

# Clackamas County Transportation System Plan Update

PAC Meeting #5A

November 27, 2012



CLACKAMAS COUNTY *Update*  
TRANSPORTATION SYSTEM PLAN



# Agenda

- Welcome & Meeting Purpose
- Policy Working Group Recommendations
- Project Prioritization Guidance and Feedback
- Public Comment
- Next Steps

# Welcome and Meeting Purpose

## > Purpose

1. Discuss Policy Working Group recommendations to-date
2. Discuss and give guidance on prioritization process leading into GAPS meetings

## > Desired Outcomes

1. PAC guidance on county-wide and rural policies
2. PAC understanding of funding forecast
3. Guidance on prioritization process

# Policy Working Group Summary

- Recap of Policy Work Group (PWG) process
- Overview of summary document
  - Freight policies (countywide)
  - Rural transportation policies
- Process moving forward – focus on urban

# PWG Meeting 2 – Freight (Countywide)

- Discussion and recommendations focused on:
  - Freight movement related to economic development
  - Protection of sensitive land uses
  - Funding that supports freight, rail, air and water transportation
  - Safety
  - Rail, trucking and airport connections
  - Intelligent Transportation System (ITS) projects

# PWG Meeting 3 - Rural Roads and Rural Land Use

- Discussion and recommendations focused on:
  - Functional classification of roads
  - Rural-urban connectivity
  - The use of multiple modes of travel on rural roads
  - The importance of supporting the agricultural and forestry sectors of the economy

# PWG Meeting 4 - Rural Transportation

## > Discussion and recommendations focused on:

- Conflicting travel needs of different road users (*vehicles, transit, pedestrians, bicyclists, equestrians and agricultural equipment operators*)
- Road improvement needs to safely move agricultural equipment along public roads
- Improving safety for equestrian use on roads or multi-use trails
- Traffic safety action plan

# PWG Meeting 5 – Rural Equity and Sustainability

- Discussion and recommendations focused on:
  - Sufficient right-of-way for vehicles, bicycles, shoulders and storm drainage
  - Way-finding system for bicycle network
  - Supporting emergency service providers
  - Providing access to all of the county during natural or human-caused incidents
  - Rural equity for the identified transportation disadvantaged populations



# Policy Working Group Next Steps

- PWG discusses and recommends policies related to urban area policies, funding and other countywide policies
- PAC/TAC review recommendations and send to Project Management Team (PMT)
- PMT forwards draft policies to Planning & Zoning staff to:
  - Review and incorporate into Chapter 5 of Comprehensive Plan
  - Revise TSP maps
- Draft Chapter 5 reviewed by:
  - TSP PAC and TAC
  - Community at large
  - Planning Commission (public hearing) - *recommendations*
  - Board of County Commissioners (public hearing) - *adoption*

# Policy Working Group – Discussion

1. Equestrian (#96) - Support the safe movement of equestrians in rural areas. – *PWG recommends retaining this policy.*

Question: should other equestrian policies below be added?

- The County's land use and transportation planning shall protect existing equestrian trails where geographically feasible.
- Soft-surface multiple-use trails, located in corridors separate from roadways are the preferred option for equestrian travel for safety reasons and to avoid conflicts with vehicles.
- Support equestrian trail use by:
  - Working with local communities and organizations to identify, protect, create and maintain multiple use trails that support horse travel.
  - Maintaining County-owned equestrian trails.
  - Planning for parking areas at trailheads that support trail riding and accommodate horse trailer parking.
- Representatives from the equestrian community should be given the opportunity to participate in planning and development actions that may impact equestrian facilities.

2.

