



Clackamas County

Clackamas Town Center



Clackamas Town Center Transit Center—Clackamas County

The Clackamas Town Center Transit Center focus area is located in Clackamas County. It is situated approximately four miles from the City of Milwaukie's downtown, 6.5 miles from the City of Oregon City's downtown, and eight miles from Gateway Regional Center. Light rail and bus connections converge at Clackamas Transit Center. A variety of retail outlets are located directly adjacent to the transit center in the Clackamas Town Center Mall. The focus area's abundance of shopping and employment opportunities, located directly adjacent to TriMet's transit service, makes it a prime location for infrastructure investments that will improve a person's ability to walk to transit stops and local destinations safely, directly, and comfortably.

Places to access locally by foot

If a person walks within this focus area, these are examples of the places he or she could walk to or from:

- Retail (e.g. Clackamas Town Center Mall, Clackamas Promenade Shopping Center)
- Housing (Senior, Multi-Family, Single-Family)
- Kaiser Permanente Sunnyside Medical Center
- Oregon Institute of Technology
- Clackamas Community College Harmony Campus
- Schools (La Salle Catholic High School, Christ the King Catholic High School, Clackamas Middle College)
- Clackamas County Aquatic Center
- Clackamas County Library
- I-205 Trail and Harmony Rd. Neighborhood Park

Places to access regionally by transit

If a person boards a TriMet bus or train in this focus area, these are examples of the places he or she could travel to without making a transfer:

Milwaukie: Downtown Milwaukie

Oregon City: Clackamas Community College, Clackamas County Government and Social Services

Portland: East Portland, Gateway Town Center, retail and services along 82nd Ave, downtown

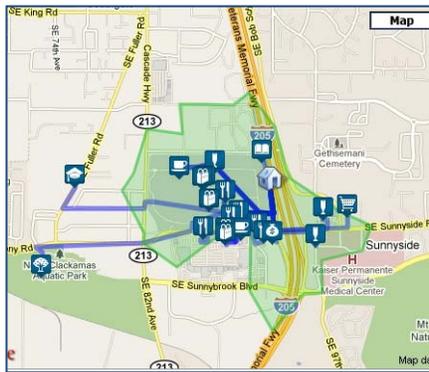
Transit centers and MAX stations: Gateway/NE 99th Ave. Transit Center, Hollywood/NE 42nd Ave. Transit Center, Rose Quarter Transit Center, Oregon City Transit Center, new Milwaukie Light Rail line station, all stations along the Green Line MAX.

2040 growth concept centers: Central City, Clackamas Regional Center, Oregon City Regional Center, Gateway Regional Center, Milwaukie Town Center, Hollywood Town Center

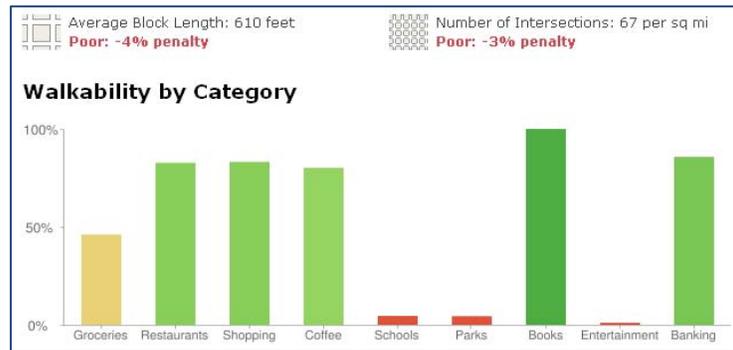
15 minutes by walking

The map below displays the area a person can walk to, from the Clackamas Town Center Transit Center, within 15 minutes, using the street network. It was created using the website *walkscore.com*. Additional information about Walkscore’s beta street smart feature can be found on their website. As noted earlier, Walkscore has limitations. It cannot rate the quality of a walking environment. For example, it does not know whether a sidewalk is missing or an intersection is dangerous to cross. The “observed behavior” section of this report begins to assess the focus area from a more qualitative, user experience perspective.

