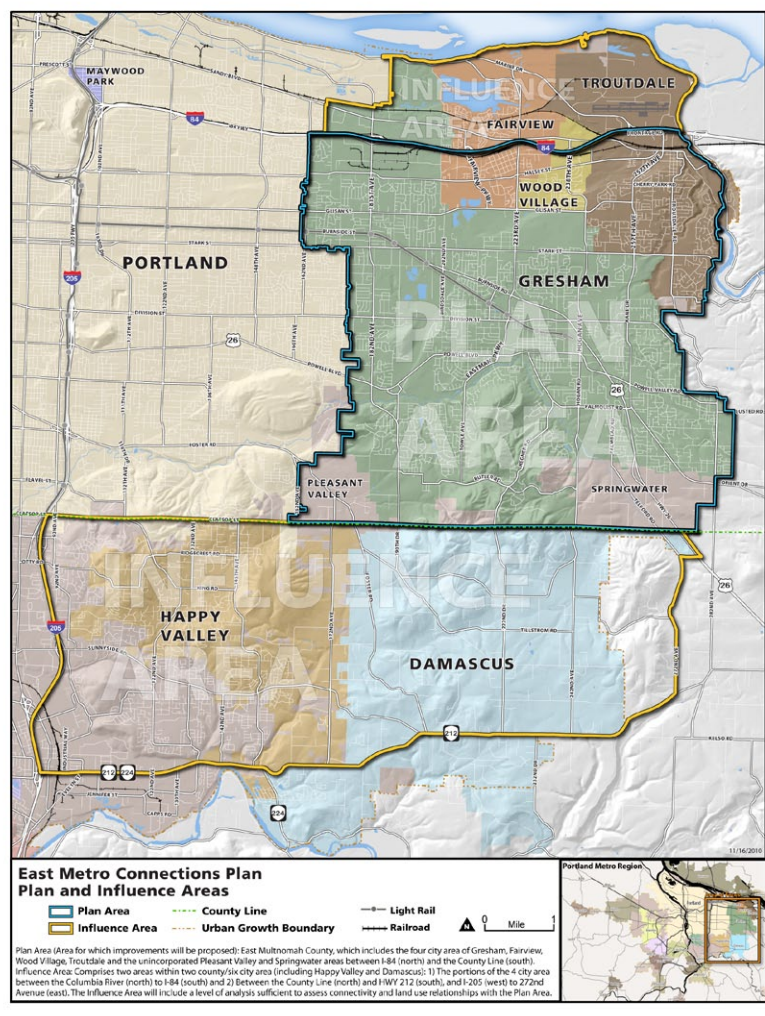


DRAFT RECOMMENDATION



East Metro Connections Plan 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 presents a draft recommendation and action plan for the East Metro Connections Plan steering committee to consider. This packet includes:

- sample recommendation, to be revisited and confirmed in May
- priority projects bundled into investment packages

The steering committee will be asked to make the following decisions on April 18, 2012. Outstanding issues will be addressed in the final steering committee meeting (date to be determined).

1. What projects have a high level of consensus and should be advanced into the recommendation and action plan?
2. What projects need further refinement in order for the steering committee to advance them?
3. What, if any, of the new projects evaluated should be refined/advanced? This includes the 238th/242nd options and an extension of Fairview Parkway/207th as a collector road.

LEVEL OF SUPPORT



The committee will use the green, yellow, red card concept to assess the level of support for the projects bundled by investment packages.

Green: I support this

Yellow: I have concerns or am skeptical, but I will not block this (this will help us identify areas for refinement)

Red: I do not support this

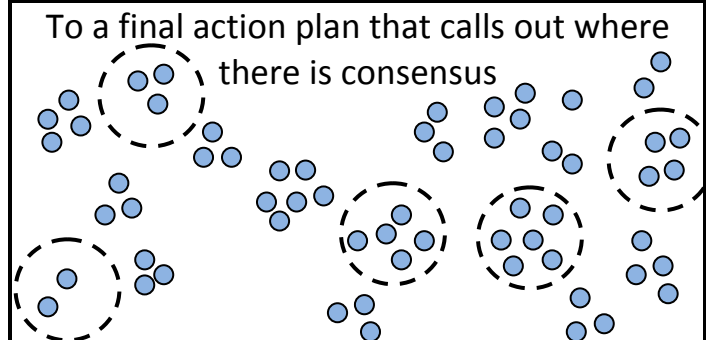
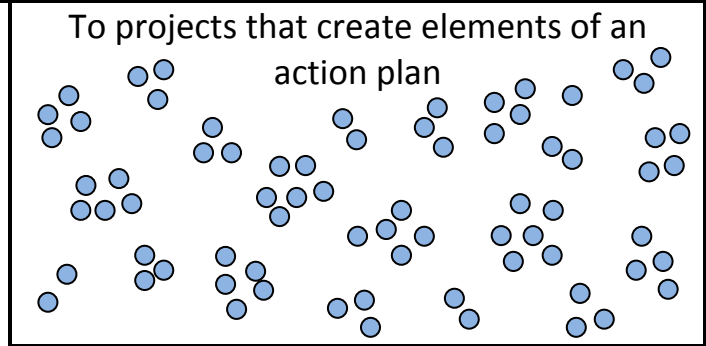
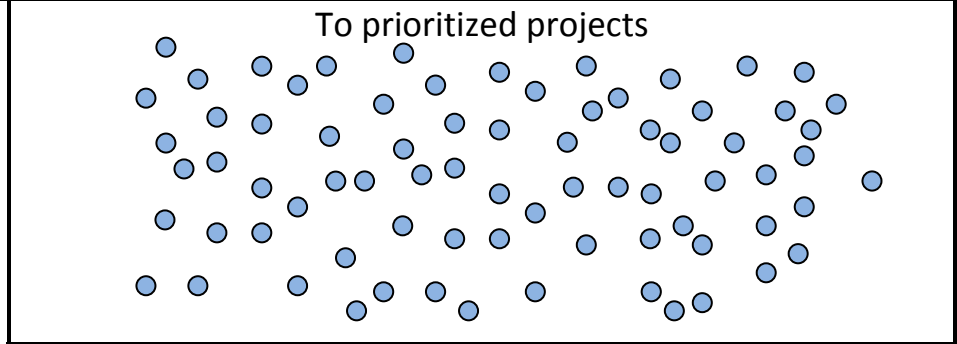
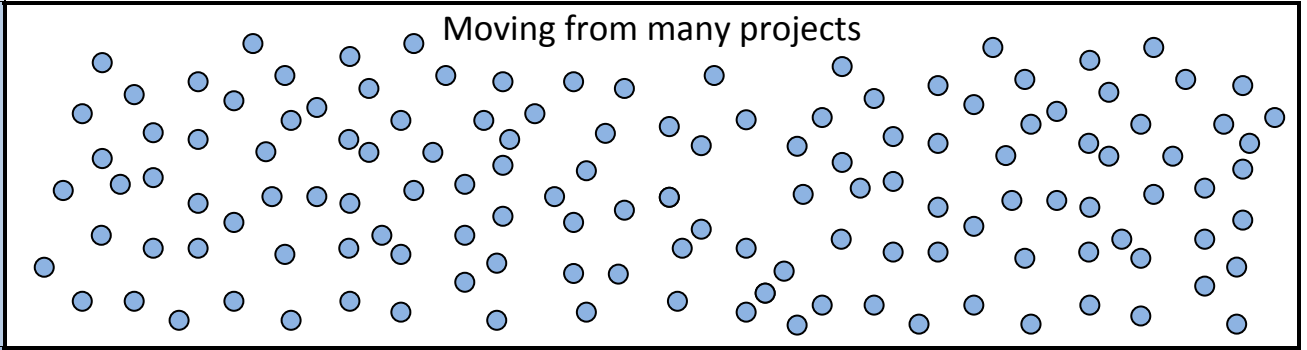
April to May Prioritize projects, create preliminary steering committee recommendation and action plan	May Confirm steering committee recommendation and action plan	May to July Local and regional endorsement of recommendation and action plan
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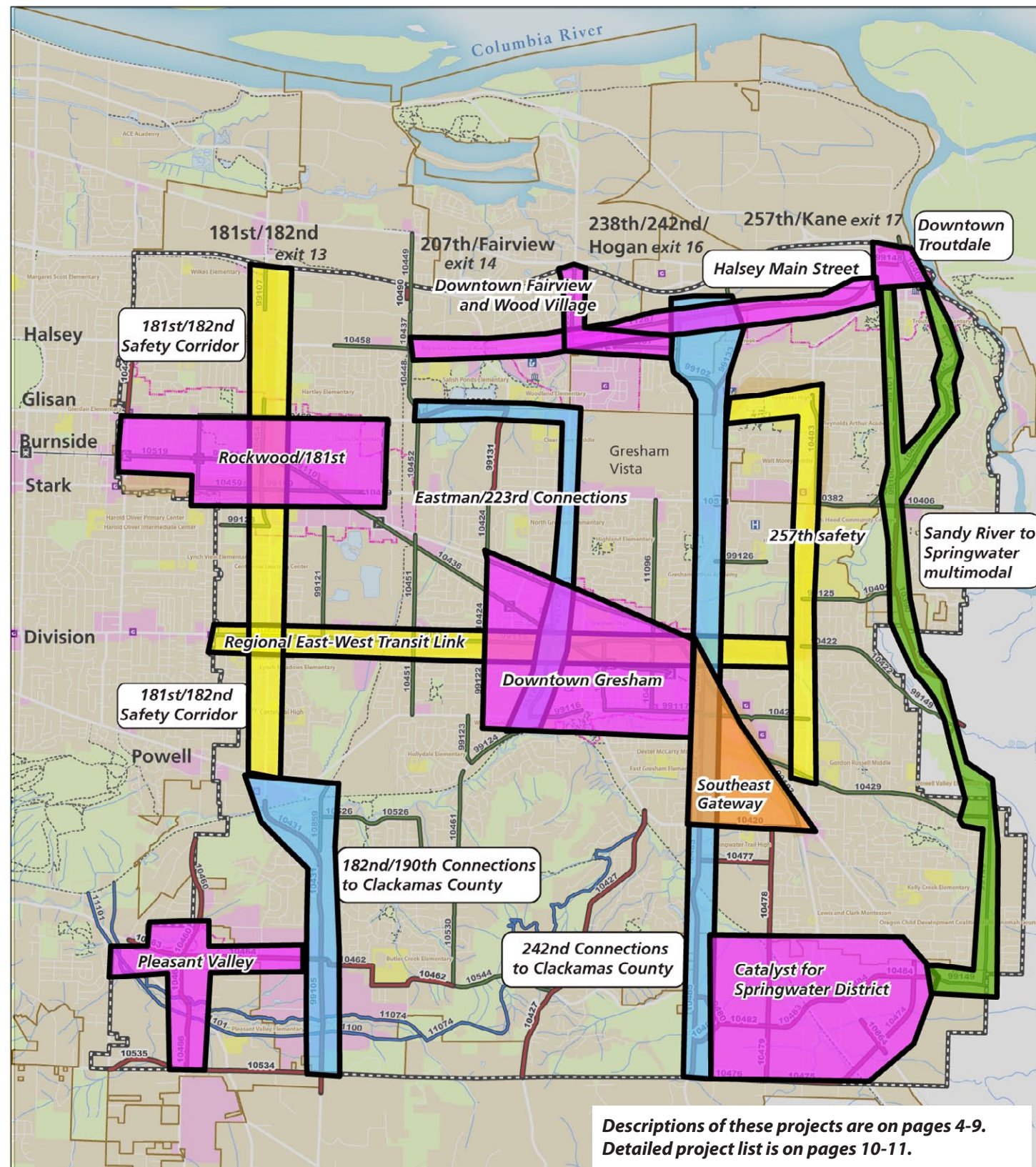
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Project schedule

<p>April 22 2011</p>	<p align="center">Goals</p> <p>Honors the 2007 MOU and reflects new mobility corridor approach - community investment strategy. Steering committee decision: Refine and confirm East Metro Connection Plan goals.</p>
<p>July 27 2011</p>	<p align="center">Problem statement</p> <p>Reflects existing and anticipated future conditions related to transportation, economic and community development and natural resources. Identifies existing and future needs, opportunities and constraints. Steering committee decision: Refine and confirm problem statement.</p>
<p>December 14 2011</p>	<p align="center">Initial strategies</p> <p>Ties anticipated future conditions to potential solutions and local aspirations and identifies framework for evaluating tradeoffs. Steering committee decision: Provide input on the evaluation framework, list of candidate projects to be developed and options for study at 238th/242nd.</p>
<p>April 2 2012</p>	<p align="center">Preferred strategies</p> <p>Narrows solutions based on technical evaluation and steering committee weighting of evaluation factors. Begins to prioritize investments. Steering committee decision: Establish how projects will be prioritized through weighting of evaluation factors. Establish an approach the preliminary action plan.</p>
<p>April 18 2012</p>	<p align="center">Preliminary action plan</p> <p>Identifies investment opportunities in the plan area. It will include projects, their likely timeline, partnerships, implementation actions and funding status. Reflects input from steering committee, local councils and public. Steering committee decision: Refine and confirm projects and other components of action plan.</p>
<p>May 2012</p>	<p align="center">Final action plan and steering committee recommendation</p> <p>Identifies investment opportunities -- highlighting those with a significant degree of consensus -- in the plan area. It will include projects, their likely timeline, partnerships, implementation actions and funding status. Reflects input from steering committee, local councils and public. The recommendation will go to elected councils for endorsement. Steering committee decision: Refine and confirm action plan. Recommend action plan for endorsement by local and regional elected councils.</p>





East Metro Connections Plan - recommended projects by general focus area April 14th, 2012

Access & mobility	multimodal	Schools	2040 Center
Safety	Regional gateway	Libraries	School
Economic Development		Hospitals	Park/Natural Area/Golf Course
		City halls	Mixed Use Residential
		Grocery stores	Urban growth boundary
		Light Rail	Plan Area
		Light rail stops	City boundary lines
		Trail	

0 0.25 0.5 Miles

Draft recommendation

Why East Metro Connections Plan?

