

---

Wednesday, March 15, 2023  
12:00 PM – 1:30 PM

**Meeting Link:**

<https://clackamascounty.zoom.us/j/84523116174?pwd=bE5TaURMbVgyb3dtcEt5dTVtRTU1dz09>

---

**Agenda**

- **I-205 Environmental Assessment Mitigation Analysis and Proposals (ODOT Staff)**
  - Intersection analysis
  - Proposed mitigations
  
- **Scope C4 Comment Letter on the I-205 Environmental Assessment (Co-Chairs Savas and Marl)**
  - Committee discussion and direction to C4 staff
  - Scope and themes for the draft C4 comment letter on the I-205 EA for the April 6 C4 meeting
  
- **Attachments:**
  - Mitigation Analysis and Proposals Presentation (ODOT)
  - Clackamas County Toll Committees and Workgroups Roster (ODOT)
  - Topics List for C4 I-205 EA Comment Letter Discussion (Clackamas County Staff)

# I-205 Toll Project

Diversion Subcommittee  
March 15, 2023

**Presenters:**

Mandy Putney (she/her)

Nicole McDermott (she/her)

# Agenda

1. Intersection analysis results
  - 2027 and 2045
2. Mitigation proposals by area
  - Oregon City
  - Gladstone
  - Lake Oswego
  - West Linn
  - Tualatin
  - Stafford Rd & Borland Rd
  - Canby
3. Mitigation next steps
4. Discussion / Q&A

# Intersection Analysis 2027



No project impacts

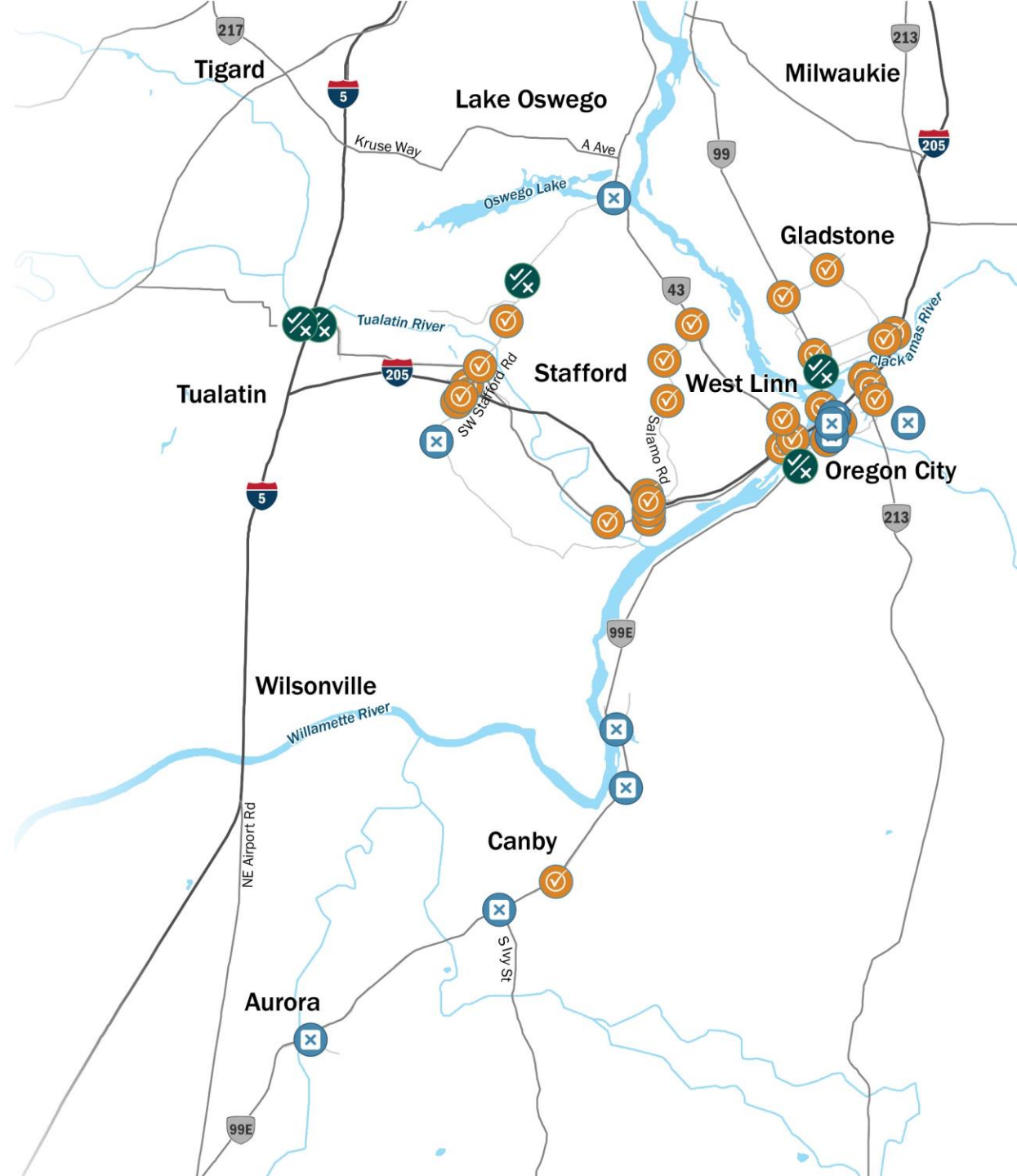
## 2027 Impacts Requiring Mitigation



Project worsens already failing intersections



Project leads to impacts



# Intersection Analysis 2045



No project impacts

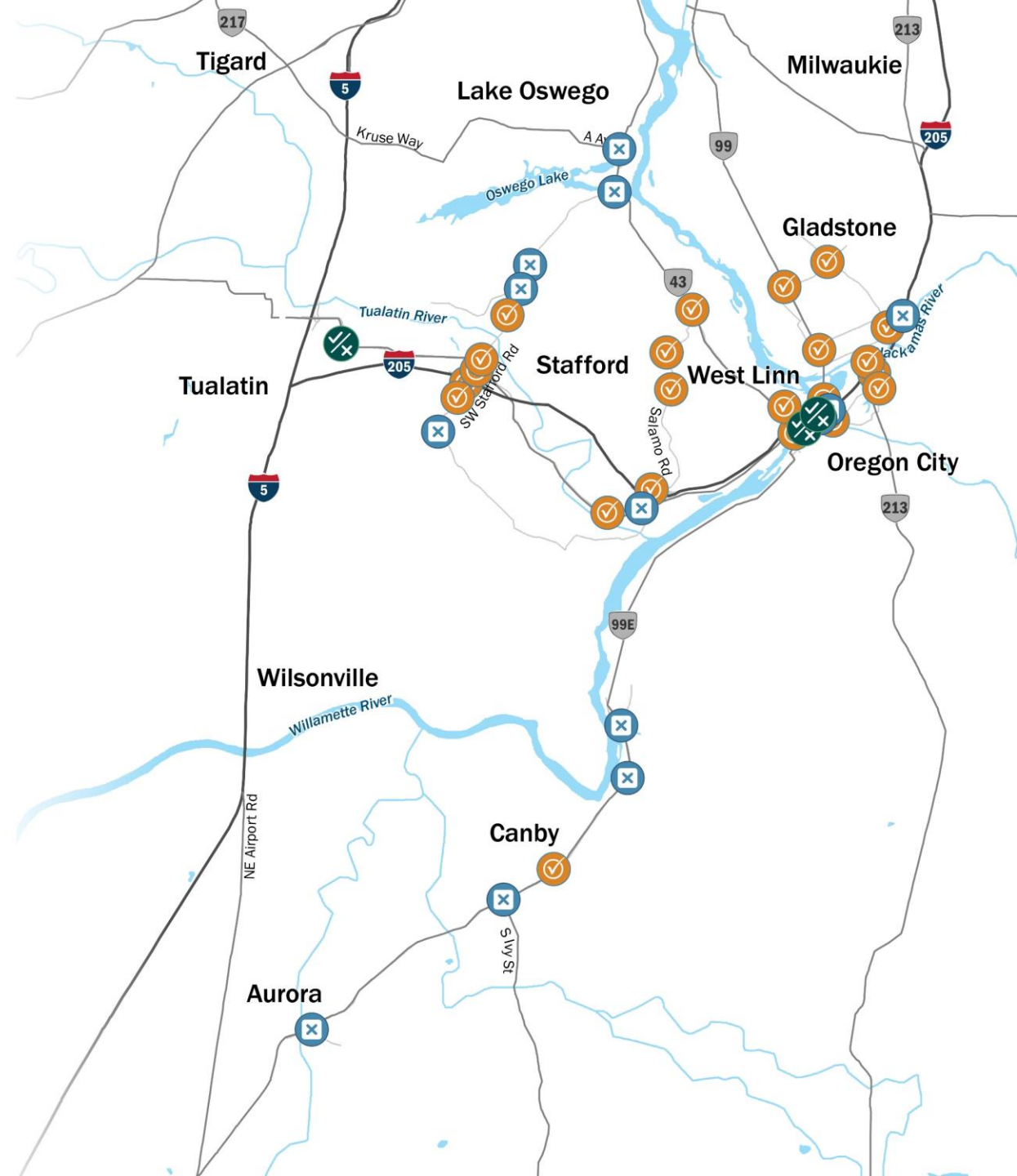
## 2045 Impacts Requiring Mitigation



Project worsens already failing intersections



Project leads to impacts



# Mitigation Proposals



# OR 99E OREGON CITY

 **Ramp Meter Transit Bypass Lane:** SB on-ramp

 **Convert to One-way:** 15th St from Main St to OR 99E

 **Sidewalk Widening:** OR 99E SB between 10th St and Main St

 **Safety Improvements**

 **Proposed New Traffic Signal**  
*(pending signal warrant)*

 **Transit Signal Priority**  
*(pending agreement on technology)*

 **Queue Bypass and Advance Green Signal for Transit**

 **Bike/Ped Improvements:** improve access from bike lane to sidewalk across Clackamas River Bridge

 **Intersection Improvements**

**OR 99E/I-205 NB Ramps**

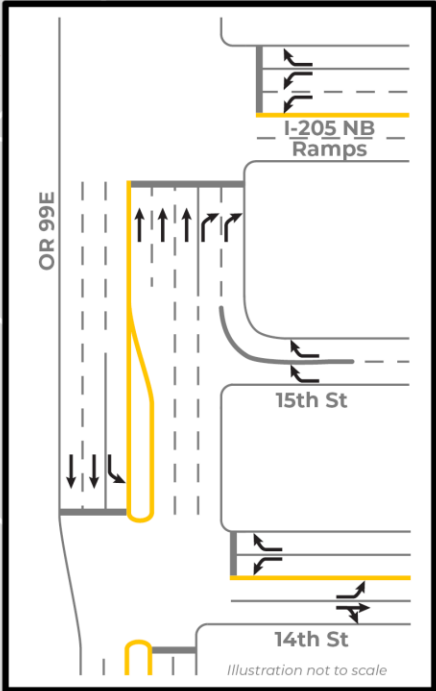
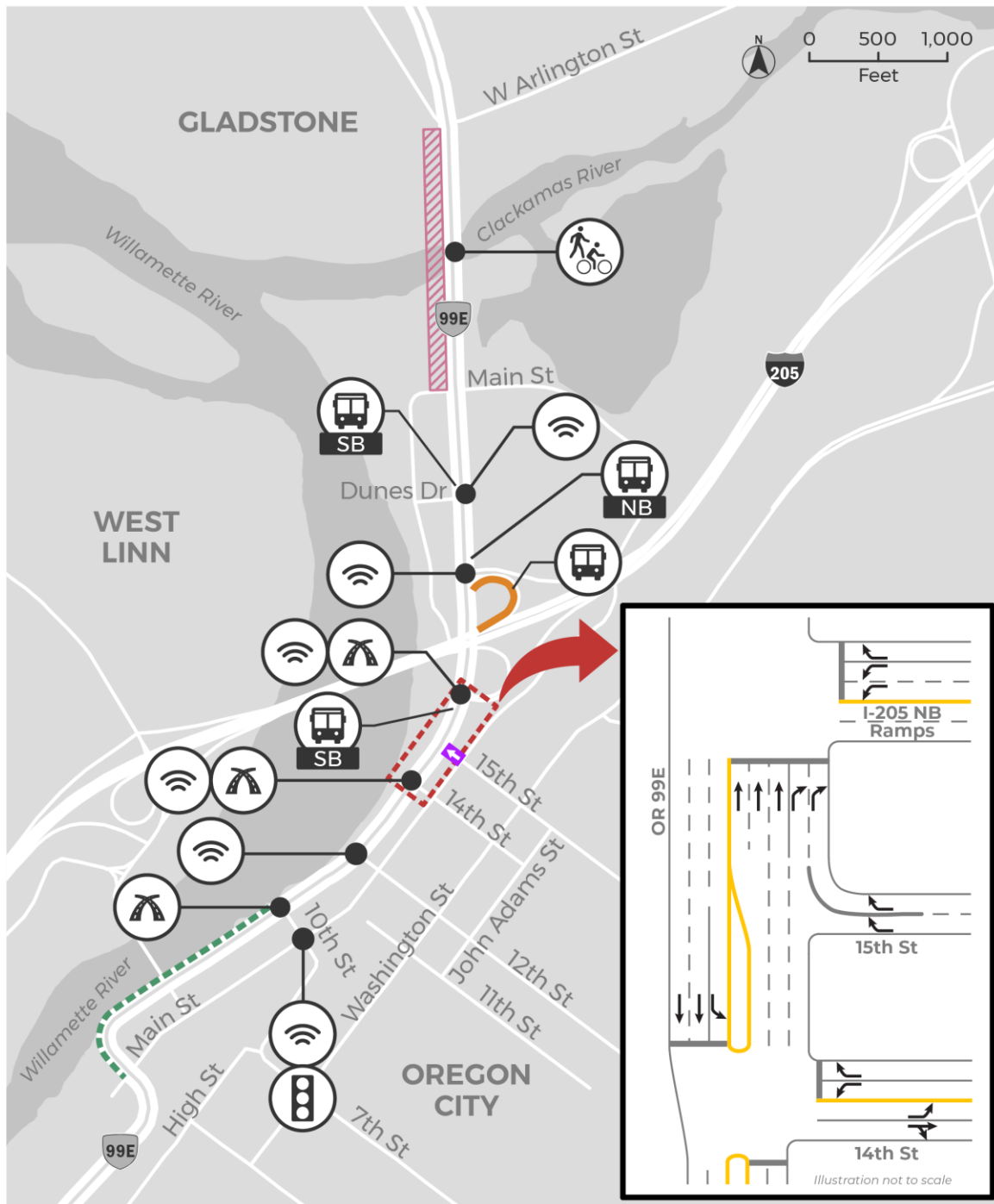
- Add Second left-turn lane to off-ramp
- Add second SB left-turn lane to on-ramp
- Add second NB right-turn lane to on-ramp
- Widen on-ramp to 2 receiving lanes, which taper down to 1

**OR 99E/14th St**

- Prohibit WB left-turns
- Begin 3rd NB lane on OR 99E

**OR 99E/10th St**

- Extend SB left-turn lane to 12th St