Walk shed map: score 58 out of 100—somewhat walkable—some amenities within walking distance

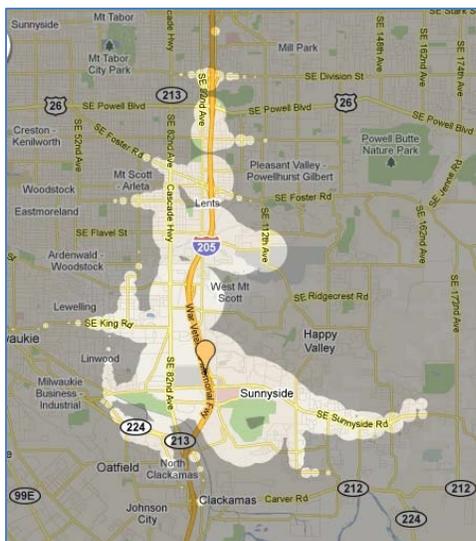


Source: *walkscore.com* (beta street smart feature)



15 minutes by transit

The map below displays the area a person can travel to within 15 minutes, using TriMet transit service, from the Clackamas Town Center Transit Center. It was created using the website *mapnificent.net*, and assumes the person is starting travel at 9 a.m. on a weekday.



Source: *mapnificent.net*

The table below shows, during an average week, how many people are getting on and off a bus at stops located at an intersection. We know every person who got on or off the bus had to walk or roll for some part of their trip to the bus stop. Therefore, when no other pedestrian count data is available, the total number of ons and offs can be used as a proxy for the *minimum* number of pedestrians walking around an intersection during an average week. Likewise, the table shows how many times the bus ramp or lift is deployed. The number of ramp/lift deployments is an indicator of the number of people needing an accessible walking environment, often because they are using a mobility device, stroller, or shopping cart.

Top 5 intersections with TriMet customer ons and offs

Transit stop locations—intersection or transit center	Transit line(s)	Weekly ons and offs at intersection	Monthly vehicle ramp/lift deployment at intersection
Clackamas Town Center Transit Center	28,29,31,71,72,79,152,155,156, Green Line MAX	46,904	389
Clackamas Town Center Mall Stop	28,29,30,31,71,72,79,152,155,156	21,168	599
82nd & Causey	31,72,28,71	4,212	76
82nd & Sunnyside/Harmony	29,30,79,152	689	12
82nd & McBride	29,30,79,152	291	2

Observed behavior

1. Many people cutting through expansive surface parking lots, near the Clackamas Town Center Mall, to reach the transit center. Common routes taken by pedestrians include cutting through the frequently unused parking lot between the transit center and Sunnyside Rd. and walking between points along SE Monterey Ave. to the transit center. Pedestrians were observed making their way through landscaped buffers and down steep slopes.
2. People having to walk out of direction and wait through long signal cycles to cross intersections on SE Sunnyside Rd., where pedestrian crossings are not allowed in all four directions. For example, at the intersections of SE Sunnyside Rd. & 93rd Ave. and the entrance to the Clackamas Town Center mall on SE Sunnyside Rd.
3. People having to wait a long time before being able to get a walk signal, crossing very long distances, and being on the watch for motor vehicles making permitted right turns on red at SE 82nd Ave. & SE Sunnyside Rd.
4. People walking along the west side of SE 82nd Ave. on uneven and sometimes unpaved sections of parking lot, where there are no sidewalks. For example, between SE Causey Ave. & SE Monterey Ave. in front of Clackamas Cycle World.
5. Numerous motor vehicles turning into wide driveways located along SE 82nd Ave.