Leaders of the cities of Fairview, Gresham, Troutdale and Wood Village and Multnomah County came together around a memorandum of understanding in 2007 and requested that Metro and the region support a comprehensive transportation study in support of economic development.

Outcomes of East Metro Connections Plan

This 18-month effort analyzed transportation problems and opportunities, both now and looking out to 2035. The process engaged technical staff from East Metro jurisdictions, elected councils, business and community groups and the public at large. Over 120 transportation projects were evaluated across 43 objectives in 7 evaluation factors.

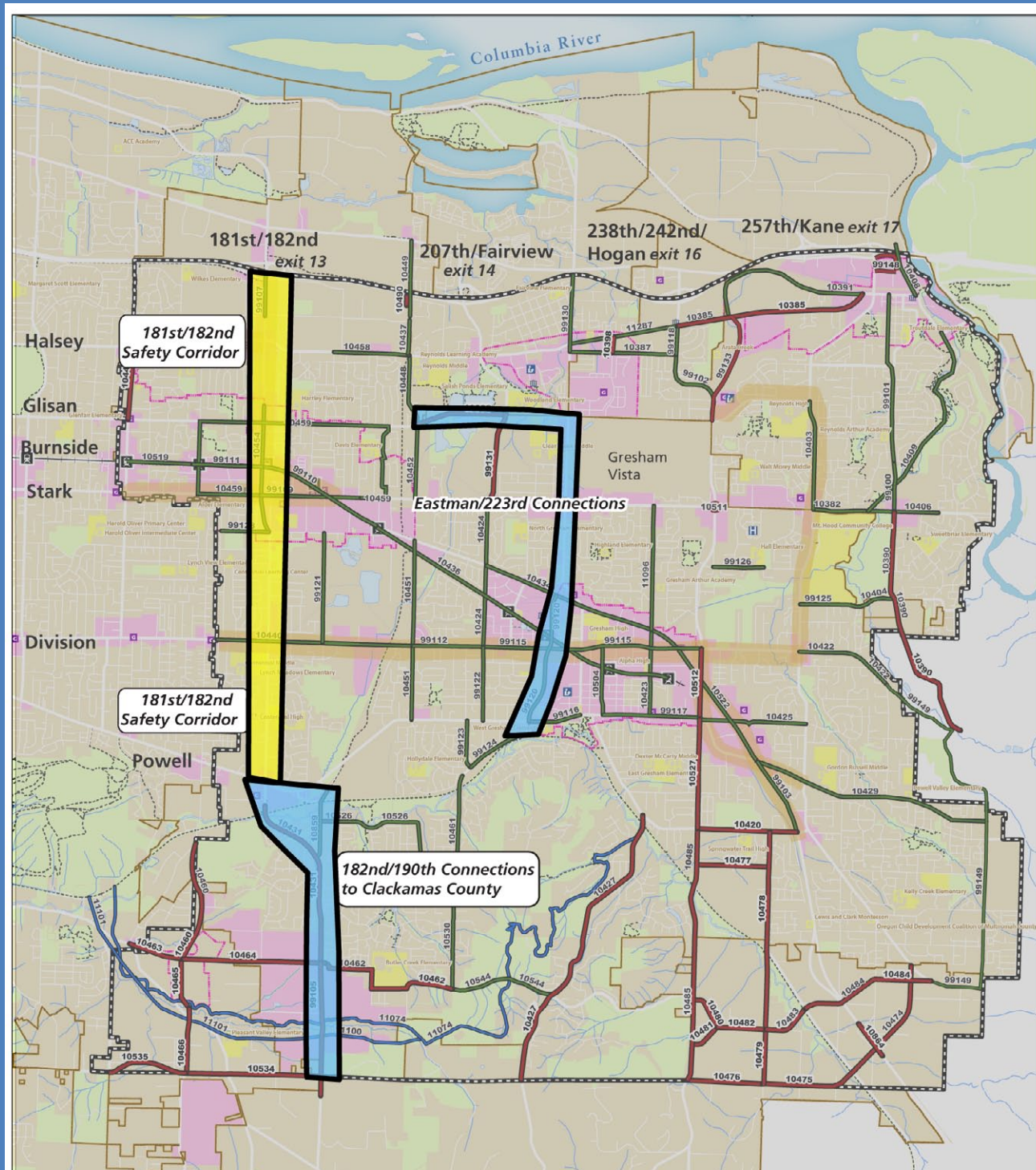
There has been a long held assumption that a single connection between I-84 and US 26 was needed from a transportation capacity stand point. Past debate has focused on where that connection would be and which community would bear the burden. Through the East Metro Connections Plan process we have come to learn that a single connection between I-84 and US 26 is not needed for vehicle capacity through 2035, which facilitates equitable distribution of the benefits and burdens of future transportation investments.

The resulting projects, in different and complementary ways, advance the prosperity of East Metro communities through the development of a healthy transportation system that supports economic and community development. There are key catalyst projects identified that would ensure the overall performance of the transportation system in the East Metro area. These projects reduce congestion and help people find their way in and through the plan area.

Draft recommendation

- (1) The steering committee recommends the action plan [TO BE DETERMINED] in order to solve pressing transportation challenges and activate and protect the assets of the East Metro area.
- (2) The steering committee recommends that East Metro jurisdictions endorse this recommendation and work together to advocate and seek funding for these projects.
- (3) The steering committee recognizes that East Metro Connections Plan is a separate but complementary process to jurisdictions' transportation system plans and capital improvement programs. The committee recommends that the cities and county update policies and plans as appropriate to support these projects and outcomes.
- (4) We recommend that Metro amend the Regional Transportation Plan to support these projects and outcomes.

The steering committee will revisit and confirm the recommendation at their next meeting.



East Metro Connections Plan - recommended projects by general focus area April 14th, 2012

Access & mobility	multimodal	Schools	2040 Center
Safety	Regional gateway	Libraries	School
Economic Development		Hospitals	Park/Natural Area/Golf Course
		City halls	Mixed Use Residential
		Grocery stores	Urban growth boundary
		Light Rail	Plan Area
		Light rail stops	City boundary lines
		Trail	

North-South connections

181st/182nd Safety Corridor: 181st/182nd is an important community street. Projects will provide safety improvements in known areas of high crash rates and improve safe routes to schools in the Centennial School District. Consistent with transit analysis, this includes a recommendation to improve transit service to 'one seat' frequent service between Sandy Blvd and Powell Blvd (frequent service between Sandy and Powell boulevards and eliminate the bus transfer along the corridor).

LEVEL OF SUPPORT

Catalyst project: Safety projects on 181st&Stark and Halsey (see page 10; project # 99136, 99137)

ACCESS & MOBILITY	ECONOMIC DEVELOPMENT	SAFETY	FEASIBILITY
Complete sidewalk and bike connections in commercial center.	Support commercial centers in Rockwood.	Improve safety on high crash corridors:181st, Stark and Burnside.	
Integration with other evaluation factors: Projects improve an area with low-income and minority populations. Improved sidewalk access in Rockwood can better connect people to commercial areas, transit options and recreation.			

182nd/190th Connections to Clackamas County: Pleasant Valley is an important area for future residential and commercial development. Future population and employment growth in Clackamas County, including Happy Valley and Damascus means that road connections to the south are important connections. Leveraging the 172nd/190th Corridor Project, targeted improvements to the road network in Pleasant Valley along Highland/190th will create opportunity for economic and residential development.

LEVEL OF SUPPORT

Catalyst project: Widening of Highland/190th (see page 10; project # 10431, 99105)

ACCESS & MOBILITY	ECONOMIC DEVELOPMENT	SAFETY	FEASIBILITY
Increase capacity along Highland/190th.		New roadways built to safety standards.	
Integration with other evaluation factors: Area includes opportunities for enhancement to Kelley Creek.			

Eastman/223rd Connections: Projects address future traffic growth with targeted north-south roadway capacity investments along 223rd/Eastman, including at Stark/223rd and Eastman and Powell. This area connects to existing industrial employment sites, including the Port of Portland's Gresham Vista (former LSI site), an area of future job growth. Projects will also address future needs on Glisan between 201st and Fairview Parkway. Projects to better coordinate the signal timing at intersections along Eastman/223rd will provide needed capacity improvements.

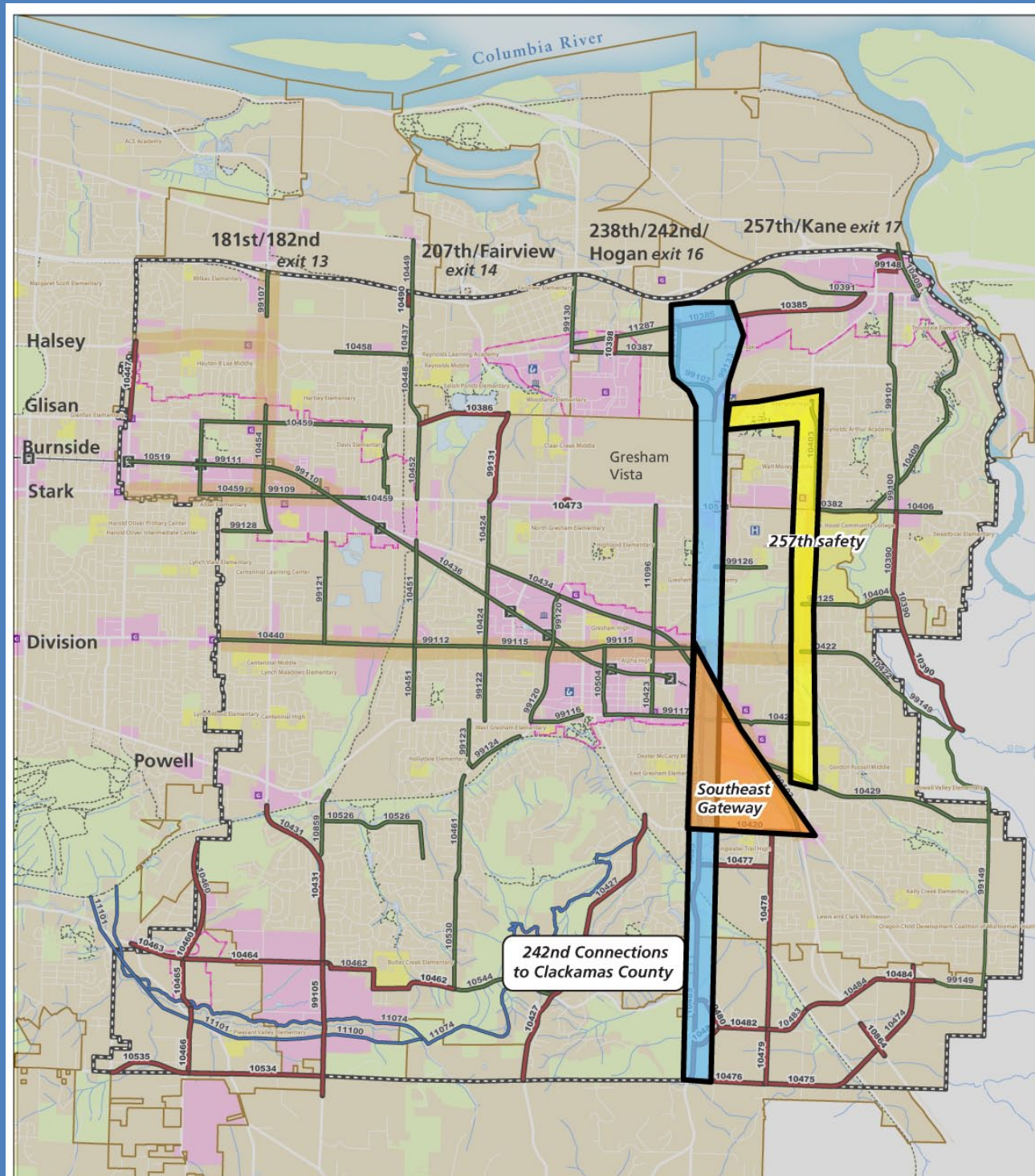
LEVEL OF SUPPORT

Catalyst project: Intersection improvements on Eastman/223rd & Stark (10473)

