

RESOLUTION NO. 373 (CCCLXXIII)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CANBY,
OREGON, FOR ENDORSING TRANSPORTATION PROJECT RECOMMENDATIONS
TO THE OREGON TRANSPORTATION COMMITTEE

WHEREAS, the City has in the past recognized the Clackamas Coordinating Transportation Committee composed of the professional staff of the cities of Clackamas County and the County of Clackamas; and

WHEREAS, the City has from time to time been concerned with coordinated development of appropriate traffic arterials to provide for the transportation needs of the residents, and businesses; and

WHEREAS, representatives of the municipalities of Clackamas County recognized the need to coordinate their efforts through an organization established for such purposes and Clackamas County has indicated a willingness to provide the administrative assistance and personnel needed to implement such an organization, its studies and recommendations; and

WHEREAS, the first priority of the Committee was to prepare a coordinated package of City/County transportation project improvements; to recommend to the Oregon Transportation Commission in May, 1985; and

WHEREAS, endorsement of this City/County transportation package by all cities and the County⁶ will strengthen our shared interests and positions in improving our communities transportation network within the metro region.


NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Canby, Oregon endorses the projects recommended to the Oregon Transportation Commission in Attachment A.

ADOPTED by the City Council for the City of Canby, Oregon this 5th day of June, 1985.



William F. Pulver, Mayor

ATTEST;



Marilyn K. Perbett, City Recorder
Resolution No. 373. Page 1

**RECOMMENDATIONS ON TRANSPORTATION
PRIORITIES REGARDING CLACKAMAS
COUNTY PROJECTS ON THE INTERSTATE
SYSTEM, THE STATE HIGHWAY SYSTEM,
AND LOCAL ECONOMIC DEVELOPMENT
PROJECTS**



SUBMITTED BY.

**CLACKAMAS COUNTY
CITY OF MILWAUKIE
CITY OF ESTACADA
CITY OF WILSONVILLE
CITY OF OREGON CITY
CITY OF GLADSTONE
CITY OF LAKE OSWEGO
CITY OF CANBY
CITY OF WEST LINN
CITY OF SANDY
CITY OF MOLALLA
CITY OF HAPPY VALLEY**

"ATTACHEMENT A"

ACKNOWLEDGEMENTS

Clackamas County/Cities of Clackamas County Transportation Coordinating Committee

Steve Hall	City of Milwaukie
Larry Stevens	City of Estacada
Larry Blanchard	City of Wilsonville
Ron Storzbach	City of Oregon City
Al Kolb	City of Gladstone
John Bustrann	City of Lake Oswego
Bud Atwood	City of Canby
Al Steininger	City of West Linn
Don Wilson	City of Sandy
John Whiteside	City of Molalla
Mike Bye	City of Happy Valley
Jerry Marshall	Clackamas Co., Road Department
Gary Spanovich	Clackamas Co., Transportation & Economic Planning

Report Prepared by

Bill Spears, Planner
Gary Spanovich, Section Administrator
Tom VanderZanden, Division Director
Transportation & Economic Planning Section
Planning & Economic Development Division
Clackamas County, Oregon
902 Abernethy Road
Oregon City, OR 97045

Phone: 655-8521

TABLE OF CONTENTS

	<u>PAGE</u>
1.0 INTRODUCTION	1
2.0 PURPOSE OF THE CLACKAMAS TRANSPORTATION COORDINATING COMMITTEE (CTCC)	1
3.0 PROCESS FOLLOWED BY THE COMMITTEE	3
4.0 RECOMMENDED FEDERAL AID INTERSTATE PROJECTS	3
5.0 RECOMMENDED STATE FEDERAL AID PRIMARY SYSTEM PRIORITIES	4
6.0 RECOMMENDED ECONOMIC DEVELOPMENT PROJECTS	6
7.0 OTHER PROJECTS	9

Appendix

A:	FEDERAL AID INTERSTATE PROJECTS
B:	FEDERAL AID PRIMARY PROJECTS
C:	ECONOMIC DEVELOPMENT PROJECTS
D:	UPDATE ON ALL OTHER COUNTY PROJECTS IN THE 1984-1989 SIX YEAR PLAN

1.0 INTRODUCTION

The Oregon Department of Transportation (ODOT) has a six year plan that enables them to prioritize and coordinate capital improvements related to transportation in the Portland Metropolitan area. To remain current, this plan is updated every 2 years and 1985 is our year of opportunity to review and comment on major transportation issues, plans and projects that affect Clackamas County and the cities of Clackamas County.

