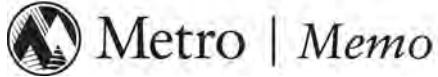




Metro | Agenda

- Meeting: East Metro Connections Plan Steering Committee meeting
Date: Wednesday, July 27, 2011
Time: 1 to 3 p.m.
Place: Gresham City Hall, Barlow and Oregon Trail rooms
1333 NW Eastman Parkway, Gresham
Purpose: **Establish working problem statement based on existing and future needs, opportunities and constraints**
Outcomes: 1. Shared understanding of current and preliminary future conditions
2. Discussion among steering committee members
3. Refinement and confirmation of working problem statement
-

- 1:00 **Meeting called to order**
▪ *Meeting purpose, outcomes and format*
- 1:03 **Welcome and opening remarks by Metro Council President Tom Hughes and Chair Shirley Craddick**
▪ *Protocols and goals confirmed at last meeting*
- 1:10 **Timeline and milestones**
▪ *Overall process, public involvement and steering committee milestones*
▪ *Preliminary problem statement and objectives*
- 1:20 **Analysis, opportunities and constraints**
▪ *Transportation results (15 mins)*
▪ *Discussion (30 mins)*
 - *How does this jibe with your experience?*
 - *What other information would you like?*
 - *Thoughts on the working problem statement?*
▪ *Other results (10 mins)*
▪ *Discussion (20 mins)*
 - *How does this reflect your local aspirations?*
 - *What other information would you like?*
 - *Thoughts on the working problem statement?*
- 2:35 **Problem statement and objectives**
▪ *Overall problem statement*
▪ *How objectives will be used*
▪ *Discussion*
- 2:50 **Next steps**
▪ *Next steering committee meeting mid September to mid October*
▪ *All - Clarifying questions*
- 2:55 **Public comment**
- 3:00 **Adjourn**



Date: Thursday, July 21, 2011
To: Members of the East Metro Connections Plan Steering Committee
From: Chair and Metro Councilor Shirley Craddick
Subject: In preparation for our July 27 meeting

Greetings fellow committee members,

Our next meeting is fast approaching and I want to be sure we are prepared to have a successful experience. On Wednesday, July 27, we will get the chance to discuss what the technical analysis has begun to uncover. We've created an agenda that keeps staff presentation brief and gives us time to talk to each other. **Our charge for this meeting is to confirm a working problem statement.** This is a critical step because the way we define the problem shapes the solutions we will eventually consider.

The attached materials contain a preliminary working problem statement **developed and reviewed by the partners' technical staff.** We will use this as a jumping off point to start our discussion. The rest of the packet summarizes information used to draw those conclusions. We know some of you are more interested in technical details, some less. Please at minimum **read the working problem statement and narrative (page 2 of the working problem statement packet) before our meeting.** Our success is dependent on us coming to the meeting prepared.

I've spoken with all of you one-on-one and I've heard questions about the **focus of the effort.** We have the opportunity to emerge from this process with real transportation solutions. Next week's meeting should give us a clear picture of the transportation needs and challenges we are facing. You'll also see there are real, related issues that affect or are affected by the transportation choices we make. You've said it's important for us to focus on substance and base our decisions on both qualitative and quantitative information. I've also heard questions about our **committee's process and milestones.** We've created time to address this at the beginning of the meeting.

I look forward to our discussion. I know it will be interesting.

cc: East Metro Connections Plan Technical Advisory Committee
City and county managers/administrators

EAST METRO CONNECTIONS PLAN - **Steering committee decision timeline**

Spring 2011	Goals	<ul style="list-style-type: none"> ▪ Honors the 2007 MOU ▪ Reflects new mobility corridor approach - community investment strategy ▪ Developed by technical staff and elected officials, as well as affected interests ▪ Confirmed by the steering committee (April 27 meeting) ▪ Public outreach includes web updates, fact sheet, newsfeeds and community events
Summer 2011	Problem statement and objectives	<ul style="list-style-type: none"> ▪ Reflects existing and anticipated future conditions related to transportation, economic and community development and natural resources ▪ Identifies existing and future needs, opportunities and constraints ▪ Refined and confirmed by the steering committee (July 27 meeting) ▪ Presentations to full city councils ▪ Public outreach includes web updates, web survey, local newsletters, videos, newsfeeds, community events and panels of experts related to school operations, economic and community development, equity, freight and natural resources
Fall 2011	Initial strategies	<ul style="list-style-type: none"> ▪ Ties anticipated future conditions and potential solutions to local aspirations ▪ Illuminates the tradeoffs between different courses of action ▪ Reflects public and expert input ▪ Refined by the steering committee (mid-September to mid-October meeting) ▪ Public outreach includes public workshop, web updates, local newsletters, videos, newsfeeds and community events
	Preferred strategies	<ul style="list-style-type: none"> ▪ Narrows solutions based on future conditions, local aspirations and the tradeoffs between different courses of action ▪ Ties solutions to a timeline ▪ Reflects input from local elected councils ▪ Refined and confirmed by the steering committee (mid-November meeting) ▪ Public outreach includes web updates, videos, newsfeeds and community events
Winter 2012	Initial implementation plan	<ul style="list-style-type: none"> ▪ Identifies phased investments in the plan area ▪ Reflects input from local elected councils ▪ Refined by the steering committee (January or February meeting) ▪ Public outreach includes public workshop (tentative), web updates, local newsletters, videos, newsfeeds and community events
Spring 2012	Final implementation plan	<ul style="list-style-type: none"> ▪ Confirms phased investments in the plan area and identifies local implementation actions ▪ Confirmed by the steering committee (April or May meeting) ▪ Jurisdiction-specific components confirmed by local elected councils ▪ Public outreach includes web updates, local newsletters, videos, newsfeeds and community events

Public involvement progress report

July 27, 2011

Public involvement goals

- Communicate complete, accurate, understandable and timely information to the public
- Gather input from the community by providing meaningful opportunities to participate
- Provide adequate public notice of opportunities to participate
- Solicit the needs of traditionally under-served populations

Public involvement requirements

It is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance.

Timeline

<p>Spring 2011 Goals - honors the 2007 MOU and reflects new mobility corridor approach - community investment strategy</p>	<ul style="list-style-type: none"> ▪ Developed by technical staff and elected officials, as well as affected interests ▪ Confirmed by the steering committee (April 27) ▪ Public outreach includes web updates, fact sheet, newsfeeds and community events
<p>Summer 2011 Problem statement and objectives - reflects existing and anticipated future conditions related to transportation, economic and community development and natural resources and identifies existing and future needs, opportunities and constraints</p>	<ul style="list-style-type: none"> ▪ Refined and confirmed by the steering committee (July 27) ▪ Presentations to full city councils ▪ Public outreach includes web updates, web survey, local newsletters, videos, newsfeeds, community events and panels of experts related to school operations, economic and community development, equity, freight and natural resources
<p>Fall 2011 Initial strategies - ties anticipated future conditions and potential solutions to local aspirations and illuminates the tradeoffs between different courses of action</p>	<ul style="list-style-type: none"> ▪ Reflects public and expert input ▪ Refined by the steering committee (mid-September to mid-October meeting) ▪ Public outreach includes public workshop, web updates, local newsletters, videos, newsfeeds and community events

<p>Preferred strategies - narrows solutions based on future conditions, local aspirations and the tradeoffs between different courses of action ties solutions to a timeline</p>	<ul style="list-style-type: none"> ▪ Reflects input from local elected councils ▪ Refined and confirmed by the steering committee (mid-November meeting) ▪ Public outreach includes web updates, videos, newsfeeds and community events
<p>Winter 2012 Initial implementation plan - identifies phased investments in the plan area</p>	<ul style="list-style-type: none"> ▪ Reflects input from local elected councils ▪ Refined by the steering committee (January or February meeting) ▪ Public outreach includes public workshop (tentative), web updates, local newsletters, videos, newsfeeds and community events
<p>Spring 2012 Final implementation plan - confirms phased investments in the plan area and identifies local implementation actions</p>	<ul style="list-style-type: none"> ▪ Confirmed by the steering committee (April or May meeting) ▪ Jurisdiction-specific components confirmed by local elected councils ▪ Public outreach includes web updates, local newsletters, videos, newsfeeds and community events

Outreach to date

Outreach Asterisk (*) indicates activities funded by resources outside of EMCP budget	Date	Audience targeted	Type	Number reached
East Multnomah County Transportation Committee (EMCTC) meeting	1/10/2011	Elected officials and interested persons	Meeting	
EMCTC meeting	2/7/2011	Elected officials and interested persons	Meeting	
Website published	3/1/2011	General	Web and social media	
Interested persons email list created	3/18/2011	Interested persons	Web and social media	
EMCTC meeting	4/11/2011	Elected officials and interested persons	Meeting	
Inter council get together	4/20/2011	Elected officials	Meeting	6
East Metro Connections Plan steering committee meeting	4/22/2011	Elected officials and interested persons	Meeting	30
Newsfeed - Local leaders advocate for prosperity	4/29/2011	General	Web and social media	64
Website updated (steering committee page created)	5/1/2011	General	Web and social media	

Outreach Asterisk (*) indicates activities funded by resources outside of EMCP budget	Date	Audience targeted	Type	Number reached
Metro weekly digest (4/29 newsfeed)	5/2/2011	General	Web and social media	917
Metro planning and development weekly digest (4/29 newsfeed)	5/2/2011	General	Web and social media	253
Shirley Craddick weekly digest (4/29 newsfeed)	5/2/2011	General	Web and social media	54
Barbara Roberts weekly digest (4/29 newsfeed)	5/2/2011	General	Web and social media	55
EMCTC meeting	5/9/2011	Elected officials and interested persons	Meeting	
East Gresham information fair	5/25/2011	Residents	Open house	25
EMCP fact sheet - spring 2011	5/25/2011	General	Print	
Inter council get together	5/26/2011	Elected officials	Meeting	
Gresham Barlow School District	6/2/2011	School board	Meeting	
City of Gresham - HEAL (Healthy Eating Active Living) engagement interview*	6/3/2011	Equity	Interview	
EMCTC meeting	6/6/2011	Elected officials and interested persons	Meeting	
Multnomah County Health Department (Healthy Communities by Design) engagement interview*	6/8/2011	Equity	Interview	
Website updated (public participation page created)	6/10/2011	General	Web and social media	
Newsfeed - Calling all East County residents	6/10/2011	General	Web and social media	
Metro planning and development weekly digest (6/10 newsfeed)	6/13/2011	General	Web and social media	252
Metro weekly digest (6/10 newsfeed)	6/13/2011	General	Web and social media	907
Coalition of Gresham Neighborhood Associations	6/14/2011	Community leaders	Meeting	14
Inter council get together	6/15/2011	Elected officials	Meeting	
Invite to sign up for interested persons list (via email)	6/15/2011	Residents	Web and social media	
Coalition of Gresham Neighborhoods engagement interview*	6/16/2011	Equity	Interview	
Coalition for a Livable Future (CLF) engagement interview*	6/17/2011	Equity	Interview	

Outreach Asterisk (*) indicates activities funded by resources outside of EMCP budget	Date	Audience targeted	Type	Number reached
Neighborhood Connections enewsletter (Gresham) (link to 6/10 newsfeed)	6/17/2011	Interested persons	Web and social media	500
Oregon truck driving championship	6/18/2011	Freight drivers	Open house	25
People for Parks engagement interview*	6/20/2011	Equity	Interview	
Davis, Hibbitts & Midghall, Inc. engagement interview*	6/20/2011	Equity	Interview	
Barbara Roberts weekly digest (6/10 newsfeed)	6/20/2011	General	Web and social media	52
Shirley Craddick weekly digest (6/10 newsfeed)	6/20/2011	General	Web and social media	51
Habitat for Humanity engagement interview*	6/21/2011	Equity	Interview	
Human Solutions, Inc. engagement interview*	6/21/2011	Equity	Interview	
Eastside United FC (Youth Soccer Club) engagement interview*	6/22/2011	Equity	Interview	
Gresham Downtown Development Association engagement interview*	6/22/2011	Equity	Interview	
Newsfeed - East Metro's cultural richness drives new outreach strategies	6/24/2011	General	Web and social media	
Gresham Library (Multnomah County Public Library System, City of Gresham Downtown Branch) engagement interview*	6/24/2011	Equity	Interview	
Metro planning and development weekly digest (6/24 newsfeed)	6/27/2011	General	Web and social media	255
APANO (Asian Pacific American Network of Oregon) engagement interview*	6/27/2011	Equity	Interview	
Center for Diversity and the Environment engagement interview*	6/28/2011	Equity	Interview	
Healthy Eating Active Living Community Forum	6/28/2011	Residents	Open house	

Outreach Asterisk (*) indicates activities funded by resources outside of EMCP budget	Date	Audience targeted	Type	Number reached
Home Forward (Housing Authority of Portland) engagement interview*	6/28/2011	Equity	Interview	
Upstream Public Health (UPH) engagement interview*	6/29/2011	Equity	Interview	
Worksource (East County Latino Service Providers) engagement interview*	6/29/2011	Equity	Interview	
General - Neighborhood Liaison (Gresham) engagement interview*	no date	Equity	Interview	
Fairview newsletter	7/1/2011	Residents	Direct mailing	
Troutdale newsletter	7/1/2011	Residents	Direct mailing	
Wood Village newsletter	7/1/2011	Residents	Direct mailing	
Gresham newsletter		Residents	Direct mailing	
Shirley Craddick weekly digest (6/24 newsfeed)	7/5/2011	General	Web and social media	51
City of Wood Village engagement interview*	7/6/2011	Equity	Interview	
Portland Plan engagement interview*	7/7/2011	Equity	Interview	
City of Portland, Public Involvement Advisory Committee engagement interview*	7/7/2011	Equity	Interview	
El Programa Hispano (Catholic Charities) engagement interview*	7/7/2011	Equity	Interview	
EMCTC meeting	7/11/2011	Elected officials	Meeting	
East Metro travel survey	7/12/2011	General	Web and social media	
City of Portland Disability Services engagement interview*	7/12/2011	Equity	Interview	
Oregon Opportunity Network engagement interview*	7/13/2011	Equity	Interview	
Neighborhood Connections enewsletter (Gresham) (link travel survey)	7/15/2011	Interested persons	Web and social media	500
Newsfeed - How do you travel?	7/22/2011	General	Web and social media	
Immigrant & Refugee Community Organization (IRCO) staff presentation*	7/22/2011	Equity	Meeting	100

Outreach Asterisk (*) indicates activities funded by resources outside of EMCP budget	Date	Audience targeted	Type	Number reached
Metro weekly digest (7/22 newsfeed)	7/25/2011	General	Web and social media	
Metro planning and development weekly digest (7/22 newsfeed)	7/25/2011	General	Web and social media	
Gresham Transportation System Plan open house	7/26/2011	General	Open house	
East Metro Connections Plan steering committee meeting	7/28/2011	Elected officials and interested persons	Meeting	
IRCO email outreach to community leaders*	July TBD	Equity	Web and social media	300
El Programa Hispano staff meeting*	August TBD	Equity	Meeting	
School district panel of experts	August TBD	Schools	Meeting	
Natural resources and parks panel of experts	August TBD	Environmental	Meeting	
Economic development panel of experts	August TBD	Economic development	Meeting	
Freight panel of experts	August TBD	Freight	Meeting	
EMCTC meeting	8/8/2011	Elected officials	Meeting	
Schools Uniting Neighborhoods transportation forum*	Sept TBD	Equity	Meeting	
EMCTC meeting	10/10/2011	Elected officials	Meeting	
East Metro Connections Plan public workshop	Oct TBD	General	Meeting	
EMCTC meeting	11/7/2011	Elected officials	Meeting	
EMCTC meeting	12/5/2011	Elected officials	Meeting	

Media appendix

The following news articles covered the East Metro Connections Plan during the months of April, May, June and July 2011.



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April 29, 2011 11:54 AM

Local leaders focus on the prosperity of East Metro

Advocates for the east side of the Portland metropolitan region agreed that economic vitality, livability, safety and environmental quality should be enhanced by the East Metro Connections Plan - a community investment strategy that will identify specific transportation, community and economic development projects in Fairview, Gresham, Troutdale, Wood Village and Multnomah County.

During the first meeting of the Steering Committee on April 22, elected officials, community and business leaders listened to Metro Council President Tom Hughes' insights from spending the morning touring the East Metro area. He asserted that the eastern part of the region has great bones in terms of future job growth and that the area has the opportunity to become one of the most important driving economic forces for the rest of the region. To realize that potential, he said, communities there are going to have to pull together to maximize our ability for economic development.

East Metro Connections Plan implements a new approach to allocating limited transportation dollars to ensure that regional transportation investments support local land use, community and economic development and the environment. Given this new approach, agreement on priorities will help the cities advocate for their local needs, while capitalizing on the opportunity to address issues that cross jurisdictional boundaries.