Clackamas Town Center Transit Center—pedestrian and transit needs

Needs Help

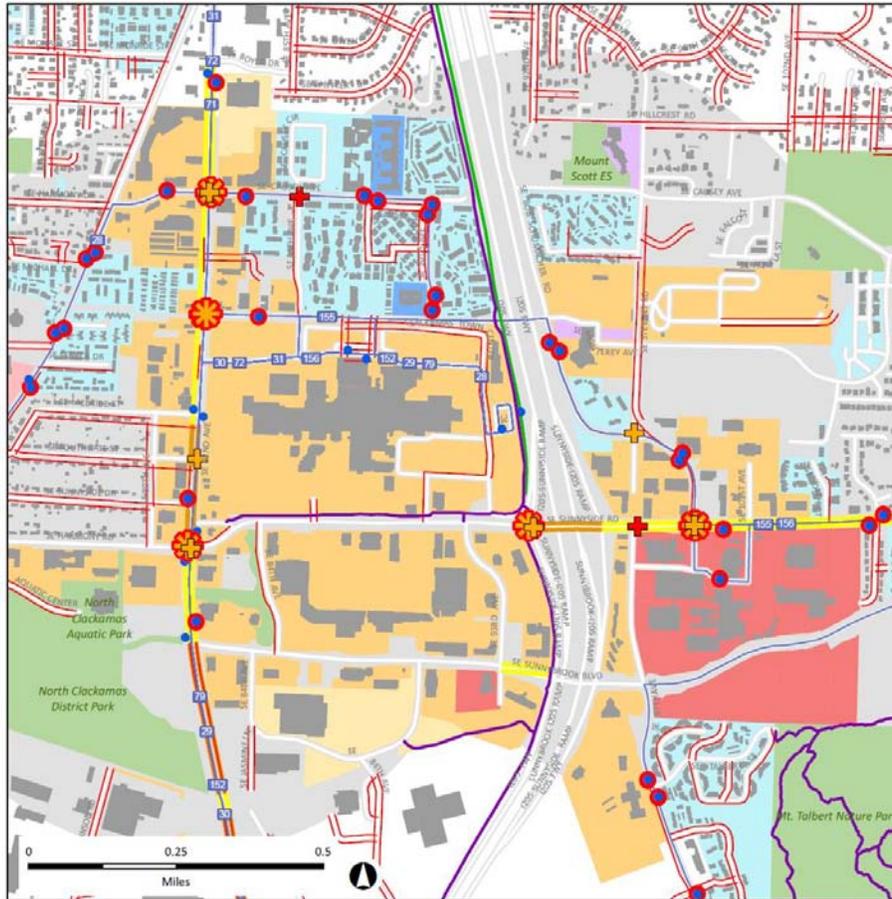


SE 82nd Ave, between SE Monterey Ave. and SE Causey Ave.

Something Positive to Build From



I-205 multi-use path, parallel to SE Sunnyside Rd. near SE 93rd Ave.



C: Maher - 1 July 2012 - Focus_Area_Existing_Cond_B 5x11.mxd

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|--|---|--|-----------------------------------|--|----------------------|
| | Conflict at crossing with turning vehicles | | TriMet stops | | Multi-family housing |
| | Fatality or serious injury bike/ped crash | | Stops >150' from marked crosswalk | | Senior housing |
| | Injury bike/ped crash | | TriMet bus lines | | Pre-to-middle school |
| | Minimal buffer between sidewalk and traffic | | Existing multi-use path | | High school |
| | No buffer between sidewalk and traffic | | Proposed multi-use path | | Library |
| | Sidewalk gaps | | Focus area boundary | | Health clinic |
| | | | Parks and open space | | Grocery store |
| | | | | | Commercial: other |

Five actions to take to make the area safer, easier, and comfortable to walk

- 1.** Create additional, safe, desirable, pathways from SE Monterey Rd. & SE Sunnyside Rd., through mall parking lot to the transit center. Consider ways to temporarily activate normally unused portions of surface parking lots near the transit center. For example, set up a farmer's market in the space or program it with events to make the space feel more inviting and less auto-dominated. Add wayfinding, including signage that direct people from the MAX station to SE Sunnyside Rd., via the I-205 multi-use path.
- 2.** Re-open closed crosswalks at signals, with the exception of the I-205 ramps. Design intersections, with treatments that shorten the crossing distance, like pedestrian refuges, and provide ample time for slower pedestrians to cross the street.
- 3.** Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersection of SE 82nd Ave. & SE Sunnyside Rd. All signals should, at a minimum, be timed so people have one second to make it 3.5 ft. Given the intersections' proximity to the aquatic center and major retail centers, a more appropriate time would be one second for every 2.5 ft, to allow for children and seniors, who tend to walk more slowly, to cross comfortably under the protection of the walk phase. Consider other signal timing treatments like leading pedestrian phases, automatic recall for pedestrian actuated signals, and right turn on red restrictions. Curb radius reduction and crossing island treatments should also be considered to shorten crossing distances.
- 4.** Build sidewalks that are at least 10 ft. wide along SE 82nd Ave. where there are none, and widen the existing sidewalk corridors, where it is less than 10 ft, so there is a landscaped buffer between pedestrians and the motor vehicles. The minimum sidewalk corridor width for a busy road like this should be 10 ft., including a landscaped buffer, but wider is better, preferably 14 ft.
- 5.** Consolidate and redesign driveways turning along SE 82nd Ave., reducing width and turning radii of driveways to make turning movements slower and reduce conflict points with pedestrians. Also consider adding a planted median to the roadway to reduce the number of turning movements into driveways and to create a sense of enclosure.