



MIKE McCALLISTER
PLANNING AND ZONING DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

PLANNING COMMISSION AGENDA

Monday, October 14, 2013

6:30 p.m.

Development Services Building – Auditorium

Contact: Darcy Renhard
Email: drenhard@clackamas.us
Phone: 503-742-4545

Also published on the internet at:
<http://www.clackamas.us/planning/>

This meeting location is accessible to persons with disabilities. To request accommodations, please contact Darcy Renhard at 503-742-4545 or drenhard@clackamas.us no later than Thursday prior to the meeting.

1. CALL TO ORDER

2. PUBLIC COMMENT

(This is an opportunity to raise issues regarding Planning that are NOT related to the issues on the agenda. There is a 3 minute time limit per person.)

3. STUDY SESSION:

a. ZDO-246: TSP Update

- 1-Overview of Policy Changes
- 2-Tracking Proposed Amendments
- 3-Typical Cross Sections
- 4-Performance Evaluation Measures Policies

5-Materials Requested at Sept 23 Planning Commission Meeting

- 6.Public Advisory Committee membership
- 7.Mulino Hamlet Meeting Minutes August 2013
- 8.Attachment C – Highlighted Projects

**Karen Buehrig
Larry Conrad
Martha Fritzie**

4. OTHER BUSINESS

5. MINUTES ‡

6. SCHEDULE REVIEW

Planning Commission

- a. 10/28/13: TSP hearing #1
- b. 11/4/13: TSP hearing #2
- c. 11/18/13: Natural Resource Amendments hearing
- d. 12/9/13: 5:30 p.m. PC/BCC meet & greet

Board of County Commissioners

- a. : Tonquin Goal 5 mining hearing #1
- b. : Tonquin Goal 5 mining hearing #2 *(if needed)*
- c. 12/4/13: TSP hearing #1
- d. 12/9/13: 5:30 p.m. PC/BCC meet & greet
- e. 12/11/13: TSP hearing #2
- f. 12/18/13: Natural Resource Amendments hearing

7. ADJOURN

Date: October 7, 2013

To: Clackamas County Planning Commission

From: Karen Buehrig, Transportation Planning Supervisor
Larry Conrad, Principal Transportation Planner

Project: Clackamas County Transportation System Plan Update

Subject: Overview of policy changes included in the Transportation System Plan (TSP) update proposal

During the two year Transportation System Plan (TSP) update process, County staff worked with the Policy Work Group (PWG), comprised of many of the Public Advisory Committee (PAC) members, to review and recommend changes to the transportation-related policies found in *Chapter 5: Transportation* of the Clackamas County Comprehensive Plan. The PWG had the opportunity to review each policy and provided input by a variety of topic areas. The work that was done by the PWG was then approved by the Public Advisory Committee, then reformatted and refined into the *Chapter 5: Transportation System Plan* proposed language that was submitted to DLCD as a part of Planning File # ZDO-246

Examples of the ways the policies were further refined after the TSP PAC approval include:

- combining and consolidating where repetition occurred;
- editing for readability;
- editing to ensure compliance with regional or state regulations; or
- excluding policies that the County simply cannot implement.

The policies have also been reordered and in some cases regrouped.

Attached is the “Tracking Policy Input Table” to identify how each of the original policies in Chapter 5 was either edited or removed or if a policy is completely new.

TYPES OF CHANGES TO CHAPTER 5: TRANSPORTATION

It has been over ten (10) years since the county’s Transportation System Plan (TSP) has been reviewed in a comprehensive manner. In 2010, the Regional Transportation Plan (RTP) was adopted and it directed the local jurisdictions to update their TSPs by December of 2013 to bring them into compliance with the regional and state transportation systems plans. In addition, Clackamas County is undertaking a review of the entire comprehensive plan. The revisions to Chapter 5 set the stage for a future numbering system and integrate tools to make the document more accessible from the internet. One little, but significant change is that Chapter 5 is now called Chapter 5: Transportation Systems Plan.

HIGHLIGHTS OF PROPOSED POLICY CHANGES

A significant number of the existing policies in *Chapter 5: Transportation System Plan* has remained largely or entirely unchanged. The primary changes include revising the structure (organization) of Chapter 5, as well as a few of the items briefly described below.

- **Looking through a local lens:** At the onset of the process to develop and review transportation policies, it was agreed that it was important to distinguish between policies for urban and for rural areas (defined as inside and outside the Portland metropolitan urban growth boundary [UGB]) because of the different transportation needs and opportunities in these areas. The intent of this TSP update is to do a better job than past versions of the TSP of looking at the transportation system from a more local level and addressing more local needs, in part, by providing this urban/rural distinction.
- **Inclusion of policies to specifically address Safety, Health, Equity and Sustainability:** The vision and goals for the transportation system specifically call out the need to address safety, health, equity and sustainability. In addition, the Board of County Commissioners adopted a Transportation Safety Action Plan, so policies addressing these topics have been added into Chapter 5.
- **Grouping policies related to the integration of transportation and land use.** Land use has a significant impact on transportation. Existing policies which address land use were grouped together. A few new policies that address the importance of integration on transportation and land use were added.
- **More consideration for “active” modes of transportation and accessibility to the system for all users:** This added focus occurred partially in response to additional regulations on a regional level, but also in response to recent trends like rising gas prices and more interest in creating sustainable, complete communities with better access to walking, biking or using transit. There was also significant discussion of incorporating equestrians into the policies and addressing multi-use trails
- **Ensuring compliance with regulations:** There were several areas in which the existing policies do not exactly meet regulatory requirements and needed revisions. One example of this is the policies relating to airports. It became apparent through the review process that the county’s regulations, as written, omitted several important considerations and did not adequately explain airport overlay zones.
- **Changing performance standards:** Within the Portland Metropolitan urban area, the required standards for assessing intersections have changed from a level of service (LOS) calculation to a volume-to-capacity ratio (V/C). These changes will affect how the impacts of development are calculated as well as how road and intersection “failure” is defined within the urban area. Standards for intersections and roadways outside the Portland Metropolitan UGB are proposed to remain at a LOS calculation.
- **Added policies to support the movement of freight.** Supporting local business and jobs is one of the goals for the transportation system. The additional freight policies proposed in this TSP update support this goal.

At the October 14th Planning Commission work session, staff will provide an overview of these changes and highlight some of the most significant changes.

***File ZDO-246 -- Tracking Proposed Amendments to Policies in
Clackamas County's Transportation System Plan (draft dated 9/23/2013)***

The proposed update to Clackamas County's Transportation System Plan (Chapter 5 in the Comprehensive Plan) includes amendments to (and a few deletions of) existing policies and addition of new policies. This document may be used with Chapter 5, draft dated 9/23/2013, to follow the changes and additions that created the policies in Draft Chapter 5.

The policies are organized by the major topics in Chapter 5; the tables have the following columns:

Column 1: Policy numbers in order of policies in Draft Chapter 5.

Column 2: Either existing policy text or the word New (indicating a policy new to Chapter 5).

Where an existing policy has been entered, the current policy number is listed first, followed by the policy language. The page number of the policy in existing Chapter 5 is found at the end of the text. For example, policy 5.A.4 is based on existing policy "Roadways 6.0" which is on page V-6 of Chapter 5.

Column 3: The recommended policy language. Existing language appears in regular text, new language is underlined, and deleted language is ~~struck through~~.

Note: Existing policies that are proposed to be deleted are listed on pages 35-36.

Foundation and Framework

Policy #	<i>Current Policy Language or New</i>	<i>Draft Chapter 5 – Recommended Language</i>
5.A Compliance and Coordination		
5.A.1	<u>New</u> - Intergovernmental Partnerships and Coordination	<u>Support intergovernmental partnerships needed to promote coordination and address multi-jurisdictional transportation needs.</u>
5.A.2	<u>New</u> - Safety and Road Condition	<u>Work collaboratively with federal, state, regional, and local agencies and with County residents to pursue the County's road safety programs and plans.</u>
5.A.3	<u>New</u> - Traffic Safety Action Plan	<u>Work with state and local partners to implement the Oregon Transportation Safety Plan.</u>
5.A.4	Roadways 6.0 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. (Roadways/ Efficiency & Finance 6.0, pg V-6)	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>

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Policy #	Current Policy Language or <u>New</u>	Draft Chapter 5 – Recommended Language
5.A.5	<u>New</u> - Emergency Response and Disasters	<u>Work with the Oregon Office of Emergency Management to ensure that the TSP supports effective responses to natural and human-caused disasters and emergencies and other incidents, and access during these incidents.</u>
5.A.6	<u>New</u> – Regional Design Types	<u>Urban Coordinate with Metro and local governments to implement the Regional Transportation Plan (RTP), Regional Transportation Functional Plan (RTFP), Urban Growth Management Functional Plan (UGMFP), and local transportation plans.</u>
5.A.7	<u>New</u> - Rural Road	<u>Rural Pursue formation of an Area Commission on Transportation (ACT) for the portions of Clackamas County outside the Portland Metropolitan Urban Growth Boundary to facilitate a coordinated approach to addressing issues on the state transportation system.</u>
5.B	Safety and Road Conditions	
5.B.1	<u>New</u> - Traffic Safety Action Plan	<u>Update the Clackamas County Transportation Safety Action Plan (TSAP) every five years to include necessary changes and document the progress toward the plan's goal of a 50 percent reduction in fatal and serious injury crashes in 2022.</u>
5.B.2	<u>New</u> - Safety Topics	<u>Identify transportation system safety improvements that will reduce fatal and serious injury crashes for all modes of travel and meet the TSAP goal.</u>
5.B.3	<u>New</u> - Safety Topics	<u>Address the County's top three crash cause factors of Aggressive Driving, Young Drivers (ages 15-25) and Roadway Departure utilizing education, emergency medical services, enforcement, engineering and evaluation.</u>
5.B.4	<u>New</u> - Safety Topics	<u>Support programs, policies, regulations and actions that increase awareness and education about the safety of the transportation system for all users.</u>
5.B.5	<u>New</u>	<u>Support programs that utilize data-driven approaches to improve safety of the transportation system.</u>
5.B.6	<u>New</u>	<u>Align County departments, external safety groups, and other public agencies toward common state, regional, county and city transportation safety goals.</u>

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5.B.7	<u>New</u>	<u>Integrate roadway, safety and traffic data management, health and emergency services data sources.</u>
5.B.8	<u>New</u>	<u>Integrate Highway Safety Manual (HSM) principles into the planning, engineering, design, operation and maintenance of the transportation system.</u>
5.C Equity, Health and Sustainability		
5.C.1	<u>New</u> – Equity & Health	<u>Support programs and projects, such as pedestrian and bike connections to transit stops, that expand and improve transportation options for residents in areas with identified transportation-disadvantaged populations.</u>
5.C.2	Transit 8.0 Protect neighborhoods, recreation areas and pedestrian/bikeways from transportation related environmental degradation. (Transit 8.0, pg V-17)	<u>Protect neighborhoods, recreation areas, and pedestrian facilities, bikeways and sensitive land uses (such as schools and senior centers whose users are more vulnerable to pollution) from transportation-related environmental degradation. Coordinate transportation and land use planning, 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>
5.C.3	<u>New</u> - Sustainability Topics	<u>Work with public agencies, private businesses and developers to increase and improve infrastructure necessary to support use of vehicles that use alternative fuels.</u>
5.C.4	<u>New</u> -Rural Equity Issues	<u>Rural Support the continued provision of public transportation services to County populations that are un-served or under-served, as well as the network of community-based, transportation services for seniors and persons with disabilities.</u>
5.C.5	<u>New</u>	<u>Ensure that programs to encourage and educate people about bicycle, pedestrian, and transit transportation options are appropriate for all County residents, particularly transportation disadvantaged populations.</u>
5.C.6	<u>New</u>	<u>Build working partnerships between the County's Public Health and Transportation Divisions and utilize tools, such as health impact assessments, to better connect the effects of transportation projects with the health of communities</u>

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5.D Intelligent Transportation Systems (ITS)		
5.D.1	<u>New</u>	<u>Implement a wide range of ITS strategies aligned with the TSP vision and goals by ensuring safe, efficient, and equitable mobility for people and goods.</u>
5.D.2	<u>New</u>	<u>Update the ITS Action Plan every five years as part of the County's 5-Year Capital Improvement Program.</u>
5.E Transportation Demand Management		
5.E.1	<u>New</u>	<u>Implement Transportation Demand Management techniques—including education, encouragement, and enforcement—appropriate for all County residents, in order to increase efficient use of existing transportation infrastructure and minimize congestion and safety concerns by offering choices of mode, route, and time.</u>
5.E.2	TDM 3.0 Coordinate with DEQ and Tri-Met to implement TDM programs and the Employer Commute Options (ECO) rule. (TDM 3.0, pg V-13)	<u>Support and participate in efforts by Metro, the Department of Environmental Quality Coordinate with (DEQ), and Tri-Met transit providers and Transportation Management Associations (TMAs) to develop, monitor and fund regional implement TDM programs, and the Employer Commute Options (ECO) rule.</u>
5.E.3	TDM 4.0 Provide adequate bicycle and pedestrian facilities to employment areas of Clackamas County to encourage use of alternative modes for the commute to work. (TDM 4.0, pg V-13)	Provide adequate bicycle and pedestrian facilities to employment areas of Clackamas County to encourage use of alternative modes for the commute to work <u>and to improve access to jobs for workers without cars.</u>
5.E.4	<u>New</u> Transportation Demand Management (and Active Transportation)	<u>Support programs that work with schools to identify safe bicycle and pedestrian routes to connect neighborhoods and schools. Seek partnerships and funding to support improvement of these routes.</u>
5.E.5	TDM 5.0 Work with Clackamas County employers located in concentrated employment areas to develop Transportation Management Associations (TMAs) to coordinate and support private sector TDM efforts. (TDM 5.0, pg V-13)	Work with Clackamas County employers located in concentrated employment areas to develop Transportation Management Associations (TMAs) to coordinate and support private sector TDM efforts <u>and to work toward mode share targets (Table 5-1) adopted in this Plan.</u>

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	<p>TDM 2.0 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. (TDM 2.0, pg V-13)</p>	<p>Urban TDM 2.0 revised and combined with TDM 5.0 as Policy 5.E.5 <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 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.</u></p>
5.E.6	<p>TDM 6.0 Establish the following Year 2040 Non-Single Occupancy Vehicle (SOV) modal split targets for Regional 2040 Design Types. (TDM 6.0, pg V-14)</p>	<p>Urban Establish the following Year 2040 <u>non-drive-alone Non-Single Occupancy Vehicle (SOV) modal split targets for Regional 2040 land use Design design tTypes (shown on Map IV-8):-</u> <i>Insert Table 5-1 Non-Drive-Alone Targets by 2040 Design Types.</i></p>
5.E.7	<p>TDM 2.0 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. (TDM 2.0, pg V-13)</p>	<p>Rural Encourage employers <u>and schools outside urban growth boundaries in Clackamas County</u> to implement a range of TDM policies to help their employees <u>and students</u> reduce <u>vehicle miles traveled, VMT maximize use of existing transportation facilities, and increase walking, biking and transit use.</u> Examples are, subsidized bus passes, company owned vanpools, preferred parking for carpools and vanpools, bicycle racks, and flexible work schedules</p>

