

## Appendix 1

**Policy and project-related language for Chapters 5 and 10 of the Clackamas County Comprehensive Plan to Implement the Project.**





# The Villages at Mount Hood Pedestrian and Bikeway Implementation Plan

Clackamas County Comprehensive Plan Amendments





## **Clackamas County Comprehensive Plan Amendments**

*Clackamas County proposes to update the Clackamas County Comprehensive Plan to reflect the recommendations in The Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan (“Villages Plan”). Amendments will be required to Comprehensive Plan Chapter 5 (Transportation System Plan) and Chapter 10 (Community Plans and Design Plans), under the Mount Hood Community Plan. Proposed Comprehensive Plan modifications include:*

- *Updated project lists and project location maps;*
- *New general active transportation and transportation design policies to support proposed, non-motorized transportation improvements in the Highway 26 corridor;*
- *New policy statements associated with each of the villages addressed in the Villages Plan;*
- *New or modified policies needed to support specific recommended projects; and*
- *New “placemaking” policy section to address land use design features that can slow vehicular travel speeds and increase safety.*

*While all of the design elements identified in the placemaking policies could be implemented through development code requirements, there are a few in particular that lend themselves to being required as a part of development review and approval. These elements include landscape strips, sidewalks, lighting, building set-to lines or setbacks, building entrance orientation, vehicle parking location, and driveway management. The next steps in implementation involve assessing how the existing County Zoning and Development Ordinance addresses these elements. If the ordinance is found to be insufficient, new or modified development requirements will be needed to create the strong pedestrian orientation and sense of place desired in the villages.*

## Proposed Comprehensive Plan Amendments

### Clackamas County Comprehensive Plan Chapter 5 (Transportation System Plan)

The Clackamas County Transportation System Plan (TSP) is Chapter 5 in the County's Comprehensive Plan. The TSP consists of policies, modal plans, and a financing and funding plan, as well as a 20-year Capital Improvement Plan (CIP), figures illustrating the planned transportation system, associated guidelines and standards, and supporting documents.<sup>1</sup>

#### Figures, Maps, and Tables

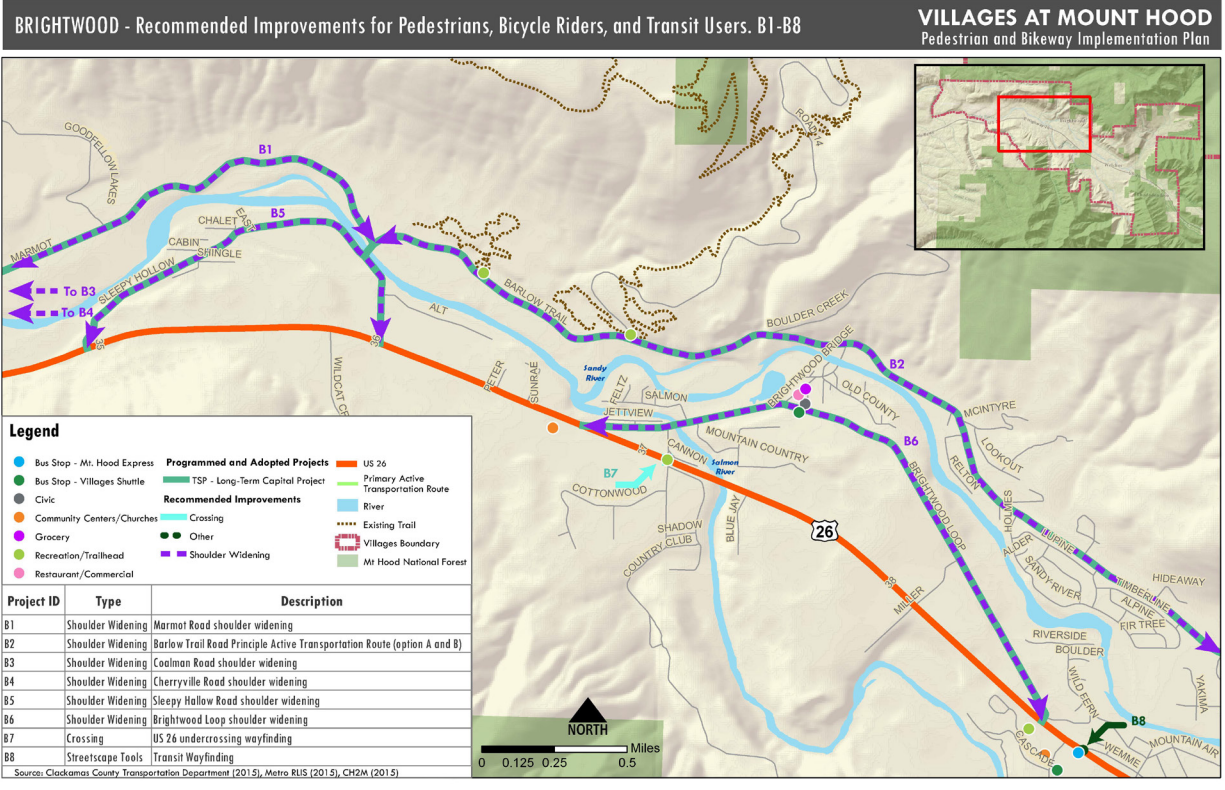
The TSP includes a series of figures, maps, and tables that provide illustrations and lists of planned improvements. Projects recommended in the Villages Plan will be integrated into the TSP by adding them to the existing TSP figures, maps, and tables. (Note: Full or partial lists of the existing TSP figures, maps, and tables are provided below. The names of new figures, maps, and tables are underlined in the following list.)

