

# Action plan survey summary

June 6, 2012

In anticipation of the steering committee’s final decision, the public was invited to provide comments on the action plan. An online survey was available from May 14 to June 3, 2012 and was publicized by Metro, Gresham, Fairview, Wood Village, Troutdale, Gresham Coalition of Neighborhoods, Gresham Area Chamber of Commerce, Bicycle Transportation Alliance, and East Metro Economic Alliance. A total of 64 people visited the survey.

## Overview

Respondents were overwhelmingly supportive of the proposed investment packages. Most people indicated they supported the packages and did not provide additional comments. Those that did comment were largely supportive but wanted to call out locations or topics for further consideration. Some respondents were unsupportive of some aspects of an investment package. All responses are contained in this report.

## North/south connections

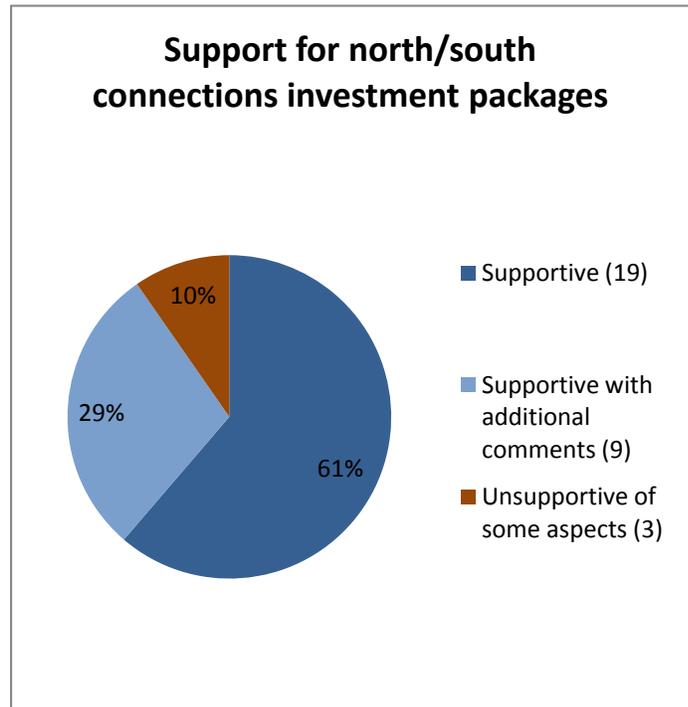
Respondents viewed the investment packages that support north/south connections in and through the plan area. These include:

- 181st/182nd safety corridor
- 182nd/190th connections to Clackamas County
- Eastman/223rd connections
- 242nd connections to Clackamas County
- Southeast gateway
- 257th safety, walking and biking connection

They responded to the following.

**These investment packages support north/south connections by improving the arterial road network connecting I-84 and US 26.**

- I support these north/south investment packages
- I think they could be improved (provide details below)



## **Response to north/south investment packages**

Of the 31 responses received, 28 were supportive of the north/south investment packages. Twelve respondents chose to provide additional comments.

### **Supportive with additional comments**

- Like in Washington County, there are problems with simply placing standard bike lanes on high-speed, high-volume routes. Please make sure to include more separation into these projects.
- Improve flow from I-84 to US 26. We need a Gresham bypass. In addition to widening 190th - work out a better connection from Foster/Tillstrom to better serve Damascus and Happy Valley.
- Install an additional north & south bound lanes between I-84 and SE Division to improve corridor safety and reduce bumper-to-bumper rush-hour congestion.
- I strongly support the 257th safety corridor.
- I think #4 [242nd option] should be abandoned. Let Reynolds school district and McMenamins develop the land in the right of way. Don't destroy the aesthetics of Donald L. Roberston Park, Don't rob Wood Village of its opportunity to develop its downtown core.
- Is there a way to make better use of the 207th Street ramp on I-84? Fairview Pkwy is wide and built for high volume, but I think more people need to be aware of how this connects to 223rd. The way Fairview Pkwy t-bones into Glisan makes it seem like the show's over or "to be continued" ...
- Why wasn't the work on Hogan and Glisan done 2 yrs ago when this road was widened? Traffic turning from Glisan to south Hogan used to have to wait for the signal to change ( no turn on a red). Now they trap pedestrians in the island or they pull out too far to see and pull out in front of traffic turning left from Cherry Park Rd.
- We don't want to lose a portion of our parking lot
- I like the idea of improving 238th/242nd, but not building a new 242nd bypass. Traffic should be able to flow better with some improvements to the current road. I like the idea of the southeast gateway improvements. That project should improve flow better than a 242nd connector.

