



FALL 2015 PUBLIC OUTREACH SUMMARY

Summary of outreach activities and public comments submitted during the fall 2015 outreach period

NOVEMBER 2015

PREPARED FOR

Clackamas County

PREPARED BY

JLA Public Involvement

1. INTRODUCTION

OVERVIEW AND PURPOSE

In fall 2015, Clackamas County reached out the public to ask for input on the Clackamas Regional Center Connections (CRC) Project. The purpose of the outreach was to:

- Confirm the general vision for the CRC area as a mixed-use, multimodal, vibrant regional center.
- Solicit input on the boundary for prioritizing multimodal improvements.
- Solicit input on what is important to measure for each travel mode, to help guide development of alternative performance measures.

This report summarizes public outreach activities and input heard through the engagement process.

OUTREACH ACTIVITIES

Outreach activities included an online open house, calls to key stakeholders to solicit input, email and mailings to interested parties, and informational booths at three locations in the project area. In total, 101 people provided comments through the online open house and surveys at informational booths.

Online Open House

The online open house was the primary portal for members of the public to provide input on the project. It was available from October 26 through November 13.

The online open house included background information about the project, a geographic interactive map, and survey questions. It asked specific questions about transportation performance measures, boundary for multimodal improvements, transportation issues, and vision for the CRC area.

Notification and Invitations

The project team invited stakeholders and the public to participate in the online open house through a variety of tools, including:

- Website announcement
- Emails to stakeholder list
- Postcard mailing to some residential, commercial, and retail centers in the project area
- Phone calls to key stakeholders
- Social media (Facebook and Twitter)
- Press release

Informational Booths

Project staff set up informational booths at three high-traffic locations in the project area to tell members of the public about the project and encourage them to participate in the survey.

- **North Clackamas Aquatic Center** (October 28) – The project team spoke to 32 people about the project. 13 people completed the survey.
- **Clackamas Town Center Transit Station** (November 3) – The project team spoke to 55 people about the project. 29 people completed the survey.
- **Clackamas Community College Harmony Campus** (November 4) – The project team spoke to 37 people about the project. 24 people completed the survey. The team also provided factsheets and surveys to distribute to ESL students during their classes.

2. OVERVIEW OF COMMENTS

Project Vision

Survey participants generally agreed with the vision of the Clackamas Regional Center Connections Project. They described their vision of the area as a safe and accessible place, with efficient transportation options. Many echoed the desire for increased walkability, bike-ability, and public transportation options.



Alternative Performance Measures

Participants were provided with a list of transportation performance goals that will be used as a basis for developing transportation performance measures for development review. 78 people (89%) said that it makes sense to use these goals to develop measures, and ten (11%) said that they have changes or additions. Some of those comments suggested prioritizing bike, transit, and walking measures over vehicle-related measures.

Several questions in the survey were intended to help shape development of the alternative performance measures by learning what kinds of barriers would most need to be improved to encourage people to bike, walk, and take transit more often. The table below relates responses to questions about barriers to the list of potential alternative performance measures. Generally, it seems that the draft alternative performance measures respond to the most important barriers identified by the public.

Alternative Performance Measure	Public comments that relate to this measure
Modified Pedestrian Level of Service	Not enough separation between traffic and sidewalks was not a main barrier to walking, but many generally said that “walking feels unsafe.” This measure makes sense to keep as it relates to safety and perception of safety.
Pedestrian System Completeness	Lack of sidewalks was identified as one of the main barriers to walking. It makes sense to keep this measure.
Pedestrian Crossing Index	Unsafe crossings and not enough crosswalks were identified as the main barriers to walking. It makes sense to keep this measure.
Bicycle Level of Stress	Separation between bicycles and car traffic, and lack of facilities were identified as a main barrier to bicycling. It makes sense to keep this measure.
Bicycle System Completeness	Lack of facilities was identified as a main barrier to bicycling, and bicycle lane connectivity was identified as somewhat of a barrier. It makes sense to keep this measure, especially as it relates to lack of bicycle lanes and paths.
Duration of Congestion	No questions in the survey were specifically related to duration of congestion. There were some general comments made about lots of congestion, particularly on I-205 and 82 nd Ave. Some commented that transportation measures that favor auto travel or expand vehicle facilities should receive lower priority than measures that improve biking, walking and transit.
Destination Travel Time	No questions in the survey were specifically related to destination travel time. A couple of people said that “travel time” should include travel time for <i>all</i> modes, not just motor vehicles. Several people said that they avoid biking, walking, or taking transit because it takes too long.
Accessibility to Transit	One of the main barriers to taking transit was lack of a stop near the person’s home. It makes sense to keep this measure. Lack of frequency was a great barrier as well, so this could be considered in the measures.

Volume to Capacity Ratio	No questions in the survey were specifically related to this measure. See comments above in “duration of congestion.”
Motor Vehicle Queuing	No questions in the survey were specifically related to this measure. See comments above in “duration of congestion.”
Critical Crash Rate	No questions in the survey were specifically related to this measure. However, many people said that safety is a top concern for all modes, so safety measures will be important to develop.

Transportation Issues

The survey included an interactive map of the project area and invited participants to pinpoint specific locations to provide comments about transportation problems and issues. 92 comments were made on the map and in other comments about specific projects and locations. The comments cover a broad range of ideas, but some of the most common include:

- Need to close the gap that exists in the I-205 Bike/Pedestrian Path.
- Difficulty walking across 82nd Ave at many locations and intersections.
- Desire to improve walking and biking along Railroad Ave.
- Support for biking and walking improvements in the area from Railroad Ave/Aquatic Center in the east to Sunnybrook Blvd on the west).
- Support for improvements to Sunnyside multi-use path.
- Need improved access from the MAX light rail stop to Kaiser Medical Center and other destinations east of I-205.
- Support to expand the Monroe Greenway Project.
- Improve biking and walking along Johnson Creek and I-205 and 82nd, and connect safely to Springwater Corridor Trail.

Multi-modal Boundary

The survey asked people to indicate if it makes the most sense to focus investments in transit, bike lanes and sidewalks, at the following locations:

- Area around Clackamas Town Center
- Around transit centers (Fuller MAX Station and Clackamas Town Center MAX station)
- Around Kaiser Medical Center
- Along 82nd Ave
- Along I-205

Participants most supported improvements around 82nd Ave and Clackamas Town Center. Some also supported improvements around transit centers. Fewer supported improvements around Kaiser Medical Center and I-205.

