



## Metro | Agenda

Meeting: East Metro Connections Plan steering committee meeting  
Date: Wednesday, June 6, 2012  
Time: 1 to 3 p.m.  
Place: Gresham City Hall, Oregon Trail and Springwater Trail rooms  
Outcomes: 1) Determine project to advance in the 238th/242nd area  
2) Finalize agreement on action plan and recommendation  
3) Discuss next steps

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- 1:00      **Welcome**
- Chair Craddick's opening remarks
  - Meeting outcomes and logistics
  - Process to date and upcoming milestones
- 1:10      **Public comment**
- 1:20      **Refinements to action plan**
- Updates based on April 18 steering committee discussion
  - Results of final public survey
  - Discussion
- 1:40      **238th/242nd project decision**
- Technical findings for 3-lane option on 238th: Kittelson presentation
  - Review all options studied
  - Discussion
  - **Decision: What project should advance in the 238th/242nd area between Glisan and Halsey?**
- 2:20      **Endorsement of action plan and recommendation**
- Discussion
  - **Decision: Should the steering committee endorse the action plan and recommendation?**
- 2:45      **Next steps**
- 3:00      **Adjourn**

# East Metro Connections Plan

## Steering Committee Final Decisions

### Project status since April 18 meeting

There was a high degree of consensus on the investment packages that comprise the action plan, as discussed by the steering committee on April 18, 2012. Subsequent refinements to the action plan include:

- Addition of the Gresham Vista investment package, and adding Edgefield to the Halsey main street package.
- Project refinements within the investment packages, recommended by the technical advisory committee.

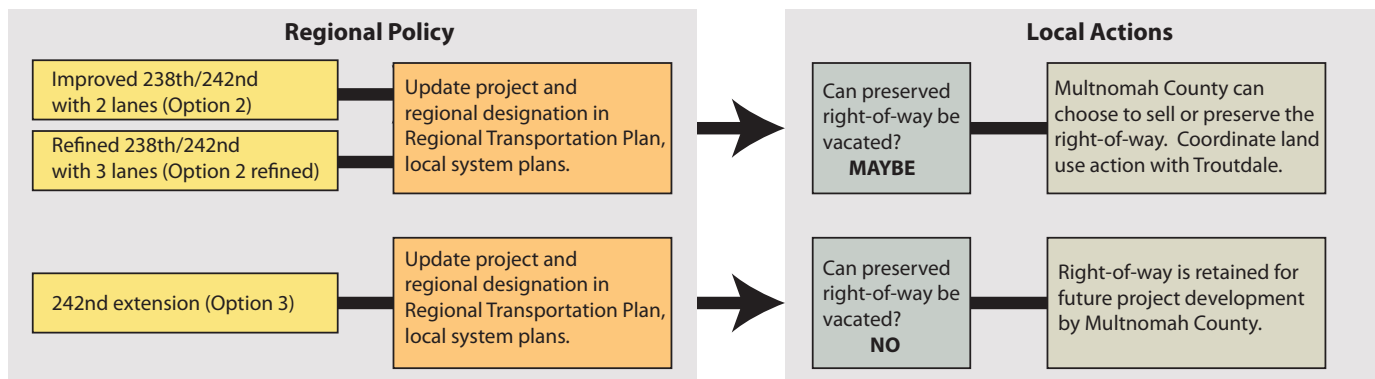
### Outstanding decision regarding 238th/242nd options

A project decision for 238th/242nd between Glisan and Halsey is needed to finalize the action plan. Based on this decision, the Regional Transportation Plan (RTP) will be updated, including the freight network to reflect the proposed East Metro Connections Plan “freight grid.”

**What project should be advanced along 238th/242nd between Glisan and Halsey in order to support regional mobility?** (See memo for details)

- ☐ No-Build (Option 1)
- ☐ Improved 238th/242nd with 2 lanes (Option 2)
- ☐ Refined 238th/242nd with 3 lanes (Option 2 refined)
- ☐ 242nd extension (Option 3)

### Potential outcomes based on today's decision



### Recommendation and Action Plan (see pages 2-8)

This final action plan identifies the most needed priorities in the East Metro plan area, and is the result of the screening and prioritization of nearly 200 projects. These projects reflect the plan goals adopted by the steering committee. The investment packages identified in the action plan provide a set of coordinated projects to address current and future needs in a strategically focused way. The resulting regional grid supports mobility in east Multnomah County, accommodates freight movement into the future, and advances prosperity in east Multnomah County.

- ☐ I support the East Metro Connections Plan Action Plan and Recommendation.

This East Metro Connections Plan analyzed present and future transportation challenges and presents solutions that reflect community values. The recommendation identifies transportation and other investments that advance economic and community development.

Investments in the plan area support economic and community development by providing better access and mobility, increasing safety, activating employment areas and helping people find their way through and to key destinations in the East Metro area. These proposed investments emerged through prioritization of over 200 transportation projects evaluated and target enhancements with a focus on:

- 1. **North/south connections** - Proposed projects improve the arterial road network connecting I-84 and US 26, and access to important community destinations.
- 2. **Downtowns and employment areas** - Proposed projects improve access to downtowns and jobs.
- 3. **Regional mobility** - Proposed projects capitalize on previous investments by making the existing system smarter and more efficient through changes to signal timing and enhanced transit service.