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Land Use and Transportation Planning

Policy #	Current Policy Language or <u>New</u>	Draft Chapter 5 - Recommended Policy Language
5.F Integration of Land Use & Transportation Planning		
5.F.1	<u>New</u> -- See also 5.F.3 based on policy 24.0 (Roadway / Improvement to Serve Development)	<u>Land use and transportation policies shall be integrated consistent with state law regarding preservation of farm and forest lands.</u>
5.F.2	<u>New</u>	<u>Support efforts to enhance and maintain the function of State highways and County arterials through land use policies, access management strategies, and roadway improvements.</u>
5.F.3	<u>New</u> - Integration of Urban Land Use and Transportation Also existing policy 24.0: Encourage a relationship between land use and roadways which decreases average trip length. (Improvement to Serve Dev 24.0, pg V-9)	<u>Support and promote an integrated approach to land use and transportation planning and implementation that encourages livable and sustainable communities, decreases average trip length and increases accessibility for all modes.</u>
5.F.4	<u>New</u> - Integration of Urban Land Use and Transportation	<u>Support and promote transportation investments that support complete and sustainable communities as a long-term strategy to reduce reliance on long commutes out of the County to employment destinations.</u>
5.F.5	<u>New</u>	<u>Recognize the County's rural economic engine and the importance of moving goods from rural businesses (including farms, nurseries, livestock, and lumber) to distribution centers.</u>
5.G Parking Policies		
5.G.1	Parking 1.0 Set minimum and maximum parking limits on allowed off-street parking relative to building size, location and use, and adjacent land uses. (Parking 1.0, pg V-15)	Set minimum and <u>where appropriate</u> , maximum parking limits on allowed off-street parking <u>of motor vehicles</u> relative to building size, location and use, and <u>to</u> adjacent land uses. <u>In the urban area, parking standards shall be coordinated with regional parking requirements.</u>
5.G.2	PedBike 14.0 Require new development to provide bicycle parking, and initiate a program for adding bicycle parking in areas frequented by bicyclists. (PedBike 14.0, pg V-21)	Require new <u>multi-family, retail, office and institutional</u> development to provide <u>short-term and long-term</u> bicycle parking, <u>as appropriate</u> . <u>For development inside the Portland Metropolitan Urban Growth Boundary, bicycle parking standards shall comply with Title 4 of the Regional Transportation Functional Plan (RTFP).</u> and initiate a program for adding bicycle parking in areas frequented by bicyclists

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Policy #	Current Policy Language or <u>New</u>	Draft Chapter 5 - Recommended Policy Language
5.G.3	Parking 3.0 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. (Parking 3.0, pg V-15)	<u>Urban</u> Allow the removal of e Existing curbside-on-street parking along arterials and collectors may be removed to allow <u>create the striping of bike ways lanes</u> , construction ion of travel or turning lanes, improvements or for increase ing sight distance. Where parking standards are adopted by the County in Special Transportation Plans, those standards shall apply.
5.G.4	Parking 7.0 Increase on-street parking in residential areas by minimizing the width of driveway curb cuts. (Parking 7.0, pg V-15)	<u>Urban</u> Increase <u>area for</u> on-street parking in residential <u>zoning districts areas</u> by minimizing the width of driveway <u>accesses</u> curb cuts.
5.G.5	Parking 2.0 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. (Parking 2.0, pg V-15)	<u>Urban</u> Encourage <u>Require</u> 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. <i>Standards deleted here are already in the zoning code</i>
5.G.6	Parking 4.0 Allow developments along transit routes to decrease their parking area requirements if they provide pedestrian and transit amenities. (Parking 4.0, pg V-15)	<u>Urban</u> Allow developments along transit routes to for decreased <u>their</u> parking area requirements <u>for development along transit routes</u> if they the development provides pedestrian, <u>bicycle</u> and transit amenities.
5.G.7	Parking 6.0 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. (Parking 6.0, pg V-15)	<u>Urban</u> Require <u>Allow</u> shared parking where feasible, such as within mixed-use development and where adjacent land uses are compatible. Such s Shar <u>ed</u> ing of parking can be used to help satisfy compliance <u>comply</u> with parking standards.
5.H Rural Tourism Policies		
5.H.1	<u>New</u> – Rural tourism	<u>Rural</u> <u>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.</u>

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Policy #	Current Policy Language or <u>New</u>	Draft Chapter 5 - Recommended Policy Language
5.1 Rural Scenic Roads Policies		
5.1.1	Roadways 39.0 Implement a County Scenic Road System. (Roadways/Scenic Roads 39.0, pg V-11)	Rural Implement a County Scenic Road System <u>that is safe and attractive for all users.</u>
5.1.2	<p>Roadways 39.1 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. (Roadways/ Scenic Roads 39.1, pg V-11)</p> <p>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>Rural <u>Promote the</u> The Scenic Road designation is intended to protection of recreation values, scenic features, and an open, uncluttered character along designated scenic roadsthe roadway. 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> <ul style="list-style-type: none"> a) Scenic roads should<u>shall</u> have strict access control on new developments. b) Scenic roads should have shoulders wide enough for pedestrians or bicycles, <u>or a separated path where feasible and when funding is available.</u> c) Turnouts should<u>shall</u> 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<u>shall</u> 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<u>shall</u> be separated from the right-of-way by a landscaped buffer. g) <u>Any</u> Ffrontage roads, if any, adjacent to scenic roads shall be separated by a vegetative buffer where feasible h) Underground placement of utilities shall be encouraged.
5.1.3	Roadways 39.2 The following shall be designated scenic roads: (see Map V-5). (Roadways/ Scenic Roads 39.2, pg V-12)	Rural The following <u>facilities</u> shall be designated scenic roads: (see Map <u>5-1, Scenic RoadsV-5</u>)-
5.1.4	Roadways 39.3 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. (Roadways/ Scenic Roads 39.3, pg V-12)	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

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Active Transportation

Policy #	Current Policy Language or <u>New</u>	Draft Chapter 5 - Recommended Policy Language
5.J Coordination Policies		
5.J.1	Ped/Bike 12.0 Coordinate the implementation of pedways and bikeways with neighboring jurisdictions and jurisdictions within the county. (PedBike 12.0, pg V-20)	Coordinate the implementation of <u>pedways pedestrian facilities</u> and bikeways with neighboring jurisdictions and jurisdictions within the county.
5.J.2	Ped/Bike 20.0 Ensure an opportunity for representative citizen involvement in the county pedestrian and bicycle planning process by sponsoring the Clackamas County Pedestrian and Bikeway Advisory Committee as a forum for public input. (PedBike 20.0, pg V-21)	Ensure an opportunity for <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>Recruit representatives of transportation disadvantaged populations as part of this process.</u>
5.J.3	Ped/Bike 22.0 Monitor and update the Clackamas County Pedestrian and Bicycle Master Plans through data collection, evaluation, and review activities necessary to maintain and expand the programs established in these plans. (PedBike 22.0, pg V-21)	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
5.J.4	<u>New</u> - Pedestrian and Bicycle Facilities	<u>Support bicycle, pedestrian and transit projects that serve the needs of transportation disadvantaged populations.</u>
5.J.5	Ped/Bike 11.0 Coordinate with pedestrian, bicycle, and trail master plans of the Oregon Department of Transportation, the United States Forest Service, Metro, parks districts, and city parks departments to achieve a safe and convenient off-road trail system connecting to the on-road pedway and bikeway network. (PedBike 11.0, pg V-20)	Coordinate with pedestrian, bicycle, and trail master plans <u>and with special transportation plans of the County, of the</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>pedway pedestrian facilities</u> and bikeway network.
5.J.6	Ped/Bike 13.0 Support the continuation of the "Bikes on Transit" program on all public transit routes. (PedBike 13.0, pg V-20)	Support the continuation of the "Bikes on Transit" program on all public transit routes.
5.J.7	Ped/Bike 19.0 Inform the public of their responsibilities for sidewalk and bikeway maintenance. (PedBike 19.0, pg V-21)	Inform the <u>public property owners</u> of their responsibilities for <u>the maintenance of</u> sidewalks <u>and pedestrian pathways.</u> bikeway maintenance.

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Policy #	Current Policy Language or <u>New</u>	Draft Chapter 5 - Recommended Policy Language
5.J.8	<u>New</u> - Pedestrian and Bicycle Facilities	<u>Identify low traffic volume streets 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>
5.J.9	<u>New</u> - Rural Equity Issues	<u>Rural 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>
5.K Design Policies		
5.K.1	Ped/Bike 9.0 The implementation of bikeways and sidewalks shall be considered in all new collector or arterial construction or reconstruction, even if not designated on Maps V-7a, V-7b, and V-8. (PedBike 9.0, pg V-20)	<u>Urban</u> The implementation of bikeways and sidewalks-pedestrian facilities shall be considered required for in all new collector or arterial construction or <u>substantial</u> reconstruction, even if not designated on <u>the Planned Bikeway Network (Maps 5-2a and 5-2b), and on the Essential Pedestrian Network (Map 5-3). Maps V-7a, V-7b, and V-8.</u> This requirement shall allow for flexibility to accommodate characteristics of terrain, scenic qualities, existing development, environmental constraints, and adopted Special Transportation Plans and Community Plans and Design Plans found in Chapter 10.
5.K.2	<u>New</u>	<u>Seek out and implement innovative bicycle and pedestrian treatments that improve the convenience and safety of these facilities.</u>
5.K.3	Ped/Bike 1.0 Provide networked systems of walk-ways 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. (PedBike 1.0, pg V-20)	<u>Urban</u> Create a -Provide- networked systems of pedestrian facilities walkways- and bikeways connecting <u>cities,</u> neighborhoods, transit stops, commercial areas, community centers, schools, <u>recreational facilities, parks, libraries,</u> employment places, other major destinations, regional <u>and city</u> bikeways and walkways <u>pedestrian facilities,</u> and other transportation modes. <u>Utilize separate accessways for pedestrian facilities and bikeways where street connections are impractical or unavailable</u>
5.K.4	Ped/Bike 2.0 Identify walkway and bikeway improvements necessary to ensure direct and continuous networks of walkways and bikeways on the county road system. (PedBike 2.0, pg V-20)	Identify walkway <u>pedestrian facilities</u> and bikeway improvements necessary to ensure direct and continuous networks of <u>pedestrian facilities</u> walkways- and bikeways on the county road system.

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5.K.5	Ped/Bike 4.0 Encourage bicycle and pedestrian access across rivers and other natural barriers. (PedBike 4.0, pg V-20)	<u>Identify locations where Encourage bicycle and pedestrian is blocked by access across rivers and other natural barriers and encourage the creation of bicycle and pedestrian facilities to extend across these barriers.</u>
5.K.6	<u>New</u>	<u>Urban Review development plans to ensure that they provide bicycle and pedestrian access.</u>
5.K.7	<u>New</u>	<u>Improve the safety and appeal of walking and biking by supporting the development of bikeways and pedestrian facilities and networks on low volume or local roads and off of existing street rights-of-way.</u>
5.K.8	<u>New</u>	<u>Rural Support the safe movement of equestrians in rural areas.</u>
5.L Construction Policies		
5.L.1	Ped/Bike 7.0 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. (PedBike 7.0, pg V-20; also covers intent of PedBike 8.0, pg V-20)	Construct all walkways pedestrian facilities and bikeways 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.
5.L.2	Ped/Bike 6.0 Construct all walkways, bikeways, and trails as designated on maps V-7a, V-7b, and V-8, and as adopted in Special Transportation Plans. (PedBike 6.0, pg V-20)	<u>Urban</u> Construct all pedestrian facilities <u>walkways, bikeways, multi-use paths</u> and trails as designated on Maps 5-2a, 5-2b, and 5-3V-7a, V-7b, and V-8, and as adopted in Special Transportation Plans <u>and Community Plans, and Design Plans found in Chapter 10.</u>
5.L.3	Ped/Bike 10.0 Require that new development include construction of pedestrian and bikeway connections within the development and between adjacent developments for the purpose of increasing non-motorized mobility. (PedBike 10.0, pg V-20)	<u>Urban</u> <u>To increase active transportation options,</u> Require that new development include construction of pedestrian facilities and bikeway connections within the development and between adjacent developments, for the purpose of increasing non-motorized mobility

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5.L.4	<u>New</u> – Ped/Bike	Urban <u>Construct interim pedestrian facilities and bikeways, as appropriate, on existing streets that are not built to ultimate standards and where the construction of full street improvements is not practicable or imminent as deemed by the County Planning Director and County Road Official or County Engineer.</u>
5.L.5	Ped/Bike 24.0 In Unincorporated Communities, construct walkways adjacent to or within areas of development, such as schools, businesses, or employment centers near or along highways. (PedBike 24.0, pg V-21)	Rural In Unincorporated Communities, construct <u>pedestrian facilities walkways- and bikeways</u> adjacent to or within areas of development, (such as schools, businesses, or employment centers) <u>and at rural transit stops near or along highways.</u>
5.M Facility Policies		
5.M.1	Ped/Bike 15.0 Encourage the provision of appropriate supportive facilities and services for bicyclists, including showers, lockers, bike racks on buses, bike repair and maintenance information/clinics, and secure bicycle parking. (PedBike 15.0, pg V-21)	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.
5.M.2	<u>New</u> – Rural Ped/Bike Facilities.	<u>Establish and maintain way-finding systems to facilitate bicycle travel in urban and rural areas of the County.</u>
5.M.3	Ped/Bike 21.0 Encourage the provision of street lighting for the purpose of increasing the visibility and personal security of pedestrians and bicyclists. (PedBike 21.0, pg V-21)	Urban Encourage the provision of street lighting <u>to increase for the purpose of increasing</u> the visibility and personal security of pedestrians and bicyclists.
5.N Multi-Use Path Policies		
5.N.1	Ped/Bike 3.0 Support acquisition and development of multi-use paths on abandoned public and private rights-of-way. (PedBike 3.0, pg V-20)	Support acquisition and development of multi-use paths on abandoned public and private rights-of-way.
5.N.2	<u>New</u> Equestrian and multi-use paths	<u>Support equestrians by collaborating with the appropriate service providers, such as park districts, to plan for multi-use paths that accommodate equestrian facilities where possible.</u>

