CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Policy Session Worksheet

Presentation Date: April 11, 2017 Approx. Start Time: 10:30 am Approx. Length: 45 minutes

Presentation Title: Clackamas Regional Center (CRC) Mobility Improvement Project Update

Department: Transportation & Development – Clackamas County Development Agency

Presenters: Dan Johnson and David Queener

Other Invitees:

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

The Agency is seeking approval to proceed with the recommended improvements that have been identified as part of phase one of the CRC Mobility Improvement Project.

EXECUTIVE SUMMARY:

In 2013, when the Board authorized the Development Agency to proceed with what was then called the Southwest Connector project with a budget allocation of \$15,000,000, the focus of the project was to improve the 82nd Ave.-Sunnyside Road intersection. Sunnyside Road is a major east-west route for people traveling to and through the Clackamas Regional Center area. While the 82nd – Sunnyside intersection experiences significant congestion, it is not the only intersection along the Sunnyside corridor that has safety, capacity and congestion issues.

Improvements to the 82nd – Sunnyside intersection would improve capacity and congestion at that location, but it would not address the many other issues that affect movement for all modes of travel in the regional center. In fact, there are 46 individual projects in the regional center identified in the County's Transportation System Plan, CRC Pedestrian and Bicycle Plan, and CRC Connections project.

It became evident that we needed to analyze these 46 individual projects to determine if there was a package of already identified improvements that should be constructed that meets the long-term needs for the Clackamas Regional Center area for all modes of travel.

For the past year, our consultant has completed analyses and developed concept plans for stakeholder and technical advisory groups to consider. As a result of this work and with the full support of the advisory groups, the proposed CRC Mobility Improvements extend from the Harmony- Fuller intersection east to the 97th-Sunnyside intersection and on 82nd Avenue from Sunnybrook to Southgate. If constructed, we would implement 33 of the 46 projects identified in the County plans for this area and meet the 2040 traffic demand models.

If authorized by the Board to proceed with the recommended improvements, the consultant would proceed with final design and construction would begin in late 2018.

FINANCIAL IMPLICATIONS (c	current vear and	ongoing):
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What is the cost?

The total estimated cost including engineering, right of way acquisition and construction is \$25,726,000.

• What is the funding source?

Funding is from already accumulated tax increment funds in the Clackamas Town Center Urban Renewal Area. Due to cost savings on other projects, property sales and previously unallocated funds, there is sufficient funds in reserve to complete the project in its entirety.

STRATEGIC PLAN ALIGNMENT:

- How does this item align with your Department's Strategic Business Plan goals? One of the Department's primary goal is to provide capital improvements so residents can realize an economically, socially and environmentally sound community.
- How does this item align with the County's Performance Clackamas goals? Constructing the improvements helps to meet the County's strategic priorities to build a strong infrastructure and endure safe, healthy and secure communities.

LEGAL/POLICY REQUIREMENTS:

Not applicable

PUBLIC/GOVERNMENTAL PARTICIPATION:

The project was recommended as part of the Clackamas Regional Center Work Program that was developed in 2013 in conjunction with a working group comprised of area business owners, local government representatives and CPO members.

During phase one on this project, the preliminary design was reviewed on several occasions by a stakeholder and technical advisory group. The stakeholder group was comprised of members of the original working group in addition to other citizens that had an interest in the project. The technical advisory group was comprised of local government representatives, ODOT, and utility providers

There was also an in-person and online open house to give the public a chance to comment.

OPTIONS:

- Direct staff to proceed with final design and construction of the CRC Mobility Improvements.
- Direct staff to modify the package of improvements in order to fit within a reduced funding allocation identified by the Board.

RECOMMENDATION:

Respectfully recommends the Board direct staff to proceed with final design and construction of the CRC Mobility Improvements.

ATTACHMENTS: Attachment A:	Clackamas Regional Center Mobility Improvements – Phase 1 Summary				
SUBMITTED BY:					
Division Director/Head	d Approval				
Department Director/Head Approval					
County Administrator	Approval				

For information on this issue or copies of attachments, please contact David Queener at 503-742-4322



Refine, Design, and Construct Transportation Projects in the Southern CRC Area

DATE: February 15, 2017

TO: David Queener, Clackamas County Development Agency

FROM: Dan Houf, PE and Stefanie Slyman, AICP

Harper Houf Peterson Righellis Inc.