 **TRAFFIC OPERATIONS**  
Year 2027 travel time reduction between Dunes Dr and 10th St\*

SB (AM/PM) **10%/50%**  
NB (AM/PM) **90%/50%**

 **TRANSIT OPERATIONS**  
Year 2027 travel time reduction between Dunes Dr and 10th St\*

SB (AM/PM) **40%/70%**  
NB (AM/PM) **90%/60%**

 **WIDEN SIDEWALK ALONG OR 99E SB**  
Improves pedestrian safety & mobility; improves transit access

 **SAFETY**  
Predicted crashes along corridor in 2027 reduced by **3%** for fatal/severe, and **no change** for pedestrian/bicycle crashes

\*Times reflect Mitigated Build minus No Build

# OR 99E GLADSTONE

## Safety Improvements

## Transit Signal Priority *(pending agreement on technology)*

## Bike/Ped Improvements

- Improve access from bike lane to sidewalk across Clackamas River Bridge
- at OR 99E and W Arlington St
- Add protected pedestrian crossing

## Intersection Improvements: at OR 99E and W Arlington St *(in ODOT STIP and to be completed by others)*

- Reconfigure the east leg approach to include a separate left-turn lane with protected phasing and a shared through-right-turn lane and reconfigure the west leg to be one-way eastbound right-turn only

## ACTIVE TRANSPORTATION

Improves pedestrian and bicycle safety & mobility; supports safe routes to school; improves transit access

## SAFETY


Predicted crashes along corridor in 2027 reduced by **13%** for fatal/severe, and **21%** for pedestrian/bicycle crashes



