**Multnomah County Transportation System Plan**

**Recommended Goals, Policies and Strategies**

**GOAL:**  To provide a safe and efficient transportation network for all modes of travel that serves the rural areas of the County and reduces congestion on rural County roadways:

1. Implement a transportation system that is safe and efficient in meeting the needs of area residents and those traveling through the area.
2. Implement a balanced transportation system that supports all modes of travel.
3. Develop a transportation system that supports the rural character of unincorporated Multnomah County.
4. Develop a transportation system the supports a healthy economy.
5. Provide transportation improvements in a timely manner according to funding capability.

**POLICIES AND STRATEGIES**

**Policy 1**

Maintain and improve the transportation system for all modes of travel with the following goals: reducing vehicle miles travelled, minimizing carbon emissions, reducing conflict between travel modes, and improving the natural environment by minimizing stormwater runoff and facilitating wildlife movement. Ensure that the transportation system reflects the community’s rural character while ensuring efficiency and local connectivity.

Strategies

a. Explore implementing measures for traffic calming, traffic diversion, and speed enforcement.

b. Address climate change impacts and the Climate Action Plan’s recommended actions when planning transportation investments and service delivery strategies.

**Policy 2**

Identify, prioritize, and implement short- and long- term solutions to safely accommodate multiple modes of travel on County roads including on-road bikeways, separated multi-use paths, and explore funding options.

Strategy

a. Apply context sensitive roadway improvements and evaluation of projects.

**Policy 3**

Implement context sensitive design when reviewing rural road standards to determine appropriate paved shoulder widths to preserve the rural character of roads, while supporting all modes of travel.

Strategies

a. Explore options for bike pull outs and passing lanes to allow for resting and passing

b. Consider bike-friendly road treatments, especially in regards to maintenance of the road

c. Consider bike and environment friendly materials and treatments such as pervious asphalt

d. When widening, shoulders should aim to achieve a minimum 3 foot paved width.

e. Explore services and facilities to support multimodal uses that reflect rural character and reduce impacts on surrounding land uses and wildlife connectivity.

f. Prioritize use of centerline rumble strips for the purpose of supporting efficient and safe movement of vehicles and avoid the use of fog line rumble strips which endanger bicyclists. If fog line rumble strips are used, safe facilities should be designed that allows for bikes to ride safely, such as the application of adequate shoulders.

g. In areas with steep slopes, landslide hazards, or wildlife habitat, first consider alternatives such as signage and TDM strategies that do not require additional impervious surfaces.

**Policy 4**

Develop and implement effective use of signage designed to educate the public about farm equipment using roads, wildlife crossings and bicycle and pedestrian safety, as well as additional way finding signage.

**Policy 5**

Address regional freight mobility, and explore alternative routes and modes for freight mobility through unincorporated Multnomah County.

Strategies

a. Explore alternatives to routes through the West Hills.

b. Participate in Regional Overdimensional Truck Routes Study and other regional studies as applicable.

c. Examine the suitability of use of County roads as truck routes.

d. Coordinate with other jurisdictions on truck impacts and ensure proper mitigation.

e. Promote transportation alternatives for the movement of freight

f. Review and implement weight and length limitations for County roads.

**Policy 6**

Implement a range of Transportation Demand Management (TDM) policies encouraging existing businesses and requiring new development (beyond single family residential use and agricultural uses) to help reduce vehicle miles traveled (VMT), and alleviate congestion on county roads caused by seasonal and special event traffic, as well as through commuter traffic.

Strategies

a. Develop a Countywide TDM program. Program concepts could include strategies such as shuttle buses, ride sharing, work-from-home, flex time, improved transit and access to transit, user fees or congestion pricing.

b. Seek funding opportunities, such as Metro’s Travel Options grant program, to support TDM programming.

**Policy 7**

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.

**Policy 8**

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.

**Policy 9**

Work with ODFW and other partners to identify wildlife corridors and wildlife crossings on County roads, and ensure that project design is wildlife friendly.

Strategies

a. Review and update Multnomah County Design and Construction Manual to include wildlife friendly design and construction options in the Comprehensive Plan and Transportation System Plan.

b. Implement project prioritization criteria that address wildlife and climate change in the Capital Improvement Plan and Program.

c. Improve identified wildlife crossings through the development and adoption of a countywide Transportation Capital Improvement Program (CIP) that includes projects that address deficient fish passage barriers and wildlife crossings.

**Policy 10**

Explore alternative supplemental funding sources to improve County’s road maintenance, safety projects, and other improvements.

Strategies

a. Consider long term maintenance costs with development of capital projects.

b. Review and update the County’s Road Maintenance Program to implement applicable policies and strategies of the Comprehensive Plan and SIMC Rural Area Plan.

c. Review internal protocols related to road and right-of-way maintenance, including roadside hedgerow trimming and weed eradication. Work with the Soil & Water Conservation Districts, ODFW and wildlife conservation organizations to protect wildlife and manage invasive plant species to ensure that habitat and water resource restoration projects are coordinated with County road maintenance and drainage control programs.

d. Ensure that non-profit organizations and property owners are aware of County programs that may limit wildlife habitat restoration projects, and that County road staff are aware of existing and completed habitat restoration projects when they conduct their operations.

e. To implement this policy, the County Road Maintenance program will review the following recommendations:

(1) Except in emergency situations, County road mowing should be done between August 15 and March 15 to minimize impact to nesting birds, and workers should avoid mowing at identified turtle, frog and salamander crossings during nesting season (May and September).