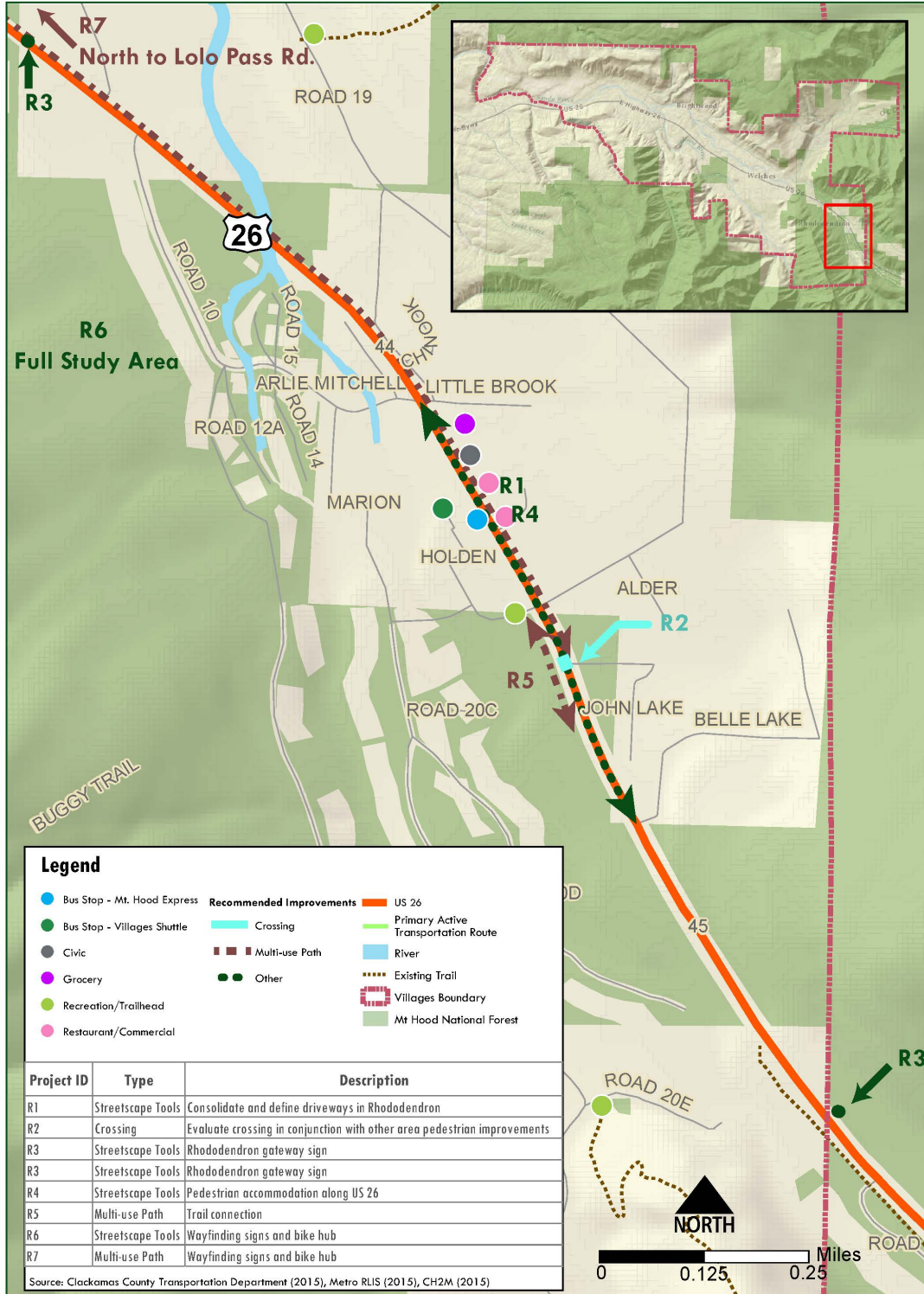
- Figures 5-1 a-f Urban Cross Sections
- Figures 5-2 a-f Rural Cross Sections
- Figure 5-3 Typical Multi-Use Path Cross Section
- Map 5-12b\_Principal Active Transportation Routes Rural
- Map 5-13a Brightwood/Wemme Area Improvements for Pedestrians, Bicycle Riders, and Transit Users (Note: Figure 5 from the Implementation Plan)
- Map 5-13b Welches Area Improvements for Pedestrians, Bicycle Riders, and Transit Users (Note: Figure 11 from the Implementation Plan)
- Map 5-13c Zig Zag/Rhododendron Area Improvements for Pedestrians, Bicycle Riders, and Transit Users (Note: Figure 18 from the Implementation Plan)
- Table 5-3a 20 Year Capital Projects
- Table 5-3b Preferred Projects
- Table 5-3c Long Term Capital Projects
- Table 5-3d Regional Capital Projects
- Table 5-3e The Villages at Mt. Hood Capital Projects: Brightwood/Wemme Area Improvements for Pedestrians, Bicycle Riders, and Transit Users