SUBJECT: Clackamas Regional Center Mobility Improvements – Phase 1 Summary

Overview. The Clackamas County Development Agency is leading the Clackamas Regional Center Mobility Improvements Project to identify transportation improvements in the southern portion of the Clackamas Regional Center area that will meet projected demand through the year 2040. Traffic congestion in this area presents major challenges affecting safety, multimodal access, and economic development issues in this area; therefore, the CRC Mobility Improvements Project aims to:

- Provide a safe and efficient transportation system
- Address needs of residents, businesses, and the public
- Balance difference modes of transportation: motor vehicle, bicycle, pedestrian, transit, and freight

The project in its entirety consists of three phases: The first phase, which is now complete, began in 2016 and identified and recommended a package of transportation improvements to address the project goals. The second phase is slated for 2017-2018 to design the improvements, followed by the third phase of construction from 2018-2020.

The purpose of this memorandum is to document the first phase and recommend to the Board of County Commissioners a package of multimodal transportation improvements that improve the safety and operations of motor vehicle, transit, freight, and pedestrian and bicycle facilities to move forward to Phases 2 and 3.

Project Area. The Clackamas Regional Center, an unincorporated area of Clackamas County located between the cities of Milwaukie and Happy Valley, is a designated Regional Center in the Metro 2040 Plan and a major hub for commercial and mixed-use development in Clackamas County and the region. The project area also lies within the larger Clackamas Town Center Urban Renewal District. The project area includes Harmony Road/Sunnyside Road from west of SE 82nd Avenue to east of l-205 and along SE 82nd Avenue from south of Sunnybrook Boulevard to north of Sunnyside Road.





Summary of Phase 1 Tasks. The design team inventoried transportation projects already identified in the County Transportation System Plan (TSP), the CRC Pedestrian and Bike Plan, and the CRC Connections Project as the initial list of projects to evaluate during this refinement phase. Subsequent tasks consisted of soliciting public input; performing preliminary data collection, performing environmental reconnaissance; and consulting with technical advisors and jurisdictional partners.

Traffic analysis was conducted to understand safety and capacity issues that would result if no new transportation improvements were made in the area. This 2040 "no-build" scenario took into account currently programmed improvements such as construction of the Sunrise Corridor east to 172nd Ave, but no others. This scenario also assumed higher pedestrian and bicycle volumes at study area intersections, as may be expected for this designated Regional Center. This analysis identified the resulting safely and capacity issues as shown below. As potential transportation projects were refined, additional traffic analysis was performed to evaluate how variations of potential transportation improvements would address these issues.



Public Input. A Stakeholder Task Force advised the design team on community values and criteria to be used in the evaluation of the package of transportation improvements. This task force included local residents, representatives from area businesses and schools, CPO Representatives, and environmental interests. Other outreach to solicit public input included an open house, a website with a virtual open house, and presentations to the Clackamas CPO and North Clackamas Chamber of Commerce. The design team also held one-on-one meetings with representatives from the Clackamas Town Center, Clackamas Promenade, Kaiser Permanente, and Clackamas Community College – Harmony Campus. The recommended package of improvements presented in this memorandum received unanimous support from the Stakeholder Task Force in November of 2016.

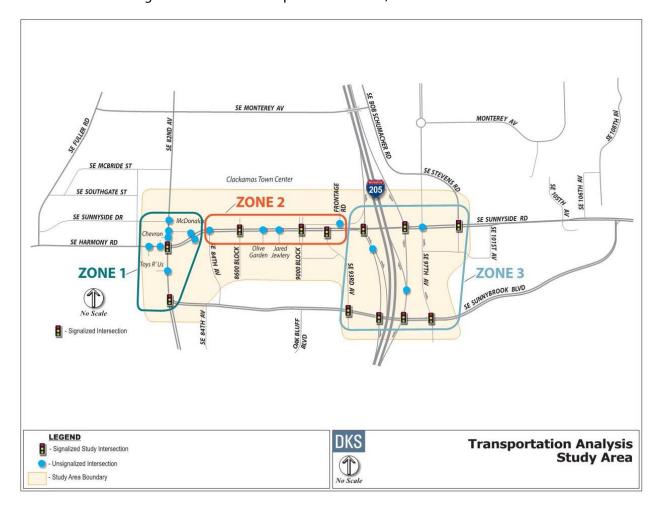
Technical Input. A Technical Task Force consisting of representatives from Clackamas County transportation planning, engineering, and maintenance departments; the cities of Milwaukie and Happy Valley; and TriMet and ODOT was convened twice. Additional working meetings were held





with TriMet, ODOT, and the County Pedestrian and Bike Advisory Committee to address specific issues or subareas.

Recommendation. The recommendation includes 33 discrete or interconnected projects totaling approximately \$26 million. These projects include multi-modal improvements that improve the safety and operations of motor vehicle, transit, freight, and pedestrian and bicycle facilities in three zones, based on surrounding land use and traffic operational needs, as shown below.



The zones for the project area are described in more detail below with supporting exhibits attached: Exhibits 1a, 1b & 1c: Recommended Projects Maps; Exhibit 2: Recommended Pedestrian and Bike Connections Map; and Exhibit 3: Recommended Budgeting Map.

