

Clackamas County LIT Meeting 2: Sunrise/Highway 212 Corridor

Meeting: Metro Local Investment Team, Washington County

Date/time: August 13th, 2019, 5:30 pm to 8 pm

Place: Clackamas Banquet & Catering Center

Purpose: Tour corridor, review possible projects & gather LIT feedback

Attendance

LIT Members

Jeff Gudman
Bradley Bondy
Martine Coblenz
Chips Janger
Nicole Perry
Dave Hunt
Greg Chaimov
Nina Carlson
Rob Freeman

Staff

Margi Bradway, *Metro*
Anthony Buczek, *Metro*
Anne Buzzini, *Metro*
Camilla Dartnell, *Kittelson & Associates, Inc*
Brian Ray, *Kittelson & Associates, Inc*
Allison Brown, *JLA Public Involvement*
Travis Rumohr, *JLA Public Involvement*

General Public

Steve Adams, *City of Milwaukie*
Ray Atkinson, *Clackamas Community College*
Shirley Craddick, *Metro*
Mark Gamba, *City of Milwaukie*
Stephen Gomez, *BBPPX*
Nicole Johnson, *Getting There Together Coalition*
Inna Levin, *Metro*
Christine Lewis, *Metro*
Walter Robinson II, *Getting There Together Coalition*
Jamie Stasny, *Clackamas County*
Pam Saudi, *Clackamas County*
Scott Turnoy, *ODOT*
Jessica Vega Pederson, *Multnomah County/T2020*

Matchu Williams

Summary of Discussion

The tension between providing safe and comprehensive connectivity for people walking, cycling and taking transit with the needs of freight movement and vehicular travel emerged as a key theme of discussion on this corridor. The balance between access for economic development and making decisions that will mitigate the effects of climate change was also a highlight of discussion. Concern for the people living along this corridor was another key element of discussion, and providing many different transportation options for people to have access to, and move through, this corridor.

Meeting

The meeting began with a brief presentation on the Highway 212/Sunrise Corridor projects, led by Camilla Darnell (Kittelson & Associates). Following the presentation, LIT members and many members of the general public participated in a bus tour of Highway 212/Sunrise Corridor, led by Margi Bradway (Metro). After the tour, LIT members participated in a discussion on these projects, facilitated by Allison Brown (JLA Public Involvement).

Presentation

The following elements were presented regarding Highway 212/Sunrise Corridor:

- The area of focus is Phase II of the roadway, which runs from 122nd Ave out to Damascus.
- The regional role of Highway 212 is to provide access to jobs and affordable housing in Clackamas County. The corridor also connects future residential areas to existing industrial land, acts as a potential future connection to the Clackamas to Columbia corridor (C2C), serves freight movement from industrial areas to US 26, serves lower income communities and provides connections to recreation areas.
- Locally, Highway 212 provides access to lower income communities and an increasing number of residential developments, acts as a primary connection from industrial areas to I-205 and US 26, and serves as a consistent means of east-west bicycle travel.
- The Regional Transportation Plan projects include:
 - Extend Sunrise Corridor with a multi-use path to 172nd Avenue
 - Widen Highway 212 to a 5-lane boulevard from 172nd to Damascus
- Opportunities for projects include:
 - Utilize Sunrise as a commuter and freight corridor and use Highway 212 for local access.
 - Create two or four lanes for vehicle travel.
 - Create a multi-use path that runs next to, but separate, from the roadway or separated bicycle lane and sidewalks.

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- Park & ride transit options.
- Pedestrian and bicycle connectivity and access to parks, services, residential areas, and commuting.
- Several issues and opportunities have been identified:
 - Existing bottleneck at SE 122nd causes delays to commuters, freight, and recreation travel.
 - Existing bottlenecks on Highway 212 at the Highway 224 and SE 172nd intersections limit employment center development.
 - Concentration of equity focus areas.
 - Limited and inconsistent bicycle facilities on Highway 212.