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<sup>1</sup> Pedestrian and bicycle modal elements were updated by the County's Active Transportation Plan, adopted in June 2015.

- Table 5-3f The Villages at Mt. Hood Capital Projects: Welches Area Improvements for Pedestrians, Bicycle Riders, and Transit Users
- Table 5-3g The Villages at Mt. Hood Capital Projects: Zig Zag/Rhododendron Area Improvements for Pedestrians, Bicycle Riders, and Transit Users







*List of Proposed Project Solutions from the Villages at Mt. Hood Pedestrian  
and Bikeway Implementation Plan*

Project Identification Number	Villages Sub Area	Project Name
<b>Brightwood/ Wemme</b>		
<b>B1</b>	Brightwood/Wemme	Marmot Road Shoulder Widening
<b>B2</b>	Brightwood/Wemme	Barlow Trail Road Principal Active Transportation Route (Option A and B)
<b>B3</b>	Brightwood/Wemme	Coalman Road Shoulder Widening
<b>B4</b>	Brightwood/Wemme	Cherryville Road Shoulder Widening
<b>B5</b>	Brightwood/Wemme	Sleepy Hollow Road Shoulder Widening
<b>B6</b>	Brightwood/Wemme	Brightwood Loop Shoulder Widening
<b>B7</b>	Brightwood/Wemme	US 26 Undercrossing Directional Signs
<b>B8</b>	Brightwood/Wemme	Transit Park and Ride Direction Signage
<b>Welches</b>		
<b>W1N</b>	Welches	Multiuse Path along US 26 (North side)
<b>W1S</b>	Welches	Multiuse Path along US 26 (South side)
<b>W2</b>	Welches	Crossing Improvements on US 26 at Welches Road
<b>W3</b>	Welches	Arrah Wanna Boulevard Crossing of US 26
<b>W4</b>	Welches	Salmon River Road Crossing of US 26
<b>W5</b>	Welches	Arrah Wanna Shoulder Widening
<b>W6</b>	Welches	Welches Road Shoulder Widening and Multiuse Path
<b>W7</b>	Welches	Welches Road at The Resort at the Mountain Crossing Improvements
<b>W8</b>	Welches	Huckleberry Drive Path
<b>W9</b>	Welches	Woodsey Way and Learning Lane Path

<b>W10</b>	Welches	Salmon River Road Shoulder Widening
<b>W11</b>	Welches	Welches Road Park and Ride
<b>W12</b>	Welches	Salmon River Road Park and Ride
<b>W13</b>	Welches	Directional Signs and Bike Hubs
<b>W14</b>	Welches	Lolo Pass Road Paved Shoulders
<b>W15</b>	Welches	Driver Speed Feedback Signs
<b>W16</b>	Welches	Welches Road Crossing at Stage Stop Road
<b>Rhododendron</b>		
<b>R1</b>	Rhododendron	Consolidate and Define Driveways in Rhododendron
<b>R2</b>	Rhododendron	Enhanced Crossing of US 26 in Rhododendron
<b>R3</b>	Rhododendron	Rhododendron Gateway Sign
<b>R4</b>	Rhododendron	Pedestrian Accommodation along US 26 in Rhododendron
<b>R5</b>	Rhododendron	Bicycle Facility for Trail Connection
<b>R6</b>	Rhododendron	Directional Signage and Bike Hub in Rhododendron
<b>R7</b>	Rhododendron	Multiuse Path between Lolo Pass Road and Rhododendron

**Policies**

The Comprehensive Plan policies help implement TSP recommendations, as well as provide support and guidance for future land use decisions that impact the transportation system. The Comprehensive Plan contains general policies regarding land use and transportation, active transportation, roadways, transit, other modes, and funding. The draft proposed language presented below reflects the active transportation focus of the Villages Plan.

