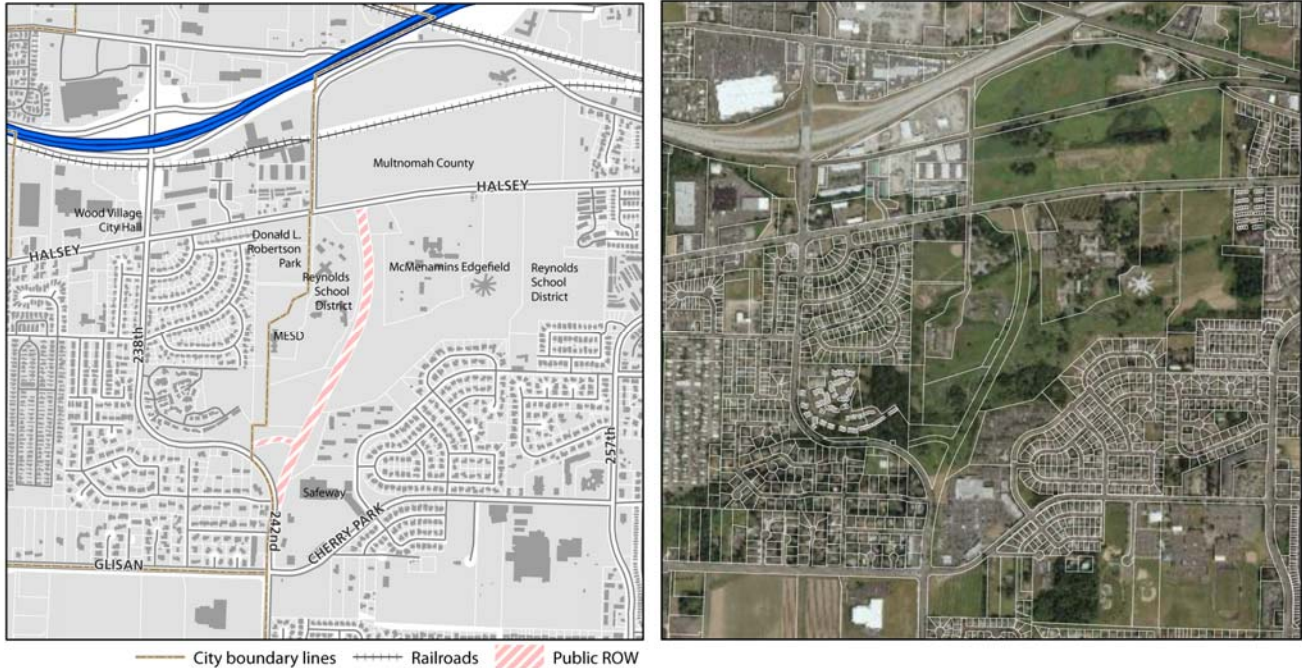


## East Metro Connections Plan

DRAFT 242<sup>nd</sup> alternatives for steering committee consideration as candidate projects (for discussion with TAC 11/30/11)



NE 242<sup>nd</sup> Drive (Troutdale) and 238<sup>th</sup> Drive (Wood Village) between Glisan/Cherry Park and Halsey has one northbound lane and two uphill southbound lanes. There are signalized intersections at Glisan/Cherry Park, Arata, and Halsey. There is a northbound bike lane (east side of street) and sidewalks on the east side of street, but limited bike/ped facilities on west side of street. Trucks over 40 feet in length are not permitted. NE 238<sup>th</sup> provides a connection to I-84.

This section of 238<sup>th</sup> between the interchange and Glisan does not appear to have significant congestion in 2035. However, like other locations in the area, it does not meet RTP connectivity spacing standards. While there are reports of safety issues between Halsey and Glisan, this section does not rank high compared to other locations in the subarea on the SPEIS index. This section of 238<sup>th</sup> is reportedly icy in cold weather due to shading and drainage issues. Per above, it also does not accommodate large trucks and has bike/ped gaps.

The following is a list of potential options for the 238<sup>th</sup>/242<sup>nd</sup> area from the vicinity of Glisan/Cherry Park north to Halsey.

### **Option 1: “No-Build”**

NE 242<sup>nd</sup>/238<sup>th</sup> remains as currently configured. Pursue drainage project on 238th and other planned off road bike/ped facility through the Donald L. Robertson City Park.

**Strengths:** Low cost; limits effects to adjacent land uses and appears to meet 2035 travel demand. The public right-of-way for the 242<sup>nd</sup> connector could be preserved for future transportation needs, sold as property, or be developed into a multi-use path.

**Challenges:** Grade and right-of-way challenges limit future capacity and multi-modal opportunities on this roadway.

### **Option 2: “Improve 242<sup>nd</sup>/238<sup>th</sup>”**

The existing roadway could be reconfigured or expanded to provide for improved for safety and/or pedestrian and bicycle facilities. The public right-of-way for 242<sup>nd</sup> connector could be preserved for future transportation needs, sold as property, or be developed into a multi-use path.

**Strengths:** It does not appear that the southbound climbing lane is needed for capacity. Provides for targeted safety and multi-modal improvements. Maximizes use of existing right of way.

**Challenges:** Challenges include limited right-of-way to develop or expand facility; adjacent residences close to current roadway; topographic challenges.

**Option 3: “New 242<sup>nd</sup> Connection”**

A new roadway connection is developed from the vicinity of Glisan/Cherry Park north to Halsey in the public right-of-way. Halsey would be improved at new intersection and need to provide increased capacity and turn movements at the 238<sup>th</sup>/Halsey intersection. 238<sup>th</sup>/242<sup>nd</sup> could be reduced from arterial to collector.

**Strengths:** Improves connection between Glisan/Cherry Park and Halsey for all modes.

**Challenges:** Expensive; not currently identified as needed for capacity; effects to adjacent properties. Increasing capacity at this location may worsen the bottlenecks further south on 242<sup>nd</sup>/Hogan.