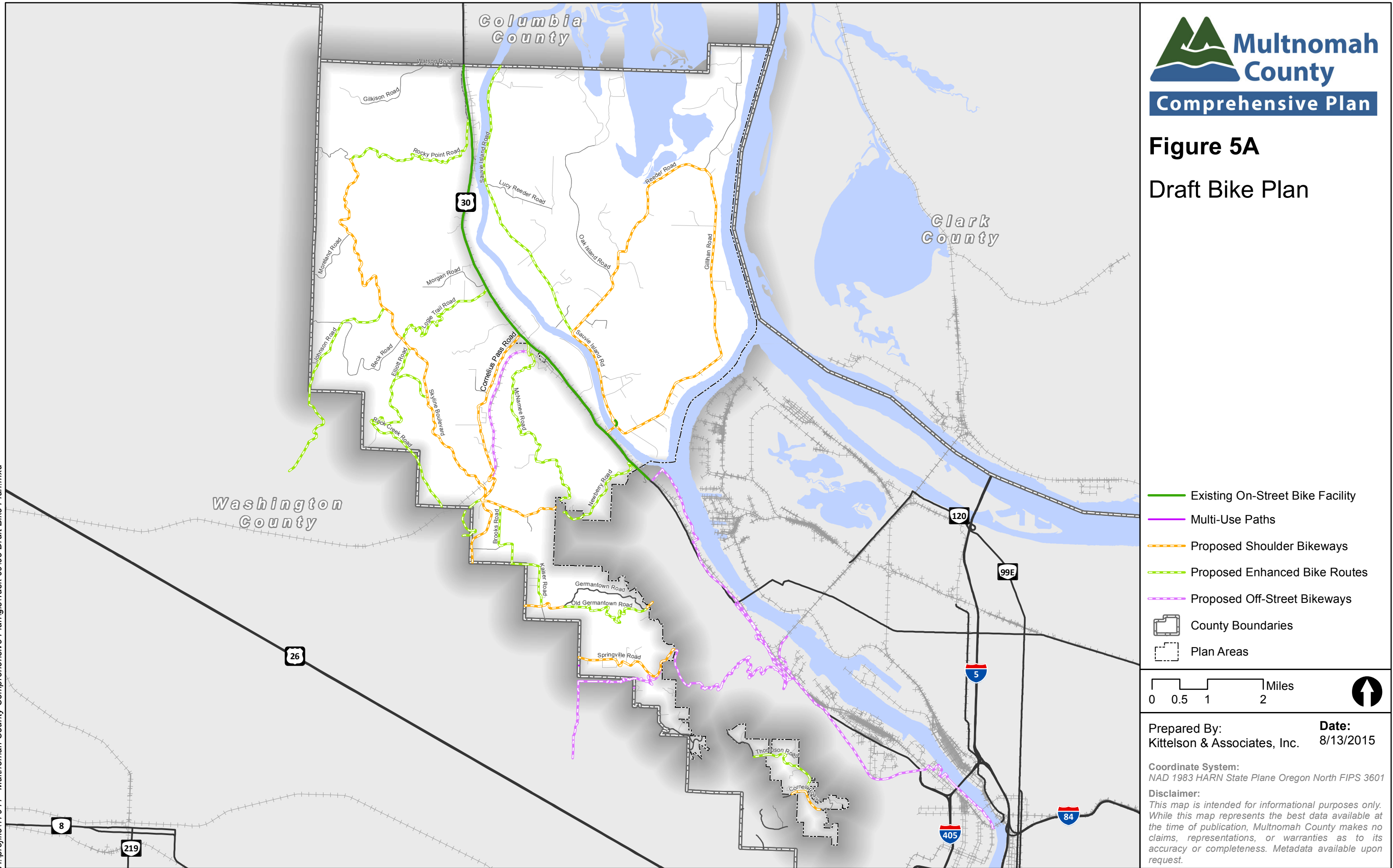


Prepared By: Kittelson & Associates, Inc. Date: 8/13/2015

Coordinate System:
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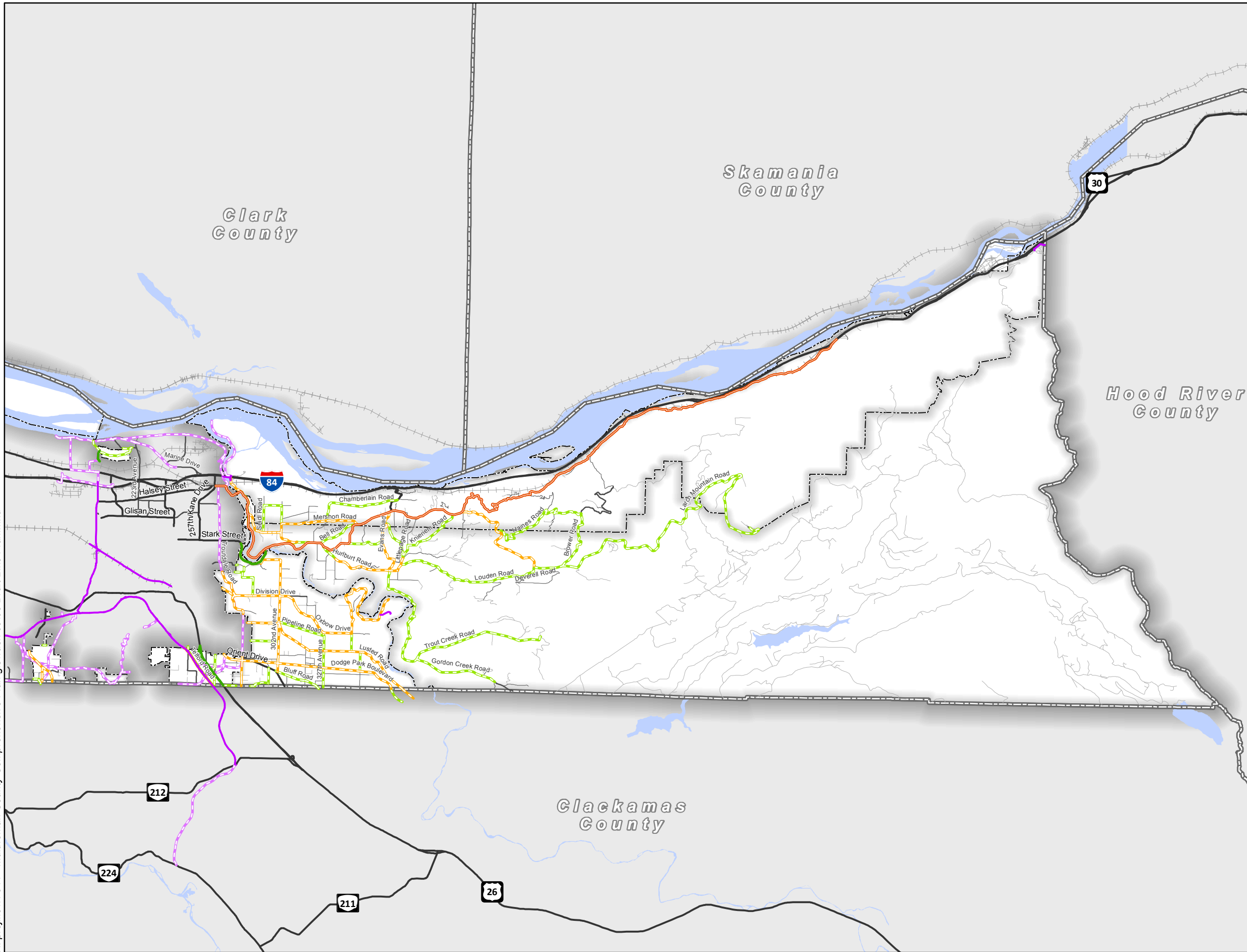



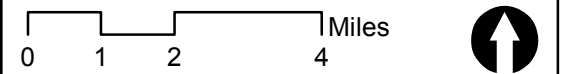


Figure 5B
Draft Bike Plan

-  Existing On-Street Bike Facility
-  Multi-Use Paths
-  Proposed Shoulder Bikeways
-  Proposed Enhanced Bike Routes
-  Proposed Off-Street Bikeways
-  Historic Columbia River
-  County Boundaries
-  Plan Areas