A few themes were repeated as Steering Committee members shared their hopes for the outcome of this effort. There was rousing agreement that everyone wants East Metro Connections Plan to be successful with the process resulting in economic development and prosperity. Some expressed the importance of focusing on the Interstate 84/U.S. Highway 26 transportation connection, while others endorsed broader aspirations. A comprehensive analysis of the transportation system will illuminate effective ways to serve residents, businesses and those who travel through the area. The transportation system is intrinsically connected to other elements that will also be analyzed, including economic, community and environmental issues.

The East Metro Connections Plan began in fall 2010 and will wrap up during summer 2012. The public will be invited to attend a workshop this summer to learn more about the project and provide input on local needs, evaluation criteria and the types of solutions decision-makers will be asked to consider.

[Read more about the East Metro Connections Plan](#)

[Learn about the Steering Committee and download meeting materials](#)

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July 25, 2011 5:47 PM

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June 10, 2011 4:48 PM

Calling all East County residents

Did you know your city government is working to prioritize how it will spend its share of state and federal dollars over the next 20 years? This process is called the East Metro Connections Plan, and it will result in agreement on near- and long-term investments.

In your neighborhood, these improvements should help you and your neighbors better meet your daily needs. For example, you may see new or safer crosswalks and better traffic flow at intersections. For employers and community developers, the plan will provide certainty and incentive for long-term investments. Agreement on near- and long-term investments also increases local government's ability to leverage regional, state and federal funds for our communities.

You are a critical part of the East Metro Connections Plan. By mid-2012, your feedback will contribute to agreements and an implementation plan for future investments in Fairview, Gresham, Troutdale, Wood Village and Multnomah County. Visit the East Metro Connections Plan webpage below to see the latest fact sheet, subscribe to plan updates and sign up to learn about opportunities to get involved.

The plan's timeline includes multiple opportunities to participate in key decisions this year.

- Spring 2011– Identify the problems we need to solve
- Summer 2011– Develop potential solutions
- Fall 2011– Evaluate and prioritize solutions
- Winter and spring 2012 – Agree on local and regional actions to implement solutions

The East Metro Connections Plan brings governments together to develop a community investment strategy that supports the prosperity and livability of the East Metro area. Born out of a transportation focus, it breaks new ground by linking previously separate efforts on jobs, parks, housing, equity and transportation. In this way, different investments reinforce each other and can add up to more than the sum of their parts.

[Learn more about the East Metro Connections Plan](#)

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EDITORIAL

Focus on jobs, jobs, jobs for a better economy

The Gresham Outlook, Jun 18, 2011

Take heart Oregon, but do not be satisfied. The state's unemployment rate is finally approaching the national average of 9.1 percent and the number of working Oregonians is gradually rising after robust job increases in January and February.

The Oregon Employment Department on Tuesday announced that Oregon's unemployment rate was 9.3 percent in May. The state's economy added 1,300 non-farm jobs in May and employment has grown by 16,800 jobs since the start of 2011.

But these statistics also show just how far Oregon's economy has to climb before it can provide a job for everyone who wants one. Oregon's place in the national economy remains woeful. The state's unemployment rate in April was the nation's 12th-worst — tied with Idaho and Tennessee.

179,201 workers still without jobs

While incremental employment increases are welcome indeed, they hardly are an indication of a booming economy and do little to improve the fate of the 179,201 Oregonians who would like to work, but remain unemployed. Many more people are underemployed in jobs that don't provide the wages or hours that these workers were accustomed to before the recession.

Oregon's rate of economic growth is being slowed, in part, by factors outside the state's control, including high gasoline prices that depress discretionary spending among consumers. Yet, there are steps that Oregon and metro-area leaders can take to improve economic performance in the short and long term.

Gov. John Kitzhaber highlighted two of those measures on Tuesday when he responded to the most recent employment report. Kitzhaber pointed to the Legislature's movement on his so-called "Cool Schools" initiative, which would allow school districts to apply for low-interest loans to retrofit aging K-12 schools with energy-efficient technology.

He also put in a plug for his industrial-lands legislation, which speeds up the permitting process for key industrial sites.

If approved by the Legislature, both of these bills could help improve the overall economy. But local communities also must take action to help spur economic change, including these measures:

- Regionally, the Metro Council and its local government partners — including cities as well as Multnomah, Washington and Clackamas counties — must protect manufacturing-job sites from conversion to other uses or from undue restrictions. They also must help foster the cleanup of brownfield sites that are unused because of contamination.
- This fall, these same regional partners must focus on adding a reasonable supply of new industrial land sites to the regional urban growth boundary. Such expansion of available land for jobs will ensure that new or existing businesses have a place to locate or grow in the near future.
- Local jurisdictions should cap taxes and fees for anything other than existing services until Oregon starts meeting Kitzhaber's job growth goals for six consecutive months. Otherwise, businesses and families will continue to bear a tax burden that will dampen economic recovery and new job creation.
- Private sector, educational, local government and civic leaders should implement immediate strategies that help employ Oregonians in higher-wage, high-value jobs. The Oregon Business Plan and Kitzhaber made this same call to action earlier this year. Without such focus, we will be a region and an economy that adds new jobs, but whose residents earn far less than people in places such as Denver, Minneapolis or Austin.

These and other policies and practices must be an immediate priority for Oregon's residents and leaders — unless this state wants to be satisfied with a tepid recovery that could prove to be both insufficient and short-lived.

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June 24, 2011 4:05 PM

East Metro's cultural richness drives new outreach strategies

The East Metro area is home to one of the region's most diverse populations. In the area that includes the cities of Fairview, Gresham, Troutdale and Wood Village, regional and local governments are working together to ensure sometimes underrepresented communities have meaningful opportunities to influence projects that can improve their daily lives.

A key component of Metro's involvement in the **East Metro Connections Plan** is a focus on equity and health. Current efforts include developing an on-the-ground understanding of diverse populations and identifying culturally-relevant engagement methods, conventional or not. This work includes learning from neighborhood leaders and community-based organizations that provide services to minority, elderly, disabled, youth and at-risk populations. The goal is to maximize the opportunities for public input that is representative of the community and enhance outreach efforts to similar populations for future projects.

The plan will be a part of several community events over the summer. On Tuesday, June 28, a bilingual (English/Spanish) community forum will engage participants on healthy eating and active living and what communities should be doing to improve their built environment. This event, sponsored by the City of Gresham's Healthy Eating Active Living program, will take place from 5:30 to 7:30 p.m. at the Rockwood Library, 17917 SE Stark Street.

Input from this and other events will influence the East Metro Connections Plan and other local processes. The East Metro Connections Plan brings governments together to develop a community investment strategy that supports the prosperity and livability of the East Metro area. Born out of a transportation focus, it breaks new ground by linking previously separate efforts on jobs, parks, housing, equity and transportation. In this way, different investments reinforce each other and can add up to more than the sum of their parts. It will result in agreement on near- and long-term investments. In your neighborhood, these improvements should help you and your neighbors meet your daily needs. For example, you may see new or safer crosswalks and better traffic flow at intersections.

[Get details on the June 28 Healthy Eating Active Living community forum](#)

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The funding for the project came from the Metro Parks Bond. The project was designed by Harper Houf Peterson Righellis Inc. The permitting was done by ESA and Associates. The boardwalk was designed by Scott Sloan, City of Wood Village. Construction was by Henderson Land Services.



The process is not yet complete and may never be as the City looks to the future for what else might be done to add value to the natural environment and opportunities for all of us to experience it.



Investing in Wood Village and the East Metro area

by Metro Councilor Shirley Craddick

One of my goals as your Metro Councilor is to do what I can to ensure that Wood Village's aspirations come to fruition. This part of the Metro region needs more jobs; good jobs that can support a family. Metro and the City of Wood Village are being proactive on this front by partnering with other nearby cities on the East Metro Connections Plan.

This effort will bring governments together to identify important public investment projects and commit to implementing those that **advance our prosperity**. Agreement on near- and long-term investments increases our ability to leverage regional, state and federal funds for our communities.

In **your neighborhood**, these improvements would help you and your neighbors meet your daily needs. For example, you may see new or safer crosswalks and better traffic flow at intersections. For employers and community developers, a plan with agreement from local jurisdictions that looks out to 2035 provides certainty and incentive for long-term investments.

East Metro Connections Plan will be successful to the degree that it reflects the values and interests of the community it is intended to serve. **That means there's an important role for you!**

- Visit the project website at www.oregonmetro.gov/eastmetro
- Sign up for email updates by sending a request to trans@oregonmetro.gov
- Request a briefing for your neighborhood association or local event
- Attend a Steering Committee meeting and share your comments
- Participate in public workshops later this year; stay tuned for more information or check the project website



Next steps include

- Spring 2011 – Identify the problems we need to solve
- Summer 2011 – Develop potential solutions
- Fall 2011 – Evaluate and prioritize solutions
- Winter and spring 2012 – Agree on local and regional actions to implement solutions

We hope you will become involved and let us know if you have questions, 503-797-1756.

East Metro Connections Plan

Investing in Troutdale and the East Metro Area

by Shirley Craddick, Metro Councilor



One of my goals as your Metro Councilor is to do what I can to ensure that Troutdale's aspirations come to fruition. This part of the Metro region needs more jobs, good jobs that can support a family. Metro and the City of Troutdale are being proactive on this front by partnering with other nearby cities on the East Metro Connections Plan.

This effort will bring governments together to identify important public investment projects and commit to implementing those that advance our prosperity. Agreement on near and long-term investments increases our ability to leverage regional, state and federal funds for our communities.

In your neighborhood, these improvements would help you and your neighbors meet your daily needs. For example, you may see new or safer crosswalks and better traffic flow at intersections. For employers and community developers, a plan with agreement from local jurisdictions that looks out to Year 2035 provides certainty and incentive for long-term investments.

The East Metro Connections Plan will be successful to the degree that it reflects the values and interests of the community it is intended to serve. That means there's an important role for you!

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Next steps include:

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- Fall 2011 – Evaluate and prioritize solutions
- Winter and spring 2012 – Agree on local and regional actions to implement solutions

Let us know if you have questions, by calling the Metro Planning Department at 503-797-1756. We hope you will become involved.

History Tidbit

by Tim Hills, McMenamins Historian

(Continued from Page 1)

A series of floods and fires brought prosperous saloonman Joe Penny to Edgefield; family politics brought General Stonewall Jackson's nephew here. Frankie of Frankie and Johnny notoriety had just won the prestigious Urban League award when she became a ward of the county. Then, there was Mrs. McMenamin, who told her boys that such a fate would be theirs, too, if they kept on with those taverns... they did; she was right, but it's turned out quite nicely in the end.

Of course, the McMenamin brothers wouldn't have been able to launch their Edgefield adventure had it not been for the tenaciousness of the small but mighty Troutdale Historical Society, which kept the wrecking ball from swinging.

Maintain Your Street Trees

The City of Troutdale needs your help to keep our streets clean and neighborhoods livable. Please do your part to trim the street trees adjacent to your property to these height requirements. Troutdale's Municipal Code requires that street trees be maintained at a height of 11 feet over the curb and 7 1/2 feet over the sidewalk. Any limbs that obstruct street and stop signs should be trimmed. For questions regarding street trees or street sweeping, call the Public Works Streets Division at 503-674-3300.

Our office has been receiving an increasing number of inquiries regarding chickens and roosters. We do not as yet have a Municipal Code addressing the issue.

CODE CORNER

by John Copeland, Code Enforcement Officer

Can I Raise Chickens in Troutdale?

Under the City of Troutdale Development Code, Chapter 3, Zoning Districts, the only locations where live-stock or poultry can be kept are those lots zoned R-20, low density residential. These lots have a minimum lot size of 20,000 square feet per single family dwelling. On R-20 lots the code states that no poultry or livestock, other than household pets, shall be housed within 100 feet of any residence other than a dwelling on the same lot.

The cities of Portland and Gresham both have specific municipal codes relating to chickens and roosters. They allow up to three chickens to be kept in residential areas after a permit has been obtained. Both cities prohibit roosters. There are a number of restrictions regarding coops and runs. Both must be at least ten feet from all property lines and coops must be at least twenty five feet from residences on a different lot or parcel.

For the time being we are advising those who wish to have chickens that we will allow up to three chickens, but no roosters, as long as we don't receive nuisance complaints from neighbors. Most of the complaints our office receives are regarding roosters crowing at all hours and disturbing nearby residents.

At this point we do not have a permit process so we will respond to complaints on a case by case basis; however, construction of chicken coops will be subject to the accessory structure standards of the Troutdale Development Code.



Check with the Community Development Department for those standards at 503-674-7228.

Another issue that generates a large number of complaints this time of year is tall grass and weeds.

Troutdale Municipal Code 8.28.070(19) - Prohibits uncontrolled or uncultivated growth of weeds, brush, poison

Grass: How High is Too High?

oak, poison ivy, tansy ragwort or grasses over fourteen inches in height which offer vector or rodent harborage, contribute noxious pollens to the atmosphere, constitute a fire hazard or unreasonably interfere with the use and enjoyment of abutting public or private property.

This code applies to the whole property, not just the front yard. It is much easier to keep a yard maintained than it is to bring it into compliance after it gets out of control. Please do your part. Together we can ensure that Troutdale continues to be a great place to live.

Building Department Changes Begin July 1

Inspection schedule and permit counter assistance is affected, so call before you go to City Hall!

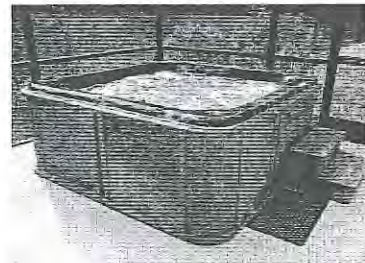
Effective July 1, 2011, The Building Safety Department will perform inspections ON TUESDAYS AND THURSDAYS ONLY. Please request your inspection by phone at 503-674-7204, or by fax at 503-667-0524, or e-mail inspection@ci.troutdale.or.us.

Before coming to visit, please call ahead at 503-674-7229 or 503-665-5175 to ensure that Building Safety Department staff is available to see you. You can also visit our web site to view a monthly inspection calendar at <http://www.ci.troutdale.or.us/building/> and click the calendar icon.

Things to Know Before Installing that Hot Tub or Swimming Pool

Thinking about installing a hot tub or an above ground swimming pool? You need to know that there are certain code requirements that go along with these additions to your property. The following regulations and questions apply to hot tubs and above ground pools over 24 inches in depth.

You must apply for a City Development Permit before installing the hot tub or pool. The permit application asks that you show where the hot tub or pool will be located on the property, its dimensions, and the maximum depth of water it can hold. The Development Permit fee is \$25.00. Review time is less than one week. Permit applications can be obtained from the City's Community Development Department.



Troutdale Development Code requires you to enclose your spa or swimming pool with a fence or other enclosure.

- A hot tub or pool must be placed at least three feet from the house.
- A fence at least four feet high with a self-closing, self-latching gate is required around the pool or hot tub.
- The hot tub or pool must be set back from the rear and side property lines the same distance as is required for other residential accessory structures (the setback differs by zone).
- Electrical and plumbing permits might also apply. Check with the Building Department about these permits.
- Where will you drain the hot tub or swimming pool? Draining the water into the street is prohibited. Draining the water onto the ground must not flow onto your neighbor's property. Draining water to the sanitary sewer system requires a plumbing permit and authorization from the City Public Works Department.

Follow these rules and you are on your way to enjoying the simple pleasures that a home hot tub or swimming pool has to offer. For questions and assistance in this process, or to obtain the Development Permit Application, please call the Senior Planner at 503-674-7228.

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How do you get around East Metro? Take a short survey

Help decision-makers understand what you experience as you drive, bike, walk or take transit in the East Metro area. Next spring, the cities of Gresham, Fairview, Wood Village and Troutdale will prioritize near- and long-term transportation investments. Participate in a short survey to let them know what works for you and what you think should be improved.

In your neighborhood, these future improvements should help you and your neighbors meet daily needs. For example, you may see new or safer crosswalks and better traffic flow at intersections. For employers and community developers, this agreement provides certainty and incentive for long-term investments. Agreement on near- and long-term investments increases local government's ability to leverage regional, state and federal funds for communities.

The East Metro Connections Plan brings governments together to develop a community investment strategy that supports the prosperity and livability of the East Metro area. Born out of a transportation focus, it breaks new ground by linking previously separate efforts on jobs, parks, housing, equity and transportation. In this way, different investments reinforce each other and add up to more than the sum of their parts.

- [Take the survey](#)
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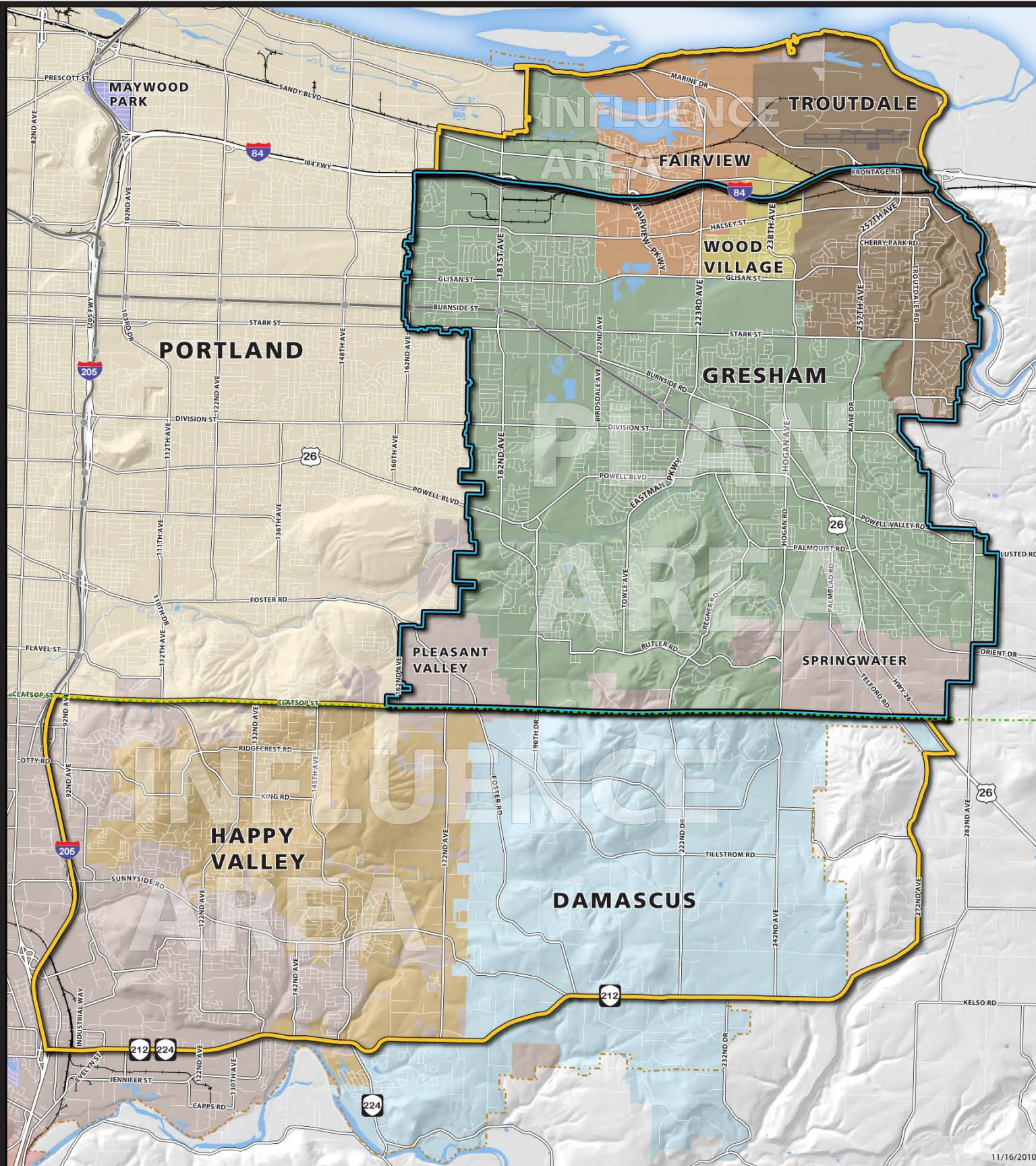
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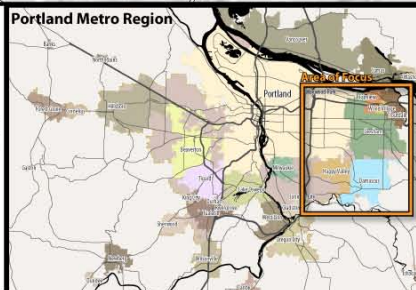
Materials following this page were distributed at the meeting.



East Metro Connections Plan and Influence Areas

- Plan Area
- County Line
- Urban Growth Boundary
- Light Rail
- Railroad

Plan Area (Area for which improvements will be proposed): East Multnomah County, which includes the four city area of Gresham, Fairview, Wood Village, Troutdale and the unincorporated Pleasant Valley and Springwater areas between I-84 (north) and the County Line (south).
 Influence Area: Comprises two areas within two county/six city area (including Happy Valley and Damascus): 1) The portions of the 4 city area between the Columbia River (north) to I-84 (south) and 2) Between the County Line (north) and HWY 212 (south), and I-205 (west) to 272nd Avenue (east). The Influence Area will include a level of analysis sufficient to assess connectivity and land use relationships with the Plan Area.



- Project 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.*

Overview

This document is intended to orient you to preliminary technical findings of the East Metro Connections Plan. The findings focus on the transportation system and related issues. From these findings, we can begin to see problems and opportunities. When we knit these together, we form an overall picture of the problem that the East Metro Connections Plan can address.

The Steering Committee will provide input and seek to confirm a working problem statement. This problem statement is based on what we know now and what we anticipate in the future. The Steering Committee will revisit the working problem statement should we discover new or contrary information.

Next Steps

From a shared understanding of the problem, we can begin to talk about solutions. A range of strategies designed to solve the problems will be proposed and evaluated in fall 2011. The Steering Committee, local elected councils and commissions, key stakeholders and the general public will be asked to provide feedback on proposed strategies.

As the evaluation yields results for consideration, the Steering Committee will work to refine and confirm preferred strategies in collaboration with their respective elected bodies during the winter and spring of 2012. The Steering Committee will also weigh in on an implementation plan that identifies specific investments and gives a blueprint to phasing and funding, in order to achieve the plan goals and move the communities forward, together.

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July 27, 2011

**East Metro
 Connections Plan
 Working Problem
 Statement Packet**

East Metro Connections Plan: Working Problem Statement

The design and function of the road system conflicts with present and future transportation and development goals of the community. A range of system improvements, including system utilization technologies, creating some new capacity, improving bicycle and pedestrian options, should all be considered and evaluated as part of an overall solution. The designated National Highway System freight route does not presently work as needed.

Economic and community development are linked to the transportation system. Economic vitality is hampered by infrastructure gaps (transportation and otherwise) and market conditions, which could be improved with regionally coordinated, targeted investments, local policies and incentives. Near- and long-term gains can be realized through strategies that balance development aims with community health, livability and equity goals.

Working Problem Statement Narrative

There are important East Metro destinations that need better connectivity in order to realize local aspirations.

Opportunities exist to better align roadway function and design, which are currently mismatched. Though all roads need to serve both local and through trips, there is an **underlying tension between drivers moving through the Plan Area and those accessing residential and commercial areas and other local destinations**. This produces problems, including safety and livability issues, land use conflicts and reduced efficiency of the transportation system. These issues are interrelated and impact economic and community development. There may be an opportunity to reduce conflicts through mode “specialization” and associated design and access management techniques. Determining the location(s) for designated freight routes(s) will be a critical, early step.

Currently, **roadway function, rather than capacity, is the larger challenge**. Although drivers may experience delay in some locations at peak periods, roadway capacity in the East Metro Connections Plan Area is not a constraint under existing conditions. Some areas are close to having operational problems and indicate possible future congestion, especially at key intersections including several along 242nd. New growth areas to the south (including Springwater, Pleasant Valley, and Damascus) and to the north (in the Columbia Cascade River District) will increase future demand for travel between homes and jobs in the Plan Area. More will be known about problems under future conditions after thorough analysis scheduled for early fall 2011.

The current **freight route isn't working** as needed. The distribution of vehicle trips (cars, buses and trucks) is relatively balanced across the four primary north/south arterials providing access between I-84 and US 26. However, the designated National Highway System (NHS) freight route along 181st/Burnside poses operational and efficiency challenges for truck drivers, suffers from inherent conflicts between freight and pedestrian, bicycle and MAX users, and is the site of more frequent and serious crashes than elsewhere in the Plan Area.

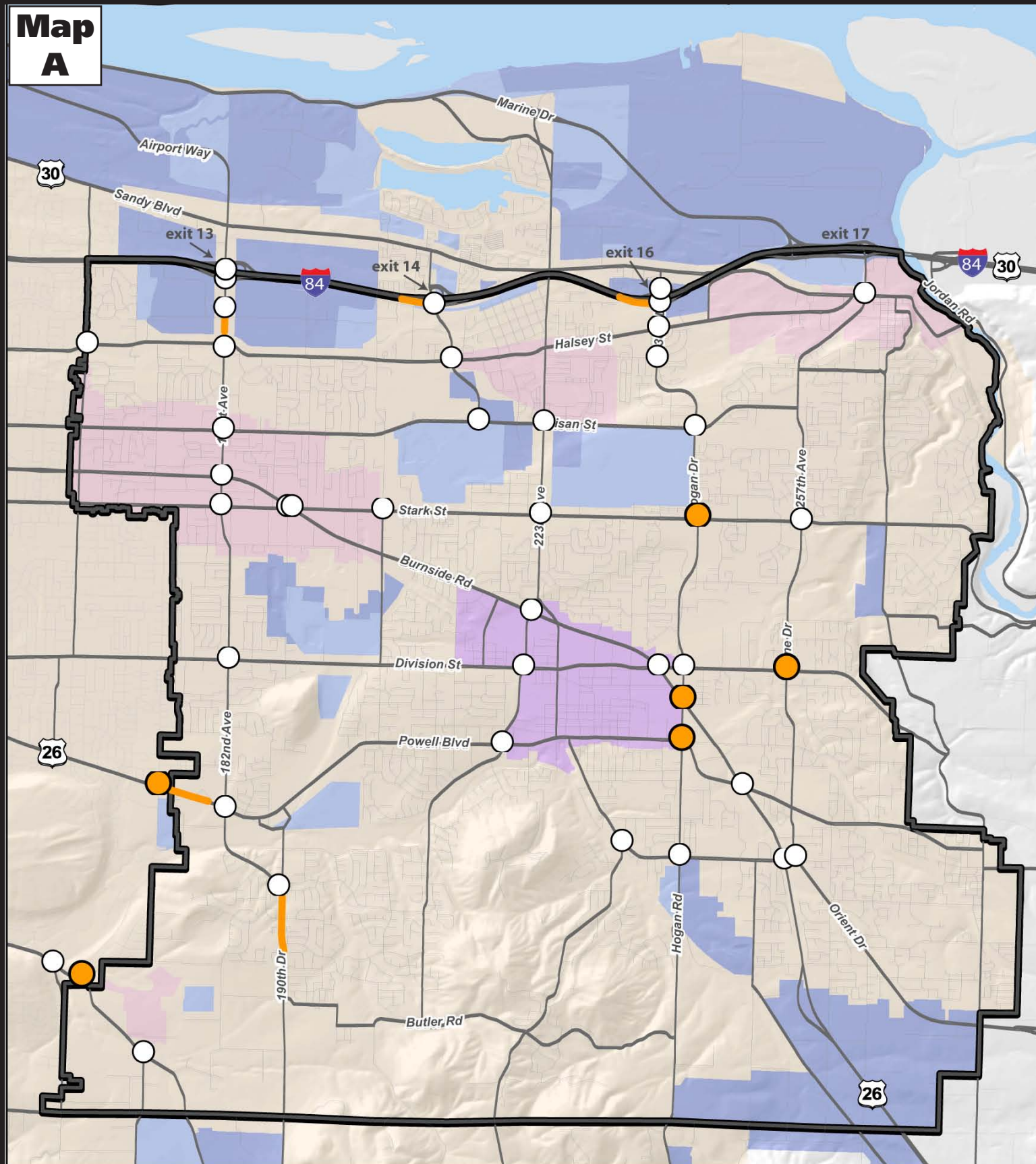
The efficiency of the transportation system needs improvement. Opportunities to use the existing system more effectively include deploying technologies such as synchronized signal systems and by making trips by transit, walking or biking easier for people. Some portion of future roadway demand can likely be effectively managed through targeted investments in system efficiency that will be identified as part of this effort.

Targeted and regionally **coordinated investment** is needed to overcome market and other challenges to desired economic and community development. Factors such as a shared vision of development, in-place plans and policies, access to I-84, available land and proximity to the Columbia River Gorge and Mount Hood recreational areas **position East Metro communities for success**. However, low market values, lack of clear identity, perception of crime in some areas and lack of coordinated planning has prevented centers from achieving the kind of development they seek.

All parties recognize that what benefits one city has direct or indirect benefits for nearby cities. **Infrastructure and economic development are related**. The study area boasts a number of existing large industrial areas, several major employers, with good access to I-84 and airports. However, the need for localized traffic improvements, poor north-south transit access, existing development and lack of unified recruitment strategy has **prevented realization of employment goals**. The Springwater area offers greenfield development potential but needs major infrastructure improvements, better connections to US 26 and I-84 and site assembly to be successful.

Lack of appropriate or complete infrastructure leads to auto dependency in areas and for certain populations. This **inhibits access to goods and services, and upward mobility**. People reliant on transit face challenges because of north-south transit service deficiencies. Gaps in bike paths, trails and sidewalks make longer pedestrian and bicycle trips difficult, which can inhibit use of parks and natural areas and the transit system.

Map A



EMCP - Existing Volume/Capacity Ratio

- road segment greater than 90% capacity (2-hour PM peak, model)
- intersection greater than 90% capacity (1-hour PM peak counts)
- intersection analyzed

- Regional center
- Town center
- Employment Land
- Industrial Land

Areas with Volume/Capacity greater than 90% are considered congested, but not severely congested.

source: 2010 Regional Model, 2011 traffic counts



0 1 Mile



Current Vehicular Conditions

Problem Statement

Area vehicle traffic conditions indicate no significant delay in the overall network.

Although drivers may experience delay in some locations at peak periods, roadway capacity in the East Metro Connections Plan Area is currently not a constraint for the overall road network. With expected future traffic growth, there are several Regional Transportation (RTP) capacity enhancement projects that will likely be needed. Capacity projects to accommodate 2035 growth will be developed, but the level and precise location of needs will not be known until the 2035 traffic forecasts are available.

Given traffic patterns, all major arterials must provide for through-trips as well as local access, and distribute benefits and burdens of growth.

The need to provide for multiple trip modes, destinations, purposes and needs on key arterials often requires skillful design and functionality tradeoffs between speed and safety, development and livability, and other important values. To the extent that revised growth forecasts and better system utilization and multimodal improvements can reduce the need for road capacity enhancements, decision-makers will gain funding and design flexibility to solve safety, operational and efficiency problems. Projects designed to address operational and safety problems, to reduce traffic conflicts with schools and homes, or to increase access to local business and freight reliability and efficiency will be developed. Analysis planned for early fall will lead to strategies addressing a wide range of problems wherever they arise.

Key Findings

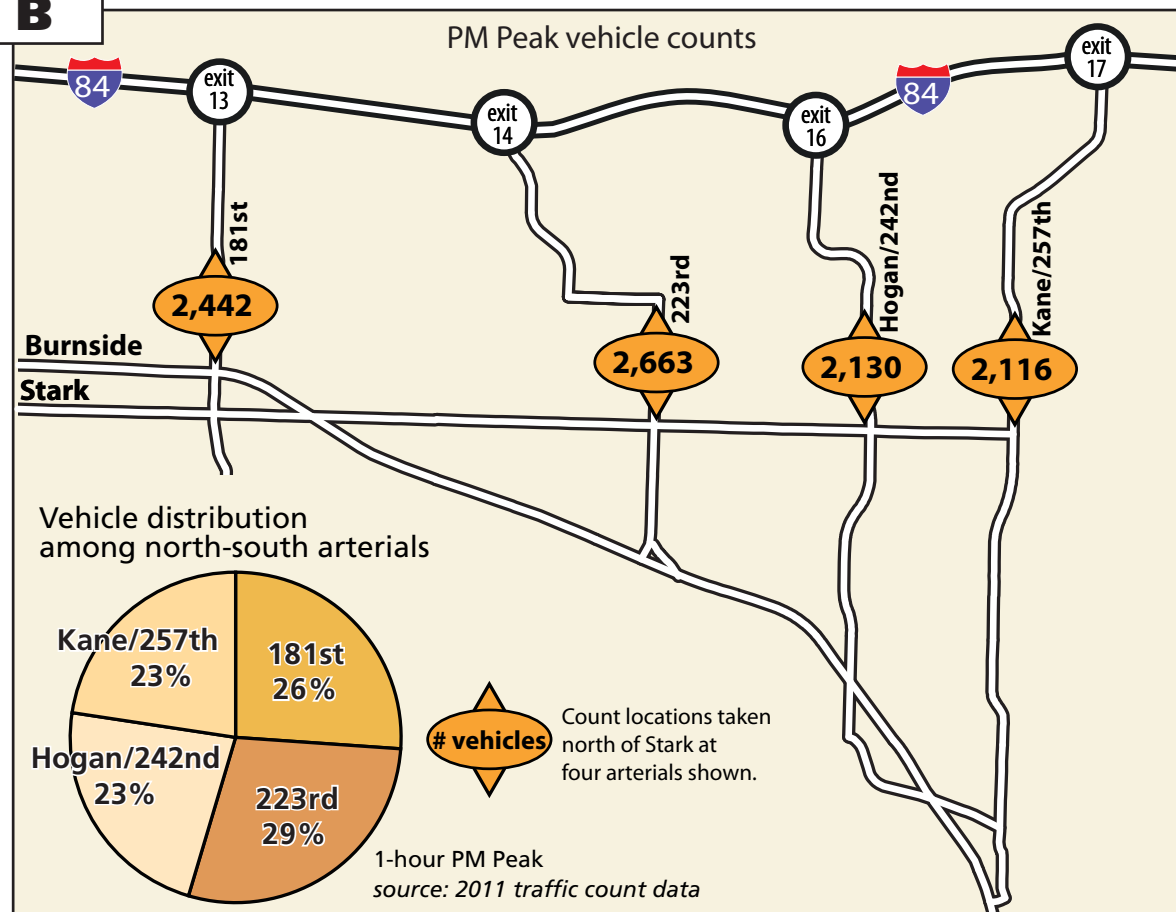
Modeled Level of Service (LOS) shows little congestion in 2010.