ACCESS & MOBILITY	ECONOMIC DEVELOPMENT	SAFETY	FEASIBILITY
Increase north/south roadway capacity. Improve intersection at Eastman/223rd and Stark. Coordinate signal timing.	Support development of employment areas, including Gresham Vista.	Projects will meet safety standards.	Leverage public investments to encourage private investment.
Integration with other evaluation factors:			

Steering Committee DECISION: To support access and mobility along Eastman/223rd, should the Fairview Parkway/207th extension be refined/advanced? (details on pages 15)

North-South connections



242nd Connections to Clackamas County: Hogan/242nd is an important north/south connection from employment hubs in the Columbia Cascade River District, north central Gresham industrial, the Gresham Regional Center, and Springwater to Clackamas County and central Oregon. Projects address future growth with additional roadway capacity along this corridor, particularly south of Powell, along with opportunities for access and safety enhancements to the existing conditions. This includes intersection improvements at Glisan and Stark, including signal coordination.

LEVEL OF SUPPORT

Catalyst projects: Widening of Hogan/242nd, intersection improvement at Glisan (see page 10; project # 10511, 10485)

ACCESS & MOBILITY	ECONOMIC DEVELOPMENT	SAFETY	FEASIBILITY
Increase roadway capacity along Hogan/242nd, including south of Powell.	Connect major employment areas along Hogan/242nd Corridor.	Increase safety through design treatments.	Leverage public investments to encourage private investment.

Integration with other evaluation factors: Opportunities for environmental enhancement along Johnson Creek.

Steering Committee DECISION: In the 238th/242nd corridor, between Halsey and Glisan, what project should be refined/advanced? (details on pages 12-13)

Southeast Gateway: The triangle of US 26, Burnside and Powell is an important gateway for the City of Gresham, east Multnomah County and the Portland Metropolitan region, providing an essential connection north to I-84, west to I-205, and south and east to Mt. Hood and central Oregon. Projects address several identified needs at the gateway, including 242nd/Hogan/Burnside. Projects address future capacity needs, safety (this area is one of the highest crash areas), way-finding and needed pedestrian improvements (there are sidewalk gaps in this area, particularly along US 26 and challenging crossings). Way-finding treatments should be integrated with the adopted Mt Hood Scenic Byway route to bring people into the Gresham Regional Center, a vital commercial area.

LEVEL OF SUPPORT

Catalyst projects: Improvements to Hogan and Powell, Burnside intersections, safety improvements

ACCESS & MOBILITY	ECONOMIC DEVELOPMENT	SAFETY	FEASIBILITY
Increase roadway capacity along Hogan/242nd. Improve intersections at Hogan and Powell, Hogan and Burnside, Burnside and Powell. Improve collector streets, including Palmquist and SE 1st.	Improve way-finding/legibility to Downtown Gresham, Troutdale, Fairview, Wood Village. Improve gateway for Mt Hood Scenic Byway and tourism. Improve community access to major shopping areas on Burnside.	Improve safety on high crash corridor.	

Integration with other evaluation factors: Projects improve an area with low-income, minority populations. Improve safety and sidewalk connections to provide neighborhood access to shopping, commercial areas, and Gradin Community Sports Park.

257th Safety, Walking, and Biking Connections: Projects create safe and attractive pedestrian crossings along 257th, particularly along the stretch between Reynolds High School and Mt Hood Community College. Complete the sidewalk improvements along Stark adjacent to the college.

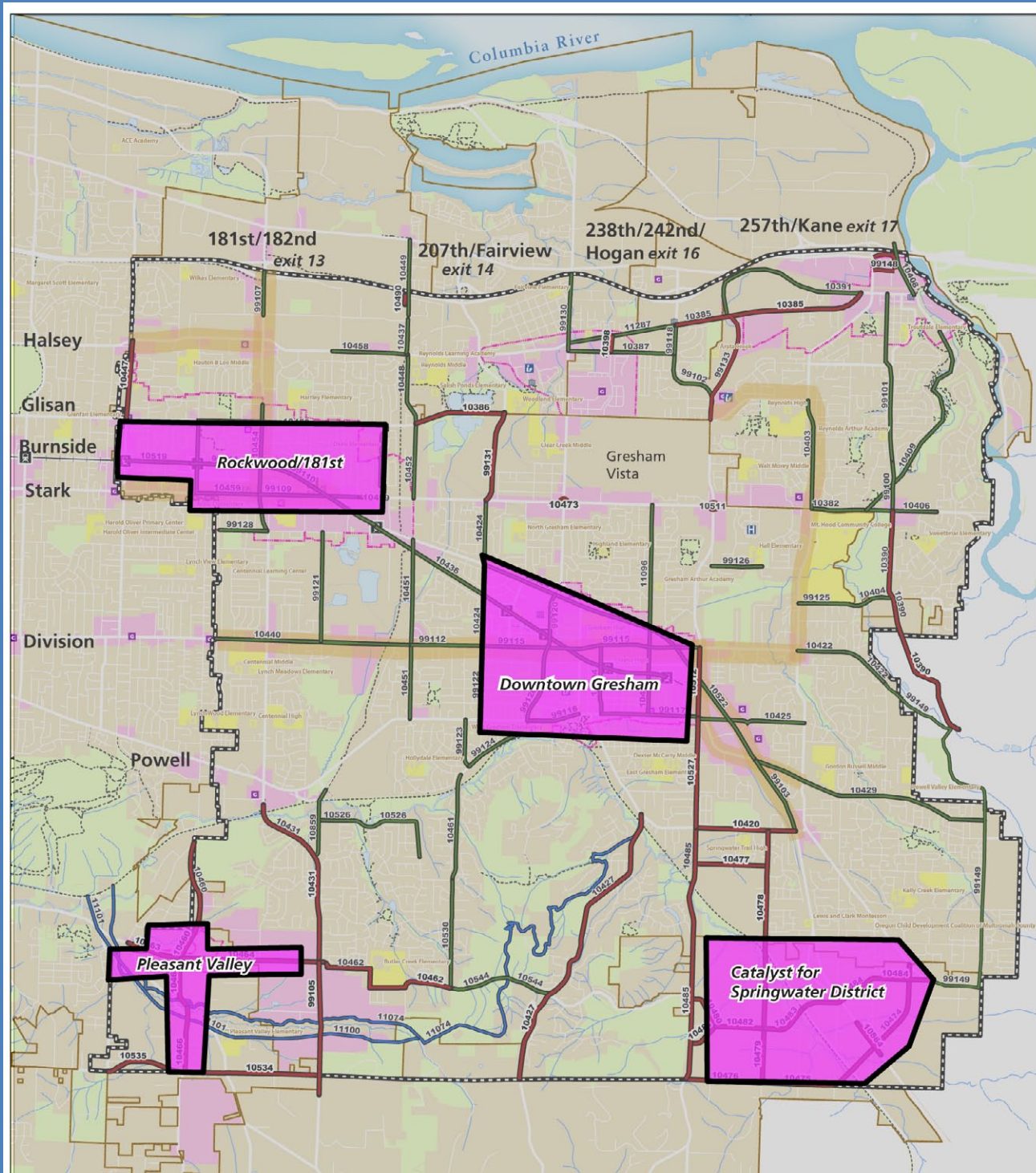
LEVEL OF SUPPORT

Catalyst projects: Safety improvements between Cherry Park and Division (see page 10; project # 10403, 99138)

ACCESS & MOBILITY	ECONOMIC DEVELOPMENT	SAFETY	FEASIBILITY
Increase pedestrian and bicycle access and mobility. No change to roadway performance.	Support tourism and recreational opportunities.	Improve connections between Reynolds High School and Mt Hood Community College	safety improvements are relatively low-cost

Integration with other evaluation factors: Safety improvements will improve community connections to schools.

Investing in downtowns and employment areas



East Metro Connections Plan - recommended projects by general focus area April 14th, 2012

Access & mobility	multimodal	Schools	2040 Center
Safety	Regional gateway	Libraries	School
Economic Development		Hospitals	Park/Natural Area/Golf Course
		City halls	Mixed Use Residential
		Grocery stores	Urban growth boundary
		Light Rail	Plan Area
		Light rail stops	City boundary lines
		Trail	

Rockwood/181st: Projects include targeted bicycle and pedestrian improvements on 181st between I-84 and Stark, and Stark between 181st and Burnside to improve access to the important commercial areas in Rockwood. Projects improve safety and activate the corridor for businesses and walking.

Catalyst project: Improvements to Burnside and intersecting streets (see page 11; project 10459)

LEVEL OF SUPPORT

ACCESS & MOBILITY	ECONOMIC DEVELOPMENT	SAFETY	FEASIBILITY
Complete sidewalk and bike connections in commercial center.	Support commercial centers in Rockwood.	Improve safety for high crash corridors: 181st, Stark and Burnside.	

Integration with other evaluation factors: Projects improve an area with low-income and minority populations. Improved sidewalk access in Rockwood can better connect people to commercial areas, transit options and recreation.

Downtown Gresham/Civic: There are important public investments to support the vision of Downtown Gresham. Projects include boulevard treatments along all of Burnside and redevelopment opportunities along this important street. Projects better connect Main City Park, the Springwater Corridor Trail and Johnson Creek to Downtown Gresham. Sidewalk and streetscape projects in Downtown improve walking, window shopping and branding of Downtown Gresham as a unique place. Consider an urban renewal area for Downtown.

Catalyst projects: Burnside boulevard treatments, MAX trail, Powell crossing improvements (see page 11; projects 10434, 10436, 99116, 99117)

LEVEL OF SUPPORT

ACCESS & MOBILITY	ECONOMIC DEVELOPMENT	SAFETY	FEASIBILITY
Improve local access to Downtown businesses by all modes.	Support commerce and employment in Downtown Gresham.	Projects would meet safety standards.	

Integration with other evaluation factors: Projects improve an area with low-income and minority populations. Improved sidewalk access in Downtown Gresham can better connect people to commercial areas, transit options and recreation.

Pleasant Valley: Projects develop the necessary public infrastructure for development of Pleasant Valley town center consistent with the Pleasant Valley Community Plan.

Catalyst projects: Improvements to 174 and Foster (see page 11; projects # 10460, 10463)

LEVEL OF SUPPORT

ACCESS & MOBILITY	ECONOMIC DEVELOPMENT	SAFETY	FEASIBILITY
Increase roadway capacity.	Support future employment growth. Improve street grid in emerging town center of Pleasant Valley.	Projects would meet safety standards.	

Integration with other evaluation factors: Opportunities for Kelley Creek enhancement.

Catalyst for Springwater District: Projects help develop the necessary public infrastructure for private investment and jobs in this regionally significant employment area. Projects include a new interchange on US 26 and an extension of Rugg Road to connect US 26 and Hogan, as well as collector street improvements to provide needed access for future jobs and employment.

