

TRACKING POLICY INPUT ~ August 14, 2013

The following tables list the proposed and amended policies from the Policy Working Group, and reviewed and commented on by the full Project Advisory Committee and the Technical Advisory Committee. The tables allow interested persons to see how the policy language was amended from current language, new or amended language from the PWG, and recommended language.

Column	Description
<i>Column 1</i> C5 Policy #	The policy numbers in Column 1 are those used in <u>Draft 5 of Chapter 5: Transportation</u> being reviewed in August 2013. These tables are in sorted in order of C5 Policy # , beginning with number 6.101. As shown in the table layout, this policy number may represent several policies discussed by the committees.
<i>Column 2</i> Document & Policy #	The policies originally presented to the PWG were grouped by topic and listed in “Document A” through “Document G.” The policies were numbered sequentially through all the documents, beginning with A1 and ending with G 262. The reference in this column will allow a committee member to go back to the original Documents (A – G) to review policy language. Note: Following PWG’s work, additional policies about the TSP organization were added by staff, so there also is Document H, with policies through H268.
<i>Column 3</i> Current Policy Language	The current policy language from Chapter 5 is presented here. The term “New” indicates that a new policy was proposed during the committee discussions.
<i>Column 4</i> Policy Language from PWG and TAC	The results of the committees’ work are presented here, with all new language for a new policy or amended language of an existing policy. Many policies had several versions because the same policy topic was discussed both as a potential Rural policy and as a potential Urban policy.
<i>Column 5</i> Draft Chapter 5 – Recommended Policy Language	This column has the recommended policy language contained in <u>Draft 5 of Chapter 5: Transportation</u> . As shown in the table layout, a recommended policy may be a combination of several policies that were reviewed by the committees.

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6. FOUNDATION AND FRAMEWORK

<i>C5 Policy #</i>	<i>Document & Policy #</i>	<i>Current Policy Language</i>	<i>Policy Language from PWG and TAC</i>	<i>Draft Chapter 5 - Recommended Policy Language</i>
		6.1 Compliance and Coordination		
6.101	C 84	New - Intergovernmental Partnerships and Coordination	Support intergovernmental partnerships needed to promote coordination and solve multi-jurisdictional transportation needs in rural areas	Countywide Support intergovernmental partnerships needed to promote coordination and solve multi-jurisdictional transportation needs in rural and urban areas.
	G 235	New - Intergovernmental Partnerships and Coordination	Support intergovernmental partnerships needed to promote coordination and solve multi-jurisdictional transportation needs in urban areas (e.g., Sunrise Corridor).	
6.102	C 90.2	New - Safety and Road Condition	The County will work collaboratively with state, regional, and local agencies and County residents to pursue its road safety programs.	Countywide Work collaboratively with <u>federal, state, regional, and local agencies</u> and <u>with County residents</u> to pursue <u>the County's road safety programs and plans</u> .
	C 90.1	New - Safety and Road Condition	The County will undertake actions to improve road safety and reduce the number of fatalities and serious injuries on roadways in Clackamas County by one-half in the next 10 years.	
	C 90.3	New - Safety and Road Condition	Safety shall be the first priority in making decisions for the Capital Improvement Program and for roadway operations, maintenance, and repair.	
6.103	C 95	New - Traffic Safety Action Plan	Work with state and local partners to implement the "Oregon Transportation Safety Plan"	Countywide Work with state and local partners to implement the Oregon Transportation Safety Plan.
	D 128	New - Safety Topic	Work with state and local partners to implement the Oregon Transportation Safety Plan.	
	F 218	New - Traffic Safety Action Plan	Work with state and local partners to implement the "Oregon Transportation Safety Plan"	

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
6.104	B 75	Coordinate with the Oregon Department of Transportation (ODOT) in implementing the Oregon Transportation Plan (OTP), Oregon Highway Plan (OHP), Statewide Transportation Improvement Program (STIP), and with other state, local and regional jurisdictions in their roadway planning efforts.	Coordinate with the Oregon Department of Transportation (ODOT) in implementing the Oregon Transportation Plan (OTP), Oregon Highway Plan (OHP), Statewide Transportation Improvement Program (STIP), and other state <u>transportation planning policies, guidelines and programs.</u>	COUNTYWIDE Coordinate with the Oregon Department of Transportation (ODOT) in implementing the Oregon Transportation Plan (OTP), Oregon Highway Plan (OHP), Statewide Transportation Improvement Program (STIP), and with other state <u>transportation planning policies, guidelines and programs.</u> local and regional jurisdictions in their roadway planning efforts.
6.1041	E 151	See 75		
6.105	D 120	New - Emergency Response and Disasters	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.	Countywide <u>Work with the Oregon Office of Emergency Management and Clackamas County Emergency Management to ensure that the TSP supports effective responses to natural and human-caused disasters and emergencies, and access during these incidents.</u>
	D 121	New - Emergency Response and Disasters	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.	
6.106	E 143	New – Regional Design Types	Coordinate with Metro and local governments in implementing the Regional Transportation Functional Plan, Urban Growth Management Functional Plan, and local transportation plans.	Urban <u>Coordinate with Metro and local governments in implementing the Regional Transportation Functional Plan, Urban Growth Management Functional Plan, and local transportation plans.</u>
6.107	B 76	New - Rural Road	Pursue formation of an Area Commission on Transportation (ACT) for the portions of Clackamas County outside the Metro Urban Growth Boundary to facilitate a coordinated approach to addressing issues on the state transportation system.	Rural <u>Pursue formation of an Area Commission on Transportation (ACT) for the portions of Clackamas County outside the Metro Urban Growth Boundary to facilitate a coordinated approach to addressing issues on the state transportation system.</u>

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6.2 Safety and Road Conditions				
6.201	C 93	New - Traffic Safety Action Plan	The Clackamas County Safety Action Plan will be adopted by reference as a Transportation System Plan implementing strategy. As necessary, the County Board of Commissioners will update and amend the Clackamas County Safety Action Plan to reflect any needed changes.	Countywide The Clackamas County Safety Action Plan is adopted <u>as a supporting document to the</u> by reference as a Transportation System Plan implementing strategy. As necessary, the County Board of Commissioners will update and amend the Clackamas County Safety Action Plan to reflect any needed changes.
	F 219	See 93		
6.202	F 221	New - Other Safety Topics	Work to decrease the number of fatalities and injuries for all travel modes at high crash locations and on rights-of-way within ¼ mile of schools through education and use of appropriate roadway improvements.	Countywide Focusing on high crash locations and rights-of-way within 1/4 mile of schools, identify transportation system safety improvements that will help decrease the number of fatalities and injuries for all travel modes.
6.203	F 222.0	New - Other Safety Topics	Reduce inter-modal conflicts by providing new signalized ped/bike crossings, grade separation, new route designations, or other strategies.	Countywide <u>Reduce inter-modal conflicts by providing new signalized ped/bike crossings, grade-separated</u> separation <u>facilities, new route designations, or other strategies.</u>
6.204	F 263.0	New - Other Safety Topics	Work to ensure that traffic speeds are compatible with adjacent land use and support safety for all modes of travel.	Countywide <u>Work to ensure that posted traffic speeds are compatible with adjacent land uses and support safety for all modes of travel.</u>

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6.3 Equity, Health and Sustainability				
6.301	D 129	New – Equity & Health	Support 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.	Countywide <u>Support programs and projects, 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>
	F 230	See 129		
6.302	D 116	Protect neighborhoods, recreation areas and pedestrian/bikeways from transportation related environmental degradation.	Protect neighborhoods, recreation areas, and pedestrian <u>facilities / bikeways and sensitive land uses (such as 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 the proximity of these land uses to high traffic roads, and use 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> <u>(IN 7. Health, Equity and Sustainability, Countywide.)</u>	Countywide <u>Protect neighborhoods, recreation areas, and pedestrian facilities / bikeways and sensitive land uses (such as schools, daycare centers and senior centers whose users are more vulnerable to pollution) from transportation-related environmental degradation. Coordinate transportation and land use planning to minimize the proximity of sensitive land uses to high traffic roads, and use 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>
	F 207	See 116		
6.303	F 227	New - Other Sustainability Topics	Work with public agencies, private businesses and developers to increase and improve infrastructure necessary for supporting use of vehicles that use alternative fuels.	Countywide <u>Support public agencies, private businesses and developers to increase and improve infrastructure necessary for supporting use of vehicles that use alternative fuels.</u>

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
6.304	D 123	New -Rural Equity Issues	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 form the perspective of transportation equity and the long-term sustainability of the transportation system.	Rural <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>
6.305	D 127	New - Rural Equity Issues	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.	Rural <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>
	F 228	New - Sustainability	Transition County vehicles to lower emission vehicles, such as plug-in hybrids and electric cars, and encourage the purchase of newer technology vehicles that are more fuel-efficient or are not dependent on higher emission fuels.	Not a TSP policy
	F 229	New - Health or Equity	Work with the state and regional agencies to track and increase the proportion of transportation contracts awarded to minority owned businesses.	Not a TSP policy
	F 231	New - Health or Equity	Establish a construction employment program that sets goals to utilize minority, women and Clackamas County resident workers on construction projects.	Not a TSP policy

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6.4 Intelligent Transportation Systems (ITS)				
6.401	A 47	New	<u>Develop a County Intelligent Transportation System (ITS) Action Plan to implement portions of the Regional Transportation System Management and Operations (TSMO) Plan and to direct the County ITS Program.</u>	Countywide Develop a County Intelligent Transportation System (ITS) Action Plan to implement portions of the Regional Transportation System Management and Operations (TSMO) Plan and to direct the County ITS Program.
6.402	A 46	New	<u>Support the use of a wide range of Intelligent Transportation System (ITS) projects in the county to improve mobility, accessibility and connectivity for people, goods and services.</u>	Countywide <u>Support the use of a wide range of Intelligent Transportation System (ITS) projects to improve mobility, accessibility and connectivity for people, goods and services.</u>
6.403	A 48	New	<u>Adopt and periodically update an Intelligent Transportation System (ITS) Action Plan as part of the County's Capital Improvement Program.</u>	Countywide <u>Adopt and periodically update a county Intelligent Transportation System (ITS) Action Plan as part of the Capital Improvement Program.</u>
6.404	A 49	New	<u>Encourage the interconnection of the County ITS System and rail crossing traffic safety devices.</u>	Countywide Encourage the interconnection of the County ITS System and rail crossing traffic safety devices.
6.5 Transportation Demand Management (TDM)				
6.501	F 194	Coordinate with DEQ and Tri-Met to implement TDM programs and the Employer Commute Options (ECO) rule.	<u>Support and participate in efforts by Metro, DEQ TriMet and Transportation Management Associations to develop, monitor and fund regional Transportation Demand Management programs and to implement the Employer Commute Options (ECO) rule.</u>	Countywide <u>Support and participate in efforts by Metro, DEQ, TriMet transit providers, and Transportation Management Associations to implement develop, monitor and fund regional TDM programs and to implement the Employer Commute Options (ECO) rule.</u>

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
6.502	F 195	Provide adequate bicycle and pedestrian facilities to employment areas of Clackamas County to encourage use of alternative modes for the commute to work.	Provide adequate bicycle and pedestrian facilities to employment areas of Clackamas County to encourage use of alternative modes for the commute to work <u>commute, and improve access to jobs for workers without cars.</u>	Countywide Provide adequate bicycle and pedestrian facilities to employment areas of Clackamas County to encourage use of alternative modes for the commute to work commute, and improve access to jobs for workers without cars.
	F 195.1	See 195	No change.	
6.503	F 196	Work with Clackamas County employers located in concentrated employment areas to develop Transportation Management Associations (TMAs) to coordinate and support private sector TDM efforts.	No change.	Countywide Work with Clackamas County employers located in concentrated employment areas to develop Transportation Management Associations (TMAs) to coordinate and support private sector TDM efforts.
6.504	F 198	New - Transportation Demand Management	Support Safe Routes to Schools programs and seek funding to support this program.	Countywide <u>Support programs that work with schools to identify safe bike routes and pedestrian ways which connect neighborhoods to schools, and seek partnerships and funding to support improvement of these routes.</u>
6.505	E 133	New - TDM policy	Ensure that all TDM programs are appropriate for all Clackamas County residents, particularly transportation disadvantaged populations	Countywide <u>Ensure that all Transportation Demand Management (TDM) programs are appropriate for all Clackamas County residents, including transportation disadvantaged populations.</u>
	F 199	New - TDM policy	Ensure that all TDM programs are appropriate for all Clackamas County residents, including transportation disadvantaged populations.	

