



# East Metro Connections Plan



A partnership of  
Wood Village · Troutdale · Fairview ·  
Gresham · Multnomah County · Metro · ODOT

March 12th, 2012

A FRIENDLY PLACE TO

**LIVE**

# Today

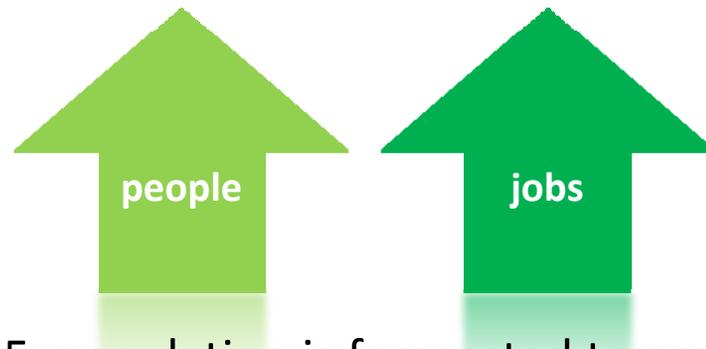
Why are we doing East Metro Connections Plan?

What have we learned?

What is next?

# Why East Metro Connections Plan?

Transportation challenges we face today will grow as our population grows.



Through 2035, population is forecasted to grow by 28% and jobs by 98% in Gresham, Fairview, Troutdale and Wood Village and the nearby parts of Multnomah County.

# East County jurisdictions agree

A transportation study  
is needed

2007 memorandum of  
understanding signed by

- Multnomah County
- Gresham
- Fairview
- Troutdale
- Wood Village

## Memorandum of understanding

Whereas, economic development in the east metro area is an important and shared concern for the cities of Fairview, Gresham, Troutdale, and Wood Village (“Cities”); and

Whereas, the Cities believe that improving the north-south transportation corridors connecting US 26 and I-84 is essential for fostering economic development in the area; and

Whereas, the Cities believe that improving the east-west transportation corridors connecting US 26 and the Sunrise Corridor to the neighboring commerce centers in northern Clackamas County is likewise essential for economic development in the region; and

Whereas, the 2005 East Metro Area Advanced Transportation and Telecommunications Assessment Study identified the need for the equivalent of new arterial lanes in the corridor by 2025; and

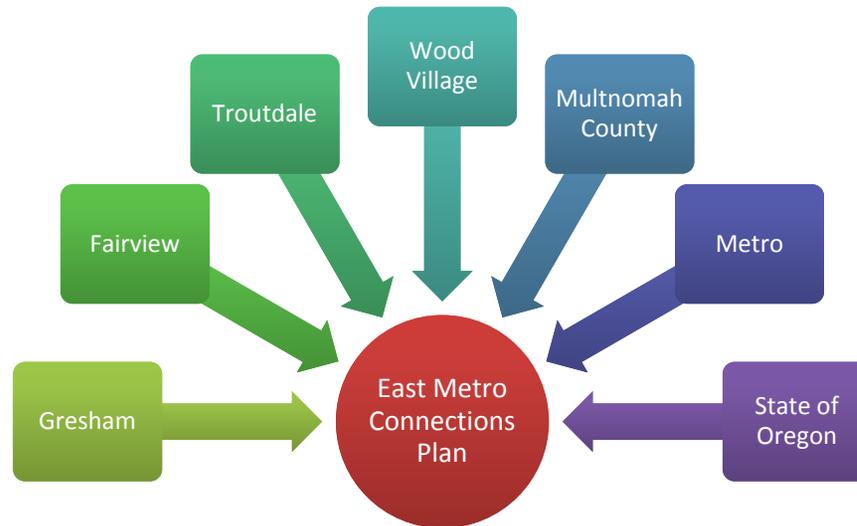
Whereas, the Cities acknowledge the need to reach an agreement on how to solve the corridor issues is necessary; and

Whereas, this issue is of regional and statewide significance.

Now, THEREFORE, the Cities agree that:

1. Metro and/or the Oregon Department of Transportation should embark on a Comprehensive Corridor Study as soon as possible; and
2. The Cities recommend that the study include an analysis of 181<sup>st</sup>, Fairview Parkway, 242<sup>nd</sup> and 257<sup>th</sup> from I-84 to an improved interchange at US 26 with the stipulation that the analysis of the 242<sup>nd</sup> route be limited to consideration of the road being constructed below grade from north of Halsey Street to a minimum of ¼ south of Glisan; and
3. The Cities recommend that north-south improvements from I-84 to US be made the first priority for regional improvements; and
4. The Cities also recommend that the east-west corridor improvements from I-205 to US26, the Sunrise Corridor be made the second priority for regional improvements;
5. Multnomah County should take part and help develop the parameters for this study with representatives from the Cities involved in the process; and
6. The Cities will work cooperatively with Metro, the Oregon Department of Transportation, and other regional partners to reach an agreement on a preferred corridor alternative and jointly advocate for its implementation.

# Working together



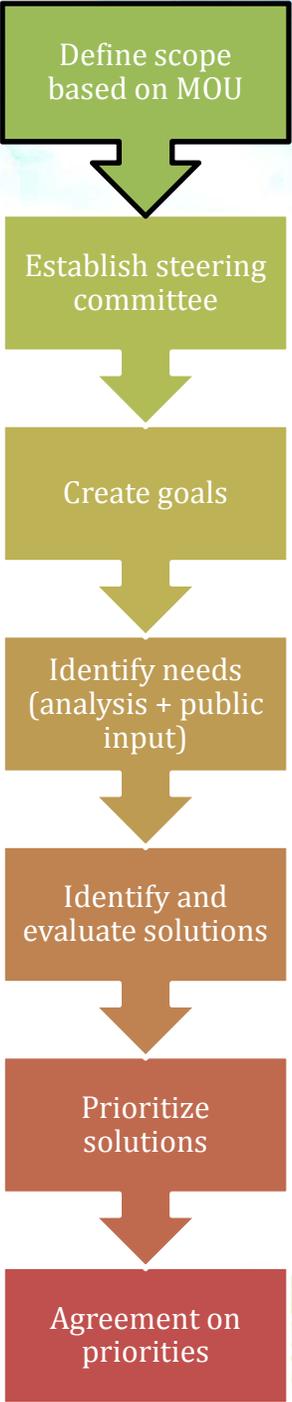
Governments are working together to bring transportation dollars to the east county area