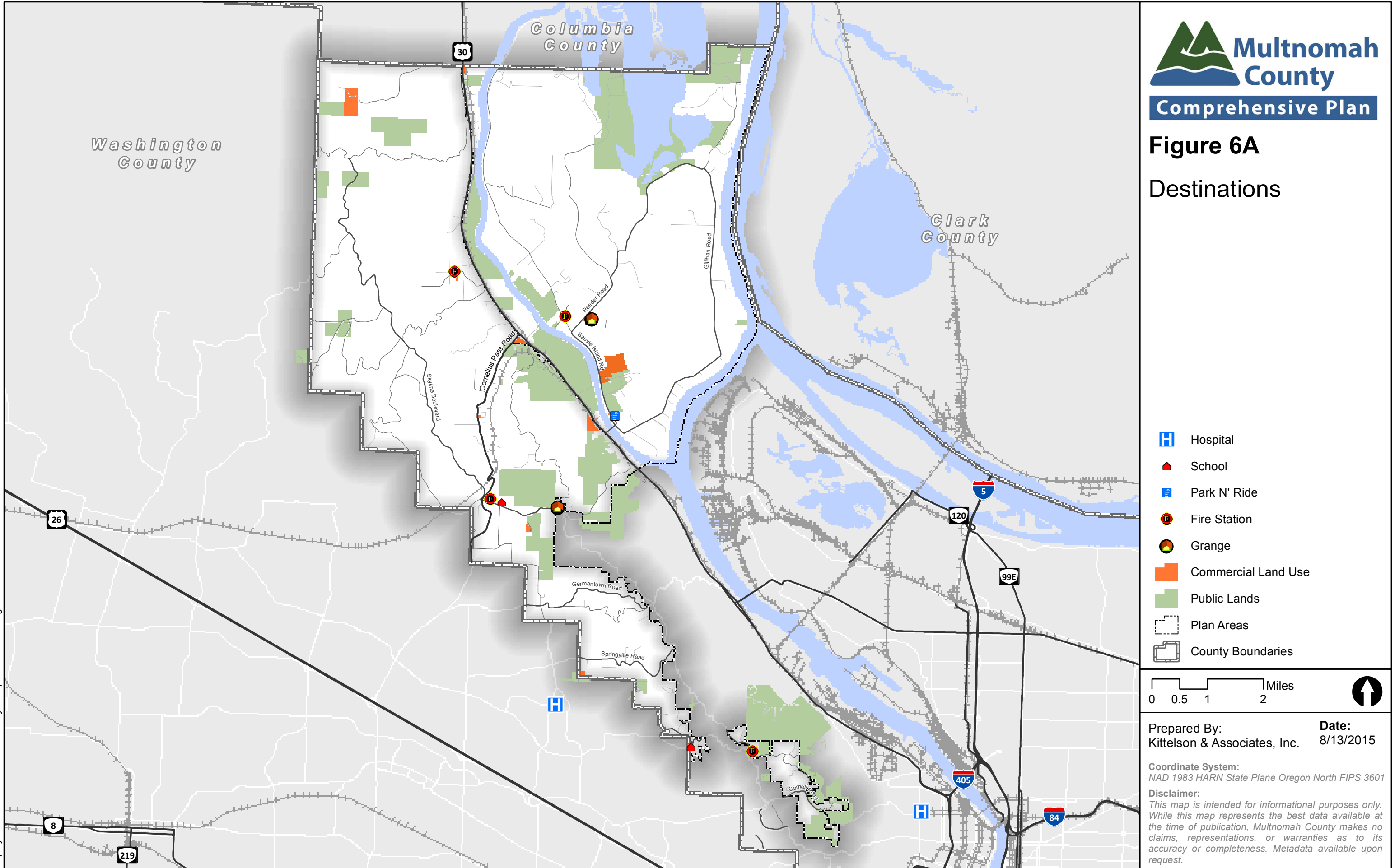


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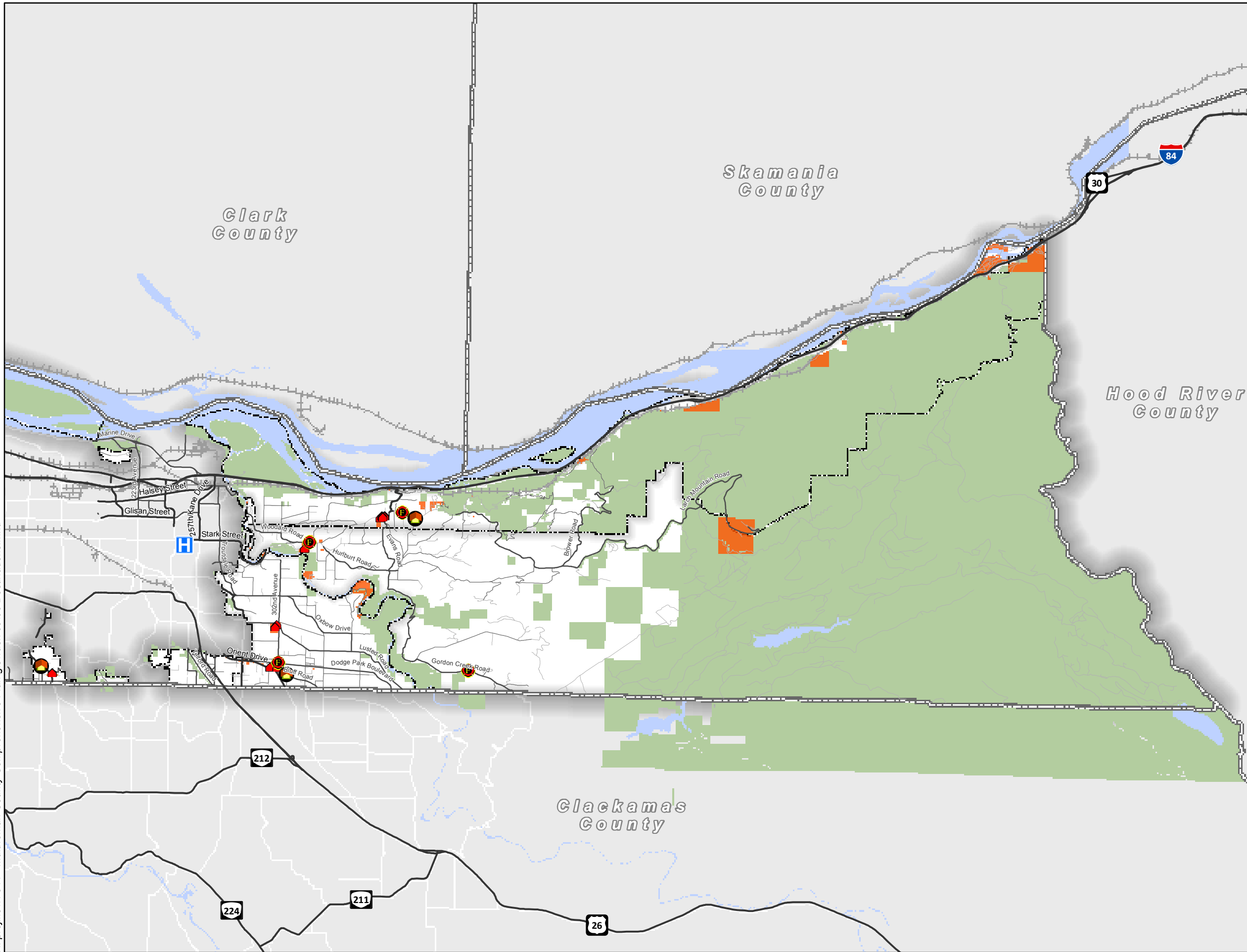
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
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Comprehensive Plan

Figure 6B

Destinations

-  Hospital
-  School
-  Park N' Ride
-  Fire Station
-  Grange
-  Commercial Land Use
-  Public Lands
-  Plan Areas
-  County Boundaries

