Overview

ODOT presented to the Clackamas Pedestrian and Bikeway Advisory Committee on April 4, 2023, sharing updates on the I-205 Toll Project and findings from the I-205 Toll Project Environmental Assessment. During the meeting, there were four questions that were unable to be answered during the allotted time. Those questions are answered in this memo and provided to the Clackamas Pedestrian and Bikeway Advisory Committee for distribution to committee members.

* How do we advocate for improvements to be included for the intersection of Territorial Road and Holly Street in Canby?
  + Submitting comments during the I-205 Environmental Assessment comment period is the best way to advocate for improvements for specific intersections to be included in the I-205 Toll Project. Comments can be submitted via the [online public comment form](https://www.surveymonkey.com/r/I205TollEA), sending an email to [I205TollEA@odot.oregon.gov](mailto:I205TollEA@odot.oregon.gov), leaving a voice mail at 503-837-3536 or mailing your written comment to:

Mandy Putney

ODOT Urban Mobility Office

18277 SW Boones Ferry Road

Tualatin, OR 97244

* How is travel stress quantified for pedestrians and bicyclists? What constitutes "stressful”?
  + Level of traffic stress (LTS) is an analysis method used to rate multimodal conditions by estimating the perceived safety of bicycle and pedestrian infrastructure. Higher average daily traffic, higher speeds, and higher numbers of vehicle lanes increase stress levels for both pedestrians and bicyclists. The LTS analysis provides scores of 1 through 4 for each mode, with level 1 representing little or no traffic stress and level 4 representing high stress. (EA page 3-6)
* In Oregon City, along McLoughlin, what is the plan for cyclists if double right turns are added for NB I-205?
  + The proposed mitigations at the intersection of OR 99E and the I-205 northbound on-ramps do not substantially change conditions for people biking. (Transportation Technical Report page 167)
* Public transit will not increase, nor impact diverting on county roads, nor bicycle or pedestrian. Where will these travelers go?
  + The modeling shows that some travelers would be diverting from I-205, but the diversion is not significant enough to impact people walking and biking. We are also projecting that I-205 would function better with the completed third lane and tolling, allowing traffic on I-205 to move more freely. We also expect to see a change in the total number and time of day for discretionary trips. (Transportation Technical Report page 65)