

Clackamas County LIT Meeting 1

Meeting: Metro Local Investment Team, Clackamas County

Date/time: July 9th, 2019, 6:30 pm to 9 pm

Place: Pioneer Community Center

Purpose: Introduce members to key corridors & overview the LIT process

Attendance

LIT Members

Bradley Bondy
Nina Carlson
Greg Chaimov
Martine Coblenz
Rob Freeman
Catherine Gregory
Dave Hunt
Chips Janger
Nicole Perry
Bandana Shresthra

Staff

Tyler Frisbee, *Metro*
Hermanus Steyn, *Kittelson & Associates, Inc*
Allison Brown, *JLA Public Involvement*
Jenny Clark, *JLA Public Involvement*

General Public

Ellen Rogalin, *Clackamas County*
Mike Bezner, *Clackamas County*
Karen Buehrig, *Clackamas County*
Joseph Briglio, *Happy Valley*
Roseann Johnson, *Home Builders Association*
Christine Lewis, *Metro*
Inna Levin, *Metro*
Tom Markgraf, *TriMet*
Walter Robinson II, *Getting There Together Coalition*
Jamie Stasny, *Clackamas County*
Joanna Valencia, *Multnomah County*
Steve Williams, *Clackamas County*

Meeting

Allison Brown, facilitator with JLA Public Involvement, began the meeting with a brief welcome and introductions. LIT members shared what excited them about participating in the Task Force.

Key points mentioned were:

- Improving transit times in the area for drivers
- Alleviating congestion
- Improving safety on 82nd and McLoughlin
- Making commutes easier (ex: on 205, 213, 99)
- Improving connectivity and usefulness of roadways
- Growing jobs and residential areas
- Helping to have better transit for workforce development

Allison asked for member feedback regarding how meetings are run and emphasized members' lived experiences as critical to the Task Force gleaning meaningful information to help inform their decision making.

Key takeaways were:

- LIT members are to offer their reactions, ideas, and opinions based on their experience with to corridors in question and can involve opinions from families and friends as appropriate.
- In order to help the Task Force and the Metro Council make decisions that are representative, LIT members are encouraged to give as much feedback as possible, and be bold in their ideas.
- Groups will go on tours to gather information and then come back to discuss their findings.
- Meeting summaries will be provided for member reference to help frame their discussions on the feedback they want to communicate to the Task Force and the Metro Council.
- The thoughts, ideas, and perspectives of LIT members will be key in shaping the final feedback shared with the Transportation Funding Task Force in September.
- Attendance is not mandatory and written feedback can be submitted. Members were also asked not to use alternates or proxies for meeting attendance.

Tyler Frisbee (Metro) gave an overview of Metro's values and perspectives from the past 5 years of working on the Regional Transportation Plan (RTP). She emphasized how the entire RTP process identified \$80 billion dollars in potential transportation projects and incorporated perspectives from 19,000 people living in diverse communities. Additionally, she outlined the purpose behind the Task Force, which acts as an advisory body that makes recommendations to the Metro Council on where to focus investments, what accountability mechanisms to consider, and actionable steps based on LIT feedback.

We want to know what issues resonate with you as well as solutions. We'll provide data when it makes sense to share it, but we especially want you to speak from personal experience to the extent you feel comfortable because your feedback will help us shape what projects look like, what moves forward, and what needs to be changed. Tyler (Metro)

The meeting continued with a brief presentation from Hermanus Steyn (Kittelson and Associates). Kittelson representatives will serve as technical experts to help guide the LIT members through understanding potential projects on each of the prioritized corridors in their county.

Presentation

Hermanus Steyn (Kittelson) gave a brief presentation outlining the Tier 1 corridors in Clackamas County, highlighting the role each corridor plays on both a local and regional level.