# East Metro Connections Plan



We are here

# East Metro plan area and influence area



Define scope  
based on MOU

# What the project IS

Establish steering  
committee

Create goals

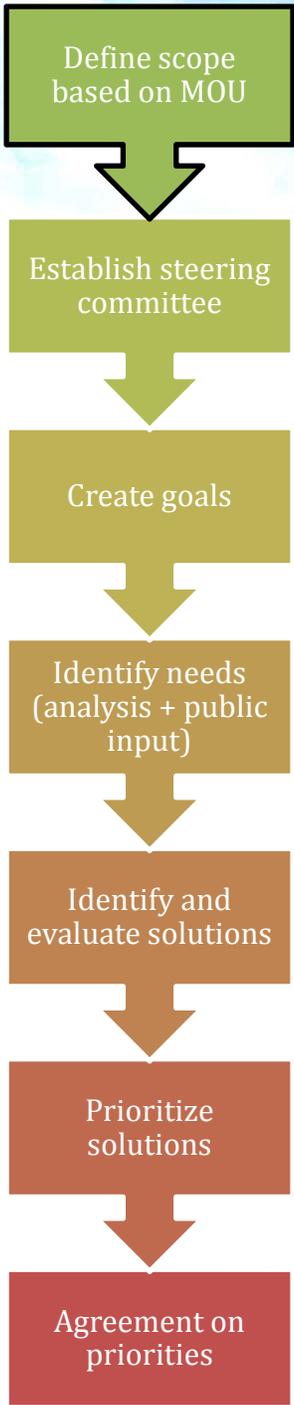
Identify needs  
(analysis + public  
input)

Identify and  
evaluate solutions

Prioritize  
solutions

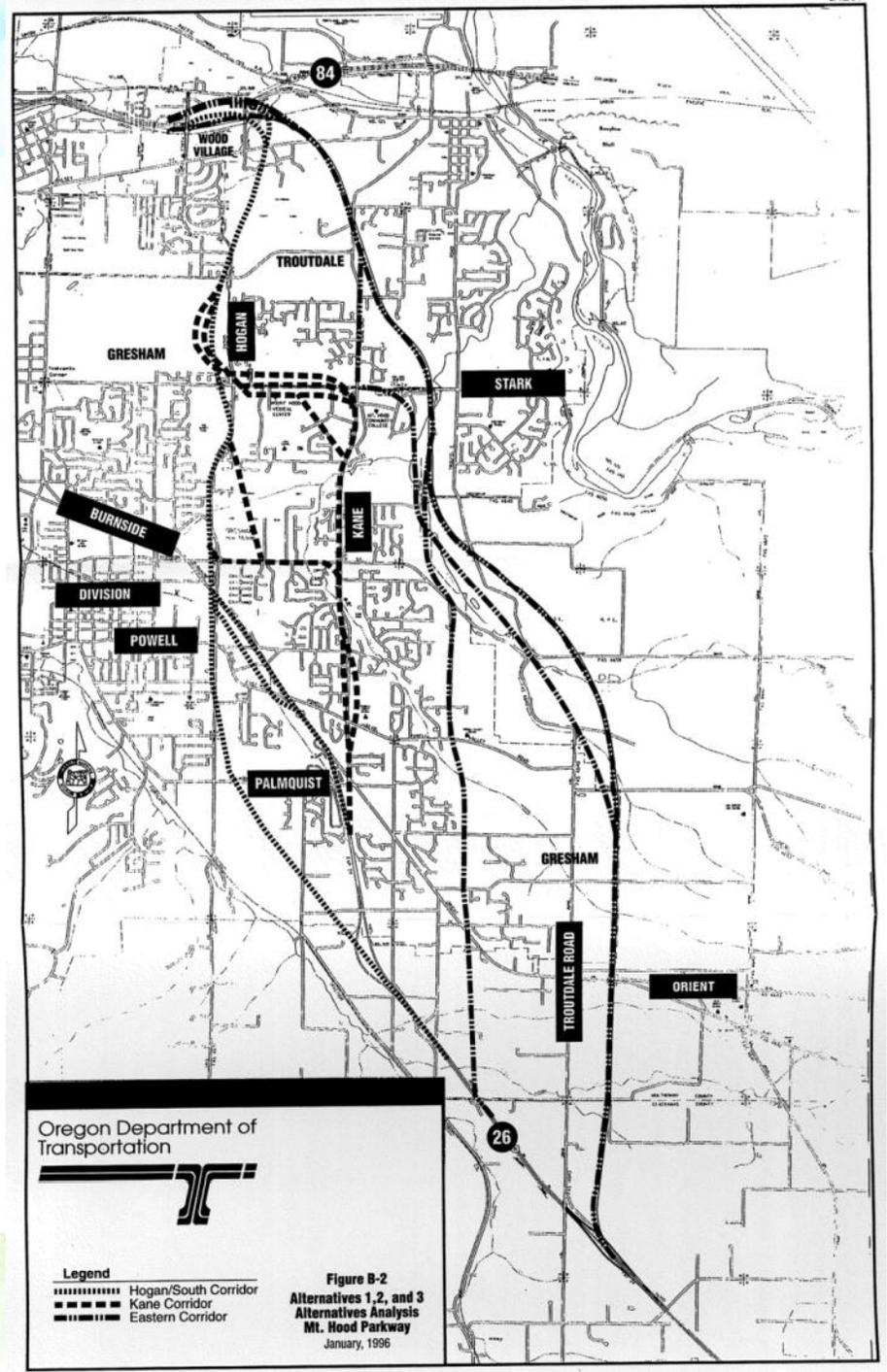
Agreement on  
priorities

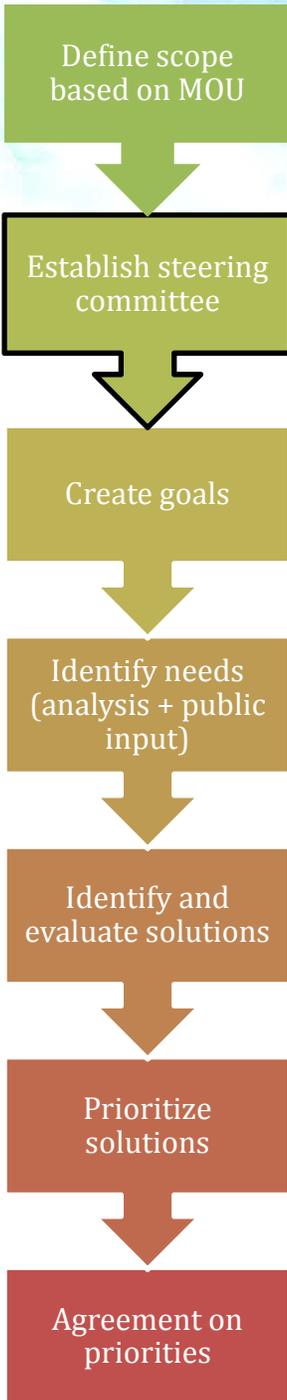
- A systemic look at each of the north-south and east-west arterials in the plan area
- Identify the current and future investments needed
  - Roadway: Capacity, safety
  - Freight: Operations, capacity, safety
  - Modes such as transit, bicycle and pedestrian
- Identify related public and private investments



