

Clackamas County - Transportation System Plan



*Overview for
Community Road Fund Advisory Committee*

August 22, 2019



What is a Transportation System Plan (TSP)?

› The County TSP is...

- *A set of policies, recommended programs and identified needed projects that guide the development of the county's transportation system*
- *A 20-year plan required by state law to look at the transportation needs in the future and identify projects that address those needs*
- *A plan that implements regional guidance*
- *Directly influential on how streets, sidewalks and bikeways are constructed*
- *Updated every 10 years*
- ***Chapter 5 of the County's Comprehensive Plan***
- ***Includes the 20-year Capital Improvement Plan***



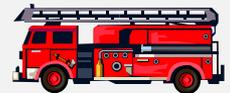
Scope of TSP

- *Applies to all of unincorporated Clackamas County*
 - Starts by asking: *What are your priorities for the transportation system?*
 - Results in adoption of a 20-year plan (Chapter 5 of the *Comprehensive Plan*)

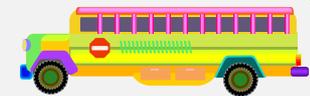
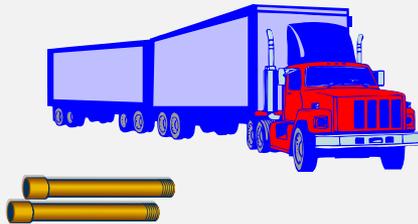


- *Includes policies for **all forms** of transportation*

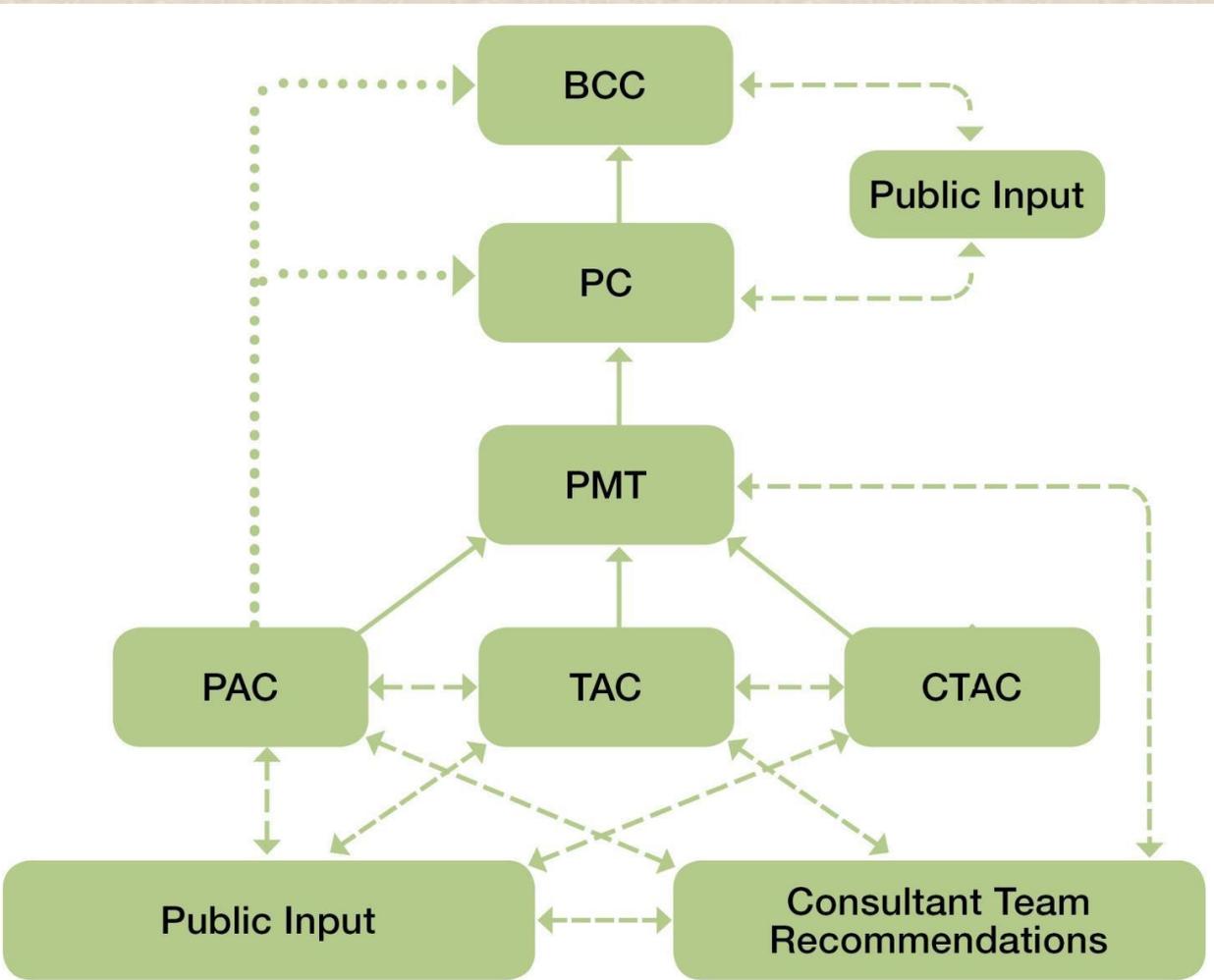
- Airplanes, cars and trucks, transit, bicycles, pedestrians, freight & rail, boating and pipelines