Tour

The group attended a 45-minute tour of the corridor. LIT members, as well as the general public were able to ask questions about the corridor and associated projects planned for the area. No notes were taken during this part of the meeting and discussion was encouraged for the following group discussion.

Group Discussion

The group reassembled after the tour to discuss what they had seen, as well as review additional information from the technical team. Below is a bulleted summary of comments and questions raised by LIT members, followed by responses of the technical team.

Common themes of the discussion were: ensuring reliable movement for freight, enhancing accessibility for pedestrians and cyclists, environmental sustainability and impact, and equity concerns.

Making It Easier to Get Around

Members discussed how enhancing accessibility along this corridor should be a critical component to future projects. The key points were:

- Separating bike and pedestrian components from car/transit/freight infrastructure could make it safer and more accessible for people walking and cycling.
 - Some noted that the connection with regionwide trails is appealing for people who live in this area.
- Some felt that utilizing Sunrise for through trips and Highway 212 for local access is the right approach.
- Members noted that concepts for both Sunrise and Highway 212 included a bicycle path or multiuse path. There were different opinions about the nature of these paths, which included:

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- Some felt that it would be preferable to combine resources to build one good multiuse path (instead of two), as long as this path could provide adequate access.
- Some felt that two multiuse or bicycle paths would be preferable, considering the different kinds of access Sunrise and Highway 212 provide.
- There was significant discussion about the right number of lanes for Sunrise and Highway 212. Members of the group had very different opinions about this, such as:
 - Sunrise should probably be four lanes, with key infrastructure built into those lanes for transit.
 - If projections of future growth indicate that more people will be using the road, four lanes should be built now to help minimize future congestion.
 - Whether 212 is two or four lanes doesn't matter so much, as long as it can be made as user-friendly as possible for people who live along this corridor.
 - Phase I is four lanes, so it makes sense to continue with four lanes in future projects.
 - Prioritize transit and only make two lanes on 212 for cars.
 - Adding more lanes could increase the number of cars on the road, which might have environmental impacts.
- There were a number of concerns about the potential for future bottlenecks along this corridor - and the possibility of pushing existing bottlenecks further down the corridor. Many agreed that any designs should be mindful of this.
- Creating options for people to move through this corridor, including by transit, was raised. Members noted a number of opportunities on this corridor:
 - Current transit options are inadequate, so investment in better transit connectivity will encourage more people to use transit.
 - A roadway concept that supports many different kinds of travel will likely be more appealing to voters.

Environmental Sustainability and Impact

Environmental impacts and mitigating the effects of climate change were also considerations raised by LIT members. Key points were:

- Members struggled with balancing the needs of freight and vehicle travel with the effects of climate change and the goal of reducing overall vehicle miles travelled (VMT). Overall, most felt that both were valid uses of the road and should be balanced in future investments.
- Most members agreed that prioritizing transit and sufficient bike and pedestrian options could help reduce the number of cars on the road.
- One member felt that all bike projects should consider models from other countries, and encouraged a "Dutch standard" for all bicycle facilities to help reduce reliance on cars in this area, improve safety for all users, and reduce the effects of climate change from car emissions.

Equity

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Some LIT members noted the high concentration of low-income housing located in this corridor and felt that equity for residents is also important. The key points discussed were:

- Prioritize connectivity to key locations (like stores and schools) and services (like doctor's offices or medical centers) for the low-income communities along this corridor, especially for those who have cars. There was a desire to ensure that there are safe options for non-car travel.
- Many in the group acknowledged that there needs to be a balance between the needs of industry on this corridor and the needs of people living in the area. Residents might have their access impeded by a project that prioritizes the needs of freight and industry over commuters with limited transit options.

Supporting Economic Growth

- The goal of providing access to employment areas in Clackamas County is key for this part of the region.
- Some LIT members felt that planning for the efficient and reliable movement of freight along this corridor is a key priority.
- The role of industry in the area was a frequent topic that came up, with many advocating that investments respect the needs of business owners and manufacturers.

Additional LIT Member Feedback

LIT members were encouraged to submit additional feedback via comment card. The following list is a compilation of member feedback received outside of the meeting: