



STAKEHOLDER WORKING GROUP

MEETING #5
May 4, 2016

Meeting Agenda

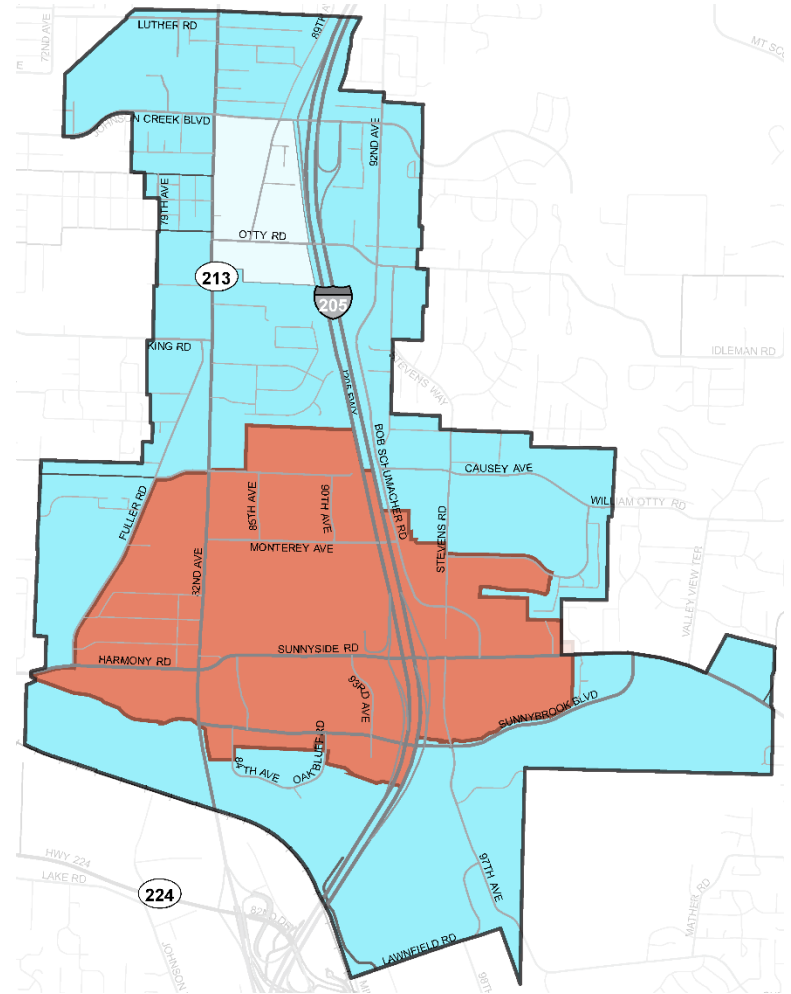
- A. Multimodal Mixed-Use Boundary
- B. Process for Funding Projects in Development Review
- C. Additional Performance Measures in Development Review
- D. Closing and Next Steps



A. MULTIMODAL MIXED-USE AREA BOUNDARY

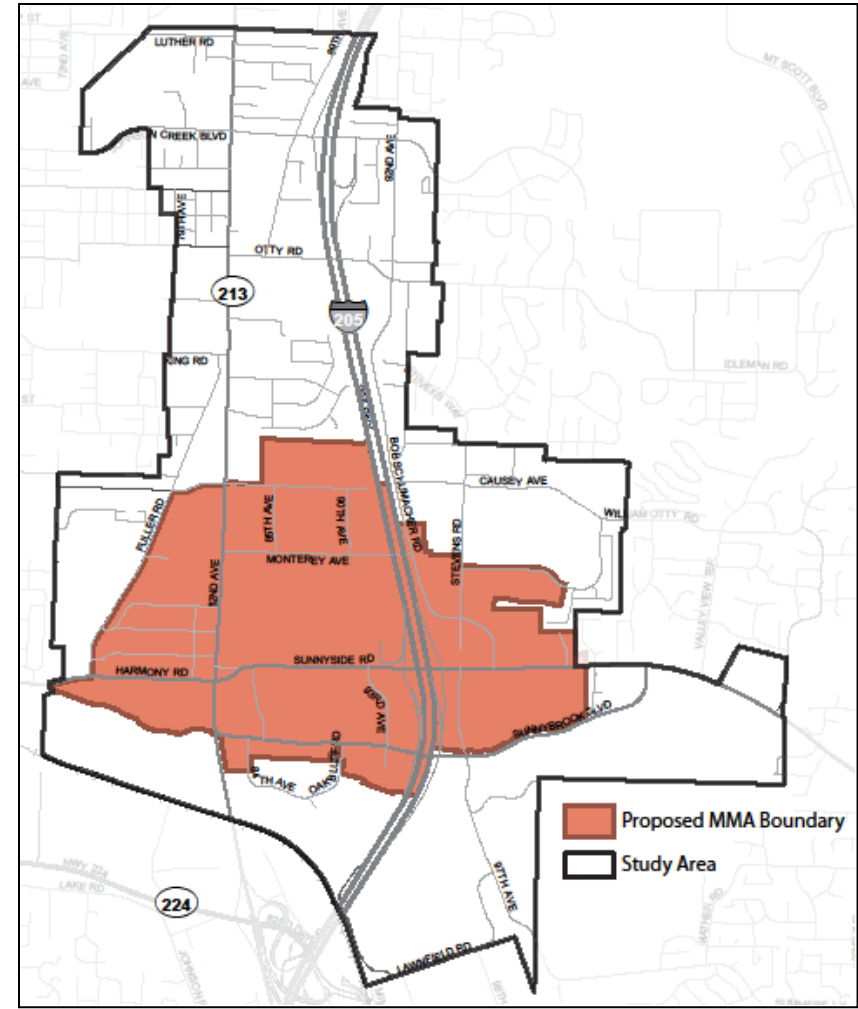
Why an MMA?

