

COMPREHENSIVE PLAN & TSP UPDATE

Board Briefing

Board of County Commissioners
August 18, 2016



BRIEFING OVERVIEW

- Purpose and Objectives of Plan Update
- Process and Schedule
- Advisory Committee and Public Participation
- Plan Organization
- Key Issues and Policy Recommendations
- Planning Commission Testimony
- Tasks after Plan Adoption
- Transportation System Plan

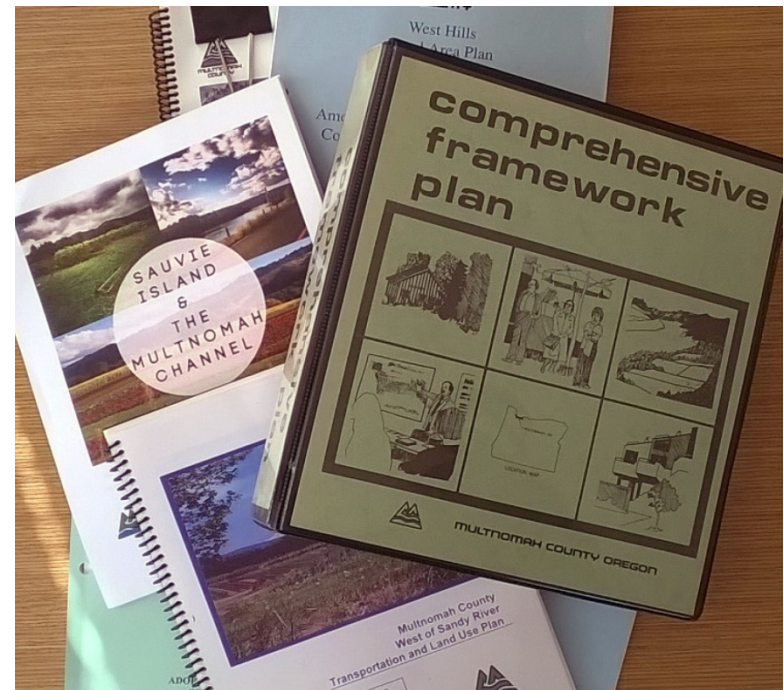


PROJECT TEAM

- Principal County Planning staff
 - Rich Faith, Comprehensive Plan Project Manager
 - Kevin Cook and Rithy Khut
 - Joanna Valencia, TSP Project Manager
 - Jessica Berry and Katherine McQuillan
- Consultant Team
 - Angelo Planning Group
 - JLA Public Involvement
 - Kittelson and Associates (TSP)
 - SWCA (Environmental)
 - GeoEngineers (Natural Hazards)
 - OPHI (Transportation and Public Health)

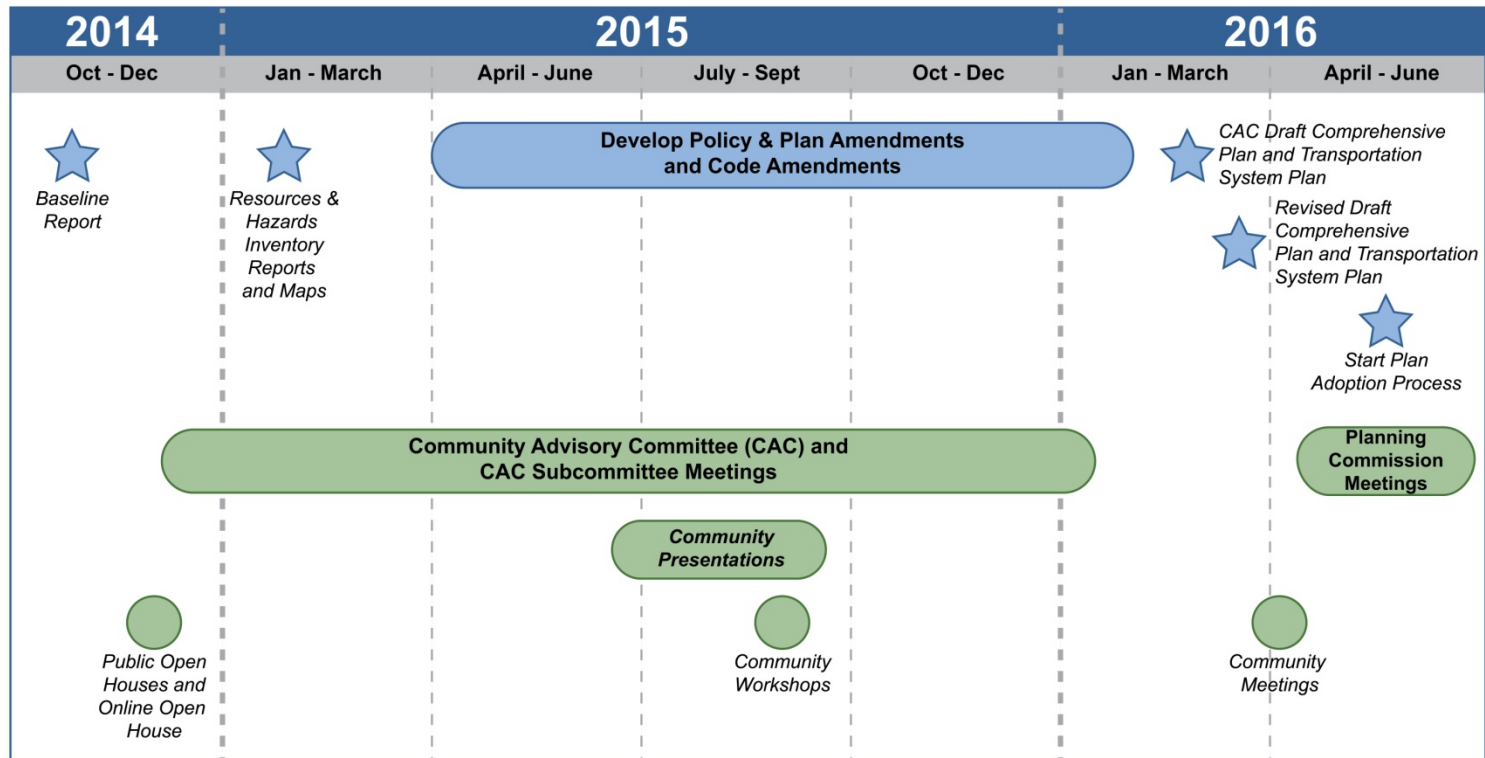
WHY the UPDATE?

- Originally adopted 1977
- Revisions needed to:
 - Reflect current times
 - Include Rural Plans
 - Guide future land use and transportation decisions for rural areas
- Includes updates to:
 - Comprehensive Plan
 - Transportation System Plan
 - Zoning Code



SCHEDULE

Project Schedule



Revised March 2016

COMMUNITY ADVISORY COMMITTEE

- Sixteen Members
 - Represent East & West Unincorporated County
 - Variety of perspectives
- Monthly Meetings (15)
 - Open to Public
- Four Subcommittees
 - 19 total meetings
- Policy Recommendations
- Project Guidance



PUBLIC PARTICIPATION

- Community Meetings
 - Beginning, Middle and End
 - East and West County
- Website
 - Meeting announcements
 - All documents posted
- Community Groups
 - Neighborhood associations
 - CAC-led meetings
- Agency Coordination and Technical Review



PLAN ORGANIZATION

- Generally follows Statewide Planning Goals
- County and rural area values, vision, rural character statements
- Related planning documents
- Each chapter includes:
 - Overview, current conditions
 - Relevant studies and planning processes
 - Key planning issues
 - Goal, policies and strategies