This year is particularly important as the legislature will be considering a 2¢ per gallon increase in the State gas tax. It is proposed that one half of the revenue generated would be returned directly to local jurisdictions. The remaining revenue would be placed in State hands for transportation projects. A portion of the State share is proposed to be available to local governments for transportation projects that further economic development. This is known as the "State Modernization Program".

The County and the eleven incorporated cities have been meeting during 1985 to establish a common position on overall transportation needs and priorities. This report documents the recommended County-wide transportation priorities. The priorities have been endorsed by the City/County Coordinating Committee and County Commission/City Council endorsement by resolution will occur in May, 1985.

Figure 1 identifies the County boundaries and its urbanized portion.

2.0 PURPOSE OF THE CLACKAMAS TRANSPORTATION COORDINATING COMMITTEE (CTCC)

The purpose of the Clackamas County/Cities Transportation Coordinating Committee (CTCC) is to review and comment on major transportation issues, plans and projects and provide a forum for discussion on these resulting in recommendations when appropriate.

Staff of the various jurisdictions of Clackamas County recently encouraged the formation of the Coordinating Committee. Several reasons have prompted this. First, a similar structure has operated very successfully in Multnomah and Washington Counties and a cohesive front has led both to early receipt of federal funds and consensus on projects which affect multiple jurisdictions.

A second reason for a similar organization in Clackamas County stems from a host of issues which will shortly require major regional and local policy decisions. We could stand to lose appreciable amounts of funding unless we have consensus on our priorities.

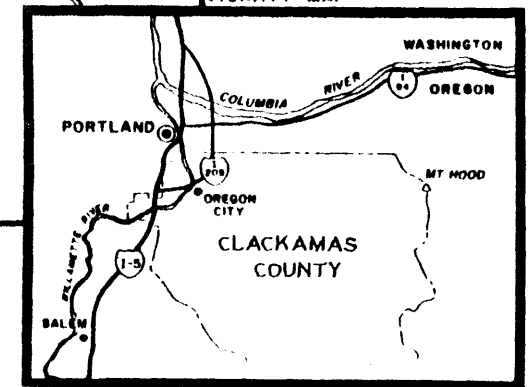
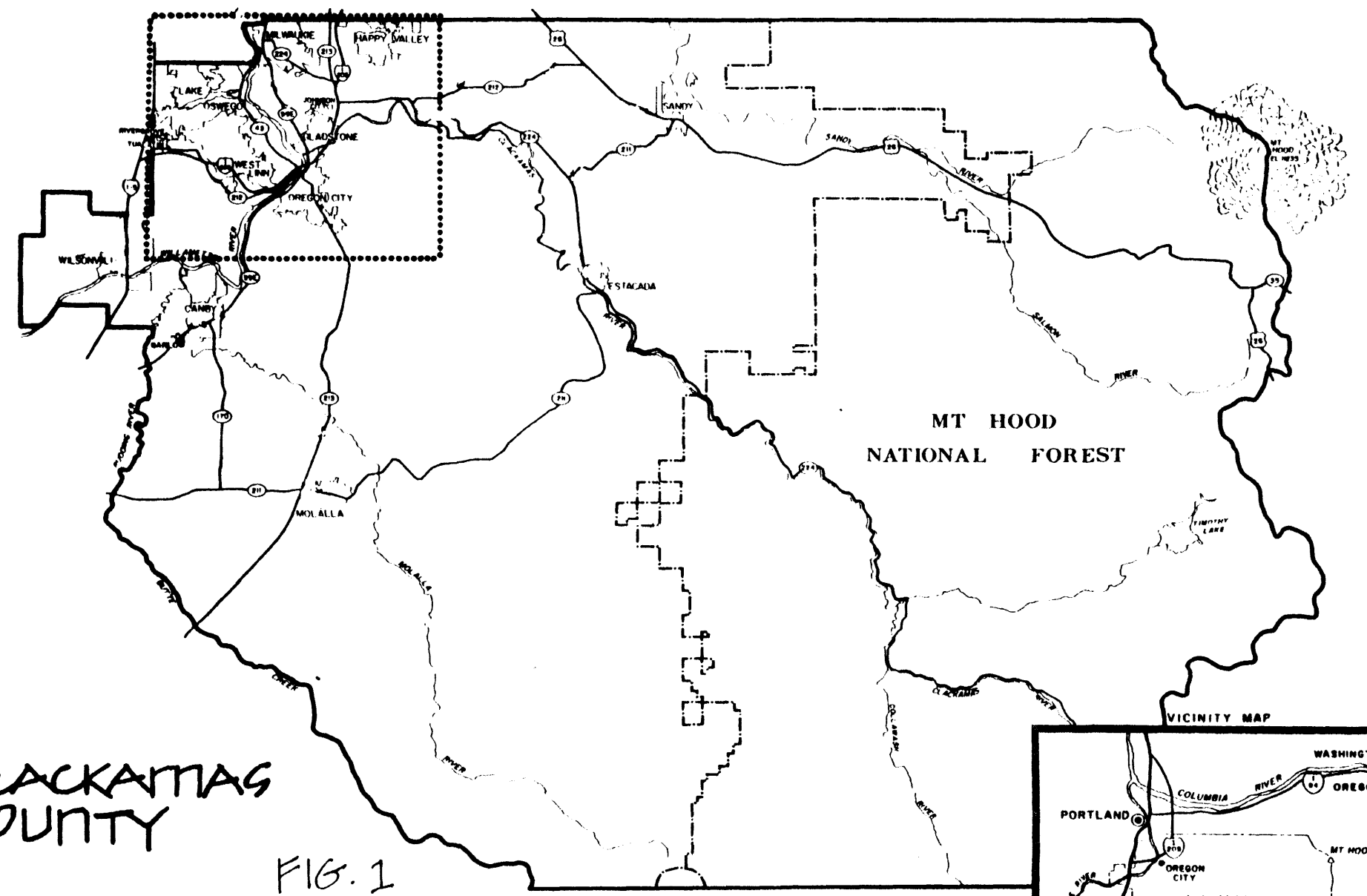
Third, the County's Plan and pending large scale development offer an opportunity to shape the future. Acting together will expedite this process.