Table of contents

Recommendation.....2

Action Plan.....3-8

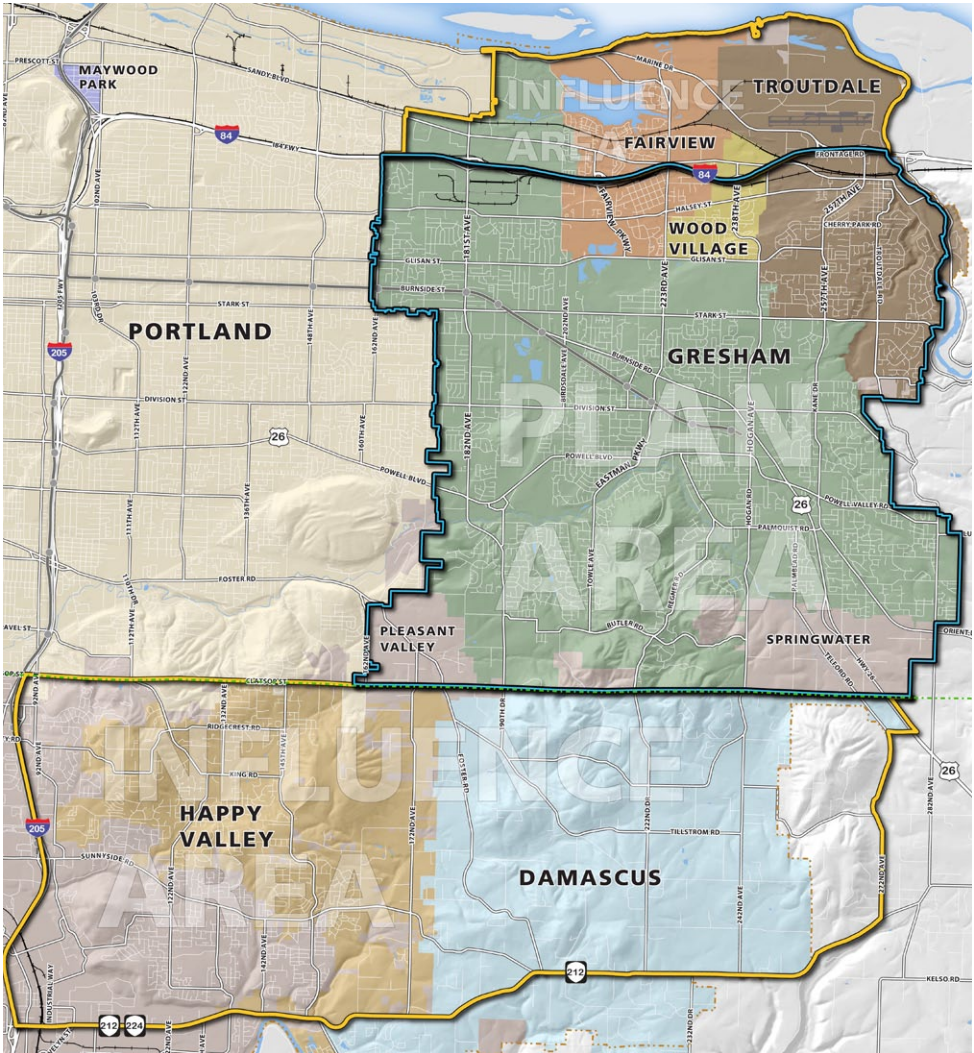
East Metro Policy Updates.....9-11

Endorsement Schedule and RTP Amendment Process.....12-13

Funding East Metro and Future Project Development.....14-15

The four cities of east Multnomah County will work closely with state, county, regional and federal partners to implement solutions in the plan area.

Development will be closely coordinated with the Columbia Cascade River District, a critical regional employment area along the Columbia River, as well as ongoing projects in east Portland and Clackamas County.