New Comprehensive Plan policies are proposed under 5.J. General Active Transportation Policies and 5.K. Design Policies that support plan recommendations to accommodate bicyclists and pedestrians. The new rural policies reflect active transportation needs along high-speed and high-volume corridors, such as Highway 26. Proposed amendments are in an “adoption-ready” format; language proposed for addition is underlined and language proposed for deletion is ~~struck through~~.

<b>5.J.</b>	<b>General Active Transportation Policies</b>
5.J.1	Coordinate the implementation of pedestrian facilities and bikeways with neighboring jurisdictions and jurisdictions within the county.
5.J.2	Ensure an opportunity for a diverse and representative citizen involvement in the county pedestrian and bicycle planning process by sponsoring the Clackamas County Pedestrian

and Bikeway Advisory Committee (CCPBAC) as a forum for public input. Recruit representatives of transportation disadvantaged populations as part of this process.

- 5.J.3 Monitor and update the Clackamas County Pedestrian Master Plan, Bicycle Master Plan, and Active Transportation Plan through data collection and evaluation, and review activities necessary to maintain and expand the programs established in these plans.
- 5.J.4 Support bicycle, pedestrian and transit projects that serve the needs of transportation disadvantaged populations.
- 5.J.5 Coordinate with pedestrian, bicycle, and trail master plans, and with special transportation plans of the County, Oregon Department of Transportation, the United States Forest Service, Metro, and parks providers to achieve safe and convenient off-road, multi-use path and trail systems connecting to on-road pedestrian facilities and the bikeway networks.
- 5.J.6 Support the continuation of the “Bikes on Transit” program on all public transit routes.
- 5.J.7 Inform property owners of their responsibilities for the maintenance of sidewalks and pedestrian pathways.
- 5.J.8 ~~Identify~~ Designate and post signage on low traffic volume streets that are appropriate for ~~signing~~ as bicycle routes in order to enhance safety and connectivity and to supplement the system of bikeways found on the major street system.
- 5.J.9 **Rural** Improve bikeways, pedestrian facilities, and crossings on major streets in order to provide a connected and safe system in rural communities where major streets are a significant part of the transportation system.
- 5.J.10 **Rural** Develop a connected and multimodal local and County transportation system to reduce reliance on state highways for local trips.
- 5.J.911 **Rural** Support bicycle and pedestrian projects that improve access to public transit stops and provide connections to significant local destinations.

#### **5.K. Design Policies**

- 5.K.1 Require bikeways and pedestrian facilities for all new roadway construction or substantial reconstruction, allowing for flexibility to accommodate characteristics of terrain, scenic qualities, existing development, and environmental constraints.
- 5.K.2 Design and implement innovative bicycle and pedestrian facilities that improve the convenience and safety of these facilities. Use facility types described in the Active

	Transportation Plan as a reference.
5.K.3	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.4</u>	<b>Rural</b> <u>Support the development of bikeways and pedestrian facilities, including multi-use paths, on major streets in order to provide a connected and safe system in rural communities where major streets constitute a significant part of the transportation system.</u>
<u>5.K.5</u>	<b>Rural</b> <u>Support connected and complete pedestrian and bicycle facilities on the County and local transportation system to reduce reliance on state highways.</u>
<u>5.K.6</u>	<b>Rural</b> <u>Support measures that complement and promote the active transportation system such as wayfinding signs and bike “hubs” that provide amenities such as secure and sheltered parking, seating, and tools.</u>
5.K.47	<b>Urban</b> Identify pedestrian facilities and bikeway improvements necessary to ensure direct and continuous networks of pedestrian facilities and bikeways on the county road system.
5.K.58	<b>Urban</b> Identify locations where bicycle and pedestrian access is blocked by rivers and other natural barriers and encourage the creation of bicycle and pedestrian facilities to extend across these barriers.
5.K.69	<b>Urban</b> Review development plans to ensure that they provide bicycle and pedestrian access.
5.K.710	<b>Urban</b> Create a networked system of pedestrian facilities and bikeways connecting cities, neighborhoods, commercial areas, community centers, schools, recreational facilities, employment centers, other major destinations, regional and city bikeways and pedestrian facilities, and other transportation modes. Utilize separate accessways for pedestrian facilities and bikeways where street connections are impractical or unavailable.

**Clackamas County Comprehensive Plan Chapter 10 (Community Plans and Design Plans)**

**Maps and Tables**

Chapter 10 is proposed to be amended to include project lists and project maps from the Villages Plan. The following changes are recommended for the Mount Hood Community Plan. (Note: Full or partial lists of the existing maps and tables are provided below. New maps and tables are indicated by underlining.)

[...]

- Map 10-MH-06 Government Camp Village Plan Recreation Trails and Facilities
- Map 10-MH-07 Brightwood/Wemme Area Improvements for Pedestrians, Bicycle Riders, and Transit Users (Note: Figure 5 from the Implementation Plan)
- Map 10-MH-08 Welches Area Improvements for Pedestrians, Bicycle Riders, and Transit Users (Note: Figure 12 from the Implementation Plan)
- Map 10-MH-09 Zig Zag/Rhododendron Area Improvements for Pedestrians, Bicycle Riders, and Transit Users (Note: Figure 21 from the Implementation Plan)

In addition, Tables 10-01 through 10-03 will be added to provide projects lists for each of the village areas.

