

**Multnomah County Comprehensive Plan Update
Transportation and Public Facilities Subcommittee Meeting #6**

November 9, 2015 6:30 – 8:30 p.m.

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

Agenda

- I. Welcome and Introductions – Rich Faith
- II. Existing Public Facilities Policies (30 minutes) -- Rich
Review existing public facility related policies from the Comprehensive Plan and Rural Area Plan for recommendation to the CAC.
- III. Public Comment on Public Facilities Policies (5 minutes)
- IV. Alternatives Analysis (30 minutes) – Susie Wright
Review and recommend bike map and project list to the CAC for inclusion in the TSP. Note: project prioritization will be discussed at a future meeting.
- V. Public Comment on Alternatives Analysis (5 minutes)
- VI. Existing Transportation Policies (40 minutes) – Jessica Berry
Review existing transportation related policies from the Comprehensive Plan and Rural Area Plans for recommendation to the CAC.
- VII. Public Comment on Transportation Policies (5 minutes)
- VIII. Meeting Wrap-up (5 minutes)
- IX. Adjourn

Persons with a disability requiring special accommodations, please call the Office of Citizen Involvement at (503) 988-3450 during business hours. Persons requiring a sign language interpreter, please call at least 48 hours in advance of the meeting. Meeting agendas and minutes are available at multco.complan.



TRANSPORTATION AND PUBLIC FACILITIES SUBCOMMITTEE MEETING
ROOM 126, MULTNOMAH BUILDING
501 SE HAWTHORNE BLVD, PORTLAND OR
OCTOBER 19, 2015 6:30-8:30 PM

MEETING SUMMARY

I. Greetings, Announcements and Introductions

In attendance:

Subcommittee members

Andrew Holtz
Jerry Grossnickle
Martha Berndt

Project Team

Joanna Valencia
Rich Faith
Jessica Berry
Matt Hastie
Kate McQuillan
Kevin Cook
Rithy Khut

Absent: Sara Grigsby

Public in attendance: Carol Chesarek, Steve Baker, George Sowder, Paula Savageau

Rich Faith welcomed everyone to the meeting of this subcommittee and briefly reviewed the agenda. He pointed out that there will need to be another subcommittee meeting so we are looking at either November 9 or 16 to hold it. He asked the subcommittee members if they have a preference. One person could not make it on November 16, but everyone would be able to make Nov 9, so it was decided to schedule the next meeting for that date. Rich said he will check with Sara Grigsby as well, who is currently out of town, will check on room availability and will confirm the meeting date and place by email to everyone.

Rich also pointed out that the packets for tonight's meeting includes email correspondence from several members of the public who attended the last subcommittee meeting. This correspondence was not part of the digital meeting packet sent out last week.

II. Existing Public Facilities Policies

Rich explained that this agenda item is a continuation of the discussion that began at the August 24 subcommittee meeting but was not completed due to lack of time. Since then, Jed Tomkins from the County Attorney's office, has reviewed the policies and offered his feedback. The version in tonight's packet is different from the August 24 because it includes changes based on discussion that occurred at that meeting, based on Jed's comments or based on staff recommended changes. These changes are shown in the document as grey highlighted text.

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

- Policy D8 on page 14 relates to equity. The recently adopted Sauvie Island Plan also has policies on equity that should be included in the comprehensive plan.
- Why is policy G on page 14 being deleted? Answer is this is one that Jed Tomkins flagged as not realistic to implement.
- There was much discussion about the policy on Alternative Uses of Public School Buildings and its history. Related to that, policy C3 on page 23 should be more specific in referring to the local community's needs rather than the general area's need. Replace "the area's needs" with "the local community's needs".
- Should there be a policy concerning drones, and if so, is public facilities the appropriate place to put it. No one was sure of the answer, so the decision was to place this topic on the parking lot list and for staff to research it and report back.
- Policy 2 on page 11 should include language about maintaining natural stream channels. The idea is touched upon in the main policy statement but it could be made stronger and clearer as sub-policy item.
- Concern about neglecting access to new recreation areas. When locating new recreational facilities (parks, high use trailheads, etc) encourage use of existing places or attractants. Try to take advantage of existing infrastructure like parking areas. Staff will propose some policy language to capture this idea.
- Policy 17 on page 21. There was concern that requiring mitigation of significant adverse impacts of proposed recreational facilities gives adjacent property owners veto power. It was explained that mitigation is standard for any proposed land use and is not treating recreational facilities any differently than other uses.
- Item B on page 19. What is contemplated by "privately owned and operated recreational facilities"? What type of facilities? These are already spelled out for the resource zones by statute. This question will be further addressed and evaluated as a parking lot item that is looking at conditional uses for all non-resource zones.

At this point it was decided to continue this agenda item to the next meeting in order to provide adequate time for tonight's remaining agenda items. Discussion at the next meeting will pick up on page 20.

Action Taken - No final action

III. Existing Transportation Policies

Jessica Berry introduced this agenda item by pointing out that existing transportation policies were part of the subcommittee's August 24 meeting, but that the memo and policies have since been revised. This version incorporates the new transportation policies that the subcommittee approved at its last meeting. Those policies are noted in the memo as having been already been approved and should not be revisited as part of tonight's discussion. There is also a supplemental memo prepared by one of our

consultants that proposes policies related to health and equity as part of the transportation planning.

Major comments on this topic from the subcommittee are as follows:

- The sixth bullet item under Policy 4 pertaining to Active Transportation should include some exception language for when fog line rumble strips may be appropriate. There are some instances when these rumble strips improve safety for bicyclists. The first bullet should include exploring options for passing lanes as well as pull outs.
- Strike Policy 2 because Policy 15 captures the same idea and it is redundant. The one strategy under Policy 2 can be moved up under Policy 1.
- Policy 3 is primarily old policy language that could be shortened. Strategies B and E don't seem to respect context sensitive design in maintaining rural character. The balance isn't there. The strategies should be cleaned up to be less engineering heavy and speak more about context sensitive design, flexibility etc. that achieve the overall goal of using the existing road system rather than building new roads.
- Some of Policy 5 is redundant. The third bullet about Safe Routes to School is also covered in Policies 6 and 7. Policies 5 and 6 could be combined. Some of the lettered items under Policy 6 can either be deleted or moved elsewhere.
- Item A in Policy 6 should also mention access to transit.
- Standards referred to in item D of Policy 6 should also be based on local best practices as well as national and state best practices.
- Item F of Policy 6 shouldn't just speak to reducing fatal and serious crashes, but all crashes. Strike "fatal and serious" and add language about collecting information about perceived safety.
- Item I of Policy 6 should say "Support transportation option programs..." not "option programming". Bicycle tourism initiatives are not appropriate everywhere, particularly in the West Hills, so support for these should be qualified by saying when it is appropriate.
- Strategies A, B and C of Policy 6 seem to be too specific and should speak more to context sensitive design. These should be cleaned up.
- Policies that pertain to safety should take into account near crashes and should reference a broader set of data.
- The term "non-infrastructure programs" in the first strategy of Policy 7 is awkward. Strike the word "non-infrastructure" and qualify the programs as education, encouragement, enforcement, engineering, and evaluation – the five E's.
- There should be a policy about conversion of abandoned railroad lines to trails. For the West Hills Plan there was one under existing Public Facilities policies, but it is being stricken.

- The first strategy under Policy 8 basically repeats the policy. It can be shortened to simply say: “Explore alternatives to routes through the West Hills.”
- Should there be a policy about marine transportation. Freight transportation on the Columbia and Willamette Rivers is critical to the region’s economy. It was decided to place this topic on the parking lot list.
- What does Policy 10 address in transportation alternatives for freight movement? This needs to be flushed out a little more. Policy 10 could be moved up as a strategy under Policy 8.
- Policy 11 should be replaced with or should include the related policy adopted in the Sauvie Island/Multnomah Channel Plan. That policy was approved at the last meeting but has been left off.
- Policy 12 should include specific language about the Westside bypass.
- Strike “traffic calming” in Policy 13 and add “such as Transportation Demand Management (TDM)” at the end of the policy statement.
- Include “access to transit” and “flex-time” as examples of TDM program concepts mentioned in the first strategy under Policy 14.

Given the little time left in the meeting, It was decided to continue discussion of this agenda item at the next meeting

Action taken - No final action

IV. Public Comment

Paula Savageau asked whether the subcommittee had received a copy of an email she had sent to Rich. He could not recall receiving that email, so no the subcommittee did not have it. Paula summarized her concerns about barriers on Thompson Road that are preventing deer from crossing the road. The barriers are along stretches of steep slopes and the deer are hesitant to jump over them because they can’t see what is on the other side. This is a prime example of why wildlife crossings need to be carefully looked at when planning our road system.

Carol Chesarek commented that it is awkward to have to wait until the end of the meeting to make comments on policies the subcommittee discussed much earlier in this meeting. This is a departure from how public comment has been taken in previous meetings. She would rather not have to backup and revisit topics already discussed, but tonight’s format doesn’t allow her a choice in the matter. Her specific comments were:

- The reference to bicycle tourism initiatives under item I of policy 6 seems to be in the wrong place. This policy language relates more to economic development than to the transportation system.
- Regarding the language in strategy A1 of Policy 6, are there roads where the current right-of-way is insufficient that would justify needing to dedicate additional right-of-way as a condition of land development? Her concern is about widening

existing roads contrary to the preferred direction of maintaining rural character by addressing traffic and safety issues without widening or building new roads.

- Would like to see policy language limiting the size of trucks traveling on West Hill roads. Some roads are too narrow and curves too sharp to allow safe use by semis and other freight trucks.

V. Meeting Wrap Up

Joanna stated that based on tonight's discussion, staff will prepare changes to the existing transportation policies for the subcommittee's next meeting. Susie Wright will also be at the next meeting to lead them in further discussion of the alternative's analysis that is undergoing changes based on their previous review.

Rich reminded them that he will check with Sara about the November 9th date for the next meeting as well as the availability of this room for that meeting. He will confirm the meeting information with everyone once everything has been verified.

VI. Adjourn

The meeting adjourned at 8:44 pm.

October 22, 2015

Multnomah County Comprehensive Framework Plan (CFP) Update
Community Advisory Committee

Re: Bikeways in the Corbett area

This letter states our concerns about expansion of bikeways in our area, but we are not opposed to cyclists using our roads and we have a strong interest in their safety while on these roads. Our interest is focused on the effect that the proposed pavement widening would have on the rural character of this community and the impact they could have on some long-established features enjoyed by private property owners.

While the rural environment we cherish attracts recreational cyclists, the local topography discourages community point-to-point travel, including that of school-bound children. Living at the corner of Hurlburt and Evans Roads, we have a front seat view of the major cycling activity in Corbett. We would estimate that at least 95% of cyclists passing our house are from outside the area. This proportion would probably hold true for cyclists on other routes such as the Scenic Highway. We welcome them and want them to feel safe as they travel through.

Our understanding is that the updated CFP, when adopted, will supersede the East of the Sandy River Rural Area Plan(ESRRAP). Bicycle routes and bikeway improvement recommendations will be included in these changes. While the CFP is not committing the County to specific improvement projects, it serves as a document to guide the Transportation Dept. in the scope of right-of-way improvements and allows the County to require certain improvements on projects adjacent to the right-of-ways.

The ESRRAP currently in place is somewhat ambiguous regards bikeways. It designates the following roads as “adopted bicycle routes”: Mershon, Evans, Hurlburt, Knierem and Larch Mtn. Roads and states that these routes should be “accommodated by paving of road shoulders to a width of at least 4 feet and preferably 6 feet.” It also includes the recommendations put forward by NEMCCA in January 1992, including:

- Oppose the inclusion of Corbett area roads in the bikeway plan until such time that the majority of the community would adopt the plan
- Have Bell Rd. removed from the proposed bikeway plan...
- Work to attempt to resolve the issues to the point whereby the plan is implemented when and if a majority of the community would adopt the plan
- Do not condemn private property to provide for bikeways
- Involve NEMCCA and other concerned citizens in the implementation of bikeways.....(more detail regarding notifications and plans)
- Ensure that the interests of equestrians and other forms of alternative transportation are served

It then further states:

“In response to this document, Multnomah County removed Bell Rd. from the bikeway plan, and agreed to the remainder of the recommendations, except that the County did adopt the bikeway routes map without conducting a community election on their adoption.”

The draft CFP update currently includes proposals to reclassify many of the roads between Springdale and Larch Mtn. and the Scenic Highway and Hurlburt Road. Several of these would be classified as “Shoulder Bikeways”.

We have two concerns:

- The updating process vis-à-vis bikeways
- The currently proposed updates to the Bikeway Plan

Process

When adopted, the updated CFP will supersede the East of the Sandy River Rural Area Plan. Given the 1992 resistance of the community to accept the County’s plan for bikeways, the County has the responsibility to involve the community in any further changes to the plan and certainly before any actual construction of bikeway right-of-way work recommended in the plan.

The draft CFP proposes an expansion of the Corbett area roadways to be included in the County’s Master Bike Plan. These appear on the MC Bikeway System Map.

Yet, as far as can be determined from the committee member information available online, there is no representation from the Corbett community. The County has not fulfilled its 1992 commitment to involve the community in the bikeway sections of the CFP update.

Proposed Updates

In our opinion, the proposed bikeways are far too extensive relative to anticipated use by cyclists (see map). The “Shoulder Bikeways” in this plan are defined as having “a minimum of 3 feet, and preferably 6 feet of pavement on each side” of the travel lanes. Implementation of the minimum widths would increase the overall pavement width by 25%. An increase of this much pavement, along with the associated bank cuts, clearing and road base work would dramatically change the rural character of the areas affected. The maximum expansion would increase it by 33% only magnifying the impact.

We attended the October 5 meeting of the CFP Update Transportation committee. Among the policy and strategy language the committee was discussing and editing that night was language related to bikeway design.

We participated in the public comment period at the end of the meeting and raised our concerns as stated above. During the ensuing committee and MC staff discussion, it became clear that 1) changes to the County Bike Plan and System Map had taken place without any Corbett community participation, 2) the changes to the System Map had not been reviewed by the Transportation Committee, and 3) that

the maps in the CFP provide a legal basis for the County to implement and/or require the adopted improvements. Further, we were told that the proposed maps were available online, but so far we have not been able to locate them.

We also learned that there exists, in draft form, language describing a range of alternatives for making safety improvements in road/bikeways that would have less impact than the continuous shoulders described above. These include periodic “pull-outs” that would give cyclists more room on uphill grades and provide more opportunities for motor vehicles to pass cyclists safely. We support these concepts and think they should be considered carefully in light of specific conditions in our area and incorporated in a balanced way to improve cyclist safety without diminishing the overall rural character.

We feel that the CFP Update process must include participation from the local communities that will be affected by the Plan and that the County CFP update team should make changes to the process to accommodate this while the plan is still in its formative stages.

Dave and Kathleen Shelman
36141 SE Hurlburt Road
503-927-3063 (Dave)
503-803-4291 (Kathleen)

Existing County Comprehensive Plan and Rural Area Plan Policies Related to PUBLIC FACILITIES

BACKGROUND: *The current County Comprehensive Plan and Rural Area Plans contain many policies and strategies pertaining to public facilities that may still be applicable in whole or in part and worth consideration for retaining -- some without changes and some with revisions to update the language to reflect current conditions, for better clarity or for countywide applicability. These current policies and strategies could be carried over into the new comprehensive plan so long as they do not conflict with or duplicate any new policy that emerges from this comprehensive plan update process. Wherever a conflict with a new policy occurs, the existing policy language would either have to be eliminated or revised to be consistent with the new policy. Any duplicative policies will also be eliminated.*

Explanation of Different Types of Text in this Document

Standard text – means existing language from the County Comprehensive Plan or a Rural Area Plan.

~~Strikeouts~~ – means existing text that is being deleted.

Underlined – means new text that is being added.

Highlighted text – means a change from the version reviewed at the Aug 24, 2015 subcommittee meeting. The change may be in response to comments made at the prior subcommittee meeting, due to comments given by Assistant County Attorney, Jed Tomkins, or is a change proposed by staff.

Policies from the County Comprehensive Plan

POLICY 32: Capital Improvements

INTRODUCTION

[Staff Note: Even as now revised, the County Attorney believes the following introduction from the current comprehensive plan is scattered and disorganized. He suggests it start with the paragraph that quotes goal 11 and then simply note that pursuant to intergovernmental agreements, the cities plan all land within the UGB for urban uses/densities and outside the UGB the County intentionally limits facilities to rural level. The introduction will be rewritten for the new Comprehensive Plan. It may include portions of the following text, or it could be entirely new text.]