## EAST MULTNOMAH COUNTY WILL WORK TOGETHER TO:

*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.*

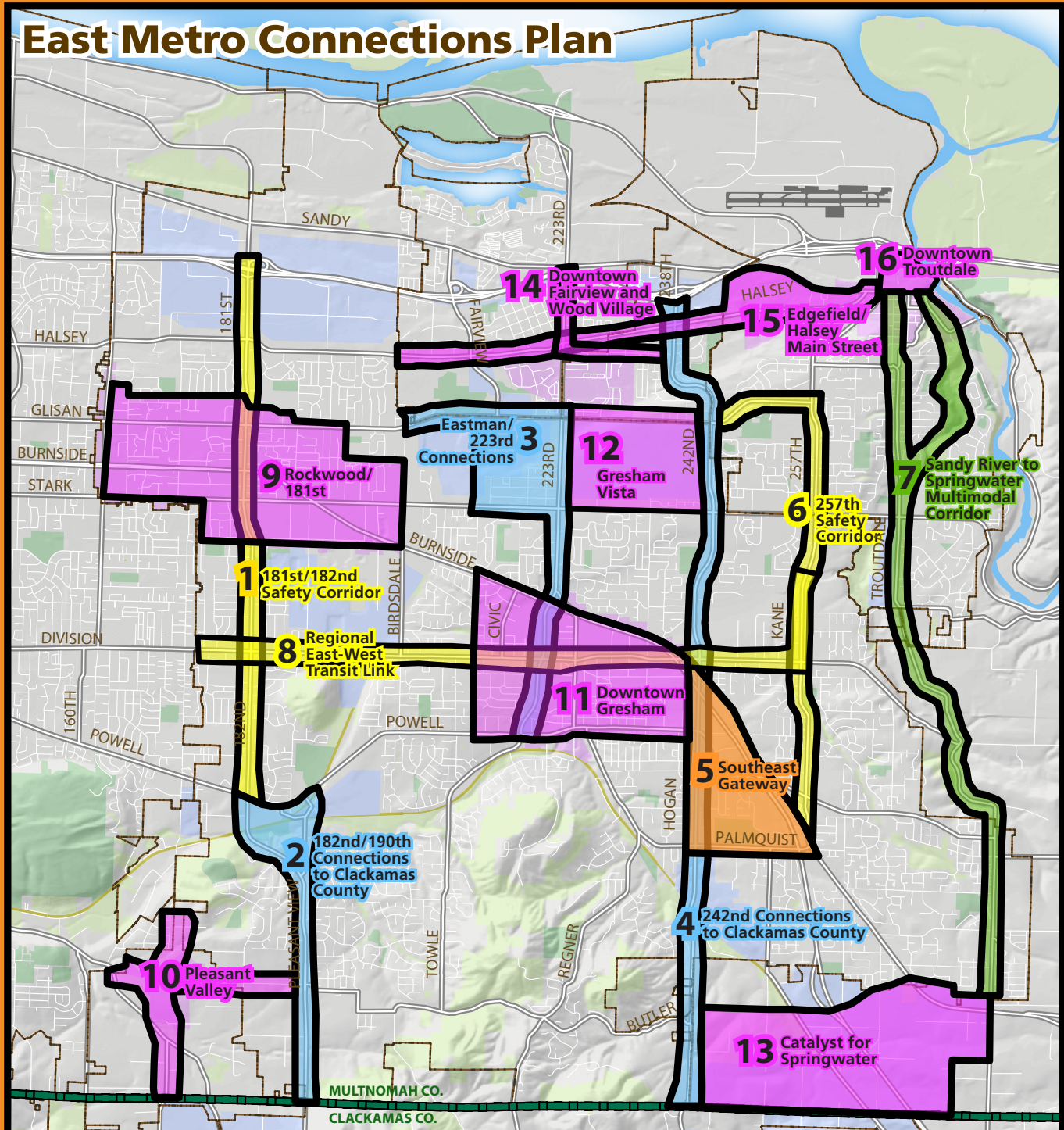
*Enhance the natural environment.*

### East Metro Connections Plan Recommendation

- (1) The steering committee recommends the action plan 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.
- (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) The steering committee recommends that Metro amend the Regional Transportation Plan (RTP) to support these projects, policies and outcomes. This includes the projects identified in the action plan, and related policies to support their implementation.








# East Metro Connections Plan Action Plan



## Recommended Investment Packages

June 6, 2012

	<b>Access &amp; mobility</b>	1) 181st/182nd Safety Corridor	9) Rockwood/181st
	<b>Safety</b>	2) 182nd/190th Connections to Clackamas County	10) Pleasant Valley
	<b>Economic development</b>	3) Eastman/223rd Connections	11) Downtown Gresham
	<b>Multimodal</b>	4) 242nd Connections to Clackamas County	12) Gresham Vista
	<b>Regional gateway</b>	5) Southeast Gateway	13) Catalyst for Springwater District
		6) 257th Safety Corridor	14) Downtown Fairview and Wood Village
		7) Sandy River to Springwater multimodal Corridor	15) Halsey Main Street
		8) Regional East-West Transit Link	16) Downtown Troutdale
		Managing the System (*not mapped)	

1 Mile

Numbers are for the map key, and do not imply project priority

# Integrated Strategies

The action plan represents the timeline, funding, and partnerships needed to implement the investments recommended in the East Metro Connections Plan. Projects developed on the “freight grid” will be designed for safe freight movement.