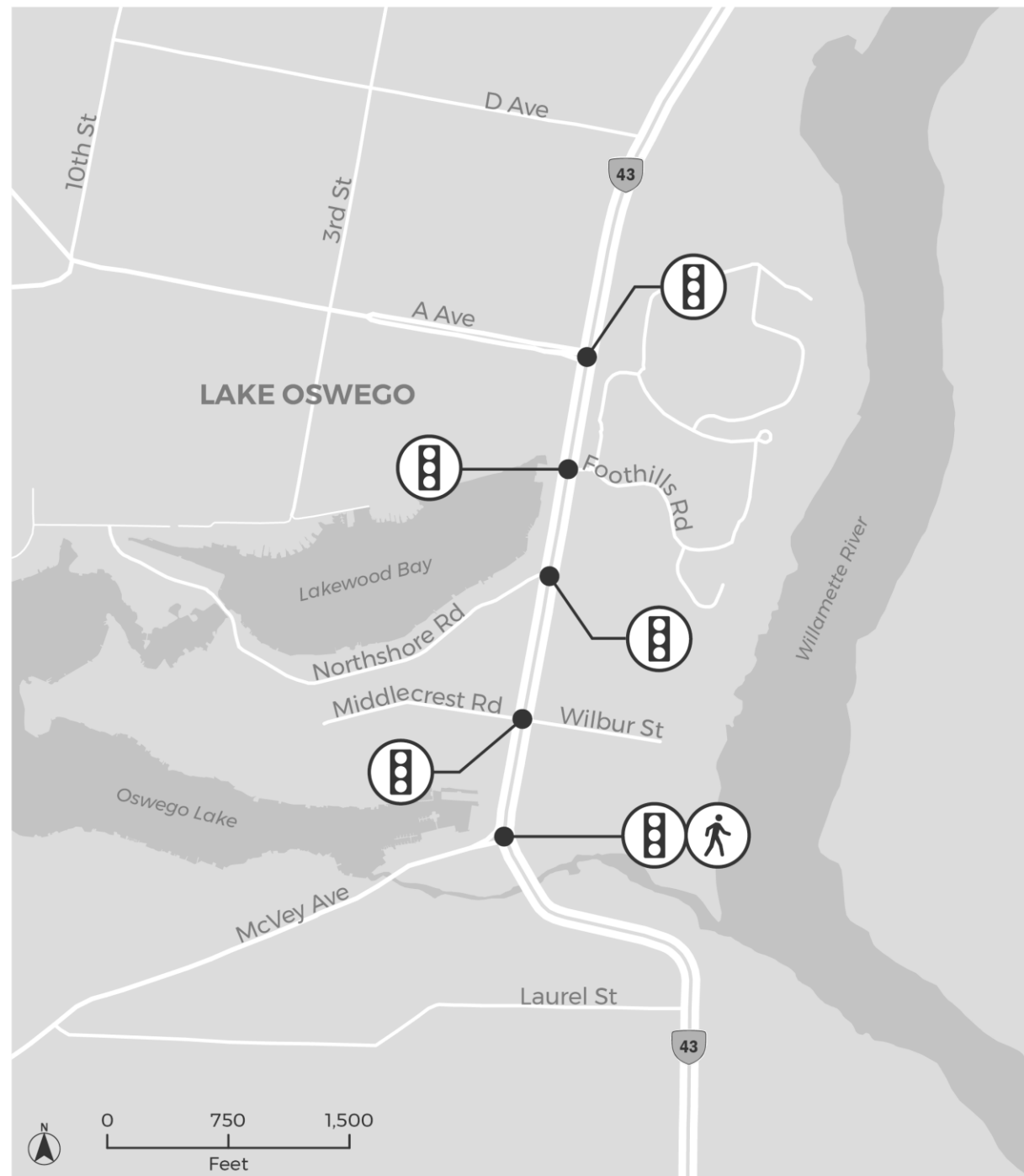


# OR 43 LAKE OSWEGO

 Signal Coordination/Adaptive Signal Control

 Ped Improvements: at OR 43 and McVey Ave

- Improved ped crossings
- Leading pedestrian interval (LPI)
- Enhance signing for motorist awareness of pedestrian crossing of SB free right turn and add pedestrian signal



## ACTIVE TRANSPORTATION

Improves pedestrian safety & mobility



## SAFETY

Predicted crashes along corridor in 2027 reduced by **17%** for fatal/severe and pedestrian/bicycle crashes