3. DETAILED SUMMARY

This report summarizes the 101 responses received through the online open house and tabling surveys, as well as twelve comments that were made outside of the online open house.

I. VISION: *What are five words that describe your vision for the area?*

Participants were asked to use five words to describe their vision of the Clackamas Regional Center twenty years from now. Overwhelmingly, the most common vision was to create a *safe* area. People also want the area to be accessible with efficient transportation options. Many also used words like “comfortable,” “clean” and “easy” to describe a vision of a place that’s easy to get around. Ideas around a vibrant and attractive area with density and growth were also expressed. Many also want the area to be more walkable and bike-friendly with public transportation options. Some also used the word “congestion” or “cars” to describe their vision for the future. Some expressed a desire for more community, diversity, and equity.

This word cloud shows the most commonly words expressed by participants (size of word is proportional to how often it was used).

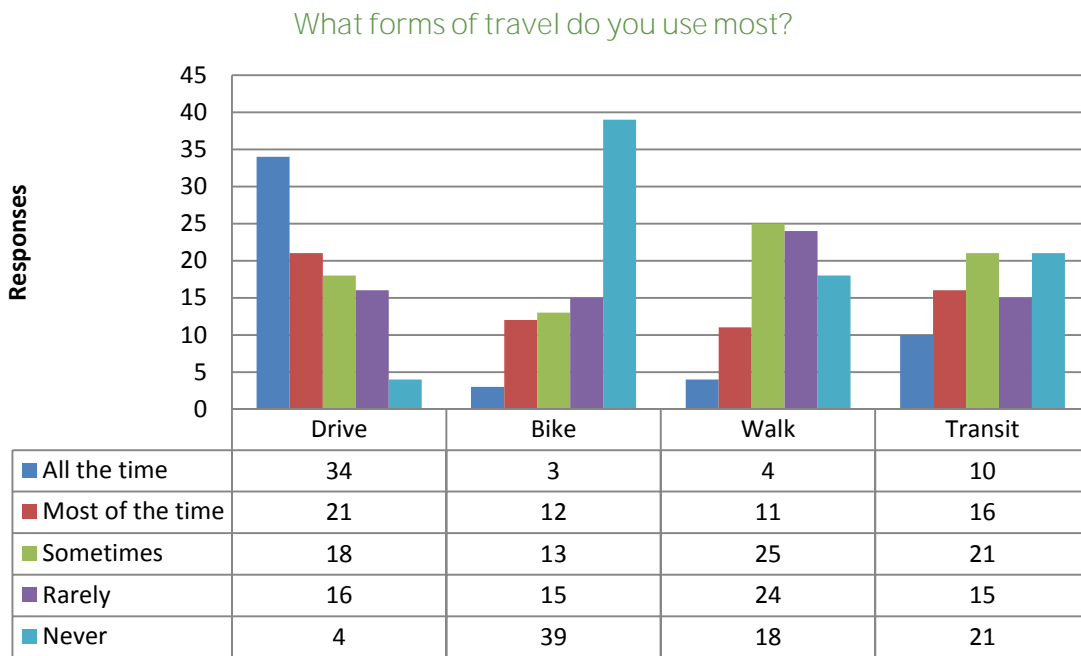


II. HOW DO YOU GET AROUND—AND WHAT ARE THE BARRIERS?

The survey asked participants various questions about how they get around today, how they would like to get around in the future, and what barriers they are to walking, biking and taking transit in the CRC area. These questions were intended to help shape development of the alternative performance measures by learning what kinds of barriers would most need to be improved to encourage people to bike, walk, and take transit more often.

1) How do you mostly travel through the area now?

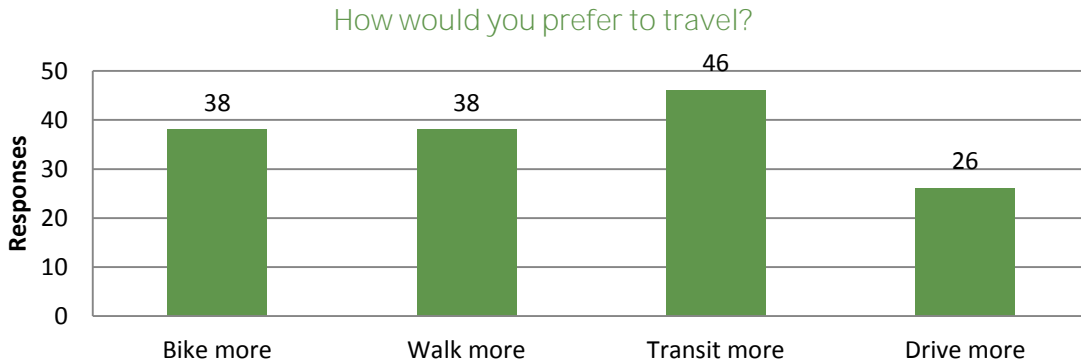
The survey captured a broad cross section of travelers. Many people said that they drive all or most of the time. A good number of people said they take transit all or most of the time. The survey also captured some people who never or rarely drive. Few people said that they exclusively walk or bike, but many said that they walk or bike sometimes or most of the time.



12 participants indicated “other” and expanded on their transportation choices. Some clarified the destinations they use for car versus public transportation (downtown Portland, Clackamas Town Center, and Lloyd Center). Some noted that they live in places where it takes too long to take transit. A couple noted they use electric vehicles for travel.