		North/South connections					Regional mobility			
		181st/182nd safety corridor	182nd/190th connections to Clackamas County	Eastman/ 223rd connections	242nd connections to Clackamas County	Southeast gateway	257th safety, walking and biking connection	Sandy River to Springwater multi-modal connection	Regional east-west transit link	Managing the System
Timing and phasing	Phase I	{L} Complete new crossings and sidewalk widening on 181st between Glisan and Yamhill, Stark  {L} Complete new crossings near Centennial schools  {R} Improve transit service to 'one-seat' ride between Sandy and Powell	{L} Advance system management along entire corridor	{L} Advance system management  {L} Complete pedestrian crossing at Eastman/25th	{L} Advance system management	{S} Advance system management, including improved signage, and potential variable messaging  {L} Advance road improvements to Hogan/Burnside/ Powell  {L} Complete safety project in gateway	{L} Advance system management  {L} Complete safety improvements on 257th and Cherry Park  {L} Reconstruct Stark to arterial standards	{R} Begin trail master plan to define alignment	{R} Initiate FTA Alternatives Analysis  {R} TriMet updates TIP per EMCP recommendations  {L} Complete sidewalk and bike lane improvements	{S} Implement improved signalization on all arterials, invest in adaptive signal improvements on Burnside and Kane Road, implement variable signage on the four north/south arterials
	Phase II	{L} Complete sidewalk connections between I-84 and San Rafael	{L} Complete arterial improvements along Highland/190th and Pleasant View to Clackamas County line; coordination with 172/190th Corridor Plan	{L} Complete intersection at 223rd/Stark  {L} Complete improvements to Glisan between 201st and Fairview Parkway	{L} Complete arterial improvements on Hogan between Division and Clackamas County line  {L} Complete improvement to 238th/242nd based on steering committee recommendation	{L} Complete improvements to Palmquist  {S} Complete multi-modal improvements to US 26  {L} Reconstruct Bull Run Rd  {L} Complete Powell Valley improvements			{R} Implement preferred transit alternative	
	Phase III			{L} Complete improvements on Powell and Eastman  {L} Consider extension of 207th as a 2-lane collector			{L} Complete improvements to Division between 257th and 268th	{L} Construct multimodal corridor		
potential funding sources		HB 2001, RFFA	CIP, SDC	RFFA, CIP	RFFA, CIP	ODOT, RFFA	HB 2001, RFFA	RFFA, TE	HB 2001, FTA, RFFA	ODOT, Metro, Gresham
East Metro Connections Partners		Gresham, TriMet	Gresham	Gresham, Multnomah County, Fairview, ODOT	Multnomah County, Gresham, Wood Village, Troutdale	Metro, ODOT, Gresham	Multnomah County, Troutdale, Gresham	Multnomah County, Metro, Troutdale, Gresham. Mount Hood Community College	Metro, TriMet, Multnomah County, Gresham, Mt Hood Community College	ODOT, Metro, Multnomah County, Gresham

{L} is a locally sponsored effort by county or city  
 {R} is a regionally sponsored effort by Metro or TriMet  
 {S} is a state sponsored effort by ODOT

CIP = capital improvement program  
 FHWA = Federal highways  
 FTA = Federal Transit Administration funds  
 HB 2001 = (Oregon Jobs and Transportation Act) is the transportation funding plan adopted by the 2009 Legislature.  
 RFFA = Regional flexible funds

SDC = system development charges  
 URA = Urban Renewal Area Funds  
 TIP = Transportation Improvement Program  
 TE = Transportation enhancement funds



Downtowns and employment areas								Related Actions	
Rockwood/ 181st	Pleasant Valley	Downtown Gresham/ Civic	Gresham Vista Business Park	Catalyst for Springwater District	Downtown Fairview and Wood Village	Edgefield/ Halsey main street implementation	Downtown Troutdale	Policies	Related Projects
{L} Complete street improvements, including pedestrian enhancements on 181st, Stark, Burnside		{R} Complete MAX Trail  {L} Complete street improvements to Cleveland, Hood in downtown and collector streets in Civic		{S} Implement components of Interchange Access Management Plan (IAMP), including safety improvements	{L} Complete Arata Blvd improvements  {L} Complete Fairview improvements between I84 and Arata	{L} Complete main street improvements to Halsey	{L} Build local streets to urban renewal area on Sandy River  {L} Extend regional trail from Reynolds Troutdale Industrial Park to urban renewal area.	{R} Metro amends Regional Transporation Plan (RTP)  {R} Metro updates regional trail system  {R} TriMet updates TIP per EMCP recommendation  {L} Cities and county update local Transportation System Plans (TSP)	{L} coordination on roadway and improvements per Columbia Cascade River District Strategic Planning  {L} coordination with Port of Portland on improvements in Troutdale Reynolds Industrial Park  {L} coordination with City of Portland on Powell/Foster  {L} Coordination with Clackamas County on 172 <sup>nd</sup> /190 <sup>th</sup> Corridor Plan improvements
{L} Complete pedestrian and bike improvements on Stark and Burnside	{L} Complete arterial improvements to Jenne/Foster/ 174th	{L} Complete sidewalks and crossings to Burnside and Powell	{L} Complete intersection improvements  {L} Complete new crossings on Glisan  {L} Complete intersection at 223rd/Stark  {L} Complete intersection at Hogan/Stark	{S} Construct new interchange and related projects of Interchange Access Management Plan (IAMP)	{L} Complete Wood Village Boulevard extension to Halsey				
	{L} Complete arterial improvements to Giese Rd/ 172nd			{L} Complete arterial/street network per Springwater Plan					
URA, RFFA	SDC	RFFA, CIP	SDC, RFFA, CIP	FHWA, SDC	RFFA, CIP	SDC	URA , CIP		
Gresham	Metro,Gresham	Metro, TriMet, Gresham	Multnomah County, Gresham, Port of Portland	ODOT, Gresham	Multnomah County, Metro, Fairview, Wood Village	Multnomah County/ Troutdale/ Fairview/ Wood Village	Troutdale, ODOT, Metro	Metro /DOT/all jurisdictions	Multnomah County, Metro,Gresham, Troutdale, Fairview, Wood Village, Portland, Clackamas County

# Action Plan projects

The projects in this list are recommended to be advanced in the Regional Transportation Plan amendment, and reflect the prioritization of projects to meet current and future needs. Projects are organized by the identified investment packages. Projects developed on the “freight grid” will be designed for safe freight movement. Projects identified as “catalyst” are the key project to prioritize for advancement within each investment package.