POLICY UPDATE FOCUS

- Reorganize Framework Plan
- Combine, streamline multiple documents
- Comply with state laws, administrative rules
- Integrate other County Initiatives
 - Climate Action Plan, Hazard Mitigation Plan, Equity Lens
- Eliminate outdated policies
- Respond to community concerns and priorities
- Incorporate CAC recommendations
 - Nearly 400 policies and strategies

KEY ISSUES, RECOMMENDATIONS

Farm and Forest Lands

- Maintain current standards that exceed state minimums
- Forest dwellings
 - Maintain current policies
 - Cluster new dwellings and accessory structures
- Farm stands and wineries
 - Limit size and activities to minimize impacts
 - Draft new standards
- Agri-tourism
 - Do not adopt in West County
 - Adopt strict standards in East County

KEY ISSUES, RECOMMENDATIONS

Land Use, Housing

- Maintain rural character
- Prohibit new uses and no increased density per Rural Reserve policies
- Remove barriers to reuse of vacant commercial/ industrial buildings in Rural Centers
- Accessory dwelling units not permitted
- Marinas and moorages – incorporate SIMC Rural Area Plan policies
- Code enforcement – fair, consistent, flexible

KEY ISSUES, RECOMMENDATIONS

Public Facilities, Parks & Recreation

- Prohibit utility facilities in rural areas that solely serve urban development
- Promote undergrounding of overhead lines
- Balance need for parks and trails with natural resource protection goals, primarily wildlife
- Explore rest stop facilities for bicyclists along most heavily used travel routes

KEY ISSUES, RECOMMENDATIONS

Historic, Cultural Resources

- Recommit to historic resources inventory, protection strategies
- Add process for historic landmark designation
- Allow for adaptive reuse of historic landmarks where possible
- Continue coordination with state/federal agencies and Tribes to protect cultural resources

KEY ISSUES, RECOMMENDATIONS

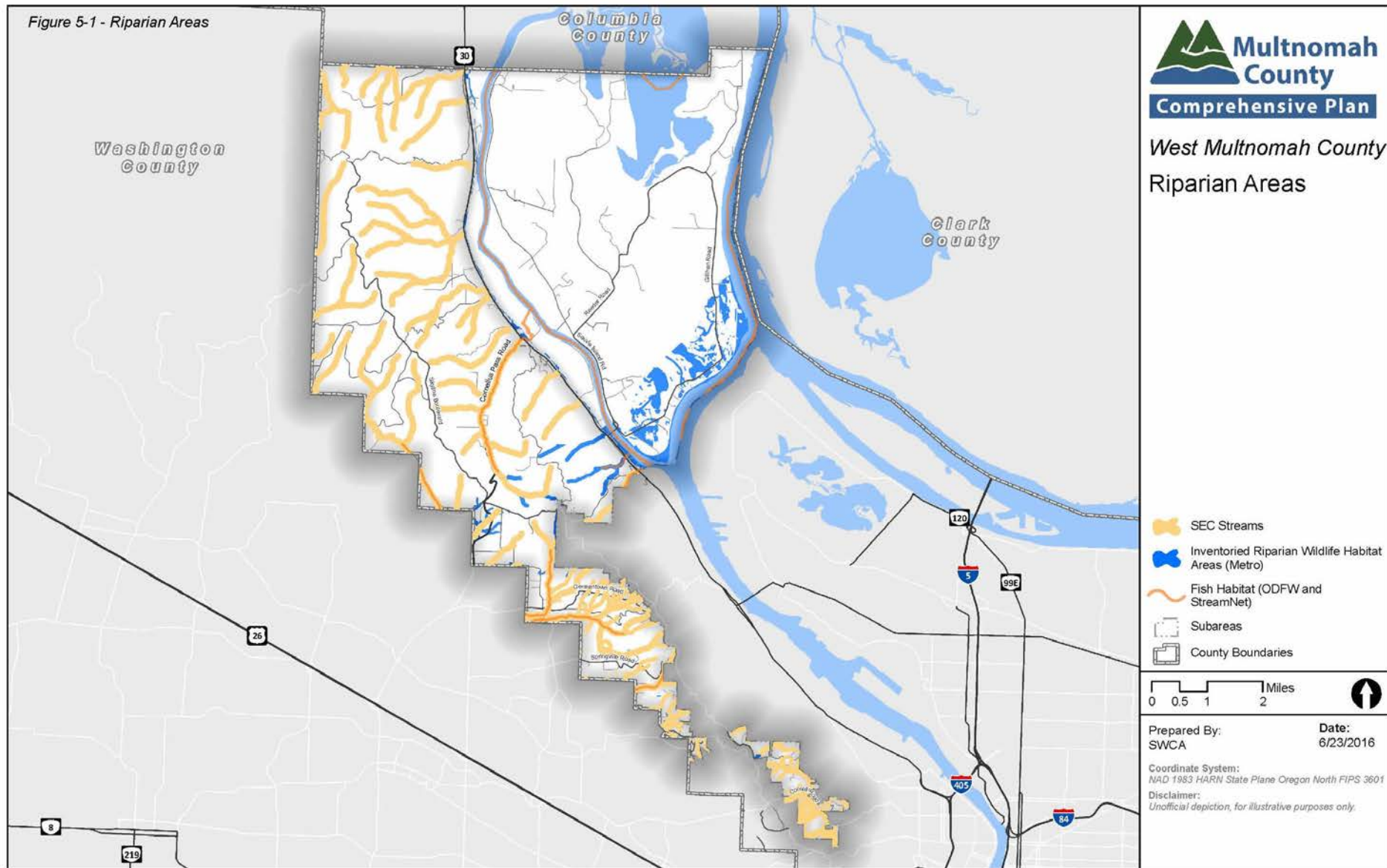
Natural Resources

- Retain, but streamline, most existing Framework Plan and Rural Area Plan policies
- Update resource inventories/maps to reflect current data for streams, wildlife habitat; conduct ESEE analyses
- Consider expansion of scenic view overlay
- Create wildlife advisory committee
- Encourage partnerships, public education