The specific tasks which members of the committee have undertaken includes:

- a. Acquiring an understanding of the transportation funding, implementation and planning issues facing Clackamas County jurisdictions.
- b. Relating these issues to the needs of each city jurisdiction and the County as a whole, and

CLACKAMAS
COUNTY

FIG. 1



- c. Assisting our regional efforts by working to develop a County-wide consensus on these issues.

The recently formed committee's first task was to identify, describe and prioritize transportation projects for the ODOT Six-Year Plan. Several meetings involving staff representatives from each jurisdiction were held to discuss the projects, and reach a consensus. The committee is now prepared to forward to the Oregon Transportation Commission a single recommendation of transportation projects supported by the endorsement of each jurisdiction.

3.0 PROCESS FOLLOWED BY THE COMMITTEE

This Committee met for the first time in January, 1985. Its primary objectives being to gain recognition as a formal organization having the technical expertise to deal with shared transportation interests and to provide input to ODOT's six-year plan update.

The Committee recognized the importance of a unified, as opposed to a fragmented, approach to project identification and support. Additionally, the Committee did not want approved projects to be delayed or fall short of financial support or be reduced in scope due to consideration of new projects.

The Committee began its work with a "wish list" containing nearly seventy projects that would substantially benefit the cities and County in the next 5 to 20 years. Some of the projects had already been approved and were in various stages of development, however, the majority were new projects. The projects would result in improved traffic safety, increased capacity or level of service, or were identified as being beneficial to the economy of the region in terms of increasing jobs.

In terms of timeliness and funding source, the Committee's first priority was to identify a small number of projects that would qualify for consideration under the "State's Modernization Program". These projects had to be a catalyst for economic development and had to be submitted to ODOT by May 1, 1985. On April 11, 1985, the Committee took formal action in support of all FAP (Federal Aid Primary) and FAI (Federal Aid Interstate) projects. Following a review, they also gave support to several other local projects that were identified as having significant economic benefit.

The Committee did not want to eliminate from future consideration those projects that are extremely important but did not appear to be competitive in terms of the "Modernization Program" criteria. The remaining projects will be evaluated for proper alternative funding sources such as Federal Aid Secondary, Title II, Highway Bridge Replacement, etc. Projects eligible for these alternative funding sources will be submitted in May and June, 1985, as part of ODOT's ongoing grant process.