# Policy Working Group – Discussion (cont.)

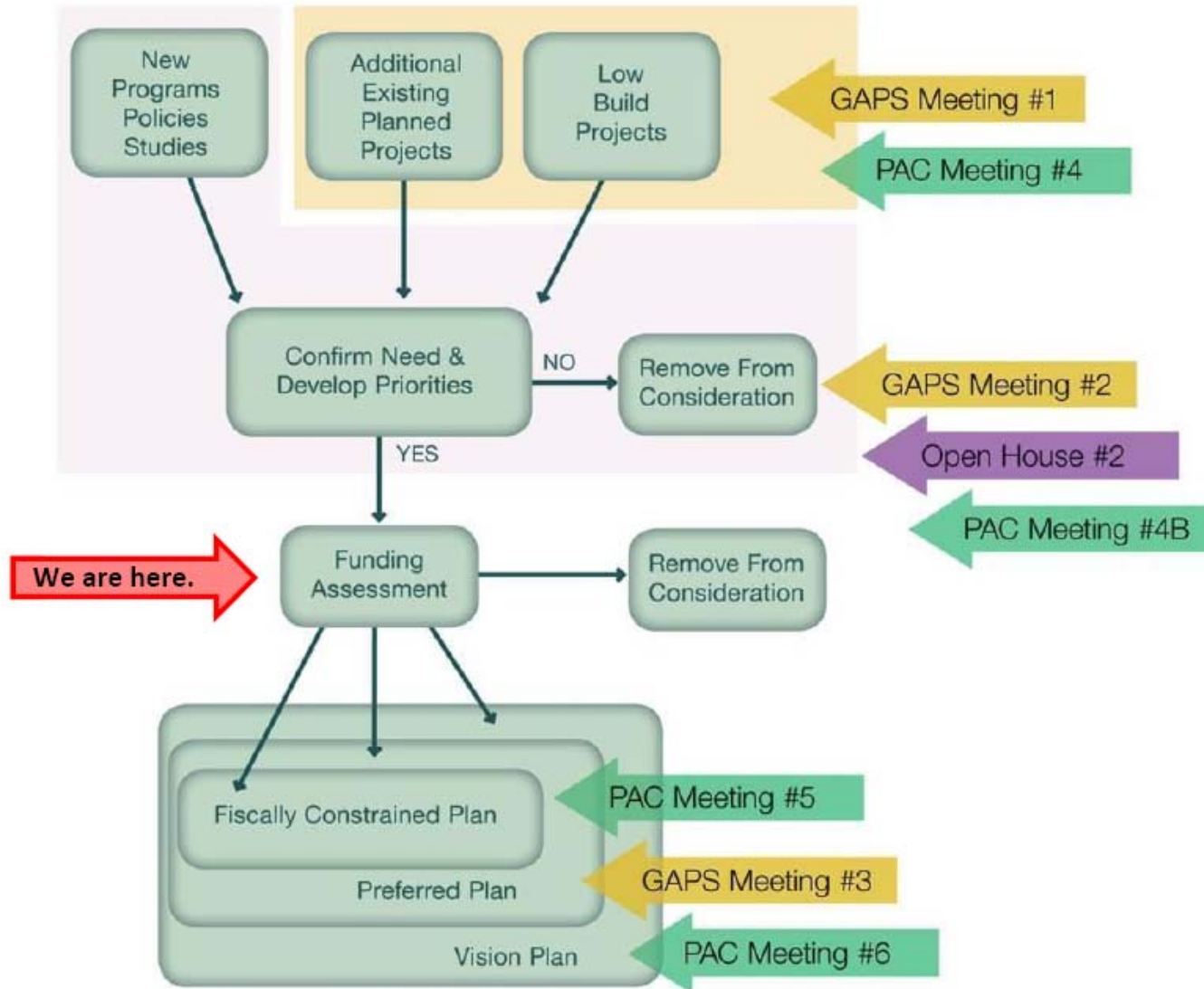
*Please refer to packet –*

2. Road Maintenance (#117) -
3. Rural Equity (#122 through #127)
4. Policies with alternatives (#85, #87, #90)
5. Others?

# Project Prioritization Overview

- Where are we in the overall TSP update?
- Overview of Funding Forecast - Update
- Prioritization Process - Overview and Feedback

# Where are we?



# Funding Forecast

## > What is it?

- Estimated future funding available for projects, programs and studies

## > What's the purpose?

- Defines funding available for the Fiscally Constrained Plan
- Helps identify the potential funding shortfalls

# Funding Forecast Overview

- Seven Basic Funding Sources
- Countywide:
  - Federal revenue
  - County Road Fund
  - Special state revenue programs
  - Local governments and other agencies
  - Other revenue sources – County conditioned, developer financed improvements
- Geographically limited:
  - Transportation System Development Charges (TSDC)
  - Urban renewal (Tax Increment Financing [TIF])
- Restrictions apply to some revenue sources
- Total forecast to 2035 is approximately \$444 million
- Questions for clarification?