There was not severe congestion in 2010: the roadways operate at or better than design capacity in the 2-hour PM peak. Early indications of future problems may correlate to roadways operating at more than 90% of their capacity now; these are shown as orange lines on the map.

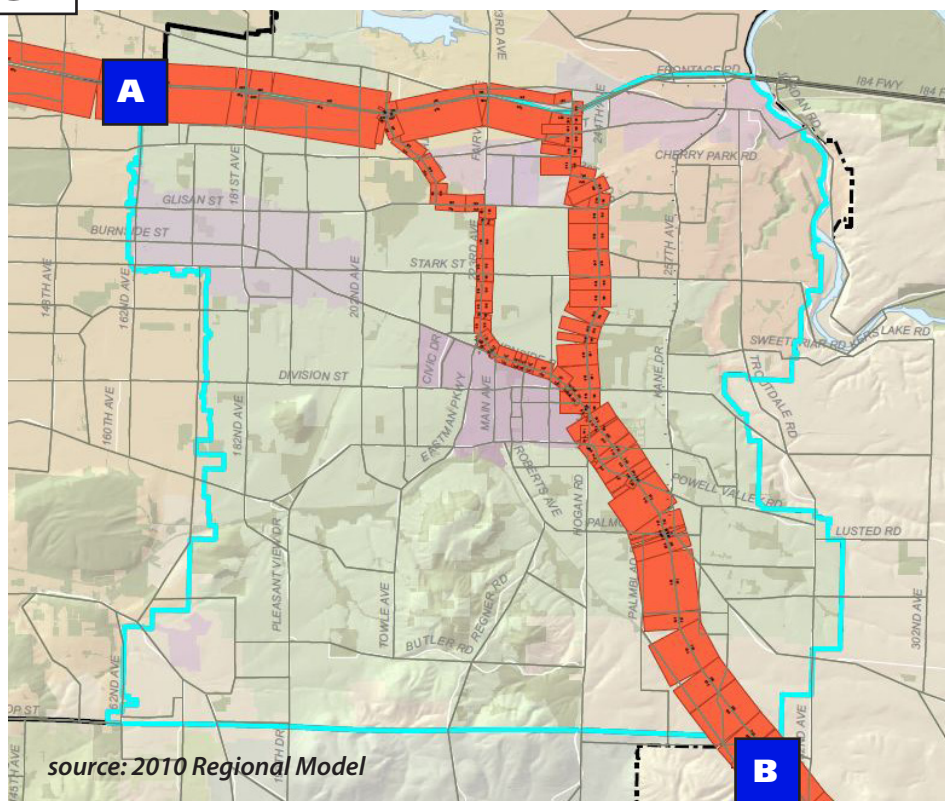
2011 vehicle counts show that intersections operate at or better than design standards.

By Metro regional performance standards, there were no intersection failures in 2011: Studied intersections function at or better than design capacity in the 1-hour PM peak. This typically is a condition where drivers don't have to wait more than one signal cycle to make any desired movement at the intersection. Six intersections are at or above 90% of capacity, indicating that intermittent congestion occurs, but they are operating within regional standards. These locations are shown as an orange circle on the map. Some of these intersections require capacity enhancements or other strategies designed to accommodate 2035 growth, but this will not be known until the 2035 traffic forecasts are available.

Map B Traffic counts show even distribution of all vehicles across four north-south routes.



Map C Through trips from I-84 to US 26 prefer taking Fairview Parkway and 238th interchanges.



This map shows the preferred routes for all vehicles traveling between I-84 (A) and US 26 (B) from the regional transportation model.

Current Vehicular Conditions (Continued)

Key Findings (continued)

Key north/south arterials share the vehicle load

As shown in the schematic map to the left (Map B), actual count data from March 2011 indicates that each key north-south arterial is carrying a roughly similar proportion of the load during the one-hour PM peak period.

The data shown represents north- and south-bound traffic at a location just north of Stark (or, in the case of 181st, just north of Burnside). Stark was chosen because it is well into the Plan Area and is not being overwhelmed by I-84 traffic that does not continue farther into the Plan Area.

Of all vehicle trips in the 2010 2-hour PM peak, the percent of through trips on key north-south arterials is highest on 238th/242nd

- At a point north of Stark, the percent of through-trips on 238th/242nd is approximately 33% during the PM peak, according to the 2010 regional model.
- For the other arterials, the percentage of through-trips is smaller: PM peak traffic on 181st is about 15% through-trips; on 223rd through-trips represent about 13%; and on 257th, about 18% of vehicles are through-trips.

More PM peak drivers traveling between I-84 and US 26 through the Plan Area prefer to use 238th/242nd

Map C shows how the regional travel demand model estimates driver route choice for all vehicle trips that travel between Point A (on I-84) and Point B (at US 26), or vice versa. (To put these trips in context, only about 6% of PM peak trips traveling on I-84 in either direction actually cut through the Plan Area to get to US 26.)

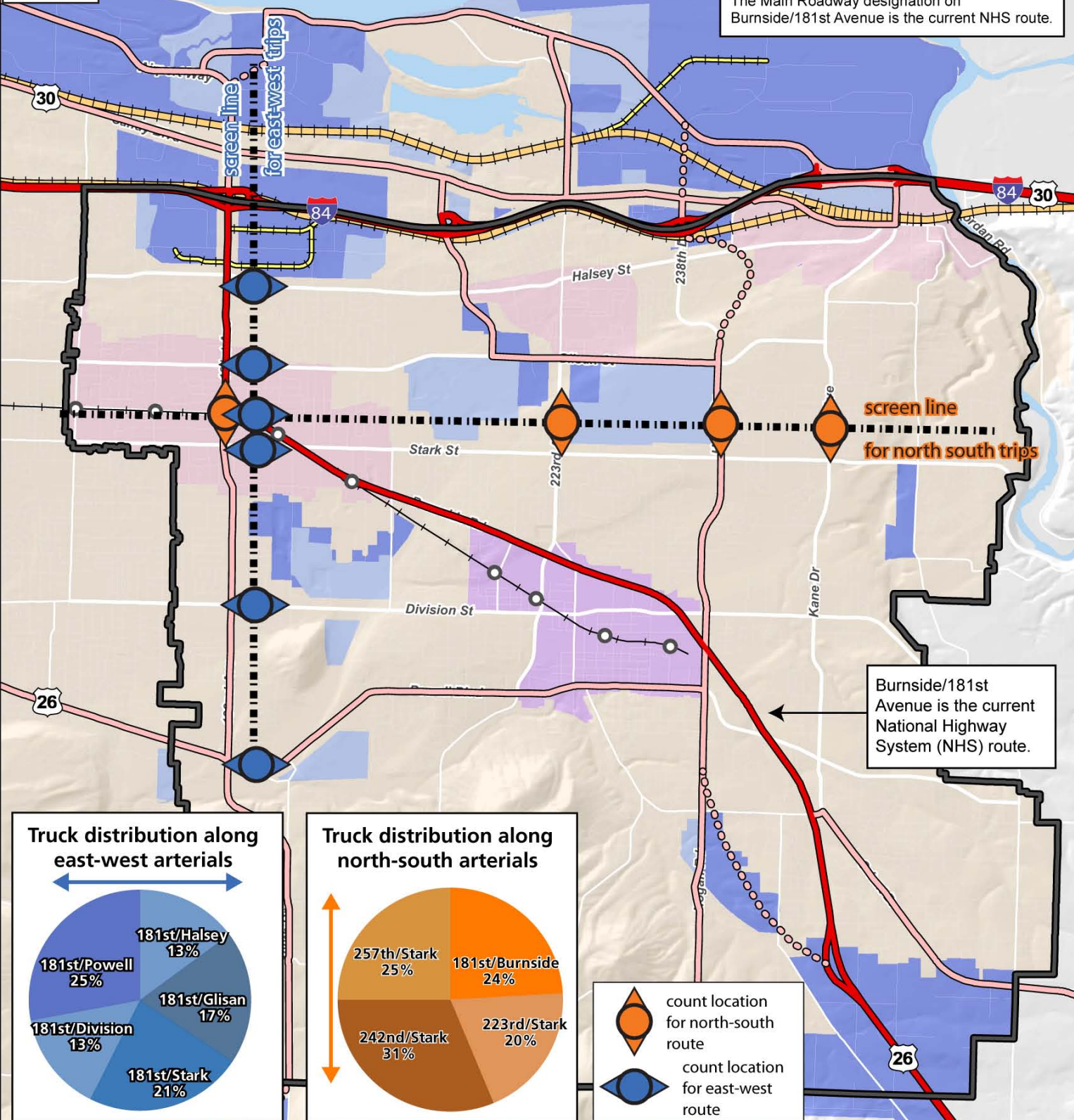
Route choice of through-trips for all vehicles:

- As indicated in Map C, of the 480 westbound vehicle trips on I-84 that are traveling through the Plan Area northbound from US 26, half choose 242nd/238th as the route, and half choose 223rd/Fairview Avenue to westbound Glisan, to northbound Fairview Parkway as the route.
- Of the 800 eastbound vehicle trips on I-84 that are traveling through the Plan Area southbound to US 26, only 16% choose the Fairview Parkway to eastbound Glisan, to southbound 223rd/Fairview Avenue as the route, and 84% choose NE 238th/242nd as the route.

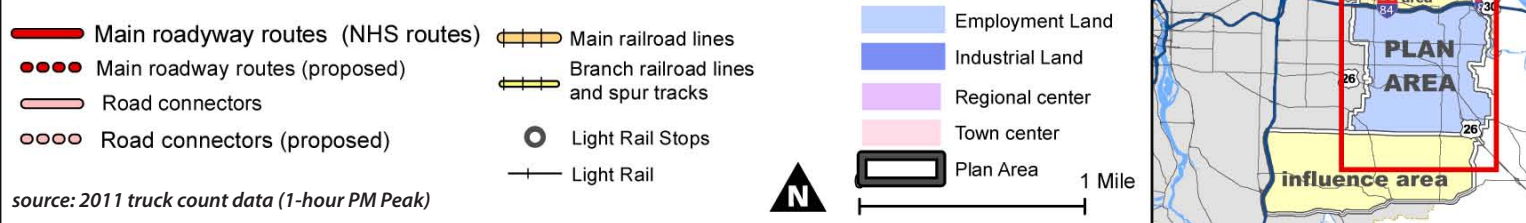
Map A

Freight trips are distributed among the arterials.

The 2035 RTP noted that the mobility function of the proposed road connectors will be addressed by this corridor refinement plan. The Main Roadway designation on Burnside/181st Avenue is the current NHS route.



EMCP - Freight System Designations with 2011 Truck Counts



Freight and Goods Movement

Problem Statement

The area needs safe, efficient freight connections.

Trucks need to move into, out of and through the Plan Area easily, and with the least impacts on other drivers, pedestrians, bicyclists and nearby homes, businesses and schools. To serve existing and future industrial and employment needs, the area needs one or more truck connectors between I-84 and the Columbia Cascades River District and US 26 and the Springwater area. Connections to Highway 212 are also important.

Though roadways serve a range of purposes and users, nearly all must accommodate trucks in some fashion.

Though trucks make up a small percentage of total trips in the Plan Area, their need to serve regional industrial sites, local businesses and homes, means that all major arterials have to work for trucks.

The existing freight route is not functioning well.

The National Highway System (NHS) freight route includes I-84 and US 26. The NHS route connecting those highways is the alignment from I-84, to 181st south, to Burnside Rd. east, to US 26. According to both truck counts and modeled data, many truck drivers choose alternatives to the current NHS freight route. These results confirm anecdotal information from drivers that the official truck route has safety and operational challenges, especially for longer trucks.

Where should the freight route go?

Compared to the designated freight route, both total trucks and through-truck trips are being attracted to other north-south roadways, depending on their entry or exit points. Given that 238th is closed to trucks over 40 feet, where do we want to route freight traffic into and through the Plan Area? How will we design roadways to handle trucks efficiently for both local access and through-movements, and still be safe and livable for all? How can we better communicate truck route information to truck drivers?

Key Findings

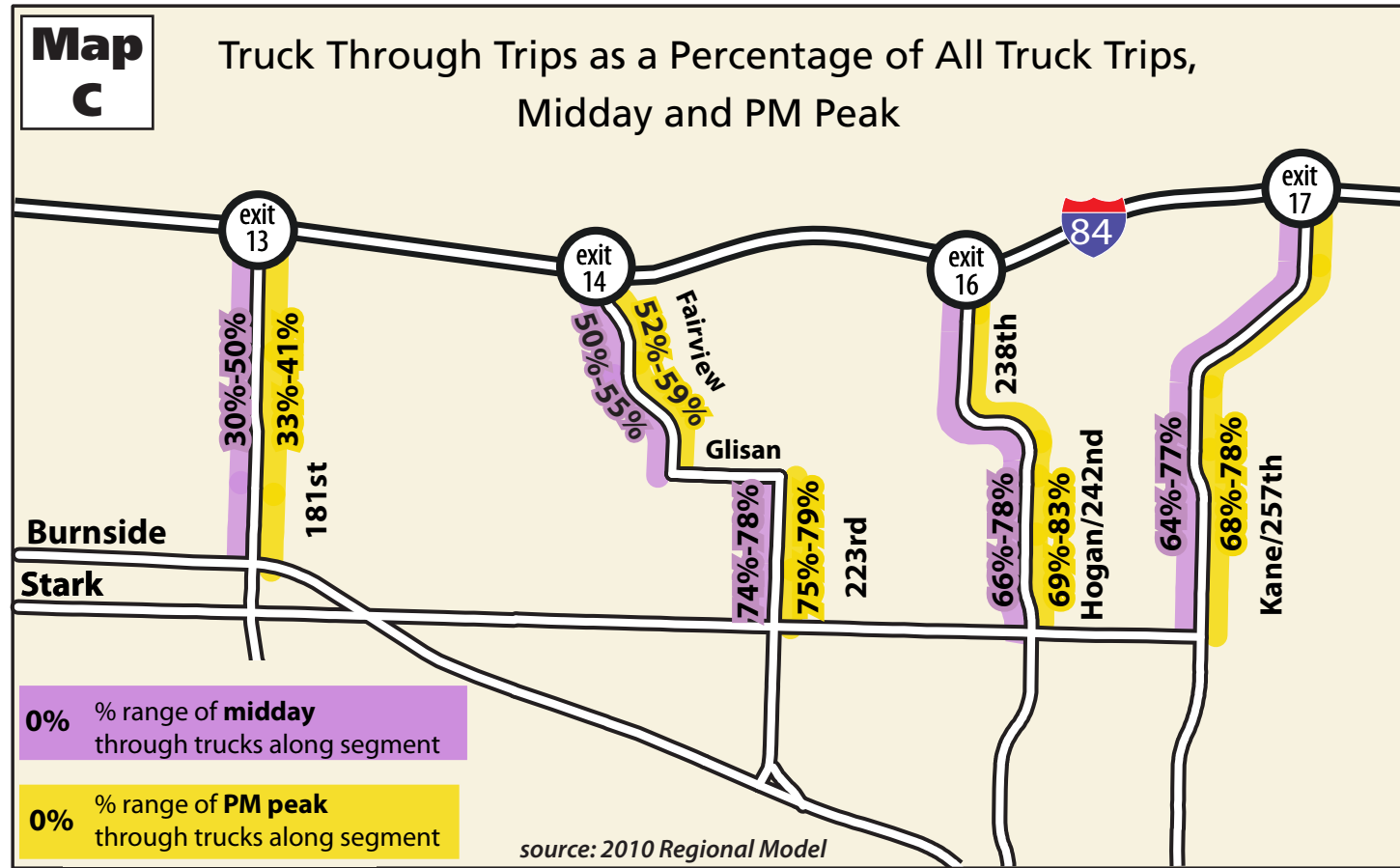
Trucks make up less than 3% of all daily trips within the EMCP Plan Area

- Low concentrations of daily trips made by trucks compared with all vehicles: 2010 model results (Map B) show that on an average weekday, a relatively low percentage of all vehicle trips in the Plan Area are trucks. The percent of average weekday trips that are trucks varies from 0.2% in District 8 to a high of 2.9% in District 2. Higher percentages occur in the northern influence area (7.0% in District 1). The southern influence areas (Districts 9 and 10) are 1.7% and 1.8% trucks, respectively.