- Air, roadways, walkways, bicycle lanes, railroads, waterways



TSP Update Process: Flow Chart



- BCC – Board of County Commissioners
- PC – Planning Commission
- PMT – Project Management Team
- PAC – Public Advisory Committee
- TAC – Technical Advisory Committee
- CTAC – Clackamas Transportation Advisory Committee



Public Advisory Committee (PAC)

- › Made up of more than 20 residents from around the County
- › Responsibilities:
 - *Develop, recommend TSP Vision, Goals and Objectives*
 - *Develop, recommend project evaluation measures and criteria*
 - *Review, reach consensus on existing and future conditions*
 - *Develop, review, recommend prioritized lists of capital projects*
- › Meetings
 - *12 full PAC meetings*
 - *10 Policy Working Group meetings*
 - *4 informal “brown bag” lunches on specific topics*
 - *17 Geographic Area Projects Working Groups (GAPS) meetings*



Geographic Work Groups (GAPS)

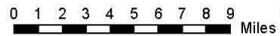
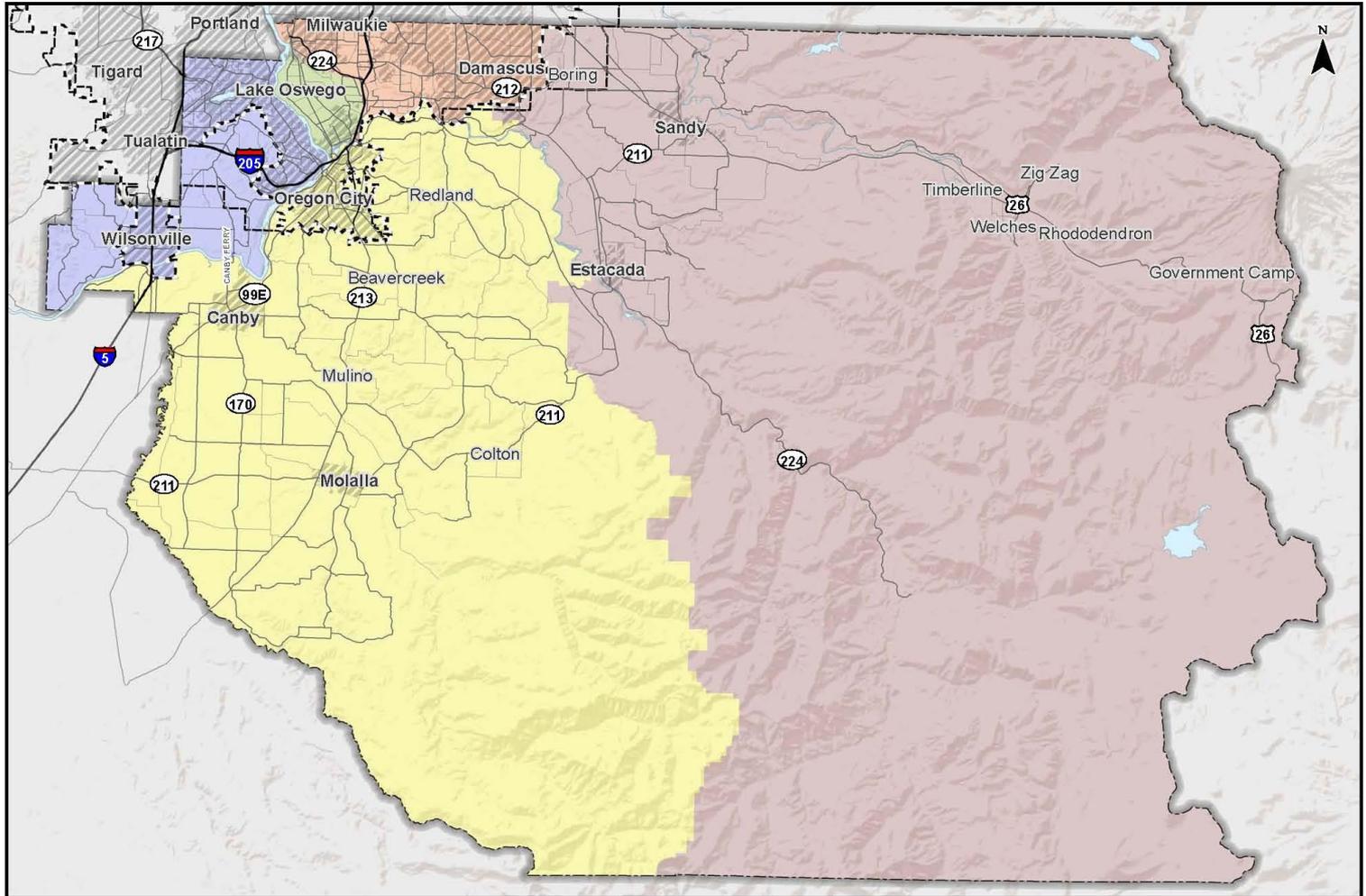
- › 5 project working groups, by geographic area
 - *East County*
 - *South County*
 - *Greater McLoughlin Area*
 - *Clackamas Town Center / Industrial Area*
 - *Northwest County - Other Urban Unincorporated Areas*
- › **Role**
 - *Discuss projects and policies in detail in their geographic area*
 - *Develop recommendations to present to the full PAC*





Geographic Analysis Sub Areas

- East County
- Southwest County
- Greater McLoughlin Area
- Greater Clackamas Regional Center/ Industrial Area
- Northwest County
- Incorporated Areas
- County Boundary
- UGB
- Metro Area



Coordinate System:
NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl
Data Source:
Clackamas County, Metro Data Resource Center

**Clackamas County
Geographic Analysis Sub Areas**

Figure
X 1



Extensive Public Outreach

- › Public meetings
- › Regional workshops
- › Virtual open houses
- › Stakeholder outreach
- › Website and social media
- › Media communication
- › Newsletters and flyers
- › Email outreach



CLACKAMAS COUNTY
TRANSPORTATION SYSTEM PLAN *Update*

CLACKAMAS COUNTY

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Clackamas County Transportation System Plan

The Future of Travel in Clackamas County

Building on our assets - planning for the future

What: Clackamas County is updating its Transportation System Plan (TSP) for unincorporated areas in the County. The two-year process covers all forms of transportation, including roads, transit, walking, bicycling, rail and air. It is tailored to Clackamas County's diverse geography and planned land uses. The result will be a plan to keep people and products moving safely and smoothly in and through Clackamas County for decades to come.

Why: All Oregon cities and counties are required to have a TSP and update it every 10 years. Our County is changing economically and in population. Through this effort, and with your help, we will identify the best ways to build upon our existing system and make smart future investments that increase choice for getting around.

