

**Multnomah County Comprehensive Plan Update
Transportation and Public Facilities Subcommittee Meeting #7**

December 14, 2015 6:30 – 8:30 p.m.

Room 126 Multnomah Building, 501 SE Hawthorne Blvd. Portland, Oregon

Agenda

- I. Welcome and Announcements – Rich Faith
- II. Roadway Drainage Design Standards (10 minutes) – Joanna Valencia
Information item. Report on the County's standards with respect to fish passage and wildlife habitat.
- III. Prioritized Project List and Bicycle Network Map (60 minutes) – Susie Wright
Recommend prioritized project list and bicycle network map to the CAC for inclusion in the TSP.
- IV. Remaining TSP Policies (40 minutes) – Jessica Berry
Review and recommend remaining transportation related policies, including health and equity policies, to the CAC for inclusion in the TSP.
- V. Public Comment (5 minutes)
- VI. Meeting Wrap-up (5 minutes)
- VII. Adjourn

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TRANSPORTATION AND PUBLIC FACILITIES SUBCOMMITTEE MEETING
ROOM 126, MULTNOMAH BUILDING
501 SE HAWTHORNE BLVD, PORTLAND OR
NOVEMBER 9, 2015 6:30-8:30 PM

MEETING SUMMARY

I. Welcome and Announcements

In attendance:

<u>Subcommittee Members</u>	<u>Project Team</u>
Andrew Holtz	Rich Faith
Jerry Grossnickle	Jessica Berry
Martha Berndt	Susie Wright
Sara Grigsby	Joanna Valencia
	Kevin Cook
	Rithy Khut
	Matt Hastie

Others in attendance: Carol Chesarek, Steve Baker, Paula Savageau

Rich Faith welcomed everyone to the meeting of this subcommittee and briefly reviewed the agenda. He announced that there will need to be another subcommittee meeting so we will discuss possible dates for that at the end of today's meeting when Joanna Valencia is here. She will be joining us later and should be here around 7:00. He pointed out that there is an addition to today's meeting packet that was not part of the digital copy sent out last week. These are comments he received today that were submitted by the West Hills CAC representatives on the various policies that are on today's agenda. Copies of those comments have been provided to everyone.

II. Existing Public Facilities Policies

Rich stated that this subcommittee had reviewed the existing public facilities policies from the County Comprehensive Plan at the last meeting and we will continue the discussion with those policies starting with those from the West Hills Rural Area Plan beginning on page 27 of today's packet (page 20 in the previous meeting packet). However, the West Hills delegation's comments received today that have been provided to everyone are asking for revisions to some policies prior to page 27. Does the subcommittee wish to consider those or do you want to stick with the plan and begin on page 27? It was agreed to discuss whatever changes were being requested in the West Hills written comments.

The following are the major comments and questions that were raised:

- Existing policy 32 from West of Sandy River and strategies 32.3 and 32.4 pertain more to transportation and should be moved there if they are not already addressed by other policy statements. Joanna Valencia would know if the County Road Division already has drainage system design guidelines and standards to accommodate fish passage and address degradation of water quality and fish and wildlife habitat. She can report on that at the next subcommittee meeting.
- Delete the word “preservation” from Policy 2 under storm water drainage (p. 19) but the additions proposed in the West Hills comments should not be made.
- Add the words “or wildlife habitat” at the end of policy 2c on page 19.
- The addition of policy 2g should wait until Joanna reports on whether the County has already adopted drainage system design guidelines and standards.
- Delete the word “other” from Policy 3 under Parks and Recreation Planning on p. 26.
- The addition to Strategy B under Parks and Recreation Planning on p. 27 is unnecessary because the idea is already reflected in the existing conditional use approval criterion: “Will not adversely affect natural resources.”
- A member argued for keeping the proposed new general policy about the County’s Climate Action Plan and putting it somewhere in the comp plan. Others were unsure such a policy is needed. After some discussion, it was decided to place this topic on the parking lot list and to let staff report back on it after further research.
- The requested changes to Policy 15 from the West Hills RAP on page 28 are unnecessary since this is covered in other policies and strategies elsewhere.
- Revise the second strategy under Policy 15 on page 28 to read as follows: “Promote and provide incentives for voluntary use of conservation easements and habitat protection by property owners.”
- Requested changes to Policy 17 on page 29 are not needed. No changes approved.
- Policy 12 on page 29 can be deleted because this idea is already reflected elsewhere.
- No changes were made to Policy 60 from East of Sandy River as requested in the West Hills written comments.

Action Taken: Approved the existing public facilities policies with those changes discussed and agreed to at this and the previous subcommittee meeting.

III. Alternative Analysis

Susie Wright handed out a sheet with definitions of Bikeways and Shared Roadways for purposes of Figure 5A, Draft Bike Plan and the project table. The definitions will give the committee members a better understanding of the map and projects and how these transportation features compare. Susie talked about comments that were obtained from

the Bicycle/Pedestrian Advisory Committee and from the September community meetings and how that has influenced the map. There are several bicycle projects on the map and in the table as shared roadway projects but that are shown on the books as stretches of roads with safety concerns and include improvements such as partial or full shoulders. These need to be sorted out to determine whether they should remain as shared roadways or as bikeways. Examples of these projects are numbers 43, 27, 28, 51, and 55. These warrant discussion to determine if the table should be made consistent with the draft plan map.

A comment from the subcommittee was that every project that calls out a 4-foot shoulder should be further reviewed to determine which are safety projects. The project list could also be updated and revised based on the relevant transportation policies. Staff agreed they would evaluate the project list based on a safety audit and guidance from the policies.

Other key comments were:

- Leave #27, Sauvie Island Road Shoulder Improvements, as a shared roadway project on the map.
- Make #28, Reeder Road Shoulder Improvements, a proposed bikeway project on the map.
- Project #32, Cornelius Pass Road intersection improvement. This project has been completed so it should be removed.
- All projects saying, “add shoulders” should be evaluated against the policies.
- Project #44, Skyline Boulevard, should not include speed humps.
- Project #38, Cornelius Pass Road safety improvement should stay on the map.

Susie said she will make the suggested changes to the table and will bring it back for review at the next subcommittee meeting.

Action Taken: No final action taken on the alternatives analysis.

IV. Existing Transportation Policies

Jessica Berry went over her memo on revisions to Policies 3, 5 and 6 in response to comments given at the last subcommittee meeting. Major comments about the changes were:

- Policy 3, Strategies B and C should include language about context sensitive design as recommended in the West Hills comments.
- Change “future deficiencies” to “projected deficiencies” in Strategy G of Policy 2. Also, change “culvert improvements” to “wildlife crossing improvements”.
- Policy 6, item C – include language about context sensitive design as recommended in the West Hills comments.
- Policy 6, Strategy d – add the following language at the end: “while protecting natural resources and habitat.”

- Policy 6, Strategy f – the correct name of the committee is Bicycle and Pedestrian Citizen Advisory Committee, not Community Advisory Committee.

Jessica next referred to her memorandum on existing transportation policies from the October 19 subcommittee meeting and reminded everyone that the memo includes both new policies and existing policies. The new policies have already been reviewed and approved by the full CAC, so these are not really up for discussion this evening.

At its last meeting, the subcommittee got through policy 13 and will continue discussion tonight starting with policy 14. Major comments were as follows.

- Policies 14, 15, 16 and 17 – These are new policies that have already been reviewed and approved by the full CAC at its October 5 meeting, so no changes.
- Policy 18 – Accident rates should not be the only information that is monitored in determining safety improvements. Near accident experiences and perceived risks should also be considered. Include language in the policy statement about experiences and perceived risks.
- Policy 18, strategies – Add a strategy about performing safety audits to identify locations where roadway characteristics increase safety risks and efforts to reduce those risks.
- Policy 19 – The first strategy should be expanded to mention a variety of methods for supporting speed limit enforcement.
- Policy 20 is a new policy that has already been approved by the CAC, so no changes.
- Policy 21 – No change
- Policy 22 – This policy fits better as a strategy under Policy 21. The evaluation criteria should be expanded to include a bullet about wildlife as a factor.
- Policy 23 is a new policy that has already been approved by the CAC, but there should be another bulleted strategy that speaks to wildlife safety.
- Policy 24 – This policy has been reviewed and updated by the County's water quality specialist since the County just went through its NPDES standards. The strategy language is reflective of that.

