

Clackamas County Transportation System Plan Update

PAC Meeting #4

July 17, 2012



CLACKAMAS COUNTY *Update*
TRANSPORTATION SYSTEM PLAN



Welcome and Meeting Purpose

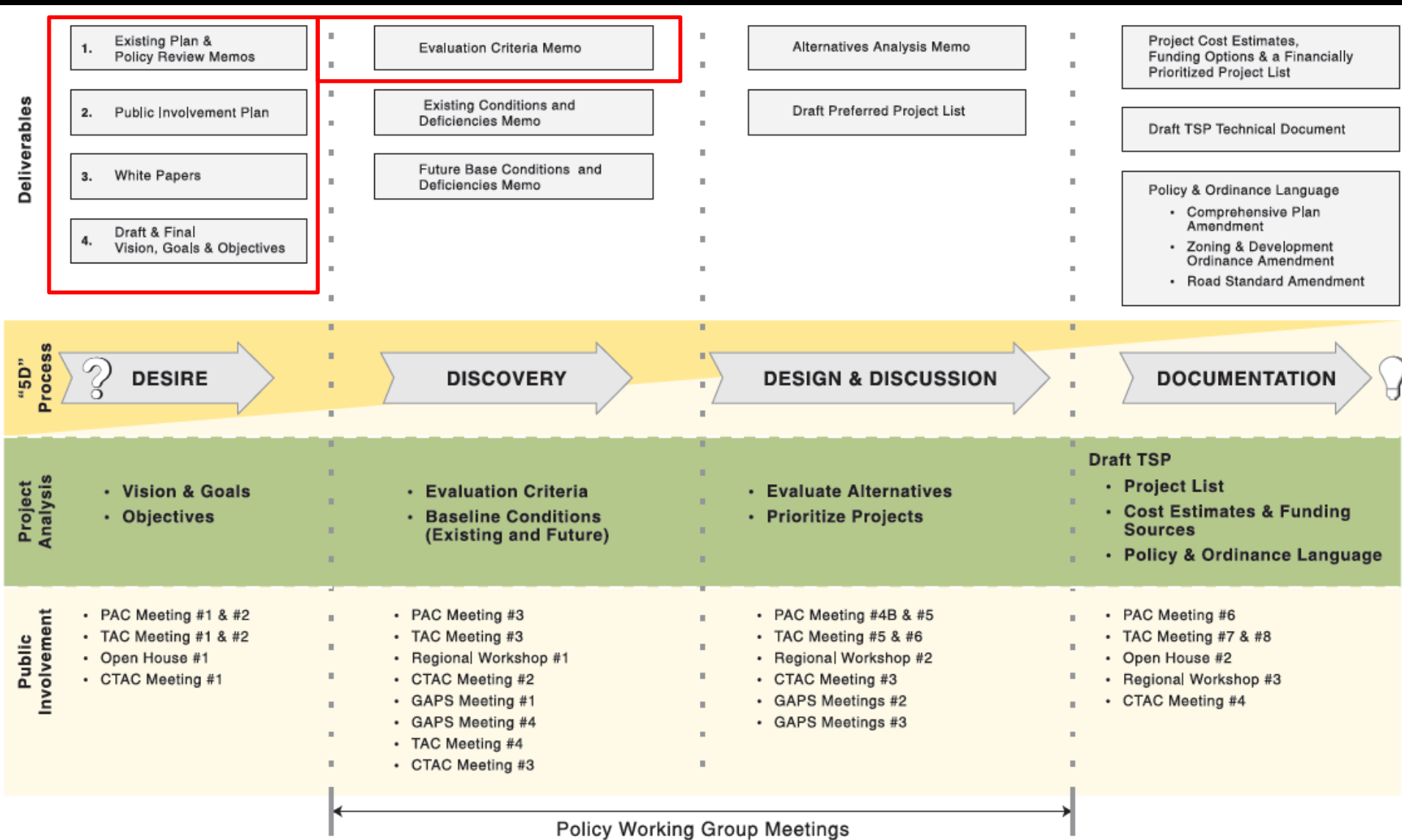
› Purpose

- *Overview of Existing and Future Conditions*
- *Policy Working Group Update*
- *Geographic Area Project Working Groups (GAPS) Update*