# WEST LINN



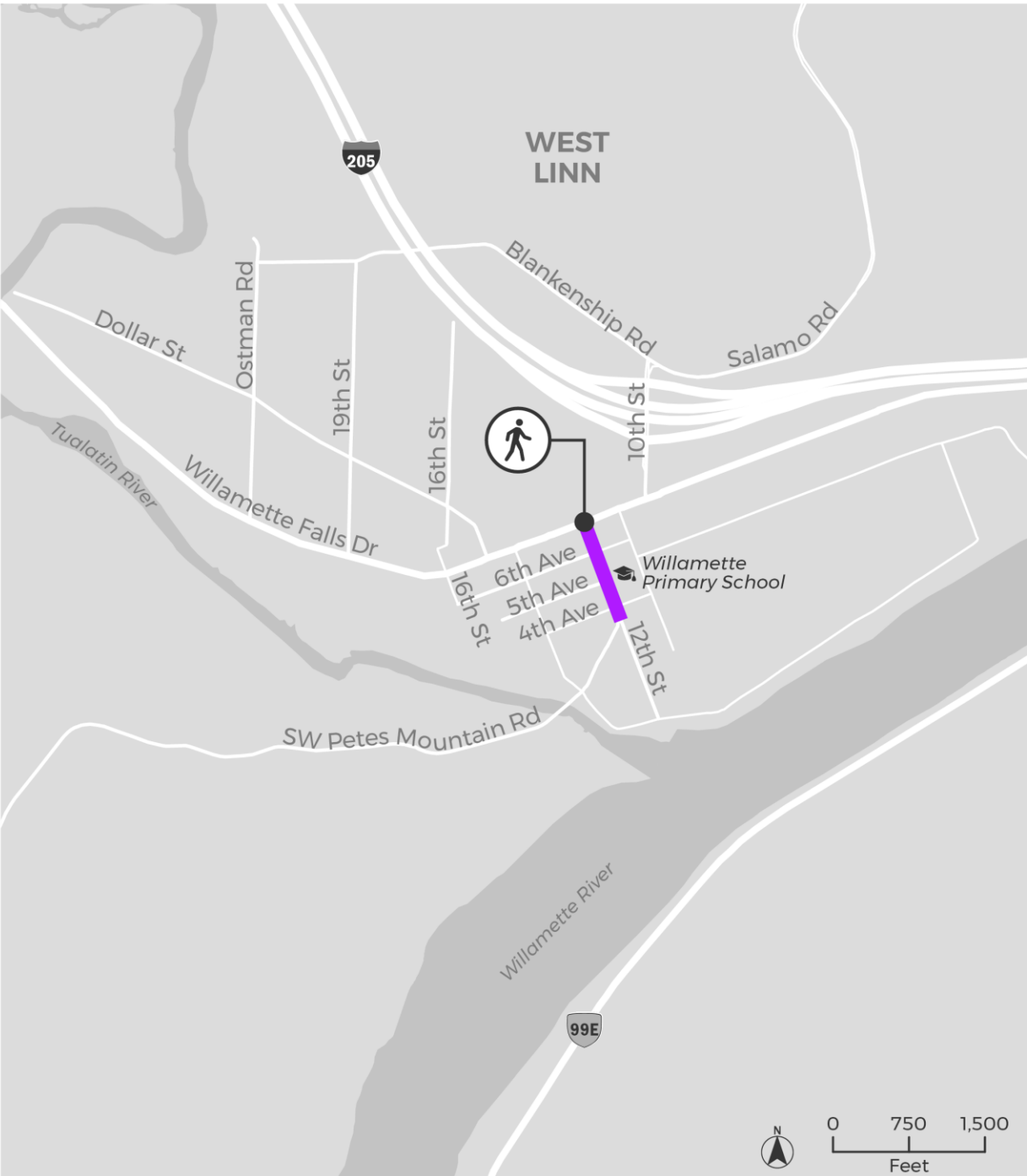
## **Ped Improvements:** at Willamette Falls Dr and 12th St

- Improve crosswalk visibility/prominence
- Solar panel stop sign with edge red lighting features

## **12th Street Improvements**

- **12th Street/5th Avenue:** add RRFB\* for crosswalk at school
- **6th Avenue:** add prominent crosswalk
- Add "School Zone" sign with 20mph speed limit when flashing
- Extend WFD streetscape down 12th to school
- Add bicycle lanes along 12th St from Willamette Falls Dr to Tualatin Ave

\* RRFB = Rectangular Rapid-Flashing Beacon



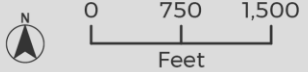
## **ACTIVE TRANSPORTATION**

Improves pedestrian and bicycle safety & mobility; supports safe routes to school; improves transit access



## **SAFETY**

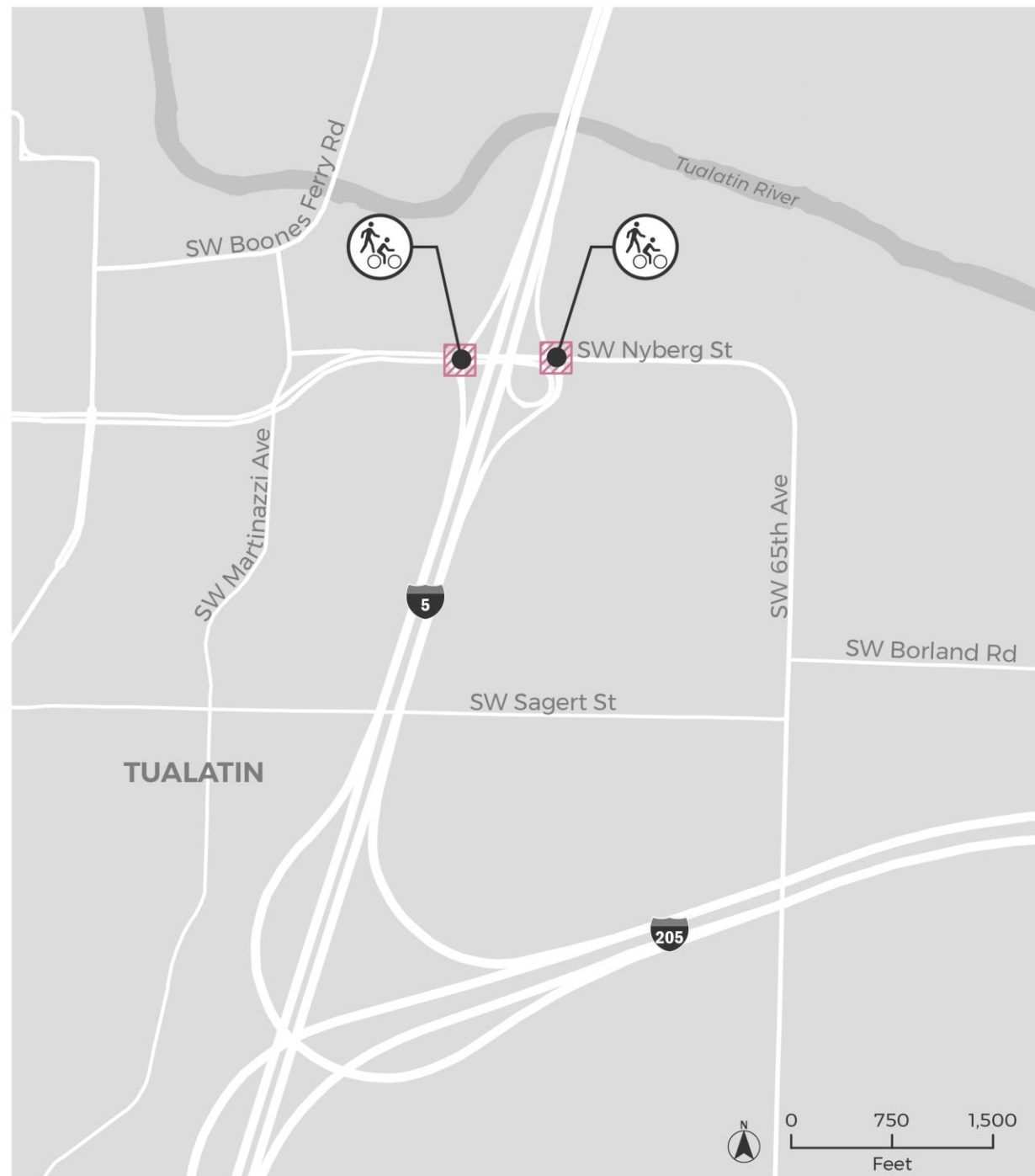
Predicted crashes along corridor in 2027 reduced by **13%** for pedestrian/bicycle crashes