Jessica stated that there isn't enough time remaining to discuss the health and equity policies that are given in a separate memorandum. We will bring these back at the next meeting for review and discussion.

Public Comment - Paula Savageau commented that safety considerations need to be made where pedestrian trails cross the roads. The slower speed signs that are currently at some of these crossings are not well thought out and create other problems for drivers. It is important to look at the pedestrian crossings associated with trails for the proper signage and safety treatments.

Carol Chesarek had several comments to offer:

- On page 55 Policy 6, item E – Carol thought at the last meeting it was decided to delete “fatal or serious injury” in front of the word “crashes”. Committee members agreed that was the decision and Jessica said that leaving it in was an oversight. It will be corrected.
- Page 56 Policy 6, Strategy g – Is this the right place to include a reference to the Wildlife Advisory Committee that will be created under a policy proposed by the air, land, water and wildlife subcommittee. It was decided not to make that change to this strategy because that advisory committee does not yet exist and there is no guarantee that the policy will be adopted to create such a committee. Also, if the duties of that advisory committee to include the opportunity to review transportation projects is spelled out, then it should go with the policy that seeks to create the committee in the first place or in the definition of the committee.
- In one of the old transportation policies from the Rural Westside TSP, there is reference to bike lockers. I didn’t see any mention of those in any of the transportation policies and not sure if it should be mentioned somewhere or not. Both Joanna and Jessica agreed that bike lockers could be included in a strategy somewhere.
- Page 68 Policy 22. In addition to wildlife, another factor that should be bulleted as evaluation criteria in the capital improvement plan is climate. Staff can probably identify others that should be listed as well.

Subcommittee members did not object to any of the change that Carol had to offer, so they will be factored in with other changes the subcommittee has discussed tonight.

Action Taken: Approved the existing transportation policies with those changes discussed and agreed to at this and the previous subcommittee meeting.

V. Public Comment

There was no additional public comment.

VI. Meeting Wrap Up

Joanna said staff’s preference for the next subcommittee meeting would be December 14, although December 7 and 21 or also possibilities. None of the members objected to holding the next meeting on December 14 so that will be the date of the meeting. Rich said he will confirm the availability of this room for the meeting to be held at the usual time of 6:30 – 8:30 p.m. and will let everyone know once it has been confirmed. The topics for the next meeting will be to complete review of the alternatives analysis with a revised project list, come back with clarification on the storm water drainage policy discussed at the beginning of this meeting, and the health and equity policies.

VII. Adjourn

The meeting adjourned at 8:45 pm.



Katherine McQUILLAN <katherine.mcquillan@multco.us>

Comments from the Mult Co Bike and Ped CAC for the Comp Plan TSP

Katherine McQUILLAN <katherine.mcquillan@multco.us>

Mon, Dec 7, 2015 at 9:18 AM

To: Jessica BERRY <jessica.berry@multco.us>, Joanna VALENCIA <joanna.valencia@multco.us>

Hi Jessica and Joanna,

The Multnomah County Bicycle and Pedestrian Citizen Advisory Committee discussed the TSP "Draft Bike Plan" map as well as the draft TSP project list during their regular November 2015 meeting.

The Committee offered the following suggestions below. Proposed changes to the TSP project list have been summarized in the attached spreadsheet.

- Upgrade Reeder Road (north of NW Gilihan Rd intersection) to "Proposed Bikeway".
- Upgrade Oak Island Road on Sauvie Island to "Proposed Shared Bikeway".
- Extend the "Proposed Bikeway" designation on Larch Mountain Road to the intersection of Brower Road. Also, edit the proposed project description for Larch Mountain Road to reflect this designation (Project #51).
- The project for SE Woodard Ave (Project #55) should be edited to have the proposed shoulder bikeways be context sensitive given the topography constraints.
- Add a new project to implement the Gordon Creek Rd designation of a proposed shared roadway with context sensitive shoulders. The map designation does not need to be upgraded, but the steep topography of this route should provide improved, context-sensitive shoulders for safety concerns.
- Add a new project to provide signage to encourage cyclists to use the SE Nielson – E Woodard detour instead of Historic Columbia River Highway where it becomes very curvy and narrow at the Springdale Job Corps site.

Could you please forward to the rest of the project team so these comments can be reflected in the materials for the upcoming Transportation and Public Facilities Subcommittee meeting?

Thank you!

Kate McQuillan

(staff liaison to the Multnomah County Bicycle and Pedestrian Citizen Advisory Committee)

Kate McQuillan

Transportation Planner

Multnomah County Land Use and Transportation Planning

phone (503) 988-0204

fax (503) 988-3389

katherine.mcquillan@multco.us



Comp Plan TSP Project List Comments from BPCAC Nov 2015.pdf

88K

Proposed comments below are from the Multnomah County Bicycle and Pedestrian Citizen Advisory Committee (November 2015 regular meeting)											
Project Number	Project Location	Project Description	CIPP/TSP/RAP?	Additional_Comments	Constr.	mapped?	Project Type	Bike Map Designation	East County	West Hills	SIMC
51	Larch Mt. Road: HCRH to End of Road Brower Road	Shoulder bikeway. Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	CIPP	medium. Project was deleted in master spreadsheet?? The BPCAC has comments specifically about this project. This proposed edit changes project extent to Brower Rd (instead of 'end of road')		mapped	Shoulder/Bike	Proposed Shared Roadways -Proposed Bikeway	x		
55	Woodard Road: HCRH to Ogden Road	Shoulder bikeway. Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	CIPP	medium. Project was deleted in master spreadsheet?? The BPCAC has comments specifically about this project. While this road is current a "Proposed Shared Bikeway", the Committee felt that the popularity of this route plus the steep topography constraints warrant some shoulder improvements for cyclists.		mapped	Shoulder/Bike	Proposed Shared Roadways	x		
NEW	NW Reeder Road (Gilihan to End of Road)	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	N/A	BPCAC recommends upgrading NW Reeder Road from Gilihan Road to the end of the road to a Proposed Bikeway. The project description is the standard context sensitive proposed bikeway language.		Changes not yet mapped	Shoulder/Bike	Shared Bikeway (upgrade latest Draft Bike Plan Map that shows this route as a Proposed Shared Bikeway)			X
NEW	Gordon Creek Road	Proposed Shared Bikeway. Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	N/A	Gordon Creek Road is a currently a Proposed Shared Bikeway. However the BPCAC felt that given the popularity and the topography constraints of this route that some context-sensitive safety improvements are warranted.		mapped	Shoulder/Bike	Proposed Shared Bikeway	X		
NEW	SE Nielson Road - SE Woodward Road Bicycle Detour	Install signage to encourage cyclists to use SE Nielson Road - SE Woodward Road as a detour to the adjacent segment of Historic Columbia River Highway with no shoulders and dangerous curves.	N/a	The BPCAC recommends signing this detour for cyclists to avoid riding on the Historic Columbia River Highway where there are dangerous curves with little to no shoulder.		N/A	Signage	N/A	X		
NEW or Modify Project #8 from 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.	SIMC	Project description is from SIMC TSP project #8 but is expanded for all of rural unincorporated Multnomah County		N/A	Signage	N/A	X	X	X

Memorandum

Comprehensive Plan Update

December 8, 2015

To: Transportation and Public Facilities Subcommittee
Cc: Project Team
From: Joanna Valencia, Transportation Planning and Development Manager
Re: Roadway Drainage Design Standards

OVERVIEW

This memo addresses questions raised regarding the addition of an existing policy within the West of Sandy River Rural Area Plan to address drainage and stormwater design guidelines for fish and wildlife passage discussed by the Transportation and Public Facilities Subcommittee at their November 9th meeting.

Requested policy at November 9th meeting:

Policy 32 (Existing in the West of Sandy Rural Area Plan Transportation Section)

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

Strategies:

...