### **Unsupportive of some aspects**

- I think this is not the time to be funding study projects for major improvements. You must be aware of the extremely depressed economy out in our area, and that many of us are struggling just to make our house payments and pay our taxes. The majority of the children in my neighborhood are on subsidized school lunch programs, as well as the school breakfast and afterschool care programs. I understand that the long term goal is to ready the area for growth and economic development; I just don't think this is the year. This is the year for our police departments to step it up and saturate high crime areas making arrests and deterring crime. If metro has money use a bit to put officials on the number 20 bus at peak times. Put transit police at the 122nd, 16nd, 181st Max stops, and have them actually ride the train at peak time. Add north south bus routes between Sandy and Foster, add some limited bus runs to east county at

afternoon rush hour so that we don't have to do the entire milk run every day...help shorten our commute time; while the train is an option, many of us do not feel safe on the train or at our stops...we take the bus because there is a driver who will respond (theoretically) to an issue on the bus. Maybe the limited bus runs would begin stops at 82nd, and only stop at major intersections...82nd, 102nd, Mall 205annex, 122, 148th, 162nd, 172nd, 181.... But to spend more monies on projects just because you have it... I understand that if you don't spend the grant funds you don't get more grant funds, but anything beyond safety and maintenance don't seem to make sense this year.

- What stands out to me in all these projects is that development was not done properly in the first place and now the taxpayers are going to foot the bill. SE 182/190th is a perfect example. Houses were built to back up to 190th and no sidewalks or other improvements were made. Irresponsible development in Gresham has created a lot of these messes and the same poor decisions continue to be made. Money should not be poured into the Springwater area as it is not going to become an industrial area. It is not near the freeway and does not have access to good transportation options and never will. It is a swamp and is not appropriate for the uses thought up by city leaders. Taxpayers can no longer foot the bill for all these pie in the sky ideas that lack common sense.
- I support all EXCEPT the 257th safety, walking and biking connection. This one should be eliminated.

## Downtowns and employment areas

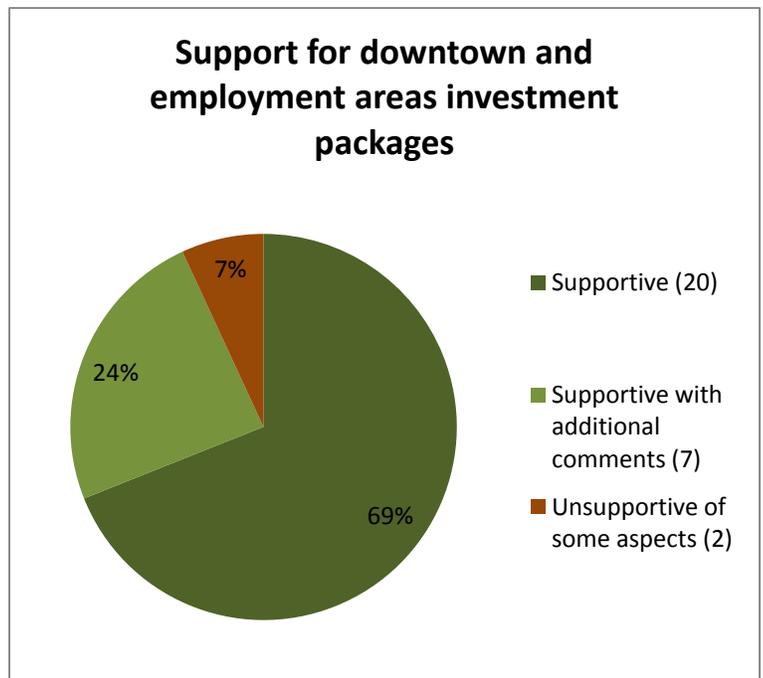
Respondents viewed the investment packages that enhance downtowns and employment areas in the plan area. These include:

- Rockwood/181st
- Gresham Vista Business Park
- Downtown Gresham/Civic
- Pleasant Valley
- Catalyst for Springwater District
- Halsey main street implementation
- Downtown Troutdale
- Downtown Fairview and Wood Village
- Sandy River to Springwater multi-modal connection

They responded to the following.