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
6.506	E 134	New - TDM policy	Transportation Demand Management techniques used by the County should include education, encouragement, and enforcement programs designed to increase efficient use of existing transportation infrastructure and minimize congestion and safety concerns by influencing people’s choice of mode, route, and time.	Countywide <u>Transportation Demand Management techniques used by the County should include education, encouragement, and enforcement programs designed to increase efficient use of existing transportation infrastructure and minimize congestion and safety concerns by influencing people’s choice of mode, route, and time.</u>
6.507	F 197	Establish the following Year 2040 Non-Drive Alone modal targets for Regional 2040 Design Types.	This table has been modified to meet and implement the requirements of the RTP in Metro Area.	Urban Establish the following Year 2040 <u>Non-Drive Alone Non-Single Occupancy Vehicle (SOV)</u> modal split targets for Regional 2040 Design Types: <i>Insert table of modal target by 2040 Design Types.</i>
6.508	F 193.1	Encourage employers in Clackamas County to implement a range of TDM policies to help their employees reduce VMT. Examples are, subsidized bus passes, company owned vanpools, preferred parking for carpools and vanpools, bicycle racks, and flexible work schedules.	Work with and support Transportation Management Associations, major employers and business groups to develop and implement demand management programs to work towards mode share targets adopted in this Plan.	Urban <u>Work with and support Transportation Management Associations, major employers and business groups to develop and implement demand management programs to work towards mode share targets adopted in this Plan.</u>
	F 193.2	See 193.1		
6.509	B 53	Encourage employers in Clackamas County to implement a range of TDM policies to help their employees reduce VMT. Examples are, subsidized bus passes, company owned vanpools, preferred parking for carpools and vanpools, bicycle racks, and flexible work schedules.	Encourage employers <u>and schools outside urban growth boundaries</u> in Clackamas County to implement a range of TDM policies to help their employees <u>and students</u> reduce VMT, maximize use of existing facilities, and increase walking, biking and transit <u>use</u> .	Rural Encourage employers <u>and schools outside urban growth boundaries</u> in Clackamas County to implement a range of TDM policies to help their employees <u>and students</u> reduce VMT, maximize use of existing facilities, and increase walking, biking and transit <u>use</u> .

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7. LAND USE AND TRANSPORTATION

C5 Policy #	Document & Policy #	<i>Current Policy Language</i>	<i>Policy Language from PWG and TAC</i>	<i>Draft Chapter 5 - Recommended Policy Language</i>
7.1 Integration of Land Use and Transportation Planning				
7.101	B 81	Encourage a relationship between land use and roadways which decreases average trip length.	Encourage a relationship between land use and roadways which decreases average trip length <u>and increases accessibility for all modes. Land use and transportation policies shall be integrated consistent with state law regarding preservation of farm and forest lands.</u>	Countywide Encourage a relationship between land use and roadways which decreases average trip length <u>and increases accessibility for all modes. Land use and transportation policies shall be integrated consistent with state law regarding preservation of farm and forest lands.</u>
	G 256	Encourage a relationship between land use and roadways which decreases average trip length.		
7.102	B 65.1	New – Alternative A	The State Highway System is an important component of the rural road system in the County. The County will support the effort of the Oregon Department of Transportation to maintain and enhance this system.	Countywide <u>Support efforts to enhance and maintain the function of State highways and County arterials these roads through land use policies, access management strategies and roadway improvements.</u>
	B 65.2	New – Alternative B	The County recognizes the role of State highways and County arterials as the backbone of the transportation network. These roads are critical for everyday transportation and as lifelines in emergency situations. The County shall support efforts to enhance and maintain the function of these roads through land use policies, access management strategies and roadway improvements.	
7.103	G 232	New - Integration of Urban Land Use and Transportation	Support and promote an integrated approach to land use and transportation planning in urban areas.	Urban <u>Support and promote an integrated approach to land use and transportation planning in urban areas.</u> .
7.104	G 233	New - Integration of Urban Land Use and Transportation	Support transportation planning and implementation so that helps create livable and sustainable urban communities.	Urban <u>Support transportation planning and implementation that encourage livable and sustainable urban communities.</u>

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
7.105	G 234	New - Integration of Urban Land Use and Transportation	Prioritize transportation investments that support complete and sustainable urban communities as a long term strategy to end reliance on long commutes out of the County to employment destinations.	Urban Prioritize transportation investments that support complete and sustainable urban communities as a long term strategy to end reliance on long commutes out of the County to employment destinations.
7.106	C 83.1	New - Integration of Rural Land Use and Transportation	Drafts had 83A, 83B and 83C. Hybrid language: Support and promote an integrated approach to land use and transportation planning to help create livable and sustainable RURAL communities to end reliance on long commutes.	Rural Support and promote an integrated approach to land use and transportation planning to help create livable and sustainable rural communities to end reliance on long commutes.
7.2 Rural Tourism				
7.201	B 62	New – Rural tourism	In rural areas, encourage agri-tourism and other commercial events and activities that are related to and supportive of agriculture in accordance with the provisions of ORS 215. Mitigation of traffic impacts and other event impacts shall be required to reduce the effects of these limited land uses on the County road system.	Rural In rural areas, encourage agri-tourism and other commercial events and activities that are related to and supportive of agriculture in accordance with the provisions of ORS 215. Mitigation of traffic impacts and other event impacts shall be required to reduce the effects of these limited land uses on the County road system.
7.3 Parking Policies				
7.301	B 80	On-street parking may be prohibited in front of schools as needed to assure student safety and school security, and shall be reviewed on a school by school basis.	No change	Countywide On-street parking may be prohibited in front of schools as needed to <u>ensure</u> assure student safety and school security, and shall be reviewed on a school by school basis.
	C 92	See 80	<u>In rural areas</u> , on-street parking may be prohibited in front of schools as needed to <u>ensure</u> student safety and school security, and shall be reviewed on a school by school basis.	
	E 160	See 80	<u>In urban areas</u> , on-street parking may be prohibited in front of schools as needed to <u>ensure</u> student safety and school security, and shall be reviewed on a school by school basis	

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	G 254	See 80	No change	
7.302	E 159	Set minimum and maximum parking limits on allowed off-street parking relative to building size, location and use, and adjacent land uses.	<u>In urban areas</u> set minimum and maximum parking limits on allowed off-street parking relative to building size, location and use, and adjacent land uses.	Countywide Set minimum and maximum limits on allowed off-street parking <u>of motor vehicles</u> relative to building size, location and use, and adjacent land uses. <u>In the urban area, parking standards shall be coordinated with regional requirements.</u>
	B 79	See 79	<u>Set rural standards for allowed off-street parking of motor vehicles and bicycles</u> relative to building size, location and use, and adjacent land uses.	
	C 91	See 79	Set minimum and maximum limits on allowed off-street parking for motor vehicles <u>and minimum parking for bicycles</u> relative to building size, location and use, and adjacent land uses.	
	G 247	See 79	Set minimum and maximum limits on allowed off-street parking relative to building size, location and use, and adjacent land uses, <u>and in coordination with regional requirements.</u>	
7.303	G 255	Require new development to provide bicycle parking, and initiate a program for adding bicycle parking in areas frequented by bicyclists.	<u>Require new development to provide both short- and long-term bicycle parking, as appropriate, and initiate a program for adding bicycle parking in areas frequented by bicyclists.</u>	Countywide Require new <u>multi-family, retail, office and institutional</u> development to provide both <u>short-term and long-term</u> bicycle parking, as appropriate. <u>For development inside the UGB, bicycle parking standards shall comply with Title 4 of the RTFP.</u> And initiate a program for adding bicycle parking in areas frequented by bicyclists.
7.304	G 249	Existing curbside parking along arterials and collectors may be removed to allow the striping of bike lanes, construction of travel or turning lane improvements or for increasing sight distance. Where parking standards are adopted by the County in Special Transportation Plans, those standards shall apply.	No change	Urban Existing, <u>on-street curbside</u> parking along arterials and collectors may be removed to allow the striping of stripe <u>bike lanes, construction of construct</u> travel or turning lanes <u>improvements or for increasing or increase</u> sight distance. Where parking standards are adopted by the County in Special Transportation Plans, those standards shall apply.

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7.305	G 253	Increase on-street parking in residential areas by minimizing the width of driveway curb cuts.	No change	Urban Increase on-street parking in residential areas by minimizing the width of driveway curb cuts.
7.306	G 248	Encourage off-street parking in commercial, industrial, and high density residential areas to be at the sides or rear of buildings where practical, with buildings oriented to the street in a manner that is convenient to pedestrians and aesthetically pleasing to passers-by, but does not interfere with sight distance on the roadway, or preclude road widening.	Require Encourage off-street parking in commercial, industrial, and high density residential areas to be at the sides or rear of buildings where practical, with buildings oriented to the street in a manner that is convenient to pedestrians and aesthetically pleasing to passers-by, but does not interfere with sight distance on the roadway, or preclude road widening.	Urban Encourage Require off-street parking in commercial, industrial, and high density residential areas to be <u>located</u> at the sides or rear of buildings where practical, with buildings oriented to the street in a manner that is convenient to pedestrians and aesthetically pleasing to passers-by, but does not interfere with sight distance on the roadway, or preclude road widening.
7.307	G 250	Allow developments along transit routes to decrease their parking area requirements if they provide pedestrian and transit amenities.	No change	Urban Allow developments along transit routes to for decreased their parking area requirements for development along transit routes if they provide pedestrian and transit amenities.
7.308	G 251	Allow commercial and industrial developments to decrease their parking area requirements if they provide and maintain ridesharing programs.	Allow commercial and industrial developments to decrease their parking area requirements if they provide and maintain ridesharing programs.	Urban Allow commercial and industrial developments to for decreased their parking area requirements for commercial and industrial development if they provide and maintain ridesharing programs.
7.309	G 252	Allow shared parking where feasible, such as within mixed use development and where adjacent land uses are compatible. Such sharing of parking can be used to help satisfy compliance with parking standards.	Require Allow shared parking where feasible, such as within mixed use development and where adjacent land uses are compatible. Such sharing of parking can be used to help satisfy compliance with parking standards.	Urban Allow Require shared parking where feasible, such as within mixed use development and where adjacent land uses are compatible. Such sharing of Shared parking can be used to help satisfy compliance <u>comply</u> with parking.
7.4 Rural Scenic Roads				
7.401	B 58	Implement a County Scenic Road System.	Implement a County Scenic Road System <u>that is safe and attractive for bicyclists.</u>	Rural Implement a County Scenic Road System <u>that is safe and attractive for bicyclists as well as for motorists.</u>

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
7.402	B 59	<p>The Scenic Road designation is intended to protect recreation values, scenic features, and an open, uncluttered character along the roadway. Developments adjacent to scenic roads shall be designed with sensitivity to natural conditions. The following policies are intended to accomplish these ends: a) Scenic roads shall have strict access control on new developments. b) Scenic roads should have shoulders wide enough for pedestrians or bicycles. c) Turnouts should be provided where appropriate for viewpoints or recreational needs. d) Design review of developments adjacent to scenic roads shall require visual characteristics and signing appropriate to the setting. e) Buildings should be set back a sufficient distance from the right-of-way to permit a landscaped or natural buffer zone. f) Parking areas adjacent to scenic roads should be separated from the right-of-way by a landscaped buffer. g) Frontage roads, if any, adjacent to scenic roads should be separated by a vegetative buffer. h) Encourage underground placement of utilities.</p>	<p>The Scenic Road designation is intended to protect recreation values, scenic features and an open, uncluttered character along the designated scenic roads. Developments adjacent to scenic roads shall be designed with sensitivity to natural conditions <u>and</u>: The following policies are intended to accomplish these ends:</p> <p>a) Scenic roads shall have strict access control on new developments. b) Scenic roads shall should have shoulders wide enough for pedestrians or bicycles, <u>or a separated path where feasible and when funding is available</u> c) Turnouts shall should be provided where appropriate for viewpoints or recreational needs. d) Design review of developments adjacent to scenic roads shall require visual characteristics and signing appropriate to the setting. e) Buildings shall should be set back a sufficient distance from the right-of-way to permit a landscaped or natural buffer zone. f) Parking areas adjacent to scenic roads shall should be separated from the right-of-way by a landscaped buffer. g) Any frontage roads, if any, adjacent to scenic roads shall should be separated by a vegetative buffer. h) Encourage underground placement of utilities.</p>	<p>RURAL The Scenic Road designation is intended to protect recreation values, scenic features and an open, uncluttered character along the designated scenic roads. Developments adjacent to scenic roads shall be designed with sensitivity to natural conditions <u>and</u>: The following policies are intended to accomplish these ends:</p> <p>a) Scenic roads shall have strict access control on new developments. b) Scenic roads shall should have shoulders wide enough for pedestrians or bicycles, <u>or a separated path where feasible and when funding is available</u> c) Turnouts shall should be provided where appropriate for viewpoints or recreational needs. d) Design review of developments adjacent to scenic roads shall require visual characteristics and signing appropriate to the setting. e) Buildings shall should be set back a sufficient distance from the right-of-way to permit a landscaped or natural buffer zone. f) Parking areas adjacent to scenic roads shall should be separated from the right-of-way by a landscaped buffer. g) <u>Any</u> frontage roads, if any, adjacent to scenic roads shall should be separated by a vegetative buffer. h) Encourage underground placement of utilities.</p>
7.403	B 60	<p>The following shall be designated scenic roads: (see Map V-5).</p>	<p>No change</p>	<p>Rural The following shall be designated scenic roads: (see Map V-5)</p>
7.404	B 61	<p>Designate that portion of the Mt. Hood Loop in Clackamas County (Dodge Park Road, Lusted Road, Ten Eyck Road, US 26, and OR 35) as an official Oregon Scenic Byway.</p>	<p><u>Support implementation of the Oregon Scenic Byway System including the Mt. Hood Scenic Byway and the West Cascades Scenic Byway.</u></p>	<p>Rural <u>Support implementation of the Oregon Scenic Byway System including the Mt. Hood Scenic Byway and the West Cascades Scenic Byway.</u> Designate that portion of the Mt. Hood Loop in Clackamas County (Dodge Park Road, Lusted Road, Ten Eyck Road, US 26, and OR 35) as an official Oregon Scenic Byway.</p>

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8. ACTIVE TRANSPORTATION

C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
8.1 Coordination				
8.101	F 174	Coordinate the implementation of pedways and bikeways with neighboring jurisdictions and jurisdictions within the county.	Coordinate the implementation of pedestrian facilities-pedways and bikeways with neighboring jurisdictions and jurisdictions within the county.	Countywide Coordinate the implementation of pedestrian facilities-pedways and bikeways with neighboring jurisdictions and jurisdictions within the county.
8.102	D 108.0	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>	Countywide 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>
	F 183	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>	
8.103	F 185	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	Countywide Monitor and update the Clackamas County Pedestrian and Bicycle Master Plans through data collection, <u>and</u> evaluation, and review activities necessary to maintain and expand the programs established in these plans.