4.0 RECOMMENDED FEDERAL AID INTERSTATE (FAI) PROJECTS

The following FAI projects are currently identified in the ODOT 6 Year Plan. The Cities/County recommend the following:

1. Lane Additions (southbound) I-205 (East Portland Freeway) from Milwaukie Expressway (Clackamas Highway) to the Highway 212 (Clackamas-Boring Highway) Interchange. The Cities/County endorse the need for this project.

2. Lester Interchange on I-205 (East Portland Freeway) (EIS & PE Funded and hearings are being held). Recommend the construction date should be moved from 1988 to 1986 and full funding should be provided.
3. Auxiliary Lane Additions (south and northbound I-205 (East Portland Freeway) from Gladstone to Park Place interchanges. The Cities/County endorse the need for this project.

The Cities/County recommend that the Oregon Transportation Commission OTC place into the new 6 Year Plan the following new FAI projects:

4. East Portland Freeway (I-205) and S.E. Sunnybrook: Construction of a new split diamond interchange utilizing S.E. Sunnyside Road/I-205 interchange and new interchange at Sunnybrook Extension. Estimated Cost = \$7 million - earmark \$100,000 and start PE in 1986-1988.
5. Pacific Highway (I-5)/Kruse Way Interchange: Add and modify ramp design and consider extending Bangy Road to Carman Drive after necessary traffic evaluation studies are completed. Estimated Cost = \$7 million - earmark \$100,000 and start PE in 1986-1988.
6. Pacific Highway (I-5)/Boeckman Road Interchange: Construct a new interchange where a grade separation currently exists. Estimated cost = \$6 million - start PE in 1986-88.
7. Pacific Highway (I-5) Wilsonville Road Interchange: Reconstruct interchange to enable retention of at least a level of service "D" - design somewhat dependent on action taken on proposed to construct interchange at Boeckman Road. Estimated cost = \$4 million - earmark \$100,000 and start PE in 1986-1988.

Appendix A contains a project prospectus on the new FAI projects recommended. Figure 2 locates the FAI projects recommended for inclusion in the new 6 Year Plan.