**Table 10-01 Brightwood/Wemme Area Improvements for Pedestrians, Bicycle Riders, and Transit Users**

<b>Project Identification Number</b>	<b>Villages Sub Area</b>	<b>Project Name</b>
<b>Brightwood/ Wemme</b>		
<b>B1</b>	Brightwood/Wemme	Marmot Road Shoulder Widening
<b>B2</b>	Brightwood/Wemme	Barlow Trail Road Principal Active Transportation Route (Option A and B)
<b>B3</b>	Brightwood/Wemme	Coalman Road Shoulder Widening
<b>B4</b>	Brightwood/Wemme	Cherryville Road Shoulder Widening
<b>B5</b>	Brightwood/Wemme	Sleepy Hollow Road Shoulder Widening
<b>B6</b>	Brightwood/Wemme	Brightwood Loop Shoulder Widening
<b>B7</b>	Brightwood/Wemme	US 26 Undercrossing Directional Signs
<b>B8</b>	Brightwood/Wemme	Transit Park and Ride Direction Signage

**Table 10-02 Welches Area Improvements for Pedestrians, Bicycle Riders, and Transit Users**

<b>Project Identification Number</b>	<b>Villages Sub Area</b>	<b>Project Name</b>
<b>Welches</b>		
<b>W1N</b>	Welches	Multiuse Path along US 26 (North side)

<b>W1S</b>	Welches	Multiuse Path along US 26 (South side)
<b>W2</b>	Welches	Crossing Improvements on US 26 at Welches Road
<b>W3</b>	Welches	Arrah Wanna Boulevard Crossing of US 26
<b>W4</b>	Welches	Salmon River Road Crossing of US 26
<b>W5</b>	Welches	Arrah Wanna Shoulder Widening
<b>W6</b>	Welches	Welches Road Shoulder Widening and Multiuse Path
<b>W7</b>	Welches	Welches Road at The Resort at the Mountain Crossing Improvements
<b>W8</b>	Welches	Huckleberry Drive Path
<b>W9</b>	Welches	Woodsey Way and Learning Lane Path
<b>W10</b>	Welches	Salmon River Road Shoulder Widening
<b>W11</b>	Welches	Welches Road Park and Ride
<b>W12</b>	Welches	Salmon River Road Park and Ride
<b>W13</b>	Welches	Directional Signs and Bike Hubs
<b>W14</b>	Welches	Lolo Pass Road Paved Shoulders
<b>W15</b>	Welches	Driver Speed Feedback Signs
<b>W16</b>	Welches	Welches Road Crossing at Stage Stop Road

**Table 10-03 Zig Zag/Rhododendron Area Improvements for Pedestrians, Bicycle Riders, and Transit Users**

<b>Project Identification Number</b>	<b>Villages Sub Area</b>	<b>Project Name</b>
<b>Rhododendron</b>		
<b>R1</b>	Rhododendron	Consolidate and Define Driveways in Rhododendron
<b>R2</b>	Rhododendron	Enhanced Crossing of US 26 in Rhododendron
<b>R3</b>	Rhododendron	Rhododendron Gateway Sign
<b>R4</b>	Rhododendron	Pedestrian Accommodation along US 26 in Rhododendron
<b>R5</b>	Rhododendron	Bicycle Facility for Trail Connection
<b>R6</b>	Rhododendron	Directional Signage and Bike Hub in Rhododendron

R7	Rhododendron	Multiuse Path between Lolo Pass Road and Rhododendron
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**Policies**

Policies in the Mt. Hood Community Plan, found in Comprehensive Plan Chapter 10, will need to be updated to reflect the Villages Plan. In particular, new and modified policy statements have been prepared for the Land Use and Transportation sections of the Community Plan. The desire for safer highway crossings prompted many of the recommendations in the Villages Plan; reducing motorist speeds will make safe highway crossings feasible in the future. Because the roadway design will not induce slower speeds, the County intends to pursue placemaking measures in the villages.

“Placemaking” in this context refers to design elements that are intended to provide drivers with visual cues that they are entering and passing through a special place, one in which they should expect to see pedestrians, thereby encouraging slower speeds and improving safety.

Policy language proposed below includes a new section entitled Placemaking, as well as new policy related to placemaking in the Commercial section.

Language presented in the Land Use section below is grouped by village, and it is proposed that the villages be organized consistent with the Villages Plan. The proposed language builds upon transportation-related language already in this section. Proposed amendments are in an “adoption-ready” format; language proposed for addition is underlined and language proposed for deletion is ~~struck through~~.