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
8.104	F 188	New - Pedestrian and Bicycle Facilities	<u>Prioritize bicycle, pedestrian and transit projects that serve the needs of transportation disadvantaged populations.</u>	Countywide <u>Prioritize bicycle, pedestrian and transit projects that serve the needs of transportation disadvantaged populations.</u>
8.105	D 104.0	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.	Countywide Coordinate with pedestrian, bicycle, and trail master plans, <u>and with Special Transportation Plans of the County</u> , 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 <u>pedway pedestrian facilities</u> and bikeway network.
	F 173	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, and trail master plans, <u>and with 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 pedway <u>pedestrian facilities</u> and bikeway network.	
8.106	F 175	Support the continuation of the “Bikes on Transit” program on all public transit routes.	No change	Countywide Support the continuation of the “Bikes on Transit” program on all public transit routes.
8.107	D 107.0	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>	Countywide <u>Establish a program to inform the property owners public of their responsibilities for the maintenance of sidewalks and pedestrian pathways.</u> bikeway maintenance.
	F 182	Inform the public of their responsibilities for sidewalk and bikeway maintenance.	<u>Establish a program to inform property owners of their responsibilities for the maintenance of sidewalks and pedestrian facilities.</u>	

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
8.108	F 176	New - Pedestrian and Bicycle Facilities	<u>Coordinate with cities to identify streets with low traffic volume that are appropriate for signing as bicycle routes to enhance safety and connectivity and to supplement the system of bikeways found on the major street system.</u>	Urban <u>Coordinate with cities to identify streets with low traffic volume that are appropriate for signing as bicycle routes to enhance safety and connectivity and to supplement the system of bikeways found on the major street system.</u>
	F 190	New - Pedestrian and Bicycle Facilities	<u>Coordinate with cities to identify streets with low traffic volume that are appropriate for signing as bicycle routes to enhance safety and connectivity and to supplement the system of bicycle lanes and paved shoulders found on the major street system.</u>	
8.109	D 122	New - Rural Equity Issues	<u>Support bike and pedestrian projects that improve access to public transit stops in networked rural areas of the County and provide connections to significant local destinations.</u>	Rural <u>Support bike and pedestrian projects that improve access to public transit stops in networked rural areas of the County and provide connections to significant local destinations.</u>
8.2 Design				
8.201	F 170	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.	<u>In urban areas, the implementation of bikeways and pedestrian facilities sidewalks shall be required for all new collector or arterial construction or substantial reconstruction, even if not designated on the <i>Planned Bikeway Network</i> (Maps V-7a, V-7b) and on the <i>Essential Pedestrian Network</i> (Map V-8).</u>	Urban In urban areas, <u>The implementation of bikeways and pedestrian facilities sidewalks shall be required where feasible considered in for all new collector or arterial construction or substantial reconstruction, even if not designated on the <i>Planned Bikeway Network</i> (Maps V-7a, V-7b), and on the <i>Essential Pedestrian Network</i> (Map V-8).</u>
	D 101.2	Pedestrian and Bicycle Facilities AND 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.	<u>The implementation of bikeways and sidewalks shall be required where feasible for all new collector or arterial construction or substantial reconstruction, even if not designated on the <i>Planned Bikeway Network</i> (Maps V-7a, V-7b) and on the <i>Essential Pedestrian Network</i> (Map V-8).</u>	

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
8.202	F 162.1	Provide networked systems of walkways and bikeways connecting neighborhoods, transit stops, commercial areas, community centers, schools, parks, libraries, employment places, other major destinations, regional bikeways and walkways, and other transportation modes.	Provide networked systems of walkways <u>pedestrian facilities</u> and bikeways connecting neighborhoods, transit stops, commercial areas, community centers, schools, parks, libraries, employment places, other major destinations, regional bikeways and <u>pedestrian facilities</u> walkways , and other transportation modes. <u>Utilize separate accessways for pedestrian facilities and bikeways where street connections are impractical or unavailable.</u>	Urban Provide networked systems of In urban areas, create a networked system of <u>focus walkways</u> pedestrian facilities and bikeway <u>improvements on connecting cities</u> , neighborhoods, transit stops commercial areas, <u>community centers</u> , schools, <u>recreational facilities</u> parks, libraries , employment centers places , other major destinations, regional <u>and city bikeways</u> <u>and pedestrian facilities</u> , walkways , and other transportation modes. <u>Utilize separate accessways for pedestrian facilities and bikeways where street connections are impractical or unavailable.</u>
	F 162.2	New – Ped/Bike	In urban areas, <u>focus pedestrian facilities and bikeway improvements on connecting cities, neighborhoods, commercial areas, schools, recreational facilities, employment centers, other major destinations, regional and city bikeways, and other transportation modes. Utilize separate accessways for pedestrian facilities and bikeways where street connections are impractical or unavailable.</u>	
8.203	F 163	Identify walkway and bikeway improvements necessary to ensure direct and continuous networks of walkways and bikeways on the county road system.	Identify <u>pedestrian facilities</u> walkway and bikeway improvements necessary to ensure direct and continuous networks of walkways <u>pedestrian facilities</u> and bikeways on the county road system.	Urban Identify <u>pedestrian facilities</u> walkway and bikeway improvements necessary to ensure direct and continuous networks of walkways <u>pedestrian facilities</u> and bikeways on the county road system.
8.204	F 166	Promote grid-street development patterns to provide direct routes from neighborhoods to destinations frequented by pedestrians and bicyclists.	Promote grid-street development patterns to provide direct <u>and convenient</u> routes from neighborhoods to destinations frequented by pedestrians and bicyclists.	Urban Promote grid-street development patterns to provide direct <u>and convenient</u> routes from neighborhoods to destinations frequented by pedestrians and bicyclists.

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
8.205	F 165	Encourage bicycle and pedestrian access across rivers and other natural barriers.	<u>Identify locations where bicycle and pedestrian access is blocked by rivers or other natural barriers and encourage the creation of bicycle and pedestrian facilities to extend access across these barriers.</u>	Urban Encourage <u>Identify locations where bicycle and pedestrian access is blocked by across rivers and other natural barriers and encourage the creation of bicycle and pedestrian facilities to extend access across these barriers.</u>
8.206	F 187	New – Ped/Bike Facilities	In urban areas, improve the health, safety and attractiveness of walking and biking by supporting 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.	Urban <u>In urban areas, improve safety and appeal of walking and biking by requiring the development of bicycle and pedestrian facilities and networks on secondary roads or off-street rights-of-way. Review development plans to ensure that they provide bicycle and pedestrian access from secondary streets and off street rights-of-way.</u>
8.207	D 124	New - Rural Equity	In rural areas, improve the health, safety and attractiveness of walking and biking by supporting 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.	Rural <u>In rural areas, improve the health safety and appeal attractiveness of walking and biking by supporting 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>
8.3 Construction				
8.301	F 168	Construct all walkways designated in this Plan and any other walkways 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.	Construct all pedestrian facilities walkways <u>walkways</u> designated in this Plan and any other walkways <u>pedestrian facilities</u> , 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.	Urban Construct all pedestrian facilities walkways <u>Construct all pedestrian facilities</u> designated in this Plan, and any other walkways <u>pedestrian facilities</u> , 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.

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
8.302	F 169	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	Countywide 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.
8.303	F 167	Construct all walkways, bikeways, and trails as designated on maps V-7a, V-7b, and V-8, and as adopted in Special Transportation Plans.	Construct all walkways, pedestrian facilities, bikeways, <u>multi-use paths</u> and trails as designated on maps V-7a, V-7b, and V-8, and as adopted in Special Transportation Plans.	Urban Construct all walkways, pedestrian facilities, bikeways, <u>multi-use paths</u> and trails as designated on Maps V-7a, V-7b, and V-8, and as adopted in Special Transportation Plans. <u>Support equestrian trail users by collaborating with the appropriate service provider, such as a park district, to plan for multi-use paths that accommodate equestrian use where possible.</u>
8.304	F 171	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.	Require that new development include construction of pedestrian <u>facilities</u> and bikeway connections within the development and between adjacent developments for the purpose of increasing non-motorized mobility.	Urban Require that new development include construction of pedestrian <u>facilities</u> and bikeway connections within the development and between adjacent developments for the purpose of increasing non-motorized mobility.
8.305	F 172	New – Ped/Bike	Construct interim pedestrian facilities-and bikeways, as appropriate, on existing streets that are not built to ultimate standards where the construction of full street improvements is not practicable or imminent.	Urban <u>Construct interim pedestrian facilities and bikeways, as appropriate, on existing streets that are not built to ultimate standards where the construction of full street improvements is not practicable or imminent as deemed by the County Engineer and Planning Director.</u>

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
8.306	F 186	In unincorporated communities, construct walkways adjacent to or within areas of development, such as schools, businesses, or employment centers near or along highways.	In <u>urban unincorporated areas, Communities,</u> construct walkways <u>pedestrian facilities and bikeways</u> adjacent to or within areas of development, such as schools, businesses, or employment centers near or along highways.	Urban In <u>urban unincorporated Communities, areas,</u> construct walkways <u>pedestrian facilities and bikeways</u> adjacent to or within areas of development, such as schools, businesses, or employment centers near or along highways.
8.307	D 102.2	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>pedestrian facilities and bicycle ways</u> adjacent to or within areas of development, such as schools, businesses, or employment centers near highways and <u>Rural Centers, along roads near rural centers and at rural transit stops.</u>	Rural In Unincorporated Communities, construct <u>pedestrian facilities and bicycle ways</u> walkways adjacent to or within areas of development, such as schools, businesses, or employment centers near or along highways and Unincorporated Communities <u>Rural Centers, along roads near Unincorporated Communities Rural Centers,</u> and at rural transit stops.
8.308	C 96	New – Rural Equestrian	The County's land use and transportation planning shall protect existing equestrian trails where feasible.	Rural <u>Support the safe movement of equestrians in rural areas.</u>
	C 97	Rural Equestrian	Soft-surface multiple-use trails, located in corridors separate form roadways, are the preferred option for equestrian travel for safety reasons and to avoid conflicts with vehicles.	
	C 98	Rural Equestrian	Support equestrian trail use by: a) Working with local communities and organizations to identify, protect, create and maintain multiple-use trails that support horse travel. B) Maintaining County-owned equestrian trails. C) Planning for parking areas at trailheads that support trail riding and accommodate horse trailer parking.	
	C 99	Rural Equestrian	Representatives from the equestrian community should be given the opportunity to participate in planning and development actions that may impact equestrian facilities.	

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8.4 Facilities				
	F 177	Require new development to provide bicycle parking, and initiate a program for adding bicycle parking in areas frequented by bicyclists.	Require new development to provide <u>both short- and long-term bicycle parking, as appropriate</u> , and initiate a program for adding bicycle parking in areas frequented by bicyclists.	See 7.303 in Parking Policies
8.401	F 178	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	Countywide 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.
8.402	D 103.0	New – Rural Ped/Bike Facilities.	Establish and maintain a rural way-finding system to facilitate bicycle travel in rural areas of the County.	Countywide <u>Establish and maintain a rural way-finding systems to facilitate bicycle travel in the urban areas and rural areas of the County.</u>
	F 191	New – Ped/Bike Facilities	Establish and maintain an urban way-finding system to facilitate bicycle travel in urban areas of the County.	
8.403	F 184	Encourage the provision of street lighting for the purpose of increasing the visibility and personal security of pedestrians and bicyclists.	<u>In urban areas</u> , encourage the provision of street lighting for the purpose of increasing the visibility and personal security of pedestrians and bicyclists.	Urban Encourage the provision of street lighting for the purpose of increasing the visibility and personal security of pedestrians and bicyclists.
8.5 Multi-Use Paths				
8.501	F 164	Support acquisition and development of multi-use paths on abandoned public and private rights-of-way.	No change	Countywide Support acquisition and development of multi-use paths on abandoned public and private rights-of-way.