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5.N.3	Ped/Bike 23.0 Construct separate multi-use paths in rural areas according to American Association of State Highway and Transportation Officials (AASHTO) standards where travel lanes or wide paved shoulders along roadways may be unacceptable to pedestrians or bicyclists. (PedBike 23.0, pg V-21)	Rural <u>Consider</u> 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 <u>not provide adequate safety for</u> be unacceptable to pedestrians or bicyclists.
5.N.4	<u>New</u> – Rural Equestrian	Rural <u>Consider equestrian uses when designing and constructing multi-use paths. Work with the local communities and interest groups to plan, create and maintain multi-use paths that also provide equestrian features. Plan for parking areas at such multi-use paths that support parking needs of equestrians, as well as needs of other path users.</u>

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Roadway Policies

Policy #	Current Policy Language or <u>New</u>	Draft Chapter 5 - Recommended Policy Language
5.0	Functional Classification Policies	
5.0.1	Roadways 9.0 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. (Roadways/ Functional Class 9.0, pg V-7)	Designate and develop roadways according to the functional classifications and guidelines <u>illustrated in the County Road Typical Cross Sections (Figures 5-1a through 5-1f, and Figures 5-2a through 5-2f) listed in Tables V-2 and V-3</u> while allowing flexibility to accommodate characteristics of terrain, scenic qualities, <u>environmental constraints</u> , existing development, and adopted Special Transportation Plans <u>and Design Plans found in Chapter 10.</u>
5.0.2	Roadways 10.0 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. (Roadways/Functional Class 10.0, pg V-7)	Designate freeways, arterials, collectors and connectors as shown on <u>Map 5-4a and Map 5-4b</u> Maps V-2a and V-2b . Roadways that do not presently exist but are shown on these maps are shown in approximate locations.
5.0.3	<u>New</u>	<u>Maintain and improve roads consistent with their functional classification, and reclassify roads as appropriate to reflect function and use.</u>
5.0.4	Roadways 11.0 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. (Roadways/Functional Class 11.0, pg V-7)	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</u> , 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>
5.0.5	Roadways 12.0 The County shall consider the Regional Street Design Type Guidelines, as shown on Table V-4, when designing new county roads or redesigning existing county roads prior to construction or reconstruction. Map V-3 shows which roads are designated by each Design Type. (Roadways/ Functional Class 12.0, pg V-7)	<u>Urban</u> The County shall consider the <u>Metro Regional Street Design Type Guidelines, Concepts as shown on Table V-4</u> , when designing new county roads or redesigning existing county roads prior to construction or reconstruction. Map 5-5V-3 shows which roads are designated by each Design <u>Concept Type.</u>
5.0.6	<u>New</u> – RTFP street design	<u>Urban</u> <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.</u>

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5.O.7	Roadways 13.0 Design arterials and collectors to allow safe and convenient passage of buses in urban areas and, where necessary, rural areas. (Roadways/ Functional Class 13.0, pg V-7)	<u>Urban</u> 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
5.O.8	Roadways 36.0 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. (Roadways/Build Roads 36.0, pg V-10)	Streets and roads <u>alleys, bikeways, pedestrian facilities, multi-use paths, trails and transit stops</u> are an allowed uses in all <u>urban</u> zoning districts. All state and County policies relating to roads shall be considered when widening, <u>improving</u> or constructing new <u>transportation infrastructure</u> roads.
5.O.9	Roadways 35.0 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. (Roadways/Build Roads 35.0, pg V-10)	<u>Rural</u> 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 will comply with <u>Statewide Goal 1214</u> (Transportation) to provide a safe and efficient transportation system meeting the needs of the rural area.
5.O.10	Roadways 34.0 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. (Roadways/ Build Roads 34.0, pg V-10)	<u>Rural</u> <u>Consistent with ORS 215.283(3) and OAR 660, Division 12</u> , County road capital improvement projects outside UGBs may be designed and constructed to improve safety and bring the roads up to County standards <u>outside the UGB.</u> When projects are located within current rights-of-way, no conflicts with Goals 3 or 4 are anticipated If the <u>road capital improvement design of a project is not otherwise allowed and would</u> requires expansion of right-of-way <u>exceeding the road improvements allowed in the into lands planned for</u> Forest or Agricultural used <u>districts</u> , a goal exception <u>would be required for such projects, as provided for in ORS 215.282(3).</u> may be necessary.
5.O.11	Roadways 7.2 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 excep-tion 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. (Roadways/ Needed Road Improvements 7.2, pg V-7)	<u>Rural</u> 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 number s 265 & 266 <u>s 265 & 266</u> on Table 5-3V-1 and shown on Map 5-11f <u>5-3V-1 and shown on Map 5-11f</u> . For findings of fact and statement of reasons, see <u>Board Order 2003-76</u> File ZDO 194 .

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5.O.12	Roadways 7.3 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. (Roadways /Needed Road Improvements 7.3, pg V-7)	Rural Pursuant to OAR 660, Division 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 number _____s-266 and 267 on Table 6-3V-1 and shown on Map 5-11f . For findings of fact and statement of reasons, see Board Order 2003-104 File ZDO 195 .
5.O.13	Roadways 36.0 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. (Roadways/Build Roads 36.0, pg V-10)	Roads and multi-use paths Streets and roads are an 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). All state and County policies relating to roads shall be considered when widening or constructing new roads
5.O.14	<u>New</u>	Rural 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 agricultural and forest products and deliver them to market.
5.O.15	Roadways 13.0 Design arterials and collectors to allow safe and convenient passage of buses in urban areas and, where necessary, rural areas. (Roadways/Functional Class 13.0, pg V-7)	Rural Design, construct and reconstruct rural arterials and collectors to allow safe and convenient passage of trucks, buses, pedestrians and bicyclists. in urban areas and, where necessary, rural areas.
5.O.16	<u>New</u> Rural	Rural Support the safe movement of agricultural equipment in rural areas by improving existing roads to county standards and considering design features such as signs, pull-outs for slow-moving vehicles, reduced speeds, and limiting curbs where equipment may move to the shoulder or out of the right-of-way

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5.P	Project Development Policies	
5.P.1	<p>Roadways 1.0 Consider strategies for using the existing road system and its capacity most efficiently before building new roads or adding new capacity to existing roads. Transportation System Management techniques are a set of strategies that shall be used to make roadways operate more efficiently.</p> <p>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. (Roadways/ Efficiency & Finance 1.0, pg V-6)</p>	<p>Before building new roads or adding 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 its system capacity most efficiently. before building new roads or adding new capacity to existing roads. Transportation System Management techniques are a set of strategies that shall be used to make roadways operate more efficiently.</p> <p>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>6. Enhanced Bike and Pedestrian Facilities; and 7. Road Diet.</u> (for example, <u>restriping a low volume, 4-lane road to a 3-lane configuration with bicycle and pedestrian facilities.</u>)</p>
5.Q	Access Standard Policies	
5.Q.1	<p><u>New</u> and part of policy Roadways 14.0, <i>first 2 sentences:</i> 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. (Roadways/Access 14.0, pg V-8)</p>	<p>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. Ensure safe and convenient access for bicyclists, pedestrians, and transit users for land uses that are open to the public. Overall access standards need to management should be applied in a flexible manner that maintainsto allow reasonable access <u>and balance the needs of all roadway users. to property when access cannot be denied. Where access management standards are adopted by the County in Special Transportation Plans, those standards shall apply.</u></p>
5.Q.2	<p>Roadways 16.0 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</p>	<p>Improve <u>highway-multimodal</u> operations and safety by <u>supporting ensuring that construction of public roads that provide reasonable alternative access within</u> Interchange Management Areas <u>plans and other access plans and projects are coordinated with multimodal connectivity standards and are</u></p>

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	elimination of direct access to state highway facilities. (Roadways/Access 16.0, pg V-8)	<u>designed to support safe and convenient travel for all modes, as well as safe and convenient access for all modes, when appropriate.</u> When reasonable access is provided, support the elimination of direct access to state highway facilities.
5.Q.3	Roadways 15.0 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. (Roadways/Access 15.0, pg V-8)	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. <u>Coordinate with the Oregon Department of Transportation for access control on state highways.</u>
5.Q.4	<u>New</u>	<u>If feasible, only collectors, connectors, or other arterials should intersect arterials. Developments should be designed to place driveway accesses on streets with the lowest functional classification or the lowest traffic volume.</u>
5.Q.5	<u>New</u> and part of policy Roadways 14.0, <i>last sentence</i> : Where access management standards are adopted by the County in Special Transportation Plans, those standards shall apply. (Roadways/Access 14.0, pg V-8)	<u>Access Standards shall be implemented through the Zoning and Development Ordinance and the County Roadway Standards.</u> Where access management standards are adopted by the County in Special Transportation Plans, <u>or Community Plans or Design Plan found in Chapter 10,</u> those standards shall apply.
5.Q.6	Roadways 20.0 Developers of new developments and land divisions that will require construction of new streets shall provide the County with a conceptual street plan map and street cross sections responding to the other requirements of this section, and full street connections at intervals of no more than 530 feet. Exceptions may be made when a full street connection is prevented by barriers such as topography, railroads, freeways, pre-existing development or environmental constraints such as streams and wetlands. (Roadways/Improvement to Serve Dev. 20.0, pg V-8)	Developers of new developments and land divisions that will require construction of new streets shall provide the County with a conceptual street plan map and street cross sections responding to the other requirements of this section, and full street connections at intervals of no more than 530 feet. Exceptions may be made when a full street connection is prevented by barriers such as topography, railroads, freeways, pre-existing development or environmental constraints such as streams and wetlands.
5.Q.7	Roadways 21.0 Before an exception is granted to the above requirement, it shall be determined if, at a minimum, an accessway for pedestrians, bicyclists or emergency vehicles may be constructed at	Before an exception is granted to the above requirement, it shall be determined if, at a minimum, an accessway for pedestrians, bicyclists or emergency vehicles may be constructed at intervals of 330 feet. Those accessways shall be

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	intervals of 330 feet. Those accessways shall be constructed unless prevented by barriers or environmental constraints. (Roadways/Improvement to Serve Dev. 21.0, pg V-8)	constructed unless prevented by barriers or environmental constraints.
5.Q.8	Roadways 22.0 Assess anticipated off-site traffic impacts caused by new developments and land divisions. The developer or subdivider may be required to participate financially or otherwise in the provision of off-site improvements, dedications or other requirements. (Roadways/Improvement to Serve Dev. 22.0, pg V-9)	Assess anticipated off-site traffic impacts caused by new developments and land divisions. The developer or subdivider may be required to participate financially or otherwise in the provision of off-site improvements, dedications or other requirements.
5.R Policies on Improvements to Serve Development		
5.R.1	Roadways 18.0 Require development to be served by adequate roadway facilities. (Roadways/Improvement to Serve Dev. 18.0, pg V-8)	Require development to be served by adequate <u>roadway-transportation</u> facilities <u>and access points that are designed and constructed to safely accommodate all modes of travel.</u>
5.R.2	Roadways 17.0 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. (Roadways/Improvement to Serve Dev. 17.0, pg V-8)	<u>For new developments and land divisions, R</u> require right-of-way dedication, on-site <u>frontage</u> improvements to the applicable <u>roadway</u> standard as shown <u>on-in the roadway Cross Sections (Figures 5-1a through 5-1f and Figures 5-2a through 5-2f) Tables V-2 and V-3,</u> and the County Roadway Standards, <u>and</u> off-site improvements <u>necessary for new developments and land divisions necessary to safely</u> handle expected traffic <u>generated by the development loads</u> and travel by <u>alternative-active</u> modes. Where roadway standards are adopted by the County in Special Transportation Plans, those standards shall apply.
5.R.3	Roadways 26.0 Develop neighborhood traffic calming policies that will enable the County to address inappropriate travel patterns and speeds. (Roadways/Improvement to Serve Dev. 26.0, pg V-9)	Develop <u>and implement neighborhood</u> traffic calming <u>strategies, appropriate for the road functional classification, that will improve the safety and convenience of travel by all modes, particularly in areas with high crash rates or high rates of bicycle and/or pedestrian activity,</u> policies that will enable the County to address inappropriate travel patterns and speeds.
5.R.4	Roadways 19.0 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. (Roadways/Improvement to	<u>Urban</u> Require implementation of a <u>local street road</u> network for undeveloped sites illustrated on Map <u>5-6V-4.</u> Existing <u>streets-roads</u> shall be extended to provide a direct, connected <u>street</u> system.

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	Serve Development 19.0, pg V-8)	
5.R.5	Roadways 23.0 Where appropriate, develop and implement neighborhood traffic circulation plans intended to improve circulation while minimizing neighborhood disruption and environmental problems. (Roadways/Improvement to Serve Development 23.0, pg V-9)	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, neighborhood disruption and environmental problems.</u>
5.R.6	Roadways 25.0 Discourage through trips on local, connector and collector roadways. (Improvement to Serve Dev. 25.0, pg V-9)	Discourage <u>motor vehicle</u> through trips on local, connector and collector roadways, <u>and encourage bicycle and pedestrian travel on these roads.</u>
5.R.7	Roadways 27.0 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. (Roadways/Improvement to Serve Dev. 27.0, pg V-9)	<u>Urban</u> 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.
5.R.8	Roadways 28.0 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. (Roadways/Improvement to Serve Dev. 28.0, pg V-9)	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 <u>roads, streets, and</u> are not maintained by the County, <u>and don't necessarily provide connectivity.</u>
5.R.9	Roadways 29.0 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. (Roadways/Improvement to Serve Development 29.0, pg V-9)	<u>Urban</u> Require that changes to the Comprehensive Plan land use designations within the Interchange Management Areas identified on Map <u>5-7V-12</u> <u>must</u> be consistent with OAR 660-012-0060. <u>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.</u>
5.R.10	<u>New</u>	<u>Urban</u> <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, where possible</u>