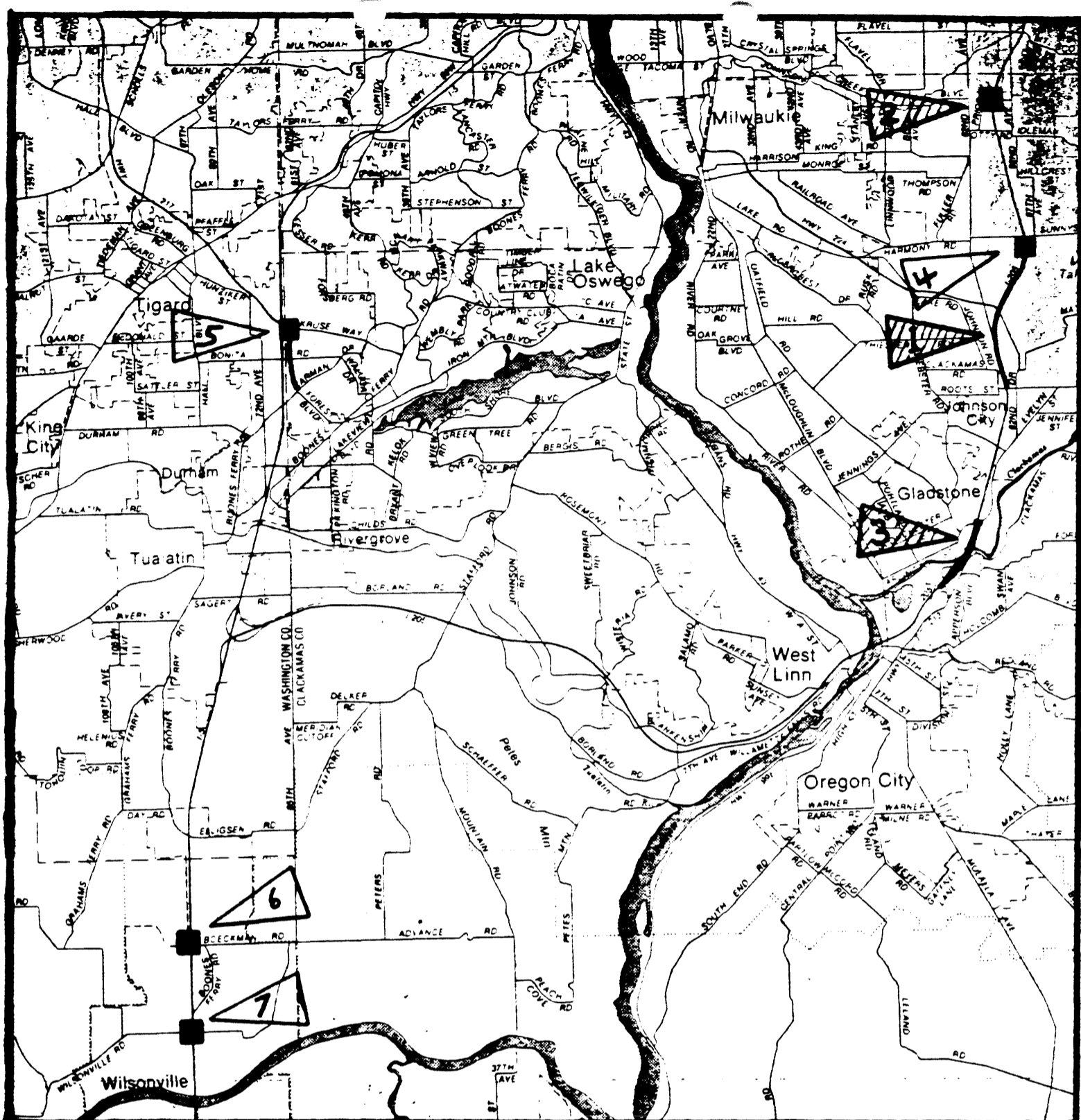
5.0 RECOMMENDED STATE FEDERAL AID PRIMARY (FAP) SYSTEM PRIORITIES

The following FAP project is currently identified in ODOT's 6 Year Plan. The Cities/County Transportation Committee recommends the following project:

8. McLoughlin Boulevard Improvement: This project includes all four phases, construction should be started in 1986-1987.

The following FAP projects are new or expanded projects identified by the Cities/County Transportation Committee and are recommended for inclusion in the new 6 Year Plan:

9. Clackamas Boring Highway 174 (Highway 212): From Rock Creek corner to Mt. Hood Highway 26 - continue approved project to add a climbing lane east of Rock Creek corner to include the entire distance to Highway 26. Improve turning movement conflicts, analyze additional travel lanes requirements, vertical and horizontal alignment and attain an ideal design speed of 55 mph. Estimated cost \$8 million. Earmark \$100,000 and begin PE in 1986-1988.



Clackamas County
Transportation
Planning & Economic
Development.

RECOMMENDED FAI PROJECTS

-  Approved
-  Proposed



FIG. 2

10. Milwaukie Expressway from Pacific Highway (99E) to East Portland Freeway (I-205): Construct grade separated interchanges and other transportation corridor improvements that will mitigate traffic conflicts and delays resulting from 5 - 8 at-grade signalized intersections. Estimated cost = \$15 million, earmark \$100,000 and begin PE in 1986-1988.

Appendix B contains a project prospectus on the new FAP projects recommended. Figure 3 locates the FAP projects recommended for inclusion in the new 6 Year Plan.

6.0 RECOMMENDED ECONOMIC DEVELOPMENT PRIORITIES

The following FAU projects are either new projects or extensions of projects which already have some federal funding identified by the Cities/County Transportation Committee and are recommended for inclusion in the new 6 Year Plan. The projects will help the Cities and the County to bring more jobs into the County. The County needs to significantly improve access to industrial and commercial land in order to support economic development. These local projects are key projects which could make a significant impact on bringing jobs into the County.