The provision of public facilities and services is a key component in land development and implementation of the Comprehensive Land Use Plan. A timely and efficient arrangement of public facilities and services maximizes the use of available and projected resources while responding to demands for service by existing and future land users.

Basic public services needed to support land development in rural areas of the County are public schools, transportation, water supply, ~~and sewage~~ and solid waste disposal. Other essential support services include police and fire protection; ~~sanitary~~ and storm drainage facilities; planning, zoning, and subdivision control; health and recreational facilities and services; energy; communications; and community governmental services (~~Oregon Land Conservation and Development Commission, Statewide Land Use Goal 11~~). Public services and facilities in rural, unincorporated Multnomah County are provided by many different governmental and special district units. ~~Unincorporated Multnomah County's public services and facilities are provided by over 60 different governmental and special service district units. Failure among these agencies to develop a long-range unified public facilities plan has resulted in a fragmented and costly approach to service system delivery and construction. Consequences of this lack of coordinated planning and programming are apparent in the urban and urbanizable areas:~~

- ~~1. Established neighborhoods lack a full range of adequate services to support existing development.~~
- ~~2. Efforts to intensify land use patterns are thwarted.~~
- ~~3. Inventories of buildable residential, commercial, and industrial vacant land with services are low, forcing market prices up on developable sites.~~
- ~~4. Private sector investment is discouraged, as the financing of one infrastructure investment does not necessarily guarantee that the remaining services will be provided in a timely manner.~~

- ~~5. Capital investment and maintenance fund decisions are not based on any single set of financial, service system or land use priorities.~~
- ~~6. Investment decisions by one service provider may place new and sometimes conflicting demands for program expenditure on other public agencies.~~
- ~~7. Opportunities for joint investment and realization of project cost savings can be lost as other agencies are unable to secure funds for their portion of a project in a timely manner.~~
- ~~8. Questions of who will be responsible for long-term urban service provision remain unresolved.~~
- ~~9. Public facility and service provision issues are dealt with in a piecemeal fashion.~~
- ~~10. Established neighborhoods compete with urbanizable areas in their demands for service.~~
- ~~11. The attractiveness and marketability of sites in Multnomah County are lessened because no one knows when an area can be expected to have full services available.~~

Land use and transportation planning occurs within a 20-year time frame, while capital improvements programming typically governs resource utilization over a five- or six-year time period. ~~With the completion of the four sewer basin master and financial plans for East County by June 1984, sanitary sewer system provision and service delivery will be within a 20-year time frame. Within the 20-year time frame, multiple investment strategies are possible. Through the use of a 20-year public facilities and services plan developed in concert by all agencies responsible for service system delivery and maintenance in Unincorporated Multnomah County, investment opportunities can be maximized and public and private costs minimized.~~

~~Multnomah County is only one of many direct providers of public services and facilities. While a number of agencies, including the County, continue to attempt to identify areas of responsibility for long-term service provision and coordinate capital expenditures for system maintenance and construction, there is no long-term unified plan for addressing the provision of public services and facilities in urban Unincorporated Multnomah County.~~

Demands for service and the County's direct role in service provision vary depending on whether an area is designated for urban or rural land development. In the urban areas, the County is a "steward," given the County's adopted policy that urban areas should be provided urban-level public services and facilities by municipalities. Water and sewer services for unincorporated lands within the Metro UGB are the responsibility of the municipalities that have entered into Urban Planning Area Agreements with the County. Municipal water and sewer service usually becomes available upon the annexation and development of these lands. In rural areas, public services and facilities provision is in keeping with the policy which states

that services should be provided only to the levels required by rural and natural resource area users, with no provision for sanitary sewer system development.

The ~~1977~~ Multnomah County Comprehensive Framework Plan sets forth land use, public service and facility, and capital improvements policies designed to carry out the mandate of Oregon Statewide Planning Goal 11:

To plan and develop a timely and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

~~Since that time, national, state and local resources for implementing the policies have either disappeared or been severely curtailed. In addition, no plan identifying and assigning long term public service delivery responsibility for the urban areas of Unincorporated Multnomah County has been adopted. The powers of counties to participate in service system delivery deliberations has been expanded in some cases by recent legislation, such as the Oregon Drinking Water Act of 1981. By this Act, counties may develop water service plans and may approve formation, consolidation and expansion of water systems not owned by cities. However, the County's operational ability to force the development of a unified long range public facilities plan is limited (Oregon State Health Division, Oregon Drinking Water Act of 1981, SB #296, Section 14, ORS 448.165, Memo, August 26, 1982). In Multnomah County, with its municipal public services for urban areas policy and the legal relationships between cities and counties, the effectiveness of unified service system delivery plans is dependent upon the willingness of the service districts, cities and County to agree to undertake such an activity and the availability of resources to formulate a plan. For those public facilities and services which are provided by Multnomah County, the following goals, policies, and strategies apply. For other service providers, the County can have a policy requiring coordinated investment consistent with Comprehensive Land Use and Community Plans, but the ability of the County to enforce the policy is realistically limited in scope.~~

INTENT POLICY

~~The County's intent is to require the establishment and maintenance of a public services and facilities plan and capital improvements program which will provide for the timely, orderly and efficient arrangement of public services and facilities, considering:~~
Taking the following factors into consideration, plan and develop a timely and efficient arrangement of public facilities and services to serve as a framework for appropriate levels of development of land within the County's jurisdiction.

1. The health, safety and general welfare of County residents;
2. The level of services required, based upon the needs and uses permitted in ~~urban~~, rural and natural resource areas;

~~3. The equitable distribution of costs, based upon benefits received from the public utility system or facility; and~~

~~43. The eEnvironmental, social, and economic impacts.~~

~~In developing policies and strategies, the County will seek to ensure that~~ Develop and implement public services and facilities plans and capital improvements programs that will result in the following:

1. Coordination of land use planning and provision of appropriate types and levels of public facilities.
2. Coordination of a full range of public facilities and services among all agencies responsible for providing them.
3. Provision of adequate facilities and services for existing uses.
- ~~4. Maintenance of an adequate inventory of buildable land.~~
- ~~54. Protection of natural resource and rural areas.~~

~~6. Timely development of public services and facilities in urbanizable areas within resource limitations.~~

POLICY

~~The County's policy is to:~~

~~A. Give first priority to capital maintenance, then upgrading and replacement of existing facilities~~ ies replacement and upgrading, excluding:

- ~~1. Sanitary sewer system management where first priority will be given to the elimination of expanded use of private disposal systems; and~~
 - ~~2. Bicycle Corridor Plan implementation where first priority will be the provision of new bicycle facilities designated on the Bicycle Corridor Capital Improvements Plan map. (Moved to Transportation section)~~
- B. Reduce Multnomah County's long-term public works ~~liabilities~~ costs by eliminating marginal facilities and extending the life of others through timely maintenance and functional upgrading.

- ~~C. Encourage the creation of a unified long range public facilities and services plan by all service providers in the County which coordinates long term capital resource and expenditure analysis and capital improvements programming.~~
- D. Set and schedule capital improvements project expenditures based on an evaluation which includes the consideration of the following:
1. Public health, safety, and general welfare.
 2. County liabilities, assets, and resources.
 3. Existing service system maintenance and update costs.
 4. Minimization of costs due to coordination of scheduled public works projects.
 5. Private and public resource availability for financing and maintaining service system improvements.
 6. Conformance with the Comprehensive Plan ~~Land Use and Community Plans.~~
 7. Time required to provide service and reliability of service.
 8. Equity in meeting the needs of low-income and minority populations.
- E. Use capital improvements programming and budgeting to achieve levels of public facilities and services appropriate to ~~urban, urbanizable, and~~ rural areas.
- F. Coordinate plans for public services and facilities with plans for designation of urban boundaries, urbanizable land within the UGB, rural uses outside the UGB, and for the transition of rural to urban uses within UGB expansion areas.
- ~~G. Consider, as a major determinant of plans providing for public facilities and services, the carrying capacity of the air, land, and water resources of the planning area.~~
- H. Identify needs and priorities for public works capital improvements in conjunction with the comprehensive land use ~~and community planning processes~~ plan.
- ~~I. Maintain Comprehensive Framework and Community Land Use Plans which do the following:~~
- ~~1. Identify the types and levels of public facilities and services appropriate for the land use designations.~~

- ~~2. Designate sites for power generation and locations of public facilities and services locations and public right of ways needed to support desired levels of urban and rural development.~~
 - ~~3. Designate and set priorities at the community level for the projects which will provide key public facilities and services to the community.~~
 - ~~4. Provide public facilities and services management plans which assign implementation roles and responsibilities to those governmental bodies operating in the area and having interests in carrying out this policy.~~
- ~~J. Participate with the Metropolitan Service District (METRO) in the development of a regional solid waste disposal program.~~
- K. Seek additional methods and devices of To achieving desired types and levels of public facilities and services, consider existing and new, creative methods and devices such as, but not limited to, the following:
1. Tax incentives and disincentives.
 2. Public and private grants.
 3. Land use controls and ordinances.
 4. Multiple use and joint development practices.
 5. Fee and less-than-fee acquisition techniques.
 - ~~6. Enforcement of local health and safety codes.~~
 6. User fees
 7. Public/private partnerships
- ~~L. Give priority for public facilities and services provision to urban over urbanizable areas, and distinguish urban and urbanizable land and service delivery phasing based primarily on the cost and feasibility of service provision and public benefits to be generated, including:~~
- ~~1. Benefit in terms of increased property value.~~
 - ~~2. Increase in jobs, housing units, etc., both total and per acre, or other measures of density.~~
 - ~~3. Increases in buildable vacant industrial, commercial and residential site inventories.~~

~~4. Offsetting revenues produced by development.~~

~~5. Differences in cost as a result of scheduling and phasing of the project.~~

STRATEGIES

~~A. The County should work in concert with other public services and facilities providers to identify long-term service systems delivery responsibilities and prepare a long-term public works plan for the County.~~

~~B. The following strategies should be addressed in the Community Development Ordinance:~~

~~1. **The Zoning Chapter** should apply the conditional or community use procedures to the construction of:~~

~~a. Public sewer and water facilities;~~

~~b. Public and quasi-public uses;~~

~~c. Airports.~~

~~2. The Capital Improvements Plan should include:~~

~~a. Identification of maintenance, replacement, and new capital projects consistent with the long-range facilities, Comprehensive Framework and Community Land Use Plans.~~

~~b. Evaluation of capital improvements projects' projected requirements and revenues for a five-year time period.~~

~~c. Priority assignment of projects in the capital improvements program schedule and annual update process should be consistent with the Capital Improvements Policy, Comprehensive and Community Land Use Plans, Bicycle Corridor Capital Improvements Plan and within County resource limitations. Priorities should be established by a process which includes the following actions:~~

~~1) Development of a candidate list of projects based on existing or projected system deficiencies, economic development needs, and identified neighborhood problems.~~

~~2) Review and comment on prioritization of the candidate list by the Planning Department, Engineering Services Department, Operations and Maintenance Department, Planning Commission, and the Economic Development Advisory Committee, the East County Transportation Committee, and cities within the County.~~

- ~~3) Development of a recommended list for funding, based on the above.~~
- ~~d. Coordination with other public service providers and private utility suppliers to maximize the efficient delivery of both public and private utilities and facilities.~~
- ~~3. The County Department of General Services should be responsible for the maintenance of an inventory of funding for projects and estimates of financial resources for County projects.~~
- ~~4. The County should review all service district boundary amendments submitted to the Boundary Commission for action and should recommend approval only when the proposal accords with the County Comprehensive and Community Plans.~~
- ~~5. The County should review all applications for service delivery system update and construction seeking federal or state public grant funds for consistency with the County Comprehensive Plan, existing long-term Public Facilities Plans and Capital Improvements Programs.~~
- ~~6. The County Division of Planning and Development should take staff recommended capital improvements lists and County and other public agency cost and financial resources data to the community planning process for additional citizen initiated projects.~~
- ~~7. The County should encourage other public facilities and service providers to work with the appropriate planning area(s) in developing and revising their capital improvements programs and long-range facilities plans.~~
8. The County should actively seek private and public Seek grants and similar financial resources to fund capital improvements projects, where possible.
9. ~~The County should s~~Strive to achieve a long-term facilities plan and capital improvements program integrated with the cities and special service districts.

POLICY 37: UTILITIES

INTRODUCTION

[Staff Note: Even as now revised, the County Attorney believes the following introduction is poorly written and disorganized. He feels some of the sentences in the introduction read more like policies and should be written as such. He suggests a major rewrite. The introduction will be rewritten for the new Comprehensive Plan as he has suggested. It may include portions of the following text, or it could be entirely new text.]

Utilities include sewer, water, storm water drainage, energy, and telecommunications systems, including cable or satellite television, cellular phone and internet service. The need for public

water, sewer and drainage systems varies according to the density of development and the ability of the soil to absorb excess water. ~~Therefore, there are different standards. The low density of most rural lands in the County do not support public systems; consequently private water, sewer and drainage systems are common to most rural development.~~ Similarly, the lower density of outlying rural areas can be a problem for high quality internet service. Schools in particular need access to good internet service to enhance educational opportunities for its students.

The Public Welfare requires installation of energy and related communication facilities in all areas and zones where people live, work or find recreation. Transmission lines are required to transmit power to areas of use and to provide reliable service by utilizing alternative sources. Bulk power substations are required to provide a reliable source of power for distribution substations. Distribution substations and related lines are required to provide a reliable source of power for service to the customer. Additional facilities and modifications to existing facilities are required to meet the public need for energy due to population growth, conservation of energy, changes in energy source, and consumption and reliability requirements.

~~The purpose of this policy is to~~ Utility policies should ensure that no long-range health hazard areas are created, and that excess stormwater “runoff” resulting from a development will not damage property or adversely affect water quality. ~~A second purpose of the policy is to~~ They should also ensure that a particular development proposal, because of its size and use, does not reduce the energy supply to a level which precludes the development of other properties in the area ~~as proposed by the Comprehensive Plan.~~

POLICY

WATER SUPPLY AND SEWAGE DISPOSAL SYSTEMS

- ~~A. Shall be connected to a public sewer and water system, both of which have adequate capacity; or~~
- ~~B. Shall be connected to a public water system, and the Oregon Department of Environmental Quality (DEQ) will approve a subsurface sewage disposal system on the site; or~~
- ~~C. Shall have an adequate private water system, and the Oregon Department of Environmental Quality (DEQ) will approve a subsurface sewage disposal system; or~~
- ~~D. Shall have an adequate private water system and a public sewer with adequate capacity.~~

[Staff Note: The policy on water supply and sewage disposal systems is being proposed for approval under new Public Facilities Policies. If the proposed new policy is approved it will replace this one.]

STORM WATER DRAINAGE

2. Storm water drainage for new development and redevelopment, including transportation improvements, shall emphasize water quality preservation and use of natural systems over engineered systems to reduce and filter stormwater runoff in accordance with the following:
 - Ea. If stormwater will be discharged to a public system, there shall have be adequate capacity in the storm water system to handle the run-off from the development; or
 - Fb. The stormwater run-off shall be handled on the site or adequate off-site provisions shall be made to accommodate the run-off; and
 - Gc. The run-off from the site shall not adversely affect the water quality in adjacent streams, ponds, or lakes, or alter the drainage on adjoining lands, or cause damage to adjacent property.
- d. Stormwater infiltration and discharge standards should be designed to protect watershed health by requiring onsite infiltration wherever feasible in order to mimic pre-development hydraulic conditions so that post-development runoff rates and volumes do not exceed pre-development conditions.
- e. Apply Low Impact Development Approaches (LIDA) where feasible in order to conserve existing resources, minimize disturbance, minimize soil compaction, minimize imperviousness, and direct runoff from impervious areas onto pervious areas.
- f. Protect and maintain natural stream channels wherever possible, with an emphasis on non-structural controls when modifications are necessary.

ENERGY AND COMMUNICATIONS

- H3. For development that will be served by a power utility company, the utility company is willing and able to provide the power needs of the development. There shall be is an adequate energy supply to handle the needs of the proposal and the development level projected by the plan; and
- I4. TeleCommunications facilities are available to serve the site.

Furthermore, the County's policy is to continue cooperation with the Department of Environmental Quality for the development and implementation of a groundwater quality plan to meet the needs of the County.