# TUALATIN AREA

 **Safety Improvements:**  
Add 3-inch yellow retroreflective sheeting to signal backplates

 **Bike/Ped Improvements:**  
Participation in planned pedestrian/bicycle improvements on SW Nyberg St across interchange







 **ACTIVE TRANSPORTATION**  
Improves pedestrian safety & mobility

 **SAFETY**  
Predicted crashes for intersections within subarea in 2027 reduced by **4%** for fatal/severe, and **8%** for pedestrian/bicycle crashes



# STAFFORD ROAD & BORLAND ROAD


-  **Convert to Roundabout:** at SW Stafford Rd and SW Mountain Rd  
*(pending additional analysis)*
-   **All-way Stop or Roundabout:** at SW Borland Rd and SW Ek Rd  
*(pending further traffic analysis)*
-  **Ped Improvements:** at SW Stafford Rd and Rosemont Rd
  - RRFB\* across north leg
  - Improve lighting for pedestrians and bicycles

*Note: Clackamas County is also implementing operational and safety improvements along this corridor which will also significantly improve safety conditions on Stafford Road between Childs Road and Johnson Road*

\*RRFB = Rectangular Rapid-Flashing Beacon



**ACTIVE TRANSPORTATION**  
Improves pedestrian safety & mobility



**SAFETY**  
Predicted crashes within subarea in 2027 reduced by **29%** for fatal/severe crashes, and **no change** for pedestrian/bicycle crashes



# OR 99E CANBY

**----- Add Sidewalk and Crosswalk:**  
Sidewalk between bus stops

**▨ Safety Improvements**

**🚦 Proposed New Traffic Signal**  
(pending signal warrant)

**🔄 Convert to Roundabout**

**🚌 Bus Stop Improvements**

**🚲/🚶 Bike/Ped Improvements:**  
at OR 99E and S Ivy St

- More prominent crosswalk markings (pending engineering study)
- Add green dashed bike crossing markings

**🚦 Intersection Improvements**

**OR 99E/South End Rd**

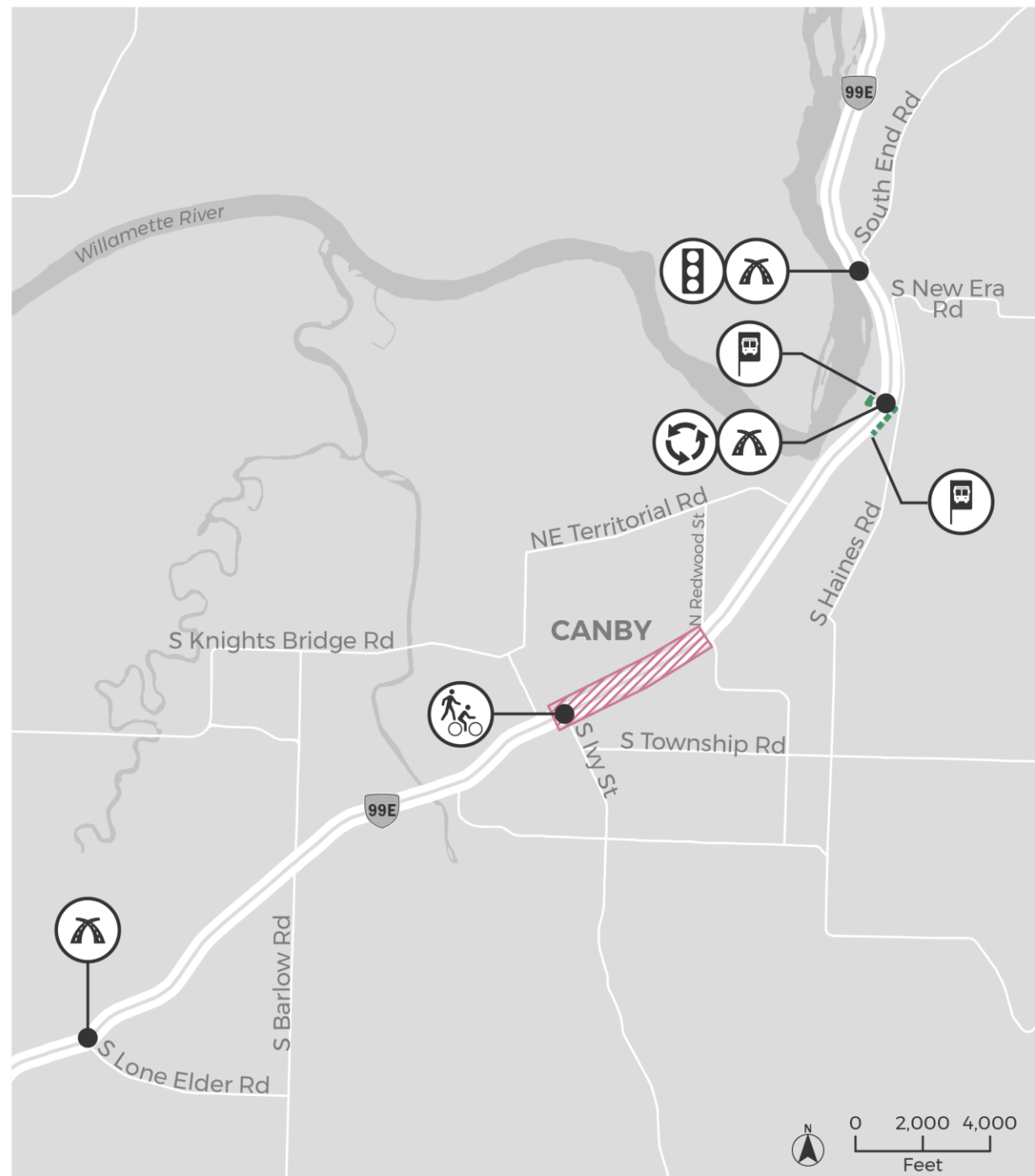
- Add traffic signal (pending signal warrant)
- Add SB thru lane
- Add NB right-turn lane