- Allows comprehensive plan amendments / zone changes without considering mobility targets
 - Protects from the unknown
 - Gives assurance to developers
 - Prioritizes safety



February 3 SWG Support

- Use existing CRC boundary
- Do not V/C
- Use queuing on ODOT facilities
- Use pedestrian, bicycle and safety measures within boundary

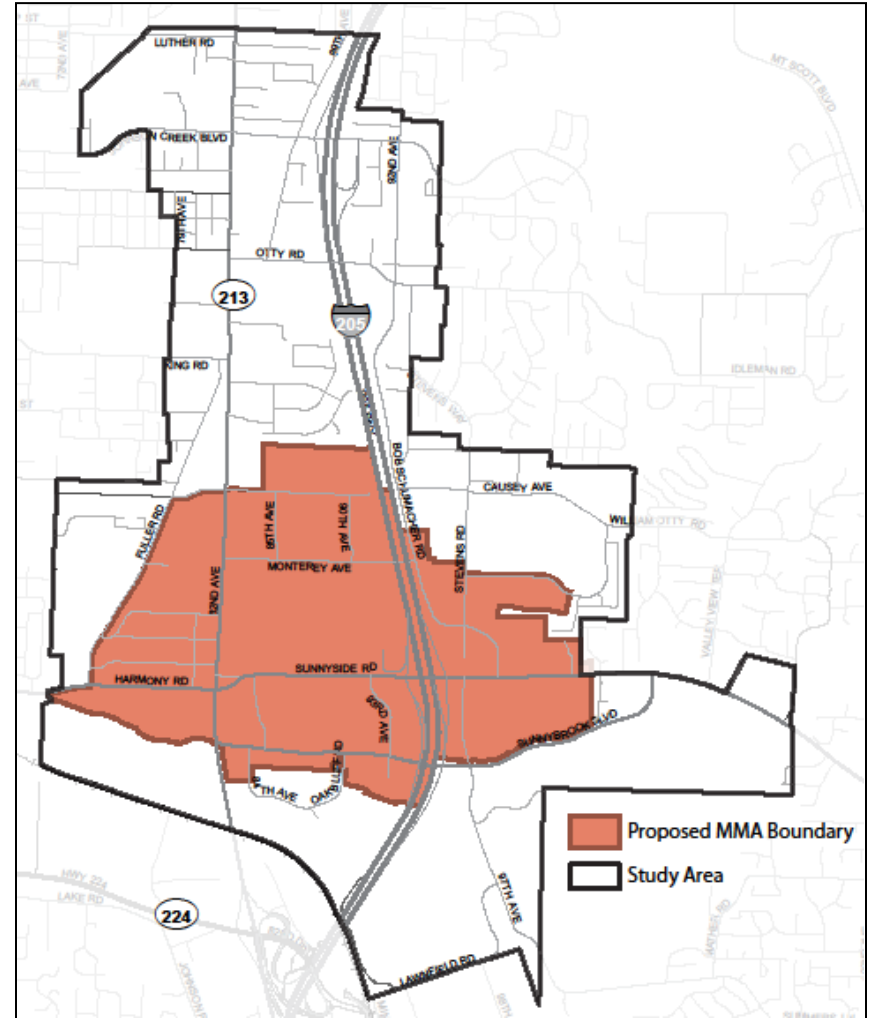


MMA Boundary: Updates

- Agency partner coordination
- Alternative performance measures within boundary
- Comprehensive Plan and ZDO Draft Changes
- Technical Working Group

Updated TWG Recommendation

- Use existing CRC boundary
- Do not V/C
- Use queuing on ODOT facilities
- Adopt Additional Needed Infrastructure
- Capture Additional Measures in Development Review



Do you have any concerns about the
TWG recommendation?