<b>LAND USE</b>	
<p>In the Mt. Hood area, the Forest, Agriculture, Rural, Rural Commercial, Urban Low Density Residential, Community Commercial, and Open Space land use plan designations are applicable. Additionally, the Mountain Recreation designation may be applied. All land designated Urban in the Mt. Hood area is Immediate Urban. The <del>three</del>-village districts of Government Camp, <u>Rhododendron/Zig Zag</u>, and <u>Brightwood/Wemme</u>, <del>and</del> <u>Welches</u> are recognized for their separate character and individual environment.</p>	
<b>VILLAGES</b>	
<b>1.0</b>	<b>Government Camp</b>
1.1	The Government Camp Village is identified as an Urban Unincorporated Community in compliance with Chapter 660, Division 22 of the Oregon Administrative Rules (OARs).
1.2	Provide for a high intensity development character.
1.3	Development of US Forest Service lands may occur only if it complies with the US Forest Service regulations. Upon completion of a land transfer to private ownership, development of these lands may occur only if it complies with the provisions of this

Plan.

- 1.4 Provide for pedestrian circulation and access within the business center.
- 1.5 Require new commercial or residential development of more than three units to provide a plan for snow removal and stockpiling.
- 1.6 Require one on-site parking space for each single-family residence developed on a lot of record existing prior to the adoption of this provision.
- 1.7 Require all new residential development of more than three units to provide covered parking.

## **2.0 Rhododendron/Zig Zag**

- 2.1 Provide for a development character of low intensity.
- 2.2 Where determined to be needed, encourage development of crosswalks, enhanced with rapid flashing beacons or other safety measures and/or signals, or a pedestrian overpass or underpass to facilitate movement across Highway 26.
- 2.3 Support development and installation of gateway signs that clearly identify the entrance of the village.
- 2.4 Define and consolidate driveways to clearly indicate access locations, reduce points of conflict, and improve safety.
- 2.5 Support development of a multi-use path adjacent to Highway 26 between Rhododendron and Zig Zag, including the provision of path lighting.
- 2.6 Build upon existing uses, such as existing trails, by providing improved and multimodal connections to them.
- 2.7 Support widening roadway shoulders in order to accommodate multimodal travel and in cases when a multi-use pathway adjacent to the roadway is not feasible or determined to be needed.
- 2.8 Provide wayfinding signs and “bike hubs” – areas of secure and sheltered parking, benches, bike tools, and/or other amenities – to maximize investment in existing and new transportation facilities that accommodate multimodal travel.

## **3.0 ~~Wemme~~/Welches**

- ~~3.03.1~~ Provide for a development character of medium intensity.
- ~~3.13.2~~ Orient new non-residential development ~~away from to~~ Highway 26, ~~which is designated a scenic highway~~ in order to facilitate pedestrian connections, create a sense of place,



and encourage slower traffic speeds.

3.3 Support development and installation of gateway signs that clearly identify the entrance of the village.

3.23.4 Encourage development of recreational-resort facilities to provide accommodations for the users of the area's recreational amenities.

3.33.5 Encourage development and funding of a shuttle bus system to provide access to the ski areas.

3.6 Support development of a multi-use path adjacent to Highway 26, including path lighting.

3.7 Enhance existing crossings of Highway 26 and support new crossings, where determined to be needed, to improve safety and accessibility between uses on the north and south sides of the highway.

3.8 Support widening roadway shoulders in order to accommodate multimodal travel.

3.9 Extend local roadways to improve the connectivity of the local roadway network and provide benefits like safe routes to schools.

3.10 Implement treatments to make efficient use of limited roadway right-of-way, such as advisory bicycle lanes, where it is determined that traffic volumes and other roadway characteristics are appropriate for the treatment.

3.11 Provide wayfinding signs and “bike hubs” – areas of secure and sheltered parking, benches, bike tools, and/or other amenities – to maximize investment in existing and new transportation facilities that accommodate multimodal travel.

3.12 Enhance existing and planned transit facilities and services by providing supportive facilities and features such as park-and-ride facilities and wayfinding signs.

#### **4.0 Brightwood/Wemme**

4.1 Provide for a development character of low to medium intensity.

4.2 Orient new non-residential development to Highway 26 to facilitate pedestrian connections, create a sense of place, and encourage slower traffic speeds.

4.3 Support development and installation of gateway signs that clearly identify the entrance of the village.

4.4 Encourage development of recreational-resort facilities to provide accommodations for the users of the area's recreational amenities.