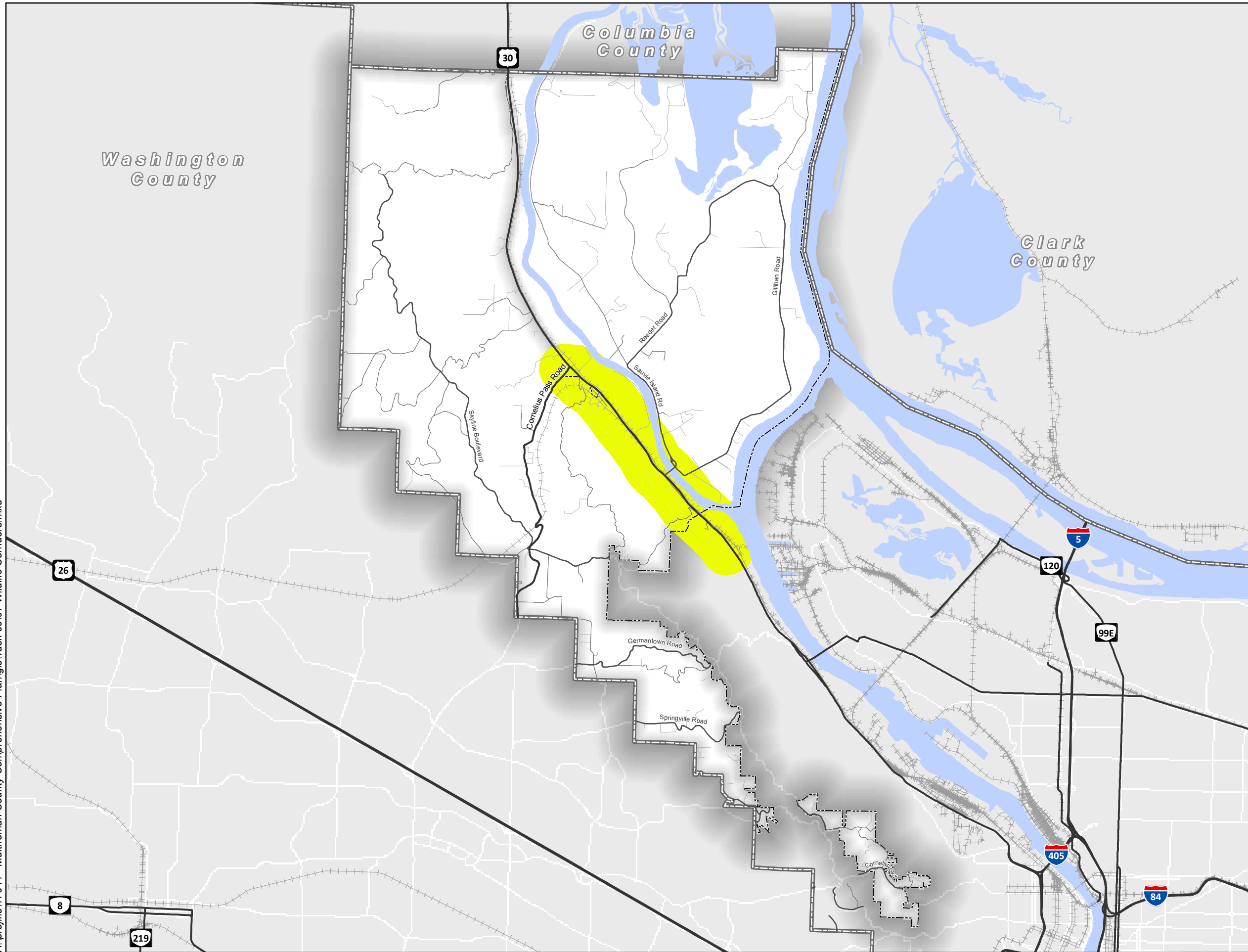


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

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Comprehensive Plan

Figure 7A Wildlife Corridor Connectivity Threat

-  Moderate Threat Level
-  Plan Areas
-  County Boundaries

0 0.5 1 2 Miles



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Source: Oregon Department of Fish and Wildlife

