



## Summary of Transportation-Related Policies Recommended by the Project Working Group (PWG) and Technical Advisory Committee (TAC) for Further Consideration

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The policies below are presented by topic, *in no particular order*; policy numbering corresponds with ID# found in the working documents A through D found on the Clackamas County TSP Website (<http://clackamascountytsp.com/websites/1/pages/6>).

### FREIGHT, RAIL, AIRPORTS, PIPELINES, WATER TRANSPORTATION, ITS, AND ECONOMIC DEVELOPMENT (DOCUMENT A)

#### General Freight

- 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.
  
- 2      New      Prioritize transportation improvements that help people get to work, help businesses thrive and promote efficient movement of people, materials, and goods
  
- 3      New      Promote an inter-modal freight transportation strategy and work to improve multi-modal connections among rail, industrial areas, airports and regional roadways.
  
- 4      Existing      Work with the private transportation industry, Oregon Economic  
(no      Development Department, Port of Portland and others to identify and realize  
change)      investment opportunities that enhance freight mobility and support the  
County, Regional and State economy.
  
- 5      New      Identify stable, diverse, long-term funding sources to support freight, rail, air  
and water transportation.

## Freight & Economic Development

- 6C 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.

## Freight & Land Use Impacts/ Equity

- 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.
- Mitigate impacts to sensitive land uses by:
- the use of vegetative buffers,
  - establishing “quiet zones”, and
  - coordinating land use plans.

- 7.2 New Ensure that rail lines and freight routes do not disproportionately adversely impact natural areas.

## Freight Trucking

- 8 New Consider the safety of all travel modes that use the Truck Freight Route System when designing improvements to this system.
- 9 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.
- 10 New Accommodate freight travel on the Truck Freight Route System by improving facility design and operations.
- 11 New Identify street improvements to reduce delays and travel time reliability on roadways in the Truck Freight Route system
- 12 New Work to improve the safety of freight trucking for all modes.
- 13 New Support the creation of truck layover facilities / staging areas to reduce the conflicts between parked vehicles and adjoining land uses.

33 Existing (revised) Improve and maintain the countywide -Truck Freight Route System and Oregon Highway Plan ORS 366.215 Freight Corridors, as shown on Map V-10A Urban Area and Map V-10B Rural Area.

34 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.

## **Rail**

14.1 New Support the safe and efficient movement of goods by rail.

14.2 New Support the increase in the use of rail for freight movement to improve the energy efficiency of freight movement.

15 Existing (revised) Support the reduction of the number of at-grade crossings of arterial and collector streets on major rail lines to reduce conflicts between rail use and other transportation modes, and improve safety.

16 Existing (revised) Encourage enhancement and maintenance of the rail system to allow higher speed (110-125 mph) freight rail service.

17 Existing (revised) Support expansion and maintenance needed to establish a reliable higher speed (110-125 mph) intercity rail passenger service in the Willamette Valley.

18 New Encourage developing rail-accessible land uses within industrial areas that adjoin major rail corridors.

19 New Support the development of convenient intermodal facilities such as ramp, terminal and reload facilities for transfers from truck to rail for long-haul freight movement.

20 New Identify and protect existing and abandoned rail rights-of-way for future transportation facilities and services.

35 Existing (revised) On new or reconstructed arterials or urban collectors, prohibit at-grade crossings of main rail lines without traffic restrictive safety devices.

36 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)

## Airports

- 21 Existing (revised) Work with the Port of Portland and Oregon Department of Aviation to develop the Mulino Airport.
- 22 Existing (revised) Coordinate with Marion County, the City of Wilsonville and Oregon Department of Aviation to implement regulations on development near the Aurora Airport.
- 23 New Recognize and support the role Clackamas County airports serve in supporting emergency response and disaster assistance.
- 24 New Support and improve connections to Clackamas County airports.
- 37 Existing (no change) Apply the following criteria when reviewing applications for new airports or expansions of existing ones.
- 38 Existing (no change) Locate new public use airports within one mile of an arterial roadway.
- 39 Existing (no change) Locate new public use airports at least one mile away from urban residential areas.
- 41 Existing (revised) Cooperate with Oregon Department of Environmental Quality, Oregon Department of Aviation and Federal Aviation Administration to minimize conflicts between airports and uses of surrounding lands.
- 42 Existing (no change) New airports, airport expansions, or expansions of airport boundaries, except those limited to use by ultralights and helicopters, shall have a runway at least 1800 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.
- 43 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).