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8.502	D 126	New - Rural Equity Issues	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.	Countywide <u>Ensure that programs to encourage use of and educate people about bicycle, pedestrian, and transit transportation options are appropriate for all Clackamas County residents, particularly transportation disadvantaged populations.</u>
	F 189	New	Ensure that bicycle, pedestrian, and transit encouragement education programs are appropriate for all Clackamas County residents, particularly transportation disadvantaged populations	
8.503	D 109.1	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 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 <u>subject to TGM Grant Active Transportation Corridor Study.</u>	Rural 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.

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9. ROADWAY POLICIES

C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
9.1 Functional Classification				
9.101	B 63	Designate and develop roadways according to the functional classifications and guidelines listed in Tables V-2 and V-3 while allowing flexibility to accommodate characteristics of terrain, scenic qualities, existing development, and adopted Special Transportation Plans.	No change	Countywide Designate and develop roadways according to the functional classifications and guidelines listed in Tables V-2 and V-3 while allowing flexibility to accommodate characteristics of terrain, scenic qualities, existing development, and adopted Special Transportation Plans.
	E 140	See 63	No change	
9.102	B 64	Designate freeways, arterials, collectors and connectors as shown on Maps V-2a and V-2b. Roadways that do not presently exist but are shown on these maps are shown in approximate locations.	No change	Countywide Designate freeways, arterials, collectors and connectors as shown on Maps V-2a and V-2b. Roadways that do not presently exist but are shown on these maps are shown in approximate locations.
	E 141	See 64	No change	
9.103	B 66	New	The County shall maintain and improve roads consistent with their functional classification, and reclassify roads as appropriate to reflect function and use.	Countywide The County shall <u>Maintain and improve roads consistent with their functional classification, and reclassify roads as appropriate to reflect function and use.</u>

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
9.104	E 142	Preserve as much as possible the efficient function of the regional roadway system in development of any new roads.	Preserve as much as possible the efficient function of the regional <u>transportation roadway</u> system in development of any new roads.	Countywide <u>As much as possible, preserve as much as possible</u> the efficient function of the regional <u>transportation roadway</u> system in development of any new roads.
9.105	B 77	Limit zone change approvals to those that will not require a roadway as planned in the Capital Improvement Plan to be redesigned or increased to a higher functional classification in order to maintain the minimum acceptable performance evaluation level. State transportation facilities shall be evaluated according to the Oregon Highway Plan.	No change	Countywide Limit zone change approvals to those that will not require a roadway as planned in the Capital Improvement Plan to be redesigned or increased to a higher functional classification in order to maintain the minimum acceptable performance evaluation level. <u>In review of zone change applications, State transportation facilities shall be evaluated according to the Oregon Highway Plan, Regional Transportation Plan, Transportation Planning Rule, and other applicable state requirements.</u>
	E 132	Limit zone change approvals to those that will not require a roadway as planned in the Capital Improvement Plan to be redesigned or increased to a higher functional classification in order to maintain the minimum acceptable performance evaluation level. State transportation facilities shall be evaluated according to the Oregon Highway Plan.	Limit zone change approvals to those that will not require a roadway as planned in the Capital Improvement Plan to be redesigned or increased to a higher functional classification in order to maintain the minimum acceptable performance evaluation level. State transportation facilities shall be evaluated according to the Oregon Highway Plan, <u>Regional Transportation Plan, Transportation Planning Rule, and other applicable state requirements.</u>	

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9.2 Urban Roadways				
9.202	E 146	New – RTFP street design	Integrate the use of low impact development applications (e.g., green streets) to minimize the cost and impacts of managing storm water.	Urban <u>To minimize impacts of managing storm water, allow for the integration of metro's alternative street standards as design alternatives in the county road standards. Integrate the use of low impact development applications (e.g., green streets) to minimize the cost and impacts of managing storm water.</u>
	E 147	New – RTFP street design	Integrate Metro’s alternative street standards with the County Road Standards	
9.203	E 144	Design arterials and collectors to allow safe and convenient passage of buses in urban areas and, where necessary, rural areas.	Design arterials and collectors to allow safe and convenient passage of buses, <u>bicycles, and pedestrians</u> in urban areas and, where necessary, <u>rural</u> areas.	Urban Design arterials and collectors to allow safe and convenient passage of buses, <u>bicycles, and pedestrians</u> in urban areas and, where necessary, rural areas.
9.204	E 130	Streets and roads are an allowed use in all zoning districts. All state and County policies relating to roads shall be considered when widening or constructing new roads.	Streets, and roads <u>alleys, bikeways, pedestrian facilities, multiuse paths, trails, and transit stops</u> are <u>allowed</u> uses in all <u>urban</u> zoning districts. All state and County policies relating to roads <u>these facilities</u> shall be considered when widening <u>improving</u> or constructing new roads <u>transportation infrastructure</u> .	Urban <u>Streets, alleys, bikeways, pedestrian facilities, multi-use paths, trails and transit stops</u> roads are an allowed uses in all <u>urban</u> zoning districts. All state and County policies relating to roads <u>these facilities</u> shall be considered when widening <u>improving</u> or constructing new roads <u>transportation infrastructure</u> .
9.3 Rural Roadways				
9.301	B 68	Road projects located outside UGBs shall be planned to support the existing development pattern and through traffic needs, and are not planned to support or promote urbanization. Such projects will comply with Goal 11 (Transportation) to provide a safe and efficient transportation system meeting the needs of the rural area.	No change	Rural Road projects located outside UGBs shall be planned to support the existing development pattern and through traffic needs, and are not planned to support or promote urbanization. Such projects shall <u>will</u> comply with Goal <u>12</u> (Transportation) to provide a safe and efficient transportation system meeting the needs of the rural area.

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
9.302	B 51.1	<p>County road capital improvement projects outside UGBs may be designed and constructed to improve safety and bring the roads up to County standards. When projects are located within current rights-of-way, no conflicts with Goals 3 or 4 are anticipated. If the design of a project requires expansion of right-of-way into lands planned for Forest or Agricultural use, a goal exception may be necessary.</p>	<p><u>County road capital improvement projects outside urban growth boundaries</u> may be designed and constructed to improve safety and bring roads up to county standards <u>when such road projects are located</u> * <u>Climbing or passing lanes</u> within current rights-of-way; * Reconstruction or modification of roads within current rights-of-way, including the addition of travel lanes; * Minor improvement of existing public road and highway-related facilities, such as maintenance yards, weigh stations and rest areas, within existing right of way; * Construction of additional passing and travel lanes that require acquisition of right of way, but do not result in the creation of new land parcels; * Road-related facilities and facilities provided in ORS 215.283(1) and (2) that have no conflicts with Goals 3 or 4 are anticipated. If the <u>road capital improvement is not otherwise allowed and</u> requires expansion of right-of-way exceeding the allowed Agriculture or Forest road improvements, a goal exception would be required as provided for in ORS 215.283(3).</p>	<p>Rural County road capital improvement projects outside urban growth boundaries may be designed and constructed to improve safety and bring roads up to county standards when such road projects are: located * <u>Climbing or passing lanes</u> within current rights-of-way; * Reconstruction or modification of roads within current rights-of-way, including the addition of travel lanes; * Minor improvement of existing public road and highway-related facilities, such as maintenance yards, weigh stations and rest areas, within existing right of way; * Construction of additional passing and travel lanes that require acquisition of right of way, but do not result in the creation of new land parcels; * Road-related facilities and facilities provided in ORS 215.283(1) and (2) that have no conflicts with Goals 3 or 4 are anticipated. If the <u>road capital improvement is not otherwise allowed and</u> requires expansion of right-of-way exceeding the allowed Agriculture or Forest road improvements, a goal exception would be required as provided for in ORS 215.283(3).</p>
	B 51.2	<p><i>Alternate to Existing Policy (see 51.1)</i></p>	<p>The following rural transportation facility improvements do not require an amendment to the TSP unless an exception to state land use laws or a TSP amendment is otherwise required: LIST IMPROVEMENTS a) THRU j) a) <u>Channelization</u>; b) Operation, maintenance and repair; c) Preservation; d) Reconstruction; e) Rehabilitation ; f) Intersection improvements; g) Realignment; h) Modernization; i) Safety improvements, and j) Transportation facilities, services and improvements serving <u>local travel needs</u>. Also under (j) The travel capacity and level of service of facilities and improvements serving local travel needs shall be limited to</p>	

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			those necessary to support rural land uses identified in the comprehensive plan or to provide adequate emergency access.	
	B 51.2	<i>Alternate language</i>	"(215.283(1)(h)) Climbing and passing lanes within existing right-of-way, 215.283(2)(q)) construction of additional passing lanes requiring acquisition of right-of-way (but not creating new land parcels), and (215.283(1)(k))minor betterment of existing public road and highway related facilities (such as maintenance yards, weigh stations and rest areas) within existing ROW are allowed uses IN AREAS OUTSIDE URBAN GROWTH BOUNDARIES. If the 'road, highway and other transportation facilities and improvements' are not otherwise allowed in ORS 215.283(1) or (2), such projects shall be subject to exception to statewide Goals 3 and 4."	
9.303	B 72	Pursuant to OAR 660, Division 12 that requires an exception to Statewide Planning Goal 3 (Agricultural Lands), Goal 11 (Public Facilities & Services) & Goal 14 (Urbanization) for constructing new arterial roads on EFU lands, an exception has been taken to allow for Arndt Road improvement listed as project numbers 265 & 266 on Table V-1. For findings of fact and statement of reasons, see File ZDO 194.	No change	Rural Pursuant to OAR 660, Division 12 that requires an exception to Statewide Planning Goal 3 (Agricultural Lands), Goal 11 (Public Facilities & Services) and Goal 14 (Urbanization) for constructing new arterial roads on EFU lands, an exception has been taken to allow for Arndt Road improvement listed as project numbers nn and nnn on Table V-1. For findings of fact and statement of reasons, see File ZDO 194.
9.304	B 73	Pursuant to OAR 660, Div 12 that requires an exception to Statewide Goal 3 (Ag Lands), Goal 11 (Public Facilities & Services) & Goal 14 (Urbanization) for constructing new arterial roads on EFU lands, an exception has been taken to allow for the Arndt Road improvement listed as project numbers 266 and 267 on Table V-1. For findings of fact and statement of reasons, see File ZDO 195.	No change	Rural Pursuant to OAR 660, Div 12 that requires an exception to Statewide Goal 3 (Agricultural Lands), Goal 11 (Public Facilities & Services) and Goal 14 (Urbanization) for constructing new arterial roads on EFU lands, an exception has been taken to allow for the Arndt Road improvement listed as project numbers <u>nn</u> and <u>nnn</u> on Table V-1. For findings of fact and statement of reasons, see File ZDO 195.

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
9.305	B 52	Streets and roads are an allowed use in all zoning districts. All state and County policies relating to roads shall be considered when widening or constructing new roads.	Streets and Roads and multi-use paths trails are allowed uses in all rural zoning districts <u>with the exception of Agricultural and Forest Districts in which they are conditionally allowed by ORS 215.213, 215.283 or OAR chapter 660, division 6 (Forest Lands).</u> All state and County policies relating to roads shall be considered when widening or constructing new roads	Rural Roads and <u>multi-use trails paths</u> are allowed uses in all rural zoning districts <u>with the exception of Agricultural and Forest Districts in which they are conditionally allowed by ORS 215.213, 215.283 or OAR chapter 660, division 6 (Forest Lands).</u>
9.306	B 69	New	The County recognizes the importance of resource-related uses such as agriculture and forestry to the local economy, and the need to maintain a transportation system that provides opportunities to harvest and market agricultural and forest products and deliver them to market.	Rural The County <u>Recognize the importance of resource-related uses such as agriculture and forestry to the local economy, and the need to maintain a transportation system that provides opportunities to harvest and market agricultural and forest products and deliver them to market.</u>
9.307	B 67	Design arterials and collectors to allow safe and convenient passage of buses in urban areas and, where necessary, rural areas.	The County shall design, <u>construct and reconstruct rural arterials and collectors to allow safe and convenient passage of agricultural equipment, trucks, buses, pedestrians and bicyclists. in urban areas and, where necessary, rural areas.</u>	Rural The County shall <u>Design, construct and reconstruct rural arterials and collectors to allow safe and convenient passage of agricultural equipment, trucks, buses, pedestrians and bicyclists. in urban areas and, where necessary, rural areas.</u>
	C 89	RURAL - Agricultrual equipment movement on roads. #67 and #144 were included in first staff review, and #89A and #89B were incorporated into those policies.	Two options were: 89A) Support the safe movement of agricultural equipment in rural areas by improving existing road to county standards. 89B) Ensure that the needs of the County's diverse agricultural sector are supported through transportation planning and investment.	