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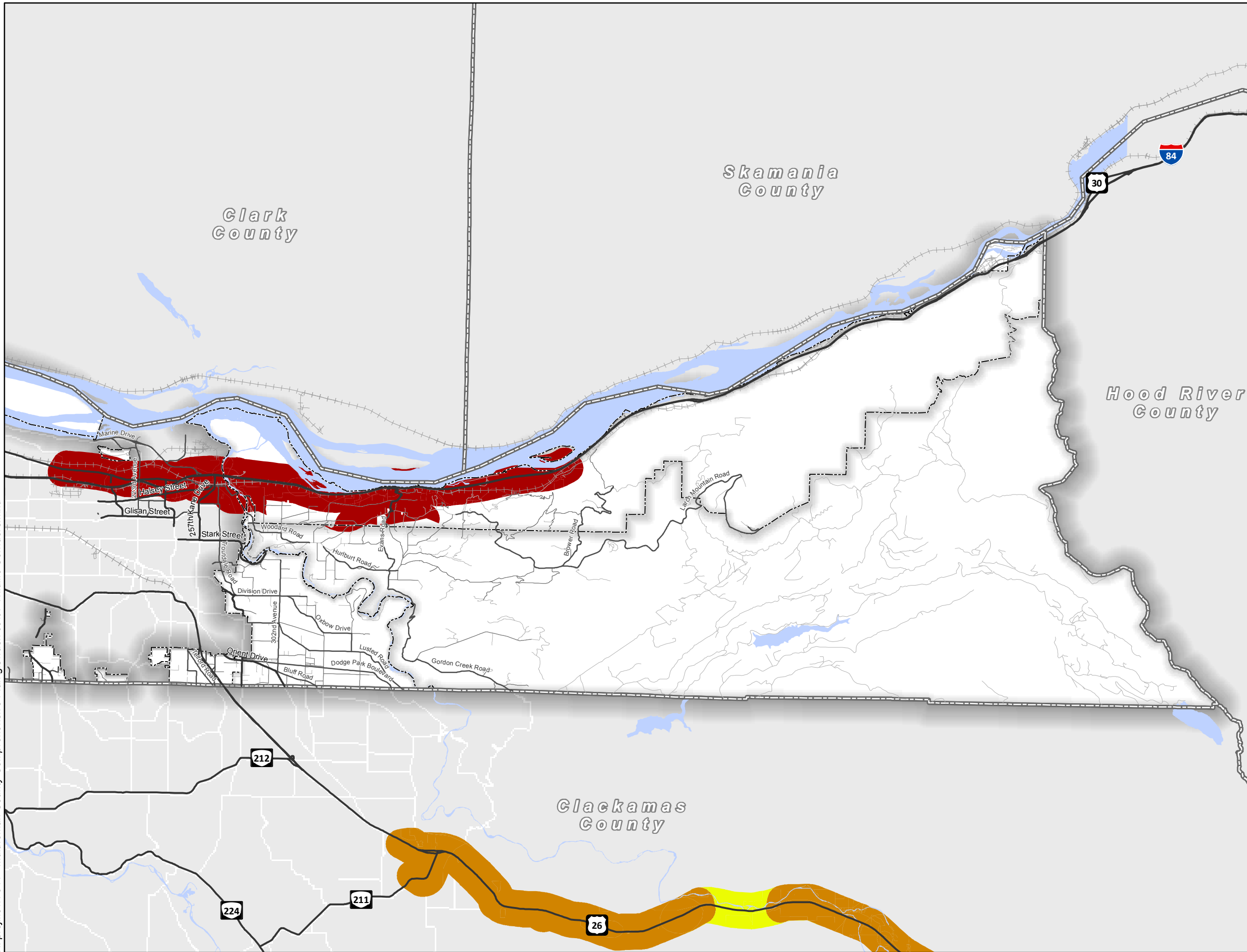







