

Section 10 Public Involvement

The TSP Update Process included extensive Public Involvement (PI), which was guided by the Public Involvement Plan.

The process worked through the efforts of four groups that had distinct roles in the process. They were the following:

- Public Advisory Committee (PAC),
- Technical Advisory Committee (TAC),
- Policy Working Group (PWG) and
- Geographic Area Working Groups (GAPS).

The PI process is described in the following sections

- Public Involvement Overview and PI Plan
- Appendix A – TSP Meeting Schedules
- Appendix B - PAC and TAC Information and Meeting Summaries
- Appendix C – PWG Meeting Summaries
- Appendix D – GAPS Meeting Summaries
- Appendix E - TSP Open House Information and Summaries
- Appendix F – Community Outreach
- Appendix G – Community Outreach Meeting Summaries
- Appendix H – Newsletters

This summary of the PI process covers all of the major aspects of the TSP PI process and includes a sample of key documents produced in the process.

PUBLIC INVOLVEMENT REPORT

October 2013

OVERVIEW

The proposed changes to Comprehensive Plan Chapter 5: Transportation System Plan (TSP) emerged from a two-year process of working with a Public Advisory Committee and extensive public outreach. Meaningful involvement of County residents and other stakeholders was a primary goal from the beginning, and led to a wide variety of opportunities for people and organizations to learn about the TSP update process, provide comments and help shape the future of the County's transportation system.

PUBLIC INVOLVEMENT ACTIVITIES:

Public involvement activities began in fall 2011 and are continuing through fall 2013. The key touch points with the public were, in order:

- A. Revise and recommend a vision, goals and objectives for the transportation system;
- B. Review and comment on current and future conditions; identify needed projects and ways to fill in transportation gaps and deficiencies; develop criteria to evaluate proposed projects
- C. Review, comment on and prioritize proposed transportation projects
- D. Review and comment on proposed changes to transportation-related policies, and
- E. Recommend a final TSP, including projects, programs and policies.

PUBLIC INVOLVEMENT GOAL:

The public involvement goal was to ensure that the final product -- the new TSP -- took into consideration and reflected the ideas, concerns and needs of the community and stakeholders, while at the same time addressing regional and state requirements and guidelines.

PUBLIC INVOLVEMENT OBJECTIVES:

The TSP Public Involvement Plan, which was created in September 2011, included the following objectives:

- Ensure the vision and goals have broad support internally and among local and regional agencies, stakeholders and the public, and ensuring that the transportation system plan meets the vision and goals.
- Identify issues and values of diverse Clackamas County communities, ensuring that they are reflected in the plan.
- Engage a wide range of stakeholders in all aspects of the planning process.
- Use a variety of strategies, including traditional and electronic media, to engage County residents and the business community, including those who are not normally able to participate in policy discussions for economic, demographic and/or cultural reasons.

- Ensure the opportunity for participation of linguistically and culturally diverse stakeholders and mobility-challenged stakeholders.
- Provide timely and useful information about the project.
- Solicit and record comments and concerns; address and/or respond to concerns.
- Ensure that advisory bodies be established for the planning process have adequate and timely opportunities to review and comment on draft plan elements.

PUBLIC INVOLVEMENT STRATEGIES:

The overall public involvement strategy was to take information to the community and other stakeholders, to make it as easy as possible for people to ask questions, submit ideas and share comments to help shape the final TSP. While there were centralized locations to gather information and submit comment -- including some open houses and meetings of advisory groups -- a great deal of the public involvement took place throughout the County, with local community and business groups.

Several specific strategies were used to engage the diverse and widespread Clackamas County population.

1. **Public Advisory Committee (PAC):** Create a committee of County residents and businesspeople, representing diverse interests and geographic areas, to work closely with staff throughout the project to
 - guide public engagement,
 - set project parameters (through vision, goals, objectives and evaluation criteria) and
 - develop project and policy recommendations;
2. **Geographic Sub-Areas:** Recognize the uniqueness of different areas of the County by identifying subareas to allow for localized input on transportation needs and concerns;
3. **User Friendly:** Make it easy for people to participate in the project;
4. **Keep People Informed:** Inform people of the activities and progress of the project
5. **Board of County Commissioners:** Check-in with the Board of County Commissioners throughout the process to keep them informed and give them the opportunity to express any concerns and provide direction.

These strategies are described in detail below.

PUBLIC INVOLVEMENT RESULTS:

The breadth and depth of public involvement was impressive. People and organizations from throughout the County took the time learn about the TSP update process, think about transportation needs in their area and share comments and suggestions for how to improve the transportation system over the next 20 years. Quite a number of people, including those on the Public Advisory Committee (PAC) and Geographic Area Projects Groups (GAPS), devoted many hours over many months to provide meaningful and thoughtful input.

While it will never be possible to know everything that was improved and impacted by public involvement, there is no doubt that the recommended Transportation System Plan is more comprehensive, responsive to community needs and broad-based because of extensive public participation.

KEY PUBLIC INVOLVEMENT STRATEGIES

1. PUBLIC ADVISORY COMMITTEE (PAC) -- Create a Public Advisory Committee (PAC) to work closely with staff through out the project to guide the recommendations and engagement of the public. Advise project staff on community concerns and issues related to the TSP; help develop transportation solutions; recommend a TSP (prioritized projects, programs and policies) to the Planning Commission. The specific charge to the PAC was to:

- Provide a broad and diverse set of perspectives to ensure Transportation System Plan (TSP) outcomes reflect diverse needs.
- Ensure the plan implements the vision and goals.
- Advise on and help implement public involvement objectives.
- Ensure planning among the County's diverse geographic areas is coordinated and comprehensive.
- Ensure the plan provides integrated transportation planning among jurisdictions in the County through coordinated transportation system plans, comprehensive plans and other transportation policy directions.
- Inform and engage their constituencies, communities and civic organizations.

Make-up: 21 residents from throughout the County; recruited to represent the geographic, economic and cultural diversity of the County, and appointed by the Board of County Commissioners.

Meeting schedule and topics:

- Though the original plan was to hold six PAC meetings throughout the project, because of the involvement and interest of PAC members, the PAC held 12 regular meetings to conduct its business, from October 2011 through August 2013. Meeting agendas were established with input from the chair and vice-chair of the PAC, who had been elected by PAC members. All meetings were advertised to the public, open to the public and included a time for public comment.
 - Oct. 18, 2011: Orientation, project background, public involvement plan, vision and goals, background information
 - Nov. 15, 2011: Vision, goals and objectives; regulatory framework
 - Dec. 13, 2011: Continue work on vision, goals and objectives; discuss PAC role with regional meetings
 - Feb. 7, 2012: Finalize objectives; discuss evaluation criteria and performance measures
 - March 6, 2012: Evaluation measures
 - July 17, 2012: Existing and future conditions; Policy Working Group (PWG) and Geographic Area Projects Groups (GAPS) plans and activities
 - Oct. 16, 2012: Projects recommended for removal; projects recommended for further study; PWG rural policy recommendations
 - Nov. 27, 2012: Countywide and rural transportation policy recommendations from the PWG; method for prioritizing projects

- April 23, 2013: Project priorities and prioritization process; recommendations from Technical Advisory Committee and GAPS
 - April 30, 2013: Recommended project priorities for public review
 - June 25, 2013: Policy development process; PWG recommendations on urban transportation policies; public input on project priorities
 - Aug. 20, 2013: Vision, goals and objectives review; recommended project priority changes; TSP recommendation for Planning Commission
- More than seven additional "brown bag" meetings, including those listed below, provided background information and discussion opportunities for interested PAC members.
 - Jan. 18, 2012: Projects in 2001 Clackamas County TSP
 - Feb. 28, 2012: Climate-smart communities
 - March 14, 2012: Energy and transportation planning
 - Jan. 16, 2013: Project scoring by metrics
 - Jan. 30, 2013: Cost estimates, cost effectiveness, fiscal responsibility scoring
 - Feb. 13, 2013: 70% growth scenario; Dynamic Traffic Assignment (DTA) analysis
 - Feb. 27, 2013: Project scoring and ratings
 - April 17, 2013: Discussion of next PAC agenda
 - Aug. 15, 2013: Discussion of next PAC agenda

Policy Working Group: A subgroup of the PAC, the Policy Working Group (PWG), worked closely with the project team to review current transportation-related policies, and propose revisions and new policies for Chapter 5 of the Clackamas County Comprehensive Plan.

Make-up: Interested PAC members

Meeting schedule and topics:

- April 5, 2012: Transportation policy and programs; prioritization of topics
- May 3, 2012: Economic development and freight
- July 12, 2012: Rural roads
- Aug. 30, 2012: Rural land use and transportation
- Sept. 27, 2012: Rural equity, health and sustainability, and pedestrian and bicycle facilities
- Nov. 1, 2012: Urban roads and roadway functional classification
- Jan. 24, 2013: Urban equity, health and sustainability, and pedestrian and bicycle facilities
- Feb. 21, 2013: Urban roads and travel
- June 6, 2013: Roadway functional classifications and performance standards; policy document overview

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2. **GEOGRAPHIC SUB-AREAS** -- To encourage the participation of community and business leaders, one of the key strategies of the public involvement process was to create five sub-areas in the County to allow people to comment on and suggest ideas for their local transportation system. The five areas were:

- Greater Clackamas Regional Center/Industrial Area
- Greater McLoughlin Area
- Northwest County Area
- Southwest County Area
- East County Area

Throughout the process, project information was gathered and summarized by subarea, and there were both regional open houses within the subareas and smaller Geographic Area Project groups that reviewed and recommended project priorities by subarea.

Geographic Area Projects Working Groups (GAPS) -- These localized, area work groups were established to allow people in specific geographic areas around the County to have the opportunity to give input and shape the future TSP for their part of the County; and to allow for in-depth review of policies as well as localized input on projects.

Makeup: Interested PAC members, and community and business leaders from the area

Meeting schedule and topics:

- Round 1 - June 18-21, 2012 -- focus on existing and projected transportation system conditions, and gaps or deficiencies
- Round 2 -- Sept. 10-18, 2012 -- what specific projects should be further evaluated for inclusion in the County's transportation system; discuss and comment on the initial evaluation of projects in the County's current TSP and projects suggested by the public
- Round 3 -- Mid-March 2013 -- prioritizing area transportation projects for the next 20 years

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3. **USER FRIENDLY** -- Make it easy for people to receive information and provide feedback about the project. With a population of more than 375,000 people spread out over almost 1,900 square miles, it was important to have a public involvement approach that was easily accessible to everyone, regardless of where they lived. This was done through regional open houses at the beginning of the process; virtual (online) open houses throughout the project, establishing geographic area work groups (as described above) and dispatching staff to existing community and business meetings throughout the County to share information, answer questions and gather feedback.

Public Meetings

- **Kick-off event** – Oct. 13, 2011

- **Regional meetings (2012)** -- gather feedback on draft TSP Vision, Goals and Objectives, and identify transportation system concerns
 - January 30-- Urban Unincorporated Northwest County: Milwaukie Elementary School
 - February 1 -- East County: Eagle Creek Elementary School
 - February 2 -- South County: Molalla River Middle School
 - Jan. 2 - Feb. 5 -- online
- **Open house** -- Sept. 11, 2012 (before CPO Leaders meeting)
- **Virtual (online) open houses/workshops** (material also available in Spanish)
 - Jan. 2 - Feb. 5, 2012: comment on proposed vision, goals and objectives; ask questions and make suggestions regarding the current and future transportation system in unincorporated Clackamas County
 - Sept. 9 - Oct. 1, 2012: review and comment on projects proposed so far, and suggest projects to fill in current transportation gaps and deficiencies
 - May 15 - June 15, 2013: review and comment on proposed transportation projects -- based on the recommendations of the PAC, County staff and technical consultants

Reaching Out -- Emails, newsletters, news releases, phone calls and letters were used to inform community, business and civic groups throughout the County that the TSP update process was underway and invite them to invite staff to come to one of their meetings to share information and gather feedback. Some of the results are listed below:

- CPO Leaders (
 - Sept. 27, 2011
 - Sept. 11, 2012
 - May 7, 2013
 - Sept. 17, 2013
- Roadway and Safety Fair, August 2011 and 2012
- Clackamas County Fair, August 2012
- Clackamas County Transportation Safety Commission
- Clackamas County Pedestrian/Bicycle Advisory Committee
- Monthly updates to Clackamas County Committee for Citizen Involvement (CCI)
- CPOs, Hamlets and Village
- Economic Development Commission
- Chambers of commerce
- City councils and planning commissions
- 33 presentations from March 27 - June 18, 2013, to CPOs, planning commissioners, hamlets, and other community and business groups. (This was part of a special outreach effort that included individual requests/invitations sent to 31 CPOs, four Hamlets, 1 Village, 15 chambers of commerce and other business associations, city officials through the County and 15 other community organizations and advisory councils.)

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4. **INFORM:** People should have access to information about the project at all times. The key tools used to inform County residents of the project activities were newsletters and flyers, the project website and news releases.

Newsletters And Flyers

- TSP Flyer – fall 2011
- TSP Newsletter -- January 2012
- TSP Newsletter -- July 2012
- TSP Newsletter -- Spring 2013 (also available in Spanish)
- *Citizen News* (Clackamas County quarterly newsletter mailed to all residents and posted on the County website) -- articles were included in the following issues: October 2011, January 2012, July 2012, October 2012, May 2013 and November 2013 (upcoming)

Electronic Media

- Project website
 - Upcoming meetings
 - Materials, presentations and meeting summaries of TAC and PAC meetings
 - Maps
 - Project lists and priorities
 - Input/comment opportunities
- Emails to PAC members, interested parties, and business and community organizations
- Facebook and Twitter postings

News Releases (sent to media for publication in print and online; sent to community and business leaders and other interested people; posted on social media sites)

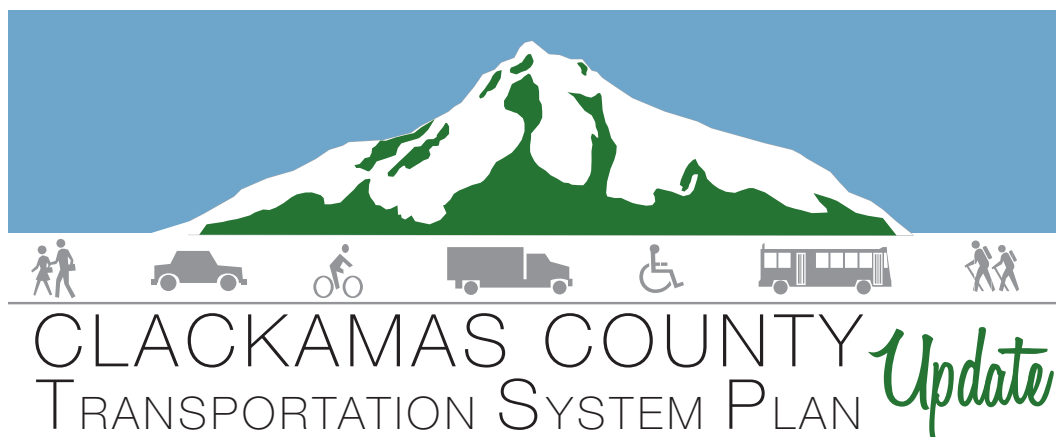
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- Publicizing
 - PAC meetings
 - Open houses
 - Online open houses/surveys
 - GAPS meetings
 - Policy Working Group meetings
 - Opportunities to review project information, ask questions and share comments

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5. **CHECK-IN WITH BOARD OF COUNTY COMMISSIONERS:** The Board of County Commissioners (BCC) is the ultimate decision-maker on the final TSP. Considering the length and complexity of the process, it was deemed vitally important to keep the BCC up-to-date on the progress of the project and related issues, and give Commissioners the opportunity to ask questions, clarify any areas of confusion and confirm and/or revise direction. The following updates were presented and discussed at BCC work sessions, study session and business meetings that were open to the public.

- Sept. 20, 2011: Proposed process, including make-up of advisory committee
- Feb. 29, 2012: Process update; transportation funding outlook; draft vision, goals and objectives
- April 26, 2012 (BCC approval of recommended TSP vision, goals and objectives)
- July 24, 2012: Schedule; existing and future conditions; alternatives analysis; next steps
- April 3, 2013: Process update; vision and goals; funding forecast; priorities
- June 25 2013: Process update and next steps
- Aug. 6, 2013: Review and discuss recommended project priorities

APPENDICES

- Appendix A: TSP Vision, Goals and Objectives (recommended by PAC; approved by the BCC)
- Appendix B: TSP Update 2011-13 (showing role of public involvement activities in the project)
- Appendix C: TSP Public Advisory Committee members
- Appendix D: Map of geographic analysis sub-areas, used as basis for geographic area working groups and project analysis
- Appendix H: TSP newsletters (fall 2011, August 2012, spring 2013 [English and Spanish])



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Public Involvement Plan Technical Memorandum 2.1

Overview

This Public Involvement Plan (PIP) for the Clackamas County Transportation System Plan (TSP) update provides a roadmap of integrated strategies to build consensus around the development of the transportation system plan. The PIP will ensure the TSP meets the project vision and goal statements and public and agency expectations to the greatest degree possible. The PIP is intended to constructively engage the public in the project through a variety of means, solicit comments, concerns and suggestions about the transportation system and plan, respond to those concerns, identify alternative approaches to meet the transportation vision and goals, and identify potential funding options.

A draft vision and goals for the transportation system plan were developed in 2010. These are attached as Appendix A and will be reviewed as a first step in the TSP development process.

Demographic Context

According to Census 2010 data, Clackamas County residents identified themselves as 84.5% white/not-Hispanic. The remaining 15.5% is composed of a diverse population. Clackamas County has speakers of at least 46 languages. According to American Community Survey data (2005-2007), the highest percentage of non-English speakers are Spanish speakers at 5.5% of the population. Russian speakers make up the next highest block at just over 1% of the population.

Public Involvement Objectives

Public involvement objectives follow:

- Ensure the final vision and goals have broad support internally and among local and regional agencies, stakeholders and the public, and that the transportation system plan meets the vision and goals.
- Identify issues and values of diverse Clackamas County communities, ensuring that they are reflected in the plan.

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- Engage a wide range of stakeholders in all aspects of the planning process.
- Use a variety of strategies, including traditional and electronic media, to engage County residents and the business community, including those who are not usually able to participate in policy discussions for economic, demographic and/or cultural reasons.
- Ensure the opportunity for participation of linguistically and culturally diverse stakeholders.
- Ensure participation of mobility-challenged stakeholders.
- Provide timely and useful information about the project.
- Solicit and record comments, concerns and suggestions; address and/or respond to concerns.
- Ensure that advisory bodies established for the planning process have adequate and timely opportunities to review and comment on draft plan elements.
- **Responsive:** The future of transportation in Clackamas County depends on the needs and wants of our community, the requirements of our society and the availability of funds.
- **Essential:** Our transportation choices help us get where we need to be to take care of our families, our businesses, our relationships and ourselves.
- **Healthy:** Our transportation choices affect our health. Providing a variety of means to get where we need to go can improve our community health and make transportation safer and more enjoyable for all.
- **Impactful:** The quality, quantity, diversity and availability of transportation in all of its various forms influence the lives of all Clackamas County residents, workers, property owners, businesses and visitors.
- **Applied:** We are asking individuals to take the time to learn about how the transportation system works and to tell us their thoughts and dreams for what that system should look like now and in the future.

Strategies

Public Information Contact

Ellen Rogalin is the primary contact for Clackamas County. Kirstin Greene is the Principal in Charge for public involvement and Alisha Dishaw is the day-to-day contact for the Cogan Owens Cogan, LLC/JLA public involvement consulting team.

Key Messages

- **Intentional:** Getting people and goods efficiently and safely from place to place does not happen by accident – it requires careful planning, adequate funding and community support.
- **Practical:** We need to be responsible, pragmatic and resourceful to best serve the needs and wants of our community.

Project Management Team (PMT)

The County's designated Project Manager, Karen Buehrig, with assistance from a Project Management Team (PMT), will manage and coordinate the project. The PMT will consist of both County staff, including the County Project Manager and lead county technical staff, consultant team representatives, including the Consultant Project Manager, Marc Butorac, lead technical consultants, public involvement consultants and other members as needed.

Public Advisory Committee (PAC)

A PAC will advise the project staff on community concerns and issues and will also help develop the range of transportation alternatives and recommend a transportation system plan. As approved by the Board of County Commissioners (BCC), the PAC's specific responsibilities are to:

- Provide a broad and diverse set of perspectives to ensure TSP outcomes reflect diverse needs.
- Ensure the plan implements the vision and goals.
- Ensure public involvement objectives are met.
- Ensure planning among the three geographic areas is coordinated and comprehensive.
- Help communicate differences in transportation elements among the three geographic areas.

- Ensure the plan provides integrated transportation planning among jurisdictions in the County through coordination with transportation system plans, comprehensive plans and other transportation policy direction.
- Inform and engage their constituencies.

The PAC is formed from a diverse range of interests and stakeholders as indicated in the table below solicited through a public process and appointed by the BCC. PAC membership is intended to achieve geographic and public/private interest diversity. Six meetings are expected throughout the project period.

The consulting team will develop a draft PAC charter, including roles and responsibilities of PAC members, staff, facilitator and chair.

Agency/Affiliation

■ Citizen Planning Organizations (CPOs) (2)
■ Hamlets, Villages (2)
■ Representatives from culturally and linguistically diverse communities (2)
■ Equity community, e.g., Area Council on Aging, Diversity Leadership, Development Disabilities, Mental Health & Addictions, Housing Authority, Workforce Investment (2)
■ Business community, e.g., EDC, Chambers, CCBA, freight/commercial vehicles (Urban-2) (Rural-2)
■ Recreation community, e.g., NCPRD DAB, Tourism Board, Arts Alliance, Parks Advisory Board, Historic Review (2)
■ Human services community, e.g., Community Health Council, Commission on Children and Families, Community Action, Libraries, schools (2)
■ Environmental community, e.g., Watershed Councils, Ped/Bike Committee (2)
■ Public safety community, e.g., emergency medical services, Sheriff's Office, firefighters, Traffic Safety Commission (2)
■ At-large citizen representatives (3)
Ex-officio
■ Board of County Commissioners (1)
■ Clackamas County Planning Commission (1)

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Technical Advisory Committee (TAC)

A TAC will provide a forum for coordination on transportation plan methodologies, forecasting and other technical issues. TAC members will serve in an advisory role to the PAC and PMT. Eight meetings of the TAC are expected throughout the project period. To form the TAC, the PMT will identify and request representation from appropriate technical bodies that represent the focused areas identified in the vision and goal statement, including:

- Metro
- Oregon Department of Transportation (ODOT)
- Transit providers – TriMet, Canby Area Transit, Wilsonville Transit, Sandy Area Transit
- Pipeline representative
- Railroad representative
- Bicycle/pedestrian advocacy groups
- Social services

Public Meetings and Events

A series of five public events will take place at strategic points in the project. In order to best reach the entire county, the planning area will be divided into three geographic subareas: East County (roughly east of Highway 211, including the communities of Sandy, Estacada, Boring and the Mt. Hood communities); South County (west of the East County area and south of the UGB); and North County (west and northwest portions of the county inside the UGB and outside incorporated areas). The TSP is focusing on unincorporated areas. Two countywide public events and three events in each of the three geographic areas will be conducted at the following milestones.

1. Project introduction – Present

draft TSP vision and goals; discuss preliminary objectives; introduce two-year process [countywide kick-off]

2. Objectives and criteria – Discuss areas, process and timeline; identify preliminary subarea evaluation criteria [regional meetings]
3. Existing and future conditions – Consider existing and projected transportation conditions, identify other existing and/or anticipated transportation issues, and discuss potential funding sources [regional meetings]
4. Propose projects and policies – Review proposed projects, programs, and policies, refine these TSP elements and prioritize their importance [regional meetings]
5. Proposed Draft TSP – Review draft project, programs, policies, and transportation funding sources [countywide event]

Stakeholder Outreach

County staff will conduct a series of presentations at local area community group meetings during the process: focusing at the project outset and then toward the end of the process. Presentations may include but are not limited to CPOs, Hamlets, Villages, Committee for Citizen Involvement, Clackamas County Business Association, Citizens Informed and Aware, Economic Development Commission, Area Council on Aging, North Clackamas Parks and Recreation Board, Design Advisory Board, Tourism Board, Arts Alliance, Community Health Council, Parks Advisory Board, Commission on Children and Families, Community Action, Libraries, School Boards, Watershed Councils, TriMet Committee on Accessible

Transportation, Development Disabilities, Diversity Leadership, Emergency Medical Services, Enhanced Law Enforcement Citizen Advisory Committee, Historic Review, Housing Authority, Mental Health & Addictions, and the Workforce Investment Council. Staff will notify the various community groups of the opportunity to have the presentations via email, the project website and Citizen News. Staff also will connect with culturally and linguistically diverse communities to arrange culturally relevant presentations as needed.

TSP Display Boards

To help ensure project information where it will be viewed widely, staff will prepare traveling storyboards and other appropriate exhibits for community gathering places and events. Exhibits at key events will be staffed to the extent feasible.

Project Website and Electronic Engagement

A project website will be created by the consultant team to provide up-to-date project information, background materials and information on how citizens can be involved. Key elements may also be provided in two to three foreign languages, based on need. Public interest and involvement will be encouraged to the greatest extent and may include smart phone applications, contests or other means. The website will be updated at a minimum before and after each public event and each PAC meeting. Each public event will be preceded by a Virtual Open House that will utilize videos and virtual rooms to replicate and in some ways exceed the interactive elements of actual in-person events. County staff will post notices of project updates and community events on Clackamas County's

Facebook page and Twitter.

Media Communication

To inform Clackamas citizens of the County's process, regular updates about the process will be provided in the Citizen News, the County's quarterly publication. This newsletter reaches nearly all households in Clackamas County. Contact information and directions to the project website will be provided. Articles for the *Citizen News* also should be made available to other organizations for insertion into their newsletters and Websites. Additionally, prepared updates and advisories to Clackamas area media will be made at major project milestones. Ellen Rogalin will serve as the news media contact. News releases will be drafted and released by the County to their contact list.

Project E-Mail/Contact List

A project list of interested parties and key stakeholder groups and individuals will be developed and maintained by the consultant team with assistance from County staff. Visitors to the website will be encouraged to sign up for TSP news.

Project Newsletters and Flyers

Five brochures or newsletters will be prepared informing county residents of the project progress, summarizing draft plan elements, and identifying opportunities for public participation. They will be developed prior to the public events. These will be distributed electronically to the project mailing list; hard copies will be sent to those for whom the team does not have an email address. Additionally, flyers will be created to help promote specific meetings. County staff will email the flyers out to organizations and businesses throughout

the county, including in County and other agency offices, for posting.

strategy to reach. Lead and supplemental implementation roles also are identified in the matrix.

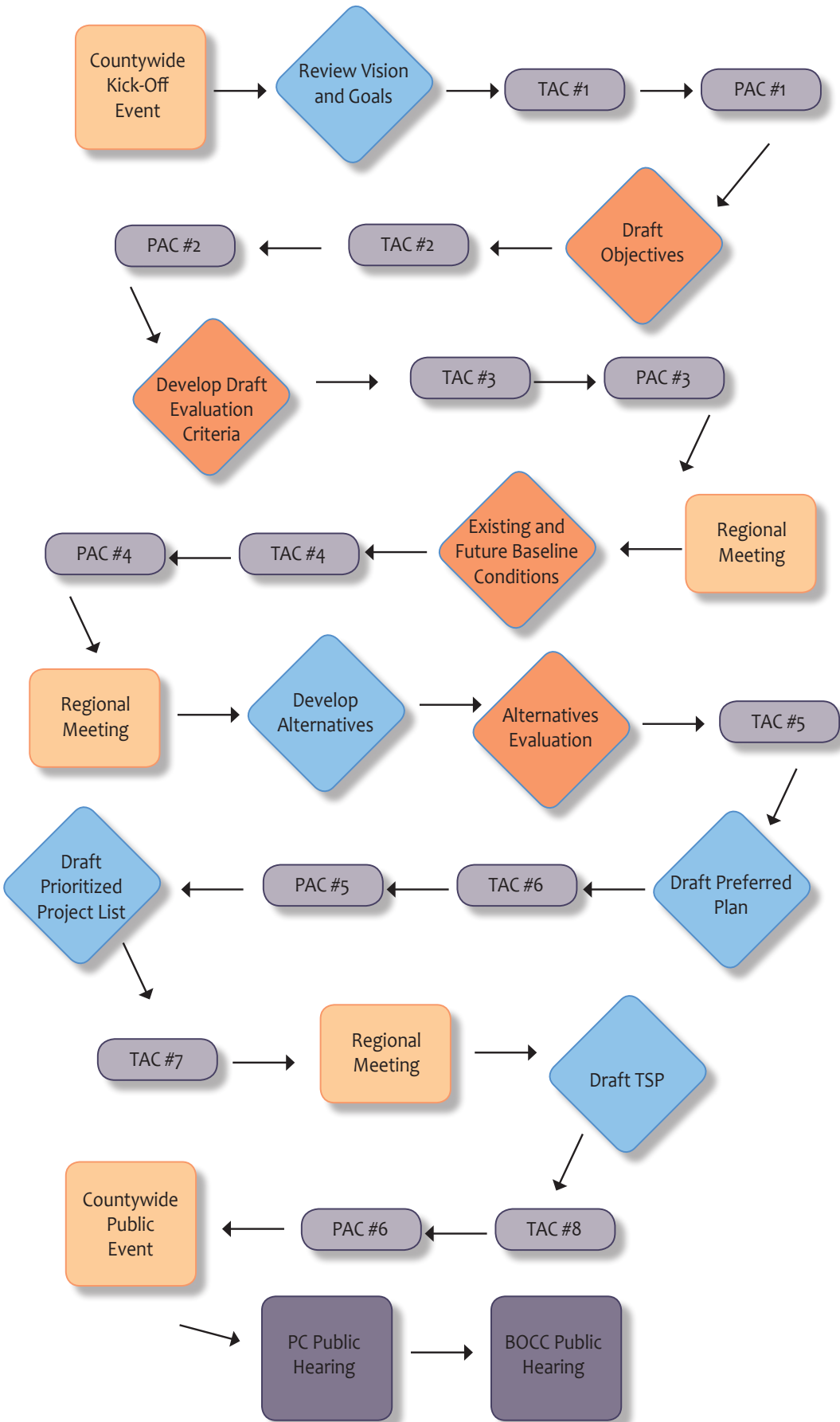
Roles and Responsibilities

A Public Outreach Matrix follows, including a cross reference of Transportation System Plan audiences for whom the project team designed the public involvement

Schedule

	Qtr 4 2011	Qtr 1 2012	Qtr 2 2012	Qtr 3 2012	Qtr 4 2012	Qtr 1 2013	Qtr 2 2013
Public Meetings	●	●	●		●	●	
PAC Meetings	●	●	●		●	●	●
TAC Meetings	●	●	●	●	●	●	●
Newsletters	●	●			●	●	●
Fliers	●	●			●	●	●
Virtual Open Houses	●	●	●		●	●	

TSP Development Roadmap



Project Area Map

September, 2011

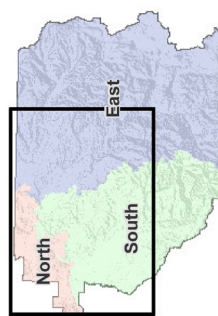
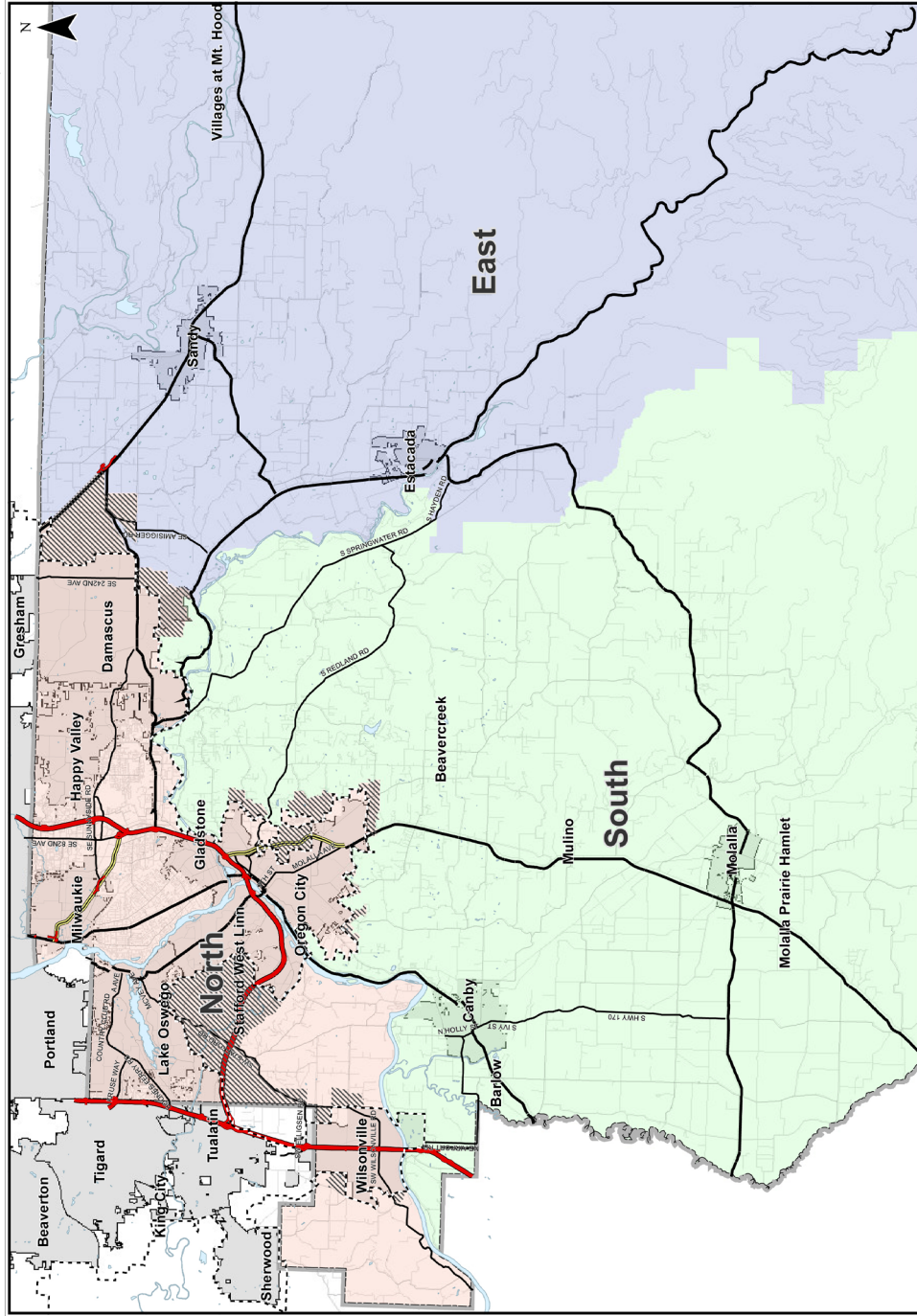


Figure 1

Public Involvement Sub Areas



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



Appendix A: Draft Transportation System Vision & Goals

Building on the foundation of our existing assets, we envision a transportation system that provides mobility, accessibility and connectivity for people, goods and services; is tailored to our diverse geographies, and supports and sustains planned land uses.

- **Equitable and Accessible:** Provide a resilient transportation system that offers people choices, regardless of age, ability, income level and geographic location, and allows them to respond and adapt to changing conditions.
- **Fiscally Responsible:** Use a fix-it-first approach to protect and improve existing roadways, paths, bridges and other transportation assets while cost-effectively enhancing the total system.
- **Healthy and Safe:** Promote a transportation system that maintains and improves individual and community health, safety and security by maximizing active transportation options, public safety and service access, and safe and smooth connectivity.
- **Livable and Local:** Customize transportation solutions to suit the local context while providing a system that supports active transportation, promotes public health, facilitates access to daily needs and services, and creates successful and enduring communities. Where land use is evolving, fit the desired future, not the present.
- **Local Business and Jobs:** Support a prosperous, adaptable economy and the financial well-being of the county and its residents by preserving and enhancing business opportunities, and ensuring the efficient movement of people and goods.
- **Sustainable:** Work towards a transportation system that is environmentally, fiscally and socially sustainable by focusing on increasing energy security, decreasing greenhouse gas emissions, maximizing cost-effectiveness and providing equitable access for all.



CLACKAMAS COUNTY *Update* TRANSPORTATION SYSTEM PLAN



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.*



GOAL 1: SUSTAINABLE

Provide a transportation system that optimizes benefits to the environment, the economy and the community.

OBJECTIVES

1.1: **Reduce energy consumption** associated with transportation:

- 1.1.1 Identify, maintain, and improve sidewalks, bicycle lanes, multi-use trails and roadways.
- 1.1.2 Invest in and encourage public transit and connections to transit stops.
- 1.1.3 Encourage and support rideshare programs, car-sharing programs, transit pass programs, telecommuting, and other transportation demand management strategies.
- 1.1.4 Encourage the use of alternative-fuel vehicles and more fuel-efficient vehicles.

1.2: **Improve air quality** by reducing transportation-related emissions.

1.3: **Minimize impacts** of the transportation system on streams and water quality.

1.4: **Promote a resilient transportation system** that allows people to adapt to changes in their lives and in their surroundings.

1.5: **Stabilize existing sources of transportation revenue** and identify stable, diverse, long-term sources of funding.

1.6: **Support motorized and non-motorized transportation projects** that use public resources cost-effectively.

1.7: **Fix and maintain** the current roadways before adding new roads.

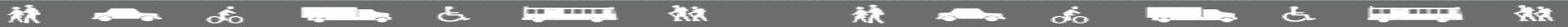


GOAL 2: LOCAL BUSINESSES AND JOBS

Plan the transportation system to create a prosperous and adaptable economy and further the economic well-being of businesses and residents of the county.

OBJECTIVES

- 2.1: Prioritize transportation improvements that help people get to work and help businesses thrive.
- 2.2: Promote efficient movement of people, materials and goods.
- 2.3: Identify, maintain, and improve sidewalks, bicycle lanes, multi-use trails, and roadways.
- 2.4: Invest in and encourage public transit and connections to transit stops.
- 2.5: Encourage and support rideshare programs, car-sharing programs, transit pass programs, telecommuting, and other transportation demand management strategies.
- 2.6: Improve freight movement.



GOAL 3: LIVABLE AND LOCAL

Tailor transportation solutions to suit the diversity of local communities.

OBJECTIVES

- 3.1: **Identify, maintain, and improve** sidewalks, bicycle lanes, multi-use trails, and roadways.
- 3.2: **Improve** Safe Routes to School planning.
- 3.3: **Invest in and encourage** public transit and connections to transit stops.
- 3.4: **Encourage and support** rideshare programs, car-sharing programs, transit pass programs, telecommuting, and other transportation demand management strategies.
- 3.5: **Facilitate access** to daily needs and services regardless of race, age, ability, income level and geographic location.
- 3.6: **Prioritize** transportation improvement projects that help people get to work and help businesses thrive.
- 3.7: **Plan and design roadways** so people can drive, walk, bike or take transit comfortably and include design elements that make the community a better place to be.
- 3.8: **Promote a resilient transportation system** that allows people to adapt to changes in their lives and in their surroundings.
- 3.9: **Maintain and enhance connections** to parks, recreational areas and public lands.
- 3.10: **Prioritize resources** to address transportation needs of transportation disadvantaged populations within the County.
- 3.11: **Create project outreach activities** and decision-making processes that provide meaningful opportunities for all residents to influence decision-making.



GOAL 4: SAFETY AND HEALTH

Promote a transportation system that maintains or improves our safety, health, and security.

OBJECTIVES

- 4.1: **Reduce the number and severity** of vehicle-vehicle, vehicle-bicycle, vehicle-pedestrian and bicycle-pedestrian crashes. Increase safety culture by integrating engineering, education, enforcement, emergency services and evaluation activities.
- 4.2: **Provide a system that supports** fire fighters, ambulances, law enforcement and other emergency response services.
- 4.3: **Identify, maintain, and improve** sidewalks, bicycle lanes, multi-use trails, and roadways.
- 4.4: **Invest in and encourage** public transit and connections to transit stops.
- 4.5: **Improve air quality** by reducing transportation-related air emissions including reducing greenhouse gas emissions to target levels.
- 4.6: **Reduce exposure** to transportation-related air emissions.
- 4.7: **Encourage the use of** alternative-fuel vehicles and more fuel efficient vehicles.
- 4.8: **Maintain and enhance** connections to parks, recreational areas and public lands.
- 4.9: **Prioritize resources** to address transportation needs of transportation disadvantaged populations within the County.
- 4.10: **Facilitate access** to daily needs and services.

ABOUT the TRANSPORTATION SYSTEM PLAN VISION, GOALS and OBJECTIVES

The Clackamas County Transportation System Plan Update Project began in 2011 and is expected to be completed before the end of 2013. The intent of the project is to develop policies and identify priority transportation system projects to meet community needs over the next 20 years, and to comply with the State of Oregon Transportation Planning Rule (OAR 660, Division 12) and the Regional Transportation Plan.

The Vision, Goals and Objectives in this document originated from a draft framework created by Clackamas County staff and Commissioners, developed through the hard work and dedication of the TSP Public Advisory Committee, with input from the TSP Technical Advisory Committee and the public. This final version of the Vision, Goals and Objectives was approved by the Public Advisory Committee on February 7, 2012 and affirmed by the Public Advisory Committee on March 6, 2012, to recommend to the Board of County Commissioners.

Once adopted by the Board of County Commissioners, these Vision, Goals and Objectives will guide the work of the TSP Update Project.



GOAL 5: EQUITY

Provide an equitable transportation system.

OBJECTIVES

- 5.1: **Identify, maintain, and improve** sidewalks, bicycle lanes, multi-use trails, and roadways.
- 5.2: **Invest in and encourage** public transit and connections to transit stops.
- 5.3: **Encourage and support** rideshare programs, car-sharing programs, transit pass programs, telecommuting, and other transportation demand management strategies.
- 5.4: **Prioritize resources** to address transportation needs of transportation disadvantaged populations within the County.
- 5.5: **Create project outreach activities** and decision-making processes that provide meaningful opportunities for all residents to influence decision-making.
- 5.6: **Facilitate access** to daily needs and services regardless of race, age, ability, income level and geographic location.
- 5.7: **Prioritize transportation improvement projects** that help people get to work and help businesses thrive.
- 5.8: **Provide opportunities** for low-income and minority workers and business owners to obtain jobs and contracts created by transportation investments.



GOAL 6: FISCALLY RESPONSIBLE

Promote a fiscally responsible approach to protect and improve the existing transportation system and implement a cost-effective system to meet future needs.

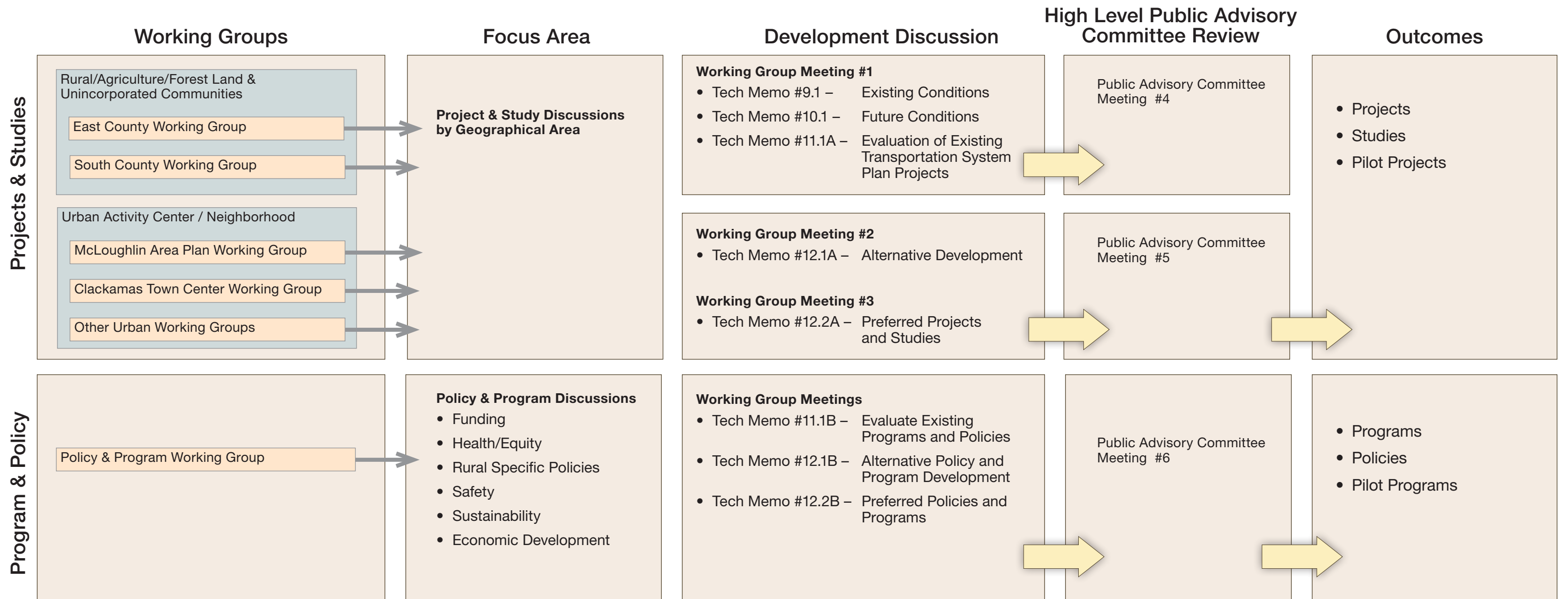
OBJECTIVES

- 6.1: **Fix and maintain** the current roadways before adding new roads.
- 6.2: **Support transportation projects** that use public resources cost-effectively and efficiently.
- 6.3: **Stabilize existing sources** of transportation revenue and identify stable, diverse, long-term sources of funding.
- 6.4: **Identify and protect** right-of-way for future transportation facilities and services.
- 6.5: **Prioritize projects**, programs, policies that balance safety, reducing traffic congestion and providing travel options.

Oregon Transportation Planning Hierarchy

State Planning Mandate Oregon Revised Statute Chapter 197			
Transportation Planning Rule Oregon Administrative Rules 660-12			
State TSP Oregon Transportation Plan (ODOT)			
MPO RTP/ RTFP - Metro		Non MPO RTP - County	
Local TSP - City	Local TSP - County	Local TSP - City	Local TSP - County
Metro Urban Area Clackamas County		Non Metro Area Clackamas County	

Transportation System Plan Working Group Approach to Project, Study, Program, Policy & Pilot Projects (Tasks 9 – 12)



Project & Study Development Process

Task 9, 10 & 11

Existing Planned Projects

Fiscally
Constrained
Low Build

Unconstrained

Task 12 & 13

New Projects
Studies
Pilot Projects

Confirm Need &
Develop Priorities

NO

Remove From
Consideration

YES

Task 14

Funding
Assessment

Preferred Plan

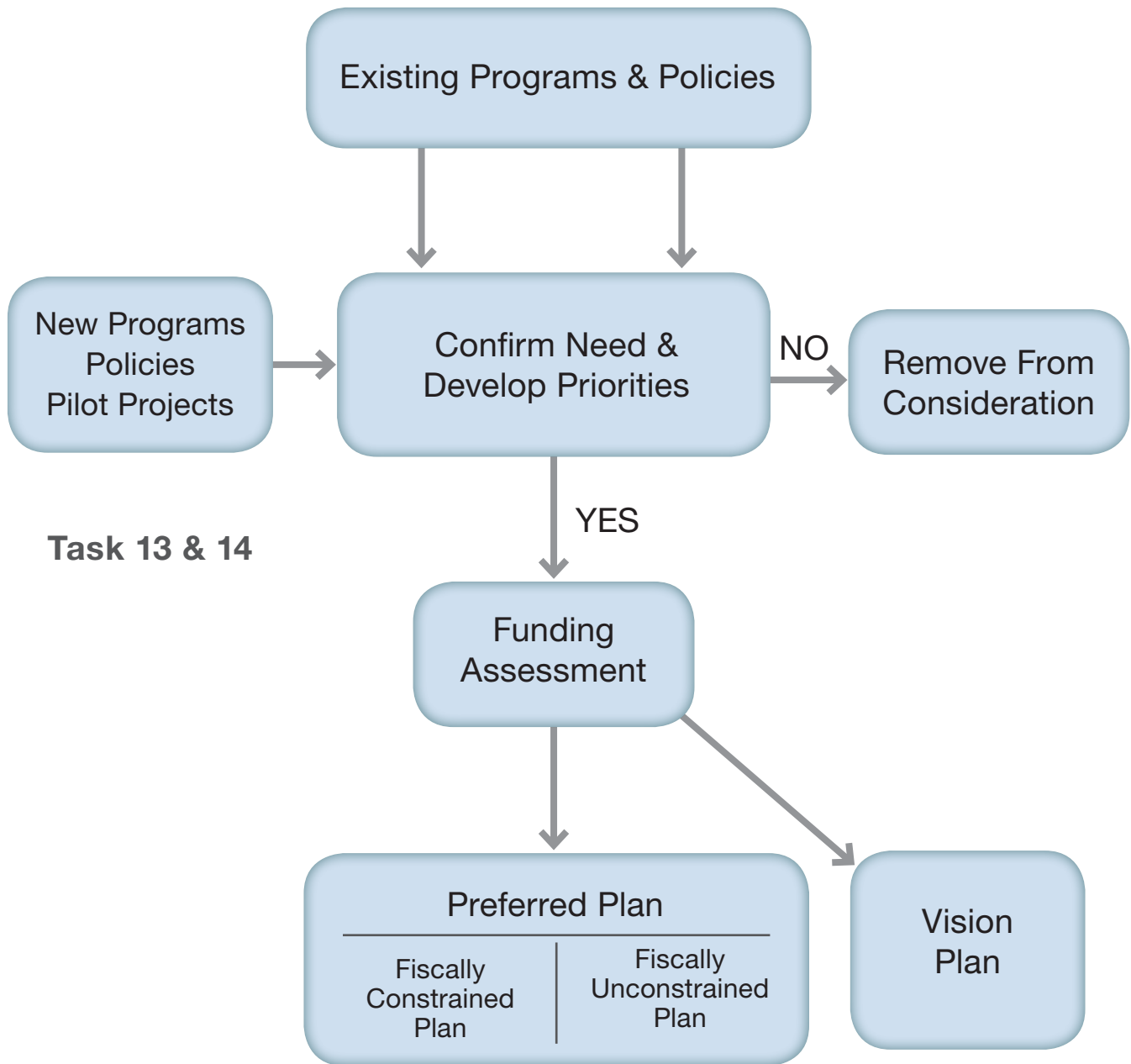
Fiscally
Constrained
Plan

Fiscally
Unconstrained
Plan

Vision
Plan



Program & Policy Development Process



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Public Involvement Process - Section 10

APPENDIX A: TSP MEETING SCHEDULE

Clackamas County TSP Meeting Schedule, September 2011 – December 2013

UPDATED November 1, 2013

The following table lists meetings of official groups that worked regularly as part of the Transportation System Plan update process during the past two years. It does not include open houses, presentations to community and business groups, and other general outreach activities.

