

# TSP Policies - Document D

## Rural Equity, Health and Sustainability, Pedestrian and Bicycle Facilities

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### INTRODUCTION

This document provides an overview of current policies regarding rural roads in the Clackamas County Comprehensive Plan and staff recommendations for revising those policies and creating new policies. The staff recommendations are based on review of the existing County Comprehensive Plan – Chapter 5, State Transportation Planning Rule (TPR), Regional Transportation Plan (RTP), and TSP Vision, Goals and Objectives.

### Key Questions (Draft)

1. How should the County address the need for bike and pedestrian facilities in rural Clackamas County? (100, 101 A & B, 102 A & B )
2. Should the County develop County Bikeway Design Standards or use the standards developed by others? (109 A & B)
3. Should the TSP have separate Transit Policies for the Rural Area or leave them as part of the Urban Policies? (110 – 116)
4. Which policies should be used to address rural equity issues? (122 – 129)
5. Are there other Rural Policy Areas that were not included in Policy Documents B, C and D that need to be added to this discussion?

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<b>Working Group Issues Definitions</b>	
• <i>O= Overarching</i>	
• <i>R = Regulatory (in County Code)</i>	
• <i>M = Mandated (OAR, RTFP, etc)</i>	
• <i>P = Program / agency</i>	

## *TSP Policy Review - Rural Equity, Health and Sustainability, Pedestrian and Bicycle Facilities*

ID #	Current Location in Comp Plan	Current Policy	Staff Recommendations <i>(proposed changes in red)</i>	Working Group Issues
		<b>Pedestrian and Bicycle Facilities</b>		
100	<b>New</b>		<u><i>Rights-of-way for rural arterials and collectors shall be adequate to accommodate all required road improvements including bike ways, shoulders, and drainage facilities.</i></u>	<b>R</b>
101 A	<b>New</b>		<u><i>Bike lanes or other bike facilities are required on all new or reconstructed county rural arterial and collector roads.</i></u>	<b>R</b>
101 B	Pedestrian and Bicycle Facilities 9.0	The implementation of bikeways and sidewalks shall be considered in all new collector or arterial construction or reconstruction, even if not designated on Maps V-7a, V-7b, and V-8.	The implementation of bikeways and sidewalks shall <u><i>be required</i></u> for all new collector or arterial construction or <u><i>substantial</i></u> reconstruction, even if not designated on the <u><i>Planned Bikeway Network</i></u> (Maps V-7a, V-7b) and on the <u><i>Essential Pedestrian Network</i></u> (Map V-8).	<b>R</b>
102 A	<b>New</b>		<u><i>The construction of pedestrian facilities and bicycle ways in rural centers, along roads near rural centers and at rural transit stops shall be high priority.</i></u>	<b>R</b>
102 B	Pedestrian and Bicycle Facilities 24.0	In unincorporated communities, construct walkways adjacent to or within areas of development, such as schools, businesses, or employment centers near or along highways.	In unincorporated communities, construct <u><i>pedestrian facilities and bicycle ways</i></u> adjacent to or within areas of development, such as schools, businesses, or employment centers near highways.	<b>R</b>

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<b>Pedestrian and Bicycle Facilities</b>				
103	<b>New</b>		<u>Establish and maintain a rural way-finding system to facilitate bicycle travel in rural areas of the County</u>	<b>P</b>
104	Pedestrian and Bicycle Facilities 11.0	Coordinate with pedestrian, bicycle, and trail master plans of the Oregon Department of Transportation, the United States Forest Service, Metro, parks districts, and city parks departments to achieve a safe and convenient off-road trail system connecting to the on-road pedway and bikeway network.	Coordinate with pedestrian, bicycle, trail master plans <u>and special transportation plans of the County</u> , Oregon Department of Transportation, the United States Forest Service, Metro, parks districts, and city parks departments to achieve a safe and convenient off-road trail system connecting to the on-road <u>pedestrian facilities</u> and bikeway network.	<b>O</b>
105 A	Pedestrian and Bicycle Facilities 16.0	Support continuation of current (or equivalent) federal, state, and local funding mechanisms to construct county pedestrian and bicycle facilities.	Support continuation of current (or equivalent) federal, state, and local funding mechanisms to construct county <u>pedestrian facilities and bikeways and encourage the County to establish new funding for these facilities.</u>	<b>O</b> <b>P</b>
105 B	Pedestrian and Bicycle Facilities 17.0	Develop dedicated funding sources to implement the Clackamas County Pedestrian and Bicycle Master Plans.	Develop dedicated funding sources to implement <u>Active Transportation Projects in the urban and rural areas of the county.</u>	<b>O</b> <b>P</b>
106	Pedestrian and Bicycle Facilities 18.0	Develop routine maintenance standards and practices for pedestrian facilities and on-road and off-road bikeways, including traffic control devices.	Develop routine maintenance standards and practices for <u>off-road and on-road pedestrian facilities and bikeways</u> , including traffic control devices.	<b>R</b> <b>P</b>