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5.R.11	<u>New</u> – Rural Pedestrian & Bicycle Facilities.	Rural <u>Rights-of-way for rural arterials and collectors shall be adequate to accommodate all required road improvements including bikeways, shoulders, and drainage facilities, where possible.</u>
5.R.12	Roadways 25.0 Discourage through trips on local, connector and collector roadways. (Roadways/Improvement to Serve Development 25.0 for Rural, pg V-9)	Rural Discourage through trips on <u>rural</u> local, connector and collector roadways.
5.R.13	<u>New</u>	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>
5.R.14	<u>New</u>	Rural <u>Dedication of adequate right-of-way and construction of road improvements may be required to serve traffic that will be generated by new development.</u>
5.S Performance Evaluation Measures		
5.S.1	<u>New</u> – Operating Standards	<u>For County roads, establish the method of calculating roadway capacity and the impact of new development on that capacity in the County Roadway Standards</u>
5.S.2	Roadways 30.0 Evaluate capacity needs for regional roadways within Metro's boundaries using the Regional Motor Vehicle Performance Measures. The use of these measures is limited to network analysis, and priorities for funding through Metro; they are not for designing individual road improvements. (Roadways/ Operating Standards 30.0, pg V-9) Roadways 31.0 Arterials and collectors shall be evaluated for performance to Level-of-Service "D" as the acceptable operating standard, except as established below. All capital construction shall be designed to achieve Level-of-Service "D" or better. (Roadways/ Operating Standards 31.0 (a, b and c), V-9 & 10)	Evaluate capacity needs for regional roadways within Metro's boundaries using the Regional Motor Vehicle Performance Measures <u>shown in Table 5-2a, except as established below.</u> The use of these measures is limited to network analysis, and priorities for funding through Metro; they are not for designing individual road improvements. <u>All capital construction shall be designed not to exceed the maximum V/C ratio. Arterials and collectors shall be evaluated for performance to Level-of-Service "D" as the acceptable operating standard, except as established below. All capital construction shall be designed to achieve Level-of-Service "D" or better</u> <i>Operating Standards – Table 5-2a</i>
5.S.3	<u>New</u>	<u>Exceptions to the performance evaluation measures for review of development proposed on property within Metro's boundary are established as follows:</u>

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5.S.3.1	Roadways 31.0(b.) Review of developments proposed on property with a Comprehensive Plan designation of Campus Industrial, Business Park, Light Industrial, General Industrial or Rural Industrial shall use a performance evaluation operating standard of Level-of-Service "E", except within the Clackamas Industrial Area and Government Camp Village where no performance evaluation operating standard shall apply. (Roadways/ Operating Standards 31.0(b), pg V-10)	Review of developments proposed on property with a Comprehensive Plan designation of Campus Industrial, Business Park, Light Industrial, General Industrial or Rural Industrial shall use a performance evaluation operating standard of Level-of-Service "E", except wWithin the Clackamas Industrial Area, and Government Camp Village where no performance evaluation operating standardmeasure shall apply.
5.S.3.2	<u>New</u>	<u>For the intersections of SE Park Avenue/OR 99E, SE Park Avenue/SE Oatfield Road, and SE Park Avenue/SE 27th Street, performance evaluation measures of the Station Community Design Type shall apply.</u>
5.S.4	<u>New</u>	<u>Evaluate capacity needs for roadways outside Metro's boundary using the performance evaluation measures shown in Table 5-2b. Insert Table 5-2b</u>
5.S.5	<u>New</u>	<u>Exception to the performance evaluation measures for review of development proposed on property in the rural area is established as follows:</u>
5.S.5.1	Roadways 31.0(b.) Review of developments proposed on property with a Comprehensive Plan designation of Campus Industrial, Business Park, Light Industrial, General Industrial or Rural Industrial shall use a performance evaluation operating standard of Level-of-Service "E", except within the Clackamas Industrial Area and Government Camp Village where no performance evaluation operating standard shall apply. (Roadways/ Operating Standards 31.0(b), pg V-10)	Review of developments proposed on property with a Comprehensive Plan designation of Campus Industrial, Business Park, Light Industrial, General Industrial or Rural Industrial shall use a performance evaluation operating standard of Level-of-Service "E", except wWithin the Clackamas Industrial Area and Government Camp Village, where no performance evaluation operating standardmeasure shall apply.
5.S.6	32.0 For state facilities within an Interchange Management Areas as identified on Map V-12, implement a mobility standard for the peak two hours of 0.99 v/c at the intersection and of 0.85 v/c at the ramp ends. (Roadways/ Operating Standards 32.0, pg V-10)	<u>The maximum volume to capacity ratio for the ramp terminals of interchange ramps shall be v/c 0.85. (1999 Oregon Highway Plan, OHP Policy 1F Revisions, Adopted by OTC: Dec. 21, 2011).</u>
5.S.7	<u>New</u>	<u>Where more than one performance measure would apply at an intersection, the measure allowing the higher level of congestion will be used, except for ramp terminal intersections.</u>

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5.S.8	<u>New</u> – Traffic Safety Action Plan	<u>The County shall evaluate requiring a safety analysis for a traffic impact study (TIS) required of new development, with the goal to transition away from requiring a capacity analysis.</u>
5.S.9	<u>New</u>	<p><u>The County will work with Metro and ODOT over five years to develop Alternate Road Capacity Performance Standards, required by the Oregon Highway Plan Policy 1.F., to address the following five intersections. These intersections were forecast not to meet the Capacity Performance Standards adopted in the 2013 TSP and there was no project identified that could make the intersection meet the standard.</u></p> <ul style="list-style-type: none"> • <u>SE Harmony Road/SE Linwood Avenue</u> • <u>OR 212/SE 172nd Avenue – ODOT Intersection</u> • <u>OR 212/SE 282nd Avenue – ODOT Intersection</u> • <u>OR 213/S. Henrici Road – ODOT Intersection (traffic signal or roundabout)</u> • <u>OR 224/SE Lake Road/SE Webster Road – ODOT intersection</u>

Transit Policies

Policy #	Existing Policy Language or <u>New</u>	Draft Chapter 5 - Recommended Policy Language
5.T	Transit Policies	
5.T.1	Transit 1.0 Work with transit agencies to identify existing transit deficiencies in the County, needed improvements, and park and ride lots to increase the accessibility of transit services. (Transit 1.0, pg V-16)	Work with transit agencies to identify existing transit deficiencies in the County, needed improvements, and <u>additional</u> park and ride lots <u>needed</u> to increase the accessibility of transit services <u>to all potential users.</u>
5.T.2	Transit 4.0 Emphasize corridor or roadway improvements to increase transit speed, convenience and comfort. (Transit 4.0, pg V-17)	Emphasize corridor or roadway improvements <u>that help ensure reliable and on-time transit service in the County. to increase transit speed, convenience and comfort</u>
5.T.3	Transit 12.0 Encourage Tri-Met to re-structure transit service to efficiently serve local as well as regional needs. (Transit 12.0, pg V-17)	Encourage <u>Tri-Met transit providers</u> to restructure transit service to efficiently serve local as well as regional needs.
5.T.4	Transit 7.0 Emphasize transit improvements that best meet the needs of the County, including more east-west connections and service between the County's industrial and commercial areas	Emphasize transit improvements that <u>best meet the needs of the County, including more improve</u> east-west connections, <u>improve and</u> service between the County's industrial and commercial areas and <u>medium to high density neighborhood</u>

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	and medium to high density neighborhood areas. (Transit 7.0, pg V-17)	<u>neighborhoods areas and best meet the needs of all County residents, employees and employers, regardless of race, age, ability, income level and geographic location.</u>
5.T.5	Transit 10.0 Coordinate with Tri-Met on all new residential, commercial or industrial developments to ensure appropriate integration of transit into the developments. (Transit 10.0, pg V-17)	Coordinate with Tri-Met <u>applicable transit agencies</u> on all new residential, commercial or industrial developments to ensure appropriate integration of transit <u>facilities and pedestrian access to transit facilities</u> into the developments.
5.T.6	Transit 2.0 Major developments or road construction projects along transit routes shall be required to include provisions for transit shelters, pedestrian access to transit and/or bus turnouts where appropriate. (Transit 2.0, pg V-16)	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.
5.T.7	Transit 6.0 Promote park and ride lots, bus shelters and pedestrian/bikeway connections to transit. (Transit 6.0, pg V-17)	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>
5.T.8	Transit 5.0 Coordinate and cooperate with Tri-Met and other transit agencies to provide transportation to the elderly and people with disabilities. (Transit 5.0, pg V-17)	Coordinate and cooperate with Tri-Met and other transit agencies to provide transportation <u>for seniors, to the elderly and</u> people with disabilities <u>and other transportation-disadvantaged populations.</u> <u>Provide continued support for para-transit services, as required within a 3/4-mile distance from fixed-route transit stops.</u>
5.T.9	Transit 9.0 Require pedestrian and transit-supportive features and amenities and direct access to transit through the Development Review Process. Such amenities may include pedestrian/bikeway facilities, street trees, outdoor lighting and seating, landscaping, shelters, kiosks, strict standards for signs, and visually aesthetic shapes, textures and colors. Buildings measuring more than 100 feet along the side facing the major pedestrian/transit access should have more than one pedestrian entrance. (Transit 9.0, pg V-17) Transit 17.0 Pedestrian access should be provided connecting transit centers or	Require pedestrian and transit-supportive features and amenities and direct access to transit through the Development Review Process. Such <u>Pedestrian and transit supportive</u> 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. 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.

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	transit stops on bus routes, with centers of employment, shopping or medium to high density residential areas within one-quarter mile of these routes. (Transit 17.0, pg V-18)	
5.T.10	Transit 11.0 Bus routes will be improved and coordinated with financing and implementation of necessary roadway improvements and in cooperation with transit service providers. (Transit 11.0, pg V-17)	<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 <u>to ensure financing and implementation of such improvements.</u>
5.T.11	Transit 3.0 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. (Transit 3.0, pg V-16)	<u>Urban</u> 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</u> Corridors and <u>Main Streets.</u>
5.T.12	Transit 13.0 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. (Transit 13.0, pg V-17)	Work with federal, state, and regional agencies to implement high capacity transit in the <u>regional High Capacity Transit (HCT) System Plan in order to help relieve traffic congestion, provide for transportation alternatives to the automobile, and promote the County's economy. See Map 5-8c of the HCT network in the County. downtown Portland to Milwaukie (McLoughlin) Corridor, and the Highway 224 Corridor to Clackamas Town Center.</u>
Definition	Transit 15.0 <u>Major Transit Streets</u> , 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. (Transit 15.0, pg V-18)	<u>Urban</u> Moved Transit 15.0 to DEFINITIONS
5.T.13	Transit 16.0 <u>Major Transit Stops</u> 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	<u>Urban</u> Moved first sentence description of "Major Transit Stops" to DEFINITIONS. 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.

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	between the building and front property lines. (Transit 16.0, pg V-18)	
Rural Transit Policy		
5.T.14	<u>New</u>	Rural <u>Focus safety improvements in rural areas near existing or planned transit stops.</u>

Freight, Rail, Air, Pipeline and Water Transportation

Policy #	Current Policy Language or <u>New</u>	Draft Chapter 5 - Recommended Policy Language
5.U General Freight Policies		
5.U.1	<u>New</u>	<u>Coordinate the planning, development, maintenance and operation of a safe and efficient 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>
5.U.2	<u>New</u>	<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>
5.U.3	Freight 5.0 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. (Freight 5.0, pg V-23)	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.
5.U.4	<u>New</u>	<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.</u>
5.U.5	<u>New</u>	<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</u>

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		<u>buffers; 2. Establishing rail "quiet zones"; and 3. coordinating land use plans.</u>
5.V	Freight Trucking Policies	
5.V.1	<u>New</u>	<u>The Truck Freight Route System is 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. See Map 5-9a and Map 5-9b.</u>
5.V.2	Freight/Truck 1.0 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. (Freight/Truck 1.0, pg V-23)	<u>Improve and maintain the countywide Freight Route System and Oregon Highway Plan ORS 366.215 Freight Corridors, a truck circulation plan, as shown on Map 5-9a, Urban Area and Map 5-9b, Rural Area 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.</u>
5.V.3	<u>New</u>	<u>Consider Heavy and Oversize Freight Movement requirements on State and County facilities when developing plans for transportation improvements and land use changes along freight routes designated as ORS 366.215 Corridors.</u>
5.V.4	<u>New</u>	<u>Consider the safety of all travel modes that use the Truck Freight Route System when designing improvements to this system.</u>
5.V.5	<u>New</u>	<u>Accommodate freight travel on the Truck Freight Route System by improving facility design and operations.</u>
5.V.6	<u>New</u>	<u>Identify street improvements to reduce delays and to improve travel time reliability on roadways in the Truck Freight Route system.</u>
5.V.7	<u>New</u>	<u>Work to improve the safety of freight trucking for all modes.</u>
5.V.8	<u>New</u>	<u>Support the development of truck layover facilities/staging areas to reduce the conflicts between parked vehicles and adjoining land uses.</u>
5.V.9	<u>New</u>	<u>Utilize ITS solutions to improve safety and operations of freight movement.</u>

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5.W Rail Policies		
5.W.1	<u>New</u>	<u>Support the safe and efficient movement of goods by rail.</u>
5.W.2	Rail 2.0 Reduce the number of at-grade crossings from those that currently exist. (Rail 2.0, pg V-23)	<u>Support the reduction of Reduce 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.</u> from those that currently exist.
5.W.3	Rail 3.0 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. (Rail 3.0, pg V-23)	On new or reconstructed arterials or urban collectors, prohibit at-grade crossings of <u>main heavy</u> rail lines without traffic restrictive safety devices unless train traffic is very low.
5.W.4	Rail 4.0 Encourage use of the rail system for freight and passenger high speed rail service. Encourage additional stations for heavy rail service. (Rail 4.0, pg V-23)	<u>upport expansion and maintenance needed to establish reliable, higher speed (110-125 mph) freight rail service and intercity rail passenger service in the Willamette Valley. Encourage use of the rail system for freight and passenger high-speed rail service. Encourage additional stations for heavy rail service.</u>
5.W.5	<u>New</u>	<u>Encourage the development of rail-accessible land uses within industrial areas adjacent to major rail corridors.</u>
5.W.6	<u>New</u>	<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>
5.W.7	<u>New</u>	<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>
5.W.8	<u>New</u>	<u>Identify and protect existing and abandoned rail rights-of-way for future transportation facilities and services.</u>
5.X Airport Policies		
5.X.1	Airports 7.0 Work with the Port of Portland in the development of the Mulino Airport. (Airports 7.0, pg V-23)	Work with the Port of Portland, <u>Oregon Department of Aviation, and other affected agencies to implement develop the Mulino Airport Plan.</u>

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5.X.2	Airports 8.0 Coordinate with Marion County to implement regulations on development near the Aurora Airport. (Airports 8.0, pg V-23)	Coordinate with Marion County, <u>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>
5.X.3	Airports 9.0 Apply the following criteria when reviewing applications for new airports or expansions of existing ones. (Airports 9.0, pg V-23)	Apply the following criteria when reviewing applications for new airports or expansions of existing ones. New airports may be allowed as a conditional use in appropriate zoning districts. New public use airports shall be located within: Locate new public use airports within* one mile of an arterial roadway, and . (9.1) Locate new public use airports* at least one mile away from urban residential areas. (9.2)
	Airports 9.1 Locate new public use airports within one mile of an arterial roadway. (Airports 9.1, pg V-23)	<i>First bullet in 5.X.3</i>
	Airports 9.2 Locate new public use airports at least one mile away from urban residential areas. (Airports 9.2, pg V-23)	<i>Second bullet in 5.X.3</i>
5.X.4	Airports 9.4 Cooperate with regulatory agencies to minimize conflicts between airports and other uses. (Airports 9.4, pg V-23)	Cooperate with the Oregon Department of Environmental Quality, Oregon Department of Aviation and Federal Aviation Administration to minimize conflicts between airports and uses of surrounding lands.
5.X.5	Airports 9.7 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. (Airports 9.7, pg V-24)	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 shall 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>the approach surfaces</u> 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.
5.X.6	Airports 10.0 The County will adopt ordinance provisions to implement regulations consistent with applicable statutes and administrative rules. (Airports 10.0, pg V-24)	The County will adopt ordinance provisions to implement regulations consistent with applicable statutes and administrative rules. <u>Apply a Public-Use Airport and Safety overlay zoning district to public-use airports, consistent with ORS 836.600 through</u>