KEY

BCC:	Board of County Commissioners	10 meetings
CTAC:	Clackamas Transportation Advisory Committee	3 meetings
GAPS:	Geographic Area Projects Working Groups	18 meetings
PAC:	Public Advisory Committee	20 meetings
PC:	Planning Commission	5 meetings
PWG:	Policy Working Group	9 meetings
TAC:	Technical Advisory Committee	9 meetings

MEETING	DATE	TOPICS
BCC Study Session	Sept. 20, 2011	<ul style="list-style-type: none"> Policy framework Public outreach plans Timeline Public Advisory Committee
TAC #1	Oct. 11, 2011	<ul style="list-style-type: none"> Project kick-off and introduction Draft vision and goals Policy white papers
PAC #1	Oct. 18, 2011	
CTAC #1	Oct. 25, 2011	
TAC #2	Nov. 8, 2011	<ul style="list-style-type: none"> Draft vision, goals and objectives Regulatory review
PAC #2	Nov. 15, 2011	
PAC #2B	Dec. 13, 2011	
PAC Info Session #1	Jan. 18, 2012	Transportation funding
TAC #3	Jan. 17, 2012	Draft objectives, evaluation criteria and performance measures
CTAC #2	Jan. 31, 2012	
PAC #3	Feb. 7, 2012	Draft objectives, evaluation criteria and performance measures
PAC Info Session #2	Feb. 28, 2012	Climate-smart communities
BCC Study Session	Feb. 29, 2012	Projects, funding and process review
PAC #3B	March 6, 2012	Draft objectives, evaluation criteria and performance measures
PAC Info Session #3	March 14, 2012	Energy, oil and transportation planning
PWG #1	April 5, 2012	Current policies, programs; priorities
PWG #2	May 3, 2012	Existing and proposed policies related to economic development and freight

MEETING	DATE	TOPICS
GAPS #1 <ul style="list-style-type: none"> • Clackamas Regional Center/Industrial Area • Greater McLoughlin • Northwest County • East County • Southwest County 	<ul style="list-style-type: none"> • June 18, 2012 • June 18, 2012 • June 20, 2012 • June 20, 2012 • June 21, 2012 	<ul style="list-style-type: none"> • Existing and future base conditions • Existing TSP and other previously planned projects
TAC #4	June 19, 2012	
CTAC #3	June 26, 2012	
PAC #4	July 17, 2012	
PWG #3	July 12, 2012	Policies related to rural land use and transportation
BCC Study Session	July 24, 2012	Existing and future conditions
GAPS – Clackamas Regional Center / Industrial Area	July 30, 2012	Projects, priorities, further evaluation
TAC #5	Aug. 29, 2012	<ul style="list-style-type: none"> • Initial evaluation of projects for consideration • Alternatives analysis scenarios • Topics from PWG meeting #4
PWG #4	Aug. 30, 2012	Rural equity, health and sustainability
GAPS #2 <ul style="list-style-type: none"> • Clackamas Regional Center/Industrial Area • Southwest County • Greater McLoughlin • Northwest County • East County 	<ul style="list-style-type: none"> • Sept. 10 & 27, 2012 • Sept. 12, 2012 • Sept. 17, 2012 • Sept. 18, 2012 • Sept. 18, 2012 	<ul style="list-style-type: none"> • Initial evaluation of projects for consideration • Proposed alternatives analysis scenarios
PWG #5	Sept. 27, 2012	Rural roads and other rural topics
PAC #4B	Oct. 16, 2012	<ul style="list-style-type: none"> • Themes and outcomes of GAPS #2 and public outreach activities • Initial project evaluations and draft Master Project List • Alternative scenarios • Update from PWG meetings 3, 4 and 5
PWG #6	Nov. 1, 2012	Urban equity, health and sustainability
PAC # 5A	Nov. 27, 2012	<ul style="list-style-type: none"> • Funding forecast • Preliminary draft preferred project list and estimated total costs • Project prioritization process
PAC Info Session #4	Jan. 16, 2013	Project scoring by metrics

MEETING	DATE	TOPICS
PWG #7	Jan. 24, 2013	Urban land use and transportation
PAC Info Session #5	Jan. 30, 2013	Cost estimates and fiscal responsibility
PAC Info Session #6	Feb. 13, 2013	70% growth scenario and DTA analysis
TAC #6	Feb. 19, 2013	<ul style="list-style-type: none"> Funding forecast Alternative analysis (70% and DTA) results Preliminary draft preferred project list and estimated total costs
PWG #8	Feb. 21, 2013	Urban roads and travel
GAPS #3 <ul style="list-style-type: none"> Clackamas Regional Center/Industrial Southwest County Greater McLoughlin Northwest County East County 	<ul style="list-style-type: none"> March 11 & 18, 2013 March 11, 2013 March 11, 2013 March 12, 2013 March 12, 2013 	<ul style="list-style-type: none"> Alternatives analysis scenario findings Draft Preferred Project List Project priorities
TAC #7	March 28, 2013	<ul style="list-style-type: none"> Topics from PWG meetings 6-8 Draft Preferred Project List Draft Prioritized Project List Outcome of GAPS meetings
BCC Planning Session	April 3, 2013	<ul style="list-style-type: none"> Vision and goals 20-year funding forecast Emerging priorities
PAC #5B	April 23, 2013	<ul style="list-style-type: none"> Outcome of GAPS meetings Draft project lists and priorities
PAC #5C	April 30, 2013	<ul style="list-style-type: none"> Continue PAC #5B Recommend projects in four categories: 20-year, Preferred, Long-term and Recommend to Remove
PWG #9	June 6, 2013	Functional class and road standards
PC Study Session	June 10, 2013	Process and technical issues
BCC Study Session	June 25, 2013	Project recommendations and public comments
PAC #5D	June 25, 2013	Policies and public input on prioritized project lists
TAC #8	July 18, 2013	TSP projects, functional class changes and urban policies

MEETING	DATE	TOPICS
TAC #8A	July 25, 2013	Complete work begun July 18
BCC Planning Session	Aug. 7, 2013	Recommended projects
PAC Pre-Meeting	Aug. 8, 2013	Projects
PAC Pre-Meeting	Aug. 15, 2013	Policies
PAC #6	Aug. 20, 2013	TSP package to be sent to Planning Commission
PC Work Session	Sept. 23, 2013	Policies
PC Work Session	Oct. 14, 2013	Projects
PC Public Hearing	Oct. 28, 2013	Public hearing testimony
PC Public Hearing	Nov. 4, 2013	Deliberation and recommendation to BCC
BCC Work Session	Nov. 6, 2013	Comp Plan and ZDO changes
BCC Public Hearing	Dec. 4, 2013	Public testimony
BCC Public Hearing	Dec. 11, 2013	Public testimony
BCC Business Meeting	Dec. 19, 2013	Action on proposed TSP

Public Involvement Process - Section 10

APPENDIX B:

PUBLIC ADVISORY COMMITTEE (PAC)

AND

TECHNICAL ADVISORY COMMITTEE (TAC)



Draft Charter for Clackamas County Transportation System Plan Update Public Advisory Committee

October 12, 2011

Public Advisory Committee (PAC) Charge

The Public Advisory Committee is an important body appointed by the Board of County Commissioners (BCC) to advise project staff on community concerns and issues associated with the Transportation System in Clackamas County. Members also will help develop the range of transportation solutions and recommend a final set of strategies. Their specific charge and scope is to work to:

- Provide a broad and diverse set of perspectives to ensure Transportation System Plan (TSP) outcomes reflect diverse needs.
- Ensure the plan implements the vision and goals.
- Advise on and help implement public involvement objectives.
- Ensure planning among the County's diverse geographic areas is coordinated and comprehensive.
- Ensure the plan provides integrated transportation planning among jurisdictions in the County through coordinated transportation system plans, comprehensive plans and other transportation policy directions.
- Inform and engage their constituencies, communities and civic organizations.

I. PAC Roles and Responsibilities

Representatives

PAC members are expected to attend PAC meetings and provide thoughtful and creative recommendations on the transportation planning process and draft plan. In addition, members commit to:

- Make recommendations that assist Clackamas County in meeting local, regional, state and federal requirements.
- Act as the liaison between groups or constituencies they represent and the PAC. PAC members shall engage their constituencies in the update of the plan by encouraging them to participate in public events, read background materials, attend hearings and

other events, and submit public comment. Help make presentations to those groups about the project, when possible and appropriate.

- Help engage the broader Clackamas County community in their review and comment on recommended plan products, with special attention given to underrepresented categories of County citizens including children, young adults, working parents, and the elderly.
- Consider the background materials to inform discussion and recommendations.
- Provide written feedback as needed within project schedules.
- Make recommendations that reflect the values of the community as a whole.
- Listen carefully, educate themselves, and ask questions so that they may make informed choices.
- Help serve as hosts at public events, encourage other community members to attend and help present information or facilitate discussions, where appropriate.
- Review and comment on work products in a timely manner. Come to meetings prepared to make recommendations to staff, and other bodies at key junctures throughout the process, including at adoption of the final Plan.
- Understand that the County has a limited budget and specific timeline within which to complete the plan. Decisions will need to be made at times with limited information, therefore it is important to remain on schedule and within the scope of work.
- Attend and participate in the meetings of the PAC. Any member who misses three consecutive meetings, without an excused absence may be removed from the committee. Excused absences may include illnesses or other absences excused by the PAC chair. If a vacancy exists on the committee, the BCC shall appoint a replacement.

Chair and Vice-Chair

The PAC may choose a chair and a vice-chair from among the PAC representatives. The chair would work with County staff to respond to requests for media contact and would work with the facilitator, County and consultant team staff to:

- Review and discuss agendas for the PAC meetings.
- Open and close PAC meetings.
- In coordination with the facilitator, ensure constructive participation of representatives in discussions and decision-making.
- Help ensure that the conduct of representatives and the public conforms to the expectations for the decision-making process and behavior defined herein.
- Assist in responding to individual representative concerns and issues raised outside of meetings if needed.
- Represent the committee to the BCC or other bodies.

The vice-chair would assume the responsibilities of the chair if the chair is unavailable.

Facilitator

Meetings will be led by a neutral, professional facilitator. In coordination with the chair and project staff, the facilitator will encourage full and safe participation by representatives in all aspects of the process, assist in the process of building consensus, and ensure all participants abide by the expectations for the decision-making process and behavior defined herein. The facilitator will review summary minutes reflecting key issues, agreements and other aspects of the meeting.

County and Consultant Team Staff

County and consultant team staff will attend all meetings of the PAC, assist in developing the meeting agendas with the facilitator and chair, provide technical and staff support, provide guidance on the timeline for the TSP recommendations, and provide additional information to the PAC to facilitate discussion. Staff will develop meeting materials which will be emailed to the members one week prior to the meeting. County and consultant team staff will also help ensure PAC members adhere to the charter.

II. Decision-Making Process

A majority of the members shall constitute a quorum for the conduct of PAC business. The PAC will endeavor to reach consensus on decisions regarding recommendations for the TSP preferred alternative. A consensus process will enable members to discuss issues and to arrive at a decision.

Consensus is a participatory process whereby, on matters of substance, the representatives strive for agreements that they can accept, support, live with, or agree not to oppose. Consensus means that no representatives voiced objection to the position and they agree not to oppose the position.

Expectations for the decision-making process include:

- Most decisions will be made by consensus. In this context, consensus will be understood to mean that even though a person may not agree with something, they can live with it. If consensus can't be reached, then both majority and minority positions will be noted for the record.
- If representatives are silent, it means that they agree or can live with it.
- Decisions on PAC recommendations will be made by consensus of all present participating members.

III. Open Meetings and Process

All meetings of the PAC will be open to the public. The PAC, with the assistance of the chair and facilitator, will determine the means of participation of the public and observers attending meetings, taking into consideration the length of the agenda and the opportunity for PAC members to consider and discuss the issues. Ten minutes of public comment time

will be indicated on the agenda. Written comments always are welcome and will be provided to PAC members.

Regular meetings of the committee are not public hearings. All meetings will be open to the public and subject to Oregon public meetings and records laws.

IV. Ground Rules for Meeting Conduct

All participants agree to act in good faith in all aspects of these discussions. This includes being honest and refraining from undertaking any actions that will undermine or threaten this process. This includes behavior outside of meetings.

Expectations for meeting conduct include:

- All meetings will start and end on time.
- Each meeting will begin with an opportunity to review and revise the agenda. After that, members will work to hold to the agreed upon agenda.
- When an important idea is brought to the group that is off-topic, the committee may choose to put the subject in a list for future discussion.
- All PAC members will help keep the discussion on track by helping stick to agenda times and topics.
- One person speaks at a time.
- Treat each other with mutual respect.
- Ask questions.

VI. Quorums and Decisions

A majority of the members shall constitute a quorum for the conduct of PAC business. Members shall strive for consensus. If it is clear consensus cannot be reached, then a two-thirds majority of those present will be required for an outcome to be represented as a committee recommendation. Other views will also be recorded in the meeting summaries and forwarded to decision makers.

If a two-thirds majority cannot be reached, then there will be no group recommendation from the committee and all perspectives will be forwarded for consideration.

VII. Timeframe

The timeframe for the plan update is 18 months, with six meetings of the PAC. A final plan is expected to be adopted in 2013. The PAC shall remain active until the plan is adopted.

Transportation System Plan Public Advisory Committee

Updated – Spring 2013

Name	Geographic Area	Representing
Buchholz, Kim Michael	Milwaukie	Equity/diversity
Civiletti, Tom	Oak Grove	Urban business
DeBruin, Charlene	Eagle Creek	Rural CPO (Eagle Creek)
Edgar, Paul	Oregon City	At-large; urban
Eskridge, Thomas	Molalla	At-large; rural
Foley, Mike		Equity/diversity
Gamble, Walt	West Linn	Hamlets/Village (Stafford)
Graser-Lindsey, Elizabeth	Beavercreek	Hamlets/Village (Beavercreek)
Horner-Johnson, Ben (vice-chair)	Milwaukie	At large; urban
Hull, Alan	Estacada	Public safety
Janger, Chips (chair)	Oak Grove	Environmental
Koehrsen, Glenn	Mulino	Equity/diversity
Levit, Al	Wilsonville	Active transportation
Mack, Thomas	Boring	Rural CPO (Boring)
Platt, Ernie	Damascus	Urban business
Radmer, Ralph	Clackamas	Public safety
Reeves, Bob	Welches	Rural business
Robbins, Leah	Jennings Lodge	Environmental
Summer, Rachel	Milwaukie	Equity/diversity
Swanson, Laurie Freeman	Molalla	Rural business
Swift, Richard	Clackamas	Human services
Weber, Dick	Clackamas	Active transportation
Wagner, Michael J. (ex-officio)	Mulino	Planning Commission
Damon, Jamie (ex-officio)	Eagle Creek	Board of County Commissioners



**Clackamas County TSP
Public Advisory Committee (PAC) Meeting #1**
October 18, 2011 / 6:15 – 9:00 pm
Development Services Building, Room 115
150 Beavercreek Road, Oregon City

Draft Summary

Attendees

PAC Members: Kim Buchholz, Tom Civiletti, Charlene DeBruin, Paul Edgar, Thomas Eskridge, Elizabeth Graser-Lindsey, Ben Horner-Johnson, Alan Hull, Chips Janger, Glenn Koehrsen, Al Levit, Ralph Radmer, Bob Reeves, Leah Robbins, Rachel Summer, Michael Wagner, Dick Weber

Staff and consultants: Mike Bezner, Larry Conrad and Ellen Rogalin (Clackamas County); Marc Butorac and Erin Ferguson (Kittelson & Associates); Alisha Dishaw and Kirstin Greene (Cogan Owens Cogan, LLC), and Jeanne Lawson (JLA Public Involvement)

Public: Dave Coles (for PAC member Walt Gamble)

Unable to attend: PAC members Ernie Platt, Alberto Camacho, Tom Mack, Darin Sanchez, Jamie Damon; County Project Manager Karen Buehrig

Welcome and Introductions

Mike Bezner, Clackamas County Transportation Engineering Manager, welcomed Public Advisory Committee (PAC) members and thanked them for helping Clackamas County plan for future generations. He said this project will help define what Clackamas County wants to be from a transportation perspective in terms of community health, the economy and other associated arenas. Mike said he is very impressed with this group of PAC members, and that the County is looking for great ideas to come out of the PAC.

Larry Conrad, Clackamas County Principal Transportation Planner, welcomed PAC members on behalf of the Project Management Team. Larry is the technical lead for this project. Karen Buehrig, who couldn't be at the meeting, is the County's project manager, and Ellen Rogalin is leading the public involvement process. A full team roster is in the notebook given to each PAC member.

Facilitator Kirstin Greene introduced herself and asked each member to introduce themselves, say where they are from and give three words to explain their interest in this project. Members' responses follow:

- Transportation for rural areas
- Maintenance and safety (e.g., no speed bumps)
- Jobs, revenue, planning
- Environmental, water, ecology

- Transportation, seniors, access
- Planning for vulnerable populations
- Plan for a realistic future
- Meeting needs, smart investment strategies
- Integrating Milwaukie into rest of the county
- Rural road safety – bicycles, pedestrians and equestrian
- McLoughlin Area Plan
- Safe roads with diverse standards, directing away from hazardous areas
- Private property rights, financial freedom
- Safety, dislike speed bumps
- 91% single riders – freedom to continue to drive cars
- Rural, Hamlets / Villages
- How puzzle will be pieced together / rural-urban balance
- Wilsonville, bicycle, pedestrian and business interest
- Safe, rational transportation system
- Safety of personal drivers, bicycle safety

Larry explained the red "*jargon cards*" that members were given. He encouraged members to hold up the card if anyone uses terms that are not understood to help increase understanding and move the discussion forward.

Agenda Review and Additions / Meeting Purpose and Anticipated Outcomes

Kirstin reviewed the meeting purpose and desired outcomes, reviewed the proposed agenda and asked if there were any additions. There were none.

- **Meeting Purpose:** Provide an overview of the project scope and schedule, discuss committee member roles and responsibilities, provide an overview of the Draft Vision and Goals and Public Involvement Program, and prepare committee members to review the White Papers in advance of Meeting #2.
- **Desired Outcomes:** An understanding of the project, process, and communication tools and protocols, and understanding of desired feedback on Draft Vision and Goals and White Papers.

Draft Ground Rules and Chartering / PAC Roles & Responsibilities

Kirstin and Jeanne initiated review of the draft charge, reminding members that the charge comes from the County. The PAC is not able to alter the charge, but may forward questions or suggestions. None were given.

Discussion (Note: PAC member comments and questions are shown in italics followed by staff responses in regular text.)

Who is the facilitator referred to in the document?

Kirstin will be lead facilitator with Jeanne as back up, particularly for the decision-making process.

Could we limit public comment to 5 – 10 minutes at the break and 5 – 10 minutes at the end so people don't necessarily have to wait until the end of the meeting to make a comment?

The facilitator or chair can ask at the beginning if there are people who want to comment. We will consider this for future agendas.

Would it be important for PAC members to attend regional meetings that are not in their region?

PAC members are encouraged to attend both countywide and regional meetings including meetings in other regions. This will help PAC members get a sense of feedback from the entire county.

Are there large meetings with conclusions that this group comes to that will be shown to the public?

No. PAC members are encouraged to attend public events – both virtual and in person – to hear concerns, but will make decisions and recommendations as a group during PAC meetings.

Regarding meeting attendance, is there a requirement for people to attend or be replaced? I want to avoid someone missing all meetings until the end and then wanting to be updated on the whole process.
The charter addresses the difference between excused absences and someone who just doesn't show up, and says a member should be replaced if they are gone for three meetings.

Given that there are only six meetings total, members agreed to change from three to two missed meetings (without notice) before a member is considered not to be involved and may be replaced.

I would like to get more information regionally throughout the county on people's wish lists / dreams / aspirations for their subareas. Will we get a chance to preview and do some homework and understand what is coming out of those areas, e.g., for economy?

We will consider that request. In terms of scope of work, we often get a lot of requests and need to balance “mission critical” items and others. There will be lots of information coming in; our job is to package it and send it to you regularly.

Kirstin advised the project has a website www.clackamascountytsp.com where documents can be viewed and asked PAC members to let the team know if they have ideas for other documents. A member asked to include information on accidents and safety concerns.

How do we ensure the PMT actually conveys what really happens at the PAC meetings to bodies such as the Planning Commission?

Michael Wagner, the liaison for the PAC, will help ensure this. All members can help ensure the PAC's message is conveyed correctly.

Jeanne Lawson added that the charge portion of the charter is what the County assigns for the group –why the advisory committee has been formed. The charter is how PAC members will work together and may be altered by the PAC.

Jeanne reviewed the Vice Chair / Chair sections of the charter. A Chair helps serve as a link from the PAC to the staff; making sure the voice of committee is in those conversations and supports the facilitator in running the meetings. If there is also a facilitator, the chair can also participate in discussions. If the PAC chooses to have a chair, it is helpful if their qualities include the following:

- the person comes to the process objectively,
- the person is someone PAC members can trust to report opinions correctly.

Jeanne advised that if the PAC chooses to have a chair, the decision should be made by or at the next meeting.

If we don't have a Chair, how do we communicate out? It's important that we have a Chair / Vice Chair. The facilitator is charged with having a neutral role. The PAC would report out officially through County staff. It is also compelling when a member of the committee is able to go with staff to report to decision-making bodies.

As a citizen group, we need someone focused and a head of the group to communicate outside . There was agreement among members that there should be a chair to communicate with bodies outside the PAC.

How do you decide on a Chair when we are such a diverse group? Anyone who becomes chair will have bias / agenda. They will filter the information through their own filter / agenda.

Chair cannot make motions or second motions.

Jeanne said the group is not being asked to make a choice today as they haven't had a chance to work together. Another option is to ask the Board of County Commissioners and Planning Commission representatives to appoint Chair / Vice Chair.

Jeanne set aside the chair issue for consideration at the end of the meeting.

Jeanne continued to review the draft charter. She said that the decision-making is consensus-based, which takes consistent dialog. That is one of the reasons PAC members do not have alternates. She reminded members that consensus is when everyone agrees to accept the outcome -- some will be happier than others, but all can live with it. If someone absolutely cannot agree and stand up for a decision, then there is no consensus. If the group cannot reach consensus, the recommendation is that it establish a significant majority, e.g., two-thirds in favor, for a recommendation.

The group agreed with this recommendation, with the opportunity for a minority report. The PAC also agreed that once decisions are made they are frozen unless the group has a significant majority to review the decision again or if there is new information.

Kirstin asked PAC members to email any other comments on the charter by the end of the week (subsequently changed to Monday). From those comments, a revised draft charter will be circulated in the packet for the next meeting. She also asked those interested in serving as Chair or Vice Chair to let Ellen Rogalin know between now and the next meeting.

Jeanne reviewed the project recommendation flow chart and decision-making structure. Ultimately, the Board of County Commissioners (BCC) will adopt the plan, with recommendations from the Planning Commission (PC), the Project Management Team (PMT), PAC, Technical Advisory Committee (TAC) and Clackamas Transportation Advisory Committee (CTAC). All bodies will be informed by public input.

Who is CTAC?

The CTAC is made up of technical staff representatives of all the cities within the county. PAC members will hear CTAC comments as well.

PAC as well as TAC as well as CTAC make recommendations to the PMT and you guys will put it in a form that you are comfortable with and present to the PC and the BCC. Our input gets to them through you... so whatever we do will be filtered / forwarded that will then be presented to them. We will try to summarize and not filter, but PAC members are always welcome to attend to ensure correct representation of PAC recommendations. In addition, the PAC and members of the public will have other opportunities to communicate with the PC & BCC.

Project Background

Larry gave a brief overview of the project background. Major points include:

- The Clackamas County TSP Update is responsible for the County unincorporated area.
- The cities have primary jurisdiction within their boundaries, with their own TSPs.
- The County is responsible for about 1400 miles of mostly paved road.
- For the TSP process, the County has organized the outreach efforts into three sub-regions: north, south and east. There will be a series of public workshops in each sub-region and a county/consultant team for each sub-region.
- As part of this process, we will use Metro's transportation and growth forecast through 2035, which is still being developed.
- There are regulations we have to follow as part of the TSP process, and other things we want to do. We will work through the goals and objectives and can change direction as we go, but will have to make sure we are following the regulations.

Larry said Phase Zero of the TSP planning process took place in the past year with internal County stakeholders and departments, including the BCC, developing the preliminary vision, goals and objectives. One of the first tasks for the PAC is to review and finalize the vision, goals and objectives so they can be used as the basis for the rest of the process.

Larry advised that there are limited transportation funds and a long list of desired projects. Part of the PAC's task is to help the County determine how to use those funds most effectively.

What about the Oregon Department of Transportation (ODOT)? During other similar processes, whenever we raised issues there was an ODOT person saying why something could or could not be done. How are they represented in this process?

An ODOT representative sits on the TAC. The three main agencies with regulatory authority and responsibility in the TSP Update process -- ODOT, the Department of Land Conservation and Development (DLCD) and Metro -- all have representatives on the TAC and will be involved all the way through. ODOT has said they want to work with us cooperatively. County staff and consultants also are generally familiar with ODOT regulations and limits and can relate those to the PAC.

When we begin forming ideas about things, how will we have a sense of the cost?

There is a point when we get projects together where we will estimate costs of all the projects.

If we start proposing ideas, will we get feedback right away about the cost?

If it's something we know from experience, we will give you that information. If there are complicated projects we will have to do an analysis and get back to you.

Not all PAC members are from unincorporated areas. This is an issue since CTAC represents the cities. CTAC is technical staff, not a citizen group. We are one county in a connected transportation system. The PAC was chartered to represent a diversity of perspectives. We each might hold a number of perspectives as well - where we live and work -- and might identify both with urban and rural areas for daily needs. Some funding mechanisms are countywide. Your caution is well taken. We will get back to you on the representation mix.

It would be nice to show Government Camp on the map. Be sure to include the whole county. We will fix the maps.

We have a huge wish list in Milwaukie and a priority list. We have things we would like to see and then have to set priorities. I assume that we will have something like this for the County. Just because something is expensive doesn't mean we can't say we like it.

Orientation of Project Resources

Marc reviewed the PAC project notebooks. For this first meeting, printed materials were provided for the notebooks. Going forward, the consulting team will provide electronic copies of all meeting materials with the expectation that PAC members will print and add them to their notebooks. If anyone needs printed copies, they are asked to let Alisha know. We will give all materials to the PAC before putting them on the website.

Marc then reviewed the project schedule and the project roadmap.

On the project roadmap there is the regional meeting in the middle, develop alternatives in blue, then preferred draft plan. During this time only the TAC is giving you feedback. Citizens will want to be give feedback, too. Shouldn't the PAC also meet during this time?

PAC members will also be part of the regional meetings. The initial process has the PAC working on the plan after TAC meeting #6, but we are open to having an additional PAC meeting.

Can we audit the TAC meetings to ensure that what comes to us is properly conveyed to us?

Yes, you can attend and we will notify you of the dates and times. Please let Larry know if you plan to attend so he can be sure there is enough room.

It looks like our comments go to the consultant with just two days for review. Shouldn't the consultant have more review time in case we have substantive comments that need more time?

Yes - this is a model that we strive to meet, but there is flexibility. Also, a majority of comments and review will occur at the PAC meetings.

Public Involvement Plan

Kirstin gave a brief overview of the plan and asked members to email any questions or comments by the following Monday.

Ellen said County staff have made presentations at more than 10 stakeholder outreach meetings and has 20 – 30 more to go. She will get a list to PAC members of all the meetings and get the meetings listed on the project website. Kirstin asked PAC members to let Ellen know if they would like to attend any of the presentations.

Draft Vision and Goals

Jeanne led an exercise to collect PAC feedback on the vision and goals and begin working toward objectives. She noted the County is on the cutting edge of modern, integrated transportation planning. Group exercise:

PAC members wrote words or phrases representing their values for the TSP to help clarify, support or comment on the goal categories. After the meeting, members placed dots on the ones they care about the most. Results are attached.

Local Business & Jobs (2)	Livable & Local (2)	Equitable & Accessible (5)	Fiscally Responsible (5)	Health & Safety (8)	Sustainable (3)	Other Issues
Identifying capacity needs of transportation to enhance economy and creation of jobs. (7)	Livability (1)	Accessibility	Well-main-tained roads – safety (4)	Safety for auto drivers	Sustainable (3)	Good access to football games (2)
Get ag products to market (1)	Quality of life promotion (2)	Supports access to community services (12)	Design maintainable roads (2)	Safe roads (5)	Building sustainable communities (10)	Simplicity (1)
Diverse mix of development (jobs) not focused on large centers (1)	“Last mile” transportation system. (7)	Multi-mode connections: walk, bike and transit	Funding identified	Low accidents – million miles traveled for cyclists, pedestrians and equestrians	Water runoff – treatment and /or infiltration (swales) (2)	Public involvement (1)
Citizenry moves closer to jobs through exchange options (1)	Neighborhood supportive access.	Multiple modes (1)	Cost effective construction	Safety for biking	Increase natural areas locally	Draft goal: freedom to choose methods of transportation that suite individual needs, desires and lifestyle (3)
Access to employment (2)	Community solutions – keep it close to home (1)	Off road connections between communities	Timeline	Safety over speed – need signals and reduced speed areas in congested areas (1)	Healthy waterways	Transit within county (4)
Efficient transportation of goods / materials (1)	No noise pollution (1)	Bicyclists, pedestrians, equestrians – feel comfortable using the transportation system (1)	Cost appropriate	Pedestrian safety (3)	Reduce emissions (1)	Improve public mass transportation system (1)
Good access to	Promote	Access for	Right size	Safety (3)	Long term	Beautiful

Local Business & Jobs (2)	Livable & Local (2)	Equitable & Accessible (5)	Fiscally Responsible (5)	Health & Safety (8)	Sustainable (3)	Other Issues
major roads for business	tourism	vulnerable populations (3)	infrastructure		designs	
	Make roads work for neighborhoods – not just about capacity (7)	Services near housing	Financing road repair and maintenance – local gas tax?	Health and safety (2)	Carbon control – clean air (2)	
		Accessibility – local and ADA	Taxes for roads not increase as a proportion of income (1)	Arterials near UGB at county standards with shoulders without abrupt ditch	Sustainable: buy a Honda Civic to reduce greenhouse gas emissions (1)	
		Accessibility for disabled	Affordable	All age bicycling	Road maintenance balanced by preservation i.e. weight limits may preserve fragile surfaces (1)	
		Access – park and ride (1)	Affordable transit network (1)	Fog lines	Consider geology – falling rocks, landslides, slope creep, flooding (1)	
		Rapid access to services		Rural kids and others – safe walking, biking and riding horses	More (all) transportation without carbon releases (2)	
					Efficient transportation (2)	
					Encourage forward flow (1)	
					Continuing relevance of transportation system through changing times – avoid stranded investment (3)	
					The county actually implements sustainability policy rather than just listing it.	

* Numbers next to text reflect the number of dots for each goal or issue.

In recapping the exercise, Jeanne observed that there were a few new suggestions, such as aesthetics. The project team will review these against the draft and get back to the PAC at the next meeting. Any further feedback should be given to Ellen.

White Papers Overview

Marc gave a brief overview of the white papers that are provided for immediate review and feedback, with additional time to discuss at the next meeting. The worksheet will be distributed electronically after the meeting to PAC members. Comments via the completed sheet are requested by Monday, October 24.

It says national funding but not state or local funding?

There is an attachment to 52.A that talks about local funding. If the local funding matrix is not included, we will get that to you.

Marc advised that the TSP is very complex. It used to be roads and cars, now we are looking at multiple dimensions. This is the first time public health has been included in a TSP to this degree.

Building a sustainable system, how do we create jobs and economies locally? We need to create balance that will go across all things. We have to be smarter than just applying the resources we have.

Through homework and between now and next meeting, Marc asked PAC members to narrow the field and figure where we want to go as part of this process as we cannot do everything. He reminded the PAC members that they are the sounding board for the direction of the TSP process.

Next Steps

Kirstin recapped follow-up items:

- Chair / Vice-Chair – attributes and interest (PAC to consider at next meeting; people interested in serving as chair/vice-chair or wanting to suggest someone to serve should contact Ellen)
- PAC membership – rural/urban perspective (PMT to review, report back)
- Change unexcused absences from 3 to 2 (consultant to change in Charter)
- PAC meeting on alternative development (PMT to consider)
- Public comment period earlier in the agenda (PMT to consider)
- TAC meeting schedule / times provided to PAC (consultant to provide)
- Stakeholder meeting schedule / times provided to PAC (consultant to provide)
- Fillable worksheet to PAC (consultant to email)
- Comments on white papers, charter and public involvement plan by Monday, October 24 (PAC members)

Next Meeting:

Tuesday, November 15, 6:30 pm; same location. The meeting was adjourned.



**Clackamas County TSP
Public Advisory Committee (PAC) Meeting #2
November 15, 2011 / 6:00 – 9:00 pm
Development Services Building, Room 115
150 Beavercreek Road
Draft Summary**

Attendees

PAC Members: Kim Buchholz, Tom Civiletti, Charlene DeBruin, Paul Edgar, Thomas Eskridge, Mike Foley, Walt Gamble, Elizabeth Graser-Lindsey, Ben Horner-Johnson, Alan Hull, Chips Janger, Glenn Koehrsen, Thomas Mack, Al Levit, Ernie Platt, Bob Reeves, Leah Robbins, Rachel Summer, Richard Swift, Michael Wagner, Dick Weber

Staff and consultants: Mike Bezner, Karen Buehrig, Larry Conrad and Ellen Rogalin (Clackamas County); Kelly Laustsen and Susie Wright (Kittelson & Associates); Alisha Dishaw and Kirstin Greene (Cogan Owens Cogan, LLC)

Public: Simon DeBruin

Unable to attend: Alfredo Camacho, Marc Butorac (Kittelson & Associates), and Jeanne Lawson (JLA Public Involvement)

Discussion (Note: PAC member comments and questions are shown in *italics* followed by staff responses in regular text. Conversation has been organized by agenda item.)

Welcome

Kirstin Greene, Facilitator, convened the group.

Karen Buehrig, County Project Manager, thanked everyone for attending, expressed regrets for missing the first meeting and said she is excited to meet committee members.

Commissioner Jamie Damon also apologized for missing the first meeting. She said she is very glad to be here and has worked on transportation system plans (TSPs) as a public policy mediator throughout the region. She has a fondness for TSPs and understands it is extremely important to engage the community to figure out what the needs are and to get a 20-year blue print for what the transportation system looks like. She recognized that transportation is one of the key services that we look for and that while bike or transit issues may not look the same in rural and urban areas, they do still exist in both areas. She also looks forward to conversations about financing and street design.

Kirstin then asked those who were unable to attend PAC Meeting #1 to introduce themselves.

Karen stated the PAC has two new officially appointed members – Richard Swift and Al Levit. She also said that Mike Foley, who will be here this evening, is another potential PAC member.

Meeting Purpose and Anticipated Outcomes

Kirstin reviewed the meeting purpose and desired outcomes:

- Meeting Purpose: Follow-up on issues identified at meeting #1; agree upon recommended vision and goals; discuss preliminary objectives. Discuss use of white paper review results at this PAC meeting and throughout process. Receive summary briefing on regulatory framework and updated meeting schedule with key topics.
- Desired Outcomes: Final charter, chair/vice-chair, agreement on recommended draft vision and goals, initial feedback on draft objectives. Suggestions for regional meeting format and outreach.

Agenda Review

Kirstin stated a large email packet was sent out a week prior to the meeting. In addition, we mailed hard copies of the large format white paper handout. She reminded PAC members to let Alisha Dishaw know if they need materials to be printed before the meetings or copies brought to the meetings. Kirstin underscored a main objective of the meeting - PAC consensus on the draft vision, goals and preliminary objectives. Kirstin went over the agenda and asked if anything was not covered.

Can we spend time on the white paper spreadsheet? I would like to pursue with the committee if they are really with what the staff came up with.

We have a revised summary sheet that focuses specifically on the goals and objectives portions with the comments listed. We hope to get to this later in the agenda.

Follow-up to PAC Meeting #1

Informal items (representation, “extra” PAC meetings, TAC meeting schedule, stakeholder meeting schedule, miscellaneous)

Michael Wagner said 17 PAC members are located in unincorporated areas and he is satisfied with that demographic representation.

I notice there is potential for adding a couple extra meetings. Can we consider adding those as work sessions rather than as regular PAC meetings?

Karen said two additional PAC meetings could be added as needed. She asked the group to consider when it would be most helpful to add them. Karen said there will be other critical points in the project with a lot of information.

Are the TAC and PAC working on the same topics?

Yes, the TAC discusses the topics and information that the PMT has prepared, and reviews and responds from a technical perspective.

There is a big gap in the meeting schedule from January to April 2012. It seems like February or March would be a good time to hold another meeting.

Between January and April, the project team will finalize performance measures correlated to the goals and objectives. The project team will have a significant amount of work to do to apply to existing system and future baseline. It is likely that we will not have any new information to present between January and April. When we come back in April, we will start brainstorming alternatives.

I have a concern about our role. We have been inundated with material and asked a lot of questions. Concerned about PAC role and if the role is to act as individuals to somehow verify or validate what County staff is putting in front of us so that later we can say we have been through citizen participation. We want to allow you as a group to have full, deep conversation about items we really need input on rather than drowning you with a ton of information. The primary goal today and what we want to be able to talk about are the vision, goals and objectives for this project. The material sent out for the first meeting was to introduce you to the project and provide background information. Unfortunately it was a lot of information. It has been nice to see how involved members got reading through this background information. We will try to be clearer going forward on what the expected outcomes are for each meeting.

I'm curious to hear from the project team, what you think our value is to you.

Karen said PAC members are representative of people who live in Clackamas County. The PAC is here to help the County make sure this project is going in the right direction and to ensure that the plan implements the vision and goals. This project is interesting because we are looking at a unique set of goals. It's essential to have your participation and input as we shape the plan and move forward.

Commissioner Damon said we need to have more time for conversation amongst the group about the things that are important to you. We understand that we need to be hearing from you about what is important to you. She said she likes the working group option that was suggested earlier. You all provide a tremendous value.

The way that material is coming to me is very confusing. I would like the process to be better organized. One suggestion is a web-based way to transmit meeting materials. We could send an email link to the project website where meeting materials are available for download.

When you send out an updated document, please highlight what has changed so we don't have to spend time comparing the two versions. I like the idea of numbering the attachments in relation to the meeting and the version of the document.

Please identify the areas that you need our input on. A lot of this is complicated but to the extent that you can break it down to 100 words to explain the whole concept, please do so. Give us the basics upfront.

We have put a one-pager in front with the key points followed by the longer memo or document.

Include how important this piece is for us to review and whether it needs to be printed for the meeting. Is it a guiding document or just background information?

This could be included on the agenda i.e. whether it is an action item or just informational. In the email sent a week prior, we organized the list into background materials and what we would be discussing.

Are PAC members automatically set up on the website?

Alisha will check that all PAC members are on the website notification list, and if not, will update.

Finish charter discussions; revised draft

Change the first sentence to clearly state that we help develop the plan.

Since the Charge came from the County, Kirstin asked if the County would be amendable to a change to more clearly reflect that suggestion. Commissioner Damon and Karen said that they thought so.

In the charter, under facilitator, it states the facilitator will review meeting summaries, etc. Then what?
It should reference that the facilitator will review to ensure that the summary accurately reflects the key issues discussed and agreements or votes.

Under ground rules for meeting conduct, what is meant by behavior outside the meeting and the consequences for inappropriate behavior?

The intent is that as PAC members, officially appointed by the Board of Commissioners, you will act in good faith to resolve issues here and bring issues to the group first.

Members confirmed keeping the number of permitted unexcused absences at two even with the addition of more meetings. Kirstin referred members to a new section on communication in the draft charge –including the email communication log that Alisha will be keeping.

Are personal opinions within the scope of the project allowed?

Yes.

Revisions to/Final PI plan

Kirstin reviewed the changes to the public involvement plan. She acknowledged the map still needs to be updated to include the east County area. Kirstin also said there was a suggestion to require PAC members to pick groups to reach out to and while we will not have a formal process for doing so, Ellen is conducting stakeholder outreach to numerous groups and PAC members should inform their constituents. PAC members expressed interest in knowing when those meetings would occur.

Where Are We Going: Vision and Goals

Background: stakeholder, PAC, TAC feedback

Karen stated that it is important to go through the vision and each of the goals and touch on the objectives to get a sense that the County is going in the right direction. She said the next step is to go to our regional open houses and get the greater public input. She urged PAC members to consider participating in those regional meetings.

Karen said over the past nine months the County has worked internally to come up with the draft vision and goals. Clackamas County is looking at this TSP uniquely and not lead solely by the state and regional requirements for TSPs. The project team, the TAC and various stakeholder groups have taken a look at the draft vision and goals and were asked what their priorities for the transportation system were. Also, the PAC did the purple wall exercise at the last meeting which should be reflected in the updated draft under discussion today.

Karen referred the group to the summary of stakeholder outreach meetings that was part of the email packet. She said they took the vision and goals and simplified the language into different categories to get a sense (through a dot exercise) of priorities throughout the county. Karen and Ellen Rogalin have met with approximately 20 different groups. Ellen said they are getting more requests to meet with various stakeholder groups and plan to visit with more groups in the coming weeks.

Karen stated this outreach helps the County understand where what to prioritize when evaluating the transportation system i.e. commute options, connecting services and jobs, and choices for all. Things that they have found less support for are enhancing existing systems and maintaining focus on health.

How important is public safety in weighting that we apply to decisions that we make? If people know more about the weighting and the criteria methodologies, that will help everyone with the degree of consistency.

First we are working with the framework; the next step is to discuss draft evaluation criteria – how evaluated and how weighted. Health and safety are one of the goals. We have not applied any weight to any of these yet. We will look to you for input and the public for input and feedback.

Enhancing existing systems needs to be more specific. Sometimes if it's expressed wrong, then you get a misinterpretation of the information.

If you look at fixing existing first and enhancing existing, those things might be interchangeable at times. This is confusing since one is the highest and one is the lowest yet they can be the same thing. Kirstin said the project team will troubleshoot or explain the language so that we can avoid these issues at the regional meetings.

Maintaining and improving health scored the lowest on the bar graph and had the most agreement in PAC response to the white papers. I imagine it's not that people don't value health, but they don't understand how transportation impacts health. More information is needed on this. It is a relatively new trend, which could explain why it is scoring lower.

As a committee, if we are looking at this to get information or paint a picture, many are not mutually exclusive. Depending on your own perspective they can be interpreted multiple ways. We need to be clear how these will be used. I see fixing and building as the same importance. This is not a scientific survey. It helps paint the picture to get the general feel for what people are thinking out there.

How many stakeholders were surveyed?
Roughly 300.

Kirstin pointed PAC members' attention to the PAC summary which included a tally of their dots on the vision and goals purple wall exercise. As Susie refined the vision, goals and objectives that we are reviewing tonight, she looked at PAC work, input from the TAC and input from the stakeholder meetings and outreach. This does not include the approximately 50 Internet responses that have been received to date.

When you do process the results from the Internet survey, can you keep them separate from the other results?

Yes.

In looking at the stakeholder summary and comments that were tabulated, a hot issue is whether bike riders should pay for the road. Bike riders on rural roads are not typically from that community and get there by cars and/or own cars. There should be a separate conversation about charging a fee.

Bicyclists are paying their way; any commercial group does pay a fee to use Clackamas County roads.

On the bar graph, it looks like bicyclists should take over the costs of roads from homeowners. That may be an accurate read of this chart, but whether this chart is accurately representing the results is the issue. We will look at this further.

I worked at the County Fair booth and found that most people did not understand the topics. We need to provide something that we can give the public so they understand what the options mean.

Really simple language would be a big help.

Is it possible to get meeting notices for stakeholder meetings?

These are posted to the project website but do not include specific times and locations because most of them are not public meetings. Ellen suggested PAC members contact her for details.

When you have meetings with different constituencies, it would be helpful to have at least two people from this group get invited. That way we will know that nothing is filtered to us.

We can email the group with the subject "CCTSP Opportunities to Attend Stakeholder Meetings".

White Paper Discussion

Some of the information presented to the TAC from our first PAC meeting on the white papers seems not to have aligned with what we checked. People checked the agree box but their comments do not really seem to agree. If that is distorted or not right, then this is an issue.

That is a valid point. Let's talk about those specific issues during the white paper agenda item.

A lot of the questions seem to have applicability in urban setting. As a county as a whole, I couldn't agree with the statements.

The project team needs to be careful not to over-simplify the summary or your input.

The white papers read as documents for engineers by engineers. I'm worried that we are taking that approach to come up with quantitative numbers and answers to the problems. There could be many interpretations of the same thought.

Will we get a summary of the white papers?

There will be time at the next meeting to discuss the white papers and their use for the PAC and the PMT.

Will white papers have modifications based on feedback? What is the intended use of the white papers?

The white papers that you received are in draft form and will be refined. Both TAC and PAC comments are being considered.

Karen said it is challenging because some express concerns about filtering and summarizing can be a form of filtering, but others express the need to summarize more. County did redo the white paper response sheet to include comments. (Elizabeth's lengthy comments have been provided as a separate document.) Karen envisions each person using the document as a reference when we go through goals.

Vision

Karen asked the group to give feedback on changes or amendments.

In the vision and goal statements, verbs are in the present tense and nothing is mentioned about the future. Suggest changing to "Anticipated to be suitable for meeting future needs of the county."

The public wants us to fix our roads and system. The word "sustain" should be removed.

It needs to include future needs as this is a 20-year plan.

Whose plan is this, the county's plan or the plan of the citizens?

It is part of the County's Comprehensive Land Use Plan.

Using existing resources, supports objectives of other plans within this area. It should be wide enough to incorporate other plans.

Plans other than just the County comprehensive plan need to be able to be included.

Foundation of our existing assets – what about our existing values? One value that should be some place is the freedom to choose.

We need to talk about the maintenance of existing infrastructure.

Suggest adding "maintaining" to the first sentence.

Need a meeting at some point just on the current county plans. Many of us do not know what the comprehensive plan is for the county as a whole.

There are so many assets that we do not consider as assets such as light rail. These may be positive for the county but not for all. Are we saying we are going to build infrastructure whether or not it is necessary?

It is saying this is what Clackamas County has and that's where Clackamas County is starting from, but we are not afraid to go back and change if the structures are no longer valid or necessary.

Suggest "Building on our transportation system." Not sure how we can build on existing values, suggest moving values down to diverse values, geographies, etc.

How were mobility, accessibility and connectivity chosen?

Mobility as getting people around; accessibility so that all people can access the system and actually connect the different networks. These were broad terms to lead to the different goals.

The more we try to craft so that it is perfect versus flexible and fluid the more we will have trouble connecting to the goals and objectives.

My concern is that we don't construct something that preserves the model that we already have. In the future our transportation system is going to change. I would hate to have us come up with something that is not flexible for what we may need in the future.

Through discussion the group agreed to recommend amending the Vision to: "We envision a well-maintained and designed transportation system that provides flexibility, mobility, accessibility and connectivity for people, goods and services; and is tailored to our diverse values, geographies and support planned land uses."

Goals and Objectives

Kirstin stated once we are comfortable with the vision and goals, they will go to the regional meetings for the public to review. At our third meeting we will review public input and make a final vision and goals recommendation to the BCC.

Susie said the earlier goal statements were more like paragraphs and the project team broke them down into goals and objectives. Additional information that was in the goal became the start of the objectives. Some of the information is new based on feedback from the TAC, PAC and stakeholder outreach.

Kirstin asked the group to complete a dot exercise. PAC members were asked to put a red dot next to a goal or objective that concerned them and a green dot next to a goal or objective that they agreed with. Susie asked PAC members to consider whether the objectives really define the goal as they interpret and understand the goal. They are not ranked, but they are presented in alphabetical order in every document.

After the exercise, Kirstin asked PAC members why they put some of the red dots where they did. Discussion included the following:

Goal 6 Fiscally Responsible; Objective 6.2: Prioritize projects that improve the existing transportation system for all modes of travel.

- *Type of mode mix should be optional not mandatory.*
- *Different considerations for rural and urban.*
- *Too simplistic. How do you prioritize between all modes of travel? Depending on where you are the mode can be very different.*

Goal 5: Equity

- *Bicyclists do not want to pay anything. Equestrians do not pay anything either.*

Goal 4: Health and Safety; Objective 4.1: Provide for and encourage use of safe, non-motorized transportation options to support public health.

- *Hard to make bicycle travel safe on rural roads.*

Goal 3: Livable and Local; Objective 3.3: Create successful and enduring communities.

- *Not sure how the transportation system would do that.*

- *There are a lot of ways that can be done, some positive and some negative. Does creating further access mean you are going to destroy forest or public land?*
- *How will we determine successful and enduring?*

Goal 2: Local Business and Jobs; Objective 2.2.2: Provide more options for commuting to work by enhancing the existing transportation system and providing for affordable, alternative modes of travel.

- *Not just bikes. Transportation expenditures i.e. sidewalks, light rail, trolleys, bike lanes. Rural folks see trolleys, light rail using transportation dollars that don't necessarily bring benefit to the rural community.*
- *Issue with the amount of budget spent on light rail in Clackamas County when a majority of Clackamas County residents won't use it – how is that equitable for all of Clackamas County?*

All goal headings should be same parts of speech i.e., start with verbs.

Are these goals the same for all regions of the county?

Karen advised that goals and objectives will be applied differently in different areas of the county. For example, goals related to local business and jobs focus on job centers.

Due to time constraints, Karen and Kirstin recommended another PAC meeting be held in December, prior to the regional meeting, to further discuss the vision, goals and objectives, white papers and regional meetings. She recommended PAC members review technical memo #3.1 as homework and at the next meeting PAC members will be given time to discuss it.

Selection of Chair/Vice-Chair

Kirstin asked for a show of hands of those interested in the chair or vice-chair position. Those who expressed interest were:

- Glenn Koehrsen
- Michael Wagner
- Rachel Sumner
- Chips Janger
- Paul Edger
- Ben Horner-Johnson

Kirstin asked those interested to email responses to the questions listed below to Alisha; she will forward them to the group 2 weeks prior to the next meeting:

1. Position sought (chair/vice-chair)
2. Reason for interest
3. How you would maintain impartiality in your role as Chair or Vice-Chair
4. Up to two paragraphs of information about yourself relevant for other PAC members in this context

Funding: Past and Future

Larry briefly reviewed the handouts on funding and county projects over the last 10 years. The four-page spreadsheet is the first draft. The yellow highlighted items are projects currently under contract that are near completion. The color pie chart shows total project expenditures. The second

graph is a summary of the spreadsheet. Karen advised these are all the County-managed projects and does not include projects on state highways.

How much money is federal?

The next step is pulling together that information for you.

Mike Bezner noted the appearance of a funding imbalance between rural and urban. He advised the County gets an allotment that has to be spent in certain areas i.e. rural or urban. Money spent by the County maintenance division, a lot of routine work, is not reflected in the expenditures graph.

Action Items:

- PMT to review suggestion to post meeting materials to project website with an email to the link one week prior.
- When presenting an updated document, project team will highlight updates.
- PMT will indicate on agenda whether materials are an action item or informational.
- Staff will confirm that PAC members are on the website notification list.
- Staff will update PIP to include map of the full county.
- PAC members recommend County update charge to reflect the PAC is more actively advising in the development of the plan. County to consider.
- Staff will email opportunities to attend stakeholder meetings to the entire group with the subject: "CCTSP Opportunities to Attend Stakeholder Meetings."
- Alisha will forward responses to Ben's questions about the scope of work and white papers to the group.
- Staff will keep Internet responses on vision, goals, and objectives separate from the other stakeholder outreach results.
- PAC members to email interest in chair/vice-chair position to Alisha by November 29.
- An additional PAC meeting will be held in December to further discuss the vision, goals and objectives, white papers, technical memo #3.1 and approach to regional meetings.

Meeting adjourned at 9:10 pm.



**Clackamas County TSP
Public Advisory Committee (PAC) Meeting #2B
December 13, 2011 / 6:00 – 9:00 pm
Development Services Building, Room 115
150 Beavercreek Road
Draft Summary**

Attendees

PAC Members: Tom Civiletti, Charlene DeBruin, Jamie Damon, Paul Edgar, Thomas Eskridge, Mike Foley, Elizabeth Graser-Lindsey, Ben Horner-Johnson, Alan Hull, Chips Janger, Glenn Koehrsen, Thomas Mack, Al Levit, Ernie Platt, Bob Reeves, Leah Robbins, Rachel Summer, Richard Swift, Michael Wagner

Staff and consultants: Mike Bezner, Karen Buehrig, Larry Conrad and Ellen Rogalin (Clackamas County); Marc Butorac and Erin Ferguson (Kittelson & Associates); Alisha Dishaw and Kirstin Greene (Cogan Owens Cogan, LLC), and Jeanne Lawson (JLA Public Involvement)

Public: Simon DeBruin, Linda Eskridge, Karen Mohling

Unable to attend: Kim Buchholz (PAC), Alfredo Camacho (PAC), Walt Gamble (PAC), Dick Weber (PAC), Susie Wright (Kittelson & Associates)

(Discussion Note: A summary of PAC member comments and questions is shown in *italics* followed by staff responses in regular text. Conversation has been organized by agenda item.)

Welcome

Karen Buehrig, County Project Manager, welcomed PAC members and said the meeting format is little different to allow for more dialogue among PAC members. Karen noted that the County is required to complete this TSP update and has chosen to involve a PAC to gain diverse perspectives. She explained that everyone has different knowledge and no one is expected to be an expert in everything. The County values each member's unique perspective. A feedback form is available for members' further suggestions.

Meeting Purpose and Outcomes

Facilitator Kirstin Greene discussed the meeting objectives, room layout and organization of members at tables. She noted items in the emailed packet that aren't expected to be discussed this evening: the Final PAC Charge and Charter, and a summary of the Regulatory Review memo. Materials distributed at PAC meeting #2 in November will be further discussed in February.

Kirstin asked for comments on the PAC Meeting #2 draft summary; there were none. She asked PAC members to email Alisha Dishaw after the meeting if there are any comments on the summary. Kirstin reiterated the meeting purpose.

- **Primary Meeting Purpose(s):** Agree on draft vision and goal statements for regional meetings; provide input on draft objectives. Follow-up on white paper use and questions.
- **Desired Outcomes:** Agreement on draft vision and goal statements, PAC members' input and guidance on draft objectives; understanding of role/use of white papers; selection of chair/vice-chair; role of PAC members at regional meetings.

Recommended Draft Vision Statement

Kirstin lead the group in a discussion about the vision. She discussed the vision as presented in Tech Memo #5.1 Vision, Goals and Objectives which reflects an updated vision and two alternatives:

- **Draft Vision:** Building on the foundation of our existing assets, we envision a transportation system that provides mobility, accessibility and connectivity for people, goods and services; is tailored to our diverse geographies, and supports and sustains planned land uses.
- **Draft Vision Alternative 1:** We envision a transportation system that provides flexibility, mobility, accessibility and connectivity for people, goods and services.
- **Draft Vision Alternative 2:** We envision a well maintained and designed transportation system that provides flexibility, mobility, accessibility and connectivity for people, goods and services; is tailored to our diverse values and geographies; and supports future needs and planned land uses.

Discussion:

- Add "Building on the foundation of our existing assets," to Alternative 2.
- Does well maintained in Alternative 2 really belong in the TSP?
- Consider that depending on available resources, one of the issues we have to deal with is whether some roads might be let go to gravel.
- Maintenance doesn't need to be in the vision statement; it's implied.
- We need to convince the public that we will maintain what we have. It's a credibility issue.
- Vote on adding "well-maintained": 10 in favor; three opposed.
- Goal 6 talks about fiscally responsible and includes maintenance and a lot more. Sometimes it is better to say less in an overall scope of things. I would accept what we have now for Alternative 1.
- All goals are not showing up in the vision statement. Other goals that I care about, i.e., sustainability, are not showing up.
- Diverse values and geographies do not show up in Alternative 1.
- The vision is over arching and good umbrella but does not have to include everything in the goals.
- It's important to keep "supports and sustains planned land uses". If we plan ahead we need to support those plans, not get into a situation where we have to buy developed land.
- Why move away from the draft vision with well maintained included? It addresses planned land uses, diverse geographies, maintenance, etc.
- Why are we so fixed or opposed to planned land uses? County and state have already established planned land uses for various sections of the geography and have put a lot of time and energy into making those plans. At some point, we need to have a plan and should plan on future land uses.