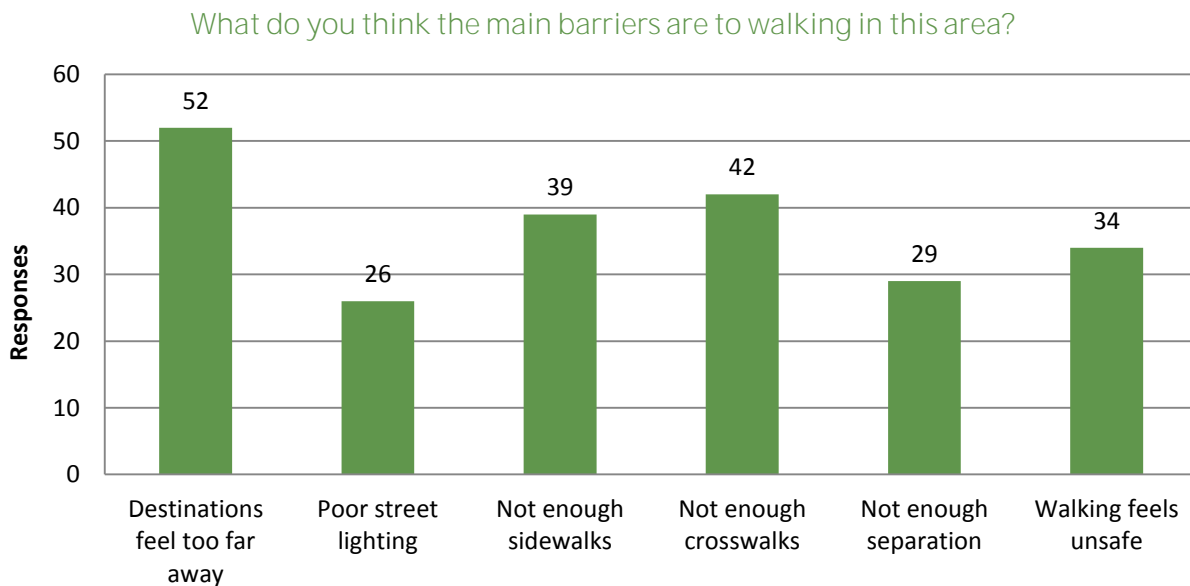
2) How would you *prefer to travel*, if other options were improved and safe?

38 people who answered this question said they would like to take transit more, and 38 said they would like to bike or walk more. 26 people said they would continue to drive, even if other options were improved.



3) What do you think are the main *barriers to walking* in this area?

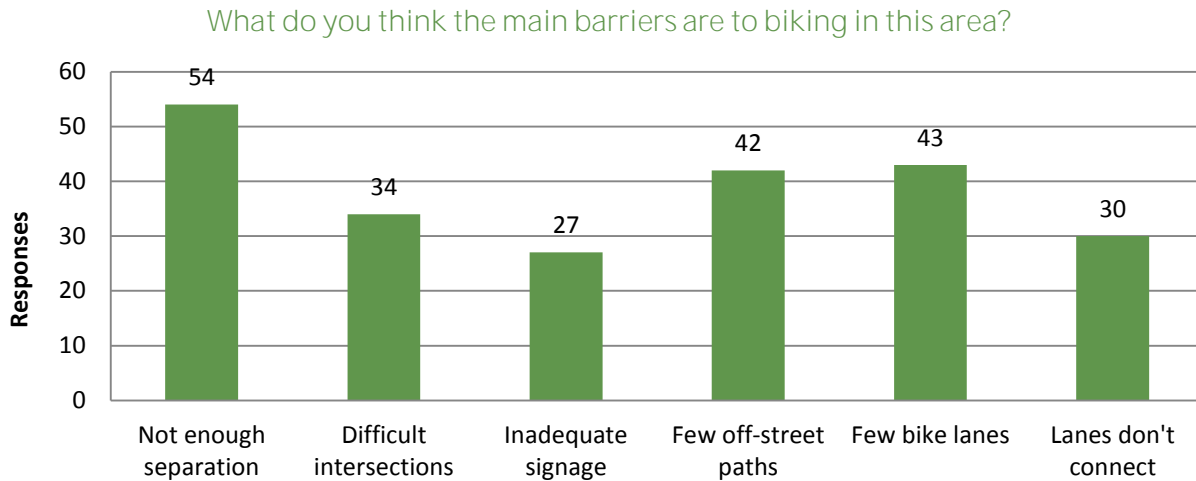
The most common barrier to walking is that destinations feel too far away. Some people specified that they tend to travel into the Clackamas Regional Center from other neighborhoods and cities, and it would take too long to walk that distance. Not enough sidewalks and crosswalks was also a major barrier to walking, following by a feeling that walking feels unsafe. Some also said that there is not enough separation or poor street lighting.



14 people provided “other” responses. They said that barriers to walking include weather, age or disability, unsafe drivers, topography, and automobiles moving too fast. A few specified that 82nd Ave is difficult to cross on foot.

4) What do you think are the main *barriers to biking* in this area?

The main barrier to walking was not enough separation between cars and bicycle lanes or facilities; people said that this makes biking feel unsafe, especially when cars are driving at high speeds. Lack of facilities (including off-street and on-street paths) is a barrier as well. Other barriers include difficulty crossing intersections, inadequate signage, and lack of connectivity between lanes.



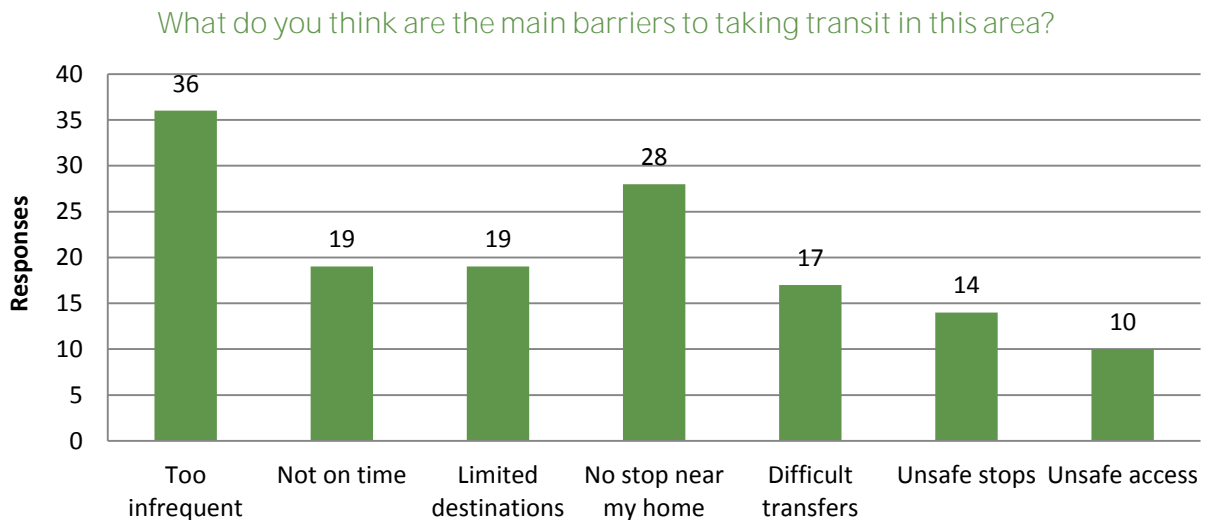
24 people provided “other” responses. They noted that other barriers to bicycling include heavy and fast car traffic, destinations feel too far away, topography, debris or obstacles in bike paths, weather, inadequate or narrow bike lanes, and not enough safe bike parking.

