

Handled in comments
from Pat Russell

**Recommended Project Designation Changes
For
Clackamas County Transportation System Plan Update
Project Advisory Committee
April 23, 2013 Meeting**

Pat Russell recommends the following changes to the PAC group as rep for Clackamas CPO in MAP area GAP recommendations:

Changes Recommended in the CRC and MAP areas:

1. "Projects With Agreement"

Changes Requested:

- a. Clarify status of Tolbert Overpass U418—we recommend its inclusion as a TOP TIER priority, whether its ODOT or County funded
- b. These projects associated with the "SW Connector System" or "Sunnybrook Extension" should be placed in "Projects Recommended for Removal" or a different Tier group:
 - i. **2115 Lake Road/International Way**; this intersection has congestion WITHIN the International Business Park (City of Milwaukie TSP) which probably needs further study concerning the "SW Connector Corridor" or Harmony Corridor issues; recommend Tier #2 rather than Tier #1
 - ii. **U103 Harmony Road Overpass (over the r/r)**; delete
 - iii. **U108 North Clackamas Regional Trail (at best it needs further study)**; delete
 - iv. **U654 North Clackamas Regional Trail (ibid)** delete
 - v. **U819 Roots Road**; the NCCA (now Clackamas CPO) rated the need to complete sidewalks on Roots Road from I-205 to Webster Road; however, it did not rate as high as Webster Road need; therefore we recommend either a Tier #2 or Tier #3 to keep Webster Road Corridor improvements in a position for possible funding.
 - vi. **U149b Jennings Road** from Oatfield Road to Webster Road, serious topo issues and grading impacts; next step should ONLY be study the need and future of the link; our community does not see Jennings as an east-west Connectivity Roadway to link to I-205 back to McLoughlin Boulevard; it's a 25mph roadway. **Delete or further study.**
 - vii. **1081 Bike/ped bridge over r/r** somewhat parallel to Harmony/Lake, environmental impacts to Three Creeks Natural Area; delete
 - viii. **2117 Sunnybrook/82nd Intersection**, adding lanes in all directions—this is overkill to a problem that exists at 82nd Avenue with Harmony and Sunnyside Road where it appears no improvements are being proposed; delete
 - ix. **U001 Sunnybrook Extension from 82nd to Harmony Road**; this project needs to be removed in its entirety because of its impact on Three Creeks Natural Area and the Harmony Campus, which enjoys adequate access from Harmony Road; **DELETE**
 - x. **U102 Lake Road** from the Expressway interchange to the r/r; the design will depend upon the Harmony Corridor planning from City of Milwaukie; consider delete
 - xi. **U104 Widen Harmony Road to 5 Lanes** (see note above); consider delete
 - xii. **U156 Widen 82nd Drive** from Expressway to Gladstone with 5 lanes; this segment will cause on-told business impacts, even though it's the "Preferred Alt. in the Sunrise Corridor SEIS"; it will prevent left turns at Clackamas Highway intersection and force cars and trucks to make U-turns (like a huge culdesac) in the road in front of Fred Meyer's Shopping Center and north of the post office around Clackamas Road; a mini-

