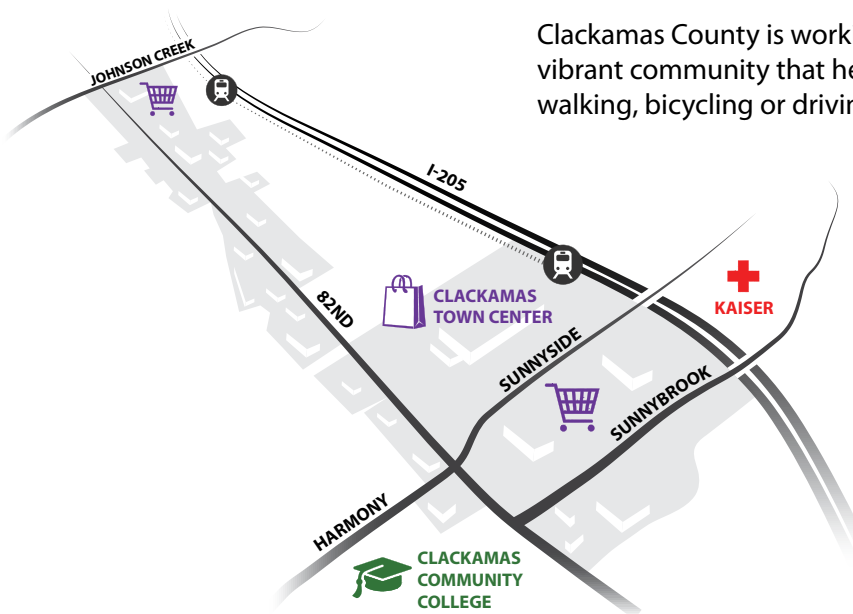


How can we make it safer for you to get around? Your input can make a difference!

Clackamas County is working to make the Clackamas Regional Center area a vibrant community that helps you travel safely and smoothly whether you're walking, bicycling or driving.

This area between the cities of Milwaukie and Happy Valley in northwest, unincorporated Clackamas County is a major hub for commercial development, business and jobs. Many people live and work there, and visitors flock to the area to shop at Clackamas Town Center, take care of their health needs at Kaiser Sunnyside Medical Center, take classes at the Clackamas Community College-Harmony Campus and a myriad of other reasons. As the area grows, we're looking for ways to make it easy and safe to get around by car, bike, and foot, while at the same time creating a vibrant community and economy.



Clackamas County invites you to tell us: **What can we do in the future to make it easier and safer to get around**—whether you're walking, bicycling or driving?

Online Open House

Learn about the project and provide your input online.

Oct 26 – Nov 13, 2015

www.ClackamasConnections.org

Information Tour

The project team is going on tour! We'll be setting up informational tables at the Clackamas Town Center, transit stations, and other locations. Stop by to talk to us and earn fun prizes for your participation.

Visit the project website for our event schedule.



More information

www.ClackamasConnections.org

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Project Overview

The Clackamas Regional Center is a hub for shopping, jobs and recreation. As the area grows, traffic is increasing and getting around is becoming more difficult.

This project seeks to plan how to alleviate these challenges and make it safer and easier for residents, employees and visitors to use a variety of travel options — biking, walking, driving and transit.

At the same time, improved and expanded travel options will promote economic and job growth so that the Regional Center continues to develop our vibrant community.

What we've learned so far:

The project team has done some preliminary work to assess how the transportation system works today, and what gaps or challenges we'll need to address moving forward. Here's what we've learned so far:

- **We're on our way to addressing most travel needs for drivers and freight on roads.**

Overall, nearly all roadway capacity and connectivity needs appear to be addressed by previously identified funded and planned road projects (projects that are included in the county's 20-year transportation plan and other transportation plans). It is anticipated that once these projects are constructed, the County will meet current adopted transportation standards.

- **Projects are needed to improve safety and efficiency for people who walk, bike and take transit.**

Many streets lack bike lanes and sidewalks or have substandard bike lanes and sidewalks. Improved facilities are needed to realize the goal of making the Clackamas Regional Center a safe, vibrant, multimodal community. Some key needs include:

- ◇ Additional pedestrian crossings of major streets that are comfortable, well-marked, and well-lit.
- ◇ Additional bicycle and pedestrian connections through large commercial areas like Clackamas Town Center, Clackamas Promenade, and near the Fuller Rd Station Area.
- ◇ Safety improvements on SE 82nd Ave, SE 97th Ave, SE Bob Schumacher Rd, and other streets.

The CRC Connections Project has two major components:

1 Multimodal Boundary

Currently, the Clackamas Regional Center has a lot of infrastructure for motorists: road design and construction have been focused primarily on moving cars, trucks and drivers. The project will

consider adopting a boundary to designate where to concentrate future improvements for all types of travel. A potential effect of this boundary could be economic development and more balanced travel options for the area.



2 Update transportation performance standards

Transportation performance measures are the standards developers must meet in order to receive approval from the county to build new housing, businesses or commercial areas.

The current measures focus mostly on how development impacts driving (i.e., whether new development will increase roadway traffic). The project team is analyzing new measures that would take into account how development can support all modes of travel, not just motorists.



With new measures in place, new development would be required to support or improve multi-modal travel in the area to make it safer and easier to bike, drive, walk and take transit. For example, a new developer might be required to fund or install a new crosswalk, signaled intersection, improved sidewalks or bike lanes.