Several specified areas where it is difficult to bicycle, including:

- The bike path on Sunnyside ends before 82nd Ave without a safe option to continue to Harmony Road
- Not enough off street paths, especially west of 82nd Ave.
- I-205 path should be finished going south.
- Costco path needs better signage and maintenance, including moss cleaning.
- Need better connections to the I-205 multi-use path from shopping north of Monterey.

5) What do you think are the main barriers to taking transit (bus or light rail) in this area?

Participants said that the main barriers to taking transit is that the bus or light rail comes too infrequently, and that there are limited stops near a person's home. Some also find that the bus is not on time, destinations are limited, and transfers are difficult. Safety of access was less of a barrier, though still important to some.



20 people provided "other" responses. Of these, the main barrier was that the bus takes too long or destinations are too far away. Other barriers include feeling unsafe on the bus or at stations, too many transfers, inconvenience, and not knowing enough about bus lines.

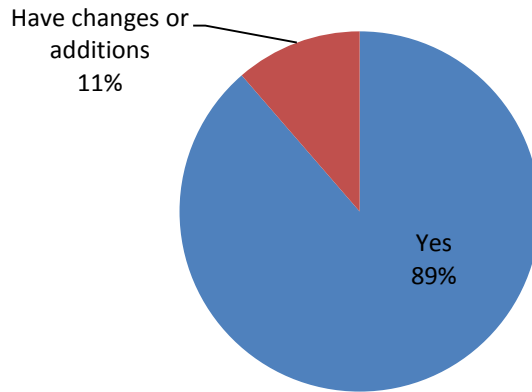
III. TRANSPORTATION PERFORMANCE MEASURES

The survey asked participants to review this list of transportation performance goals that would form the basis for new transportation performance measures:

- Less **traffic congestion**
- Faster **travel times**
- Improved safety for **drivers**
- Improved safety and comfort for **pedestrians**
- Improved safety and comfort for **bicycles**
- More interconnected **bike lanes and bike boulevards**
- More **sidewalks that are connected to each other**
- More **crosswalks and safer street crossing options**
- More **bus stops**, so that more people live within walking distance of a stop or station
- Fewer **vehicle related crashes**
- Slower **traffic speeds** in neighborhoods

Participants then indicated whether the performance goals make sense as a basis for developing transportation performance measures for development review. Of those who answered the question, 78 people (89%) said yes, and ten (11%) said that they have changes or additions.

Do these transportation performance goals make sense?



The changes and additions include:

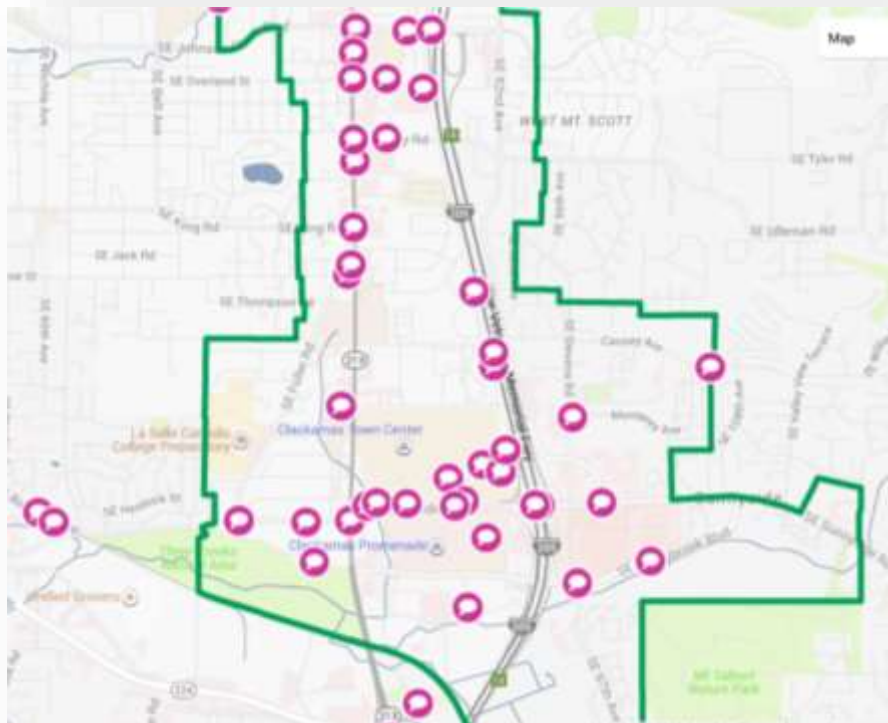
- Several people commented or had questions about how the performance measures would be prioritized, or what happens when the goals conflict. Generally, they supported giving more priority to bicycle, walking and transit measures, and less priority to vehicle measures (congestion). A couple noted that in since the majority of the existing transportation infrastructure has been built for cars, pedestrian and bicycle safety should be the top goals to equally support all modes.
- Transit performance measures:
 - Transit service should be more frequent
 - Bus stops within walking distance
- Bicycle performance measures:
 - Think about the different kinds of cyclists and what their needs are. There are different needs for those who *need* to cycle (because they can't afford a car) versus those who choose to bike/walk to bike.
 - Support for more grade separated facilities (cycle paths) and multi-use paths.
 - More bike parking at destinations.
- Accommodating our aging population should be a high priority, including safe paths for golf cart and recumbent bicycle travel.
- Consider “accessibility” as a goal. An accessibility goal would favor in-fill development closer to the street since that is more accessible to people walking, biking, or riding the bus.
- Adequate motor vehicle parking availability, especially when new apartments are built.
- Maintain and improve natural environmental resources.
- Travel time should apply to walking, biking, and transit travel times.
- Some comments supported specific projects, including:

- Improve bicycle safety at the SE Oatfield connection to SE Lake Road
- Build an interconnected bike path network from the -205 path
- Support for expanding the Monroe Greenway Plan
- Bike and pedestrian access to idle railroad bridge between Oak Grove and Lake Oswego (Transportation System Plan project number 2022)

III. TRANSPORTATION ISSUES

The survey included an interactive map of the project area and invited participants to pinpoint specific locations and provide comments about:

- What transportation problems or issues do you have in the area?
- What locations do you have a hard time traveling to?
- How can we make it safer to get around?