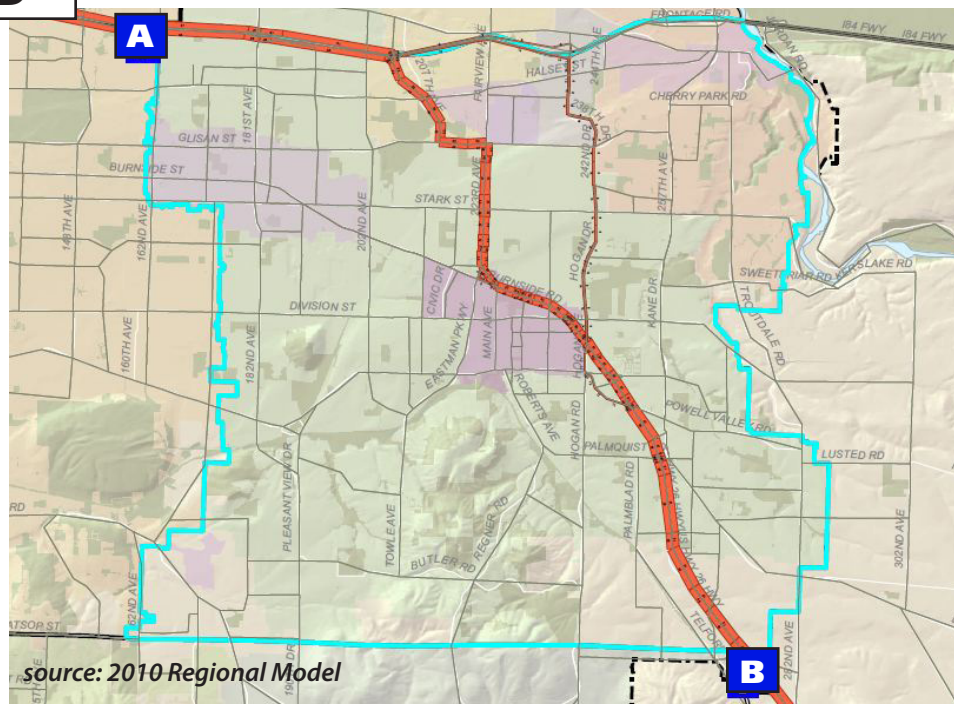
2011 Traffic counts show small numbers of trucks during the PM Peak, with fairly balanced distribution on north-south arterials, at Stark.

- 112 trucks use north-south routes.
- 150 trucks use east-west routes. Powell carries a quarter of that traffic, with Burnside and Glisan carrying roughly 20% each.

According to the transportation model, the designated freight route on 181st has the lowest percentage of truck through trips.



Map D Truck through-trips from I-84 to US 26 prefer Fairview Parkway.



This map shows the preferred routes for truck trips traveling between I-84 (A) and US 26 (B) from the regional transportation model.

Freight and Goods Movement (Continued)

Key Findings (continued)

2010 model results show that truck through-trips do not prefer the designated freight route on 181st/Burnside (See Map C)

Map C shows the percentage of trucks that are through-trips, compared with all trucks at the same location. The map shows both PM peak and mid-day data. It is important to understand that the regional travel demand model analysis (for all vehicles as well as trucks) will assume that drivers choose the most time-efficient route between two points. In real life, of course, some drivers are unfamiliar with local bottlenecks, and daily traffic conditions change.

During the 1-hour mid-day (12-1 PM), which is more representative of the truck peak hour than is the traditional all-traffic PM peak (4-6 PM), the regional travel model shows:

- The highest volume of trucks (115 trucks in both directions, at Stark) is on the Fairview Parkway/223rd route.
- The highest percentage of through-trucks at mid-day is found on 223rd between Glisan and Stark.
- The percentage of through-trucks at 242nd and 257th are similar to each other; slightly less than 223rd.
- However, the percentage of through-trucks on 181st (the designated route) is only 30-50%, which is much lower than the other north-south routes.

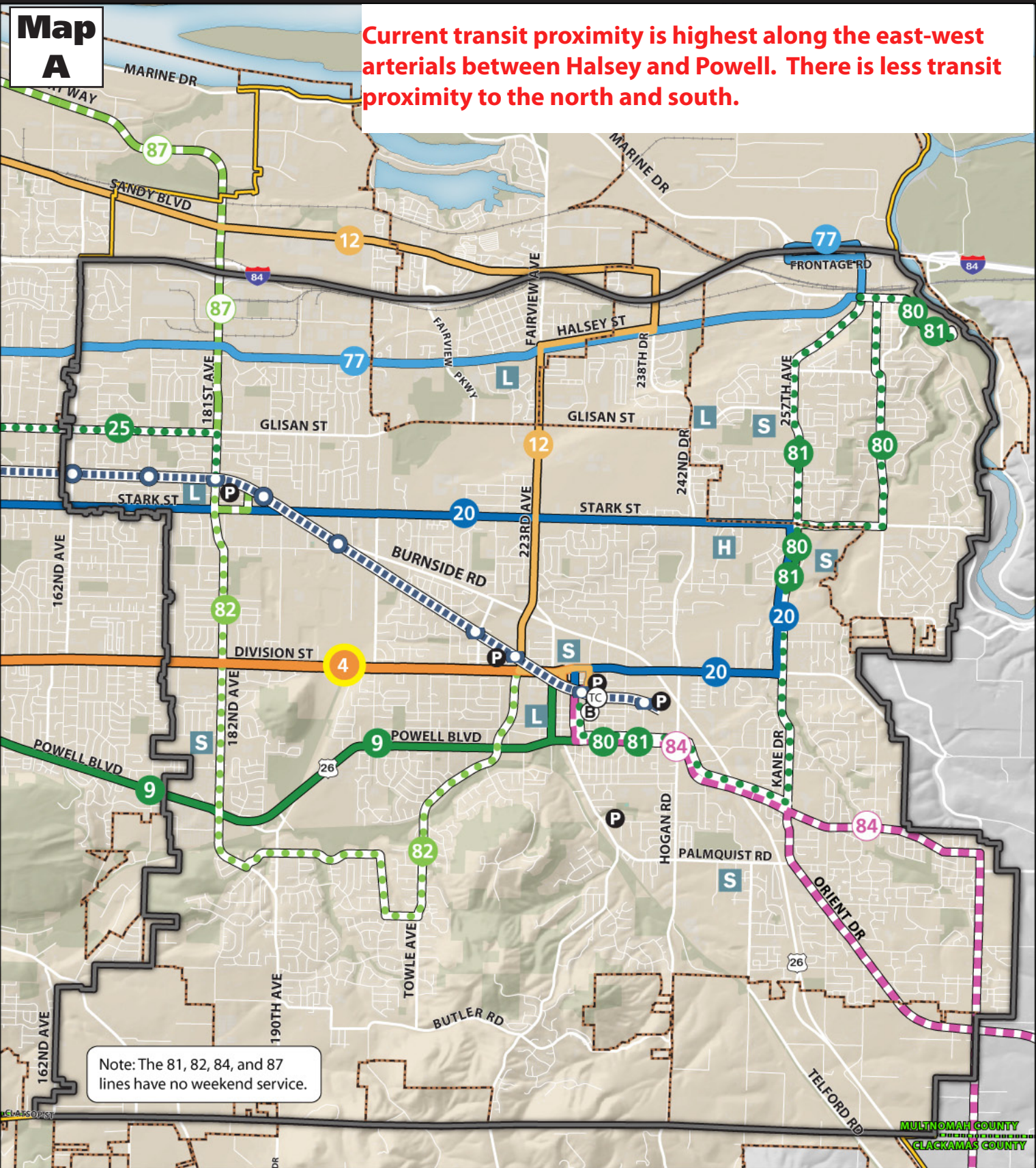
Most truck through-trips connecting between I-84 and US 26 use Fairview Parkway/Glisan/223rd /Burnside route (See Map D)

- Truck-through trips move differently than all-vehicle through-trips. Due to the 40 foot truck length restriction on 238th/242nd between Halsey and Glisan, trucks cutting through the plan area between I-84 (west end of plan area) and US 26 have a different route preference than do vehicle trips as a whole making the same movements during the 2-hour PM peak.
- Fairview Parkway draws more through-truck trips than does the NHS freight route on 181st. As shown in MAP D, according to the travel demand model, with heavy trucks restricted on 238th/242nd from Halsey to Glisan, 75% or more of the truck trips that cut through the plan area in both directions between point "A" on I-84 and point "B" on US 26 choose Fairview Parkway/Glisan/223rd/Burnside as the preferred route.

Early comments from truckers themselves confirm problems with 181st/Burnside

In a small but relevant sample of seven interviewees who attended the June 18, 2011 Oregon Truck Rodeo, truck drivers ranked a list of issues. In order of importance, they ranked reliability, travel speed, safety and the cost of travel as important factors. There are numerous operational issues—especially safety (notably in Rockwood and near Mt. Hood Community College), conflict with MAX trains and riders, access to nurseries with larger equipment, and overall challenges related to turning radii and construction on the designated NHS route. The availability and location of truck parking is another problem drivers identified. There is a need for better information about truck routes for drivers unfamiliar with the area.

A panel of freight experts will be convened to provide additional insight and more detailed understanding of freight challenges, and to identify possible solutions.



Current transit proximity is highest along the east-west arterials between Halsey and Powell. There is less transit proximity to the north and south.

Note: The 81, 82, 84, and 87 lines have no weekend service.

East Metro Connections Plan - Existing Transit

Plan Area	Light Rail	County Line
Influence Area	Railroad	City Line
Frequent Service	Transit Center	High School or College
Standard Service	Bike Parking Facility	Hospital
Infrequent Service	Park & Ride	Library
Rush-Hour Only Service		

Transit

Problem Statement

A sound transit network is critical in providing an alternative to auto transportation for both dependent and choice riders to access jobs, goods and critical services. The Plan Area transit network shown in the map at left provides relatively good access to transit service in the central section of the Plan Area, especially in Downtown Gresham and Rockwood areas, but offers less accessibility in the northern and southern sections.

Addressing transit system problems or deficiencies identified below could help increase ridership by getting people reliably to where they want to go, and providing a better experience for users:

- More frequent and longer-hours of service for north-south transit connections to high employment areas
- Last-mile access to employments areas
- Better access to Mt. Hood Community College
- Improved pedestrian and bicycle facilities at key transit stops

Key Findings

There is good east-west service, with headways ranging from 10-30 minutes at the peak, and 15-30 minutes off-peak.

The Blue Line has the highest route-level productivity (boarding rides per vehicle hour) of all transit lines in the TriMet system, and lines 4, 9, and 20 are among the ten most productive bus lines in the system.

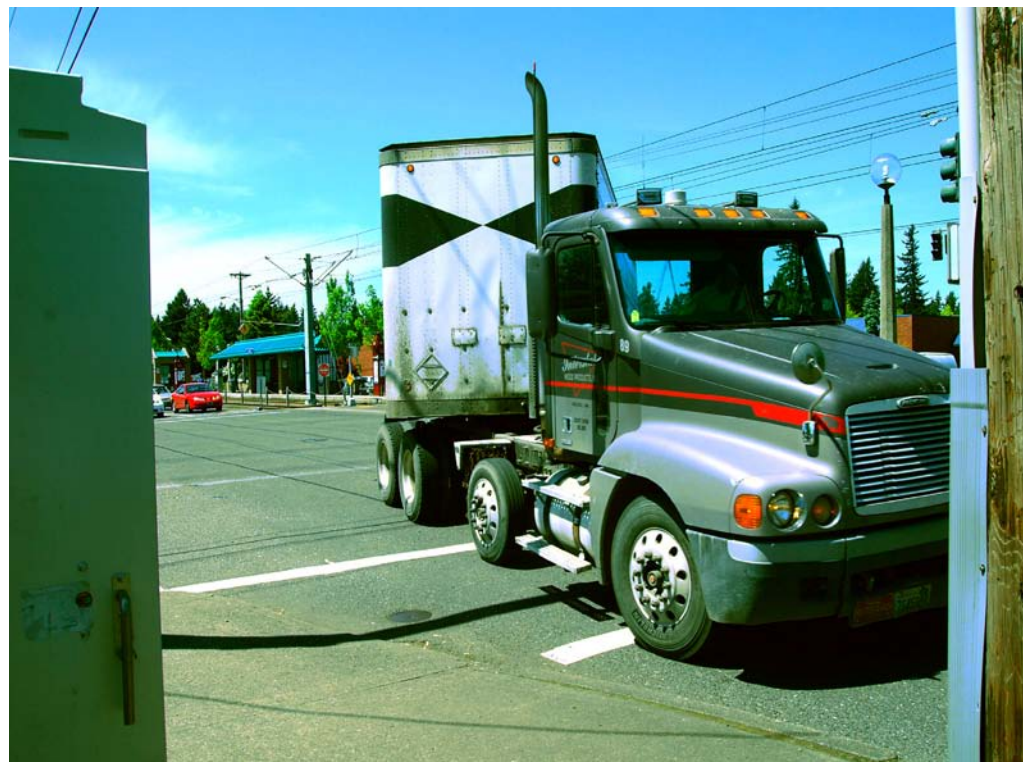
There is relatively less frequent north-south service, with most bus lines running hourly.

North-south corridors currently lack strong anchor nodes for transit-oriented development and high employment areas. In addition, the growing residential community of Damascus, to the south, is not currently within the TriMet Transit District as the rest of the EMCP area is. Consequently, there is less transit demand on the north-south routes compared to east-west routes, which results in lower frequency routes. For more reliable and timely north-south service, the demand for transit needs to be more fully developed. In addition to the infrequent 82 and rush-hour only 87 lines on the 181st-182nd corridor, TriMet's Transit Investment Plan (TIP) identifies the 181st-182nd corridor as a possible Frequent Service upgrade at a later date.

2010 East Metro TriMet Bus Headways (in minutes)

East-West Routes			North-South Routes		
Route	Peak Headway	Off-Peak Headway	Route	Peak Headway	Off-Peak Headway
Blue Line Max	12	15	25-Glisan/Rockwood*	70	70
4-Division	12	17	80-Kane/Troutdale	60	60
9-Powell	15	20/30	81-Kane/257 th	60	60
12-Sandy	30	35	82-Eastman/182 nd	60	60
20-Burnside/Stark	15	20	84-Kelso/Boring	2 AM, 2 PM runs	
77-Broadway/Halsey	15	30	87-Airport Way/181 st	30	N/A

*provides north-south service in Plan Area, but travels east-west between Plan Area and Gateway



Some intersections in the plan area provide operational challenges for truck movement, and can conflict with pedestrians, bicyclists, and transit users.



The City of Gresham recently opened a 177-foot bridge over Powell Boulevard, completing a key link along the 3.29 mile Gresham Fairview Trail. (photo: City of Gresham)



Multnomah County and the City of Wood Village have been working to complete bicycle and pedestrian facilities along Arata Road. (photo: Google Earth)

Active Transportation: Walking, Biking, and Access to Transit

Problem Statement

The bicycle system includes bicycle lanes, low volume streets, regional trails, and bicycle transit facilities. The existing pedestrian system is primarily comprised of on-street facilities that provide for safe walking opportunities. On-street facilities are supplemented with trails and separate sidewalk connections.