### **Airports (cont)**

- 44 New New airports may be permitted as conditional uses in appropriate zoning districts.
- 45 Existing (no change) The County will adopt ordinance provisions to implement regulations consistent with applicable statutes and administrative rules.
- 46 Existing (no change) Develop appropriate height and clear zone standards for airport facilities
- 47 Existing (revised) Recognize and classify state-registered airports in Clackamas County pursuant to ORS 836 and as shown on Map V-11.
- 48 Existing (no chg) Encourage establishment of heliports in industrial areas in conjunction with state and federal standards for heliport design and location.

### **Pipelines**

- 25 Existing (revised) Work with state and federal regulatory agencies, affected communities and pipeline companies to provide safe, quiet, environmentally sensitive, and efficient transport of bulk commodities.

### **Water Transportation**

- 26 Existing (no change) Maintain land transportation access to docks, boat ramps and shippers using waterways for transportation.
- 27 New Support the continued operation and maintenance of the Willamette Falls Locks to facilitate water transportation on the Willamette River.
- 28 New Ensure safe and convenient multi-modal access to ferry terminals.
- 48 Existing (revised) Support efforts to minimize noise and negative impacts on air and water quality and habitat for fish migration caused by river transportation.

### **Intelligent Transportation Systems (ITS)**

- 29 New 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.

- 30 New 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.
- 31 New Adopt and periodically update an Intelligent Transportation System (ITS) Action Plan as part of the County's Capital Improvement Program.
- 32 New Encourage the interconnection of the County ITS System and rail crossing traffic safety devices.

**RURAL ROADS AND RURAL LAND USE (DOCUMENT B)**

**Building Rural Roads**

- 50 Existing (revised) Outside urban growth boundaries, 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.

**Building Rural Roads (cont)**

- 51B New 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:
  - a) Channelization;
  - 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 local travel needs.

The travel capacity and level of service of facilities and improvements serving local travel needs shall be limited to those necessary to support rural land uses identified in the comprehensive plan or to provide adequate emergency access.

- 52 Existing (revised) Streets, roads and multi-use trails are allowed uses in all rural zoning districts 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)..

*(ZDO Note: Per County definitions in the ZDO , “street”, “access drive” and “highway” are synonymous with “road” which means: a public or private way created to provide ingress to, or egress from, one or more lots, parcels, areas or tracts of land, or that provides for travel between places by vehicles. So from a ZDO perspective, we don’t need both “street” and “road.” If we mean public road, then we need to state “County road”.)*

- 53 Existing (revised) Encourage employers and schools outside urban growth boundaries in Clackamas County to implement a range of Transportation Demand Management (TDM) policies to help their employees and students reduce vehicle miles traveled (VMT), maximize use of existing facilities, and increase walking, biking and transit use.

#### **Improvements to Serve Development**

- 54 Existing (no change) 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. *(Note: the use of the term “alternative modes” may need discussion)*

- 55 Existing (revised) 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.

- 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. *(Note: may be too specific for the TSP; it is already in the ZDO.)*

- 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.

