



Meeting Summary

Joint Stakeholder and Technical Working Groups – Meeting #1

Wednesday, June 17, 2015

3:00 p.m. – 5:00 p.m.

Milwaukie Center – 5440 SE Kellogg Creek Drive

Participants – SWG Members

Ted Hartzell – *Bicycle Pedestrian Advisory Committee*

Martha Waldemar – *Sunnyside CPO*

Dennis Curtis – *Clackamas Town Center*

Doug Bean – *Doug Bean & Associates*

Ken Horn – *Clackamas Fire District #1*

Bob Cochran – *Clackamas Community College*

Denny Egner – *City of Milwaukie*

Chris Runyard – *North Clackamas Urban*

Watersheds Council

Participants – TWG Members

Shari Gilevich – *Clackamas County*

Rick Nys – *Clackamas County*

Joe Marek – *Clackamas County*

Dave Queener – *Clackamas County*

Jimmy Thompson – *Clackamas County*

Cindy Hagen – *Clackamas County*

Lidwien Rahman – *ODOT Region 1*

Eric Hesse – *TriMet*

Carol Earle – *City of Happy Valley*

Avi Tayar – *ODOT Region 1*

Canh Lam – *ODOT Region 1*

Project Team and Staff

Karen Buehrig – *Clackamas County*

Abbot Flatt – *Clackamas County*

Carl Springer – *DKS Associates*

Ray Delahanty – *DKS Associates*

Vaughn Brown – *JLA Public Involvement*

Sylvia Ciborowski – *JLA Public Involvement*

Welcome and Introductions

Karen Buehrig, Clackamas County, welcomed participants to the meeting and project team members introduced themselves.

Sylvia Ciborowski, JLA Public Involvement, reviewed the meeting agenda and noted the purpose of the meeting: to provide a space for stakeholder working group and technical working group members to

meet one another, learn about the project, and provide input on existing conditions and transportation needs in the project area.

Project and Working Groups Overview

Ray Delahanty, DKS Associates, made a [PowerPoint presentation](#) that provided an overview of the project.

Committee Discussion: Project Overview

Members had these questions and comments in response to the presentation:

- Members and staff clarified that the decision to designate the Clackamas Regional Center as a multimodal mixed-use area (MMA) is a County decision (or City decision, for areas within City boundaries). It will be up to Clackamas County to update the Comprehensive Plan to make sure it meets all MMA requirements.
- A member was concerned about maintenance of street trees and landscaping in green medians. Staff responded that this project will not deal with median maintenance, but noted the need to provide for maintenance and the operating cost issue that this presents for counties and cities.
- A member asked about the drawbacks to pursuing an MMA designation, particularly in regards to potential effects on businesses and developers. Staff responded that an MMA designation would allow more congestion in the area than would normally be allowed under current standards. The MMA designation process will require agreement on acceptable congestion levels.
- A member was concerned about reducing on-site parking. Staff responded that an MMA designation would result in a lower parking minimum than usual, but would not prevent developers from installing more parking than the minimum.
- A County staff person noted that this project provides an opportunity to develop new performance measures with the goal of creating the kind of community and transportation system that people want to see.
- Members requested more information or a presentation in a later meeting to learn about the vision in the County's current Comprehensive Plan.
- An ODOT representative noted that if the MMA boundary is drawn within ¼ mile of an interchange, ODOT will need to provide written concurrence based on safety (but not based on congestion).
- Members asked how the project affects the City of Happy Valley. Staff responded that Clackamas County will adopt standards into the County's Comprehensive Plan and codes, which do not apply to cities. The City of Happy Valley would have to adopt its own standards.
- A member noted that providing connections for the first and last mile will be important. There must be intermodal connections or people will not be inclined to use alternative modes of transportation.

Committee Discussion: What is this project?

Committee members were asked how they would describe this project to a friend or colleague. They responded:

This project will...

- Use a new policy tool to improve the multimodal use of the area.
- Decide whether we can make the Clackamas Regional Center a vibrant area with safety for many modes.
- Make the Clackamas Regional Center area “churn with activity.”
- Improve inter-modal connections and consider the first and last mile of travel to facilitate those connections. The project will need to consider how travelers get from their original destination to the MMA area, and how/if there are inter-modal connections.
- Look at an alternative way to meet mobility standards.
- Find the best way to reach the vision of the Clackamas Regional Center as a multimodal area.
- Find a way to pay for multimodal improvements.
- Update transportation performance standards (even if the area is *not* designated as an MMA).
- If the area is designated as an MMA, then mobility standards will not apply to City or County Plan amendments.

