

Clackamas County LIT Meeting 2 (Clackamas to Columbia/C2C)

Clackamas County LIT Meeting 2: Clackamas to Columbia (C2C)

Meeting: Metro Local Investment Team, Clackamas County

Date/time: July 16th, 2019. 5:30 pm to 8 pm

Place: Happy Valley City Hall

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

Attendance

LIT Members

Bradley Bondy
Nina Carlson
Martine Coblenz
Rob Freeman
Catherine Gregory
Jeff Gudman
Dave Hunt
Nicole Perry
Bandana Shresthra

Staff

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

General Public

Mike Bezner, *Clackamas County*
Joseph Briglio, *Happy Valley*
Laura Edmonds, *North Clackamas Chamber of Commerce*
Katherine Kelly, *Gresham*
Inna Levin, *Metro*
Christine Lewis, *Metro*
Ramona Perrault, *Metro*
Walter Robinson II, *Getting There Together Coalition*
Jamie Stasny, *Clackamas County*
Nate Stokes, *International Union of Operating Engineers Local 701*
Joanna Valencia, *Multnomah County*
Steve Williams, *Clackamas County*

Summary of Discussion

Members were unanimously concerned with safety issues along the corridor and in enhancing accessibility for multiple types of users including pedestrians and cyclists. There was also interest in seeing more data to support future spending, and in using projected growth patterns along the corridor as a basis for project design. Other key areas of focus were: creating livable spaces for community; environmental sustainability and impact; freight accessibility; residential and workplace housing; and displacement and equity issues.

Meeting

The meeting began with a round of introductions, followed by a brief presentation from Hermanus Steyn and Camilla Dartnell (Kittelson and Associates) on proposed projects along the Clackamas to Columbia (C2C) corridor with focus on the Clackamas county portion. The group then went on a tour of the corridor led by Tyler Frisbee (Metro) which focused on the sections within Clackamas County. The LIT members returned for a discussion of potential projects and their priorities, facilitated by Allison Brown (JLA Public Involvement).

Presentation

The following elements were presented regarding the Clackamas to Columbia (C2C) corridor:

- The C2C provides a link for East-West and North-South TriMet transit and has the potential to connect two employment areas at either end.
- The 172nd Avenue portion of the C2C has a low serious injury rate overall (the Clackamas section).
- The Northern half of the C2C (182nd/181st Avenue) is a high injury corridor
- There are gaps in bike lanes and sidewalks in the 182nd/181st Avenue portion of the corridor.
- Regional Transportation Plan (RTP) projects and local project opportunities include:
 - Build a new road to connect 172nd Avenue to 190th Avenue.
 - Adding new features to 172nd and 190th Avenues to better serve all people using the corridor, which may include enhanced pedestrian crossings, bike lanes and options to help public transit move more efficiently.
 - Adding a southbound lane from I-84 to Sandy Boulevard and Max station projects
 - Adding turn lanes at the Powell Boulevard intersection
 - Enhanced Transit Corridor (ETC) elements such as Business Access Transit (BAT) lanes
 - Safety improvements on 181st Avenue
 - Improvements to the 172nd Avenue and Foster Road intersection.

Tour

The group attended a 60-minute tour of the corridor. LIT members, as well as elected officials and 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 members were encouraged to share their thoughts in a group discussion after the tour.

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. Responses from Metro or Kittelson are shown as a sub-bullet.

Common themes of the discussion were: safety issues along the corridor, enhancing accessibility for pedestrians and cyclists, projected area growth and use of funds, environmental sustainability and impact, and equity concerns.

Safety Issues

LIT members discussed the need for safety considerations for future projects. The key points were:

- Intersections need to be safer, especially from a cyclist's vantage.
- Bike lanes should be wider and consistent throughout the entire stretch of the corridor.
- There should be easier pedestrian crossing to enhance walkability, especially as the area has a high volume of children and teenagers.
- One member commented on the separation between roadways and sidewalks and bike lanes for safety, emphasizing it was important: *to help people feel like that space is for them, and encouraging that use.*
 - *Safety is about separation: separating fast-moving users from slower-moving users and what you do in constrained areas. We always look at what's happening on both sides. There are a lot of studies on connectivity. The big picture is to address safety for all users.* Hermanus (Kittelson)

Enhanced Accessibility

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

- 72nd Avenue needs to be more accessible with bike lanes and improved crossings/intersections.
- Public transit options should be more widely available so more users can be added.
- There was some disagreement on the necessity of bus shelters. One member described enhancing transit as less of a priority than adding transit users. Other members disagreed, expressing how bus shelters help regular transit users.
 - *It's about the quality of service, so if you have shelters to wait for the bus it becomes a more desirable option for people and they're more likely to use public transit. It's an opportunity to enhance choice.* Hermanus (Kittelson)

- One member asked about freight mobility and the advantages of roundabouts.
 - *When it comes to roundabouts or intersections, there is research on what type to use when. For signals, everything is straight so people can travel through it very fast, but you have red lights that trigger stopping and can be problematic. The consequences of signal crashes and injuries can be high. From a roundabout perspective, you slow everyone down to about 20 mph, so if somebody is walking or crossing, it's safer. From an emission perspective, it has great benefits. We have worked with ODOT and the freight industry on roundabout design to consider putting them on state highways again. Hermanus (Kittelson)*

Projected Growth

The topic of zoning and area growth was expressed as important to consider when planning for future projects. The key points were:

- There are multiple opportunities for development and employment in this corridor, in addition to the Rock Creek development (including opportunities at the corner of 172nd). Questions were asked about when that development and employment growth were slated to occur; Happy Valley staff said that there is currently no timeline but that building the roadway will make it more appealing.
- Projects should be smart with funds and money invested should be done in a way that builds infrastructure utilized to its full capacity.
- More data was requested to better understand projected residential and commercial development along the corridor and how that will affect transportation.
- More data was requested on freight travel and job creation for the corridor, so that it could be kept in mind for project design.
- Tyler (Metro) reminded LIT members of the interactive map that shows key areas of growth. She elaborated: *This area is projected to grow 84% - that's a lot for this area but is also a lot less than other parts of the region. For example, you'll see at least twice that growth in downtown Portland.*

Environmental Sustainability and Impact

Environmental sustainability and impact considerations of future projects were described as significant factors to incorporate. Key points were:

- The need to develop environmentally conscious projects.
- Farmland and agricultural spaces have value to the community.
 - Tyler (Metro) pointed out the areas being shown have been technically zoned for commercial and residential development so they will likely develop regardless of transportation investments, the question is about the pace of development.

Equity Concerns

LIT members were especially interested in improving equity and in getting community buy-in for projects. The key points discussed were:

- Members agreed they want to be mindful of how projects may affect area communities, including the possibility of displacement.

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- The idea of connectivity between communities within the corridor and incorporating their needs into project design.
- Any development should support and maintain 'livable communities,' promote better living spaces, and avoid sprawl.