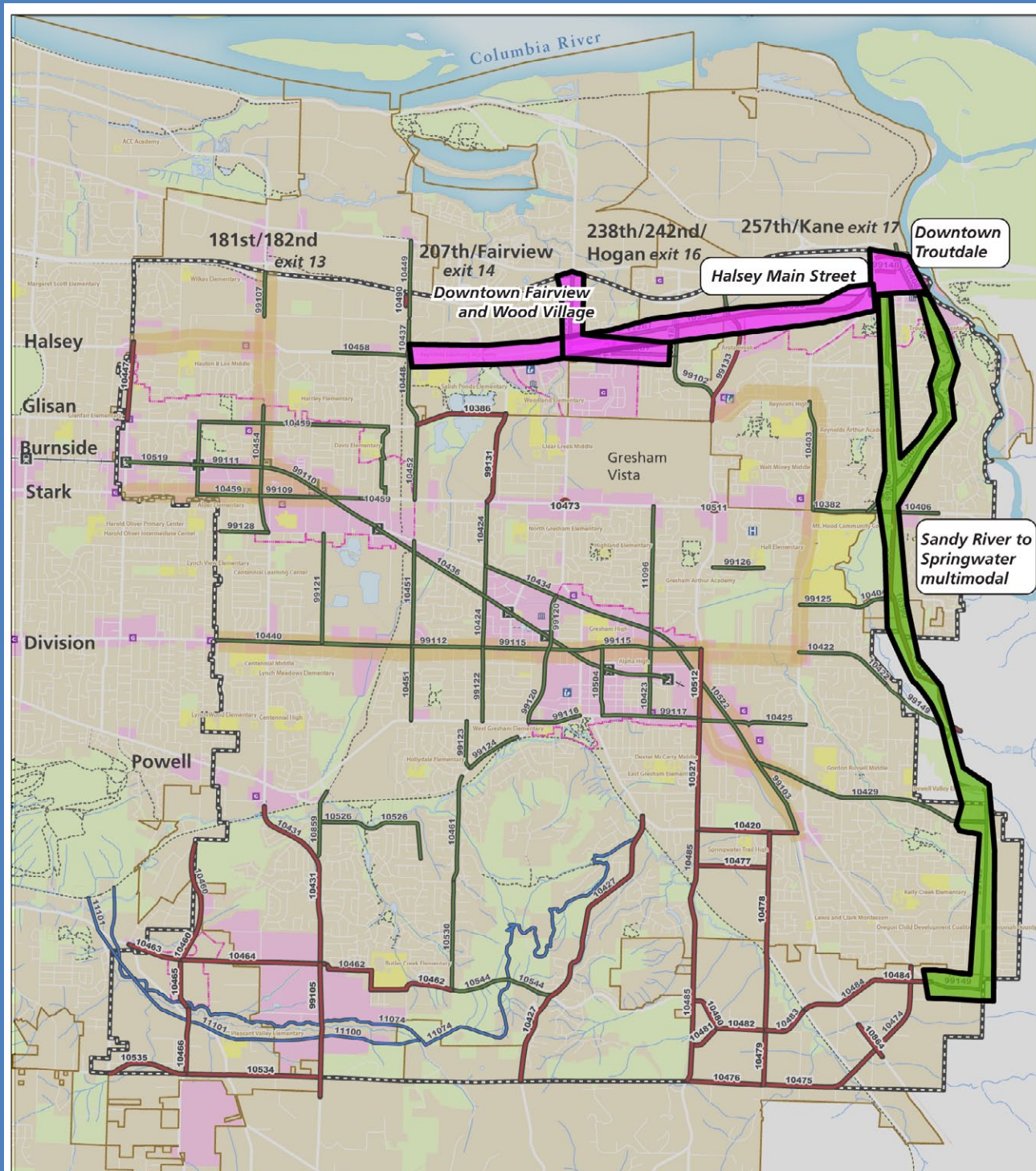
Catalyst projects: New interchange on US 26 and arterial (see page 11; project # 10864, 10474, 10475)

LEVEL OF SUPPORT

ACCESS & MOBILITY	ECONOMIC DEVELOPMENT	SAFETY	FEASIBILITY
Provide access to future regionally significant employment with new US 26 interchange and new roads.	Support a regionally significant employment area.	Projects would meet safety standards.	phasing due to cost of full build out.

Integration with other evaluation factors: Opportunity for multimodal corridor that connects Springwater Corridor Trail to Sandy River. Opportunities for natural resources enhancement.

Investing in downtowns and employment areas



East Metro Connections Plan - recommended projects by general focus area April 14th, 2012

Access & mobility	multimodal	Schools	2040 Center
Safety	Regional gateway	Libraries	School
Economic Development		Hospitals	Park/Natural Area/Golf Course
		City halls	Mixed Use Residential
		Grocery stores	Urban growth boundary
		Light Rail	Plan Area
		Light rail stops	City boundary lines
		Trail	

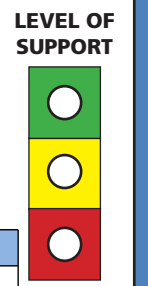
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Halsey Main Street Implementation: Halsey is an important main street that connects the downtowns of Fairview, Wood Village and Troutdale. Projects implement features of the Halsey Street Concept Design Plan (2005), a joint effort of Fairview, Wood Village, Troutdale, Multnomah County and ODOT. Projects include realizing Halsey as a 2-lane road with median/turn lane, full bike lanes, sidewalks and pedestrian crossings. Projects support the downtown visions for the three cities and help attract commercial development.

Catalyst project: Complete main street treatments on Halsey (see page 12; project # 10385)

ACCESS & MOBILITY	ECONOMIC DEVELOPMENT	SAFETY	FEASIBILITY
Improves access and connectivity for all modes to downtowns of Fairview, Wood Village and Troutdale.	Supports commercial and employment areas.	Projects would meet safety standards.	Much of Halsey already completed as main street per the concept plan.

Integration with other evaluation factors: Project would support community access to commercial areas. Project area includes low-income and minority populations.

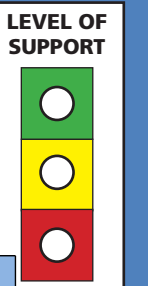


Downtown Troutdale: Projects support future development of the urban renewal area in Downtown Troutdale, creating local road connections to the urban renewal area site and extending the regional trail system along the Sandy River from Troutdale Reynolds Industrial Park into Downtown Troutdale. Projects allow for future private investment and job growth in Downtown.

Catalyst projects: Extend regional trail into downtown, access to urban renewal area (see page 11; projects # 10408, 99148)

ACCESS & MOBILITY	ECONOMIC DEVELOPMENT	SAFETY	FEASIBILITY
Increase access to Troutdale urban renewal area.	Catalyze development of property along Sandy River and improve connections to historic Downtown.	Improve safety for walking and biking between Downtown Troutdale and Troutdale Reynolds Industrial Park.	Much of trail extension from Reynolds Industrial Park already completed. Future road access must be coordinated with property owners.

Integration with other evaluation factors: Improved sidewalk access in Downtown Troutdale can better connect people to commercial areas, transit options and recreation.

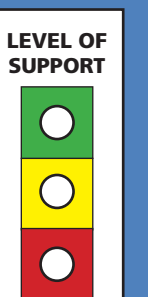


Downtown Fairview and Wood Village: Projects on Fairview Avenue between I-84 and Arata Road improve access provide needed safety and multi-modal improvements. Projects also improve connections between Arata Road and Halsey.

Catalyst projects: Fairview Avenue completion with Arata intersection, complete Arata Rd (see page 11; projects 10387, 99130)

ACCESS & MOBILITY	ECONOMIC DEVELOPMENT	SAFETY	FEASIBILITY
Improve access along 223rd and Fairview Avenue. Improve circulation at 223rd and Arata Road. Improve walking in Old Town Fairview.		Increase pedestrian and bicyclist safety.	

Integration with other evaluation factors: Projects improve an area with low-income and minority populations.

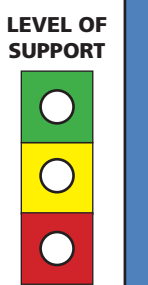


Sandy River to Springwater multi-modal connections: Projects provide multi-modal connections from Downtown Troutdale to Mt Hood Community College and the Springwater Corridor Trail. Projects connect neighborhoods to commercial areas and Mt Hood Community College. This area is one of the most significant gaps in the 40-mile loop regional trail network, and connections will encourage tourism to important natural areas along the Springwater Corridor Trail and Sandy River.

Catalyst projects: Complete master plan for new multimodal corridor (see page 10; project 99151)

ACCESS & MOBILITY	ECONOMIC DEVELOPMENT	SAFETY	FEASIBILITY
Increase multi-modal access. Complete the regional trail network.	Support tourism and recreational opportunities.	Increase safety by reducing conflicts between vehicles, pedestrians and bicyclists.	Master plan will provide framework for phased improvements. Full build costly.

Integration with other evaluation factors: Connects neighborhoods to downtown Troutdale, educational and recreation opportunities and Mt Hood Community College. Opportunities for environmental enhancement along Beaver Creek and Kelly Creek, including culvert improvements. Opportunities for environmental enhancement for Johnson Creek.



Regional mobility

Investments in system management and the north-south connections as defined in the north-south catalyst projects will provide for future mobility and access needs. Projects developed on all arterials will be developed to accommodate freight, and be designed accordingly.

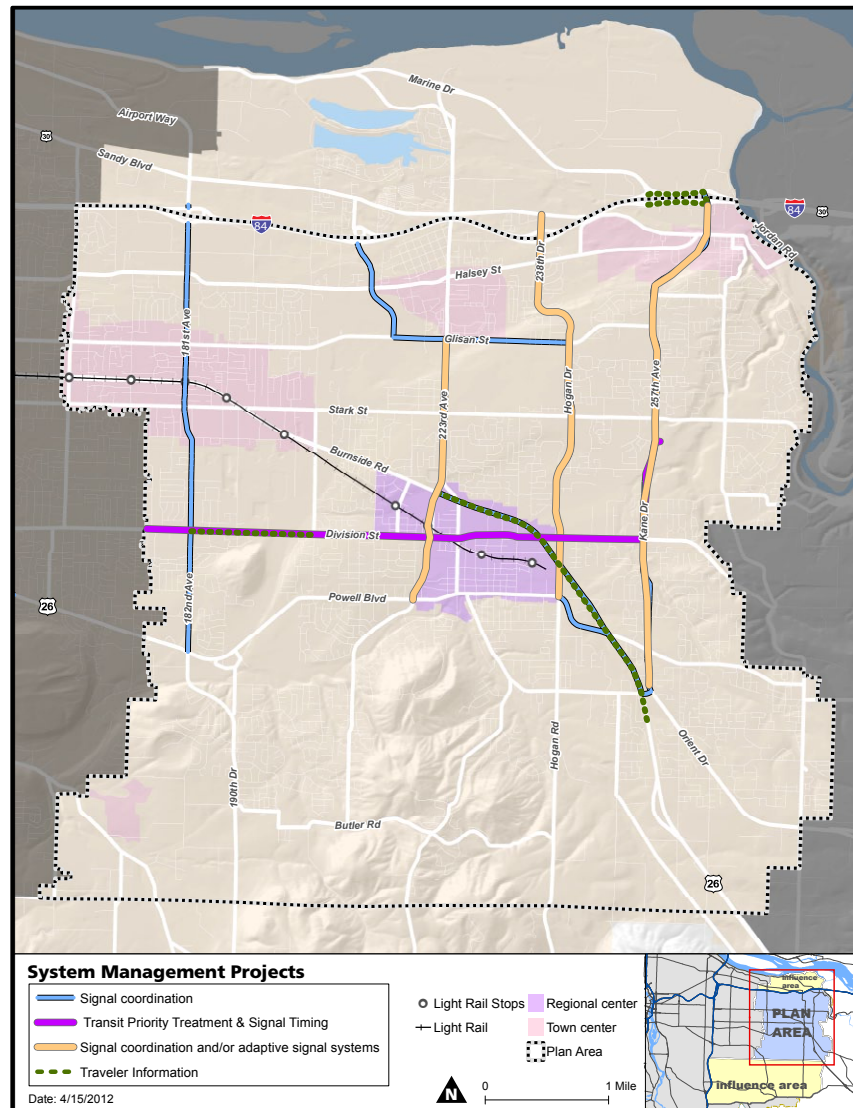
Managing the Existing System: There are opportunities to improve the current roadway network and enhance the performance of the transportation system. Projects address congestion at intersections through the coordination of signal timing. These projects provide as much as a 10% capacity increase to the roadway, tend to be relatively low in cost and should be applied to all north-south and east-west arterials. Other projects include signage, messaging and other techniques that improve way-finding and traffic flow. Near-term investments include better signage and messaging on US 26 and coordinated signal improvements along 223rd/Eastman, 181st/182nd, Division and Powell.

catalyst projects: System management, including coordinated signals, adaptive signal timing, and message systems, on all north-south corridors (see page 11).