Email Attachment

P Russell to Clackamas County TSP PAC meeting, April 23, 2013

Recommended Changes to TSP Priority Project Lists

- interchange east of 82nd Dr. at the R/r overcrossing would provide local business access and the freeway ramps could “fly over” 82nd Drive. **DELETE and restudy**
- xiii. **U160** Mather Road ped/bike undercrossing of Sunrise Corridor—this project should have been part of Phase One of the Sunrise; lack of keeping this road open as underpass may also be one reason why a number of industrial property owners are suing ODOT, which may delay the Phase One construction. If it is not done now, its too late. Tier #1
 - xiv. **U809** Lake Road sidewalks/bikes from Webster to Johnson Road; this project seems overpriced\$8.5M for sidewalks; road should be 25mph; decision depends upon Expressway future design. Delete
 - xv. **1078** Clackamas Road sidewalks (fill in gaps from Webster to Johnson Road); this is a good example of a “Safe Routes to School Program “need; it probably should rate #2 Tier.
 - xvi. **2113** Thiessen at Aldercrest intersection; the former NCCA CPO felt that this intersection rated a higher (say Tier #1 or Tier #2) priority because of PM backups. Also, this location is within the Kellogg floodplain and block fish passage; bridging should be considered as is being considered on River Road at Walta Vista/Boardman Creek crossing. Tier #1
 - xvii. **U004** Roots Road/Webster intersection and Jennings Road/Webster intersection. This could remain Tier #3 but should be reworded to “construct TRAFFIC CONTROL improvements” at these intersections. Roundabouts are also viable alternatives and should be studied. Remain Tier #3 with description modification
 - xviii. **U150 Webster Road** corridor from Milwaukie Expressway to south of Strawberry Lane—add sidewalks and redefine roadway function to reduce speeding and shortcutting (due to freeways); this improvement was wrongly listed as Tier #3 when our NCCA CPO (now Clackamas CPO) advocated it as our NO. 1 project at the MAP GAP meetings. If we were going to have one project in our area this was it. This corridor serves “walk to school” students in speed zones to Aldercrest M.S. (at the Expressway) and Bilquist Elementary (at Clackamas Road); it also serves our neighborhood center (Safetway) newly upgraded. Upgrade to Tier #3. This improvement rated higher than Roots Road (U819); we also want a WB and EB left turn protected signal on Thiessen.
 - xix. **U152** Strawberry Road/Webster Road signal; support Tier #3
 - xx. **U154** Johnson Road/McKinley Multi-use path; this is an erroneous designation from the Ped Master Plan and should not be on the maps. The I-205 corridor has its own bikeway program as part of Sunrise Corridor SEIS within the ODOT r/w. At some future date, need for sidewalks on this Johnson/McKinley corridor can be evaluated; delete
 - xxi.

2. “Project With Remaining Questions”

Changes Requested:

- i. **2055** Johnson Road ped/bike connection to the North Clackamas Regional Trail; this link north of the Milwaukie Expressway would require a major overcross of the r/r and could interfere with the Three Creeks Natural Area; further any link associated with the I-205 bike/ped corridor should be primarily within ODOT right of way much further east. Recommend DELETE
- ii. **U155** Strawberry Lane Signal at SE 82nd Drive; keep as either Tier #1 or Tier #2; at times a signal is warranted. Will also depend upon Sunrise Corridor Phase One construction activity and any future corridor improvements.

3. “Projects Recommended for Removal

Changes Requested:

- i. **2116** Harmony Road/Linwood/RR Ave/Lake signal; this project description is suspect and

- really is describing the construction of a bridge (\$30M) over the R/r. Based upon this
- ii. assumption, the community did oppose further study at this time during the Harmony Corridor DEIS and EA process, along with the Harmony Campus Unified Vision and opposition to the Sunnybrook Extension; agree it should be deleted! Let the City of Milwaukie plan this corridor. Or planning could coincide with high speed rail, if that planning becomes reality.
 - iii. **1079** Ped overcross of I-205 along Clackamas Road; Clackamas Road was cut off to 82nd Drive since the inception of I-205 and the community has been divided in half and is struggling to regain its identity. This was a major reason why the NCCA and Clackamas CPO recently merged together to strengthen community along with dealing with city annexations from Happy Valley and Milwaukie. This area is also a socio-economically deprived area where Clackamas Elementary was closed by the North Clackamas School District to improve its efficiencies district wide. So the question remains, how many cuts can the community take (along with the businesses) by new freeways, roads before it's a wasteland. Businesses are concerned. **This crossing should be a Tier #1 similar to the I-205 ped/bike crossing being proposed between Sunnyside Road and Causey in the Regional Center.**

Thank you for considering these requested changes.

Pat Russell
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503-317-6456 or (503) 656-9681—leave message

Mailed comments from
The City of Milwaukie



April 23, 2013

TSP Public Advisory Committee
c/o Karin Buehrig, Clackamas County TSP Update Project Manager
2051 Kaen Road
Oregon City, OR 97045

Dear TSP PAC Members,

It has come to the attention of the City of Milwaukie that there are multiple County TSP projects, near or within Milwaukie's borders, that affect our community. Some of those proposed projects appear to making their way through the County's TSP Update process as a "Tier 1" status. One project in specific, the Lake Rd/ Linwood Ave. / Harmony Rd. Intersection (Project ID U103) is of particular concern to our City Council.