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

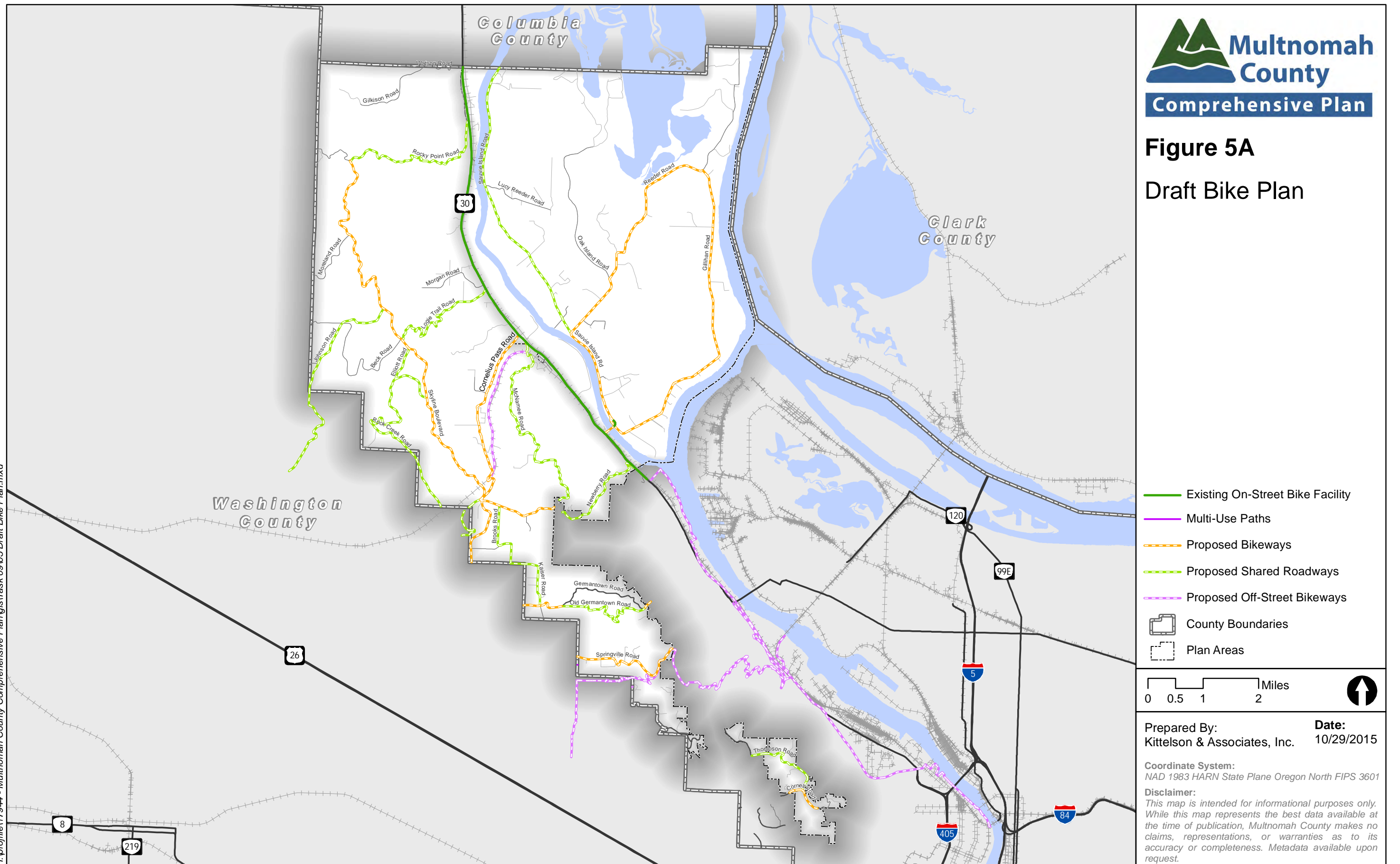
32.4 Develop and implement standards for all transportation projects with regard to water quality treatment and detention of runoff from existing and new impervious surfaces to avoid further degradation of water quality as well as fish and wildlife habitats.

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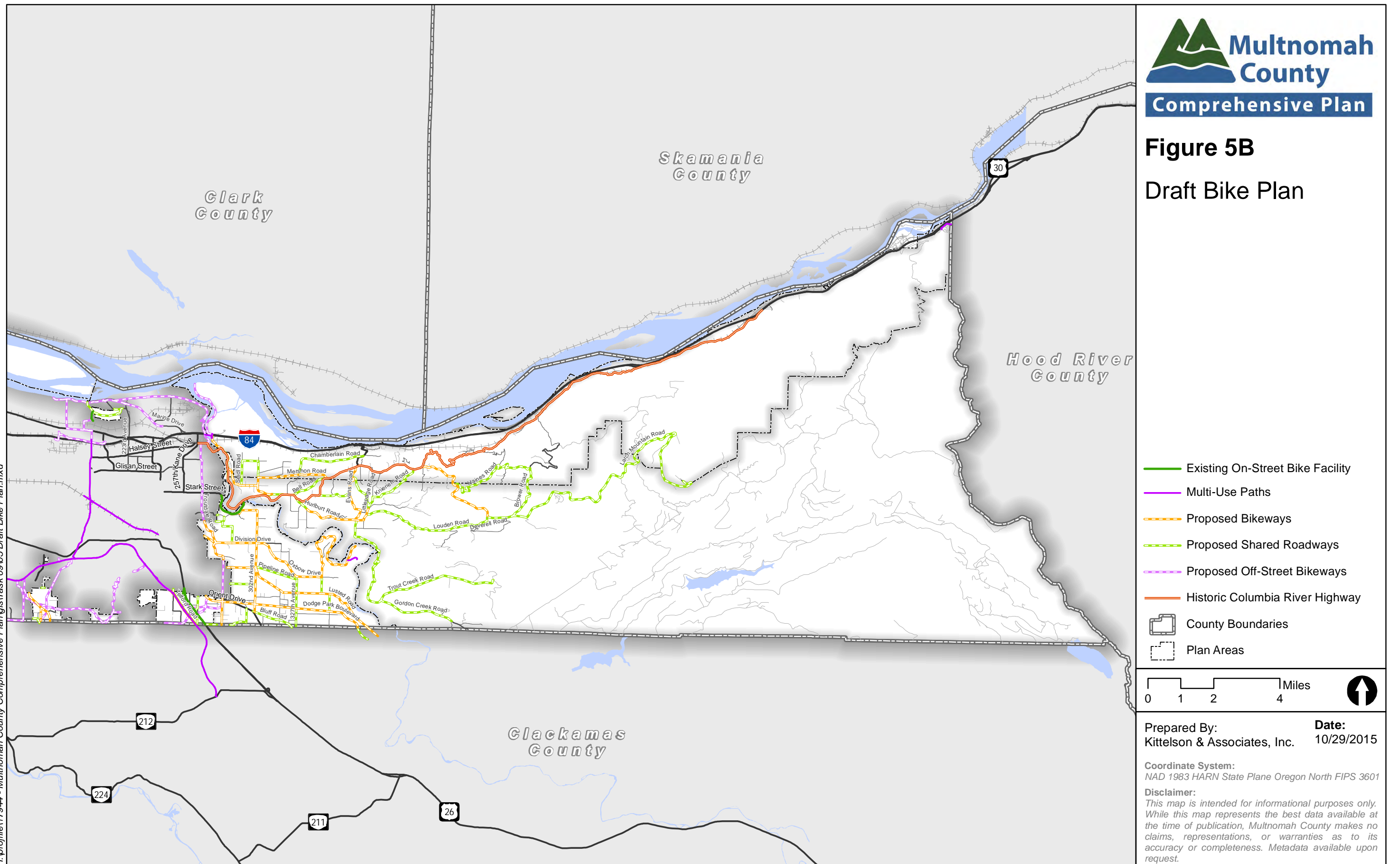
ANALYSIS

Since the November 9th Meeting, transportation, engineering and water quality staff discussed the policy and are ok with moving forward in including the language as recommended policy for CAC consideration. Currently, Multnomah County Code and Standards use the Portland Stormwater Manual to address treatment of stormwater only (e.g. treatment of water before it is sent to pipes or ditches). For fish passage we are subject to State rules like the Oregon Department of Fish and Wildlife Fish Passage rules for best practice and in designing projects.

