



To: TSP Public Advisory Committee

From: TSP Project Management Team

Date: 13 August 2013

RE: Proposed updates to Chapter 5 of the Clackamas County Comprehensive Plan

Over the last 16 months, County staff has worked with the Policy Work Group (PWG), comprised of many of the PAC members, to review and recommend changes to the transportation-related policies found in Chapter 5: Transportation of the Clackamas County Comprehensive Plan. The PWG had the opportunity to review each policy and provided feedback into Documents A-H that were included as a part of the PAC meeting materials at their November 27th 2012 and June 25th 2013 meetings. Since that time, Documents A – H have been transformed into the formatting used within the Comprehensive Plan and the recommended policies are now included in the draft Chapter 5: Transportation of the Comprehensive Plan.

Some of the policies have been further refined by either:

- combining and consolidating where repetition occurred;
- editing for readability;
- editing to ensure compliance with regional or state regulations; or
- excluding policies that the County simply cannot implement.

The policies have also been reordered and in some cases regrouped.

The draft of Chapter 5: Transportation is attached for the Policy Advisory Committee (PAC) to review. In addition, the "Tracking Policy Input Table" has been developed to display how the existing policies and the new policies discussed and recommended by the TAC, PWG, and PAC have been edited/consolidated for Chapter 5. This table can be found on the website with the PAC materials for the August 20th meeting. It is over 50 pages long, so you may only want to print the pages of interest to you.

PAC REVIEW OF DRAFT CHAPTER 5: TRANSPORTATION

The most important piece of information that we'd like to know is :

Do the policies included in draft Chapter 5: Transportation support and guide the implementation of the TSP Vision and Goals?

At the August 20th meeting, the PAC will be asked to forward these policies onto the Planning Commission. To focus the PAC meeting discussion, please let us know by Monday August 19th if there are specific concerns about how a policy or group of policies address or do not adequately address the Vision and Goals.

TSP 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.

TSP GOALS:

- Goal 1: Provide a transportation system that optimizes benefits to the environment, the economy and the community.*
- Goal 2: Plan the transportation system to create a prosperous and adaptable economy and further the economic well-being of businesses and residents of the County.*
- Goal 3: Tailor transportation solutions to suit the diversity of local communities.*
- Goal 4: Promote a transportation system that maintains or improves our safety, health, and security.*
- Goal 5: Provide an equitable transportation system.*
- Goal 6: Promote a fiscally responsible approach to protect and improve the existing transportation system and implement a cost-effective system to meet future needs.*

HIGHLIGHTS OF PROPOSED POLICY CHANGES

A significant number of the existing policies in Chapter 5: Transportation of the Comprehensive Plan has remained largely or entirely unchanged. The primary changes include revising the structure (organization) of Chapter 5, as well as a few of the items briefly described below.

- ***Looking through a local lens:*** At the onset of the process to develop and review transportation policies, it was agreed that it was important to distinguish between policies for urban and for rural areas (defined as inside and outside the Portland metropolitan urban growth boundary [UGB]) because of the different transportation needs and opportunities in these areas. The intent of this update of the TSP policies and guidelines is to do a better job than past versions of the TSP of looking at the transportation system from a more local level and addressing more local needs, in part, by providing this urban/rural distinction.
- ***More consideration for “active” modes of transportation and accessibility to the system for all users:*** This added focus occurred partially in response to additional regulations on a regional level, but also in response to recent trends like rising gas prices and more interest in creating sustainable, complete communities with better access to walking, biking or using transit.
- ***Ensuring compliance with regulations:*** As Staff continues to review the proposed policies for Chapter 5, it is being done with consideration for regulatory requirements. Staff has found several areas in which the existing policies do not exactly meet regulatory requirements and need substantial revisions. One example of this is the policies relating to airports. It became apparent through the review process that the county’s regulations, as written, omitted several important considerations and did not adequately explain airport overlay zones.
- ***Changing performance standards:*** Within the Portland Metropolitan urban area, the required standards for assessing intersections have changed from a level of service (LOS) calculation to a volume-to-capacity ratio (V/C). These changes will affect how the impacts of development are calculated as well as how road and intersection “failure” is defined within the urban area. Standards for intersections and roadways outside the Portland Metropolitan UGB are proposed to remain at a LOS calculation.