

Clackamas County Transportation System Plan Update

*PAC Policy
Working Group
Meeting #2
May 3, 2012*



CLACKAMAS COUNTY *Update*
TRANSPORTATION SYSTEM PLAN



Meeting Agenda

2:00 – 4:00 p.m.

- › Welcome/Introductions
- › Agenda Overview
- › Economic Development in Clackamas County
- › Overview of Approach to Policies
- › Policy Language – Key Questions
- › General Comments and Questions
- › Next Steps

Economic Development in Clackamas County

- Why Freight and Movement of Goods is Important
 - *Catherine Comer*

Overview of Approach to Policies

- Current Policies (Chapter 5 and 10 of the Comprehensive Plan)
- New Policies
 - *Proposed to comply with Metro or State requirements*
 - *Proposed to implement project Vision, Goals and Objectives*
- Regulatory Policies (page 8)
 - *Required by Metro and State requirements*
 - State TSP (Oregon Transportation Plan and its modal sub plans including rail and freight plans)
 - State Transportation Planning Rule (TPR)
 - Regional Transportation Plan (RTP) and Regional Transportation Functional Plan (RTFP) (within Metro only)
- General Policies (page 2)
 - *Intended to support Vision, Goals and Objectives.*



Policy Language – Key Question 1

1. We currently have one “Freight Trucking” policy in Chapter 5. Does the proposal to expand the number of policies adequately address the Vision, Goals and Objectives?

Existing Policy:

Maintain a truck circulation plan, as shown on Map V-10, for movements of freight on arterial roads where minimum impact will occur to neighborhoods, and industrial areas will have the service they need.

New Policies:

ID #8, 9, 10, 11, 12, 13, 33, 34

Policy Language – Key Question 2

2. ID #6A-6C: Which policy best addresses the goals?

Freight – Economic Development

- 6A. Stimulate economic development through transportation investments that are coordinated with the County's economic development strategies.*
- 6B. Support economic development through stable transportation funding.*
- 6C. Make freight investments that help retain and grow the County's job base and strengthen the County's overall economy.*



Policy Language – Key Question 3

3. ID #7A-7D: Which policy best addresses the equity goals? Is there additional or other language recommended to help define “health and livability impacts”?

*7A. Minimize **health and livability impacts** of rail lines and freight routes on neighborhoods and sensitive land uses (places where people with increased risk of adverse impacts from exposure to noise and air pollution are likely to gather, such as schools, senior centers, hospitals, parks, affordable housing). Ensure no new sensitive land uses are sited near rail lines by:*

- the use of vegetative buffers,
- establishing “quiet zones”, and
- coordinating land use plans.

Prioritize mitigation efforts for current sensitive land use areas near rail lines and freight routes.



Policy Language – Key Question 3 (cont.)

7B. Ensure that rail lines and freight routes do not disproportionately adversely impact low income communities and communities of color.

7C. Ensure that rail lines and freight routes do not disproportionately adversely impact sensitive land uses (places where people with increased risk of adverse impacts from exposure to noise and air pollution are likely to gather, such as schools, senior centers, hospitals, parks, affordable housing).

7D. Ensure that rail lines and freight routes do not disproportionately impact transportation disadvantaged populations in the County.



Policy Language – Key Question 4

4. ID #7C: Is there additional or other language recommended to help define “impact sensitive land uses”?

*7C. Ensure that rail lines and freight routes do not disproportionately adversely **impact sensitive land uses** (places where people with increased risk of adverse impacts from exposure to noise and air pollution are likely to gather, such as schools, senior centers, hospitals, parks, affordable housing).*



Policy Language – Key Question 5

5. ID #9: The map will be modified through the TSP update process. Does this definition better define the existing Freight Route maps?

9. The Through Truck Freight Route System consists of a set of identified arterials, collectors and State facilities that support the efficient movement of goods throughout the county, while not prohibiting the use of other roads for local pickup and delivery of goods and services.

Policy Language – Key Question 6

6. Are there any specific questions or comments about the Rail, Airport, Pipeline, Water Transportation and ITS policies?

General Comments and Questions

- › Additional questions?
- › Missing policies?

Next Steps

- › **Next policy meeting: Thursday, July 12th**
- › Other Next Steps

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Key Question Overview

1. We currently have one “Freight Trucking” policy in Chapter 5. Does the proposal to expand the number of policies adequately address the Vision, Goals and Objectives?
2. ID #6A-6C: Which policy best addresses the goals?
3. ID #7A-7D: Which policy best addresses the equity goals? Is there additional or other language recommended to help define “health and livability impacts”?
4. ID #7C: Is there additional or other language recommended to help define “impact sensitive land uses”?
5. ID #9: The map will be modified through the TSP update process. Does this definition better define the existing Freight Route maps?
6. Are there any specific questions or comments about the Rail, Airport, Pipeline, Water Transportation and ITS policies?