When: The planning process is going to take about two years - from fall 2011 through fall 2013. See a copy of the current schedule [here](#).

TSP Vision, Goals and Objectives

- › **Vision** -- *Building on the foundation of our existing assets, we envision a well-maintained and designed transportation system that provides safety, flexibility, mobility, accessibility and connectivity for people, goods and services; is tailored to our diverse geographies; and supports future needs and land use plans.*

- › **Goals**
 - *Sustainable*
 - *Local Business and Jobs*
 - *Livable and Local*
 - *Safety and Health*
 - *Equity*
 - *Fiscally Responsible*



Types of Projects

- 1. **Upgrade** – *Adding sidewalk, bicycle lanes and vehicle capacity*
- 2. **Vehicle Capacity Only** – *Adding vehicle capacity to a roadway or intersection (and reconstructing any existing sidewalks and bike lanes).*
- 3. **Active Transportation Only** – *Adding paved shoulders, sidewalk and/or bicycle lanes to existing roadway*
- 4. **Safety** – *Focusing on reducing crashes and/or the risk for crashes*
- 5. **New roadway** – *Constructing a new roadway or roadway extension*
- 6. **Multi-use path** – *Constructing a new multiuse path or multiuse path extension*
- 7. **Bridge** – *Constructing, replacing or upgrading a bridge*
- 8. **Intelligent Transportation Systems (ITS)** – *Incorporating features such as coordinated signal systems*



How were projects prioritized?

- › Projects given an initial score based on:
 - *Goals 1 – 6 Evaluation Criteria*
 - *70% Growth Analysis*
 - *Dynamic Traffic Assignment Analysis*
 - *Identified Needs (Gaps and Deficiencies)*
- › Input from the Project Management Team, Public Advisory Committee, Technical Advisory Committee and other stakeholders
- › Recommendations from the GAPS groups
- › Virtual Open House input
- › Final Public Advisory Committee recommendation

Goals and Criteria

› Sustainability

- *Increase potential for walking, biking or taking transit?*
- *Impact environmentally sensitive areas?*

› Local Business and Jobs

- *Located near and employment area?*
- *Create a direct connection from a highway of other major facility?*

› Livable and Local

- *Increase connections to daily needs?*
- *Reduce impacts of reoccurring flooding?*
- *Help implement a local land use or development plan?*

› Safety and Health

- *Improve safety corridor or safety focus intersection?*
- *Have potential to reduce emissions around schools?*

› Equity

- *In Transportation Disadvantaged Area or increase transit options for those communities?*