KEY ISSUES, RECOMMENDATIONS

Natural Resources

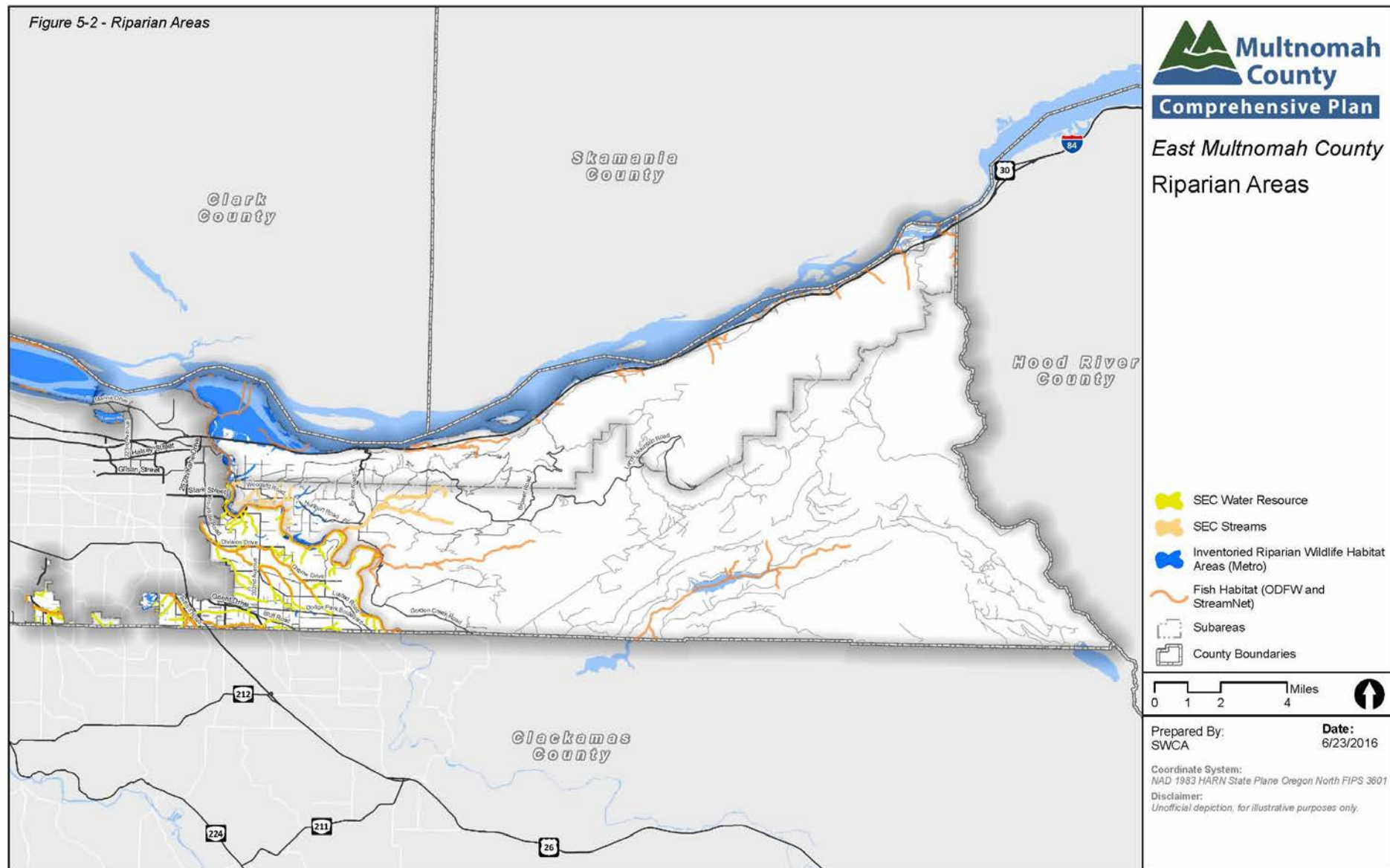
Figure 5-1 - Riparian Areas



KEY ISSUES, RECOMMENDATIONS

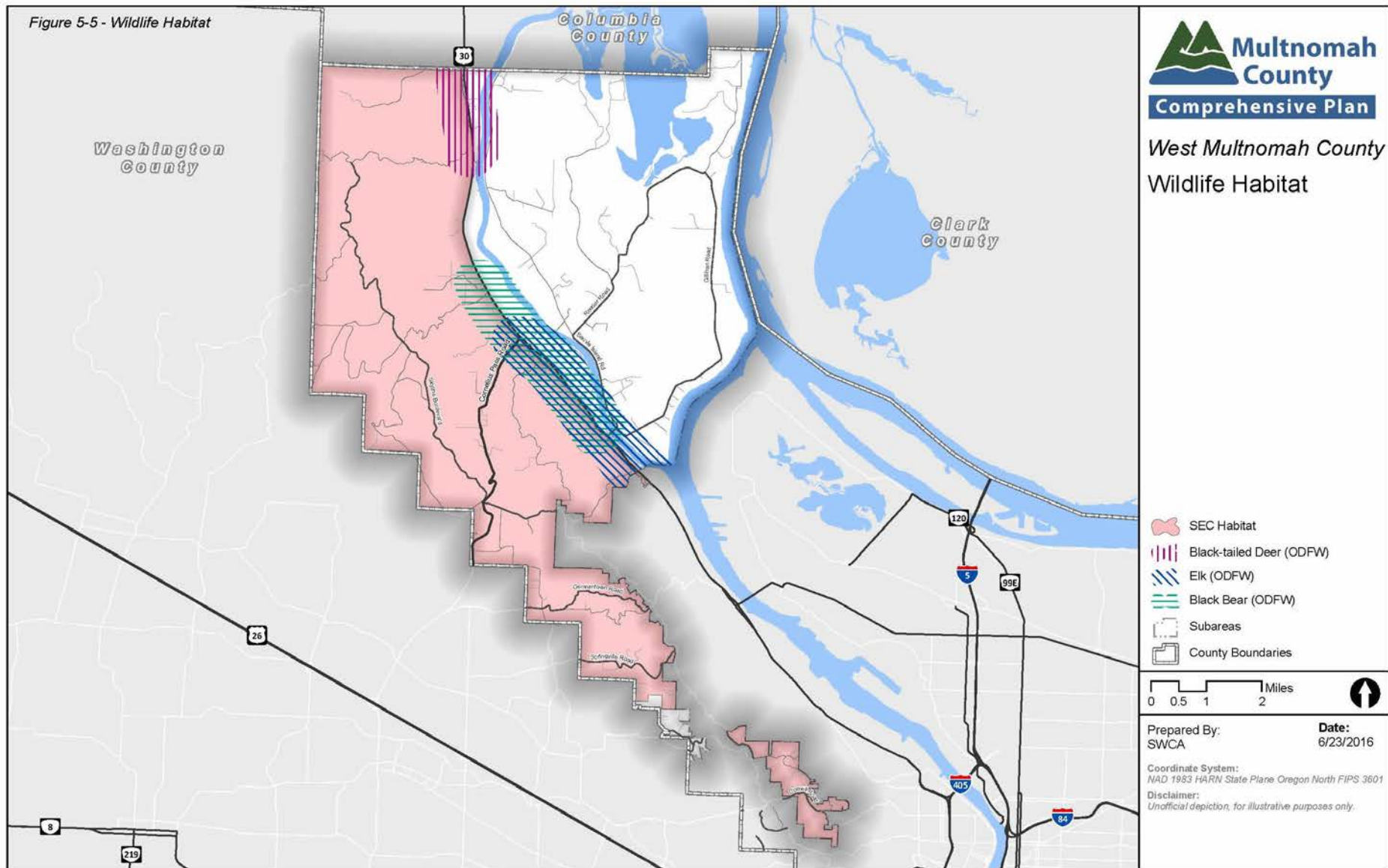
Natural Resources

Figure 5-2 - Riparian Areas



KEY ISSUES, RECOMMENDATIONS

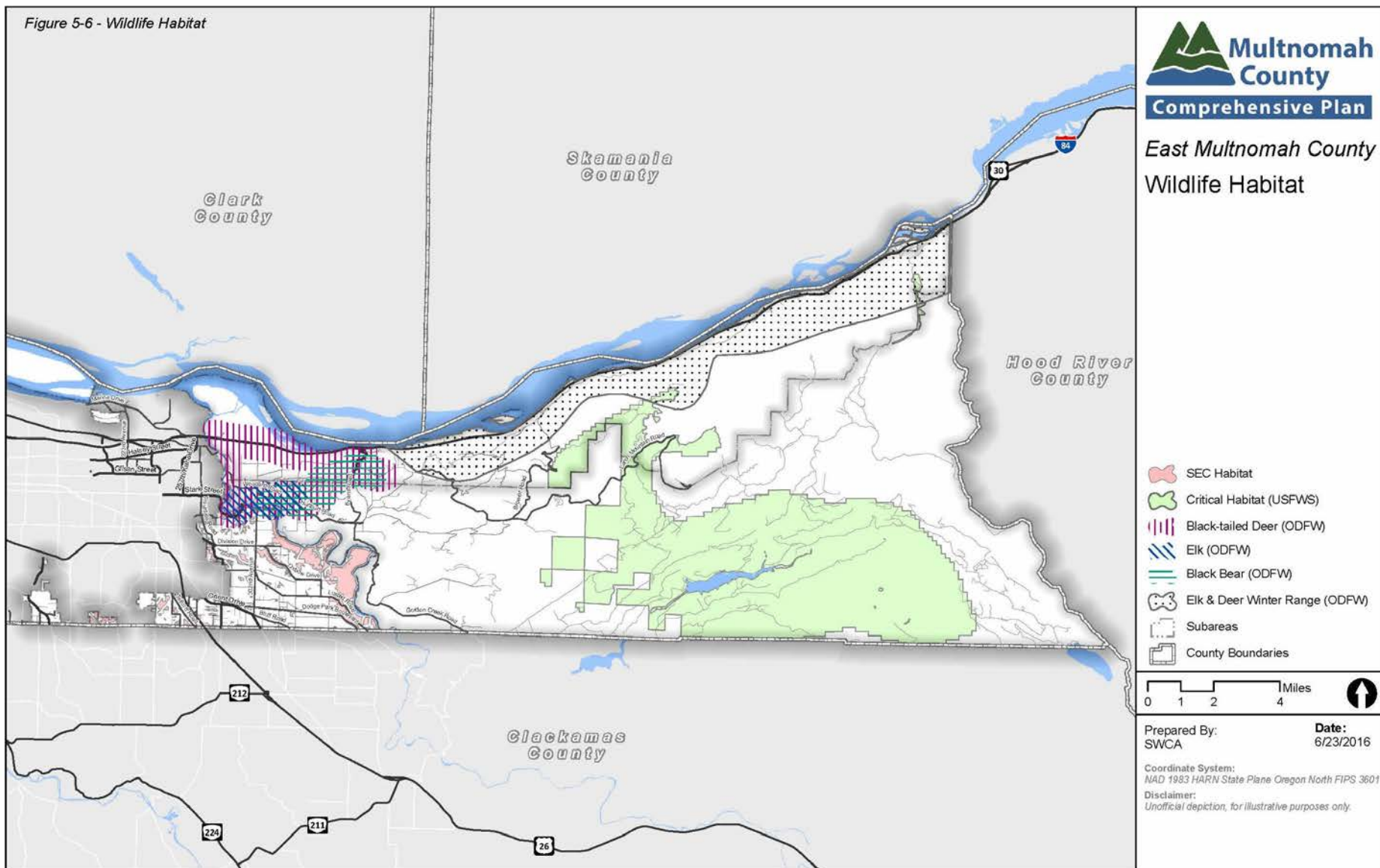
Natural Resources



KEY ISSUES, RECOMMENDATIONS

Natural Resources

Figure 5-6 - Wildlife Habitat



KEY ISSUES, RECOMMENDATIONS