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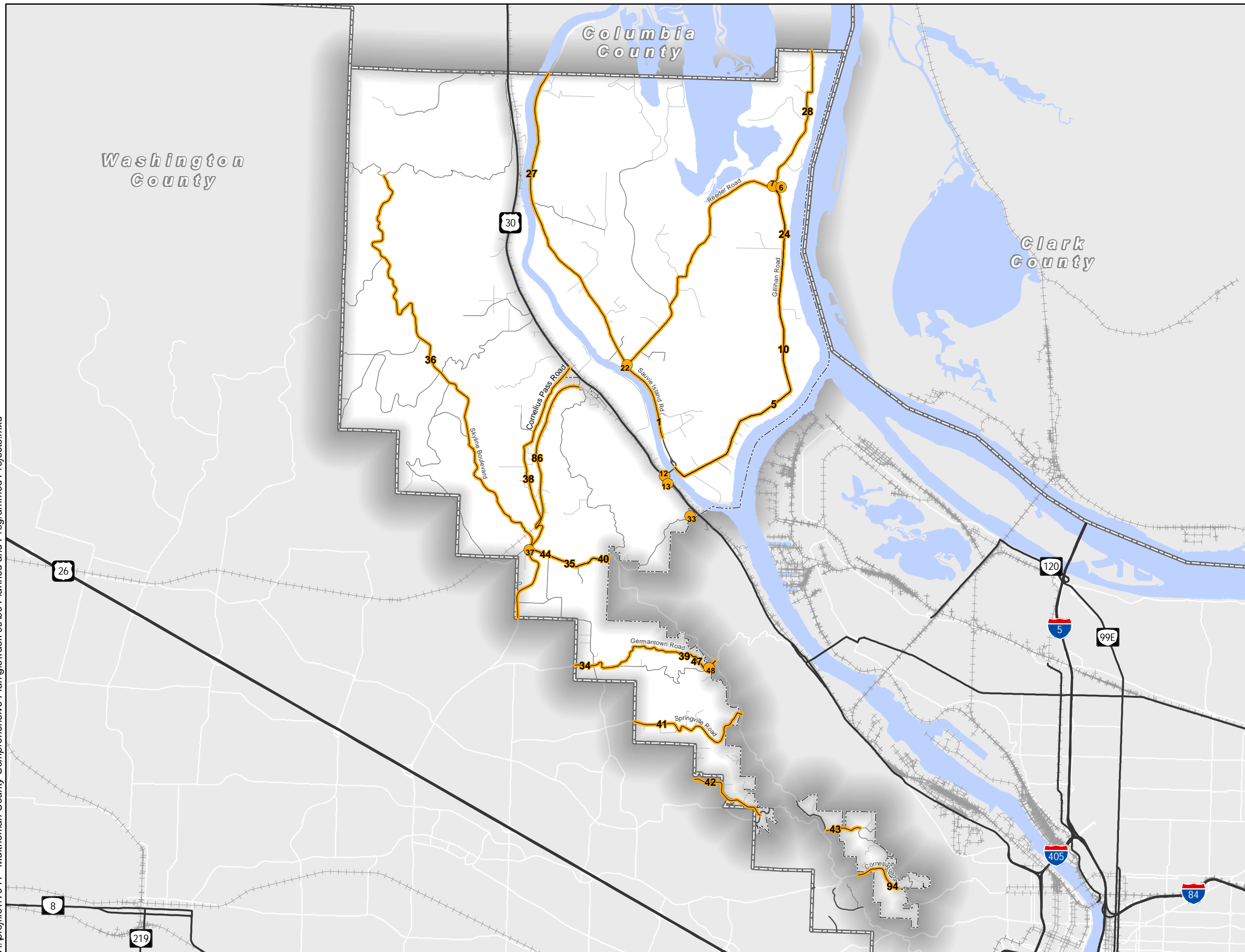


Figure 9A
Planned and
Programmed Projects

- Project Points
- Project Segments
- Plan Areas
- County Boundaries

0 0.5 1 2 Miles



Prepared By: Kittelson & Associates, Inc. Date: 12/8/2015

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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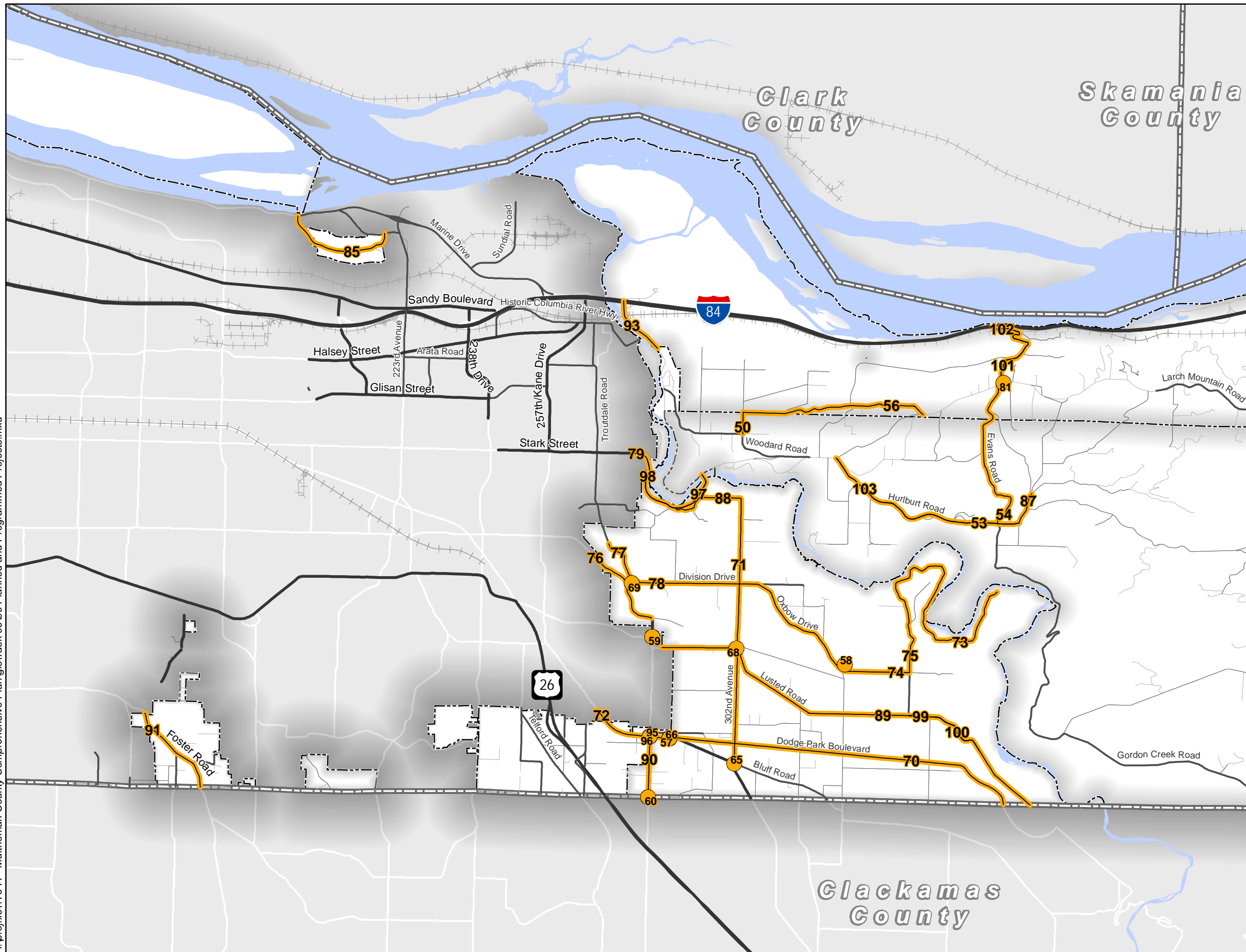
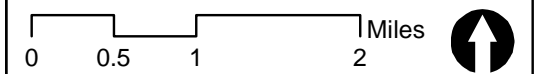