STRATEGIES

~~A. The following strategies should be addressed in the ongoing planning process:~~

~~1. The planning program should Address provisions for utility services needs related to the Broad Land Use Categories and should include such factors as:~~

~~a. Public sewer and water facilities;~~

~~b. Individual subsurface sewage disposal systems;~~

~~c. Individual water systems;~~

~~d. On-site and off-site drainage;~~

~~e. Energy and telecommunications facilities.~~

~~B. To maintain groundwater quality in un-sewered urban areas, to preserve the potential for full housing densities when sewers are installed, and to permit a reasonable increase in the supply of needed housing in the interim, all residential development proposals shall comply with the following:~~

~~1. In the event the maximum number of dwelling units allowable by the Comprehensive plan, the Land Division Code and the Zoning Code is not possible due to Department of Environmental Quality subsurface sewage disposal limitations, the site development plan shall designate the manner in which the additional allowable units may be located on the property when public sewer service is available. Review and action, including appeal methods on each such site development plan, shall be taken under the applicable Design Review, Land Division or Zoning administration procedures.~~

~~2. Conditions of approval, supported by findings of need, may include, among other things:~~

~~a. The clustering of lots as interim building sites;~~

~~b. A plan for the future re-division of lots;~~

~~c. Reservation and interim use of portions of the site pending the future location of additional dwelling units;~~

~~d. Connection of all units to a public sewer then available; or~~

~~e. Installation of dry sewers at the time of initial development.~~

SOLID WASTE MANAGEMENT

Solid waste collection service for the rural areas of the County is provided by several private waste haulers. In April 2014 the County began licensing solid waste haulers and adopted rules that all haulers must comply with as a requirement for receiving that license. Regulation of solid waste and recycling collection within the unincorporated areas of the county was found necessary to ensure a comprehensive and consistent level of recycling service for the region, and to assist the region in meeting state recovery and waste reduction goals, conservation of natural resources and reduction of greenhouse gas emissions.

Regulations adopted by the County ~~are consistent with and in compliance align~~ with State law, Metro's Regional Solid Waste Management Plan, and an intergovernmental agreement with Metro. The regulations set residential service standards and a business recycling requirement. Solid waste haulers are responsible for notifying and educating their customers on waste reduction, reuse, and the opportunity to recycle. The County is responsible for providing garbage and recycling informational materials to residents twice a year. County rules require annual licensing of solid waste service providers and enforcement provisions for noncompliance with the County's solid waste program requirements.

POLICY

Implement a solid waste and recycling management program that complies with State law, the Regional Solid Waste Management Plan, and the County's intergovernmental agreement with Metro.

STRATEGY

The County should revise its solid waste and recycling management program as needed to comply with amendments in state law, the Regional Solid Waste Management Plan, or its intergovernmental agreement with Metro.

POLICY 38: POLICE, FIRE, EMERGENCY RESPONSE AND SCHOOL FACILITIES

INTRODUCTION

Police protection is provided by the County's Sheriff's Office; however, fire protection and schools are provided by special service districts which operate independent of the County. Ambulance service is provided by private companies that are authorized to operate in the County.

The purpose of this policy is to assure that adequate police and fire protection and other emergency response is available to new development and to provide the school districts with the opportunity to be advised of proposals which ~~will~~ may affect their ~~capital improvements programs~~ service capabilities.

POLICY

As appropriate, include school districts and police, fire protection and emergency response service providers in the land use process by requiring review of land use applications from these agencies regarding the agency's ability to provide the acceptable level of service with respect to the land use proposal. Encourage school districts to review land use proposals for, among other factors as determined by the school district, impacts to enrollment and the district's ability to meet community educational needs within existing or planned district facilities and impacts to traffic circulation and pedestrian safety. Encourage police, fire protection and emergency response service providers to review land use proposals for, among other factors as determined by the agency, sufficiency of site access and vehicular circulation and, for fire protection purposes, the availability of adequate water supply, pressure and flow, whether provided on-site or delivered from off-site.

~~1. It is the County's Policy to cCoordinate and encourage involvement of applicable agencies and jurisdictions in the land use process to ensure:~~

~~School~~

~~A. The appropriate school district has had an opportunity to review and comment on the residential proposals that could impact enrollment.~~

~~Fire Protection and Emergency Response~~

~~B. There is adequate water pressure and flow for fire fighting purposes based on applicable protection standards; and~~

~~C. Fire apparatus and other emergency response vehicles can reasonably access the site of new development;~~

~~CD. The appropriate fire district has had an opportunity to review and comment on the proposal.~~

~~Police Protection~~

~~DE. The proposal can receive adequate local police protection in accordance with the standards of the Multnomah County Sheriff's Office or the jurisdiction providing police protection.~~

POLICY 38A: ALTERNATIVE USES OF PUBLIC SCHOOL BUILDINGS

INTRODUCTION

Declining school enrollments and increasing costs result in the diminished use of schools or the closing of schools for educational purposes. Vacant or under-utilized public school buildings

may have serious detrimental effects on the neighborhoods that surround them if allowed to stand idle and fall into disrepair. There are many benefits to the community when the buildings are occupied and reused. The school districts and communities cannot afford to leave ~~such buildings~~ these valuable assets under-utilized or vacant.

Reuse of these vacant spaces can provide opportunities for ~~the location of~~ other uses ~~found to be of benefit to the community,~~ and thus reduce any negative effects of building closure. Cooperative pre-planning by the school district, local government and the people of the community can help to identify those beneficial uses and provide flexibility in securing their location. School districts can plan and budget for reuse of their space resources more effectively if appropriate alternative uses are determined and accepted in advance.

~~This issue is not confined to the several urban areas covered by the community plans; it applies as well to rural and natural resource areas and to those urban districts not included in any community plan.~~

There are ~~currently no~~ provisions in the zoning code treating the subject of ~~previously approved but vacant or under-utilized public school buildings in any of the adopted community plans.~~ The ~~Comprehensive Framework Plan provisions and p~~olicies concerning alternative uses of these facilities ~~will be applicable equally in~~ apply to all unincorporated rural County areas.

~~Policy 38A-~~This policy and its ~~S~~strategies are intended to overcome other plan and implementation measures which may prevent, unnecessarily limit, or delay the ability of the school districts and the community to locate appropriate alternative uses.

The purpose of this policy is to promote the efficient alternative use of vacant or under-utilized public school buildings by authorizing those uses which are beneficial to or compatible with the community.

POLICY

~~The County's policy is to f~~Facilitate the location of alternative use of existing school building space where:

- A. The school district board finds that the space is surplus to current or anticipated need for school purposes; and
- B. Citizens of the community are afforded opportunity to be involved during decisions on an alternative use proposal; and
- C. ~~Location of an~~ The alternative use will provide:

- 1. An appropriate public facility, or

2. A public non-profit service to the immediate area or community, or
3. An alternate use that is consistent with the area's local community's needs in a location and under circumstances reasonably suitable for the purpose.

This policy shall not affect the authority of a school district board to reduce occupancy, vacate or dispose of any existing public school building.

STRATEGIES

1. The County should assist school districts, community groups and citizens in the cooperative planning and development of programs for the appropriate alternative use of existing public school buildings.
2. ~~The Zoning Ordinance should include measures for the expeditious implementation of this policy by including additional alternative uses of public school buildings in the list of allowed Community Service Uses.~~ Alternative uses of vacant or under-utilized public school buildings shall be allowed ~~in rural areas~~ only in "exception" zoning districts.

~~POLICY 39: PARKS AND RECREATION PLANNING~~

INTRODUCTION

[Staff Note: The County Attorney believes the following introduction from the current County Comprehensive, even as revised, needs a major rewrite. The introduction will be rewritten for the new Comprehensive Plan as he has suggested. It may include portions of the following text, or it could be entirely new text.]

A basic need of people is to pursue activities ~~in non-work hours~~ which recreate one's mental and physical condition. From children learning to socialize through play, to elderly people being outdoors for a walk or to sit in the sun, recreation plays an important part in ~~the life cycle~~ a person's mental and physical well being. The major requisite for outdoor recreation is space within which activities take place. These spaces can be intensively developed parks, natural areas along waterways, vacant lots, or even streets and roads.

The need for providing easily accessible areas for outdoor recreation is ~~increasingly more~~ important in ~~metropolitan jurisdictions such as Multnomah County~~ urban areas than in rural ones; outdoor recreation can offer an escape from crime, pollution, crowding, a sedentary work life, and other problems associated with urban living. For rural dwellers living on larger sized properties with generous open space offering greater tranquility, recreation is generally closer at hand than for urban dwellers. ~~Providing nearby recreational space for leisure time activity is important also in the conservation of non-renewable energy resources and addressing problems related to the currently depressed economy, such as decreased household income.~~

Nonetheless, ~~Recreational opportunities provided near residential areas would~~ where people live and work mean less costs to participants in terms of travel time, gas, etc.

Parks systems are generally developed in a hierarchical system composed of neighborhood, community and regional parks. Within this system are specialized recreation areas ranging from wilderness hiking trails to swimming areas, golf courses, play fields, and tot lots. ~~Multnomah County's park system includes: one historical site, three boat ramps, one campground, two islands in the Columbia River, three regional parks, two community parks, 34 neighborhood parks and four playlots. In addition, three proposed statewide Oregon Recreation Trails: Portland to the coast, the Columbia River Gorge, and the Sandy River Trails will provide hiking opportunities and scenic and recreational access.~~

~~A component of the County's recreation system is the 40-Mile Loop, a network of connecting jogging, hiking, and bicycle paths that encircle Multnomah County.~~

Parks and recreation areas are provided by both the public and private sectors; however, the major share of the responsibility to develop and maintain parks has historically rested with the public. Multnomah County once operated a comprehensive park system comprised of parks, golf courses, play fields, playlots campgrounds, and boat ramps. However, the County is no longer in the business of operating a park system since it transferred all of its park facilities to Metro over a period of years starting in 1993. The County looks to Metro, local governments and non-profits to provide a network of parks, sport fields, open spaces and trails to meet the recreational demands of the residents of the Greater Portland area. Efforts to strengthen and promote the region's network of parks, trails and natural areas is lead by the Intertwine Alliance -- a coalition of public, private and nonprofit organizations in the Portland/Vancouver area.

~~While the implementation of a parks and recreation system is primarily a public responsibility, the County has increasingly limited financial resources and, therefore, cannot guarantee such a system.~~

~~Parks and recreation planning and implementation will require the communities to work with the County and provide direction as to their needs and how those needs can be met. The County has established a Parks Commission to help promote and coordinate neighborhood park development. The duties of this Commission include developing short term and long range objectives, strategies, work programs and projects designed to meet the recreation needs of County residents.~~

~~The purpose of this policy is to serve as a directive to the County in its Parks and Recreation Planning Program.~~

POLICY

~~The County's policy is to operate its established Parks and Recreation Program to the degree fiscal resources permit, and to:~~

- ~~1. Support efforts of The Intertwine Alliance and other organizations in establishing a coordinated approach to create and maintain a strong, interconnected regional network of parks, trails, and natural areas.~~
- ~~A. Work with residents, community groups and Parks Commission to identify recreation needs, to maintain and develop neighborhood parks, and to identify uses for under-developed park lands.~~
- ~~2.B. Work with Support federal, state and local agencies, community groups and private interests to secure available funds for development, maintenance and acquisition of park sites and recreation facilities for park purposes.~~
- ~~€3. Encourage the development of recreation opportunities by other public agencies and private entities consistent with wildlife habitat and wildlife corridor protection.~~
- ~~4. Coordinate with other agencies in strategically siting new public recreation facilities to take advantage of existing infrastructure that allow for mult-modal access opportunities and shared parking. An example would be joint use of park and school facilities by locating them adjacent, or close, to each other.~~
- ~~D4. Implement and maintain that portion of the proposed the 40-mile loop jogging, hiking, and bicycling trail system which is in public ownership by:~~
 - ~~1. Requiring dedication of rights-of-way/easements by those developing property under the County's land use jurisdiction along the proposed 40-mile loop corridor.~~
 - ~~2. Coordinating with the Bicycle Corridor Capital Improvements Program through emphasis on development of bikeways as connections to the system.~~
 - ~~3. Coordinating and assisting other jurisdictions in studies of route alignment of the 40-mile loop.~~
 - ~~4. Coordinating the 40-mile loop land trust studies of route alignment of the 40-mile loop and direct assistance in acquiring easements and/or rights-of-way.~~
 - ~~5. Adopting trail and bikeway standards for segments of the 40-mile loop.~~

STRATEGIES

- ~~A. As part of the continuing planning program for parks and open space, the County has appointed a County Parks Commission to work in concert with the County to:~~
- ~~1. Address objectives necessary for the County to meet eligibility criteria for receipt of public and private resources.~~
 - ~~2. Follow the guidelines and directives of the 1984 Multnomah County Neighborhood Park Master Plan in the future maintenance and development of the neighborhood park system.~~
 - ~~3. Raise funds for park purposes as best serves the goals of the Parks Commission, the Parks Master Plan, and the County.~~
- ~~B. The County should consider the rights and privileges of recreative boaters when evaluating land development proposals.~~
- ~~C. The continuing planning program should include, in the update of Community Plans, identification of:~~
- ~~1. Specific recreation needs;~~
 - ~~2. Plans for developing and maintaining specific park sites; and~~
 - ~~3. Implementation strategies.~~
- ~~DA. The County should continue to:~~
- ~~1. Review all tax foreclosure lands for potential open space or recreational uses;~~
 - ~~2. Coordinate with other agencies and assist in the location of public recreation facilities, including Oregon Recreation Trails in the County.~~
- ~~EB. The Zoning Ordinance should include provisions in the Zoning Ordinance to allow for privately owned and operated recreational facilities as conditional uses in appropriate zones viewed as appropriate by the individual communities.~~

From West Hills Rural Area Plan

~~POLICY 11. Coordinate planning and development review activities with the affected school districts to ensure that adequate school facilities exist to serve local needs. [Redundant]~~

STRATEGY: Monitor student population at Skyline Elementary School, and work with the Portland School District on solutions if the school becomes overcrowded.

POLICY 12: Require ~~proposed~~ development in the West Hills to meet forest practices setbacks and other fire safety standards, where applicable. ***[Note: This is not a public facility policy. Move elsewhere, or delete if already addressed in another policy.]***

STRATEGY: Ensure that agencies responsible for fire protection in the West Hills Rural Area are provided an opportunity to comment on development applications prior to approval of the application. ***[Redundant]***

POLICY 13: Require ~~proposed~~ development to be supplied by a public water system with adequate capacity or a private water system with adequate capacity. ~~Ensure that public water systems serving proposed development have adequate water capacity.~~ ***[Redundant]***

STRATEGY: Require ~~a~~ finding of that there is an adequate quantity of water available to serve a development project should be made prior to final approval of the project, and clearly spell out a procedure which allows adequate public review of the proposed water source without requiring the project applicant to undergo excessive and possibly unnecessary expense. ***[Redundant]***

STRATEGY: Work cooperatively with the Burlington Water District in ensuring adequate water supply to its customers.

POLICY 14: ~~Discourage~~ Prohibit public sewer service to areas outside of the Urban Growth Boundary and areas where public sewer service would accommodate inappropriate levels of development unless permitted through a state planning goal exception or to resolve a public health emergency.

STRATEGY: Consider lowering the allowed density of urban residential land for areas within the Balch Creek basin which have no public sewer service.

POLICY 15: ~~Maintain and enhance~~ Support the natural systems and recreational values of Forest Park and adjacent areas in concert with the City of Portland, METRO, and other agencies.

STRATEGY: Review lands which become available through tax foreclosure in the vicinity of Forest Park and within the Balch Creek Basin for potential recreational use and acquire those with high recreational potential.

STRATEGY: Target key parcels needed for enhancement of Forest Park recreational values for acquisition through revenue from the Natural Area Fund.

