

Clackamas County TSP

Summary Table of PAC Input on White Papers

Ref #	White Paper	Type of Recommendation	Recommendation	Agree	Unsure	Disagree
3	5.1	Goal 1: Sustainable	Prioritize transportation investments supporting complete and sustainable communities.	12	1	1
4	5.1	Goal 1: Sustainable	Play a lead role in supporting energy conservation.	10	4	2
15	5.3	Goal 1: Sustainable	Incorporate a strong environmental focus into the TSP update process.	11	3	2
34	5.1	Goal 1: Sustainable	Explore and implement actions/programs to reduce GHG emissions.	8	6	2
43	5.2b	Goal 1: Sustainable	Plan for transportation investments that improve environmental quality from current trends.	9	4	2
16	5.3	Goal 2: Local Business and Jobs	Identify system performance measures that also support economic goals.	13	3	0
52	5.1	Goal 2: Local Business and Jobs	Within the TSP, identify and plan for the transportation needs of the County's diverse agricultural sector.	13	3	0
49	5.4/5.5	Goal 2: Local Business and Jobs, Goal 3: Livable and Local, Goal 4: Health and Safety	Increase transportation options.	9	4	2



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Ref #	White Paper	Type of Recommendation	Recommendation	Agree	Unsure	Disagree
18	5.4/5.5	Goal 3: Livable and Local	Plan for and develop well-connected networks of bicycle and pedestrian infrastructure.	10	4	2
20	5.4/5.5	Goal 3: Livable and Local	Prioritize bicycle and pedestrian infrastructure networks serving heavily used destinations such as schools, retail, employment centers, parks, transit centers, and relatively dense residential neighborhoods.	10	3	3
21	5.4/5.5	Goal 3: Livable and Local	Coordinate transportation plans with land use plans to maximize the potential for people to reach their daily destinations by bike and foot.	12	2	2
45	5.4/5.5	Goal 3: Livable and Local, Goal 2: Local Business and Jobs	Design for transit.	9	4	1
23	5.4/5.5	Goal 3: Livable and Local, Goal 4: Health and Safety	Develop bicycle and pedestrian networks that don't require travel on high traffic roadways.	12	2	2
47	5.4/5.5	Goal 4: Health and Safety; Goal 3: Livable and local, Goal 2: Local business and Jobs	Reduce overall automobile use by facilitating the use of other modes.	9	3	3
10	5.2b	Goal 4: Health and Safety	Continue to pursue early established goals of linking land use, transportation, public health, and safety.	11	4	1
13	5.3	Goal 4: Health and Safety	Integrate public health and equity into transportation and land use planning.	11	2	3



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24	5.4/5.5	Goal 4: Health and Safety	Coordinate land use and transportation planning to ensure that health supportive resources are served by multiple transportation options.	9	3	3
22	5.4/5.5	Goal 5: Equity	Coordinate transportation and land use plans to minimize proximity of high traffic roadways to residential areas and land uses serving vulnerable populations.	11	2	1
25	5.4/5.5	Goal 5: Equity	Include under-represented communities in transportation decision-making processes.	12	1	2
7	5.2a	Goal 6: Fiscally Responsible	Develop and enhance performance-based investment decision-making processes.	8	4	1
17	5.3	Goal 6: Fiscally Responsible	Explore, propose, and develop new and innovative funding sources.	10	2	2
30	5.1	Goal 6: Fiscally Responsible	Critical for transportation investments to be tied to achieving land use goals and providing transportation options.	7	5	3
36	5.1	Goal 6: Fiscally Responsible	Identify and implement ITS and TDM strategies.	8	5	3
8	5.2b	Policy	Enhance and expand a performance-based planning.	10	2	2
9	5.2b	Policy	Explore and implement more robust performance measures in project and program development.	11	2	2
26	5.1	Policy	Diversify transportation funding sources to include sources like user fees, tolls, and market priced parking.	7	6	2



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Ref #	White Paper	Type of Recommendation	Recommendation	Agree	Unsure	Disagree
28	5.1	Policy	Develop funding sources are developed to meet the transportation needs of the County's key urban employment districts.	9	3	3
29	5.1	Policy	Form the long-term, intergovernmental partnerships needed to solve transportation problems in the Mt. Hood Corridor and Government Camp.	9	5	0
32	5.1	Policy	Transform the County's vehicle fleet into an electric-powered or other alternative fuel-powered fleet.	6	6	3
33	5.1	Policy	Identify and use innovative financing opportunities to fund larger-scale energy and transportation projects such as the Oregon Solar Highway Project.	8	3	4
37	5.1	Policy	Power the County's vehicle fleet with alternative fuels.	6	6	3
38	5.1	Policy	Pursue accreditation for CCCH, highlighting transportation-related goals and evaluation metrics.	3	8	3
39	5.2a	Policy	Explore local measures to raise needed operating funds for roadways and public transportation, paying attention to user-based and performance-based fees.	12	1	1
40	5.2a	Policy	Continue to facilitate projects and plans to prepare for competitive funding opportunities at the Federal level (e.g., TIGER grants).	14	1	0
41	5.2a	Policy	Explore, research, and apply public private partnerships.	14	1	0



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42	5.2b	Policy	Continue to be actively involved with local, regional and State-level planning to communicate local goals and needs, and leverage inter-agency cooperation.	15	0	0
44	5.4/5.5	Policy	Support bicycling and pedestrian encouragement and education programs (e.g., Safe Routes to School).	12	2	2
48	5.4/5.5	Policy	Design high traffic rights-of-way to accommodate vegetative buffers.	10	3	2
53	5.1	Policy	Complete land use changes and re-design facilities to integrate walking, bicycling, and transit	10	2	3
54	5.1	Policy	Identify and pursue funding opportunities to conduct transportation-related HIAs.	9	4	0
5	5.1	Policy	Participate in regional efforts to develop performance-based metrics for health and equity.	9	5	1
1	5.1	Process: Evaluation	Incorporate Metro's DTA model into planning process.	9	4	2
2	5.1	Process: Evaluation	Adopt performance metrics, establish evaluation criteria and procedures (i.e. multi-modal level of service).	12	3	1
11	5.3	Process: Evaluation	Use performance based objectives to evaluate the updated TSP.	12	3	0
12	5.3	Process: Evaluation	Employ a multi-modal mindset in goal-setting, analysis, evaluation, and recommendations.	12	1	3
19	5.4/5.5	Process: Evaluation	Establish performance-based benchmarks and goals, and collect necessary data for evaluating progress.	12	2	2



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27	5.1	Process: Evaluation	Remain involved in Metro's DTA model development and develop in-house familiarity with the DTA model.	10	3	2
31	5.1	Process: Evaluation	Gather information about alternative fuels and what it would mean to incorporate those into the County transportation system.	8	5	2
35	5.1	Process: Evaluation	Gather information and implement tools from state and regional resources related to Metro's Climate Change Smart Scenarios initiative.	6	4	4
50	5.4/5.5	Process: Evaluation	Collect data to understand how transportation decisions benefit multiple portions of the greater community.	8	3	1
6	5.1	Process: Project approach	Identify opportunities to involve Clackamas County Community Health (CCCH) in developing the TSP.	5	7	2
46	5.4/5.5	Process: Project Approach	Work with local public health agencies to collect data useful for assessing trends in physical activity levels.	5	5	5
51	5.1	Process: Project approach	Confirm the validity of and implement backlog of transportation planning and engineering projects.	10	4	1
14	5.3	Process: Public Involvement	Use new presentation, education, and public participating techniques within the TSP's public involvement activities.	11	1	2