ZONE 1: This area focuses on the SE 82nd Ave corridor from north of Sunnyside/Harmony Rd to south of Sunnybrook Blvd Predominant uses in this area include Clackamas Community College – Harmony Campus, the North Clackamas Aquatic Center, Three Creeks natural area, Toys R Us, and single-family dwellings on the north side of Harmony Road. This area is zoned Planned Mixed Use and may change dramatically over time as this area redevelops consistent with this zoning designation. The intersection of SE 82nd Ave and Sunnyside/Harmony Rd is a key intersection for both north/south and east/west bound traffic. SE 82nd Ave is an ODOT facility; therefore, any improvements on this roadway





will require approval by ODOT. Zone 1 includes the environmentally sensitive Three Oaks natural area, which is of high value to the community. Any improvements in this area, such as the recommended multi-use path, must avoid impacts and, if unavoidable, minimize and mitigate as much as possible.

Recommended Improvements

- Add sidewalks on the north side of Harmony from intersection with SE 82nd Ave to across from Clackamas Community College – Harmony Campus
- Add new pedestrian crossing on Harmony at Clackamas Community College Harmony Campus
- Improve bike facilities on Harmony; treatment to be determined in conjunction with ped/bike staff and community
- Add an east-west ped/bike connection from the existing path south of the North Clackamas
 Aquatic Center to connect with Sunnybrook Blvd, avoiding impacts to mature trees and other
 environmental resources. Add short ped/bike segments to create north-south connection
 along the Aquatic Center from the existing path to Harmony Rd
- Extend traffic separator on Harmony Rd, west from SE 82nd Ave to allow for access management and the extension of the eastbound left turn lane
- Add new pedestrian crossing on Fuller Rd at Southgate St. intersection
- Restripe crosswalk and improve sight distance issue at the Harmony/Fuller intersection
- Improve lighting along Harmony within construction limits
- Widen 82nd/Sunnyside intersection to allow for dual Northbound and Southbound left turn lanes
- Extend queue storage on westbound left turn lane and rebuild median as required. Convert Sunnyside Rd. frontage road to right-in-right-out
- Widen SE 82nd Ave to allow for northbound and southbound dual lefts and single right turn lanes
- Install transit amenities along SE 82nd Ave within construction limits. Provide new southbound bus stop north of SE 82nd/Sunnyside intersection and relocate existing bus stops
- Maintain and/or add bike lanes as required throughout the project limits
- Install traffic separators along SE 82nd Ave for access management from Sunnyside Dr to Sunnybrook Blvd
- Extend the Sunnyside Rd multi-use path to the SE 82nd/Sunnyside/Harmony intersection
- Provide stormwater management improvements
- Review options for gateway features
- Widen SE 82nd Ave to allow for southbound dual lefts at the intersection of Sunnybrook Blvd and also increase left turn queue storage
- Extend queue storage for westbound dual lefts on Sunnybrook Blvd
- Improve bus stop waiting area on southbound SE 82nd Ave/Sunnybrook Blvd to include a bus pullout

Planning Level Cost Estimate: \$11,356,000





ZONE 2: Located in the middle of the project area, Zone 2 improvements are focused on Sunnyside Road between 84th Avenue and I-205. This area forms the core of the commercial uses in the CRC including the Clackamas Town Center Mall and Clackamas Promenade. Pedestrian and bike facilities in this area are missing or in need of improvement. The primary improvement in this zone is to remove a travel lane between SE 84th and SE 93rd Avenues, a "road diet," and allocate that space toward improved pedestrian and bike facilities. The traffic analysis shows that there is excess capacity in this area, through the planning year of 2040, to accommodate this. Other improvements address improving vehicular and pedestrian connections at the Clackamas Town Center Mall, Clackamas Promenade and the MAX Station.

Recommended Improvements

- Modify boulevard treatment from SE 82nd Ave to I-205 to include lane redesign, median improvements, reconstruct sidewalks, provide lighting and landscaping improvements
- Provide signal improvements, including flashing yellow arrow for left turns at signalized intersections
- Construct a new pedestrian connection along the Clackamas Promenade's eastern access drive from the crosswalk on Sunnyside Rd at about the 9000 block (Petco)
- Construct stormwater planters
- Construct a cycle track on the south side of Sunnyside Rd from 84th Ave to I-205 bridge
- Remove overgrown vegetation and provide lighting as needed
- Remove slip-lane from I-205 to Clackamas Town Center near the Claim Jumper restaurant

Planning Level Cost Estimate: \$4,000,000

ZONE 3. On the east side of the project area, recommendations are focused on improving the I-205 Split Diamond Interchange at Sunnyside Road with other minor improvements on Sunnybrook Boulevard. The interchange is the primary vehicular access to the CRC area from I-205 and is a major east-west connection to the residential and commercial uses in the area, including the future Eagle Landing mixed use development. A challenge in this area is to provide sufficient capacity for vehicles, which can vary widely at peak holiday times. Additionally, the area is in need of upgraded pedestrian and bike facilities to provide safe and efficient multimodal options in this area. Additional coordination with ODOT and FHWA will be required to evaluate the design for the I-205 overpass, which will continue in Phase 2. This area is of the most concern by County traffic engineers and the Technical Task Force.