# What it IS NOT

- A highway connector
- “One route” or a single fix





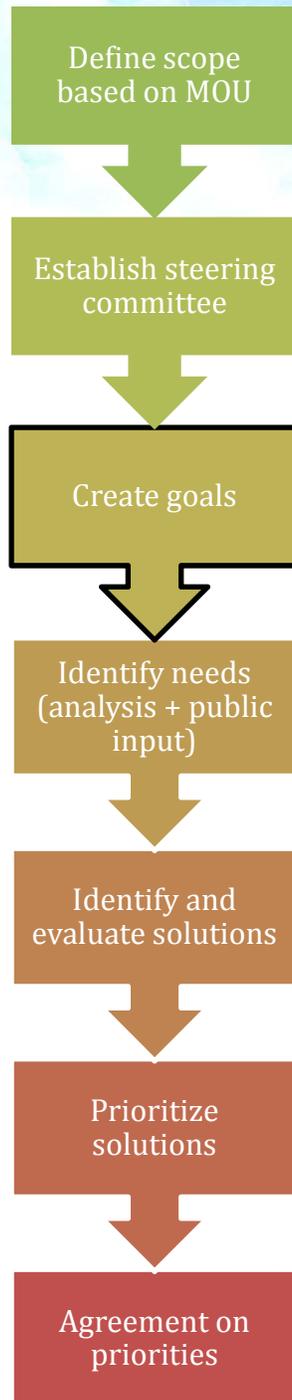
# Steering committee

- Meets at key milestones to make incremental decisions that will lead to an action plan.
- Provide both a local and regional perspective

Councilor Shirley Craddick, Metro  
 Mayor Mike Weatherby, City of Fairview  
 Mayor Jim Kight, City of Troutdale  
 Mayor Patricia Smith, City of Wood Village  
 Mayor Shane Bemis, City of Gresham  
 Commissioner Diane McKeel, Multnomah County  
 Rian Windsheimer, ODOT  
 Steve Entenman, East Metro Economic Alliance  
 Mark Garber, East Metro Economic Alliance  
**Carol Rulla, Coalition of Gresham Neighborhoods**  
 Michelle Gregory, Mt Hood Community College

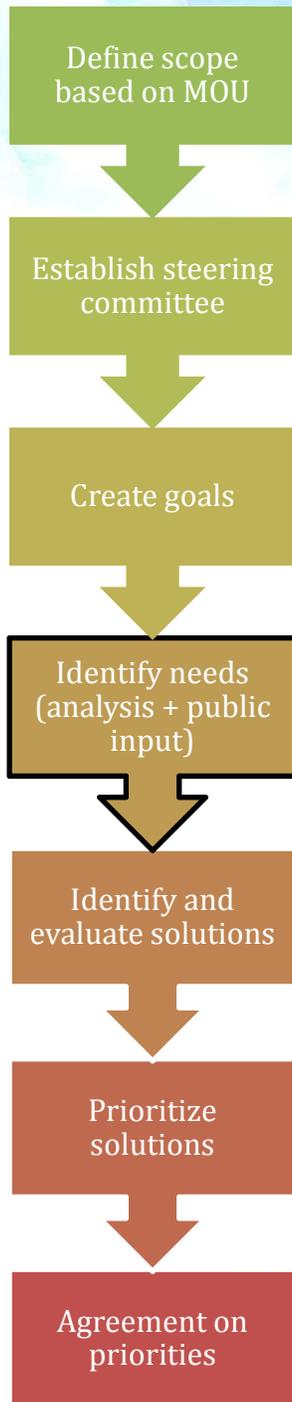
Greg Olson, Multnomah County Bicycle and Pedestrian Citizen Advisory Committee  
 Councilor Diana Helm, City of Damascus  
 Commissioner Jamie Damon, Clackamas County  
 Alan Lehto, TriMet  
 Susie Lahsene, Port of Portland  
 Hector Osuna, El Programa Hispano  
 Dwight Unti, Tokola Properties  
 Ron Cazares, FedEx  
 Jane Van Dyke, Columbia Slough Watershed

# Goals



- Support north/south **connectivity** between I-84 and US 26, as well as east/west connectivity and capacity in the East Metro plan area.
- Make the best use of the **existing transportation system**.
- Develop **multiple solutions** that encompass all transportation modes.
- Foster **economic vitality**.
- Distribute both **benefits and burdens** of growth.
- Enhance the **livability and safety** of East Metro communities. Ensure that East Metro is a place where people want to live, work and play.
- Support the **local land use vision** of each community.
- Enhance the **natural environment**.

# Today and tomorrow's needs



- A new or dramatically widened connection between I-84 and US 26 is not needed based on traffic volume

- Some areas will experience increased future congestion and may require new lanes and/or intersections changes

223rd and Stark                      Powell and 174th, Eastman  
242nd and Burnside, Powell   Highland/190th corridor  
242nd and Glisan, Stark

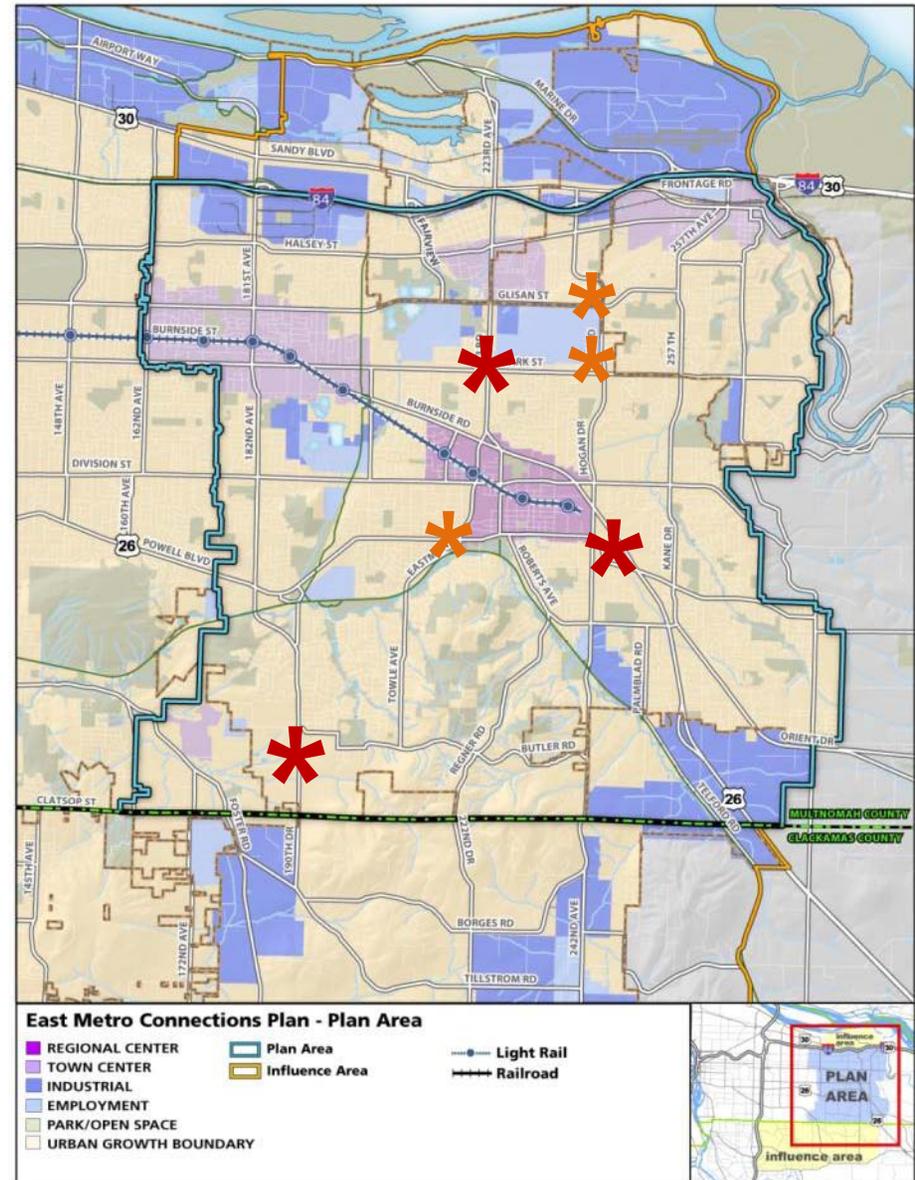
- Lower cost solutions (e.g., signal timing) are available

