



[Comprehensive Plan] Comments on Multnomah County TSP

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Comments on Multnomah County TSP

Section 4 – Policies and Strategies

Policy 7, Strategy f

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.

Curious what the safety world says about avoiding fog line rumble strips which can help reduce roadway departure crashes. Just suggesting a cross check.

Policy 8, Strategy d

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

This is odd. You wouldn't put them ALL in the CIP, which is a 5 year capital improvement plan. Need to prioritize. I know e says that crash reduction for vulnerable users is the priority. Maybe combine?

Policy 9, Strategy b

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

This could be beefed up. Washington County just did a great assessment of gaps and barriers within 1 mile of 52 schools. Your strategy could be more specific by saying something like "Conduct an assessment opportunities and barriers to walking and biking within 1 mile of schools in rural Multnomah County. Develop prioritization criteria to elevate projects to CIP".

Active Transportation Policies

Within one of the Active Transportation Policies, consider adding a strategy to prioritize filling in gaps in the existing system first – it's a low hanging fruit to creating a connected network

Policy 11

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

What does this mean? Please clarify.

Mobility and Freight: Policy 12

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.

The functional classification speaks to whether through traffic is appropriate or should possibly be discouraged. I would discourage a blanket policy that says “discourage through traffic” and a strategy that suggests TDM for roads with heavy traffic.

Policy 16, Strategies d and e

e) To implement strategy d, the County Road Maintenance program will review the following recommendations:

Policy 17

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

Consider adding a strategy that coordinates development review. I observe that we sometimes have redevelopment occurring or planned that can create cost sharing. Also, surprised this is the only funding policy. Many jurisdictions are investigating new sources of local revenue.

Policy 18

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

Define “appropriate” and “safety levels”. Injury and fatal crash rates?

Strategies

The industry preferred terminology is “Crash” not “Accident”.

Separate out work for actual versus perceived safety sites. (strategy a)

C and d are good

Policy 22, A, Strategy a

Lowering traffic speeds through speed limits, enforcement, and roadway design

Set speeds are a poor control for how fast cars actual go. Suggest lead with roadway design and traffic calming techniques, and put setting speed limits last. Lots of literature on this.

Policy 22, C

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

Policy 22, C, Strategy a

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

Vehicle Miles Traveled may not change just because someone is using an electric or low emission vehicle. Suggest split into two:

- Reduce Vehicle Miles Traveled in Single Occupancy vehicles.
- Encourage the use of electric and low emissions vehicles.

Policy 23 , Strategy a

a) 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.

I'm having trouble understanding what this is trying to say.

Is it, “Develop and include equity criteria into the project prioritization process for inclusion in

the Capital Improvement Plan.”?

Section 5 - TSP

Table 9.

I note that in table 9, east Multnomah County has only two items marked as “high priority”. This seems like a disparity when it has the most projects listed as needed and has a high percentage of the economically disadvantaged and ethnically diverse populations of Multnomah County. Policy 23 and to a lesser extent 21 describes in detail how these populations should be prioritized.

area	# of projects	# ranked high
West Hills	15	4
Sauvie Island	18	8
East County	40	2

Regarding Freight (given the freight focus of the FAST ACT, consider these suggestions)

From Existing Conditions:

- Multnomah County has a number of designated freight routes extending into the rural areas from the ODOT freight routes. These should be considered in the prioritization of shoulder improvements.
- Multnomah County should continue to support the movement of freight via air, rail, and water through ensuring access to intermodal facilities to reduce the number of trucks on the roadways.

For projects listed in table 9 that are on a designated freight route and would benefit the freight function of those corridors, suggest you consider highlighting that in the project description

Table 10, Studies

Consider adding a study to implement the following policy from the plan:

Policy 10, Strategy f

Review and implement weight and length limitations for County roads.

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