

Memorandum

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)*