**OR 99E/Haines Rd/New Era Rd**

- Provide roundabout

**OR 99E/Lone Elder Rd**

- Square up existing skewed approach
- Provide SB refuge lane for WB left-turns



**ACTIVE TRANSPORTATION**  
Improves pedestrian safety & mobility; improves transit access

**SAFETY**  
Predicted crashes along corridor in 2027 reduced by **<1%** for fatal/severe, and **13%** for pedestrian/bicycle crashes

# Mitigation Next Steps

- Review public comments received during Environmental Assessment public comment period – **happening now!**
- As needed, complete additional analysis to address comments
- Continue collaboration with local government staff
- Formalize agreements with local governments around agreed-upon mitigation
- Publish final mitigation in the Revised Environmental Assessment



# Project Timeline



# How to comment on the environmental assessment

- Provide clear and specific comments – share your feedback about the possible benefits, impacts, and mitigation
- Submit your comment by:
  - Complete the comment form at [surveymonkey.com/r/I205TollEA](https://surveymonkey.com/r/I205TollEA)
  - Submitting a paper comment form at an in-person event
  - Emailing [I205TollEA@odot.oregon.gov](mailto:I205TollEA@odot.oregon.gov)
  - Calling 503-837-3536 and leaving a voicemail message
  - Sharing your comment at an online public hearing



**We want to  
hear from you!**

60-day public comment period on the  
Environmental Assessment

**Feb. 21 – April 21**



# What are we doing with your comments?



Comments will be evaluated alongside the technical information



Then, ODOT and FHWA respond to comments



Depending on the results of the analysis and public input...



...the Environmental Assessment will either be revised (and a Finding of No Significant Impact made), OR additional analysis will be required.



# Thank you!

# I-205 Toll Project

## Memorandum

<b>Subject</b>	Clackamas County Representatives on ODOT Toll Program
<b>Date</b>	February 7, 2023
<b>To</b>	C4 I-205 Diversion Subcommittee
<b>From</b>	ODOT Toll Team

This document identifies representatives from Clackamas County and Cities who are members of toll program advisory committees and work groups and/or attendees at the Summer 2022 and Winter 2022 I-205 Toll Project mitigation workshops.

### 1 Toll Program Advisory Committees

The following table identifies members who represent Clackamas County and Cities on the three toll program advisory committees:

- Equity and Mobility Advisory Committee (EMAC)
- Regional Toll Advisory Committee (RTAC)
- Statewide Toll Rulemaking Advisory Committee (STRAC)

Committee	Member	Organization
EMAC	Adam Torres	Clackamas County Public Health
RTAC	Mayor Frank Bubenik	City of Tualatin
RTAC	Mayor Rory Bialostosky	City of West Linn
RTAC	Commissioner Paul Savas	Clackamas County
STRAC	Shatrine Krake	West Linn Chamber of Commerce

### 2 Toll Program Work Groups

The following tables identify Clackamas County and City staff who are members of the Regional Modeling Group (RMG) and the Transit Multimodal Work Group (TMWG).

#### 2.1 Regional Modeling Group (RMG)

Member	Organization
Jacque Betz	City of Gladstone
Lance Calvert	City of West Linn
William Farley	City of Lake Oswego
Don Hardy	City of Canby
Mike McCarthy	City of Tualatin
Dayna Webb	City of Oregon City
Zachary Weigel	City of Wilsonville
Steve Williams	Clackamas County

## 2.2 Transit Multimodal Work Group (TMWG)

Member	Organization
Kristina Babcock	Clackamas County
Dwight Brashear	South Metro Area Regional Transit (SMART)
Karen Buehrig	Clackamas County
Andi Howell	City of Sandy
Jeff Shaffer	Clackamas County
Mike Strauch	South Clackamas Transportation District
Dayna Webb	City of Oregon City
Todd Wood	City of Canby

## 3 Mitigation Workshops

The following tables identify Clackamas County and City staff who participated in the I-205 Toll Project mitigation workshops and meetings held in summer and winter 2022. The tables are ordered chronologically.