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
9.4 Project Development Policies				
9.401	B 50	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. TSM strategies include: 1. Access Management; 2. Alternative/Modified Standards (Performance and/or Design Standards); 3. Intelligent Transportation System (ITS) applications; 4. Operational Improvements; 5. Parking Standards.	<u>Outside urban growth boundaries,</u> consider other strategies for using the existing road system and its capacity most efficiently before building new roads or adding new capacity to existing roads.	Countywide Before building new roads or adding new capacity to existing roads, consider <u>Transportation System Management (TSM)</u> strategies for using the existing road system, <u>including associated pedestrian and bicycle facilities,</u> and <u>its system</u> capacity most efficiently <u>before building new roads or adding new capacity to existing roads.</u> Transportation System Management techniques are a set of strategies that shall be used to make roadways operate more efficiently. TSM strategies include: 1. Access Management; 2. Alternative/Modified Standards (Performance and/or Design Standards); 3. Intelligent Transportation System (ITS) applications; 4. Operational Improvements; 5. Parking Standards; 6. Enhanced Bike and Pedestrian Facilities; and 7. Road Diet.
	D 117	See 50	COUNTYWIDE Before building new roads or adding new capacity to existing roads, consider <u>Transportation System Management (TSM)</u> strategies for using the existing road system, <u>including associated pedestrian and bicycle facilities,</u> and <u>its system</u> capacity most efficiently before building new roads or adding new capacity to existing roads. <u>These include the pedestrian and bike facilities associated with the existing roads.</u> Transportation System Management techniques are a set of strategies that shall be used to make roadways operate more efficiently. TSM strategies include: 1. Access Management; 2. Alternative/Modified Standards (Performance and/or Design Standards); 3. Intelligent Transportation System (ITS) applications; 4. Operational Improvements; 5. Parking	

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
			Standards; <u>6. Enhanced Bike and Pedestrian Facilities</u> ; and <u>7. Road Diet</u> .	
	E 131	See 50		
9.5 Improvements to Serve Development				
9.501	B 54	Require right-of-way dedication, on-site improvements to the applicable roadway standard as shown on Tables V-2 and V-3, and off-site improvements for new developments and land divisions necessary to handle expected traffic loads and travel by alternative modes. Where roadway standards are adopted by the County in Special Transportation Plans, those standards shall apply.	No change	Countywide Require right-of-way dedication, on-site <u>frontage</u> improvements to the applicable roadway standard as shown on Tables V-2 and V-3, and off-site improvements for new developments and land divisions necessary to handle expected <u>development loads</u> and travel by active <u>alternative</u> modes. Where roadway standards are adopted by the County in Special Transportation Plans, those standards shall apply.
	E 136	See 54	Require right-of-way dedication, on-site improvements to the applicable roadway standard as shown on Tables V-2 and V-3, and off-site improvements for new developments and land divisions necessary to handle expected traffic loads and travel by alternative <u>active</u> modes. Where roadway standards are adopted by the County in Special Transportation Plans, those standards shall apply.	
9.502	B 55	Require development to be served by adequate roadway facilities.	<u>New rural area development shall be served by adequate roadway facilities and access points that are designed and constructed to adequately and safely accommodate all modes of travel.</u>	Countywide Require <u>new</u> development to be served by adequate roadway <u>transportation</u> facilities <u>and access points that are designed and constructed to adequately and safely accommodate all modes of travel.</u>
	E 137	See 55	Require development to be served by adequate <u>transportation</u> roadway facilities <u>that provide safe and convenient access for all modes when appropriate.</u>	

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
9.503	E 154	Develop neighborhood traffic calming policies that will enable the County to address inappropriate travel patterns and speeds.	Develop and implement <u>neighborhood traffic calming strategies</u> policies that will <u>improve the safety and convenience of travel by all modes, particularly in areas with high crash rates and high rates of bicycle and/or pedestrian activity.</u> enable the County to address inappropriate travel patterns and speeds	Countywide Develop and implement <u>neighborhood traffic calming strategies</u> policies that will <u>improve the safety and convenience of travel by all modes, particularly in areas with high crash rates and high rates of bicycle and/or pedestrian activity.</u> enable the County to address inappropriate travel patterns and speeds.
9.504	E 138	Require implementation of a local street network for undeveloped sites illustrated on Map V-4. Existing streets shall be extended to provide a direct, connected street system	No change.	Urban Require implementation of a <u>local street road</u> network for undeveloped sites illustrated on Map V-4. Existing <u>roads streets</u> shall be extended to provide a direct, connected <u>street</u> system
9.505	E 139	Where appropriate, develop and implement neighborhood traffic circulation plans intended to improve circulation while minimizing neighborhood disruption and environmental problems.	Where appropriate, develop and implement neighborhood traffic circulation plans <u>for all modes</u> intended to improve circulation while minimizing <u>safety concerns and exposure to air and noise pollution.</u> neighborhood disruption and environmental problems.	Urban Where appropriate, develop and implement neighborhood traffic circulation plans <u>for all modes</u> intended to improve circulation while minimizing <u>safety concerns and exposure to air and noise pollution.</u> neighborhood disruption and environmental problems
9.506	E 153	Discourage through trips on local, connector and collector roadways.	<u>In the urban area, discourage motor vehicle</u> through-trips on local, connector and collector roads, <u>and encourage bicycle and pedestrian travel on these roads.</u>	Urban Discourage <u>motor vehicle</u> through-trips on local, connector and collector roads, <u>and encourage bicycle and pedestrian travel on these roads.</u>
9.507	E 155	New - Traffic Calming	Develop and implement a Collector Traffic Calming Program in the urban area.	Urban <u>Develop and implement a Collector Traffic Calming Program in the urban area.</u>
9.508	E 156	Allow flexible roadway criteria and standards for local streets that are less than 200 feet in length, are expected to carry very low traffic volumes, and are not capable of being extended.	No change. .	Urban Allow flexible roadway criteria and standards for local streets that are less than 200 feet in length, are expected to carry very low traffic volumes, and are not capable of being extended.

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
9.509	E 157	Private streets may be appropriate in areas with topographic constraints that make construction of a road to County standards not feasible. Private roads are not classified as local streets, are not maintained by the County, and don't necessarily provide connectivity	<u>In the urban areas</u> , private streets may be appropriate in areas with topographic constraints that make construction of a road to County standards not feasible. Private roads are not classified as local streets <u>and</u> are not maintained by the County.	Urban Private streets may be appropriate in areas with topographic constraints that make construction of a road to Bounty standards not feasible. Private roads are not classified as local <u>roads streets and</u> are not maintained by the County and don't necessarily provide connectivity,
9.510	E 158	Require that changes to the Comprehensive Plan land use designations within the Interchange Management Areas identified on Map V-12 must be consistent with OAR 660-012-0060. If the land uses allowed by the new Comprehensive Plan land use designation would cause the interchange mobility standards to be exceeded, the change either shall be denied. Or improvements shall be made such that the mobility standards are met.	No change	Urban Require that changes to the Comprehensive Plan land use designations within the Interchange Management Areas identified on Map V-12 must be consistent with Oregon Administrative Rules 660-012-0060. If the land uses allowed by the new Comprehensive Plan land use designation would cause the interchange mobility standards to be exceeded, the change either shall be denied, or improvements shall be made such that the mobility standards are met.
	G 257	See 158		
	B 78	See 158		Not applicable in rural area

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
9.511	E 135	New	Rights-of-way for urban arterials and collectors shall be adequate to accommodate all required road improvements including bike ways, pedestrian facilities, and drainage facilities.	Urban <u>Rights-of-way for urban arterials and collectors shall be adequate to accommodate all required road improvements including bike ways, pedestrian facilities, and drainage facilities.</u>
	F 161	New	Rights-of-way for urban arterials and collectors shall be adequate to accommodate all required road improvements including bikeways, shoulders, landscaping, street lighting, drainage facilities and sidewalks.	
9.512	D 100	New – Rural Pedestrian & Bicycle Facilities.	Rights-of-way for rural arterials and collectors, where possible, shall be adequate to accommodate all required road improvements including bike ways, shoulders, and drainage facilities.	Rural <u>Rights-of-way for rural arterials and collectors, where possible, shall be adequate to accommodate all required road improvements including bike ways, shoulders, and drainage facilities.</u>
9.513	B 82	Discourage through trips on local, connector and collector roadways.	Discourage <u>rural</u> through trips on <u>rural</u> local connector and collector roadways.	Rural Discourage <u>rural</u> through trips on <u>rural</u> local, connector and collector roadways.
9.514	B 56	New	New rural area development shall accommodate on-site traffic circulation within the boundaries of the site, not by circulating on and off the site through multiple access points using the public road system. Internal circulation plans should avoid relying on "backing out" maneuvers for new driveways onto all rural arterials and collectors.	Rural <u>New rural area development shall accommodate on-site traffic circulation within the boundaries of the site, not by circulating on and off the site through multiple access points using the public road system. Internal circulation plans should avoid relying on "backing out" maneuvers for new driveways onto all rural arterials and collectors.</u>
9.515	B 57	New	The dedication of adequate right-of-way and construction of road improvements may be required to serve traffic that will be generated by rural area development.	Rural <u>The dedication of adequate right-of-way and construction of road improvements may be required to serve traffic that will be generated by new rural area development.</u>

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
9.6 Performance Evaluation Measures				
9.601	F 182	New – Operating Standards		Countywide For County roads, establish the method of calculating roadway capacity and the impact of new development on that capacity in the County Roadway Standards.
9.602	F 182.5	Existing Operating Standard Policies 30.0 thru 33.0		Countywide Operating Standards – to be finalized. Replace current policies 30.0 thru 33.0 with tables.
9.603	C 94	New – Traffic Safety Action Plan	Require a Predictive Method analysis of impacted roadway facilities along with a capacity analysis as part of traffic impact studies (TIS).	Countywide As part of traffic impact studies, <u>consider requiring</u> a safety analysis, using a methodology such as the Predictive Method analysis, of impacted roadway facilities along with a capacity analysis.
	F 220	New - Traffic Safety Action Plan	Require a Predictive Method Analysis of impacted roadway facilities along with a capacity analysis as part of traffic impact studies (TIS).	
9.7 Access Standards				
9.701	C 87	Improve highway operations and safety by supporting construction of public roads that provide reasonable alternative access within Interchange Management Areas. When reasonable access is provided, support the elimination of direct access to state highway facilities.	No change	Countywide Improve <u>multimodal highway</u> operations and safety by <u>ensuring that supporting construction of public roads that provide reasonable alternative access within Interchange Management Areas and other.</u> When <u>reasonable access plans and projects are coordinated with multimodal connectivity standards and are designed to support safe and convenient travel for all modes, as well as safe and convenient access for all modes, when</u>

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				<u>appropriate</u> . Is provided, support the elimination of direct access to state highway facilities.
	C 87.2	See 87	Improve multimodal operations and safety by ensuring that Interchange Management Area plans and other access plans and projects are coordinated with multimodal connectivity standards and are designed to support safe and convenient travel for all modes, as well as safe and convenient access for all modes, when appropriate.	
	G 238	See 87	No change	
9.702	C 85.1	Plan and control access onto roads within the County, as shown on Table V-5, for urban areas and according to the American Association of State Highway and Transportation Officials (AASHTO) guidelines for rural areas, for both new and existing uses, and coordinate with the Oregon Department of Transportation for access control on state highways. Access standards need to be applied in a flexible manner that maintains reasonable access to property when access cannot be denied. Where access management standards are adopted by the County in Special Transportation Plans, those standards shall apply.	Plan and control access onto roads within the County, as shown on Tables <u>V-5a and V-5b</u> , for urban areas and according to the American Association of State Highway and Transportation Officials (AASHTO) guidelines for rural areas for both new and existing uses, and coordinate with the Oregon Department of Transportation for access control on state highways. Access standards need to be applied in a flexible manner that maintains reasonable access to property when access cannot be denied. Where access management standards are adopted by the County in Special Transportation Plans, those standards shall apply.	Countywide Plan and control access onto <u>County</u> roads within the County , as shown on Tables <u>V-5a and V-5b</u> , for urban areas and according to the American Association of State Highway and Transportation Officials (AASHTO) guidelines for rural areas for both new and existing uses, and coordinate with the Oregon Department of Transportation for access control on state highways. Access standards need to be applied in a flexible manner that maintains reasonable access to property when access cannot be denied. Where access management standards are adopted by the County in Special Transportation Plans, those standards shall apply.
	G 236	See 85.1.	See 85.1.	

