

**Greater Clackamas Regional Center/Industrial Area:
Geographic Area Projects (GAPS) Meeting #2
September 10, 2012 / 9-11 am and September 27, 2012 / 9-11 a.m.
Development Services Building, Room 119, 150 Beaver Creek Rd, Oregon City**

MEETING SUMMARY

ATTENDANCE

GAPS members: Ben Horner-Johnson, Chips Janger, Cyndi Lewis-Wolfram, Martha Waldemar, Ken Itel, Dan Johnson, Jerry Foy, Michael Walter (Sept. 10); Ben Horner-Johnson, Cyndi Lewis-Wolfram, Martha Waldemar, Ken Itel, Dick Weber (Sept. 27)

Staff and Consultants: Karen Buehrig, Larry Conrad, Sarah Abbott, Ellen Rogalin, Marc Butorac and Susan Wright

SEPTEMBER 10, 2012

Larry said the projects are grouped by area and need to be considered systematically. Projects have already been removed from this list that were duplicates, that have been completed or are scheduled to be completed, or that don't meet either a gap or deficiency. None of the remaining projects on the list for this area are recommended to be removed at this time; all are recommended for further evaluation.

Marc reviewed the agenda. Susie reviewed the project evaluation process.

Marc reviewed the major discussion questions for each of the six subareas:

- Harmony Road – capacity and connectivity for all modes
- Johnson Creek Boulevard -- bringing roads up to standard, addressing safety issues along Johnson Creek, improving transit service
- Clackamas Town Center area – addressing bicycle, pedestrian, safety and connectivity issues
- Industrial Area – east/west roadway capacity, bringing roads up to standard for pedestrians and bicycles; safety
- Damascus Area – east/west roadway capacity, bringing roads up to standard for pedestrians and bicycles; safety
- Milwaukie Expressway Area – intersection operation improvement needs, bringing roads up to standard for pedestrians and bicycles

Marc discussed the sources of the projects shown and reviewed the process used to evaluate them.

- Identified Projects
 - Projects previously identified as needed (*Previously Planned Projects*)
 - Projects suggested by the public (*Public Suggested Projects*)
- Used what was learned in the "Existing Conditions" report to help determine if projects were still needed
- Made an assessment of how each project supported the goals
- Determined if additional projects were needed (*New Identified Projects*)

Previously planned projects were identified in the Clackamas County TSP (Chapter 5), Clackamas County Pedestrian Master Plan, Clackamas County Bicycle Master Plan and the Regional Transportation Plan (RTP). These projects are numbered between U001-U999.

Public suggested projects, based on input from PAC members and the public, are numbered between U1000 and U1999.

New identified projects, which are numbered U2000 and greater, address remaining gaps and deficiencies. They were developed with the TSP Vision, Goals and Objectives in mind, and include roadway, pedestrian, bicycle, safety and transit projects.

Projects were evaluated based on:

- Whether they address a gap (missing facilities or connections in the sidewalk system, the bicycle network and roadway connections, and densely populated areas without transit service)
- Whether they address a deficiency (facilities that do not perform up to defined standards, such as an intersection with too much delay and congestion, a sidewalk or bicycle lane that is too narrow, or a roadway with a poor safety history)
- Their impact on the transportation system
- Whether they support one or more of the TSP Goals (Sustainable, Local Businesses and Jobs, Livable and Local, Safety and Health, Equity, Fiscally Responsible)

Marc explained that, based on the evaluation, each project received one of three recommendations:

1. Advance in the evaluation process;
2. Advance in the evaluation process, but revise, or
3. Consider removing.

Comments/Discussion

- U057 – there are already sidewalks on the west side of 122nd (Martha)
- Are the two Sager projects in the Damascus area in the city TSP?
- Is an analysis at 70% of projected population growth too optimistic? Should we be looking at 25% or 30% instead? Population projections have been way off for many years.
- It's not just a question of if the growth happens, but where it happens.
- Only capacity-building projects are affected by growth.
- Weeds in the median are a problem and show the lack of funding available for maintenance.

Project Evaluations to Discuss and/or Check on Map

- U001
- U076
- 2028
- U155
- 2092
- U100
- U726
- U094
- 1044
- U076
- U085

- U092
- U079
- 1032
- U647
- U160 – remove (Dan)
- U645 – Causey Overpass – very expensive, need to look at what happens to the system if it's not built
- Remove 814 from the CRC/IA list

Next Steps

The group agreed to meet the week of September 24 to continue the discussion.

Dan – from a policy perspective, can we agree to not fill in every ped/bike gap and focus on corridors?

Marc asked people to send comments to Alisha.

The group asked for a list of PMT members and their affiliation.