Figure 9B
Planned and
Programmed Projects

- Project Points
- Project Segments
- Plan Areas
- County Boundaries

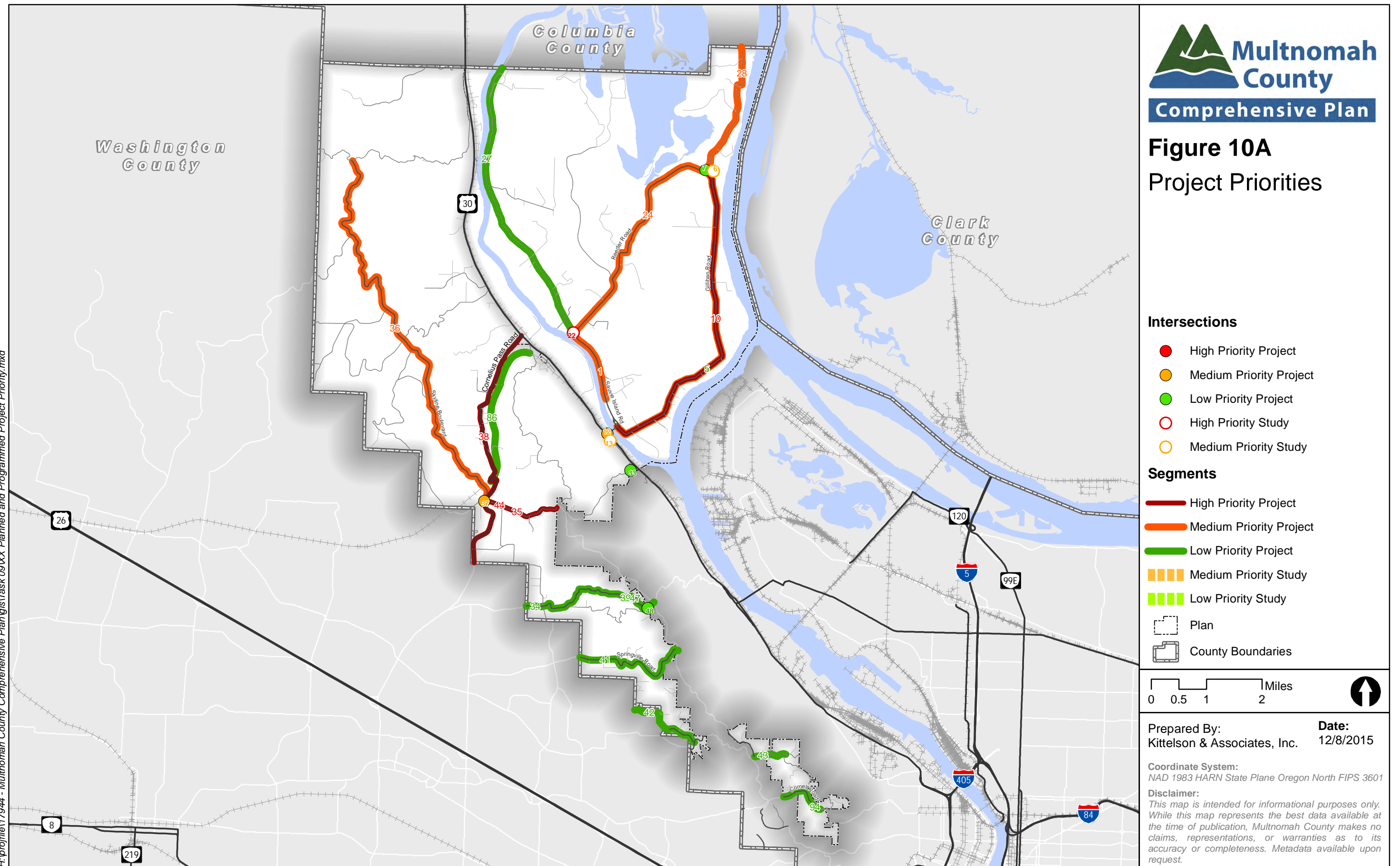


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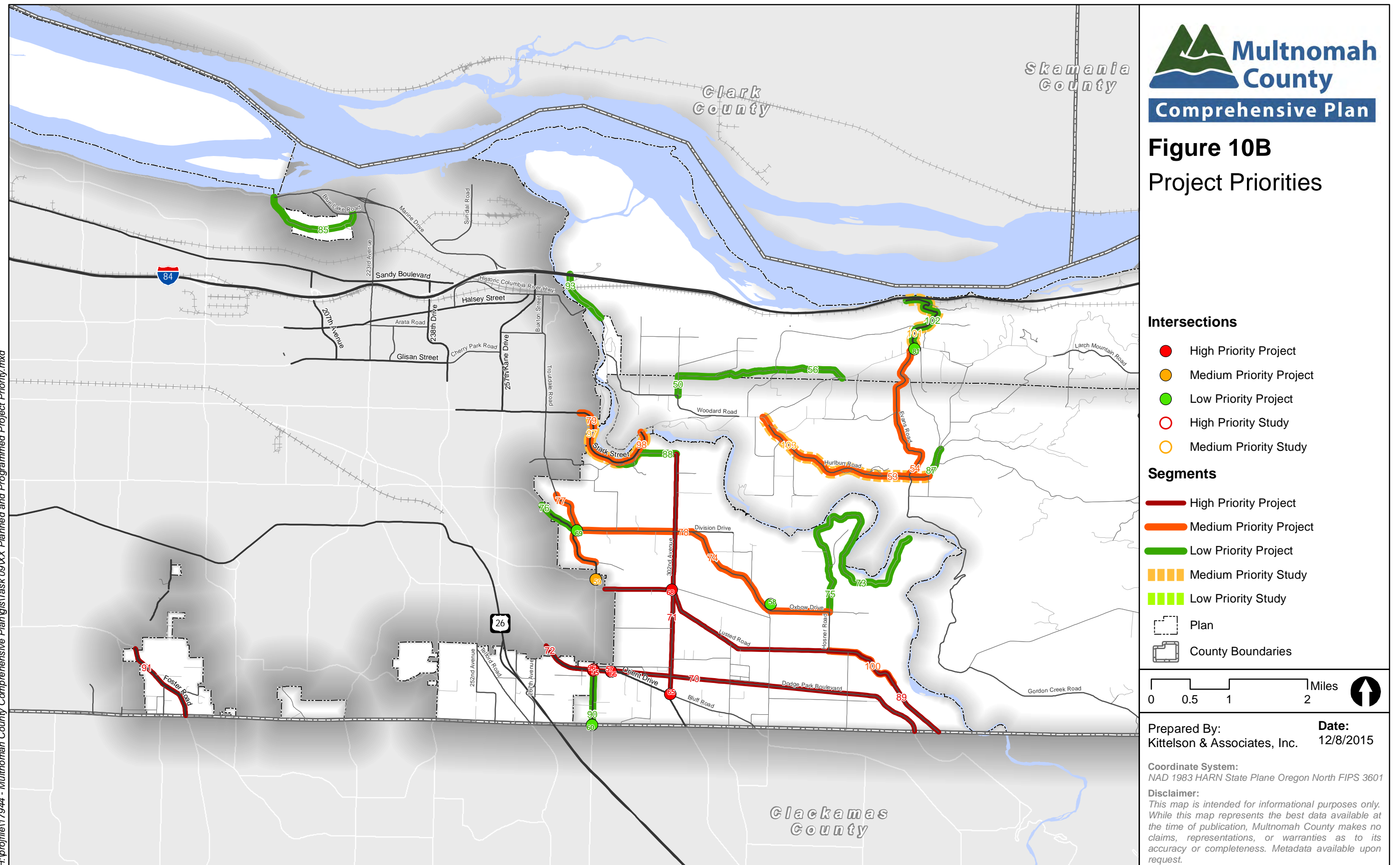
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Project Number	Project Location	Project Description	CIPP/TSP/RAP?	Priority	Project Type	Bike Map Designation	East County	West County		Cost	Related Projects
								West Hills	SIMC		
West County: West Hills											
34	Germantown Road: Skyline Boulevard to County Line	Safety improvement – Add to 2.22 miles of shoulders	TSP	low	Shoulder	Not Specified		x		\$6,744,000	
35	Skyline Boulevard: UGB to Cornelius Pass Road	Safety improvement – Add to shoulders from UGB to Cornelius Pass Road (1.49 miles).	CIPP TSP	high	Safety/ Shoulder	Proposed Bikeways		x		\$2,039,000	
36	Skyline Boulevard: Cornelius Pass Road to Rocky Point Road	Safety improvement – Add to shoulders from Cornelius Pass Road to Rocky Point Road.	CIPP TSP	medium	Safety	Proposed Bikeways		x		\$11,153,000	
37	Skyline Boulevard/Cornelius Pass Road	Cornelius Pass Road intersection improvements – install signal, provide westbound left-turn lane and through/right lane on Skyline Boulevard.	TSP	medium	Intersection Improvements	Proposed Bikeways		x		\$695,000	
38	Cornelius Pass Road: US 30 to County Line	Safety improvements - 8th Avenue; S curves; Boyd's lower driveway; curves south of Plainview; Kaiser Road signage, clearing, and flashing beacons; corridor signage; vehicle pullouts; barrier and guardrail upgrades; reduce pavement drop offs; variable message signs	Corn Pass Safety Study	high	Safety	Proposed Bikeways		x		\$3,990,000	
39	Germantown Road: Skyline Boulevard to County Line	Safety spot improvements – Widen lanes on curves only, install center skip like reflective markers, and install mirror at intersection with Old Germantown Road. Install Dynamic Curve Speed Warning System. Two flashing speed signs each direction on Germantown Rd west of Skyline Blvd between mileposts 2.5-3.5.	TSP	low	Safety	Not Specified		x		\$750,000	
41	Springville Road: UGB to County Line	Safety improvement – Add to shoulders	CIPP TSP	low	Shoulder	Proposed Bikeways		x		\$3,160,000	
42	Laidlaw Road: McDaniel Rd to Saltzman Rd	Safety improvement – Add to shoulders	TSP	low	Shoulder	Not Specified		x		\$643,000	
43	Thompson Road: 53rd Dr to UGB	Safety improvement – Add to shoulders	TSP	low	Shoulder	Proposed Shared Roadways		x		\$100,000	
44	Skyline Boulevard: UGB to Cornelius Pass Road	Safety improvement – Install traffic calming devices to reduce speeds to be consistent with outcome of speed zone study (Project 40) from UGB to Cornelius Pass Road.	TSP	high	Safety	Proposed Bikeways		x		\$485,000	
47	Germantown Road: Skyline Boulevard to County Line	Safety improvement – Install traffic calming devices to reduce speeds.	TSP	low	Safety	Not Specified		x		\$887,000	
48	Germantown Road/Old Germantown Road	Widen Germantown Road to create southwest bound left turn pocket and improve sight distance.	CIPP (PN 726)	low	Safety	Not Specified/ Proposed Shared Roadways		x		\$780,835	
49	Cornelius Pass Road: (old) St. Helens Road to MP 2	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	CIPP	high	Bikeway	Proposed Bikeways		x		\$3,684,602	