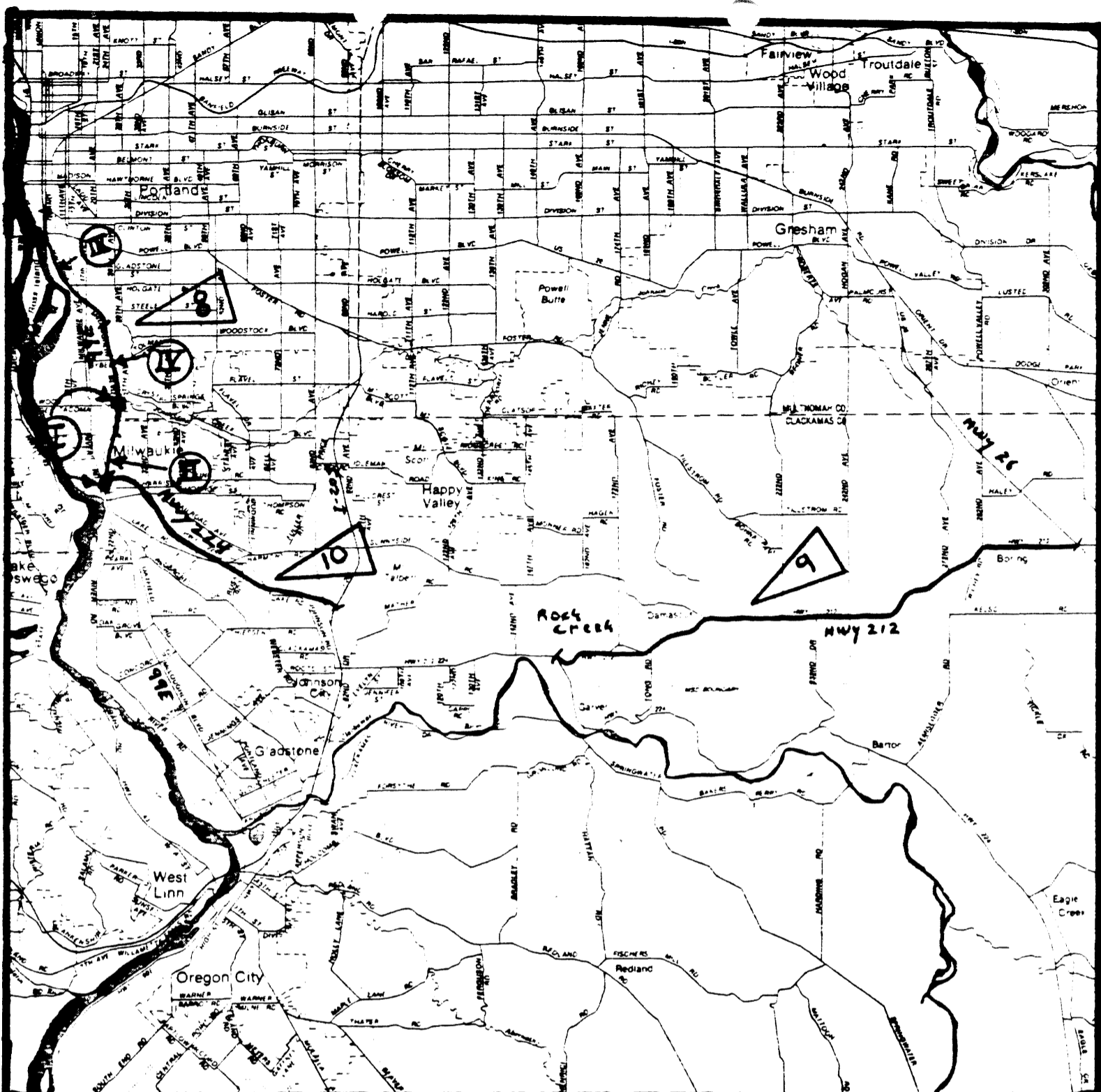
Clackamas County is currently behind the other two Oregon counties in terms of number of workers. Although Clackamas has almost one-quarter of the Tri-County Oregon population, they account for only 13.6% of all workers (Washington County has 21%). Further comparing County workers to County population, Clackamas County can account for 28.6% (Washington County accounts for 41.8%). The table below illustrates these points.

Comparison of 1983 Population and Employment
In The Tri-County Area

County	1983 Population		Number Employed	1983 Employment	
	Population	% of Total		% of Total	% Employees Population
Clackamas	243,600	23%	69,814	13.6%	28.6%
Washington	257,400	24.3%	107,660	21.0%	41.8%
Multnomah	557,500	52.7%	334,920	65.4%	60.1%
Tri-County Total	1,058,500	100.0%	512,394	100.0%	-

The lack of good transportation access to/from the County and its commercial and industrial land has been a factor in this lopsided employment/population picture. The County and its cities urge the Oregon Transportation Commission to fund and develop the key economic development projects identified as follows:

11. Beavercreek Road/Warner Milne Road/Red Soils Access Road: This project would put in place all necessary highway access facilities to ensure the development of the "Red Soils" industrial area.