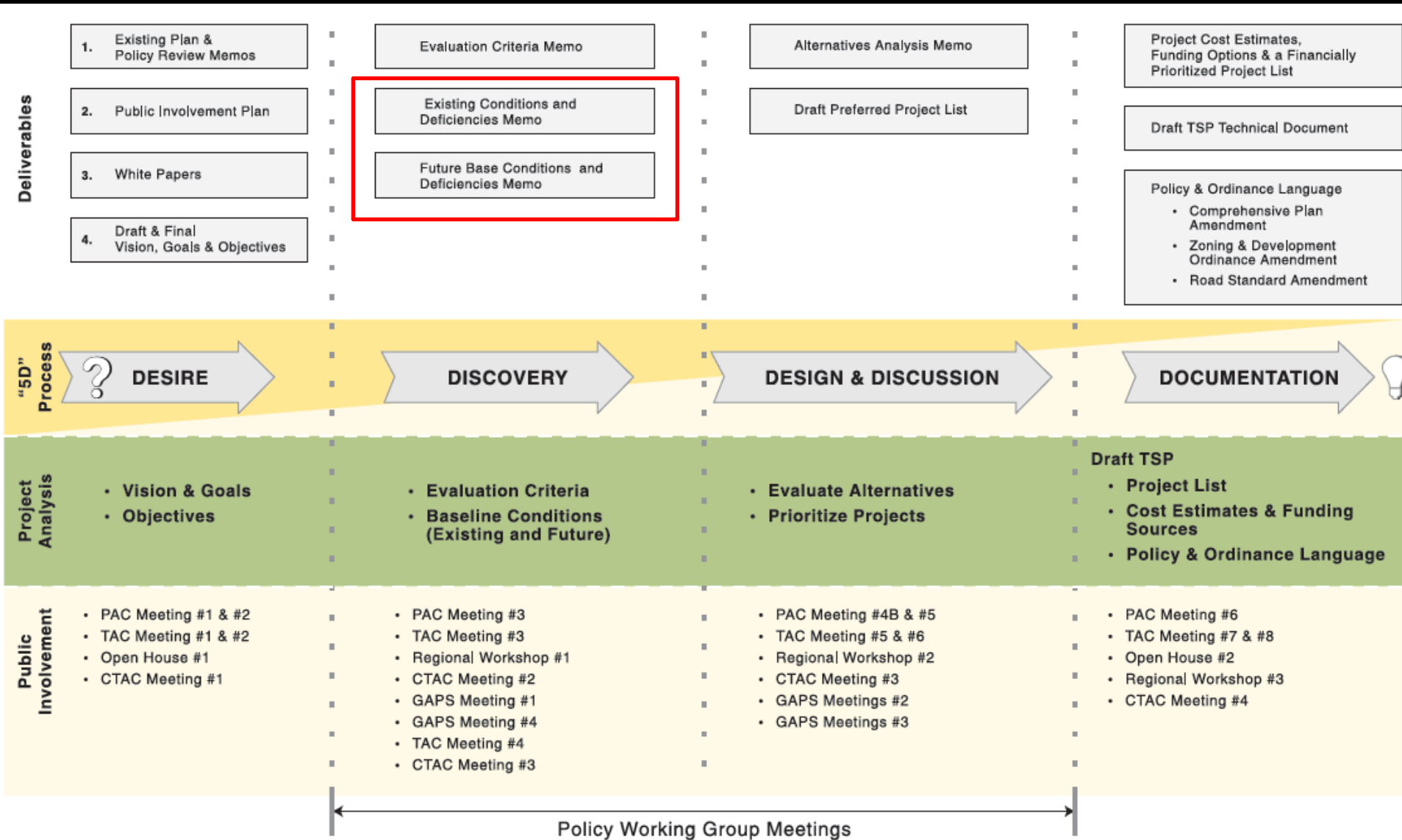
› Desired Outcomes

- *Confirmation of Gaps and Deficiencies*
- *Understanding of Alternatives Development Process and Next Steps*

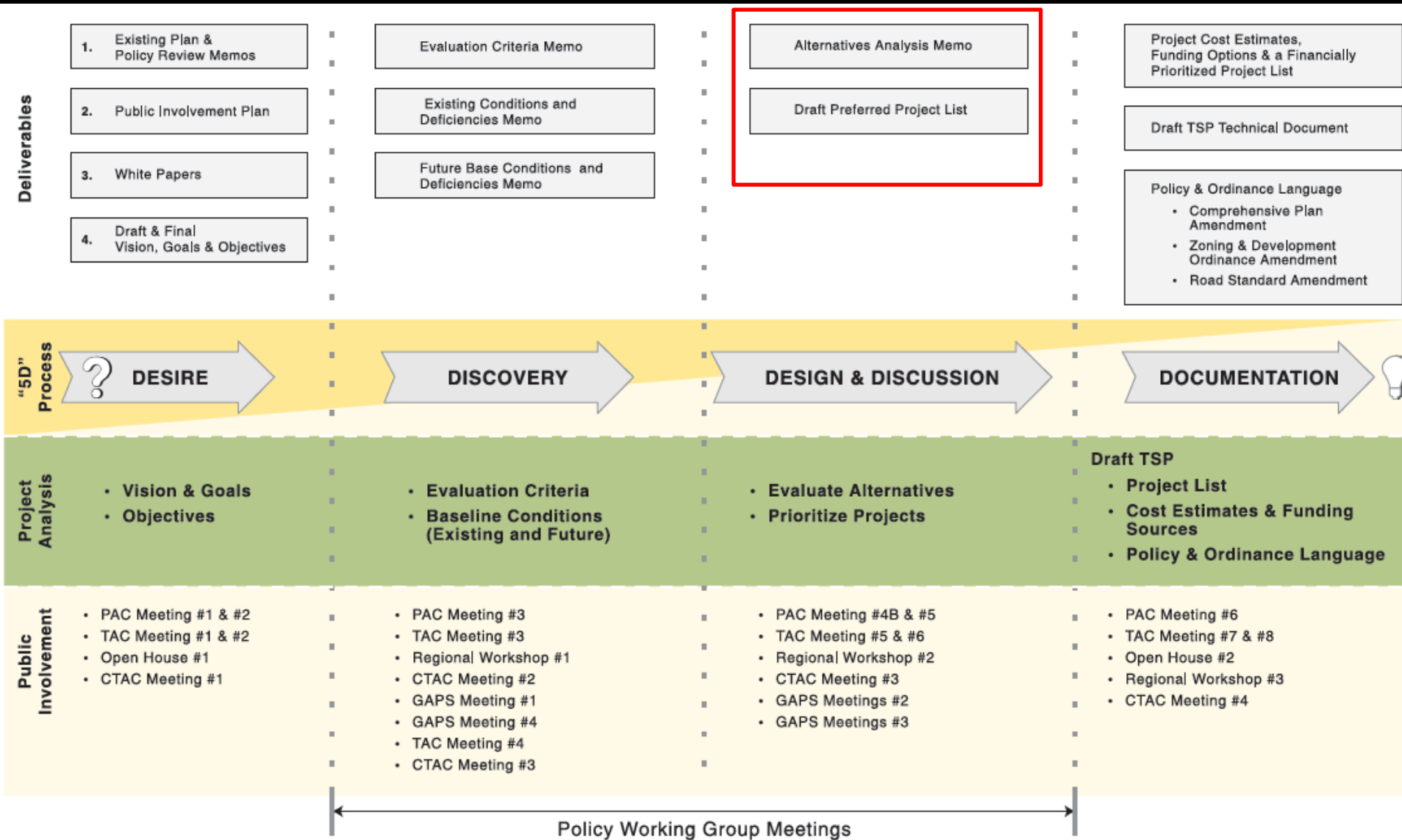
Schedule Overview - Where we've been...



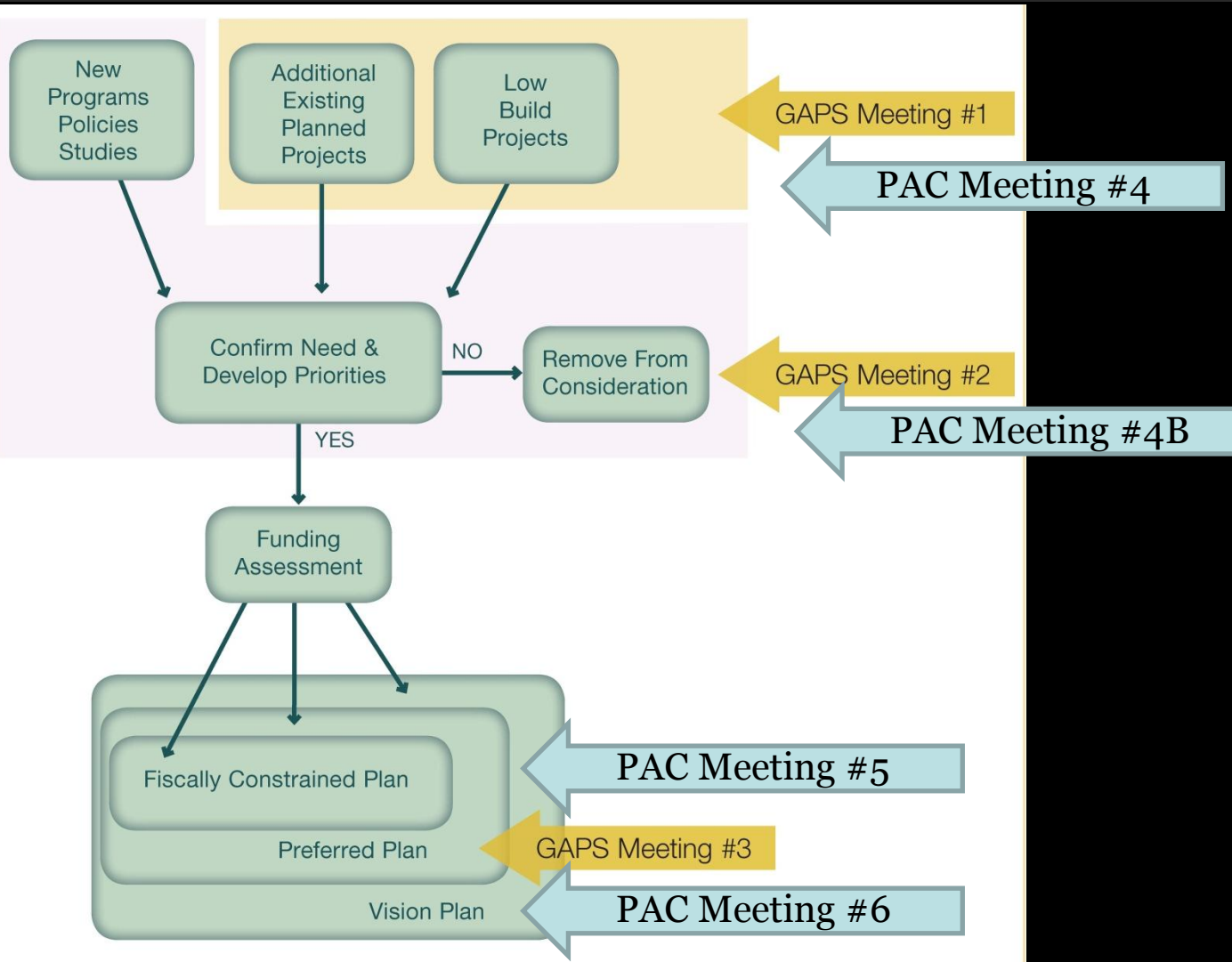
Schedule Overview - Where we are now...



Schedule Overview - Where we are going...



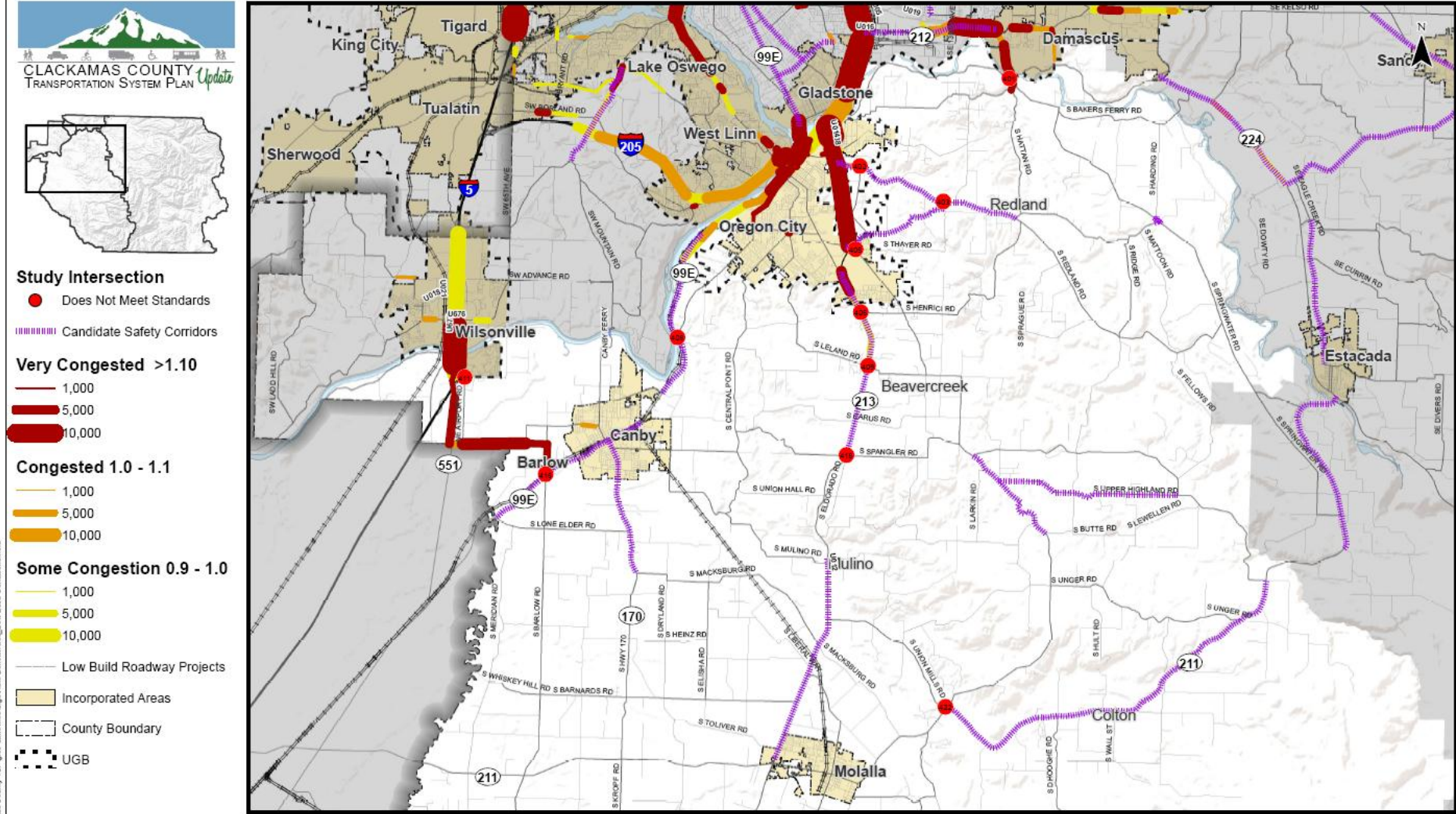
Evaluation Process



Existing and Future Conditions Overview

- › Identify gaps and deficiencies for existing and future conditions.
- › Gaps
 - *Missing facilities or connections in the sidewalk system, the bicycle network and roadway connections, and densely populated areas without transit service.*
- › Deficiencies
 - *Facilities that exist but do not perform up to defined standards, such as an intersection with too much delay and congestion, a sidewalk or bicycle lane that is too narrow, or a roadway with a poor safety record.*