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<b>Pedestrian and Bicycle Facilities</b>				
107	Pedestrian and Bicycle Facilities 19.0	Inform the public of their responsibilities for sidewalk and bikeway maintenance.	<u>Establish a program to inform the public of their responsibilities for the maintenance of sidewalks and pedestrian pathways.</u>	O
108	Pedestrian and Bicycle Facilities 20.0	Ensure an opportunity for representative citizen involvement in the county pedestrian and bicycle planning process by sponsoring the Clackamas County Pedestrian and Bikeway Advisory Committee as a forum for public input.	Ensure an opportunity for a <u>diverse and</u> representative citizen involvement in the county pedestrian and bicycle planning process by sponsoring the Clackamas County Pedestrian and Bikeway Advisory Committee <u>(CCPBAC)</u> as a forum for public input. <u>Seek to recruit representatives of transportation disadvantaged populations as part of this process.</u>	P
109 A	Pedestrian and Bicycle Facilities 23.0	Construct separate multi-use paths in rural areas according to American Association of State Highway and Transportation Officials (AASHTO) standards where travel lanes or wide paved shoulders along roadways may be unacceptable to pedestrians or bicyclists.	Construct separate multi-use paths in rural areas according to <u>County Standards (based on the NACTO Urban Bikeway Design Guide and Oregon Bicycle And Pedestrian Design Guide Oregon Highway Design Manual Appendix N) American Association of State Highway and Transportation Officials (AASHTO)</u> standards where travel lanes or wide paved shoulders along roadways may be not be <u>appropriate for use by</u> pedestrians or bicyclists	R
109 B	New		<u>Construct bikeways and multi-use pathways in rural area according to County Standards (based on the NACTO Urban Bikeway Design Guide and Oregon Bicycle And Pedestrian Design Guide Oregon Highway Design Manual Appendix N).</u>	

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<b>Transit</b>				
110	Transit 1.0	Work with transit agencies to identify existing transit deficiencies in the County, needed improvements, and park and ride lots to increase the accessibility of transit services.	Work with transit agencies to identify existing transit deficiencies in the County, needed improvements, and <u>additional</u> park and ride lots <u>needed</u> to increase the accessibility of transit services <u>to potential users</u> .	<b>O</b>
111	Transit 2.0	Major developments or road construction projects along transit routes shall be required to include provisions for transit shelters, pedestrian access to transit and/or bus turnouts where appropriate.	No change This policy applies to both the urban and rural areas.	<b>R</b>
112	Transit 4.0	Emphasize corridor or roadway improvements to increase transit speed, convenience and comfort.	Emphasize corridor or roadway improvements to <u>improve the reliability of transit service in the county</u> . <del>increase transit speed, convenience and comfort</del>	<b>O</b>
113	Transit 5.0	Coordinate and cooperate with Tri-Met and other transit agencies to provide transportation to the elderly and people with disabilities.	Coordinate and cooperate with <u>all transit agencies</u> to provide transportation services for <u>seniors, people with disabilities, and other transportation disadvantaged groups</u> .	<b>O</b>
114	Transit 6.0	Promote park and ride lots, bus shelters and pedestrian/bikeway connections to transit.	Promote park and ride lots, bus shelters and pedestrian/bikeway connections to transit. <u>Coordinate the location of these facilities with other land uses to promote shared parking and pedestrian-oriented transit nodes</u> .	<b>O</b>

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<b>Transit</b>				
115	Transit 7.0	Emphasize transit improvements that best meet the needs of the County, including more east-west connections and service between the County's industrial and commercial areas and medium to high density neighborhood areas.	Emphasize transit improvements that best meet the needs of <u>all County residents, employees and employers, regardless of race, age, ability, income level and geographic location</u> , including more east-west connections and service between the County's industrial and commercial areas and medium to high density neighborhood areas.	<b>O</b>
116	Transit 8.0	Protect neighborhoods, recreation areas and pedestrian/bikeways from transportation related environmental degradation.	Protect neighborhoods, recreation areas and pedestrian/bikeways and sensitive land uses <u>(such as, daycare centers, schools and senior centers whose users are more vulnerable to pollution)</u> from transportation-related environmental degradation. <u>Coordinate transportation and land use planning to minimize proximity of these land uses to high traffic roads, and employ mitigation strategies such as physical barriers and design features to minimize transmission of air, noise and water pollution from roads to neighboring land uses.</u>	<b>O</b>