**These investment packages enhance downtowns and employment areas in Gresham, Fairview, Troutdale and Wood Village.**

- I support these downtown and employment area investment packages
- I think they could be improved (provide details below)



## **Response to downtown and employment area investment packages**

Of the 29 responses received, 27 were supportive of the downtown and employment area investment packages. Nine respondents chose to provide additional comments.

### **Supportive with additional comments**

- I am especially interested in seeing the Halsey main street implementation and for this study to advocate efforts to fund transportation improvements and land use actions that support development of these communities along Halsey.
- I support the following projects; Gresham Vista Business Park (12), Downtown Gresham/Civic (11), Halsey main street implementation (15).
- I would like to see more monies dedicated to my area; From 162nd to 174th between Stark and Burnside. Gresham, Troutdale, Wood Village have much support and neighborhoods looking good, sidewalks/streetlamps. I think it's time that some of the old neighborhoods are reinfused with some of the huge amounts of money that Metro seems to have.
- What is needed in Rockwood is blinking yellow lights for the pedestrian crosswalks. Many crosswalks were added to Stark between 192nd & 174th, but no lights/flashers were added w/them. At night, especially during the winter/raining seasons, it is very difficult to see pedestrians dressed in dark clothing crossing @ the crosswalks. The pedestrians assume that they have the right of way because they're in a crosswalk & drivers may not see them in time to stop due to lack of lighting & no flashers/lights that come on when a crosswalk signal is pushed.
- I know the last bid to get rid of the dog track on 223rd failed, but if any new non-casino ideas come forth to replace it, it would be a large boon to the Fairview/Wood Village area, even if it's just to put in a public forum or strip mall. I eagerly await announcements for possible acquisitions of the property.
- Funding has already been secured to make much needed improvements to Arata Road. It is a wonderful project. I agree that there should be more connections from Halsey to Arata and Wood Village Blvd, Metro played the dominant role in producing the funds needed to improve Arata. I think that the next round of flex funds should be put in the same area to connect Wood Village Blvd. to Halsey. I think that connectivity would also be enhanced if Metro urges TriMet to put transit stops on Arata and Wood Village Blvd.
- Downtown Gresham/Civic (11) "Consider an urban renewal area for Downtown." What is the funding mechanism for this proposal?

### **Unsupportive of some aspects**

- Downtown Gresham is mostly a lost cause. If businesses want to improve it, fine but us taxpayers are not interested. It has attracted a lot of 2nd hand stores which are a dime a dozen. It is not a hub for Greshamites, those on the western edge shop and visit Portland businesses and those of us in eastern Gresham go to Clackamas to enjoy their wonderful variety of cool stores or go to Troutdale like the Outlet stores or downtown Troutdale to wander. Gresham has made itself a bedroom community and there is nothing they can do to change that now. Even

the Pleasant Valley Plan won't help as they will all frequent Clackamas County for all their needs.

- Why would I support the Gresham Vista? This is out my back door. We are concerned about what types of Industrial businesses will be allowed so close to a residential area. For a year and a half we have had to listen to a sonic boom noise, every 6 to 10 minutes 24/7 coming from ON Semiconductor. They will not do anything to stop this noise, the city of Gresham can not get a reading on their meters but yet we have to listen to this each and every day, all day and all night. The noise is louder at night and on weekends. So I really doubt the city will give any consideration to the homeowners whose houses were built 46 yrs ago. We will also lose our Vista. We can see all the way to Washington and on good days the top of Mt Saint Helens. This will be gone for us, when another factory is allowed to be built. The crime in our subdivision will go up. So I don't hold a high regard for anything Gresham Vista. Just so pleased our property taxes went to the Port of Portland and they had enough funds to purchase this land.