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		<u>836.630, and as shown on Map 5-10.</u>
5.X.7	<u>New</u> Recommended language relates to existing policy Airports 10.0 requiring ordinance provisions to implement regulations.	<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 5-10.</u>
5.X.8	Airports 11.0 Recognize airports in Clackamas County, classified as shown on Map V-11. (Airports 11.0, pg V-24)	Recognize <u>privately-owned, private-use</u> airports <u>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 in Clackamas County, classified and</u> as shown on Map <u>5-10V-11</u> .
5.X.9	Airports 9.6 Encourage establishment of heliports in industrial areas in conjunction with state and federal standards for heliport design and location. (Airports 9.6, pg V-24)	Encourage establishment of heliports in industrial areas in conjunction with state and federal standards for heliport design and location.
5.X.10	<u>New</u> – Emergency response	<u>Support the role Clackamas County airports serve in supporting emergency response and disaster assistance.</u>
5.Y Pipeline Policies		
5.Y.1	Pipeline 12.0 Work with pipeline companies to provide safe, quiet, efficient transport of bulk commodities. (Pipeline 12.0, pg V-24)	SAME Work with <u>state and federal regulatory agencies, affected communities and</u> pipeline companies to provide safe, quiet, efficient transport of bulk commodities.
5.Z Water Transportation Policies		
5.Z.1	Water Transportation 13.0 Maintain land transportation access to docks, boat ramps and shippers using waterways for transportation. (Water Transportation 13.0, pg V-24)	Maintain <u>safe and convenient, multi-modal</u> land transportation access to ferry terminals , docks, boat ramps and shippers using waterways for transportation.
5.Z.2	Water Transportation 14.0 Support efforts to minimize negative impacts on water quality caused by river transportation. (Water Transportation 14.0, pg V-24)	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.
5.Z.3	<u>New</u> – Willamette Falls locks	<u>Support the continued operation and maintenance of the Willamette Falls Locks to facilitate water transportation on the Willamette River.</u>
5.Z.4	<u>New</u> – Access to ferry	<u>Ensure safe and convenient multi-modal access to the Canby ferry.</u>

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FINANCE, FUNDING AND MAINTENANCE

Policy #	Current Policy Language or <u>New</u>	Draft Chapter 5-Recommended Policy Language
5.AA Finance and Funding Policies		
5.AA.1	Ped/Bike 16.0 Support continuation of current (or equivalent) federal, state, and local funding mechanisms to construct county pedestrian and bicycle facilities. (PedBike 16.0, pg V-21)	Support continuation of current (or equivalent) federal, state, and local funding mechanisms to construct <u>and maintain</u> County pedestrian and bicycle facilities <u>transportation projects.</u> <u>Identify and pursue approaches to new, permanent funding for construction and maintenance of all County transportation facilities and to support programs and projects identified in the TSP.</u>
5.AA.2	Ped/Bike 17.0 Develop dedicated funding sources to implement the Clackamas County Pedestrian and Bicycle Master Plans. (PedBike 17.0, pg V-21)	Develop dedicated funding sources to implement <u>Active Transportation Projects in urban and rural areas</u> of the Clackamas County Pedestrian and Bicycle Master Plans.
5.AA.3	<u>New</u> – Equity	<u>Establish funding for bicycle, pedestrian and transit projects that serve the needs of transportation disadvantaged populations.</u>
5.AA.4	<u>New</u> – System Development Charge	<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>
5.AA.5	<u>New</u>	<u>To the extent practical, invest unrestricted funding sources in a balanced manner in rural and urban areas.</u>
5.AA.6	<u>New</u> - Funding	<u>Urban Evaluate creating a transportation facility funding program that establishes a "fee in lieu of" process that may be used by developers to pay for all on-site and off-site transportation facilities required as part of the land development process.</u>
5.BB Maintenance		
5.BB.1	Roadways 2.0 Emphasize maintenance of existing roadways, with improvements where appropriate, to improve traffic flow and safety at a reasonable cost. (Roadways/Efficiency & Finance 2.0, pg V-6)	Emphasize maintenance of existing <u>rights-of-way, roadways,</u> with improvements where appropriate, to improve traffic flow and safety <u>for all transportation modes</u> at a reasonable cost.
5.BB.2	Roadways 3.0 Determine roadway maintenance needs and priorities and develop an	Determine road <u>way</u> maintenance needs and priorities and develop an effective and efficient

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Policy #	Current Policy Language or <u>New</u>	Draft Chapter 5-Recommended Policy Language
	effective and efficient roadway maintenance program. (Roadways/Efficiency & Finance 3.0, pg V-6)	roadway maintenance program.
5.BB.3	Ped/Bike 18.0 Develop routine maintenance standards and practices for pedestrian facilities and on-road and off-road bikeways, including traffic control devices. (PedBike 18.0, pg V-21)	Develop routine maintenance standards and practices for <u>the transportation system, pedestrian facilities and on-road and off-road bikeways,</u> including traffic control devices.
5.BB.4	<u>New</u> - Major projects by others	<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 5-3. The project locations are shown on Maps 5-11a through 5-11g.</u>

The Capital Improvement Plan

Policy #	Current Policy Language or <u>New</u>	Draft Chapter 5 - Recommended Policy Language
5.CC Capital Improvement Plan Policies		
5.CC.1	Roadways 7.0 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. (Roadways/ Needed Road Improvements 7.0, pg V-6)	<p>Fund and build the roadway <u>transportation</u> improvement projects needed to accommodate and appropriately manage future traffic demands, <u>and to reduce fatality and serious crashes of all modes</u> for the next 20 years. The list of these projects follows as Table V-15-3. Maps illustrating their <u>The</u> locations <u>of all projects</u> are included as shown on Maps <u>5-aa1 through 5-11g-V-1a and V-1b</u>.</p> <ul style="list-style-type: none"> <u>The 20-Year Capital Projects (Table 5-3a) contains the prioritized list of major and minor transportation projects that can reasonably be undertake given the current estimates of available funding.</u> <u>The Preferred Capital Projects (Table 5-3b) 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.</u> <u>The Long-Term Capital Projects (Table 5-3c) contains the remainder of needed transportation improvement projects identified in the TSP. Although these projects will be needed to meet the transportation needs of the County in the</u>

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Policy #	Current Policy Language or <u>New</u>	Draft Chapter 5 - Recommended Policy Language
		<u>next 20 years, they are not expected to be funded or constructed by the County.</u>
5.CC.2	Roadways 8.0 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. (Roadways/ Needed Road Improvements 8.0, pg V-7)	Maintain a current and complete 5-year Capital Improvement Program (CIP). 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 Commissioners.
5.DD	Special Transportation Plans and Studies	
5.DD.1	<p><u>Special Transportation Plans</u> This section lists special transportation plans that are adopted by reference and therefore made part of the Comprehensive Plan. (pg V-4)</p> <p>1.0 The SE 172nd Avenue/ SE190th Drive Corridor Management Plan is adopted by reference as part of Chapter 5 of the Clackamas County Comprehensive Plan. (Special Transportation Plans 1.0, pg V-4)</p>	<p>This section lists The following sSpecial transportation pPlans that are adopted by reference and therefore made part of the Comprehensive Plan. <u>(see Appendix A).</u></p> <p>A. The SE 172nd Avenue/ SE 190th Drive Corridor Management Plan is adopted by reference as part of Chapter 5 of the Clackamas County Comprehensive Plan.</p> <p>B. <u>The Clackamas County Pedestrian Master Plan.</u></p> <p>C. <u>The Clackamas County Bicycle Master Plan.</u></p> <p>D. <u>The Clackamas County Airport Plan.</u></p>
5.DD.2	<u>New</u>	<u>During the existing and future conditions analysis of the transportation system, there were some problem locations where defining solutions was beyond the scope of the TSP update. Specific solutions will need to be identified for these locations through additional studies for the following locations:</u>
	<p><u>New:</u> Locations for future studies are listed as subsections A, B, C, D, and E.</p> <p>Roadways 7.1 identifies Location F: Designate the Sunrise Corridor along a new alignment of Highway 212 in rural Clackamas County as a future, planned highway corridor. (Roadways/Needed Road Improvement 7.1, pg V-6)</p>	<p>A. <u>Study 2057- Conduct an alternatives analysis and land use study to identify and consider roadway improvements to address access to I-5 within the southwest portion of the county and address capacity deficiencies along Arndt Road.</u></p> <p>B. <u>Study 2820 -Develop alternative performance standards for intersections and alternative mobility standards and the development review framework within the Clackamas Regional Center design plan area. In addition, the CRC Design Plan area should to determine if this area should be designated as a multimodal mixed-use area (MMA) as provided in the Transportation</u></p>

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Policy #	Current Policy Language or <u>New</u>	Draft Chapter 5 - Recommended Policy Language
		<p><u>Planning Rule (OAR 660-012-0060).</u></p> <p><u>C. Study U647- For the area west of the Clackamas Town Center, a circulation study needs to be developed and Transportation Infrastructure Analysis should be conducted.</u></p> <p><u>D. Study U939 - Study the I-205 Multi-use Path gap to identify near term solutions for completing the path.</u></p> <p><u>E. Study 2055- Identify bicycle and pedestrian improvements to better connect OR 224 to the Clackamas Regional Center along 82nd Avenue.</u></p> <p><u>F. Designate Previous analysis identified the Sunrise Corridor (along a new alignment of parallel to Highway 212, between 172nd Avenue and US 26 in rural Clackamas County) as a future, planned highway corridor. <u>The County should work with the City of Happy Valley and the City of Damascus to review the future need for this highway.</u></u></p>

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<i>Existing Policies Proposed to be Deleted</i>	<i>Description</i>
Roadways 4.0 Preserve as much as possible the efficient function of the regional roadway system in development of any new roads.	Efficient function of entire transportation system is considered through application of operating standards.
Roadways 5.0 Investigate and cooperate with other jurisdictions in establishing a transportation financing plan.	County coordinates transportation planning with other jurisdictions, but does not create one financing plan.
Roadways 31.0(a) Review of high-employment developments shall use a performance evaluation operating standard of Level-of-Service "E". Roadways 31.0(c) Segments of 82nd Avenue, Sunnyside Road, and Johnson Creek Boulevard located within the Clackamas Regional Center Area shall be evaluated for performance to standards adopted in Chapter 10, "Clackamas Regional Center Area Design Plan," Section XII Roads and Streets System Policies.	Previous exceptions to operating standards are not needed under the new operating standards.
Roadways 37.0 Consider all types of interchange designs when developing a freeway interchange project to maximize traffic flow, safety and efficiency.	Interchange design is not under County authority.
Roadways 38.0 Consider all transportation modes when building new roads or widening existing roads to maximize efficiency and safety for all users of the road.	Other policies address inclusion of all transportation modes on the road network.
TDM 1.0 Work with Metro and the state to explore Congestion Pricing (Value Pricing) on appropriate transportation facilities to encourage reductions in VMT.	County is not pursuing value pricing.
Parking 2.0 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.	Development standards are included in the zoning code.
Parking 5.0 Allow commercial and industrial developments to decrease their parking area requirements if they provide and maintain ridesharing programs	Not practical to monitor private rideshare programs that may change over time.
Parking 8.0 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.	On-street parking evaluation is not a policy.
Transit 14.0 Provide high capacity transit to the Oregon City and Tualatin areas, and in the I-205 corridor including the Gateway Transit Center. The purpose is to relieve traffic congestion, provide for transportation alternatives to the	No longer applicable.

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<i>Existing Policies Proposed to be Deleted</i>	<i>Description</i>
automobile, and to promote the economy of the Oregon City and Tualatin areas and the I-205 Corridor.	
Ped/Bike 5.0 Promote grid-street development patterns to provide direct routes from neighborhoods to destinations frequented by pedestrians and bicyclists.	Street network standards provided in other policies and in Design Plans.
Airport 6.0 Work with the Port of Portland to make the Port's facilities for passenger and freight service more accessible to County residents.	Access to Port's facilities is not under County jurisdiction.
Airport 9.3 Prevent air pollution and noise generated by airports from exceeding standards of appropriate regulatory agencies.	Air pollution and noise are regulated by other agencies.
Airport 9.5 Develop appropriate height and clear zone standards for airport facilities.	The height and clear zone standards are specified in other policies.