Project Number	Project Location	Project Description	CIPP/TSP/RAP?	Priority	Project Type	Bike Map Designation	East County	West County		Cost	Related Projects
								West Hills	SIMC		
86	Burlington Northern Trail: Cornealius Pass Rd to McNamee Rd	County does not manage or develop trails. Work with partners to study the conversion of Burlington Northern railroad corridor parallel to Cornelius pass Road to a mixed-use trail.	New	low	Trail	Proposed Bikeways		x		N/A	
94	Cornell Road:UGB TO UGB	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	New	low	Bikeway	Proposed Bikeways		x			
West County: SIMC											
1	Sauvie Island Road Multi-Use Path	Construct multi-use path parallel to sections of Sauvie Island Road located on the levee.	SIMC TSP	medium	Path/Trail	Proposed Bikeways			x	N/A	
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.	SIMC TSP	low	Safety	N/A			x	N/A	
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	SIMC TSP	low	Bike	N/A			x	N/A	
5	Gillihan Road Curve Improvements: Sauvie Island Rd to Reeder Rd	Provide warning signs and delineation posts on curves along the loop roads.	SIMC TSP	high	Safety	Proposed Bikeways			x	N/A	
7	Gillihan Road/Reeder Road Intersection Upgrades	Implement a three-way stop control at the intersection of Gillihan Road and Reeder Road.	SIMC TSP	low	Intersection Improvements	Proposed Bikeways			x	N/A	
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.	SIMC TSP	low	Signage	N/A			x	N/A	
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)	SIMC TSP	low	Safety	N/A			x	N/A	
10	Gillihan Road Signage Improvements: Sauvie Island Rd to Reeder Rd	Install speed limit signs on unsigned sections of Gillihan Road.	SIMC TSP	high	Safety	Proposed Bikeways			x	N/A	
11	Sauvie Island Mobile Speed Radar Implementation	Obtain a mobile speed radar unit for Sauvie Island that can be relocated at regular intervals.	SIMC TSP	low	Safety	N/A			x	N/A	
12	US 30/Sauvie Island Road Intersection Upgrades	Upgrade the traffic signal controller at the intersection of US 30 and Sauvie Island Road.	SIMC TSP	medium	Intersection Improvements	Existing On-Street Bike Facility			x	N/A	
17	Event Permit Calendar	Develop event permit calendar and implement use.	SIMC TSP	low	Parking/ Permit	N/A			x	N/A	
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.	SIMC TSP	low	TDM	N/A			x	N/A	

Project Number	Project Location	Project Description	CIPP/TSP/RAP?	Priority	Project Type	Bike Map Designation	East County	West County		Cost	Related Projects
								West Hills	SIMC		
24	Loop Road Shoulder Improvements	Provide 3-4 foot paved shoulders on the loop roads including Reeder Road, Sauvie Island Road, and Gillihan Road.	SIMC TSP	medium	Bikeway/Shoulder	Proposed Bikeways			x	N/A	
25	Sauvie Island Speed Photo Radar Implementation	Implement permanent speed photo radar signs at several locations on Sauvie Island.	SIMC TSP	low	Safety	N/A			x	N/A	
26	Sauvie Island Speed Photo Radar Ticketing Implementation	Implement photo radar ticketing at several locations on Sauvie Island	SIMC TSP	low	Safety	N/A			x	N/A	
27	Sauvie Island Road Shoulder Improvements: Reeder Rd to County Line	Provide separation for bicycles where warranted and/or feasible on Sauvie Island Road from Reeder Road to the Columbia County line. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	SIMC TSP	low	Shoulder	Proposed Shared Roadway			x	N/A	
28	Reeder Road Shoulder Improvements: Gillihan Rd to County Line	Provide separation for bicycles where warranted and/or feasible on Reeder Road from Gillihan Road to the Columbia County line. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	SIMC TSP	medium	Shoulder	Proposed Shared Roadway			x	N/A	
33	Newberry Road	Safety spot improvement – Install guardrail ¼ mile south of US 30 and identify if there is a speeding concern and if so, install countermeasures 1.2 miles from US 30.	TSP	low	Safety	Prepared Shared Roadways			x	\$450,000	
East County											
50	Ogden Road: Merston to Woodard	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	CIPP	low	Bikeway	Proposed Bikeways	x			\$463,789	
53	Hurlburt Road: HCRH to Littlepage Road	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	CIPP	medium	Bikeway	Proposed Bikeways	x			\$4,344,240	
54	Evan Road: Hurlburt Road to HCRH	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	CIPP	medium	Bikeway	Proposed Bikeways	x			\$4,463,908	

Project Number	Project Location	Project Description	CIPP/TSP/RAP?	Priority	Project Type	Bike Map Designation	East County	West County		Cost	Related Projects
								West Hills	SIMC		
56	Mershon Road: Ogden to HCRH	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	CIPP	low	Bikeway	Proposed Bikeways	x			\$4,009,646	
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	Intersection Improvements	Proposed Bikeways	x			N/A	
58	Oxbow Drive/327th Avenue/Altman Road 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. Widen Oxbow Drive to create westbound left turn lane to Altman Road/327th Avenue.	CIPP RAP (PN 707)	low	Intersection Improvements	Proposed Bikeways/Proposed Shared Roadways	x			N/A	
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	medium	Intersection Improvements	Proposed Bikeways	x			N/A	
60	282 nd Avenue/Stone Road Turn Lanes	The addition of right turn channelization 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	Intersection Improvements	Proposed Bikeways/ Shared Roadways	x			N/A	
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	Shoulder	N/A	x			N/A	
65	Orient Drive/Bluff Road	Widen Orient Drive to create eastbound left turn lane to Bluff Road, realign Bluff and Teton to create perpendicular intersection.	CIPP RAP (PN 706)	high	Intersection Improvements	Proposed Shared Roadways	x			\$685,247	
66	Orient Drive/Dodge Park Boulevard	Widen Orient Drive to create eastbound left turn lane.	CIPP (PN 703)	high	Intersection Improvements	Proposed Bikeways	x			\$373,616	
68	302 nd Avenue/Lusted Road	Realign Lusted Road and Pipeline Road to create perpendicular intersection at 302 nd , add left turn lane to each leg of intersection.	CIPP RAP (PN 704)	high	Intersection Improvements	Proposed Bikeways	x			\$5,613,717	