~~STRATEGY: Coordinate management of acquired properties in the vicinity of Forest Park to preserve natural resource values consistent with the City of Portland's Forest Park Natural Resource Management Plan to be approved by the City of Portland.~~

STRATEGY: Promote and provide incentives for voluntary use of conservation easements by property owners ~~in lieu of purchase.~~

~~POLICY 16: Support and promote the placement of links within a regional trail system for use by pedestrians, equestrians, and bicyclists.~~

~~STRATEGY: Support and participate in the feasibility studies for the conversion of the Burlington Northern Cornelius Pass line into a recreational trail, which will provide a regional trail for the Portland Metropolitan area; consider its impacts on adjacent properties and include affected property owners in discussions on all phases of the project.~~

~~STRATEGY: If the Greenway to the Pacific project locates a trail alignment in the West Hills, do not obstruct METRO's acquisition of the right of way for such a facility and review development proposals along the trail alignment for compatibility with the proposed trail.~~

~~POLICY 17: Consider and mitigate the impacts of proposed recreational facilities on adjacent private properties of all proposed recreational facilities and require applicants to mitigate significant adverse impacts to adjacent properties.~~

From West of Sandy River Rural Area Plan

Policy 16

~~Publicly owned parks are a significant resource for the region. The County's policy is to support maintenance and upgrading of park facilities consistent with the character of the rural areas in which they are located.~~

Support upgrades and improvements to Oxbow Park consistent with the character of the surrounding area.

Strategies :

16.1 Work with Metro to ~~investigate development of an ordinance to implement a park zoning district~~ for Oxbow Park.

Policy 17

~~Multnomah County r~~Recognizes and supports the Management Goals, Standards and Guidelines of the Sandy Wild and Scenic River and State Scenic Waterway Management Plan (1993), which The County will continue to play the regulatory role described in the zoning and land use authority section of the plan, and as prescribed in state law. The Sandy River Management Plan recommendations are intended to protect and enhance the following

outstandingly remarkable values: scenic, recreation, wildlife habitat, water quality and quantity, fisheries, geological, botanical/ecological and cultural. **[Note: This is more a resource protection policy and should be moved elsewhere.]**

Strategies:

~~Multnomah County will work with State Parks and Metro to develop a park zone to facilitate recreational development consistent with the County Comprehensive Framework Plan, zoning ordinance, rural area plan, and the Sandy Wild and Scenic River and State Scenic Waterway Management Plan.~~

~~Work with State Parks, BLM, Metro, Clackamas County and other agencies to review and update design strategies and development standards that protect scenic, wildlife, geological, water quality and quantity, fisheries, botanical/ecological and cultural resource values in designated sections of the river.~~

Policy 19

~~State and regional parks that are primarily intended to protect and conserve important natural resources and provide primarily natural resource based recreation and education opportunities for the benefit of all residents of the County will most likely need to be located in areas possessing unique or desirable natural resource values.~~

From East of Sandy River Rural Area Plan

41. ~~Encourage Metro and Multnomah County to work together to e~~Ensure that the **residents of areas outside of the urban growth boundary is are** represented on parks and open space issues.

STRATEGY: ~~Multnomah County shall request~~ **Encourage** Metro to appoint residents ~~from East of the Sandy River~~ **representing the different rural areas of Multnomah County** to Metro's parks and greenspaces citizens' advisory boards.

42. Maintain and enhance the recreational value of the Sandy River and Columbia River and adjacent areas in concert with the Columbia River Gorge Commission, Metro, Oregon Parks and Recreation Department, US Forest Service and other agencies.

STRATEGY: ~~Multnomah County shall i~~Implement this policy through the existing National Scenic Area and Significant Environmental Concern provisions within the Multnomah County zoning ordinance, and ~~will~~ participate in other agency plans such as future National Scenic Area Management Plan updates and Metro's Oxbow Park Master Plan.

~~43. Provide additional management of Oxbow Park facilities east of the Sandy River, addressing the issues of littering, dumping, parking, road signage, restrooms, and delineation between public and private property.~~

~~STRATEGY: Multnomah County shall forward this policy to Metro for their consideration at part of the Oxbow Park Master Plan.~~

~~44. Support and promote linkages within a regional trail system for use by pedestrians, equestrians, and bicyclists.~~

~~STRATEGY: Multnomah County shall forward this policy to Metro for their consideration, and shall also encourage formation of a private trails system, separate from public roadways, for the use of equestrians (see Transportation policies & strategies).~~

~~54. Coordinate planning and development review with the County Sheriff's Office activities development applications that may have public safety impacts with the County Sheriff's Department to ensure that services are provided in a cost effective manner, including support of a Sheriff's substation east of the Sandy River.~~

~~STRATEGY: Multnomah County shall forward all development proposals having public safety impacts to the County Sheriff for review regarding effects on police services.~~

~~55. Coordinate planning and development review activities of residential development applications with the Corbett School Districts to ensure there are adequate school facilities that to serve local needs and proper disposition of old school sites.~~

~~STRATEGY: Multnomah County shall forward all residential development proposals to the Corbett appropriate School District for review regarding effects on school services.~~

~~56. Require development east of the Sandy River to meet fire safety standards, including driveway and access way standards.~~

~~STRATEGY: Multnomah County shall forward all development proposals to the Rural appropriate Fire Protection District for review regarding effects on fire services.~~

~~57. Support the Corbett Fire District's (RFPD #14) provision of emergency services.~~

~~STRATEGY: Multnomah County shall provide support to the fire district if requested.~~

~~58. Require proposed development to be supplied either by a public or private water system with adequate capacity.~~

~~STRATEGY: Multnomah County shall f~~Forward all development proposals to the Corbett appropriate Water District for properties within its boundaries that will be served by the District for review regarding effects on water services and shall have all development proposals outside of the Corbett Water District boundaries be reviewed for adequate well water supply.

~~59. Work with the Corbett Water District to determine the maximum level of development which can be served by the District's existing water supply.~~

~~STRATEGY: Multnomah County shall provide assistance to the Corbett Water District if requested to make this determination.~~

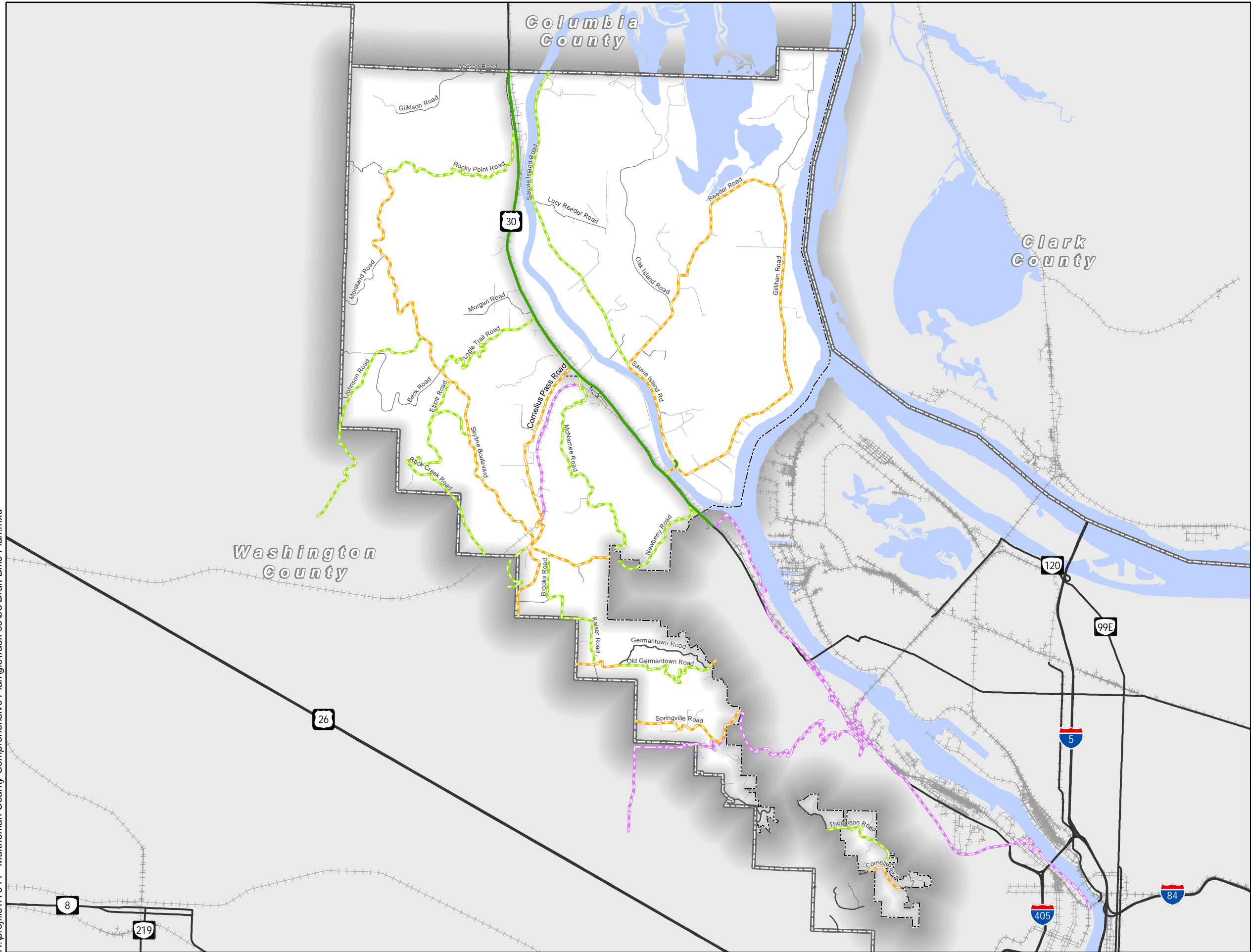
~~60. Study costs and benefits of b~~Burying Work with utility companies that own transmission and distribution lines to bury the power lines to provide more secure power service during emergency situations and improve scenic qualities.


~~STRATEGY: Multnomah County shall study~~ Determine the costs and benefits of burying power lines ~~in the Corbett community~~ in conjunction with utility and telephone service providers and community representatives.

POLICY: Ensure that public service providers and utility providers have the capability to serve proposed new development by inviting their review and comment on development applications that may impact them.

STRATEGY: Circulate development proposals to affected service and utility providers (ie. County Sheriff's Office, School Districts, Water Districts, Fire Districts, etc.).

H:\profile17944 - Multnomah County Comprehensive Plan\gis\Task 09\05 Draft Bike Plan.mxd





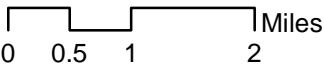
Multnomah County

Comprehensive Plan


Figure 5A

Draft Bike Plan

- Existing On-Street Bike Facility
- Multi-Use Paths
- Proposed Bikeways
- Proposed Shared Roadways
- Proposed Off-Street Bikeways
- County Boundaries
- Plan Areas



0 0.5 1 2 Miles



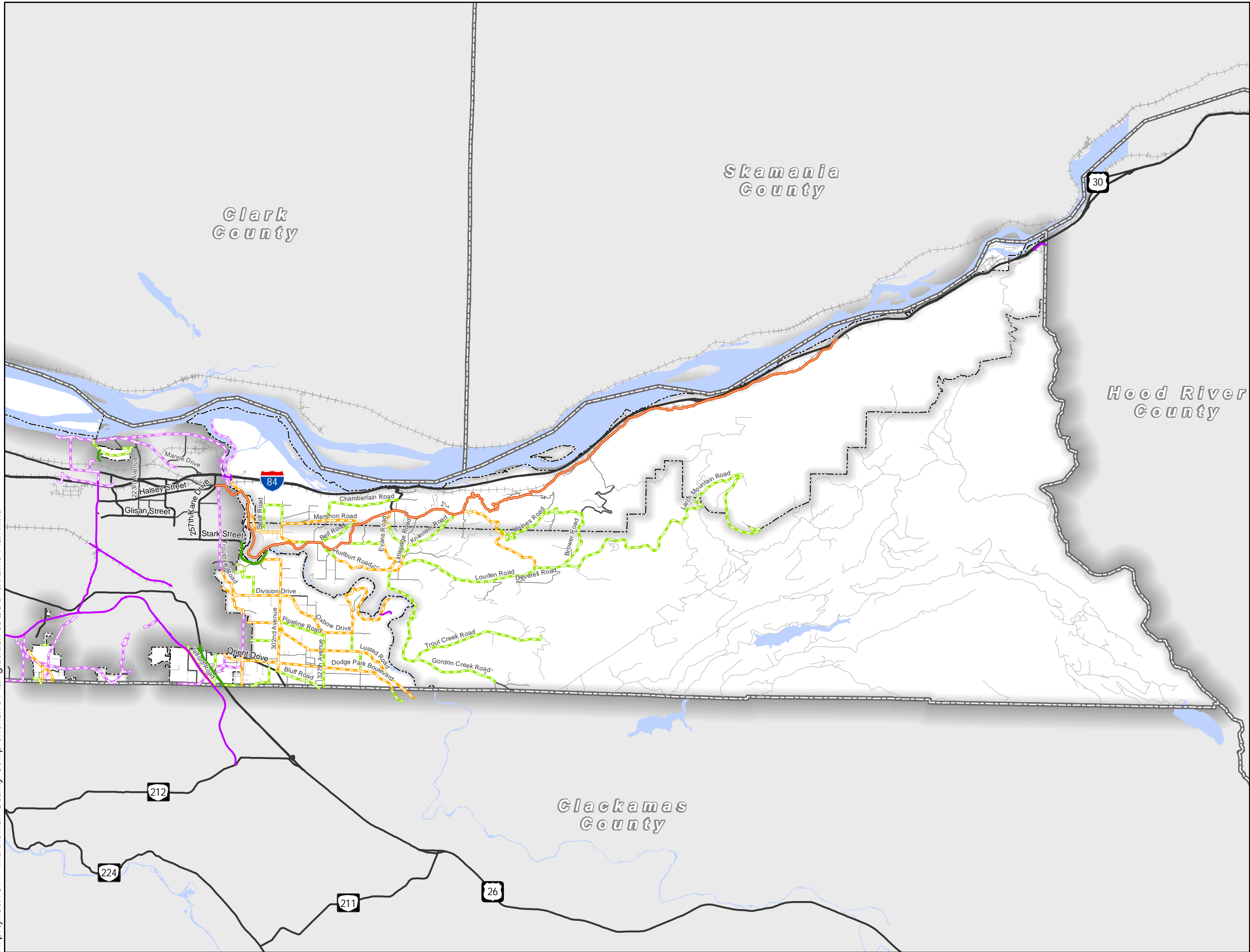
Prepared By:
Kittelson & Associates, Inc.

Date:
10/29/2015

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.

H:\profile\17944 - Multnomah County Comprehensive Plan\gis\Task 09\05 Draft Bike Plan.mxd





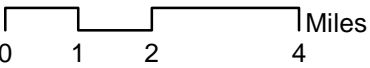
Multnomah County

Comprehensive Plan

Figure 5B

Draft Bike Plan

- Existing On-Street Bike Facility
- Multi-Use Paths
- Proposed Bikeways
- Proposed Shared Roadways
- Proposed Off-Street Bikeways
- Historic Columbia River Highway
- County Boundaries
- Plan Areas



0 1 2 4 Miles



Prepared By:

Kittelson & Associates, Inc.