Date: October 7, 2013

To: Clackamas County Planning Commission

From: Karen Buehrig, Transportation Planning Supervisor
Larry Conrad, Principal Transportation Planner

Project: Clackamas County Transportation System Plan (TSP) Update

Subject: Follow-up items from the Sept 23, 2013 Work session on TSP

At the September 23, 2013 Planning Commission Work Session on the Transportation System Plan, the Planning Commissioner asked for the below follow-up items:

- 1) Public Advisory Committee membership list and participation in the GAPS and Policy Work Groups
 - a. See Attachment A - TSP PAC membership list. More details about the participation in the Public Outreach event will be provided for the October 28th meeting.
- 2) Tonquin Trail information - Detailed information about the Tonquin Trail can be found on the Metro website at <http://www.oregonmetro.gov/index.cfm/go/by.web/id/31143>
 - a. Does the planned Tonquin Trail cross private property?
 - i. It does look like right-of-way needs to be acquired in some sections
 - b. Does the planned Tonquin Trail cross and/or impact the refuge?
 - i. The Trail impacts are detail in the study found at the above link
- 3) Meeting minutes from the Mulino Hamlet and the letters from the school district regarding the Passmore Road realignment project
 - a. Attachment B is the minutes from the August Mulino Hamlet meeting. The school district has not submitted an official letter, but we have contacted the superintendent about the issue.
- 4) List of key projects that will likely come up during the hearing process.
 - a. Attachment C – Highlighted Projects provides additional information on a few key projects

Transportation System Plan Public Advisory Committee

Updated – Spring 2013

Public Advisory Committee Member Name	GAPS group Member	Policy Work Group Member
Buchholz, Kim Michael	No	No
Civiletti, Tom	Yes	Yes
DeBruin, Charlene	Yes	Yes
Edgar, Paul	Yes	Yes
Eskridge, Thomas	Yes	Yes
Foley, Mike	Yes	Yes
Gamble, Walt	Yes	No
Graser-Lindsey, Elizabeth	Yes	Yes
Horner-Johnson, Ben Vice Chair	Yes	Yes
Janger, Chips Chair	Yes	Yes
Koehrsen, Glenn	Yes	Yes
Mack, Thomas	No	Yes
Platt, Ernie	No	No
Reeves, Bob	Yes	Yes
Robbins, Leah	Yes	No
Summer, Rachel	Yes	Yes
Swanson, Laurie Freeman	Yes	Yes
Swift, Richard	No	No
Wagner, Michael J.	Yes	Yes
Weber, Dick	Yes	Yes

August 2013 Minutes of Mulino Hamlet

1. Called to order 7:15pm. Directors Mike Wagner, Warren Jones, John Fearey & Laurel Roses present. PTH \$25.
2. Renee Hoem requested that 'ongoing transportation projects' be added to the agenda. Another citizen asked "who is responsible for mowing the grass in front of the gas station?" It is blocking visibility.
3. Visitor Gary Schmidt, interim liaison & Kevin Moss, temporary county employee talked about what was going on in the County. The County Commissioners were voting to ban alcohol in County Parks without a permit. They have met with Don Krupp, newly hired County Administrator, who starts work in September. A citizen asked "When Chris Roth was our County liaison, we had asked for the county ordinances to be put into layman terms so everyone could understand them better?" Gary said he would look into it. The question was asked "If you have alcohol in your camper at a County Campground, that is your home for that time, is it a violation of the new ordinance?" Answer was: Not without a permit. Question: "Is the County aware of wagonwheel Park, which is a County property and can they do something about it?"
4. Bills to Pay/Treasurers report: No change except for the Pass The Hat money deposit.
5. Community Plan Committee: Sandy Cole presented the proposed changes.
6. No director presentations
7. New Business: John Meyer presented to Gary Schmidt, Clackamas County representative, a petition to recall Mike Wagner as a Director and Chairman of the Hamlet of Mulino. The petition states the reason as "failure to adequately represent the will of the citizens of Mulino." According to Section 9 of the By Laws the petition was received and will be presented to the proper County officials. Mike Wagner then requested to have the full 120 days to come up with a defense rebuttal. The citizens expressed their frustration with Mike dragging the process out. Lorna Wilson asked what happens after October. Are all the concerned citizens going to quit coming once this issue is resolved. One citizen stated that people show up when we are trying to change what the citizens don't want. Elizabeth Raub said she didn't feel anyone was slandering or personally attacking Mike Wagner, they just don't like the fact that he refuses to represent the will of the people. An informal vote was taken as to when we want to have the recall vote, Oct. 17th or Nov. 4th? Citizens voted October. Gary Schmidt was asked how we go about replacing a director if the recall of Mike Wagner is successful? He said that any interested citizens need to submit their intention to be appointed and the current Board would choose.
8. Land Use Issues: The ongoing battle of the Ferrets on Oregon City continues. A renewal of a Hardship Staff Care permit was approved. There is going to be a hearing on the definition of dwellings on property.
9. Ongoing Transportation: Renee Hoem read an email Mike Wagner sent to the TSP-PAC on Aug. 6, 2013. The contents of the letter were in conflict with what the citizens had told them they wanted. That is why the citizens want Mike Wagner stopped. Mike objected to Renee trying to suppress his freedom of speech. Laurel expressed that she was insulted that Mike said we "falsely" just because we don't agree with him. Other citizens also said they were insulted also by Mike's letter. Again some citizens encouraged Mike Wagner to just 'step down' and asked him why he was going so hard against the grain?
10. Actions: a) Laurel Roses made a motion and John Fearey 2nd to do the recall vote of Mike Wagner at our October meeting. Vote: 2 yes (Fearey, Roses) & 2 abstain (Jones, Wagner) b) Warren Jones made a motion and Mike Wagner 2nd to have the recall vote of Mike Wagner at our November meeting. Vote: 2 no (Roses, Wagner) 2 abstain (Fearey, Jones) c) Warren Jones made a motion and John Fearey 2nd to do the recall vote of Mike Wagner at our October meeting. Vote: 3 yes (Jones, Fearey, Roses) 1 abstain (Wagner).
11. July Minutes were approved
12. Meeting adjourned 8:55pm

Attachment C – Highlighted project provides additional details about project that have received a fair amount of comments through the public outreach process. Not all of them are controversial at this time, but these projects have a likelihood of having comments submitted from the public. The recommended project rankings put each project into one of the following project lists.





Project List Name	Tier	Previous Name	Funding Available	Type of Projects Included
20-Year Capital Projects	1	Fiscally Constrained List	Approximately \$444 million	Top recommended projects that can reasonably be undertaken given the current estimates of available funding.
Preferred Capital Projects	2	Preferred Project List	Approximately \$444 million	Additional recommended projects that the County hopes to undertake if additional funding becomes available during the next 20 years.
Long-Term Capital Project Needs	3	Vision Project List	None known	All other needed projects identified in the TSP update process. These are not expected to be funded or constructed by the County during the next 20 years, but they are still needed to meet the County's projected transportation needs.

Legend for all of the Maps show projects in Tiers instead of the appropriate project list.

Legend





County Projects






Recommended Tier

-  Tier 1
-  Tier 2
-  Tier 3
-  Remove

ODOT Projects

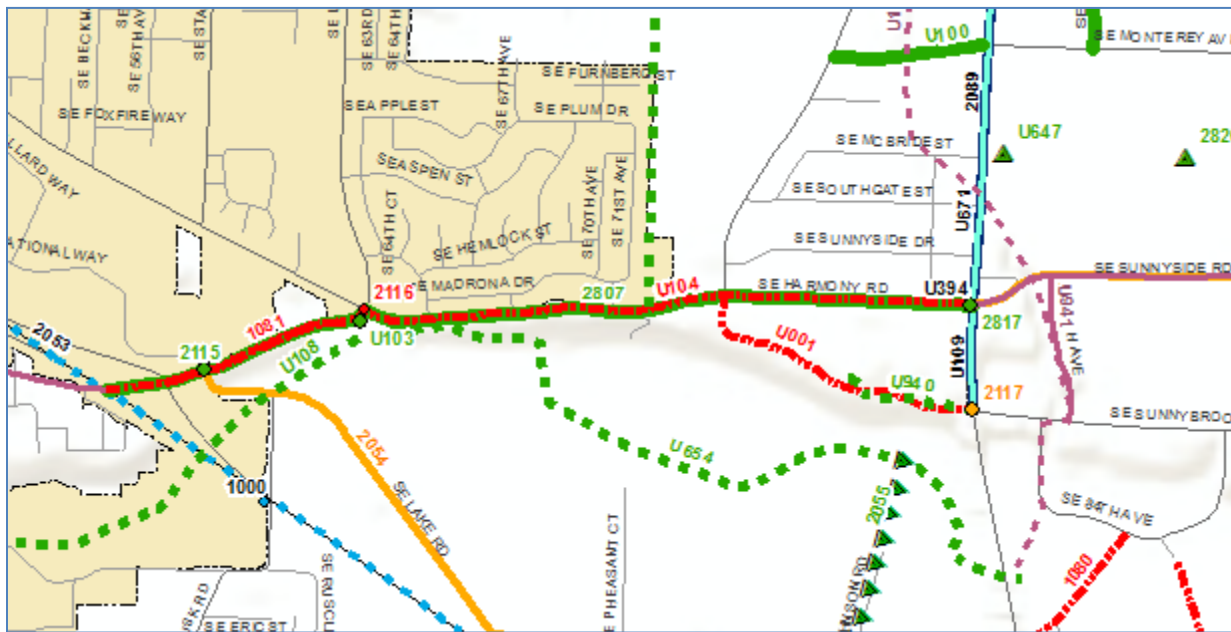
Recommended Tier

-  High
-  Medium
-  Low
-  Remove

-  Study
-  Multi-Use Path
-  Incorporated Areas
-  County Boundary
-  UGB

1. Harmony Road: Harmony-Linwood-Railroad Intersection				
Project Number	Project Name	Old Project Description	New Project Description	Tier Recommendation
U103 – Tier 1	Harmony Road: Railroad Ave / Linwood Ave / Harmony Road Intersection	To be determined after additional planning work	Grade Separated railroad crossing and intersection improvements (based on further study of intersections operations); include bikeways and pedestrian facilities	Tier 1 – 20 Year Capital Projects

LOCATION:



ISSUE: The Railroad Ave / Linwood Ave / Harmony Road intersection is situated in a challenging location along the border of two jurisdictions, Clackamas County and Milwaukie. The intersection itself is actually located within the City of Milwaukie with two of the road approaches located in the County.

The intersection capacity problems (forecast 2035 v/c = 1.47) are directly related to both traffic crossing the existing railroad mainline and the nature of the dominant traffic movements – a west bound left

turn. The proposed grade separation improvements would require rebuilding portions of two County roads (Harmony and Lake) in order to connect the modified intersection to the existing county roads.

This “failing” intersection was identified in both the County TSP update process and the Milwaukie TSP update process as an intersection that is expected to not meet operation performance standards.

In 2007, the County worked with regional partners on a “Harmony Road Area Transportation Improvement Project.” During this process, a grade separated railroad crossing and intersection improvements were identified as a solution to the intersection capacity problems at this intersection. The construction of a grade separation intersection will have some localized impacts the neighborhood while improving traffic movement. There is long standing opposition from the Milwaukie neighborhoods to this project. The 2007 Harmony Road project was not completed. Instead, the County’s short term focus for improvements shifted east to the Sunnybrook west extension and the created of an additional transportation route in the area.

This is a project of regional importance that would require a multi-jurisdictional effort to complete the improvements.

RECENT INFORMATION: The City of Milwaukie is also reviewing its Transportation System Plan. Presently, the recommendation being discussed by the Milwaukie Planning Commission is a proposal to move the project from a “High Priority” onto a “Regional Projects” list.

2. Sunnybrook Extension West

Project Number	Project Name	Old Project Description	New Project Description	Tier Recommendation
U-001	Sunnybrook Blvd Extension West	Extend as minor arterial	Construct 2-lane roadway with pedways and bikeways	Remove Project
U-104	Harmony Road	Widen to 5 lanes	Widen to 5 lanes with bikeways and pedways	Remove Project
2807	Harmony Road		Construct bikeways and pedways	Tier 1
2817	Harmony / Sunnyside Road intersection		Extend queue storage etc	Tier 1
U940	SW Connector multi-use path		Construct multi-use path from 82 nd Ave to North Clackamas Aquatic Center access road	Tier 1

LOCATION: See above map for Harmony / Linwood/ Railroad Intersection

ISSUE: The Sunnybrook Extension West project was identified as a needed connection in the Clackamas Regional Center Plan. It helps to complete a connected network of streets that provide access to the Clackamas Regional Center, helps provide alternate travel paths and alleviates congestion at the intersection of Harmony Road, Sunnyside Road and 82nd Avenue by providing a route around this intersection. For many years, however, there has been strong opposition to the roadway and its potential impacts on the trees along the top of the bluff. The County has carried the preliminary engineering of this facility to the 30% project design level. This resulted in a smaller footprint than the original project but was still unacceptable to members of the public.

The Transportation System Plan Public Advisory Committee (PAC) recommends removing the project. The PAC also recommended removing all of the improvements to widen Harmony Road.

RECENT INFORMATION: Since the original adoption of the Sunnybrook extension project, conditions have changed with respect to the population and employment forecast, factors within the travel model which predict the amount of automobile travel and proposed changes to the performance standards of how intersections should function. With these changes, the intersection of Harmony Road, Sunnyside Road and 82nd Avenue is expected to function just within the performance standards in 2035 without the Sunnybrook Extension project. While the project would have provided improved connections within the regional center, it was not identified as a needed project to address a transportation system deficiency. Instead of the Sunnybrook extension and Harmony Road widening projects, three other projects are proposed to support pedestrian and bikeway connections, as well as a project to improve queue storage at the Harmony Road, Sunnyside Road and 82nd Avenue intersection.



3. Graves Rd / Passmore Road / Mulino Road / Hwy 213

Project Number	Project Name	Old Project Description	New Project Description	PAC Recommendation
1090	Graves Rd / Passmore Road / Mulino Road / Hwy 213		Realign to create four-way intersection of Mulino Road / Graves Road / OR 213; install traffic signal; disconnect Passmore Road east of OR 213 and create a cul-de-sac on the western portion of the roadway segment.	Tier 1 – 20 Year Capital Project list

LOCATION



ISSUE: In July 2007 the Hamlet Board adopted a resolution that declared the need for a signalized intersection at Mulino Road and the closure of Passmore Road. The details of the project can be found at <http://www.hamletofmulino.us/highway.html>. The Mulino Hamlet plan includes this project for the support of future community development. In addition, there has been concerns expressed about the safety of the school children since Passmore Road bisects the school property.

In 2012, ODOT completed a safety and bridge project in Mulino that replaced Milk Creek Bridge, widened the highway for added shoulder width and to provide a continuous left-turn lane from Graves Road to the Mulino Road and Passmore Road intersections, installed curbs and sidewalks along the highway and Mulino Road, widened Mulino Road for separated left and right-turn lanes, realigned abrupt highway curves, installed a water quality swale in the northwest quadrant of the Freeman Road intersection and it improved the sight distance at the intersection of Graves Road and Highway 213.

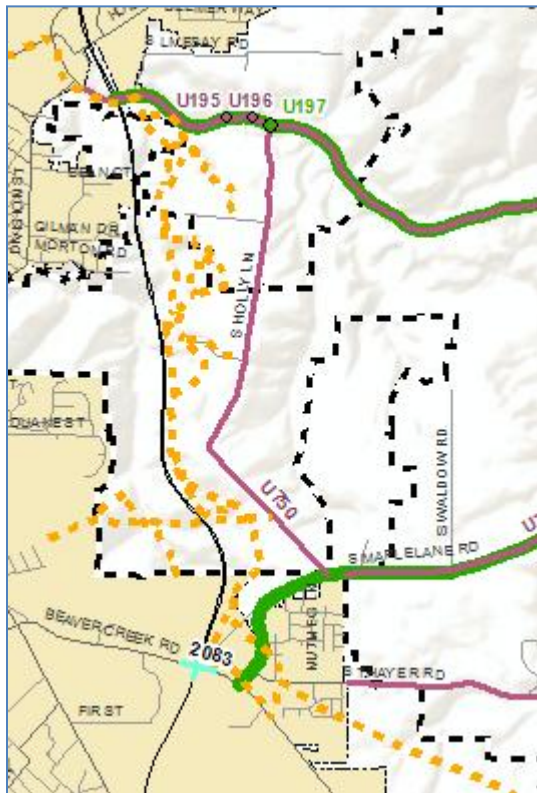
RECENT INFORMATION: Over the past summer, at recent Mulino Hamlet meetings, the community has expressed that they do not support the project to close Passmore Road and realign the intersection of Mulino Road. There is a proposal to remove this project from the Mulino Plan. Representatives from the Mulino Hamlet spoke at the TSP PAC meeting in opposition to the project. The TSP PAC members, however, decided to keep the project in Tier 1.