LEVEL OF SUPPORT



ACCESS & MOBILITY	ECONOMIC DEVELOPMENT	SAFETY	FEASIBILITY
Improve access and mobility along all north-south and east-west arterials. Coordinate signal timing. Improve way-finding and traffic flow.	Improves access to downtown and commercial areas.		Much lower cost of implementation compared to new lanes or widened intersections.
Integration with other evaluation factors: Maximizing the capacity of the existing roadway network reduces the need for other projects that may negatively impact people or the environment.			



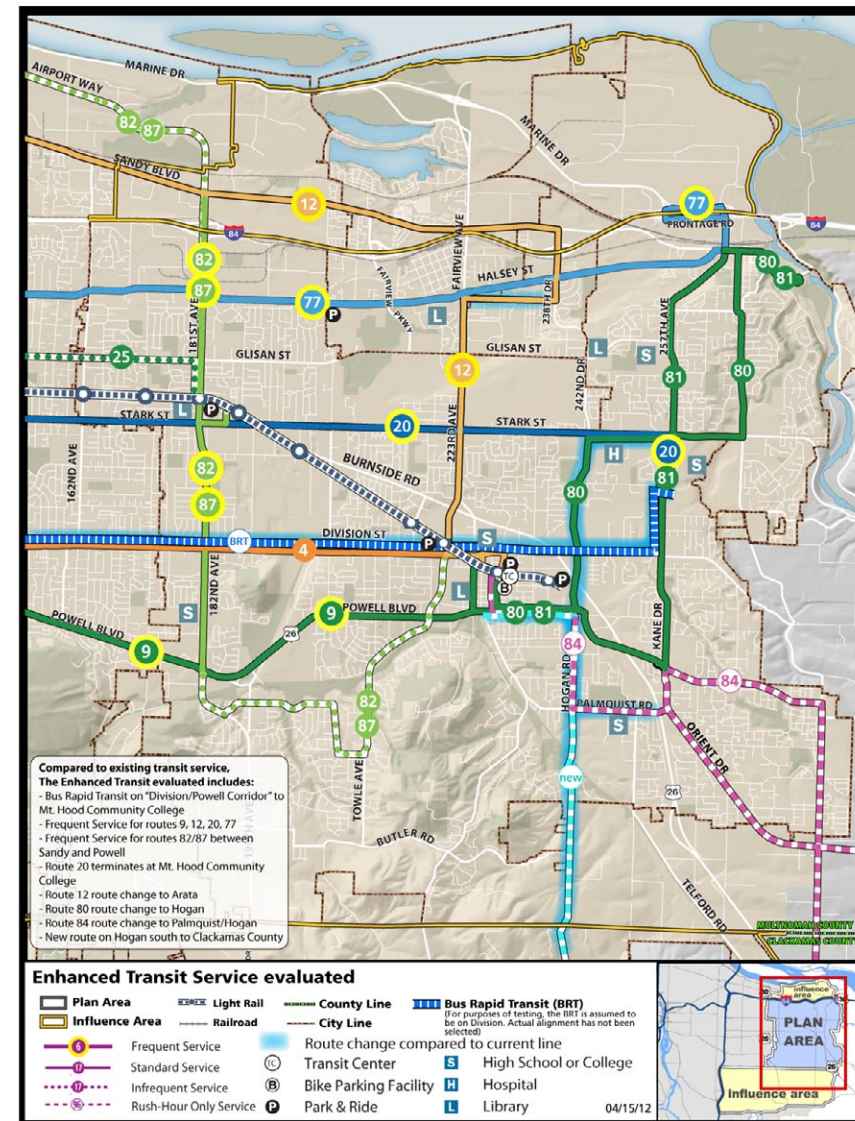
Regional East-West Transit Link: Projects improve east-west transit that connects Mt Hood Community College, Downtown Gresham, Portland and South Waterfront's Innovation Quadrant. Division is one of the top transit corridors for ridership in the region. Projects include enhanced bus/bus rapid transit and safety, and pedestrian and bike improvements (sidewalks, medians, crossings, access management) to make Division a great corridor for transit and walking. Enhancements along this corridor create the potential for even greater ridership demand. Enhanced bus service can provide additional service to Downtown Gresham and the Civic Neighborhood, a vital commercial area. Gresham will continue street improvements for sidewalks and other features to make walking and access to transit easier.

LEVEL OF SUPPORT



catalyst project: Transit alternatives analysis for Division/Powell (see page 11; project 99152)

ACCESS & MOBILITY	ECONOMIC DEVELOPMENT	SAFETY	FEASIBILITY
Increase transit ridership along the Division corridor.	Improve access to job centers, work force training and education. Connect commercial areas and Downtown Gresham.	Projects would meet safety standards.	Coordination can maximize past and planned public investments.
Integration with other evaluation factors: Projects improve an area with low-income and minority populations. Improved sidewalk access in can better connect people to commercial areas, transit options and recreation.			



Detailed action plan list

This table includes the projects that makeup the 16 investment packages included on pages 4-9. These projects represent regionally significant actions that would advance the desired outcomes articulated in the goals for East Metro Connections Plan (page 1). In a time of increasingly limited resources, these investment packages would allow East Metro jurisdictions to be strategic when seeking funds. Endorsement of this project list does not limit jurisdictions to only these projects. These projects should complement local transportation system plans and capital improvement programs that include many other local actions.


Additional projects evaluated as a part of East Metro Connections Plan could be included in the Regional Transportation Plan and thus made eligible for federal funding. The Regional Transportation Plan will be amended in late 2012.

Additional refinement of projects will likely occur between now and the final recommendation. Final recommended investment packages will identify partnerships (public and private) and funding opportunities.

Investment	RTP ID	Actions	catalyst?	funded	Timeline			cost
					Phase I	Phase II	Phase III	
181st/182nd Safety Corridor (page 4)								
	99107	Complete sidewalk connections {181st: I-84-San Raphael}				X		\$
	99136	Safety orridor: 181st/Rockwood {I-84 - Stark}			X			\$
	99137	Safety corridor: Halsey {162nd-181st}			X			\$\$
182nd/190th Connections to Clackamas County (page 4)								
	10431	Highland/190th Rd. widening				X		\$\$\$
	10859	Pleasant View Dr., Powell Loop - Highland Dr {widen, curb, gutter, sw, bike}				X		\$\$
	99105	190th Ave / Pleasant View widening {Butler-190th extension - all modes}				X		\$\$\$
Eastman/223rd Connections (page 4)								
	10386	Glisan St. multi-modal improvements				X		\$\$\$
	10473	Eastman/Stark {intersection improvements} new turn lanes			X			\$
	99150	Powell and Eastman {additional southbound left turn}					X	\$
DECISION NEEDED	99131	207th new collector extension						\$\$\$
242nd connections to Clackamas County (page 5)								
	99118	238th bike facilities				X		\$\$
DECISION NEEDED	99132	238th/242nd improvements						\$\$
DECISION NEEDED	99133	242nd extension						\$\$\$\$
	10420	Palmquist Rd. improvements				X		\$\$
	10425	Bull Run Rd. Reconstruction {242nd - 257th}				X		\$\$
	10485	Hogan {Palmquist to Rugg Road}				X		\$\$\$\$
	10511	Hogan Rd. at Stark St. {Stark - add RT lanes, 2nd NB and SB turn lanes}				X		\$\$
Southeast Gateway (page 5)								
	10512	Hogan: Powell to Burnside {blvd improvements + 3 intersection improv}			X			\$\$
	10522	Burnside, Hogan to Powell {safety improvements and reconstruction}			X			\$\$
	10527	Hogan, Powell Blvd to Palmquist {improve to arterial - 4 lanes +center}				X		\$\$
	99103	US 26 multimodal improvements {Burnside to Palmquist: sidewalks}				X		\$
	99139	Safety Corridor: Hogan/Burnside/Powell {Division - Palmquist}			X			\$
	10420	Palmquist Rd. improvements				X		\$\$
	10425	Bull Run Rd. reconstruction {242nd - 257th}				X		\$\$
	10429	Powell Valley improvements {Burnside to 282nd ped and bike facilities}				X		\$\$\$
257th safety, walking, biking connections (page 5)								
	10403	257th Ave. Pedestrian improvements at intersections and mid-block crossings			X			\$
	99138	Safety corridor: Cherry Park/257th {Cherry Park - Division}			X			\$\$
	10382	Reconstruct Stark St. to arterial standards			X			\$\$
	99125	17th Ave/Cochran pedestrian improvements {257th to Troutdale Rd}				X		\$\$
Sandy to Springwater multimodal connections (page 7)								
	99151	Sandy to Springwater master plan			X			\$
	99100	Troutdale Road improvements {ped btwn 21st - Stark}				X		\$
	99101	Troutdale Road improvements {bike btwn Buxton-Stark}				X		\$\$
	10390	Reconstruct Troutdale Rd. {Stark to Division}					X	\$\$
	10409	Beaver Creek Trail					X	\$
	99149	40-Mile Loop extension: Orient to Troutdale Rd.				X		\$\$\$

→ **DECISION NEEDED (PAGE 15)**


→ **DECISION NEEDED (PAGES 12-13)**

 A catalyst project is defined as a necessary project to begin implementation of a package. These include projects needed for year 2035 system performance standards, needed economic development investments, and critical safety corridors.

Planning-level cost estimate
 \$ - less than \$2 million
 \$\$ - \$2-10 million
 \$\$\$ - \$11-25 million
 \$\$\$\$ - greater than \$25 million

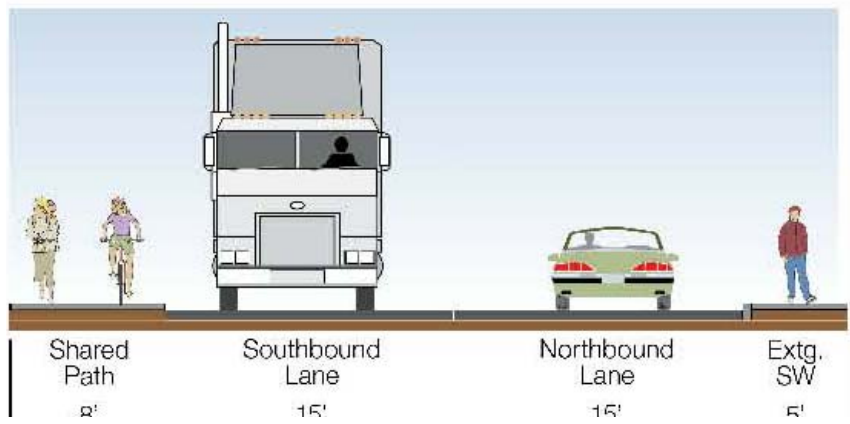
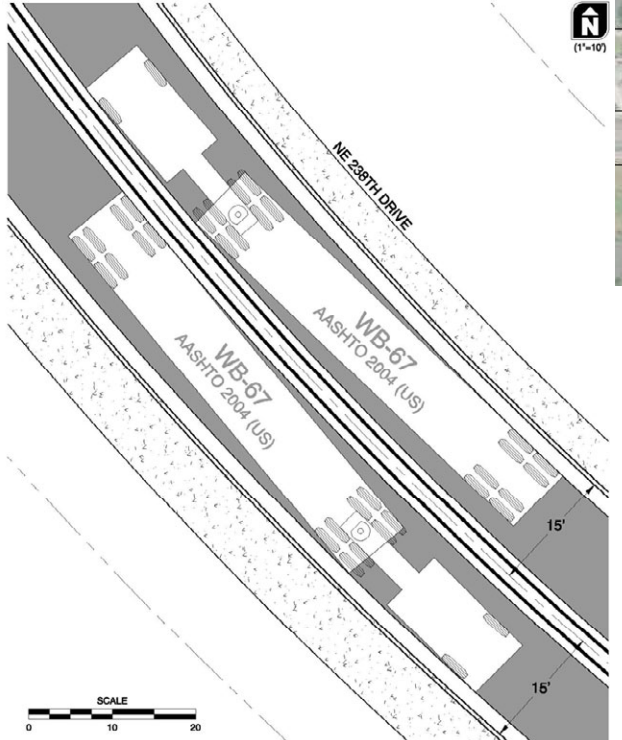
Detailed action plan list - continued