Date:

10/29/2015

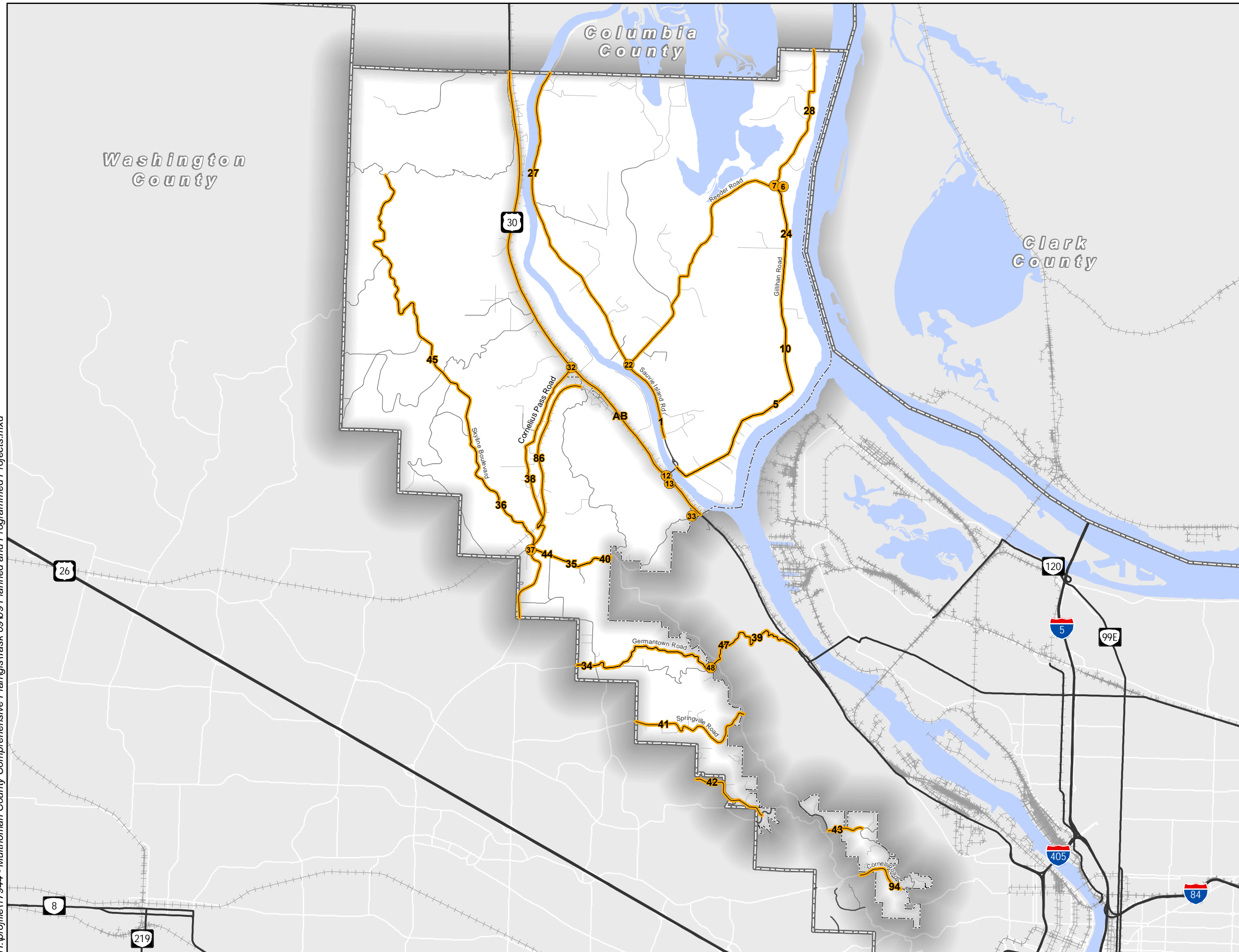
Coordinate System:

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.

H:\profile\17944 - Multnomah County Comprehensive Plan\gis\Task 09\09 Planned and Programmed Projects.mxd



Comprehensive Plan

Figure 9A
Planned and
Programmed Projects

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

0 0.5 1 2 Miles



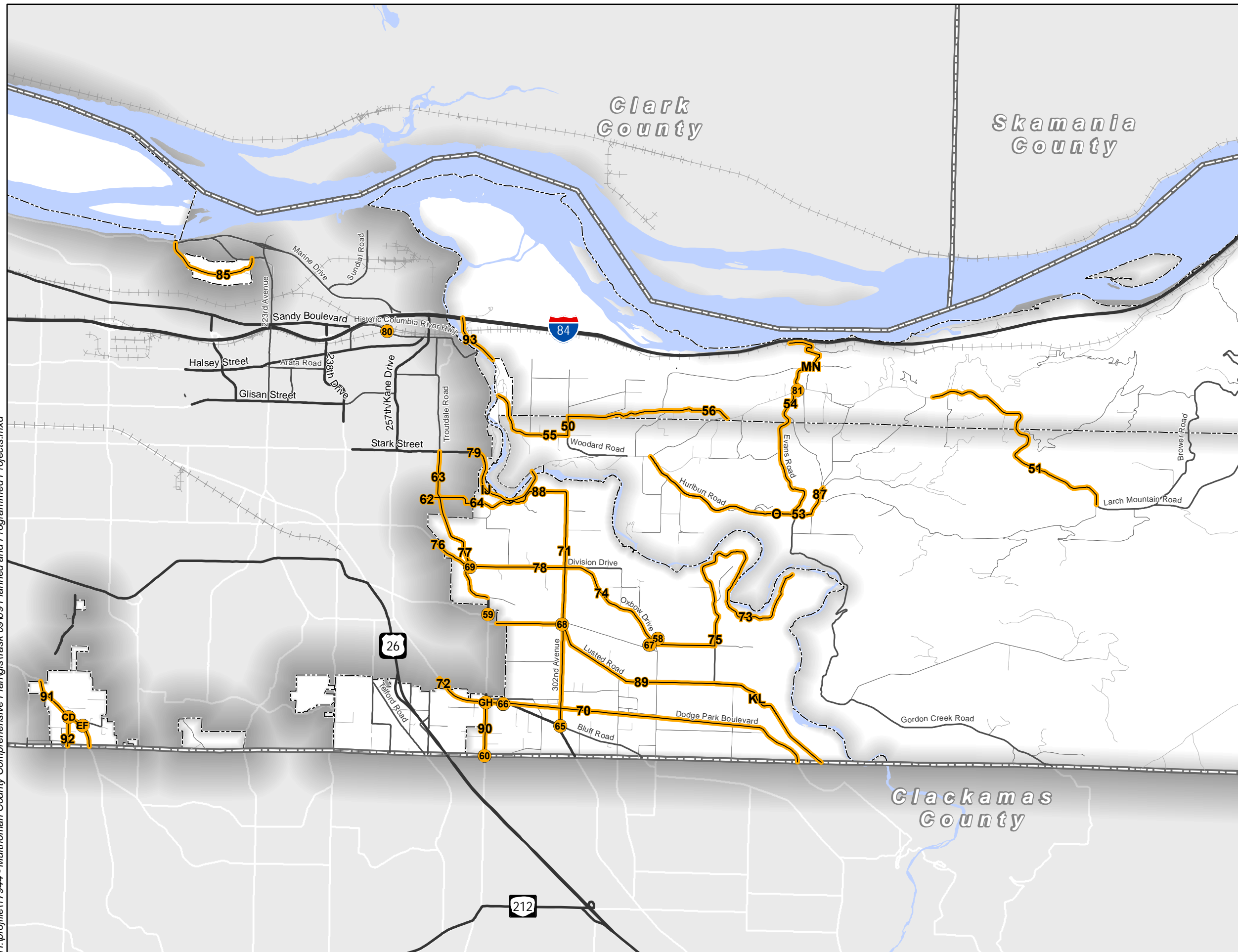
Prepared By:
Kittelson & Associates, Inc.

Date:
11/4/2015

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.

H:\profile\17944 - Multnomah County Comprehensive Plan\Task 09\09 Planned and Programmed Projects.mxd



Comprehensive Plan

Figure 9B
Planned and
Programmed Projects

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

0 0.5 1 2 Miles



Prepared By: Kittelson & Associates, Inc. Date: 11/3/2015

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.

Project Number	Project Name	Project Description	CIPP/TSP/RAP?	Project Type	Bike Map Designation	East County	West County		Open House Notes	Related Projects
							West Hills	SIMC		
West County: West Hills										
34	Germantown Road	Safety improvement – Add to 2.22 miles of shoulders (4 ft).	TSP	Shoulder	Not Specified		x		Germantown has too many blink corners for bicycles. Safety improvements at upper intersection with Old Germantown. Mirror not a good idea - LT from GT to OGT --> difficult and dangerous	
35	Skyline Boulevard	Safety improvement – Add to shoulders from UGB to Cornelius Pass Road (1.49 miles).	CIPP TSP	Safety/ Shoulder	Proposed Bikeways		x			
36	Skyline Boulevard	Safety improvement – Add to shoulders from Cornelius Pass Road to Rocky Point Road (4 ft).	CIPP TSP	Safety	Proposed Bikeways		x			
37	Skyline Boulevard	Cornelius Pass Road intersection improvements – install signal, provide westbound left-turn lane and through/right lane on Skyline Boulevard.	TSP	Intersection Improvements	Proposed Bikeways		x			
38	Cornelius Pass Road	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	Safety	Proposed Bikeways		x		Cornelius is a less than ideal bike route. It shouldn't allow bikes. Do a full improvement, not "bandaid". Photo radar would be on list (like Sauvie Island)	
39	Germantown Road	Safety spot improvements – Widen lanes on curves only, install center skip like reflective markers, and install mirror at intersection with Old Germantown Road.	TSP	Safety	Not Specified		x		Germantown has too many blink corners for bicycles. Safety improvements at upper intersection with Old Germantown. Mirror not a good idea - LT from GT to OGT --> difficult and dangerous	
40	Skyline Boulevard	Speed zone study – Conduct speed study to determine appropriate speed limit for Skyline Boulevard from Cornelius Pass Road east to city limits of Portland.	TSP	Safety	Proposed Bikeways		x			
41	Springville Road	Safety improvement – Add to shoulders (4 ft).	CIPP TSP	Shoulder	Proposed Bikeways		x			
42	Laidlaw Road	Safety improvement – Add to shoulders (4 ft).	TSP	Shoulder	Not Specified		x			
43	Thompson Road	Safety improvement – Add to shoulders (4 ft).	TSP	Shoulder	Proposed Shared Roadways		x			
44	Skyline Boulevard	Safety improvement – Install traffic calming devices such as speed humps to reduce speeds from UGB to Cornelius Pass Road.	TSP	Safety	Proposed Bikeways		x			
45	Skyline Boulevard	Scenic viewing opportunities – Acquire property through fee or donation for development of parking area adjacent to roadway.	TSP	Sight-seeing	Proposed Bikeways		x			
47	Germantown Road	Safety improvement – Install traffic calming devices such as speed humps to reduce speeds.	TSP	Safety	Not Specified		x		Bridge route to St Johns Bridge - back ups on Hwy 30 and Germantown. Bridge Road - return to 2 lanes approaching bridge (Hwy 30)	
48	Germantown Road/Old Germantown Road (PN 726)	Widen Germantown Road to create left turn pocket and improve sight distance.	CIPP	Safety	Not Specified/ Proposed Shared Roadways		x			

Project Number	Project Name	Project Description	CIPP/TSP/RAP?	Project Type	Bike Map Designation	East County	West County		Open House Notes	Related Projects
							West Hills	SIMC		
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	Bikeway	Proposed Bikeways		x		Cornelius is a less than ideal bike route. It shouldn't allow bikes. Do a full improvement, not "bandaid"	
86	Burlington Northern Trail	Convert Burlington Northern railroad corridor parallel to Cornelius pass Road to a mixed-use trail	New	Trail	Proposed Bikeways		x			
94	Cornell 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.	New	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	Path/Trail	Proposed Bikeways			x		
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	Bike	N/A			x		
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	Safety	N/A			x		
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	Bike	N/A			x		
5	Gillihan Road Curve Improvements	Provide warning signs and delineation posts on curves along the loop roads.	SIMC TSP	Safety	Proposed Bikeways			x		
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	Safety/ Intersection Improvements	Proposed Bikeways			x		
7	Gillihan Road/Reeder Road Intersection Upgrades	Implement a three-way stop control at the intersection of Gillihan Road and Reeder Road.	SIMC TSP	Intersection Improvements	Proposed Bikeways			x		
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	Signage	N/A			x		

Project Number	Project Name	Project Description	CIPP/TSP/RAP?	Project Type	Bike Map Designation	East County	West County		Open House Notes	Related Projects
							West Hills	SIMC		
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	Safety	N/A			x		
10	Gillihan Road Signage Improvements	Install speed limit signs on unsigned sections of Gillihan Road.	SIMC TSP	Safety	Proposed Bikeways			x		
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	Safety	N/A			x		
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	Intersection Improvements	Existing On-Street Bike Facility			x		
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	Intersection Improvements	Existing On-Street Bike Facility/ Proposed Bikeways			x		
14	Parking Information Distribution Study	Study to determine the most effective and feasible method to implement distribution of parking information.	SIMC TSP	Parking/ Permit	N/A			x		
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	Parking/ Permit	N/A			x		
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	Parking/ Permit	N/A			x		
17	Event Permit Calendar	Develop event permit calendar and implement use.	SIMC TSP	Parking/ Permit	N/A			x		
18	Daily Trip Study	Study to explore a daily trip cap.	SIMC TSP	Study?	N/A			x		
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	Parking/ Permit	N/A			x		
20	Sauvie Island Bridge Toll Study	Study the implications of a Sauvie Island Bridge toll for non-residents.	SIMC TSP	Toll Study	N/A			x		
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	TDM	N/A			x		

Project Number	Project Name	Project Description	CIPP/TSP/RAP?	Project Type	Bike Map Designation	East County	West County		Open House Notes	Related Projects
							West Hills	SIMC		
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	Intersection Improvements	Proposed Bikeways			x		
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	Safety	N/A			x		
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	Bikway/Shoulder	Proposed Bikeways			x		
25	Sauvie Island Speed Photo Radar Implementation	Implement permanent speed photo radar signs at several locations on Sauvie Island.	SIMC TSP	Safety	N/A			x		
26	Sauvie Island Speed Photo Radar Ticketing Implementation	Implement photo radar ticketing at several locations on Sauvie Island	SIMC TSP	Safety	N/A			x		
27	Sauvie Island Road Shoulder Improvements	Provide 3-4 foot paved shoulders on Sauvie Island Road from Reeder Road to the Columbia County line.	SIMC TSP	Shoulder	Proposed Shared Roadway			x		
28	Reeder Road Shoulder Improvements	Provide 3-4 foot paved shoulders on Reeder Road from Gillihan Road to the Columbia County line.	SIMC TSP	Shoulder	N/A			x		
32	Cornelius Pass Road	<i>U.S. 30 intersection improvements</i> – Include a northbound turn lane and shared northbound left-turn/right-turn lane.	RAP	Intersection Improvements	Proposed Bikeways			x	Roundabout on Cornelius Pass - good idea	
33	Newberry Road	Safety spot improvement – Install guardrail ¼ mile south of US 30 and install speed hump 1.2 miles from US 30.	TSP	Safety	Prepared Shared Roadways			x	Add back vertical reflectors	
A	US 30 Safety Study	Study US 30 from Portland City limits to Multnomah County limits for potential safety improvements. Corridors to study are US 30 between between Portland City limits to Sauvie Island, southeast of Cornelius Pass, and before the County border.	New	Safety	Existing On-Street Bike Facility			x		29,31,30,12,13,32,33
B	US 30 Safety Improvements	Implement safety improvements from US 30 Safety Study.	New	Safety	Existing On-Street Bike Facility			x		29,31,30,12,13,32,33
East County										
50	Ogden Road: Mershon 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	Bikeway	Proposed Bikeways	x				

Project Number	Project Name	Project Description	CIPP/TSP/RAP?	Project Type	Bike Map Designation	East County	West County		Open House Notes	Related Projects
							West Hills	SIMC		
51	Larch Mt. Road: HCRH to End of Road	Shoulder bikeway.	CIPP	Shoulder/ Bike	Proposed Shared Roadways	x				
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	Bikeway	Proposed Bikeways	x			Hurlburt is DANGEROUS. Not appropriate to widen either	
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	Bikeway	Proposed Bikeways	x				
55	Woodard Road: HCRH to Ogden Road	Shoulder bikeway.	CIPP	Shoulder/ Bike	Proposed Shared Roadways	x				
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	Bikeway	Proposed Bikeways	x				
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	Intersection Improvements	Proposed Bikeways	x				
58	Oxbow Drive/327 th Avenue Realignment	Channelizing the broad paved area on SE 327 th Avenue at the approach to SE Oxbow Drive to create a more perpendicular intersection is recommended to improve sight distance and reduce the potential for conflict between westbound left turns and northbound left turns.	RAP	Intersection Improvements	Proposed Bikeways/Proposed Shared Roadways	x				
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	Intersection Improvements	Proposed Bikeways	x			Lusted/Powell Valley realignment will be difficult with new subdivision approved	