Project Number	Project Location	Project Description	CIPP/TSP/RAP?	Priority	Project Type	Bike Map Designation	East County	West County		Cost	Related Projects
								West Hills	SIMC		
69	Division Drive/Troutdale Road (Included in Collector project above)	Realign intersection, eliminating NE leg, producing a 4-way intersection. Replace 3 existing culverts identified as fish barriers. \$ -	CIPP RAP (PN 186)	low	Intersection Improvements	Proposed Bikeways	x			N/A	
70	Dodge Park Boulevard: Orient to County Line	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	CIPP	high	Bikeway	Proposed Bikeways	x			\$7,592,686	
71	302 nd Avenue: Kerslake to Bluff	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	CIPP	high	Bikeway	Proposed Bikeways	x			\$3,878,852	
72	Orient Drive: Welch Road to Dodge Park Boulevard	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	CIPP	high	Bikeway	Proposed Bikeways	x			\$1,523,441	
73	Oxbow Parkway: Hosner Road to Road End	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	CIPP	low	Bikeway	Proposed Bikeways	x			\$1,834,695	
74	Oxbow Drive: Division Drive to Hosner Road	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	CIPP	medium	Bikeway	Proposed Bikeways	x			\$5,393,681	
75	Hosner Road: Hosner Terrace to Oxbow Park Road SE	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	CIPP	low	Bikeway	Proposed Bikeways	x			\$1,259,838	
76	SE Division Drive: UGB to Troutdale Road	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	CIPP	low	Bike	Proposed Bikeways	x			\$945,518	
77	Troutdale Road: Strebin Road to 282 Avenue	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	CIPP	medium	Bike	Proposed Off-Street Bikeways	x			\$3,292,979	

Project Number	Project Location	Project Description	CIPP/TSP/RAP?	Priority	Project Type	Bike Map Designation	East County	West County		Cost	Related Projects
								West Hills	SIMC		
78	SE Division Drive: Troutdale to Oxbow Parkway	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	CIPP	medium	Bike	Proposed Bikeways	x			\$3,371,407	
79	Stark St: City Limit to 35th St	Add pedestrian improvement to southside from City limits to 35th Street. Pedestrian facility type and width may vary throughout the corridor depending upon the context available, ROW, and context.	PedMaster	medium	Sidewalk	Not Specified	x			N/A	
81	Corbett Hill Road/Historic Columbia River Highway	Improve intersection alignment by making stops at right angle.	CIPP (PN 147)	low	Intersection Improvements	Historic Columbia River Highway	x			\$3,770,920	
82	Sandy River to Springwater multi-modal connection	Partner with City of Gresham, Metro and other regional partners to construct the Sandy to Springwater Multimodal Corridor according to the Master Plan to be developed in 2016	ConnectPlan	low	Multi-modal	N/A	x			N/A	
85	Interlachen Lane: Marine Dr to Blue Lake Rd	Add sidewalks to both sides	PedMaster	low	Sidewalk	Proposed Shared Roadways	x			N/A	
87	Littlepage Road: Hurlurt to Knieriem	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	New	low	Bikeway	Proposed Bikeways	x				
88	Kerslake Road: Wilson to 302nd	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	New	low	Bikeway	Proposed Bikeways	x				
89	Lusted Road: 282nd to County line	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	New	high	Bikeway	Proposed Bikeways	x				
90	282nd Ave: Orient to County Line	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	New	low	Bikeway	Proposed Bikeways	x				
91	Foster Road: Jenne to County Line	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	New	high	Bikeway	Proposed Bikeways	x				

Project Number	Project Location	Project Description	CIPP/TSP/RAP?	Priority	Project Type	Bike Map Designation	East County	West County		Cost	Related Projects
								West Hills	SIMC		
93	Crown Point Hwy: I-84 to HCRH	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs.	New	low	Bikeway	Proposed Bikeways	x				
96	Orient Drive/282nd Avenue Safety Improvements	Implement safety improvements from Orient Drive/282nd Avenue Safety Study.	New	high	Safety	Proposed Bikeways	x			N/A	72
98	Stark Street Safety Improvements	Implement safety improvements from Stark Street Safety Study.	New	medium	Safety	Existing On-Street Bike Facility	x			N/A	79
100	Lusted Road Safety Improvements	Implement safety improvements from Lusted Road Safety Study.	New	medium	Safety	Proposed Bikeways	x			N/A	
102	Corbett Hill Road Safety Improvements	Implement safety improvements from Corbett Hill Road Safety Study.	New	low	Safety	N/A	x			N/A	81

Project Number	Project Location	Project Description	CIPP/TSP/RAP?	Priority	Project Type	Bike Map Designation	East County	West County		Cost	Related Projects
								West Hills	SIMC		
West County: West Hills											
40	Skyline Boulevard: UGB to Cornelius Pass Road	Speed zone study – Conduct speed study to determine appropriate speed limit for Skyline Boulevard from Cornelius Pass Road east to city limits of Portland.	TSP	high	Study/Safety	Proposed Bikeways		x		\$5,000	
West County: SIMC											
2	Advisory Bike Lane Study	Conduct engineering study to identify potential locations for an advisory bike lane pilot test and verify adequate sight distance.	SIMC TSP	low	Study	N/A			x	N/A	
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.	SIMC TSP	medium	Study/Safety	Proposed Bikeways			x	N/A	
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.	SIMC TSP	medium	Study	Existing On-Street Bike Facility/ Proposed Bikeways			x	N/A	
14	Parking Information Distribution Study	Study to determine the most effective and feasible method to implement distribution of parking information.	SIMC TSP	low	Study/Parking	N/A			x	N/A	
15	Permitting Study	Work with ODF&W to implement an increased parking permit fee and/or limit number of permits. Include bicycle permitting.	SIMC TSP	low	Study/Parking	N/A			x	N/A	
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.	SIMC TSP	low	Study/Parking	N/A			x	N/A	
18	Daily Trip Study	Study to explore a daily trip cap.	SIMC TSP	low	Study	N/A			x	N/A	
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.	SIMC TSP	high	Study/Parking	N/A			x	N/A	
20	Sauvie Island Bridge Toll Study	Study the implications of a Sauvie Island Bridge toll for non-residents.	SIMC TSP	low	Study/Toll	N/A			x	N/A	
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.	SIMC TSP	high	Study/Safety	Proposed Bikeways			x	N/A	
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.	SIMC TSP	low	Study/Safety	N/A			x	N/A	
East County											
95	Orient Drive/282nd Avenue Safety Study	Study Orient Drive/282nd Avenue for potential safety improvements including advanced warning signs and signal modifications (timing, phasing, controller).	New	high	Study/Safety	Proposed Bikeways	x			N/A	72

Project Number	Project Location	Project Description	CIPP/TSP/RAP?	Priority	Project Type	Bike Map Designation	East County	West County		Cost	Related Projects
								West Hills	SIMC		
97	Stark Street Safety Study	Study Stark Street between 36th Street and Historic Columbia River Highway for potential safety improvements including advanced warning signs and signal modifications (timing, phasing, controller).	New	medium	Study/Safety	Existing On-Street Bike Facility	x			N/A	79
99	Lusted Road Safety Study	Study Lusted Road for 1/4 of a mile in the east direction starting 1/3 of a mile east of Cottrell Road for potential safety improvements including curve warning signs, delineation, and shoulder widening.	New	high	Study/Safety	Proposed Bikeways	x			N/A	
101	Corbett Hill Road Safety Study	Study Corbett Hill Road between I-84 and Historic Columbia River Highway for potential safety improvements including curve warning signs, delineation, and shoulder widening.	New	medium	Study/Safety	N/A	x			N/A	81
103	Potential: Hurlburt Road Safety Study	Not sure if necessary since the additional shoulder width provided in another project might address the issue	New	medium	Study/Safety	Proposed Bikeways	x			N/A	53

Memorandum

Comprehensive Plan Update

December 8, 2015

To: Transportation and Public Facilities Subcommittee
Cc: Project Team
From: Jessica Berry, Transportation Planner
Re: Policy Recommendations—Health and Equity, and Utilities

I. OVERVIEW

This memo presents proposed health and equity policies and related strategies for consideration. Also, included in this memo is a utility policy that was previously discussed as a topic by the subcommittee to address.