4. Holly Lane

Project Number	Project Name	Old Project Description	New Project Description	Tier Recommendation
U750	Holly Lane – Maplelane Road to Redland Road	Add bikelananes	Add paved shoulders	Tier 3 – Long Term Capital Project list

LOCATION:



ISSUE: Holly Lane is located just outside the Urban Growth Boundary (UGB), parallel to Hwy 213 between Redland Road and Maplelane Road. It is in a challenging location because while the majority of the road is located outside of the UGB, the northern section is within the Oregon City Park Place Concept Plan area, and is anticipated for urban use in the future. In addition, Oregon City directly abuts Holly Lane at its intersection with Maplelane Road. The Oregon City transportation system plan indicates that Holly Lane would eventually become a residential minor arterial. The Clackamas County Bicycle Master Plan identifies Holly Lane as priority for cyclists.

The primary concern of residents along Holly Lane is for safety. They have been very engaged with the Clackamas County Traffic Safety Engineer to identify solutions for the near, intermediate and long term. In February of 2012, the Traffic Engineering division prepared a Holly Lane Safety Evaluation. This evaluation included a variety of near term and long term improvements. The intermediate and long term improvements included pavement widening to address many of the issues.

Some local residents still have concerns that adding paved shoulders to Holly Lane will not improve the safety of the road.

RECENT INFORMATION: On August 20th, 2013, at the same time the PAC was meeting to make their final recommendation related to projects, residents of Holly Lane met with the Traffic Safety Engineer to discuss the project proposed for Holly Lane. There were about 30 people in attendance. Below are the key points from their meeting.

- Only one person is in favor the current draft TSP project of adding paved shoulders.
- Everyone but one person is in favor of covering the ditches where possible. This may not be possible along the entire roadway easily (pipes and how to direct to pipes would be the consideration here.
- One person suggested an alternative route to Holly Lane which they suggested may be more feasible than OC's Park Place plan (due primarily to landslide activity) utilizing Waldo Road instead of improving Holly and/or the Swan extension.
- One person asked if vertical curve improvements at Holly/Morton would be part of the TSP project. Those improvements are not described that specifically. Perhaps adding "improve sight distance where needed" would be appropriate.
- One person asked if horizontal curve improvements at the curve on Holly would be part of the TSP project. The project is not described that specifically. It seemed like most people prefer to keep the sharp curve for speed control.

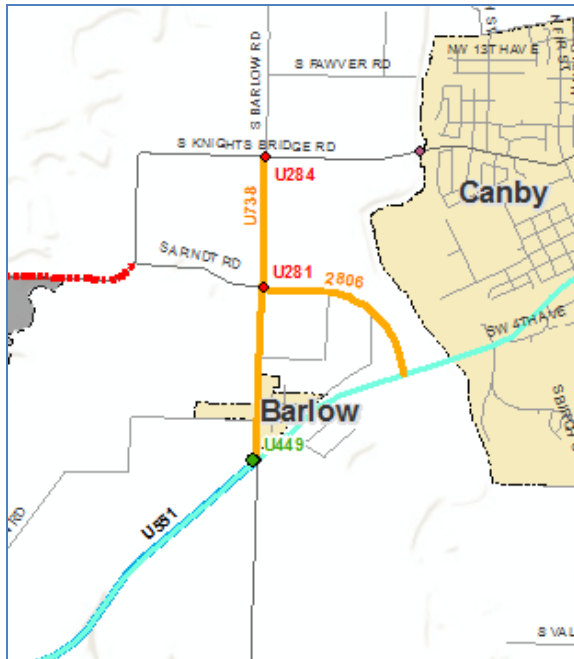
Staff does not recommend changing the project description to "Covering ditches where possible" since this would not provide the needed multi-modal improvement. It would be appropriate to add "Improve sight distances where needed."



5. Greater Arndt Rd / I-5 / Canby Access Feasibility Study

Project Number	Project Name	Old Project Description	New Project Description	PAC Recommendation
2057	Greater Arndt Rd / I-5 / Canby Access Feasibility Study		Conduct an alternatives analysis and land use study to identify and consider roadway improvements to address access to I-5 within the southwest area of the county and address capacity deficiencies.	Tier 1 – 20 Year Capital Project list
U279	Arndt Road – OR 551 to Knights Bridge	Widen to 4 Lanes with median, left turn lanes	Widen to 4 Lanes with median, left turn lanes and paved shoulders	Remove
U281	Barlow Road – Arndt Barlow Intersection	Realign intersection		Remove
2806	Arndt Rd Extension	Project identified through Exception process	Construct New 2 – 3 lane Roadway	Tier 2 – Preferred Capital Project List

LOCATION:



ISSUE: The adoption of Urban and Rural Reserves in 2010 designated a number of areas around the Cities of Wilsonville, Canby, Oregon City Damascus and Molalla that are both Rural Reserves and lands that are zoned for resource protection (EFU, AG/FOR and TBR). Prior to the adoption of the rural reserves, it was possible to develop “urban” level roads by taking an exception to Statewide Planning Goals 3 (Agriculture) and 4 (Forest). ZDO 194 (Arndt Road I) and 195 (Arndt Road II) are an examples of this type of exception.

The County has previously take 2 exceptions to Goals 3 and 4 for Arndt Road which are currently contained

in the Draft TSP Update in the following policies.

-
- 5.O.11 **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 the Arndt Road improvement listed as project number ____ on Table 5-3 and shown on Map 5-11f. For findings of fact and statement of reasons, see Board Order 2003-76.
- 5.O.12 **Rural** Pursuant to OAR 660, Division 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 number ____ and on Table 5-3 and shown on Map 5-11f. For findings of fact and statement of reasons, see Board Order 2003-104.
-

However, under the provision of OAR 660-027-0005 Urban and Rural Reserves in The Portland Metropolitan Area, new goal exception on land zone for resource protection within Rural Reserves are specifically prohibited.

The Arndt Road corridor, which is currently served by a 2 lane rural road, is a major connection from south Clackamas County to the I-5 corridor and as such it future is a major economic development issue for the Clackamas County and the City of Canby. Current travel demand model forecast for Arndt Road show it operating above capacity in 2035.

RECENT INFORMATION: The TSP Update contains the following recommended study to undertake a more detailed review of the issues in this corridor and recommend possible solutions.

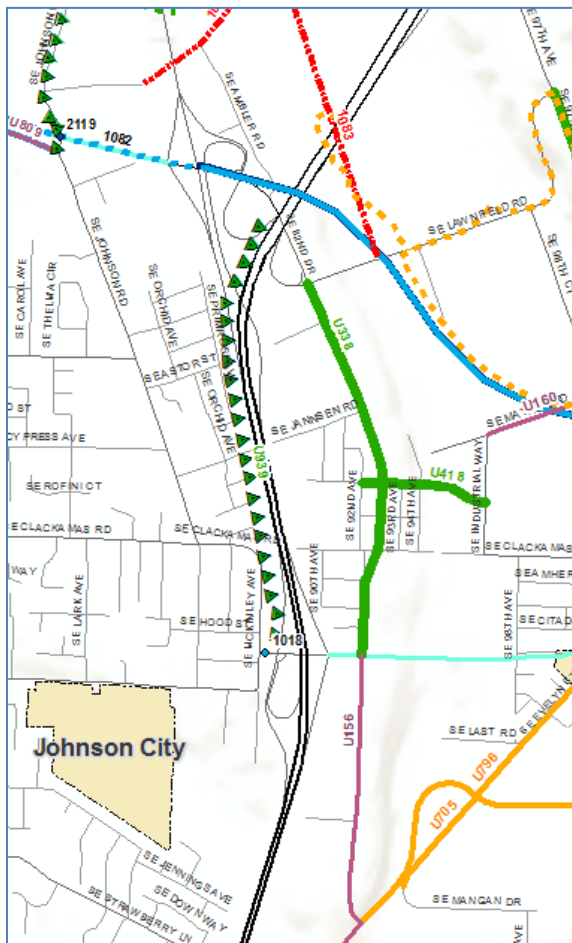
- 5.DD.2 During the existing and future conditions analysis of the transportation system, there were some problem locations where defining solutions was beyond the scope of the TSP update. Specific solutions will need to be identified for these locations through additional studies for the following locations:
- A. Study 2057- Conduct an alternatives analysis and land use study to identify and consider roadway improvements to address access to I-5 within the southwest portion of the county and address capacity deficiencies along Arndt Road.



6. I-205 Multi-Use Path Connection

Project Number	Project Name	Old Project Description	New Project Description	Tier Recommendation
U939	I-205 Multi-Use Path Gap		Study the I-205 Multi-use path gap to create a plan for connection and path completion	Tier 1 – 20 Year Capital Projects

LOCATION:



ISSUE: Presently, the I-205 multi-use path has a gap between the Clackamas Interchange (OR 212/224 and I-205) and the Milwaukie Expressway (OR 224). Completing this gap was identified as needed improvement in the larger Sunrise Project Final Environmental Impact Statement (FEIS), but the construction of this connection would require substantial modification of I-205 as part of the full Sunrise Project improvements. Members of the public are very interested in having this regional bikeway connection completed in the near term instead of waiting for the full implementation of the Sunrise Project improvements at some indefinite time in the future.

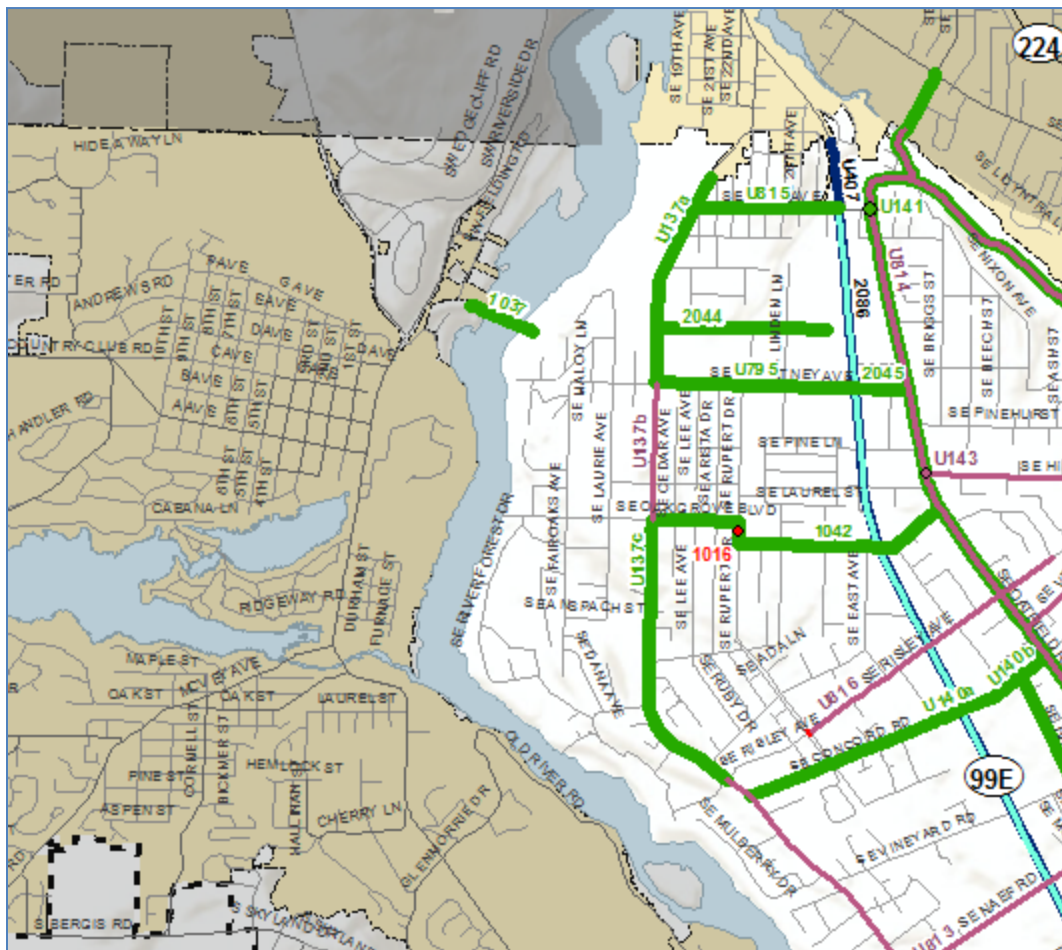
RECENT INFORMATION: The 2013 edition of “Building our Future: A Blueprint for World Class Bicycling” the Bicycle Transportation Alliance identified this as one of their top 12 projects in the region.



7. Lake Oswego to Milwaukie Bridge

Project Number	Project Name	Old Project Description	New Project Description	PAC Recommendation
1037	Lake Oswego to Milwaukie Bridge		Construct a pedestrian and bikeway bridge over the Willamette	Tier 1

LOCATION:



ISSUE: The 2003 Clackamas County Bicycle Master Plan includes a strategy to encourage increased bicycle access across the Willamette River by building a new bike / pedestrian crossing (bridge). In addition, the Regional Transportation Plan identifies this project as an important regional project bike facility connection. This project has received a great deal of support during the virtual open house, and the Oak Grove Community Council supports this project.



8. McLoughlin Blvd (Hwy 99E)

Project Number	Project Name	Old Project Description	New Project Description	Tier Recommendation
U407	OR 99E	Multi-modal Corridor enhancements	Add bikeways, pedestrian facilities, median enhancements, crosswalks and pedestrian refuges	High – Regional / ODOT Project List

LOCATION:



ISSUE: Implementing pedestrian crossings and streetscape improvements is one of the high priority items for the McLoughlin Area Plan Implementation Team (MAP-IT). This project supports their priorities.

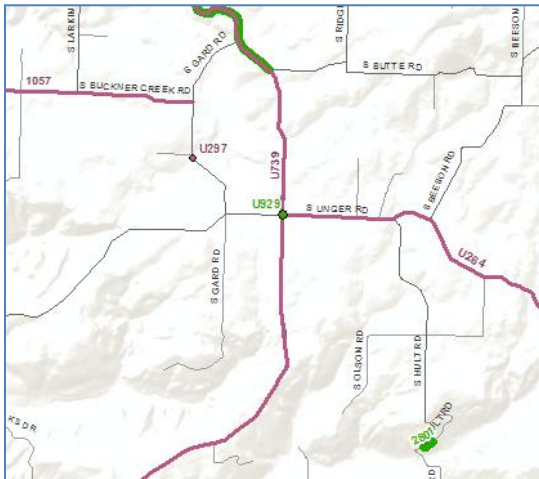
The existing McLoughlin Corridor Design Plan (Comprehensive Plan Chapter 10) shows a cross sections (Figures X-MC-01 and X-MC-02) for this road that includes bike lanes and separated sidewalks on both side of OR 99E for its entire length.



9. Clarkes Four Corners Intersection

Project Number	Project Name	Old Project Description	New Project Description	PAC Recommendation
U929	Clarkes Four Corners Intersection-Beavercreek Road and Unger Road		Reconstruct intersection	Tier 1 – 20 Year Capital Project list

LOCATION:



a driver’s car was totaled when it was hit by a drunk driver traveling northbound through the intersection along Beavercreek Road, and another where a child riding a bike eastbound through the intersection was hit by a car traveling along Beaver Creek Road.

Currently, the intersection doesn’t get a lot of traffic, but the traffic it does get includes numerous school buses, as well as dump trucks, log trucks and other large vehicles.

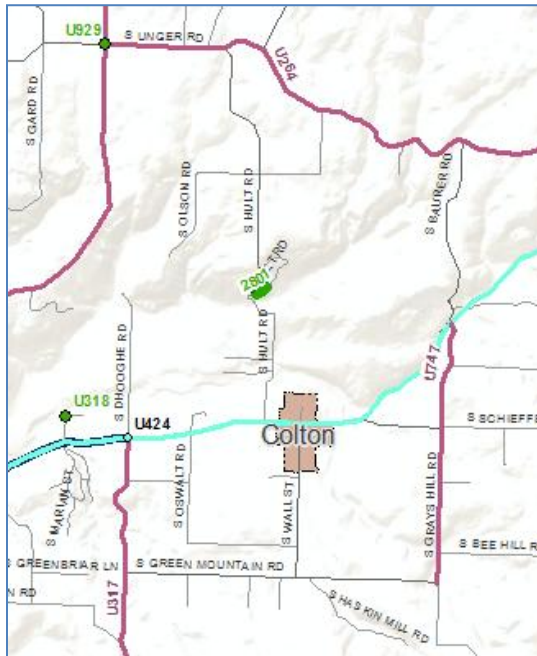
ISSUE: Residents have been concerned about the safety of this intersection. A study found 5 crashes at this intersection related to sight distance in the last 3 years. ODOT records show several more crashes going back to 1992, where information codes in the ODOT database appeared to indicate the causes were related to sight distance. Historical reports of people in the community show at least two more crashes at the intersection before 1992: one where

RECENT INFORMATION: The project has been included in Tier 1: the 20 year Capital Improvement Plan. There have been some concerns about the cost estimate that was used. The cost estimates were a way for the TSP update team to give guidance to the projects recommended for each Tier, but the cost estimates are not a part of the information that is adopted into the Comprehensive Plan, Chapter 5: Transportation System Plan.



10.Hult Road				
Project Number	Project Name	Old Project Description	New Project Description	PAC Recommendation
2806	Hult Road		Reopen and Improve Hult Road	Tier 1 – 20 Year Capital Project list

LOCATION:



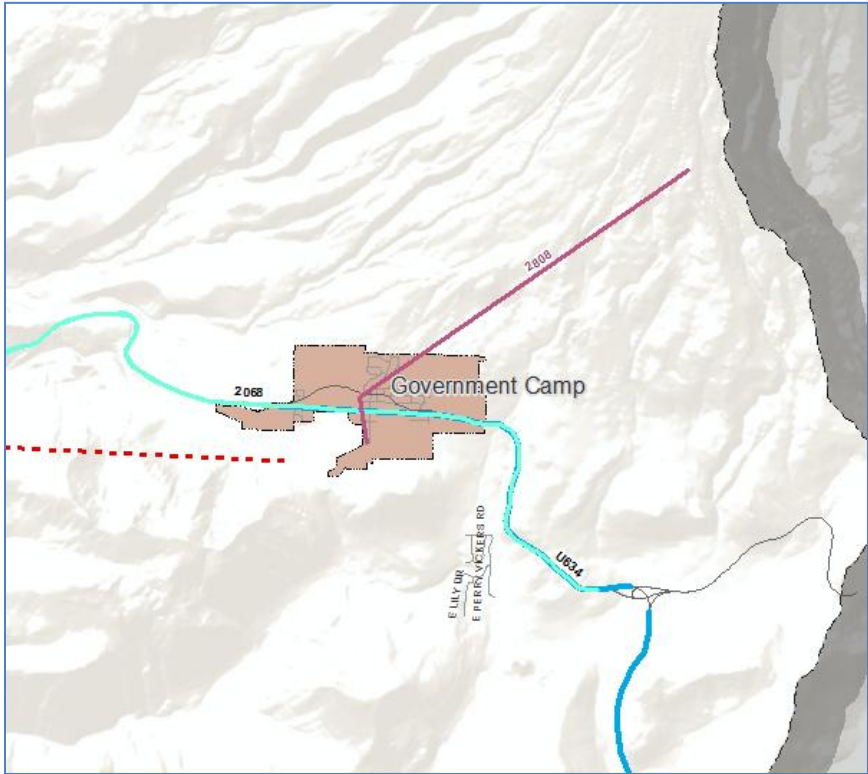
ISSUE: In 2006, Hult road was closed due to a landslide. While portions of the road have been worked on, Hult Road remains closed because of an ancient, ongoing landslide in the area.

The County has not yet determined whether it can afford to repair the road, especially considering that geotechnical specialists have determined that there probably will be more slides in the future. There was a petition to re-open the road, which was actually a letter that was never sent to the County.

The project has been included in Tier 1: the 20 year Capital Improvement Plan.

11.Mt Hood Aerial Transportation Link				
Project Number	Project Name	Old Project Description	New Project Description	PAC Recommendation
2808	Mt Hood Aerial Transportation Link		Aerial Transportation link	Tier 3 – Long Term Capital Projects

LOCATION:



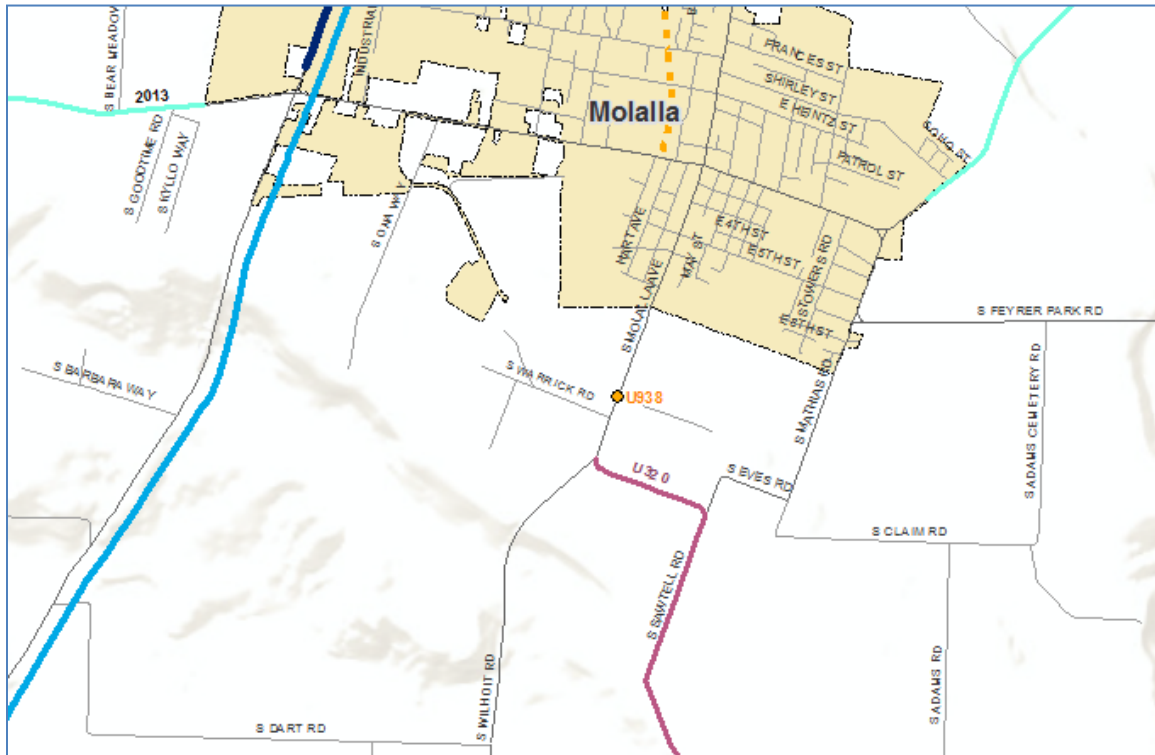
ISSUE: There are a series of access issue for the in the Government Camp area involving winter time access problems the ski facilities. It has been suggest that an Aerial Tram might be a possible solution to some of these problems but no funding sources has yet to be identified to undertake such a project. In addition such a project would require a number of Federal approvals and permits.

RECENT INFORMATION: The Mt Hood Multimodal Transportation Plan, a project underway at ODOT has been looking at a variety of safety and multi-modal projects in the Mt Hood Corridor. This project is included in that plan.



12. Bear Creek Culvert				
Project Number	Project Name	Old Project Description	New Project Description	PAC Recommendation
U938	Molalla Ave Flooding		Construct bridge to resolve flooding issues	Tier 2 – Preferred Capital Project List

LOCATION:



ISSUE: The Hamlet of Molalla Prairie is concerned that the flooding at S. Molalla Ave at Bear Creek is a severe transportation problem that should be addressed in Tier One of the 20 year Transportation System Plan (TSP) – Letter of 29 May 2013. This is a challenging project because while the road condition would not warrant improvements, the issue is a culvert that is improperly sized. It would likely require a replacement with a bridge which would be very expensive.

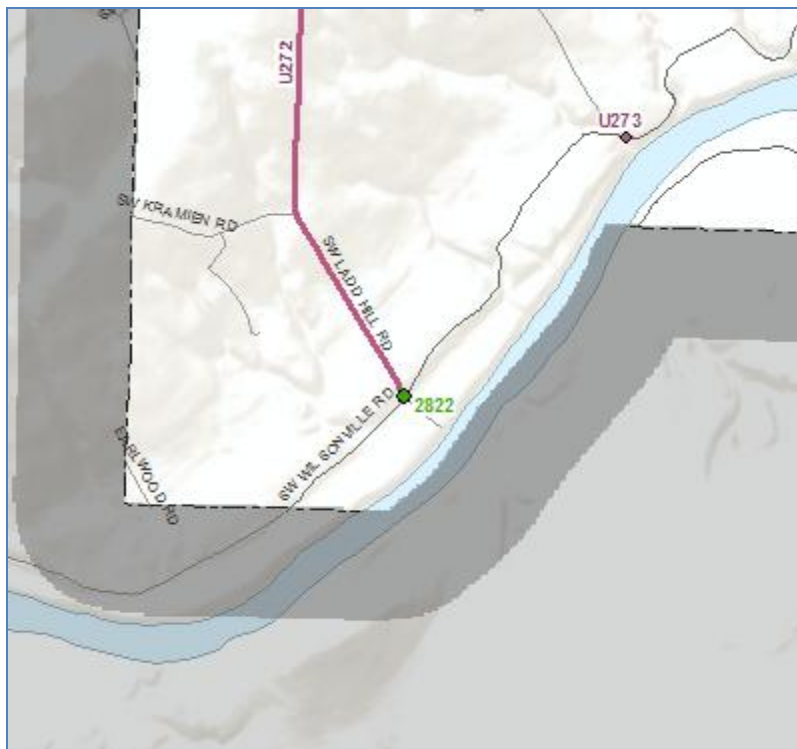
The TSP PAC has discussed this project a number of times and has placed it on the Preferred Capital Projects List (Tier 2)



13. Wilsonville Road / Ladd Hill Road

Project Number	Project Name	Old Project Description	New Project Description	PAC Recommendation
2822	Wilsonville Road / Ladd Hill Road		Install Collision Countermeasure System	Tier 1 – 20 Year Capital Project list

LOCATION:



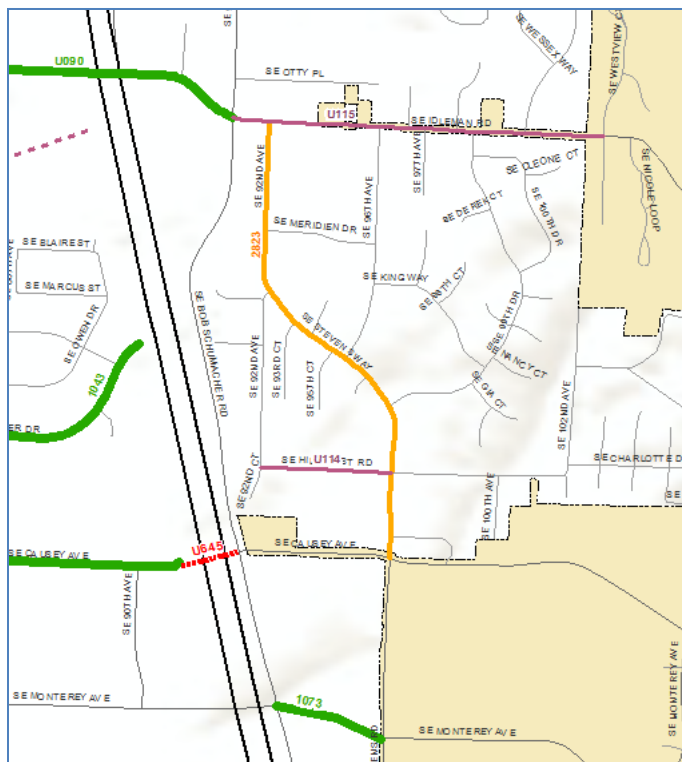
ISSUE: This project was added after the final PAC meeting. The County has been searching for solutions to resolve the sight distance issues at Wilsonville Rd and Ladd Hill Road. Recent work illuminated a cost effective solution. The project cost is estimated at \$100,000 and is currently recommended for Tier 1.



14. Stevens Road / Stevens Way

Project Number	Project Name	Old Project Description	New Project Description	PAC Recommendation
2823	Stevens Road / Stevens Way		Add pedways and optional traffic calming	Tier 2 – Preferred Capital Project List

LOCATION:



ISSUE: This project was added after the final PAC meeting. Stevens Road / Stevens Way was removed for consideration early on in the TSP Update process because it is within Happy Valley’s Urban Growth Management Area. Stevens Road / Stevens Way was add back in because it is a joint System Development Charges (SDC) project with Happy Valley. It’s currently in Tier 2.