(2) Culverts under county roads should be surveyed, then repaired and replaced as needed to limit barriers to fish and wildlife passage.

(3) County staff should work with ODFW and wildlife conservation organizations to identify and mitigate in areas where wildlife corridors cross county roads.

(4) Mowing equipment should be regularly cleaned so that seeds of invasive plants are not spread into areas where they have not yet been introduced. Incorporate erosion control best practices for mowing and other maintenance activities.

(5) County staff should confer with the Soil & Water Conservation Districts on best management practices for mowing operations and removing invasive weeds along road right-of-way.

(6) County staff should be trained to recognize invasive and desirable native plant species; Multnomah County should prioritize plant species for control.

(7) County staff should inform property owners of the existing Owner Vegetation Maintenance Agreement, which allows abutting property owners to maintain right-of-way vegetation.

**Policy 11**

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

**Policy 12**

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

Strategies

a. Review and maintain a trafficway classification system integrated with land uses and travel needs. The hierarchy of functional classifications should be based on trip types and length, traffic volume and travel modes, and access to adjacent land uses.

b. For capital projects, improve streets to the standards established by the classification system and the Multnomah County Design and Construction Manual while maintaining context sensitivity.

c. Implement access management standards established in the Multnomah County Road Rules and the Multnomah County Design and Construction Manual while maintaining context sensitivity.

d. Place priority on maintaining the existing trafficways.

e. Review land use development and condition improvements on County Roads based on functional classification and standards set forth in the Multnomah County Design and Construction Manual to mitigate impacts. Transportation and land use development review should be coordinated.

f. Implement the land development process adopted in the Multnomah County Road Rules where half-street improvements or dedication of a right-of-way or easements can be required as conditions of a permit for land development abutting a County road.

g. Maintain inventory of current and projected deficiencies on the County’s road network as the basis for Capital Improvement Plan and Program, including general roadway improvements, bicycle improvements, pedestrian improvements, and wildlife crossing improvements.

h. Coordinate policy and development review work with Multnomah County Land Use Planning program which regulates off-street parking and loading areas, including parking for vehicles, trucks and bicycles through Multnomah County Code.

**Policy 13**

Develop and support programs and projects that educate and increase the safety of non-motorized transportation options in the County, and reduce dependency on automobile use and to reduce vehicle miles traveled (VMT) by:

A. Promoting bicycling and walking as vital transportation choices.

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

C. Striving to use federal, state, and local best design practices for bicycle and pedestrian facilities when improving County roadways while maintaining context sensitivity.

D. Providing for bicycle and pedestrian travel through the development and adoption of a County-wide Transportation Capital Improvements Program (CIP) that includes all the bikeways and walkways identified in the Multnomah County Bikeway and Pedestrian System Maps.

E. Placing priority on transportation system improvements in the Capital Improvement Plan that reduce the number of crashes involving bicyclists and pedestrians, the roadway’s most vulnerable users.

F. Supporting transportation options programs in the region including Safe Routes to School, bicycle tourism initiatives (where appropriate), the development of future Transportation Management Associations (TMAs), and other programs funded through the Regional Travel Options program.

G. Supporting programs and policies that increase awareness of transportation options and education about safety on the transportation system for all modes and users.

H. Supporting the conversion of railroad lines to multi-use paths, such as the Burlington Northern Cornelius Pass Road rail line.

Strategies

The following strategies should be used to implement the County’s bicycle and pedestrian system:

a. Identify a connected network of pedestrian and bicycle facilities and access to transit, which provides the framework for future walkway and bikeway projects.

b. Periodically review and update the Multnomah County Design and Construction Manual to include the most up-to-date national, state, and local best practice for the design of bicycle and pedestrian facilities.

c. 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.

d. Continue to support and coordinate with Metro and other partner agencies in regional trails projects that may affect rural Multnomah County, recognizing trails as a vital component to the regional active transportation network while protecting natural resources and habitat.

e. Continue to seek funding for identified bicycle and pedestrian improvements, such as but not limited to state and regional grant sources.

f. Maintain the Bicycle and Pedestrian Citizen Advisory Committee to provide input on Multnomah County Transportation Division projects and programs, including proposed bicycle and pedestrian project criteria and project design.

g. Ensure there is a comment, review, and public involvement process for planning, engineering, operations and maintenance projects for the appropriate neighborhood groups and cities within Multnomah County.

**Policy 14**

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

Strategies

a. Develop and maintain an active program in schools, consistent with the federally recognized program utilizing the 5 Es: education, encouragement, enforcement, engineering, and evaluation.

b. Continue to identity and fund bicycle and pedestrian infrastructure to increase safety around schools through the Capital Improvement Program.