## Regional mobility

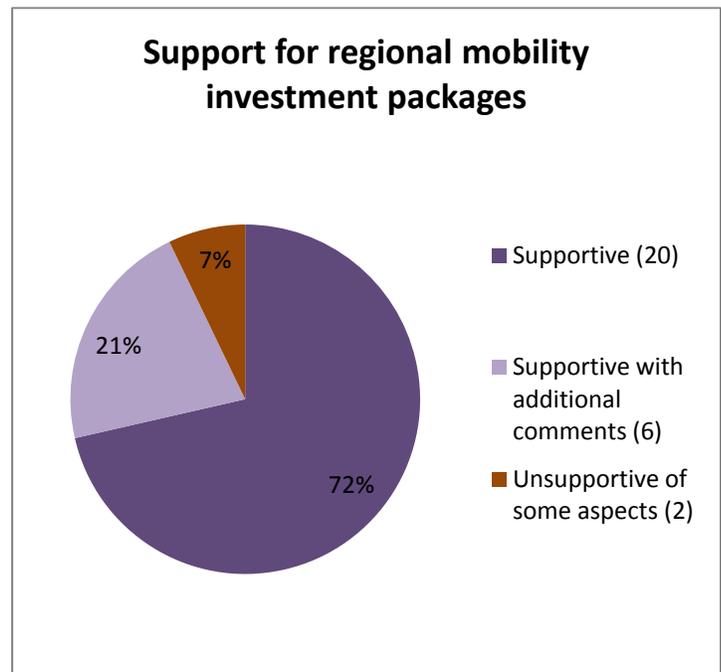
Respondents viewed the investment packages that support regional mobility in the plan area. These include:

- Managing the existing system
- Regional east-west transit link

They responded to the following.

**These investment packages capitalize on previous investments by making the existing system smarter and more efficient through changes to signal timing and enhanced transit service.**

- I support these regional mobility investment packages
- I think they could be improved (provide details below)



## Response to regional mobility investment packages

Of the 28 responses received, 26 were supportive of the downtown and employment area investment packages. Eight respondents chose to provide additional comments.

### Supportive with additional comments

- This has the ability to be more transformational and less expensive than many of the physical infrastructure if done right.
- In eastern Gresham we don't have access to bus service. We have to drive into Gresham to take MAX or a bus. Extending bus service to all of Gresham should be a priority instead of "improving" service to other areas.

- I support these investments, but have two things of concern to add: North of area 14 along 223rd north of Sandy is a large and growing residential district with little pedestrian access to Sandy Blvd. The train tracks overpassing 223rd between Sandy and Marine Dr. have a narrow bridge and create a constant hazard, as pedestrians, passenger vehicles and freight trucks are frequently going under the train bridge simultaneously. As the industrial waterfront grows, more roads south and east will become freight truck arteries and this road is one of them. As well, the speed limits when traveling vertically along areas 1, 3, 4, and 7 are inconsistent with each other in various places and create traffic jams and possible safety hazards when they change near hills, as is the case with 223rd. The cities of Gresham, Fairview, Troutdale and Wood Village could do much to improve traffic flow by synchronizing inconsistent speed limits.
- Better connection to Mt Hood CC. Extend Light rail to serve the college.
- Allowing funds that only make vehicular traffic volume increases is not responsible. Funds must also improve safety for pedestrians paralleling and crossing street. Funds must provide for bicycle pleasure areas and those used for commuting cyclists, and for their safety, especially if there into be the anticipated estimated ten percent increase in volume of vehicular traffic.
- Powell Blvd needs to be upgraded to 4 lanes from I205 to SE 174th.

### **Unsupportive of some aspects**

- NO to project 4 and continue to keep large truck and trailer rigs off 238th hill. Wood Village is already responsible for moving thousands of cars a day to the interchange with I-84. Let other routes move the trucks.
- The fact is IT IS STILL GOING TO COST MONEY.

### **General comments**

Respondents were offered two opportunities to provide general comments. Eighteen people chose to offer input. Most general comments were supportive, citing specific areas of interest or concern. There is a considerable amount of overlap in the content of the comments and the scope of the investment packages. This input can be used to better flesh out future projects during the project development phase.