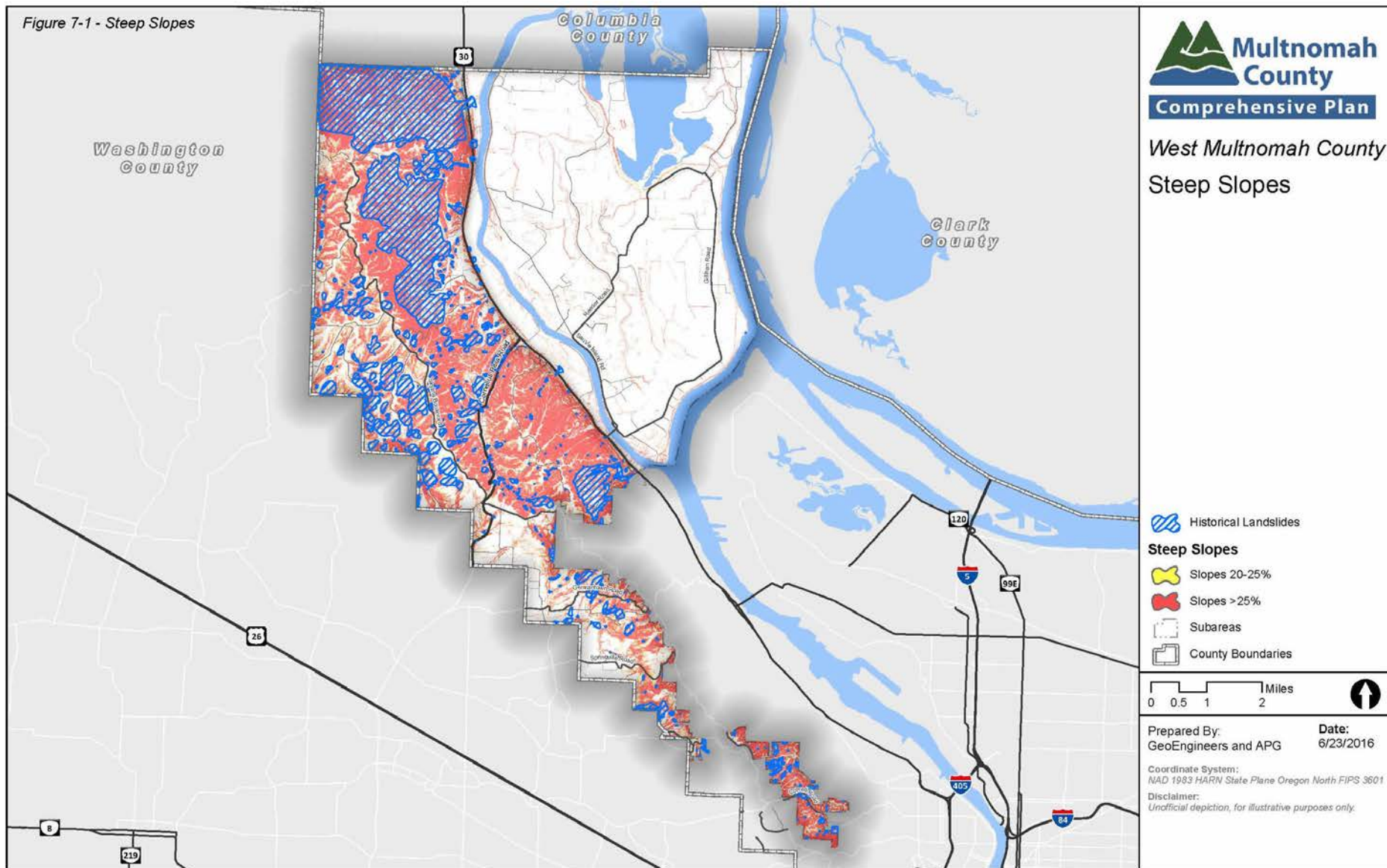
Natural Hazards

- Apply Hillside Development Overlay to areas covered by new state data (DOGAMI)
- Update flood hazard mapping
 - Maintain consistency with federal requirements
 - Consider channel migration areas
- Expand wildfire protection policies, standards
 - Apply to state mapped fire-prone areas
 - Develop updated standards for new areas
- Provide more information about earthquake hazard areas (liquefaction)