All comments can be viewed at: <http://clackamasconnections.org/page/comment-map>

The table below summarizes the 76 comments submitted on the interactive map during the online open house period, as well as 16 location-specific comments that were made at tabling events or elsewhere in the online open house. The comments are generally listed in order of south to north in the CRC Connections project area.

Several comments were also made about locations outside of the project study area. Those comments are included here for reference and will be forwarded to the appropriate agency or staff person, but will not be considered as part of this project.

Location	Comment
I-205 Path Gap – <u>3</u> <u>comments</u>	3 comments – Close the gap that exists in the I-205 Bike/Pedestrian Path. This gap forces trail users onto 82 nd Ave, which feels unsafe for some cyclists. A short bridge over Hwy 224 and about 3/4 mile of added bike path along Hwy 224 would close the gap.
Junction of 224 and 213 – <u>2</u> <u>comments</u>	Very difficult ped/bike connectivity. Improve the narrow overpass maintenance walkway or create an alternative. Significant infrastructure improvement should be made to accommodate traffic from Hwy 213 and Sunnybrook traveling west. This would relieve congestion on Sunnyside, Harmony and Lake.
Costco multi-use spur path	This path could use these improvements: 1) Moss maintenance should be more frequent in the winter. 2) Add signage on the Costco side. 3) A crosswalk across 84th Ave to help people get from Costco
Harmony Rd/Fuller Intersection	All school buses go through this intersection and it gets very congested during school times. People pulling out of the apartments try to turn left over Harmony, and it is very dangerous. Walking at this intersection is also very dangerous.
Harmony Rd at CCC – <u>2</u> <u>comments</u>	Multiple people walk across Harmony here to reach the Clackamas Community College and the aquatic park. It would be great to add a crosswalk with lights, so they have a safe place to cross.
Sunnybrook Blvd Connectivity to west of 82 nd Ave – <u>7</u> <u>comments</u>	Seven people supported biking and walking improvements in this area (from Railroad Ave/Aquatic Center in the east to Sunnybrook Blvd on the west). One suggestion is to build a multi-use path along Railroad Ave from Harrison St in Milwaukie to the Aquatic Center and Sunnybrook. There is support for access to the Three Creeks Wilderness Area.
Sunnyside Rd & 82 nd Ave – <u>2</u> <u>comments</u>	This is a very dangerous intersection for people walking and biking. The high volume of traffic, high speeds, and driver inattentiveness make this area unpleasant for biking and walking. Cars turning right on red or turning right when they have the signal often do not check to see whether anyone is in the crosswalk. Additionally, people are forced to

	push the button at each corner to get a walk signal, leading to long waits at this unsafe corner.
Sunnyside Rd	Sunnyside Rd is really congested after 5:00 pm.
Bank of America Curb Cut (off Sunnyside Rd near 82 nd Ave)	This curb cut is very dangerous for people biking and walking. Cars cut through quickly to access McDonalds or avoid traffic at the 82 nd intersection. Cars that do not stop before exiting the parking lot and the nearby bushes that reduce visibility make it a dangerous place to cross. And it is near the end of the multi-use path, increasing the number of people who will bike or walk across it.
Clackamas Town Center	Traffic gets really bad around the Clackamas Town Center around the holidays.
Clackamas Town Center – Shuttle	Put in a shuttle from Clackamas Town Center going north, so residents in northern neighborhoods can easily take it to go shopping without having to drive.
Sunnyside Multi-Use Path – <u>3 comments</u>	This path never feels safe to bike on because of the wide intersections. Intersections to the Clackamas Town Center are too wide and drivers are not looking for people biking or walking. Traveling through to Harmony Road is difficult because the path ends before 82 nd Ave. One person suggested extending the multiuse path to safely cross 82 nd Ave and into Harmony CCC.
Clackamas Town Center & Sunnyside Intersection	This intersection (and all intersections along Sunnyside) should automatically provide the walk signal as the lights change. Forcing pedestrians or cyclists to push the button forces them to wait longer and makes it less predictable whether the walk signal will be provided. These long waits make it less enjoyable for people to walk or bike around this area.
Clackamas Town Center	It is difficult to walk between Clackamas Town Center and the Promenade. Even though they are so close together, people end up driving between the two because crossing Sunnyside Rd feels unsafe.
Sunnyside Rd overpass – <u>2 comments</u>	The pedestrian path on Sunnyside going across I-205 is too narrow to accommodate cyclists and pedestrians safely. High vehicle speeds and narrow sidewalks make this overpass a poor connection by bike. Sunnybrook is much better (it has bike lanes), but too far away to be an alternative.
97th & Sunnybrook	Making a left turn from Sunnybrook to the contraflow bike lane on 97th (or just continuing on 97th northbound across Sunnybrook) can be a problem. A box turn is needed to make the left, and without car traffic

	to trip the signal the ped button must be pressed to get a green. A button within reach of the bike lane would be nice.
Sunnybrook Blvd – <u>2 comments</u>	Rough pavement and debris make Sunnybrook's bike lanes unpleasant and dangerous. Blackberries also need to be cut back.
Westbound far right lane of Sunnyside (at Stevens)	The far right lane on Sunnyside going west should be a right turn only at Stevens. Traffic backs up way too far and then creates a dangerous situation with drivers who want to continue to the I-205 on-ramp either stuck behind for many light cycles or having to zoom around.
Outside REI	There are bike racks outside REI but you have to know that. When arriving via the I-205 path, it is not clear where someone on a bike should go to lock up. The ride on I-205 is lovely but the last quarter mile crossing the enormous auto-oriented parking lot is harrowing.
Clackamas Town Center Parking Lot	The parking lot needs additional direct sidewalk connections from the MAX station to the bus station by the movie theater and to Sunnyside Road.
Shuttle to Orange Line.	Put in a shuttle that goes from the Transit Center or the mall to the orange line.
Transit access east of I-205 – <u>3 comments</u>	Need improved access from the MAX light rail stop to Kaiser hospital and other destinations east of I-205. Currently, pedestrians have to cross several small intersections and the highway ramp off of I-205 in order to make this connection. This is an indirect route and feels unsafe. A pedestrian overcrossing here would be good.
Monterey to Fuller Extension	Support extending Monterey to Fuller.
Roundabout at Stevens and Monterey	Weird roundabout here is confusing.
Restrict traffic from new mall construction (near New Hope Church site)	Would like to see a way to minimize impact on residential neighborhoods from drivers cutting through neighborhoods to go to the new mall development from New Hope church. The roads are too narrow, too steep, too <i>residential</i> and can't handle the amount of traffic.
Tunnel at bike path (I-205 north of Monterey)	Too many homeless pitch tents in the tunnel at the bike path, impeding traffic and creating unsafe conditions
Traffic on I-205	There is too much traffic on I-205. It is slow.