**Policy 15**

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

**Policy 16**

Discourage through traffic on trafficways within unincorporated Multnomah County.

Strategies

a. Reduce travel conflicts by providing appropriate facilities, signs, and traffic marking based upon user type and travel mode.

b. On rural roads with heavy through traffic, consider implementing appropriate measures such as Transportation Demand Management (TDM) to reduce such traffic.

**Policy 17**

Provide a transportation system that functions at appropriate safety levels for all motorized and non-motorized traffic.

Strategies

a. Consider recorded accident rates and documented perceived risks (smart phone applications, websites, reported near misses, etc.) 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

b. Continue to monitor high accident location sites for all modes of transportation.

c. Implement access management standards to reduce vehicle conflicts and maintain the rural character of the area.

d. Perform safety audits to identify locations where roadway characteristics increase risks and work to reduce those risks.

**Policy 18**

Support safe travel speeds on the transportation system.

Strategies

a. Support speed limit enforcement through a variety of available techniques.

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

**Policy 19**

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

Strategies

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

b. Provide minor improvements during maintenance projects where possible.

c. Ensure the Capital Improvement Plan evaluation criteria adequately evaluates:

* + Rural needs
  + Maintenance
  + Cost effective improvements
  + Safety
  + Bicycle and pedestrian improvements
  + Wildlife
  + Equity
  + Health
  + Climate change

**Policy 20**

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

Strategies

a. 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.

b. 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.

c. 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.

d. Secure funding for the restoration of existing fish passage barriers at stream crossings to meet ODFW Fish Passage Rules.

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

**Policy 21**

**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

a. 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.

b. Coordinate utility and road work whenever possible.

**HEALTH AND EQUITY POLICIES**

**Health Policy**

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

**A. Improving safety for all modes**

Strategies include:

* 1. Lowering traffic speeds through speed limits, enforcement, and roadway design.
  2. Minimizing modal conflict by planning and building bicycle and pedestrian. networks that encourage travel on low-traffic streets or off-street trails.
  3. Identifying and addressing real and perceived high crash corridors or hot spots with high crash rates.
  4. Incorporating safety-related features and best practices when designing new facilities or renovating existing facilities.
  5. Ensuring that vulnerable groups such as youth, elderly, low-income and disabled are engaged in planning and design efforts.
  6. Supporting Safe Routes to School and other education and encouragement programs that teach people how to safely use the transportation system
  7. Developing a transportation safety action plan.
  8. Coordinating with land use planning for safe traffic control and parking at events and other peak use generators.

9. Coordinating with other agencies such as ODOT when appropriate.

**B. 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 and employment centers.**

Strategies include:

1. Building out multimodal transportation networks.

2. Ensuring safe, convenient, multimodal access to parks, trails, open space and other recreational facilities and employment centers.

3. Supporting Safe Routes to School and other education and encouragement programs that teach and encourage people to safely use active transportation modes.

4. Partnering with the Multnomah County Health Department on health promotion and chronic disease prevention programs and initiatives that focus on increasing physical activity.

**C. Ensuring multimodal access to health supportive resources such as healthy food retail, employment, affordable housing, and parks and recreation facilities.**

Strategies include:

1. Coordinating land use planning to ensure that such resources are easily accessible by multiple modes.

2. Working with transit providers to ensure that service plans are coordinated with development.

3. Working with transit providers to ensure that bicycle and pedestrian improvements support transit use.

4. Ensuring site design guidelines and requirements provide and promote multimodal site access and circulation, and appropriate connections.

**D. Reducing exposure to air, light, and noise pollutants**

Strategies include:

1. Encouraging programs that reduce dependence on single occupant vehicle miles travelled and increasing use of electric and low emission vehicles.

2. Encouraging bicyclists and pedestrians to use parallel low traffic streets where possible instead of high traffic roadways.

3. Coordinating transportation and land use planning 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.

4. Establishing vegetative buffers (trees and shrubs) along roadways to filter and reduce the air and light pollutants.

5. Implementing anti-idling campaigns around schools, road construction zones, and other places where drivers tend to idle.

6. Using paving materials that are designed to minimize the production of road noise.

**E. 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:

1. Having relevant health department staff serve on planning related technical and advisory committees.

2. Having relevant planning staff participate in the development of the community health assessments and community health improvement plans.

**Equity Policy**

**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:

1. 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.

2. 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:

*a. People who cannot drive.* People in this category include many older adults, children, and persons with disabilities.

*b. 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.

*c. People with limited mobility.* People in this category include many older adults and persons with disabilities.

*d. Isolated individuals living far from community centers and lacking direct routes for accessing goods and services.*

*e. Communities experiencing racism and discrimination.*

3. 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.

4. 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.

5. 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.

6. 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.

7. Conducting equity analyses that identify existing disparities as a part of county planning processes.

8. Gathering available data and public input useful for understanding equity issues, impacts and opportunities.