KEY ISSUES, RECOMMENDATIONS

Natural Hazards

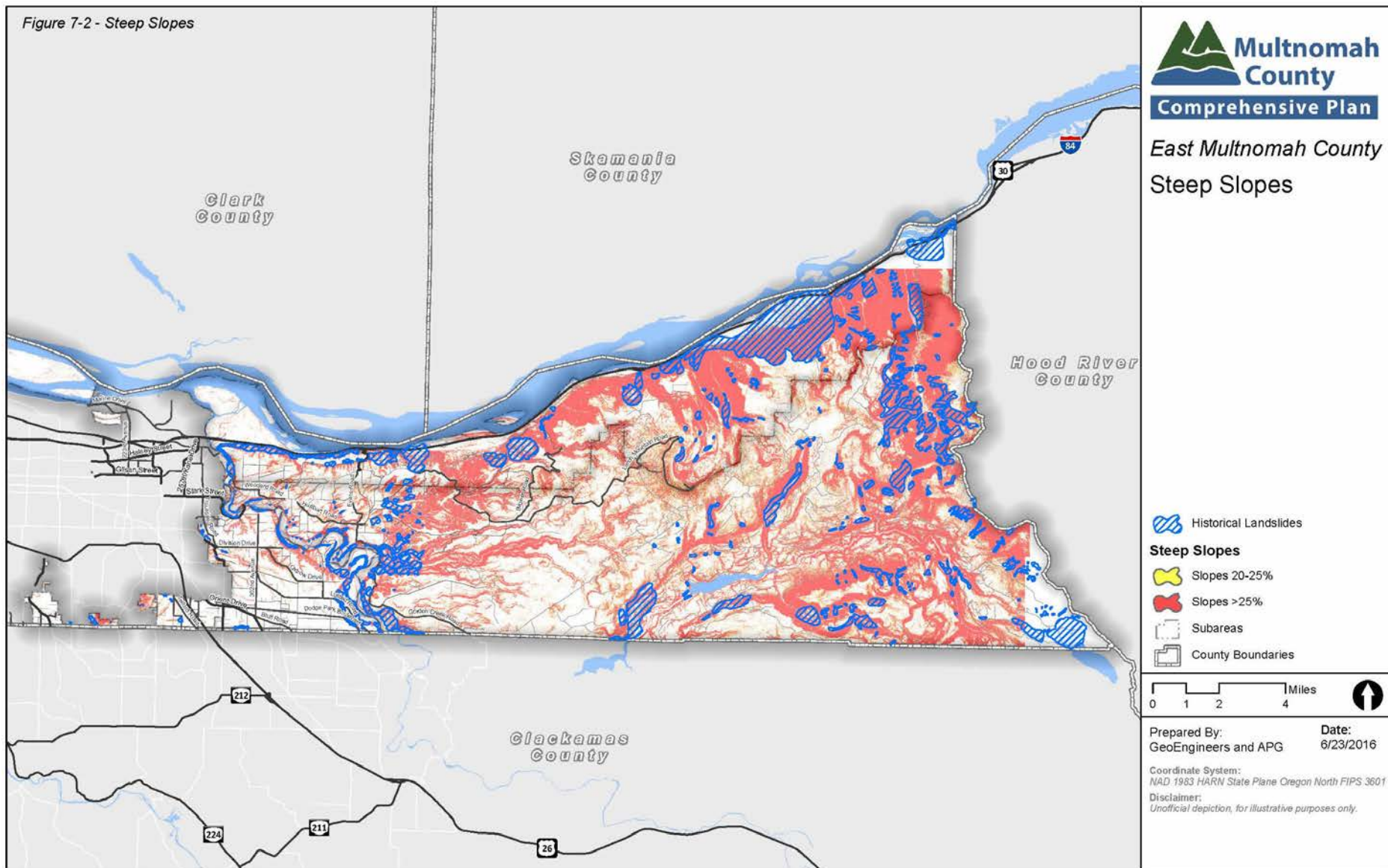
Figure 7-1 - Steep Slopes



KEY ISSUES, RECOMMENDATIONS

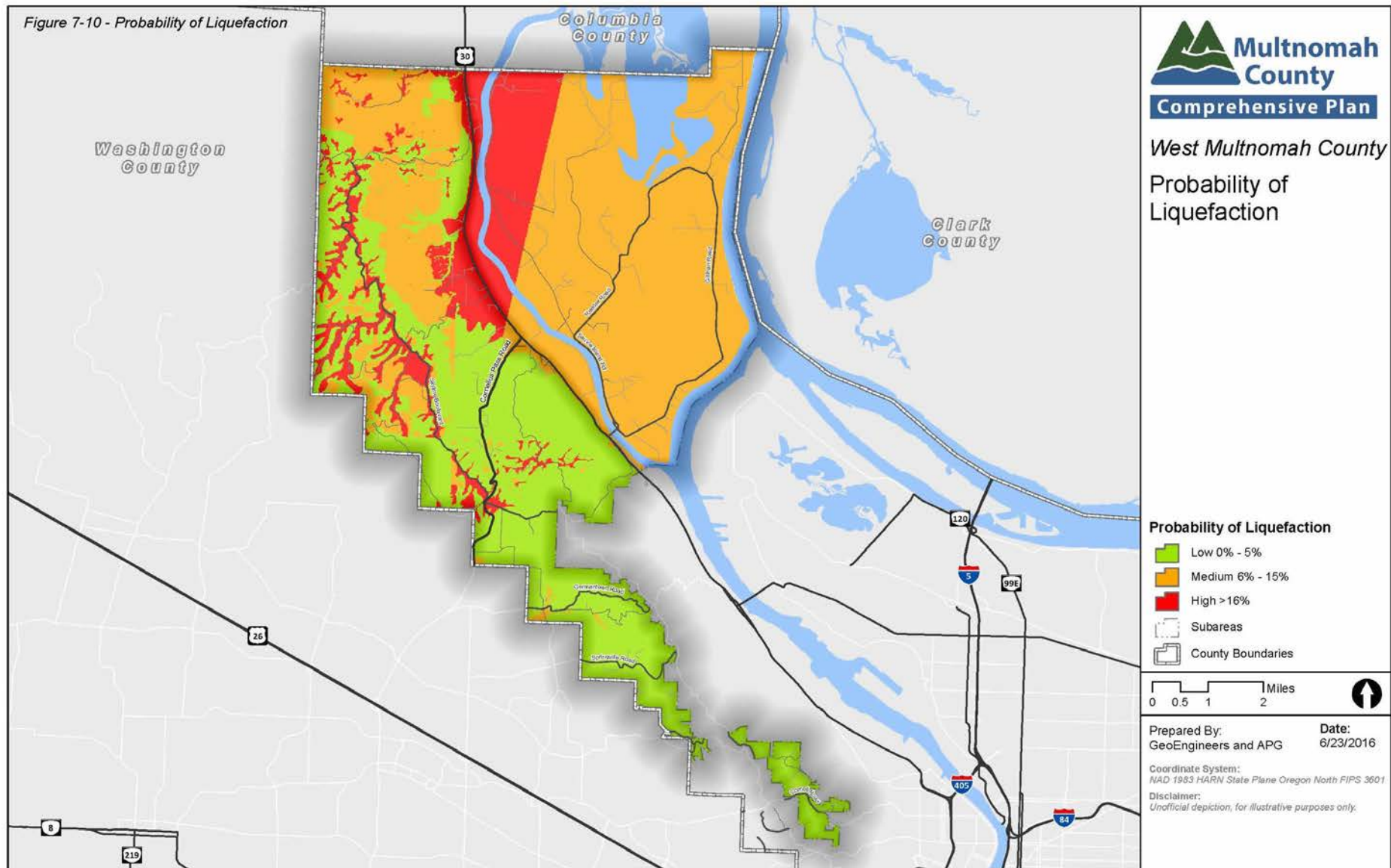
Natural Hazards

Figure 7-2 - Steep Slopes



KEY ISSUES, RECOMMENDATIONS

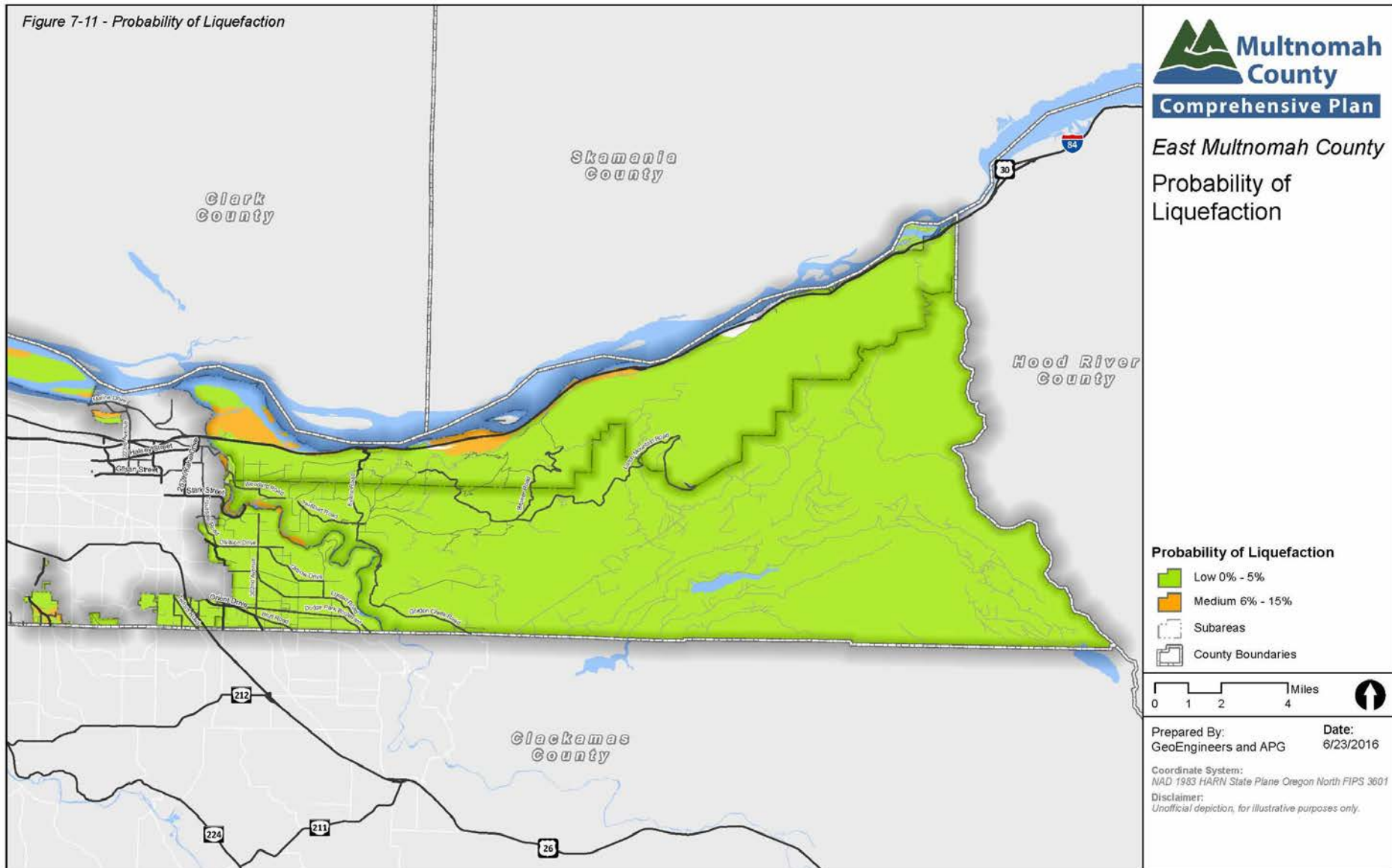
Natural Hazards



KEY ISSUES, RECOMMENDATIONS

Natural Hazards

Figure 7-11 - Probability of Liquefaction



PLANNING COMMISSION TESTIMONY

Main Issues Raised:

- Concern about expansion of scenic view overlay
- Metro park facilities in West Hills
 - Policy language that accommodates, yet limits, improvements to natural areas

TASKS AFTER PLAN ADOPTION

- Complete Zoning Code Consolidation
- Complete Goal 5 ESEE analysis of new stream corridors, wildlife habitat areas to add SEC protection
- Future code amendments