Monroe/Fuller/82nd/Boyer – <u>2 comments</u>	Support to connect the Monroe Greenway Project though to Boyer.
82nd Ave – <u>2 comments</u>	Not enough crosswalks across 82 nd Ave. It is very dangerous for people to walk here. Need to make it easier to walk/bike across 82 nd Ave.
Kind/82nd Ave	The King/82nd Ave intersection needs improvement.
Sidewalk on east side of 82 nd near Walmart	Multiple entrances to Walmart and other stores in this development make walking on east side of 82nd tricky between Otty and King - at every entrance/exit, pedestrians need to watch out for high-speed entering/exiting traffic
Corner of 82nd/Otty	Flashing yellow light means that people on foot can wait for minutes to cross Otty on east side of intersection if they don't hit the light just right.
Crosswalk across Otty at Fuller	There are sidewalks on the west side of Fuller, but a crosswalk only on the east side at Otty.
Fuller Road MAX cul-de-sac	The route between the I-205 Path and Fuller isn't obvious. This cul-de-sac lacks curb cuts and the road leading to it has no bike lane.
Corner of 82nd/Overland – <u>2 comments</u>	Could use protected left turns crossing 82nd - as it is, it's a free-for-all, especially on the east-west crossing, where people on foot have to watch for left-turning cars and cars frequently don't signal left-hand turns. "Sidewalk" on west side of 82nd by the truck-canopy lot south of Overland puts pedestrians right next to 35+ mph traffic
Dicks Sporting Goods Alley	This connection is important for those trying to reach the light at SE Overland (without biking all the way up to the huge, dicey intersection of 82nd and Johnson Creek). It needs to be better marked, lit, and maintained. It would also be nice to have a clearer route through the parking lots on either side.
Stop lights on 82 nd – <u>2 comments</u>	There are too many lights and too much traffic on 82nd. Put in smart or synchronized traffic lights on 82nd. There are probably 10 signals in this short segment of 82nd - and sometimes I have to stop at all of them. It is not efficient.
Johnson Creek at I-205 and 82 nd	Johnson Creek bottlenecks at afternoon rush hour at I-205 and 82nd
Johnson Creek and Fuller	They removed the left turn from Johnson Creek onto Fuller when they put the light rail in. Cars have to do a long detour to go south on Fuller. It is a problem.

I-205 and Johnson Creek Blvd	Trying to walk across I-205 on Johnson Creek feels very dangerous.
Johnson Creek Blvd west of I-205	It would be nice to have more sidewalks, in general west of the I-205 near Johnson Creek. As of now I am reluctant to walk with my son around my neighborhood and I rarely see anyone using the road other than cars.
Bus Rapid Transit on 82 nd Ave	It would be awesome to see Bus Rapid Transit on 82nd from Clackamas Town Center to PDX. I really hope that the County can pressure ODOT to tame their road. 82nd is no longer a highway. It no longer needs to carry huge volumes of cars. That's I-205's job. More and more, 82nd is a place where people live and shop. It needs to function better as such.
82nd and Lindy	Crossing 5 lanes of traffic with no refuge island and people turning right on red is scary.
82nd and Cornwall	Every intersection is a legal crosswalk, but this is not a safe place to cross the street.
Sidewalk on west side of 82 nd (N of SE Cornwall)	The sidewalk next to the convenience store is not wide enough for more than one person at a time
82nd and Gray	Every intersection is a legal crosswalk, but this is not a safe place to cross the street.
82nd and Luther	Every intersection is a legal crosswalk, but this is not a safe place to cross the street.
Springwater Corridor Trail connection – <u>2 comments</u>	Need better connection from Springwater Corridor Trail onto Johnson Creek Blvd and into the Regional Center. Bicycling here feels dangerous. It should also be signed differently so that bicyclists know where to go. Also add better connectivity from the Springwater Corridor Trail to 82 nd Ave.
Comments outside of project study area	
SE Railroad Ave – <u>6 comments</u>	Six comments generally agreed that bicycle and pedestrian improvements are needed on Railroad Ave. There is no room to walk or bike on the thin road. One suggestion is to install a dedicated multi-use path along Railroad Ave. There is also fear that, since Railroad Ave has recently undergone a widening and new paving, automobile traffic speed will increase thus making it unsafe for pedestrian and bicycle traffic.