Investment	RTP ID	Actions	catalyst?	funded	Timeline			cost
					Phase I	Phase II	Phase III	
Rockwood/181st (page 6)								
	10454	181st Ave. improvements Glisan - Yamhill - complete blvd design			X			\$\$\$
	10459	Burnside SC pedestrian imps. 172,197, Glisan, Stark +intersecting sts				X		\$
	10519	Pedestrian enhancements {Burnside: 162nd-181st}			X			\$
	99109	Widen and buffer sidewalks and improve crossings {Stark: 181st-Burnside}				X		\$
	99110	Widen and buffer sidewalks; add bicycle facilities {Burnside: 181st-197th}				X		\$
	99111	Widen and buffer sidewalks; add bicycle facilities {Burnside: 171st-181st}				X		\$
Downtown Gresham/Civic (page 6)								
	10423	Cleveland St. reconstruction {Powell - Burnside}				X		\$
	10434	Burnside St. improvements {Wallula to Hogan}			X			\$\$\$\$
	10436	Max Trail {Rockwood to Gresham downtown}		X				\$
	10504	Ped to Max: Hood St. {Powell - Division on Hood St.}				X		\$
	99115	Division ped imps - widen sidewalks, improve crossings 212-242nd			X			\$
	99116	Powell ped imps - widen sidewalks, improve crossings Eastman - Main			X			\$
	99117	Powell ped imps - widen sidewalks, improve crossings Hood - Hogan			X			\$
Pleasant Valley (page 6)								
	10460	SE 174th N/S Improvements Giese - 174/Jenne				X		\$\$\$\$
	10463	Foster Rd. Extension (north) Jenne - 172nd				X		\$\$\$
	10464	Giese Rd. Extension {182 - 172}					X	\$\$\$
	10465	172nd Ave. Improvements {Giese to Foster}					X	\$\$\$
	10466	172nd Ave. Improvements {Foster to Cheldelin}					X	\$\$
Catalyst for Springwater District (page 6)								
	10864	New interchange on US 26 to serve industrial area.				X		\$\$\$\$
	10474	Rugg Rd. ext. {new arterial per Springwater plan} Orient to US 26				X		\$\$\$\$
	10475	Rugg Rd. ext. {new arterial per Springwater plan} US 26 to 252nd				X		\$\$\$\$
	10476	Rugg Rd. ext. {new arterial per Springwater plan} 252nd -242nd				X		\$\$\$
	10477	Springwater Road section 4 242nd - 252nd					X	\$\$\$
	10478	252nd Ave. {Springwater to Palmquist collector}					X	\$\$\$\$
	10479	252nd Ave. {Rugg Road to new collector}					X	\$\$
	10480	Springwater Road Section 7 {new collector Hogan-Orient} 242nd					X	\$\$
	10481	Springwater Road Section 8 {new collector Hogan-Orient} 242nd					X	\$\$
	10482	Springwater Road Section 9 {new collector Hogan-Orient} 252nd					X	\$\$
	10483	Springwater Road Section 10 {new collector Hogan-Orient} 252-Telford					X	\$\$\$
	10484	Springwater Road Section 11 {new collector Hogan-Orient} Telford-Orient					X	\$\$\$
Halsey main street implementation (page 7)								
	11287	Halsey St Improvements { 223rd to 238th}			X			\$
	10385	Reconstruct Halsey St. with improvements			X			\$
Downtown Troutdale (page 7)								
	10408	40 Mile Loop Trail {Reynolds to downtown Troutdale}			X			\$\$
	99148	Troutdale urban renewal access			X			\$
Downtown Fairview & Wood Village (page 7)								
	10387	Reconstruct Arata Rd.		X				\$\$
	10398	Wood Village Blvd extension				X		\$
	99129	Wood Village extension - multi use path		X				\$
	99130	Fairview Ave multi-modal improvements {I-84 to Arata}			X			\$\$
Managing the existing system (page 7)								
	99141	System management: 181st/182nd {I-84 - Powell}			X			\$
	99142	System management: Fairview Pkwy/Glisan/223rd/Eastman {I-84 - Powell}			X			\$
	99143	System management: 238th/242nd/Glisan/Hogan {I-84 - Powell}			X			\$
	99144	System management: 257th/Kane {I-84 - Palmquist}			X			\$
	99145	System management: Burnside {Eastman - Palmquist}			X			\$
	99146	System management: Division St. transit priority {162nd - 257th}		X				\$
Regional east west transit link (page 9)								
	99152	Transit alternative analysis			X			\$
	10440	Division St. multimodal improvements {Wallula - west city limits}			X			\$\$
	99112	Complete bicycle facilities {Division: Birdsdales to Wallula}			X			\$
	99115	Division ped imps - widen sidewalks, improve crossings 212th-242nd			X			\$

 A catalyst project is defined as a necessary project to begin implementation of a package. These include projects needed for year 2035 system performance standards, needed economic development investments, and critical safety corridors.

Planning-level cost estimate
 \$ - less than \$2 million
 \$\$ - \$2-10 million
 \$\$\$ - \$11-25 million
 \$\$\$\$ - greater than \$25 million

Candidate project: 238th enhancements



What was studied?

On December 14, 2011 the steering committee decided a modified 238th should be studied (option 2). This candidate project was studied to understand how increased mobility for freight, bicycles and pedestrians could be achieved using the footprint of the existing roadway. It would permit trucks that are currently prohibited on 238th due to size limitations to use the I-84 interchange.

- The road's cross section (from Oregon Street to south of Arata) would be modified to include two 15-foot lanes (allowing for heavy vehicle traffic), a 5-foot (existing) sidewalk on northbound side and an 8-foot shared path on southbound side.
- Southbound (climbing) travel lanes would be reduced from two to one.
- The existing 10% grade would remain the same.

Findings

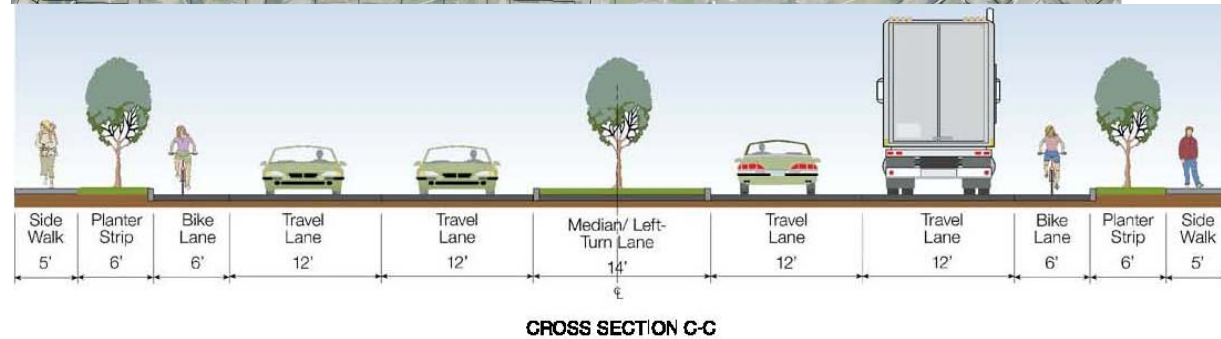
- This project is not needed to meet year 2035 system performance standards.
- A planning level cost estimate for the modifications is approximately \$1-10 million.
- The project requires approximately 4 feet of widening (which includes cut into the hillside).
- Slow-moving trucks could substantially slow motorists due to the loss of the climbing lane.
- Pedestrian and bicycle options are increased compared to the existing substandard facilities.
- There is a slight improvement to freight mobility over existing conditions.
- Wider lanes should improve the safety of the road.

Considerations

- The City of Wood Village has expressed concern about impacts to nearby residents, however they would support modifications to 238th if the right of way preserved for an extension of 242nd was vacated.
- Modifying 238th may offer the opportunity to balance vehicles, including trucks, among the four I-84 interchanges.

Steering committee decision: In the 238th/242nd corridor, between Halsey and Glisan, what project should be refined/advanced?

Candidate project: 242nd extension



What was studied?

On December 14, the steering committee decided an extension of 242nd to Halsey should be studied. The project would be in Troutdale, largely within the preserved right-of-way owned by Multnomah County. This candidate project was studied to understand the impacts of shifting traffic from 238th to the new extension and Halsey. It would permit trucks that are currently prohibited on 238th due to size limitations to use the I-84 interchange.

- The extension would be built as a 4 to 5 lane arterial connection between Glisan and Halsey.
- It would have an elevated structure for approximately one-quarter of a mile (1200 feet), with 500 feet of retaining walls on the south end of the structure. It would be elevated approximately 40-45 feet (maximum height) above existing ground on north side of the bluff.
- The new facility would meet Glisan and Halsey Streets at-grade and uses the existing intersection at Glisan/Cherry Park. It would be below existing ground north of Safeway access to a new 238th intersection.
- Halsey, between the extension and 238th, would be modified to a 5-lane arterial with sidewalks and bike lanes. 238th and Halsey would include dual rights northbound for access to the interchange.
- North of Halsey, the extension would connect to the intersection at 244th, pending future development of the site.
- 238th south of Halsey would be reduced to 2 lanes, and a segment of 238th and the Holladay intersection would close.
- The existing access to Safeway would remain. Right-of-way would be required at two-parcels in Wood Village near 238th and along Halsey for the expanded intersection and 5-lane road.

Findings

- This project is not needed to meet year 2035 system performance standards.
- A planning level cost estimate for the extension is approximately \$40 million.
- Travel time is increased due to out of direction travel.
- Pedestrian and bicycle options are increased compared to the substandard facilities along existing 238th.
- Freight mobility is improved by providing a less curvy and steep – but also less direct – route for trucks.
- The safety effects of the extension are unclear.

Considerations

- There are those who feel the extension and/or preservation of the right of way is important to regional mobility.
- There are those who feel the extension and/or preservation of the right of way threatens town center development.
- The Edgefield property is very special to McMenamins. They want to stay in place and have plans to expand. McMenamins believes the existence of the 242nd right of way negatively impacts the existing and future use of their property. It is a current problem for them as it impacts their financing and ability to develop. McMenamins is opposed to the development of the 242nd extension and the preservation of the right of way as a potential future road. They would be willing to entertain the idea of a multimodal trail through the Edgefield property (much of which already exists) as a complement to pedestrian and bicycle facilities on 238th, if it were developed consistent with Edgefield's site plan and eliminated the future potential for a road through the property.
- The extension may offer the opportunity to balance vehicles, including trucks, among the four I-84 interchanges, while making 238th more like a neighborhood street.
- The related changes that would be required on Halsey may conflict with Halsey's development as a main street as planned by Multnomah County, Fairview, Wood Village and Troutdale.
- The extension may have negative impacts on adjacent residents, Donald L Robertson Park and natural resources.
- Multnomah County would own and maintain the extension. The county has indicated this would be a low priority given other funding priorities.
- The City of Troutdale would likely need to provide land use approvals.

Steering committee decision: In the 238th/242nd corridor, between Halsey and Glisan, what project should be refined/advanced?

Candidate project: Fairview Parkway/207th extension



What was studied?

A new street that would provide a collector road south of Fairview Parkway, connecting to 212th at Stark and shown in yellow on the map, was evaluated as a part of East Metro Connections Plan. This candidate project was studied to understand if a new street would alleviate the need to widen the nearby intersection of 223rd and Stark, which is facing significant future congestion. A new street at this location would also fill a gap in the grid network of roads.

- This project was studied as a 2-lane collector street, like Civic Drive, 202nd or Cleveland. It would have left-turn lanes at Glisan and Stark.
- The new street would include sidewalks and bike lanes, and likely have a posted speed limit of 30 mph.
- The project would include a new traffic signal at Stark and 212th (212th becomes Wallula south of Burnside).
- Efforts would be made to minimize right-of-way acquisitions by making the roadway footprint as small as possible.

