

TSP Policies - Document C

Rural Land Use and Transportation

INTRODUCTION

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

Key Questions (Draft)

1. Do we need a general policy on the integration of rural land use and transportation? If so – which one?
2. Should we modify the rural access standards so that they are based on the speed of the road?
3. Do we need a policy concerning agricultural equipment on the road way? If so – which one?
4. Do we need specific policies for safety and road condition? If so – which one
5. Do we need specific parking policies for the rural area?
6. Which policies should be used to address equestrian issues in the County?

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Working Group Issues Definitions

- *O= Overarching*
- *R = Regulatory (in County Code)*
- *M = Mandated (OAR, RTFP, etc)*
- *P = Program / agency*

TSP Policy Review – Rural Land Use and Transportation

ID #	Current Location in Comp Plan	Current Policy	Staff Recommendations <i>(proposed changes in red) (PWG comments in blue)</i>	Working Group Issues
Integration of Rural Land Use and Transportation				
83 A	New – Alternate language		<u>Support and promote an integrated approach to land use and transportation planning in rural areas.</u>	0
83 B	New – Alternate language		<u>Support transportation planning and implementation to help create livable and sustainable rural communities and areas.</u>	0
83 C	New – Alternate language		<u>Prioritize transportation investments that support complete and sustainable rural communities as a long term strategy to end reliance on commutes out of the County to employment destinations.</u>	0
Intergovernmental Partnerships and Coordination				
84	New		<u>Support intergovernmental partnerships needed to promote coordination and solve multi-jurisdictional transportation needs in rural areas</u> such as the Mt. Hood Corridor and Government Camp areas.	0

Comment [ad1]: Create hybrid: Support and promote an integrated approach to land use and transportation planning and implementation to help create livable and sustainable rural communities and areas and end reliance on long commutes.

ID #	Current Location in Comp Plan	Current Policy	Staff Recommendations <i>(proposed changes in red)</i>	Working Group Issues
Road Access Standards				
85 A	Access Standards 14.0	Plan and control access onto roads within the County, as shown on Table V-5, for urban areas and according to the American Association of State Highway and Transportation Officials (AASHTO) guidelines for rural areas, for both new and existing uses, and coordinate with the Oregon Department of Transportation for access control on state highways. Access standards need to be applied in a flexible manner that maintains reasonable access to property when access cannot be denied. Where access management standards are adopted by the County in Special Transportation Plans, those standards shall apply	Plan and control access onto roads within the County, as shown on Table V-5, for urban areas and according to the American Association of State Highway and Transportation Officials (AASHTO) guidelines for rural areas, for both new and existing uses, and coordinate with the Oregon Department of Transportation for access control on state highways. Access standards need to be applied in a flexible manner that maintains reasonable access to property when access cannot be denied. Where access management standards are adopted by the County in Special Transportation Plans, those standards shall apply	R
85 B	New – Alternate language		<u>In rural areas, proposed new access locations on County facilities should be located to meet minimum sight distance requirements per the AASHTO Guidelines based on the roadway 85th percentile speed. If the recommended minimum sight distance cannot be achieved along the property frontage due to topographical or other constraints, the access should be located along the site frontage where sight distance is maximized.</u>	R
86	Access Standards 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.	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.	R M

Comment [ad2]: Would like to see new language based on TAC feedback at TAC meeting. Larry will draft up and provide to PWG.

ID #	Current Location in Comp Plan	Current Policy	Staff Recommendations <i>(proposed changes in red)</i>	Working Group Issues
Road Access Standards				
87 A	Access Standards 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 elimination of direct access to state highway facilities.	No Change	R
87 B	New – Alternate language		<u>Improve multimodal operations and safety by ensuring that Interchange Management Area plans and other access plans and projects are coordinated with multimodal connectivity standards and are designed to support safe and convenient travel for all modes, as well as safe and convenient access for all modes, when appropriate.</u>	R
88	New		<u>Ensure safe and convenient access for bicyclists, pedestrians, and transit users for land uses that are open to the general public.</u>	O
Agricultural equipment movement on roads				
89 A	New – Alternate language		<u>Support the safe movement of agricultural equipment in rural areas by improving existing road to county standards.</u>	O
89 B	New – Alternate language		<u>Ensure that the needs of the County’s diverse agricultural sector are supported through transportation planning and investment.</u>	O