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<b>Maintenance</b>				
117	Efficiency and Finance 1.0	<p>Consider strategies for using the existing road system and its capacity most efficiently before building new roads or adding new capacity to existing roads. Transportation System Management techniques are a set of strategies that shall be used to make roadways operate more efficiently.</p> <p>Transportation System Management (TSM) strategies include;</p> <ul style="list-style-type: none"> <li>• Access Management</li> <li>• Alternative/Modified Standards (Performance and/or Design Standards)</li> <li>• Intelligent Transportation System (ITS) applications</li> <li>• Operational Improvements</li> <li>• Parking Standards.</li> </ul>	<p>Consider strategies for using the existing road system and its capacity most efficiently before building new roads or adding new capacity to existing roads. <i><u>This includes the pedestrian and bike facilities associated with the existing roads.</u></i> Transportation System Management techniques are a set of strategies that shall be used to make roadways operate more efficiently.</p> <p>Transportation System Management (TSM) strategies include;</p> <ul style="list-style-type: none"> <li>• Access Management</li> <li>• Alternative/Modified Standards (Performance and/or Design Standards)</li> <li>• Intelligent Transportation System (ITS) applications</li> <li>• Operational Improvements</li> <li>• Parking Standards</li> <li>• <i><u>Enhanced Bike and Pedestrian Facilities</u></i></li> <li>• <i><u>Road Diet</u></i></li> </ul>	<b>R</b> <b>P</b>
118	Efficiency and Finance 2.0	Emphasize maintenance of existing roadways, with improvements where appropriate, to improve traffic flow and safety at a reasonable cost	No change This policy applies to both the urban and rural areas.	<b>O</b>

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<b>Maintenance</b>				
119	Efficiency and Finance 3.0	Determine roadway maintenance needs and priorities and develop an effective and efficient roadway maintenance program.	No change This policy applies to both the urban and rural areas.	<b>O</b>
<b>Emergency Response and Disasters</b>				
120	New		<u><i>Work with the Oregon Office of Emergency Management and Clackamas County Emergency Management to ensure that the TSP supports effective responses to emergencies and disasters.</i></u>	
121	New		<u><i>Work with Clackamas County Department of Emergency Management to ensure the TSP supports effective response and access to all of the County during natural and human-caused incidents.</i></u>	



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<b>Rural Equity Issues</b>				
122	New		<u>Support priority of bike and pedestrian projects that improve access to public transit stops in rural areas of the County and provide connections to significant local destinations.</u>	
123	New		<u>Support the continued provision of public transportation services to county populations that are un-served or under-served. Evaluate proposals to shift public transportation resources that serve un-served or under-served populations to another transport mode from the perspective of transportation equity and the long-term sustainability of the transportation system.</u>	
124	New		<u>In rural areas, Improve the health, safety and attractiveness of walking and biking by prioritizing the development of bicycle and pedestrian facilities and networks on low volume or local roads and off of existing street rights-of-way. Review development plans to ensure that they provide bicycle and pedestrian access to low volume or local roads, when appropriate and feasible.</u>	

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<b>Rural Equity Issues</b>				
125	New		<u>Establish funding for bicycle, pedestrian and transit projects that serve the needs of transportation disadvantaged populations.</u>	
126	New		<u>Ensure that programs to encourage and educate people about bicycle, pedestrian, and transit transportation options are appropriate for all Clackamas County residents, including transportation disadvantaged populations.</u>	
127	New		<u>Support the network of community-based transportation services provided by the Clackamas County Transportation Consortium, which provides transportation service to seniors and persons with disabilities.</u>	
<b>Stormwater Management</b>				
<b>Other Sustainability Topics?</b>				
<b>Other Health or Equity Topics?</b>				
128	New		<u>Work with state and local partners to implement the Oregon Transportation Safety Plan.</u>	
129	New		<u>Prioritize projects and programs such as pedestrian and bike connections to transit stops that expand and improve transportation options for residents in areas identified as “most vulnerable” on the Transportation-Disadvantaged Populations Map.</u>	

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<b>Pedestrian and Bicycle Facilities</b>				
	Pedestrian and Bicycle Facilities 1.0	Provide networked systems of <b>walkways</b> and bikeways connecting neighborhoods, transit stops, commercial areas, community centers, schools, parks, libraries, employment places, other major destinations, regional bikeways and <b>walkways</b> , and other transportation modes.	No change  This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	<b>O R</b>
	Pedestrian and Bicycle Facilities 2.0	Identify <b>walkway</b> and bikeway improvements necessary to ensure direct and continuous networks of <b>walkways</b> and bikeways on the county road system.	No change  This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	<b>O P</b>
	Pedestrian and Bicycle Facilities 4.0	Encourage bicycle and pedestrian access across rivers and other natural barriers.	No change  This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	<b>O</b>
	Pedestrian and Bicycle Facilities 5.0	Promote grid-street development patterns to provide direct routes from neighborhoods to destinations frequented by pedestrians and bicyclists.	No change  This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	<b>O R</b>
	Pedestrian and Bicycle Facilities 6.0	Construct all <b>walkways</b> , bikeways and trails as designated on maps V-7a, V-7b, and V-8, and as adopted in Special Transportation Plans.	No change  This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	<b>R</b>