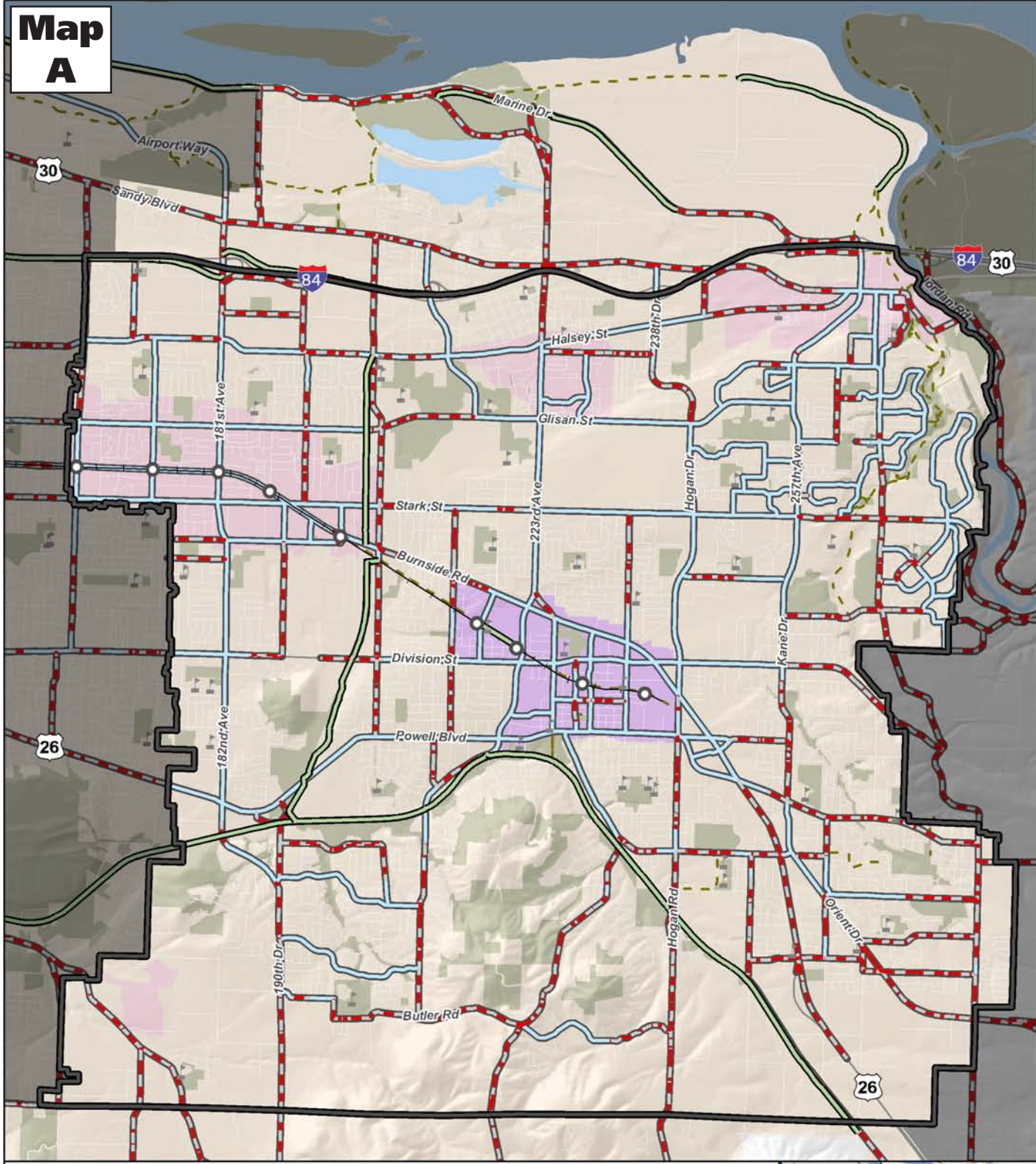
While bike lanes and sidewalks exist on most collector and arterial streets, key gaps in the bicycle and pedestrian network do exist. The maps on the following page show the pedestrian and bicycle facilities in the Plan Area. Areas with facility deficiencies include streets within town centers and commercial areas, such as Arata Road in Wood Village and Halsey Street within Troutdale. A future MAX Path between Rockwood and downtown Gresham would connect two important mixed use shopping areas. The plan area lacks a high-quality trail connection between the Springwater Trail and the Sandy River, a critical link in the 40-Mile Loop regional system.

Safety is also an important concern for those walking and bicycling in the Plan Area. Pedestrian and bicycle activity thrive where the physical facilities are well connected, safe and attractive. There are opportunities to improve safety in the Plan Area. More information on pedestrian and bicycle safety can be found on page eleven.

Key Findings

A network of on-street and off-street bikeways and walkways integrated with transit make travel by foot and bike safe, fast and enjoyable. Gaps in the regional spine of the active transportation network (bike paths, trails, sidewalks) make longer pedestrian and bicycle trips more difficult and can inhibit use of important parks and natural areas, while key local and intermodal hub gaps reduce access to the network and in some cases to the transit system. Trails serve local residents as well as tourists; they provide recreation and healthy activity as well as commute alternatives.

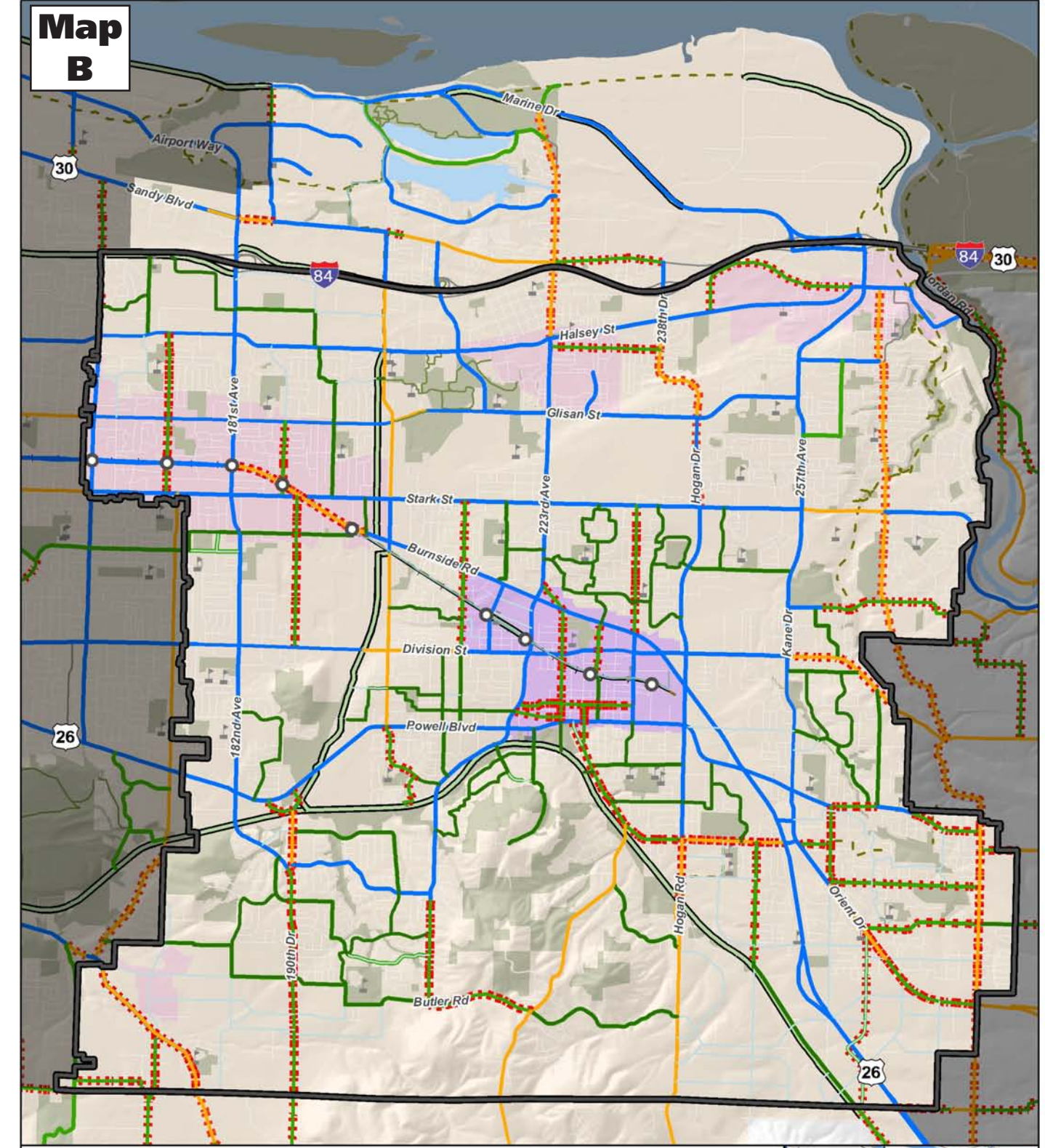
- Due to scarce resources, and a historic lack of funding, it is critical to prioritize bicycle and pedestrian investments and link them to road infrastructure improvements.
- The East Metro pedestrian network should provide safe, comfortable access to key destinations, including commercial areas, schools, transit stops, and places to live, work and play. Walking for short distances is an attractive option for most people when safe and convenient pedestrian facilities are available.
- Sidewalks exist on most of the collector and arterial streets; notable exceptions include portions of Halsey, Arata Road, 223rd, Stark, Division, and collectors south of Powell Boulevard. The map on the next page shows existing locations of sidewalk deficiencies on non-local streets.
- Bicycle facilities exist on most collector and arterial streets in the Plan Area. Notable exceptions include portions of Arata Road, 223rd, 238th, Stark, Division between the Gresham-Fairview Trail and Wallula Street, and some collector streets south of Powell Boulevard. The map on the next page shows locations of existing bicycle facilities.
- The plan area includes important regional trail facilities, including the Springwater Corridor Trail, the Gresham-Fairview Trail, and the 40-Mile Loop Trail. Future trails include the completion of the Gresham-Fairview Trail north of Halsey, the MAX Path between Rockwood and Downtown Gresham, the Reynolds Trail/40-Mile Loop connection to downtown Troutdale, and the 40 mile Loop Connection from Troutdale to Springwater Corridor.
- Analysis will assess the system gaps based on priority access to key destinations, street crossings, access to transit, and safety.



EMCP - Existing Sidewalks and Sidewalk Deficiencies

Sidewalk	Schools	Sidewalk deficiency is defined as a street segment that does not have sidewalks substantially complete on both sides of the street. Local streets are not included in this analysis.
Sidewalk deficient	Parks	
Regional multi-use path	Regional center	
Planned Trail	Town center	
	Plan Area	

0 1 Mile



EMCP - Existing Bicycle Routes

Bike lane	Regional multi-use path	Schools
Low traffic through street	Planned Trail	Parks
Moderate traffic through street	Plan Area	Regional center
High traffic through street		Town center
Caution area		

0 1 Mile

System Utilization

Problem Statement

In a time of shrinking resources, it has become more important than ever to make efficient use of the existing transportation system. Below are key obstacles to achieving this efficiency:

- The Plan Area does not have much all-day frequent bus service; line 4-Divison and MAX blue line are the existing frequent service routes. Without frequent service to desirable places, people are either encouraged to drive, or are left with limited access to jobs, schools and other important destinations.
- The Plan Area has an abundance of free parking, which encourages driving.
- Some travel delay and congestion is due to suboptimal traffic management. FHWA recommends that signal timing be reviewed every three years. Signal timing needs to be assessed for corridors that have not been timed recently.
- East Metro has had mixed results with Transportation Management Associations (TMAs) that support transportation demand management. The Gresham TMA is expanding its service area beyond downtown to include employers in its industrial districts. However, the Troutdale TMA is no longer in operation.

Key Findings

Making the best use of the existing transportation system.

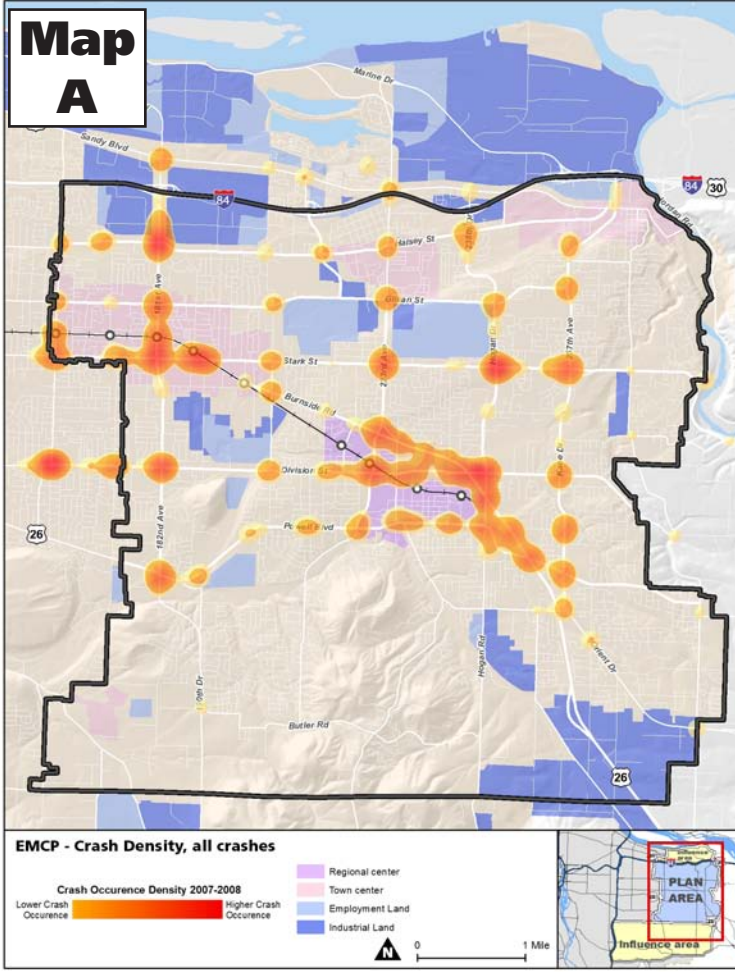
The Regional Transportation Plan (RTP) calls for maximizing system operations by implementing management strategies prior to building additional motor vehicle capacity. The RTP's Transportation System Management and Operations (TSMO) Plan provides cost-effective strategies to maintain mobility, improve access and safety, and support sustainable travel choices associated with regional and town center designations.

East Metro communities are investing in TSMO strategies to improve travel flow. Many corridors have been upgraded with new traffic management equipment and updated signal timing in the last few years. For example, sophisticated signal timing improvements were recently implemented on 181st.

- It is desirable to improve transit service by increasing the number of routes with frequent service and installing transit signal priority technology on frequent bus routes.
- In areas where parking demand is at 85% or more of capacity, there is opportunity to institute parking management strategies to promote alternatives to driving alone.

Examples of System Management	
<p>Multimodal Traffic Management</p> <ul style="list-style-type: none"> • Traffic signal coordination • Transit signal priority treatment • Detection and countdown timers for bicycles and pedestrians 	<p>Transportation Demand Management</p> <ul style="list-style-type: none"> • Ridesharing • Collaborative marketing (e.g., Drive Less Save more campaign) • Individualized marketing (e.g. SmartTrips residential outreach) • Transportation Management Associations (TMA), such as the Gresham TMA. • Employer outreach
<p>Traffic Incident Management</p> <ul style="list-style-type: none"> • Improve surveillance • Expand incident management teams and training 	<p>Traveler Information</p> <ul style="list-style-type: none"> • Real-time traveler information for freeways and arterials • Enhance traveler information tools, including trip planning for transit, bike and walk trips.

What is TSMO?
 Transportation System Management and Operations (TSMO) is a set of integrated transportation solutions intended to improve the performance of existing and new transportation infrastructure. Through a combination of transportation system management (TSM) and transportation demand management (TDM) systems, services and projects, TSMO addresses transportation goals such as mobility, reliability, safety and accessibility, which have traditionally been achieved via larger scale, expensive infrastructure investments.