B. PROCESS FOR FUNDING PROJECTS IN DEVELOPMENT REVIEW

On-Going Transportation SDC Update Began January 2016

- Updating Eligible Project List To Include Multimodal Capital Projects
- Re-evaluating SDC District Boundaries
- Joint Technical and Stakeholder Group Advising on Update
- New TSDC Fee Rates Expected Fall 2016

Getting To Built

- Transportation System Development Charges are primary funding tool
- Development Review May Identify Other Improvements Needed To Comply With County Standards

Implications for MMA Area

- New MMA Area Projects Will Be Incorporated Into TSDC List
- TSDC Will Fund Pedestrian and Bike Improvements
- Fee Program District Boundary Options:
 - Entire Urban Area
 - CRC Overlay On Top of Urban Area Fee



C. ADDITIONAL PERFORMANCE MEASURES IN DEVELOPMENT REVIEW

February 3 SWG Recommendation

- MPLOS / Completeness Review / Accessibility to Transit
- BLTS / Completeness Review
- Volume-to-Capacity Ratio
- Motor Vehicle Queuing
- Safety

Additional Performance Measures: Updates

- Technical Working Group
- Staff working group
 - Do we need new policies?
 - Can we test these measures?
 - How will they work?

Existing TSP Policies Supporting Additional Measures

- 5.B.5 Support programs that utilize data-driven approaches to improve safety of the transportation system.
- 5.B.6 Align County departments, external safety groups, and other public agencies toward common transportation safety goals.
- 5.B.7 Integrate roadway, safety and traffic data management, health and emergency services data sources.
- 5.B.8 Integrate Highway Safety Manual (HSM) principles into the planning, engineering, design, operation and maintenance of the transportation system.
- 5.C.1 Support programs and projects, such as pedestrian and bike connections to transit stops, that expand and improve transportation options for residents in areas with identified transportation-disadvantaged populations.
- 5.F.3 Support and promote an integrated approach to land use and transportation planning and implementation that encourages livable and sustainable communities, decreases average trip length and increases accessibility for all modes.
- 5.F.4 Support and promote transportation investments that support complete and sustainable communities as a long-term strategy to reduce reliance on long commutes out of the County to employment destinations.
- 5.K.4 Urban Identify pedestrian facilities and bikeway improvements necessary to ensure direct and continuous networks of pedestrian facilities and bikeways on the county road system.
- 5.K.6 Urban Review development plans to ensure that they provide bicycle and pedestrian access.
- 5.K.7 Urban Create a networked system of pedestrian facilities and bikeways connecting cities, neighborhoods, commercial areas, community centers, schools, recreational facilities, employment centers, other major destinations, regional and city bikeways and pedestrian facilities, and other transportation modes. Utilize separate accessways for pedestrian facilities and bikeways where street connections are impractical or unavailable.
- 5.L.3 Construct interim pedestrian facilities and bikeways, as appropriate, on existing streets that are not built to the applicable cross section and where the construction of full street improvements is not practicable or imminent as determined by the County Planning Director and County Road Official or County Engineer.
- 5.L.4 Urban Require that new development include construction of walkways and accessways within the development and between adjacent developments, where appropriate.

Before building new roads or adding capacity to existing roads, consider Transportation System Management (TSM) strategies for using the existing road system, including associated pedestrian and bicycle facilities, and system capacity most efficiently.

TSM strategies include:
 1. Access Management;
 2. Alternative/Modified Standards (Performance and/or Design Standards);
 3. Intelligent Transportation System (ITS) applications;
 4. Operational Improvements;
 5. Parking Standards;
 6. Enhanced Bicycle and Pedestrian Facilities; and,
 7. Road Diet (For example, restriping a low volume, 4-lane road to a 3-lane configuration with bicycle and pedestrian facilities).
- 5.S.8 Evaluate transitioning from transportation concurrency to safety analysis when a traffic impact study (TIS) is required of new development.
- 5.DD.2 Complete the following studies to develop solutions to problems that were identified during the existing and future conditions analysis of the transportation system, but could not be solved within the scope of the TSP update.

