

Memorandum

Comprehensive Plan Update

October 21, 2015

To: Community Advisory Committee

Cc: Project Team

From: Joanna Valencia, Transportation Planning and Development Manager
Jessica Berry, Transportation Planner

Re: Recommended New Transportation Policies from the Transportation and Public Facilities Subcommittee

OVERVIEW

This memo presents proposed new transportation policies and strategies related to topics discussed by the Transportation and Public Facilities Subcommittee at their subcommittee meetings. The policies reflect revisions based on the conversation and recommendations from the subcommittee.

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

POLICIES

1. Policy

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. (*Modified version of existing County Framework Plan and SIMC RAP policies*)

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.

2. Policy

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. (*Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) policy, modified to apply county-wide*)

Strategy:

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

3. Policy

Implement context sensitive design when reviewing rural road standards to determine appropriate paved shoulder widths to preserve the rural character of roads. (*Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) policy*)

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 crossings, first consider alternatives such as signage and TDM strategies that do not require additional impervious surfaces.

4. Policy

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. (*Modified Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) policy*)

5. Policy

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

6. Policy

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. (*Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) policy, modified to apply county-wide including removal of specific SIMC TDM strategies.*)

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.

7. Policy

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

8. Policy

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

9. Policy

Work with ODFW and other partners to identify wildlife corridors and concentrations of wildlife crossings on county roads, and ensure that project design is wildlife friendly. (*Modified Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) policy*)

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.

10. Policy

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 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 road county 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 concentrations of small wildlife 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.
 - (5) County staff should confer with the Soil & Water Conservation Districts on best management practices before 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.

11. Policy

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