Clackamas County
Transportation,
Planning and Economic
Development

NEW FAP PROJECTS

△ 8 PROJECT NO.
AND LOCATION

Ⓜ PHASE OF
DEVELOPMENT



FIG. 3

Development of Red Soils will support a tax increment district in downtown Oregon City and projects meant to spur downtown redevelopment. The project is divided into 3 phases:

- Phase 1: Red Soils Access Road - \$1.2 million currently funded by local and E4 funds.
- Phase 2: Warner Milne Road - Highway 213 to Linn Avenue - \$2 million.
- Phase 3: Beavercreek Road - Highway 213 to the Oregon City Bypass - \$2 million.

The Cities/County ask that \$100,000 be earmarked for PE in 1986-1987 on Phase 2 and 3.

12. Rebuild Gladstone Bridge & Widen 82nd Drive: Currently 82nd Drive, east of I-205, is funded with local funds and E4 funds. This project would rebuild the Gladstone Bridge and improve access via 82nd Drive to 75 acres of industrial zoned land (Seventh Day Adventist parcel). Two phases are identified as follows:

- Phase 1: Widen 82nd Drive, from Oatfield to the new bridge - \$1.5 million.
- Phase 2: Replace Gladstone Bridge - \$2 million and upgrade Washington Street.

The Cities/County ask that PE be started in 1986-1987 (earmark \$100,000) on Phase 1 and 2.

13. Arndt Road/Knights Bridge Road/Township Road: Unit 1: I-5 and Portland Hubbard Road to Pacific Highway East (99E); Unit 2: Pacific Highway East (99E) to Cascade Highway North (213). Reconstruct and widen existing rural roads to provide an efficient 2 - 3 lane facility to improve Canby's access to I-5 and Cascade Highway North (213) from its industrial zoned land. Estimated Cost = \$2 million. Earmark \$100,000 and begin PE in 1986-1988, and construction in 1990.

Currently this is an FAS route, however, Canby and Clackamas County request ODOT to consider the need to improve east-west access between I-5, Canby, and State Highway 213.

14. S.E. Sunnyside Road: From 122nd to 162nd (urban growth boundary) continue the current Sunnyside Road improvement (widening from 2 to 3 lanes) to the approximate edge of the urban growth boundary. Estimated cost = \$2 million, earmark \$100,000 for PE 1986-88, const. 1990.
15. Johnson Creek Blvd.: from 82nd Avenue to Lester Interchange. Construct a 3 - 5 lane roadway to facilitate access between I-205 (East Portland Freeway) and 82nd Avenue (Cascade Highway North). This project would support the State funded new Lester I-205 Interchange. Estimated Cost = \$750,000, conduct PE in 1985 as part of Lester design, Const. 1986.

16. S.E. 37th Avenue: From Monroe Street to International Way in Milwaukie. Replace an existing 2 lane roadway having stringent load limit restrictions with better constructed 3 lane roadway capable of accommodating industrial traffic from a large tract of industrial zoned land. Estimated Cost = \$765,000 PE 1986-87 (earmark \$100,000) Const. 1987.
17. Blankenship Street: From 10th Street to 13th Street in West Linn. Widen an existing 2 lane facility to 3 lanes to provide improved access to vacant commercial land thereby attracting development interests. Estimated Cost = \$170,000 - PE 1986-87 (earmark \$20,000 for PE), Const. 1987.
18. Mather Road & 122nd Avenue: This project would construct a new road (Mather) from 122nd Avenue to Lawnfield Road and improve 122nd Avenue from Sunnyside Road to Hubbard Road. Currently the extension of Hubbard Road is funded with E4 and local dollars (including a Local Improvement District). The road improvement is critical to the planned 450 acre Clackamas Bluffs "High Tech" industrial area.

The following phases have been identified:

Phase 1: Improve 122nd Avenue - \$1 million.

Phase 2: Extend Mather Road - \$2 million.

The Cities/County request that PE be started in 1986-1986 (earmark \$100,000) with construction in 1990.

19. State Street: Unit 2 (Highway 43 - Oswego Highway). Widen State Street from 4 lanes to 5 between "C" Street and Terwilliger and complete a previously approved project. PE and EIS have been completed and the right of way phase is underway. Construction financing is currently unavailable.