Upcoming Meetings

- Virtual Open House (September 9 – October 1)
- GAPS Meetings #2 (September 10-18)
- Policy Working Group Meeting #5 (September 27, 2-4 p.m.)
- PAC #4B (October 16)
- GAPS Meetings #3 (November)
 - Confirm project evaluation results
 - Discuss Alternatives Analysis Scenario Findings
 - Review Draft Preferred Project List
 - Discuss Project Priorities

SEPTEMBER 27, 2012

Marc welcomed everyone. Susie reviewed the overview and purpose of the meeting, and the new handouts. She noted that work is being done on the comments already received, but the changes are not yet on the documents.

Sarah reviewed responses to the comments and questions received from Ben. Larry noted that project suggestions from the secretary of the North Clackamas Citizens Association have been incorporated into the materials.

DISCUSSION AND COMMENTS ON PROJECTS

- How do project evaluations mesh with traffic analysis?
- The County needs to coordinate with other agencies and utilities so recently-completed projects aren't torn up for someone else's project within a few months or years.
- U130 and U131 – these are important projects.
- Webster and OR 224 is a high priority. [This is an ODOT project; it's on their list to put in a new signal and created a dedicated left turn.]
- U135 and U136 – Why are these marked differently? There are major topography issues.

- 152nd is a major nightmare to get to from OR 212/224.

DISCUSSION ON SOUTHWEST CONNECTOR

Marc noted that if Sunnybrook Extension West is dropped from the project list, we need something as an alternative to meet the transportation system needs in the area.

Larry provided some background information on the project. He noted the area has been at capacity for 20 years. Originally Harmony Road options were investigated. The costs of Harmony options and community concerns resulted in the project emphasis shifting away from Harmony and toward an extension of Sunnybrook Boulevard. Thirty different alternatives were considered; the one chosen is the narrowest alternative, reduces the number of trees that would have to be removed and provides stormwater treatment for the area.

Larry said the Sunnybrook Extension option does the best job of resolving traffic problems. He explained that there are basically four alternatives to the Sunnybrook Boulevard Extension at this time:

- Do nothing (no-build)
 - Expand Harmony Road to five lanes and grade-separate the railroad tracks
 - Similar alignment with a three-lane Harmony Road and a two-three-lane Sunnybrook Extension.
 - Push traffic south on 82nd Avenue to OR 224.
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- What's the impact of a five-lane Harmony Road? [Houses on the north side of the road would be removed, a bridge would be needed to grade-separate the railroad tracks and the small commercial area near the bridge would be eliminated. The Sunnybrook Extension would build off the existing road and add a segment through the ODOT landfill site. The third option would be to expand 82nd Avenue to seven lanes to force traffic to OR 224.]
 - What about the large oak tree? [With either Harmony or Sunnybrook options, a large roundabout would be built around the tree.]
 - Are there advantages to having two, three-lane options (Harmony and Sunnybrook Extension)? [Yes, it provides two travel options for people.]
 - Some trees are worthless regardless of their size, like cottonwoods. Fast-growing trees are usually slow-lived trees.
 - When Sunnybrook Extension is done, will anything be done to help the wetlands area? [There will be stormwater treatment, which doesn't exist now. The ODOT landfill site would also be cleaned.]
 - Would there be trails? [That would be up to Parks.]
 - Would there be restoration on the ODOT site – trees or something else?
 - What would be the cost of removing the houses from Harmony? [There are about 14 or 15 houses that would have to be removed and a business on the corner.]

- Is the Sunnybrook Extension worth it if it means the County has to clean up the ODOT landfill site? [Yes, we believe it is.]
- Originally the plan was to wipe out the houses on Harmony. Most aren't in good condition anyway – it would be a good urban renewal project. I could go either way on either expanding Harmony or building the Sunnybrook Extension. I like trees, but there's a time and place for everything.
- I also can see it either way. The houses on Harmony are not well-maintained and I'm concerned about the safety of kids if there's a road behind the aquatic center. But I don't care about the trees – they grow again.
- I've never seen that much traffic on Sunnybrook, but the intersection with 82nd is a hassle. A new road might be an advantage.
- People will ask, with the new road, once you get to Harmony what about the blockage getting to the other side of the railroad tracks.
- Are railroad bridges in the budget? [It would cost \$25-35 million.] Would it make more sense to build the bridge first? [The bridge wouldn't be feasible without the roadway.]
- We have to look at logistics. Perhaps we could widen the road at the traffic signal and then widen Harmony a bit farther down on the north side. [There is a City of Milwaukie water well there that makes that a challenge.]
- I don't know how it would work to widen Harmony to five lanes without the bridge.

The group agreed to look at the following options:

- No build
- Sunnybrook Extension West
- Expanding Harmony Road to five lanes