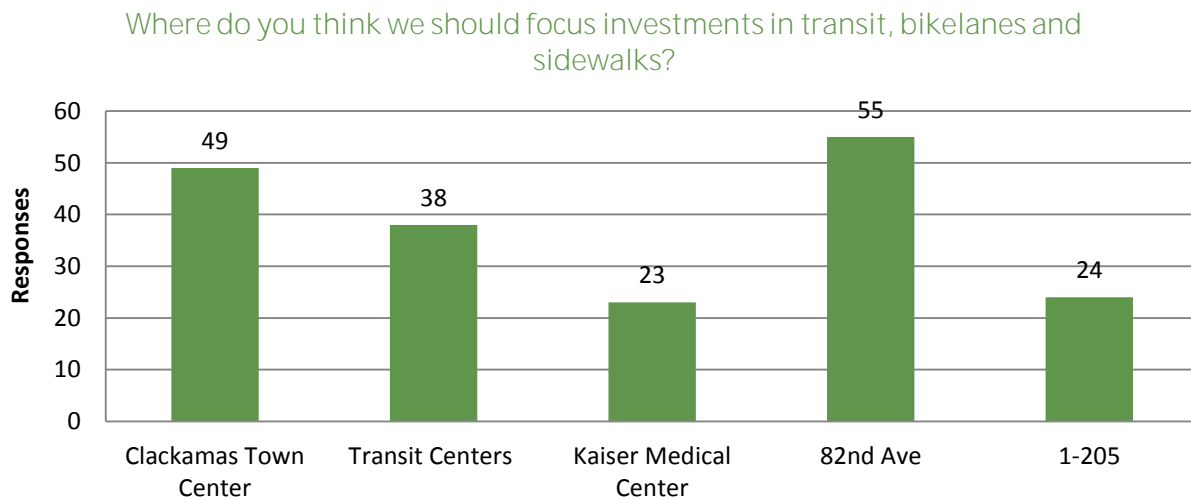
<p>Harmony/Railroad/Linwood intersection</p>	<p>The intersection of Harmony/Railroad/Linwood is an area of concern. Between the school buses stopping because of the railroad tracks, the trains, the terrible bus stop on the SE corner, the lack of an adequate bike lane on Harmony, etc. it is a car, pedestrian and cycling hazard. The volume of cars that utilize the intersection is very high so alternate routes should be expanded and created.</p>
<p>SE Oatfield heading to SE Lake</p>	<p>SE Oatfield is too narrow and has poor visibility which makes it unsafe for bicycles or pedestrians. In addition cars travel too fast.</p>
<p>Consider how the Connections Project can integrate with and improve non-auto travel to Milwaukie – <u>4 comments</u></p>	<p>There is a need to provide a good transit link between Milwaukie and the Clackamas Regional Center along Railroad Ave (as was planned or discussed by the City of Milwaukie). This is especially needed for the aging population that needs transit options.</p> <p>Connect this project to the Monroe Street Greenway Plan.</p> <p>Could use more sidewalks in Milwaukie.</p> <p>There is not an efficient transit link between Milwaukie and the CRC area. The #34 bus takes too long.</p>
<p>Bus and transit service comments outside the scope of this project – <u>5 comments</u></p>	<p>The #30 bus (traveling on 212 to Estacada) is not frequent enough, and does not run long enough into the night/early morning to accommodate needs of shift workers.</p> <p>Buses (especially the #33) and the Orange Line are not synchronized, which increases wait times.</p> <p>The #30L should be put back into service.</p> <p>Put a trolley down Sunnyside Rd to connect together the light rail in Milwaukie, Clackamas Town Center and down to the new Fred Meyer on 172nd.</p> <p>Put an electric charging station on the CCC Harmony campus or nearby.</p>

IV. MULTIMODAL BOUNDARY

The survey asked people to indicate it makes the most sense to focus investments in transit, bike lanes and sidewalks, among the following options:

- Area around Clackamas Town Center
- Around transit centers (Fuller MAX Station and Clackamas Town Center MAX station)
- Around Kaiser Medical Center
- Along 82nd Ave
- Along I-205

Participants most supported improvements around 82nd Ave and Clackamas Town Center. Some also supported improvements around transit centers. Fewer supported improvements around Kaiser Medical Center and I-205.



48 people provided an explanation of their answer or other comments. The summarized comments below are organized by area/transportation facility.

I-205:

- Many people use I-205, so it makes sense to make improvements here.
- Incomplete bicycle route along I-205 is a frustrating hazard.
- Close the I-205 Bike Path gap. (2 comments)
- 82nd and I-205 are big and hard to cross east/west for bikes and pedestrians so those need improvement.
- Traffic is always is stopped northbound and southbound no matter it's 9am or 9pm
- Improve MAX stations on I-205.

82nd Ave

- Many people travel along 82nd Ave or are trying to reach destinations on 82nd Ave, so it makes sense to make improvements here and to make travel more convenient. (3 comments)

- Improve biking and walking on 82nd Ave.
- Cars move fast and sometimes don't see the bicyclists, because they aren't easy to see.
- The volume and speed of car traffic on 82nd and on Sunnyside Rd make this area very unpleasant for biking and walking. The 82nd Ave and Sunnyside intersection has frequent accidents. Support separation of auto, bike, and pedestrian traffic. (2 comments)
- Sidewalks are far too narrow in the northern area of 82nd Ave by the county boundary.
- Money should be put towards making it safer for drivers to drop off/pick up transit rider passengers at bus stops.
- I find the I-205 path to be very slow and out of the way. Please improve the terrible bike lanes on 82nd Ave and upgrade the bike lanes in the Clackamas Town Center area.
- Travel around Clackamas Town Center and transit stops seems fine. 82nd Ave seems the least bike/pedestrian friendly route, but has many shopping destinations.
- 82nd Ave is not well-connected between Clackamas Town Center and Portland city-proper.
- 82nd doesn't feel very safe on foot or on bike in several spots, which makes it difficult to get anywhere without a car.
- 82nd is too congested with cars. No bike lanes, same with area around Clackamas. No sidewalks either.
- People walk on 82nd Ave around Costco (by bridge) where there are no sidewalks - and sometimes at night. It is unsafe.

Around Transit Stations

- Fuller Road MAX station is hard to get to on foot. Several confusing intersections stand between it and housing/commercial areas on 82nd and beyond.
- Improved transit provides an alternative for people who want to travel to the mall without dealing with congestion and mall traffic.

Around Kaiser Medical Center

- Make improvements around Kaiser because it is a hospital and it should always be extra safe.
- It is complicated to commute around the medical center, and takes a long time to use modes other than car.

Area around Clackamas Town center

- Many people travel to the Clackamas Town Center for traveling, shopping, and daily needs. (2 comments)
- It makes sense to build outward from what is already in place
- Make improvements to Clackamas Community College. (2 comments)
- There's always a lot of people walking around the mall
- Make sidewalks along Sunnyside quieter - maybe plant more sidewalk trees or other types of sound barriers?
- There is a lack of bike lanes and sidewalks around Clackamas Town Center

Comments that apply to many or most areas/transportation facilities in the CRC area:

- Support for improvements in the entire project area:
 - The entire region needs a safe interconnected system so the region can grow in a healthy way.
 - The entire area needs to be accessible to a variety of transportation needs, especially walking, biking and transit. There has been enormous public investment in auto-oriented infrastructure in the area, so now we need to improve bicycle and pedestrian access. For the money, no investment will do more to save lives than investment in better, safer, walking and biking infrastructure. (3 comments)
 - It is important to make it safer to walk or ride a bike in the entire area. (2 comments)
- It is important to make it easier to get around the area. (2 comments)
- Improve the areas that are most frequently traveled. (2 comments)
- Focus on maintaining and improving what is already there (i.e., keep existing bike lanes painted, free of debris, improve lighting). Keep sidewalks free of obstacles (construction signs, construction fences, garbage, and blackberry vines). Improve lighting everywhere.
- It is important to make it safer and faster to get around.
- There needs to be more sidewalks.
- Prioritize connections for seniors (particularly transit use).
- Please stop with the bike lanes. It is overkill around here.
- Need better bike lanes.
- Need more bus stops to increase convenience.