- 4.5 Encourage development and funding of a shuttle bus system to provide access to the ski areas.
- 4.6 Enhance existing crossings of Highway 26 and support new crossings, where determined to be needed, to improve safety and accessibility between uses on the north and south sides of the highway.
- 4.7 Build upon existing transportation facilities, such as existing trails, by providing improved and multimodal connections to them.
- 4.8 Where determined to be needed, support widening roadway shoulders or construction of a multi-use path adjacent to the roadway, in order to accommodate multimodal travel.
- 4.9 Provide wayfinding signs, including signs to an existing underpass and existing transit stops, to encourage use and maximize investment in existing and new transportation facilities that accommodate multimodal travel.
- 4.10 Enhance existing and planned transit facilities and services by providing supportive facilities and features such as park-and-ride areas and wayfinding signs.

New policy proposed under the Commercial section addresses placemaking design characteristics intended to make long-term crossing improvements feasible.

- COMMERCIAL**
- 1.0 The Community Commercial land use plan designation may be applied in the Mt. Hood urban area, according to the criteria for designation stated in Chapter 4, *Land Use*.
  - 1.1 Implement the Community Commercial designation by application of only the Rural Tourist Commercial (RTC) zoning district.
  - 1.2 Apply the density standards of Policy 5.2 of the Residential section to resort accommodations in Community Commercial areas.
  - 2.0 The Rural Commercial land use plan designation may be applied outside of the Mt. Hood urban area, according to the criteria for designation stated in Chapter 4.
  - 3.0 The Neighborhood Commercial zone shall not be applied in the Mt. Hood area.
  - 4.0 Implement dimensional and development standards to address compatibility, function, and aesthetics.
  - 5.0 Develop, adopt, and implement design elements for commercial development adjacent to Highway 26 in order to provide pedestrian access, make local businesses attractive, encourage travelers

to stop and visit local businesses, and improve pedestrian safety.

Language proposed in the Transportation section addresses the types of improvements recommended in the plan.

## TRANSPORTATION

The development of roads and pedestrian and bicycle facilities shall be in accordance with the following policies.

- 1.0 Encourage intersection improvements at the following intersections with Highway 26:
  - A. East Brightwood Loop
  - B. East Lolo Pass Road
  - C. East Welches Road
  - D. Highway 35
  - E. Entrance to Multorpor Ski Bowl facilities
  - F. Government Camp Loop
- 2.0 Provide local roadway network connectivity to reduce demand on Highway 26 and provide local benefits such as safe routes to schools.
- 3.0 Encourage development of a loop road south of Highway 26 in Government Camp. The loop would complete access from the west to the east side of Government Camp, and would improve access to the Multorpor/Ski Bowl facilities. Interchanges should be developed at the intersections with Highway 26.
- 4.0 Cooperate with the Oregon Department of Transportation (ODOT) to maintain a reasonable level of service and safety on Highway 26, in the Mt. Hood Corridor.
  - 4.1 Limit access to Highway 26, and encourage shared access where access to Highway 26 is necessary. Focus access management strategies on areas where access points are not defined and where driveways can be consolidated with new development or redevelopment.
  - 4.2 Encourage redesign of older platted areas along Highway 26, to reduce the number of access points.
  - 4.3 Encourage the development of alternatives to automobile transportation to ski facilities, to reduce parking needs at ski areas and to reduce congestion on Highway 26.

Individual developers and existing resort facilities should be encouraged to provide shuttle systems or other facilities such as an aerial tram between Government Camp and Timberline Lodge.

- 4.4 Coordinate with the community and ODOT to refine the design and location of safe and convenient pedestrian and bicycle crossings across Highway 26, as identified in the TSP. For cost-effectiveness and safety, primary consideration shall be given to at-grade crossings that include enhanced safety features such as rapid flashing beacons.
- 5.0 Cooperate with ODOT to provide a rest area and information center between Sleepy Hollow and Zigzag.
- 6.0 Encourage development of a community-wide network of pedestrian trails.
  - 6.1 Ensure continued public access to recreation trails shown on Map ~~10~~-MH-506 and located within the Government Camp Urban Unincorporated Community boundary. Provisions may be made through appropriate legal documents, and may include requirements such as retaining conservation easements on these lands.
  - 6.2 Encourage the efficient connection of Forest Service trails located outside the Government Camp Urban Unincorporated Community Boundary to trail systems located within the boundary, to provide an integrated network of walkways-pedestrian facilities, bikeways, and trails.
  - 6.3 Support connections to Forest Service and Bureau of Land Management trails in and adjacent to Mt. Hood Villages, as part of the integrated network of pedestrian and bicycle facilities in each village, as applicable.
- 7.0 As an alternative to sidewalks and bike lanes, provide multimodal facilities roadways through shoulder widening or multi-use paths, consistent with the TSP.
  - 7.1 Where multi-use paths have been identified as a long-term recommended solution, implement shoulder widening as an interim measure.
  - 7.2 Provide lighting and other measures to increase the safety of multi-use paths.
  - 7.3 Evaluate the feasibility of siting multi-use paths in river corridors.
- 8.0 Implement treatments that efficiently use roadway right-of-way and accommodate multimodal travel. Where roadway right-of-way is limited, employ innovative treatments, such as advisory bike lanes, as appropriate for these situations.
- 9.0 Provide or support measures such as park-and-ride lots and wayfinding signs that maximize investments in existing and new transportation facilities that accommodate multimodal travel.
- 10.0 Use speed monitors in targeted locations to aid in speed limit enforcement, encourage slower speeds, and improve safety.