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
9.703	G 239	Access Standard in Tables V-5a and V-5b will be implemented through the Zoning and Development Ordinance and the County Road Standards. 1.) These implementing documents may provide a greater level of guidance for the purpose of designing transportation facilities and access to the county transportation system but they shall broadly conform to the standards set out in Tables V-5a and V-5B. 2.) It is not the intent of this section to limit the flexibility needed in the engineering design process necessary to produce a safe and efficient transportation system. Therefore, the County Roadway Standards will include a process for granting engineering design exceptions that are necessary to successfully design and implement the construction of the County's transportation system.	Access Standard in Tables V-5a and V-5b will be implemented through the Zoning and Development Ordinance and the County Road Standards. 1.) These implementing documents may provide a greater level of guidance for the purpose of designing transportation facilities and access to the county transportation system but they shall broadly conform to the standards set out in Tables V-5a and V-5B. 2.) It is not the intent of this section to limit the flexibility needed in the engineering design process necessary to produce a safe and efficient transportation system. Therefore, the County Roadway Standards will include a process for granting engineering design exceptions that are necessary to successfully design and implement the construction of the County's transportation system.	<p>Countywide Access Standards in Tables V-5a and V-5b will be implemented through the Zoning and Development Ordinance and the County Road Standards.</p> <p>1) These implementing documents may provide a greater level of guidance for the purpose of designing transportation facilities and access to the county transportation system but they shall broadly conform to the standards set out in Tables V-5a and V-5B.</p> <p>2) It is not the intent of this section to limit the flexibility needed in the engineering design process to produce a safe and efficient transportation system. Therefore, the County Roadway Standards will include a process for <u>evaluating and</u> granting engineering design exceptions that are necessary to successfully design and implement the construction of the County's transportation system</p>
	G 240	See 239 – Alternative for bullet 2.)	Access standards need to be applied in a flexible manner that maintains reasonable access to property when access cannot be denied.	
9.704	C 86	Support the implementation of state access management standards (OAR Chapter 734, Division 51, as amended, and the Oregon Highway Plan) on state highway facilities within the Interchange Management Areas.	Support the implementation of state access management standards (OAR Chapter 734, Division 51, as amended , and the Oregon Highway Plan) on state highway facilities <u>and</u> within the Interchange Management Areas.	<p>Countywide Support the implementation of state access management standards (OAR Chapter 734, Division 51, as amended, and the Oregon Highway Plan) on state highway facilities <u>and</u> within the Interchange Management Areas.</p>
	G 237	See 86.	No change	

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
9.705	C 88	New	Ensure safe and convenient access for bicyclists, pedestrians, and transit users for land uses that are open to the general public.	Countywide <u>Ensure safe and convenient access for bicyclists, pedestrians, and transit users for land uses that are open to the public.</u>
9.706	C 85.2	Plan and control access onto roads within the County, as shown on Table V-5, for urban areas and according to the American Association of State Highway and Transportation Officials (AASHTO) guidelines for rural areas, for both new and existing uses, and coordinate with the Oregon Department of Transportation for access control on state highways. Access standards need to be applied in a flexible manner that maintains reasonable access to property when access cannot be denied. Where access management standards are adopted by the County in Special Transportation Plans, those standards shall apply.	In rural areas, proposed new access locations on County facilities should be located to meet minimum sight distance requirements per the AASHTO Guidelines based on the roadway 85th percentile speed. If the recommended minimum sight distance cannot be achieved along the property frontage due to topographical or other constraints, the access should be located along the site frontage where sight distance is maximized.	RURAL <u>In rural areas, proposed new access locations on County facilities should be located to meet minimum sight distance requirements per the AASHTO Guidelines based on the roadway 85th percentile speed. If the recommended minimum sight distance cannot be achieved along the property frontage due to topographical or other constraints, the access should be located along the site frontage where sight distance is maximized.</u>

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10. TRANSIT POLICIES

C5 Policy #	Document & Policy #	Existing Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 Recommended Policy Language
10.1 Countywide Transit				
10.101	D 110	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 to <u>potential users</u>	Countywide 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 to <u>potential users</u> .
	F 200	See 110		
10.102	D 112	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> increase transit speed, convenience and comfort	Countywide Emphasize corridor or roadway improvements that <u>help ensure reliable and on-time transit service in the County.</u>
	F 203	See 112		
10.103	F 211	Encourage Tri-Met to restructure transit service to efficiently serve local as well as regional needs.	Encourage <u>transit providers</u> Tri-Met to restructure transit service to efficiently serve local as well as regional needs.	Countywide Encourage <u>transit providers</u> to restructure transit service to efficiently serve local as well as regional needs.
10.104	F 206	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 all County <u>residents, employees and employers, regardless of race, age, ability, income level and geographic location,</u> more east-west connections and <u>improved</u> service between the County's industrial and commercial areas and <u>neighborhoods</u> .	Countywide Emphasize transit improvements that best meet the needs of all County <u>residents, employees and employers, regardless of race, age, ability, income level and geographic location,</u> more east-west connections and <u>improved</u> service between the County's industrial and commercial areas and <u>neighborhoods</u> .
	D 115	See 206		

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C5 Policy #	Document & Policy #	Existing Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 Recommended Policy Language
10.105	F 209	Coordinate with Tri-Met on all new residential, commercial or industrial developments to ensure appropriate integration of transit into the developments.	Coordinate with TriMet on all new residential, commercial and industrial developments to ensure appropriate integration of transit <u>and pedestrian facilities to provide transit access</u> into the developments.	Countywide Coordinate with <u>all applicable transit agencies</u> on all new residential, commercial and industrial developments to ensure appropriate integration of transit <u>facilities and pedestrian access to transit facilities.</u> TR 209
10.106	F 201	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.	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.	Countywide 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.
	D 111	See 201		
10.107	F 205	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 bicycle/ pedestrian-oriented transit nodes.</u>	Countywide 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 bicycle/ pedestrian-oriented transit nodes.</u>
	D 114	See 205		
10.108	F 204	Coordinate and cooperate with Tri-Met and other transit agencies to provide transportation to the elderly and people with disabilities	Coordinate and cooperate with TriMet and other transit agencies to provide transportation to the elderly <u>for seniors, people with disabilities, and other transportation-disadvantaged populations.</u>	Countywide Coordinate and cooperate with TriMet <u>and other transit agencies to provide transportation for seniors, people with disabilities, and other transportation-disadvantaged populations. Provide continued support for para-transit services, as required within a 3/4-mile radius of all fixed-route transit stops.</u>
	D 113	See 204		

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C5 Policy #	Document & Policy #	Existing Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 Recommended Policy Language
10.109	F 208	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. Buildings measuring more than 100 feet along the side facing the major pedestrian/transit access should have more than one pedestrian entrance.	<i>Begin policy with</i> <u>In the urban area,</u>	Countywide 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. Buildings measuring more than 100 feet along the side facing the major pedestrian/transit access should have more than one pedestrian entrance. <u>Pedestrian access should be provided to connect transit centers or transit stops on bus routes with centers of employment, shopping or medium-to-high density residential areas within one-quarter mile of these routes.</u>
	F 217	Pedestrian access should be provided to connect transit centers or transit stops on bus routes with centers of employment, shopping or medium-to-high density residential areas within one-quarter mile of these routes.	Add policy language to 208 above	
10.110	F 210	Bus routes will be improved and coordinated with financing and implementation of necessary roadway improvements and in cooperation with transit service providers.	No change.	Countywide <u>Roadway improvements to support transit</u> Bus routes will be improved and coordinated with financing and implementation of necessary roadway improvements and in cooperation with transit service providers to ensure financing and implementation of such improvements.

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C5 Policy #	Document & Policy #	Existing Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 Recommended Policy Language
	10.2 Urban Transit			
10.201	F 202	Coordinate with transit providers to achieve the goal of transit service within 1/4 mile of most residences and businesses within the Portland Metropolitan UGB. More frequent service should be provided within Regional Centers and Corridors.	Coordinate with transit providers to achieve the goal of transit service within 1/4 mile of most residences and businesses within the Portland Metropolitan UGB. More frequent service should be provided within Regional Centers, <u>Town Centers, Station Communities, and Corridors and Main Streets.</u>	Countywide Coordinate with transit providers to achieve the goal of transit service within ¼ mile of most residences and businesses within the Portland Metropolitan UGB. More frequent service should be provided within Regional Centers, <u>Town Centers, Station Communities, and Corridors and Main Streets.</u>
10.202	F 212	Work with federal, state, and regional agencies to implement high capacity transit in the downtown Portland to Milwaukie (McLoughlin) Corridor, and the Highway 224 Corridor to Clackamas Town Center.	Work with federal, state and regional agencies to implement high capacity transit in <u>the regional High Capacity Transit System Plan, to help relieve traffic congestion, provide for transportation alternatives to the automobile and promote the County's economy.</u> the downtown Portland to Milwaukie (McLoughlin) Corridor, and the Highway 224 Corridor to Clackamas Town Center. (Alternate language in #213)	Countywide Work with federal, state and regional agencies to implement high capacity transit in the <u>regional High Capacity Transit (HCT) System Plan to help relieve traffic congestion, provide for transportation alternatives to the automobile, and promote the County's economy.</u> downtown Portland to Milwaukie (McLoughlin) Corridor, and the Highway 224 Corridor to Clackamas Town Center.
	F 216	Provide high capacity transit to the Oregon City and Tualatin areas, and in the I-205 corridor to relieve traffic congestion, provide for transportation alternatives to the automobile, and to promote the economy of the Oregon City and Tualatin areas and the I-205 Corridor.		
	F 213	See 216	Support implementation of the Regional High Capacity Transit (HCT) System Plan.	

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C5 Policy #	Document & Policy #	Existing Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 Recommended Policy Language
10.203	F 214	Major Transit Streets, for the purpose of setting standards for orientation of development to transit, shall be those streets planned for High Capacity Transit and Primary Bus as shown on Map V-6, as well as any other street that receives 20 minute or better service at the PM traffic peak.	No Change	Major Transit Streets , for the purpose of setting standards for orientation of development to transit, shall be those streets planned for High Capacity Transit and Primary Frequent Bus as shown on Map V-6, as well as any other street that receives 20 minute or better service at the PM traffic peak. (TR 214)
10.204	F 215	Major Transit Stops shall be any transit stop along a Major Transit Street where that stop is within 250 feet of the centerline of an intersection with a public or private street. <i>Orientation of buildings to transit at Major Transit Stops shall be accomplished by siting new commercial buildings as close as possible to transit, with a door facing the transit street or side street, and with no parking between the building and front property lines.</i>	No Change	Major Transit Stops shall be any transit stop along a Major Transit Street where that stop is within 250 feet of the centerline of an intersection with a public or private street. Orientation of buildings to transit at Major Transit Stops shall be accomplished by siting new commercial buildings as close as possible to transit, with a door facing the transit street or side street, and with no parking between the building and front property lines. (TR 215) Need to reconcile our language with TPR requirement.
10.3 Rural Transit				
10.301	H	New		Rural <u>Focus safety improvements in rural areas near existing or planned transit stops.</u>

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11 FREIGHT, RAIL, AIR, PIPELINE AND WATER TRANSPORTATION

C5 Policy #	Document & Policy #	<i>Current Policy Language</i>	<i>Policy Language from PWG and TAC</i>	<i>Draft Chapter 5 - Recommended Policy Language</i>
11.1 General Freight				
11.101	A 1	New	Coordinate the planning, development, maintenance and operation of an efficient and safe freight system for all freight modes in Clackamas County with the private sector, ODOT, Metro, the Port of Portland and the cities of Clackamas County.	Countywide <u>Coordinate the planning, development, maintenance and operation of an efficient and safe freight system for all freight modes in Clackamas County with the private sector, ODOT, Metro, the Port of Portland and the cities of Clackamas County.</u>
11.102	A 2	New	Prioritize transportation improvements that help people get to work, help businesses thrive and promote efficient movement of people, materials, and goods.	Countywide <u>Promote an inter-modal freight transportation strategy and work to improve multi-modal connections among rail, industrial areas, airports and regional roadways to promote efficient movement of people, materials, and goods.</u>
11.103	A 3	New	Promote an inter-modal freight transportation strategy and work to improve multi-modal connections among rail, industrial areas, airports and regional roadways.	Countywide <u>Promote an inter-modal freight transportation strategy and work to improve multi-modal connections among rail, industrial areas, airports and regional roadways.</u>
11.104	A 4	Work with the private transportation industry, Oregon Economic Development Department, Port of Portland and others to identify and realize investment opportunities that enhance freight mobility and support the County, Regional and State economy.	No change	Countywide Work with the private transportation industry, Oregon Economic Development Department, Port of Portland, <u>ODOT</u> and others to identify and realize investment opportunities that enhance freight mobility and support the County, Regional and State economy.

