

Transportation Session

April 2016 Community Meetings

The following handout describes a selection of goals, policies and strategies from the Draft Transportation System Plan. These are examples and are not a complete list for this topic area. To view the full draft document, visit <https://multco.us/landuse/meetings-and-events>.

TRANSPORTATION POLICIES

The following describes the twenty three policies in the Draft Transportation System Plan.

OVERALL TRANSPORTATION SYSTEM

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.

Policy 2: Develop and implement effective use of signage designed to educate the public about farm equipment using roads, wildlife crossings and bicycle and pedestrian safety, as well as additional way finding signage.

Policy 3: Promote a transportation system that prioritizes and supports the efficient and safe movement of farm and forest vehicles and equipment.

Policy 4: Coordinate with public service providers and private utility suppliers to maximize the efficient delivery of both public and private utilities and facilities in County Right of way.

Policy 5: Implement and maintain a balanced, safe, and efficient transportation system using the existing roadway network.³ Agri-tourism

ACTIVE TRANSPORTATION

Policy 6: 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.

Policy 7: Implement context sensitive design when reviewing rural road standards to determine appropriate paved shoulder widths to preserve the rural character of roads, while supporting all modes of travel.

Policy 8: Develop and support programs and projects that educate and increase the safety of non-motorized transportation options in the County, and reduce dependency on automobile use and to reduce vehicle miles traveled (VMT) by:

- a) Promoting bicycling and walking as vital transportation choices.
- b) Assuring that future street improvement projects on a designated bikeway and walkways are designed to accommodate and improve safety for bicyclists, pedestrians and transit users.
- c) Striving to use federal, state, and local best design practices for bicycle and pedestrian facilities when improving County roadways while maintaining context sensitivity.
- d) Providing for bicycle and pedestrian travel through the development and adoption of a County-wide Transportation Capital Improvements Program (CIP) that includes all the bikeways and walkways identified in the Multnomah County Bikeway and Pedestrian System Maps.
- e) Placing priority on transportation system improvements in the Capital Improvement Plan that reduce the number of crashes involving bicyclists and pedestrians, the roadway's most vulnerable users.
- f) Supporting transportation options programs in the region including Safe Routes to School, bicycle tourism initiatives (where appropriate), the development of future Transportation Management Associations (TMAs), and other programs funded through the Regional Travel Options program.
- g) Supporting programs and policies that increase awareness of transportation options and education about safety on the transportation system for all modes and users.
- h) Supporting the conversion of railroad lines to multi-use paths, such as the Burlington Northern Cornelius Pass Road rail line.

Policy 9: Support and promote bicycle and pedestrian safety and education in County Schools

MOBILITY AND FREIGHT

Policy 10: Address regional freight mobility, and explore alternative routes and modes for freight mobility through unincorporated Multnomah County.

Policy 11: Oppose placement of new regional roadways on Multnomah County roads, should such roadways be contemplated by any regional transportation authority in the future.

Policy 12: Discourage through traffic on trafficways within unincorporated Multnomah County.

TRANSPORTATION DEMAND MANAGEMENT, OUTREACH, TRANSIT

Policy 13: 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.

Policy 14: 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.

SAFETY

Policy 15: 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.

FUNDING AND MAINTENANCE

Policy 16: Explore alternative supplemental funding sources to improve County's road maintenance, safety projects, and other improvements.

Policy 18: Provide a transportation system that functions at appropriate safety levels for all motorized and non-motorized traffic.

Policy 19: Support safe travel speeds on the transportation system.

FUNDING

Policy 17: Maximize cost-effectiveness of transportation improvements using the Capital Improvement Plan process and maintenance program.

ENVIRONMENT

Policy 20: Avoid and minimize impacts to the natural environment, fish, and wildlife habitat when applying roadway design standards.

Policy 21: Work with ODFW and other partners to identify wildlife corridors and wildlife crossings on County roads, and ensure that project design is wildlife friendly.

TRANSPORTATION HEALTH

Policy 22: Ensure that the transportation system is designed to minimize negative health impacts and promote healthy behaviors and environments by:

- a. Improving safety for all modes
- b. Increasing opportunities for physical activity by promoting active transportation modes (walking, bicycling, transit, and equestrian) and multimodal access to parks, trails, open space, and other recreational facilities and employment centers.
- c. Ensuring multimodal access to health supportive resources such as healthy food retail, employment, affordable housing, and parks and recreation facilities.

- d. Reducing exposure to air, light, and noise pollutants
- e. Working with Multnomah County Health Department staff to ensure that the TSP and related planning documents incorporate the findings and recommendations from the most recent versions of their Community Health Assessment and Community Health Improvement Plan.

TRANSPORTATION EQUITY

Policy 23: 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.

SAUVIE ISLAND AND MULTNOMAH CHANNEL RURAL AREA TSP POLICIES

Policy 5.1: The Multnomah County Bicycle and Pedestrian Advisory Committee should maintain continuous Sauvie Island representation to the extent possible.

Policy 5.5: Coordinate with ODOT Rail and Public Transit Division to promote appropriate safety devices at crossings.

Policy 5.6: Coordinate with the Oregon Department of Fish and Wildlife (ODFW) and Columbia County to manage and reduce demand on the Sauvie Island transportation system, especially during peak use periods, by making more efficient use of capacity on the system through strategies such as user fees, shuttles, and parking management programs.

Policy 5.13: Encourage the Multnomah County Sheriff's Office to explore increased patrols and service to the island and keep the Sheriff's Office apprised of identified peak periods (days and seasons).

Policy 5.14: Maintain updated traffic counts for the plan area capturing peak season volumes.

Policy 5.15: Explore opportunities to connect Marina Way to Larson Road and extend Larson Road north of the Sauvie Island Bridge to provide safer and more convenient access for marina residents and patrons along Multnomah Channel.

Policy 5.16: Explore opportunities to provide public restroom facilities for Sauvie Island visitors.