› Fiscally Responsible

- *Is it cost-effective?*



Goals and Criteria

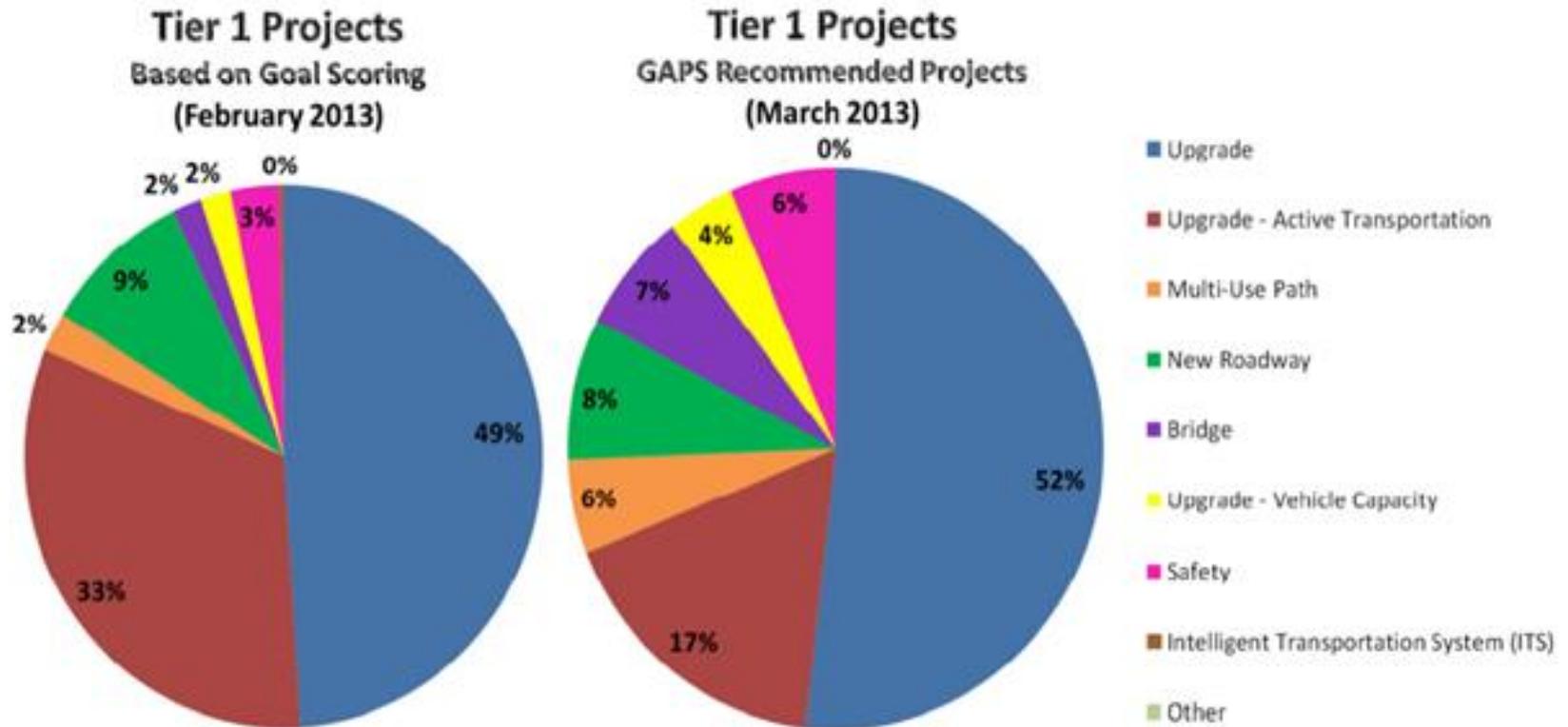
1. Each project was scored using the criteria

Project Category	Addresses a Goal	Addresses a Deficit	Goal 1: Sustainable	Goal 2: Local Businesses and Jobs	Goal 3: Liveable and Local	Goal 4: Safety and Health	Goal 5: Equity	Goal 6: Fiscally Responsible	Total Goal Score	Projected Future Demand*
Upgrade	Yes	No	2	2	2	2	2	1	11	16,000
Upgrade - Vehicle Capacity	No	Yes	1	2	1	2	2	1	9	22,000
Upgrade	Yes	Yes	0	2	2	2	1	1	8	23,000
Upgrade	Yes	Yes	2	2	2	2	0	1	9	12,000

Goals and Criteria

2. All projects were discussed by PAC, GAPS and others

Exhibit 1: Tier 1 Project Priorities – Goal Scoring versus GAPS Review



20-Year Capital Improvement Plan

- › Projects were adopted into “Tier” categories:
 - **Tier 1: 20-year capital projects** -- Needed projects and investments matched with anticipated funding
 - **Tier 2: Preferred capital projects** – Projects and investments needed to meet population, housing and employment projections, but that don’t have identified funding at this time
 - **Tier 3: Long-term capital project needs** – projects that would be beneficial to do if funds were available



QUESTIONS?



Community Road Fund

PURPOSE: "...these funds shall be used only for the maintenance of local roadways, safety-related projects and **capital construction focused on the reduction of congestion on county roads.**"

HOW TO CHOOSE? What criteria are most important to you?

- *Are there development pressures impacting the need for the improvement?*
- *Does the road carry a significant number of vehicles?*
- *Cost of project?*
- *Cost-effectiveness (considering both future demand and cost)?*
- *Is there local support?*
- *Emphasize a specific TSP goal– such as “support local businesses” or “jobs”?*
- *Geographic equity around the county?*
- *Other ideas?*