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
11.105	A 6	New	Make freight investments, in coordination with the County's economic development strategies, that help retain and grow the County's job base and strengthen the County's overall economy.	Countywide <u>Make freight investments that, in coordination with the County's economic development strategies, help retain and grow the County's job base and strengthen the County's overall economy. (FRA 6)</u>
11.106	A 7.1	New	Ensure that rail lines and freight routes do not disproportionately adversely impact sensitive land uses (places where people with increased risk of adverse impacts from exposure to noise and air pollution are likely to gather, such as schools, senior centers, hospitals, parks, housing). Prioritize mitigation efforts for current sensitive land use areas near rail lines and freight routes.	Countywide <u>Ensure that freight rail lines and truck routes do not disproportionately or adversely impact sensitive land uses (places where people with increased risk of adverse impacts from exposure to noise and air pollution are likely to gather, such as schools, senior centers, hospitals, parks, housing). Prioritize mitigation efforts for current sensitive land use areas near freight rail lines and truck routes. Mitigate impacts to sensitive land uses by: 1. Using vegetative buffers; 2. Establishing rail "quiet zones," and 3. Coordinating land use plans.</u>
	A 7.2	New	Mitigate impacts to sensitive land uses by: 1. Using vegetative buffers; 2. Establishing rail "quiet zones," and 3. Coordinating land use plans.	
11.2 Freight Trucking				
11.201	A 8	Maintain a truck circulation plan, as shown on Map V-10, for movements of freight on arterial roads where minimum impact will occur to neighborhoods, and industrial areas will have the service they need.	Identify a <u>Improve and maintain the countywide -Truck Freight Route System and Oregon Highway Plan ORS (366.215) Freight Corridors</u> truck circulation plan, as shown on Map V-10A Urban Area and Map V-10B Rural Area. , for movements of freight on arterial roads where minimum impact will occur to neighborhoods, and industrial areas will have the service they need.	Countywide <u>Improve and maintain the countywide Truck-Freight Route System and Oregon Highway Plan ORS 366.215 Freight Corridors</u> truck circulation plan, as shown on Map V-10A Urban Area and Map V-10B Rural Area. , for movements of freight on arterial roads where minimum impact will occur to neighborhoods, and industrial areas will have the service they need.

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
11.202	A 9	New	Consider Heavy and Oversize Freight Movement requirements on State facilities when developing plans for transportation improvements and land use changes along freight routes designated as ORS 366.215 Corridors.	Countywide <u>Consider Heavy and Oversize Freight Movement requirements on State facilities when developing plans for transportation improvements and land use changes along freight routes designated as ORS 366.215 Corridors.</u>
11.203	A 10	New	Consider the safety of all travel modes that use the Truck Freight Route System when designing improvements to this system.	Countywide <u>Consider the safety of all travel modes that use the Truck Freight Route System when designing improvements to this system.</u>
11.204	A 11	New	The Truck Freight Route System consists of a set of identified arterials, collectors and State facilities that support the efficient movement of goods throughout the county, while not prohibiting the use of other roads for local pickup and delivery of goods and services.	Countywide <u>The Truck Freight Route System consists of a set of identified arterials, collectors and State facilities that support the efficient movement of goods throughout the county, while not prohibiting the use of other roads for local pickup and delivery of goods and services.</u>
11.205	A 12	New	Accommodate freight travel on the Truck Freight Route System by improving facility design and operations.	Countywide <u>Accommodate freight travel on the Truck Freight Route System by improving facility design and operations.</u>
11.206	A 13	New	Identify street improvements to reduce delays and travel time reliability on roadways in the Truck Freight Route system	Countywide <u>Identify street improvements to reduce delays and to improve travel time reliability on roadways in the Truck Freight Route System.</u>
11.207	A 14	New	Work to improve the safety of freight trucking for all modes.	Countywide <u>Work to improve the safety of freight trucking for all modes.</u>

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C5 Policy #	Document & Policy #	<i>Current Policy Language</i>	<i>Policy Language from PWG and TAC</i>	<i>Draft Chapter 5 - Recommended Policy Language</i>
11.208	A 15	New	Support the creation of truck layover facilities / staging areas to reduce the conflicts between parked vehicles and adjoining land uses.	Countywide <u>Support the development of truck layover facilities / staging areas to reduce conflicts between parked vehicles and adjoining land uses.</u>
11.3 Rail				
11.301	A 16.1	New	Support the safe and efficient movement of goods by rail.	Countywide <u>Support the safe and efficient movement of goods by rail.</u>
	A 16.2	New	Support the increase in the use of rail for freight movement to improve the energy efficiency of freight movement.	
11.302	A 17	Reduce the number of at-grade crossings from those that currently exist.	<u>Support the reduction of the number of at-grade crossings of arterial and collector streets on major rail lines from those that currently exist to reduce conflicts between rail use and other transportation modes, and improve safety.</u>	Countywide <u>Support the reduction of the number of at-grade crossings of arterial and collector streets on major rail lines from those that currently exist to reduce conflicts between rail and other transportation modes, and improve safety.</u>
11.303	A 18	On new or reconstructed arterials or urban collectors, prohibit at-grade crossings of heavy rail lines without traffic restrictive safety devices unless train traffic is very low.	On new or reconstructed arterials or urban collectors, prohibit at-grade crossings of heavy main rail lines without traffic restrictive safety devices unless train traffic is very low.	Countywide On new or reconstructed arterials or urban collectors, prohibit at-grade crossings of heavy main rail lines without traffic-restrictive safety devices unless train traffic is very low.
11.304	A 19	Encourage use of the rail system for freight and passenger high speed rail service. Encourage additional stations for heavy rail service.	Encourage <u>enhancement and maintenance</u> of the rail system for freight and passenger to allow higher speed (110-125 mph) freight rail service. Encourage additional stations for heavy rail service.	Countywide <u>Support expansion and maintenance needed to establish a reliable higher speed (110-125 mph) freight rail service and intercity rail passenger service in the Willamette Valley. Encourage additional stations for heavy rail service.</u>
	A 20	New	Support expansion and maintenance needed to establish a reliable higher speed (110-125 mph) intercity rail passenger service in the Willamette Valley.	

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
11.305	A 21	New	Encourage developing rail-accessible land uses within industrial areas that adjoin major rail corridors.	Countywide <u>Encourage the development of rail-accessible land uses within industrial areas adjacent to major rail corridors.</u>
11.306	A 22	New	Support the development of convenient inter-modal facilities such as ramp, terminal and reload facilities for transfers from truck to rail for long-haul freight movement.	Countywide <u>Support the development of convenient inter-modal facilities such as ramp, terminal and reload facilities for transfers from truck to rail for long-haul freight movement.</u>
11.307	A 23	New	Improve the safety and operations of rail transport at at-grade rail crossings and ensure that all at-grade crossings meet the best practices for facilitating safe multi-modal crossing, as identified in the most recent version of the "Railroad-Highway Grade Crossing Handbook" (FHWA)	Countywide <u>Improve the safety and operations of rail transport at at-grade rail crossings and ensure that all at-grade crossings meet the best practices for facilitating safe multi-modal crossing, as identified in the most recent version of the "Railroad-Highway Grade Crossing Handbook" (FHWA)</u>
11.308	A 24	New	Identify and protect existing and abandoned rail rights-of-way for future transportation facilities and services.	Countywide <u>Identify and protect existing and abandoned rail rights-of-way for future transportation facilities and services.</u>
11.4 Airports				
11.401	A 25	Work with the Port of Portland in the development of the Mulino Airport.	Work with the <u>Port of Portland and Oregon Department of Aviation</u> to develop the Mulino Airport.	Countywide <u>Coordinate with the Port of Portland, Oregon Department of Aviation, and other affected agencies to implement the Mulino Airport Plan.</u>
11.402	A 26	Coordinate with Marion County to implement regulations on development near the Aurora Airport.	Coordinate with Marion County, <u>the City of Wilsonville and Oregon Department of Aviation</u> to implement regulations on development near the Aurora Airport.	Countywide <u>Coordinate with Marion County, the City of Wilsonville and the Oregon Department of Aviation, and other affected agencies to develop and implement regulations on development near the Aurora Airport Plan.</u>

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
11.403	A 27	Apply the following criteria when reviewing applications for new airports or expansions of existing ones.	No change	<p>Countywide <u>New airports may be allowed as a conditional use in appropriate zoning districts. New public use airports shall be located within:</u></p> <ul style="list-style-type: none"> * one mile of an arterial roadway <u>and</u> * <u>at least one mile away from urban residential areas.</u> <p>Apply the following criteria when reviewing applications for new airports or expansion of existing airports ones</p>
	A 28	Locate new public use airports within one mile of an arterial roadway.	No change	
	A 34	New	New airports may be permitted as conditional uses in appropriate zoning districts.	
	A 29	Locate new public use airports at least one mile away from urban residential areas.	No change	
	A 30	Prevent air pollution and noise generated by airports from exceeding standards of appropriate regulatory agencies.	<i>Recommend deletion - generally is not within our jurisdiction to regulate these issues and/or is outside our area of expertise. Leave it to appropriate agencies; e.g. DEQ, FAA and ODA.</i>	DELETED ·
11.404	A 31	Cooperate with regulatory agencies to minimize conflicts between airports and other uses.	Cooperate with <u>Oregon Department of Environmental Quality, Oregon Department of Aviation and Federal Aviation Administration</u> to minimize conflicts between airports and uses of surrounding lands.	Countywide <u>Cooperate with the Oregon Department of Environmental Quality, Oregon Department of Aviation and Federal Aviation Administration</u> to minimize conflicts between airports and uses of surrounding lands.

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
11.405	A 32	New airports, airport expansions, or expansions of airport boundaries, except those limited to use by ultra-lights and helicopters, shall have a runway at least 1,800 feet long and control at least enough property at the end of each runway through ownership, aviation easement, or long term lease to protect their approach surfaces until they are 50 feet above the terrain. The runway shall be located so as to achieve at least a 20 foot clearance of the approach surface over a county, city or public road.	No change	Countywide New airports, airport expansions, or expansions of airport boundaries, except those limited to use by ultra-lights and helicopters, shall have a runway at least 1,800 feet long and control at least enough property at the end of each runway, through ownership, aviation easement, or long-term lease, to protect their approach surfaces until <u>they are an aircraft is</u> 50 feet above the terrain. The runway shall be located so as to achieve at least a 20-foot clearance of the approach surface over a county, city or public road.
11.406	A 33	New	For expansions of publicly-owned and privately-owned public use airports and private use airports with three or more based aircraft, modify airport boundaries and overlay zones as appropriate (first part requires Comp Plan map amendment).	<u>Apply a Public-Use Airport and Safety overlay zoning district to publicly owned, public-use airports and privately-owned, public-use airports, consistent with ORS 836.600 through 836.630, and as shown on Map 5-XX.</u>
11.407	A 35	The County will adopt ordinance provisions to implement regulations consistent with applicable statutes and administrative rules.	No change	<u>Apply a Private-Use Airport and Safety overlay zoning district to privately-owned, private-use airports that served as the base for three or more aircraft, consistent with ORS 836.600 through 836.630, and as shown on Map 5-XX.</u>
11.408	A 36	Develop appropriate height and clear zone standards for airport facilities	No change	Countywide <u>Recognize privately-owned, private-use airports that served as the base for one or two aircraft on December 31, 1994, as shown in the records of the Oregon Department of Transportation and as shown on Map 5-XX.</u>
	A 37	Recognize airports in Clackamas County, classified as shown on Map V-11.	Recognize and classify state-registered airports in Clackamas County pursuant to ORS 836 and as shown on Map V-11.	

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C5 Policy #	Document & Policy #	<i>Current Policy Language</i>	<i>Policy Language from PWG and TAC</i>	<i>Draft Chapter 5 - Recommended Policy Language</i>
11.409	A 38	Encourage establishment of heliports in industrial areas in conjunction with state and federal standards for heliport design and location.	No change	Countywide Encourage establishment of heliports in industrial areas in conjunction with state and federal standards for heliport design and location.
11.410	A 39	New – Emergency response	Recognize and support the role Clackamas County airports serve in supporting emergency response and disaster assistance.	Countywide <u>Support the role that Clackamas County airports serve in supporting emergency response and disaster assistance.</u>
11.411	A 40	New – Connections to airports	Support and improve connections to Clackamas County airports.	Countywide <u>Support and improve transportation connections to airports in Clackamas County airports.</u>
11.5 Pipelines				
11.501	A 41	Work with pipeline companies to provide safe, quiet, efficient transport of bulk commodities.	Work with <u>state and federal regulatory agencies, affected communities</u> and pipeline companies to provide safe, quiet, environmentally sensitive, and efficient transport of bulk commodities.	Countywide Work with <u>state and federal regulatory agencies, affected communities and</u> pipeline companies to provide safe, quiet, environmentally-sensitive and efficient transport of bulk commodities.
11.6 Water Transportation				
11.601	A 42	Maintain land transportation access to docks, boat ramps and shippers using waterways for transportation.	No change	Countywide Maintain <u>safe and convenient multi-modal land transportation access to ferry terminals,</u> docks, boat ramps and shippers using waterways for transportation.
11.602	A 43	Support efforts to minimize negative impacts on water quality caused by river transportation.	Support efforts to minimize <u>noise and</u> negative impacts on <u>air and</u> water quality and habitat for fish migration caused by river transportation.	Countywide Support efforts to minimize <u>noise and</u> negative impacts on <u>air and</u> water quality and habitat for fish migration caused by river transportation.
11.603	A 44	New – Willamette Falls locks	Support the continued operation and maintenance of the Willamette Falls Locks to facilitate water transportation on the Willamette River.	Countywide <u>Support the continued operation and maintenance of the Willamette Falls Locks to facilitate water transportation on the Willamette River.</u>
11.604	A 45	New – Access to ferry	Ensure safe and convenient multi-modal access to ferry terminals.	Countywide <u>Ensure safe and convenient multi-modal access to the Canby ferry.</u>

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12 FINANCE, FUNDING AND COST CONTAINMENT!!