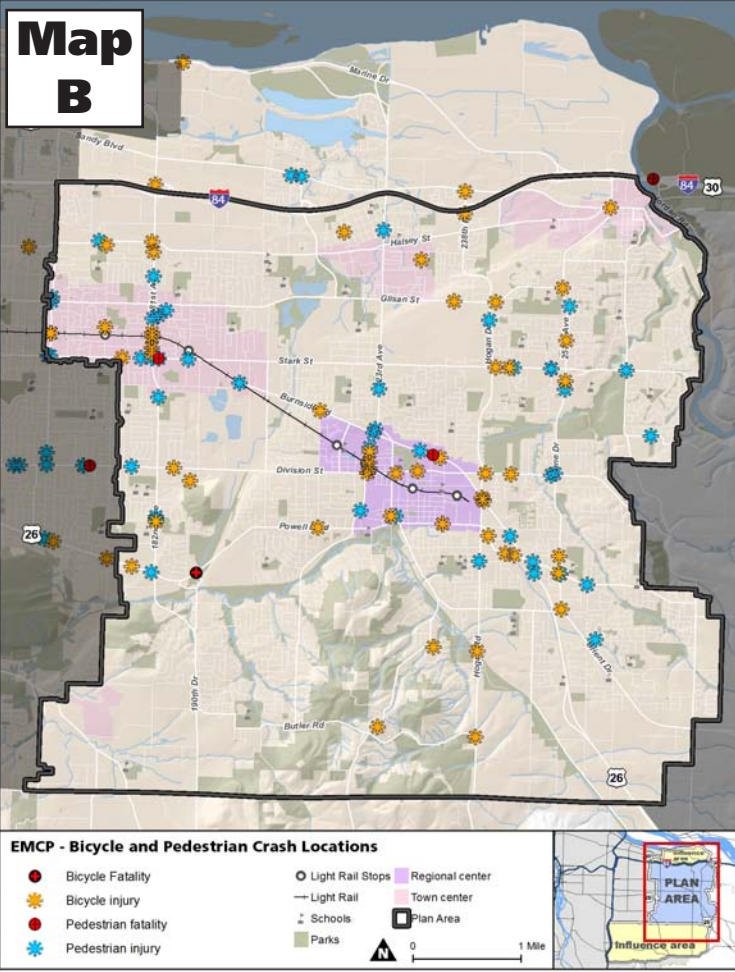
All Crashes - by Full Corridor

2007 - 2008 - 2009 Data



Rank	Corridor	Limits	Miles	SPIIS-based Relative Score
1	Division	148th 257th	5.38	521
2	182nd/181st	I-84 Powell	3.49	487
3	238th/242nd/Hogan	I-84 Powell	3.09	449
4	Stark	181st 257th	3.82	395
5	Powell	148th 257th	5.87	348
6	Burnside	181st 257th	4.68	342
7	257th/Kane	I-84 Palmquist	4.19	258
8	Glisan	181st 257th	3.84	250
9	223rd/Eastman	I-84 Powell	3.13	227
10	Halsey	148th 257th	5.86	176
11	207th	I-84 Glisan	0.86	35

What is the Safety Priority Index System (SPIS)?
 Initial safety analysis was conducted using methods from the ODOT Safety Priority Index System (SPIS). SPIS scores are developed based upon crash frequency, severity, and rate. Corridors in the table are ranked according to their SPIS score.
 The score reflects crash points per mile of roadway length. Crash points are assigned an 100 points for a fatal or severe injury, and 10 points for other injury.



Ped/Bike Crashes - by Full Corridor

2007 - 2008 - 2009 Data



Rank	Corridor	Limits	Miles	Ped-Bike Score
1	Division	148th 257th	5.38	201
2	182nd/181st	I-84 Powell	3.49	138
3	Stark	181st 257th	3.82	115
4	Powell	148th 257th	5.87	106
5	257th/Kane	I-84 Palmquist	4.19	88
6	Burnside	181st 257th	4.68	88
7	238th/242nd/Hogan	I-84 Powell	3.09	65
8	Glisan	181st 257th	3.84	29
9	Halsey	148th 257th	5.86	20
10	223rd/Eastman	I-84 Powell	3.13	16
11	207th	I-84 Glisan	0.86	0

What is the Safety Priority Index System (SPIS)?
 Initial safety analysis was conducted using methods from the ODOT Safety Priority Index System (SPIS). SPIS scores are developed based upon crash frequency, severity, and rate. Corridors in the table are ranked according to their SPIS score.
 The score reflects crash points per mile of roadway length. Crash points are assigned an 100 points for a fatal or severe injury, and 10 points for other injury.

Safety

Problem Statement

Elected officials, members of the public, school representatives and truck drivers all express concern about safety within the Plan Area. Passenger/freight conflicts, as well as pedestrian/vehicle conflicts rank high, along with concerns for the safety of children traveling to school, or playing near homes, parks or school facilities.

There are opportunities to improve roadway safety in the Plan Area, but specific strategies must be designed to respond to fully understood problems. The causes and potential solutions for safety problems will be an important focus of the study.

Key Findings

Initial review of safety data (illustrated in the maps and tables to the left) points to areas for closer analysis and attention.

Noteworthy traffic safety hotspots for “all crashes” include:

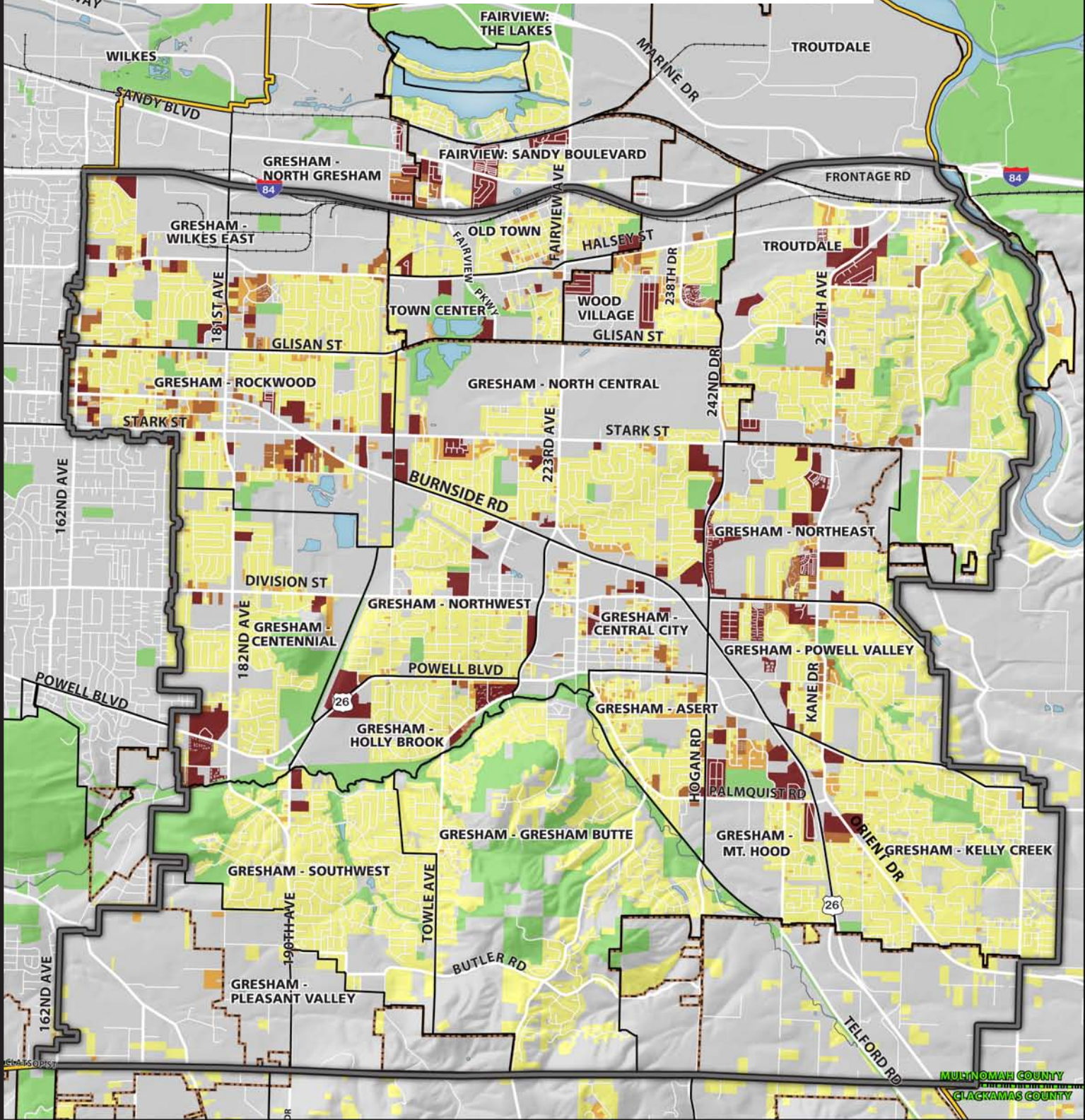
- SE Division from SE 182nd to SE 257th/Kane Drive
- NE 181st in Rockwood from SE Stark to NE Glisan
- NE 181st north of Rockwood from Glisan to I-84
- 238th/Hogan from Division to Powell

Areas of concentrated bicycle and pedestrian crashes in the analysis include:

- 181st in Rockwood, along Stark and Burnside
- 257th adjacent to Cherry Park Rd in Troutdale
- Downtown Gresham along Eastman and Burnside
- US 26 adjacent to the Powell/Burnside intersection

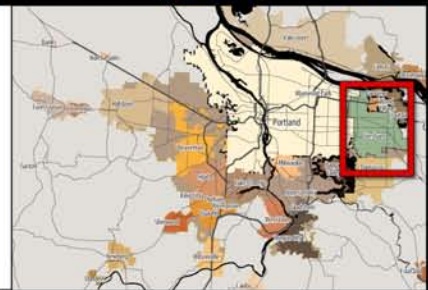
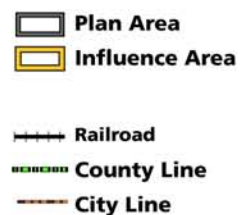
Map A

The Plan Area includes many single-family neighborhoods. Multi-family housing is concentrated along arterials.



East Metro Connections Plan - Existing Households

Taxlots on this map are symbolized by the number of housing units. Parcels that are grey either do not contain housing or are outside the plan or influence areas.



Households, Jobs, and Demographics

Problem Statement

The East Metro Plan Area has abundant natural and human resources that will continue to attract people to make their home here. However, the new regional population and jobs forecast for the year 2035 shows that although there will be increases in housing and employment, these will be different than previous forecasts. Specifically, *due to the lengthy, severe recession, the new forecast has significantly fewer jobs than the previous forecast.*

With fewer jobs forecast over the next 25 years than previously forecasted, it is more critical than ever to target scarce funds effectively to support the health of residents, the livability of communities and the vitality of businesses.

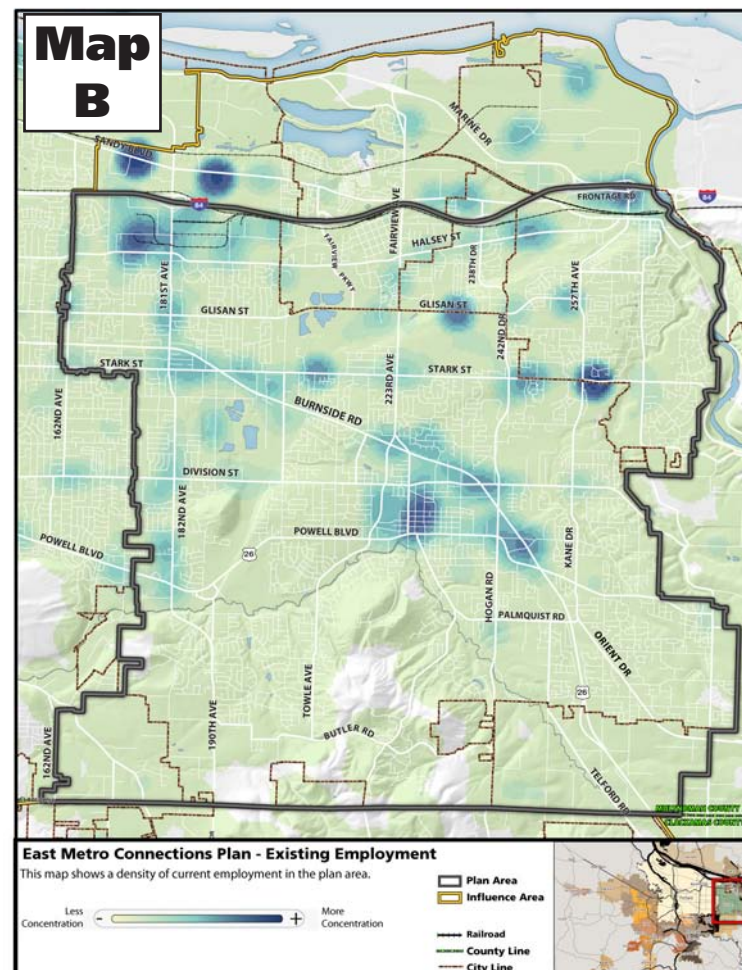
In addition, the Plan Area has concentrations of poverty and ethnicity that are greater than the regional average.

The EMCP investment strategy will evaluate the benefits and burdens of proposed projects based in part on demographics and geographic distribution. The project will also assess how investments can provide access to opportunities – jobs, healthy food, education, health care, financial, commercial, recreation for the residents of East Metro. As such, it is important to understand key demographic trends in the study area.

Key Findings

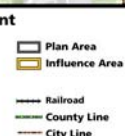
- The Plan Area has concentrations of poverty and ethnicity that are greater than the regional average.
- Initial assessment has been to identify focus communities using census and other data defining areas with higher percentages of minority, low income, low English proficiency, elderly, and young. Focus communities include Rockwood and portions of Fairview, Wood Village, downtown Gresham, and SE Gresham along the US 26 Corridor.
- There are areas where more than 20% of the population is below the federal poverty level. This includes the Rockwood neighborhood and portions of downtown Gresham.
- The EMCP has concentrations of minorities, particularly in Rockwood, Fairview, Wood Village, portions of downtown Gresham, and SE Gresham along the US 26 Corridor.
- The EMCP has concentrations of Hispanic and Latino populations, and concentrations of Eastern European populations.
- The EMCP area has increasing numbers of youth. Most areas of the EMCP study area have higher percentages of youth than the region overall.

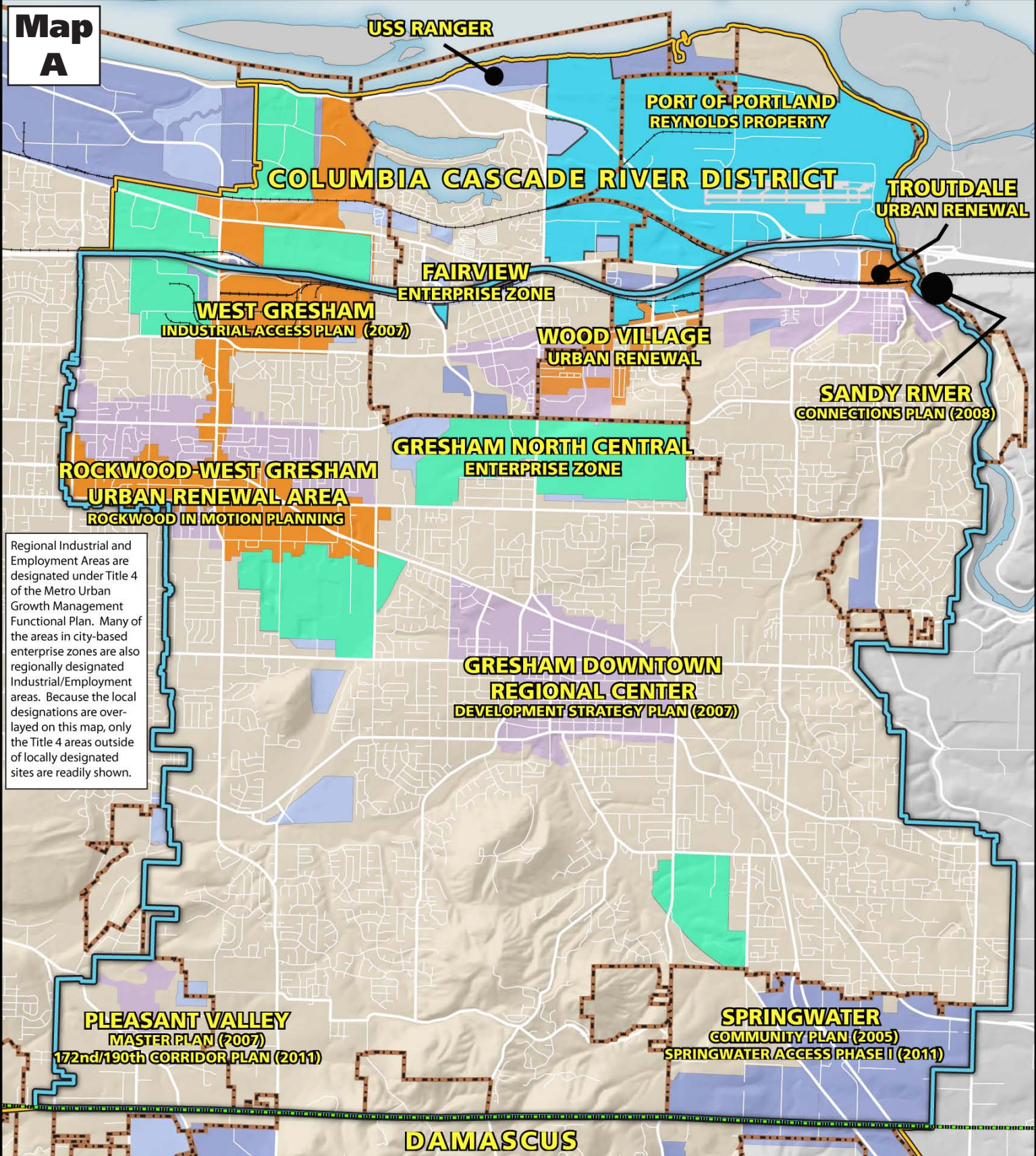
Map B



East Metro Connections Plan - Existing Employment

This map shows a density of current employment in the plan area.