- *Plans are important, but don't want to assume we are going to incorporate previous plans that are no longer appropriate.*
- *Suggest "supports future needs and land uses."*
- *Since we have the word flexibility in there, that allows change.*

The group agreed on the following vision statement: Building on the foundation of our existing assets, we envision a well-maintained and designed transportation system than provides flexibility, mobility, accessibility and connectivity for people, goods and services; is tailored to our diverse geographies, and supports future needs and land use plans.

Transportation Policy Areas

Karen discussed to Tech Memo #4.1 Draft Transportation Policy Areas. She explained that some goals / objectives may apply in some areas and some may apply in all four areas. The four geographic areas, shown on the TSP Policy Areas Map, are:

- Rural / Agricultural / Forest Land,
- Unincorporated Communities,
- Neighborhoods and
- Urban Activity Centers.

Suggestions for changes to the map:

- *Add a dotted line up to Timothy Lake*
- *Include reference to Eagle Creek.*

Discussion

- *The way it is divided, there is no transition area between incorporated and unincorporated.*
- *How do transportation systems in unincorporated Clackamas County interface into the cities? What about county roads in cities?*
- *For the most part we will look to the cities for guidance, but will consider them urban. There are only a handful of county roads in cities.*
- *In Oregon City we have Beaver Creek Road that is a county road going into an urban setting, and Redland and South End roads that are county roads. We need to consider the impacts of development on urban roads that are County owned in a tight setting and look at the potential immense environmental impacts. It could be very expensive to do an environmental assessment. Where does this money come from and how does it get prioritized?*
- *That is why coordination of plans is so important.*
- *The County maintains 92 miles of roads in cities.*
- *The map would be even more helpful with a list of projects over the last 10 years.*

Discussion and Recommendation on Goals

In small groups, PAC members discussed draft goals 1-6, focusing on areas of disagreement, any geographic refinements and whether some apply more to urban or rural or are countywide. Through discussion the PAC agreed to recommend the following goals as modified:

Goal 1: Sustainable

~~Create~~ Provide a transportation system that ~~mutually~~ balances benefits ~~to~~ the environment, the economy and the community.

Goal 2: Local Businesses and Jobs

Plan the transportation system to support a prosperous and adaptable economy and further the economic well-being of ~~the County and its residents~~ businesses and residents of the county.

Goal 3: Livable and Local

~~Customize~~ Tailor transportation solutions to suit the diversity of local communities.

Goal 4: ~~Health and Safety~~ Safety and Health

Promote a transportation system that maintains and improves ~~individual and community~~ our safety, health, ~~safety~~ and security.

Goal 5: Equity

Provide an equitable transportation system.

Goal 6: Fiscally Responsible

~~Maintain~~ Promote a fiscally responsible approach to protect and improve the existing transportation system and implement a cost-effective system to meet shared future needs.

Kirstin said the PAC will revisit these goals at the next PAC meeting, after the regional meetings, to review feedback from the public.

Discussion and Direction on Objectives

For the objectives, PAC members were asked to focus on areas of disagreement and geographic applicability. Through discussion, PAC members recommended modifications to the objectives as shown below to be reviewed by the PMT and advance to the regional meetings. Objectives not shown here did not have any recommended changes.

Goal 1: Sustainable

Objective 1.1.3 Encouraging the reduction of car trips through ~~carpooling, vanpooling,~~ rideshare, transportation demand management, transit pass programs, and telecommuting.

Objective 1.1.4 ~~Encouraging~~ Providing for the use of alternative-fuel* vehicles.

*PAC members requested clarification and suggested including “fuel efficient higher mileage”.

PAC members suggested two new objectives:

- about runoff and water quality
- land use including jobs near homes; dispersed services.

Goal 2: Local Businesses and Jobs

Objective 2.2.1 Increase access to employment sites and services for all modes ~~and users~~ through connectivity and transportation mode choices.

Objective 2.2.2 Provide more options for commuting to work by enhancing the existing transportation system ~~and providing for affordable, alternative modes of travel.~~

PAC members noted the need to evaluate reasonability with Goal 2 objectives.

Goal 3: Livable and Local

Objective 3.1 ~~Expand~~ Provide transportation choices for all users.

Objective 3.3 ~~Create~~ Promote successful and enduring communities and involve local communities in problem solving.*

*Too broad?

Objective 3.4 ~~Create~~ Promote a resilient transportation system that can adapt to evolving land use and fit the desired future, while meeting present needs.

Objective 3.5

Option 1: ~~Further Enhance~~ access to recreational opportunities and public lands.

Option 2: ~~Further access to~~ Increase choices to access recreational opportunities and public lands.

Goal 4: Safety and Health

Objective 4.1 Provide for and encourage use of safe, non-motorized transportation options to support public health, health, and transportation.

Objective 4.3 ~~Ensure that the~~ Promote a transportation system that provides access to daily needs and services for all users and a feeling of safety.

Objective 4.5 Reduce transportation-related air emissions to improve air and water quality.

Goal 5: Equity

Objective 5.1.1 Provide appropriate and safe travel choices for all residents and workers, regardless of race, age, ability, income level, and geographic location.

Goal 6: Fiscally Responsible

Objective 6.1 ~~Adequately~~ Prioritize repairs and ~~maintain~~ maintenance of existing transportation facilities and services.

Objective 6.2

- Option 1: Prioritize projects that improve the ~~existing~~ transportation system ~~for all modes of travel~~ appropriate for the community.
- Option 2: Prioritize projects that improve the ~~existing~~ transportation system ~~for all modes of travel~~ appropriate for all areas of the county.

PAC members noted the need to evaluate reasonability with Goal 6 objectives.

Election of Chair and Vice-Chair

Jeanne explained that the Chair will consult on the agendas and serve as a liaison between the PAC and decision-making bodies including the Board of County Commissioners. Candidates for Chair were Paul Edgar, Chips Janger, Glenn Koehrsen and Michael Wagner; Ben Horner-Johnson was the candidate for Vice-Chair. Bob Reeves voted in absentia. Each candidate comments on why they felt they would be the best representative for Chair or Vice-Chair, and a statement from each candidate was in the meeting packet.

The first vote resulted in a three-way tie for Chair between Chips, Michael and Glenn; and Ben chosen as Vice-Chair. The PAC voted for the three finalists for Chair and elected Chips to the position.

White Papers and Project Context

Erin Ferguson discussed the white paper comment summary noting that it highlights some broad questions raised by PAC members. Erin said the tabular summary will not be used, but the white papers remain available for members' reference.

Please spell out all acronyms in the technical documents.
We will do that.

A majority of the white papers did not identify what the trends are and there were not any graphs to help explain the material. It would be helpful to have some graphs i.e. how the population has been changing in the county or how many bicycles are in the county.
More details will be available later in the process.

If the trend is toward health being part of transportation, are we being channeled to the trends or will we have latitude to say that maybe the trend does not fit the county?
Karen said the intent was to bring it up and say this is being discussed more. Mike Bezner said it seems to be a trend, and the feds are starting to incorporate it. On a county level we cannot completely ignore because we will have to address it if we want funding.

With a 42 page white paper, it would be helpful to have a front page that explains what is in the document.
One attempt at this is the regulatory review memo guide. We will provide a summary sheet in advance of technical documents.

Regional Meetings; PAC Role

Kirstin reviewed the regional meeting overview and encouraged PAC members to sign up to help host these community discussions. All meetings will be held from 6-8 pm.

- North regional meeting will be held Jan. 30 in the Lake Road area;
- East meeting will be held Feb. 1 in the Eagle Creek area;
- South meeting will be held Feb.2 in Molalla.

PAC members are encouraged to attend in the region they live / work. Six – eight PAC members at each meeting would be ideal. Kirstin circulated a sign-up sheet for PAC members.

Karen said there is only about a week between the regional meetings and the next PAC meeting. She will be ask PAC members to report back at the next PAC meeting.

In Molalla there are issues with state roads. Do we as a group need the communication between the county and the state for things like this? How do we encourage more collaborative communication?
Karen said the PMT can see if a state representative can be at the regional meetings.

Is the transportation brown bag meeting on funding still coming up?

Karen said Alisha will email out the information once we have a date finalized.

Next Steps

- PMT will update Vision, Goals and Objectives based on PAC recommendations.
- Consultant team will solicit participation at regional meetings from PAC members who did not complete the sign in sheet.
- Consultant team will email information about the transportation brown bag to the PAC.
- Consultant team will send PAC members information about regional meetings as finalized.
- PAC members will notify their respective constituents, committees, groups of the regional meetings. A newsletter and flier will be provided to PAC members to circulate.
- PAC members asked to actively participate in regional meetings and help report back at PAC meeting #3.



**Clackamas County TSP
Public Advisory Committee (PAC) Meeting #3
February 7, 2012 / 6:00 – 9:00 pm
Development Services Building, Room 115
150 Beaver Creek Road
Draft Summary**

Attendees

PAC Members: Tom Civiletti, Jamie Damon, Charlene DeBruin, Paul Edgar, Thomas Eskridge, Mike Foley, Elizabeth Graser-Lindsey, Ben Horner-Johnson, Alan Hull, Chips Janger, Glenn Koehrsen, Bob Reeves, Rachel Summer, Laurie Swanson-Freeman, Richard Swift, Michael Wagner, Dick Weber

County staff and Consultants: Karen Buehrig, Larry Conrad and Ellen Rogalin (Clackamas County); Marc Butorac, Erin Ferguson and Susie Wright (Kittelsohn & Associates); Steve White (Oregon Public Health Institute); Alisha Dishaw and Kirstin Greene (Cogan Owens Cogan)

Public: Simon DeBruin, John Valley (Senator Merkley's office), Thelma Haggenmiller

Unable to Attend: Kim Buchholz, Alfredo Camacho, Walt Gamble, Al Levit, Thomas Mack, Ernie Platt and Leah Robbins (PAC Members)

Discussion Note: A summary of PAC member comments and questions is shown in *italics* followed by staff responses in regular text. Conversation has been organized by agenda item.

Welcome

PAC Chair Chips Janger called the meeting to order and thanked everyone for attending.

Karen Buehrig, County Project Manager, thanked PAC members for their time and assistance the previous week at the TSP Regional Workshops. She said they were successful. She said that while the turnout was lower than the County would like, project members were able to introduce the TSP to a diverse range of participants. The Workshops also gave PAC members an opportunity to get to know each other in a more casual setting.

Regarding this evening's PAC meeting, Karen stated the two objectives – a recommendation to the Board of County Commissioners on Vision, Goals and Objectives; the other is the evaluation criteria and performance measures that will be used to measure progress toward the visions, goals and objectives over time.

Meeting Purpose and Outcomes

Facilitator Kirstin Greene reviewed the agenda, discussed the updated storyboard and timeline and reiterated the meeting purpose and desired outcomes:

- **Primary Meeting Purpose(s):** Finalize draft objectives; discuss draft evaluation criteria and performance measures.
- **Desired Outcomes:** Recommended project vision, goals, and objectives. Feedback on draft evaluation criteria and performance measures.

Public comment:

Kirstin said that Elizabeth brought two public comments from community members. PAC members reviewed the letters; they are included with the meeting summary.

Vision, Goals and Objectives

Considering public comment from the Regional Workshops, Kirstin and Marc lead the group in the final discussion about the Vision, Goals, and Objectives. Reporting from the comment forms and virtual open house responses, she said that the recommended draft vision and goals generally received a score of 4 or higher. This is a high rating and should be considered an affirmation of the PAC's work.

PAC members had the following comments on the Regional Workshops:

- *I am a little concerned that I knew most the people that showed up at the Milwaukie regional meeting from neighborhood associations, CPOs, Milwaukie Area Plan etc. Same people already plugged in were there. While people were thoughtful, they seemed a little bit overwhelmed by the number and complexity of goal and objective statements. They appreciated the ability to give feedback later online. All in all most people did make at least some of their concerns known.*
- *Appreciated that the language was redone and personally would like it to stay that way and not have it go back.*
- *If this document is to be a usable document by the citizens then it should be written in English. It was so useful and helpful to have it written in plain English. Why do we have to go back to the other language?*
- *The language that we worked with and that is in the Tech Memo #6.1 came out of a more technical process and that also informs the evaluation criteria. The more complex version carries some subtleties that are used as a base for the evaluation criteria.*
- *I am concerned with technical-ese as leads us into a more legal decision making process that we don't necessarily understand that are implied in that speak.*
- *We need it to be reader friendly otherwise it's off-putting. I can't say to you how important it is that it is simple and everyone can understand it.*
- *Staff will consider using the less-technical or somewhat less technical language where possible.*

- People are very aware of what is happening in their very small neighborhood but tend to be unaware or don't even care what is happening in someone else's neighborhood. People would ask me specific questions about local questions and I would have to send them to a staff person.
- Thought the regional workshops were a great opportunity to get a pen out and mark on the maps. A lot of PAC members want to give specific input and highly recommend taking some time to mark up the maps.
- This option is still available online.
- Has been involved in a lot of processes and this is the only process that I have seen that whatever you put down it will actually be counted. We as PAC members need to do better about getting people to these meetings. That is going to be one of the ways to fill up attendance.

Vision:

Through group discussion, the PAC came to consensus on the vision, goals and objectives as follows:

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 and Objectives:

Goal 1: Sustainable

Provide a transportation system that ~~balances-optimizes~~ benefits to the environment, the economy, and the community.

Goal 2: Local Business and Jobs

Plan the transportation system to ~~support-create~~ a prosperous and adaptable economy and further the economic well-being of businesses and residents of the county.

Goal 3: Livable and Local

Tailor transportation solutions to suit the diversity of local communities.

Goal 4: Health and Safety

Promote a transportation system that maintains ~~and-or~~ improves our safety, health, and security.

Goal 5: Equity

Provide an equitable transportation system.

Goal 6: Fiscally Responsible

Promote a fiscally responsible approach to protect and improve the existing transportation system and implement a cost-effective system to meet ~~shared~~ future needs.

Issues and Solutions

Marc Butorac, Consultant Team Project Manager, then discussed the map-based comments received at the Regional Workshops. He noted the maps in the back of the room from the workshops with participants' comments. Those have also been recorded on the maps on the website – over 90 total.

Kirstin asked PAC members to forward this information to their listservs or email lists to drive people to the website to put their comments. Alisha will send an email that PAC members can forward.

- *I am concerned that no one was really ever talking about impediments in the system towards business or the economy. Focusing more on the superficial things. Major things were not solicited to look at the global picture. Like freight movement. Or what do we need to do to create jobs. Focusing on how could I ride a bike from one side of town to the other. If I'm weighting something – where would I put my money to get greatest return on investment. Somewhere along the line somebody will have to start paying taxes. If we get buried down in the tiny things we lose track of the big picture.*
- Erin Ferguson, Transportation Engineer with Kittelson and Associates, confirmed that we could create a general comment box for the map so that these types of comments could be included. Also, countywide comments could be included here.
- *There is concern with state highways that are part of the county. We are talking about county roads in this TSP but not state roads.*
- We are not excluding comments on state roads and we will forward these to ODOT. We are looking at the state system and will be part of our identification of deficiencies, but we are not going to get into the level of detail of specific issues and solutions.
- *In the general comments area, could we also clarify that we are looking for comments by region. Recreation and getting to Mt. Hood and it's the particular regional area not intersection.*
- Safe access onto state roads will be one consideration. There are many places that are accessible only by one narrow county road. If the road is cut off then you isolate the area. We may be able to identify other connections through this process.

Evaluation Criteria and Performance Measures

Marc discussed the storyboard handout and advised we are moving out of first phase of work into the second. He said that they would use these evaluation criteria and measures to access baseline conditions. Looking at today and 2035 and identifying deficiencies based on

the evaluation over the next 3 – 4 months for the next PAC meeting. We are making a major step forward here in moving into the project Discovery phase. The full presentation is available at www.clackamascountytsp.com.

Discussion:

- *Can you differentiate measure and criteria for me?*
- The measure is like a ruler. Say we measure you at 5.10 and the criteria we use to see if you are tall enough to be on the basketball team.
- *The arrows are in the PPT diagram are confusing.*
- We can move fiscally and vision plan down below the Preferred Plan to decrease confusion.
- *Preferred plan is the wish list. If you've asked for and planned for it you just don't have the funding you will be more likely to get funding down the road.*
- We are giving an overview of where we are heading over the next year. The best thing we can do is to define them in language with which we are comfortable.
- The workshop results included comments about where is the money? For example, if the preferred plan is 500 million but revenue only shows that we have 50-100 million. What to do? There is a loop back that if there is so much unfunded then is it realistic to say that we will get there. There is a point where you can take this where it gets so big that it is unrealistic and we will have to look at that. But at the same point you want to be able to have it in there so that you can look for other funding sources. It's a balance.
- *Urban unincorporated fell into low bid, where does rural fit?*
- Under unconstrained.
- *What about all the plans that have not been done. How do those get into them?*
- There are a lot that are planned by the County. ODOT has a number of projects in their STIP. Planned in rural that we will have to take a look at but we will have to look further.

Karen asked members to work in small groups to discuss Tech Memo #6.1 Evaluation Criteria and Performance Measures. She asked members to identify any questions they have, and to indicate whether anything is missing. These have been developed by the project team and reviewed by the Technical Advisory Committee. Karen referred the group to pages 13 – 17 of Tech Memo #6.1 and advised that additional the table on page 18 has more detailed information. She introduced Chips to give an example of what might be missing in this draft.

Chips said that at regional workshops, he found, by talking with PAC members, that we have had many similar experiences, including running organizations and businesses. Chips found that having read a lot of business plans that what's missing in Tech Memo #6.1 is a risk analysis. What happens if assumptions that this is based upon don't come about. We as the PAC have a lot to contribute. It's important not to get swept up in spending time making little decisions if we miss the big picture.

- *Page 6 elaborates and explains these better.*
- They are grouped differently. In this memo – they are not directly related to the goals except for at the end of the table. Objectives meet a variety of goals.
- *For years we have spoken about attracting development – the concept should be accommodating development.*

Results from the small group discussions are included in an attachment to this summary.

In wrapping up, Marc noted that the measures are going to allow us to evaluate things and the criteria is what data is available to us to actually measure that thing. If the data is not available or would cost too much to do then that measure was taken off the table. The measures here are ones that we have the data and the capability to use.

- *There were a lot of thoughtful ideas have been heard tonight and they should make their way into the matrices.*
- One suggestion is to take a week and please read and email in some thoughts and comments. At that point project team could evaluate whether another meeting is needed to go over this.
- *I personally think it takes too much of my time to document all comments and send them in. Spent hours on the white papers and was not used. Would like to get together as a meeting to decide on this.*
- *Gravel roads are expensive to maintain, do you have access to those studies? Sometimes gravel roads cost a lot more than paved roads. Would like to see data on what they cost in the long run.*
- *This is significant particularly since the county has been talking about this exact thing and that we may have to prioritize which roads might go to gravel. I don't think we are talking about creating gravel roads to maintain but letting them go to gravel.*
- *Has Clackamas County started to allow roads turn into gravel?*
- Not that I'm aware of. The intent was to highlight the issue.
- We have a lot of valuable information on the flip charts and we were not able to talk about them. The project team will report the comments this evening and develop a strategy – such an additional meeting - after seeing all the comments.
- *Discussion helps everyone understand these concepts. How was equestrian considered?*
- TAC looked at equestrian – types of things that we are required to do, looked at type of travel in the sense of equestrian being travel for recreation vs. transportation; what we have available now to review it; TAC really felt that within our TSP that this wasn't the place to take on the analysis of the equestrian system.
- For equestrian I think it's fair when we're talking about adding shoulders to rural areas as it provides benefits to multiple users. The TAC was not interested in identifying the equestrian as a system, but it's fair to note that shoulders will serve that user group.

- *I know we have roads that get us to the bigger places and we have connector roads for the rural areas. Almost all rural roads are not up to standard. Need to identify main roads.*
- *I think that it's incorrect to say whether it's about equestrian or not. County has all these different constituencies that are dismissed before it goes to the public. Dismissed without any proper review.*

Karen then explained that she thinks there is likely value for us as a PAC to gather again in a shorter and more consolidated meeting. Marc asked the PAC to review page 6 of Tech Memo #6.1 over the next and answer the two questions: do you have questions and is there anything missing. He asked the group to review and forward all responses and comments to Alisha by February 14th. Marc said the project team will review the responses and the PAC will come back and discuss the results.

Karen discussed the handout that Elizabeth put together on County funding. She discussed the transportation brown bag and that we will continue to have a series of brown bag meetings to engage PAC members who would like more information.

- *Can we have a March meeting to continue this discussion today?*
- *Yes in February. We will get back to you on the timing.*

Kirstin recalled that one thing we talked about at the beginning of the meeting is the question of language. Karen and Marc will look at lightening up the language but full simplified but simpler than the original. Please stay tuned on the language discussion.

- *Simplified in the executive summary and detailed in full plan would be acceptable.*

Public Comment:

Thelma: When we were designing the Tuality Trail – Elizabeth's comments came up and people in the community had horses and the trail was supposed to be designed to accommodate bikes, peds, and equestrians. Nobody ever combines when they are doing – they just talk bike/ped. They should be including equestrians. We did get equestrian friendly on that trail because the issue was brought up. Road separated pathways should include three users.

Chips adjourned the meeting at 9 pm.



Jessica Lindsey <jessica.h.lindsey@gmail.com>

Transportation System Plan

1 message

Jessica Lindsey <jessica.h.lindsey@gmail.com>

Tue, Feb 7, 2012 at 9:45
AM

To: Alisha Dishaw <alisha.dishaw@coganowens.com>

Dear Alisha:

I am sorry I missed your open house meeting. Please include this feedback. I have 3 horses that I ride and drive with the carriage on Beaver Creek's roads. The conditions of the road are unsafe and dangerous for road users who are not cars and I would like equestrians to be considered in the Transportation System Plan. (I bike also, because I don't drive a car). A helpful link for understanding this situation that I made is at: <http://www.youtube.com/watch?v=PLw2VStpbCM> Can you please have the committee view this?

Sincerely,

Jessica Lindsey

Thiessen Stables

Dave and Michelle Thiessen

Date: February 7, 2012

RE: Beavercreek Road, Oregon City, Oregon 97045

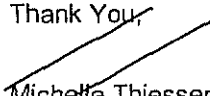
With living on Beavercreek Road with horses and running a horse boarding facility has been very difficult with the way Beavercreek Road is laid out for any pedestrian, bicyclist, equine or a vehicle that needs to pull over for any reason. If there was more of a shoulder on the road it would be easier for any pedestrian, bicyclist or equine to walk safely on Beavercreek Road. But, currently as of today there is no safe way for any of the mentioned above to be able to do so.

With us being a horse boarding facility there is no close trails or area to go riding at for our clients. We always have to haul out to a trail head or an equine facility. It is very unsafe to even ride along Beavercreek Road to get to a side street like Lammer Road, Wilson Road or even Ferguson Road from our facility. If there was more of a shoulder along the road then it would open up more opportunities for our clients to go and enjoy the community.

Additionally, on Beavercreek Road right around Lammer Road there is a curve in the road that bends that has a white picket fence that has a Victorian home. On that curve the speed limit is 45 miles per hour which has had many accidents each year. The last few years there was Life Flight that had to come in to take a male to the hospital. Beavercreek Road was shut down for awhile and we used our driveway as a turn around since there was not enough shoulder for vehicles to turnaround safely. Not only is our driveway used for accidents but it is also used as everyday turnaround when people are going the wrong way or need to pull over to let traffic pass them. This corner is unsafe and the speed needs to be relooked at with as many accidents that have occurred over the years. One day someone will not live because of the speed people take at this curve.

Thank you for taking the time and relooking at what needs to be done to Beavercreek Road for the future of pedestrian, bicyclist, equine or a vehicle that needs to pull over for any reason.

Thank You,


Michelle Thiessen
Owner/Manager

21339 S Beavercreek Road

Oregon City, OR 97045
503-784-6722 Michelle Cell
503-704-8681 Dave Cell
thiessenstables@yahoo.com



**Clackamas County TSP
Public Advisory Committee Comments on TM 6.1
February 15, 2012**

In addition to the small group discussions, comments have been received from Al Levit, Tom Civiletti and Elizabeth Graser-Lindsey. Notes from the small group discussions and Al and Tom's comments are reflected below by theme.

The comments received Public Advisory Committee members were organized into three basic categories:

1. Comments or questions that will be addressed and answered in future work within the Transportation System Plan update (symbol: **F**);
2. Suggestions that are outside the scope of the Transportation System Plan update (symbol: **O**); and
3. Suggestions and edits the project team incorporated into the measures and evaluation criteria and/or suggestions and edits already addressed by an existing measure or evaluation criteria (symbol: ✓).

The project management team placed the symbols above next to each comment below based on the category into which the comment fell.

General Comments

- ✓ It seems to me that the description/purpose sections do not have a consistent theme. Some are just statements, some could be used to come up with a project ranking scheme and some just "hang there." (AL)
- F** Is the change in population and demographic mobility included?
- ✓ TDM programs – benefit measurement. (Vehicle miles reduced and number of programs)
- F** Risk analysis is missing. What if some of the expectations, projections don't come about or change.
- F** Priorities – which roads do we let go to gravel.
- F** "Ultimate" outcomes or modeled outcomes i.e. bike / ped traffic.
- ✓ Potential limitation of meaning for measures not easily mapped or visual.
- ✓ Need a measure / evaluation criteria to encourage alternative routes especially in isolated areas.
- ✓ Some measures don't seem like measures.

Note from the Project Management Team: Some measures are qualitative and not measurable for developing the plan but can be useful over time to determine if the objectives are being met. The above comment was considered, but no changes were made to the measures and evaluation criteria.

Bike / Pedestrian

- ✓ Bike and Pedestrian Facilities: This is a good, quantifiable goal but the purpose statement should have a target of miles or % increase to assess impacts. Otherwise, all projects will have an impact on that mileage - or some miles so all will have equal weight w/o a target. (AL)
- ✓ Low Volume Streets: essentially the same comment as above. (AL)
- Bike use of sidewalks? Legal?
- F Should include equestrian.

Funding

- ✓ Budget Allocations and Funding are different tools but the descriptions and purpose sections are essentially the same. I would suggest something along the lines of current or near term funding and long-term funding to distinguish the two categories. Or, just collapse the 2 into 1. (AL)
- F Stable funding – review and include user fees.
- F Funding should stay within the County.
- F Fuel Tax.
- F Consider contingency funds to help deal with unexpected natural disasters.
- F Need to assess / consider fluctuations in funding due to influence of human behavior on sources such as gas tax.
- F Pavement conditions – want to see conditions map not just percentage.

Environment

- ✓ The section on Alternative Energy Programs description should replace "quantify the number of" to "identify and determine the current effectiveness of." The purpose should be to track the increase of use unless the TSP will have the ability to kill non-performing programs or actions (which I doubt it can do but should be done in general.) (AL)
- ✓ Aren't construction emissions already required in EIS statements and BMP already included in contracts? (AL)
- F The sensitive uses tool essentially has 2 options - don't build more emitting transportation facilities near schools/daycares, etc. or near senior housing/centers, etc. (AL)
- ✓ The emissions tool purpose doesn't sound like an action item. We'll be aware of them but will we make decisions to reduce them? If so, say so. (AL)
- The energy efficiency tool description should quantify the number of vehicles at the implementation of the new TSP while the purpose will improve air quality by increasing the usage of such vehicles. As written, the purpose is just a statement which doesn't give a way to evaluate programs. (AL)

- 1.1.4, 4. 7 Measure effectiveness of alt-fuel and fuel efficient vehicles based on goals such as total energy use, reduction of greenhouse gas emissions, economic efficiency, etc.; not by accepting all such vehicles as equally advantageous. (TC)
- 4.6 Factor prevailing winds into consideration of effect of transportation corridors on air quality. This may require meteorological data or air quality monitoring at points of concern. (TC)
- Concerning Tom's 4.6, the Hamlet of Beavercreek learned that there is an existing air quality network and we heard of air quality concerns in our area from prevailing winds pushing polluted air our way from several health professionals, so I know from those past experiences that there is some data on this. The NWS (National Weather Service office in Portland looks at weather maps every day to make forecasts so they are likely to know prevailing weather patterns from experience. I used to go to the local American Meteorological Society meetings and had the pleasure of visiting there. (EGL)
- ✓ Emissions – should we be looking at local jobs? Does the project support local jobs?
- ✓ Exposure to air toxics. Also include reduction in congestion. Look at programs that adjust peak period activities.
- Alternative fuel is not always efficient – we should be more selective in what we are encouraging.

Motorized Vehicles and Roadways

- ✓ Level of service for motorized is missing.
- ✓ Add rail to freight movement.
- ✓ Freight connectivity.
- ✓ Also need to measure cost of moving people – not just their travel time.
- ✓ Intersections.
- ✓ Access to highway – should be considered another measure under Objective 2.2.

Public Safety

- ✓ Emergency Vehicle Response Time section is clear and direct. I guess this is what they should all be. (AL)
 - ✓ The space for ... tool is interesting. I think it is extremely rare that there is no space for such activities. Isn't it more likely that there isn't good access? I would propose a change to measure effectiveness in terms of a maximum number of miles required or time it takes for emergency vehicles to reach an incident and then to get victims to care facilities. Building in enough extra space would be impossible as it would require massive infrastructure due to the randomness of accidents. (AL)
- Note from the Project Management Team: The purpose of this measure is to reward projects that protect existing space and/or add such space to the system. The additional space is beneficial for incident management and emergency vehicle response time. The above comment was considered, but no changes were made to the measures and evaluation criteria.*

- ✓ 3.2 Should the county aid school districts in producing Safe Routes to School plans in addition to counting the number of those that have them? (TC)
- ✓ Sheriff Deputy Involvement – input into safety hazards.
- ✓ Include safety in school programs.
- ✓ Education for school kids.
- Education for bicyclists.
- ✓ What about potential crashes?
- F Infrastructure condition for safety throughout County – up to standard? Highways used to measure safety.
- What County roads to be evaluated in terms of CMFs?
- ✓ Emergency vehicles response time – ability for vehicles to pull off roadway/shoulders.

Social / Community

- ✓ The employment accessibility tool description is good but the purpose is redundant and is written in a way that implies the county should be affecting the way businesses design their facilities. Perhaps the purpose should be for the TSP projects to provide attractive work neighborhoods hoping that this will encourage businesses to spruce up. Actually, accessibility and attractiveness should be separate tools. (AL)
- ✓ Access to schools – bikes; urban / not rural.
Note from Project Management Team: Access to schools for pedestrians and bicyclist is important in urban and rural areas. Families living in rural areas area active and the measures and evaluation criteria should reflect that to the extent possible. The above comment was considered, but no changes were made to the measures and evaluation criteria.

Transit

- ✓ There is no mention of park-and-ride facilities and route service of the facilities. The facilities should be mentioned under infrastructure. Service of the facilities is not covered by any description in the transit section. Example of relevance: Tri-met bus 99X does not stop at the Milwaukie Elks Club park-and-ride. So, infrastructure exists, but is not optimally utilized. (TC)
- ✓ Cost. Benefit from different types of service.
- Efficiency – can number of times required for transit transfer be looked at?
- ✓ Cost.
- ✓ Access to transit in rural areas – lack of park and rides is a deterrent to transit.
- F Transit reasonable to Portland but not cross-country destinations.

Elizabeth Graser-Lindsey's Comments

The comments the project team received from Elizabeth are below in black text. They are organized to be similar to the table summary that begins on page 6 of Technical Memorandum 6.1. The green text in the table below is the project team's responses to Elizabeth's comments.

BIKE /PEDESTRIAN/EQUESTRIAN (*New*)

Measure/Evaluation Tool	Description	Purpose	Project Team Response
Measure of Bicycle Safety	Quantify bike safety in terms of absolute numbers (# accidents/year), relative to motor vehicle accident statistics (# accidents/ VMT (vehicle miles traveled) and # accidents as percentage of traffic)	To monitor bicycle safety progress	The frequency and severity of crashes will be considered for all modes as part of Objective 4.1.
Measure of Bicycle Use	Quantify percentage of traffic traveling by bicycle by location	To determine progress in prioritizing and providing transportation to non-motorists, reducing carbon emissions, increasing public health, reducing road damage, serving areas without public transportation options.	Sufficient bicycle traffic volume data is not available and not financially feasible to collect within the timeline of the Transportation System Plan Update.
Measure Public Attitudes about Self-Powered Transportation (safety, interest)	Quantify by surveying public attitudes about their interest and perceptions of safety for self-powered transportation for subareas of the county	To identify locations where infrastructure facilities for or public interest in self-powered transportation are a barrier to potential use of these means of transport; To wisely prioritize and design projects	The purpose of the online interactive map and public open houses is to collect this type of information. A targeted, county-wide survey on this subject is not within the scope of the Transportation System Plan Update

Measure/Evaluation Tool	Description	Purpose	Project Team Response
Monitor Areas with Common Non-Conforming Use	Identify areas where pedestrians or cyclists or equestrians are not using the transportation facility as designed or encountering safety risks e.g. high amounts of jaywalking across Hwy 99	To increase safety of non motorists; to identify needed infrastructure changes to accommodate pedestrians, etc. such as by adding cross walks at a frequency related to actual behavior.	This level of detailed analysis is not financially feasible within the timeline of the Transportation System Plan update. The project team has asked community members to inform of us of such concerns through the use of the online interactive map and at the public open houses.
Determine the needs of the Equestrian Community	Communicate with the equestrian community about their needs recognizing that the needs may vary by location and that the community may have subsets which should be identified.	To allow Bike/Ped Facilities to be inclusive of equestrians	The project team will be establishing a sub-committee of interested Public Advisory Committee members to identify existing equestrian facilities and identify how connections to those facilities could be improved.

BIKE /PEDESTRIAN/EQUESTRIAN (*Improved*)

Measure/Evaluation Tool	Description	Purpose	Project Team Response
Access to Schools	<p>Roads instead of streets</p> <p>Note: “Streets” sounds urban, “Roads” is inclusive of rural areas Streets</p>		Revised to roads.

Measure/Evaluation Tool	Description	Purpose	Project Team Response
Bike and Pedestrian Facilities	<p>Quantify miles of safe bicycle and pedestrian facilities such as sidewalks and bike paths in urban areas and compliant shoulders in rural areas</p> <p>Note: there are facilities everywhere: by law pedestrians and cyclists share the lane everywhere if there are not dedicated facilities</p>		<p>Modified to read “Quantify miles of bicycle and pedestrian facilities, such as sidewalks, bicycle lanes, multi-use paths, and sufficiently wide shoulders.”</p> <p>The term safe is subjective and means different things to different people. Crashes are also random events influenced more by road user behavior than roadway infrastructure. Bicyclists can be and have been hit while riding in bicycle lanes, which some may consider a safe facility.</p>
<p>Bike and Pedestrian Network on Low Volume Roads</p> <p>Note: “Streets” sounds urban, “Roads” is inclusive of rural areas Streets</p>	<p>Add: Measure separately for urban and rural where in rural areas the shoulder might be the main facility</p>	<p>Increase safety...</p> <p>Note: move to top</p>	<p>In implementing this measure, the project team will evaluate the urban and rural areas separately.</p> <p>The term “street” replaced by roads.</p>

FUNDING

Measure/Evaluation Tool	Description	Purpose	Project Team Response
<p>Budget Allocation</p> <p>Distinguish restricted money: money available for capacity, safety and maintenance and urban and rural uses</p>		<p>Add safety</p>	<p>These distinctions will be made in forthcoming Transportation System Plan update activities.</p>

Measure/Evaluation Tool	Description	Purpose	Project Team Response
Funding (same)		Prioritize financially feasible projects on safety and capacity lists	The discussion of priorities will be held in more detail after the forthcoming existing and future conditions analysis results. Objective 6.5 discusses prioritizing projects, programs, policies based on their impacts on safety, mobility and multiple modes.
Quantify Transportation Maintenance Needs	Add map		Existing conditions analysis will begin to look at current roadway conditions. Information will be mapped to the extent that roadway data is available in a format conducive to mapping (i.e., geo-located data).
Quantify Traffic Safety Needs	Identify and map percentage of the transportation network that needs safety improvements based on Crash Modification Factors, etc. (inclusive of shoulders, ditches, guard rails, rumble strips, reflectors, fog line, sight distances, etc)		Crashes and the opportunity to improve safety on the transportation system are captured in Objective 4.1. Crash modification factors are used to consider the potential safety tradeoffs when designing roadway improvements. The analysis for the Transportation System Plan update will not get to this level of detailed analysis. The Transportation System Plan will identify locations for safety corridor studies to evaluate potential improvements that integrate engineering, education, enforcement, and emergency services solutions.
Reduce wasted funding from needless road damage	Protect roads from heavy vehicle damage and studded tires by keeping off neighborhood streets and legal changes such as paying full cost of repair and/or restricting. Note: Cam Gilmour said heavy vehicles cause 6000x the damage of a car.		This idea is better suited for a policy or program as opposed to a measure or evaluation criteria. Future activities within the Transportation System Plan update will provide an opportunity to provide input on potential policies and programs.

Measure/Evaluation Tool	Description	Purpose	Project Team Response
Monitor public sentiment about transportation priorities and transportation costs	Keep the public informed about transportation funding issues. Survey CPOs about road priorities and attitudes about tax/fee/fares.	Keep income in line with public desires. If funding is insufficient, make sure citizens have input on their community priorities	This is the purpose of Objective 3.11 and Objective 5.5 which are to create project outreach activities and decision-making processes that provide meaningful opportunities for all residents to influence decision-making.
Bring cost of services in line with funding	Have fares, fees and public payments reflect the actual costs of service; Quantify and ameliorate external costs.	Let the (economic) market communicate real costs so good decisions will be made. Determine the subsidizes/favorable treatment (local and state and federal) and externalized costs given various components of the transportation system. Reduce or eliminate these barriers to a level playing field while remedying historical inequities.	This idea is better suited for a policy or program as opposed to a measure or evaluation criteria. Future activities within the Transportation System Plan update will provide an opportunity to provide input on potential policies and programs.
Interact with Easement and Property Donors and Donors of Resources and Waste Asphalt and Utilize the County's own under-utilized transportation resources	Identify no-cost and low-cost options for paths, shoulders, etc. Enlist volunteer services such as by utilizing waste asphalt, trail builders such as the Oregon Equestrian Trails group, community groups and members e.g. CPOs, churches, Eagle Scouts. Utilize the county's unused roads and historic railroad corridors.		This idea is better suited for a policy or program as opposed to a measure or evaluation criteria. Future activities within the Transportation System Plan update will provide an opportunity to provide input on potential policies and programs.

ENVIRONMENT

Measure/Evaluation Tool	Description	Purpose	Project Team Response
Carbon-Emission-Reducing Alternate Energy Programs	<p>Determine the life-cycle carbon emissions of vehicles; Quantify the number of Carbon-Emission-Reducing Alternative Energy Vehicles and the Reduction in Carbon Emissions</p> <p>Note: Electric vehicles could transfer on street carbon emissions to the power plant; alcohol fuels could cause more carbon emissions than gas depending on the conventional sources of alcohol.</p>	...at reducing carbon emissions.	It is outside of the scope of the Transportation System Plan to identify specific alternative fuel and fuel efficient vehicle types. The Transportation System Plan can establish a program to identify the preferred alternative fuel and fuel efficient vehicles and then that program can encourage the use of those specific vehicles.
Construction Emissions		...to reduce/control emissions	Text modified.
Green Street Design Elements	List and Distribute...; County Projects (urban?)		Comment appears more applicable to upcoming project, policy or program discussion.
Sensitive Habitat	Map, acres		As feasible based on available data, the project team will map these areas as part of the existing conditions analysis.
Fuel Price		Impacts motor vehicle use, potentially/currently impacts road funding, identifies a major transportation system trend for planning	The price of fuel is not directly in control of the County and will not be used as a measure or evaluation criteria to achieve goals.
Fleet Size	#	Identifies a major transportation system trend for planning	Future traffic volume projections and vehicle fleet composition are considered in analysis models used in the existing and future conditions analysis. The impact of fleet size and composition is captured in other measures such as tons of transportation emissions.

Measure/Evaluation Tool	Description	Purpose	Project Team Response
Incentives	Provide helpful incentives for the public to reduce their carbon emission which minimize public and private cost		This idea is better suited as part of the upcoming policy or program discussion.

CAPACITY FOR MOTORIZED VEHICLES AND ROADWAYS (Subject heading revised)

Measure/Evaluation Tool	Description	Purpose	Project Team Response
Average Travel Time		...Develop list of capacity projects	No revisions made. The purpose of the measure is to determine the impact of projects on travel time.
Slow-moving vehicles	Quantify slow moving vehicles in lane of traffic e.g. farm vehicles, bikes, pedestrians, equestrians, livestock	Monitor trends in roadway use; determine where shoulders are needed to reduce conflict between roadway users	This proposed measure would require a level of detailed analysis beyond the scope of the Transportation System Plan. This is not feasible within the Transportation System Plan update.

SAFETY OF TRAVELING PUBLIC (Subject heading revised)

Measure/Evaluation Tool	Description	Purpose	Project Team Response
Safety Culture	Quantify measures (infrastructure projects, legal enforcement actions, wrecks, state and county legislations	Identify needed changes e.g. current lack of enforcement specific to overwhelming rates of driving without license and insurance.	Increasing safety culture consists of a broader effort to expand coordination between transportation engineering, enforcement, medical services and education. To specify all of the possible activities that could take place to enhance the safety culture would

Measure/Evaluation Tool	Description	Purpose	Project Team Response
	Add to existing: and driver attitudes and behavior		be too limiting and narrow of a definition.
Emergency Vehicle Response Time	Consider routes and ensure routes are available that utilize arterials rather than neighborhood streets for out-of-the-area responses.		Considering routes has been incorporated into this measure.
Space for Incident Management and Emergency Vehicles	Adequate space is needed for vehicles to reach incidents,... Quantify miles of rural shoulders on arterials		If feasible with available data, the project team will consider quantifying the miles of rural shoulders available for incident management.
Vehicle Crashes Add: Road conditions at location of crash relative to roadway standard	Map; Crash/VMT for roadway segments and intersections	Develop and Prioritize a Safety List based on Vehicle Crashes	Crash analysis will include mapping crashes as part of the existing conditions analysis. A roadway that meets County standards is not inherently a safe roadway. Roadways that do not meet County standards are not inherently unsafe. Historically, roadway standards were developed to provide consistency in basic roadway characteristics across jurisdictions - such that a rural roadway that goes to a county boundary matches the cross-section and connects to the roadway at the boundary of the neighboring county.
Infrastructure Condition for Safety	Map; Miles of Roads at County Standard; Miles of Road with Crash Modification Factors and Rumble Strip, Inclusive of Shoulders, Ditches, Guard Rails, Rumble Strips, Reflectors, Fog Line, Sight Distances, Etc.	Develop a Safety List based on Road Condition; Identify and Prioritize where safety projects are needed	A list of safety corridor projects will be developed based on historical crash data reviewed and analyzed as part of existing conditions analysis. This is captured in Objective 4.1.

Measure/Evaluation Tool	Description	Purpose	Project Team Response
Quiet Local Roads	Discourage overflow of heavy traffic off arterials on to local roads and neighborhood streets	Maintain safety for children and pets using the road	This idea is better suited as a policy or program.

SOCIAL/COMMUNITY

Measure/Evaluation Tool	Description	Purpose	Project Team Response
Design Elements	Identify and encourage use of design elements in land use planning that improve neighbor access to services and products without the need for use of motor vehicles; Map services and housing and map the distances between them for planning purposes		Developing a map of design elements implemented at a County-wide level is not feasible within the scope of the Transportation System Plan update. This measure will be assessed qualitatively and will evaluate the degree to and consistency with which a project, program, or policy incorporates design elements identified to increase livability and community cohesiveness.
Employment Area Accessibility	Map the jobs:housing ratio; Encourage voluntary approaches to helping the public live near their work with the goal of reducing the need for commuting e.g. job exchange	attractiveness of job sites ???	The purpose of this measure to encourage providing additional access to employment areas to make the employment areas more viable and attractive to potential employers (and their potential employees). The project team will use existing data on current employment areas and future planned employment areas to identify the projects, policies, and programs that benefit them.
Land Use and Transportation Integration	Measure distance between services and stores from housing; Interact with the public on the integration of Land Use and Transportation; Undertake projects that integrate services and stores with		Land use and transportation integration will be assessed qualitatively based on the degree to which a project, policy, or program facilitates or improves the integration of residential, employment, government, medical and commercial (including grocery shopping) land uses.

Measure/Evaluation Tool	Description	Purpose	Project Team Response
	neighborhoods		
Rural community equity	Ensure rural communities are considered in evaluations and projects which work to integrate housing, services/shopping and jobs.		The needs for transportation improvements in rural communities will be identified as part of the existing and future conditions analysis. Potential projects, programs, and policies to address those needs will be identified based on the results of the existing and future conditions analysis.
Access to Transportation for Transportation Disadvantaged Populations	Include: rural, young/old, no Driver's License, substance abusers		The current definition of transportation disadvantaged includes people who cannot drive due to age or ability which in-turn includes people who do not have a driver's license as well as those who are too young, too old, and/or have a substance abuse that impairs their ability. To categorically include rural residents as transportation disadvantaged is inappropriate, as there are sufficiently affluent rural community members with automobiles who are able to drive to meet their needs.



Public Advisory Committee (PAC) Meeting #3B
March 6, 2012 / 6:00 – 8:00 pm
Development Services Building, Room 115
150 Beavercreek Road

Draft Summary

Attendees

PAC Members: Charlene DeBruin, Paul Edgar, Thomas Eskridge, Mike Foley, Elizabeth Graser-Lindsey, Ben Horner-Johnson, Alan Hull, Chips Janger, Glenn Koehrsen, Thomas Mack, Bob Reeves, Rachel Summer, Laurie Swanson-Freeman, Richard Swift, Michael Wagner, Dick Weber

County staff and Consultants: Karen Buehrig, Larry Conrad and Ellen Rogalin (Clackamas County); Marc Butorac and Erin Ferguson (Kittelton & Associates); Alisha Dishaw and Kirstin Greene (Cogan Owens Cogan)

Unable to Attend: Alfredo Camacho, Tom Civiletti, Jamie Damon, Walt Gamble, Al Levit, Ernie Platt, Leah Robbins (PAC Members), Susie Wright (Kittelton & Associates)

Members of the Public in attendance: Simon DeBruin

[Discussion note: A summary of PAC member comments and questions is shown in *italics* followed by staff responses in regular text. Conversation has been organized by agenda item.]

Call to Order -- Vice Chair Ben Horner-Johnson called the meeting to order.

Meeting Purpose and Outcomes -- Karen Buehrig welcomed the group and discussed the meeting purpose and desired outcomes:

- **Primary Meeting Purpose:** Collect final PAC comments on draft evaluation measures.
- **Desired Outcomes:** Understanding of PAC members' questions and suggestions regarding the draft evaluation measures; next steps in the TSP process.

Project Update

Karen reviewed the February 29 meeting with the Board of County Commissioners (BCC) to share and discuss the proposed Vision, Goals and Objectives. Several PAC members attended – Chips Janger, Mike Foley and Paul Edgar. Overall the BCC supported the Vision, Goals and Objectives the PAC helped develop and said they should be adopted by resolution. Karen underscored that this is an indication of the BCC's appreciation and trust in the work of the PAC and project team to date.

In talking with Commissioner Paul Savas, the term equity can be understood differently by different people.

In the readings that we have had about transportation system, it appears equity has become a “term of art” in the transportation world. In the 2040 Plan, the Metro Plan, etc equity means that the transportation system should represent everybody including those who in the past were under-represented or not represented.

Mike Bezner did a fine job clarifying the equity point at the BCC meeting.

Karen said the project team is comfortable that we have satisfactorily addressed equity in the Vision, Goals and Objectives. The PAC did a great job addressing all the topics. The project team recommends moving forward with the BCC formal adoption. PAC members agreed.

Comment: PAC members fought hard for equity in terms of geographic distribution. I do not see it in this version.

Response: The reference may have been inadvertently eliminated when we removed technical jargon; we will add it back.

Comment: I am concerned with the overriding implications by Metro requirements. An example is the light rail. We are writing a TSP based on Metro mandates and have an initiative that, if passed, totally rewrites what Clackamas County is capable of doing. Also, I have concerns about emissions standards. Metro’s proposed mandates seem to be quite overreaching in their impact while trying to have an economically competitive marketplace. Do people truly understand the implications in what they are mandating?

Response: We are working concurrently with these evolving initiatives. We have to work with the regulations we have now, and then address changes in the future. The greenhouse gas emission targets are not mandates.

Karen reviewed the project schedule and storyboard to remind members where we are in the process. She noted that we will go over this at the beginning of each meeting.

Kirstin Greene asked if there were any comments on the meeting summary (there were none) and reviewed the agenda.

Public Comment

Kirstin distributed four comments (attached) from the public regarding addressing equestrian use as part of the TSP. Kirstin advised all public comments received will be recorded. Ellen Rogalin will log and distribute a sheet at each meeting and all verbatim comments will be on the web.

The Trolley Trail was not provided equestrian areas. We need to consider putting interconnecting trails (bike and horse) away from roadways and do some community connecting. Currently code prevents us from doing that. We need to ask for modifications in code that will give us more latitude.

Wrapping up Discussion on Draft Evaluation Criteria

Marc Butorac said that the project team looked at the comments from the Technical Advisory Committee (TAC), County Transportation Advisory Committee (CTAC), PAC #3, individual PAC members and the website to update Tech Memo #6.1 Measures, Evaluation Criteria and Methodology for Implementation. Marc discussed in detail the handout “Revised Measures and Evaluation Criteria.” Comments were put into three categories: comments or questions that will be addressed or answered in upcoming TSP work; suggestions outside the scope of the TSP update; and suggestions or edits incorporated into the measures and evaluation criteria.

Comment: My detailed comments on the draft were not distributed to the whole PAC and I could not see easily how comments were reflected in the revised memo.

Response: Copies of the document outlining point by point how the comments were reviewed (attached) were given to PAC members. After working through most of the changes, the PAC voted to move on with the next discussion item.

The group discussed the measures by topic:

Bike / Pedestrian

- *Bike / pedestrian is not listed under the safety goal.*
- *We can expand on that to refer to different modes.*
- *I would like to see a map that shows where problems are happening.*
- *We will be using maps in up-coming meetings.*
- *When you look at cars and bicycles, you need different measures.*
- *Agree.*
- *Do we know how many accidents occur before a measure is put in place and then after?*
- *Yes, and we will be using it.*
- *The Highway Safety Manual shows if you widen X amount, then it will reduce crashes by Y.*
- *We need to be aware of unintended consequences or uses such as cars parking in wider bike lanes.*
- *We need information on how many people are biking in the evaluation criteria.*
- *This will be reflected in the existing conditions document.*
- *We have certain places in the county where we have constant pedestrian violations. It would be easy to keep a record of where these dangerous spots are.*

Funding

- *Comments on specific funding sources are listed under the future upcoming work section.*
- *Sources of funding should be equitable. People that use the modes of transportation should share in funding the system. Automobile drivers and truck drivers paying for everything is not equitable; bikes / equestrians should help as well.*
- *I am confused about where funds come from for different types of projects. There are certain funds that can only be used for maintenance and certain funds that can only be used for building. We need to be clear what monies can fund what.*
- *At the first brown bag it we were told we could not set aside 3-5% of the capital (building) funds for maintenance because capital funds have to be use for capital.*
- *There is an attempt being made to put fees on electric cars that would help for maintenance.*

- *Equitableness needs to be measured in the cost that is created for the system. Equity should be compared by mode and user.*
- *These will be addressed when we collect the data.*
- *One way to measure equity is to make sure that fares, fees and payments reflect actual cost. This would help the public determine impacts.*

Environment

- *Are alternative vehicles actually helping? There are no measures about that.*
- *The transportation emissions measure will address this.*
- *I would like to clarify the statement “substances that are harmful to humans and the environment” to reflect that if substances are harmful to the environment they are harmful to humans. I would suggest the word “human” be stricken.*
- *The group agreed.*
- *Why did we specify “reducing exposures to children and senior citizens”? Are the people in the middle not as important? Could it be changed to “vulnerable populations”?*
- *Children and senior citizens are more susceptible. We will run this by the health advisors.*

Capacity for Motorized Vehicles

- *Should vehicle weight be included?*
- *We would use weight in assessing funding elements.*
- *In level of service, I'm concerned about impediments / delays that occur outside of intersections.*
- *That is measured / evaluated under the travel time reliability measurement.*
- *We have gone 15 years in Clackamas County with a major capacity restraint (I-205) and we cannot seem to figure it out.*
- *Agree. It is more clearly stated in the level of service measurement.*
- *We can expand on the explanation of travel time reliability and average travel time.*
- *Could we state something about trying to reduce effects like turbulence, which is a capacity issue?*
- *Turbulence feeds into the performance measures / criteria for travel time reliability.*

Safety of the traveling public

- *We need to measure safety not just in terms of crashes but also in the condition of the roadway like rumble strips, miles of shoulder, fog lines, etc.*
- *This will be evaluated under the vehicle crashes measurement. We can clarify the purpose.*
- *In 4.2 under purpose, remove the extra “that”.*
- *What about overflowing onto neighborhood streets?*
- *That will be a derivative of delay and volume / capacity. This will be identified when you see travel time lower than expected.*
- *Could it be put into the safety section as we have impacts on children playing in the streets?*
- *It gets outside of the scope of the TSP to review neighborhood-specific issues.*
- *It could be put in both places –one to review travel time and one to review safety.*
- *We will look into this.*

Social Community

- *Add rural community equity into social community.*

- When you say rural it insinuates that something that is not equitable.
- *Maybe could go into the disadvantaged populations already on here.*
- Would not necessarily be used at this stage of the process when evaluating the system, but will come into play when we prioritize.
- *Do we have figures that show the incidents per population of unsafe roads in rural vs. urban?*
- We can get that to you. It will be in the existing conditions memo.