Figure 7B
Wildlife Corridor
Connectivity Threat

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

0 1 2 4 Miles

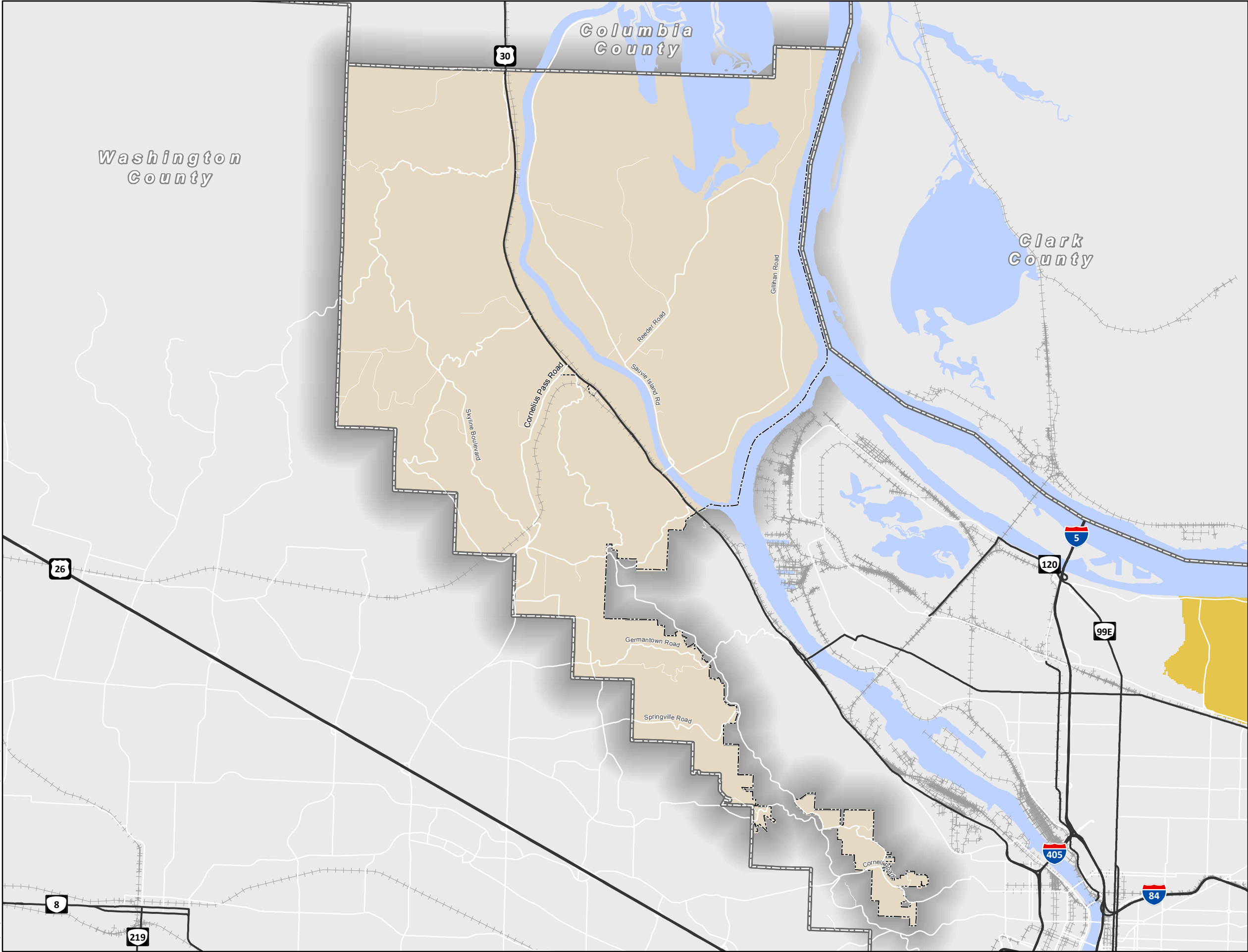


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Comprehensive Plan

Figure 8A
Low Income Areas

Median Household Income Less than \$50,000

Green	\$50,000
Yellow	\$42,768
Orange	\$34,545
Red	\$33,782

Rural Plan Areas