## Scenic Roads

- 58 Existing (revised) Implement a County Scenic Road System that is safe and attractive for bicyclists.
- 59 Existing (revised) The Scenic Road designation is intended to protect recreation values, scenic features and an open, uncluttered character along designated scenic roads. Developments adjacent to scenic roads shall be designed with sensitivity to natural conditions and:
- a) Scenic roads shall have strict access control on new developments.
  - b) Scenic roads shall should have shoulders wide enough for pedestrians or bicycles, or a separated path where feasible and when funding is available
  - c) Turnouts shall 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 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 be separated from the right-of-way by a landscaped buffer.
  - g) Any frontage roads adjacent to scenic roads shall be separated by a vegetative buffer.
  - h) Encourage underground placement of utilities.
- 60 Existing (no change) The following shall be designated scenic roads: (see Map V-5).
- I-205 west of the Willamette River
  - Stafford Road from Lake Oswego to Mountain Road
  - Mountain Road, Canby Ferry, Locust, 37th, and Holly Street
  - Schaeffer Road
  - Pete’s Mountain Road from Schaeffer Road to Tualatin River
  - Oregon City Bypass-Newell Creek Canyon segment
  - Highway 99E from Oregon City to New Era Road
  - Canby-Marquam Highway from Canby to Highway 211
  - Highway 211 from Canby-Marquam Highway to Estacada
  - Highway 224 from Carver to Barton and from Estacada south
  - Redland Road
  - Clackamas River Drive
  - Fischers Mill Road



- Springwater Road from Clackamas River Drive to Hayden Road
- Hayden Road
- Highway 26 east of Sandy
- Highway 35
- Old Highway 35/FS 386
- Timberline Road and West Leg Road
- Marmot/Barlow Trail Road
- Lolo Pass Road
- Salmon River Road
- Still Creek Road
- Wilsonville Road

**Rural Tourism**

- 61 Existing (revised) Support implementation of the Oregon Scenic Byway System including the Mt. Hood Scenic Byway and the West Cascades Scenic Byway.
- 62 New 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 Functional Classifications and State Highway Functional Classes**

- 63 Existing (no change) 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.
- 64 Existing (no change) 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.
- 65B New 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.
- 66 New The County shall maintain and improve roads consistent with their functional classification, and reclassify roads as appropriate to reflect function and use.

### **Rural Roadway Standards**

- 67 Existing (revised) The County shall design, construct and reconstruct rural arterials and collectors to allow safe and convenient passage of agricultural equipment, trucks, buses, pedestrians and bicyclists.

### **Rural to Urban Connectivity**

- 68 Existing (no change) 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.
- 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

### **Needed Roadway Improvement**

- 70 Existing (no change) Fund and build the roadway improvement projects needed to accommodate and 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.
- (Note: the new project list will be developed as part of the TSP update)*
- 71 Existing (no change) Designate the Sunrise Corridor along a new alignment of Highway 212 in rural Clackamas County as a future planned highway corridor.

### **Rural Road Goal Exceptions**

- 72 Existing (no change) Pursuant to OAR 660, Division 12 that requires an exception to Statewide Planning Goal 3 (Agricultural Lands), Goal 11 (Public Facilities and 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 265 and 266 on Table V-1. For findings of fact and statement of reasons, see File ZDO 194.

- 73 Existing (no change) Pursuant to OAR 660, Division 12 that requires an exception to Statewide Planning Goal 3 (Agricultural Lands), Goal 11 (Public Facilities and 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 266 and 267 on Table V-1. For findings of fact and statement of reasons, see File ZDO 195.

### Other Rural Road Topics

- 74 Existing (no change) 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.  
*(Note: the new project list will be developed as part of the TSP update)*
- 75 Existing (no change) 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.
- 76 New The County shall pursue the formation of an Area Transportation Commission (ATC) for the portions of Clackamas County outside of the Metro Urban Growth Boundary to facilitate a coordinated approach to addressing issues on the state transportation system.

### Other Land Use Topics

- 77 Existing (no change) 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.
- 78 Existing (no change) 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.
- 79 Existing (revised) Set rural standards for allowed off-street parking of motor vehicles and bicycles relative to building size, location and use, and adjacent land uses.

- 81 Existing (revised) Encourage a relationship between land use and rural roadways to decrease average trip length and increase accessibility for all modes. Land use and transportation policies shall be integrated consistent with state law regarding preservation of farm and forest lands.
- 82 Existing (revised) Discourage through trips on rural local roadways.