Project Number	Project Name	Project Description	CIPP/TSP/RAP?	Project Type	Bike Map Designation	East County	West County		Open House Notes	Related Projects
							West Hills	SIMC		
60	282 nd Avenue/Stone Road Turn Lanes	The addition of turn lanes in the northbound and southbound direction on 282 nd would reduce the high incidence of rear end crashes at this location. Some roadway widening would be necessary.	RAP	Intersection Improvements	Proposed Bikeways/ Shared Roadways	x			needs turning radius improved	
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	Shoulder	N/A	x				
62	Cochran Drive: Troutdale Road to westerly 2175' (PN 145)	Reconstruct to major collector standards: 2 travel lanes, center lane/median, sidewalks, bike lanes, and culvert replacement.	CIPP	Cross-section Reconstruction	Not Specified	x				
63	Troutdale Road: Stark St to Division Drive (PN TBD)	Reconstruct with 2 travel lanes; construct center turn lane/median, sidewalks, bicycle lanes between Stark and Strebin. Reconstruct Troutdale Road/Division Drive intersection including new fish culverts.	CIPP	Cross-section Reconstruction/ Intersection Improvements	Proposed Off-Street Bikeways	x				
64	Sweetbriar Road: Troutdale Road to E City Limit (PN 149)	Widen to neighborhood collector standards with 2 travel lanes, sidewalk and bike lanes.	CIPP	Cross-section Reconstruction	Not Specified	x				
65	Orient Drive/Bluff Road (PN 706)	Widen Orient Drive to create eastbound left turn lane to Bluff Road, realign Bluff and Teton to create perpendicular intersection.	CIPP RAP	Intersection Improvements	Proposed Shared Roadways	x				
66	Orient Drive/Dodge Park Boulevard (PN 703)	Widen Orient Drive to create eastbound left turn lane.	CIPP	Intersection Improvements	Proposed Bikeways	x				
67	Oxbow Drive/Altman Road (PN 707)	Widen Oxbow Drive to create westbound left turn lane to Altman Road, realign intersection to a 5 perpendicular intersection.	CIPP	Intersection Improvements	Proposed Bikeways/ Shared Roadways	x				
68	302 nd Avenue/Lusted Road (PN 704)	Realign Lusted Road and Pipeline Road to create perpendicular intersection at 302 nd , add left turn lane to each leg of intersection.	CIPP RAP	Intersection Improvements	Proposed Bikeways	x			Speed limit on Lusted is too fast	
69	Division Drive/Troutdale Road (Included in Collector project above) (PN 186)	Realign intersection, eliminating NE leg, producing a 4-way intersection. Replace 3 existing culverts identified as fish barriers. \$ -	CIPP RAP	Intersection Improvements	Proposed Bikeways	x				

Project Number	Project Name	Project Description	CIPP/TSP/RAP?	Project Type	Bike Map Designation	East County	West County		Open House Notes	Related Projects
							West Hills	SIMC		
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	Bikeway	Proposed Bikeways	x				
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	Bikeway	Proposed Bikeways	x				
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	Bikeway	Proposed Bikeways	x				
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	Bikeway	Proposed Bikeways	x				
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	Bikeway	Proposed Bikeways	x			Oxbow is particularly narrow, with very fast drivers. Needs a posted speed limit	
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	Bikeway	Proposed Bikeways	x				
76	SE Division Drive: UGB to Troutdale Road	Bike lanes.	CIPP	Bike	Proposed Bikeways	x				
77	Troutdale Road: Strebin Road to 282 Avenue	Bike lanes.	CIPP	Bike	Proposed Off-Street Bikeways	x				

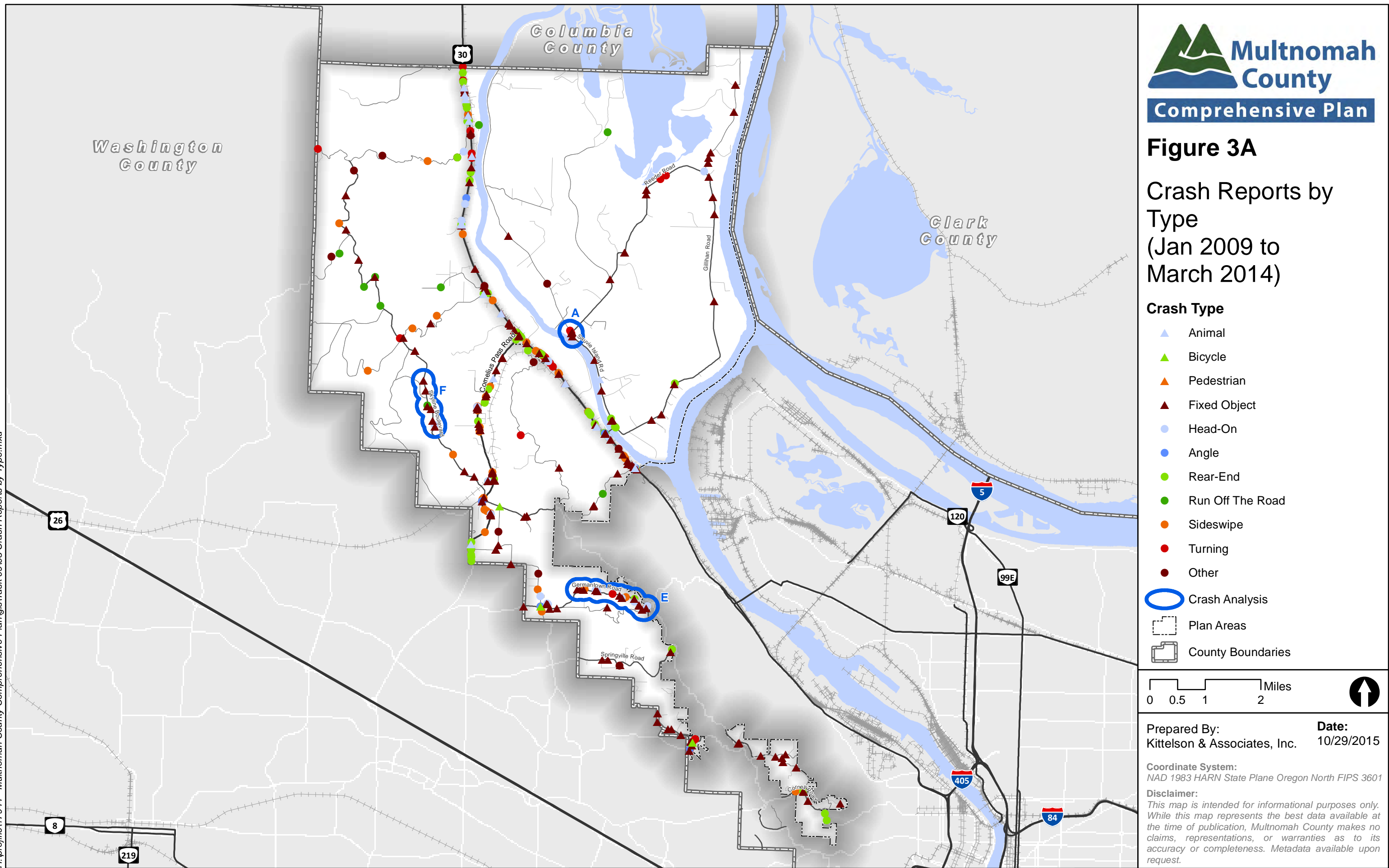
Project Number	Project Name	Project Description	CIPP/TSP/RAP?	Project Type	Bike Map Designation	East County	West County		Open House Notes	Related Projects
							West Hills	SIMC		
78	SE Division Drive: Troutdale to Oxbow Parkway	Bike lanes.	CIPP	Bike	Proposed Bikeways	x				
79	Stark St: Eavans Ave to 35th St	Add sidewalk to southside	PedMaster	Sidewalk	Not Specified	x				
80	Historic Columbia River Highway RR Overcrossing: Half miles east of 244 th Avenue (PN 199)	Reconstruct railroad bridge to accommodate wider travel lanes, sidewalks, and bike lanes.	CIPP	Cross-section Reconstruction	Historic Columbia River Highway	x				
81	Corbett Hill Road/Historic Columbia River Highway (PN 147)	Improve intersection alignment by making stops at right angle.	CIPP	Intersection Improvements	Historic Columbia River Highway	x				
82	Sandy River to Springwater multi-modal connection	Projects to provide mutli-modal connections from Downtown Troutdale to Mt. Hood Community College and the Springwater Corridor Trail. CATALYST PROJECTS: Master plan for new multi-modal corridor.	ConnectPlan	Multi-modal	N/A	x				
83	Pleasant Valley	Projects develop the necessary public infrastructure for development of Pleasant Valley Community Plan. CATALYST PROJECTS: Improvements to 174 th and Foster.	ConnectPlan	Public Infrastructure	N/A	x				
84	Catalyst for Springwater District	Projects help develop the necessary public infrastructure for private investment and jobs in this regionally significant employment area. Projects include a new interchange on US 26 and an extension of Rugg Road to connect US 26 and Hogan, as well as collector street improvements to provide needed access for future jobs and employment. CATALYST PROJECTS: New interchange on US 26 and arterial connections.	ConnectPlan	Public Infrastructure	N/A	x				
85	Interlachen Lane: Marine Dr to Blue Lake Rd	Add sidewalks to both sides	PedMaster	Sidewalk	Proposed Shared Roadways	x				
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 intermitent bicycle pull-outs.	New	Bikeway	Proposed Bikeways	x				

Project Number	Project Name	Project Description	CIPP/TSP/RAP?	Project Type	Bike Map Designation	East County	West County		Open House Notes	Related Projects
							West Hills	SIMC		
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 intermitent bicycle pull-outs.	New	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 intermitent bicycle pull-outs.	New	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 intermitent bicycle pull-outs.	New	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 intermitent bicycle pull-outs.	New	Bikeway	Proposed Bikeways	x				
92	172nd Ave: Foster 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 intermitent bicycle pull-outs.	New	Bikeway	Proposed Bikeways	x				
93	Crown Point Hwy: US84 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 intermitent bicycle pull-outs.	New	Bikeway	Proposed Bikeways	x				

Project Number	Project Name	Project Description	CIPP/TSP/RAP?	Project Type	Bike Map Designation	East County	West County		Open House Notes	Related Projects
							West Hills	SIMC		
C	Foster Road/172nd Avenue Safety Study	Study Foster Road/172nd Avenue for potential safety improvements including turning lanes, advanced warning signs, and realigning the intersection so Foster Road is perpendicular. Sight distance may be an issue as well.	New - For Pleasant Valley Plan	Safety	Proposed Bikeways	x				N/A
D	Foster Road/172nd Avenue Safety Improvements	Implement safety improvements from Foster Road/172nd Avenue Safety Study.	New - For Pleasant Valley Plan	Safety	Proposed Bikeways	x				N/A
E	Foster Road/Richey Road Safety Study	Study Foster Road/Richey Road for potential safety improvements including turning lanes and advanced warning signs. Sight distance may be an issue as well.	New - For Pleasant Valley Plan	Safety	Proposed Bikeways and Proposed Off-Street Bikeways	x				N/A
F	Foster Road/Richey Road Safety Improvements	Implement safety improvements from Foster Road/Richey Road Safety Study.	New - For Pleasant Valley Plan	Safety	Proposed Bikeways and Proposed Off-Street Bikeways	x				N/A
G	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	Safety	Proposed Bikeways	x				72
H	Orient Drive/282nd Avenue Safety Improvements	Implement safety improvements from Orient Drive/282nd Avenue Safety Study.	New	Safety	Proposed Bikeways	x				72
I	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	Safety	Existing On-Street Bike Facility	x				79
J	Stark Street Safety Improvements	Implement safety improvements from Stark Street Safety Study.	New	Safety	Existing On-Street Bike Facility	x				79
K	Lusted Road Safety Study	Study Lusted Road between ¼ of a mile east starting 1/3 of a mile east of Cottrell Road for potential safety improvements including curve warning signs, delineation, and shoulder widening. (not sure this makes sense... Did Jenny mean "Study Lusted Road for 1/4 of a mile in the east direction starting 1/3 of a mile east of Cottrell Road"?)	New	Safety	Proposed Bikeways	x			Speed limit on Lusted is too fast	N/A
L	Lusted Road Safety Improvements	Implement safety improvements from Lusted Road Safety Study.	New	Safety	Proposed Bikeways	x			Speed limit on Lusted is too fast	N/A
M	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	Safety	N/A	x				81
N	Corbett Hill Road Safety Improvements	Implement safety improvements from Corbett Hill Road Safety Study.	New	Safety	N/A	x				81

Project Number	Project Name	Project Description	CIPP/TSP/RAP?	Project Type	Bike Map Designation	East County	West County		Open House Notes	Related Projects
							West Hills	SIMC		
O	Potential: Hurlburt Road Safety Study	Not sure if necessary since the additional shoulder width provided in another project might address the issue	New	Safety	Proposed Bikeways	x			Hurlburt is DANGEROUS. Not appropriate to widen either	53

H:\profile\17944 - Multnomah County Comprehensive Plan\gis\Task 09\03 Crash Reports by Type.mxd



Source: Oregon Department of Transportation Crash Reports from January 2009 to March 2014

H:\profile\17944 - Multnomah County Comprehensive Plan\gis\Task 09\03 Crash Reports by Type.mxd

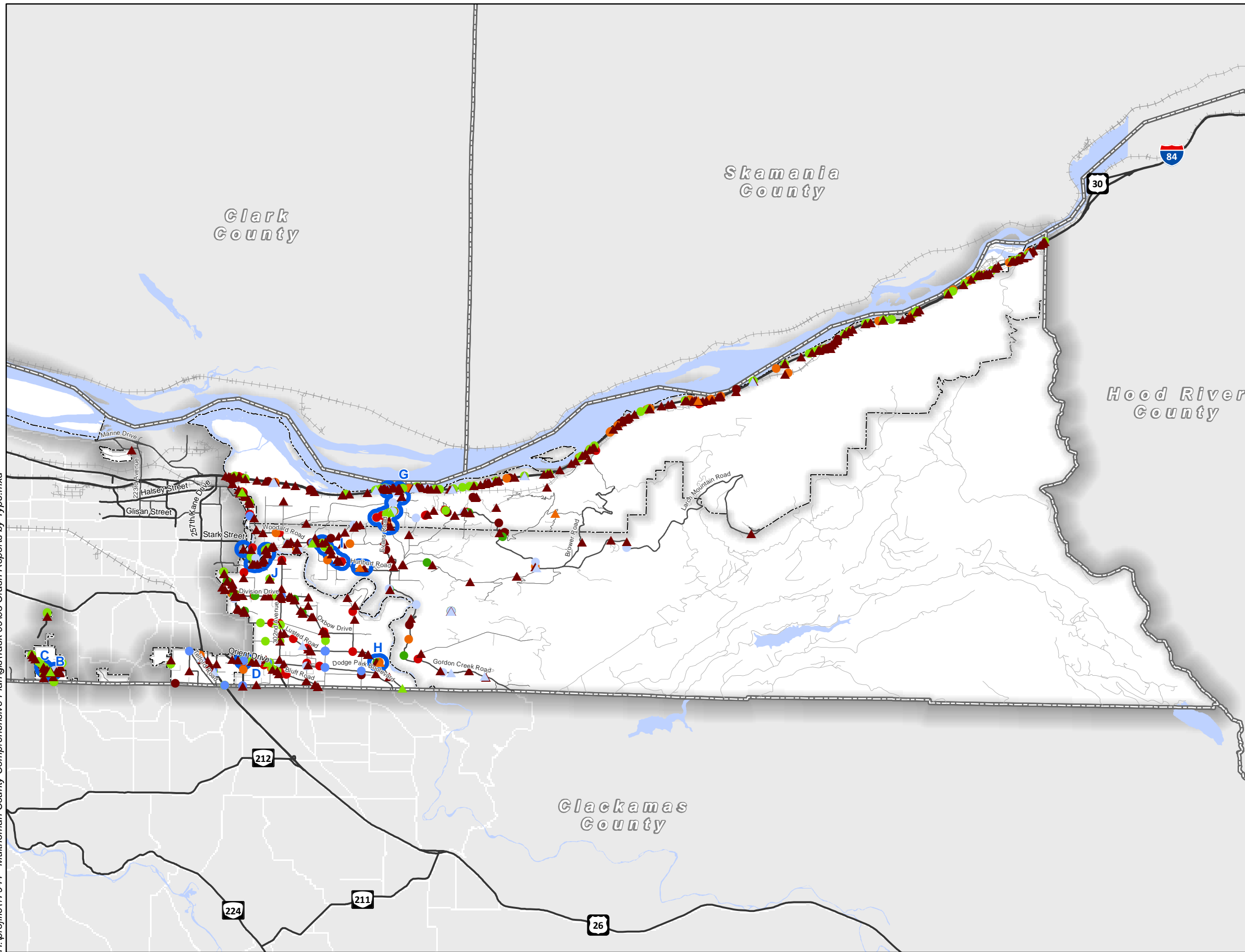


Figure 3B
Crash Reports by Type
(Jan 2009 to March 2014)

- Crash Type**
- Animal
 - Bicycle
 - Pedestrian
 - Fixed Object
 - Head-On
 - Angle
 - Rear-End
 - Run Off The Road
 - Sideswipe
 - Turning
 - Other
-  Crash Analysis
-  Plan Areas
-  County Boundaries