County Boundaries

0 0.5 1 2 Miles

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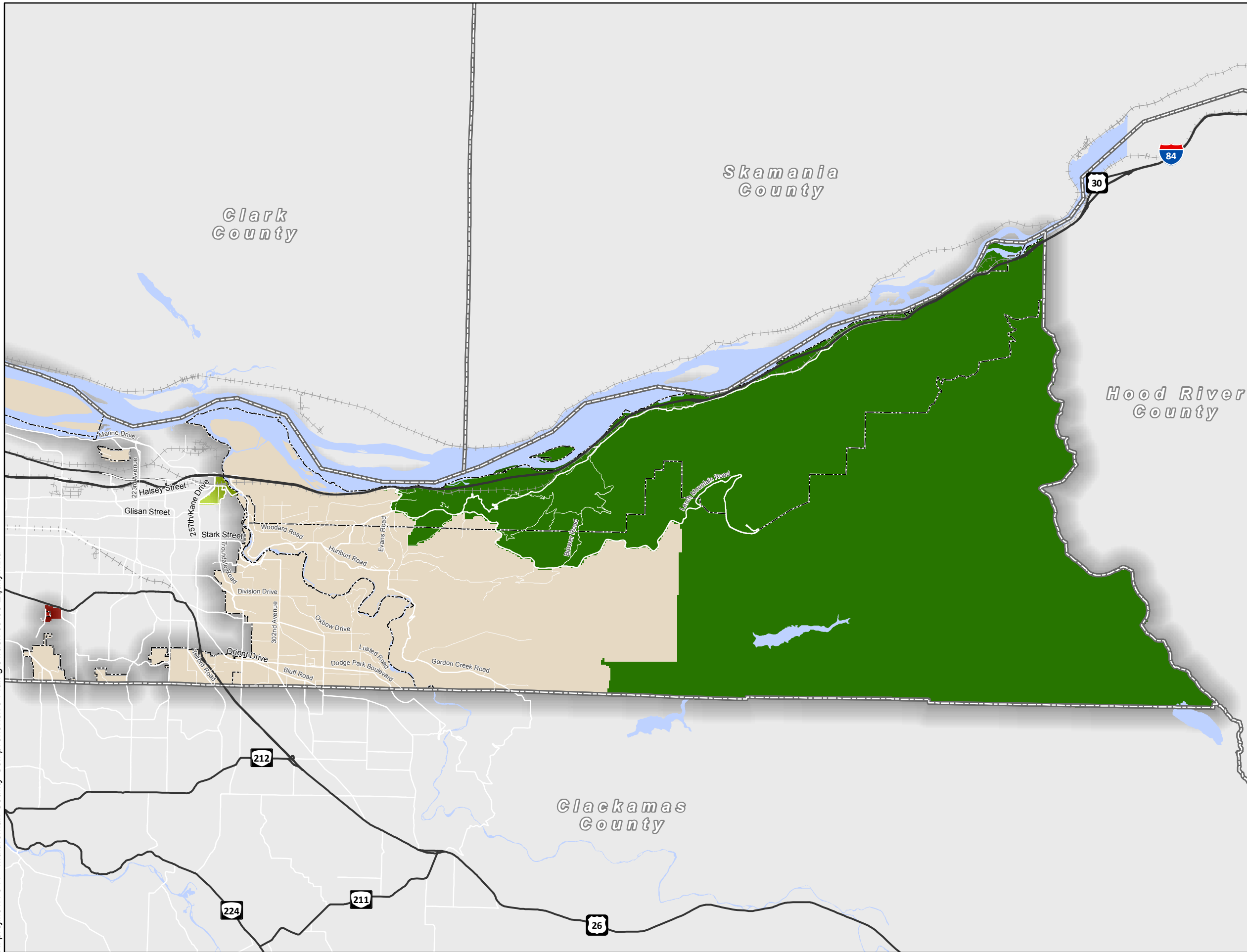






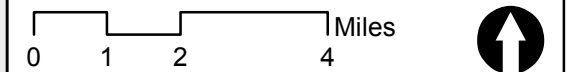


Figure 8B
Low Income Areas

Median Household Income Less than \$50,000

-  \$50,000
-  \$42,768
-  \$34,545
-  \$33,782
-  Rural Plan Areas
-  County Boundaries



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