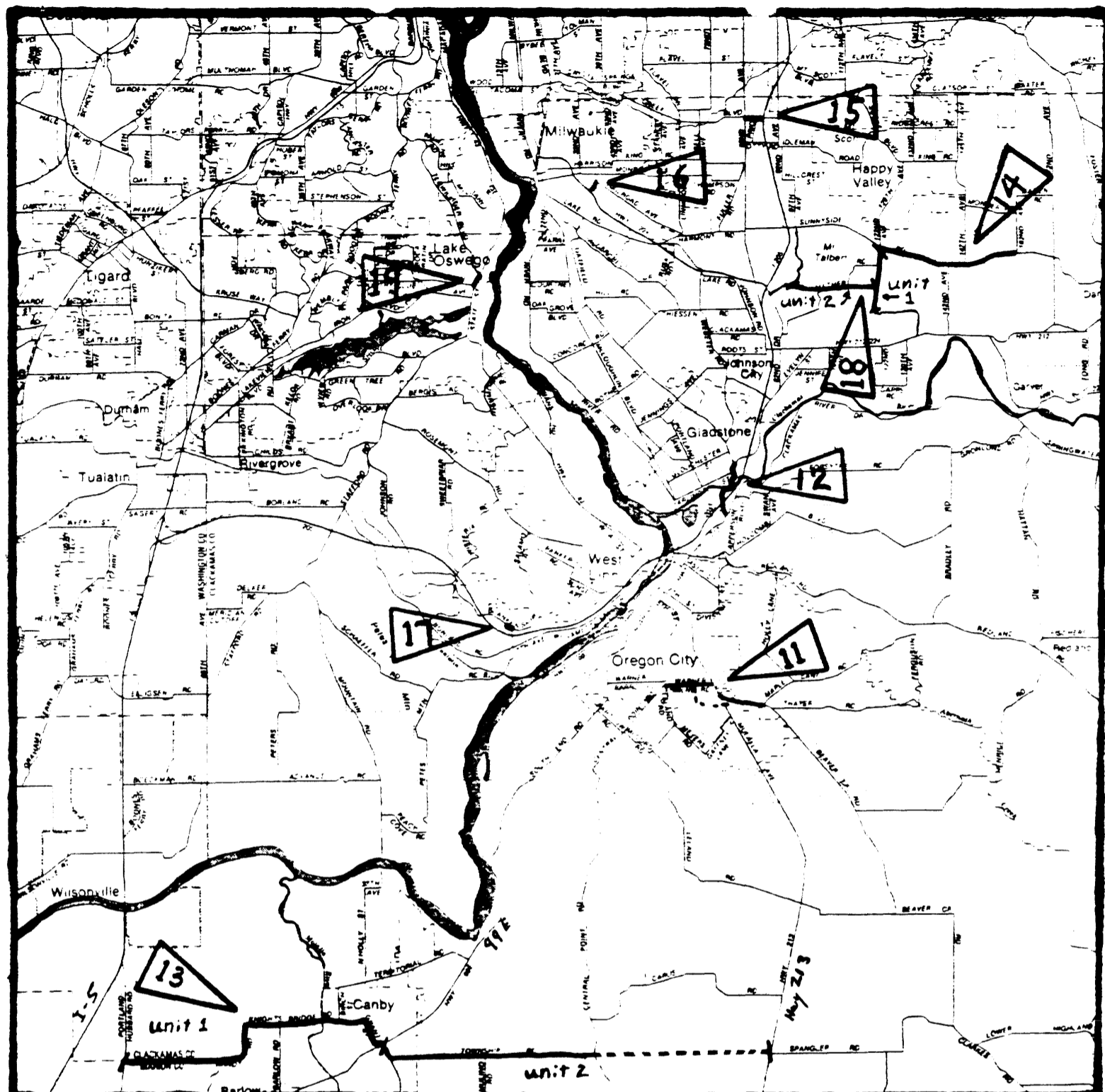
Estimated const. cost \$1 million, const. 1986-87.

Appendix C contains a Project Prospectus on the new FAU/FAS projects recommended. Figure 4 locates the FAU/FAS projects recommended for inclusion in the new 6 Year Plan.

7.0 OTHER PROJECTS

The Cities/County request ODOT to retain all other projects currently identified in the Six Year Plan, including the Development Section projects and the Considered Section projects.

Appendix D contains specific recommendations on all projects contained in the 1984-89 Six Year Plan.



Clackamas County
Transportation,
Planning & Economic
Development

FAU / FAS PROJECTS

△ 12 PROJECT NUMBER
AND LOCATION



FIG. 4