The County's TSP Staff have offered to meet with City Staff and to make a presentation to the City Council, to allow us to learn more about the TSP's projects and their impacts on the City of Milwaukie. We appreciate the offer and will be arranging for both presentations in the near future. Our objective will be to assess those projects effects on the City of Milwaukie and to provide meaningful input to the County's Planning Commission during its deliberations in August, 2013.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Stephen C. Butler".

Stephen C. Butler, FAICP
Planning Director and Interim Community Development Director
City of Milwaukie

CC: Milwaukie City Council
Bill Monahan, Milwaukie City Manager
Teri Bankhead, Milwaukie Assistant to the City Manager
Jason Rice PE, Milwaukie Engineering Manager
Cam Gilmour, Director of the Department of Transportation and Development

Clackamas County Transportation Committee
Meeting of April 23rd, 2013

mailed copy of
comments from
Christine Kosinski

RE: Holly Lane TSP

Project Description: Add shoulders and bikeways

The Number One problem for Holly Lane is SAFETY. The street is narrow, windy and more than a mile long with most homes sitting close to the road. Many driveways are short with cars having to back out onto Holly. The street began as a Farm to Market road and now is the only North/South connector with posted speeds of 40MPH. Holly Ln residents are first responders to many accidents occurring here as cars drive into the open ditches lining the entire road and to those caught going into the curve.

Holly Ln is heavily used by the School District transporting children to school with bus traffic greatly increasing with the added students transferred to Ogden Middle School. The buses are heavy, barely fitting the width of the street. Children and young adults walk the street, even though the State Dept of Education has labeled Holly as an "Unsafe Road".

Holly Ln is challenged by continued development from the City which has occurred without regard for the necessary Infrastructure needed to support it. Voter approval for the Beavercreek Rd Plan will add 1300 homes, a commercial center and 50,000 more trips per day with many using Holly.

Holly Lane is used as a by-pass by motorists who do not use Beavercreek Road or Hwy 213 since they are slowed by traffic and signals. Holly has no signals, is a through street and is more desirable. Speeds are awful going as high as 91mph, two years ago the Sheriff issued more than 25 speeding tickets in less than 5 hours to people who do not live in our area.

These issues led me to ask Karen Buehrig if I could come before your committee to present our concerns. Holly Ln is in Clackamas County's Master Project List under ID U750 with a Project Description to "Add shoulders and bikeways". I believe it is a Tier 3 project and we are asking that Holly be moved up to Tier 1 in view of the serious and deteriorating SAFETY issues which are increasing at an alarming rate. To confirm the safety issues facing Holly Ln, you can speak with Richard Nys or Cam Gilmour, both of whom are well aware of the many problems that exist here.

The addition of shoulders will provide much more safety for those using the road. Holly is only 40-50 feet wide with little to no shoulder, the street barely fits the width of a bus, it is easy for cars to go over the center line or to slip into the ditches since the road is so narrow. Shoulders will help to prevent many of these accidents and will insure fewer injuries and save lives. Adding Bikeways would be wonderful, but only if the speeds are lowered to 30mph. Lower speeds would provide much safety for the bikers and cars using the street and would be an excellent traffic calming tool for this street which is being used too often as a by-pass. I cannot suggest adding bikeways unless these conditions can be met since heavy speeding traffic is a huge safety issue.

We hope with this information that your Committee will request to move the Holly Ln projects from Tier 3 to Tier 1.

Thank You for your consideration
Christine Kosinski

Handed in comments
from Wendy Nelson
April 23, 2013

Testimony by:
Wendy Nelson
18090 S. Holly Lane
Oregon City

1) safety concerns re speed and volume of traffic on Holly Lane as a north – south connector road , recommend reducing speed to 30 mph due to # of residential driveways and middle school access

2) enclose ditches to widen shoulders on Holly Lane to reduce car wrecks as stated in
"Use a fix-it-first approach to protect and improve existing roadways,

3) no bike path as there are very few bicyclists who travel Holly Lane due to steep incline, and it would widen transit path to encroach on current residents' properties and not fiscally responsible to sink public funds on a bike path that would be used by few (refer to in Visions and Goals County document:

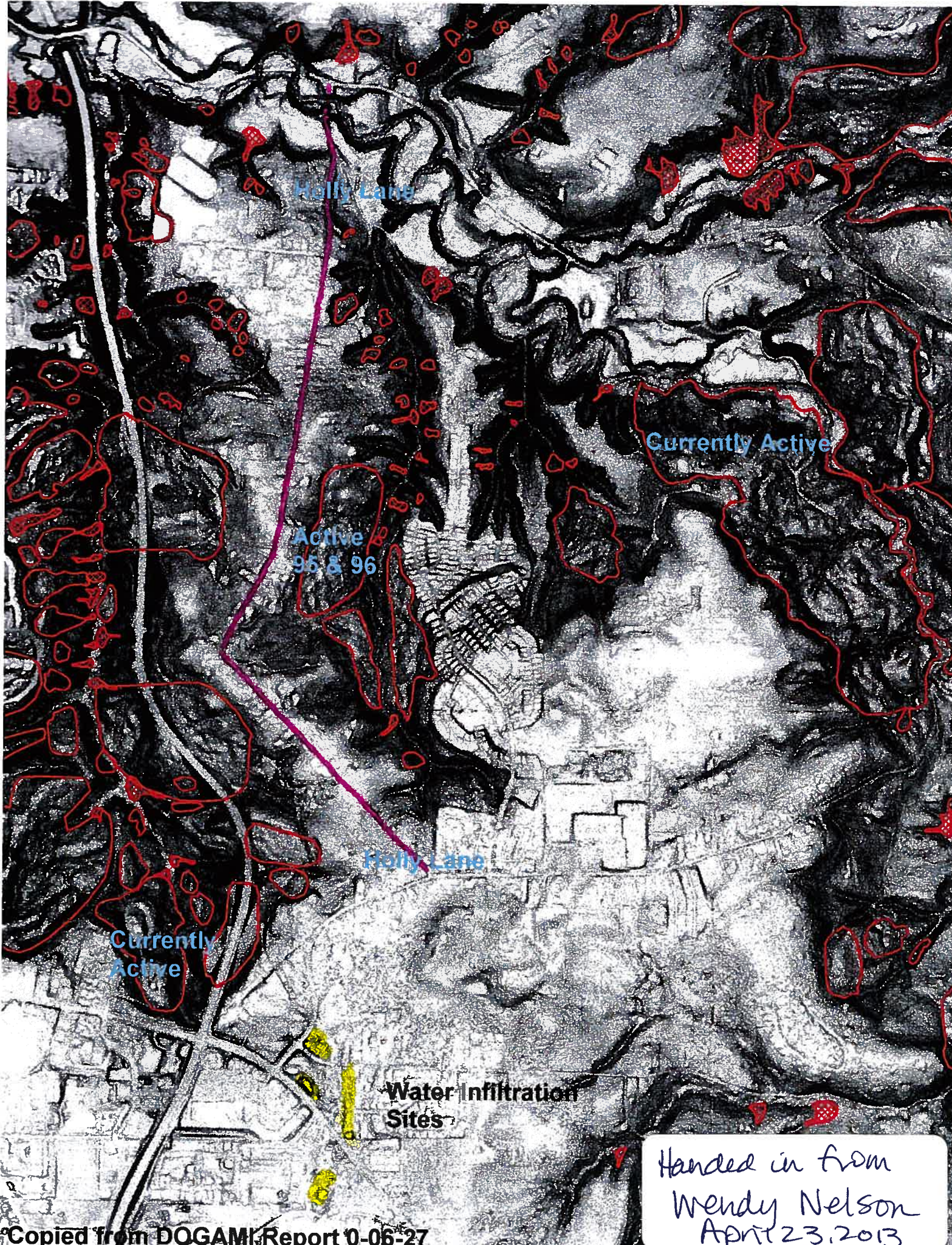
"Fiscally Responsible: Promote a fiscally responsible approach ..."

and redundant to put a bike path on Holly Lane as well as proposed multi-use trail along HWY 213 (which is essentially parallel to Holly Lane)

4) safety concerns re landslides and unstable topography as shown on DOGMA Report 0-06-27
"Taking environmental needs and concerns into account."

5) Be in communication and take public input w/ Oregon City Transportation Plan re Holly Lane outside of UGB. Oregon City is making plans that affect and alter this County road.

"Work in partnership with neighboring and affected agencies in transportation planning to ensure effective and efficient results."



Handed in from
Wendy Nelson
April 23, 2013