181st corridor                      Kane corridor  
207th/Glisan/223rd corridor   Burnside corridor  
Hogan corridor                      Powell corridor

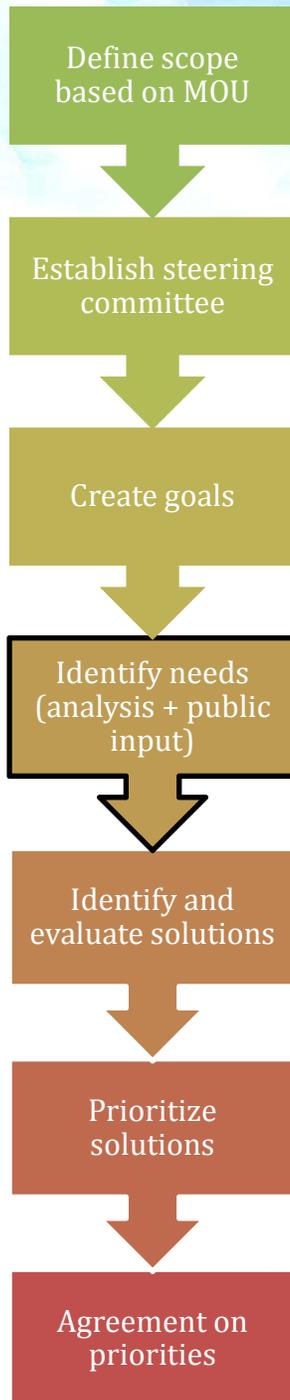
# Year 2035 system bottlenecks

- 223<sup>rd</sup> & Stark - Severe
- 242<sup>nd</sup> & Burnside, Powell - Severe
- 242<sup>nd</sup> & Glisan, Stark - Moderate
- Powell & 174<sup>th</sup> , Eastman - Moderate
- Highland/190<sup>th</sup> Corridor - Severe

Some of these areas may require new lanes and/or intersections changes; others can be managed through system management or other low cost techniques



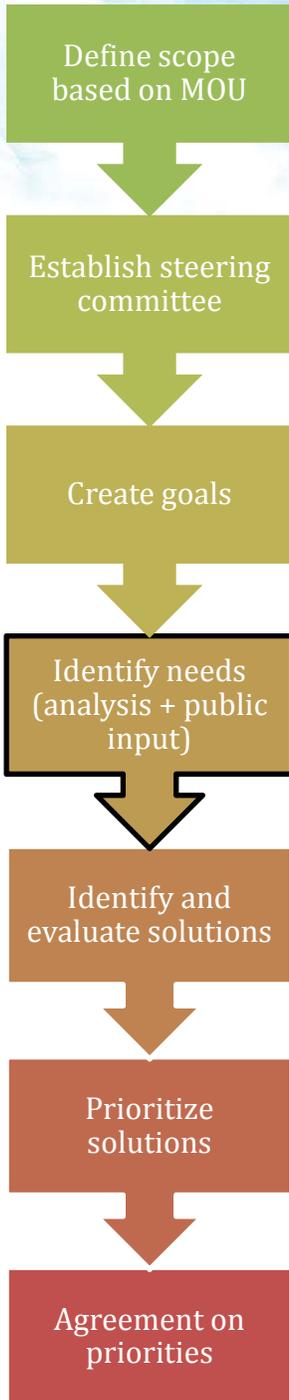
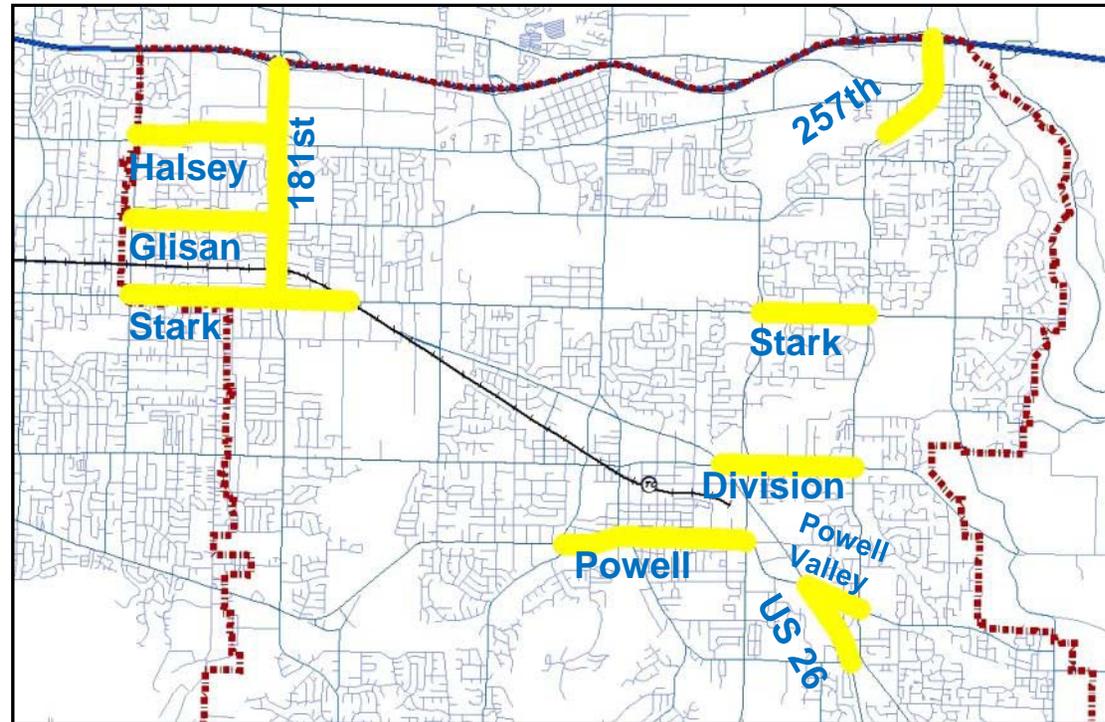
# Today and tomorrow's needs