Transit

- *Suggest adding security (personal) for transit riders under infrastructure.*

PAC Process

Karen said one-on-one interviews were conducted with PAC members to get a sense of how they are feeling about the process and how it could be improved. Kirstin thanked all PAC members who participated and reiterated that the results are confidential. She reviewed the summary report (attached).

During the meeting with the BCC last week, the commissioners were very interested in what this group comes up with. I left the meeting feeling that the work we as a PAC are doing is very important.

I echo that. There was an amazing confirmation that what we are doing here is important to the BCC.

Karen said that from interviews we heard that we need to get back to the geographic areas, that it would be helpful to have work groups and that we need to make our full PAC meetings most efficient and effective.

Marc discussed the options for moving forward in the process: we can continue as we have been as a full PAC with everything reviewed and discussed or we can break into working groups for detailed review and discussion. Working groups would then present recommendations to the full PAC for consideration.

Marc said the project team proposes five project working groups by geographic area and one policy working group. Ideally, PAC members would participate in two groups and there would be at least three members in each group. (A full list of proposed working groups, topics and schedule are at www.clackamascountytsp.com under the Meeting #3B documents section.)

Karen said the project team wants to give the PAC, through working groups, the opportunity to be involved in developing the plan and come to the full PAC. With the Policy Working Group, members can choose which attend meetings to attend. This is an opportunity for PAC members to become as involved as they want to in specific issues.

Marc said the tech memos will be 500-600 pages long. If we break them up into geographic regions, they will be 50-60 pages long and will be more digestible. The full PAC will need to trust the working groups to share information with the full PAC, and the full PAC discuss and determine whether the working group is going in the right direction. The full PAC will not have the time to review topics at the same level of details as the working groups will.

- *This TSP is nothing like the previous TSP. There will be a lot of new pilot projects and many will not have evaluation criteria. Are we going to recommend these pilot projects?*
- *Yes, if we think they will achieve the goal.*
- *Could you give examples of projects that the working groups can evaluate against the criteria and compare that to how the project team evaluated them?*
- *Yes. That is exactly what we are going to do in the working groups.*
- *There will be a cost / benefit analysis, but are you taking into account the surrounding areas' emotional ties to the projects i.e., disrupting a neighborhood?*
- *Typically we will look at construction and life cycle costs, but not social impacts. The evaluation criteria will help filter those before funding comes into play.*
- *Right now we have no idea what the budget is. Is there going to be a price tag that comes with the projects?*
- *We will give cost estimates so you will have a relative sense, but the important thing is what projects are needed and when, and setting priorities within the needed projects. If this group identifies projects that are our outside of the budget, then we need to look for that funding. There are other funding sources out there.*
- *Can you define policy?*
- *Policy is the part of the TSP that provides direction, that give guidance for decision-making. They are the legal structure upon which the County works.*
- *PAC members have expressed concern about their ability to impact the process. These working groups will actually give us that opportunity. It will take more time, but will have a lot more impact than if we sit around like this and just discuss things. We know that we have a responsibility to the whole county. We all come from different backgrounds / demographics and need to figure out how to avoid the rural - urban competition. We want to be effective for all areas of the county.*
- *Each geographic area working group will come back with projects for the full PAC to review. The PAC will have to look at all projects a global level and balance the needs.*
- *If we separate the geographic areas, it will be harder for the full PAC to come to consensus on where funds need to be spent.*
- *That is exactly what we will have to do; that is the purpose of this group.*
- *I learn from others in the room and feel it's not a great idea to split up into groups.*
- *The working groups will have existing and future conditions data available. The memos will show problems, solutions and recommended actions. The working group will review these and see if they make sense. The meetings will not be scheduled on top of one another so you may attend as many as you wish. The materials will be available on the web.*
- *I disagree with the idea of small work groups. Our responsibility is to figure out diverse ideas between urban and rural in a large group to achieve consensus. If some folks want to talk at length, that is your job to limit the time. We learn from each other.*
- *This idea of working groups is to give time to refine our work in areas of our special interest. If some people have more input on a given area, they can get out the details in a smaller group. The intent is to be more productive, to vent and move on.*
- *I have been through a TSP before and agree that we should move into working groups. It worked really well -- everyone was on at least one work group and we trusted the people who were knowledgeable in certain areas to work through those topics and present to the PAC*

- *Smaller groups will squeeze out a lot of information. If we squeeze out the information and come back to the full group, it will be more efficient.*
- *I assume you (project team) know a lot more about how to structure this. If you think this is the way to go then let's do it.*
- *If you establish what the expectations are and what information you want us to come back with, then each group will address issues from the same level.*

A straw poll was taken; the majority of PAC members supported trying the small working group approach.

Karen said the first meeting of the Policy Working Group will put a little more form and definition into the process and how it moves forward.

Action Items

- Alisha will add Elizabeth's comments to the end of PAC #3 summary.
- All materials from PAC #3B will be posted to the website.
- Alisha will solicit the group for additional working group sign ups.
- PAC members who sign up for the Policy Working Group will be queried for availability.

Meeting adjourned at 8:30 pm.

March 1, 2012

To: Kirstin Greene kirstin.greene@coganowens.com
CC: Elizabeth Graser-Lindsey egraserlindsey@gmail.com

For distribution to the CC TSP TAC (technical committee) and the TSP PAC (citizen Committee)

To Whom it May Concern,

I would like to see the inclusion of Equestrians into the Clackamas County's Transportation System Plan.

I own and ride a horse. I board her just off the Springwater Corridor along with 11 other riders. We ride the Springwater Corridor Trail and the Powell Butte wilderness trails 2 or 3 times a week as they provide us a wonderful outdoor experience.

My reason for writing today is that a new sign was recently erected on the trail stating horse riders are to "scoop poop" left by their horses. I can understand the thought behind the sign, but there are reasons why this is neither possible nor safe. In my case I am disabled and require mounting blocks to get on and off my horse. Even under normal circumstances mounting and dismounting a horse is the most dangerous time for a rider. Mounting and dismounting also poses a dangerous time for the cyclist. I have experienced cyclists speed by and very close to my horse. One time my horse turned her head to look sideways and the cyclist came from behind within an inch of hitting her face with his handle bars. So while swinging my leg off and on I need more space, even while using the mounting block. Most are considerate when coming from behind and say "on your left" but many do not nor do they wait for a cyclist approaching to give space to pass. If the shoulder of the trail was bark dust or dirt and did not have a steep slope, I could ask my horse to walk there but the gravel hurts the tender spots (frog) in the hoof. Their weight causes them to slide on a slope.

Horse manure is not like dog or cat poop. Horse manure consists of organic material which quickly disintegrates and is washed or blown away. It is confined to a small space easily avoided by bike riders or walkers.

I am excited to have more trails/paths to ride my horse. I am especially glad to hear Clackamas County is looking for input from all types of users.

Thanks you for your time,

Julie Hancock
11015 SE Flavel St
Portland, Or 97266
503-819-1974
Julie.l.hancock@kp.org

Concentrates, Inc.

5505 SE International Way, Milwaukie. OR 97222
Phone: 503-234-7501 Fax: 503-234-7502 Toll Free: 800-388-4870
www.concentratesnw.com

February 29, 2012

TO: "Kirstin Greene" <kirstin.greene@coganowens.com>
CC: Elizabeth Graser-Lindsey egraserlindsey@gmail.com
CC: For distribution to the CC TSP TAC (technical committee) and the TSP PAC (citizen Committee)
FROM: Heather H.S. Havens, B.S. Ag

To Whom it May Concern,

I am writing because I would like to see the inclusion of Equestrians into the Clackamas County's Transportation System Plan (TSP).

I have a horse myself, and I board her adjacent to the Springwater Corridor, with approximately 10 other boarders, surrounded by many other boarding stables and homes with horses. All of us ride the Springwater Corridor Trail very regularly, as it is the only safe way that we have to get anywhere on horseback. I had a horse for 18 years in Canby & Oregon City also, and there was no way to safely ride on any of the roads near where I boarded in those communities, either. I also drive my horse, and I know many local people who farm with and drive their horses. I have a B.S. in Agriculture, with a Light Horse Production Emphasis, and I am General Manager of an Agricultural Supply Distribution Company in Milwaukie (Concentrates, Inc.), which sells horse feed and supplies, so I have a very good idea what horse owners are doing and need, in relation to their horses.

Recently users of the Springwater Corridor Trail were asked to complete a survey about the trail. Several of my fellow boarders completed the survey, but the rest of us found out about it too late. Recently there were signs added to the Springwater Trail demanding that Equestrians scoop their poop. I really wish that this were possible, but it is very dangerous or impossible to do in reality, and I am personally nervous that if we do leave poop on the trail, we will be barred from using this and other trails, which would frankly wreck my world. Mounting and dismounting are the most dangerous times while horse-back riding, and trying to do this while bicyclists are whizzing by is even more dangerous, including for the bicyclist. Many of us either have horses that are very tall, or we have disabilities, or both, so we can only mount and dismount with a mounting block at the stable (I am one of these people). Lastly, we would happily ride on the Springwater's shoulder, except the Springwater's shoulder is made of large, sharp gravel, which many horses simply cannot walk on (my horse is one of these). If the shoulders were dirt, bark dust, or pea-gravel, we would happily ride on the shoulders (as long as the shoulders didn't have steep slopes off of the edge of the trail).

I would also like to mention that horse-manure is merely decomposed plant material, it is compost, and it will safely wash or blow off the pavement in a short time. Horse manure is herbivore poop, which is

much safer and much more pleasant to be around than carnivore poop is (dog, cat, human). Horses also poop in a narrow strip, going in the same direction of traffic, and it is absolutely no trouble for a cyclist or walker to go around.

I know people whose horses live several blocks or miles from public trails, and they endure very unsafe conditions on the shoulders of busy roads (such as the stretch of SE Foster between SE 172nd and SE 145th) in order to get to public trails. I know a person who was riding on this part of Foster Rd. when a driver went by her so close that the vehicle's mirror hit her horse, the horse spooked, the woman went down on the road, and she almost got hit! Bicyclists expect bike lanes to make safe areas on the roads for them to ride, and we Equestrians expect the same thing. We would like to use these lanes and be safe. We also would like to feel free to ride and drive our horses safely on roads, just as cyclists, walkers, and dog-walkers are free to do on the roads and trails.

Clackamas County is one of the most Horse-populated counties in the Country, and horses create a lot of business in our economy, please don't forget that.

Thank you very much for considering the inclusion of Equestrians into the Clackamas County's Transportation System Plan (TSP).

Sincerely,

Heather Havens BS Ag
General Manager
Concentrates, Inc.
Organic Agriculture Specialists ~ Wholesale & Retail since 1938
5505 S.E. International Way, Milwaukie, OR 97222
503.234.7501 ph, 503.234.7502 fax, 800.388.4870 toll free
www.concentratesnw.com
Business Office Hours: 8 - 5:30 M - F, Closed Weekends.
Showroom Hours: 9 - 6 M - F, Saturdays 9 - 4 Spring - Fall.

Alisha Dishaw

From: Kirstin Greene
Sent: Thursday, March 01, 2012 5:47 PM
To: Alisha Dishaw; Rogalin, Ellen
Cc: 'Buehrig, Karen'; 'Erin Ferguson'; Susan Wright; Marc Butorac; Conrad, Larry
Subject: FW: Horse rider seeking open roads

KIRSTIN GREENE, AICP, Managing Principal P 503.278.3453 | D 503.278.3453 | www.coganowens.com

—Original Message—

From: Carol Lehman [<mailto:wridgefarm@peoplepc.com>]
Sent: Thursday, March 01, 2012 5:46 PM
To: Kirstin Greene
Subject: Horse rider seeking open roads

Kristin Greene;

My name is Carol Lehman and this message is in reference to the county's transportation system plan committees. I would be interested in having equestrians included in your plans for transportation as I am a long distance rider. I have always used my horse for transportation and have owned, trained, and competed with horses for over 50 years. I spent 10 years riding endurance, where horses carry there riders from 50 to 100 miles in one day. As a child I spent many hours riding on roads. My horse was my means of transportation to many adventures. I still ride on roads with my horse and enjoy the partnership and companionship of my horse while traveling. There is a very large groups of equestrian riders who would be interested in being included in your plans.

PeoplePC Online
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<http://www.peoplepc.com>

Alisha Dishaw

From: Kirstin Greene
Sent: Tuesday, March 06, 2012 3:50 PM
To: Alisha Dishaw
Cc: KarenB@co.clackamas.or.us; ellenrog@co.clackamas.or.us; LarryC@co.clackamas.or.us; 'Marc Butorac'; Susan Wright; Erin Ferguson
Subject: FW: Equestrian road use

KIRSTIN GREENE, AICP, Managing Principal P 503.278.3453 | D 503.278.3453 | www.coganowens.com

—Original Message—

From: Frances Bowersock [<mailto:beesock@colton.com>]
Sent: Sunday, March 04, 2012 7:38 PM
To: Kirstin Greene
Cc: Elizabeth Graser-Lindsey
Subject: Equestrian road use

I would like to urge the Clackamas County Transportation System Plan committees to seriously consider how best to insure the safe use of our County's road by equines. I have lived in Clackamas County for 11 years now and have, on many occasions, to have been on different roads while being on a horse drawn carriage. I have also been involved with some carriage driving events which required crossing a road to reach the competition areas. Although to date the cars I have encountered have been very respectful of our presence that is not to say that the same will remain true in the future. It would certainly ease my mind if the Plan would be able to bring the issue to the general public.

Thank you for your consideration of this issue.

Frances M. Bowersock



Public Advisory Committee (PAC) Meeting #4
July 17, 2012 / 6 – 9 pm
Development Services Building, Room 115
150 Beavercreek Road, Oregon City
Draft Summary

Participants

PAC Members: Tom Civiletti, Commissioner Jamie Damon, Charlene DeBruin, Thomas Eskridge, Mike Foley, Elizabeth Graser-Lindsey, Ben Horner-Johnson, Chips Janger, Al Levit, Thomas Mack, Bob Reeves, Rachel Summer, Laurie Swanson-Freeman, Richard Swift, Michael Wagner, Dick Weber

Staff & Consultants: Mike Bezner, Karen Buehrig, Larry Conrad and Ellen Rogalin (Clackamas County); Erin Ferguson and Susie Wright (Kittelson & Associates); Alisha Dishaw and Kirstin Greene (Cogan Owens Cogan)

Public: Simon DeBruin

PAC Members Unable to attend: Kim Buchholz, Paul Edgar, Thomas Eskridge, Walt Gamble, Alan Hull, Ernie Platt, Leah Robbins

[Note: PAC member comments and questions are shown in *italics* followed by staff responses in regular text. Conversation has been summarized by agenda item.]

Call to Order - Vice-Chair Ben Horner-Johnson called the meeting to order.

Meeting Purpose and Outcomes:

Karen Buehrig welcomed the PAC members, reviewed the agenda, meeting purpose and desired outcomes:

- **Meeting Purpose:** Summarize changes to existing and future conditions memo from Geographic Area Project (GAPS) #1 meetings. Initiate alternatives development process. Review summer public involvement opportunities.
- **Outcomes:** Confirmation of identified gaps and deficiencies (existing conditions); understanding of the alternatives development process and next steps.

Schedule Overview

Karen discussed the schedule overview diagram. In the Desire phase, the Vision, Goals and Objectives were adopted by the Board of County Commissioners. As part of the Discovery phase, a very thorough Existing Conditions report has been drafted with a lot of associated analysis we will discuss today. Next, we will move into the Design & Discussion phases.

Through the evaluation process, members of the PAC and other community members familiar with each particular area are involved in the GAPS process. During the first round of GAPS meetings we discussed programs, policies, existing planned projects and low-build projects. The next step in the GAPS process

is confirming needs and developing priorities. At this stage, we will discuss projects to potentially remove from consideration. For more information, both the schedule overview and evaluation process diagrams can be viewed in the presentation on the project website:

<http://clackamascountytsp.com/websites/1/pages/6>.

When are we going to look at specific projects?

- That will begin at this next round of GAPS meetings. We have also been collecting information from the greater public where they think there are gaps and deficiencies.

Will we start removing projects during that round?

- That will happen at PAC #4B.

If we find a project that we dislike and it is listed in the TSP, we cannot suggest it be removed unless we have an alternative solution to solve the deficiency. We need to be define where that happens and who does it.

- This is one of the topics we will discuss tonight. We will give you a quick background on the existing conditions then we will start talking about themes that we heard at GAPS round one.

When we get to the point of removing projects, will we have a full list of projects including past and new?

- Yes, as well as projects in the Regional Transportation Plan (RTP).

Existing and Future Conditions Overview

Susie Wright then gave an overview of the Existing and Future Conditions report. She explained that ultimately the TSP is trying to address gaps and deficiencies in the transportation system. Gaps are missing pieces of a transportation system. Deficiencies are where you have existing facilities that do not perform to standard.

We are noticing in rural areas that transit could be needed in a low density area where we might be able to pool people that are within walking distance. Would it be good to include that in the gaps?

- In rural areas, there are not areas that are supportive of transit by urban standards. This has been documented in the report and we are not recommending that service be reduced. In rural areas transit, does service a much broader area – park and rides and biking to transit work. It is appropriate to suggest that as a gap.

People need access to park and rides to utilize public transit.

- That is a fair comment. Also, we will be able to look at the maps and see how they have been updated since the GAPS meetings.

Susie then discussed the handout GAPS Meeting 1 Maps Comments Summary. This document can be viewed in detail on the project website at <http://clackamascountytsp.com/websites/1/pages/6>. Susie explained that the table is sorted by geographic area. She said there were some actions that are listed as “will consider in alternative analysis phase”. These comments were not addressed in this phase, but will not be lost. They will carry forward to the next phase. She said there were also some comments that the project team did not understand. If anyone has clarification on those we can discuss them during the breakout session.

Susie then reviewed a few examples of the gaps and deficiencies maps including the vehicle network for Southwest County, the pedestrian network for Greater McLoughlin Area, the bicycle network for Southwest County, and transit service for Greater McLoughlin.

Can you explain the red areas in the transit service map?

- Red indicates a focus area – an area where we anticipate potential density to support transit but no current transit facilities.

Key Themes from GAPS #1 Meetings

Susie explained that three key themes came out of the first round of GAPS meetings:

- Process for changing RTP listed projects
- Population projections
- Candidate road safety audit corridors

Process for changing RTP Projects

Susie then discussed the RTP List of Projects handout. She explained that the table is a list of projects that are specifically in the RTP today. They are different because they were identified in the regional planning process. Projects shown are mostly under County jurisdiction. The TSP updates will not specifically change the RTP plans. We need to pay attention to specific criteria for when a projects gets added or removed. Once it is adopted in the TSP, then it can go through the RTP process.

What does that mean?

- Specifically focusing on the idea of removing a project you need to identify what the need is that the project is filling or servicing and if that need still exists. If it does not, then it can be removed. If it does, then we need to provide alternative solutions.

Will that be our task as a PAC or will County staff take our recommendation to remove and then find another alternative?

- We will have identified these more clearly as part of GAPS round two. If a project does not meet gaps and deficiencies, then we will remove. If there are projects that meet gaps and deficiencies minimally we will still recommend removing. If a project meets the Vision, Goals and Objectives, then we will recommend it stay in. During this next round of GAPS, you will have a chance to review our findings in detail.

If there is a particular project that was designed to meet a deficiency at the time but looking at it now it appears to create another deficiency would we look at this during GAPS round two?

- I believe you are referring to the Sunnybrook Extension from 82nd to Harmony. It is not on the RTP. It was designed as part of a larger process to meet the needs in the area.
- It got pulled from a larger project as part of extending Harmony Road. That particular project has always been assumed to be a five lane arterial. As part of the federal process it had to be brought into part of that analysis. Through that analysis it was found that a three lane would function as well as a five lane. It was analyzed in great detail. We will be able to talk about this at the next round of GAPS.

I thought we were planning for unincorporated Clackamas County. Can you explain why one-third of these projects are in incorporated Clackamas County?

- These are all the projects in the TSP currently. The intent is that the County is not going to plan for incorporated areas and will remove those from the TSP.
- If we take a city project off the TSP, then we will need to confirm that the city will add to their TSP.
- We have been talking about projects that we might remove from the RTP. We should consider that we have Commissioner Lininger advocating on the Joint Policy Advisory Committee on Transportation (JPACT) to have a rural Clackamas County seat added to that group to recognize the importance of infrastructure in rural areas. They are currently considering it and this could have good ramifications for us keeping RTP projects.

How would it coordinate with Area Commission on Transportation (ACT)?

- Basically, it would state that if the County is not going to get an ACT anytime soon, then we need to have JPACT. We do need an ACT, but this is a way to have a voice now.

Population Projections

Susie then discussed the handout on population projections. She said that we started this TSP process using the most updated 2035 forecast from Metro. All modeling has been done using that forecast. The County is responsible for doing the forecasting outside of Metro area. Historically, the County has taken a hands off approach to forecasting outside of Metro. The RTP rule is that we have to use Metro's model and forecast from the last TSP. If things have changed since then we can make recommendations. A new forecast was just released that was not warmly received. It predicts that growth will stay at the same rate for the next 15 years and then will flat line. Metro forecasts the natural growth rate and also includes net migration.

Where will the 2000 houses go?

- Most will go in the cities.
- We would like you to understand what the population forecasts are. Later, we will discuss if this is what we are comfortable with or if we should pick an alternative.
- With the 172nd project, we forecasted based on the model and then we estimated if the population comes in 10-20% lower we confirmed we would still need the same set of improvements.

Who makes that judgment?

- We ran the model, reduced by 20% and still required intersections of a certain type. I did not reduce it enough to drop the facility down a level.

Karen said there were a couple key points we should focus on. At GAPS round one there were a lot of conversations about population forecasts and the concern that they were too big. We also heard concern about how old the forecasts were. The County is using what Metro is currently discussing which is the most current information. There is a way through the alternatives analysis to look at what would happen if we have lower than projected / forecasted population. Through this TSP process we will develop three plans – fiscally constrained plan, a preferred plan and vision plan.

It's my understanding that we will not come up with an alternative technology for forecasting population but we would take Metro's forecast and look at 70%, 60%, or another agreed upon percentage.

- Yes, we can look at 2035 with Metro's population forecasts and then we can look at different percentages to come up with alternatives.
- Prioritization will also be a way to do the analysis.

I noticed there are higher growth rates in Clackamas and Clark Counties – how are they distributing the growth within the county?

- Cities are pulling most of the growth. There is growth in the rural areas given Measure 37 claims, zoning etc. But we are looking at in the hundreds in the rural areas and thousands in the cities.

What about rural cities?

- They are projected to grow quite strongly.

Safety

Erin Ferguson advised there were questions and little confusion during round one of the GAPS meeting on safety corridors. She explained that Candidate Road Safety Audit Corridors are a series of roadway

segments and intersection that have experienced higher frequencies of three crash types: roadway departure crashes, crashes involving young drivers, and crashes involving aggressive driving. This is used to identify those roadway segments that contribute the most to fatal and serious injury crashes in the county.

Did the study include crashes between larger vehicles and pedestrian vehicles?

- Yes, it is a multi-modal approach not just looking at cars. It looks at the full picture.

Erin stated that within the TSP process, we are identifying Candidate Road Safety Audit Corridors that we want the County to study.

Are you pulling these out of the GAPS?

- Yes.

Kirstin said that through the process so far, the project team has been getting feedback from the PAC and taking those comments to produce the updated maps that you see today. We want to know if there are any changes to the maps before we go into the alternatives analysis.

Confirm Gaps and Deficiencies Identified through GAPS #1 Meetings

After having time to review the maps during the break, PAC members walked through each geographic area and summarized their conversations. All comments indicated directly on the maps will be reviewed by the project team prior to GAPS round two. A brief summary of the group conversation follows.

Greater Clackamas Regional Center / Industrial Area

The stop light at 92nd and Johnson Creek does not seem to operate too well.

If Happy Valley takes over a road to extend their city limits, does that road lose its opportunity for improvements or does it go to the City's TSP?

It would transfer to the City under an agreement with the City and the City would maintain it.

What about 142nd which extended down through Happy Valley but not all 142nd is in Happy Valley?

- We do not maintain local access roads. If it is collector or above, the City has to ask for the road and then the County has to approve. It doesn't automatically get transferred to the City. For example, all roads in Damascus are still currently County roads.

There were also questions about the bicycle network and an identified gap on 142nd.

Karen summarized that there were also questions about the bicycle network and specifically an identified gap in the system on 142nd. She said they will look at projects to address this during GAPS round two. She said they also discussed road striping and widening during the break.

Northwest Area

Erin recapped the comments she heard about the Northwest Area. Some of the comments were looking at vehicle networks and noted issues on the outlying boundary. PAC members indicated that the pedestrian network has some missing information. Stafford Road was also indicated as needing improvements for bicyclists to connect Wilsonville and Lake Oswego. Along Hwy 43 the map shows having continuous bike lanes and the project team needs to double check that they really are there.

Susie indicated that within the cities, the only data shown is ODOT or County data. The GIS data is not complete for cities or incorporated areas.

*Vance Road has a wicked dip area where there was a serious / fatal accident with kids trying to jump it. The line of sight is really poor there.
French Prairie Bridge is also a serious gap.*

Southwest Area

Why are there some breaks in the safety corridor?

- This is based on the location of crashes. We might end up connecting these. Some were added based on comments at GAPS round one as well.

I would like to see Holly Lane remain quiet – it's rural residential.

There is poor visibility at Highway 211 and Jethro.

Map should also show lack of shoulders like the bike / ped map.

A lot of roads have inches not the 4 feet or wider needed for bike lane shoulders.

Bikeway network – even if there is not a bikeway plan it could be indicated as a gap if they don't have a shoulder. All roads without a shoulder in the bikeway network do not have enough room for a bike to get off the road.

- With the collector roadways and above there is a certain required shoulder width. When you get to the local roads, then you look at the connector roads and the functional classification where shoulders are required. For local roads, we are not reflecting those as they are not required.

For existing collector roads if there are deficiencies what happens to them? Do they get improved? Also, it's very dangerous for any car that breaks down on one of these country roads.

- Adding a shoulder to these roads is not easy. We will discuss these later in the process.

Can we figure out what projects would be better for the bicyclist and drop the others off?

- Yes, this will be part of the prioritization process.

There is a park and ride way down south with nothing in between. There are several places which large parking lots that could be utilized for new park and rides.

Greater McLoughlin

I suggested a modification around the Park Avenue Station Plan.

Rusk is extremely dangerous for pedestrians.

There should be ways for pedestrians to cross Hwy 99 every 600 feet.

- That will be a potential project.

I cannot think of a single sidewalk on Oakfield and it is listed as 1 – 25%.

- Essentially, it is listed as a deficiency.

Trolley Trail ends in Gladstone with no connectivity.

Do these maps take into account future lightrail?

- No, it considers current and future planned transit.

East County

On Welches Road, there is a path, culvert and 10 foot easement that is undeveloped. This is an opportunity to close the gap in the future for pedestrians and bicyclists.

There are transit support runs from Rhododendron to Sandy and Estacada.

- The map shows the area not the actual lines.

I indicated several locations for park and rides.

There are issues with Forest Service roads.

- These wouldn't be included in the TSP project list but could be recommended.

GAPs Meeting #2 Preview

Alternative Analysis Process Overview

Susie said the alternatives analysis process consists of evaluating individual projects and evaluating broader system alternatives. She explained that the project team is doing an initial evaluation of previously planned projects and this will be discussed during GAPS Meetings #2. We will begin the discussion of a range of broader system alternatives that will be continued at GAPS Meeting #2 as well.

Broader system alternatives include major project alternatives such as adding a new roadway or widening to a major regional roadway; assumption scenarios which could include changing the rate at which population increases; and policy scenarios such as focusing investment in urban areas on pedestrian bicycle and transit improvements by changing performance measures to multimodal analysis.

We have been told there are approximately 600 projects already in the TSP. We have projects and we have a pot of money. We also have projects that we are coming up with. Can you explain the process for how these will be fleshed out?

- We are going to talk about these projects, what are included, excluded and what the priorities of those projects are at the next round of GAPS meetings and PAC #4B and 5. By the time we get to PAC #6 we will be set.
- Also, in your packet for GAPS Meetings #2, projects will be broken down by area. You will see our initial assessment on the projects for discussion at the next two GAPS meetings.
- There will also be opportunities for comment on the virtual open house and public events.
- Will we be looking at the initial 600 projects or the recommended additional as well?
We will do a full evaluation of the 600 projects and a list of recommended projects will be given. The full review will not be completed by GAPS #2.

Will cost be included?

- Cost will be included by PAC #5.

Some of these projects are under other jurisdictions. At what point do we have to discussions with Cities?

- Nearly every City in the County is currently updating their TSP. County staff is part of all of those processes.
- It is our goal to give maintenance of roads in cities to the cities.

If a city agrees to take a project off the County TSP, is there coordination for when the city road becomes County again?

- Yes, we meet monthly and talk about these various issues. The County Technical Advisory Committee (CTAC) reviews this as well.
- If we are identifying new projects to address gaps and deficiencies, we will focus on unincorporated. For incorporated areas we will let the Cities do their own planning.

A lot of projects will be in the RTP, so we can't just get rid of them if we feel like it. We will have to follow RTP rules.

If we approve the plan, and cities do their own planning, but realize they do not have the money, that could be a problem.

- The County could still partner with cities on their projects. Cities get to define what the needs are, but the County could partner on a case by case basis.

Population Forecasts

Kirstin acknowledged that the group had indicated the desire to discuss population forecasts in more detail. She said the option for a global alternative is to pick a lower population target and see how that looks. This would be based on a gut feeling.

This is a complex issue. The head planner at Metro told me that they have been using a 3% growth rate constant for the 2035. Looking out to 2035 right now I was told that the growth rate is actually 1.1%. Is this general for all Metro area?

- From 2010-2025 they go up at one rate and then it flattens out after that. Washington County and Multnomah County area pulling the most growth between 2025-2035, Clackamas County is the slowest growing County of the four.

Kirstin said she believes the project team needs to know what alternative we will study soon. Is the PAC comfortable with going with the full growth rate or another alternative?

I think we need to pick a couple alternatives for population forecast.

- A scenario we could look at would be the mode split, percentage of bike / pedestrian travel and then we could double it.

Could we cut the vehicular mode travel and look at how that impacts other modes?

- We cannot go negative that way.

If it's not too complex, it would be nice to see this with an example of no growth, 50% and 100% of the population forecast.

- The change of 59,000 households by 2035 is a 40% increase of 1.6% per year. It is higher for the first 15 years and then lower for the last 10 years.

What was the projection in 2000 for now and how far off are we?

- We are lower.

It would be better to have the percentage growth projection than just a number. You still have the added complexity of adding bike / pedestrian facilities. It would be good to know what was predicted in 2000 for now.

- Metro says they have 5% accuracy five years out. The County is obviously very diverse and most of the population is going to be moving into the cities.

We may have zero growth. I don't think we should run too many projections. On some projects they will still be worth doing even if there is only 90% of the projected growth.

My gut feeling is that the County numbers are too high.

Why is change for employment so much higher than population?

- Because more than one job per household will become available.

Why are you projecting that rural cities will be growing as well?

- Due to available land and zoning allows it.

Karen said this is a very complicated topic. It may be worth a brown bag. Also, so you are clear, we will start talking about these ideas for global alternatives at the GAPS meetings. Confirmation with what we move forward with happens at the next PAC meeting 4b.

Next Steps

Kirstin then gave an overview of the next steps. She said the project team is taking a different approach to the regional meetings this round and going to where people are such as the County Fair and Road and

Safety Fair. The third event will piggyback the Community Planning Organization (CPO) Leaders Meeting on September 11.

We did have poor attendance at the first round of regional meetings. People at fairs will not have any idea about this stuff. What types of materials will be available?

- We are considering a video. There will be a postcard that they could take that will direct them to the virtual open house. The virtual open house will include a web-based map to show what you like and what you agree and disagree with. We did this last year and were able to reach a lot of people.

We are looking for other events / fairs to have a booth so please let us know of any you feel would be good for us to attend. Also, if you know of places where we could put up display boards and leave postcards that would be helpful as well. In addition to the upcoming public events, the Policy Working Group Meeting #4 is on August 30th and PAC Meeting #4B will be on September 25th. [subsequently rescheduled for October 16]

Chair Chips Janger closed the meeting. Adjourned at 8:57 pm.



Public Advisory Committee (PAC) Meeting #4B

October 16, 2012 / 6-9 pm

Development Services Building, Room 115

150 Beavercreek Road, Oregon City

Draft Summary

Participants

PAC Members: Tom Civiletti, Charlene DeBruin, Paul Edgar, Thomas Eskridge, Elizabeth Graser-Lindsey, Ben Horner-Johnson, Chips Janger, Glenn Koehrsen, Al Levit, Thomas Mack, Bob Reeves, Rachel Summer, Richard Swift, Michael Wagner, Dick Weber

Staff and Consultants: Karen Buehrig, Larry Conrad and Ellen Rogalin (Clackamas County); Marc Butorac, Kelly Laustsen and Susie Wright (Kittelson & Associates); Alisha Dishaw and Kirstin Greene (Cogan Owens Cogan)

Public: Simon DeBruin

PAC Members Unable to attend: Kim Buchholz, Jamie Damon, Walt Gamble, Alan Hull, Ernie Platt, Leah Robbins, Laurie Swanson-Freeman

Note: *PAC member comments and questions are shown in italics followed by staff responses in regular text. Conversation has been summarized by agenda item.*

Call to Order – Chair Chips Janger called the meeting to order.

Welcome & Meeting Purpose

Karen Buehrig, County Project Manager, welcomed the group and thanked PAC members for their participation in the working groups. She explained that the Geographic Area Project Groups (GAPS) have been looking at projects in each of the geographic areas and have recommended projects to remove for PAC review tonight. The project results of this evening's meeting will advance into the next phase of the process as the *Draft Master Projects List*.

In the materials, is the recommendation from the GAPS or from the consultants and the County? The GAPS groups recommended the projects to remove in the five geographic areas. What remains are the projects to move forward in the process.

Adjoining jurisdictions are taking actions on highways that affect other communities and there appears to be some disconnect. I was asked about a Highway 267 overpass in Gresham closing Stone Road and Haley Road, which are outside the jurisdiction. I had no idea that we had agreed to or discussed this with Gresham and Multnomah County. As County staff, we were also uninformed. It was our understanding that Gresham and Multnomah County were not looking at projects outside of their jurisdiction.

Process Overview and Next Steps

Karen discussed the Project Evaluation Approach Diagram (which can be viewed in the PowerPoint Presentation online at <http://clackamascountytsp.com/websites/1/pages/6>). At the previous GAPS meetings, each group worked to identify projects to advance to the next phase of the process and

projects that should be removed. At our next PAC meeting (5A) we will talk about priorities to give direction to the GAPS to prioritize projects by geographic area.

Kirstin Greene, Facilitator, asked those who participated in the GAPS groups to raise their hands. She affirmed the hard work that had been done at that level, and encouraged the PAC to defer to their peers who went through that process, and to the GAPS groups for their knowledge of the geographic areas. Tonight's meeting will focus on what comes off the list; at the next meeting we will focus on what remains. Kirstin reviewed the meeting purpose and desired outcomes.

Countywide Overview of Input

Marc Butorac, Consultant Project Manager, explained that when the project team met with the GAPS and the public, they asked if each project address a gap or a deficiency. If it did neither, it was a high target for elimination. The project team looked at those projects to see if they met the TSP Goals. The list of projects recommended for removal is based on this analysis. Each GAPS group reviewed projects recommended to be removed and agreed or disagreed with the recommendation. This evaluation was used to see if the project had merit to continue in the process.

Approximately 500 projects remain on the list:

- 90 in East County
- 170 in Southwest County
- 65 in Greater McLoughlin Area
- 130 Clackamas Regional Center / Industrial Area (CRCIA)
- 40 in Northwest County

Thirty percent of the projects affect road capacity, 50% are multi-modal and 30% address road standards. (Marc noted that a lot of projects fit in more than one category, which is why this adds up to more than 100%.)

Input that was received from GAPS, Technical Advisory Committee (TAC), public open house, virtual workshop and email resulted in three major themes: feasibility (physical or financial constraints); modifications (extend project, combine projects) and priority (high or low).

Tonight the PAC is being asked to come to agreement on projects to remove. Marc noted that just because a project made it through the first test does not mean it will make it through the full process. The 48 projects recommended for removal either:

- Do not address a gap or deficiency;
- Duplicate another project and/or
- Have been incorporated into another project.

Marc asked the group to consider the following two questions:

1. Are there any projects recommended for removal that we should keep?
2. Are there any projects not recommended for removal that should be removed?

Some projects on the "Projects Recommended for Removal" map but not on the list are U548, U549, U594 in the East County area and U678, U675, 2027 in the CRC/IA. We will review those during the break and get back to you.

Marc asked PAC members to take 20 minutes to review the maps.

There are some projects related to state highways; I thought we were not addressing state projects. We received ODOT feedback on projects that led to recommending projects for removal. We are considering ODOT roads, but do not have authority to make decisions about them.

In response to an earlier question, Susie Wright explained that U548, U549, U594 in the East County should be on the table, but were left off in error. The project team will add them. The other three projects in CRC/IA (U678 and U675) were projects on 172nd and are recommended for removal because there is a new set of projects that reflects the outcome of the 172nd / 190th corridor plan. Project 2027 does not belong on the map for removal; it is a bike lane that is on the keep list.

Marc asked the group to consider the following questions as they discuss each geographic area:

- Are you comfortable with the projects recommended for removal in your geographic area?
- Are there any projects that you want to keep on the list?
- Are there any projects on the keep list that you feel should be removed?

East County - Northern Portion

- *Anything along Highway 211 would be an improvement. It's a safety corridor; shoulders are non-existent. U534 and U535 on Highway 211 are not proposed for removal.*
- *What are the two dots on Highway 211? They are right turn lanes where volumes do not appear to justify the improvements.*
- *Most of the community wants overhead lighting features. Not right turn lanes. Suggested projects came from various sources. Those were previously planned projects.*
- *What is going on with Highway 26 where it first comes into Fred Meyer complex in Sandy? The road is all messed up there. We will get back to you.*

Southwest County

- *Keep 1025. When logging trucks make left turn they really back up traffic.*
- *I am concerned where I see railroad right of ways (ROW) being infringed upon. They are on the national and local rail and trail program. If a rail line needs to come back, that ROW is there for it. There is a clause in most agreements to revert back to the original use which is rail.*
- *Redland Road widening project (U198) is not removed, but it is my understanding that it was already widened. We will check if it has been widened or still needs to be.*
- *U477 is right next to Oregon City Golf Club in the UGB, an area which is being considered for massive economic development that could result in increased travel.*

Southwest County – South Portion

- *I recommend removing U320, U326, U325, U323, U322 and U321 because the use is so low. Most of the land is already populated. Most is rural and there won't be a lot of population growth. It would be a pretty drive, but is not necessary.*
- *Remember that rural roads may have a destination on the other side. People traveling through rural communities may not do it every day, but some improvements would be nice for those that live there. It is possible to leave them on and set the priority very low in the next phase. (PAC members agreed to leave them on the list at this point; and likely as a low priority or unfunded.)*
- *It is important that we consider everything and at some point we have to start cutting things that are not safety issues. We have to realize that we cannot do everything.*

Greater McLoughlin

- *What is the difference between a sidewalk and a pedestrian way?* They are the same.
- *Why was 1046 removed?* We have a high school right there. It is a duplicate of U818.
- *What is 1034?* It is a trail along the creek. We will add “trail” to the description.
- *Why do ped ways score so high in almost every category, especially compared to rural projects?* We will come back to that at the next meeting. Scoring will get more quantitative as we start prioritizing.
- *Why is staff time being spent on light rail after the last election?* We were told to continue working on projects that had begun before the election.

Clackamas Regional Center Industrial Area

- *Are all the projects left really necessary?* We will do a lot more evaluating in the next phase.
- *Are citizens or businesses representing this area or just staff?* There are 10 pages of projects. The group was enhanced with community members. This list was vetted at two GAPS meetings.

Northwest County

- *1013 is listed as Southwest but it is actually Northwest.* We will fix that.

Marc asked for any other comments or other projects that should be removed from consideration.

At some point we need to get harsh with it. We have a lot of bike lane projects. We don't have enough money in transportation to get to build the blacktop for the cars that paid gas tax. We cannot keep diverting asphalt money to bike lanes and sidewalks so that everyone feels safe.

Those shoulders on the roads could be given various names. The County has chosen to call them bike ways, but they could be used for other purposes -- pull over if you break down, pass, oversize loads.

I am all for a shoulder. Bike lanes are designated specifically for bikes by state statute.

Scenarios for Alternatives Analysis

Larry Conrad discussed the scenarios for alternatives analysis. He explained that once we go through this analysis more projects will fall out. He discussed the Sunnybrook Extension that is on the Regional Transportation Plan. To pull it off the RTP, we would have to show why it is not needed or propose an alternative to meet the need. We plan to study three alternatives – no build, the 30% design of the Sunnybrook Extension proposed about a year ago, and the second alternative (D) to widen Harmony.

Sunnybrook is also in a floodplain. We would like to simply like to take it off the TSP and make a recommendation to the BCC to remove it from the Regional Transportation Plan (RTP). Otherwise we don't know how to remove it. I understand your position. We are showing you the background and the alternatives to potentially to take it off the list. Some people are not as familiar with this proposed project as others.

Larry explained that concurrency rules limit what we can recommend considering capacity. We propose to take a couple of those alternatives and any one the PAC suggests and analyze using Metro 2035 Gamma forecasts and a 70% lower growth forecast scenario to re-establish whether there is a need. This is part of what we would need to do to prove that the proposed project should come off the RTP.

I have talked to so many people about this and it has been discussed for so long. There are other alternatives. I appreciate the fact that you put the forecast information along with this. Part of the problem is what kind of future are we building for? Are we building for the future that will actually exist? Necessity to build this was based upon a previous forecast.

Marc noted that since 2011, the forecasts have gone down, and the project team will do an even lower growth scenario at 70% and see how that affects the need. We are looking at this through a totally new lens – potential new alternatives, new forecasts and new / different tools. If we change the concurrency requirement, we may find that we may not need any alternative.

I would hate to hear that it's still in the RTP because we couldn't change the concurrency standards.

- Yes we can.

Let's go ahead with it then. Do the analysis of the various alternatives you suggested.

Where do they think the traffic is going to and coming from? How do they analyze the movement?
About 70% is through traffic.

If they put multi-use in the area, fewer people will use the road. It's basically the connectivity – the three roadways leading to this are already pretty full.

Performance Standards

Marc discussed the proposed performance standards:

- Rural Areas – Maintain existing Level of Service (LOS) D standard (no change)
- Urban Areas – Adopt Metro vehicle-to-capacity (v/c) ratio standards
 - 1.1 or 0.99 1st hour
 - 0.99 2nd hour
- Clackamas Regional Center – Eliminate concurrency
 - Potentially change priorities in the CRC
 - Alternative development review approach needed

Do we have the vehicle-to-capacity ratio? It is on the existing conditions report.

It would be nice to have it on this project list. When we get into prioritization at next meeting – the ones that are worse will come to the front of the pack. If it says deficiency on the deficiency column, it was measured against these standards.

Marc asked if the PAC wants to consider eliminating concurrency (remove performance measure).

Are we endangering the County's ability to collect money from developers to do the improvements? We would require that the developer pay an SDC to improve the road to a particular standard.

Are we discussing changing the VC ratio countywide or just in the CRC? We are talking about elimination of concurrency just in the CRC.

I don't feel good about having congestion when citizens want livability. Rather than accepting congestion, why not talk about other options? Why are we so eager to have development that we don't care if the people are comfortable?

- It is not gridlock; it is just more congestion.
- What we are saying is if we study this scenario and we decide to go with it, then the County would decide to accept congestion and have more development and economic development.
- We would look at other types of modes of projects.

I don't think this is the alternative. This is a planning tool that allows them to decide how to build in the future for projected population growth and automobile growth. That tool will not really be needed. These are helpful tools. We probably aren't going to have that kind of significant growth that would merit those kinds of things. It isn't that you are suddenly creating more congestion.

Kirstin asked if this new tool is acceptable for the project team to review as an alternative. In a straw poll, nine were for considering these strategies, none were against and one abstained.

Would rural performance standards stay the same? We are still going to look at projects and prioritize.

It is important for my business mind to see the return on investment (ROI). We will start to review this at the next meeting when we talk about the funding forecast and estimated costs.

I am not seeing economic development plans in some of these areas. Are there land use changes or allocation methodologies to create industrial areas? If we had more of this information it could radically change how we make decisions.

I would like to see the number of trips on the maps.

Growth Rate Alternatives

Marc explained that we have a new forecast – the Metro Gamma Forecast – that is lower than when we started this process. We also want to do a sensitivity analysis at a 70% lower growth rate scenario. If we see that a project may or may not be needed at a 70% growth rate that is needed at a 100% growth rate, then we will probably not prioritize it. Only 50 of 500 projects are affected by growth rate impacts.

Are most of them in the CRC? Approximately 60–70% of the 50 are in the CRC.

Larry discussed the Historic Growth Pattern and Lower Growth Rate Scenario graphs which can be viewed in the PowerPoint Presentation online at <http://clackamascountytsps.com/websites/1/pages/6>.

Do we have numbers from 2000? I would like to see what the projection was versus the actual population in 2000. Metro says they are plus or minus 5% within a five year period. They are using better methodologies today than 20 years ago.

There are a projected 60,000 new households by 2035. Where are those going? Most are going in the urban area and UGB. There is a large rural forecast as well.

I understand that we have to come up with a number to plan these things. The problem is that you are talking about households. At this point the numbers of drivers and of automobiles are based upon metrics. Young people and others are driving less. Gas scarcity will cause less driving. These numbers

are used to justify a lot of possible build that we may not actually need because we may not have the equivalent driving patterns. Public transit is changing; employment centers are changing. Do you think it should be less than 70%?

We should look at 0% growth.

People are trying to create jobs where people live. We are trying to do everything we can to facilitate this lesser mileage that people are using or creating. The numbers are grossly out of sync with reality and they are dynamic. Look at the amazing success of Canby. We need to be thinking that way and change how these numbers are to be reviewed. I would suggest taking it down to 50%.

What about 33.3%

The nation is growing 1% / year; why shouldn't we assume the same here? If they are not coming to Clackamas County then that's a pretty dire situation. If you put employment centers far from highways then you need special kinds of businesses that want to move there. You want jobs that have people working from home, high tech jobs, software jobs etc. but if we build up logging and agriculture we will need more intense roads.

We are assuming correlation with population and transportation needs, and I don't believe this will be the case. Population will continue to grow but the transportation requirement won't accelerate the same as the population. 70% is the proxy.

We also need to look at lifestyle changes, not just population growth, that will affect the need for transportation infrastructure. If you think it would be need to be lower than 70% let us know.

I think it should be 50%.

Where did the 70% come from? A suggestion by the project team.

Metro's 100% is way down from where it was before. Households and amount of traffic will vary. I am comfortable with 70%.

We seem to be focusing on cars and household. As you increase the people, trucks and other vehicles will also increase. They will need more capacity. More products will be needed. Even if more people are using transit – the freight still needs to move.

I have heard over the last few years that traffic volumes have gone down by 5% even with population increase. My suggestion would be 0%. We have that in the current situation.

That would be good to have on the graph. We have to choose one alternative percentage. We already have 100% and 0%. We don't need to vote on 0% since it's the baseline.

If we go too low then it won't show us the sensitivity that we don't know. I think 70% is good.

Kirstin asked the group for a straw poll. Zero members agreed with 33.3%; six preferred 50% and nine preferred 70%. Members agreed to go with the 70% alternative.

Kirstin suggested that due to time constraints, PAC discussion of the rural policies will be held during the next meeting on November 27th. She asked the group to review the handout on rural policies and come ready to discuss that at the next meeting.

Next Steps

Marc gave a brief overview of next steps and upcoming meetings. Details can be viewed in the PowerPoint Presentation online at <http://clackamascountytp.com/websites/1/pages/6>.

Chips Janger adjourned the meeting at 9:06 p.m.



**Clackamas County TSP
Public Advisory Committee (PAC) Meeting #5A
November 27, 2012 / 6–9 pm
Development Services Building, Room 115
150 Beaver Creek Road
Draft Meeting Summary**

Attendees

PAC Members: Tom Civiletti, Jamie Damon, Charlene DeBruin, Paul Edgar, Thomas Eskridge, Elizabeth Graser-Lindsey, Ben Horner-Johnson, Chips Janger, Glenn Koehrsen, Al Levit, Thomas Mack, Bob Reeves, Rachel Summer, Laurie Swanson-Freeman, Richard Swift, Michael Wagner, Dick Weber

Staff: Karen Buehrig, Martha Fritzie and Sarah Abbott (Clackamas County); Marc Butorac and Susie Wright (Kittelsohn & Associates); Alisha Dishaw and Kirstin Greene (Cogan Owens Cogan), Walt Roberts

Public: No members of the public in attendance

Unable to attend: Kim Buchholz, Ernie Platt, Leah Robbins, Walt Gamble

Note: *PAC member comments and questions are shown in italics followed by staff responses in regular text. Conversation has been summarized by agenda item.*

Welcome & Meeting Purpose

Chair Chips Janger called the meeting to order. Karen Buehrig welcomed the group, gave a process overview, and reviewed next steps, the meeting purpose and desired outcomes.

Meeting Purpose:

1. Review and comment on Policy Working Group (PWG) recommendations to date (county-wide and rural transportation system policies).
2. Discuss and give guidance on prioritization process leading into the GAPS meeting.

Desired Outcomes:

1. Guidance on recommended county-wide and rural transportation system policies.
2. Understanding of funding forecast.
3. Guidance on prioritization process.

There were no questions on the proposed agenda. There were no members of the public in attendance, so the public comment period was skipped.

Policy Working Group (PWG) Recommendations

Martha Fritzie reviewed the county-wide and rural transportation system policies from the four PWG meetings. A full overview can be viewed here: <http://clackamascountytsp.com/websites/1/pages/6>.

Martha said 128 policies were recommended to be moved forward:

- Freight movement (county-wide) – 49 policies
- Rural Roads and Land Use – 32 policies
- Rural Transportation – 17 policies
- Rural Equity and Sustainability – 30 policies

All the policies are listed in the summary document given to the PAC prior to the last meeting. Martha said some still have a couple alternatives that we will talk about today. These policies will be sent to the PMT after PAC review and approval. The PWG will go through this same process for the urban policies which the full PAC will have a chance to review. Once this is done, the PMT will forward the policies to the Planning and Zoning staff to incorporate into Chapter 5 of the Comp Plan, and be used to revise the TSP maps. These policies will be vetted and redundancies will be removed. Once the policies are incorporated into Chapter 5, they will be brought back to the Technical Advisory Committee (TAC) and PAC for final review and comment.

I attended all the PWG meetings and we did not discuss 128 policies.

- These are the policies the PWG recommended to move forward. Some of them were existing and not changed, some were revisions to existing and some were brand new.

Kirstin asked if there are any other policies the PAC would like to discuss that were not sent in prior to the meeting. Mike W. and Laurie each had one policy to discuss and Al had several.

Policy Working Group - Discussion

Note: during the straw poll exercises green, red and yellow cards were used. Unless otherwise specified, green indicates agreement, red disagree and yellow unsure.

Equestrian Policy #96 – “Support the safe movement of equestrians in rural areas.” Should other equestrian policies be added that were previously dropped?

My recollection is that all four policies were in and approved.

- If that’s the group’s understanding or consensus, we can leave them in.

The only point of contention was the wording regarding horses on roads.

I’m not sure if the sentence at the top should be “rural areas” vs. “roads.”

- This wouldn’t negate the movement in rural areas; it would be help.

In our area there is some concern with horses on roads. If people are going to have horses on the roads, they need to be trained to be on the road.

One state regulation addressed any horse situation on roads as if it was a vehicle. The rider is responsible for being there. Horses are flight animals and that can create a lot of issues when they are on the road. It’s important to say equestrians are responsible, like a vehicle, not a pedestrian.

- ORS 814 is related to livestock. “Application of vehicle laws to animals on the roadway. Every person riding, or leading an animal on the roadway are responsible like a vehicle, etc.” So your proposal is to add a reference to this ORS.

Yes.

Can road funds be used for trails?

- No, they cannot be used outside of the road right-of-way.

Animals on the roadway should have the same responsibility / liability as vehicle. Should they also have liability insurance?

- We can't require that.

Equestrian parallels bicycles. We need to consider the amount of projects and money spent on roadways that is not spent for motor vehicles.

When on a roadway, you have a duty to use that roadway in a safe manner.

Kirstin said she hears the PAC saying to not encourage equestrians on the road, refer to state statute if they are going to be on the road, accept the original policy #96 and the four policies dealing with trails and add another one that references the ORS.

I don't see anything preventing equestrians from riding up the middle of the road.

State law makes the road for all users, whether it's safe or not. Historically, other users were using them and then when cars came along we have to share with them.

Is there a way of issuing equestrian permits to people qualified to ride on the road?

We need a policy to educate pedestrians, bicyclists, drivers, etc on how to use the road correctly and safely. Information could be on signs or in the stables, schools, etc. The best thing we could do as a policy is to have a training program.