 - Implement Comp Plan policies and strategies
 - Address TPR requirements, if any



Multnomah County Transportation System Plan

Board of County Commissioners

- Transportation System Plan Overview
 - Update Process
 - Policies
 - Policy Maps
 - Toolkit
 - Projects



- Document Organization
 - Introduction
 - Existing and Future Conditions
 - Range of Solutions
 - Goals and Policies
 - Transportation System Plan
 - Roadway Element
 - Freight Element
 - Pedestrian and Bicycle Element
 - Improvement Projects and Study Projects
 - Funding Analysis



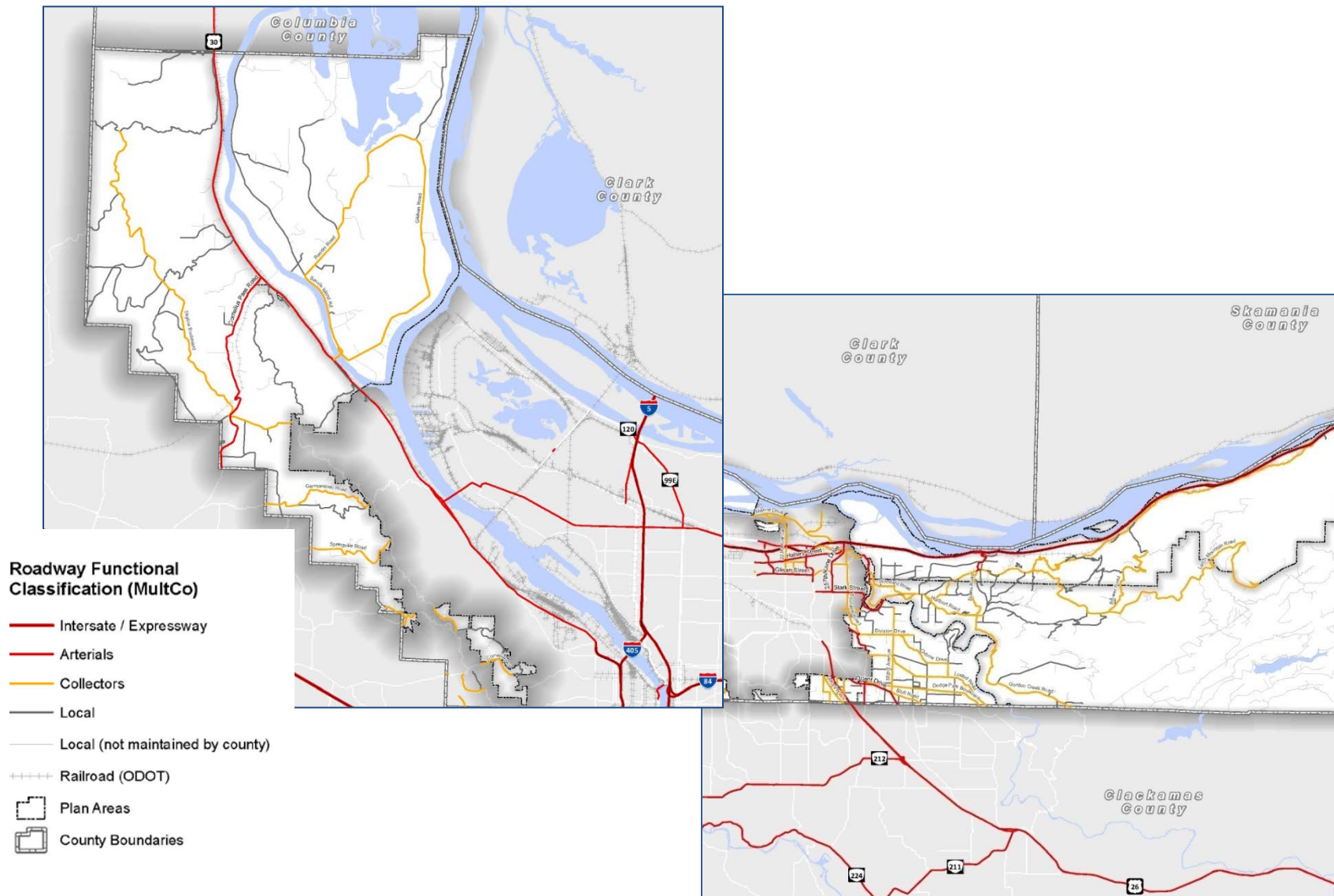
- Plan Development Process
 - Reviewed existing plans and policies
 - Evaluated existing and projected future conditions
 - Reviewed/modified existing policies
 - Developed new policies
 - Updated project list
 - Developed project priorities