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<b>Pedestrian and Bicycle Facilities</b>				
	Pedestrian and Bicycle Facilities 7.0	Construct all <b>walkways</b> designated in this Plan and any other <b>walkways</b> proposed, according to the current county design standards, the American Association of State Highway and Transportation Officials (AASHTO) standards, and the Americans with Disabilities Act (ADA) standards.	No change This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	<b>R</b>
	Pedestrian and Bicycle Facilities 8.0	Construct all bikeways designated in this Plan and any other bikeways proposed, according to the current standards in the Oregon Bicycle and Pedestrian Plan and the American Association of State Highway and Transportation Officials (AASHTO) standards.	No change This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	<b>R</b>
	Pedestrian and Bicycle Facilities 10.0	Require that new development include construction of pedestrian and bikeway connections within the development and between adjacent developments for the purpose of increasing non-motorized mobility.	No change This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	<b>R</b>
	Pedestrian and Bicycle Facilities 12.0	Coordinate the implementation of pedways and bikeways with neighboring jurisdictions and jurisdictions within the county.	No change This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	<b>O</b>
	Pedestrian and Bicycle Facilities 13.0	Support the continuation of the “Bikes on Transit” program on all public transit routes.	No change This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	<b>O</b>

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<b><i>Pedestrian and Bicycle Facilities</i></b>				
	Pedestrian and Bicycle Facilities 14.0	Require new development to provide bicycle parking, and initiate a program for adding bicycle parking in areas frequented by bicyclists.	No change This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	<b>R</b>
	Pedestrian and Bicycle Facilities 15.0	Encourage the provision of appropriate supportive facilities and services for bicyclists, including showers, lockers, bike racks on buses, bike repair and maintenance information/clinics, and secure bicycle parking.	No change This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	<b>R</b>
	Pedestrian and Bicycle Facilities 21.0	Encourage the provision of street lighting for the purpose of increasing the visibility and personal security of pedestrians and bicyclists.	No change This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	<b>O</b>
	Pedestrian and Bicycle Facilities 22.0	Monitor and update the Clackamas County Pedestrian and Bicycle Master Plans through data collection, evaluation, and review activities necessary to maintain and expand the programs established in these plans.	No change This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	<b>P</b>
	Pedestrian and Bicycle Facilities 24.0	In unincorporated communities, construct walkways adjacent to or within areas of development, such as schools, businesses, or employment centers near or along highways.	No change This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	<b>R</b>

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		<b>Transportation Demand Management</b>		
	Efficiency and Finance 3.0	Coordinate with the Oregon Department of Environmental Quality and Tri-Met to implement TDM programs and the Employer Commute Options (ECO) rule.	No change This policy primarily addresses urban transportation demand management and should be discussed as part of Policy Document G.	O
	Transportation Demand Management 4.0	Provide adequate bicycle and pedestrian facilities to employment areas of Clackamas County to encourage use of alternative modes for the commute to work.	No change This policy primarily addresses urban transportation demand management and should be discussed as part of Policy Document G.	O
		<b>Transit</b>		
	Transit 9.0	Require pedestrian and transit-supportive features and amenities and direct access to transit through the Development Review Process. Such amenities may include pedestrian/bikeway facilities, street trees, outdoor lighting and seating, landscaping, shelters, kiosks, strict standards for signs, and visually aesthetic shapes, textures and colors. Parking should be at the rear or sides of buildings. Buildings measuring more than 100 feet along the side facing the major pedestrian/transit access should have more than one pedestrian entrance.	No change This policy primarily addresses urban transportation demand management and should be discussed as part of Policy Document G.	O

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		<b>Transit</b>		
	Transit 10.0	Coordinate with Tri-Met and/or other appropriate transit providers on all new residential, commercial or industrial developments to ensure appropriate integration of transit into the developments.	No change This policy primarily addresses urban transportation demand management and should be discussed as part of Policy Document G.	O
	Transit 11.0	Bus routes will be improved and coordinated with financing and implementation of necessary roadway improvements and in cooperation with transit service providers.	No change This policy primarily addresses urban transportation demand management and should be discussed as part of Policy Document G.	O
	Transit 12.0	Encourage Tri-Met and, as appropriate, other local transit agencies, to restructure transit service to efficiently serve local as well as regional needs.	No change This policy primarily addresses urban transportation demand management and should be discussed as part of Policy Document G.	O