C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
12.1 Finance and Funding Policies				
12.101	D 105.1	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>	Countywide Support continuation of current (or equivalent) federal, state, and local funding mechanisms to construct county <u>transportation projects pedestrian and bicycle facilities and bikeways, bicycle facilities and identify and pursue approaches to new, permanent funding for these facilities.</u>
	F 179	See 105.1	Support continuation of current (or equivalent) federal, state, and local funding mechanisms to construct county <u>pedestrian facilities and bikeways, and identify and pursue approaches to new, permanent funding for these facilities.</u>	
12.102	D 105.2	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>	Countywide Develop dedicated funding sources to implement <u>Active Transportation Projects in the urban and rural areas of the Clackamas County Pedestrian and Bicycle Master Plans.</u>
	F 180	See 105.2	Develop dedicated funding sources to implement <u>Active Transportation Projects in the urban and rural areas of the county.</u>	
12.103	A 5	New - Funding	Identify stable, diverse, long-term cost-effective funding sources to support freight, rail, air and water transportation.	Countywide <u>Identify stable, diverse, long-term cost-effective funding sources to support freight, rail, air and water transportation.</u>

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
12.104	D 125	New - Equity	Establish funding for bicycle, pedestrian and transit projects that serve the needs of transportation disadvantaged populations.	Countywide <u>Establish funding for bicycle, pedestrian and transit projects that serve the needs of transportation disadvantaged populations.</u>
12.105	G 260	New – System Development Charge	Convert the Transportation System Development Charges methodology from vehicle trips to person trips to allow pedestrian, transit, and bicycle projects to be funded using the TSDC.	Countywide <u>Consider a Transportation System Development Charges methodology that calculates person trips to allow pedestrian, transit, and bicycle projects, as well as vehicle projects, to be funded using TSDC funds.</u>
	F 225	See 118		
12.106	E 150	New - Funding	The County shall create a “fee in lieu of” program, a new transportation facility construction program, that may be used in the land development process to allow developers to pay for all on-site and off-site transportation system facilities required as part of the land development process.	URBAN The County shall create <u>Evaluate creating a “fee in lieu of” new transportation facility funding construction program that provides for a “fee in lieu of” process that may be used by developers in the land development process to allow developers to pay for all on-site and off-site transportation system facilities required as part of the land development process.</u>
Maintenance				
12.107	D 118	Emphasize maintenance of existing roadways, with improvements where appropriate, to improve traffic flow and safety at a reasonable cost.	Emphasize maintenance of existing roadways <u>rights-of-way</u> , with improvements where appropriate, to improve traffic flow and <u>safety for all transportation modes</u> at a reasonable cost.	Countywide Emphasize maintenance of existing roadways <u>rights-of-way</u> , with improvements where appropriate, to improve traffic flow and <u>safety for all transportation modes</u> at a reasonable cost.

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
12.108	D 119	Determine roadway maintenance needs and priorities and develop an effective and efficient roadway maintenance program.	Determine roadway <u>right-of-way</u> maintenance needs and priorities and develop an effective and efficient roadway <u>right-of-way</u> maintenance program.	Countywide Determine roadway <u>right-of-way</u> maintenance needs and priorities and develop an effective and efficient roadway <u>right-of-way</u> maintenance program.
	F 226	See 119		
12.109	D 106.0	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 on-road and off-road bikeways</u> , including traffic control devices.	Countywide Develop routine maintenance standards and practices for <u>the transportation system off-road and on-road pedestrian facilities and on-road and off-road bikeways</u> , including traffic control devices.
	F 181	Develop routine maintenance standards and practices for pedestrian facilities and on-road and off-road bikeways, including traffic control devices.	No Change	
12.110	H 265.0	New - Major projects by others	Support the construction of prioritized major transportation improvements identified by other jurisdictions within the County including the Oregon Department of Transportation, Metro, Cities, Transit Agencies and Park Districts within the County . The list of these transportation projects prioritized by other jurisdictions is located in Table V-1d. The <u>project locations are</u> is shown <u>on</u> Maps V-1c and V-1d.	Countywide <u>Support the construction of prioritized, major transportation improvements in the County as identified by other jurisdictions including the Oregon Department of Transportation, Metro, cities, transit agencies and park districts. The list of these transportation projects prioritized by other jurisdictions is located in Table V-1d. The project locations are shown on Maps V-1c and V-1d.</u>

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13 THE CAPITAL IMPROVEMENT PLAN

C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
		13.1 Capital Improvement Plan Policies		
13.101	B 70	Fund and build the roadway improvement projects needed to accommodate & appropriately manage future traffic demands for the next 20 years. The list of these projects follows as Table V-1. Maps illustrating their locations are included as Maps V-1a and V-1b.	No change at this time	<p>Countywide Fund and build the roadway <u>transportation</u> improvement projects needed to accommodate & appropriately manage future traffic demands <u>of all modes</u> for the next 20 years. The list of these projects follows as Table V-1. Maps illustrating their locations are included as Maps V-1a and V-1b.</p> <ul style="list-style-type: none"> • <u>The 20-Year Capital Projects List contains the prioritized list of major and minor transportation projects that can reasonably be undertake given the current estimates of available funding. This list is located in Table V-1a. The project locations are shown on Maps V-1a and V-1b.</u> • <u>The Preferred Capital Projects List contains a second group of needed, prioritized transportation projects that the County hopes to undertake if additional funding becomes available during the next 20 years. This list is located in Table V-1b. The project locations are -shown on Maps V-1a and V-1b.</u> • <u>The Long-Term Capital Project Needs contains the remainder of the needed transportation improvement projects identified in the TSP update process. These projects are not expected to be funded or constructed by the County during the next 20 years but they are still needed to meet the transportation needs of the County. This list is located in Table V-1c. The project locations are shown on Maps V-1a and V-1b.</u>

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
	E 148	See 70	Fund and build the <u>transportation</u> improvement projects needed to accommodate and appropriately manage future demands <u>of all modes</u> for the next 20 years. The list of these projects follows as Table V-1. Maps illustrating their locations are included as Maps V-1a and V-1b.	
13.2 The 5-Year Capital Improvement Program				
13.201	B 74	Maintain a current and complete 5-year Capital Improvement Program. It shall contain needed future transportation projects in priority order, with estimated costs and assigned responsibility for funding. It should be updated and adopted periodically by the Board of County Commissioners.	No change at this time	Countywide Maintain a current and complete 5-year Capital Improvement Program. It shall contain needed future transportation projects in priority order, with estimated costs and assigned responsibility for funding. It should be updated and adopted periodically by the Board of County Commissioners.
	E 152	See 74.	No change	
13.3 Special Transportation Plans				
13.301	G 258	New - CRCA – MMA Analysis	Study and analyze the greater Clackamas Regional Center / Fuller Road Station Area to determine if this area should be designated as a multimodal mixed-use area (MMA) as provided in the Transportation Planning Rule – (OAR 660-012-0060 - Plan and Land Use Regulation Amendments)	Urban Study and analyze the greater Clackamas Regional Center/Fuller Road Station Area to determine if this area should be designated as a multimodal mixed-use area (MMA) as provided in the Transportation Planning Rule (OAR 660-012-0060).
13.302	G 261	New - CRCA – Alternative Mobility Standards	Study alternative mobility standards and development review framework within the Clackamas Regional Center and/or Clackamas Industrial Area.	Urban Study alternative mobility standards and development review framework within the Clackamas Regional Center and/or Clackamas Industrial Area.

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C5 Policy #	Document & Policy #	Current Policy Language	Policy Language from PWG and TAC	Draft Chapter 5 - Recommended Policy Language
13.304	B 71	Designate the Sunrise Corridor along a new alignment of Highway 212 in rural Clackamas County as a future, planned highway corridor.	No change	Countywide Designate <u>Identify</u> the Sunrise Corridor (parallel to Highway 212, between 172nd Avenue and US 26) along a new alignment of Highway 212 in rural Clackamas County as a future, planned highway corridor.
	E 149	See 71	Designate <u>Identify</u> the Sunrise Corridor (parallel to Highway 212, between 172 nd Avenue and US 26) along a new alignment of Highway 212 in rural Clackamas County as a future, planned highway corridor.	

OTHER PAC POLICIES BY DOCUMENT/POLICY NUMBER

Document & Policy #	Other Policies	Proposed Policy Language	Status of policy
F 223.0	Emergency response and disasters	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.	See C5 Policy # 6.105
F 224	Emergency response and disasters	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.	See C5 Policy # 6.105
E 145	The SE 172 nd Ave/ SE 190th Drive Corridor Management Plan is adopted by reference as part of Chapter 5 of the Clackamas County Comprehensive Plan.	No change	See C5 Policy # 13.303

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Document & Policy #	Other Policies	Proposed Policy Language	Status of policy
F 192	TDM Work with Metro and the state to explore Congestion Pricing (Value Pricing) on appropriate transportation facilities to encourage reductions in VMT.		DELETED
G 259	TSDC – Update project list	Update The Transportation SDC project list to reflect the projects identified in the TSP updates.	DELETED
G 241	New	Except along local and connector roadways, crossover access easements and shared access shall generally be required within urban areas between adjacent, compatible commercial, multifamily and industrial parcels to reduce the number of access points, reduce traffic volumes, improve safety, improve convenience to on-site users, and to reduce impacts to environmentally sensitive areas. These easements shall generally be required even if adjacent uses are allowed direct, individual access to an adjacent roadway.	More appropriate for the ZDO
G 242	New	Accesses are subject to access movement restrictions, such as right-in, right-out or similar access achieved through roadway improvements, in order to preserve the safety or mobility of the subject roadway. If access is allowed to arterials, access restrictions along arterials shall be considered in favor of full access intersections.	More appropriate for the ZDO
G 243	New	With development, requested access may be denied and/or reduced from existing conditions if adequate safety, spacing, classification and mobility requirements cannot be met or if there is a reasonable alternate such as a shared access or access to an equal or lower classification street is available.	More appropriate for the ZDO

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Document & Policy #	Other Policies	Proposed Policy Language		Status of policy
G 244	New	Spacing shall be measured from the proposed driveway/roadway centerline to the centerline of an existing or planned driveway/roadway centerline.		More appropriate for the ZDO
G 245	New	Along properties with multiple roadway frontages, access shall generally be provided only from the street with a lower functional classification and/or the street road with the lower traffic volume except where safety dictates an alternative access scenario.		More appropriate for the ZDO
G 246	New	Site designs in which the design vehicle is required to back onto or from an arterial or collector are prohibited.		More appropriate for the ZDO
G 262	New - Transit Oriented Development	The County supports Transit-Oriented Development and creation of transit-supportive communities by optimizing use of land around high quality transit <u>to</u> help achieve the following social, environmental and economic objectives: (ITEMS LISTED a. THRU i.): Support publicly funded transit investments and enhance transit ridership. Create greater mobility choice through improved travel options, <u>such as walking, bicycling, and transit.</u> etc Decrease auto use and lessen the negative impacts of the automobile: contribution to traffic congestion and air pollution, high household spending on transportation, consumption of fossil fuels, and excessive parking needs. Create interesting and active places to live, work and play. Improve the design quality of the built environment. Increase housing options suited to a mix of generations and incomes. Achieve healthier lifestyles due to increased walking and bicycling. Foster economic development, an enhanced tax base and the potential for revenue from public sector real estate assets. Increase the predictability and consistency of the development process.		More appropriate for the ZDO or Plan Chapter 4: Land Use

TRACKING POLICY INPUT ~ August 14, 2013

Document & Policy #	Other Policies	Proposed Policy Language		Status of policy
H 264.0	Policies on Project Lists and Maps	Chapter 5 of the Clackamas County Comprehensive Plan is designated as the Clackamas County Transportation System Plan.	14.3500	Opening statement for Chapter 5.
H 266.0	Policies on Project Lists and Maps	Major Transportation Improvements are those transportation facilities such as arterial and collector streets, the addition of new travel lanes to existing streets, bridge replacement, state highway and expressway, freeways, and high capacity transit projects which serve more than neighborhood needs or have significant land use or traffic impacts on more than the immediate neighborhood.	15.1	Put in definitions.
H 267.0	Policies on Project Lists and Maps	Minor Transportation Improvements include, but are not limited to, new multiuse paths or trails, addition of turn lanes or merge/deceleration lanes on arterial or collector streets, the creation of new roundabouts or signalized intersections on existing streets, provision of local streets, transportation system management measures, ITS improvements, and culvert replacement. These improvements can also include the addition of bikeways, pedestrian facilities and shoulders to existing transportation facilities that do not presently have these facilities as part of the existing improvements. (The TPR states that minor transportation improvements may or may not be listed as prioritized projects in a TSP where the improvement is otherwise consistent with the TSP.)	15.2	Put in definitions.