B. Develop alternative performance standards for intersections and alternative mobility standards within the Clackamas Regional Center design plan area. Determine if this area should be designated as a multimodal, mixed-use area (MMA) as provided in the Transportation Planning Rule (OAR 660-012-0060). (project #1017)

Additional Policy

- “For the urban unincorporated area, develop pedestrian, bicycle and safety performance measures for use during development review.”
(draft policy)

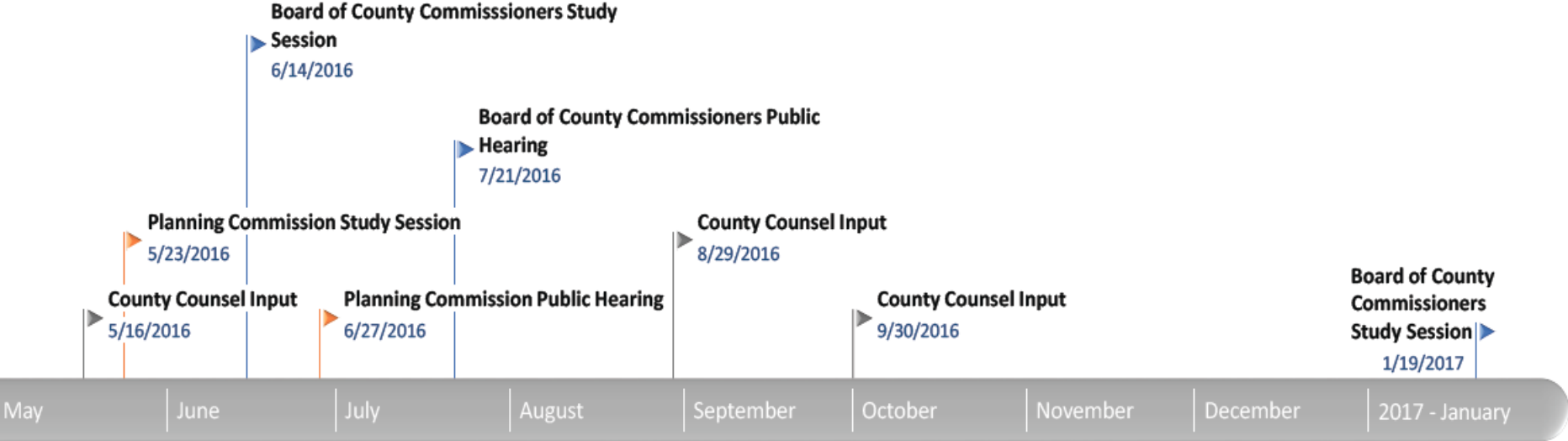
Additional Performance Measures: Updates

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- Staff working group
 - Do we need new policies?
 - Can we test these measures?
 - How will they work?

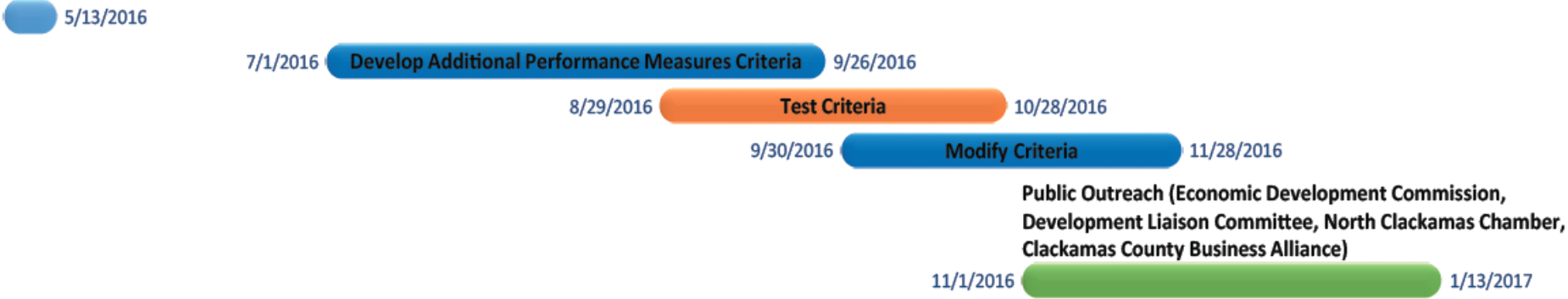
Additional Performance Measures Initial Analysis

- Staff to develop **pedestrian, bicycle and auto** measures
- Staff discussing option for consultant to develop **safety** measure

The Path Forward



Additional Performance Measures Rough Concept



Do you support this plan?

D. Closing and Next Steps

- ODOT / Happy Valley coordination on MOU
- DLCDC coordination on amendments
- Planning Commission work session in May

Eat a Cupcake!