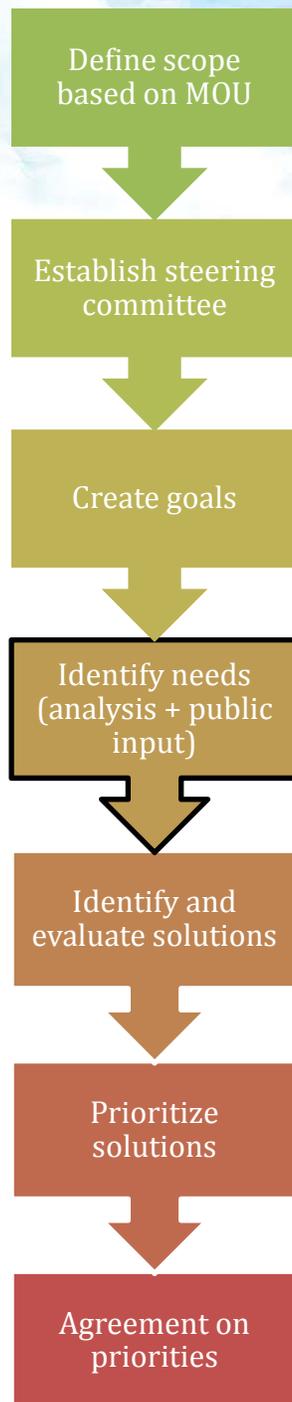
- Frequent transit service, especially north/south, is lacking
- Higher rate of crash-related injuries and fatalities prompts safety strategies at locations including
  - Division between 175th and 257th
  - 181st/Stark to I-84 and Rockwood
  - Halsey and Glisan between 162nd and 192nd
  - Cherry Park and 257th
  - Hogan/Burnside/Powell
- Transportation investments that encourage employment and development of employment lands could provide local jobs and revenue for things such as schools and parks

# East Metro safety data

High-crash arterial segments were selected for HSM analysis:

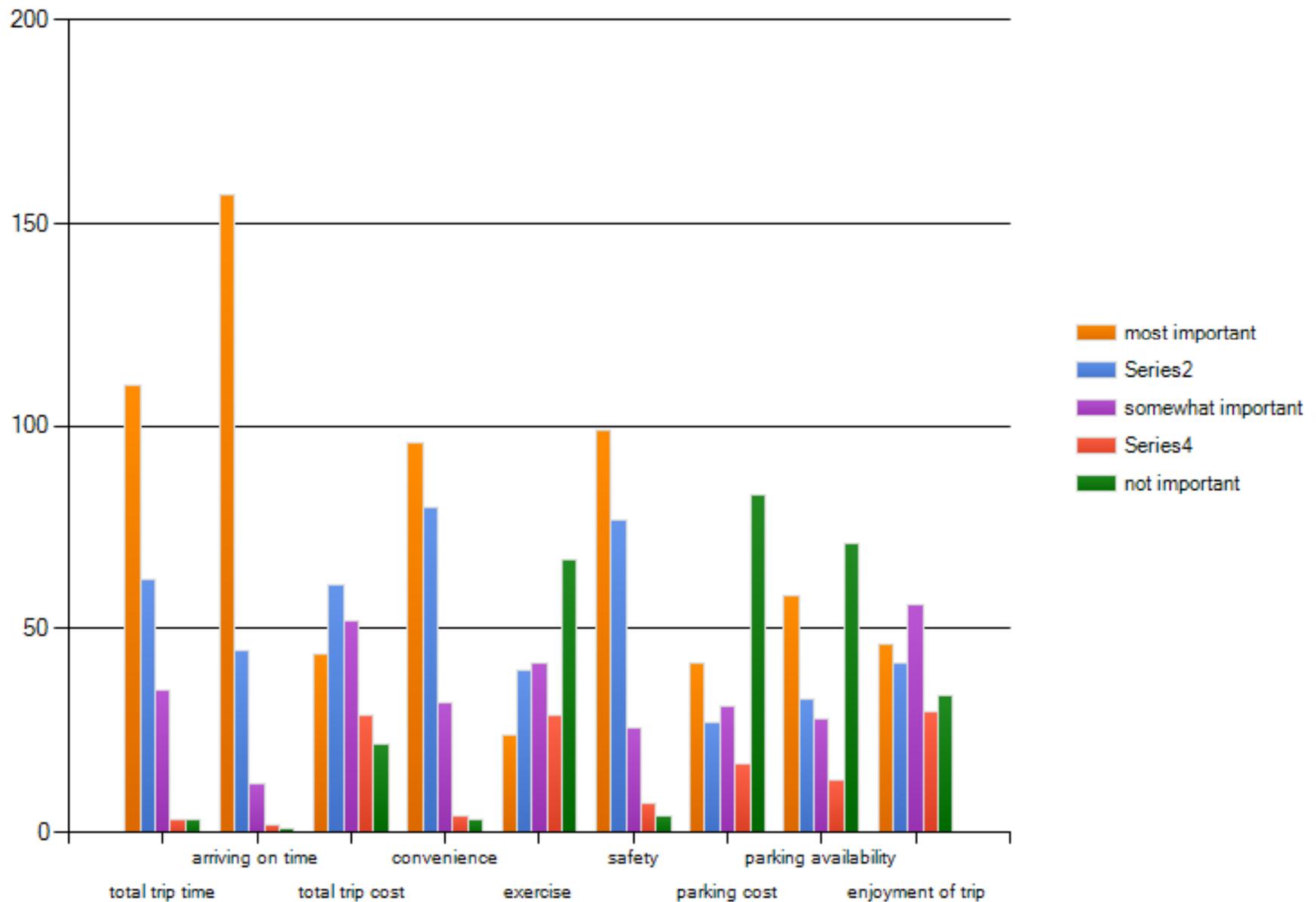


# Public input

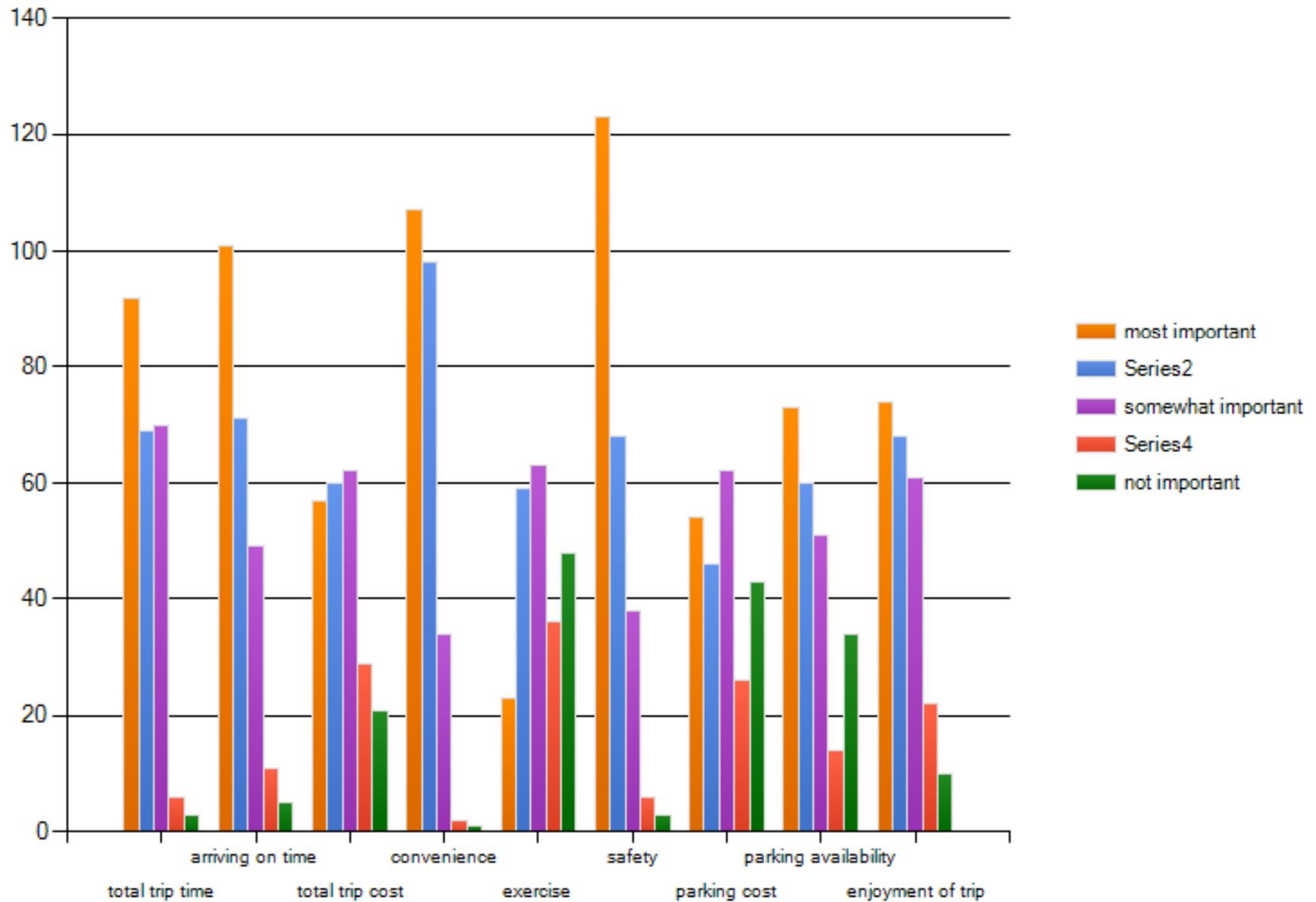


- Community meetings and fairs
- Panels of experts including schools, freight, parks and environmental
- Equity focused outreach
- Travel survey during summer 2011

**When you travel to WORK, how important are the following? (If you do not travel to work, skip question.)**



### When you travel to places OTHER THAN WORK, how important are the following?



# Travel challenges

## Driving

Signal timing  
Congestion  
Delay  
Safety- vehicle conflict,  
visibility, speeding and  
signage  
High cost of driving  
Connectivity of  
roadways  
Road maintenance

## Walking

Safety- visibility,  
signage, lighting and  
vehicle conflict  
Connectivity  
Crossings  
Trail system  
Maintenance  
Livability  
Neighborhood amenities

## Biking

Safety- vehicle conflict,  
surface quality  
Connectivity  
Trail system  
Landscaping and  
maintenance  
Road maintenance

## Transit

Service- availability,  
access and routes  
Delay  
Cost  
Equity  
Safety- crime  
Congestion

# Travel highlights

## Driving

Natural features and scenery  
Road infrastructure  
bike lanes, crossings, parking  
Traffic flow  
Signalization  
Commerce- retail and restaurants

## Walking

Connectivity  
Commerce retail and restaurants  
Natural features and scenery  
Road infrastructure  
crossings, bike lanes

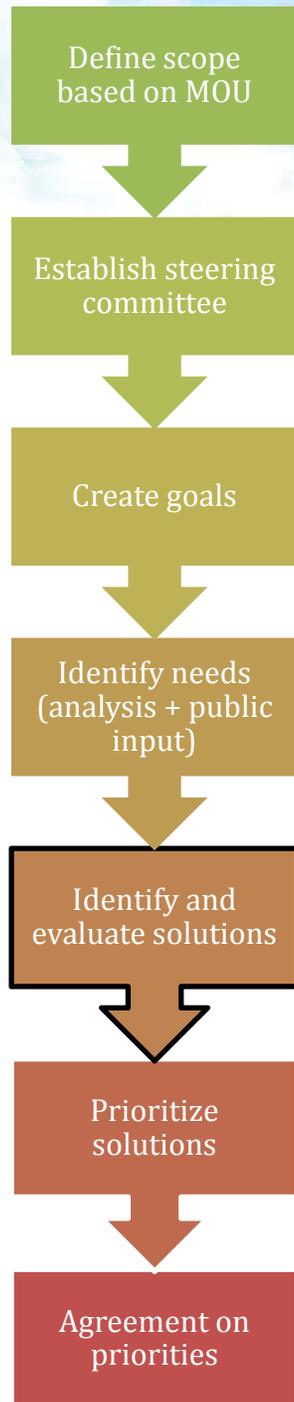
## Biking

Mode separation  
Road infrastructure  
bike lanes and crossings  
Trail system  
Natural features and scenery  
Connectivity

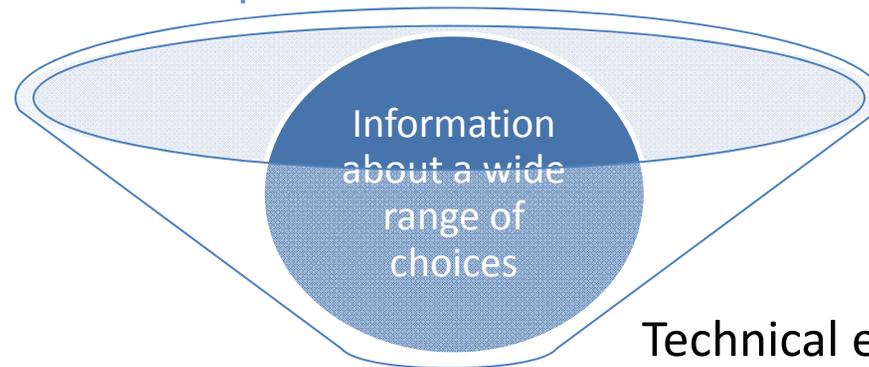
## Transit

Natural features and scenery  
Service availability  
Commerce- retail and restaurants

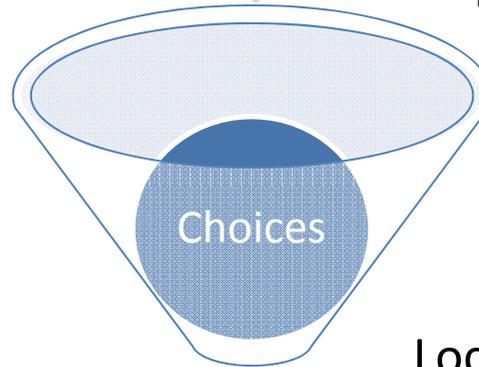
# How do we develop solutions?