Investment	RTP ID	Actions	catalyst?	funded	Timeline			cost
					Phase I	Phase II	Phase III	
(1) 181st/182nd safety corridor								
	10454	181st Ave. improvements Glisan - Yamhill - complete blvd design			X			\$\$\$
	99107	Complete sidewalk connections {181st: I-84-San Rafael}				X		\$
	99136	Safety corridor: 181st/Rockwood {I-84 - Stark}			X			\$
	99137	Safety corridor: Halsey {162nd-181st}			X			\$\$
(2) 182nd/190th connections to Clackamas County								
	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		\$\$\$
	99141	System management: 181st/182nd {I-84 - Powell}			X			\$
(3) Eastman/223rd connections								
	10386	Glisan St. multi-modal {4-lanes; 201st - Fairview Parkway}				X		\$\$\$
	10473	223rd/Stark {intersection improvements} new turn lanes				X		\$
	99150	Powell and Eastman {additional southbound left turn}					X	\$
	99131	207th new collector extension					X	\$\$\$
	99153	Eastman & 25th pedestrian crossing			X			\$
	99142	System management: Fairview Pkwy/Glisan/223rd/Eastman {I-84 - Powell}			X			\$
(4) 242nd connections to Clackamas County								
	99118	238th bike facilities				X		\$\$
	99132	238th/242nd improvements (3 lane with multimodal)				X		\$\$
	10420	Palmquist Rd. improvements (including culvert replacement)			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		\$\$
	99154	Hogan at Glisan				X		\$
	99155	Hogan/Butler new signal				X		\$\$
	99143	System management: 238th/242nd/Hogan {I-84 - Powell}			X			\$
(5) Southeast Gateway								
	10512	Hogan: Powell to Burnside {blvd improvements + 3 intersection improves}			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 (including culvert replacement)			X			\$\$
	10425	Bull Run Rd. reconstruction {242nd - 257th}				X		\$\$
	10429	Powell Valley improvements {Burnside to 282nd ped and bike facilities}				X		\$\$\$
	99156	US 26/Southeast Gateway system management improvements			X			\$
(6) 257th safety, walking, biking connections								
	10403	257th Ave. Pedestrian improvements at intersections and mid-block crossings			X			\$
	10422	Division St improvements {257th - 268th}					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			\$\$
	99144	System management: 257th/Kane {I-84 - Palmquist}			X			\$
(7) Sandy River to Springwater multi-modal connections								
	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		\$\$\$
(8) Regional east-west transit link								
	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 imp - 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



					Timeline			
Investment	RTP ID	Actions	catalyst?	funded	Phase I	Phase II	Phase III	cost
Managing the existing system								
	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/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				\$
(9) Rockwood/181st								
	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		\$
(10) Pleasant Valley								
	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	\$\$
(11) Downtown Gresham/Civic								
	10423	Cleveland Ave. reconstruction {Powell - Stark}		X				\$
	10434	Burnside Rd. improvements {Wallula to Hogan}				X		\$\$\$\$
	10436	Max Trail {Rockwood to Gresham downtown}		X				\$
	10504	Ped to Max: Hood Ave. {Powell - Division on Hood Ave.}		X				\$
	10505	Civic collector streets, new signal Eastman/16th {Civic Drive - Eastman Prkwy}			X			\$\$
	99115	Division ped imps - widen sidewalks, improve crossings {Wallula - Hogan}			X			\$
	99116	Powell ped imps - widen sidewalks, improve crossings {Eastman - Main}				X		\$
	99117	Powell ped imps - widen sidewalks, improve crossings {Hood - Hogan}				X		\$
	99152	Eastman bikelane/stormwater improvements {Division - Powell}			X			\$
(12) Gresham Vista								
	10473	223rd/Stark {intersection improvements} new turn lanes				X		\$
	10511	Hogan Dr. at Stark St. {Stark - add RT lanes, 2nd NB and SB turn lanes}				X		\$\$
	99154	Hogan at Glisan				X		\$
(13) Catalyst for Springwater District								
	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	\$\$\$
(14) Downtown Fairview & Wood Village								
	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			\$\$
(15) Edgefield / Halsey main street implementation								
	11287	Halsey St improvements {223rd to 238th}			X			\$
	10385	Reconstruct Halsey St. with improvements			X			\$
(16) Downtown Troutdale								
	10408	40 Mile Loop Trail {Reynolds to downtown Troutdale}			X			\$\$
	99148	Troutdale urban renewal access			X			\$

## NORTH/SOUTH CONNECTIONS

**(1) 181st/182nd safety corridor:** Projects will provide safety improvements in known areas of high crash rates and improve safe routes to schools in the Centennial School District. This includes a recommendation to improve transit service to 'one seat' frequent service between Sandy Blvd and Powell Blvd. **CATALYST PROJECTS:** Safety projects on 181st&Stark and Halsey.