- That is a great idea.

It doesn't seem to belong specifically here, just under safety.

Straw polls on the equestrian policies:

Does the group agree to include the four equestrian policies on trails?

- Green: 13
- Red: 0
- Yellow: 1

Does the group agree to add a policy referencing state statute for equestrian riders on the road?

- Green: 11
- Red: 1
- Yellow: 2

The number one thing to me is to push away from the road. This should be emphasized first.

I looked at state laws several years ago for livestock, pedestrians, motor vehicles and equestrians. If we refer to state law then we should do it consistently throughout, not in just this section.

- This particular section is something new that we are adding into our TSP and being able to highlight that reference to the state ORS is beneficial to everyone.

There is a companion to the one you read that includes livestock owners. It tells motor vehicles what their responsibility is. If we add one, we should add them both.

- The state statute stands regardless of what we add into the TSP.

Commissioner Jamie Damon thanked everyone for the opportunity to participate in this group. She said the group has come a long way since it began a year ago. She is delighted by the conversation here with people making decisions and really listening to each other's points of view.

BREAK

Policy Working Group (discussion continued)

Policy #117 on Road Maintenance

We need to maintain before we consider building new things. These roads were not made for walking. We have a great deal invested in the transportation network and we need to maintain what we have.

- Policy #118 emphasizes maintenance, etc. Would it help to shift these two policies?

Maintaining infrastructure we have now is fundamental. What is the base of maintenance and what do we have for new things?

- Different funding pots can be used for different things.
- In the funding memo, maintenance is critical. All Road Fund monies have been earmarked for maintenance.

We should also consider maintenance when we consider new projects.

There should be a policy to maintain current infrastructure before building anything new.

Maintenance is important, but we also should build things that are durable.

- Policy #117 specifically talks about transportation system management strategies and what we should look at first. Policy #118 is different – emphasizing the importance of maintenance. Would it be acceptable to move #118 above?

Yes.

Let's make sure maintenance projects do not fall out when we talk about scoring..

- Maintenance is very important, but I would caution against saying we won't build anything new before all roads are maintained.

There could be projects that are necessary to be built, but there won't be a lot of them. Emphasize maintenance on existing roadways. Why can't we just say "maintain existing roadways"?

- We can if the group agrees.
- What if we just said on Policy #118 – "Maintain existing roadways..."
- When you get to funding, that's when this prioritization is really important.

We can maintain to keep roads smooth and pleasant to drive. More importantly we maintain to protect infrastructure investment. Suggest – "Prioritize maintenance to protect infrastructure investment of existing roadways."

Straw poll:

Does the group agree with the recommended language: "Prioritize maintenance to protect infrastructure investment of existing roadways."?

- Green: 17 (unanimous)
- Red: 0
- Yellow: 0

Karen said this concludes the discussion on policies for now due to time constraints; we can talk about policies at upcoming PAC meetings. Kirstin advised there were other policies we had planned to discuss but did not get to, including Rural Equity Policies #122-127. Staff will email in advance the alternatives for PAC members to review and comment on at the next meeting.

Project Prioritization Overview

Susie reviewed where we are in the process; the funding forecast and project prioritization. A full overview can be viewed here: <http://clackamascountytsp.com/websites/1/pages/6>.

Funding Forecast Discussion

If the Columbia River Crossing takes all the funding in this region, should we look at parallel planning?

- Federal funding is one of about six funding sources. We can see what kind of impact that would make and get back to you.

All the funding sources are estimates. We haven't talked about where the estimates come from. Do we take a percentage of these and say what if we get 25% less – what happens? Do we shrink the boxes?

- The Fiscally Constrained Plan is the most critical project for the next 20 years at this time. The financial projections will continue to be updated over time.

We are determining these things now, not in five years.

- Through the prioritization process we can even say high, medium and low within the Fiscally Constrained Plan.

Will we be prioritizing high, medium and low in those categories?

- Our first goal is to get to the Fiscally Constrained Plan, Preferred Plan and then Vision Plan. If we can get further we will with the high, medium and low.

C-4 has been working on funding sources. Should the PAC be made aware of what C4 is working on so there are no conflicts?

Is the cost of existing debt service increasing?

- It is taking up a larger percentage, not increasing.

I am concerned that these dollar figures are highly inflated. If that money is not there, what do you do?

- If the money isn't there then you go to the prioritized list and start picking them according to priorities.

I think about prioritizing differently if we don't think we are going to get the \$444 million.

- Tonight we are dealing in theory. You will have a couple more meetings to talk about actual projects – this will happen in GAPS #3.

Kirstin said there are three items to focus on tonight: how we score the projects; specific questions related to Goals 3 and 6; and if we are going to weight goals and if so how.

Project Prioritization Discussion

In the seven-step process, urgency is a poor use of the term in number six. If you're just talking about capacity, then it ignores all the goals.

- Urgency could be a number of things, not just capacity.
- The majority of the projects on the list are not impacted by capacity. This also includes local sentiment, relative urgencies – what you and your peers see as urgent.

I am concerned about how we invest into infrastructure to create economic development. Do we look at the economic returns that we need to get in payroll / jobs / economic activity and all those things that will create ongoing revenue to effectively pay for that infrastructure?

- A true return on investment (ROI) analysis is complicated. We cannot get to a true ROI on 500 projects. Instead we are asking whether each project provides access to employment areas.

Susie said the project team got a lot of positive feedback from the pre-meeting survey. There are questions about Goals 3 and 6. Goal In general, there was agreement but there were a lot of questions.

The scoring scale has a plus one and plus two; should we also have a minus two?

- The negative doesn't get applied frequently. There is not usually a range; it's either degrading or not.

I am thinking about Sunnybrook Extension. The scale of possible damage is greater than just negative one. The environmental impact would be huge. The economic impact would be so negative to the community and county that it presents another huge impact.

- There are 500 projects. If a project gets a negative here, then it most likely won't make the cut for that first plan.

In 20 years we don't know what's going to happen. Since we're starting with the last plan, the next group will start with our plan. We need to be clear about what we do and don't want to include and why. The chart is extremely biased to bike / ped and transit.

- We attempted to not duplicate the attributes used for scoring.

If you get a plus one or plus two for a sidewalk or bike path any time, then it will always win.

- The push to increase walking and biking comes from multiple goals. The project team made a concerted effort not to repeat the same question under different goals so it would not be weighted more than once.

If you have a negative, why would it even be on the list?

- We need a paper trail. This is the process to remove projects from the list.
- At GAPS #3 you will have the opportunity to remove projects that you feel are really negative.

What happens to the list of negative projects that don't make it?

- That will be part of the final record.

I'm just not sure how we are going to pay for some of these projects.

- We did not include debt service in the funding memo.

My assumption is that some of these large projects are not funded completely with cash in hand.

- I'm only aware of one time that we funded a project with cash in hand from a loan that we are paying off with SDCs.

Goal 3 Discussion

On the proposed metrics for Goal 3, can we add schools to the first metrics?

- Yes, we can do that.

Kirstin asked if the group agreed to add the question: "Does the project help the public stay in their local community to meet their daily needs?" Karen asked how this would be measured. Susie said this seems to be more a land use question and she is not sure how the project team would evaluate or measure this.

What about the landslide issue?

- The TAC felt it should be moved to Goal 6 because you can't change an area prone to landslides.

Landslides belong in Goal 3 and you can impact them. You can have a project to drain water away from the area or you can plant trees or maintain the trees that are already there.

- A couple folks recommend adding landslides to livable and local.

Land use and transportation planning are dependent on each other.

If the real topic is having continuous connectivity, then anything else is a barrier to that and means you need to have a second way out.

- Why are flooding and landslides different? This is about new projects, not maintenance. An existing slide is a maintenance issue. But this is for not putting new projects in a landslide zone.

I am concerned about the flooding metrics. How do you decide that one project is going to get a high priority because it floods?

- There is a difference between having to go around a little bit and having to go 10 miles around.

Then you need to include connectivity in this.

- Sounds like these could be two separate questions - one for new roads and one for connectivity of current roads.

Straw poll: Do you agree to keep Goal 3 metrics as written (with the addition of schools to the first metric)?

- Green: 12
- Yellow: 4
- Red: 1

I look at this almost like there is a pre-conditional type of land type – ancient landslides. We can't turn around and say one single thing is impacting it – it's all part of a big picture.

- This is a reductionist exercise. You will have another bite at this during GAPS #3.

We need to address land use problems at the head of the metrics. Does it help or hurt planned land use?

- We are trying to address that in the first statement on connections between the land uses.
- We can call that out.

On question 3, what is a local plan? Please spell this out to include community, city, county or hamlet / village plan.

I am concerned about the land use and connectivity issue.

Due to time constraints, Karen asked the group move on to goal weighting and then cost effectiveness, if time permits.

Goal Weighting

Kirstin said there is one main question to consider tonight: are there goals that are more important than others. In the pre-survey half of those who responded said to keep the goals equal, and the other half said weight them differently. Only eight PAC members answered this question in the pre-survey. Having heard the conversation tonight we want to ask you whether we weight them flat or vary them?

Straw poll:

- Green: (keep them flat) 8
- Red: (weight them differently) 8

Safety should be the highest priority. I don't like how Goal 4 is written; it defeats the purpose of the safety goal. You could have a road that is totally unsafe but if it isn't shown as a Candidate Safety Audit Corridor then it won't make the cut.

- There are broad issues that are not categorized as safety. Do you have a metric to recommend?
- What identifies as unsafe condition is number of crashes, etc. Everything that we have identified as unsafe are in these classifications in question #1 on Goal 4.

Include actual road conditions that are not safe because of narrow, dangerous ditches, line of sight, etc..

- All those things are included.

For people voting for goals to be level, how can you compare a potential fatality to a job? If you say level for all goals, then you are saying jobs are equally weighted with safety / fatalities.

- Different funding sources will focus on different areas.

Goal 6 Fiscally Responsible, would weight the highest. It is extremely important.

It is difficult for people to look at and make these value judgments. All of us are concerned with safety. The process we are dealing with has to deal with the real world. In no situation are we going to prevent all crashes, but we want to minimize as best we can. All goals can affect the lives of many people. Things like Livable and Local connect to how some people need to get to places of employment. Safety and Health – total affect on the community might be greater by increasing livability or providing equity for people who have difficulty getting places. I understand the concern but there are different ways to look at this that value life.

Is it worthwhile to look at this in terms of urban / rural and see if we would come up with different thoughts on priority and weighting?

When I drive in town the roads are up to standard and I don't feel afraid. But in the rural areas a lot of roads are not up to standard and I could feel afraid.

Before we vote, could we have a couple pros and cons? We need to use the combined intelligence of everyone here.

- This exercise was done with 25 County staff. At the end of the day they decided to keep them flat. You will have the subjective discussion at GAPS #3. It's not easy. There is a reason why we are gridlocked here.

One suggestion is to rate fiscal responsibility really high.

- That is part of the goal. It includes a few other things like protecting investments.
- Let's resend the survey with this question and also the rural vs. urban question. We would ask that everybody answers the question.

I have a hard time trying to use this ODOT Safety Highway Index. Problems in rural county are a lot different than in urban areas. If we wait for 25 accidents we will never see any improvements.

- We have our own list, not just ODOT's list.

Every project had to be judged by whether it is safe. Every project should be safe.

- All projects on the list would be designed in a safe manner. There is only a subset of the projects that address specific safety issues. Fixing an existing safety issue would score higher than linking a sidewalk from point A to point B.
- We could take this vote quickly as a temperature, then vote on weighting in general or by rural and urban.

We worked long and hard to get the Vision and Goals. We decided a long time ago that they would be weighted equally. I'm confused about splitting it off and having a subset of rules for rural and for urban.

Kirstin suggested taking another poll on whether to weight the goals evenly or differently:

- Green: (Keep them flat) 11
- Red: (Weight them differently) 5

Kirstin gave each person who voted to weight goals differently the chance to say how they would weight differently:

Safety is most important.

We need to allocate a portion of the funds to rural.

Fiscally responsible should be weighted highest.

Fiscally responsible and local jobs are most important.

Safety and fiscally responsible are most important. We should weight different in rural and urban.

- Three geographic areas are rural and two are urban. You will get to this in the GAPS.

If you're not fiscally responsible, then all the rest goes away.

Goal 2 metric #1 seems to be talking about urban jobs and ignores rural jobs such as agriculture.

Agriculture is a strong job opportunity in the county. Also for Goal 2, we need to add freight corridors.

- Projects that are on the freight corridor should get a higher rate?

If they go to employment areas, then yes.

- If a project on a freight route gets a higher score, we need to be clear that is what the group wants.
- The project team will take this as homework.

I have heard concern about safety, particularly in rural areas, and fiscal responsibility. If I understand the metric on fiscal responsibility then it would be at odds for rural roads.

Will the GAPS have opportunity to move projects up that got a negative score?

- Yes.

Chips said the PWG unanimously voted to take the Sunnybrook Extension project off the TSP and recommend to take it out of the RTP, and recommended bringing it to the full PAC for a vote. Chips asked the group to vote on recommending removal of the Sunnybrook Extension project.

- Green: 14
- Yellow: 3
- Red: 0

Karen said the project team is analyzing the Sunnybrook Extension project and will have more information later. We are also going to have a detailed conversation about it with the GAPS group.

Next Steps

Susie reviewed next steps including PWG #7 on January 24 and GAPS meetings #3 in February 2013.

Kirstin commended the group for their hard work and staying late. She explained the project team will come to them with lists and buckets to work on at the GAPS meeting.

Meeting adjourned at 9:20 pm.



Public Advisory Committee (PAC) Meeting #5B

April 23, 2013 / 6 – 9 pm

Development Services Building, Room 115

150 Beaver Creek Road

Draft Summary

Attendees

PAC Members: Tom Civiletti, Charlene DeBruin, Paul Edgar, Thomas Eskridge, Elizabeth Graser-Lindsey, Chips Janger, Glenn Koehrsen, Al Levit, Thomas Mack, Bob Reeves, Rachel Summer, Laurie Swanson-Freeman, Michael Wagner, Dick Weber

Staff: Sarah Abbott, Mike Bezner, Karen Buehrig, Shari Gilevich and Ellen Rogalin (Clackamas County); Erin Ferguson, Kelly Laustsen and Susie Wright (Kittelson & Associates); Kirstin Greene and Alisha Morton (Cogan Owens Cogan)

Public: Simon DeBruin, Christine Kosinski, Wendy Nelson, Pat Russell, Mike Hammons, Thelma Haggemiller

***Note:** PAC member comments and questions are shown in italics followed by staff responses in regular text. Conversation has been summarized by agenda item.*

WELCOME & MEETING PURPOSE

Chair Chips Janger called the meeting to order. Karen Buehrig welcomed the group, gave a process overview, and reviewed the meeting purpose and desired outcomes.

Meeting Purpose

- 1) Provide an overview of the remaining project prioritization process
- 2) Review and discuss the project priorities coming out of the GAPS and TAC meetings
- 3) Discuss and provide guidance on projects with agreement and for removal
- 4) Begin discussion on projects with different recommendations from the GAPS and TAC

Desired Outcomes

- 1) PAC guidance on projects with agreement and for removal
- 2) Begin discussion on projects with remaining questions
- 3) Recommend projects into Tiers or Removal
 - Tier 1 – 20-year Capital Projects
 - Tier 2 – Preferred Capital Projects
 - Tier 3 – Long-term Capital Project Needs

PROJECT PRIORITIZATION OVERVIEW

Susie Wright reviewed the project prioritization process, GAPS and TAC processes, and next steps. A full overview can be viewed here: <http://clackamascountytsp.com/websites/1/pages/6>.

PROJECTS PREVIOUSLY AGREED UPON BY THE GAPS AND TAC

Kirstin Greene explained there are more than 250 projects with ranking agreed upon by both GAPS and TAC. Of those, there are approximately 30 that PAC members or the public suggest we discuss further. She asked PAC members to identify any other projects to add to the discussion list. The following projects were identified for discussion:

- U926
- Realignment of Judd Road across Highway 211 (close to, but not, 2004)
- U210
- U475a
- U241b

Public Comment

Pat Russell: The Clackamas Community Planning Organization (CPO) hasn't had the opportunity to study the project proposals in our area. Areas of concern include:

- Harmony Corridor into Milwaukie, including the Sunnybrook Extension and regional trails to Milwaukie Expressway, and the bridge over the railroad proposed at five lanes. Maybe that corridor should be left to Milwaukie.
- Webster Avenue is a major north/south corridor that most people in neighborhood want to stay two lanes.
- Designating Jennings Road as a through street is an issue due to the topography of the area.
- Webster Road is where we want to see the effort as it serves two schools and a shopping center.

Christine Kosinski: Resident of Holly Lane. Recommend that Project #U750, Holly Lane, currently in Tier 3, be moved to Tier 1 due to increasing safety issues that are increasing at an alarming rate. The addition of shoulders will provide much more safety. The road is narrow, most homes sit close to the road and many driveways are short. Holly lane is heavily used by the school district. The state department has labeled street as unsafe and development has occurred without the necessary infrastructure. Holly Lane is used as a bike path for those who do not use Beaver Creek. People drive fast. We don't know if Oregon City is going to widen Holly Lane as it is a known landslide area – widening could make this worse.

Wendy Nelson: Resident on Holly Lane and concerned about safety. Lots of fast moving traffic, driveways and a middle school. Support the proposal to close ditches and add shoulders, and move the project from Tier 3 to Tier 1. Holly Lane is an active landslide area. Increased traffic on the road and not knowing what it will do to the land underneath could reactive the landslides and impact homes. Oregon City TSP has included Holly Lane. There seems to be disconnect between this process and the City. Please coordinate with the City.

Can we propose to lower the speed limit to 30 mph?

- No, the County does not control the speed limits on our roads – the State does.

Karen handed out a written comment from the City of Milwaukie for the record on Project # U103, expressing the city's hope that the City and County can work together on this.

PAC Vote on those projects with agreement

Motion by Tom, seconded by Thomas, to accept the projects on the agreement list with the exception of those identified for further discussion. Motion passed, with two abstentions. (NOTE: PAC member Michael Wagner is also a member of the Clackamas County Planning Commission, which will be voting on the TSP plan later in the process; therefore, he abstained from all votes.)

PAC discussion on projects identified for discussion

Project #1020 - Judd Road (currently on ODOT list)

This project is on the ODOT list; the group could recommend moving it to the County list.

I support that. I think it's probably the most important in our area other than the ODOT projects that will happen. It should be in Tier 1.

ODOT will need to partner with the project anyway, so why remove it from the ODOT list?

- The project would need approval from ODOT. The ODOT list is a recommendation list from the County to ODOT on what the County priorities are for ODOT facilities.

Project # U001 – Sunnybrook Extension West (currently in Tier 3)

Chips reviewed his perspective on the history of the project and how it appears to keep being a County priority even when the community is opposed to it. He noted that the sustainability score of the project was changed by the project team since the last PAC meeting and he would like that score returned to the one previously approved by the PAC.

Motion by Charlene DeBruin, seconded by Rachel Summer, to recommend the original score of zero in the sustainability section. Motion passed with two abstentions.

Motion by Thomas, seconded by Dick, to put the project on the removal list. Motion passed with two abstentions.

Project U102 (currently in Tier 3)

The project is in Tier 3. The question is whether the PAC would like to place it on the removal list.

It's about having bike/ped ways on the side of the road. I don't understand why we would remove it? There are plenty there now.

It is \$5 million to do that stretch.

- We will balance the budget for Tier 1 and 2; but we don't accomplish a lot by removing a project from Tier 3 because that is not a funded tier anyway.

Motion by Tom, seconded by Elizabeth, to keep the project in Tier 3. Motion approved, with one dissension and one abstention.

Project U103 (currently in Tier 1)

It should be on the list. The way it is graded is appropriate, the railroad overpass is the worst thing on the corridor and this would solve part of that.

If we get more rail traffic it will exacerbate that project.

Could change the number of lanes from five to three?

- This is an area where there is high need and it is identified as a problem. It is part of what the City of Milwaukie would like discuss with County staff to come up with solutions.

If we build an overpass, it could come back that we should have a road that connects Sunnybrook to this overpass; there will be significant pressure to put Sunnybrook back on here or do something there.

I would like to lower to Tier 2. Milwaukie has expressed that they want to be involved in this. Let them head this up. If they recommend we do it then it is something we could recommend at that time.

- During the public outreach time this summer we could talk with the City.

It is good to involve the City. We shouldn't give up on working with the railroad. It should stay in Tier 1 as it is not just a local problem. There are very few opportunities / limited places to have rail. As a region, we need this corridor to work really well.

This needs to be in Tier 1, but could leave some flexibility in the project description. I suggest we add them to the project description that we will look for additional solutions with other involved parties including the City of Milwaukie and the railroad.

Motion by Charlene, seconded by Dick, to keep the project in Tier 1 with the additional language suggested above. Motion passed, with two dissensions and one abstention.

Project U241B:

No longer an issue.

Project U104 - Harmony Road widening (currently in Tier 3)

There is a suggestion to add to list of projects recommended for removal.

I recommend leaving it in Tier 3.

The community has voted this down and the City of Milwaukie objected to this. Recommend it to be taken off.

Motion by Chips, second by Thomas, to move the project to the removal list. Motion passed, with three dissensions and two abstentions.

Project U108 (currently in Tier 1)

The suggestion is to change from a project to a study or removing it.

Isn't there a narrow pathway there now?

- This would be a multiuse trail, not just narrow pathway. It comes from the regional pathways plan for connecting the communities.

Motion by Chips, seconded by Elizabeth, to keep the project in Tier 1. Motion passed, with one abstention.

Project U156 (currently in Tier 3)

The suggestion is to move to list of recommended projects for removal.

What are the ramifications of leaving this \$52 million project in Tier 3?

- It is a deficiency this is the solution. It has right-of-way preservation options if in Tier 3.

I don't want to see something where we have this overlay of this potential project that stops future development. Maybe the best thing is taking it off at this time.

- This project would widen a two-lane road to five lanes, and would be driven by development. *Once we formulate this plan, we don't add things back.*

Motion by Tom, seconded by Glenn, to leave in Tier 3. Motion passed, with one abstention.

Project U160 (currently in Tier 3)

Suggestion is to move to Tier 1.

Motion by Bob, seconded by Paul, to keep in Tier 3. Motion passed with two dissensions and one abstention.

Project U926 (currently in Tier 3)

Suggestion is to move to Tier 1.

The trail will connect Wilsonville, Sherwood and Tualatin.

What's the price?

- \$8.6 million

They have spent a lot of time working on it. I hope the TSP supports this. It has support from the local people.

Motion by Al, seconded by Chips, to move the project from Tier 3 to Tier 1. Motion passed with one abstention.

Because of time constraints, PAC members will be asked to vote on suggested changes to project ranking through a survey to be available in the next few days, before the April 30 meeting.

PAC members indicate recommended tiers or removal for projects with disagreement between GAPS and TAC (Table C)

Susie reviewed the sticker exercise focusing on projects with disagreement between the GAPS and TAC. For every yellow and green sticker (Tier 1 or Tier 2), we need you to add a red (Tier 3). Because of available funding, 25% of projects (by cost) will end up in Tier 1, 25% will end up in Tier 2 and 50% will be put in Tier 3.

Comments on Southwest Area

On projects 1088 and 1089, the TAC says that there has already been a large investment in that area – what does that have to do with anything we have discussed in this process? I would like these to stay as Tier 1 – not move to Tier 2 as TAC recommends.

Project U302D is not described the way it was meant to be. It is meant to add a shoulder on the south side only, and should be kept in Tier 1. TAC recommends moving to Tier 3, but the project description needs clarification. GAPS agreed to add shoulder just on the south side and the project description shows shoulders on both sides.

- The TAC got message that it would be only on one side.

Project U249b for the Springwater Corridor is a \$40 million project. We agreed that the Damascus section be done, but not this full piece as the money could be better spent elsewhere. TAC recommended Tier 3. GAPS would support a Tier 3 – this is agreement and it's listed as a Tier 1 for GAPS. For Project # 2808, I can live with the TAC recommendation of Tier 2 rather than Tier 1.

Comments on Northwest Area

Ben had a question about U934 and the traffic count.

- That was for specifically on sufficiency rating.

The traffic count is wrong.

- When bridges reach a certain sufficiency score, we will apply for federal funding.

Sounds like it should stay at Tier 3 so that you can get federal funding when the bridge needs repair.

Comments on McLoughlin Area

Project 1037 would be a transformative project. I recommend we move it to Tier 1 in agreement with the TAC recommendation.

I agree.

Presently, project #2044 is Tier 3 and the TAC recommends it go to Tier 1. That's where the school is and would provide pedestrian ways for school children. Because of the school I am comfortable with that. I am ok with it going from Tier 3 to Tier 1 as well.

Comments on East Area

Project 2007 is interesting because I don't know how you do paved shoulders when there are sidewalks in some areas. I would have to defer on that one.

- Paved shoulders are more appropriate there than sidewalks.

TAC recommends Tier 1 – I can agree with that.

Project 2008 – a good portion is pretty well developed. Agree with TAC recommendations.

Project 2005 – adding paved shoulders on Hwy 224 to Firwood Road is not feasible. I support TAC recommendation to move to Tier 3.

Comments on Clackamas Regional Center/Industrial Area

Project U781 – I thought this was a state parkway?

- South of Boring it is a state parkway.
- GAPS recommended Tier 3 and TAC recommended Tier 2.

I thought it was a state trail. Would we use county funds on this?

- Not necessarily; we could apply for grant funding.

I would like to see it go to Tier 1.

Project U782 – GAPS recommends Tier 1 and TAC recommends Tier 3. There are right-of-way issues. I agree with moving to Tier 3.

PAC members then completed the sticker exercise. This information will be used to lead the discussion at the next meeting on April 30th.

With the exercise taking the rest of the time available, the meeting was adjourned at 9 pm.

Public Advisory Committee (PAC) Meeting #5C

April 30, 2013 / 6 – 9 pm

Development Services Building, Room 115

150 Beavercreek Road

Draft Summary

Attendees

PAC Members: Tom Civiletti, Charlene DeBruin, Paul Edgar, Thomas Eskridge, Elizabeth Graser-Lindsey, Glenn Koehrsen, Bob Reeves, Rachel Summer, Laurie Swanson-Freeman, Michael Wagner, Dick Weber

Staff: Sarah Abbott, Karen Buehrig, Larry Conrad, Shari Gilevich and Ellen Rogalin (Clackamas County); Kelly Laustsen and Susie Wright (Kittelson & Associates); Kirstin Greene and Alisha Morton (Cogan Owens Cogan)

Public: Simon DeBruin, Christine Kosinski

Note: *PAC member comments and questions are shown in italics followed by staff responses in regular text. Conversation has been summarized by agenda item.*

WELCOME & MEETING PURPOSE

On behalf of Chair Chips Janger who could not be present, Tom Civiletti called the meeting to order and welcomed participants. Karen Buehrig thanked PAC members for completing the pre-meeting survey and reviewed the meeting purpose and desired outcomes:

Meeting Purpose

Finalize PAC Recommended Project Priorities for Public Review.

- a) Review PAC survey responses and vote on remaining projects to discuss from *Table B – Projects with Agreement* and *Table D – Projects to Remove*.
- b) Discuss and recommend changes to *Table C – Projects to Questions*, based on results of sticker exercise on April 23.

Desired Outcomes

PAC recommended projects lists (Tiers 1, 2 and 3) and *Projects to Remove* ready for public review.

PUBLIC COMMENT

No members of the public wished to comment.

REMAINING PROJECTS WITH AGREEMENT

Susie Wright reviewed *Table B - Projects with Agreement – Remaining for Discussion* along with the results of the pre-meeting survey. There are 18 remaining projects with agreement that PAC members or the public suggest we discuss further (Table B). The project team reviewed the survey results and suggested tier recommendations for 11 of those projects. For projects without a recommendation, Susie suggested they be kept in the tier agreed to by the GAPS and TAC. Slides can be viewed here: <http://clackamascountytsp.com/websites/1/pages/6>.

Project U150 (currently in Tier 3)

Karen said Project U150 is very important to the Clackamas CPO. Therefore, staff recommends moving it up to Tier 2 from Tier 3.

Project 2117 (currently in Tier 3)

Sunnybrook and 82nd is a highly important economic zone. These turn lanes could help relieve pressure at the congestion points. I recommend this be higher than Tier 3.

- The Sunnybrook piece will add some capacity, but not a lot. The intersection that causes a lot of issues, Harmony and 82nd, is the hardest to fix. We have applied for a Metro grant to produce an Alternate Performance Standard Plan for this area. This plan has to be agreed upon by ODOT and adopted by Oregon Highway Plan.
- Projects like this are important overall, especially with economic development. Removing it means that it would not be an option, but if we keep it in Tier 3 it can still be considered.

I sense that this whole center and economic development has been pushed back because the neighbors didn't want something to happen. We need to grow jobs. I would like this in Tier 2.

Motion by Paul Edgar, seconded by Bob Reeves to accept the suggested tiers on Table B and approve the discussed tiers for those without suggestions on Table B. Motion passed with one abstention.

Table B

Project #	Recommended Tier Approved by PAC in First Vote
U150	Tier 2
1081	Tier 3
2117	Tier 2
U149B	Tier 2
U154	Tier 3
U654	Tier 1
U809	Tier 3

NOTE: PAC member Michael Wagner, who is also a member of the Clackamas County Planning Commission that will be voting on the TSP later in the process, abstained from all votes.

Later in the meeting, a suggestion was made for Table B for projects U475a and U2010. In the charter, we have agreed to not revisit a previously decision unless all PAC members agreed. PAC members agreed to revisit by a vote of five in favor and four opposed.

Projects U475a and U2010 (Currently in Tier 2 and Tier 1)

There was a discussion about other segments of Henrici Road at the last meeting. It was suggested to switch the prioritization of these two segments.

- These projects were scored very closely. If we switch them, it would place the project where there is a projected higher future demand in the higher tier.

There is higher projected traffic for U475a and there is also currently higher traffic.

Motion by Elizabeth to switch U475a to Tier 1 and U2010 to Tier 2, seconded by Paul. Motion passed with one abstention.

Table B

Project #	Recommended Tier Approved by PAC in Second Vote
U150	Tier 2
1081	Tier 3
2117	Tier 2
U149B	Tier 2
U154	Tier 3
U654	Tier 1
U809	Tier 3
U475A	Tier 1
U2010	Tier 2

PROJECTS TO REMOVE

Susie reviewed *Table D - Projects Recommended for Removal – Remaining for Discussion* along with the results of the pre-meeting survey. Slides: <http://clackamascountytsp.com/websites/1/pages/6>.

Project 1079 (currently to be removed)

ODOT thinks this bike/ped path along I-205 is very important and has prioritized it like a Tier 1. If ODOT is thinking along that line and this connects to what they are going to be doing, maybe it should be in Tier 3.

Why did the TAC recommend this for removal?

- This project would create new bike/ped bridge across I-205 and end near the Highway 212/224 crossing. With the west side of the freeway bike/ped path completion, the need for this is reduced. There are a lot of design challenges. It also was not included in the Sunrise Corridor recommendation.

I agree with moving it to Tier 3.

Project 1053 (currently to be removed)

The Ferguson Road description continues to be wrong. The idea was not to reduce the speed limit, but to reduce cut-through traffic. This could work in partnership with Beavercreek Road improvements. I think it should stay in Tier 3.

I agree.

- We can install traffic calming. Improvements are needed on another project for Beavercreek.

Project 2116 (currently to be removed)

I would like to move to Tier 3.

- It was a duplicate project.

Project U756 (currently in Tier 3)

This is listed as a duplicate project. We should recommend for removal.

Motion by Thomas Eskridge, seconded by Paul Edgar to keep suggested recommendations on Table D except: move #1053 to Tier 3; move #1079 to Tier 3; and move #U756 to recommend for removal.

Motion passed with one abstention.

IDENTIFY ANY CHANGES TO DRAFT PRIORITIZED PROJECT LIST FOR PUBLIC REVIEW: OVERVIEW AND QUESTIONS

Susie reviewed *Table C – Projects with Remaining Questions*, which includes projects with different recommendations from GAPS and TAC. The results of the sticker exercise from PAC #5B are included in the table. Slides can be viewed here: <http://clackamascountytsp.com/websites/1/pages/6>.

Can you explain the funding table in the upper right?

- We tried to take into consideration all the votes already taken. Everything in Tier 1 was deducted from the \$444 million. The first column is what is available and the second column is what is suggested in the updated tables today. The package is slightly over budget.

I thought there would be detailed information so the GAPS group could persuade me to vote their way. I don't feel comfortable enough to vote on those.

- It would be extremely difficult to get through all these projects with expert familiarity. That is the role of the TAC, not the PAC. The role of the GAPS groups was to lend their expertise in their area of the County.

The group took a break to review Table C individually, then discussed Table C by geographic area.

Greater Clackamas Regional Center / Industrial Area

No questions or comments.

East County

Project 2069 (currently in Tier 1)

Firwood has been called Wildcat Mountain Road for over 30 years.

It seems like a safety audit and a major road improvement.

- We tried to pair safety audits with specific identified road needs. The idea is to move the safety audit and the road improvement project to Tier 1. Project 2069 is paired with Project U257.

It seems like a safety audit would be part of fixing the road.

- We don't always perform a safety audit when fixing a road. We feel this one is very important.

Project U901 (currently in Tier 3)

This project to replace a failing bridge is pretty important.

- The TAC recommendation is Tier 1 and GAPS suggestion is Tier 3.
- We checked with the maintenance department to ensure that we are including the correct bridges. Any bridge with a sufficiency rating of 50% or less was moved to Tier 1. Ultimately, the funding of failing bridges has been through OTIA. It wouldn't matter whether it's Tier 1 or 3. There may be other state funding programs in the future. If you look at future demand, this particular bridge is not high usage.

I am comfortable with this staying in Tier 3.

Project U924 (currently in Tier 3)

Isn't the Tickle Creek Trail going to have a lot more usage? This needs to be higher than Tier 3. We need signage or signals because you come into this curvy area with people crossing the road.

- A portion of this trail is constructed within the city limits. This project would extend outside the city limits to the edge of Boring. It is a connection that interests the City of Sandy. Tickle Creek will provide good connection into the future, but putting it in Tier 3 makes sense now. The County will start working on the Active Transportation System Plan this summer, which will focus on the connections in more detail than we are able to do.

Greater McLoughlin Area

Project 1037 (currently in Tier 1)

I talked to several people about this project and everyone agreed it would be very valuable. I think it is appropriate in Tier 1.

I agree.

Northwest County

Project U173 (currently in Tier 2)

The terrain on Rosemont is the biggest issue. There is growing density and a lot of bicyclists. I have driven there a number of times. It is so narrow that if your wheel falls off the road you wouldn't be able to get back on. There is a new path, but no shoulder for bikes or emergency pull off. I am surprised this isn't a Tier 1 project because it is so bad and highly used.

- Other parts in that area had higher priorities.
- With the sticker exercise you recommended to move from Tier 3 to Tier 2.

Tier 2 is ok. (Seven members agreed to keep it in Tier 2)

Southwest County

Projects 1088 and 1089 (currently in Tier 1)

Did the State look at these projects as a possibility when they redid the bridge?

- At the time, it wasn't needed to address the safety concerns with Graves Road and the bridge.
- Can we combine these two projects? They are linked and you cannot do one without the other.*
- Yes, it is ok to pair them.

Project 1054 (currently in Tier 3)

It's not actually Killdeer Road – it's an unnamed road. Connection to Ivel Road should be struck. The description should simply state "Extend unnamed road to provide bike/ped access."

Project U302d (currently in Tier 1)

There are a variety of trails in the Southwest. I am not clear that the Union Mills Road Trail is more significant than the other trails. I talked to (County staff person) Rick Nys about roadway standards and with the parks department, which has a dozen different plans for trails, some that are dirt or 3 feet wide or 12 feet wide. I would rather have more trails at a lower quality than one trail at a higher quality.

- Parks department trails are different than roadway trails; some are for different types of usage. There are safety and legal requirements that we are required to meet.

It was meant to add safety with a shoulder to the south side. People drive fast and it's very dangerous.

This project started out as \$47 million with bike paths on both sides. There is a major demand in the safety corridor to do a separate path on the south side in the Union Mills district.

- This is my understanding as well. With bikes going both directions on the path, it needs to be separated from the road for safety reasons. Right-of-way (ROW) would need to be acquired. For the multi-use trails, we are going to be dependent on accessing other funding sources. Park districts are heavily involved in constructing multi-use trails. Federal Recreation Trails program is funneled into the discussion about transportation. They will have some design requirements for how we are able to build and construct.

There are some old farms / houses close to the road. When you talk about doing a bike path and ROW acquisition, what does that mean?

- It would be the same as if we were expanding the roadway. We have a ROW staff person that talks to property owners.

In our rural area, we watch anyone riding a bike for security reasons because that's when things go missing. There are people riding bikes who are different than commuters or recreational riders. I would say no to a bike path.

Project 1068 (currently in Tier 2)

The description is correct but should include the multi-use path connection to Loder Road.

- There could be a multitude of challenges, including right-of-way (ROW) issues, etc. There are a handful of important connections throughout the region. I am hesitant to add that one in because it's hard to judge against the others right now.

If you're going into an Active Transportation Plan, would it be important to at least identify in this plan?

- I recommend keeping Thayer Road to Ferguson Road, have Loder Road in the Active Transportation Plan and keep the current project in Tier 2.

This project is only \$700,000 and Union Mills (U302d) is almost \$6 million. It would be very affordable to include that little segment in Tier 1 projects. There needs to be some equity across the map. I recommend moving 1068 to Tier 1.

We have challenging terrain there.

There is a valley which is not a problem for a path. Originally, the person suggested a road, which would be difficult. When the Active Transportation Group meets, will they consider these comprehensively?

- Yes, they will consider these in a comprehensive way and look at identifying the key active transportation corridors. Then they can provide a better cost estimate and will do some prioritization. We are talking about meeting with four stakeholder groups throughout the project. Ultimately, there is the process related to the Planning Commission and public outreach. We will notify this PAC of that process.

Project U938 (currently in Tier 1)

I drive this every day. It floods twice a year. I don't think that makes it a Tier 1 project. If we move this project to Tier 2, it could offset moving 1068 to Tier 1.

There is a water treatment facility there. I don't agree with moving to Tier 2.

I think Tier 2 would be ok.

There is another road on the side of Molalla that floods several times each year also. I don't have a problem with it flooding twice a year.

We have had roads with horrible flooding; it's not just people having to drive around it, but into it.

I live in this area and the deepest flooding I have seen is one foot.

There were no PAC member objections to moving U938 to Tier 2 and 1068 to Tier 1.

Project U249B (currently in Tier 3)

This area has a lot of roads and has historically been under served. We had the Springwater Road as the highest priority at \$44 million; the GAPS recommended Tier 1 and it's currently in Tier 3.

It has been quite some time since any safety work has been done in rural Clackamas County. Many places have sharp curves, roads drop off, no guard rails. When we eliminated the Springwater Road as a high priority, the idea was to substitute it with a blanket safety audit across the southwest area to identify some of the worst problems and reserve funds to address pinpointed problems.

- We engaged the appropriate County departments to identify the important projects. There are certain places more important to fix sooner than a whole road segments. We are identifying the segments now rather than identifying a pool of money. It will depend on how we raise the funding and are able to spend the money.

How do we address emergency situations and maintenance like landslides?

- That is different than the TSP. Transportation sets aside money on a yearly basis.

Motion by Glenn Koehrsen, seconded by Dick Weber to combine projects 1088 and 1089; move project 1068 to Tier 1; move U938 to Tier 2; and forward all recommendations for public review. Motion passed with one abstention.

NEXT STEPS

- Online open house: May 15 – June 15
- Community outreach meetings: May and June
- Policy Working Group #9: June 6
- PAC #6: June 25
- PAC #7: will check a August 20 and 27 with PAC members

Kirstin explained that we are currently about \$10 million over in Tier 1 and \$20 million in Tier 2. We will take the recommendations out for public comment. Staff will come back with a recommended plan after public comment.

How is this going to be boiled down and presented to the public?

- We are working on a virtual open house. When Larry and Karen present at community meetings, people will have a chance to look by region and comment on what they disagree with and why.

We haven't seen much recently about what we would like to say to ODOT and I think that is important.

- We will bring it on June 25 or at the August meeting to discuss with you.

What happened to park-n-rides?

- We moved the information about park-n-rides into the policy section and forwarded specific recommendations to local transportation agencies.

Tom Civiletti adjourned the meeting at 8:56 p.m.



**Clackamas County TSP
Public Advisory Committee (PAC) Meeting #5D
June 25, 2013 / 6– 9 pm
Development Services Building, Room 115
150 Beaver Creek Road
Draft Summary**

Attendees

PAC Members: Tom Civiletti, Charlene DeBruin, Paul Edgar, Thomas Eskridge, Mike Foley, Elizabeth Graser-Lindsey, Ben Horner-Johnson, Chips Janger, Glenn Koehrsen, Al Levit, Thomas Mack, Bob Reeves, Rachel Summer, Michael Wagner, Dick Weber

Staff: Karen Buehrig, Larry Conrad, Martha Fritzie and Shari Gilvech (Clackamas County); Erin Ferguson and Susie Wright (Kittelson & Associates) Kirstin Greene and Alisha Morton (Cogan Owens Cogan)

Public: Simon DeBruin, Linda Eskridge, Ralph Gertkie

***Note:** PAC member comments and questions are shown in italics followed by staff responses in regular text. Conversation has been summarized by agenda item.*

WELCOME & MEETING PURPOSE

Chips Janger, Chair, called the meeting to order and welcomed participants. Karen Buehrig thanked Chips for attending the BCC study session earlier in the day. She explained they discussed the project recommendations that the PAC has made as well as the outreach activities. The BCC wants the project team to come back in August and talk specifically about projects. They would like more time to become familiar with the proposed recommendations.

Chips said he found it interesting that the BCC members want more time to look at projects. One thing that concerned him was that the Chair mentioned that he understands that most of the comments in the Virtual Open House on the bike / pedestrian bridge across Willamette at Oak Grove to Lake Oswego were from a group (petition) effort. In Chip's opinion these comments should not be discredited. He said he has heard more excitement about that project and a lot of people in Oak Grove and Lake Oswego are excited about it. It's not just one group; it's a number of individuals.

Karen reviewed the meeting purpose and desired outcomes.

Meeting Purpose

- 1) Review and comment on Policy Working Group recommendations on urban transportation system policies.
- 2) Review the TSP policy development process. Gain a better understanding of the refinement process of converting the Policy Working Group's policy statements into the comprehensive plan framework.
- 3) Review the public feedback on the PAC recommended projected lists and understand general themes that will be used for any refinements prior to the August 20th PAC meeting.

Desired Outcomes

- 1) Guidance on recommended urban transportation system policies.
- 2) Understanding of the TSP policy development and refinement process.
- 3) Understanding of the public feedback themes on the PAC recommended project lists.

Kirstin Greene, Facilitator, reviewed the agenda and meeting format.

PUBLIC COMMENT

No members of the public wished to comment.

POLICY WORKING GROUP RECOMMENDATIONS ON URBAN POLICIES

Martha Fritzie gave an overview of Urban Policies. She said that last November the PAC had a chance to review the Rural Policies out of the Policy Working Group (PWG). All of the policies will come back to the PAC at the August meeting. Handouts and presentation slides can be viewed here:

<http://clackamascountytsp.com/websites/1/pages/6>.

Policy Document E: Urban Roads and Travel

With regional standards, we seem to be stepping away from level of service (LOS) to volume to capacity (V/C). I keep asking transportation people to define V/C in layman's terms. It appears to be an excellent way for us to no longer have to apply LOS or defined impedance and gives us fudge room to modify where we can live with congestion. Is that really what we're trying to do?

- Yes, it does allow for more congestion. LOS is about delay – how long are you waiting to get through an intersection. This has been a change statewide. The Oregon Highway Plan has moved all standards on state highways and inside Metro to V/C.
- The change from LOS to V/C isn't necessarily for that purpose. It is measuring a slightly different thing and gives you more sensitivity. You have more scales to measure by and it's a little easier to understand. ODOT has been with VC for a lot longer than the Metro area.

Do we have to cut out LOS completely? I waited through four lights today trying to turn left. With V/C, that won't be a problem.

- We have kept LOS for strictly County roads in the rural county. We are required to use V/C in Metro areas by administrative rules, to implement Oregon Highway Plan. What you are experiencing are intersections that are not considered functioning even with V/C standards.

Where is the term transportation disadvantaged defined?

- It was defined in the Existing Conditions Report. We haven't come back to the definition yet.
- It includes a combination of a number of different factors such as populations of disabled, elderly, low income, English as second language etc.

If there is not enough time to talk about what this, can we star it so that it can stay in the final report?

We need to get it on the record that we do not agree with allowing more congestion. My recommendation – don't allow more and more congestion. Even though we cannot make a recommendation to change the law, I would still like to discuss it at our final meeting.

Urban Policies – Policy Document F: Urban Equity, Health and Sustainability, and Pedestrian and Bicycle Facilities

We have a critical problem where TriMet is in a potential financial collapse. If we can't count on TriMet being a viable entity then we shouldn't be putting these policies in place.

Transit is not just TriMet. There are a number of other transit providers. There is one transit provider in Sandy that is increasing in the fall to serve Timberline.

For the disadvantaged group, this is where transit starts weighing heavily because we have to start catering to a group that cannot afford to pay for the service.

On Document F, on page 13 where it references TriMet – perhaps we should erase TriMet and just say transit providers.

- We can remove TriMet where it was left in. We attempted to remove all specific references to service providers.
- It is important to keep in mind that these are policies that we want to affect change, be supportive of or provide connections to. We are not transit providers. There may be different transit providers in the future. So we want to set the stage to support those transit providers.

Excellent.

We need to ensure that we have public transit put into this area, especially as autos decrease and gas increases. If we don't have a transit system, there will be a big issue. It is relevant to me that we consider building an active transit system to plan for the future.

Urban Policies- Document G: Urban Roads and Travel

PAC members did not have comments or questions on this policy document.

Policy Document H: TSP Project Lists and Maps

Martha reviewed the TSP Project List and Maps handout and explained that it incorporates all changes made by the PWG or TAC. Many of these policies were discussed at PWG meetings. There weren't any real urgent items that we felt that we had to bring to you for additional decision making / discussion. She then asked the PAC to review the document and asked for any comments or questions.

TriMet is also in Policy #209. Please remove and change to transit providers.

How can ODOT come in and put projects into our policies in our documents. Considering Policy #149, at this point it is building roads to nowhere. There are a lot higher priorities in my opinion. How does ODOT muscle its way in here?

- Sunrise Project has been a County priority for years. Based on connecting I-205 to Hwy 26. Even though the Sunrise Corridor has been a priority since the 1970s doesn't mean it should remain a priority. When a new TSP task has begun, we should be reviewing all old priorities and determine if it is still a priority. How can this be assumed without discussion? There are other corridors that need some priority as well.

- The Sunrise EIS was previously adopted by the County. It's part of Comp Plan. This is showing it continuing in the Comp Plan. It would be a very big reversal, but it is something that it is important to discuss. This isn't ODOT coming in and telling the County to do it. ODOT recognizes that the County has adopted it.

When we did our project prioritization to get to the tiers, how does an ODOT priority interface with our list?

- ODOT list is separate list. ODOT funding is different than County funding.

How does the report reflect what the PAC want versus what the County wants?

- The PWG worked through these documents and this is your citizen recommendations working with TAC and staff to develop.

I have some concern about this weighting that we are now applying in a value structure for the bike / ped structures as a whole. Hwy 99 in front of Oregon City Shopping Center - Dunes Drive is at LOS F or VC 1.01. The interchange with I-205 is the issue. We have traffic backing up way across the Clackamas River Bridge. Now the County wants to spend \$4.5 million to add bike / ped improvements and flowers, but yet we have traffic backing up. There is already a bike lane. We could add another lane of traffic through there instead. Then we put a bus stop in front of McDonalds where we will block your ability to turn right. We throw all eggs in bike / ped basket and cannot see common sense solutions. We have to prioritize our ability to interact with commerce and vehicles. We overly weighted some of this in a manner where it doesn't come out in common sense.

- We are reviewing policies today as opposed to prioritized capital improvements. We are trying to balance all these things – multi-modal travel, economic development etc. Your idea is captured for the record. For this conversation today, it would be most helpful to discuss a specific policy.

On Document F – Policy #161. Might give Paul some comfort if we say “where possible”.

I think that it should stay like it is. When I listened to Paul I didn't know what project he is talking about. I do know that I have biked around in that area and I don't know if there is a problem or not. But there are a lot of pedestrians on Hwy 99 and peds/bikes should feel safe. These policies are all aspirational. They are saying “our desire is...”

We need to make the funders carry part of the load. We are moving limited dollars to projects that don't help the masses. You can't keep giving transportation to people who cannot pay for it. The County doesn't make jobs – tries to encourage people to come here to work. But we have shifted this so far that it's insane to me. Bike paths across the river, but I can't get a truck / car bridge across the river. We have failed in this state for 20 years in building roads to move people and product.

Policy #161 “shall be adequate” shall is an absolute, but how do you define what adequate is? If we put in words that are so absolute then it has to happen. The wording needs to consider this.

- You have a very good point. Part of what Larry is going to talk about next is how we get from this point to the final language. We as staff will look at what does this mean and what does it mean for implementation. Is “shall” the right word or should we look at another word that allows for a little more flexibility.

I have two suggestions for wording – Policy #161 “shall” change to “should.” Policy #150 “allow” should be changed to “require.” We can't get across I-5 right now if you're a bike / ped.

- What Policy #150 means is that developers are required to do certain things with developments. We are looking at doing a Fee In Lieu Of (FILO) instead of the particular development. This will allow the County to pool money to do the development themselves rather than requiring development by the developers of something like a half street or sidewalk to nowhere.

My concern is that we are moving the responsibility from developers to put in sidewalks, roads etc. Would it be put into general fund? City of Portland annexed miles of sidewalks, sewers, roads etc and promised that they would do it, and it still hasn't been completed years later.

- *It would not be a general fund. FILO program works like this – we set up a series of zones and fees collected in each zone are spent in that area. It would be an option for the developer.*

It makes sense to me so that we avoid island etc. It just concerns me that funds won't be spent appropriately – i.e. sidewalks funds spent for other things.

Basically, I understand how it works. Those funds should be directly spent in that area and should not go into a general fund. The definition is too loose right now in Policy #150.

- *I agree entirely.*

The language is imperfect in Policy #161. If you don't have "shall," then it's up to the whim of whoever is in charge of that project. Without "shall" most of those will never get done. I would prefer it to stay "shall."

In some legal documents "shall" forces the thing to happen, but it doesn't here. The Comprehensive Plan is aspirational. There is a lot of flexibility because it is a Comp Plan looking out into the future. It needs to be strong if there is anything to it.

I agree. I am aware of a previous County project in which laws were being written, they changed it away from "shall" and it completely knocked the bottom out of the whole thing. There was no mechanism to enforce, because they "tried".

"Where possible" makes sense. Somewhere along the line we can't be asking for something that is not possible. This mandates idiotic circumstances that are taking place. It's inappropriate to continue heading down the wrong way. "Should" and "where possible" are in the same category.

Kirstin led the PAC in a vote by hand. By nine to six, members agreed to keep "shall" instead of "where possible" or "should."

We put part of the equestrian in the rural transportation area, but it also interfaces with the urban ped/bike facilities. Specifically, where there are long bike/ped corridors that are also used by equestrians. The equestrians would prefer dirt on the side of the corridors rather than gravel. I suggest adding "Where appropriate equestrian facilities could also be allowed in the corridor" to Policy #162A. Footing is number one important for equestrians. I do not agree with dirt instead of gravel as it turns to mud and gets rutted.

This stuff is already happening such as on the Springwater Corridor. Equestrian uses it and there are conflicts. We should be trying to avoid the conflicts.

There are concerns with surface water management, if you have loose soil on the side of a road / path depending on the pitch in a rain event you can end up with dirt on the road and then washed into the storm drain system. Gravel is to keep soil from getting on the road.

I am talking about things that are dedicated paths away from the road, not specifically roads.

With the Springwater issue – it's hard to keep it clear, gravel or not as there are blackberries, weeds etc.

If you have gravel or dirt the horse won't be able to go on the side unless it's kept clean. Mixing horses and other uses is a messy proposition. Maintenance is already a real problem.

Equestrians are already going there, it's whether they are accommodated or not.

A premier trail for horses, bikes/peds is the Banks-Vernonia trail. It's premier site in Oregon. It will grow over for bike / peds as well. On Banks-Vernonia there are wood chips and they clear back the whole right-of-way. This is an example for how it works.

I would like to make the comment that mud can be very dangerous for cars and bicycles as well.

Kirstin led the group in a hand-vote (straw poll) to see if staff should look to add equestrian trails where appropriate to urban policies. Staff could bring this back to the PAC on August 20 to show how equestrian trails will interface with urban policies. The PAC unanimously agreed.

Please change “disabled persons” to “people with disabilities” on Policy #216.

No objection.

Kirstin asked the PAC to send any more suggestions / comments via email on this by the end of this week to the full group.

FUNCTIONAL CLASSIFICATION OVERVIEW

Larry gave an overview on Functional Classification. Handouts and presentation slides can be viewed here: <http://clackamascountytsp.com/websites/1/pages/6>.

What is the principle reason to down class?

- The recommendation usually it came out of the Traffic Department based on how it fits in the network. This is the core set of changes we will be proposing.

Other than the amount of traffic that a road carries, why classify?

- Affects access to the street and the primary purpose of the road.