II. HEALTH AND EQUITY ISSUE SUMMARY

Existing transportation systems in the US have been shaped by multiple policy inputs and decisions provided by planners, funding agencies and others at local, state, and national levels that have focused largely on building a system designed to move people and goods efficiently. An increasingly large body of research now shows that transportation decisions also directly and indirectly impact human health in multiple ways by influencing a wide range of “health determinants”. Health determinants—also referred to as “social determinants of health” or “risk factors”—are features of the built, social, and natural environment that are known to impact an individual’s risk of experiencing negative health outcomes (injury or illness). According to the American Public Health Association, “fifty percent of the leading causes of death and illness in the United States—traffic injuries, heart disease, cancer, diabetes, and respiratory illness—are preventable” because “these diseases have several risk factors that can be mitigated by transportation policies.”¹ The Baseline Report that was prepared for the Comprehensive Plan Update contains existing conditions information about planning related health determinants and outcomes in different parts of Multnomah County.

Much of this research has also highlighted the fact that the benefits and burdens of transportation decisions has fallen unequally on different sub-groups within a community. In particular, the negative health impacts stemming from transportation systems have disproportionately fallen on low income and minority groups, as well as others who lack access to cars or the resources to choose where they live. As a result, many transportation decisions to date have often inadvertently supported or exacerbated health inequities. Health inequities are unfair and avoidable differences between socio-economic groups in the presence of disease,

¹ American Public Health Association. (2009). *At the Intersection Of Public Health And Transportation*. Washington, DC: American Public Health Association.

injury, or other health outcomes. For the public health sector, addressing equity means prioritizing the elimination of health inequities by addressing the root causes of inequity and related health outcomes. From a transportation planning perspective, this means ensuring that the benefits and burdens of the transportation system are equitably distributed, and prioritizing investments that address historical inequities and ensure that the transportation system provides all members of a community with the ability to safely and conveniently move about to meet their daily wants and needs.

As a result of the increasing awareness of the connections between transportation systems, health, and equity, more and more planners and policy-makers recognize that transportation plans provide an opportunity not just to improve mobility, but also to address historical inequities and improve the health and well-being of all the members of the communities they are designed to serve. An increasing number of state, regional, and local transportation plans are acknowledging these connections by including goals and metrics that mention both health and equity. Locally, this trend is evident in the inclusion of health and equity policies and goals in Metro's Regional Transportation Plan and in Clackamas County's recently updated TSP. In Multnomah County, the cities of Portland and Gresham are working on including similar policies and goals into their Comprehensive Plan and TSP updates.

III. HEALTH AND EQUITY POLICY RECOMMENDATIONS

A. HEALTH

Ensure that the transportation system is designed to minimize negative health impacts and promote healthy behaviors and environments by:

- **Reducing the likelihood and severity of injuries from crashes for all modes**
 - Strategies include:
 - Lowering traffic speeds through speed limits, enforcement, and roadway design
 - Minimizing modal conflict by planning and building bicycle and pedestrian networks that encourage travel on low-traffic streets or off-street trails
 - Identifying and addressing high crash corridors or hot spots with high crash rates
 - Incorporating safety-related features and best practices when designing new facilities or renovating existing facilities
 - Ensuring that vulnerable groups such as youth, elderly, and disabled are engaged in planning and design efforts.
 - Supporting Safe Routes to School and other education and encouragement programs that teach people how to safely use the transportation system
 - Developing a transportation safety action plan

- **Increasing opportunities for physical activity by promoting active transportation modes (walking, bicycling, transit, and equestrian) and multimodal access to parks, trails, open space, and other recreational facilities.**
 - Strategies include:
 - Building out multimodal transportation networks
 - Ensuring safe, convenient, multimodal access to parks, trails, open space and other recreational facilities
 - Supporting Safe Routes to School and other education and encouragement programs that teach and encourage people to safely use active transportation modes
 - Partnering with the Multnomah County Health Department on health promotion and chronic disease prevention programs and initiatives that focus on increasing physical activity
- **Reducing exposure to air pollutants**
 - Strategies include:
 - Encouraging programs that reduce vehicle miles travelled and use of electric and low emission vehicles.
 - Encouraging bicyclists and pedestrians to use parallel low traffic streets instead of high traffic roadways.
 - Coordinating land use and transportation planning to ensure that sensitive new land uses such as schools, senior centers, and affordable housing that are used by vulnerable groups are not located within a quarter mile of high traffic roadways or freight routes
 - Establishing vegetative buffers (trees and hedges) along high traffic roadways to reduce the dispersion of air pollutants
 - Implementing anti-idling campaigns around schools, road construction zones, and other places where drivers tend to idle.
- **Reducing exposure to noise pollution**
 - Strategies include:
 - Encouraging bicyclists and pedestrians to use parallel low traffic streets instead of high traffic roadways.
 - Coordinating land use and transportation planning to ensure that sensitive new land uses such as schools, senior centers, and affordable housing that are used by vulnerable groups are not located within a quarter mile of high traffic roadways or freight routes
 - Using paving materials that are designed to minimize the production of road noise
- **Ensuring multimodal access to health supportive resources such as healthy food retail, employment, affordable housing, and parks and recreation facilities**
 - Strategies include:
 - Coordinating land use planning to ensure that such resources are easily accessible by multiple modes

- Working with transit providers to ensure that service plans are coordinated with development
- Working with transit providers to ensure that bicycle and pedestrian improvements support transit use
- Ensuring site design guidelines and requirements provide and promote multimodal site access and circulation, and connections to surrounding lots and streets
- **Working with Multnomah County Health Department staff to ensure that the TSP and related planning documents incorporate the findings and recommendations from the most recent versions of their Community Health Assessment and Community Health Improvement Plan.**
 - Strategies include:
 - Having relevant health department staff serve on planning related technical and advisory committees
 - Having relevant planning staff participate in the development of the community health assessments and community health improvement plans

B. EQUITY

Ensure that transportation system plans and investments not only equitably distribute the benefits and burdens of the system improvements, but also prioritize and support programs and projects that eliminate transportation-related disparities faced by groups that have historically had significant unmet transportation needs or who have experienced disproportionate negative impacts from the existing transportation system.

- Strategies include:
 - Incorporation of project prioritization criteria that address equity in the County Capital improvement Plan and Program to address investments in road, bicycle, and pedestrian programs and infrastructure in order to improve mobility and access for people who don't have access to a personal vehicle.
 - Investments in areas with relatively high concentrations of people that have historically received relatively little benefit from transportation system investments should be considered. These people include:
 - *People who cannot drive.* People in this category include many older adults, children, and persons with disabilities.
 - *People experiencing poverty,* including those who do not have access to a car, are struggling with the high costs of car ownership, maintenance, and operation, or are struggling with the cost of transit. People in this category include many people with low incomes, people of color, older adults, persons with disabilities, people who are geographically isolated, and people who experience language barriers.

- *People with limited mobility.* People in this category include many older adults and persons with disabilities.
- *Isolated individuals living far from community centers and lacking direct routes for accessing goods and services*
- *Communities experiencing racism and discrimination*
- Coordinating transportation planning with land use and development to avoid locating sensitive land uses near high traffic roadways. Sensitive land uses include schools, parks and playfields, community and senior centers, affordable housing, and other places where vulnerable groups such as youth, seniors, and people with low incomes spend significant amounts of time.
- Coordinating transportation planning with land use and development to ensure that new development is well connected with existing development and provides convenient multi-modal access to health supportive resources such as schools, healthy food retail, employment, affordable housing, parks and recreation facilities, and medical and social services
- Ensure that public participation includes outreach to equity focused or population specific organizations or culturally specific organizations and explore partnerships with these groups to develop the capacity to effectively participate in planning processes.
- Working with the Multnomah County Office of Diversity and Equity to use their Equity and Empowerment Lens tool to ensure that county planning staff and project stakeholders are prepared to engage in internal and external conversations about equity and use this input to inform plans, policies and projects
- Conducting equity analyses that identify existing disparities as a part of county planning processes.
- Gathering available data and public input useful for understanding equity issues, impacts and opportunities

Sauvie Island Multnomah Channel Equity Policy is attached for reference.

IV. ADDITIONAL POLICIES DISCUSSED PREVIOUSLY

A. UTILITIES

Coordinate with public service providers and private utility suppliers to maximize the efficient delivery of both public and private utilities and facilities in County Right of way.

- Strategies include:
 - Work with utility companies that own transmission and distribution lines to strive to bury the power lines to provide more secure power service during emergency situations and improve scenic qualities.