

Summary of four amendments

Amendment 1: Revise Policy 10, Page 73 to read as follows

Policy 10: Mobility and Freight

~~Consider~~Address regional mobility and freight ~~mobility~~, and ~~study~~explore alternative routes and modes for mobility and freight ~~mobility~~ through unincorporated Multnomah County, including addressing community needs.~~;~~

Strategies

- a) ~~Study~~Explore alternatives to routes through the West Hills.
- b) Participate in Regional Overdimensional Truck Routes Study and other regional studies as applicable.
- c) Examine the suitability of use of County roads as truck routes.
- d) Coordinate with other jurisdictions on truck impacts and ensure proper mitigation.
- e) Promote transportation alternatives for the movement of freight
- f) Review and implement weight and length limitations for County roads.

Amendment 2: Delete Policy 11 and footnote, page 74

~~Policy 11: Mobility and Freight~~

~~Oppose placement of new regional roadways on Multnomah County roads, should such roadways be contemplated by any regional transportation authority in the future.~~⁴

⁴ ~~Regional transportation maps from the 1960's show a conceptual route for a "Western Bypass" roadway northward from Highway 26 in Washington County, over Cornelius Pass Road, through Sauvie Island, and then over the Columbia River to Washington State. Any future consideration of extending a "Western Bypass" roadway would require consensus of the jurisdictions through which the roadway would pass, including Multnomah County. Such a roadway, while perhaps conducive to regional traffic, would bring major changes to the West Hills in terms of the following issues:~~

- ~~— Negatively impacting agricultural and timber lands through which the roadway might pass.~~
- ~~— Negatively impacting resources in the West Hills. Significant scenic views of the east face of the West Hills would be interrupted by a major roadway. Any roadway would cross several significant streams. And any roadway would critically interrupt significant wildlife habitat areas connecting Forest Park and the Coast Range.~~
- ~~— Negatively impacting the rural character of the area. This change would be most significant, since placement of a major regional road corridor through the West Hills would lead to strong pressures to urbanize the West Hills.~~

Amendment 3: Revise Policy 12, page 74 to read as follows

Policy 12: Mobility and Freight

Discourage through traffic on trafficways with a functional classification of rural local road or rural collector ~~within unincorporated Multnomah County.~~

Amendment 4: Convert Strategies under Policy 12 to Policies, page 74

(New, to replace deleted Policy 11) Policy 11: Safety

Reduce travel conflicts by providing appropriate facilities, signs, and traffic marking based upon user type and travel mode.

(NEW) Policy 14: TDM, Outreach, and Transit

On rural roads with heavy through traffic, consider implementing appropriate measures such as Transportation Demand Management (TDM) to reduce such traffic.