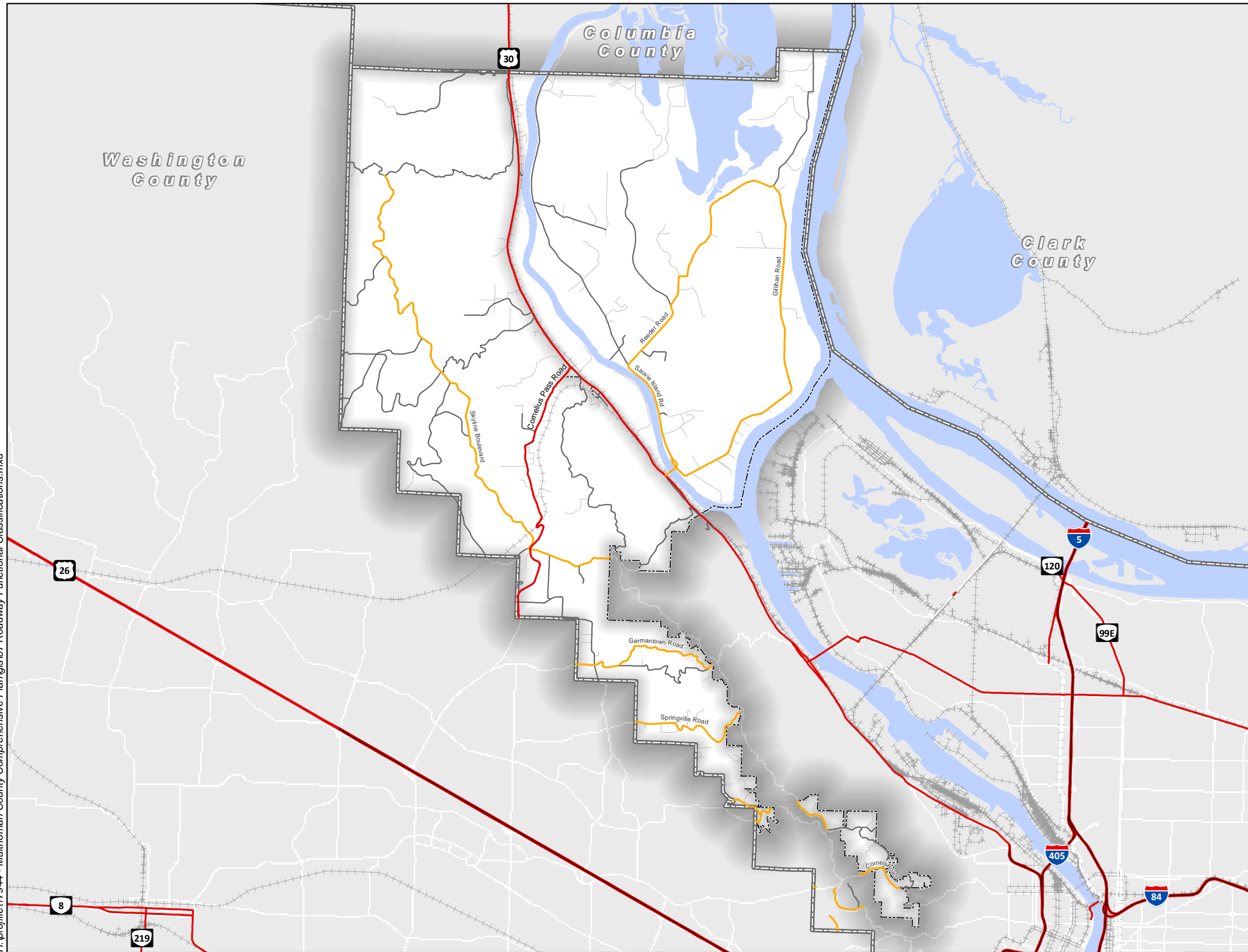


Prepared By: Kittelson & Associates, Inc. Date: 10/29/2015

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.

H:\profile\17944 - Multnomah County Comprehensive Plan\gis\07 Roadway Functional Classifications.mxd



Comprehensive Plan

Figure 7A
Roadway Functional
Classifications

Roadway Functional Classification (MultCo)

- Interstate / Expressway
- Arterials
- Collectors
- Local
- Local (not maintained by county)
- Railroad (ODOT)
- Plan Areas
- County Boundaries

0 0.5 1 2 Miles



Prepared By: Kittelson & Associates, Inc. Date: 8/7/2015

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.

H:\profile\17944 - Multnomah County Comprehensive Plan\GIS\07 Roadway Functional Classifications.mxd

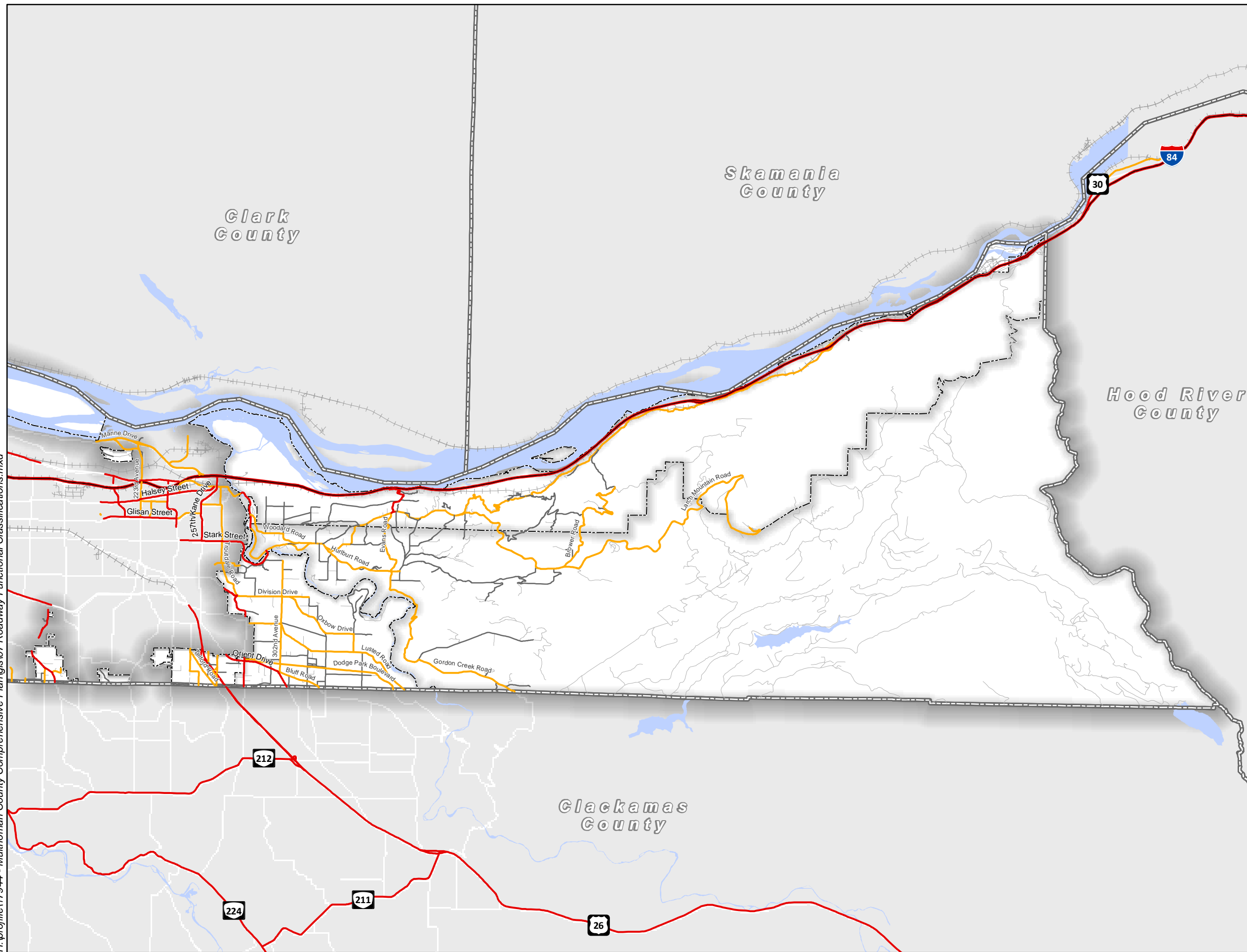
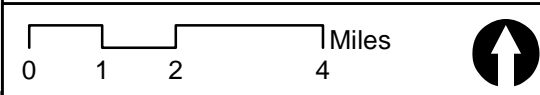


Figure 7B
Roadway Functional Classifications

- Roadway Functional Classification (MultCo)**
- Interstate / Expressway
 - Arterials
 - Collectors
 - Local
 - Local (not maintained by county)
 - Railroad (ODOT)
 - Plan Areas
 - County Boundaries

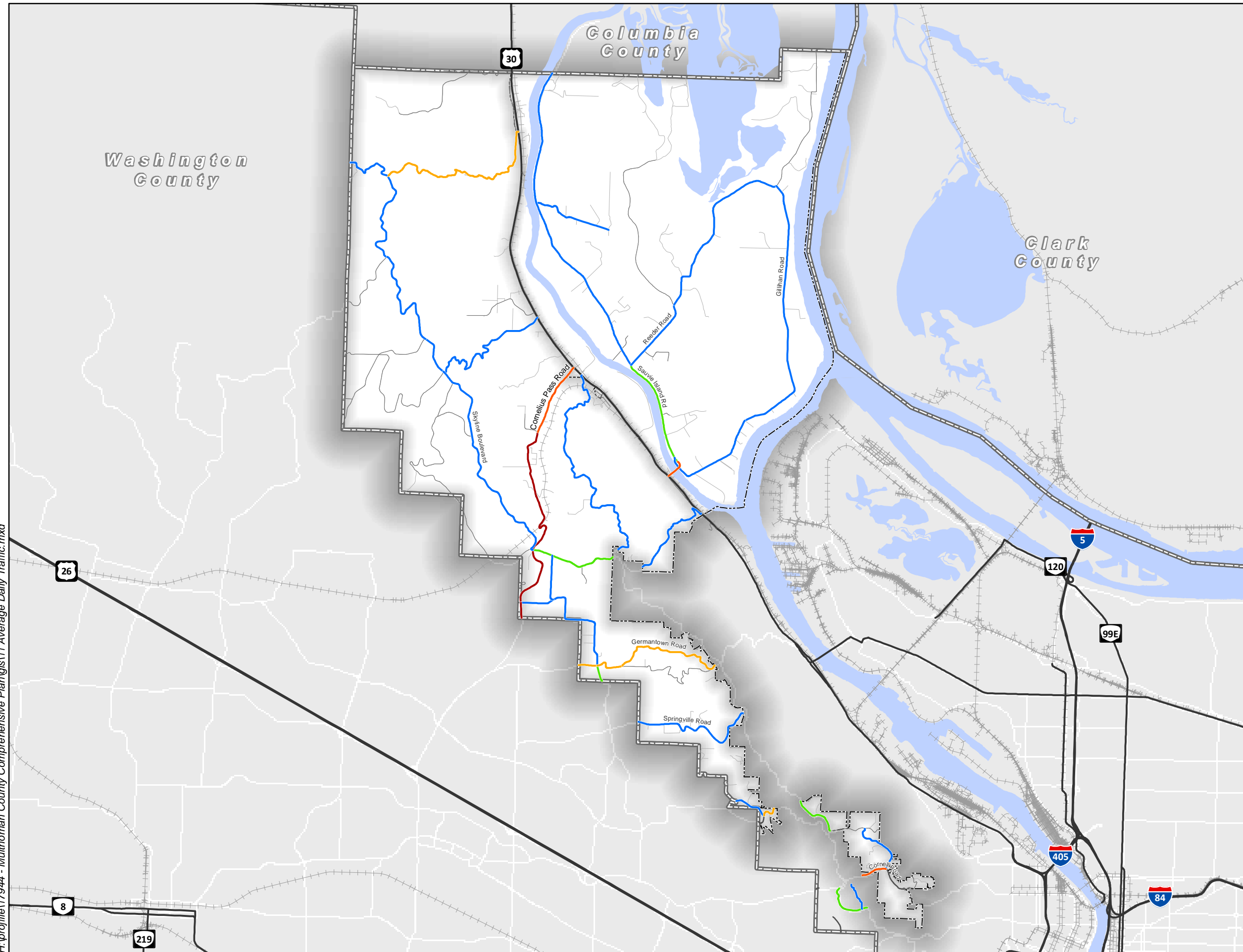


Prepared By: Kittelson & Associates, Inc. Date: 8/7/2015

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.

H:\profile\17944 - Multnomah County Comprehensive Plan\gis\11 Average Daily Traffic.mxd



Comprehensive Plan

Figure 11A
Average Daily Traffic

Average Daily Traffic
(records from 2006 to 2014)

- <1,500
- 1,500 - 3,000
- 3,001 - 5,000
- 5,001 - 10,000
- >10,000

- Plan Areas
- County Boundaries

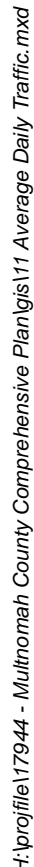
0 0.5 1 2 Miles



Prepared By: Kittelson & Associates, Inc. Date: 8/7/2015

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.



Memorandum

Comprehensive Plan Update

November 4, 2015

To: Transportation and Public Facilities Subcommittee
Cc: Project Team
From: Joanna Valencia, Planning and Development Manager
Jessica Berry, Transportation Planner
Kate McQuillan, Transportation Planner
Re: Policy Recommendations – Revised Policy 3 and Policies 5+6 combined

OVERVIEW

This memo addresses three previous policies that staff has revised based on input at the October 19th subcommittee meeting. Other minor changes will be presented with the approved policies when all the new and existing policies are combined.

TRANSPORTATION POLICIES

3. Policy (consolidated from Comprehensive Framework plan policies 33a and 34 and 36) - Rename “Transportation Network Development” Policy

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.
- C. Implement access management standards established in the Multnomah County Road Rules and the Multnomah County Design and Construction Manual.
- 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 future 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 culvert 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. *(combines a couple strategies in old comp plan policy 36)*

6. Policy (Combined propose Active Transportation Policy and Comp Plan 33C: Bicycle and Pedestrian Systems policy) – Rename “Active Transportation Policy”

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 reduce vehicle miles traveled (VMT) by:

- A. Promoting bicycling and walking as vital transportation choices.
- B. Assuring that future street improvement projects on designated bikeways 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.
- 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 fatal or serious injury 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. *(Newish policy, language borrowed from the West Hills Rural Area Plan)*

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. *(moved from original policy)*
- b) Periodically review and update the Multnomah County Design and Construction Manual to include the most up-to-date national, state, and local best practices for the design of bicycle and pedestrian facilities. *(moved and edited from original Policy 6)*
- 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. *(moved from original policy)*
- 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. *(Moved and edited from Policy 5, general Active Transportation Policy)*
- e) Continue to seek funding for identified bicycle and pedestrian improvements, such as, but not limited to, state and regional grant sources. *(Originally strategy A5, edited)*
- f) Maintain Bicycle and Pedestrian Community Advisory Committee to provide input on Multnomah County Transportation Division projects and programs, including proposed bicycle and pedestrian project criteria and project design. *(Combined previous Strategy C1 and new policy under Policy 5, general Active Transportation Policy)*
- 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. *(Originally strategy C4, edited)*

Memorandum

October 13, 2015

To: Transportation and Public Facilities Subcommittee
Cc: Project Team
From: Joanna Valencia, Senior Transportation Planner
Jessica Berry, Transportation Planner
Re: Policy Recommendations – Existing Transportation Policies

OVERVIEW

This memo contains a summary of the layout of prior Transportation System Plan Policies from existing county documents; starts to look at a proposed layout for the Comprehensive Plan and TSP update; and contains proposed revised existing policies, including regrouping of policies into one and deletion of duplicative policies.

Changes from August 24th memo:

1. The underline and strikethrough from the August memo are no longer viewable. This will make reviewing proposed policies easier. Exhibit A from the August 24th agenda contains all the original policies along with their source documentation.
2. This memo also includes new policies approved by the TSP subcommittee on October 5, 2015
3. Policies have been numbered for ease of review

This memo is complemented by:

1. Exhibit A (refer to August 24th agenda): Compilation of All Existing Transportation Policies (not included in the packet).
2. New memo: Policy recommendations – Health and Equity in the Transportation System (included in the packet).