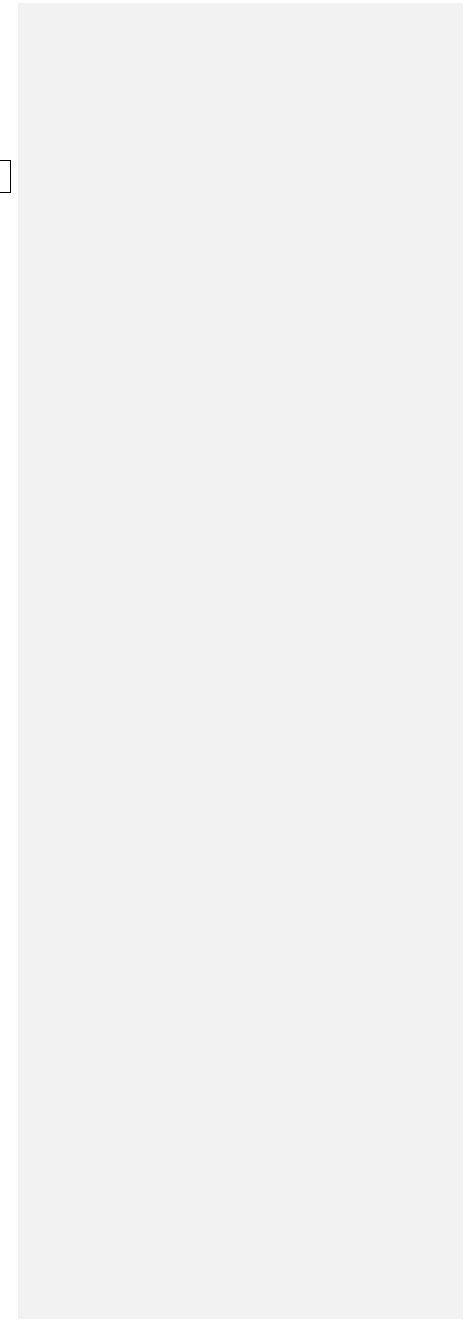
Comment [ad3]: Recommend keeping 89A and then a second policy something like: “Develop a study to address conflicts between ag equipment and cyclists by education, signage, pullouts etc.” Group agreed that County would review and make suggestion to the language.

ID #	Current Location in Comp Plan	Current Policy	Staff Recommendations <i>(proposed changes in red)</i>	Working Group Issues
Safety and Road Condition				
90 A	New – Alternate language		<u>The County will undertake actions to improve road safety and reduce the number of preventable fatalities and serious injuries on roadways in Clackamas County by one-half in the next 10 years.</u>	O
90 B	New – Alternate language		<u>The County will work collaboratively with state, regional, and local agencies and County residents to pursue its road safety programs.</u>	O
90 C	New – Alternate language		<u>Safety shall be the first priority in making decisions for the Capital Improvement Program and for roadway operations, maintenance, and repair.</u>	O
Parking				
91	Parking 1.0	Set minimum and maximum limits on allowed off-street parking relative to building size, location and use, and adjacent land uses.	Set minimum and maximum limits on allowed off-street parking for motor vehicles <u>and minimum parking for bicycles</u> relative to building size, location and use, and adjacent land uses. <i>This may not be needed in the Rural Policies</i>	R
92	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.	<u>In rural areas</u> , on-street parking may be prohibited in front of schools as needed to ensure student safety and school security, and shall be reviewed on a school by school basis.	R

ID #	Current Location in Comp Plan	Current Policy	Staff Recommendations <i>(proposed changes in red)</i>	Working Group Issues
		Traffic Safety Action Plan		
93	New		<u>The Clackamas County Safety Action Plan will be adopted by reference as a Transportation System Plan implementing strategy. As it is necessary, the County Board of Commissioners will update and amend the Clackamas County Safety Action Plan to reflect any needed changes</u>	O
94	New		<u>Require a Predictive Method analysis of impacted roadway facilities along with a capacity analysis as part of traffic impact studies (TIS).</u>	R
95	New		<u>Work with state and local partners to implement the "Oregon Transportation Safety Plan"</u>	O
		Equestrian		
96	New		<u>The County's land use and transportation planning shall protect existing equestrian trails where feasible where geographically feasible.</u>	O
97	New		<u>Soft-surface multiple-use trails, located in corridors separate from roadways are the preferred option for equestrian travel for safety reasons and to avoid conflicts with vehicles.</u>	O
98	New		<u>Support equestrian trail use by:</u> a) <u>Working with local communities and organizations to identify, protect, create and maintain multiple use trails that support horse travel.</u> b) <u>Maintaining County-owned equestrian trails.</u> c) <u>Planning for parking areas at trailheads that support trail riding and accommodate horse trailer parking.</u>	O
99	New		<u>Representatives from the equestrian community should be given the opportunity to participate in planning and development actions that may impact equestrian</u>	O