Working Group Role and Process

Sylvia Ciborowski noted the role of the working groups. The Stakeholder Working Group advises County staff on issues of concern to communities, interest groups and public agencies. The Technical Working Group advises County staff and the Stakeholder Working Group on technical issues. Input from both groups will be used to develop staff recommendations to the Planning Commission. The Planning Commission reviews and makes recommendations to the Board of County Commissioners, who makes final decisions.

Project Success Factors

Members were asked to reflect on the question:

What is your VISION for the Clackamas Regional Center area? *What do you want to see with regards to getting around and economic development (i.e., businesses and investment)?*

Members provided the following ideas, grouped into six broad themes as their vision for the area:

1. Complete community place to live and shop (functional integration)

- Residential communities within bicycle/pedestrian/retail boulevards
- Mixed use development

- Vibrant mixed use area
- More residents
- Shopping near residential areas

2. Safe and frequent crossings and connections for bicyclists and pedestrians

- Implement current bicycle and pedestrian plans
- Frequent pedestrian crossings
- Safe system
- Safe bicycle and pedestrian connections
- Safe walking and biking options
- Narrower roads
- Frequent pedestrian crossings

3. Integration of all modes

- Quickly and easily get around without a vehicle
- Areas of bicycle/pedestrian/retail boulevards
- Equal transportation options

4. Vibrant economy (and community)

- Community development
- Economic development
- Limit development obstacles
- Vibrant economic activity
- Design for life—not cars
- Activity on sidewalks

5. Regional access

- No system gaps
- Improved east/west connections
- Improved ingress/egress
- Provide a light rail path to Kaiser
- Service industry – improved traffic movement to support a strong service industry
- Area recognized as a key destination
- Access to destination points

6. Less parking (good use of land to support community)

- Reduced parking or shared parking management
- Less surface parking
- Note: a committee member expressed concern about providing less parking, and the effect that would have on shoppers

7. Opportunities to interact with nature

- Interact with nature

Transportation Needs and Opportunities

Members discussed the challenges, needs and opportunities related to all modes of transportation in the Clackamas Regional Center area. The conversation focused on these questions:

- What are the biggest deficiencies or pressing issues in the CRC related to driving, walking, biking and taking transit? Are there any transportation hot spots that are particularly frustrating or unsafe?
- Where do things work well?

Members made the following comments about **deficiencies and pressing issues** in the area:

- East-west connections across 82nd Ave are a barrier, particularly at the Sunnyside Rd and 82nd Ave intersection.
- Sunnyside Rd is too wide for safe pedestrian and bicycle travel.
- Too many bicycle and pedestrian crossings/crosswalks on the road cause traffic and inhibit efficient travel of commuting vehicles.
- New businesses that locate in the area can have unintended consequences of disrupting traffic flow.
- I-205 is a divider that puts businesses on one side and residential on the other. There is not easy non-driving access between one side and the other. There is a need for east-west bicycle and pedestrian connections across I-205.
- There is no incentive to walk between the Clackamas Town Center and Promenade. Even though they are within walking distance of one another, the walk is unpleasant and feels unsafe.
- Parking lot circulation can be daunting because lots are set up as large areas of asphalt. This is difficult for both drivers and people walking to their cars, who don't have a clear walking path.
- Suggestion for better traffic circulation by creating a Sunnybrook Blvd connection to Hwy 224.
- Need for improved pedestrian access to the light rail station.
- There is a need for more bus service.
- Current transportation plans are out of date and need to be updated to keep with what is current.

Members made the following comments about **what works well** in the area:

- The MAX light rail works well. It serves the busy retail center and provides a good connection to other bus routes.
- The Kaiser overcrossing project improves pedestrian access and safety.

Closing and Next Steps

Karen Buehrig thanked members for their participation and handed out the anticipated meetings schedule.

The next round of TWG and SWG meetings will include review and discussion of the multimodal mixed-use area boundary, funding options, and transportation performance standards. It is anticipated that the TWG meeting will be held in late July, and the SWG meeting in early August.