I have a comment on Ferguson Road top of page 2 on the Proposed Functional Classification Changes document. There should not be any collecting or connecting into this little local road which is not up to standard. We did a road safety audit on it, felt really uncomfortable on it because the road is so narrow. There are accidents on it all time. This local road shouldn't be thought of as a collector without having improvement. It doesn't collect. It is collected from by these other two little local roads.

- We did make the recommendation to change to collector which is a type of road that we would consider as a part of our capital improvement. We do not look at local roads for capital improvements - we are looking at collectors and above. It does provide access from two different arterials and provides from these other roads, so we still felt that it was a road that would benefit from being a collector. There is this other subtle theme for class that has to do with funding.

I asked for traffic calming because people overflow onto this road from Beavercreek. This road is too unsafe. This is a road that is not going to get fixed for 20 years. Having it be in a category that makes it eligible for funding doesn't make sense because the funding won't happen for 20 plus years. Also, I have been told that there is not supposed to be through traffic on local, collectors and connectors.

- My preference would be to get feedback from the whole PAC. We did go back to our staff and they wish to keep as a collector.

A collector can get funding, but local will never get it.

- It is a challenge to find funding in other areas as well. We are thinking about safety. Functional class does play into safety. There are these roads that do provide access like this between Henrici and Beavercreek. How do you provide the best possibility for people traveling between those two?

What would traffic calming be there? Is traffic calming a capital project?

- Traffic calming usually means things like speed bumps, traffic interrupters.
- We have a specific traffic calming department that could be done outside the TSP. It's on their list to start thinking about.

Are there four-way stops at those two intersections on Ferguson?

No.

On Eagle Creek Road at Wild Cat a four-way stop was added and has cut down on speeding and accidents. Would this be considered a traffic calming thing?

This is a valuable idea. The Road Safety Audit focused on it because of the safety issues.

Does changing the classification alter the tier that it falls in?

- It does not.

How would it improve it keeping it as a local road? If you call it a collector then people won't just know that and treat it differently. It's just changing the classification.

Kirstin led the PAC in a straw poll to keep Ferguson classified as local instead of collector as listed. The group agreed to keep it local by a vote of nine to four.

Kirstin asked the group to send any further comments via email by Friday. The full packet will be discussed at the August 20 meeting.

TSP DOCUMENT PREVIEW

Larry gave an overview the handout - Summary of Process for Developing and Incorporating Policies into the Transportation Section of the Comp Plan. This handout and presentation slides can be viewed here: <http://clackamascountytsp.com/websites/1/pages/6>.

Will this affect other chapters in the Comp Plan?

- Yes, Chapter 10 for example. There are a number of things that we have to do to make it consistent.

On the top of page 4, TriMet should be changed to transit providers.

On bottom of page 5, support high capacity transit, should we put in something about voter approval?

- This is a regional requirement.

We have talked about equestrian policies that we do not exist in this chapter 5 outline. Shouldn't it be?

- This is still a work in progress as we fit the policies it may move things around. This is a living document. This document will look different when we bring it to you in August.

INITIAL OVERVIEW OF PUBLIC COMMENT

Susie Wright gave an overview of the VOH and stakeholder/community meetings. The handout and presentation slides can be viewed here: <http://clackamascountytsp.com/websites/1/pages/6>.

At the top of each of the charts you have the total for each geographic area, if I total them up it doesn't add up.

- It is not the complete list, just the summary. The raw data is now on the website for your review.

Does it include if it was the same comment four times?

- We only included unique comments from unique people. This is a quick overview not a full summary because the VOH just closed.

When I look at this summary document I see projects where just two people commented, how does that weigh into the big picture?

- The PMT's work is to try and get some feedback from you on the summarizing that came from the public. We will do a model run in what you guys included in Tier 1 and will talk with TAC about all these three types of input to get to a financially constrained Tier 1. We will take the public comment into consideration but doesn't mean we will do it.

One thing to consider is that when people suggested moving a project, they didn't have the constraint to move another project down. We shouldn't put a whole lot of weight on it.

Plus they might not be taking into the Vision, Goals and Objectives as we have in the last two years.

Do we have to go back and review these changes within each tier and how they affect the other tiers?

- The PMT will make recommendations for the PAC to review. We are trying to have a clear set of recommendations for you to consider on August 20.

The PAC then reviewed the summary results by geographic region.

Clackamas Regional Center / Industrial Area

For project U919, Karen said the County did go and talk with North Clackamas Parks and Rec District Advisory Board and some folks provided comments that there were some multiuse trails they felt should be lower priority but this Scouter's Mountain Loop trail should be moved up. A substantial portion of this trail is within Happy Valley.

Did they say what they wanted to move it up to?

- Yes, the Parks District wanted it to move up to Tier 1.

If Happy Valley is going to have this in their Master Plan and work on it, will the work be degraded if it remains in Tier 3 and nothing happens from the county line? It would be a bummer to have an actively used trail stop at the county line.

- This would most likely be an intergovernmental plan with North Clackamas Parks & Rec probably leading it.

East County

There seems to be some confusion between the Springwater Trail and Cazadero Trail.

- Yes, it is two different projects. The PMT had recommended removing the Springwater Trail extension project because we felt that the Cazadero Trail handled the need.

What happens if you put the bike/ped projects separate from the road projects? And have a Tier 1, 2, 3 for each type of project. And prioritized them separately?

- That is more of a traditional way to do it. For the financially constrained funding, its one pot of money, we are not deciding that we will spend a particular percentage on each type of mode.

At the August meeting can you have the money broken down into bike/ped vs. road projects by Tiers?

- Yes, some will cover both though but we can summarize by project category. We can also show cost.

Greater McLoughlin Area

Susie said where it says "medium" is where the County is giving our priority recommendation for ODOT projects.

I thought Hwy 99 is a high priority for us. I don't know how it got the medium.

- We will check to see if we got the record wrong on that one.

At the BCC meeting today, I heard the Chair say that the Milwaukie – Lake Oswego Bridge comments were just a particular group pushing for this. This is an incorrect statement. I would like to do something to state to the BCC that this is not just one group. They are all very different comments. For them to dismiss this as it just one group is wrong. Milwaukie Council is behind it as well. I don't know how we can communicate that to them. I would like some sort of written communication about this to the Chair of the BCC.

- It may be more affective to sit down and talk with them. We can figure out the best approach. *These people who supported this had no restriction like we did. In the VOH there was no restriction that we have had to look at.*

We already have this as Tier 1, they are just supporting our recommendation.

When we communicate with the BCC we should indicate that it was not just these 56 people who supported it, but also this group.

Northwest

I don't recall the PAC saying project U918 was a medium priority for ODOT, as far as I know this has always been a high priority.

- As far as I know this was not a vote to the PAC, but it was discussed in the GAPS as time allowed. This went to the TAC – they commented on them extensively. This was a PMT recommendation.

I don't think we should have a medium unless the PAC votes on it.

- I am actually recommending that it be taken off our project list. It is not consistent with how we identify ODOT facilities / projects. It's completely within the City of West Linn and this is a road project. It isn't in unincorporated project. It is a West Linn project and they support it.

I'm ok with that.

Southwest County

At the GAPS meeting project U774 was recommended as a high ODOT priority. I seem to recall that it happened at the PAC meeting as well.

- This list is going to TAC for final review and will come back to you. We will take your recommendation to move to higher priority to the TAC.

PUBLIC COMMENT

Randy Gertkie said he has been a School Board Member for 15 years. Regarding project 1090, Passmore Road closure or rerouting is an extremely dangerous situation, but we thought that it was under constant concern with the area and the County. Only two people made comments on it. Our biggest problem on it is trying to get the kids to cross back safely over Passmore Road. We need to close that part of the road and reroute behind the school rather than in the middle. We have large freight going through there and there is not enough visibility. We appreciate that it is Tier 1. We agree with Tier 1.

It won't reduce it because there were only two comments. We agree that it should be Tier 1 and it will remain.

NEXT STEPS

Kirstin went over the next steps which include:

- TAC Meeting # 8 on July 18
- “Brown bag” informational meetings for PAC members in August (most like one for projects and one for policies)
- PAC Meeting # 6 Aug 20 to review / discuss final draft TSP to present to Planning Commission

Chips adjourned the meeting at 9:02 pm.



**Clackamas County TSP
Public Advisory Committee (PAC) Meeting #6
August 20, 2013 / 6– 9 pm
Development Services Building, Room 115
150 Beaver Creek Road
Draft Summary**

Attendees

PAC Members: Tom Civiletti, Charlene DeBruin, Thomas Eskridge, Mike Foley, Elizabeth Graser-Lindsey, Ben Horner-Johnson, Glenn Koehrsen, Thomas Mack, Rachel Summer, Laurie Swanson-Freeman, Dick Weber

Staff: Karen Buehrig, Larry Conrad, Abbot Flatt, Shari Gilvech and Ellen Rogalin (Clackamas County); Marc Butorac, Kelly Laustsen and Susie Wright (Kittelson & Associates) Kirstin Greene and Alisha Morton (Cogan Owens Cogan)

Public: Simon DeBruin, Doug Hill, John Meyer, Linda Eskridge, Karen Eskridge, Sandra Cole, Craig Loughridge

***Note:** PAC member comments and questions are shown in italics followed by staff responses in regular text. Conversation has been summarized by agenda item.*

WELCOME & MEETING PURPOSE

Ben Horner-Johnson, Vice-Chair, called the meeting to order and welcomed participants. Chair Chips Janger was not able to make the meeting. Karen Buehrig, County Project Manager, thanked PAC members for coming tonight and their intensive work over this two-year process.

Facilitator Kirstin Greene reviewed the meeting agenda, purpose and desired outcomes:

Meeting Purpose

- Review and discuss TSP elements (projects, programs and policies) in the context of the TSP Vision and Goals.
- Discuss project recommendations that have changed based on public comment, final transportation model and /or Technical Advisory Committee input.
- Come to consensus on final TSP recommendations to the Clackamas County Planning Commission.

Desired Outcomes

- PAC understanding of how the recommended projects, policies and studies implement the Vision and Goals developed and approved by the PAC, and approved by the Board of Commissioners.
- PAC support for the projects, policies and studies recommended to the Planning Commission.
- Celebration of the tremendous amount of important work accomplished by the PAC.

TSP VISION AND GOALS

For the PAC's work on the final policies and project lists, Susie Wright recapped the Vision and Goals:

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:

1. *Sustainable*
2. *Local Business and Jobs*
3. *Livable and Local*
4. *Safety and Health*
5. *Equity*
6. *Fiscally Responsible*

RECOMMENDED PROGRAMS AND PROJECTS

Susie said that at the last full PAC the project team shared a summary of comments from the public outreach process this summer. The project team completed operational analysis of Tier 1 projects. Susie went over the Master List County Projects - Draft Recommendations to the Planning Commission handout which can be viewed on the project website here:

<http://clackamascountytsp.com/websites/1/pages/6>. With all the input received, the project team has only 32 changes to the full Master Project List. This list was discussed at the Pre-PAC meeting and was sent via email. She said with Sunnybrook being removed the project team added a couple bike/ped projects to replace that work. We have received comments on three projects: U700: Bonita Road; U738: Barlow Road; and 1090: Graves Rd/Passmore Rd etc realignment.

U700: Bonita Road

Karen explained this is consistent with Lake Oswego TSP. I believe that our traffic safety engineer had been out to talk to Bonita residents about sidewalks and bike lanes. There are concerns with the citizens of Bonita Road in the cost. We received 10 letters from citizens to remove it completely and that they would rather have traffic calming. Lake Oswego TSP does carry bike lanes and sidewalks. The classification for this road is appropriate for bike/sidewalks. Tier 3 is a holding level and this is our recommendation.

U738: Barlow Road

Karen said this was brought up by PAC Member Al Levit at our pre-PAC meeting. He recommended that this project should have a similar category recommendation as the other projects in the area. We are recommending that it move from Tier 3 from Tier 2.

1090: Graves/Passmore/Mulino/OR 213 realignment

Karen said this project is carried in the Mulino Plan. Mike Wagner has talked about the need for this project to improve safety for the school students. Idea would be to close Passmore Road and to realign the intersection and have a four-way intersection. Since the time that the Mulino Hamlet has adopted the plan there have been safety improvements to Hwy 213 including sidewalk and sight distances. Mulino Hamlet has been meeting and has discussed removing it from their plan. There is a letter from

the Mulino Hamlet available for you. As a Hamlet, they would like to see it removed or moved down to Tier 3. We put it on for recommended removal.

Public Comment on Project #1090

Doug Hill: I am the Vice-Chair of the Mulino Hamlet. This has been a contentious issue for a few months. The idea for this project was put into our community plan five years ago. That is the reason Mike Wagner has been promoting. The past year or so there has been a lot more community involvement. Nobody disagrees that having a road going through a school is a good idea. The school has been there for 40 years and it was an inexpensive way to expand the school. Traffic patterns were completely different then. There are tremendous amount of traffic now. But we have concern of the validity of the traffic counts. The boxes were placed at two different intervals and not sure how they were averaged. A lot of the traffic is for vehicle trips (4 per day) for each student getting dropped off and picked up besides soccer games etc. Does the daily average trips includes all school traffic? It's a school district issue – they created the problem in the first place. We are more than happy to work with them to come up with a solution i.e. moving the school to one side. Additionally, the school yard and three other properties comprise about 30 acres of land that are RA1 and surrounded by RA2. There is a tremendous amount of growth potential. The school could sell the land that is zoned RA1 if they move to one side. The community thinks it should just be stricken. It's a state road to begin with, not a county road. The contentious nature has started to get a little bit personal. Mike Wagner is very passionate about the issue. There is also some growing passion on the other side, but I will not speculate on those issues. However, it has started to cloud the discussion. It is increasingly becoming an "us vs. them" atmosphere and it's a bad situation. For the purposes of the Hamlet, we have voted to take the project off. We can always reformulate a plan based on future land sales and other matters.

John Meyer: I am a member of the hamlet. You have been going through this process for a long time. Mike Wagner is supposed to represent the community and has known for several months that we were going to remove it. That was false on his part as he was not representing the community. I work at the school and I know the students don't play near the street. There is good control across the road. Traffic concerns are on Hwy 213 not Passmore. There is an effort for a recall vote underway because Mike did not seem to represent the community at large.

Sandy Cole: I am also a member of the hamlet and am on the evaluation committee to change the community plan. A long time ago things were put on the plan that did not need to be in there. We have signed petitions signed by 54 people that they do not want to close Passmore Road and that we would suggest that you put it in Tier 3. Just slow it down a bit. More and more people are getting interested in the hamlet. The people have a say and one of the problems with Mike is that he does not represent us.

We have had open public meetings. I am offended that you are talking about Mike and he is not here to stick up for himself. You have had 12 opportunities at least to voice your concerns.

I was at one of their meetings and there was tremendous hostility between Mike Wagner and the community. Several people told me there are plans to put in a huge housing development with this realignment. The school district has not formalized anything in their plan. There are things happening in the school that they might not know. Full day kindergarten – they are pushing it for it. Removing it entirely is totally the wrong thing. I question the recommendation of the Hamlet – is it more in anger towards Mike Wagner or towards this project? It's really a bad idea to have a road go through a school. Whether the school district will build a road in 20 years or not, there will be kindergarteners at the school much sooner.

I am very familiar with the Mulino set up. My farm is just south there. I would highly recommend that we get it back on. It needs to at least be Tier 3. The idea behind it will come up again. Big picture it makes total sense and I question removing it.

What was the total score for the project? It was one of the higher scoring projects. It's a 12.

- It did receive a high score. Some of it reflected it being in a community plan so we must take that into account.

I agree even more strongly. The idea that the politics of what is happening in Mulino with the anti-tax movement is trying to stop the safety of the children. I think it needs to remain a Tier 1.

Changing from Tier 1 to Recommended for Removal based on a change that might be made to a plan is too extreme. I do not have a preference of Tier, but do not want to remove it entirely.

Has the school board made any indication that they will abdicate the property?

- No.
- They recognize it as an issue.

School districts have difficulty to get land. It's difficult to acquire and get zoned.

Would the group mind if we put something on there about looking at it later with the Hamlet?

- We could change the project description to a study that works with the school district to identify appropriate safety things to protect the school children.
- We recommend moving it to a Tier 1 study – circulation and safety study working with the school district.

I think that's an interesting idea about the study. But I don't hear anything going anywhere. I won't vote for that. I think as we discussed, Tier 3 is the ideal place and if we were cranky about not having it in Tier 1 then I would recommend Tier 2. Driving through there, ODOT redid the bridge and it's still a rough spot for traffic. So many things going on that I think it's quite dangerous. I don't think they have fixed the safety issues. This project makes sense.

For the last 4 years this project has been on Mulino's Master Plan. And all the sudden it has a 180 degree turn to get it off the plan entirely. Is this about Mulino not wanting development and they don't want potential for people to come in to develop? I am pretty close to the school district – we are going to be forced into full time kindergarten. Those buildings are very close to the road. I can see the kids playing out there and huge safety concerns. And then we will regret not keeping it higher on the list.

Can we at some point call for a vote? We are so far into the process to consider moving from Tier 1. I've heard what I need to hear.

Motion by Thomas Mack and seconded by Thomas Eskridge to leave project #1090 in Tier 1. Motion passed with one abstention.

Motion by Glenn Koehrsen and seconded by Charlene DeBruin to add as an amendment to the description: Nothing happens until the school district has completed their plan and we work in consultation with them. Motion did not pass.

Project #2821

I am really glad this project has been added. I think the planning cost level is really low and I wanted to discuss that. One concern is with geographic equity of resources in the County. This project is to be countywide but there needs to be real focus on the safety in the rural areas. I would hope that more than \$10 million could be spent on safety in the rural areas. When I was adding up the cost of these projects, there is about \$150 million in the Clackamas Regional Center Industrial Area (CRCIA) and Southwest Area is under \$100 million. You have 25 times more area in Southwest than in CRCIA. Population is quite likely similar in these two areas. You can see that far more money would be spent in the small area than the large area that has many miles of roads that have issues. We had a project in Southwest that was \$45 million that was removed but that \$45 million didn't stay in that geographic area.

- This program was added to the project list so that folks could see how it fits in. The number associated with that is just a target number. There is no maximum or minimum. If we identify additional funding sources for safety projects we are not limited by that amount. There is a concern that we have these Safety Action Plans but no funding.
- The Traffic Safety Action Plan is an actual document and is very detailed. It's a very specific program and probably the bulk is spent in the rural area because I believe that is where the bulk of our fatalities are. We are talking about a program system wide not protect specific – i.e. rumble strips countywide in unsafe areas.

Those monies should be at least momentarily separated out. In the meantime it means that are priorities are going to one area. I think the County needs to be more bold in trying to solve these problems. The vision needs to be bolder than one little project. I recommend we bump this up to \$45 million.

- The draft recommendation was \$432 but with Mulino project added back it is \$437 million. We are trying to balance this and we only have \$7 million that is not applied somewhere. Where are we going to get the \$45 million? I am not for that.

It's all going into CRCIA. Original thinking in removing some projects in Southwest Area (\$45 million for one road) is that the money would get shifted within that GAPS area, but instead it got moved into the CRCIA which is 25 times smaller geographically. We need to get things more balanced.

Even in our vision, we pushed for an equitable distribution. Some of these are pie in the sky figures anyway. I don't want to argue about \$7, \$25 or \$45 million. I'm not sure that even half of Tier 1 will even get done. They asked for \$10 million and we should take that. You're hoping that the \$45 million will land on this. All these projects whether in rural or urban benefit all of us. I live in the country but we benefit greatly that the urban has transportation that flows smoothly.

When we agreed for the one project to be removed the discussion was for it to go into fixing piece by piece safety problems. Idea here is for the County to indicate that it wants to work on rural road safety problems.

Motion by Elizabeth Graser-Lindsey, seconded by Tom Civiletti to change planning cost estimate for project #2821 from \$10 million to \$45 million and that there be an effort to focus on the rural areas where things have fallen behind. Motion failed with zero abstentions.

Motion by Rachel Summer, seconded by Laurie Swanson-Freeman to move the \$7 million dollars left for projects and put it into project #2821. Amend from \$10 million to \$17 million. Motion passed with one abstention.

Kirstin outlined the amendments as passed by motion (noted above) on Table 2:

- page 1 – project # 2821 is \$17 million from \$10 million
- page 2 – correction on project # 1090 to \$5.5 million and to keep into Tier 1
- Page 3 – project #U738 change from Tier 3 to Tier 2

Motion by Dick Weber and seconded by Thomas Mack to accept Table 2 with the amendments as described above. Motion unanimously passed.

Motion by Dick Weber and seconded by Thomas Eskridge to accept Appendix A – Draft Project List Recommendations etc as amended by Table 2. Motion unanimously passed.

RECOMMENDED POLICIES

Larry Conrad discussed the Policies that came out of the work of the Policy Working Group, Technical Advisory Committee, project team and the PAC pre-meeting on Policies. The policy document will continue to evolve. There will continue to be small changes as we move into its final format. It will be final when it hits the Planning Commission in October. Larry said he did not expect major changes after tonight's meeting, but we do have things for you to consider.

Marc Butorac explained that there are nine rows on the handout titled Policies with Comments/Recommendations by the PAC and Proposed Solutions. We will vote on each tonight

Safety

Larry said if this cluster of policies dealing with safety (Section 6.2, 13.101 and 9.501) is an acceptable set we would recommend taking this to the Planning Commission.

Motion by Thomas Mack and seconded by Rachel Summer to accept page one of the handout. Motion passed with one abstention.

Rural Road Safety/Rural Transit Safety/Rural Roadways-Cyclists-Safety

Larry said the first three on page two are clarifying pieces – how we are addressing and the intent. We did these changes based upon what you asked us to do at the pre-PAC meeting.

I don't see the re-wording on policy # 9.302.

- We will reword these in Chapter 5, but it hasn't been completed yet.
- For each of the major sections, there will be an introductory paragraph to explain that section. The language has not been written yet, but that is the intent in 9.3.

In the introduction paragraph include education programs, requirements and visibility.

Please add infrastructure as well in that intro paragraph.

Motion by Thomas Mack and seconded by Dick Weber to accept the proposed solutions on page two for Rural Road Safety/Rural Transit Safety/Rural Roadways-Cyclists-Safety. Motion passed unanimously.

Equestrian Use / Multi-Use path

Karen said there was concern that policy # 8.308 did not adequately capture all that was talked about in relationship to equestrian policies and that the policies had been edited down too much. In response to that, we have made the change to move 8.308 to 8.5 – 8.5021, 8.504 and 8.505. We took those policies from the work that you have done previously.

I oppose taking 8.308 and moving it to 8.5. I would like 8.504 renumbered back to 8.308. It should be moved out of multi-use path and somewhere onto the roadways. I also suggest the option of a new policy 8.6 – support safe movement of equestrians in rural areas.

Motion by Elizabeth Graser-Lindsey and seconded by Thomas Eskridge to create 8.6 supporting the safe movement of equestrians. This motion was later withdrawn.

Shouldn't safe movement of equestrians be moved to 6.2 instead?

I think it would be good to have the Active Transportation System acknowledge the safe movement of equestrian.

- Section 8.2 for Active Transportation Design might be a good place to move this.

This has been discussed over and over again. I have a big problem with what Elizabeth is working on it. I have been around horses my entire life, camped, trained people, competed etc. I have done a lot with horses. I know a lot about horses. This bothers me. It bothers me in that it is moving the horse to the road. It is very unsafe. You could spend millions on that particular thing if you choose. My sense is that we point more towards the parks. Having that equestrian experience in the parks is big deal. It has been mentioned that there is a high percentage of horses in Clackamas County. A high percentage of those are in training facilities and they stay on their own property. This walking on the road addresses a small portion of the population. I have been witness to some horrible accidents with horses on the roadway. It's not fair to the animals. You put them on the road with inexperienced riders and the person managing the group has a medium amount of training. This is a recipe for disaster. I am fine pointing them towards parks. Also, supporting parking needs for equestrians is an enormous cost. I'm not sure that's a good way to spend the County money.

I appreciate that people have put equestrian into the discussion. No I don't think I should have an equestrian trail on Highway 212. However, on Springwater Trail there is a park, a highway and the trail. It is important to have the consciousness to pay attention to them. I don't ever want to recommend to novice horse riders to ride on Highway 212. Our intention is if we are going to spend so much money on preparing rural roads for bicyclists that we should consider other users as well. I do want someone to pay attention that there are trails that cross roadways. I don't want us to encourage people to be foolish but I don't want it to be ignored.

Connecting one park to another is fine. But this comes across to me as having horse lanes on Highway 212. Is there a sentence that we could put in here to connect to parks better?

I agree with both Thomas and Laurie. We have to keep in mind that bicycles can be transportation. Horses are entertainment. We need paths and places for them to be, but am really tired coming up Wild Cat Mountain Road with a horse right in the middle of the road and I have to stop because the horse is not in control. There are a lot of small arenas coming up and they don't regulate their riders on the roadway. They cause a hazard not only to motorists but to themselves and their riders.

Larry suggested that we take the “support safe movement of equestrian” and move it to policy 8.208.

There are plenty of bike riders that are not using bikes as a mode of transportation but it is entertainment. Not offended by it – all these roads are multi- use roads for bikes, pedestrians, autos, equestrian etc. I would like to move between the trails safely. Why can’t we have a policy to add pull outs for equestrian vehicles?

I appreciate concerns about safety with horses on roads. Since it is legal to use a horse on the road the County should address safety issues of horses on the roads. Trying to reduce harm is not the same thing as promoting something.

There are state laws about equestrians – car is supposed to do what it can to make the horse safe. If horse is showing signs of distress then you (driver) have to stop. Rider is supposed to do things to fix the situation. All modes should yield to each other.

Larry proposed the following changes: page three the equestrian policies #8.5021, 8.504 and 8.505, the first and third policy should move to section #8.5 and title it “Multi-Use Paths and Recreation Trails.” The second policy #8.504 would become # 8.208.

Motion by Thomas Mack and seconded by Dick Weber to accept proposed changes as outlined by Larry. Motion passed with one abstention.

Agricultural Equipment on Rural Roads

Are you saying that you are going to add the policy?

- It is really a new policy to address this from a previous version.

Is this the place to mention the four ways to get that better - signage, pullouts, speed limits and no curbs?

- Yes policy # 9.308 could be a good place for it.

Rural Funding, Equitable Distribution of Funding

Larry said policy # 12.1051 is a new policy. He explained that some funding sources are restricted in where and how they are allowed. This is looking at unrestricted funding sources that we have. For example, federal funds are only allowed to go into arterials and collectors. You cannot use those on local road projects.

Balanced in this case – balanced equally between urban and rural or population or lane miles?

- We were trying to not put the word equal because we need a little more flexibility.
- Part of what we have struggled with is exactly what you’re asking. There are so many different factors –it is an issue of strong interest to the PAC. By adding the policy like this it would allow it to be considered. It’s not a specific tried and true direction that you must, but it’s something to consider.

Motion by Thomas Mack and seconded by Rachel Summer to move forward with policy # 9.307, 9.308 and 12. Motion passed with one abstention.

Rural Tourism:

Larry said the issue with adding agri-tourism is that there is no comparable set of statutes – weddings, mass gatherings, wineries. We cannot do this with forestry lands.

Where would there be forest land that is owned by the County that we could have impact on?

- For agricultural and forest zoning, there are specific uses that are allowed in that statute and does not go into the forestry uses. It sets up something that isn't our ability to expand.
- Forestry or forests are also part of rural tourism. We are proposing that we do add into the introduction that forestry is a potential for tourism. As it is not appropriate to change # 7.201 as it references state law.

Rail

Larry said this is a great aspiration goal, but we cannot really do anything with it. There is no regulatory ability.

If we are going to have points of departure within the County will we have parking for people using the rail and is that something that we need to cover? I.e. If there is a rail depot in Oregon City, will there be any place for people to leave their car?

- That's more of a zoning or development code issue or City responsibility. Generally speaking, rail is not going to stop in rural areas unless they are doing freight or we suddenly have a whole lot more rail and not much else.

Would the earlier proposed language be of some use where a proposed development of rail would interact with county roads?

- We already have rail policies in the document. The question is do we need this one.

Will this section have a summary introduction? Could we at least voice our concerns and why we have the policies in there?

- Yes, there will be and we could use the language from # 11.301 in the introduction paragraph.

Motion by Dick Weber and seconded by Thomas Eskridge to accept Rural Tourism and Rail proposed solutions as shown on page four. Motion unanimously passed.

Ferguson Road 9.1 – Functional Classification

Larry said there has been a request to leave it as a local road rather than upgrade to a collector. Moving it to a collector leaves it open for additional funding where local roads are not eligible for capital funding.

I live on Ferguson Road. It is on our project list as Tier 3 so highly unlikely to have additional funds under any circumstance. Currently an unsafe road- not up to County standards, it is very narrow. We had a County transportation employee who felt like he had to drive slowly because he felt closed in. When neighbors go jogging around, kids ride their bikes etc there is hardly anyway to escape from the traffic. It's a local road and it is unsafe and hard for the local community to use it as it is. When Beaver Creek Road is fixed (Tier 1 status) that should help reduce the cut through traffic. When we look at what it means to be a collector it is that you collect from the neighborhood and take it to the arterial. I don't feel like it fits the definition. Cut through traffic isn't acceptable for collectors either. There are a lot of farms along the road (Beaver Creek). We just got through the hay season. On any given day we would have dozens of trips of farm equipment. We had dozens of these trips going in and out of these properties. Not the right type of activity on collectors where you are trying to reduce number of ingress and regress. We should respect that it is a local road. I don't think that the County should upgrade

classification if they are not going to put the money upfront to make it safe. Farmland should not go from current classification to new to make it even harder to farm.

I have driven that road and it is very narrow. Fences come pretty close to blacktop.

What affect would being a collector have on the issues that Elizabeth has brought up?

- Any future development would be to a higher standard. Collectors would have paved shoulders / bike lanes in the rural area. Change in classification doesn't really change the traffic per-se, changes access standards for new development.
- A lot of these changes were based on technical exercise. We have three chief sources of changes: city TSP; traffic engineering people telling us how to change based upon how road is used (classification); and then consultant said we missed something.

Would it collect from the two side roads i.e. east/west (Ivel and Wilson) if people wanted to go the other way?

No one living on those two will go on Ferguson. They will go straight to Beavercreek.

Does this group have the authority to be able to comment on that kind of thing or is this just something that we have a concern about and it doesn't fit anywhere?

- It will be discussed as we go to the Planning Commission.

The fact that you designate it doesn't mean that we are going to do something. Only that if you do work on it that it will be at a higher standard.

- Labeling it as a collector does not change the way it will be used, but the way we propose to develop it down the road. The designation affects potential funding sources and also affects potential maintenance funding.
- We don't have plans to do anything in the immediate future. Calling it a collector does not change anything of the present situation, but how they develop in the future. If one property develops then they will have to develop to higher standards. That is how we have developed historically.

We had a road / have a road in our area, that was a local road and it became a collector and I don't see the usage changed in a huge amount. We supported it because the condition of the road was horrible. The volume of traffic made that condition hazardous. Maintenance has increased and the quality of maintenance has increased a lot. I don't see that the volume of traffic has increased a lot. It has made it a bit safer.

At the last meeting the PAC voted to support staying a local road. Two reasons that they make these changes are one – connectivity and the other reason is that the volume is too high for a local road. But if Beavercreek Road is fixed then the excess traffic will go away.

If it remains a local road it will be eligible for traffic calming.

- That is not correct. No traffic calming will happen on local roads. It's only on urban local roads.

Motion by Elizabeth Graser-Lindsey and second by Tom Civiletti to keep it at a local road standard. Motion neither passed or failed with four voting in favor, four voting against and three abstentions.

Motion by Glenn Koerhsen and seconded by Dick Weber to accept the suite of policies in Chapter 5 as amended tonight. Motion unanimously passed.

Next Steps:

Marc Butorac went over the next steps, including:

- PAC Informational Sessions
 - ▣ ODOT projects – *September, date TBD*
- Public Information on Final Plan – *October-December*
- Planning Commission Work Sessions –
 - ▣ *Sept. 23* (projects)
 - ▣ *Oct. 7* (policies)
- Planning Commission Public Hearings –
Oct. 28 and Nov. 4
- BCC Public Hearing(s) – *Dec. 4 and/or 11*

Karen said that before the October 7th Planning Commission Work Session, we will have an hour open house for people to understand what the proposal really is – we will engage you guys and see if you can attend. We encourage you to attend the BCC meetings on Dec 4 and 11.

The staff and consultants have done a great job trying to understand what we are saying and turned it into something really good.

Meeting adjourned at 8:58 pm. Participants gathered to enjoy a celebratory cake and sparkling cider.



TAC PROJECT OVERVIEW MEMORANDUM

Date: October 4, 2011 Project #: 11732

To: Technical Advisory Committee

From:

Project: Clackamas County Transportation System Plan Update

Subject: Meeting Schedule, Deliverables Summary, and Roles/Responsibilities

The purpose of this memorandum is to provide an overview of the Clackamas County Transportation System Plan (TSP) project, including the anticipated deliverables and meetings, roles and responsibilities of project team, and the next steps in the process. The project will result in an update of the Clackamas County TSP. This undertaking will include a combination of technical analysis to be provided by the consultant team (Kittelson & Associates, Inc. [KAI]; Cogan Owens Cogan [COC]; Otak; Jeanne Lawson Associates, Inc. [JLA]; Cambridge Systematics, Inc.; Oregon Public Health Institute [OPHI]), project oversight by county staff, guidance from the Technical Advisory Committee (TAC), Clackamas Community Transportation and Committee (CTAC), Public Advisory Committee (PAC), and interaction with the public through various forums. The Draft TSP is scheduled to be complete in February 2013 with the adoption process extending through August 2013.

PROJECT OVERVIEW

The City adopted its current TSP in 2001. The Regional Transportation Plan (RTP), which was updated in 2010, sets the transportation policy direction for the Metro urban area. The County is expected to update its TSP within two years of RTP adoption. When completed, this updated TSP will bring the County TSP policies into conformance with the policies contained in the revised RTP. It will replace Chapter 5 of the Comprehensive Plan, the transportation element. This portion of the Comprehensive Plan also functions as the Public Facilities Plan for Transportation.

This project will consider the changes the County has experience in the last decade, including substantial growth in the urban unincorporated areas, incorporation of the city of Damascus, major

changes in the urban growth boundary, additional rural growth opportunities under the provisions of Measure 49, and urban/rural reserve designation. Since 2009, unemployment has spiked and businesses continue to suffer as business activity has been slow to recover. It is important for the County to update the TSP to address the impacts of these changes and to better address issues related to forecast growth.

This project will review the 2001 TSP and prepare a complete update to the County's TSP and take it through the adoption process. The update process will gather input from the public through a Public Involvement Plan and will include a review of existing transportation policies and conditions within Clackamas County for all modes of transportation. The updated TSP will create an updated 20-year prioritized project list and consider how the County can finance the needed transportation system improvements envision in the plan. This project will develop a financial plan to show what projects can be paid for within the county's expected financial resources and what additional work could be done with additional resources.

OVERVIEW OF DELIVERABLES & MEETINGS

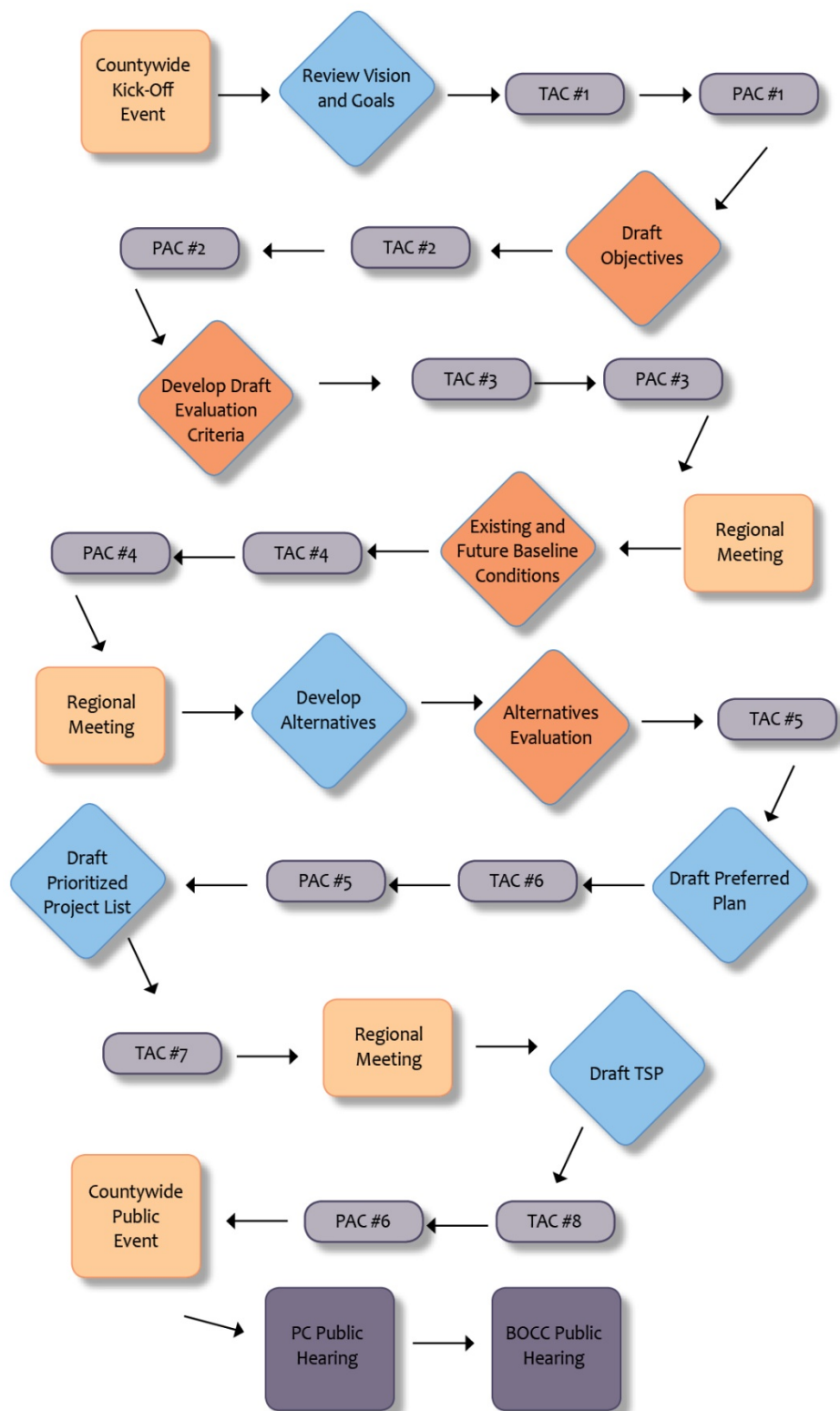
The project process will include a review of existing transportation plans and policies as well as the development of recommended transportation projects. Technical memorandums will be prepared throughout the process, which will serve as the building blocks to prepare the Updated TSP documents. These deliverables will be prepared in coordination with a series of TAC meetings, PAC meetings, CTAC meetings and public forums. These interactions will help to guide the development of the plan as well as build the necessary consensus and support to gain acceptance and adoption by the County of Clackamas Planning Commission and Board of County Commissioners. The general chronology of activities is summarized below. Figure 1 provides a Project Roadmap which shows the sequence of public involvement activities with the deliverables and meetings throughout the project.

- **Task 1: Project Management**
 - *Technical Memorandum #1 – Draft Project Schedule*
- **Task 2: Public Involvement Program**
 - *Technical Memorandum #2 – Public Involvement Plan*
- **Task 3: Review Existing Plans and Policies**
 - *Technical Memorandum #3 – Plan and Policy Review*
 - Countywide Open House #1
- **Task 4: Geographic Area Determination**
 - *Technical Memorandum #4 – Detailed Description of Geographic Sub Areas*

- **Task 5: Review and Finalize TSP Vision, Goals and Objectives**
 - *White Papers #5.1, 5.2, 5.3, 5.4, 5.5*
 - TAC Meeting #1
 - PAC Meeting #1
 - CTAC Meeting #1
 - *Technical Memorandum #5.1 – Final Vision, Goal, and Objectives Statements*
 - TAC Meeting #2
 - PAC Meeting #2
 - *Technical Memorandum #5.2 – Final Framework*
- **Task 6: Research Evaluation Methods and Develop Outcome-Based Evaluation Criteria**
 - *Technical Memorandum #6 – Outcome-Based Measures, Evaluation Criteria and Methodology for Implementation*
 - *White Papers on potential evaluation methods and performance measures and their needs, costs, benefits, and potential outcomes*
 - TAC Meeting #3
 - PAC Meeting #3
 - Area Open House #1
 - CTAC #2
- **Task 7: Transportation Data Collection**
 - *Technical Memorandum #7.1 – Develop data needs list based on Task 6*
 - *Technical Memorandum #7.2 – Develop methodology for storing and maintaining the data as it is updated throughout the project*
- **Task 8: Travel Model and Forecast – 2010 and 2035 Households and Employment**
 - *Technical Memorandum #8.1 – Review County modifications to 2010 and 2035 TAZ structure of Regional Travel Model*
- **Task 9: Transportation System – Existing Conditions and Deficiencies Analysis**
 - *Technical Memorandum #9.4 – Existing Conditions*
 - TAC Meeting #4
 - PAC Meeting #4
 - Area Open House #2
 - CTAC #3
- **Task 10: Future Base Conditions and Deficiencies Analysis**
 - *Technical Memorandum #10.1 – Future Base Conditions and Deficiencies*
- **Task 11: Evaluating Existing TSP Projects**
 - *Technical Memorandum #11.1 – Future Base Conditions and Deficiencies with Existing TSP Projects*
- **Task 12: Preferred TSP Project List**

- *Develop and Evaluate Alternative Projects*
 - TAC Meeting #5
- *Develop Draft Preferred Plan*
 - TAC Meeting #6
 - PAC Meeting #5
- *Technical Memorandum #12.1 – Revised Project List that meets Task 6 Evaluation Criteria*
- *Technical Memorandum #12.2 – Draft Preferred TSP Projects*
 - TAC Meeting #7
 - Area Open House #3
 - CTAC #4
- **Task 13: Draft TSP Technical Document**
 - TAC Meeting #8
 - PAC Meeting #6
 - Countywide Open House #2
- **Task 14: Project Cost Estimates, Funding Options and a Financially Prioritized Project List**
 - *Technical Memorandum #14.1 – Priorities, Costs and Funding*
- **Task 15: Plan, Policy and Ordinance Language**
 - *Technical Memorandum #15. – Draft amendments to the Comp Plan, ZDO, County Road Standards, and other ordinances.*
- **Task 16: TSP Adoption Process**
 - PC Public Hearing
 - BOCC Public Hearing
 - *Final TSP Technical Document*

Figure 1: Project Roadmap



MEETING SCHEDULE

A proposed meeting schedule is summarized in Table 1. For each meeting, the date and time, key deliverables to be discussed, and the consultant team member who will be in attendance is listed. TAC, PAC, and CTAC members are asked to notify the County and the consultant team of potential conflicts based on the proposed schedule.

Table 1 Clackamas County TSP Meeting Schedule

Meeting	Date & Time	Deliverables
TAC #1	October 11, 2011, 3 p.m.	Project Website White Papers #5.1, 5.2, 5.3, 5.4, 5.5
PAC #1	October 18, 2011, 6:30 p.m.	
CTAC #1	October 25, 2011	
Countywide Open House #1	October 13, 2011, 6 p.m.	
Virtual Open House #1	Week of October 17, 2011	
TAC #2	November 8, 2011, 3 p.m.	Draft Objectives
PAC #2	November 15, 2011, 6:30 p.m.	
Virtual Open House #2	Week of January 17, 2012	
TAC #3	January 17, 2012, 3 p.m.	Draft Technical Memo #6.1 Task 6 White Papers
PAC #3	January 24, 2012, 6:30 p.m.	
CTAC #2	Week of January 30, 2012	
Area Open House #1	Week of January 23, 2012	
Virtual Open House #3	Week of April 9, 2011	
TAC #4	April 17, 2012, 3 p.m.	Draft Technical Memo #9.4 Draft Technical Memo #10.1 Draft Technical Memo #11.1
CTAC #3	Week of April 16 th	
PAC #4	April 24, 2012, 6:30 p.m.	
Area Open House #1	Week of May 1, 2012	
TAC #5	June 26, 2012, 3 p.m.	Alternatives Developed and Evaluated in Task 12
TAC #6	September 4, 2012, 3 p.m.	Draft Preferred Plan in Task 12
PAC #5	September 11, 6:30 p.m.	
Virtual Open House #4	Week of October 22, 2012	
CTAC #4	Week of October 29, 2012	Draft Prioritized Project List Technical Memo #12.2
TAC #7	October 30, 2012, 3 p.m.	
Area Open House #3	Week of November 5, 2012	
Virtual Open House #5	Week of January 7, 2013	

TAC #8	January 15, 2013, 3 p.m.	Draft TSP Technical Document
PAC #6	January 22, 2013, 6:30 p.m.	
Countywide Open House #2	Week of January 21, 2013	
Planning Commission Public Hearing	TBD	Draft TSP Technical Document Draft Amendments
Board of County Commissioners Public Council Hearing	TBD	

ROLES & RESPONSIBILITIES

In order to accomplish a Draft Updated TSP by February 2013, adherence to the schedule will be important. We have identified a four-week review process for the draft TSP Chapters and reports, commencing approximately two weeks prior to each committee meeting. This approach has been developed to provide sufficient opportunity for committee members to review future draft reports prior to the meetings, within the bounds of the contract timeline.

The TSP Chapter and report review process is depicted in Table 2:

Table 2 Proposed TSP Report Review Process

Approximate Week in Month	Mon	Tues	Wed	Thu	Fri
1		Consultant provides draft document to County		County PM provide comments on the draft document to Consultant	
2	Consultant provides draft document to County for TAC and PAC packets		County/Consultant provide draft document to TAC		
3		TAC Meeting: Consultant provides overview of draft reports and leads discussion on key issues and decisions	County/Consultant provide draft document to PAC		TAC Chair written comments due to County
4		PAC Meeting: Consultant provides overview of draft reports and leads discussion on key	County provides written summary of TAC comments to Consultant Team		PAC Chair written comments due to County

		issues and decisions			
1 (into following month)			County provides written summary of PAC comments to Consultant Team		Consultant Team delivers Final Document

An outline of responsibilities for each project team member is provided below to clarify the expected contributions from each member:

COUNTY

- Attend TAC, PAC, and CTAC meetings
- Initial review of drafts
- Provide summary of TAC, PAC, and CTAC comments
- Attend and help facilitate Public Workshops

TAC

- Attend TAC meetings
- Review draft reports prior to TAC meetings
- Provide written comments to the County by Friday following the meeting
- Attendance at Public Open Houses encouraged but optional

CTAC

- Attend CTAC meetings
- Review draft reports prior to CTAC meeting
- Attendance at Public Open Houses and TAC meetings encouraged but optional

PAC

- Attend PAC meetings
- Review draft reports prior to PAC meetings

- PAC Chairperson to provide written comments to County by Friday following the PAC meeting
- Attendance at Public Open Houses encouraged but optional

CONSULTANT TEAM

- Attend TAC, PAC, and CTAC meetings
- Provide draft reports to the County and PMs and the TAC, PAC, and CTAC with adequate time for review
- Consult with county on technical analysis methodology
- Attend and facilitate Public Open Houses
- Provide final reports, incorporating summarized comments from the TAC, PAC, and CTAC and input from the Public Workshops

We look forward to discussing this memorandum at our first meeting on October 11th, 2011. If you have any questions in advance of our meeting regarding the proposed project sequence, meeting schedule, deliverable review schedule or committee roles and responsibilities described above, please do not hesitate to contact Marc Butorac, the consultant team project manager, at 503-228-5230 or by email at mbutorac@kittelson.com. Alternatively, you may contact the Clackamas County project manager, Karen Buehring, at 503-742-4683 or by email at karenb@co.clackamas.or.us.



Clackamas County TSP Update - TAC Members November 2011

First	Last Name	Affiliation
Teresa	Christopherson	Clackamas County Social Services
Catherine	Comer	Clackamas County Business and Community Services
Gail	Curtis	Oregon Department of Transportation (ODOT)
Matt	Ellington	Clackamas County Sheriff's Office
Scott	France	Clackamas County Public Health
Michael "Swede"	Hays	ODOT Rail
Dan	Kaempff	Metro
Sonya	Kazen	ODOT
Paul	Lewis	Clackamas County Public Health
Joe	Marek	Clackamas County Road Safety Engineering
Lori	Mastrantonio	Clackamas County Multi-modal Transportation Planning
Sarah	Abbott	Clackamas County Transportation Modeling
Robert	Melbo	ODOT Rail
Brock	Nelson	Union Pacific
Wilda	Parks	North Clackamas Chamber
Christine	Roth	Clackamas County Hamlets and Village
Joe	Rucker	TriMet
Julie	Stephens	Sandy Transit
Avi	Tayar	ODOT
Tom	Torress	US Forest Service
		Pipeline
		Freight/Warehousing

Public Involvement Process - Section 10

APPENDIX C: POLICY WORKING GROUP (PWG) MEETING SUMMARIES

Transportation System Plan Public Advisory Committee

Updated – Spring 2013

Public Advisory Committee Member Name	GAP\$ group Member	Policy Work Group Member
Buchholz, Kim Michael	No	No
Civiletti, Tom	Yes	Yes
DeBruin, Charlene	Yes	Yes
Edgar, Paul	Yes	Yes
Eskridge, Thomas	Yes	Yes
Foley, Mike	Yes	Yes
Gamble, Walt	Yes	No
Graser-Lindsey, Elizabeth	Yes	Yes
Horner-Johnson, Ben Vice Chair	Yes	Yes
Janger, Chips Chair	Yes	Yes
Koehrsen, Glenn	Yes	Yes
Mack, Thomas	No	Yes
Platt, Ernie	No	No
Reeves, Bob	Yes	Yes
Robbins, Leah	Yes	No
Summer, Rachel	Yes	Yes
Swanson, Laurie Freeman	Yes	Yes
Swift, Richard	No	No
Wagner, Michael J.	Yes	Yes
Weber, Dick	Yes	Yes



**Public Advisory Committee (PAC)
Policy Working Group (PWG) Meeting #1
April 5, 2012 / 2:00 – 4:00 pm
Development Services Building, Room 301**

DRAFT SUMMARY

Attendees

PAC Members: Thomas Eskridge, Mike Foley, Elizabeth Graser-Lindsey, Ben Horner-Johnson, Chips Janger, Glenn Koehrsen, Rachel Summer, Laurie Swanson-Freeman, Michael Wagner

County Staff and Consultants: Mike Bezner, Karen Buehrig, Shari Gilevich, Larry Conrad and Ellen Rogalin (Clackamas County); Marc Butorac and Susie Wright (Kittelson & Associates); Alisha Dishaw (Cogan Owens Cogan)

Unable to Attend: Tom Civiletti, Paul Edgar

Members of the Public: Teresa Christopherson, Christine Kosinski

[Discussion note: PWG member comments and questions are shown in *italics* followed by staff responses in regular text. Conversation has been organized by agenda item.]

Welcome / Introductions

Karen Buehrig, County Project Manager, opened the meeting and welcomed all participants and members of the public. Karen said the group is expected to meet 10 times and will need to be as efficient as possible to complete its work. She explained that Kirstin Greene, the PAC facilitator, will not be at these meetings. Alisha Dishaw is here to take notes, but these meetings will be less formal than the full PAC.

Agenda Overview

Karen reviewed the agenda, objectives, purpose and anticipated outcomes:

Policy Working Group Objectives:

1. Review and comment on existing County transportation-related policies and programs (Chapter 5 and 10 of the County Comprehensive Plan);
2. Identify and discuss transportation policies and programs for further consideration; and
3. Develop recommendations for full PAC on policies and programs.

Primary Purpose of Meeting #1: Review currently identified transportation system policy topics, identify potential missing policy topics, and prioritize policy topics.

Outcomes of Meeting #1: Prioritized list of policy topics and identified meeting times for future PWG meetings.

What are Policies and Programs?

Marc Butorac, Consultant Project Manager, reviewed the expected role of the PWG in the TSP process and described transportation policies and programs:

- General policies – state the County’s preference, provide overall guidance and establish County aspirations.
- Regulatory Policies – establish direction for regulatory documents that implement the Comprehensive Plan, e.g., Zoning and Development Ordinance (ZDO).
- Programs – ongoing non-regulatory activities intended to accomplish outcomes established by County policies, e.g., Traffic Safety Program.

When something is decided in the geographic meetings and a policy is talked about or discussed, how will the groups interact?

- Geographic groups will focus on specific projects and study needs as outcomes. A geographic working group may see the need for a policy to deal with a particular issue. They would document the need, but it would come to this group to review and vice-versa.

I believe we are all on geographic working groups which is another tie in.

Overview of Existing County Policies and Programs

Larry Conrad discussed the current TSP process guidance, existing County policies, and state and regional mandates such as the Transportation Planning Rule (TPR), Regional Transportation Plan (RTP) and Regional Transportation Functional Plan (RTFP). The full presentation can be viewed on the project website at <http://www.clackamascountytsp.com/websites/1/pages/6> under “PAC Policy Working Group Meeting #1”.

Referring to the *Oregon Transportation Planning Hierarchy*, Larry said that major transit projects are decided on a regional level and we have to make provisions in County policies to do them.

Are there parts of Clackamas County that are not part of Metro?

- Yes, anything outside the Metro Urban Growth Boundary (UGB).

Do county roads have to meet State standards when they connect with a state highway? How much of the road is involved?

- Just the intersection. If it’s a State highway, it has to meet the State’s standards for operations. If our work touches their highway, we need a permit for it. If we go up to but stop short of it, then there are no requirements.

What about Braze Road in Mulino?