Gaps and Deficiencies – Vehicle Network

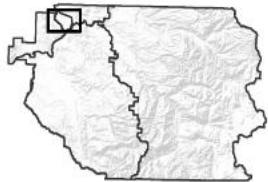


Summary of Low Build Roadway and Intersection Performance
Southwest County - Northern Portion

Figure
SN LB

Coordinate System:
NAD 1983 HARN StatePlane Oregon North FIPS 3501 Feet Intl
Data Source:
Clackamas County, Metro Data Resource Center

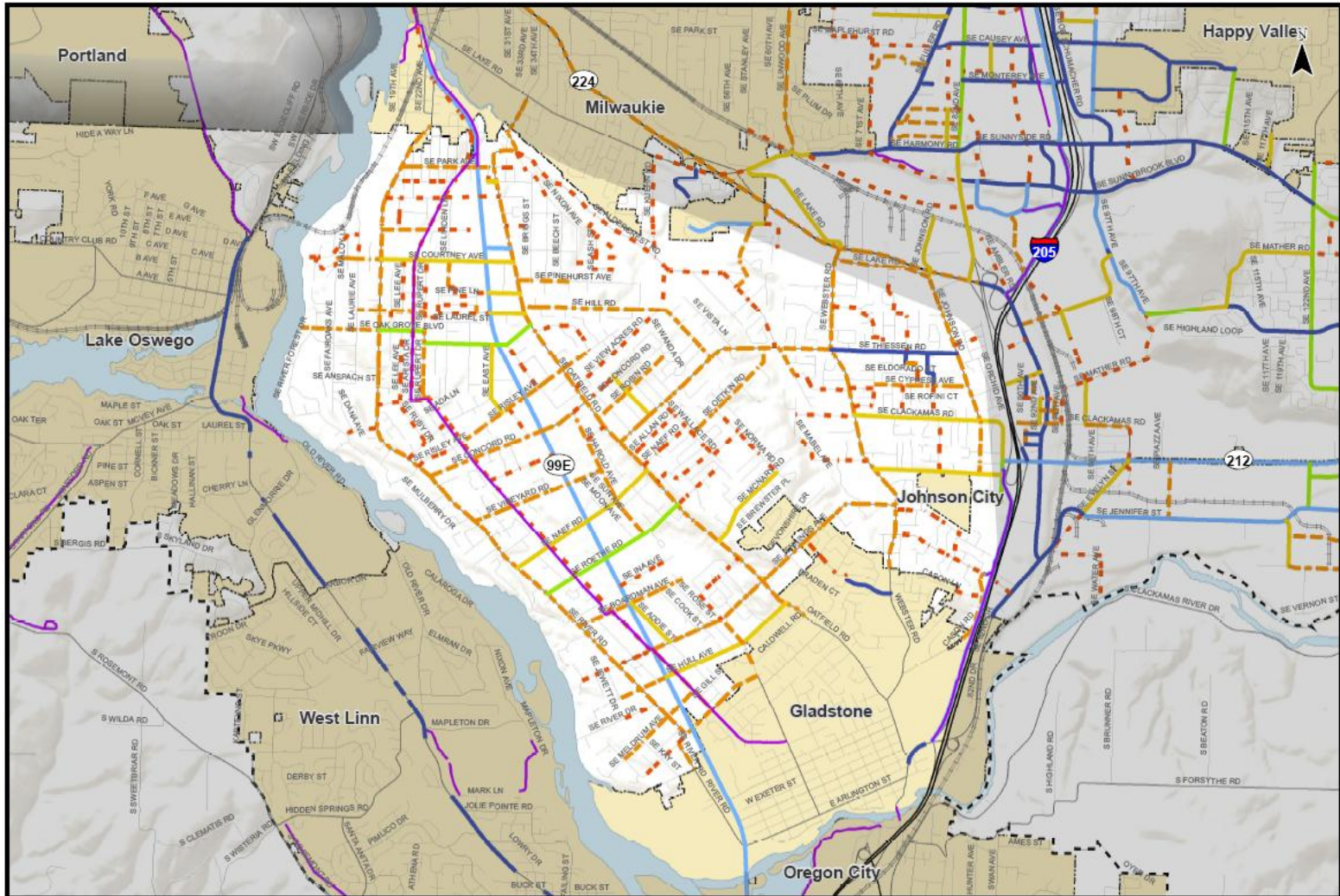
Gaps and Deficiencies – Pedestrian Network



Pedestrian Network

- Sidewalks
- 76% to 99% Complete
- 51% to 75% Complete
- 26% to 50% Complete
- 1% to 25% Complete
- - - No Sidewalks
- Multi-Use Path
- ◆ Ped Crossing Flasher
- Incorporated Areas
- County Boundary
- UGB

