



## Clackamas Regional Center/Industrial Area: Geographic Area Projects (GAPS)

### Meeting #3A

March 11, 2013/ 9 – 11 am

Development Services Building, Room 119, 150 Beaver Creek Rd, Oregon City

### MEETING SUMMARY

#### ATTENDANCE:

**GAPS:** Chips Janger, Michael Walter, Tom Civiletti, Dick Weber, Cyndi Lewis-Wolfram, Ben Horner-Johnson, Mark Gamba, Jeremy Ferguson, Dave Queener, Ken IteI

**Visitors:** Greg Baartz-Bowman, Pat Russell, John Lewis, Vincent Alvarez, David Kelly

**Staff/Consultants:** Karen Buehrig, Marc Butorac, Susan Wright, Kelly Laustsen, Sarah Abbott, Ellen Rogalin, Shari Gilevich

#### WELCOME/MEETING PURPOSE

Karen welcomed everyone and asked people to introduce themselves. She noted that this is one of two meetings for this group. Because of the high level of interest in the Sunnybrook Extension project, the meeting today is specifically to focus on the following eight projects in the Southwest Connector Area:

- U001: Sunnybrook Boulevard Extension from 82nd Avenue to Harmony Road
- U103: Grade-separated railroad crossing at Harmony/Lake/Linwood intersection
- U104: Widening Harmony to five lanes from 82nd Avenue (OR 213) to OR 224
- U109: Widening 82nd Avenue (OR 213) to seven lanes from Sunnybrook Boulevard to Sunnyside Road
- U394: Improvements to 82nd Ave/Harmony/Sunnyside intersection
- 1081: Constructing a Harmony Road bike/ped overpass over the railroad tracks
- 2117: Adding turn lanes to all approaches at the Sunnybrook Blvd./82nd Ave. intersection
- 2116: Adding a second left-turn lane on Harmony at the Harmony/Linwood intersection

The second meeting of the Geographic Area Work Group for the Clackamas Regional Center / Industrial Area, scheduled for 3-5 p.m., March 18, will focus on the other 81 projects in the area.

#### PRESENTATION

*(The presentation and handouts are available online at [www.clackamascountytsp.com](http://www.clackamascountytsp.com).)*

Marc explained that the goal is to recommend projects that should be in the top 15% (20-year capital projects) and the second 15% (preferred capital projects) by cost. All other projects will go into a long-term capital project needs category. The initial project scoring process was based on the evaluation criteria for goals 1-6, 70% housing and employment growth analysis, Dynamic Traffic Assessment (DTA) analysis, and identified needs (impact on gaps and deficiencies). County projects will also be prioritized based on input from the Project Management Team, Public Advisory Committee, Technical Advisory Committee, the public and other stakeholders.

Karen noted that the estimate of projected future revenue is a conservative one, which came from looking at anticipated local, state and federal revenue over the next 20 years, as well as revenue from other sources (development fees, etc.). Chips noted that the numbers are quite tenuous and fluid.

Marc reviewed the historical and geographic background of the southwest connector area. There has been a lot of development -- both commercial and residential -- in the area over the past few decades. Traffic counts in the area have been rising steadily, including those at the intersection of 82nd Avenue and Sunnybrook Boulevard. There are three options for responding to current and projected traffic congestion:

- Option A: Construct improvements to maintain existing operations as demand grows
- Option B: Allow additional congestion in the Clackamas Regional Center area
- Option C: A combination of options A and B

Marc reviewed the data gathered for the area and the six alternatives that were evaluated in detail:

1. No-build (don't construct or change anything)
2. Construct Sunnybrook Extension West, widen Harmony to three lanes from Highway 224 to 82nd Avenue and separate the grade at the railroad crossing
3. Widen 82nd Avenue to seven lanes, widen Harmony to three lanes from Highway 224 to Fuller and to five lanes from Fuller to 82nd Avenue, and separate the grade at the railroad crossing
4. Construct Sunnybrook Extension West
5. Widen Harmony to five lanes from Highway 224 to 82nd Avenue and separate the grade at the railroad crossing
6. Construct Sunnybrook Extension West, widen Harmony to five lanes from Highway 224 to Fuller and to three lanes from Fuller to 82nd Avenue, and separate the grade at the railroad crossing.

The alternatives were analyzed on the basis of what improvements are needed to meet current standards and how the alternatives rate on the following performance measures:

- travel time
- travel time reliability
- congestion
- outflow volume
- queuing

The project team came to the following conclusions based on the analysis:

- Alternatives 5 and 6 provide the most operational benefits, producing travel time savings beyond what motorists experience today.
- Alternatives 2, 3 and 4 produce travel times similar to what motorists experience today.
- At the current level of rail traffic, grade-separating the intersection at Harmony Rd/Linwood Ave. is not likely to significantly reduce travel times on the corridor, but is needed to allow for intersection improvements.

The project team's recommendation is to support Alternative 2 because it meets the requirements of zoning and concurrency ordinances, and allows for continued economic development in the area.