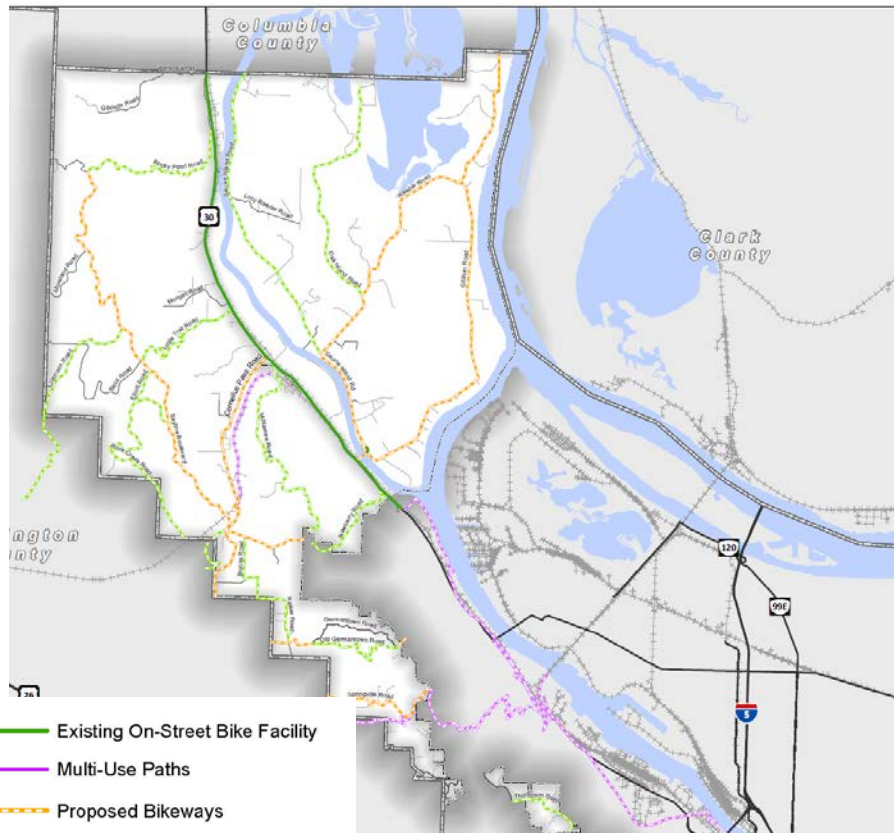
- Overall transportation system
- Active transportation
- Mobility and freight
- TDM, outreach, and transit
- Safety
- Funding and maintenance
- Environment
- Transportation health
- Transportation equity
- Sauvie Island and Multnomah Channel Rural Area TSP Policies



TSP Policy Maps // Functional Classification Map



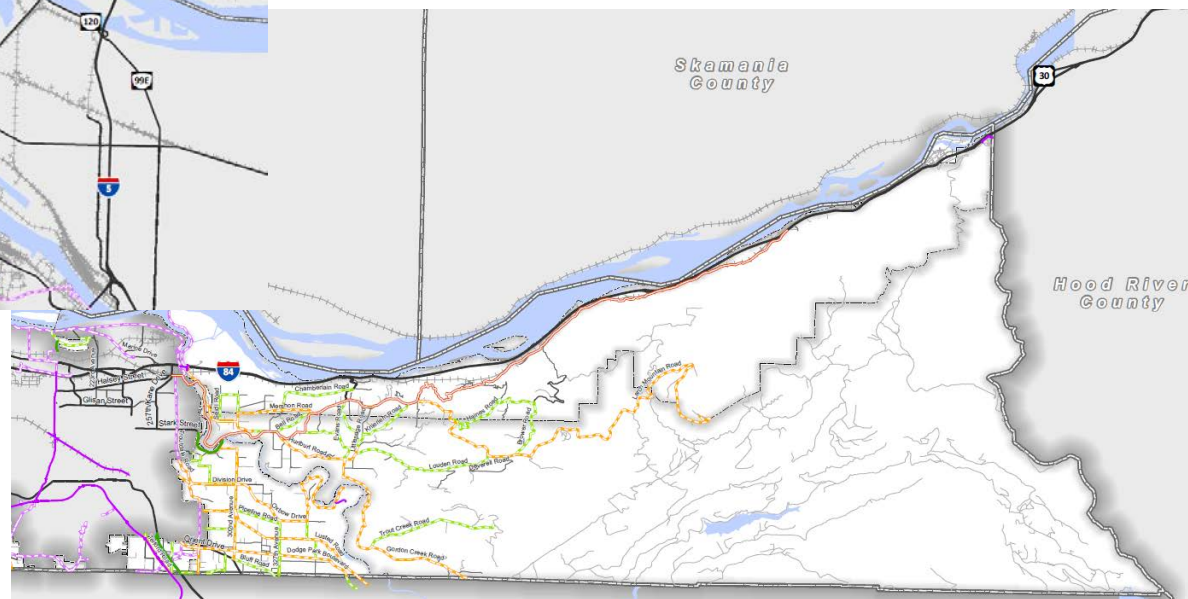
TSP Policy Maps // Roadway Bicycle Designations Maps



- Existing On-Street Bike Facility
- Multi-Use Paths
- Proposed Bikeways
- Proposed Shared Roadways
- Proposed Off-Street Bikeways
- Historic Columbia River Highway
- County Boundaries
- Plan Areas

Bikeways (in light orange) are designated bike routes that may have bike lanes, shoulder bikeways, or uphill climbing lanes, intermittent shoulders in low visibility areas, or bike pull-out areas. Bikeways tend to be on roadways with higher speeds and traffic volumes where a shared roadway would be inappropriate in both directions for the entire length of the roadway.