# Project Prioritization

## > Purpose of Prioritization (Page 1 of Memorandum)

- Identify which projects should be in:
  - Financially Constrained Plan;
  - Preferred Plan;
  - Vision Plan; or
  - Not in a County plan.

## > Seven Step Process (Pages 4 through 9)

1. Identify top countywide goals OR Identify top local goals
2. Establish a scoring system and score each project
3. Weight the TSP goals
4. Calculate the initial weighted score
5. Account for project synergies and additional analysis
6. Screen for project urgency
7. Compare prioritization outcomes

Today's Focus



# Project Prioritization

- Quick Review of Results from PAC Survey Input – Informed Today’s Focus
  - General agreement on metrics; some discussion needed on Goal 3 and 6
  - No clear consensus on whether or not to weight goals
  
- Focus of Today’s Discussion
  - Appropriate metrics to score each goal? (Step 2)
  - Should the goals be weighted equally? (Step 1 and 3)
    - If no...
      - Which goals should have more weight?

# Project Prioritization

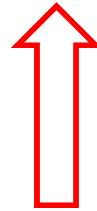
## ➤ Proposed Scoring System

- Purpose
  - Assess the degree to which each project supports each TSP goal
- Relationship to initial evaluations
  - Further refines initial evaluations that were used to determine which projects should remain on the master project list
- Proposed Scale = -1, 0, 1, 2
  - -1 = Degrades
  - 0 = No Effect
  - 1 = Indirectly Improves
  - 2 = Directly Improves
- Metrics for each goal
  - Applicable to projects
  - Reflect the intent of each goal
  - Do not duplicate measures used for other goals

# Project Prioritization

## ➤ Proposed Scoring System – Input from PAC Survey

- General agreement with the metrics proposed for Goals 1, 2, 4, and 5
- More discussion needed with regards to metrics for Goal 3
- Questions surrounding cost effectiveness factor used for Goal 6



Today's  
Focus

# Project Prioritization – Goal 3

## ➤ Goal 3 Livable and Local Metrics

### ➤ Proposed Metrics

- Does the project increase connections between residential and commercial areas or to daily needs and services?
- Does the project reduce the potential impacts of flooding events?
- Does the project help implement a local plan?

### ➤ What improvements does the PAC suggest for Goal 3 metrics?

- Add the question: *Does the project help the public stay in their local community to meet their daily needs?*
- Move the question regarding flooding to Goal 1 regarding sustainability.
- General comment: A project can be a deterrent to Goal 3 by facilitating pass through traffic without access to local destinations.

# Project Prioritization

## > Goal 6 Fiscally Responsible

- Primary proposed metric is Cost Effectiveness Factor

- **Purpose**

- Capture the relative scope of each project

- » How many road users benefit?

- » How much money is spent improving the system for those users?

- **Cost Effectiveness** =  $\frac{AADT}{1,000} \times \left( \frac{1}{\frac{\text{Planning Level Cost}}{\$100,000}} \right)$

- Key Factors

- » Number of vehicles (AADT) on roadway or at the intersection where a project occurs

- » Planning level cost estimate



# Project Prioritization: Goals + Polling

- Goal Weighting - Key Information and Questions
  - Optional part of the prioritization process
  - Optional purpose
    - Emphasize some goals as being more important than other goals
  
- Question #1: Are there goals that are more important than others?
  - If yes, which ones are more important?

# Next Steps - Upcoming Meetings

## ➤ On-going Activities

- Dynamic Traffic Assignment Modeling for CRC/IA geographic sub-area
- Range Forecasting Analysis – 70% Growth Scenario
- Cost Estimating for Projects
- Initial Prioritization Results

## ➤ PWG Meeting #7 (January 2013)

- Urban Land Use and Transportation

## ➤ GAPS Meetings #3 – February 2013

- Discuss Alternatives Analysis Scenario Findings
- Discuss Project Priorities, Urgency, Synergies