**RURAL LAND USE AND TRANSPORTATION (DOCUMENT C)**

**Integration of Rural Land Use and Transportation**

- 83 New hybrid Support and promote an integrated approach to land use and transportation planning and implementation to help create livable and sustainable rural communities and areas and end reliance on long commutes.

**Intergovernmental Partnership and Coordination**

- 84 New Support intergovernmental partnerships needed to promote coordination and solve multi-jurisdictional transportation needs in rural areas

**Road Access Standards**

- 85 Two alternatives: none chosen
  - Existing (revised) A) 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. Where access management standards are adopted by the County in Special Transportation Plans, those standards shall apply
  - New B) 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.
- 86 Existing (revised) Support the implementation of state access management standards (OAR Chapter 734, Division 51, and the Oregon Highway Plan) on state highway facilities within Interchange Management Areas.

- 87                      Two alternatives: none chosen
- Existing              A) Improve highway operations and safety by supporting construction of  
(no                      public roads that provide reasonable alternative access within Interchange  
change)              Management Areas. When reasonable access is provided, support the  
elimination of direct access to state highway facilities.
- New                      B) 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.
- 88                      New                      Ensure safe and convenient access for bicyclists, pedestrians, and transit  
users for land uses that are open to the general public.

### **Agricultural Equipment Movement on Roads**

- 89A                      New                      Support the safe movement of agricultural equipment in rural areas by  
improving existing road to county standards.
- (Note: Group recommended a second policy like: “Develop a study to address  
conflicts between ag equipment and cyclists by education, signage, pullouts  
etc.” Group agreed that County would review and make suggestion to the  
language.)*

### **Safety and Road Conditions**

- 89                      New                      Three alternatives: none chosen
- A) The County will undertake actions to improve road safety and reduce the  
number of preventable fatalities and serious injuries on roadways in  
Clackamas County by one-half in the next 10 years.
- B) The County will work collaboratively with state, regional, and local  
agencies and County residents to pursue its road safety programs.
- C) Safety shall be the first priority in making decisions for the Capital  
Improvement Program and for roadway operations, maintenance, and  
repair.

### **Parking**

- 91                      Existing              Set minimum and maximum limits on allowed off-street parking for motor  
(revised)              vehicles and minimum parking for bicycles relative to building size, location  
and use, and adjacent land uses.
- (Note: This may not be needed in the Rural Policies)*

- 92 Existing (revised) In rural areas, on-street parking may be prohibited in front of schools as needed to ensure student safety and school security, and shall be reviewed on a school by school basis.

**Traffic Safety Action Plan**

- 93 New The Clackamas County Safety Action Plan will be adopted by reference as a Transportation System Plan implementing strategy. As it is necessary, the County Board of Commissioners will update and amend the Clackamas County Safety Action Plan to reflect any needed changes
- 94 New Require a Predictive Method analysis of impacted roadway facilities along with a capacity analysis as part of traffic impact studies (TIS).
- 95 New Work with state and local partners to implement the “Oregon Transportation Safety Plan”

**Equestrian**

- 96 New (hy-brid) Support the safe movement of equestrians in rural area.

**RURAL EQUITY, HEALTH AND SUSTAINABILITY, PEDESTRIAN AND BICYCLE FACILITIES (DOCUMENT D)**

**Pedestrian and Bicycle Facilities**

- 100 New Rights-of-way for rural arterials and collectors shall be adequate to accommodate all required road improvements including bike ways, shoulders, and drainage facilities, where possible.
- 101B Existing (revised) 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 Planned Bikeway Network (Maps V-7a, V-7b) and on the Essential Pedestrian Network (Map V-8).
- 102B Existing (revised) In unincorporated communities, construct pedestrian facilities and bicycle ways adjacent to or within areas of development, such as schools, businesses, or employment centers near highways and rural centers, along roads near rural centers and at rural transit stops.