- Comment [ad4]: From 9.27.12 Meeting – create new policy “Support the safe movement of equestrians in rural areas.”
- Comment [ad5]: Elizabeth suggests new policies: “Work to safely accommodate the equestrian use of the road system.” “Make existing county right of ways available for equestrian use.”
- Comment [ad6]: Mike W and OET support 96, 97, 98 & 99 from recreation standpoint.
- Comment [ad7]: This is more aspiration than a policy. Modify language to make it a policy.

			<u>facilities.</u>	
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TSP Policies - Document D

Rural Equity, Health and Sustainability, Pedestrian and Bicycle Facilities

INTRODUCTION

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

Key Questions (Draft)

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

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Working Group Issues Definitions	
• <i>O= Overarching</i>	
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TSP Policy Review - Rural Equity, Health and Sustainability, Pedestrian and Bicycle Facilities

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

Comment [ad1]: Develop language to allow for situations where if you can't make all improvements then you should be able to still make some improvement. Suggestion was "where possible" or "where feasible" but open to PMT suggestion.

Comment [ad2]: Group preferred 101B 5 – 3 with the added language.

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

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

Comment [ad3]: Keep current policy language with added clause at the end. Also, PMT to develop language about current paths in that county that do not have to be up to standard.

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

Comment [ad4]: Question about youth – transportation disadvantaged groups does include youth. Do we need to spell it all our or simply say “transportation disadvantaged groups” instead of seniors, people with disabilities and other...

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

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

ID #	Current Location in Comp Plan	Current Policy	Staff Recommendations <i>(proposed changes in red)</i>	Working Group Issues
Maintenance				
119	Efficiency and Finance 3.0	Determine roadway maintenance needs and priorities and develop an effective and efficient roadway maintenance program.	No change This policy applies to both the urban and rural areas.	O
Emergency Response and Disasters				
120	New		<i><u>Work with the Oregon Office of Emergency Management and Clackamas County Emergency Management to ensure that the TSP supports effective responses to emergencies and disasters.</u></i>	
121	New		<i><u>Work with Clackamas County Department of Emergency Management to ensure the TSP supports effective response and access to all of the County during natural and human-caused incidents.</u></i>	

ID #	Current Location in Comp Plan	Current Policy	Staff Recommendations <i>(proposed changes in red)</i>	Working Group Issues
Rural Equity Issues				
122	New		<u>Support priority of 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>	
123	New		<u>Support the continued provision of public transportation services to county populations that are un-served or under-served. Evaluate proposals to shift public transportation resources that serve un-served or under-served populations to another transport mode from the perspective of transportation equity and the long-term sustainability of the transportation system.</u>	
124	New		<u>In rural areas, Improve the health, safety and attractiveness of walking and biking by prioritizing supporting the development of bicycle and pedestrian facilities and networks on low volume or local roads and off of existing street rights-of-way. Review development plans to ensure that they provide bicycle and pedestrian access to low volume or local roads, when appropriate and feasible.</u>	

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

ID #	Current Location in Comp Plan	Current Policy	Staff Recommendations <i>(proposed changes in red)</i>	Working Group Issues
Pedestrian and Bicycle Facilities				
	Pedestrian and Bicycle Facilities 1.0	Provide networked systems of walkways and bikeways connecting neighborhoods, transit stops, commercial areas, community centers, schools, parks, libraries, employment places, other major destinations, regional bikeways and walkways , and other transportation modes.	No change This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	O R
	Pedestrian and Bicycle Facilities 2.0	Identify walkway and bikeway improvements necessary to ensure direct and continuous networks of walkways and bikeways on the county road system.	No change This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	O P
	Pedestrian and Bicycle Facilities 4.0	Encourage bicycle and pedestrian access across rivers and other natural barriers.	No change This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	O
	Pedestrian and Bicycle Facilities 5.0	Promote grid-street development patterns to provide direct routes from neighborhoods to destinations frequented by pedestrians and bicyclists.	No change This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	O R
	Pedestrian and Bicycle Facilities 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.	No change This policy primarily addresses urban Pedestrian and Bicycle Facilities and should be discussed as part of Policy Document G.	R

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

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

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

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