- In general, I think the improvements for pedestrians and bicyclists are especially important in these areas.
- As taxpayers, we are tired and fed up with the extremely poor planning in Gresham. If Gresham is given taxpayer money for any of these projects they need to be monitored closely as we have seen them make "improvements" to roads or sidewalks that have made areas less safe.
- Please use any money wisely to benefit all the citizens of East County.
- I eagerly await seeing the intermediate-term results of the catalyst project for the Springwater area. It is a wonderful project for every believer in environmentally sustainable metropolitan-scale dirigiste planning.
- The best way to prime Pleasant Valley is to widen Jenne Rd and connect Foster and 190th. Remove the 2 stop signs on 190th South of Gresham.

- Ensure bicycle and pedestrian access and safety and you will have a vital and vibrant community.
- Better signalization and signage offer small saving that will be overwhelmed with expansions in housing and commercial development. Consider adding emphasis on mass transit and higher density lifestyles in urban centers.
- I am very concerned about the proposal to maintain the right of way along 242nd. I feel that this would prevent possible development along the Edgefield property, inhibit a sense of safety and community next to Wood Village's only city park, and create very expensive capital and maintenance projects to construct a road that traffic projections demonstrate is not necessary. For the benefit of the multiple jurisdictions that are adversely affected by this proposal, I hope the steering committee vacates the right of way along 242nd Ave to Halsey.
- Safety improvements on NE 172nd to slow down traffic on this residential street.
- TOO many pedestrian crossings. Every block is getting ridiculous. People can walk the extra block or 2 and cross at an intersection. Going through Rockwood on Stark is a wreck waiting to happen. If bicyclists want all the lanes, etc, then they can start paying. \$10 a year, plus make them get insurance. And why are we using Metro dollars to make improvements for Tri-Met.
- Need improvements to 238th between Halsey and Glisan to accommodate trucks.
- Improvements from I-84 and US 26 and other southern areas are needed, but not at the expense of a 242nd connector. Improve the existing roadways, it is more cost effective, and will produce improved connectivity. Thank you
- First of all the Kane Rd problem begins at Hwy 26 and Palmquist. The right turn off of northwestbound 26 onto Palmquist has no yield sign. I can't tell you how many times I have almost been rear ended by stopping and yielding the right of way to those vehicles heading east on Palmquist from crossing 26. Majority of drivers think this right turn off of 26 is a merging lane or that those turning right off on 26 have the right of way and they practically run over those traveling east on Palmquist who actually have the right of way. There needs to be yield signs placed there on both sides of the right turn lane. I am glad that they changed the left turn lane on Palmquist onto Kane to two lanes it makes this work much better for traffic flow. The next problem on Kane, is the old Orient road off of southbound 26 that now travels just north of White's Meats. This is now 11th ST. The sensor for the signal at this intersection of 11th and Kane is placed on both lanes. Which is totally overdone. If a person is wanting to continue eastbound onto 11th across Kane or if they are wanting to turn left onto northbound Kane, the need for a sensor is important. The right turn lane here at 11th and Kane has a sensor, there is no reason at all for a sensor to be active here. I mean come on they are just waiting to turn right. When traffic on southbound Kane clears they can turn right. Why do we need to stop north and south bound traffic on Kane to let someone turn right off of 11th to go southbound onto Kane. This totally disrupts traffic flow, especially if this flowing traffic has just left Kane and Palmquist traveling north and are now backing into that intersection they just left, waiting for the light at 11th and Kane to move the traffic northbound on Kane. Turn this right turn sensor off permanently, it is not needed. We also have this same sensor problem at Kane @ NE 23rd, Kane @ NE 29th and Kane @ SW Hensley Dr. Turn these right turn sensors off. Or turn up the delay time for the sensor to react to stopping the main traffic flow of Kane just for a vehicle to turn right. Now that we have finished the 5 lane of roadway all along Kane Rd. can we now get the