TRANSPORTATION POLICIES

PLANNING DOCUMENTS WITH TRANSPORTATION POLICIES

The following county documents have Transportation policies and strategies that have been reviewed and approved through County planning processes. Each one of these plans has transportation policies that apply either to the entire county or to the area they represent. The documents cover 87 policies (and significantly more strategies) that fall into several themes, which are shown below. Based on the overlap and/or duplication of policies and strategies across the various documents, some policies have been regrouped and duplicative policies deleted as staff has recommended below.

	Plan	Number of policies	General themes or outline
1	County Comprehensive Plan – Transportation chapter	5	Transportation system Bike and Pedestrian Trafficways Transit
2	Columbia River Gorge NSA Rural Area Plan; Management Plan	1	Parking
3	Columbia River Gorge NSA Management Plan	3	Trails and pathways Transportation System Recreation resources
4	East of Sandy River Area Plan – Transportation policies	3	Scenic highway, mobility Non-motorized transportation
5	West of Sandy River Area Plan – Transportation policies	11	Balanced transportation system Equity Safe speeds Safety for bike/ped Rural character Environment Balanced system Coordination with agencies Commodity movement Cost-effective transportation
6	West Hills Area Plan – Transportation policies	5	Mobility, Freight Environment Maintenance Funding Regional trail system
7	Sauvie Island/Multnomah Channel Rural Area Plan (draft)	17	Safety Commodity movement Non-motorized Environment Mobility, Rural character Transportation Demand Management Coordinate with agencies Education/outreach Transit Enforcement Connectivity Restroom facility

Plan	Number of policies	General themes or outline
8 Rural Westside TSP	15	Safety Roadway width/design Ridesharing Equity Multiuse paths Local roads/regional roads Utilities Coordination with agencies Commodity movement Stakeholder participation
9 Pedestrian Master Plan	15	Safety Ped networks Standards Aesthetics Maintenance Safety Transit-Ped connection Funding Education/outreach
10 Bicycle Master Plan	8	Facility types Funding Maintenance Outreach/education
11 Sauvie Island TSP (draft)	4	Safety Balanced system Rural character Economy Funding

COMMON THEMES

The following Policy Categories are recommended based on the themes shown above.

1. Overall Transportation System (includes balanced transportation, functional classifications, rural character)
2. Active Transportation (includes bicycle, pedestrian, trails), new theme: Safe Routes to School
3. Mobility and Freight (includes traffic calming)
4. Transportation Demand Management (includes Ridesharing, Outreach, Transit)
5. Safety (Includes Enforcement)
6. Maintenance
7. Funding
8. Equity
9. Environment
10. Health

OVERALL TRANSPORTATION SYSTEM

The following Policies and strategies pertain to the overall transportation system.

1. Policy - Approved at October 5 Committee meeting as 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. (*Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) draft policy, modified to apply county-wide*)

2. Policy (from WSR)

Enhance all modes of travel in a manner consistent with the character of the area where the transportation system improvement is located.

Strategy: Apply context sensitive roadway improvements and evaluation of projects.

3. Policy (consolidated from Comprehensive Framework plan policies 33a and 34)

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

Strategies:

- A. Review and maintain a trafficway classification system;
 - a. Trafficways should be classified into a functional network that is integrated with land uses and travel needs. The hierarchy of the functionally classified network should be based on trip types and length, traffic volume and travel modes, and access to adjacent land uses within travel corridors.
- B. Improve streets to the standards established by the classification system, where necessary and/or appropriate, to mitigate identified transportation problems;
- C. Implement access management standards
- D. Place priority on maintaining the existing trafficways;
- E. Review land use development and condition improvements on County Roads based on functional classification.
 - a. The transportation system should be planned and developed consistent with land uses to be served with consideration given to planned land uses in adopted plans and resulting forecasted future travel demands. The transportation system should be developed in coordination with the development of land uses.
- F. Maintain inventory of current and future deficiencies on County road/bike/pedestrian ways as the basis for Capital Improvement Plan and Program.

Strategy (formerly Policy 36)

Implement goals and policies of the comprehensive plan by requiring:

- A. The dedication of additional right-of-way appropriate to the functional classification of the street as outlined in the MCRR;
- B. The number of ingress and egress points be consolidated through joint use agreements;
- C. Vehicular and truck off-street parking and loading areas;
- D. Off-street bus loading areas and shelters for riders;
- E. A pedestrian circulation system as outlined in the MCRR;
- F. Implementation of the Bicycle Corridor Capital Improvements Program;
- G. Bicycle parking facilities at bicycle and public transportation sections in new commercial, industrial and business developments; and

ACTIVE TRANSPORTATION

Active Transportation includes bicycle and pedestrian facilities, trails, safe routes to school, and equestrian use (where appropriate). All of the policy documents listed above contain active transportation policies whether called out at bicyclist, pedestrian, non-motorized, or trails.

4. Policy - Approved at October 5 Committee meeting as Policy 3

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) draft policy*)

Strategies:

- Explore options for bike pull outs to allow for resting and passing
- Consider bike-friendly road treatments, especially in regards to maintenance of the road
- Consider bike and environment friendly materials and treatments such as pervious asphalt
- When widening, shoulders should aim to achieve a minimum 3 foot paved width.
- Explore services and facilities to support multimodal uses that reflect rural character and reduce impacts on surrounding land uses and wildlife connectivity.
- 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.
- 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.

5. Overall Active Transportation Policy:

Develop and support programs and projects that educate and increase the safety of non-motorized transportation options in the County.

Strategies:

- Maintain Bicycle and Pedestrian Community Advisory Committee to provide input on non-motorized transportation infrastructure and programs
- Continue to participate in regional trails committee and other trail related projects and project development teams
- Build Safe Routes to School partnerships
- Continue to review development proposals and make recommendations for improvements consistent with Overall Transportation System policies regarding functional classification

6. Policy (from Comp Plan 33C: Bicycle and Pedestrian Systems)

Create a balanced and safe multimodal transportation system in order to reduce dependency on automobile use and to reduce vehicle miles traveled (VMT) by

- A. Identifying a connected network of pedestrian and bicycle facilities, which provides the framework for future walkway and bikeway projects.
- B. Assuring that future street improvement projects on a designated bikeway are designed to accommodate and improve safety for bicyclists.
- C. Assuring that future street improvement projects on designated walkways are designed to accommodate and improve safety for pedestrians and transit users.
- D. Including standards for bikeways and walkways in the Multnomah County Roadway Design and Construction Manual based on national and state best practices.
- E. 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.
- F. Placing priority on transportation system improvements that reduce the number of fatal or serious injury crashes involving bicyclists and pedestrians.
- G. 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.
- H. Promoting bicycling and walking as vital transportation choices.

- I. Support transportation options programming in the region including Safe Routes to School, bicycle tourism initiatives, the development of future Transportation Management Associations (TMAs), and other programs funded through the Regional Travel Options program.
- J. Support programs and policies that increase awareness and education about safety on the transportation system for all modes and users.

Strategies

The following Strategies should be used to implement the County's bicycle and pedestrian system:

- A. Provide for bicycle and pedestrian facilities on the Multnomah County Bikeway System Map and the Multnomah County Pedestrian System Map through:
 1. The land development process where half-street improvements or dedication of a right-of-way or easement can be required as a condition of land development.
 2. Road improvements, where bicycle and pedestrian facilities can be designed, constructed and funded as part of the road improvement.
 3. Allocation of the County's 1% bikeway funds for standalone bicycle and pedestrian improvements based on the priorities established in the County's CIP and with input from the Multnomah County Bicycle and Pedestrian Citizen Advisory Committee.
 4. Allocation of roadway funds dedicated to Americans with Disabilities Act compliance for curb ramp and sidewalk improvements in accordance with the Act.
 5. Seeking grants to stretch the funds available for bicycle and pedestrian improvements.
- B. Periodically review and update the County Roadway Design and Construction Manual to be consistent with the Oregon Bicycle and Pedestrian Design Guide, the latest edition of the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities., and the 2011 Proposed Right of Way Accessibility Guidelines (PROWAG) until design guidelines are adopted to enhance minimum requirements set forth in the Americans with Disabilities Act of 1990 (ADA).
- C. Ensure the continuation of a County Bicycle and Pedestrian Program that includes the following:
 1. A citizen involvement process including staffing the Multnomah County Bicycle and Pedestrian Citizen Advisory Committee for review and comment on proposed bicycle and pedestrian project criteria and project design.
 2. Identification of criteria to prioritize projects for inclusion in the CIP with special consideration given to safety, health and equity.
 3. Identification of bicycle and pedestrian facility projects based on the system maps and prioritized for funding through the various funding sources available.
 4. A project review and comment process to include the planning, engineering, and operations and maintenance sections, and the appropriate city or cities within Multnomah County.

7. Safe Routes to School Policy

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

Strategies:

- Develop and maintain an active non-infrastructure program in schools (education, outreach, enforcement)
- Continue to identify and fund bicycle and pedestrian infrastructure to increase safety around schools – through Capital Improvement Program

Note: Bicycle and Pedestrian Plans contain additional strategies, some of which could be included here.

MOBILITY AND FREIGHT

Several policies from area plans reference maintaining rural character, maintaining county ownership and maintenance of routes, reducing through traffic on rural local roads, and identifying freight and farm to market routes.

8. Policy – Approved at October 5 Committee meeting as Policy 5

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

Strategies:

- Address regional freight mobility and explore routes for freight through unincorporated Multnomah County that represent alternatives to routes through the West Hills.
- Participate in Regional Overdimensional Truck Routes Study and other regional studies as applicable.
- Examine the suitability of use of County roads as truck routes.
- Coordinate with other jurisdictions on truck impacts and ensure proper mitigation.

9. Policy - Approved at October 5 Committee meeting as 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. (*Modified Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) draft policy*)

10. Policy (from Rural Westside TSP)

Promote transportation alternatives for the movement of freight.

11. Policy (from multiple plans)

Provide a transportation system that ensures economically viable transportation of farm vehicles and equipment as well as transport of goods from farm to market.

12. Policy (from multiple plans)

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

13. Policy (from RWTSP)

Discourage through traffic on trafficways with a functional classification of rural local road

Strategies:

- Reduce travel conflicts by providing appropriate facilities, signs, and traffic marking based upon user type and travel mode.
- On rural local roads with heavy through traffic, consider implementing appropriate traffic calming measures to reduce such traffic.

TRANSPORTATION DEMAND MANAGEMENT & TRANSIT

Transportation Demand Management covers parking management strategies, strategies to reduce overall use of roadways, education of bicyclists, drivers, and other users of the road, as well as outreach and promotional campaigns. Sauvie Island TSP (draft) contains many very useful strategies that should be included in the Comp Plan TSP and applied countywide. Additional language for education of ALL users should be included.

14. Policy – Approved at October Committee meeting as 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. *(Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) draft policy, modified to apply county-wide including removal of specific SIMC TDM strategies.)*

Strategies:

- Develop a Countywide TDM program. Program concepts could include strategies such as shuttle buses, ride sharing, work-from-home, improved transit, user fees or congestion pricing.
- Seek funding opportunities, such as Metro's Travel Options grant program, to support TDM programming.

15. Policy – Approved at October 5 Committee meeting as 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. *(Modified version of existing County Framework Plan and SIMC RAP policies)*

Strategies:

- Explore implementing measures for traffic calming, traffic diversion, and speed enforcement.
- Address climate change impacts and the Climate Action Plan's recommended actions when planning transportation investments and service delivery strategies.

16. Policy – approved at October 5 Committee meeting as 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. *(Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) draft policy)*

SAFETY

17. Policy – Approved at October 5 TSP subcommittee meeting as 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. *(Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) draft policy, modified to apply county-wide)*

18. Policy (from Rural Westside TSP)

Objective A: provide a transportation system that functions at appropriate safety levels for all motorized and non-motorized traffic.

Strategies:

- Monitor accident rates 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
- Continue to monitor high accident location sites for all modes of transportation
- Implement access management standards to reduce vehicle conflicts and maintain the rural character of the area

19. Policy (From West of Sandy River TSP)

Support safe travel speeds on the transportation system.

Strategies:

- Support speed limit enforcement.
- Apply design standards that encourage appropriate motor vehicle and truck speeds.

MAINTENANCE

20. Policy – Approved at October 5 TSP subcommittee meeting as Policy 10

Explore alternative supplemental funding sources to improve County's road maintenance, safety projects, and other improvements. (Modified from SIMC Plan)

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.

FUNDING

Funding was referenced in each of the policy documents. Primarily it was referenced through the Capital Improvement Program. The Multnomah County Transportation Capital Improvement Plan and Program identifies and ranks by criteria of need, transportation deficiencies and future capital needs, identifies future capital, and programs future transportation improvements based on a schedule of capital available for expenditure on the transportation system.

21. Policy (from WSR)

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

Strategies:

- Coordinate intersection improvements as appropriate through the County's Capital Improvement Plan and the County's maintenance program.
- Provide minor improvements during maintenance projects where possible.

22. Policy (from WH, incorporating bike, ped, and other plans)

Ensure the Capital Improvement Plan evaluation criteria adequately evaluates:

- Rural needs
- maintenance
- Cost effective improvements
- Safety
- Bicycle and pedestrian improvements

23. Policy – approved at October 5 subcommittee meeting as Policy 9

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) draft policy*)

Strategies:

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

24. Policy (from Comp Plan Policy 33)

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

Strategies:

- 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.
- 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.
- 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.
- Secure funding for the restoration of existing fish passage barriers at stream crossings to meet ODFW Fish Passage Rules.
- Identify and protect critical fish and wildlife migration corridors to prevent the further fragmentation of existing habitats by future project alignments.

EQUITY

This policy language is from WSR TSP and WH TSP. It recognizes population differences but doesn't necessarily apply the equity lens that the County now recognizes. It should be rewritten to reflect new countywide policy.

Policy: Encourage mobility for the transportation disadvantaged

Strategy: work with public transportation providers to monitor and provide for the transportation needs of the transportation disadvantaged

See Health and Equity memo

HEALTH

Need Policy Language – work with health department, promote active transportation, livable communities, etc.

See Health and Equity memo

Memorandum

Comprehensive Plan Update

October 1, 2015

To: Jessica Berry, Multnomah County Transportation Planning Division
Cc: Matt Hastie, Angelo Planning Group
From: Steve White, Oregon Public Health Institute
Re: Policy Recommendations—Health and Equity in the Transportation System Plan

I. OVERVIEW

This memo presents proposed health and equity policies and related strategies for consideration by Multnomah County planning staff and the Comprehensive Plan Update's Transportation and Public Facilities Subcommittee as they work to develop policies, strategies, and project selection criteria for the updated Multnomah County TSP.

II. 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

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

unfair and avoidable differences between socio-economic groups in the presence of disease, 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

Policy

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

A. Reducing the likelihood and severity of injuries from crashes 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 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, 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. Implementing a Vision Zero campaign
8. Developing a transportation safety action plan

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.

Strategies include:

1. Building out planned bicycle, pedestrian, transit, and equestrian networks
2. Ensuring safe, convenient, multimodal access to parks, trails, open space and other recreational facilities
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. Reducing exposure to air pollutants.

Strategies include:

1. Reducing automobile use
2. Encouraging use of electric and other low-emissions vehicles
3. Encouraging bicyclists and pedestrians to use parallel low traffic streets instead of high traffic roadways.
4. Coordinating land use and transportation planning to ensure that sensitive land uses such as schools and senior centers that are used by vulnerable groups are not located within a quarter mile of high traffic roadways or freight routes
5. Establishing vegetative buffers (trees and hedges) along high traffic roadways to reduce the dispersion of air pollutants
6. Implementing anti-idling campaigns around schools, road construction zones, and other places where drivers tend to idle

D. Reducing exposure to noise pollution.

Strategies include:

1. Reducing automobile use
2. Encouraging use of electric and other low-emissions vehicles
3. Encouraging bicyclists and pedestrians to use parallel low traffic streets instead of high traffic roadways.
4. Coordinating land use and transportation planning to ensure that sensitive land uses such as schools and senior centers that are used by vulnerable groups are not located within a quarter mile high traffic roadways or freight routes
5. Using paving materials that are designed to minimize the production of road noise

E. 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 connections to surrounding lots and streets

F. 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

B. 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. Prioritizing investments in transit, 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. Prioritizing investments in areas with relatively high concentrations of people that have historically received relatively little benefit from transportation system investments. 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.
- 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. Providing resources to equity focused or population specific organizations 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 all planning processes.
- 8. Gathering data and public input useful for understanding equity issues, impacts and opportunities