- 103 New Establish and maintain a rural way-finding system to facilitate bicycle travel in rural areas of the County
- 104 Existing (revised) Coordinate with pedestrian, bicycle, trail master plans and special transportation plans of the County, 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 pedestrian facilities and bikeway network.
- 105A Existing (revised) Support continuation of current (or equivalent) federal, state, and local funding mechanisms to construct county pedestrian facilities and bikeways and encourage the County to establish new funding for these facilities.
- 105B Existing (revised) Develop dedicated funding sources to implement Active Transportation Projects in the urban and rural areas of the county.
- 106 Existing (revised) Develop routine maintenance standards and practices for off-road and on-road pedestrian facilities and bikeways, including traffic control devices.
- 107 Existing (revised) Establish a program to inform the public of their responsibilities for the maintenance of sidewalks and pedestrian pathways.

**Pedestrian and Bicycle Facilities (cont)**

- 108 Existing (revised) Ensure an opportunity for a diverse and representative citizen involvement in the county pedestrian and bicycle planning process by sponsoring the Clackamas County Pedestrian and Bikeway Advisory Committee (CCPBAC) as a forum for public input. Seek to recruit representatives of transportation disadvantaged populations as part of this process.
- 109 Existing (revised) 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 subject to TGM Grant Active Transportation Corridor Study.

*(Note: PMT to develop language about current paths in that county that do not have to be up to standard.)*

**Transit**

- 110 Existing (revised) Work with transit agencies to identify existing transit deficiencies in the County, needed improvements, and additional park and ride lots needed to increase the accessibility of transit services to potential users and rural centers.

- 111 Existing (no change) 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.
- 112 Existing (revised) Emphasize corridor or roadway improvements to improve the reliability of transit service in the county.
- 113 Existing (revised) Coordinate and cooperate with all transit agencies to provide transportation services for transportation disadvantaged groups.
- 114 Existing (revised) Promote park and ride lots, bus shelters and pedestrian/bikeway connections to transit. Coordinate the location of these facilities with other land uses to promote shared parking and pedestrian-oriented transit nodes.
- 115 Existing (revised) Emphasize transit improvements that best meet the needs of all County residents, employees and employers, regardless of race, age, ability, income level and geographic location, including more east-west connections and service between the County's industrial and commercial areas and medium to high density neighborhood areas.
- 116 Existing (revised) Protect neighborhoods, recreation areas and pedestrian/bikeways and sensitive land uses (such as, daycare centers, schools and senior centers whose users are more vulnerable to pollution) from transportation-related environmental degradation. Coordinate transportation and land use planning to minimize proximity of these land uses to high traffic roads, and employ mitigation strategies such as physical barriers and design features to minimize transmission of air, noise and water pollution from roads to neighboring land uses.

**Maintenance**

- 117 Existing (revised) Consider strategies for using the existing road system and its capacity most efficiently before building new roads or adding new capacity to existing roads. This includes the pedestrian and bike facilities associated with the existing roads. Transportation System Management techniques are a set of strategies that shall be used to make roadways operate more efficiently.

Transportation System Management (TSM) strategies include;

- Access Management
- Alternative/Modified Standards (Performance and/or Design Standards)
- Intelligent Transportation System (ITS) applications
- Operational Improvements
- Parking Standards
- Enhanced Bike and Pedestrian Facilities



- Road Diet

- |     |                            |   |
|-----|----------------------------|---|
| 118 | Existing<br>(no<br>change) | Emphasize maintenance of existing roadways, with improvements where appropriate, to improve traffic flow and safety at a reasonable cost. |
| 119 | Existing<br>(no<br>change) | Determine roadway maintenance needs and priorities and develop an effective and efficient roadway maintenance program.                    |

**Emergency Response and Disasters**

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|-----|-----|--|
| 120 | New | 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.        |
| 121 | New | 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. |

**Rural Equity Issues**

- |     |     |  |
|-----|-----|--|
| 122 | New | 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.   |
| 123 | New | 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.            |
| 124 | New | 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. |
| 125 | New | Establish funding for bicycle, pedestrian and transit projects that serve the needs of transportation disadvantaged populations.   |
| 126 | New | 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.

- 127 New 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.

**Other Health or Equity Topics**

- 128 New Work with state and local partners to implement the Oregon Transportation Safety Plan.
- 129 New 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.

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