## DISCUSSION

***(NOTE: Comments/questions from GAPS members and the public are first; responses/comments from staff follow in brackets, italicized.)***

- Highway 224 has been added in the last couple of decades to help alleviate congestion.
- Why does the Sunnybrook Extension project score 0 in the 70% growth category? *[It was modeled in the Low Build scenario, because it was in the County's last TSP and in the Regional Transportation Plan and currently has funding allocated, so it couldn't be isolated.]*
- What future development are you considering? *[Expansion of Clackamas Community College, development around Clackamas Town Center, north of Harmony Road, etc.]*
- Was traffic data gathered on an average weekday? *[Yes.]*
- Is it feasible to enlarge the 82nd Ave./Harmony intersection? *[It could be done from an engineering standpoint, but it's not feasible for developer's perspective because of access and right-of-way acquisition issues.]*
- When you looked at widening Harmony to three lanes, did you consider a middle lane that shifts depending on time of day? *[No, we considered an added two-way left-turn lane.]*
- Since the last PAC meeting, the score on the Sunnybrook Extension project has been changed so it now is shown as having zero impact on the environment. Why did that happen and have any other scores been changed? *[Yes, a number of projects have changed scores because of fine-tuning we told the PAC we would be doing with estimated costs, input from the Technical Advisory Committee (TAC), etc. The sustainability score for the Sunnybrook project reflects an analysis done of all projects based on regional mapping of natural resource protection areas. The Sunnybrook Extension project is not located in one of those areas.]*
- Why is this project scored high on livable and local? *[Because it is included in various local development plans that came from the community.]*
- Metro Title 13 came from wildlife concerns, which are important but is not all that's important. People here are most concerned about the trees.
- If we include an un-built project in the baseline, it reduces the usefulness of the data. *[That's true, which is why we moved forward to also conduct DTA analysis so we could isolate the transportation impacts of that project.]*
- What about the alternative of making simple traffic adjustments on 82nd Ave to get traffic to Highway 224 as proposed by two commissioners some time ago? *[That gets the traffic to 224 at a place where it is also already overcrowded.]*
- You used to talk about the railroad overpass costing \$30; now you says it's \$20 million. *[There are two options -- one would cost approximately \$35 million, the other would cost about \$20 million.]*
- When are we going to start looking at the cumulative effect of projects, e.g., water quality impact of a new roadway and removing open space around the Clackamas Town Center? *[Right now there is no water quality treatment in the area; the Sunnybrook*

*Extension project would include storm water treatment facilities so improve the quality of some of the run-off.]*

- You should be looking at multi-modal, not just roads for cars.
- This project was put on hold a couple of years ago and has been strongly opposed by residents. Why do you keep trying to push it forward and accommodate the business community while ignoring the neighborhoods? *[We are discussing options, and have over the last few years made significant changes to the Sunnybrook footprint in response to concerns from the community.]*
- What happens when we move the traffic problem down the road to the Linwood intersection? *[Ultimately, several projects are needed to resolve the traffic problem.]*
- Why isn't it an option to move traffic to Highway 224? *[The intersection with the biggest problem is 82nd/Sunnyside; moving traffic to Highway 224 doesn't help that.]*
- People don't want Sunnybrook because it will make traffic go to other places like the neighborhoods. Most of that traffic is trying to get to Highway 224.
- Why not fix 224? *[That's an ODOT road -- we can encourage them to do something, but can't take any action on it ourselves.]*
- Why not widen Railroad Avenue? *[That's in the City of Milwaukie and would be their project.]*
- There's lots of lip-service paid to multi-modal travel in Clackamas County, but it's a wasteland compared to Multnomah County. Gas prices will continue to rise and we won't see the increase in single-occupancy vehicles that your data shows. Put the money in multi-modal facilities instead of roads. *[The Clackamas Regional Center work group, that is recommending what additional projects to complete with urban renewal funds in the area, is recommending \$5 million be set aside for multi-modal.]*
- We're trying to do multi-modal in all parts of the county -- it's part of the projects suggested in all areas. That's why the DTA analysis doesn't make much sense because it only looks at automobile traffic.
- The City of Milwaukie is opposed to the Sunnybrook Extension, and would encourage the County to meet with Clackamas Community College and the City to explore options. *[The County would be happy to do that.]*
- We can't remove the Sunnybrook Extension project from the list without replacing it with something or changing our standards.
- I think there are other options for removing it other than replacing it or changing the standard. *[We do need an alternative. We have a community that doesn't want the project, but we also have rules in place that would require us to reject development requests in this area in the future if nothing changes.]*
- The County changed concurrency in the industrial area; it could do that here, too.
- Clackamas County is responsible for keeping traffic moving. The City of Milwaukie doesn't want traffic from the east on its surface streets. ODOT doesn't have the money to fix Highway 224. The jurisdictions need to come together to find a solution.

Marc said the materials shared at today's meeting will be available on the project webpage at [www.clackamascountytsp.com](http://www.clackamascountytsp.com) and people can send additional project comments in for another week.

## **NEXT STEPS**

Upcoming meetings and activities:

- CRC/IA GAPS Meeting #3b on 81 Projects Outside of Southwest Connector Area -- 3-5 p.m., March 18, Development Services Building
- TAC Meeting #7 to review and comment on prioritized project list-- March 28
- PMT review and comment on prioritized project lists and identify probable funding sources
- PAC Meeting #5b to review the recommended prioritized project list and divide the projects into countywide categories of the first 15%, second 15% and final 70% of funds - April 23, 6-9 p.m., Development Services Building
- PAC Meeting #5c -- In May, if needed for additional discussion
- Public outreach/virtual open house -- May-June