0 1 Miles

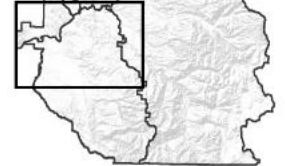


Essential Pedestrian Network
Greater McLoughlin Area

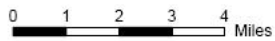
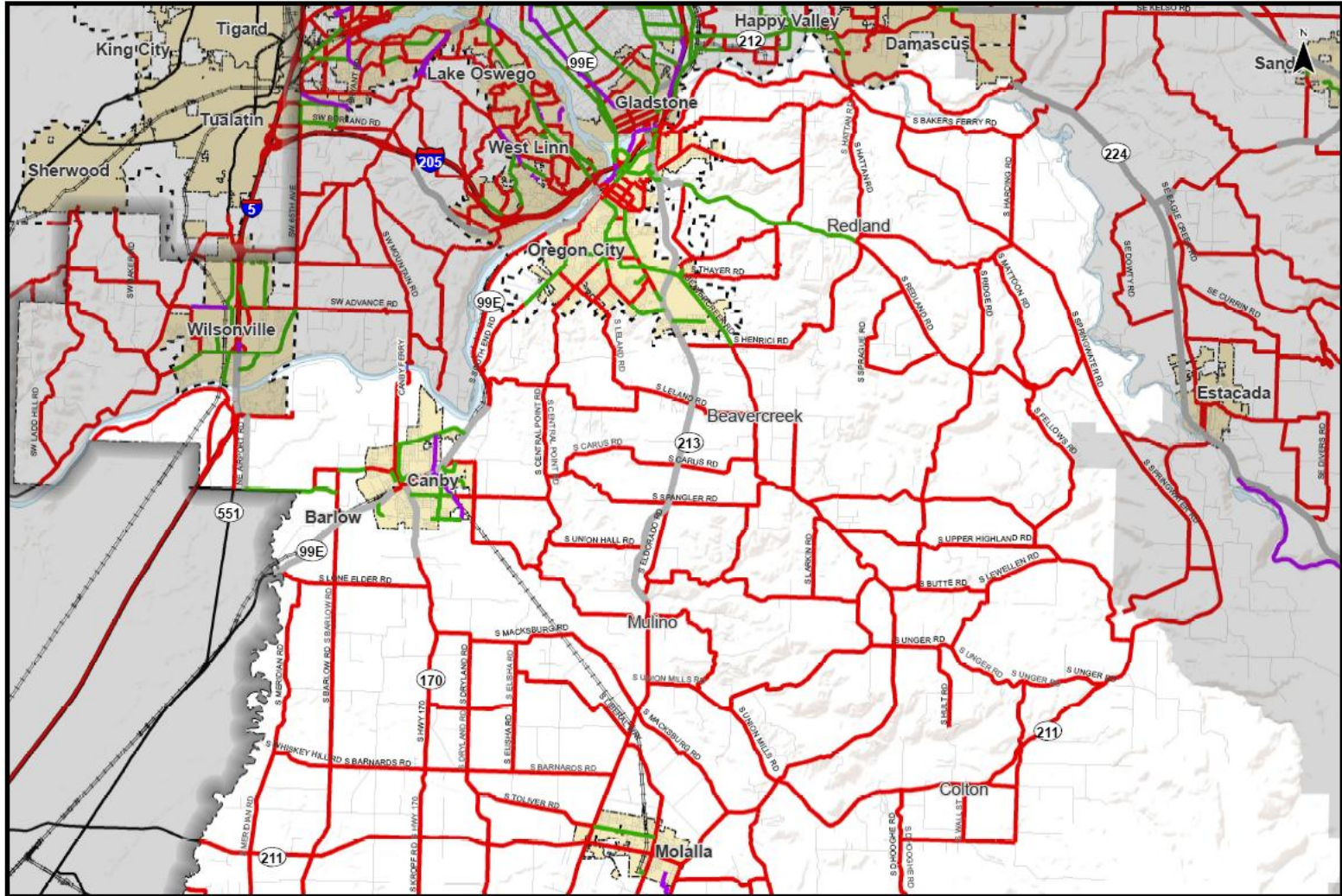
Figure
M 18

Coordinate System:
NAD 1983 HARN StatePlane Oregon North FIPS 3501 Feet Intl
Data Source:
Clackamas County, Metro Data Resource Center

Gaps and Deficiencies – Bicycle Network



- Bike Facilities**
- Multi-Use Path
 - Bike Lane
 - Shoulders (At Least 4ft Wide)
 - Gap in Bikeway Network
 - Incorporated Areas
 - County Boundary
 - UGB



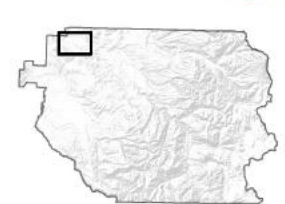
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**Planned Bikeway Network
 Southwest County - Northern Portion**