- We weren't involved with that. ODOT would build the intersection to their standards and might go to County standards. Whoever owns the road has the final say.

Highway 213 at Liberal – the intersection has been redone and is not working very well. Does the conversation need to be with the State?

- Yes. The State owns several the major roads in the county.

What are the County’s standards?

- We use Metro standards within the urban areas; outside the UGB we can adopt our own standards. This is something we can discuss in this process.

Where would an ACT fit in?

- The primary role of an ACT (Area Commission on Transportation) is to give advice to the Oregon Transportation Commission on issues related to state facilities. A Clackamas County ACT would be able to give advice to the top three levels on the hierarchy handout.

Are there any federal guidelines that we have to follow at the State or County level?

- Most of those are integrated in the State level, so we really only have to follow the State.

Review of Current Policy and Program Topics

Larry discussed current policy and program topics including two that will not be completed by the end of the TSP update process and therefore cannot be addressed by the TSP update:

- Oregon Sustainable Transportation Initiative (OSTI) and
- Climate Smart Communities.

Larry also discussed the handout on Comprehensive Plan Chapter 5 – existing outline. He said there has been a desire to centralize all Chapter 10 materials into Chapter 5 to consolidate all plans into one set of documents. Karen advised that Chapter 5 is the core of where this group is starting from.

Larry said the PWG's work is in unincorporated areas outside cities. The cities are responsible for planning all roads within cities including county roads. Larry said the County does coordinate with cities.

Karen advised the outcomes of our process will give direction to local jurisdictions on what they need to change in their Comprehensive Plans and TSPs to come into compliance.

Are we going to have any input or review after the Board of Commissioners determines all this and see the differences between our TSP and the final requirements? Keeping us informed will be important.

- There will be a County public involvement process. We will keep you informed of any progress or changes after the PAC completes its work.

How will things like the McLoughlin Area Plan be incorporated in the new TSP?

- This is our task for the next year.

Will that be part of the policy discussion? Do we need to ensure that projects are aligned with policy?

- Our job is to make sure you have the information you need to discuss. If we see a conflict, we will bring it to the group.

The McLoughlin Area Plan is a development plan for a whole community. It's been accepted by the BCC but has not yet been adopted. There is a lot of controversy surrounding it. Is there a way to get it accelerated?

- The County is working on pulling together a group or task force to look at next steps. The group being formed in the community will be the key group to get things moving. MAP will be folded into the TSP process, but the TSP update will not be able to move it faster.

Agreement on Policy Topics and Priorities

Marc reviewed the *Draft TSP Policy Working Group Discussion Topics and Meeting Schedule*. He said the plan is to review each topic area and note if we are missing anything. Then we will see if we have topics in the correct order. We will have only 20 hours to meet as a group, so it will be important to move through the topics efficiently and have higher priority items further up on the list.

PWG members reviewed the list and then has group discussion. Refer to the updated *Draft TSP Policy Working Group Discussion Topics and Meeting Schedule* to see the discussion results.

Other comments:

The interface with cities concerns me. How do we make sure our ideas and their ideas fit? How do we make sure roads systems between the cities work? County roads that lead to cities need to be accessible.

- There is a County representative in each city TSP update process. The Economic Development Commission also looks at issues countywide and works with the cities. We can talk about having someone at our next meeting or fold their input into our recommendations.

How much background will we get? A countywide freight map as well as countywide rail map would be helpful.

- We can get those for you.

Are these meetings public?

- They are open to the public, but are not official public meetings that we must publicize. We will publicize these meetings on the project website and through Clackamas County.

Will this group's role include methodologies for setting priorities for the projects?

- The geographic project working groups will do that for projects. The consultant team will look at projects with the vision, goals and objectives and recommend project priorities, and bring them to the project working groups.

The group discussed topic priorities and the schedule. Marc asked members to remember that some topics / meetings may go longer and so others could potentially be left off. The group agreed:

- if a particular topic is not finished by the end of a meeting, the group will move on to the next topic as the schedule indicates.
- after a meeting, they will be given a specified amount of time to get comments to Alisha to be included.
- to leave rural issues first followed by urban, but moved road standards to the first rural meeting and first urban meeting topics.

Original Schedule Proposed by Project Team	Modified Schedule Agreed Upon by PWG
Meeting #1 – Working Group Process	Meeting #1 – Working Group Process
Meeting #2 – Countywide Policies	Meeting #2 – Countywide Policies
Meeting #3 – Rural Land Use and Transportation	Meeting #3 – Rural Roads and Other Rural
Meeting #4 – Rural Equity, Health and Sustainability	Meeting #4 – Rural Land Use and Transportation
Meeting #5 – Rural Roads and Other Rural	Meeting #5 – Rural Equity, Health and Sustainability
Meeting #6 – Urban Equity, Health and Sustainability	Meeting #6 – Urban Roads and Travel
Meeting #7 – Urban Land Use and Transportation	Meeting #7 – Urban Equity, Health and Sustainability
Meeting #8 – Urban Roads and Travel	Meeting #8 – Urban Land Use and Transportation
Meeting #9 – Funding and Other Countywide Policies	Meeting #9 – Funding and Other Countywide Policies
Meeting #10 - TBD	Meeting #10 - TBD

Suggested Process for Policy Working Group

Marc discussed expectations for PWG members and staff/consultants in this part of the process.

PWG members are expected to:

- Review current policies and programs related to upcoming topics.
- Review staff suggestions for revisions.
- Discuss current and suggested revisions, and propose other revisions, additions or deletions.
- Come to consensus on recommendations for the full PAC.

Staff / consultants are expected to:

- Review current policies and programs.
- Draft proposed revisions and rationale.
- Document PWG recommendations for PAC.

Next Steps

Marc discussed the proposed meeting dates and times. The group agreed that 2 – 4 pm on Thursday generally works for members.

Action Items

- PWG members to send any other comments on the meeting topics and schedule by end of the day Monday, April 9.
- Alisha to update the *Draft TSP Policy Working Group Discussion Topics and Meeting Schedule* based on feedback and suggestions from PWG members.
- Additional materials received during the meeting will be posted to the project website.

Meeting adjourned at 4 pm.



**Public Advisory Committee (PAC)
Policy Working Group (PWG) Meeting #2
May 3, 2012 / 2 – 4 pm
Development Services Building, Room 301**

DRAFT SUMMARY

Attendees

PAC Members: Charlene DeBruin, Tom Civiletti, Paul Edgar, Thomas Eskridge, Mike Foley, Elizabeth Graser-Lindsey, Chips Janger, Glenn Koehrsen, Rachel Summer, Laurie Swanson-Freeman

County Staff and Consultants: Catherine Comer, Mike Bezner, Karen Buehrig, Larry Conrad, Shari Gilevich (Clackamas County); Marc Butorac and Susie Wright (Kittelson & Associates); Joe Dills (OTAK), Alisha Dishaw (Cogan Owens Cogan)

Unable to Attend: Ben Horner-Johnson, Michael Wagner

Members of the Public: Linda Eskridge, Geneva Eskridge

[Note: PWG member comments and questions are shown in *italics* followed by staff responses in regular text. Conversation has been organized by agenda item.]

Welcome / Introductions

Karen Buehrig, County Project Manager, welcomed participants and members of the public. She advised this was the first time this group will be working through the policies, and we will see how it works and make adjustments as needed. She said the consultant team worked with County staff to develop the document for this meeting. After the meeting, PWG suggestions will be incorporated and the TAC will review it.

Agenda Overview

Karen reviewed the agenda, purpose and anticipated outcomes of this meeting:

- **Primary Purpose:** To review and discuss existing and proposed County-wide policies related to economic development and freight.
- **Outcomes:** Comments from the PAC Policy Working Group on the existing and proposed County-wide policies related to economic development and freight.

Economic Development in Clackamas County

Catherine Comer, Business and Economic Development Manager with Clackamas County, discussed how movement of goods and services is important to every aspect of economic development. A critical focus right now in Clackamas County is on exporting and freight, and they are looking at opportunities both national and international. Catherine reviewed the Port of Portland Marine Division presentation and Clackamas County's *Economic Landscape for Trucking and Distribution* handouts, which can be viewed on the project website: <http://clackamascountytsp.com/websites/1/pages/6>. She also invited everyone to attend the *Exporting Clackamas County* forum to be held on May 17.

What is the percentage of dependence on freight mobility to jobs in Clackamas County?

- We are collecting that data now to show the necessity of freight.

Is it rail or truck freight and do you distinguish?

- We plan to start tracking this type of information. We also had a Business Oregon meeting on importing / exporting. We can provide you with that PowerPoint presentation. It outlines where our goods are going, what is being shipped and what the potential markets are.

Metro conducted a study in 2006 on the cost of delay; it would be good for everyone to read. It shows the cost of doing business and negative effects of delay.

Catherine also explained that the County is tracking the capacity of the Port to handle current business and their plans for expansion. She advised that the Economic Landscape handout reflects that the County is really successful when you look at the numbers compared to the region. Clackamas County has a higher propensity of getting business here that is tied to freight mobility. The handout can be viewed on the project website: <http://clackamascountytsp.com/websites/1/pages/6>.

There is a choke point between Abernethy Bridge and Stafford that prevents trucks coming up / going north on I-205. We need to prioritize correcting this. It prevents us from expanding economic development in Clackamas County. How do we change the prioritization?

- That will be part of a later discussion on prioritization of projects.

Overview of How We Will Work Through the Policies

Marc Butorac discussed the proposed format for this and the next seven meetings. The County and consultant team will present the current policies, what the proposals are for any changes, deletions and new policies, and then ask the PWG about concerns that surfaced. He will then open it up to additional questions / concerns. Marc introduced Joe Dills from OTAK, a policy expert who will attend these meetings.

Which part of the freight system is County-owned or, if a private party owns it, who are they?

- It is owned by multiple parties. Most of the facilities are state facilities (indicated in red on the maps); there are some that are public utility with private ownership of the line. All rail lines are quasi public / private partnership/ownership.

What about 20-foot plus loads?

- They are required to have special permits and there are restrictions on particular roads.

Does 172nd go through?

- When we build the 172nd / 190th corridor, it will be a freight corridor.

In principal this is a policy group. We have to comply with the Oregon Freight Plan which projects 3.1% continued growth, but we haven't seen that type of growth in a while. Are we creating policy based upon numbers that are not realistic?

- If we want to change to state- or regional-mandated policy, we can suggest, but we can't change.

Can you explain how policies are actually used?

- Policies are the play book. The policies are what we have to comply with, like guiding principles.

Does the County have a person designated to focus on freight mobility? To be a sustainable effective economy, we need to have somebody assigned to this.

- No, but the County does have a weighmaster whose job is to coordinate with the truckers. Beyond that we have people who look at these policies as part of their jobs.

Policy Language – Key Questions

The consultant team prepared six questions for the PWG to work through during the discussion. The PWG responses and suggestions were used to update Document A – Policy Review table. Marc explained the goal was to answer the six questions and then provide any additional comments. The group agreed that this is not a word-smithing exercise, but rather a chance to discuss what is most important to the PWG and what is missing.

Question #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, and did we miss something from the freight standpoint?

Existing Policy: Maintain a truck circulation plan, as shown in 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

Re: “Through freight / truck route systems.” -- people moving through Clackamas County have different movement and attitudes than those originating in and going elsewhere. Group agreed to remove “through.”

Nothing is reflected about shifting trucking to the rail system. Obviously rail needs improvements, but there is nothing to suggest that it would be efficient.

- This would be good to include under rail policies -- keep and grow the freight equally in trucking, rail and water. Or you could encourage truck to rail or rail to truck. Thoughts?

The Port of Vancouver wants 80% of freight to be by rail in the next five years. My opinion is that we should not abandon the historic rail rights-of-way and make sure they can be used in the future.

We are competing against a lot of other people for business. Many people are switching to rail and we don’t want to be left behind. We have to move to long-term rail.

We operate our economy on a free market model, based on the idea that businesses will make self-interested choices which will make the economy successful. That fails in long-term policy. We know that energy will continue to become more expensive. Water and rail transportation are considerably more efficient at moving freight. It is up to public bodies to explore / identify opportunities to increase more efficient freight movement via rail and water.

We also have to establish trucking routes because they carry freight from the rails. They must work in concert with each other.

- We will consider expanding the rail section in Document A.

Would farm equipment come into question here?

- Farm equipment movement will be addressed during the rural meeting.

Question #2: ID #6A-6C; which policy best addresses the goals?

Marc asked the group to think about each option and consider which one they would pick:

A: 2

B: 0
C: 5

The problem with C is “help retain and grow the county job base.” How will you grow?

If we have good freight movement, they will be able to get to the factories better. This is fundamental to us surviving.

- Freight to and from places where there is vacant land will attract development.

Emphasis on transportation system investments should be based on County goals. If we want to talk about retaining and increasing the job base rather than stimulating economic development, that is fine.

We know we have to diversify our job opportunities. This might require some very visionary stimulus to make economic clusters.

Companies seem to have a problem with shovel-ready land and choose to go elsewhere. Need to have flexibility to react quickly.

- These last two points are talking about tools, but they need policy to help us go in that direction.

How do we recapture some of the freight routes that we have lost, i.e., rail that is lost or has been dedicated to other uses? We have cut off places like Estacada from economic development that could have used rail and have no access to industrial otherwise.

- We do some combining of 6A and 6C and look at potential policy language on recapturing lost freight systems.

It would be helpful for our economy to have access to short haul rail in addition to long haul.

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

7A: hospitals, parks and affordable housing. Why affordable and not all housing?

7B: need to remove “communities of color.” Also, shouldn’t we be protecting all populations not just disadvantaged populations?

There should be equal treatment; no community should be impacted more drastically or negatively. This is trying to make sure that disadvantaged are treated the same.

Are you saying we should have rail lines through the richest part of town because we have a policy that we cannot put them through the poor part of town? I think we should put them through the place that makes the most sense for safety, accessibility, etc. Policies shouldn't have things like this in them.

This is almost opposite what we had before. Why doesn't it just state residential neighborhoods instead of affordable housing?

- We could remove affordable housing from the definition of sensitive land uses and have it considered with just neighborhoods. The reason these are pointed out is that these areas are most disproportionately affected.

We're operating in a bit of a vacuum because we haven't discussed why equity is important to point out for low income areas. Land is cheaper and people tend to have less political power and are disproportionately adversely impacted. If we don't have the historical framing, then we don't have the context.

We have adopted as a committee the vision, goals and objectives which include a section on equity. This is bringing equity into policy.

What about “no rail lines are situated near sensitive land uses” rather than “no new sensitive land uses are sited near rail lines.”

- More likely that we would create new land uses rather than build new rail lines.

Can we leave it neutral?

- Yes.

What about protecting areas like parks, etc. for quality of life? There are adverse impacts to people and populations, but we have animals, trees and plants to consider as well. This should be added to 7C.

Marc asked the group for a straw poll:

7A: 4.5

B: 0

C: 3.5

D: 0

Suggest taking the last line from 7A and attach to 7C.

- If we took the parenthesis from both 7A and 7C, are there any differences or is it what’s in the parenthesis that is causing the problem?

If somebody were to refer back to this, does it need to be specific like you have it? If you leave it out the argument could go many directions.

Concerns with 7A, whenever you see something that starts “minimize” what does that mean? Would recommend 7C’s “ensure” instead. It’s more positive.

On 7C, when it uses disproportionately seems to not really consider where it needs to go. Sounds like you would have to meander.

- We will work to meld 7A and 7C together based on this conversation.

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

Preserving natural habitat should be in there.

Should be reasonable, don’t want words that preclude certain things.

So that it’s considered, include to avoid putting freight through an environmentally sensitive area.

7 deals with equity in freight and land use impacts. It seems this should be another heading. Equity deals with effects on people; this talks about natural rural and should be a separate piece.

- We will work with this to find a better way to frame it.

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

Marc asked if there were any other comments besides striking the word “through.”

- I don’t think we can prohibit roads from local delivery.

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

Marc asked if there were any other policy numbers the group would like to discuss.

#27 has nothing about preserving habitat for salmon and others when talking about waterways.

- There will be policies to protect the waterways that are in a different part of the plan.

#25, the way that this policy is worded assumes the County will be positive all the time on pipelines, but there is a lot of controversy on pipelines. It should not be presumed that it will always be done, but will include public interest.

- Originally just said “work with pipeline companies.” We can adjust to “work with state, federal agencies, affected communities and pipeline companies.”

Would support adding “environmentally sensitive” to #25. The group supported this.

Why is the wording struck on policy #33?

- We moved the language to ID #9. We split up the policies to avoid policies trying to do more than one thing.

Next Steps

The next PWG meeting, which is focused on rural roads, is Thursday July 12, and the following meeting will be Thursday, August 30th. Materials will be supplied to the PWG at least a week in advance. Marc thanked everyone for reading through the documents before today’s meeting and said Alisha and Susie will update Document A based on the discussion today. The updated document will be distributed to PWG members for review and final comment by May 24th.

Karen noted the first round of Geographic Area Project working group meetings will be in mid June.

Meeting adjourned at 4 pm.



**Public Advisory Committee (PAC)
Policy Working Group (PWG) Meeting #3
July 12, 2012 / 2:00 – 4:00 pm
Development Services Building, Room 301
150 Beaver Creek Road**

DRAFT SUMMARY

Attendees

PAC Members: Charlene DeBruin, Tom Civiletti, Mike Foley, Elizabeth Graser-Lindsey, Rachel Summer, Laurie Swanson-Freeman

County Staff and Consultants: Larry Conrad, Shari Gilevich, Rick Nyes and Ellen Rogalin (Clackamas County); Marc Butorac, Erin Ferguson Anais Malinge (Kittelson & Associates); Alisha Dishaw (Cogan Owens Cogan), Joe Dills (OTAK)

Unable to Attend: Paul Edgar, Thomas Eskridge, Ben Horner-Johnson, Chips Janger, Michael Wagner

Members of the Public: No members of the public were present.

[Discussion note: PWG member comments and questions are shown in *italics* followed by staff responses in regular text. Conversation has been organized by agenda item.]

Welcome / Introductions / Agenda Overview

Larry Conrad, Principal Transportation Planner with Clackamas County, welcomed the group and advised that this was the first of three meetings on rural roads, policies, etc. He noted that Rick Nyes, County Traffic Engineer, is here to speak with us today. Larry then went over the agenda and the meeting purpose and outcomes:

Primary Meeting Purpose: To review and discuss the current policies regarding rural roads in the Clackamas County Comprehensive Plan and staff recommendations for revising those policies and creating new policies.

Outcomes: Comments from the PAC Policy Working Group on the existing and proposed County-wide policies related to rural roads.

Functional Classification – What it is and how it is used

Rick discussed functional classification of roads for Clackamas County. He explained what it is and how it is used:

- Group roadways into arterials, collectors, locals
- Relationship between mobility and access

- ▣ Some roadways demand higher mobility (generally higher speed, higher volume)
 - ▣ Some demand higher access (generally lower speed, lower volume)
- Brings the plan together. Land use, trip type, continuity, expectations, etc.
- Most VMT travelled on arterials (volume and length), while more miles of road local
- Defines roadway cross section, access requirements, maintenance priorities, ability for traffic calming, sight distance
- Capital project priorities
- Development review frontage and offsite improvements

Rick then discussed *Key Elements of Functional Classification*

:

- Locals should connect to Collectors
- Collectors should connect to Arterials
- County classifications:
 - ▣ Rural Major Arterial / Urban Major Arterial
 - ▣ Rural Minor Arterial / Urban Minor Arterial
 - ▣ Rural Connector / Urban Connector
 - ▣ Rural Local / Urban Local

For a full look at his discussion, view the PowerPoint Presentation on the project website

<http://clackamascountytp.com/websites/1/pages/6>.

When you have a road go from local to collector (like Howlett Road) does it change the right-of-way (ROW)? It was re-classed as a collector yet it has no shoulders.

- It would maintain the current ROW. If we were to build a project on that road, we would look at it based on new classification. Any new development dedications would be based on new standard.

If no new development, then it will continue to stay a two-lane road with no room for people?

- Generally, there would not be money to expand what's already there without development.

What affect does the number of accidents have to do with the designation?

- It does not play into the functional classification of the roadway.

Please elaborate a little more about this question. If someone is concerned about an area that is causing accidents, what do you look at if you don't look at functional classification?

- We would look at what is causing the crashes and would look to improve the roadway to eliminate the crashes or minimize them like creating a safety corridor.

Can you tell what safety measures taken have done for improving risk involved? I.e. if you put a light in for safety, do you have data to show if there was a decrease in accidents?

- We will focus on safety during the next meeting.

Sometimes the volume will lead to the classification; does the number of lanes play into that?

- Part of the TSP is right-sizing the existing and planning for the 2035 capacity / volume.

Does the volume to capacity ration take number of lanes into account?

- In the cross sections that we showed you in the functional classification map, the analysis that we did was based on the number of lanes out there now. It could be classified as a collector. The ultimate standard for collector is three lanes and we need to identify if there is a deficiency.

What does the effect of adding center turning lanes have on the speed of the road and trip length?

- In isolation, if you have a two-lane road and a three-lane road, the three-lane road would generally have higher speeds because turning vehicles would be out of the lane of moving traffic and it increases capacity.

Would it make a road more dangerous if it sped up?

- It depends on the situation. I-84 east has really high speeds, low volume and less accidents. I-5 in town has lower speed but higher volume and higher speeds.

Policy Language – Key Questions

1. What should be the County's general policy approach to the provision of Rural Roads within the framework of the TPR requirements?

Is every word from the comp plan in here?

- Every policy relating to rural roads is in here. You will see the rest of the parts as we go along. Today we will get through the first of three meetings on rural roads.
- Rural roads outside of the zone, not for resource are allowed but are generally speaking smaller roads, rural arterials – generally no wider than three except for the state highways. Next two meetings will be safety, traffic plan access, equestrian, bike / ped issues – those things are coming down the road.

Is bike / ped specifically in rural?

- Through this group we will make a determination if there needs to be separate policies for rural and for urban or if you can have a policy for both. I imagine there will be a mixture of both. We will go through the questions from the agenda today and would like your comments and questions. Then we will give you a week to get us more comments back. We will then take this document and red-line it based on your comments for your review.

In terms of farm land, is there consideration of trains not going through the middle of somebody's land.

- Navigation is first, railroad is second and everybody else is third. We would need a fairly major source of people or product. There have been a series of discussions of continuing to have Amtrak on Union Pacific or moving onto the old existing utility line which goes in Milwaukee behind Island Station across into Lake Oswego. Currently there are 1 – 2 trains per day but could be bumped up to 6-8 per day.

So the chances of new rail would be down the road and would need a major change?

- Yes. Higher speed rail, not high speed rail.

Is it possible for us to recommend to look at items we would think would be beneficial?

- Yes.

2. Does the County Functional Classification system address all of the rural road requirements?

Existing policies #63, 64, 77

New policies #65A, 65B, 66

On 65A, the second sentence states "County will support ODOT." I have found that support means to endorse whatever they say.

How about the "County will work with" or "County will coordinate with"?

Marc asked the group if they updated "support" to "coordinate with" or "work with" in 65A, which would the group prefer 65A or 65B? The group preferred 65B four to one.

Can we add something about catastrophic issues? We will follow all of this, but if something catastrophic occurs, we will go to an emergency situation.

- 66 kind of gets to that. In emergency situations you go from the top down, go from arterial to collectors to locals.
- The State has an emergency plan.
- The County has an emergency plan that we have made in coordination with state and feds. If an emergency situation happens, transportation people are immediately brought in.

Would the County effort be more to coordinate with the State to maintain roads to help keep people moving?

- State has gone through entire road system and has prioritized based on getting roads up to standard in the event of an emergency.

Emergencies you are talking about assume certain types of emergency. What about other types like if a war goes on and we can't get gasoline. If we have a lack of oil for some foreign policy reason, we might have to focus on local roads because people won't be able to drive across the region.

- What we are writing here are policies for how the system functions routinely. If emergencies come up we respond as needed and depending on the emergency that is happening. Does not make sense to use your time here. There are ways already to set aside policies in the event of the emergency.

How do you get back to normal after the emergency? Emergency situation happened, did the things we needed to do, will we need to change our plan after?

- I believe 66 addresses this.
- That will be part of the emergency process. Follow up after. What worked, what didn't and what needed to change.

It seems like it's the land use system that is causing the road way systems to fail.

If you put a development on the side of a land side area with no other outlet and then you have a problem with transportation.

- We will incorporate that comment and include under "other land use topics" section.

3. Do the policies adequately address the land use / transportation issues in the rural portion of the County?

Building Rural Roads (#51A, 51B and 52)

What is the reference to rest areas on rural roads?

- Existing right of way expands out with public ownership to take in these types of facilities. We have them in some places.

My feeling is that these new ideas by their introduction could cause other ideas to be displaced, i.e. capital improvement projects in rural areas should be highlighting high volume, high speed and high accident areas.

- We have to get an exception to do outside of ROW area, this is looking at the pieces in the ROW.
- This is a regulator piece – add this in. This is not our own special language, it is state wide.

Needs to be clear that it doesn't bump other things. If ROW isn't sufficient to correct problems, then it needs to be stated.

Could add "other things don't conflict with Goal 3 and Goal 4" to the last bullets.

- Bullets are rephrasing what's in the TPR language.

Does it have to say to bring it up to County standards?

Generally does like to get to County standards because they are good. But there are some instances that are improvement but don't need County standard so then they are not made.

Even collector roads can have different standards depending on local collectors, arterial collectors etc.

- We were trying to build in items that you are allowed to do based on TPR standards. You "can" do these things without doing a goal exemption. Trying to clarify what you can do.

What we are wondering is where does it say what you can't do rather than what you can do. Weight restrictions – how do those get decided?

- Start with asking the County weight master as they are the ones making a decision.

51A mentions ORS and 51B doesn't. Do the staff and consultant feel that it matters?

- It is two different ways to approach it. We could add ORS to 51B.

Can you just add the reference to ORS but not the language as the language is likely to change.

Agree. If the State pulls back then these policies will be held back. I would rather reference the law and not list things that aren't our priorities.

Would it give us more flexibility?

- It is the same meaning just gives us clarity. Could stick with the existing policies and add reference to ORSs.

Doesn't have a working knowledge of all these terms, would have to spend a long time to explain them all.

- The terms are in the law / regulations. It doesn't matter if we understand them completely.

Group agreed to 51B but adding reference to ORS.

Improvements to Serve Development (ID #54, 55, 56, 57)

Can you take out the term alternative modes in 54? Don't think we need to separate them out anymore. Need to make sure the replacement language is obvious that it includes bikes / peds.

Alternative modes could include park and ride as well. Some of these new rural developments are huge. Would rather see something like "all users."

TriMet, there is the famous five hours to get to Portland and the discussion being that TriMet's plan is Portland centered right now vs. priority places. Wonder if we need to be careful / or need to keep this in mind. It has a lot to do with who gets money. Does that get in the way of this if we get too specific?

- We looked at what sort of policies we would need for rural development whether it's industrial or residential. Residential is not at the top of the list. Zoning keeps residential in low densities. Probably won't have a lot of residential developments. But if somebody decides to put a new mill in then what are the supporting pieces, policies etc that we need to approach that particular land use with.

Special transportation plans are referenced. Is that just chapter 10?

- No it's new term that we worked up for 172nd. Chapter 10 stuff could go in there.

Isn't there reference on ZDO to boulevards, main streets and it's really loose? Doesn't define where it goes. Thought ZDO talks about different street section but doesn't say you have to do it.

- It's in Chapter 10 under alternative street standards.
- In August we will have to talk about situations with multiple street sections.

On 56, what about the rationale for promoting single access points? Will this promote out of centric transportation and make it more difficult for those walking / biking?

Seems too specific for the TSP, they have this already in the ZDO.

- Trying to keep internal transportation focused on the inside.

- Rural allowed uses such as for a farm with a barn and how they circulate off. This policy is trying to have one conflict point instead of two. One entry point for the barn traffic vs. two entry / exit points. Don't want to semi's entering / exiting from multiple points.

Rural to Urban Connectivity (ID #68, 69)

Rural addresses many things to different people. Could be outdoors, could be forestry, agriculture. A lot of money comes out of rural area and that's important to me. If the money stops coming out of the rural areas then they will go away. It's great to be out there and have a nice time. I like #69.

A lot of people moving hay around. This is talking about going from urban to rural and back and forth. What about the internal movement. Too much high speed movement and the farm workers are moving their vehicles around and holding up traffic. It would be nice to include use of rural roads for local farm movement.

- Look at 67 – that's what we are going for there.

I sometimes wonder if our rural uses generate enough income to repair the road – i.e. hauling rock out of the rural areas and tearing up the road.

- We have agreements with these guys (at least new ones) that they have to contribute to the maintenance of the roadway that they are impacting.

There are a lot of dump trucks that the business is located in the rural area because it is cheaper to park there and they are destroying the roads as they drive back to the urban area. Provisions on not having through traffic on rural roads, but don't know if they're substantial enough.

- Please send examples to Alisha.

Other Land Use Topics

Functional Class & Roadway Standards (ID #77)

Improvements to Serve Development (ID #78, 81, 82)

Parking (ID #79, 80)

Could you please talk about #80?

- It is one of those policies that we have a general policy for and not an urban and rural one. We aren't sure that it fits.
- The question is really do you want on-street parking on a rural street? 79 without 80 is saying that all parking in rural areas should be off the street. Do you want cars parked on the shoulder in new situations?

I am comfortable with that.

Through trips are not local at all and are wrecking the road, 82 addresses this and is what I was looking for during the previous conversation.

This became an issue after the Bakers Ferry Road. We had a landslide 120 ton rig that went through a very unstable area – tried to go through. There were quite a number of large vehicles going through while it was in this sinking phase and making it much worse. Put a 15 ton limit on it, discouraged some but not all. Need separate standards for roads that are in unstable areas that cannot be brought up to a higher standard. This would be a good place to put a permanent weight limit on it.

Is putting up a sign going to stop someone?

- Is there wording on 82 that we are missing?

Apparently we are just missing the action. Policy is here but we need to action.

- We are adding rural here so it will be different and more policy enforcement.
- Right now says "discourage rural through trips on rural local..." should we take off the first rural?

- Yes, it's over-editing.

On 77, the purpose here to conserve capital improvement funds, might there be a case where the party asking for the zone change would be willing to fund the necessary improvements of the road?

- If you have a significant effect to the road, then the County can change the conditions for approval to include that change / improvement, i.e. would change the classification.

4. Should the County pursue the formation of an Area Transportation Commission (ACT) to address state transportation system issues outside of the Metro boundary?

Other Rural Road Topics (ID #76)

Change ACT to ATC.

Marc explained that ATCs are throughout the state. The ATC in this area looks at both rural and urban, the purpose of 76 is to have a specific ATC for rural. Marc asked if there was any opposition to this, there was none.

5. Is it appropriate to pursue a Transportation Demand Management strategy in the rural portions of the County?

Building Rural Roads (new, existing, rebuilding) ID #53

See that you are including schools. Why?

- This is one of the times where it is better to have a separate urban and rural policy.

Could you please spell out TDM?

- Yes.

More serious problems finding these things you listed for those living in rural. Some of them might not be appropriate, i.e. flexible work schedules. Rural people need all the help that you can get.

- Quite frankly we weren't even sure that we include. Do we do it or not?

Sometimes rural people are in a bedroom community and will need these things to help them.

I like the new proposed text.

6. What is the appropriate approach to Scenic Roads and Agri-Tourism in the rural areas?

Scenic Roads (ID #58, 59, 60)

Rural Tourism (ID #61, 62)

I don't mind having good scenic roads, but felt there should be a lot of sections talking about good roads that I use and there are a lot talking about scenic roads. Have we not seen the others yet or is in disproportionate?

- Scenic roads have a designation in a way that you can deal with them and sometimes there is a different pot of money for dealing with them. Scenic roads area generally more left scenic in nature. Looking at esthetics not the actual function.

Elizabeth – feel like there is a missing policy – prioritization of our existing rural roads.

- When we get to the funding piece, we will address.
- All policies here that are not specific to scenic roads are talking about rural roads.

The things that I think are important are not reflected.

- These policies give the general guidelines here. We are at the high level – we won't be talking about guard rails. This is in the GAPS process.

Arterials that have high volume and high speed need to have high priority rural county wide.

- This will come out in the GAPS process – we will come together and discuss as a full PAC. That is project based.

There is a proposal by the City of Sandy to extend the scenic byway from Sandy to Boring on Hwy 26, some local landowners are not happy about this.

During the very first meeting we ever had as a full group, the charge was to make the roads better for everyone in the county. We have to think in that direction. Transportation – scenic roads – tourism is one of the largest money makers in our state. We have to do what's best for everyone.

Next Steps

Marc advised that any further comments on Document B need to be submitted to Alisha by July 19th. We will meet again on August 30th to discuss Document C – Rural Land Use and Transportation.

Meeting adjourned at 4:05 p.m.



**Public Advisory Committee (PAC)
Policy Working Group (PWG) Meeting #4
August 30, 2012 / 2:00 – 4:00 pm
Development Services Building, Room 301
150 Beaver Creek Road**

DRAFT SUMMARY

Attendees

PWG Members: Tom Civiletti, Mike Foley, Elizabeth Graser-Lindsey, Chips Janger, Rachel Summer, Laurie Swanson-Freeman, Michael Wagner

County Staff and Consultants: Karen Buehrig, Larry Conrad and Ellen Rogalin (Clackamas County); Susie Wright (Kittelsohn & Associates); Alisha Dishaw (Cogan Owens Cogan), Steve White (Oregon Public Health Institute) and Martha McLennan (Housing; need affiliation)

PWG Members Unable to Attend: Charlene DeBruin, Paul Edgar, Thomas Eskridge, Ben Horner-Johnson, Glenn Koehrsen

Members of the Public: No members of the public were present.

[Discussion note: PWG member comments and questions are shown in *italics* followed by staff responses in regular text. Conversation has been summarized by agenda item.]

Welcome / Introductions / Agenda Overview

Larry Conrad, Principal Transportation Planner with Clackamas County, welcomed the group and advised that this was the second of three meetings on rural roads and associated policies. He introduced Steve White and Martha McLennan who are here to speak with the group about equity related issues. Larry then went over the agenda and the meeting purpose and outcomes described below.

Primary Meeting Purpose: To review and discuss the current policies regarding rural land use and transportation Clackamas County and staff recommendations for revising those policies and creating new policies. Topics include improvements to serve rural communities and agricultural land, road access standards, agricultural equipment movement, road conditions, parking, the County's Transportation Safety Action Plan, and Comprehensive Plan Chapter 10 transportation issues.

Outcomes: Comments from the PAC Policy Working Group on the existing and proposed Countywide policies related to rural land use and transportation topics.

Equity: How is this implemented through policy language?

Karen Buehrig said that since this project has goals on equity and now that we are talking about policies on how to make equity happen it is important to have a thorough discussion and understanding of equity. Steve and Martha then lead an informal discussion on the topic of equity.

There is confusion on what equity actually means for us. It would be wise to have this conversation with the full PAC team as well.

Steve advised that he has been using the Vision, Goals and Objectives to help develop the policy language from an equity standpoint. He said that traditionally we would think urban vs. rural and economic equity. This project is taking a different perspective – equity as benefits and burdens of growth. It is a broad based approach similar to what Metro is considering in their work.

Steve then discussed transportation disadvantaged populations (TDP). Traditionally look at car-oriented and benefits to car owners. TDP includes (but is not limited to) low income, youth, elderly, isolated people, persons with disabilities. These people need to benefit from the system as well. We also look at people who are adversely affected i.e. those near rail, highway (pollution, noise etc). We now need to look at ways to offer more transportation choice – multi-modal transit options are important. When he reviews the draft policy language he looks to make sure they are addressing these issues.

Martha offered that you have to look at the TSP through many lenses. Equity is one and environmental is another. Every policy is going to affect three-four other things. You have to be careful to evaluate each policy against all criteria. You cannot just look at them through equity, but ask does this equity have a differential impact on people? If so, can we mitigate? That should just be one question you ask. Another idea to consider is whether or not there are institutional equities in the system?

Simple explanation would be equity in terms of the TSP would be to work for people who don't have cars, right?

- That's one example. Another is in local improvement districts – affluent communities are more likely to get road improvements because more likely to vote for an increase in taxes.
- If you look at the map that shows TDP by geographic area you will see variations in transportation options and value – sidewalks, transit, etc. These are available in the existing conditions report.

Can elections solve equity?

- In any political system you have richer and poorer. Some community members feel a person's place in life is their fault others feel it's a fluke of their birth etc. Where you can get to affects what type of job you can have etc.

We cannot weigh equity very well because we do not know all the subsidies given.

Martha discussed her handout on Affordable Housing Background Information which is available on the project website <http://clackamascountytsp.com/websites/1/pages/6> for review. She advised that there is a significant population in Clackamas County that is lower income that we should be concerned about when we think about these transportation policies. Need to consider who it is in the community that has different income and how to help improve their access to transportation.

Where are these TDP in line currently in terms of transportation?

- Persons with disabilities get a disabled pass for Tri-Met. Tri-Met lines are getting cut /reduced. Tri-Met system is not just a system for low income. More people of low income ride the bus with no low income discount.
- Need to invest in expanding transportation options – everyone benefits but this is a great strategy to address TDP. Not one policy is specifically for addressing this.

There is a movement of young people who choose not to drive cars, is this considered under equity since it's a choice?

- Social equity should be considered. Do folks across different income levels have access to options – schools, housing, jobs, parks, food, sidewalks, transit, etc? Does the transportation system facilitate people to get to where they need to go to be healthy or are there barriers?

So you are asking us to consider this going forward?

- It's one of the many lenses that we need to look through. Transportation Opportunity maps are also a good tool to use.

We need to consider that transportation is different in the urban vs. rural areas.

- Yes, the strategy for urban and rural or small and large communities would be different.
- Clackamas County Health & Human Services will have a good piece of work coming out soon look at rural vs. urban. We will share that with you when it is available.

Is looking at equity through the income lense sufficient or do we need to look at it separately?

- We need to look at outcomes and historic trends of different race groups. Outcomes – once you standardize for incomes there are still disparate opportunities for all ethnic and race groups.
- If I had to choose one variable that would be a good choice, but we don't have to choose.
- Our system works well for the people it works for. We need to look at improving it for the people it doesn't.

Karen advised that the PMT will consider this conversation for the full PAC as it is very important for all to consider when reviewing not just policies but projects as well. She also said the TDP maps will be available at the meetings going forward.

Policy Language – Key Questions

Larry then led the group on the discussion of policy language specific to the questions on the agenda. He advised that the Technical Advisory Committee (TAC) reviewed the same document the previous day. He advised he would review their conversation for each question as the PWG went through them. Notes from the TAC meeting can be found on the project website:

<http://clackamascountytsp.com/websites/1/pages/6> as well as PWG comments that have been incorporated in Document C: Rural Land Use and Transportation in blue text.

1. Do we need a general policy on the integration of rural land use and transportation? If so, which one? [Responses are included in italics.]

ID #s 83A, 83B and 83C

"A" does not talk about methods. Supports idea, but it's too vague.

Evident that 83A, 83B and 83C language needs to be integrated.

Under which of these policies does pedestrian traffic fit? Creating system for pedestrians should e down the line. People will not really be walking an hour to the grocery store.

Pedestrians are not the primary focus of 83A, 83B or 83C. There are some issues but this isn't the focus.

With 83C – sees good with less commuting, but needs to be stated in a way that doesn't cause negative consequences.

83C appears to take away options. Should encourage but not require.

Rural farms are where they work.

Suggest adding "to end reliance on long commutes."

Rural areas need to be connected to where services are located. Easily accessible could be a longer trip.

- OK to keep prioritize? TAC asked us to remove that language.

Suggest hybrid: "Support and promote an integrated approach to land use and transportation planning and implementation to help create livable and sustainable rural communities and areas and end reliance on long commutes." Participants agreed.

ID #84

Suggest removing "such as the Mt. Hood Corridor and Government Camp areas."

- TAC had the same request. We will make that change.

Partnerships need to be adjusted to benefit the County.

2. Should we modify the rural access standards so that they are based on the speed of the road?

ID #85A and 85B

Should it be 85A and 85B or one of the other?

- Issue is whether comp plan set a specific enough standard.

Isn't 85B more of a policy than 85A?

- TAC recommended not adopting.

If other standards are being drawn up, let's wait and review the new language.

- We will draft up and provide to you.

ID #87A and 87B

Are there any IAMPs now?

- Only a few proposed.

Can you explain access language?

- Talking about private access on highways i.e. driveways.

Are we thinking far enough in advance for this?

- Where these interchanges actually exist – there are few in rural Clackamas County. Not a big deal but need to have in place for the future.
- IAMPs are not many places we are or will look at, only thing that could change it would be higher speed rail.

Does this language leave enough leeway in place for that?

- Yes, this advocates to design for all modes and minimize impacts to our communities.

3. Do we need a policy concerning agricultural equipment on the road way? If so, which one?

ID #89A and 89B

Concerned with language in 89A.

- TAC suggested we remove and liked 89B better.

Can see why staff would like 89B better but 89A addresses the issue better.

Likes language to improve to County standards.

What if standards conflict?

Curbs are not on County standards.

- Perhaps we should look at standards to see if there is anything that would conflict with agriculture movement.

89B would provide paved shoulder in some areas so tractor could potentially pull over.

I have heard a lot of concern from ranchers that have paved on side (arterials) then you have people (bikes) using it and makes it less safe.

Having bikes in the lane of traffic is way less safe. If you don't have a paved shoulder then they are in the lane of traffic.

- Through this conversation perhaps it is more a conflict between cyclists and ag equipment.

Real difficulty is when ODOT adds a curb. The farm equipment cannot go over the curb and it is too wide. When things are tough for the farmers they have to pull up on the curb which screws up tires, but is safer for others. I have heard big concern if bikes are able to go down the path, then farm equipment can't go on the path.

Bikes are not there consistently.

Tight turns and coming upon a bicycle or bike coming around the blind turn, farm machine has hard time getting out of the way.

- What about having key agriculture corridors where you could not do things that would encourage more recreational bike travel.

It is not always a conflict. It may sometimes be the neighbors to the farmers or their kids traveling via bike. Having paved shoulders will just give more room.

- One thing that comes to mind is an educational piece – could be educating cyclists about the appropriate way to handle farm equipment. Not necessarily bringing to County standards but educating.

This is a new time, bikes are going everywhere. They will be a part of our lives.

Farmers have deadlines, if they have pullovers or gravel shoulders then cyclists ride on the road. Farmers want some place they can go to create safety but not having to worry about someone else being there.

There will always be conflicts between different users. Cars do not want bikes in the road. There could also be other farm equipment in those spaces too.

- Propose having 89A and then a second policy similar to: "Develop a study to address conflicts between ag equipment and cyclists by education, signage, pullouts, etc."
- We will review and make suggestion on this language. If you have suggestions please send to us for review.

6. Which policies should be used to address equestrian issues in the County?

Due to time constraints the group agreed to move ahead to question #6. PWG members will provide any comments on the 3 – 5 via email by September 6, 2012. Karen asked the group to consider what are the aspects of equestrian use that we want to address?

Larry went over the TAC recommendations in detail including deleting 96 and 97. The TAC preferred 98 but with some modified language.

96, 97 and 98 are all about trails. There are very few existing now and little funding to create separate trails. Does not see the issue with 96. Why not protect – this seems harmless.

- Good point. We can keep.

Whenever you say "where feasible" means that you aren't going to do it.

97 talks about aspiration and is not a policy.

It is positive to say and it's desirable to have them.

Thinks it nice to have it in the plan.

Need another policy to address the current issues. Currently equestrian can use all roads except highways. The question isn't if they are allowed on the road it more how can we live together. Suggest "Work to safely accommodate the equestrian use of the road system."

Agreed. There may be a need in the future for significant equestrian use of the transportation system for non-recreational uses. Need to address animals on the roads.

People are using roads on roads for transportation – it's not just recreation. Suggest policy: "Make existing county rights-of-ways available." We should let people use these roads and easements that are currently available to be more safe and not have conflicts.

Oregon Equestrian Trails (OET) would support 96, 97, 98 and 99 from a recreational standpoint (except "where feasible"). Also supports the two new proposed policies.

The idea is to find a way to help people avoid the road (easement) when possible. Bring safety and connections.

I would discourage anything that would point towards encouraging people to ride on the road. My first thought is to keep them off the roads – I would rather have trail heads. As a long time horse trainer, rider, etc. I know that people want to stay off the roads.

- Please send us your comments and suggestions on these policies and suggest additional policies.
- This group needs to work through this more. This conversation can potentially carry over to the next meeting.

Next Steps

- Comments on Document C by September 6.
- Round 2 of GAPS Meetings starting September 10.
- Public Open House September 11 before the CPO Leaders Meeting.
- PAC Meeting #4B is on October 16.

Meeting adjourned at 4:15 p.m.



Policy Working Group #5
September 27, 2012 / 2:00 – 4:00 pm
Development Services Building, Room 301
150 Beavercreek Road, Oregon City

Draft Meeting Summary

Attendees

- **PWG Members:** Charlene DeBruin, Tom Civiletti, Paul Edgar, Thomas Eskridge, Mike Foley, Elizabeth Graser-Lindsey, Chips Janger, Glenn Koehrsen, Rachel Summer, Laurie Swanson-Freeman
- **Staff & Consultants:** Karen Buehrig, Teresa Christopherson and Shari Gilevich (Clackamas County); Marc Butorac and Erin Ferguson (Kittelson & Associates); Alisha Dishaw (Cogan Owens Cogan)
- **Public:** None
- **PWG Members Unable to attend:** Ben Horner-Johnson, Michael Wagner

Meeting Purpose: To review and discuss the current policies regarding equity, health and sustainability, pedestrian and bicycle facilities, and Clackamas County staff recommendations for revising those policies and creating new policies.

Outcomes: Comments from the PAC Policy Working Group on the existing and proposed County-wide policies related to rural equity, health and sustainability, pedestrian and bicycle facilities.

[Note: PWG comments and questions are shown in *italics* followed by staff responses in regular text. Conversation has been summarized by agenda item.]

Welcome / Introductions / Agenda Overview: Karen opened the meeting and said there was a lot of information to cover today. She introduced Teresa Christopherson with Clackamas County Health, Housing and Human Services to talk about their work related to transit and access to alternatives to driving in rural areas.

Transit in Rural Areas

Teresa explained that her role is to look at transportation issues particularly for vulnerable populations including but not limited to disabled, seniors and low income. Clackamas County Health, Housing and Human Services (H3S) identified transportation as a frequent issue for clients with developmental disabilities, mental health issues, homeless and others. They are conducting a study to help answer what are the needs, where are the gaps, and what can be done to assist vulnerable populations in better and more coordinated ways.

Teresa reviewed several maps to help illustrate issues throughout the county. Six percent of the people in Clackamas County do not own a vehicle. According to the nationwide average, the cost of fuel,

insurance, maintenance, etc. for owning a car is \$8,000 per year. That is very expensive for someone living in poverty, but a lot of people must own a vehicle to get to jobs and other destinations.

As part of the study, they also looked at where buses stop. There are areas with TriMet services, but there are a lot of areas that do not have any service. H3S found that 28% of County residents live more than .75 miles from transit. This is a barrier for access to services.

What about youth?

- Youth are listed as a group that could be considered transit dependent.

How does the transit system correlate with population centers?

- Fairly closely. For transit to work, you have to have a population using it. Transit follows the main routes for population density.

What about Beavercreek community and Redland areas?

- Those are identified as gaps in the system.

If you have any disability or are older, .75 miles to walk is most likely prohibitive. It also depends on what that .75 miles looks like – if it has sidewalks, for example.

- This is another thing that we look at through the study. The .75 mile distance is a baseline, but it is deceptive. There are other barriers that need to be considered.

A phone survey we conducted showed a majority of the County population felt that there is sufficient transit, but those are the people that are driving.

If you live where you grew up and are now elderly, is it the County's responsibility to provide transportation for you since you're attempting to age in place?

We are assuming that transit needs to be subsidized.

- All public transit systems are subsidized. That's how they are able to offer these services, especially to those with disabilities who pay reduced fare.

Teresa discussed another map of broader transportation service levels. She highlighted para-transit service corridors that serve those who cannot make it to a fixed stop, such as TriMet's LIFT service. All transit providers are required to provide para-transit service to those within .75 miles of a fixed route. Clackamas County works with senior centers to extend their boundaries. Teresa said the more rural / further away, the lighter the services. Rural areas are serviced by life sustaining medical service. H3S is refining recommendations and conclusions reached through this study. There may or may not be services available to keep people in the area they live; H3S is looking at how they can assist with this.

Policy Language

1) How should the County address the need for bike and pedestrian facilities in rural Clackamas County? [100, 101A, 101B, 102A and 102B]

What do you mean by pedestrian and bike facilities?

- Sidewalks or multi-use paths, bike lanes, cycle tracks, shoulders, etc.

101B says substantial reconstruction; we are not talking about maintenance?

- If we are going to build a new road, it should be up to standard.

100 – if the existing right-of-way (ROW) isn't large enough to accommodate all that is required, will there be no road project?

- This is overarching general policy. With a specific project you fit the design to the space that you have. This is a goal not a requirement.

ROW – we need to make sure that we are not setting requirements that are too great.

- If we have a 40-foot ROW and we rebuild, we need 10 feet on each side to build to standard.

We have noted several times that a lot of these roads don't even have shoulders and it's not safe.

I like this policy and want to see increased safety. I want to avoid a situation where if we cannot reach perfection then nothing happens.

The goal is good, but will it make it worse?

I don't want to take it out; just modify the language. Suggest adding "where applicable" or "where possible."

- We can explore changing from "shall" to "where possible" allow for situations where you can make some improvements even if you can't make all the improvements.
- If you are going to reconstruct, you are rebuilding. If the County doesn't have ROW, the County can attempt to purchase it.

When the County worked on Bakers Ferry Road by the Barton Bridge, wasn't that rebuilding the road? There is no way you could have added a bicycle or pedestrian lane. What would have happened then?

I live in the country and there are 100-year-old homes not far off the road. If you're talking about the County going to take front yards, I see a problem with that.

I would like to see more flex than this language.

It's important to make sure we do not give too much flex to allow the County the ability to never do it. Bike way is also the shoulder in these rural areas.

- The shoulders in the rural areas are for motorists, peds and bikes. Shoulders serve all modes.

One option would be to have a shoulder on one side of the road.

Another option would be moving the farm house back off the road a little bit.

Erin asked the group to consider whether they preferred 101A or 101B.

Add "where feasible" after "required". A second member agreed.

That's hard to define. What's the criteria for "feasible"?

- On 101B, the first column is current language. Moving towards a requirement with a qualifier makes sense. This will give a little leeway but is more firm.

I agree. We need to make it as strong as we can with some leeway.

101A is simpler and gets to the point; it is also more responsive to the whole situation.

In any of these situations, is there opportunity for citizen input?

- Each time the County reconstructs a road, the County meets with citizens that are potentially affected. There would be a public involvement process.

Agree to 101B with “where feasible.”

Straw Poll:

101A – 3

101B – 5

Erin asked the group to focus on 102A and 102B. Larry said these focus on rural centers. There are slightly different policies for rural centers than for urban areas.

What are rural centers?

- Mulino and Colton are examples. They are dense for a rural area but not incorporated.

I like the inclusion of rural transit stops in 102A.

Would areas in 102B also be covered in 102A and vice versa?

- Not certain.

Beavercreek School is not in a rural center. 102A seems more smoothly written, but doesn’t appear to include rural centers. It would be good to have one that includes all these things.

I like 102B but suggest adding rural transit stops and rural centers.

The group agreed to this.

2) Should the County develop its own bikeway design standards or use standards developed by others? [109A and 109B]

Larry said the County has fairly broad guidelines and general definitions based on American Association of State Highway and Transportation Officials (AASHTO) standards. The National Association of City Transportation Officials (NACTO) and Oregon Department of Transportation (ODOT) pieces are more modern and comprehensive. Should the County develop its own standards?

Is County staff recommending NACTO because they think it is more appropriate now?

- The County recommends using NACTO as a base for our standards because it is more current. The question is whether you want the County to spend money to develop standards or to use national / federal standards.

What if five years down the line the federal standards become mandatory?

- That is enforcement standards; this is design standards.

We could be wasting our money if we have to change it later down the road.

It seems like 109A and 109B are quite different.

- 109A is for multi-use paths; 109B is for both multi-use pathways and bikeways.

109A applies where travel lanes and shoulders may not be appropriate; that is not mentioned in 109B.

- I suggest we keep 109A as it is now, but know that it is an issue and we need to look at it as part of the Active Transportation Corridors project that will probably begin next year.

We need to include language about current paths that don't have to be up to standard. There needs to be flexibility.

I suggest adding at the end of the policy – "subject to TGM Grant Active Transportation Corridor study." The group agreed to this.

The project team will develop some suggested text.

3) Should the TSP have separate transit policies for the rural area or leave them as part of the urban policies? [110 – 116]

Karen advised that the suggested changes allow the policy to be more inclusive. Historically there were references to TriMet and that has been changed to refer to all transit agencies. Also the definition of who should be provided services was expanded and now applies to both urban and rural.

Some of the rural centers were not included.

- They were not in Teresa's maps because of the location of the senior centers.

There is no bus route on Beavercreek or Redlands Road. It makes it appear that people do not want to get to these rural centers.

- The policy says to continue to support providing all types of transit services. The focus here is on funding.

I suggest adding rural centers.

Should 113 include children?

- We can specify or we can simply say transportation disadvantaged groups. Transportation disadvantaged groups includes youth.

I like 113.

4) Which policies should be used to address rural equity issues? [122 – 129]

Larry said Teresa gave him draft language that he used to develop this section. Some of these may be slightly redundant from previous policies. Karen asked for feedback on themes or concepts that should not be included. She said the County will edit the policies to remove the redundancies.