The new proposed Placemaking policy section addresses the relationship between the built environment, its attractiveness and accessibility, and speeds that drivers perceive to be appropriate traveling through the area. The relationship is addressed, in particular, through design elements, the implementation of which is the responsibility of a variety of parties, including the County, ODOT, developers, land and business owners, and business promotion organizations. Where private development is assumed to provide improvements, the County will need to assess the effectiveness of current development requirements to achieve these placemaking elements and consider modifications to the County Zoning and Development Ordinance accordingly. It is recommended that this new section be located between the Transportation and Planning Process sections in the Mt. Hood Community Plan.

## **PLACEMAKING**

1.0 In the villages of Rhododendron/Zig Zag, Welches, and Brightwood/Wemme, the County shall support incorporation of placemaking elements adjacent to Highway 26. Implementation of design elements in this section will provide drivers with visual cues that they are entering and passing through communities where they should expect to see activity and, most importantly, pedestrians and cyclists. Implementation is expected to happen over time. Specific elements may be required at the time of development or redevelopment of properties adjacent to Highway 26 or modifications to the roadway itself, and may be the responsibility of one or more parties, including the County, ODOT, developers, land and business owners, and business organizations. Placemaking in the villages is expected to consist of the following design elements to encourage slower speeds and improve safety.

1.1 Gateways – Gateway treatments are recommended on the east and west end of Rhododendron on Highway 26 as well as generally for Welches and Brightwood/Wemme. Especially in combination with crossing treatments, access management, or other measures, gateways are an effective means to alert drivers and encourage them to slow down as they enter a developed place with commercial uses and pedestrian and bicycle traffic. Gateways in the villages may be implemented by a combination of developers, ODOT, Clackamas County, and other parties such as business promotion organizations.

1.2 Landscape strips – Landscape strips provide a buffer between the roadway and adjacent pedestrian facilities and properties. They can make the frontage of a property more attractive as well as increase the separation and safety of pedestrians traveling along the highway. Landscape strips may be required of a developer at the time of new development or redevelopment, pursuant to applicable roadway design standards or as part of a comprehensive County and/or ODOT project, where funding has been secured.

1.3 Sidewalks – Sidewalks are more feasible in the denser commercial centers of the villages. They are a familiar form of pedestrian facility that clearly signals where to walk and where to expect pedestrians. Like landscape strips, they may be provided by a

developer at the time of new development or redevelopment, pursuant to applicable roadway design standards or as part of a County and/or ODOT project. Exceptions to requiring sidewalks may be allowed if a multi-use path is provided instead.

1.4 Lighting – Like other design elements, lighting serves both a safety and aesthetic purpose in placemaking. Lighting includes fixtures that illuminate sidewalks, crossings, or other pedestrian and multi-use facilities. Lighting may be implemented through a combination of private development improvements public funding, and other funding sources, such as business promotion organizations and grants.

1.5 Building set-to lines and setbacks – Buildings set on or close to the property line provide a sense of enclosure along the roadway. Building set-to lines or maximum setbacks can ensure that this illusion is created, over time and with development and redevelopment, in the village commercial centers adjacent to Highway 26. The County will consider adopting new development requirements related to building set-to lines, including allowances for increasing the maximum setback where desired pedestrian amenities such as a plaza or public seating are provided.

1.6 Building entrance orientation – The County will encourage building entrances to be oriented toward Highway 26 in order to provide clear, direct connections between the building and pedestrian and bicycle facilities associated with the highway. The County will consider adopting building entrance orientation requirements that would apply to new development or significant redevelopment.

1.7 Vehicle parking – Parking will be encouraged to be located to the side or rear of buildings. This provides greater accessibility and attractiveness to pedestrians moving between the building and the right-of-way. The County will consider adopted development requirements related to parking location that would apply to new development or significant redevelopment.

1.8 Unifying design elements (banners, planters, etc.) – These design elements, typically some of the easier and more cost-effective design elements to implement, can be an important part of creating a visual theme for the villages. The type and design of unified design elements should be decided upon through an open, public process prior to implementation. These elements would most likely be implemented by a group of land owners, business owners, and/or business promotion organizations.

1.9 Access management – Clearly defining and/or consolidating access points creates clear and more limited areas of potential conflict between transportation system users. This design element signals developed areas and can be related to implementation of sidewalks and landscape strips, which may be used as ways to help define driveways. The County will require that access management be implemented at the time of new development or redevelopment, pursuant to access management strategies established

in adopted State and County plans.