

Meeting Summary

Technical Working Group – Meeting #5

Thursday, April 7th, 2016, 1:30 – 3:30 p.m.

Participants – TWG Members

Carol Earle – *Happy Valley*

Joe Marek – *Clackamas County*

Dave Queener – *Clackamas County*

Jimmy Thompson – *Clackamas County*

Katie Dunham – *Clackamas County*

Rick Nys – *Clackamas County*

Lori Mastrantonio – *Clackamas County*

Bill Holmstrom – *DLCD*

Lidwien Rahman – *ODOT Region 1*

Joseph Auth – *ODOT Region 1*

Project Team and Staff

Karen Buehrig – *Clackamas County*

Abbot Flatt – *Clackamas County*

Ellen Rogalin – *Clackamas County*

Carl Springer – *DKS Associates*

Welcome and Introductions

Karen Buehrig welcomed participants to the meeting and walked through the agenda.

- Multimodal Mixed-use Boundary
- Alternative Performance Measures in Development Review

Multimodal Mixed-use Boundary

Abbot Flatt, Clackamas County, presented updates on the work completed since the last TWG and an updated staff recommendation for the MMA boundary. The TWG walked through the proposed changes to the Comprehensive Plan and Zoning and Development Ordinance that is needed to implement the MMA boundary. The major comments for the following policies are:

- XII 5.0: is unclear. Language with measures versus standards needs to be consistent.
- XII 6.0: needs more context.
- XII 6.1: Don't refer to the MOU but reference specific facilities. Must look at review of queuing. Reference roadway standards for specifics.
- XII 8.0: Not required to track outcomes. This policy is not related to MMA.
- XII 9.2: This is what we want.
- XII 9.3: Remove or use this space to reference roadway standards and queuing review.
- XIII 6.0: Remove. See project in Additional Needed Infrastructure.
- 1202.03 C: Inconsistent with TPR. Reference seems circular.
- 1202.03 D: OHP won't include MMA language for Clackamas.
- 1202.03 E: Some interest in removing this because this is analyzed in development review. Some interest in keeping it because it'll ensure developers will know if they may have a problem once

they pursue development. Safety is important to the county. See section 10 in TPR for consistency.

Recommendation: The Technical Working Group recommends adopting a MMA boundary, which removes the requirement to meet the volume-to-capacity performance standards within the MMA Boundary for zone change and comprehensive plan change applications. In addition, the list of additional needed infrastructure and the associated additional needed infrastructure should be added into the Clackamas Regional Center Design Plan section of the Comprehensive Plan.

Alternative Performance Measures in Development Review

Abbot Flatt presented an overview of the work completed since the last TWG and the updated staff recommendation for performance measures used during development review.

The staff recommendation is move forward with developing a way to implement the following measures during the development review process. The Technical Working Group agreed that the modified measures should move forward and be recommended for use when development review occurs. These measures need to be evaluated for use in development review.

Performance Measure	Desired Outcome	Evaluation Considerations	Dev. Review
Completeness Review, Crossing Review and Accessibility to Transit	Pedestrian system completeness review. Nearby crossings adequate. Increase accessibility to transit stops.	Evaluate nearest collector or higher for larger trip generators; evaluate nearest crossing. If none within 265 feet, evaluate need for crossing; evaluate connection to nearest frequent service transit stop.	Yes
Completeness Review	Bicycle system completeness review. Adjoining system connected	Nearest collector or higher may be evaluated for larger trip generators.	Yes
Volume-to-Capacity Ratio	Provide appropriate vehicular capacity at intersections; V/C measures in Comp Plan.	Requires vehicle trip generation; coordinate intersections to be identified with County staff.	Yes
Motor Vehicle Queuing	Intersection improvements to provide appropriate queuing conditions.	Requires vehicle trip generation; coordinate intersections to be identified with County staff.	Yes
Safety	Improved safety	Establish County-specific baseline; apply critical crash rate methodology; identify suitable countermeasures to address impacts.	Yes

There was discussion on the process necessary to implement the performance measures and the documents where the performance measures should be integrated.

Members provided the following comments:

- Interest in pursuing more complex alternative performance measures to be implemented within this year.
- Talk to TriMet about connection distances to stops for pedestrian measure. Is it necessary to differentiate between types of transit stops?
- Queuing- evaluate need for storage improvements.

In order to integrate Alternative Performance Measures into the design review process, the table of measures will need to be integrated into the Transportation Impact Assessment (TIA) process which is outlined in the Road Standards document.

Closing and Next Steps

Abbot Flatt thanked members for their participation and talked about next steps.

County staff will meet to update the recommendation before presenting to the Stakeholder Working Group in May. County staff will continue to work with ODOT, Happy Valley and DLCDC to prepare documentation for the MMA.