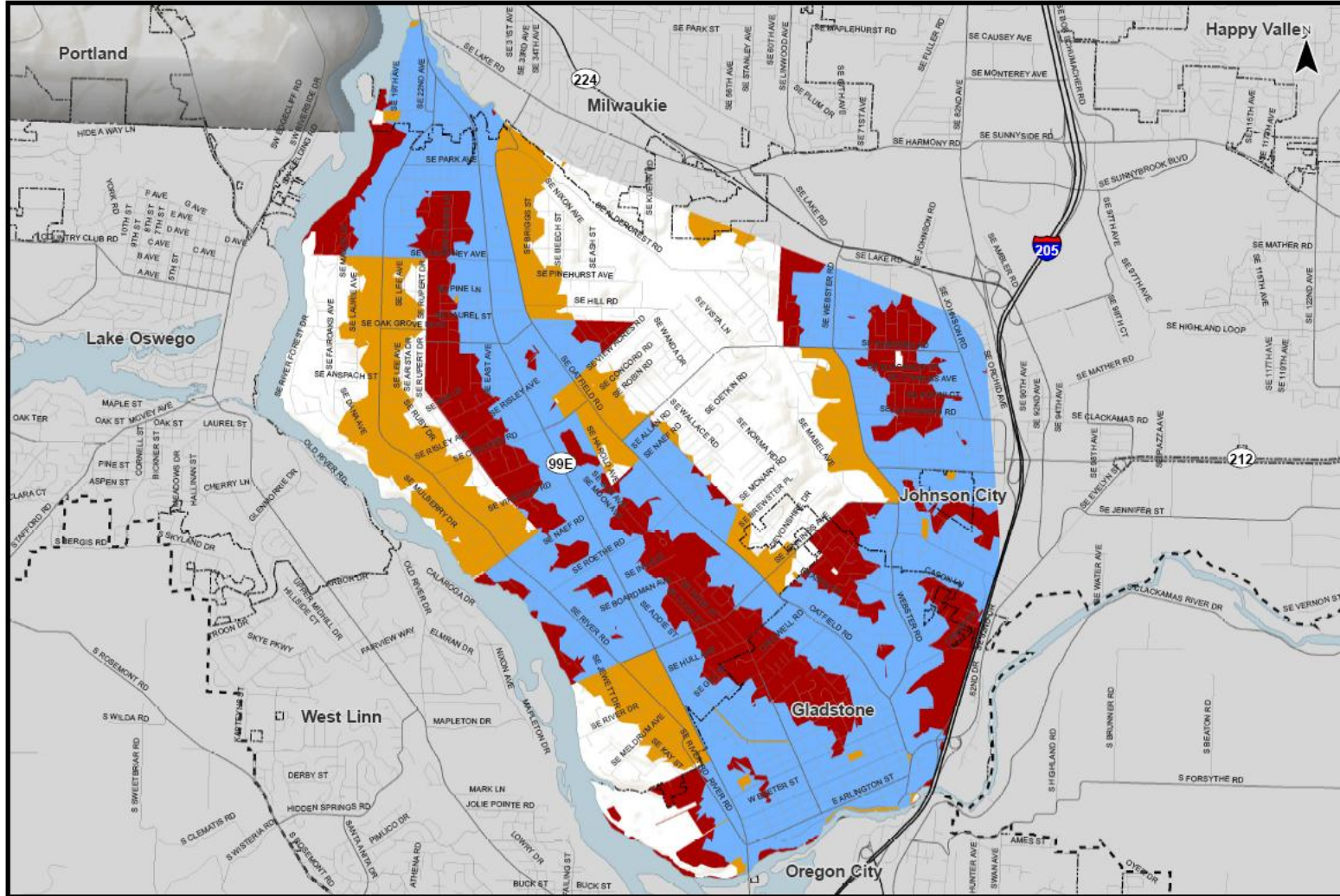
Figure
SN 19

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Gaps and Deficiencies – Transit Service



- Transit Supportive Areas Served
- Transit Supportive Areas Unserved
- Transit Service Areas
- Incorporated Areas
- County Boundary
- UGB



**Future Transit Supportive Areas
Greater McLoughlin Area**

Figure
M 22

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

J:\projects\TSP\GIS\TSP\Map102\Future Transit Supportive Areas.mxd

Existing and Future Conditions Overview

- › At the Geographic Area Projects (GAPS) meetings we collected comments regarding auto, pedestrian, bicycle and transit modes
- › See the comment maps and table summary for the GAPS meetings



Key Discussion Themes from the Geographic Area Meetings

- › Process for Changing Regional Transportation Plan (RTP) Projects
- › Population Projections
- › Candidate Road Safety Audit Corridors



Process for Changing Regional Transportation Plan (RTP) Projects

- › What are RTP Projects?
 - *Projects identified in Metro's Regional Transportation Plan*
- › Why are they different than other projects?
 - *Selected through previous County and regional planning activities*
 - *Considered important for accommodating regional traffic and growth due to their location and/or size of the project*
- › Why is this important to the County's TSP update?
 - *More difficult to remove an RTP project from the County's TSP*
- › Which of the previously planned projects are RTP projects?
 - *See table summary handout*

Population Projections

- › All Oregon cities and counties are required to coordinate their population forecasts with regional governments (e.g., Metro) and the state.
- › Clackamas County has two options for what population and employment forecasts are used:

1. Use the forecasts that Metro uses in the Regional Transportation Plan; or

2. Develop an alternative forecast, coordinated with Metro.



Population Projections

- › The current TSP update process must be consistent with Metro's current household and employment forecasts through 2035.
- › County must document gaps and deficiencies in its transportation system that would be expected to occur with Metro's current forecasts through 2035.
- › Alternative growth scenarios can be used to identify project priorities but cannot replace Metro's current forecasts through 2035.