**(2) 182nd/190th connections to Clackamas County:** Leveraging Clackamas County's 172nd/190th Corridor Project, targeted improvements to the road network in Pleasant Valley along Highland/190th will create opportunity for economic and residential development. **CATALYST PROJECTS:** Widening of Highland/190th.

**(3) 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. Projects to better coordinate the signal timing at intersections along Eastman/223rd will provide needed capacity improvements. **CATALYST PROJECTS:** Intersection improvements on Eastman/223rd & Stark.

**(4) 242nd connections to Clackamas County:** 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. **CATALYST PROJECTS:** Widening of Hogan/242nd south of Powell Boulevard, Palmquist improvements, intersection improvements Stark.

**(5) Southeast gateway:** Projects address future capacity needs, safety (this 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. **CATALYST PROJECTS:** Improvements to Hogan and Powell, Burnside intersections, safety improvements.

**(6) 257th safety, walking and biking connection:** Projects create safe and attractive pedestrian crossings along 257th, particularly between Reynolds High School and Mt Hood Community College. **CATALYST PROJECTS:** Safety improvements between Cherry Park and Division.

## REGIONAL MOBILITY

**(7) Sandy River to Springwater multi-modal connection:** Projects provide multi-modal connections from Downtown Troutdale to Mt Hood Community College and the Springwater Corridor Trail. **CATALYST PROJECTS:** Master plan for new multimodal corridor

**(8) 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. 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. Gresham will continue street improvements for sidewalks and other features to make walking and access to transit easier. **CATALYST PROJECTS:** Transit alternatives analysis for Powell/Division.

**Managing the existing system (not mapped):** Projects address congestion at intersections through the coordination of signal timing. Improvements to adaptive signal timing along 181st/182nd, Burnside, and Kane Drive. Other projects include signage, messaging and other techniques that improve way-finding and traffic flow. **CATALYST PROJECTS:** System management, including coordinated signals, adaptive signal timing, and message systems, on all north-south corridors.

## DOWNTOWNS AND EMPLOYMENT AREAS

**(9) 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. **CATALYST PROJECTS:** Improvements to 181st, Burnside, Stark and intersecting streets.

**(10) 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.

**(11) Downtown Gresham/Civic:** 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. **CATALYST PROJECTS:** Road improvements to Cleveland and Hood collector improvements in Civic, MAX trail.

**(12) Gresham Vista Business Park:** The Port of Portland's November 2011 purchase of one of the area's largest shovel-ready employment sites is an immediate opportunity to bring jobs and revenue to East Metro communities. Projects increase mobility along the north/south and east/west arterials and improve access to industrial employment land. **CATALYST PROJECTS:** Intersection improvements on Stark and Glisan.

**(13) 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 connections.

**(14) 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.

**(15) Edgefield/Halsey main street implementation:** Projects implement features of the Halsey Street Concept Design Plan (2005), a joint effort of Fairview, Wood Village, Troutdale, and Multnomah County. 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, particularly adjacent to Edgefield, an important destination in East Multnomah County. **CATALYST PROJECTS:** Complete main street treatments on Halsey.

**(16) 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. **CATALYST PROJECTS:** Local street access to urban renewal area, extend regional trail into downtown.

Numbers are for the map key, and do not imply project priority



# East Metro Policy Updates

## The East Metro Connections Plan will result in amendments to the Regional Transportation Plan, and accordingly, local Transportation System Plans.

The East Metro Connections Plan identifies transportation and other investments that advance economic and community development. Working within the cities of Gresham, Fairview, Troutdale, Wood Village and Multnomah County, the East Metro Connections Plan has relied on coordination across jurisdictional boundaries to advocate for results that ensure prosperity of the East Metro area.

Advocacy for regional, state, and federal funding for the investments identified in the action plan will require collaboration among public and private partners in East Multnomah County. Jurisdictions will continue this advocacy through the local endorsement process. The final recommendation and action plan has identified the needs, transportation mode, function, and scope and general location of solutions needed for the East Metro Plan Area between now and the year 2035.

### 1. What is the product of a corridor refinement plan?

- A corridor refinement plan is designed to amend the Regional Transportation Plan.
- Amendments include updates to RTP projects and policy maps.

### 2. What is the role of the steering committee?

- Provides local and regional perspective to guide the development of projects within the action plan.
- Provides local and regional perspective to inform changes to the Regional Transportation Plan.



#### 2035 Regional Transportation Plan

The RTP represents the overarching policies, and goals, system concepts for all modes of travel, funding strategies and local implementation. The plan recommends how to spend federal, state, and local transportation funding to projects throughout the region.

#### East Metro Connections Plan

Analysis considers land use, local aspirations, pedestrian, bike, management and operations, freight, highway, road and transit solutions to address identified needs and issues.