Findings

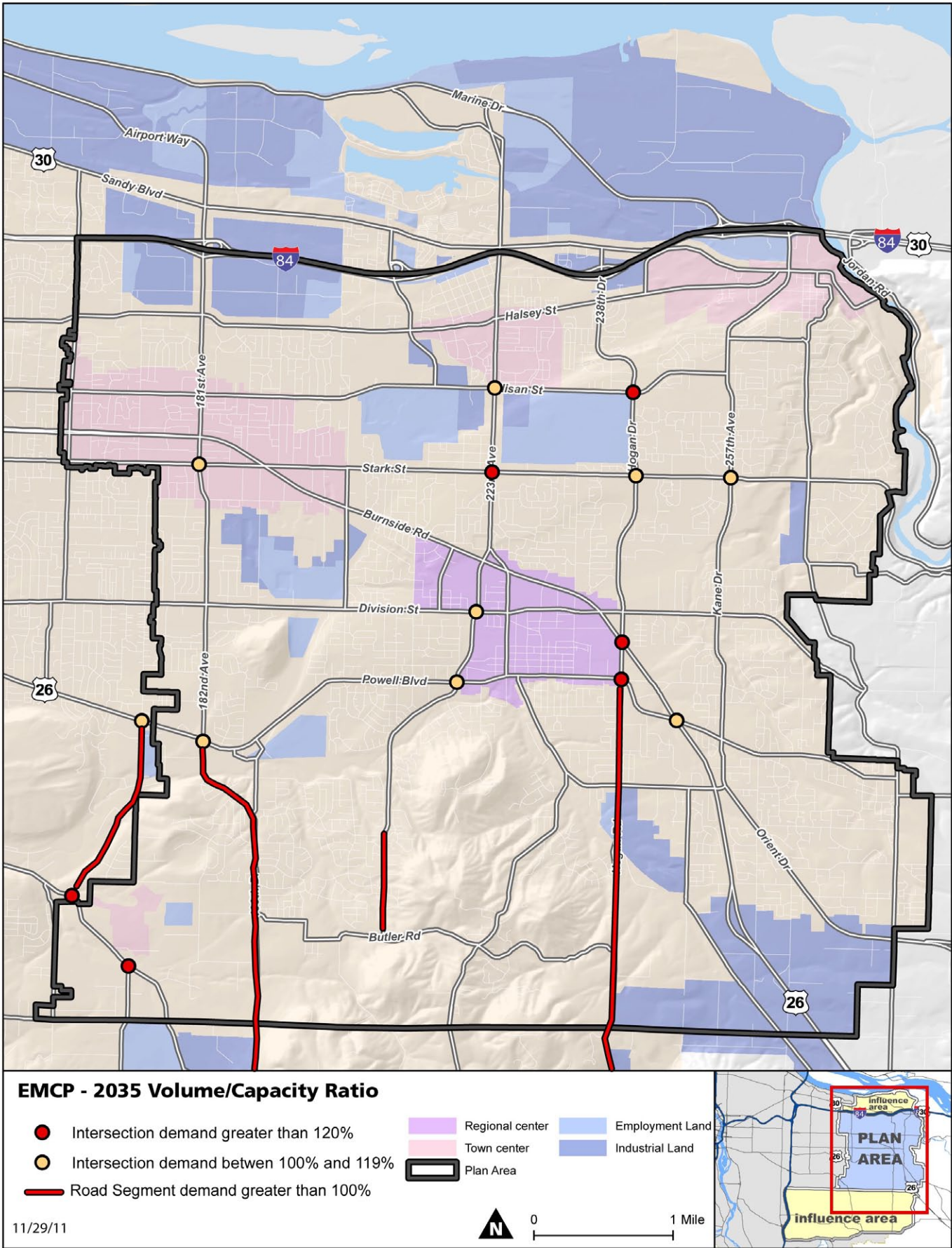
- The 207th extension on its own does not fully satisfy the projected demand.
- The new street would reduce the level of widening needed at 223rd and Stark intersection, which is forecast to be over capacity in the future. For 2035 forecasted volumes, the extension would not fully relieve the intersection of 223rd and Stark and some widening would be needed although it would likely be three additional turn lanes instead of five.
- Most (75%) of Fairview Parkway traffic, including all through trucks, would still turn on Glisan, with the remaining 25% of traffic going down the new 207th extension.
- Traffic volumes on 212th south of Stark would go up, about doubling, which would be about half of that on 202nd.
- Traffic volumes would drop slightly on 202nd and 223rd.

Considerations

- Subdivision of the employment land may limit its development potential.
- MicroChip's operations and future plans would need to be supported and maintained.
- Abby's Pizza, located on what would be the northeast corner of the new intersection of Stark and 207th, views the extension as a positive addition for their business (increasing visibility and traffic) as long as the new street would not impact the square footage of their building or diminish available parking.
- Reaction from the North Central Neighborhood Association has been mixed. Neighbors view the increased access provided by the new street as positive, but are concerned about impacts to the adjacent residents and wetlands.

Steering Committee DECISION: To support access and mobility along Eastman/223rd, should the Fairview Parkway/207th extension be refined/advanced?

Future vehicular needs and opportunities (findings shared at December meeting)



Key findings

To understand how the road network performs today and in the future, intersections and roads were analyzed during the busiest part of the day. Although traffic today is not greater than what the road network was designed to handle, **expected demand in 2035 does exceed the capacity of the existing system at several locations.**

Traffic will increase as population and employment grows. Through 2035, population is forecasted to grow by 28% and jobs by 98% in Gresham, Fairview, Troutdale and Wood Village and the nearby parts of Multnomah County. Forecasted growth will result in increased demand for better north/south connections. The plan area is expected to experience an increase in traffic similar to what is projected for the rest of the Portland area. During the busiest part of the day:

- North/south traffic is expected to increase approximately 41% by 2035.
- East/west traffic is expected to increase approximately 43% by 2035.

If the road network remains as it is today, people will experience more congestion in the future than they do today. There will be significant congestion at some intersections and along some roads.

- Intersections shown in red on the map will likely be significantly congested without changes that increase their designed capacity.
- Intersections shown in yellow will likely be more congested than they are today, but may be solved through system utilization strategies, such as coordinating signal timing.
- Roadways shown in red will likely be more congested unless they are widened or new roads are added.

Congestion will be greater than current levels in the following areas:

- In the Pleasant Valley area along 174th, 190th and Powell
- Along Hogan Road at its intersections with Burnside and Powell
- At the intersection of Stark/223rd, as the area lacks a supporting collector road system to provide secondary routes to the arterial road network
- Other areas, such as 181st/Stark and along Eastman Parkway at Division and Powell, will experience congestion but to a lesser degree, which presents an opportunity to use system management strategies

Truck volumes are expected to grow faster than other vehicles, but trucks will continue to represent a small portion of all traffic. Future job growth in **Springwater may require additional roads** that provide access to industrial and employment lands, a new interchange, and better connections between US 26 and Hogan.

Toolbox of design treatments

Better signalization: Adaptive signals

Signals self-adjust to demand
Evidence indicates 10% capacity boost



Increases corridor and intersection capacity
May eliminate need for higher-cost fix

Better signalization: Coordinated Signals

Not all signals on all north-south and east-west arterials in the plan area are on the same coordinated system



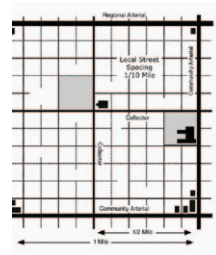
Better signalization: Signal priority

Adjusts timing to favor buses
15% bus travel time savings



Street connectivity

Spacing arterials about 1-mile apart, collector streets 1/2-mile apart, with supporting local streets.



Network completion reduces need to widen, provides route choices, and supports walking, biking, transit use.

Improved signage and way-finding

Improved signage can help direct traffic to key destinations, including downtowns.

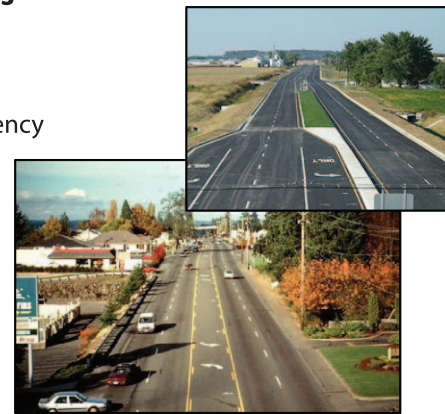


Variable Message signs

Can provide real time information on traffic conditions and travel times to help traveler information and route selection.

Road widening to 4-5 lanes

Adds capacity to roadway
Reduces motorist delay
Higher rate of crashes, injuries
Larger intersections reduce efficiency



Improved crossings

Turn a dangerous crossing into a safe and comfortable crossing
Medians or refuge islands can lead to as much as 40% crash reduction



Roundabouts

Reduce crashes; reduce injuries 70-80%
The safest known intersection form
Reduce delay for all users
Can eliminate need for road widening
Can serve as gateway feature



Areas could include new roads in Pleasant Valley. These would be consistent with the Clackamas County 172nd/190th Corridor Plan.

Flashing yellow arrows

Flashing yellow arrows reduce delay. They are not appropriate everywhere.



New intersection turn lanes

Dual left turn lanes, or dual right turn lanes can add capacity to an intersection.



223rd & Glisan has double left turns



Improved sidewalks

Widened sidewalks that provide buffer from the street with trees or parking makes walking safer and more comfortable. Areas with high walking include Rockwood, Downtown Gresham, Downtown Troutdale, Fairview, and Wood Village

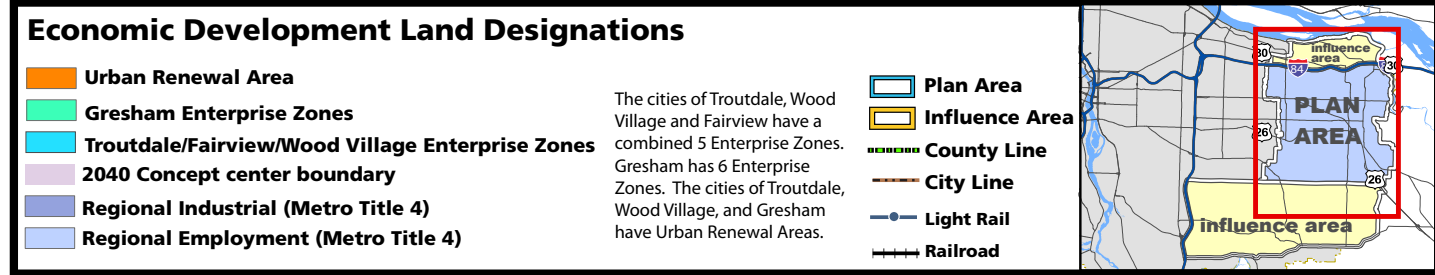
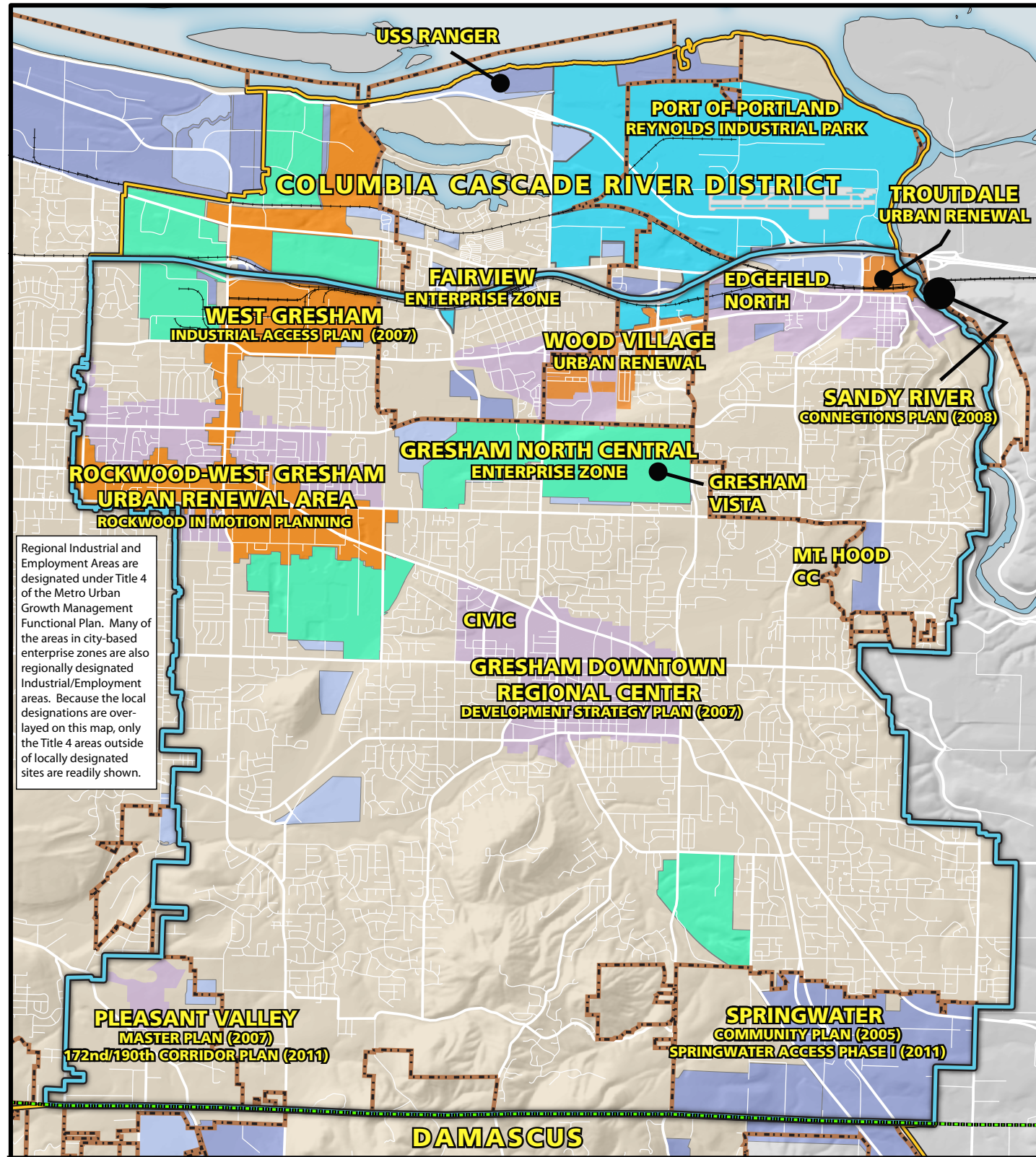