### 3.1 Summer 2022

#### 3.1.1 Canby – August 19, 2022

Attendee	Organization
Brian Hodson	City of Canby
Don Hardy	City of Canby
Jerry Nelzen	City of Canby
Ryan Potter	City of Canby
Todd Wood	Canby Area Transit
Joseph Marek	Clackamas County
Karen Buehrig	Clackamas County
Mike Bezner	Clackamas County

#### 3.1.2 Oregon City – August 22, 2022

Attendee	Organization
Dayna Webb	Oregon City
John Lewis	Oregon City
Jamie Stasny	Clackamas County
Joseph Marek	Clackamas County
Stephen Williams	Clackamas County

#### 3.1.3 Tualatin, Rivergrove, Stafford Area – August 31, 2022

Attendee	Organization
Cody Field	City of Tualatin
Mike McCarthy	City of Tualatin

## Oregon Toll Program

### Clackamas County Representatives on ODOT Toll Program

Attendee	Organization
Susie Lahsene	City of Rivergrove
Dwight Brashear	South Metro Area Regional Transit (SMART)
Carl Olson	Clackamas County
Jamie Stasny	Clackamas County
Mike Bezner	Clackamas County
Stephen Williams	Clackamas County

#### 3.1.4 West Linn, Lake Oswego – September 1, 2022

Attendee	Organization
Erica Rooney	City of Lake Oswego
Will Farley	City of Lake Oswego
Daren Weiss	City of West Linn
Erich Lais	City of West Linn
John Williams	City of West Linn
Luke Borland	City of West Linn
Carl Olson	Clackamas County
Jamie Stasny	Clackamas County
Mike Bezner	Clackamas County
Steve Williams	Clackamas County

### 3.2 Winter 2022

#### 3.2.1 Lake Oswego, West Linn – November 29, 2022

Attendee	Organization
Will Farley	Lake Oswego
Erica Rooney	Lake Oswego
Lance Calvert	West Linn
John Lewis	Oregon City
Mike Bezner	Clackamas County
Joe Marek	Clackamas County
Carl Olson	Clackamas County

#### 3.2.2 Oregon City – November 29, 2022

Attendee	Organization
John Lewis	Oregon City
Dayna Webb	Oregon City
Mike Bezner	Clackamas County
Joe Marek	Clackamas County
Carl Olson	Clackamas County
Jamie Stasny	Clackamas County

*Oregon Toll Program*

Clackamas County Representatives on ODOT Toll Program

**3.2.3 Tualatin, Rivergrove – December 1, 2022**

Attendee	Organization
Mike McCarthy	City of Tualatin
Susie Lahsene	City of Rivergrove
Matt Dorado	Washington County
Karen Buehrig	Clackamas County
Mike Bezner	Clackamas County
Carl Olson	Clackamas County
Kelsey Lewis	SMART

**3.2.4 Canby – December 9, 2022**

Attendee	Organization
Don Hardy	City of Canby
Ryan Potter	City of Canby
Mayor Brian Hodson	City of Canby
Todd Wood	Canby Area Transit
Mike Strauch	South Clackamas Transportation District
Joe Marek	Clackamas County
Mike Bezner	Clackamas County
Jamie Stasny	Clackamas County

**Committee Discussion:**

**Topics for Inclusion in C4 Comment on I-205 Toll Project Environmental Assessment**

ODOT has extended the comment period for the I-205 Toll Project Environmental Assessment (EA) from April 7<sup>th</sup> to April 21<sup>st</sup>. However, due to the timing of C4 meetings, the extension does not provide C4 additional opportunity to comment. Staff is still preparing to present a draft comment letter at the April 6<sup>th</sup> C4 meeting and the County, cities, and other partners are continuing analyze the EA in detail.

To aid in preparation of the draft letter, staff is seeking feedback from the Diversion Subcommittee on which major themes the Subcommittee would like to see prioritized. Essentially, staff is asking for the Diversion Subcommittee to help build the framework for the letter to ensure it meets C4 member expectations on a short turnaround. For today's discussion, staff is seeking feedback on:

1. What diversion and mitigation themes/topics should be prioritized in the letter, and are any topics missing?
2. Are there specific points or examples the Subcommittee would like to see included?

The following list of topics and questions has been prepared from comments and questions at prior C4 and C4 Diversion Subcommittee meetings as well as staff's early EA analysis.

- Diversion to the local system
  - How will existing diversion today be mitigated by ODOT as part of this project, and how is ODOT taking responsibility for the current diversion?
  - Will local jurisdictions be required to fund increased maintenance of local roads and new capital improvements resulting from diverting traffic without toll revenue sharing (50/30/20)?
  - Will turning on the toll before the project is started create an unacceptable burden for residents and businesses?
- Mitigations
  - Are proposed mitigations sufficient?
    - Has your jurisdiction identified any specific examples of how the proposed mitigations are insufficient that should be included in EA letter of comment?
  - Is there is a clear plan for near-term or long-term mitigations to be funded, or for a long-term monitoring program?
  - Is there enough meaningful analysis of localized impacts?
  - Will impacts and mitigation needs for this project be affected or exacerbated by RMPP?

- Safety
  - Can rural roads, common through the project impact areas, accommodate anticipated traffic volumes and speeds safely?
  - How will the project, including nighttime and off-peak tolling, affect neighborhood connectivity and livability (school zones, business districts)?
  
- Economic impacts
  - Has your jurisdiction or community identified businesses that are adjacent to the tolled system and/or reliant upon I-205 for customer access, traveling to clients, delivery of goods, etc. that may be harmed by the diversions?
  - What are the broad economic impacts to individuals who need access to work, school, childcare, healthcare, etc. and cannot change their schedule to access off-peak rates?
  
- Transit access, alternative modes
  - I-205 passes through urban, suburban, and rural areas; will access to transit be increased across the project area?
  - Can toll revenues be used to fund transit?