122 has unintended consequences. If you do not have transit then you won't have bike facilities either.

- This policy is trying to make the system more holistic (connecting bike, ped and transit); trying to group and get synergies. Need to consider that you may have 10 bike and ped projects, but only the funding to do one.

This would work well in the urban area. In the rural area if you don't have the bus then you need the bike even more.

- We're trying to prioritize bike projects that help get to transit.

I object to a word like "priority" in this policy.

- We can remove "priority".

Trying to find a way to get safe bicycling into the county is worthy. I would hate to see only cars there. What about adding "in a networked area"?

- Agree. An area like Redland would be perfect for bike facilities because there is no transit.
- Historically we do not keep priority language in the comp plan.
- It was in the Capital Improvement Program (CIP)– ped and bike plans have priority language.

*At some point somebody will have to prioritize, but if we put in policies then it makes it absolute.
The group agreed to remove “priority” from 122.*

We need to remove “prioritize” from 124 as well.

- We can remove prioritize from these policies.

I’m not opposed to prioritizing but I don’t want it in policies.

General comments? Anything missing?

Larry asked if there was anything in the first 10 pages that anyone wanted to discuss. Karen advised that 105A includes the new funding.

Rural equity – this comes back to allocation prioritization that goes along with it. All the funding that comes in seems to go to the urban areas. Rural areas don’t have this allocation equity by nature. How can we make sure rural areas have some type of rural equity allocation in funding and priority?

- We looked at what the County spent in the last 10 years. It is true that more is spent in the urban area, but a lot of that was required. More gas tax revenue was spent in the rural area. Some funds can only be spent in urban areas, such as urban renewal and system development charges (SDCs).
- The full PAC will talk about funding in November. It is not something we recommend putting into policy language.

Follow-up Discussion on Equestrian Policies

Larry passed out updated Document C with PWG comments and the equestrian email conversation. He advised the discussion should focus on 97 and 98. The key question is which policies should be used to address equestrian issues.

“Where feasible” should be left in.

- This was suggested to be removed at PWG #4 in response to a comment that if it says “where feasible” it won’t happen.

Having trails not down roads is safer for horses and cars, especially with young or inexperienced riders. We are seeing a lot more people going to stables. Urban kids are coming to the rural areas with no experience and riding in the roads. It’s scary.

Could include “if important” instead of “where feasible”.

- The idea with 96 is to find language to reinforce existing trails without using “where feasible” or “priority”.

Could we use “where geographically feasible” instead?

I have heard you talk about discomfort with driving and horses on the road. Comp plan normally accommodates this type of situation like 89A – we know that it has to go on the road and we know it’s awkward. As a result the comp plan has an aspirational goal to support safe movement of agriculture equipment in rural areas. Right now all four equestrian policies are about trails. We all recognize trails area the ideal, but we also know the County is unlikely to spend much if any money on equestrian trails.

In the meantime we have legal road users - both cars and equestrian - and we need to accommodate them the same as the agricultural equipment. We need to promote them being safe.

Tractors won't get startled and run in your lane, but I agree with the aspiration to promote safety.

- What about adding a new policy: "Support the safe movement of equestrian in rural areas by improving existing road and county standards."

What is the county standard for equestrian?

- Adding paved shoulder and six-foot gravel shoulder.

In my experience that would not add safety. My opinion would be not to have horses on the road at all. My inclination is to point things in a different direction.

Horses are more recreational than transportation; it is unsafe when there are no shoulders.

I'm satisfied with "Support the safe movement of equestrians in rural areas."

If the problem is being created by commercial stables that attract recreational users with no safe place to ride except on the streets, stables should be required to provide a safe place to ride.

On Beaver Creek Road there are equestrians that simply need a 100-foot shoulder to get to paths – it's isolated right now.

- Sounds like we have reached consensus on a general policy about supporting the safe movement of equestrians. We all agree that it's preferred to have them on trails.

Next Steps

- PAC #4B (October 16)
- PWG Meeting #6 (November 1)
- PWG Meeting #7 (November 29)
- PAC #5A (December – tentative)
- PWG Meeting #8 (January 3)
- GAPS Meetings #3 (January)
- PWG Meeting #9 (February 7)

Meeting adjourned at 4:05.



Policy Working Group Meeting #6 November 1, 2012 / 2:00 – 4:00 pm Development Services Building, Room 301 150 Beaver Creek Road, Oregon City

Draft Meeting Summary

Attendees

PWG Members: Ben Horner-Johnson, Mike Foley, Glenn Koehrsen, Paul Edgar, Rachel Summer, Charlene DeBruin, Laurie Swanson-Freeman, Tom Civiletti, Chips Janger, Mike Wagner

Staff & Consultants: Sarah Abbott, Karen Buehrig, Larry Conrad and Shari Gilevich (Clackamas County); Susie Wright (Kittelson & Associates); Alisha Dishaw (Cogan Owens Cogan)

Public: None

Unable to attend: Thomas Eskridge, Elizabeth Graser-Lindsey

Meeting Purpose: Review and discuss the current policies regarding urban roads in the Clackamas County Comprehensive Plan and staff recommendations for revising those policies and creating new policies. **Outcomes:** Comments from the PAC Policy Working Group on the existing and proposed policies regarding urban roads.

Note: *PWG member comments and questions are shown in italics followed by staff responses in regular text. Conversation has been summarized by agenda item.*

Welcome / Introductions / Agenda Overview: Larry Conrad welcomed the group, discussed the meeting purpose and desired outcomes and reviewed the agenda.

Policy Language – Key Questions

Key Question #1: *Should the Comprehensive Plan broadly define the transportation improvements that are permitted uses in the Zoning and Development Ordinances?*

Policy #130

Can you explain outright use?

- No permission and no public hearings are needed to build that use.

There are arguments on what constitutes land use and where we want public process, and now we're trying to say we don't want public process.

- County code states that streets and roads are considered outright. The change to this policy clarifies the language to include the text in red – alleys, bikeways, pedestrian facilities, etc. Anything that is public right-of-way should be included in the definition and means hearings wouldn't be required.
- We are not introducing something new, just clarifying.

Are there any restrictions – i.e. going over a wetland?

- That is a separate process.

What about a new development? It wouldn't have to go before the public for the roads?

- No, but the development would have to, and would have to meet standards.

In theory someone could say you could put a road through an old neighborhood with large properties.

- The construction of new roads would still need to be identified in the TSP. If it's not in the TSP then it most likely would not happen.

The County has made recommendations and we should see what they look like. Nothing will ever be built if everything is in the middle of a public process.

What is a road diet?

- For example, there are times where a low volume four-lane road would function more safely and efficiently as a three-lane road..

PWG members are ok with proposed changes.

Key Question #2: Should Policy #136, which addresses improvements required as a result of development, be divided into two parts to address on and off site-improvements?

Do incidents of travel generated by types of business have any relationship to this policy?

- Not really.
- This is tied to Policy #135. We want the right-of-way to be big enough for what needs to be put into it.

What does active transportation mean?

- Bicycle and pedestrian

The PWG agreed to separate Policy #136 into two parts.

Key Question # 3: How specific should the County policies be on the adoption / integration of the Metro Green Streets standards as required by the Regional Transportation Functional Plan? (Policies #146 and #147)

Larry said we need to select one of these policies. He explained that Policy #147 is broader while Policy #146 addresses the main issue with green streets.

I would rather not tie us to Metro standards and go with Policy #146 instead. Green streets are a really positive major movement that has economic and environmental justification.

Do green streets require a lot more bio-remediation and more ROW to filter water?

- Not a lot. The 172nd project, which has a lot of green street structures, required the purchase of just a little bit more property.

In an idealistic green street you don't have all the piping going on and you allow the water to flow off with pinpoint impacts. It spreads it out nicely.

When new industries look for areas of new development, they look for these types of high standards.

- The key piece to consider is storm water.

Would this be countywide or just in the urban growth boundary?

- It would just be in the UGB.

Can you explain green streets more in this policy or have a glossary?

- There is talk about adding a glossary to the Comp Plan.

I'm not sure what Policy #146 does – I don't know what support the use means? Don't see anything there. It appears to imply if you'd like to build a green street here that would be nice.

- We could make them more comparable by changing "Support" in #146 to "Integrate".

Group agreed.

Greens streets are one example. How many other things are in low impact developments?

- Predominantly it is storm water runoff. We are trying to show good faith in meeting Metro standards.

I think some place you should say what it means.

- We can add a definition section.

Key Question #4: Should the Comprehensive Plan continue to support implementation of the eastern portion of the Sunrise Corridor (east of 172nd Avenue)? (Policies #149A, #149B, #149C and #149D)

Larry explained the current language is Policy #149A in the left column with a slight change in the right column by adding Rock Creek Junction. ODOT proposed alternate language and would like the second half of Policy #149A or #149B. Karen said Policy #149A allows for identifying a better alignment for the Sunrise Corridor. Policy #149B basically says the existing alignment of Highway 212 would be used.

Policy #149A gives us the ability to interpret what is the best alignment; this makes the most sense to me.

I don't like the "this is it" language. (Several PWG members agreed.)

We need to keep our options open. Let other things come in that make sense at the time.

I recommend keeping Policy #149A with the new language.

We should agree to the second half of Policy #149A and don't agree with Policies 149B, 149C and 149D. Group agreed.

Key Question #5: Should the Comprehensive Plan support adoption of a new "Fee in Lieu of" (FILO) program that may be applied to transportation improvements required as part of the land development process? (Policy #150)

Karen said this helps prohibit development of a sidewalk that doesn't get linked anywhere for an extended period of time and makes money available to build sidewalks where it makes sense. Larry said this Policy is designed to allow the County to develop a FILO system and do it correctly.

Is this all urban or countywide?

- It could be countywide.

I see a problem with something like funds from a Beavercreek development being used in Oak Grove.

- We would create a series of districts such as McLoughlin, CRCIA, Southwest, etc. and funding would have to be spent in that district. This would establish a mechanism for doing so.

Group agreed to keep new #150.

We need to safeguard funds for specific use. I recommend adding language about creating districts where money has to be spent in that district.

I would like it to be broken out into further strata.

If there is money set aside for Estacada then it shouldn't be taken into Damascus. The FILO dollars need to stay very close to home.

General Comments and Questions

Are there things that you think we should look at that we haven't looked at yet?

- We have pulled out the most important items.

How would you pull off Policy #159? What does it mean?

This is happening a lot – more in urban areas that are being rehabbed and rebuilt. Do you build for parking of the past? Nowadays there is movement away from that due to people using more transit etc.

- We are moving this policy from a general countywide policy to an urban policy.

If you limit parking in front of businesses, then people park blocks away in the residential areas.

Also, you get into situations in urban setting and preservation.

- This is not a significant change. The change is only to the urban area.

Could such limits be expressed as square footage as well as parking spaces as a way of promoting multi level parking structures?

- This is getting into the land use piece of the Comp Plan.

I don't want to say anything that prevents us from creating jobs, or preservation.

Why is this in the TSP?

- It is broad and is addressed in the ZDO in detail. There are additional regulations in the zoning code that would deal with this.

Roadway Functional Classification Review

Larry discussed the Roadway Functional Classification Review. He said the Engineering staff recommends changes to functional class in three groups – newly classified, higher class and lower class.

What are the significant ones we should be reviewing?

At the last PAC meeting you advised that Sunnybrook Road has been classified as one thing and you are considering changing it to a different classification so that it would be reviewed differently.

- That was changing the operational standards, which is different than the Roadway Functional Classification.

What does it mean to developers, property owners, etc?

- The biggest difference is striping (for rural areas). Collectors and above we stripe and bike lanes are on collectors and arterials but not connectors.

If I build a house on something that has been upgraded, will I have to dedicate 10 more feet?

- Potentially, depending on the location.

Do local residents have any say in this?

- It would go through the Comp Plan process and everyone would have a chance to comment.

Can we recommend as a group that the Functional Classification from the Ranger Station through Estacada to Highway 26 past Timothy Lake be changed so that it's a major arterial all the way?

Shari discussed the memo *Methodology for Identifying Projects to Comply with the RTFP*. She explained that RTFP requirements are Metro code requirements and only apply within the UGB. The County went through each table the consultant had presented and found several roads to include, specifically V100 and V101 over vacant land found which looked flat and with good potential for future development. Those two streets seemed to fit criteria and will be added to the TSP.

What about V103, V104?

- Those are basically streets running over the bluff and do not make sense.
- Metro standards say you should have collectors at 0.5 mile spacing and arterials at 1 mile spacing. County staff helped document why we were not including the connections due to issues like grade, bluff, wetland etc.

This needs to have neighborhood input.

- When we go to adoption next year we will take this to the public. This is all material you will see again before we are done.

I don't fully understand the implications of these.

- For the most part it is either maintenance or striping, or if the road gets rebuilt it says what standard it has to be built to.

Countywide and Rural Policy Summary and Next PAC Meeting

Larry said the summary of all work done in the first five Policy Working Group meetings was handed out at the last PAC meeting. There will be time on the PAC #5A agenda for further discussion. The question for you is the equestrian topic. We drafted a simple policy similar to the policy on agricultural vehicles. Are you comfortable with this?

I thought we wanted to separate the equestrian movement to keep the trail systems where they are.

Some of us think it is ok to put them on the roads and some think it's a bad idea.

We should not promote horses on roads.

Several members agreed.

Change the title to "rural policies" rather than policies to date.

Karen asked the group to let the project team know by November 15 if there are certain policies that we need to highlight at the next PAC.

Pat Russell sent a document for us to review which was handed out today. I disagree with some of it, but we all need to read it.

When do we get to discuss which projects move forward?

- This will happen during the next round of GAPS meetings.
- At PAC #5A we will talk about scoring the different goals and projects.

Will you have a scoring proposal?

- Yes, we will and when we get together as GAPS group we will show how the projects in your area ranked in the scoring system.

I would like to make a motion from the PWG to remove the Sunnybrook Extension from the TSP and the RTP.

I second that motion.

- We are doing an analysis where we will set up one of the more advanced transportation models and take the Sunnybrook Extension out and see what it does to the transportation system.

Since it has been moved and seconded, we will take this on to the PAC as unanimous with the PWG.

Next Steps: Susie went over next steps, including upcoming meetings.

Meeting adjourned 3:50 pm.



Policy Working Group #7
January 24, 2013 / 2:00 – 4:00 pm
Development Services Building, Room 301
150 Beavercreek Road, Oregon City
Draft
Meeting Summary

Attendees

PWG Members: Charlene DeBruin, Tom Civiletti, Paul Edgar, Thomas Eskridge, Mike Foley, Elizabeth Graser-Lindsey, Ben Horner-Johnson, Chips Janger, Glenn Koehrsen, Rachel Summer, Laurie Swanson-Freeman, Michael Wagner

Staff & Consultants: Karen Buehrig and Larry Conrad (Clackamas County); Marc Butorac and Susie Wright (Kittelsohn & Associates); Alisha Dishaw (Cogan Owens Cogan)

Public: Simon DeBruin, woman with Rachel [have emailed Rachel for her name]

Primary Meeting Purpose: To review and discuss the current policies regarding urban equity, health and sustainability, and pedestrian and bicycle facilities.

Outcomes: Comments from the PAC Policy Working Group on the existing and proposed policies regarding urban equity, health and sustainability, and pedestrian and bicycle facilities.

Note: *PWG member comments and questions are shown in italics followed by staff responses in regular text. Conversation has been summarized by agenda item.*

Welcome / Introductions -- Larry welcomed the group and reviewed the agenda.

Review PAC Input on Policy Documents A-D

Susie reviewed the PAC input to date on policy documents A-D, which included input at the PAC #5A meeting and a follow-up survey for the PWG members. Thirteen people completed the survey, and in general there is strong support for the current modified recommendations.

The survey was done previous to the last Informational Session where we began to determine how we are grading. I am a little leery of these results.

- The scoring criteria are for projects and this survey was for policies.

We always wanted to see an example.

- We will tweak the policy language when we put it into final version for the comp plan.

There is a lot of good feedback on this survey. Are these actually being thought about or used?

- All comments are reviewed as they come in and continue to help shape the TSP.

In Policy #85, can you explain this language about frontage road?

- ODOT does not want roads to provide access leading up to an interchange within a quarter mile of a freeway interchange.

Does that mean we will have miles of frontage streets?

- ODOT wants roads to dead-end within that quarter mile. Roads already there, e.g., Boring interchange, will be grandfathered in. This does not include intersections along roads like 82nd.

So this really is not about frontage roads at all, it's only about access within a quarter mile of interchanges. This policy language needs to be clearer. Why can't the comp plan be written in a way people can understand it? A few words to explain could make it better.

- This only pertains to the Interchange Area Management Plan (IAMP) to the extent that we can do that. Some of the language is required. It is hard to define in a sentence. There are five pages explaining IAMPs in the state law.

I am less concerned about IAMP because I can look that up, but when it says other, I have concern.

- The County is getting ready to do a major legislative amendment to the comp plan. We will have to prove that what we are doing is legal. About 3 – 4 months from now, when we have to write this up, some of these policies will collapse into countywide policies and some will remain urban and rural. In the fall, we will present the complete final draft and have you look at it.

After it goes to the Planning Commission, will we meet to review their results?

- The Planning Commission will submit it directly to the Board of County Commissioners with their recommendations.

It took me nearly three days to respond to the survey since I had to look up things and talk to people. I was confused on a lot of it, but I found the answers by research and calls. Not everybody did that. They just voted.

I think they vote at different levels – some have more background than others so they vote based on that previous knowledge. I appreciate the staff allowing the PAC to comment on these more.

Policy Language – Key Questions on Document F

Larry explained that a lot of the material on Document F was developed as part of the Pedestrian Master Plan and Bicycle Master Plan and folded into the comp plan 7 – 8 years ago. We are trying to update the terminology, such as *pedestrian facility* instead of *walkway*. *Walkway* is defined in the Zoning and Development Code as a path on private property. *Pedestrian facility* encompasses all public pedestrian facilities such as sidewalks, multi-use paths and shoulders in rural areas.

Key Question #1 – What is the preferred general approach to urban pedestrian system [Policies #162A and 162B]

Is there a reason why #162A says urban and it doesn't say that in all of them? Why is it needed if it's spelled out at the beginning?

- They might get merged with rural or countywide policies.

Why "focus" in Policy #162B and not "provide"?

- This may be an ODOT piece. *Provide* is much more active. *Focus* is awareness.

Focus does not compel the County to do anything. Focus means to be aware but not mandated.

The County won't do any of these things unless something new happens. If something new happens wouldn't we want the best?

- Any new projects in the urban area would have pedestrian and bike facilities. We are clarifying existing language. New stuff includes providing connections for peds and bikes between land uses where there are no roads.

What's really new here is going from provide (mandated) to focus (reasonably strong suggestion).

I would vote for focus.

We are talking about urban not rural. These things are not as necessary in the rural area, but in the urban area it's hard to think about weakening the idea of the County providing or making sure pedestrian and bicycle facilities are utilized in new projects.

I like focus because it seems to give a bigger picture.

This is where collecting SDCs and applying them correctly to the area they were generated would allow us to have banked some funds so that we can actually do something. We want to avoid islands that don't connect.

- Document E included the Fee-In-Lieu-Of (FILO) program to address this issue.

Policy #162A is flexible enough because it says pedestrian facilities – it doesn't require sidewalks.

Susie led the group in a straw poll. Six preferred Policy #162A while five preferred Policy #162B.

In Policy #162A we are dealing more within an urban area connecting within the neighborhoods. With

Policy #162B it appears to have an outgoing sense – connecting to major areas outside the area.

If you have provide and you don't have enough money, then you aren't going to do the whole project.

You weaken the whole policy and then we don't do anything.

Yes, but the current policy language is provide.

Can we say focus and provide where possible?

- Some of this language came out of the Bike and Pedestrian Master Plan. We are trying to clean up the language where possible.

Focus and provide where available (or possible) – would tie them together.

- Combining has some potential.

Marc suggested we move to the next question and discuss this at the end or do a survey if necessary.

Key Question #2 – Should the County allow interim transportation improvements under limited conditions? [new Policy #172]

The way this is written does not address the problem with having flexibility with the project.

What is considered interim?

- An example is the project on Jennings where they have been discussing adding pedestrian facilities without building out the street.

Do you open the County to legal issues if people expect it to be up to standard, it's not and there is an accident?

It should say "more safe."

- This is general language. There has been a repeated request to have the ability to build less than at County standards.

What County standards would not be met?

- For an urban road – sidewalk, planter strip, curb, bike facility on both sides and paved road; storm water facilities. For example, we could add a pedestrian facility without adding the planter strip, curb or bike facility.
- This would not open up the County to every developer getting waivers. This is primarily for County projects.
- In the long term if we built the road and if we had the money, the road would be completely rebuilt to county standard.

This is all about financial realities. How do we have some degree of flexibility when we know some things should happen.

I agree. We need to consider the best way to say this in the policy.

How many times is this a consideration due to space?

We could have a new roadway standard for certain streets to not have a sidewalk. It would be better to change the standard.

- We could add “as deemed by the County engineer.” This gives flexibility too but puts it in the engineer’s hands.

In a straw poll, 10 favored the new policy with “as deemed by the County Engineer”; one was opposed.

Key Question #3 – Should design guidelines for major transit stops be in the Comprehensive Plan or the Zoning & Development Ordinance (ZDO)? [New Policy #216]

This has to do with transit stops?

- Yes, design for the development near those stops.

What causes it to be indirect now?

- Often a developer will build a building accessible from the parking lot but right on the street so a pedestrian would have to go around. This policy gives guidance for direct connection.
- Everything inside private property should go in the ZDO; anything in the right of way should be listed here.

In some places urban retail can go right to the property line. Would this mean we are mandating set-backs so we can have greater access?

- This is very much talking about the space.

Transit stops are ½ mile apart sometimes. It’s hard to imagine that you could legislate universally.

- This is only for major transit stops.
- The way it is currently implemented in our zoning code, specific stops have been identified (typically on the corner) and businesses within the 20 feet of the transit stop have to site their facility differently. This language is trying to clarify that you need to have direct access to the businesses within the 20 feet.

The first two bullets are essentially a give it your best shot– how can you argue with that? The rest of the bullets are very specific – there is no wiggle room.

- This is new language, but it’s not that different from what we have in the code. We will likely split it between the ZDO and the comp plan.

Members agreed to language being in the comp plan or the ZDO as appropriate.

Key Question #4 – Should additional policies be adopted to support various aspects of the bikeway system in the urban area? [Policies 191 – 197]

Policy #191:

Bikes are able to get around without the way-finding system. If there are limited funds for bike facilities, it’s better to spend it on safety items than a sign.

- It is helpful for a bicyclist to understand where the low volume (safer) roads are. It is a low cost system to help people be familiar with an area. They might know they have a choice to go on River Road to Portland vs. McLoughlin.

In limited quantities it could be helpful. I was told by County staff that bike projects were not being done because all funding is going into this way-finding system. This policy is a blank check for signage.

- The County is investing in signage for bicycles, but I disagree with the information you got.

Signage is safer for others, not just bikes.

Bicycle communities favor way-finding system – signage to help them find the appropriate and safest way around. This policy doesn’t mandate it, but says establish and maintain.

This helps tourism. New people are coming to the County to bike. This is bringing spending in as well. And it gets bicyclists off the main thoroughfares.

Could we stipulate that signs be visible and not hidden behind foliage and parked cars, etc? I ran a stop sign because it was hidden behind trees.

- This is in the County standard. People are required to maintain their vegetation. It is also an enforcement issue and we don't have the funding to deal with the enforcement.

Members supported Policy #191 language.

Policy #192

Why is the reference to congestion pricing being deleted?

- This has been dropped as a major goal in the County.
- The County participated in a discussion led by the State to look at regions to have a pilot project and the conclusion was they couldn't find an appropriate place.

Members supported deleting Policy #192.

Policy #193

This policy looks at demand management and attempts to get people to reduce the use of single-occupancy vehicles to reduce traffic. Clackamas County doesn't have any Transportation Management Associations (TMAs), but there is discussion of a TMA in the Mt Hood area. Policy #193B gives examples of the types of programs. Our goal is to decide between Policy #193A or 193B.

The examples should be retained whether we decide on Policy #193A or 193B.

Policy #193B says employers while Policy #193A says major employers.

- We changed to major employers because there are Department of Environmental Quality rules that larger employers (more than 100 employees) must comply with specific regulations related to reducing single-occupancy trips to their employment center.

It would be good for County to work with small employers too.

It makes sense to implement with major employers; becomes problematic with smaller employers.

I just don't like mandates. Encourage is enough in Policy #193B.

- What if we took Policy #193B and added "require major employers to implement targets adopted in this Planning Policy 197" from Policy #193A. This would encourage small employers and require major employers.

Members supported Policy #193A with the proposed amendment.

Policy #194

How would TriMet implement demand management?

- TriMet is encouraging employers to provide transit options. We will participate, but will not coordinate.

I don't have a lot of confidence in TriMet all the time.

- Transit is predominantly TriMet in urban.
- Perhaps we could change language to "transit providers."

Members supported the new language with "transit providers."

Policy #195

I wouldn't mind changing provide back to focus.

It seems you're encouraging people to live where they can't get to work. If you're going to provide something for people to get to work, then you are taking away their need to live where they can work. Even if you live close to work you might bike or walk.

- This came out of the work on equity. We are providing bike facilities because there are many employees in these areas that do not have cars.

- There are a suite of things that are important – bike parking, onsite facilities, etc. This includes a variety of different things. There isn't any reference to where people live.

It doesn't say you have to. It just says improve access (including carpooling, etc). The only thing we are changing is the last line.

This is to make a statement about an equity issue. Change to encourage rather than improve.

Provide comes back to a mandate. To encourage would be better.

Provide is how it has been. To improve access doesn't change or mandate.

I'm against weakening it. We are trying to encourage people to get out of their cars. What if we say "to improve access..." there is no mandate there.

Ten members agreed to the new language changing "and improve" to "to improve;" one member did not agree and one member did not vote.

Policy #197

There were no objections to the proposed changes.

Key Question #4 – Should the Comprehensive Plan require the use of the Predictive Method Analysis (Highway Safety Manual) along with a capacity analysis as part of traffic impact studies (TIS)? [Policy #220]

Karen explained that the process should rely on these analyses unless the PAC has concerns.

What is the general idea?

- The Highway Safety Manual allows you to understand the impact of a certain change on a roadway on traffic accidents.

So crashes will be included with capacity when now we only have capacity?

- The engineering staff thought this would be a good idea, but we might be ahead of ourselves.

It seems citizens have been asking for this for years and maybe we need to put it in.

What about "should be considered" instead of "shall be required"?

Members agreed to the proposed new policy with the proposed amended language.

Other Policy Questions from PWG Members

Policy #178

Could the County provide showers?

- No. That reference is to when the building is being developed there would be showers included. It would be the developer doing it.

Why is it in here and not in the building code?

- This just encourages it and then it is in the building code.

Next Steps: Susie reviewed next steps and upcoming meetings. Members were asked to submit additional comments directly to Alisha. Members will receive a follow-up survey regarding Policy #162.

Meeting adjourned.

Policy Working Group (PWG) Meeting #8

February 21, 2013 / 2-4 pm

Meeting Summary – Draft 1

Present: PAC members Mike Foley, Glenn Koehrsen, Charlene DeBruin, Paul Edgar, Ben Horner-Johnson, Mike Wagner, Elizabeth Graser-Lindsey, Rachel Summer, Tom Civiletti, Lori Freeman Swanson; Staff/consultants: Susie Wright, Larry Conrad, Karen Buehrig, Ellen Rogalin, Shari Gilevich; Visitor: Matilda Deas, senior planner, City of Canby

Unable to attend: Chips Janger

Policy Document F

Eleven PAC members responded to the survey about Policy #162 – 54.5% supported the staff recommendation of a combination of Alternatives A and B; 45.5% supported Alternative A.

Comments/Questions:

- What was the biggest issue here? [The question was whether to be more prescriptive.]
- Does the A/B combination affect grading? [No.]
- I like A/B – it provides flexibility and pragmatism.
- Add “transit stops.” [Agreed; we’ll do that.]

The group approved the A/B combination with the addition of transit stops.

Policy Document G

Should the county adopt a broad policy integrating transportation and land use (policies #232-234)?

- We’ve got to be smarter with land use.
- To me, livable and sustainable means more density around transit stops.
- We need to know the short- and long-term plans for employment lands throughout the county. [The Economic Development Commission is starting a subcommittee on economic development and transportation.]
- Why have we ever planned industrial areas that don’t have good access?
- You have to start with something – either the infrastructure or the development. Which comes first? That varies – someone has to start.
- It’s critical that planning and transportation be done together.
- Do we bring jobs to people or people to jobs? I think it’s a bit of both.

The group asked staff to combine the three policies into one.

Policy #235 – The group supported the proposed policy, but asked that the example be deleted.

Policy #255

- This would be helpful.
- Do we need to use the word “require?”
- Things don’t get done if they’re not required.
- How do you define “development?” [This would go into specific portions of the code where it would refer to specific types of development.]
- What is “secure parking?”
- Secure parking is needed at most bus stops, and bus stops aren’t development.
- We require car parking for development. What about bike parking? [We require bike parking, but not “secure” bike parking. Perhaps we need to address this with language in earlier policies about bike parking.]
- Replace “require” with “consider.”

The group agreed that staff should merge this language into language already in place in earlier policies, and be sure to include the concept of secure parking.

Policies #258 and #261

- Could mixed use bring the traffic level down? [Yes, it could.]
- Reduced standards aren’t necessarily fair to the people who already live there. [These policies would allow us to look at a broader set of improvements.]
- The goal of SDCs should be to fix problems. [By law, SDCs can only be used for additional capacity, not to fix current problems.]
- What is the point of development if it can’t pay for itself?
- Give developers as many options as possible as long as they support livability, sustainability and don’t harm the environment.
- With transportation fees instead of SDCs, you could raise funds for maintenance as well as increasing capacity.

The group expressed support for Policies #258 and #261 (analyze multi-modal mixed use – MMA – for the Clackamas Regional Center and Fuller Rd station area).

Policy #260

- [This would be a fundamental change in the way we do business – changing SDCs from being based on vehicle trips to being based on person trips. This TSDC charge would be applied to new development in the county’s unincorporated areas, although not in an MMA, such as that to be analyzed under Policies #258 and #261.]
- Do you have an example showing what the different would be? [No, not at this time. It also depends on how much the rate changes.]
- [Change “convert” to “study.”]
- We just did this in Canby. The rates didn’t change much, but it allows us to put SDC funds toward pedestrian and bicycle projects.

The group supported #260, with “convert” changed to “study.”

Policy #236

- The policy says “new and existing.” Will that mean current roads will be closed? [Probably not; they are usually grandfathered in.]
- Why is there no minimum for fewer than 400 vehicles? [A total of four hundred vehicles isn’t many for a whole day.]

- Some of this is more implementation than policy.

The group expressed support for Policy #236.

Miscellaneous

Should the County update operational standards set by the Oregon Transportation Plan and the Regional Transportation Plan? The group agreed to the update.

How does Policy #249 work? [It usually happens on existing roads where parking right-of-way is converted to bike lanes.]

Policy #250 – The group agreed to add bikes to the policy.

Harmony area – I drove this area and the railroad tracks are the real problem. That’s where the money should go. [An overpass would probably cost about \$35 million.]

There is a bill introduced in the state legislature for an area commission on transportation for rural Clackamas County. The bill number is H.B. 2549.

Next Steps

- GAPS Meetings #3 (March 11 – 12)
 - Discuss Alternative Analysis Scenario findings
 - Review Prioritized Project Lists
 - Discuss project priorities
- Technical Advisory Committee Meeting #7 (March 28)
 - Discuss topics from Policy Working Group meetings #6-8
 - Review and discuss Prioritized Project Lists
 - Review outcome of GAPS meetings
- Public Advisory Committee Meeting #5b (April 9)
 - Policy Working Group Update
 - Discuss outcomes of GAPS meetings
 - Discuss Prioritized Project Lists
- Policy Working Group Meeting #9 (May 16) – Funding and Other Countywide Policies



**Clackamas County TSP
Policy Working Group #9
June 6, 2013 / 2:00 – 4:00 pm
Development Services Building, Room 301
150 Beavercreek Road
Draft Meeting Minutes**

Attendees

PWG Members: Charlene DeBruin, Thomas Eskridge, Ben Horner-Johnson, Glenn Koehrsen, Chips Janger, Rachel Summer, Laura Swanson-Freeman, Mike Wagner

Staff & Consultants: Sarah Abbott, Karen Buehrig, Larry Conrad and Shari Gilvich (Clackamas County); Susie Wright (Kittelson & Associates); Alisha Morton (Cogan Owens Cogan)

Primary Meeting Purpose: To review and discuss the roadway functional classifications and cross-sections for urban and rural roadways in the Clackamas County Comprehensive Plan. Provide an understanding of the next steps for the complete TSP policy document. Discuss policy items that will continue to occur outside of the TSP process.

Outcomes: Comments from the PAC Policy Working Group on the roadway functional classification definitions and standards. PWG understanding of the next steps for the policies that will be adopted as part of the TSP and what policy items will require additional work outside of the TSP process.

Note: *PWG member comments and questions are shown in italics followed by staff responses in regular text. Conversation has been summarized by agenda item.*

Welcome / Introductions

Larry Conrad welcomed the group and briefly went over the agenda. All handouts and the PowerPoint slides can be viewed here: <http://clackamascountytsp.com/websites/1/pages/6>.

Functional Classifications

Federal Functional Class Definitions for Roadways (Handout A)

Larry gave an overview of Federal Functional Class Definitions for Roadways. He explained that while Federal Functional Classification has nothing to do with who owns the roadway, each individual state has to maintain a classification map based on federal standards.

With Other Principal Arterials, you can keep existing driveways but can you add them with new development?

- It is harder to add, but it does not mean we cannot.

With Minor Arterials the Feds won't fund but they tell us what to do?

- Minor Arterials are not eligible for federal funds, but they are important enough to be on the map. The County and Federal don't have to agree 100%, but they agree on many things.

Who is responsible for Hwy 211 in Sandy?

- Federal.

If it is part of the federal system do they regulate and tell us what to do?

- Most of their regulations are on the National Freight System or National Highway System. There are some regulatory pieces, but mostly the federal map tells us where we can go for federal funding. The map is developed by ODOT and the Feds. We can suggest changes but they don't have to do them.
- We are going through the process of updating our Functional Classification Map and will use the Federal Classification Map to help with that process.

County Functional Class Descriptions (Handout B)

Larry explained this handout is for PWG member's reference and is the County Functional Classification that we are in the process of updating. It helps us understand what these different roads are and their purpose.

Metro Regional Functional Plan Provision for Functional Class (Handout C)

Larry said that this handout explains Metro's involvement in Functional Classification. Metro requires that major arterials be one mile apart, minor arterials and collectors half-mile apart to get on a grid system. He explained that we come pretty close to this. There are exceptions including topography challenges, rail lines, freeways, pre-existing development and others. This is the broad framework that we are working within.

Draft Functional Classification Proposal – List (Handout E)

Larry explained that the Draft Functional Classification Proposal list is what the County suggests after reviewing Metro and TPR requirements and talking to cities in the county. These are being changed on the maps so the county and cities maps match based on their TSPs.

Does this change anything beyond the classification?

- This is only a Functional Classification change. If the City says it should be set up as a collector we are changing to that on our map to be in sync with the cities. Most of these are not big changes.

A lot of the up-classing changes list the Traffic Department as the source. Does that mean that we looked at the volumes?

- Yes and how the road functioned within the system. Generally speaking, it's not going to have a lot of impact. They will continue to be striped and maintained. The classification does impact the future design of the roadway.

The last one on page 2 - Hult Road is a slide area.

- It is currently a Collector and will remain a Collector – it's a repair.
- We are still trying to assess if they can do a permanent repair.

There is a spot on Highway 224 that just keeps sinking.

- That is the same situation as Hult Road. There are places where it's not a matter of cost but if you can actually permanently repair at all.

Larry explained that this is the County's list of suggested changes. He then asked the group if there were changes that the PWG members do not agree with.

Ferguson Road. The community says it should be calmed and it's listed here as an up-class. Why encourage more traffic? It is wrong to take a road in a neighborhood that people can't walk around safely and say that more traffic can go through there in the future.

- The Functional Classification does not encourage more traffic. It assigns a classification to affect future improvements.
- As outlined on the County Functional Class Description handout – the purpose of Collectors are principle carriers within neighborhoods or single land use areas; links neighborhoods with major activity centers, other neighborhoods and Arterials; generally not for through traffic.

There is nowhere to collect from. The roads that access onto are already going on to the major roads themselves. If it didn't have cut through traffic it would only have local traffic.

I believe you are suggesting it stays a local because of the description on the County Functional Class Description handout.

Local roads don't get a center line where Collectors do. This can help calm traffic sometimes.

- Also local roads are not available for federal funding.

This particular one won't get funding for 20 years anyway, so it's not an asset to change to Collector.

- We will go back to talk to the Traffic Engineering group here at the County on this proposed change. Their recommendations were guided by volumes, types of roads, how they connect, etc. They were looking at consistency. We will check to see if they are opposed to leaving at a local road.

Shouldn't the communities hear about these changes?

- All of this is moving forward to the public hearings in the Fall. The public will have a chance to review at that point.

If it's not on this list does that mean no change?

- Correct. These are the only changes we are proposing.

The Sunnybrook extension was classified at Minor Arterial and has been proposed to be taken off the project list. Harmony is listed as a Minor Arterial and is not on the list because we are not changing.

- Assuming Sunnybrook stays on it will be a Minor Arterial, but it will come off.

There is no source on the bottom of page 3, fourth from bottom.

- That was a PAC guided change.

Why does Johnson Creek go from a Minor Arterial to a Major Arterial?

- Because it is functioning as a Major Arterial right now. There is a lot of traffic on it.
- A big part of this process was looking at how these roads are functioning now and changing classification accordingly.

Performance Standards

Table V-3 Roadway Classifications and Typical Cross Sections; Example Cross Section from Washington County (Handouts F and G)

Larry said that the County is moving away from a table form (Handout G) to an actual view of the cross-sections as in Handout F. The goal is to bring our system to our standards.

What do you do with a road when there isn't enough space to bring to the standard?

- It depends if it's a right of way issue or topography.

In areas where there are bikeways does that mean a separated bike path?

- Not necessarily.

I heard cyclists on the news this morning talking about how it would be safer to be separated from the road.

- That is true and also false. A Major Arterial with a lot of driveways and roundabouts it is not safer to have the bikeway separated.
- The County does not currently have a standard for a separated bike path. We do have a cycle track in the standard, which is getting close.

Is the cycle track separate from the sidewalks? Is this rural and / or urban?

- Yes, there is the cycle track, a real curb and then the sidewalk. This is more urban.

I think you should build in the option to have a separated path. You're locking yourself in with this. A separated path in rural areas would be difficult.

- Yes, we would have to purchase right-of-way. It would not be people riding through your property.

Isn't that totally unlikely because we didn't plan it anywhere in the project list?

- If the County wanted to come up with more money then we could potentially do it. The Active Transportation Plan will look at these things. We will get into corridor by corridor which is the most appropriate treatment rather than trying to set a fixed standard for example all rural Arterials.

RTFP – Title 2 Development and Update of Transportation System Plans; Road Operations Performance Standards (Handouts H & I)

Larry discussed Handouts H & I. He explained that as part of the TSP process, Metro has proposed a whole set of standards. This is the new set of operational standards that we are proposing to adopt for the County. We are using the newer standards rather than the old so that we won't have to revise later. Usually level of service problems occur in left turn lanes. There were about 42 intersections where we had capacity problems under the new standards.

These roads are working at capacity on Handout I?

- 1.1 is still considered acceptable congestion in some of the town centers.

I think I heard you say that we have to change the standards, but it seems that we don't.

- We have to change inside Metro. Page three of Handout H is what Metro says we must do. This is part of Oregon Highway Plan and in the Regional Functional Plan. This is something we have to meet for the urban areas. What we are saying is that we are not changing in rural areas; we are only changing urban areas.

Is this so that we can have more development in the urban areas?

- Yes, in part. Traffic standards were shutting down development.

How does the public weigh in on this?

- These are the standards we have to meet given by Metro. Not something that we in this process can change. These are set.
- There was a regional public process during Metro's process.

I did submit a comment in that process, but there was little knowledge of it.

- Also, for the Regional Transportation Plan they do public outreach. They will be updating again next year. As well as the Oregon Highway Plan. It's a really limited public outreach it's not like our plan and our significant outreach and involvement. There was full discussion by the elected

officials. While you may have submitted a comment, they would have reviewed and then made their decision.

This might make it worse because it might bring housing and not jobs.

- The idea that jobs and economic development were being hindered by these standards had people's attention.
- Section 1007 - the County has a standard that says if the TSP fails (not meeting the standards) you cannot approve additional development. The whole discussion on Sunnybrook was to avoid the whole development being shut down. There is some room for growth built in here.

Does that mean that Clackamas Town Center won't have to be shut down if we shut down Sunnybrook?

This isn't about shutting down, but allowing more buildings to be built.

- Exactly. If you don't meet the standards then you cannot have more development.

I went to the first County Congresses and community says that livability is most important. This ignores.

- You have several competing goals. Some of the livability is the protection of rural and agricultural land. The UGB protects one of many definitions of livability, i.e. no sprawl. But we still want growth.

I didn't hear any of this at the Congresses – no one asked for growth. They wanted livable communities.

- If it's in a UGB it's going to grow. If it's outside, then we will protect that land.
- There is a methodology to go into defining congestion standards. If you don't meet your standards then you have to come up with an Alternative Performance Standards – completely different process than transportation planning. An example is Sandy which has a section that they cannot get to meet their standards.

So no matter how congested it is, there is a way to go around it?

- It has to meet a series of things, be agreed upon by ODOT, etc.
- There is no direct correlation between the travel time and the standards. Just because one intersection is really bad, doesn't mean it's better to improve it because of upstream or downstream issues.

What's the affect of having multiple turning lanes like on Hwy 224 or 362nd and Highway 26? That turning lane seems like it is a mile long and people don't always get through.

- It may be to get them out of the through traffic.

Do we have roads that are bad even off of the peak hours?

- I don't know. Because we don't measure off peak hours. The next direction we are going is looking how to spend investments. We might look at a particular system for more hours to see if they are bad beyond the peak hours.

Overview of Complete Policy Document

Draft Revised Policy Language for Project Lists (Handout J)

Larry explained that this handout is the last batch of policies we have come up with and it is aimed at how we organize our three project lists.

How does this relate to Tiers 1, 2 and 3?

- That is the first row on the table. This puts the project prioritization into policy. When we are done with this process we will boil this down into a five year CIP.

Who decides what goes into the CIP and Tier 1?

- That is another process after this which goes to the BCC. It has been a while since we have done a five year CIP. We are looking at ways to do the next one. We will start by identifying project

funding by project type. Mostly, the CIP will help define grant funding that we can get. We have very little discretionary funding.

At that point you start with Tier 1 – our individual priority might be very different than actual priority because grant funding might be available for a particular type of project instead of others. Is that a long process? When do we learn?

- Communicating what is the next step and how we get the next CIP is still evolving. Over the next few months this process will be formalized and we will keep you updated.

We have Tier 1 selections here with our \$444 million. You will take pieces out of it and put them into the next five year CIP. You will prioritize those and place into the CIP. What happens to the Tier 1 projects that don't get in the five year CIP?

- They could end up in the next CIP after this one.
- Tier 1 is where we will look when we apply for grants, or new programs with the state that are specific to a certain type of grant. This is the list that we are committed to seek funding for.

How many Tier 1 projects are there?

- I don't have the exactly number, but it's around 100. Generally speaking, we refine down the cost and scope as best we can and make that the next step. And then there's a next step to look at funding to see what is possible.
- Also, County staff has different expertise in different departments. Within their normal duties they know of different funding opportunities and they will focus on projects that will meet that funding source. And we have staff identified to help actually write the grant.

Chapter 5: Transportation (Handout K)

Larry briefly went over Handout K. He explained that it is the proposed outline for Chapter 5: Transportation in the Comprehensive Plan. You will see a draft of Chapter 5 at the August PAC meeting.

Transit Policies (Handout L)

Larry said that this handout is an internal example of how the Transportation Policies document will look in the Comprehensive Plan. The planning staff is currently working on these policies and reviewing with the ZDO and the road standards and down really into the weeds.

Karen also said that this is a preview. At the June 25 PAC meeting we will spend time focused on policies and the work that this group did. This group has done an incredible amount of work looking at Policy Documents A – G. This handout is an example of how we are going to be talking about or showing the work that you were able to do and ultimately how that work will get into the outline in the final document. On June 25 we won't have everything in this format, but this will allow us to start the discussion. You have done an amazing job helping us go through these policies.

Under Policy #113, why is there the comment in blue?

- This is not finalized. This is a staff comment / question that we still need to review.

I think on this particular one we do need the definition. If you don't define you don't really have anything. When you only say disadvantaged groups then people can define it differently.

- I believe we will end up with a glossary for the Comprehensive Plan much like the glossary for the ZDO.

The problem is if you forget somebody, how do you add them in?

- There were a couple comments in Policy Documents A – G that we carried over into this document. We felt it important to keep the comments for clarification through to the end of the process until it's resolved.

Follow-up Policy Work

Larry discussed the CET Multi-Modal Mixed-Use Grant Application which is for the Alternative Performance Standard for Sunnybrook.

Karen explained that C4 is looking at funding sources for different jurisdictions (new) and how it is spent depends on the jurisdictions. Maintenance has been a big need for Clackamas County. Also, should Clackamas County look at road districts to get other funding? How do we get more funding?

Karen then briefly discussed the Active Transportation Plan which is starting next month. The County will be looking at the key routes that are going to connect rural communities, as well as implementing the Metro area Regional Active Transportation Plan. Karen said information about the Active Transportation Plan will be sent to the PAC.

Next Steps

Karen explained the next steps in this TSP process, including: June 25 – PAC #5D; July 18 – TAC #8 and August 20th – PAC #6.

Will we know what the TAC does to our recommendations?

- Yes. You will see any changes from the TAC and the public. In August we will see recommended changes from the public and TAC to the PAC recommendations for your review / approval. The project team will make recommendations based on feedback from the public and TAC for you to review.
- At the June meeting we will bring you the summary of public comment and can make available the raw formats.

I've been waiting to send it out to the Molalla CPO until the issues with commenting on the Virtual Open House were taken care of. My question is – if it still gets to the point where somebody cannot get it, I will say in my distribution email that they can email me their comments.

- Tell them to call Karen or email Ellen. We can walk them through the process.

Meeting adjourned at 4:10 pm.



To: Public Advisory Committee

From: TSP Project Management Team

Date: October 10, 2012

Re: TSP-Related Policy Work Completed to Date by the Policy Working Group (PWG) and Technical Advisory Committee (TAC)

BACKGROUND

The PWG, made up of 12 members of the TSP Public Advisory Committee (PAC), was created to review and recommend transportation-related policies to the full PAC. The final policies will become part of Chapter 5 of the County's Comprehensive Plan.

The group has so far met five times to discuss county-wide and rural area policies. Remaining meetings will focus on urban area policies. Policies resulting from these meetings were reviewed by the TSP TAC in May and August.

At the onset of this process, it was agreed to distinguish between policies for urban areas and for rural areas (defined as inside and outside the urban growth boundary [UGB]) because of the different transportation needs and opportunities in these areas. The county-wide and rural area policies reviewed and discussed by the PWG and TAC included policies addressing the following topic areas:

- Freight, Rail, Airports, Pipelines, Water Transportation, Intelligent Transportation Systems (ITS), and Economic Development
- Rural Roads and Rural Land Use
- Rural Land Use and Rural Transportation
- Rural Equity, Health and Sustainability, Pedestrian and Bicycle Facilities

In total, 128 new and existing policies have been reviewed by these groups and recommended for further consideration and possible inclusion into the County's Comprehensive Plan. The policies, attached, are being provided to the PAC at its October 16, 2012 meeting for review and at its November 29, 2012, for discussion.

SUMMARY OF POLICY DISCUSSION TO DATE

The following is a brief summary of existing and new policy topics and issues discussed by the PWG and the TAC and reflected in the potential policies recommended by these groups.

Freight, Rail, Airports, Pipelines, Water Transportation, ITS, and Economic Development

Topics: General freight; freight-economic development; freight-land use impacts/equity; freight trucking; rail; airports; pipelines; water transportation [49 policies]

The majority of these policies are new. Many were developed to more specifically address freight movement as it relates to economic development and the protection of sensitive land uses (such as schools, senior centers, hospitals, parks and housing) and natural areas. Other new policy areas include:

- funding that supports freight, rail, air and water transportation;
- safety;
- rail, trucking and airport connections, and
- ITS projects.

Discussion focused primarily truck and rail freight movement and especially on economic development; how to address equity goals; and how to protect sensitive land uses and sensitive habitat areas from negative impacts associated with freight movement. The groups also discussed existing and new airport and water transportation policies.

Other existing policies relating to these topics were reviewed to ensure they still meet the county's needs for the movement of freight and coordination with other agencies, and to ensure compatibility with the proposed new policies.

Rural Roads and Rural Land Use

Topics: Building rural roads; improvements to serve development; scenic roads; rural tourism; recreational/off road development; rural roadway standards; rural to urban connectivity; needed roadway improvement [32 policies]

New policies were developed to support and recognize the importance on the local economy of resource-related uses such as agriculture and forestry. Policies address the need for the following:

- ensuring rural development is supported by adequate and appropriate roadway facilities;
- consideration for the passage of agricultural equipment and trucks in addition to cars, buses, pedestrians and bicyclists on rural roads, and
- supporting rural tourism.

The committees discussed functional classification of roads; rural-urban connectivity; the use of multiple modes of travel on rural roads; and the importance of supporting the agricultural and forestry sectors of the economy. Some discussion surrounded around what *rural* means to different people. Historically the county's policies have not distinguished much between the needs of rural and urban roadway users; the intent of these conversations and the policies is to address this distinction.

In addition to the new policies, the PWG and TAC reviewed current language for encouraging the use of Transportation Demand Management (TDM) strategies by employers; requiring right-

of-way dedication and on-site improvements for development; functional classification; and Scenic Road designations.

Rural Land Use and Transportation

Topics: Rural land use and transportation integration; intergovernmental partnerships and coordination; road access standards; agricultural equipment movement; safety and road conditions; parking; Traffic Safety Action Plan; and equestrian [17 policies]

The first new policy states the expectation that land use and transportation plans would be integrated to “create livable and sustainable rural communities” in the rural area. Other new policies support this concept by:

- addressing safe and convenient access for pedestrian, bicyclists and transit users;
- considering road improvement needs for safely moving agricultural equipment along public roads;
- addressing how to improve safety for equestrian use on roads or multiuse trails (emphasis was for well-connected system of trails, rather than having horses share right-of-way and road shoulders with other users), and
- supporting the implementation of a new Traffic Safety Action Plan for the county.

The committees also discussed the types of road users (pedestrians, bicyclists, equestrians, and agricultural equipment operators) and conflicting travel needs that could merge on road shoulders. (Additional review is needed to determine the types of cross sections of rural county roads that could best meet the varied needs.) The groups also discussed whether lower operational standards for rural road network makes sense, although there were concerns that very low standards may create safety issues.

In addition, the groups reviewed existing policies about road access standards and off-street parking requirements for special needs of rural area development, and to ensure that both vehicle and bicycle parking needs were addressed in rural communities.

Rural Equity, Health and Sustainability, Pedestrian and Bicycle Facilities

Topics: Pedestrian and bicycle facilities; transit; maintenance; emergency response and disasters; rural equity issues; storm water management [30 policies]

The PWG and TAC discussed potential new policies developed to ensure that multi-use systems (pedestrian, bicycle, transit as well as automobile) were supported in the rural area. Policies addressed the need for the following:

- sufficient right-of-way for vehicles, bicycles, shoulders and storm drainage ;
- way-finding system for bicycle network;
- TSP that supports emergency service providers and provides access to all of the County during natural or human-caused incidents, and
- for rural equity in pedestrian, bicycle and transit access for the identified Transportation Disadvantaged Populations (TDP), along with prioritizing program and projects to expand travel options for these residents.

The committees discussed how equity also should be evaluated with respect to allocation of funds to ensure that the rural area receives its fair share of resources.

In addition to the new policies, the PWG reviewed current language for transit use, and pedestrian, bicycle and multi-use path accessibility. County policies have been viewed as having an urban-area focus, so the intent was to ensure that these services are included in expectations for development in the rural area. Existing policies also addressed the county's financial obligation to maintain county transportation systems whether inside cities or in unincorporated areas; the county is considering a new policy that supports the priority to focus its maintenance dollars on county roads in the unincorporated areas.

NEXT STEPS

Topics that remain for discussion in upcoming PWG and TAC meetings include:

- Urban Equity, Health & Sustainability
- Urban Land Use & Transportation
- Urban Roads and Travel
- Funding and Other Countywide Policies

Policies in these topic areas will be reviewed by the PWG and TAC during their meetings over the next six to eight months, then will be provided to the PAC for review in between February and June 2013.

All proposed current, revised and new policies coming out of this process will go to the Project Management Team (PMT) and Planning & Zoning Division staff to incorporate into Chapter 5 of the County's Comprehensive Plan. Policies may be combined and repetitive policies will be eliminated (i.e. policies will remain only in one place). Planning staff will also review the policies to ensure implementation is feasible through the land use application and/or development process.

The PAC and TAC will have the opportunity to review the Chapter 5 changes before they go to public hearings before the Planning Commission and the Board of County Commissioners for adoption. The public hearings to adopt the transportation-related policies into Chapter 5 of the Comprehensive Plan are expected to take place in fall 2013.