Speed management

Techniques to manage traffic speeds on arterial roadways can provide for more reliable mobility

Raised or textured intersections
Gateway treatments
Medians and crosswalks
Video enforcement





Economic Development (findings shared at July & December meetings)

Key findings

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 have 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 plan area boasts a number of existing large industrial areas and 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 have prevented realization of employment goals. The Springwater area offers greenfield development potential but needs significant infrastructure improvements, better connections to US 26 and I-84 and site assembly to be successful.

- Centers have a shared goal of compact, mixed-use development that focuses on residential, commercial and office uses.
- Centers also have unique, community-specific assets that enhance their long-term economic development goals, such as their proximity to the Gorge, Columbia River and Mount 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 in the plan area have an excess of zoned capacity and can accept additional growth.
- 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 can have limiting affects on commercial development.
- Older, low value development and brownfields may inhibit redevelopment.

Employment areas

- West and North Gresham and the CCRD have established Enterprise Zones and have good access to I-84 and 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 Port of Portland has invested in Gresham Vista Business Park (former LSI site), which has 11 shovel-ready, large lots.
- 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.

This memo was provided to the technical advisory committee to guide and inform the development of investment packages.

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Date: March 19, 2012

To: Dave Eatwell, West Columbia Gorge Economic Development Consortium
Susie Lahsene, Port of Portland
Erika Fitzgerald, City of Fairview
Janet Young, City of Gresham

From: Brian Harper, Long Range Planning

Cc: Chris Deffebach, Brian Monberg

Re: EMCP Economic Development Findings

In the last several weeks, Metro staff has met with your organizations in an attempt to understand local and sub-regional economic development goals/needs. Specifically, we are attempting to understand your local priorities and actions or investments that you see as necessary to support economic development in the East Metro area. Through these interviews and prior research of published economic development documents, Metro staff was able to discern the main themes and constraints within both the study area and northern influence area of the Columbia Cascade River District.

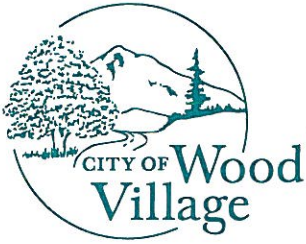
The purpose of this memo is to summarize your locally identified opportunities and constraints which will serve as a filter for determining which investments and policy choices are most valuable in promoting opportunities for enhanced economic development. Future choices regarding investment packages will be examined by the East Metro Connections Plan Steering Committee through the lens of these themes and constraints.

We are providing you with this summary to make sure that we correctly identified your top priorities and the major constraints you face in the East Metro region regarding economic development. Your feedback on the summary in this memo would be appreciated. Also attached is the summary of the individual meetings for your review. Please send your comments to me within the next week, by March 28th in order to facilitate folding these comments into the draft recommendations for consideration at the April technical and steering committee meetings.

Major Economic Development Themes

1. Promote large lot industrial lands for access and development- Many viable pieces of large employment/industrial property that are found within the Study Area and the Influence Area of the Columbia Cascade River District (CCRD) are constrained by wetlands and protected wildlife habitat. The issue is not that these protections deny development, but they add a cost burden in the form of on-site mitigation for disturbance created by development. Many property owners and potential developers are having a hard time determining how to fit viable development proposals AND mitigation on the same site. The idea of a Mitigation Banking program has been raised for the CCRD for the last several years, but a viable system has yet to be developed. A mitigation banking program would allow for parcels to develop to their full employment potential, while allowing for mitigation of on-site resources that are lost, to occur on a pre-determined property that exists within the same watershed.

2. Tourism, primarily centered around Fairview, Troutdale and Downtown Gresham with the Gorge, Columbia River, Sandy River and Mt. Hood – Proximity to major natural resources, such as the Gorge, Mt. Hood, and the Columbia & Sandy River have led cities in East Metro to adopt economic development efforts focused on tourism. Currently, the area lacks a coordinated effort amongst the jurisdictions to leverage the existing natural resources in each community to promote visitors. With the potential for the USS Ranger to locate along the Columbia River in Fairview, additional tourism could be generated through significant riverfront redevelopment. The existence of the Troutdale Outlet Mall and Historic Downtown, have the city poised to leverage considerable draw to its existing retail through the promotion of its label as “The Gateway to the Gorge”. A destination retail location was identified by several respondents as an important draw for tourists. With appropriate efforts, traffic to and from Mt. Hood could encourage travelers to visit the Center for the Arts Plaza in Gresham and other local retail destinations.
3. Commercial, Mixed-use, and employment uses along major corridors and within Centers- A key component of land use and future economic development in East Metro are the major corridors that criss-cross the study area. Each jurisdiction has a stated focus on corridors, as they play a vital role in the provision of housing and employment. The 2040 Growth Concept describes corridors as areas that are slightly less dense than centers and feature a high quality pedestrian environment with convenient access to transit. The East Metro community’s corridors are places of tremendous activity from a commercial and employment perspective and offer the potential for additional housing capacity. This makes corridors an extremely important and valuable resource when examining how land use changes and targeted investments can leverage new job creation and vibrant communities. Large amounts of vacant or underutilized parcels along many portions of the corridor offer opportunities for additional development. Large scale commercial nodes exist at major arterial intersections, but these nodes typically do not have complimentary amounts of multi-family or higher density housing. This lack of an immediate housing stock means that the vast majority of people coming to the commercial developments do so via auto or transit access. The provision of transit within the study area is found predominantly along the east-west corridors.
4. Access to industrial/employment lands- There are only a handful of existing large lot industrial sites within the Study Area or the CCRD, however there are access issues to those and other existing industrial/employment sites. A primary concern to all of the jurisdictions that Metro interviewed was the future improvement of Sandy Boulevard through the entirety of the CCRD. These improvements would not only leverage development of industrial/employment lands, but also offer safety upgrades to existing residential development and the various alternate transportation modes that utilize the corridor. In the southern portion of the study area, a new interchange along Highway 26 is the key to future access of the Springwater Industrial/Employment lands. However, timing on that project will necessitate that initial access to these lands occur through incremental development of Hogan Boulevard, south of Division. This “secondary” access point should allow for earlier development of the Springwater area, while also offering much needed access to additional employment lands further south in the Damascus area. Additional access concerns center around transit availability to employees within the CCRD, which is currently underserved by existing transit. All jurisdictions identified enhanced transit within this influence area as beneficial to existing and future employment centers.



Mayor
Patricia Smith

Council President
Mark Clark

Councilors
Stanley Dirks

Timothy Clark

Scott Harden

April 10, 2012

East Metro Connection Plan
Steering Committee Members
c/o Brian Monberg
METRO
600 NE Grand Avenue
Portland, OR 97232

SUBJECT: Input to Priorities and Projects; Resolution of 242 Extension Issue

Dear Brian and Members of the Steering Committee;

The City of Wood Village has been embroiled in the controversy of the potential extension of 242nd Drive, variously identified as the Mt. Hood Parkway, Mt. Hood Freeway, 238th extension, 242nd extension, and other titles. The potential for this roadway has been a matter of controversy in Gresham as well as Wood Village, with at least one public vote rejection of the proposal (in Gresham). Each time the project has resurfaced; it has continued the discussion and renewed the controversy.

In the Memorandum of Understanding creating this East Metro Connection Plan, we seem to consistently omit one significant phrase, as follows:

"2. The Cities recommend that the study include an analysis of 181st, Fairview Parkway, 242nd and 257th from I-84 to an improved interchange at US26 with the stipulation that the analysis of the 242nd route be limited to consideration of the road being constructed below grade from north of Halsey Street to a minimum of ¼ mile south of Glisan; and"

We have all worked on this issue in good faith, and I recognize that we have attempted to analyze issues in the broadest possible context. I do want all the committee members to recognize that I am speaking for Wood Village; this is not a single Mayor speaking for the community. Wood Village has had a series of actions and specific direction from the Wood Village City Council. While members of the Committee have indicated they have relatives in the community that like the idea, I can report that Wood Village does not, and our elected officials have spoken collectively.

We are now at a juncture. New data has been developed that identifies how this roadway can effectively function as a significant part of the connections capacity in our region. The methods were identified as one of three alternatives, the first a do nothing alternative, the second to modify in the current right of way, and the third the use of a new right of way and construction of new roadway. Our community is willing to support the upgrade to 238th in place (alternative #2), if the current right of way extending through school properties and others would be returned to owners via the appropriate vacation process.

While this is not the best alternative for our community, it does permit Wood Village to meet our expressed goal to have all communities both participate in the positive side of roadway construction in their communities, and to bear a portion of the burdens created from such roadways. We would ask other committee members to recognize the goals adopted in this plan, and our relative priorities. This suggested solution:

- A. Meets the access and capacity needs through the study period.
- B. Accommodates predicted traffic volumes without service level degradation.
- C. Avoids the construction of new roadways (our goal to "Make the best use of the existing transportation system")
- D. Supports the land use vision for Wood Village and Troutdale.
- E. Eliminates impacts on the natural environment that would be created with new roadway construction, especially impacts on the Wood Village Donald L. Robertson Park.

Alternative 3 would create the following issues:

- 1) Create a large transportation facility adjacent the Donald L. Robertson Park.
- 2) Add turning movements at 242nd and Halsey and 238th and Halsey.
- 3) Use developable land at 244th and Halsey for the sweeping connection to the Historic Columbia River Highway.
- 4) Require construction on Halsey Street that is not consistent with the Halsey Street Concept Plan.
- 5) Greatly undermine the ability for Halsey Street to function as a "main street" in the three communities.
- 6) Cost \$40M without improving travel time or significantly increasing capacity.
- 7) Impact Edgefield.
- 8) Negatively impact the Arata Creek School.
- 9) Fail to address any perceived problem other than the steep hill on NE 238th Drive because at present NE 238th Dr. is operating below capacity.
- 10) Add a confusing intersection at the top of the slope to accommodate connecting 242nd and 238th Drives.
- 11) May not prevent southbound vehicles from continuing to use 238th Drive.
- 12) Create additional bottlenecks in the 242nd/Hogan corridor, inducing traffic into an area that is already identified with multiple difficulties.

We request you share this correspondence with the Steering Committee members, and allow us time to present and propose a motion of the Steering Committee at our next meeting.

Sincerely;

A handwritten signature in black ink, appearing to read "Patricia Smith". The signature is fluid and cursive, with a large initial "P" and "S".

Patricia Smith
Mayor