



MEMORANDUM

To: Clackamas County Board of County Commissioners

From: Scott Hoelscher, Senior Planner – Multimodal Transportation, scotthoe@clackamas.us
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Date: May 22, 2025

RE: **ZDO-292:** Comprehensive Plan Amendments to Adopt the *Walk Bike Clackamas (WBC) Plan*. Follow-up from May 13th 2025 BCC Hearing

BACKGROUND

At the May 13, 2025 public hearing for the *Walk Bike Clackamas Plan (WBC Plan)*, the Board of County Commissioners (BCC) heard public testimony and began deliberations. The BCC discussed the City of Wilsonville (City) recommendation to change the priority tier of Stafford Road project N303 which is “Stafford Road Paved Shoulder (I-205 to Boeckman Rd/SE Advance Rd).” In the draft *WBC Plan* N303 is a Low Priority Tier 3 project. The adjacent northern section of Stafford Road (project N205) is a Medium Priority Tier 2 project. In a letter dated May 9, 2025, the City recommended amending the draft *WBC Plan* to raise the priority level of project N303 to Medium Priority Tier 2, which would match the tiering of the section of Stafford Road between Rosemont Road and Interstate 205.

The purpose of this memorandum is to summarize the project prioritization methodology for the *WBC Plan* and outline the factors influencing the tier scoring for the two segments of Stafford Road.

PRIORITIZATION METHODOLOGY

An important *WBC Plan* step involved developing a prioritization methodology. Project prioritization can help the County strategically implement projects that align with community values and address safety risks and mobility needs. The methodology involved developing prioritization criteria based on *WBC Plan* goals: Accessibility; Connectivity; Equity and Health. All proposed projects were scored based on quantitative criteria to create a list of high, medium, and low priority pedestrian and bicycle projects. Tier 1 projects are the highest scoring projects based on the analysis and considered high priority needs. Medium priority needs are classified as Tier 2, while the remainder of the projects are assigned Tier 3 status. The prioritization criteria were used to rank all projects for each of the five planning areas. Additional details on the tiering and scoring methodology is available in Technical Memorandum #9: *Project Prioritization Methodology*, located at the project [website](#).

Although projects in the *WBC Plan* have been assigned priority tiers, it is important to note that no public money has been allocated to any of the projects identified in the *WBC Plan*. Any future funding decisions would be made by the Board of County Commissioners. The forthcoming

Transportation System Plan (TSP) update will provide more detail on expected available funding as well as specific cost estimates for various projects. The TSP update process will create a 20-year Capital Improvement Plan which will identify the transportation capital projects that are anticipated to be constructed within the next 20 years with the funding expected to be available within that timeframe.

Table 1 below lists each of the prioritization criteria and potential score value under each Goal category. Additional detail on methodology is included in Technical Memorandum #9.

TABLE 1: PRIORITIZATION CRITERIA BY GOAL	
Goal	Criterion
Safety	<ul style="list-style-type: none"> • Proximity to historic pedestrian or bicyclist-involved crashes • Crossing improvements • Safe Routes to School Plan project • Responsive to community concern <u>Total Possible Score: 40</u>
Accessibility	<ul style="list-style-type: none"> • Walkway improvement within ½ mile of one or more destinations • Bikeway or walkway improvement within 1 mile of one or more destinations • Bikeway or walkway improvement within ½ mile of bus stop • Bikeway or walkway improvement within 1 mile of MAX light rail stop • Bikeway or walkway improvement within the Clackamas Regional Center Area or within a Rural Community • Addresses concern expressed through public comment <u>Total Possible Score: 20</u>
Connectivity	<ul style="list-style-type: none"> • Fills a missing bikeway segment along a high level-of-stress road • Expands miles of bikeways along a road that scored as highly stressful • Overlaps the Essential Pedestrian Network • Completely or partially fills a missing sidewalk gap on one or both sides of an arterial or collector • Responsive to community concern <u>Total Possible Score: 30</u>
Equity	<ul style="list-style-type: none"> • 50% or more of the project is in census block group(s) with “above average” or “well above average” equity index score <u>Total Possible Score: 30</u>
Health	<ul style="list-style-type: none"> • Improvement within a ½ mile radius of a park, hospital or medical clinic, long-term care facility, pharmacy, grocery store, public elementary or middle school, or a daycare • Responsive to community concern <u>Total Possible Score: 30</u>

PRIORITIZATION IN THE NW COUNTY AREA

The Northwest County Area has 19 projects, including seven Tier 1 projects; six Tier 2 projects and six Tier 3 projects. The specific project scoring for the two Stafford Road projects is outlined in Table 2 below. For the Safety, Connectivity, Equity and Health criteria, the two projects received identical scores. There was a two point difference in the Accessibility scoring, which accounts for the difference in Tiering. The northern portion of Stafford Road scored slightly higher on Accessibility due to access to a greater number of destinations such as parks and schools.

Table 2: Stafford Road Scores by Criterion

Project #	Project Name	Extent	Safety Score	Access-ibility Score	Connect-ivity Score	Equity Score	Health Score	Total
N205	Stafford Rd Paved Shoulders	Rosemont Rd to I-205	4	3	12	0	6	25
N303	Stafford Road Paved Shoulder	I-205 to Boeckman Rd to SW Advance Rd	4	1	12	0	6	23