- Updated projects
- Updated system policy maps

#### Local Transportation System Plans

Updates to local system plans to be consistent with the findings in the Regional Transportation Plan and East Metro Connections Plan.

Multnomah County

Fairview

Gresham

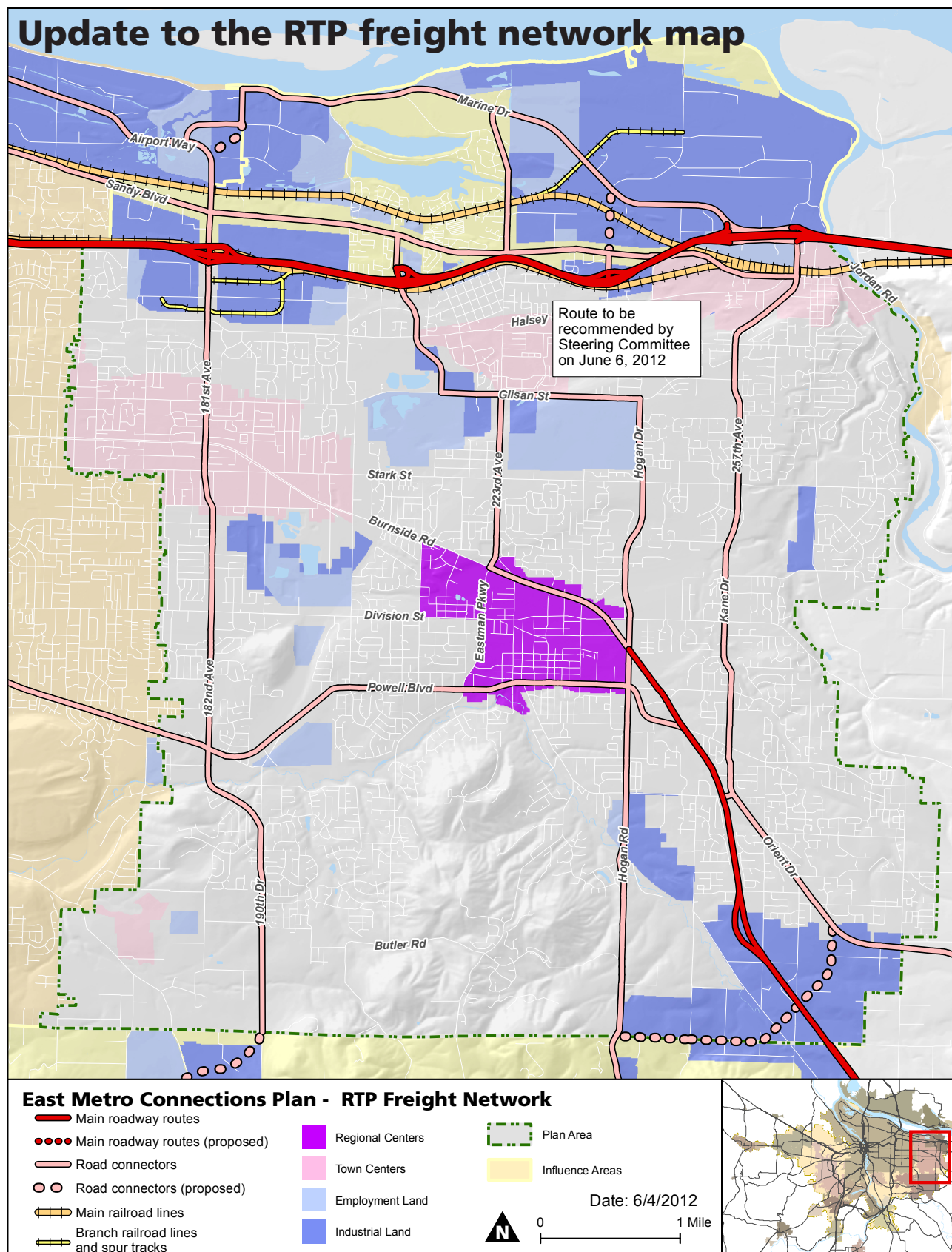
Wood Village

Troutdale



# Update to the RTP freight network (from the steering committee December 2011 packet)

As reviewed in December 2011, The Regional Transportation Plan freight network map (RTP figure 2.20) should be amended to reflect the proposed East Metro Connections Plan "Freight Grid", including main roadway routes and road connectors. Projects developed on the "freight grid" will be designed for safe freight movement. This page shows the recommended update to the freight network map, pending final decision on the connection along 238th/242nd between Glisan and Halsey.





# East Metro Policy Updates

## (from the steering committee December 2011 packet)

### What is the regional freight network?

The Regional Transportation Plan (RTP) has two types of freight designations:

- Main roadway routes are the “trunk” of the freight system - higher volume, major connectors with other regions.
- Road connectors have lesser volumes, provide connectivity to industrial/employment land and connect those more significant main roadway routes.