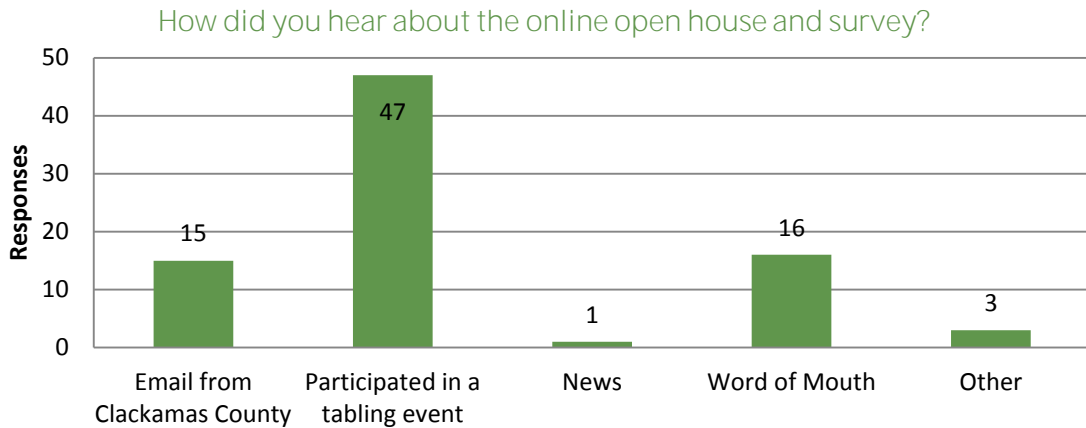
V. OTHER COMMENTS

6 people provided other comments through the online open house and information booth events.

- Thanks for your efforts to improve non-automotive transportation in this area. There's a lot of potential here!
- I try to avoid that area as much as possible. There are too many people and too much traffic.
- I have commuted through this area by bike. The lack of east/west connections is the biggest problem.
- Maintain what we have already, it could use some help for sure!
- Light rail from Clackamas Transit Center to downtown Portland works really well.
- Pedestrian signal buttons should be located in a place on the pole that is easier to access by cyclists who need the light to turn.

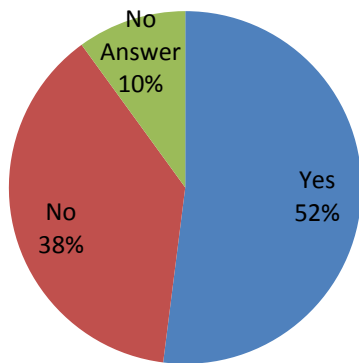
VI. DEMOGRAPHIC INFORMATION

The survey requested voluntary demographic information to evaluate the effectiveness of public outreach activities and help improve future community engagement. About 80% of participants chose to respond to most demographic questions. The charts below summarize these responses.

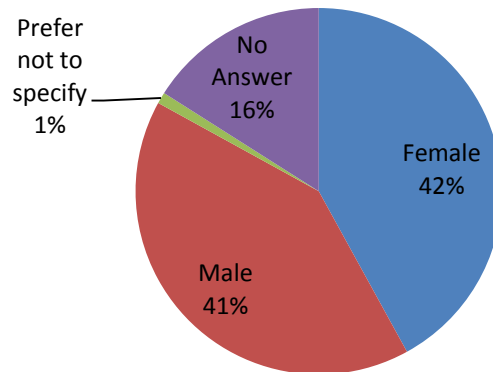


“Other” responses included: Bike Milwaukie, Clackamas Community College, and a shared link.

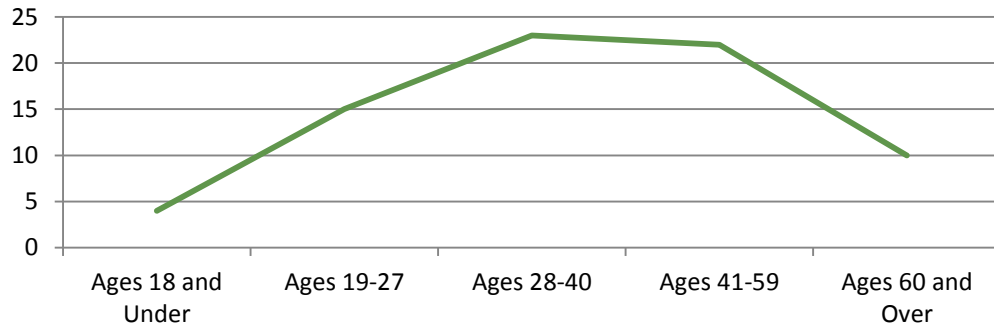
Do you live or work in the Clackamas Regional Center boundary?



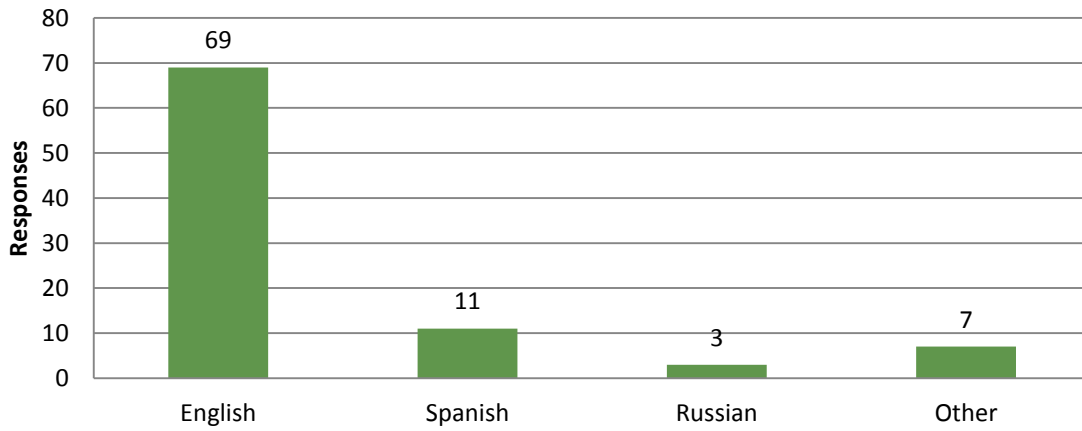
What is your gender?



What is your Age?



Languages Spoken at Home



Race/Ethnicities