Population Projections

- › How are the population and employment projections developed?
 - *Basic components include:*
 - Cohort survival methodology that estimates deaths, births, and migration by age groups
 - Econometric forecasting that considers employment sectors, wage sectors, income, population, migration, and inter-industry demand variables
 - Available land for residential and employment uses
 - *Handout provides additional details*



Candidate Road Safety Audit Corridors

- › What is a candidate road safety audit corridor?
 - *A series of roadway segments and intersections that have experienced higher frequencies of three crash types:*
 - Roadway departure crashes,
 - Crashes involving young drivers, and
 - Crashes involving aggressive driving.

- › What is the purpose of identifying them?
 - *Enables County to look holistically at the corridors to integrate engineering, education, and enforcement to reduce crashes*

 - *County can determine the treatments that are most effective and implement those same treatments county-wide*

Candidate Road Safety Audit Corridors

- › What types of improvements could be implemented along candidate road safety audit corridors?
 - *Improvements would range from lower cost signing or pavement marking treatments to road reconstruction.*
 - *Potential improvements include:*
 - Updating and/or installing new signs, new or enhanced pavement markings (e.g., STOP AHEAD pavement markings),
 - Increasing police enforcement on certain days of the week or time of day,
 - Moving roadside fixed objects,
 - Adjusting roadside vegetation,
 - Realigning the roadway, and
 - Implementing different traffic control at intersections (e.g., roundabouts).



Breakout and Review Maps

- › Review maps
 - *Maps have been updated based on comments received to-date and are available for review on the project website.*
 - *Look for gaps or deficiencies that are not captured on the maps or by the previous comments*
- › Received approximately 100 comments at the GAPS Meetings

Confirmation of Gaps and Deficiencies Identified

- › Are there existing pedestrian or bicycle facilities we have missed?
- › Are there other additional gaps that have not been identified?
- › Are there additional deficiencies that are not identified?



Alternatives Analysis Process

- › Consists of...
 - *Evaluating Individual Projects*
 - *Evaluating Broader System Alternatives*
- › Evaluating Individual Projects
 - *The PMT is doing an initial evaluation of previously planned projects*
 - *The initial evaluation will be discussed at GAPS Meetings #2*
- › Broader System Alternatives
 - *Tonight begin discussion of range of broader system alternatives*
 - *Continue this discussion at GAPS Meetings #2*



Alternatives Analysis Process

- › Broader System Alternatives
 - *Major Project Alternatives*
 - Example - Adding a new roadway or widening to a major regional roadway
 - *Assumption Scenarios*
 - Example - Changing the rate at which population increases
 - *Policy Scenarios*
 - Example - Focusing investment in urban areas on pedestrian, bicycle and transit improvements by changing performance measures to multimodal analysis
- › What broader system alternatives is the PAC interested in having evaluated?



Alternatives Analysis Process

› Upcoming Activities

GAPS Meeting #2 Draft Agenda (July 30 – August 2)

Discuss Initial Project Evaluation of Previously Planned Projects

Identify Potential New Projects

Identify Alternatives Analysis Scenarios
(e.g., slower population growth)

GAPS Meeting #3 Draft Agenda (October 15 – 18)

Confirm Project Evaluation Results from Previously Planned Projects

Discuss Results of Individual Evaluations for New Projects
(Identified in GAPS Meeting #2)

Discuss Alternatives Analysis Scenarios Findings
(e.g., slower population growth)

Review Draft Preferred Project List

Discuss Project Priorities

Recap of Policy Working Group Progress

Next Steps (slide 1 of 2)

- › Geographic Area Projects (GAPS) Meetings #2
 - *Greater Clackamas Regional Center/Industrial Area* –
 - Monday, July 30th, 9:00 to 11:00am
 - County Development Services Building, Oregon City
 - *Greater McLoughlin Area* –
 - Monday, July 30th, 6:30 to 8:30pm
 - County Development Services Building, Oregon City
 - *Northwest County* –
 - Tuesday, July 31st, 9:00 to 11:00am
 - County Development Services Building, Oregon City
 - *East County* –
 - Tuesday, July 31st, 6:30 to 8:30pm
 - Sandy City Hall
 - *Southwest County* –
 - Wednesday, August 1st, 6:30 to 8:30pm
 - Location TBD

Next Steps (slide 2 of 2)

- › Policy Working Group Meeting #4 – August 30th
- › Public Advisory Committee Meeting #4B – September 25th
- › Public Outreach and Open Houses
 - *Clackamas County Fair, Canby, August 15-16, 9 a.m.-10 p.m.*
 - *Road and Safety Fair, Clackamas Town Center, August 25, 10 a.m.-3 p.m.*
 - *Public open house (5:30-7:30 pm) , September 11; County Development Services Building, Oregon City*
 - *CPO Leaders meeting (6:30-8:30 pm), September 11; County Development Services Building, Oregon City*