Local plans      Technical analysis  
Previous studies      Public input      Today's needs  
Your input      Future needs



Technical evaluation and review of approximately 120 projects



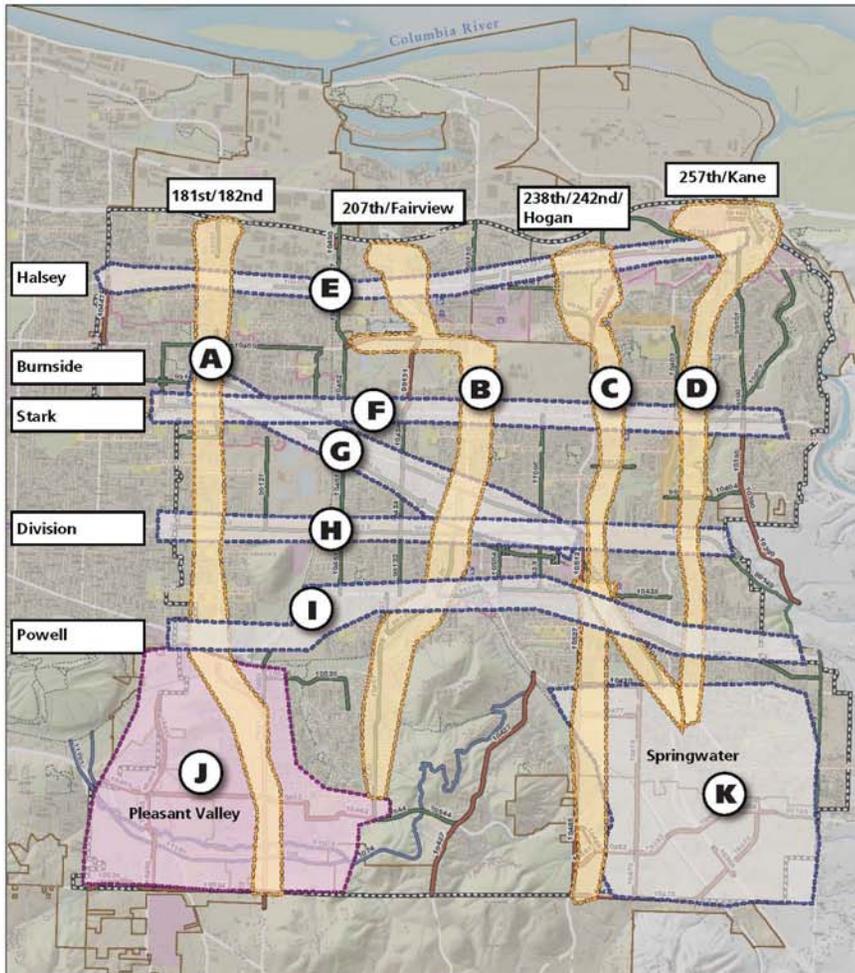
Local and regional decision-making

**PRIORITIES**

This summary of projects was previewed in December.  
Changes since December are shown in purple text.

## Summary of candidate projects evaluated

Presented here is an overview of solutions proposed that address needs and reflect community priorities. Projects were developed, screened and evaluated. A complete list of candidate projects evaluated can be found in the appendix on pages 16 and 17.



### A) 181st/182nd

- Allow for future roadway access south to Clackamas County
- Consider upgrading transit service to frequent service between Sandy and Powell
- Improve safety features between Sandy and Stark
- Improve bicycle and pedestrian facilities between Rockwood and I-84 interchange, including the Rockwood triangle

### B) Fairview Parkway/Glisan/223rd/Eastman

- Improve 2-lane section of Glisan to allow for mobility, safety and bus movement
- Address the need for additional roadway capacity in the future at 223rd/Stark through intersection improvements or an improved collector street network
- Provide multimodal and safety improvements on Eastman Parkway in Gresham Regional Center

### C) 238th/242nd/Hogan

- Provide for freight capacity and mobility along this corridor
- Accommodate future access to Springwater and southern connections to Clackamas County
- Address the need for additional roadway capacity in the future on Hogan between Division and Palmquist
- Consider gateway and way-finding design treatments

### D) 257th/Kane

- Balance vehicle capacity needs with community livability and safety along 257th
- Enhance safety features, particularly between Cherry Park and Mt. Hood Community College
- Improve bicycle and pedestrian facilities between Stark and I-84 interchange

### E) Halsey

- Develop projects consistent with the Halsey Street Conceptual Design Project
- Improve roadway access on Halsey between downtown Troutdale and 238th
- Consider additional frequent transit service for line 77-Halsey
- Consider route change for line 12-Sandy to Arata to serve adjacent residents and commercial areas
- Consider opportunities for safety improvements, including at 162nd and Halsey
- Complete gaps to the bicycle and pedestrian networks

### F) Stark

- Improve sidewalk and crossings in Rockwood
- Improve Stark to arterial standards adjacent to Mt. Hood Community College, including completing sidewalks

### G) Burnside

- Develop boulevard treatments that reinforce community connection between Rockwood and Gresham Regional Center
- Provide for freight access but de-emphasize freight mobility
- Complete sidewalks and bicycle facilities along Burnside and complete trail adjacent to MAX corridor between Rockwood and Downtown Gresham

### H) Division

- Consider transit enhancements such as on-street bus rapid transit and signal prioritization for improved transit service
- Improve safety features for vehicles, pedestrians and bicyclists
- Improve bicycle and pedestrian facilities

### I) Powell

- Improve sidewalk and crossings in Downtown Gresham, including crossings into Main City Park.
- Consider system management techniques, such as improved signal timing

### J) Pleasant Valley

- Address the need for future roadway capacity between 172nd and 190th, including connections to Foster, Powell and Butler
- Allow for future roadway and transit connections south to Clackamas County