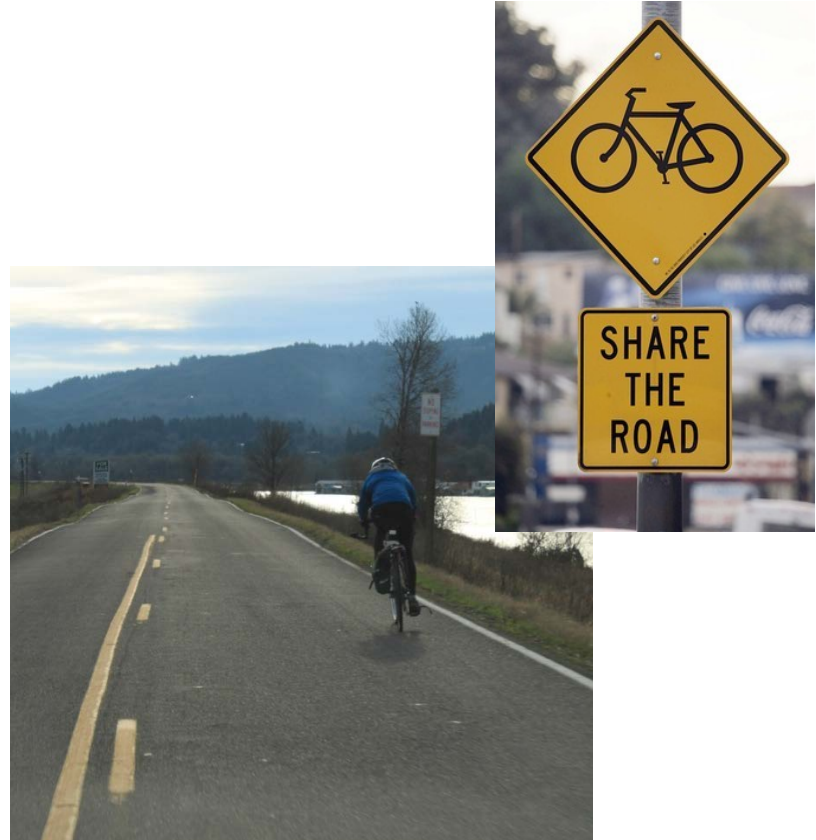
Shared Roadways (in light green) are designated bike routes that could have signage indicating a bike route; bicyclist share the lane with vehicles on shared roadways. Shared roadways are common on low volume rural roads and highways and may, or may not, include “sharrows” (pavement marking that indicate the shared use of the roadway).



- Bikeways



- Shared Roadways

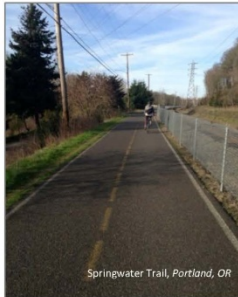


Transportation System Plan // Range of Solutions - Toolkit



Bicycle and Pedestrian Facilities

MULTI-USE PATH



Multi-use paths are paved, bi-directional trails separated from roadways that serve both pedestrians and bicyclists. Multi-use paths increase the safety and comfort level of the user. They play an integral role in recreation, commuting, and accessibility due to their appeal to users of all ages and skill levels.

TSP Area Applicability

Several roadways in Multnomah County could benefit from a multi-use path including Burlington Northern Trail in the West Hills and the main loop road on Sauvie Island that consists of Sauvie Island Road, Reeder Road, and Gillihan Loop Road. Multi-use paths would improve accessibility for residents and increase safety for all users including recreational cyclists.

Pros

- Provides facility for both pedestrians and bicyclists in less space than separated facilities.
- Providing separation from motor vehicles can attract pedestrians and cyclists of all ages and abilities.
- Would improve accessibility for residents and increase safety for all users including recreational cyclists.

Cons

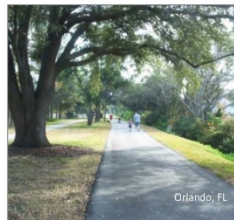
- May result in conflicts between modes in areas with frequent crossings or driveways.
- May result in conflicts between bicyclists and pedestrians.
- When parallel to roadways, the path must be buffered from motorists which requires substantial right-of-way.
- Speed differentials between more experienced cyclists and slower cyclists and pedestrians can cause conflicts on a shared facility.

Design Considerations

- Best suited in areas where roadway crossings can be minimized (such as parallel to travel barriers such as highways, railroad tracks, rivers, shorelines, natural areas, etc.). High-visibility treatments are needed at path crossings.
- Can be parallel to a roadway or on its own right-of-way.
- A minimum width of 10 feet is recommended for low-pedestrian/bicycle-traffic contexts and would be appropriate for some areas of the county; 12 to 20 feet should be considered in areas with moderate to high levels of bicycle and pedestrian traffic such as the Sauvie Island loop.
- Pavement markings can be used to indicate separate space for pedestrian and bicycle travel.
- May need right-of-way acquisition and levee restrictions may alter design and alignment.
- Permeable paving options could help minimize surface water runoff and be compatible with the rural character of the area.

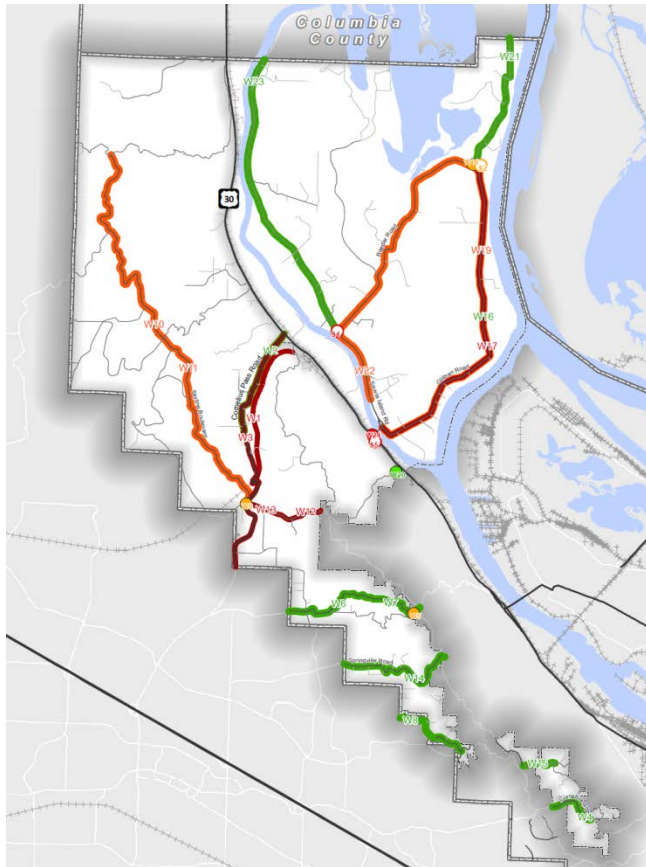
Complementary Strategies

- Bike map, Wayfinding signage



Reference Number	Potential Solutions
Bicycle and Pedestrian Facilities	
BPF-1	Multi-use path
BPF-2	Advisory bike lane
BPF-3	Buffered shoulder bikeway
BPF-4	Shoulder bikeway
BPF-5	Shared lane roadways
BPF-6	Bicycle pullout
BPF-7	Bicycle climbing lane
BPF-8	Bike map
BPF-9	Pedestrian shoulder
BPF-10	Pedestrian path (sidepath)
Safety	
SA-1	Rumble strips
SA-2	Increased shoulder width
SA-3	Curve improvements
SA-4	Rural intersection improvements
SA-5	Railroad crossing improvements
Signage and Signal Treatments	
SI-1	Wayfinding signage
SI-2	Warning/advisory signs
SI-3	Speed limit signs
SI-4	Signal Controller/Timing Plans
Transportation Demand Management	
D-1	User-generated parking information
D-2	Real-time parking information
D-3	Pricing parking permit
D-4	Parking enforcement
D-5	Park-n-ride lots
D-6	Shuttle service
D-7	Event permit calendar
D-8	Event-based "TDM" plan

TSP Policy Maps // Policy and Priorities



Intersections

- High Priority Project
- Medium Priority Project
- Low Priority Project
- High Priority Study
- Medium Priority Study

Segments

- High Priority Project
- Medium Priority Project
- Low Priority Project
- ▨ Medium Priority Study
- ▨ Low Priority Study
- Plan
- County Boundaries