Regional Industrial and Employment Areas are designated under Title 4 of the Metro Urban Growth Management Functional Plan. Many of the areas in city-based enterprise zones are also regionally designated Industrial/Employment areas. Because the local designations are overlaid on this map, only the Title 4 areas outside of locally designated sites are readily shown.

Economic Development Land Designations

- Urban Renewal Area
- Gresham Enterprise Zones
- Troutdale/Fairview/Wood Village Enterprise Zones
- 2040 Concept center boundary
- Regional Industrial (Metro Title 4)
- Regional Employment (Metro Title 4)

The cities of Troutdale, Wood Village and Fairview have a combined 5 Enterprise Zones. Gresham has 6 Enterprise Zones. The cities of Troutdale, Wood Village, and Gresham have Urban Renewal Areas.

- Plan Area
- Influence Area
- County Line
- City Line
- Light Rail
- +— Railroad



Economic Development

Problem Statement

A shared vision of **center development**, in-place plans and policies, access to I-84, available land and proximity to the Columbia River Gorge and Mount Hood recreational areas position the East Metro regional and town centers for success. However, low market values, lack of clear identity, perception of crime in some areas and lack of coordinated planning has prevented centers from achieving the kind of vertical mixed use development they seek.

The area also has a tremendous untapped residential and employment potential along **corridors**. However, most corridors suffer from a lack of focused planning efforts, pedestrian, bicycle and transit gaps, and safety issues. In addition, there are conflicts in some corridors between residential and freight/industrial uses.

The study area boasts a number of existing large **industrial areas**, several major employers, with good access to I-84 and airports. However, the need for localized traffic improvements, poor north-south transit access, existing development and lack of a unified recruitment strategy has prevented realization of employment goals. The Springwater area offers greenfield development potential but needs major infrastructure improvements, better connections to US 26 and I-84 and site assembly to be successful.



The Columbia Cascade River District is an important employment area north of the plan area. Federal Express recently opened a facility on the former Reynolds Industrial site.



Main Street, Gresham regional center.

Economic Development (Continued)

Key Findings

Centers

Are meant to be the hubs of activity for individual communities, serving as regional and local destinations for housing and employment. Centers in the study area include Gresham regional center and five town centers (Fairview, Rockwood, Pleasant Valley, Troutdale and Wood Village).

- Centers have a shared goal of compact, mixed-use development that focuses on residential, commercial and office uses.
- Centers have unique community specific assets that enhance their long-term economic development goals, such as their proximity to the Gorge, Columbia River and Mt. Hood.
- There are several distressed communities (such as Rockwood) with a perception of crime; other centers lack a clear, well known identity.
- Market values are too low to support multi-story mixed use developments in most centers.
- New areas such as Pleasant Valley need infrastructure.

Corridors

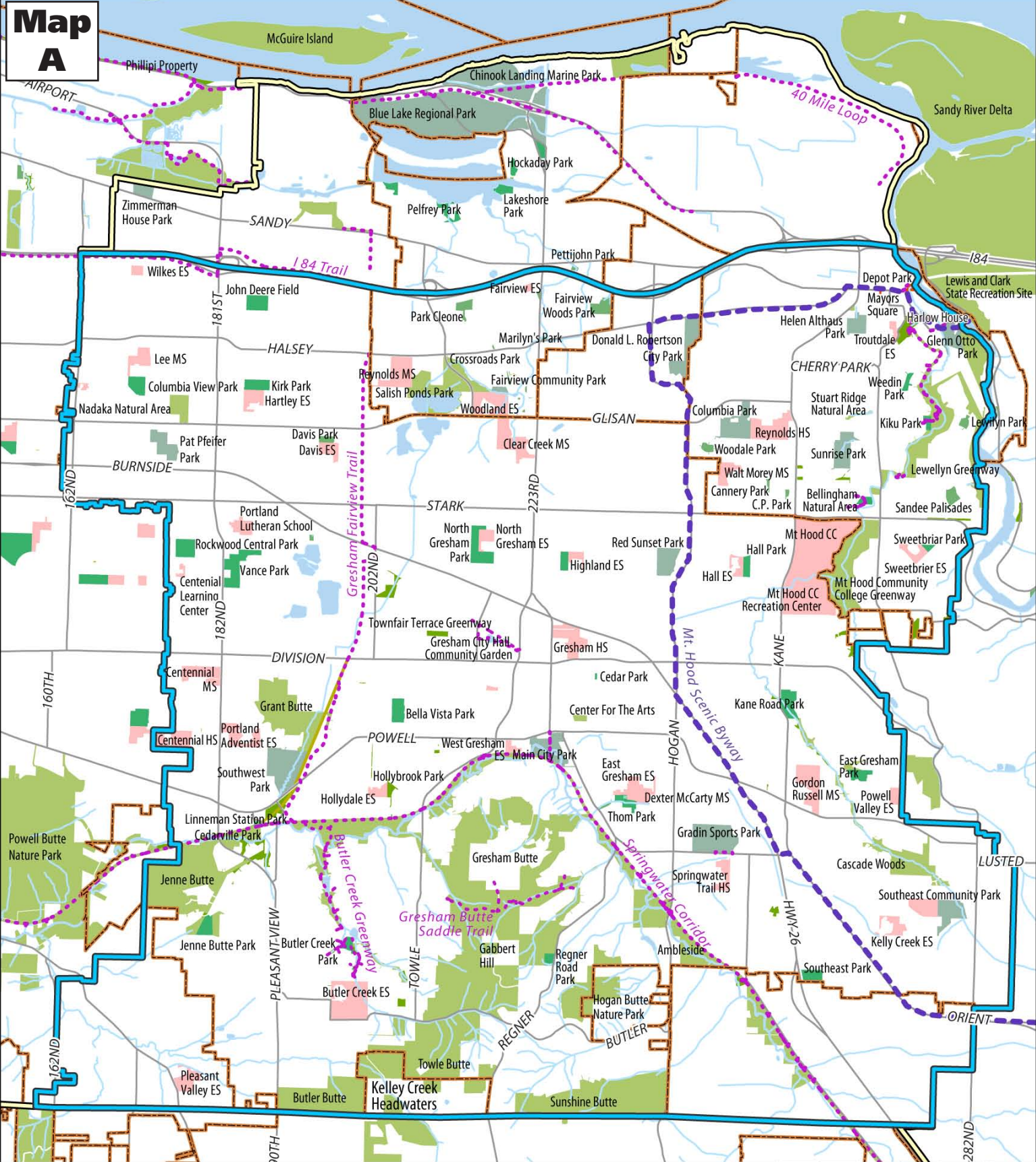
Are streets that serve as key transportation routes for people and goods and provide substantial capacity for employment and housing. Study area corridors include 257th, 181st, 207-223rd, 238th/242nd, Powell, Division, Glisan, Halsey, Stark and Burnside.

- The area needs a safe and efficient freight route from US 26 to I-84, and must reduce freight-related livability impacts along some corridors.
- The study area corridors have an excess of zoned capacity and can accept additional growth.
- Employers have noted that there is a lack of transit service on the north-south routes, particularly those that serve the Columbia Cascade River District (CCRD). Bicycle and pedestrian gaps and safety concerns exist.
- Older, low value development and potential brownfields may inhibit redevelopment.

Employment Areas

Are areas that serve as the hubs for regional commerce and are of vital importance in the provision of jobs and enhanced economic development.

- West and North Gresham and the CCRD all have established Enterprise Zones, good access to I-84 and proximity to airports.
- These areas have existing employers and available, development-ready parcels with recent investments in the transportation network.
- Gresham's economic development strategy seeks traded sector jobs that focus on manufacturing, clean technologies and professional, scientific and technical services.
- The CCRD has Port of Portland support and a current focus on bringing the USS Ranger.
- Existing industrial areas contain some obsolete industrial buildings, potential brownfields and limited large sites.
- Springwater holds potential for greenfield development, but faces high infrastructure costs, poor freeway access and land assembly challenges.



Map A

East Metro Connections Plan - Parks and Recreation Resources

 Neighborhood Park	 Mt. Hood Scenic Byway	 Plan Area
 Community Park	 Note: A new route has been proposed for the Mt. Hood Scenic Byway which may take effect in 2011-2012. This map shows the current designated route.	 Influence Area
 School		 City Boundary
 Natural Area		
 Special Use Park		
 Trail		

Scale: 0 to 1 Mile

Parks and Natural Resources

Problem statement

The East Metro Plan Area has popular parks, important regional trails, and an array of natural resources that provide habitat for fish and wildlife and refuge for humans. East Metro's parks, trails and natural areas contribute to the health, livability and economic attractiveness of the area. However, the following issues have been identified:

- **Funding** is the issue most often identified regarding parks. Funds for parks and trails, recreational opportunities and programs, operations and maintenance, and planning have eroded.
- There are **gaps in the trail system**, including the Gresham-Fairview Trail and the 40-Mile Loop, with needs for planning, implementation and maintenance
- Development in the plan area has resulted in the loss of fish and wildlife habitat and native vegetation and had a negative impact on water quality. New development in Springwater and Pleasant Valley could increase these losses and impacts.

Key Findings

Parks, trails and natural areas are fundamental to the livability of East Metro.

The Plan Area is home to a number of parks, trails and natural areas that are special to the local residents, and attract recreational tourism. Important natural features include the Columbia and Sandy Rivers, Johnson Creek, Beaver Creek Canyon and the East Buttes, and the area serves as the gateway to Mt. Hood National Forest and the Columbia River Gorge. These natural attractions can be leveraged to attract economic activity to the area. However, lack of funds to support parks and preserve natural areas threatens this opportunity.

A decline in quality parks and trails, recreational programs, and natural areas is a concern because:

- Access to parks, recreational opportunities and natural areas helps to maintain a physically and emotionally healthy population
- It negatively affects the ability to attract tourism, businesses and other economic opportunities; it negatively affects community desirability and property values
- Trails provide active transportation access to parks and natural areas, as well as to schools, jobs and other locations.

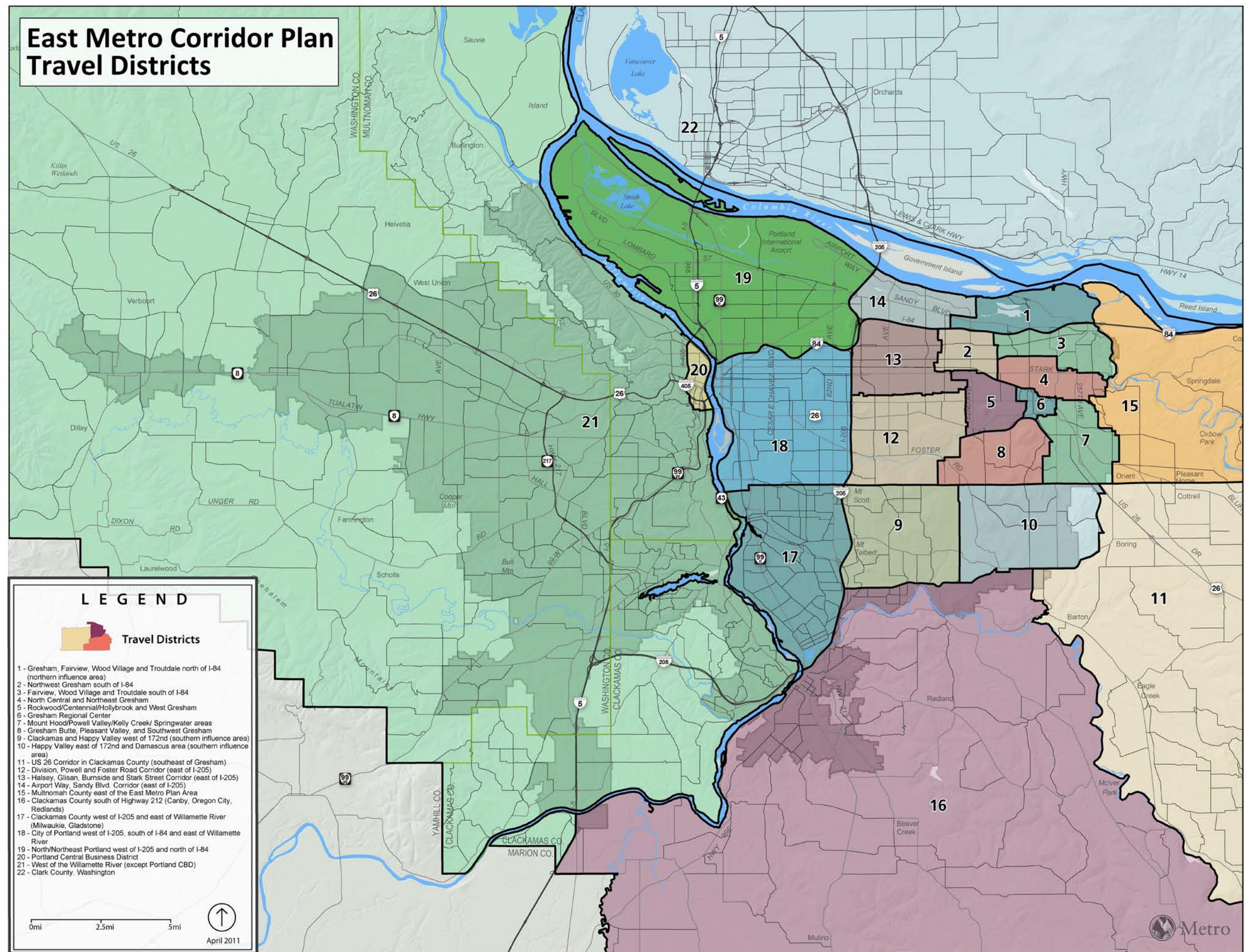
Elements that contribute to lack of funding for parks are many, but include:

- No dedicated funding. System development charges, one main source of funding, are and have been diminishing.
- Lack of capacity to secure grant funding
- Many parks are aging and need renovation. Existing investments that deteriorate due to lack of maintenance require more resources in the long run.

Opportunities to address funding include developing a parks district or a parks foundations, partnering to secure grant funding and sharing resources. Opportunities to enhance parks, trails and natural areas through strategic investments include:

- Acquiring natural areas in the East Buttes, Springwater and Pleasant Valley
- Restoring natural areas and developing public facilities at Salish Ponds, Main City Park, East Gresham Park, Hogan Butte Nature Park and Kane Road Park
- Improving habitat along Johnson Creek
- Completing the Gresham-Fairview Trail, and improving Beaver Creek Greenway Trail and providing trails connecting downtown Troutdale with the Sandy River

East Metro Corridor Plan Travel Districts



LEGEND



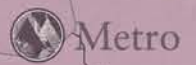
Travel Districts

- 1 - Gresham, Fairview, Wood Village and Troutdale north of I-84 (northern influence area)
- 2 - Northwest Gresham south of I-84
- 3 - Fairview, Wood Village and Troutdale south of I-84
- 4 - North Central and Northeast Gresham
- 5 - Rockwood/Centennial/Hollybrook and West Gresham
- 6 - Gresham Regional Center
- 7 - Mount Hood/Powell Valley/Kelly Creek/ Springwater areas
- 8 - Gresham Butte, Pleasant Valley, and Southwest Gresham
- 9 - Clackamas and Happy Valley west of 172nd (southern influence area)
- 10 - Happy Valley east of 172nd and Damascus area (southern influence area)
- 11 - US 26 Corridor in Clackamas County (southeast of Gresham)
- 12 - Division, Powell and Foster Road Corridor (east of I-205)
- 13 - Halsey, Glisan, Burnside and Stark Street Corridor (east of I-205)
- 14 - Airport Way, Sandy Blvd. Corridor (east of I-205)
- 15 - Multnomah County east of the East Metro Plan Area
- 16 - Clackamas County south of Highway 212 (Canby, Oregon City, Redlands)
- 17 - Clackamas County west of I-205 and east of Willamette River (Milwaukie, Gladstone)
- 18 - City of Portland west of I-205, south of I-84 and east of Willamette River
- 19 - North/Northeast Portland west of I-205 and north of I-84
- 20 - Portland Central Business District
- 21 - West of the Willamette River (except Portland CBD)
- 22 - Clark County, Washington

0mi 2.5mi 5mi



April 2011



East Metro Connections Plan Relationship of Plan Goals to Topic Areas

Plan Goal	North/south connectivity between I-84 and US 26 & east/west connectivity and capacity	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.
Study Topic								
Current vehicular conditions	X	X	x	x	X	x		x
Freight and goods movement	X	X	x	X	X	X	X	x
Transit	x	X	X	x	X	X	x	X
Active transportation (walking, biking, access to transit)	X	X	X	x	X	X	x	X
Transportation system utilization	x	X	x	x	x	x		x
Safety	x	x	x	x	X	X	x	
Households, jobs and demographics	x	x	X	X	X	X	X	x
Economic development	X	X	x	X	x	X	X	x
Parks and natural resources		x		x	X	X	X	X

X = major relationship x = minor relationship