### K) Springwater

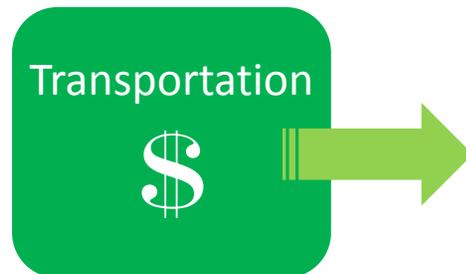
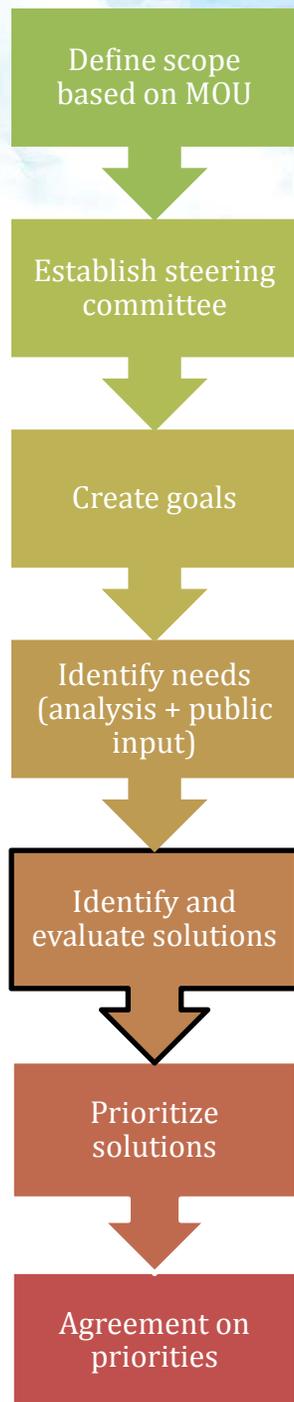
- Provide for connections between US 26, Hogan, I-84 and Orient Drive and create road collectors to support development of Springwater

### L) Other identified needs in the plan area

- Reconstruct collector streets to support a complete street system, such as Wallula, Cleveland, 190th, 201st and Troutdale Road
- Complete regional trails, including Gresham-Fairview Trail, Gresham MAX trail, Beaver Creek Trail, 40-Mile Loop connection between Sandy River and Springwater and East Buttes Trail

# Evaluating potential solutions

Governments can be strategic and efficient by prioritizing transportation projects that achieve multiple outcomes.



- ✓ Improved transportation system
- ✓ Economic development opportunities
- ✓ Safety and security improvements
- ✓ Healthy communities
- ✓ Equitably distributed benefits and burdens
- ✓ Improved access and protection of parks and natural resources

# Evaluating potential solutions

The evaluation framework was developed and vetted by the technical advisory committee and confirmed by the steering committee

7 evaluation factors

**1. Access and mobility**

**2. Economic development**

**3. Safety and security**

**4. Healthy communities**

**5. Equity**

**6. Natural environment**

**7. Feasibility**

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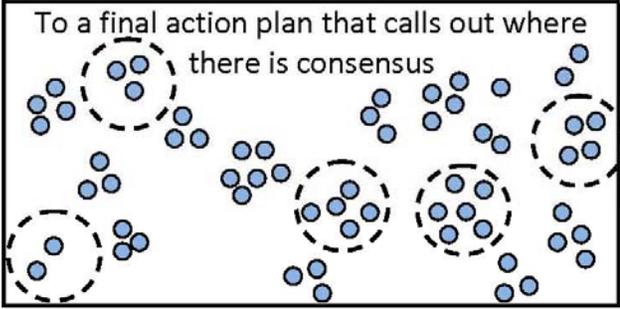
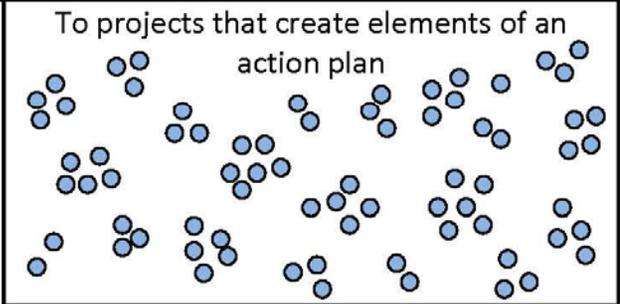
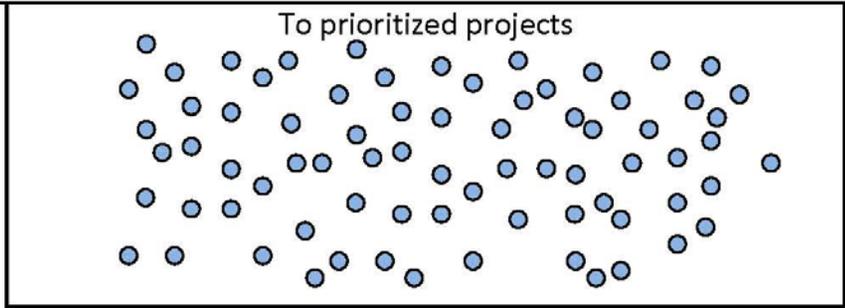
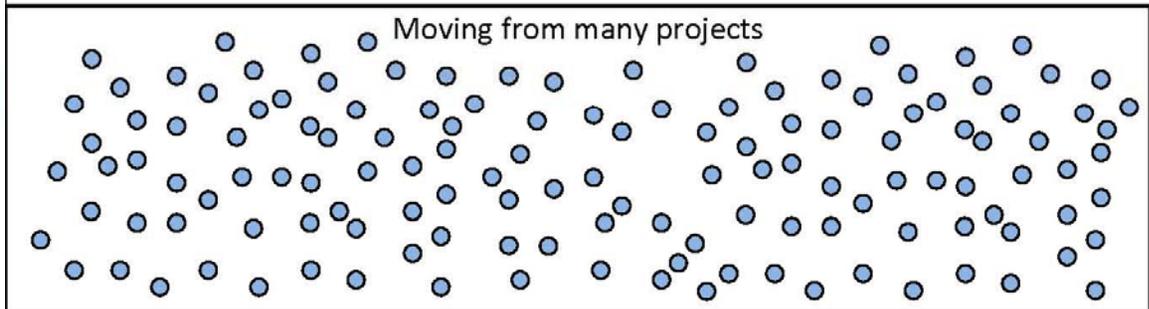
**4. Healthy communities**

**5. Equity**

**6. Natural environment**

**7. Feasibility**

**Should some evaluation factors be prioritized over others?**



Potential solutions  
(Dec to Mar)



Emerging priorities  
(Mar to April)



Agreement on priorities  
(May to July)

# What's next

- **Input on what's important to you** - open house, March 14 at East Hill Church, 695 N Main Ave
- **Evaluation priorities** - steering committee date TBD
- **Preliminary recommendation** - steering committee April 18
- **Confirm recommendation** - steering committee May TBD
- **Local endorsements + private sector support** - May to July
- **Eligibility for regional and federal funding** - mid 2012 and on



# Thank you



[www.oregonmetro.gov/eastmetro](http://www.oregonmetro.gov/eastmetro)