lights to coordinate the traffic flow. The system does fairly well from Powell Valley to NE 29th but after that there is no coordinating of the lights going northbound. The same happens on the southbound, somewhat coordinated from 29th to Powell Valley. The main arterial needs to be coordinated from Palmquist to the north frontage road. Next, the approach of the intersection of Kane headed south to Powell Valley. This angle of approach puts the northbound vehicle at about a 8 to 12 degree elevation. This makes the headlights of the northbound vehicles then shine directly into the eyes of drivers traveling southbound on Kane. If you are stopped at the light traveling southbound you have to cover your eyes due to the fact that the headlights across the way are blinding you. If you are waiting to turn left off of Kane onto eastbound Powell Valley at the passive light, it is difficult to see the oncoming northbound Kane traffic that you need to cross over to make the left turn, due to the bright angled headlights in your eyes. A real bad engineering of an approach to a busy intersection as far as safety of crossing traffic. The average speed of most drivers on Kane is 45 mph. I know this because I travel at 40 mph and I am almost always being passed in this 35 mph zone. The interesting thing is when you cross Stark and travel north on Kane the speed increases to 40 mph and most people still travel @ 45 mph, which is the speed I change to when I cross Stark. I know this because I am usually not passed from Stark to the Factory Outlets. In traveling southbound on Kane, most drivers are traveling @ 45 mph+ because they just came off of I-84. They usually keep this speed all the way down Kane to the curves just south of Powell Valley. I again know this because again I keep my speeds at 45 mph north of Stark and 40 mph south of stark. Most of the time when I travel southbound on Kane I am passed by most vehicles traveling with me southbound. Just an observation for traffic controllers. I drive Kane and Powell Valley at least 4 times a day 7 days a week. Since we are on the subject of traffic flow, ODOT just finished another adaptation in Troutdale along the frontage roads north and south of I 84. I find it real interesting that they didn't see a bigger picture in this change. They adapted the south frontage road very well, but the north frontage road didn't fix the problem. They did add an extra lane on the right to help those go onto Marine Dr with no traffic obstruction, GREAT. When you are traveling westbound on the north frontage road and you are approaching the on ramp to I-84 you are still going to have congestion. Here is why. The problem lies in the fact that you have all of the truckers coming off of westbound 84 and they want to get to the truck stops on the south frontage road. Where is the left turn lane for the truckers to turn south at the beginning of the on ramp of westbound 84 at the light there at the end of Marine drive? Well they didn't put one in. Again they didn't see the bigger picture. So when you are approaching this westbound 84 on ramp you have one lane (the right one) that is actually working to move traffic flow onto 84. The left one is held up with those turning left to go under 84 to the south frontage road. If there was a lot of traffic coming down to the end of Marine drive there is a back up under 84 and then the back increases down the north frontage road. Thus we still have congestion on the approach to the on ramp of westbound I-84. So they spent all of this money to do this adaptation and they didn't completely fix the problem. So they will just leave the problem again for another 5 to 7 years and create another expense to mobilize a construction again and spend more money to fix the problem they could have fix this last time. Again, are they going to see the big picture someday. I find it interesting that the sensor on the off ramp from westbound I 84 in Troutdale is priority over the sensors on N Graham Rd. Why are we stopping 11 cars going northbound on Graham Rd for a Truck coming

off of the interstate. This is totally opposite of what should be to keep traffic moving northbound and not clogging up the small space under I 84 between the frontage roads. Just a few examples of how we can improve the traffic flow on Kane Rd, to cut down on emission in this bedroom community and increase safety on this busy arterial. Thank you, Douglas Rial, riatedchiro@hotmail.com

- The area north of I-84 is pointedly ignored, yet the area south of Powell to the Clackamas county line is included. This ignores the needs of the 3 small cities.
- I would like to see 2 rapid bus options, instead of a Powell & Division. How about one rapid bus on Stark & one on Powell or Division, that way North & south Gresham/Troutdale/Fairview is better covered?
- not enough
- The plan looks good and if done in phases. 182nd to including widening bridge up to Richey road phase #1
- Results of the study show only minor improvements at certain intersections are needed for the next decade or more. It would be poor fiscal management to spend dollars on infrastructure improvements that are not needed. Build out has already occurred. More households will likely not materialize. Freight and other transportation expect no significant impacts. A prudent, minimalist approach would be best.