Recommended Improvements

- Construct walkway from Max Green Line platform directly south through existing fence along north and eastern edges of the Clackamas Town Center southeastern parking lot to the I-205 multi-use path
- Install a pedestrian signal to cross the right turn lane at the I-205 southbound off-ramp
- Construct a separate bridge for an eastbound displaced left over I-205 allowing for uninterrupted northbound access onto I-205 on-ramp





- Modify existing I-205 bridge to allow for 10-foot multi-use paths on north and south side of existing structure and lane restriping
- Widen I-205 northbound off ramp to Sunnyside Rd
- Construct sidewalk extension/bulb to accommodate pedestrians and cyclists around signal pole at the Sunnyside Rd/I-205 northbound interchange
- Install green transition bike lanes as required
- Restripe eastbound lanes on Sunnybrook Blvd. between I-205 northbound off ramp and 97th Ave. Provide a right turn lane, bike lane and two thru lanes. Modify pork chop island and signal as necessary
- Modify striping and signal phasing at Sunnybrook Blvd./93rd Ave

Planning Level Cost Estimate: \$10,370,000

Conclusion and Next Steps. Construction of this package will address the majority of safety and capacity issues associated with the study area and will provide a long-term investment in the Clackamas Regional Center Area. Pending approval by the Board of County Commissioners, the project team will move into Phase 2 for detailed evaluation and design in 2017-2018. This phase will include continued public outreach, interagency coordination, and technical review. The outcome of Phase 2 will be bid documents for the construction of the recommended improvements during Phase 3, slated for 2018-2020.

Attachments

Exhibits 1a-1c: Recommended Projects Maps

Exhibit 2: Recommended Pedestrian and Bike Connections Map

Exhibit 3: Recommended Budgeting Map





Exhibit 1a: Recommended Pro ect Map - Zone 1 CLACKAMAS REGIONAL CENTER 2/10/2017 SE SOUTHGATE ST ADD WIDENED SIDEWALK FACILITY ADD PEDESTRIAN CROSSING FOR PEDESTRIANS □ BIKES - ADD PORK CHOP ISLAND FOR RIGHT TURNS ADD TRAFFIC SEPARATOR FOR ACCESS MANAGEMENT - E□TEND LEFT TURN LANE SE SUNNYSIDE DR WIDEN ROADWAY TO ALLOW FOR DUAL LEFT TURNS -SE SUNNYSIDE RD ADD NEW SIDEWALK AND PLANTER STRIPS FROM 82ND TO NEW PEDESTRIAN CROSSING ADD BUS STOP E TEND TRAFFIC ADD PEDESTRIAN CROSSING **SEPARATOR** RESTRIPE CROSSWALKS AND IMPROVE SIGHT DISTANCE ISSUE SE HARMONY RD ADD WIDENED SIDEWALK FACILITY FOR PEDESTRIANS □ BIKES E TEND LEFT TURN LANE **IMPROVEMENTS** (UNDER CONSTRUCTION) WIDEN ROADWAY TO ALLOW ADD WIDENED SIDEWALK FACILITY SE FOR DUAL LEFT TURNS FOR PEDESTRIANS □ BIKES ADD TRAFFIC SEPARATOR FOR ACCESS MANAGEMENT ADD WIDENED SIDEWALK FACILITY FOR PEDESTRIANS BIKES POTENTIAL LOCATION FOR STORM WATER **FACILITY** EDTEND LEFT TURN LANES ADD BUS PULLOUT ADD WIDENED SIDEWALK FACILITY FOR PEDESTRIANS □ BIKES SE SUNNYBROOK BLVD Harper WIDEN ROADWAY TO ALLOW — HHPR Houf Peterson FOR DUAL LEFT TURNS Righellis Inc. LANDSCAPE ARCHITECTS + SURVEYORS CLACKAMAS COUNTY 205 SE Spokane Street, Suite 200, Portland, OR 97202 phone: 503.221.1131 www.hhpr.com fax: 503.221.1171

Exhibit 1b: Recommended Pro ect Map - Zone 2

2/10/2017

HHPR Houf Peterson

LANDSCAPE ARCHITECTS + SURVEYORS

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