Key takeaways were:

- NE/SE 181st/C2C
 - Regionally, this is a major North-South connection between rapidly developing areas and connects employment areas with low-income areas. It is also an alternative to I-205.
 - Locally, it serves the future Rock Creek employment center, multiple educational centers, and provides access to affordable housing for lower-income communities.
 - Challenges include inconsistent cross sections, safety concerns and high crash potential, and inaccessibility for pedestrians and cyclists. Some opportunities include that it's a connector between SE 172nd to SE 190th.
- Highway 212 (Sunrise Corridor)
 - Regionally, Highway 212 provides access to jobs and affordable housing in Clackamas County, is used for freight movement, connects future residential areas to industrial land, serves lower-income communities, and provides connections to recreational areas. It is also a potential connection to C2C as an I-205 alternate.
 - Locally, Highway 212 is used for consistent east-west cycling, is a primary connection from industrial areas to US 26/I-205, provides access to residential development, and is a primary access route for local communities.
 - Challenges include bottlenecks at SE 122nd, equity concerns for communities nearby, intersection constraints at Highways 212 and 224, as well as 172nd Street, limited employment center development, and inconsistent bicycle facilities. Some opportunities include bike/pedestrian opportunities along and crossing Highway 212.
- McLoughlin Boulevard
 - Regionally, McLoughlin Boulevard connects communities to jobs, housing, and transit. It is a key corridor for high ridership and serves as an alternate to I-205 between Portland and Clackamas County.
 - Locally, McLoughlin Boulevard is a main street for several communities, provides local access that connects communities, and has regional trail crossings.
 - Challenges include limited crossing for pedestrians, safety, and intersection difficulties. Some opportunities include a high ridership potential.
- 82nd Avenue
 - Regionally, 82nd Avenue is a major North-South corridor connecting communities, is an alternate route to I-205, serves diverse communities, and has one of the busiest TriMet lines (bus line 72).

- Locally, 82nd Avenue is a main street for several communities, provides local access that connects diverse communities, and has regional trail crossings. It also provides Portland International Airport access.
- Challenges include safety, the high level of injuries along the corridors (16 fatal crashes in 12 years) and significant congestion on the MAX Red Line. Some opportunities include a high transit ridership potential, improved safety performance, and pedestrian crossings.
- The 82nd Ave LIT meeting will be a joint meeting between the Clackamas County LIT and the Multnomah County LIT.

Questions and Discussion

LIT members were asked to share any questions they had on each corridor, and any questions they hoped could be answered during the tours of each corridor. Below is a summary of the Q&A discussion.

- A few members expressed interest in hearing more details about selecting projects and what the overall plan is. One asked: *What does it mean to 'build roads to urban standards?'*
 - *Basically we want to change behavior when it comes to urban design. Research has been done to help us design self-explained and self-enforcing roadways in a way that integrates it well into urban areas. The industry is moving away from standards-based and towards performance-base design: you want your facility to perform in a certain way to serve all modes of transportation. Hermanus (Kittelsson)*
 - *It would be good to see examples of this in action to be able to better understand what possibilities exist. Allison (JLA)*
 - *Members will be looking at what kinds of transit works best for all modes of transportation. You'll hear a lot about transit because, when you look at the values prioritized by the Task Force, they want to see a lot of transit investment for making it more accessible for a wider range of people while considering environmental factors and related issues. Tyler (Metro)*
 - *The overall goal is to create places where people can play, live, and work. We want communities where everyone has more options in general. Hermanus (Kittelsson)*
- One member mentioned bicycle access and safety was important to consider throughout, and that these roads were not just about car mobility.
- Another member highlighted the issue of congestion along Highway 212 for freight travel.
- One member asked: *Are we supposed to be looking at this in the context of climate change and new developments? That would change the formula for a lot of things we do.*
 - *These values [such as climate change] are absolutely part of the process. Allison (JLA)*
 - *We want personal values to inform these projects and for members to bring those to the conversation. We also want members to focus on their lived experiences with these corridors. Tyler (Metro)*
- Allison (JLA) asked members what they would like to know more about for future meetings.

- o Members responded:
 - More about Rock Creek employment center and plans for future developments.
 - Possibilities for rail projects (light-way projects).
 - An overlay of the corridors with information on heat maps, demographics, air quality, and other relevant statistics to provide additional context on tours.
 - Growth patterns forecasted in key corridor areas.
 - More details on project selection, the plan in place, and what needs to change.
 - Environmental considerations as projects are chosen.
 - Possibilities for extending the orange line to Oregon City.
 - Any information on how transportation investments might affect the issue of human trafficking along 82nd Avenue.
 - Data on local distribution and where traffic from freight goes and whether roads are intended to primarily serve freight or local traffic or other needs.

Next Steps and Close

Allison (JLA) thanked the group for their comments and attendance, and reviewed the schedule of meetings. The group had a brief discussion on meeting logistics and a standing meeting time. It was decided meetings will take place 5:30pm-8:30pm on Mondays. The meeting was adjourned.