### What changes are proposed?

- Remove, from the RTP freight network, Burnside between 181st and 223rd to reflect its actual usage and resolve safety issues.
- Broaden the RTP freight network to include the following routes as road connectors: 223rd between Glisan and Burnside; 257th/Kane from I-84 to US 26 (Note: projects would not include major improvements that connect Kane to US 26 which might attract more through trips).
- Update the US 26/Hogan connector to be consistent with Springwater Plan.
- EMCP is not proposing changes to the National Highway System (NHS) at this time. However, a more detailed review of these networks has been conducted to ensure consistency with plans and policies.

### Why propose changes to the freight network?

Proposed changes to the RTP freight network would bring the use and function of plan area roads more in line and resolve land use conflicts.

- Proposed freight network roads could see projects that increase their mobility (reducing stops/starts and travel time), that increase safety of other users and projects that accommodate trucks.

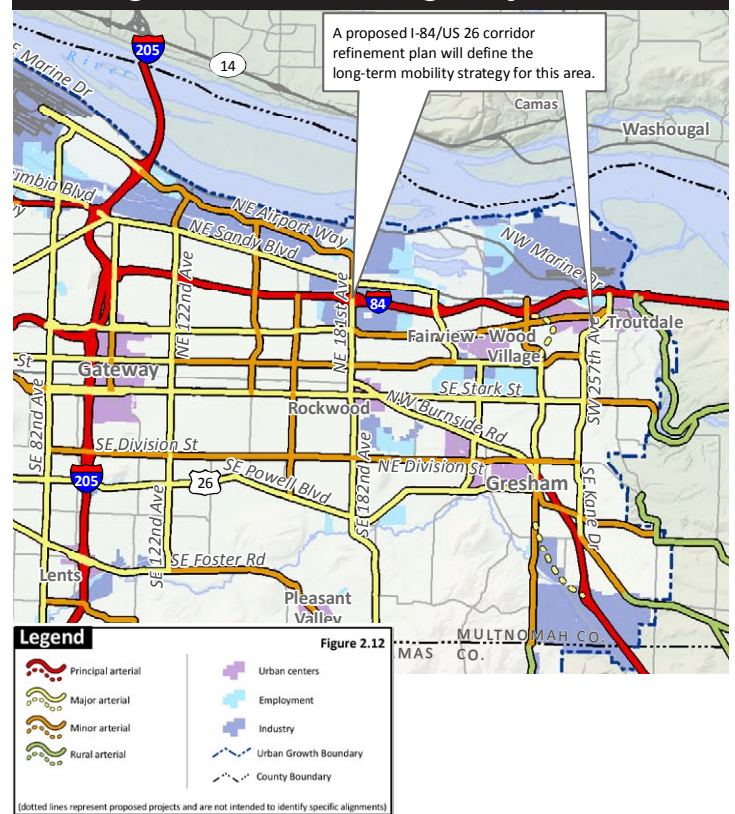
- The RTP freight network map (figure 2.20) should be amended to reflect the proposed East Metro Connections Plan “freight grid”, including main roadway routes and road connectors. Projects developed on the “freight grid” will be designed for safe freight movement.

### Updates to other RTP road networks

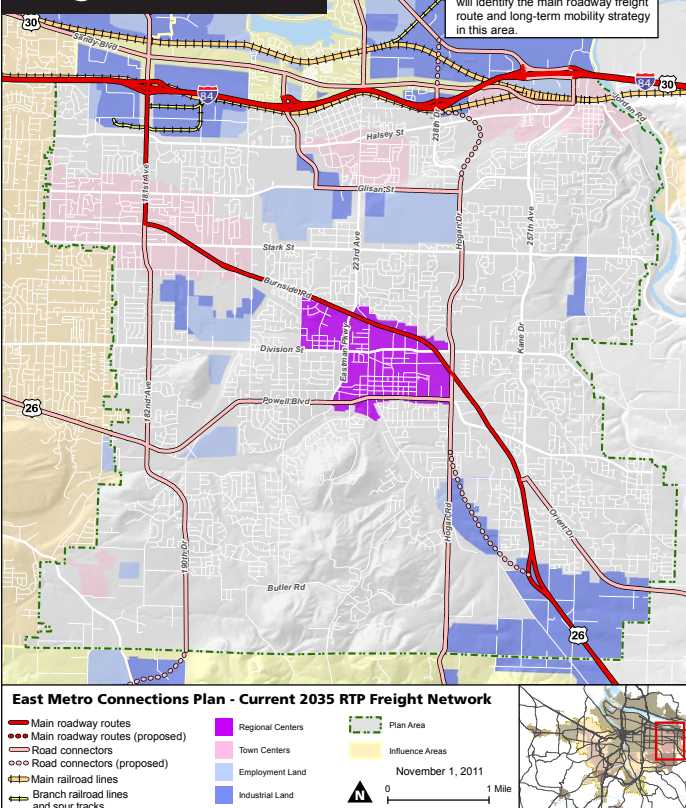
Consistent with the updated Freight Network, updates will also occur to the Arterial and Throughway Network and the System Design Network.

- Update the 238th/242nd link north of Glisan pending steering committee decision.
- Update the US 26/Hogan connector to be consistent with Springwater Plan (identified as a proposed link on the proposed freight network).

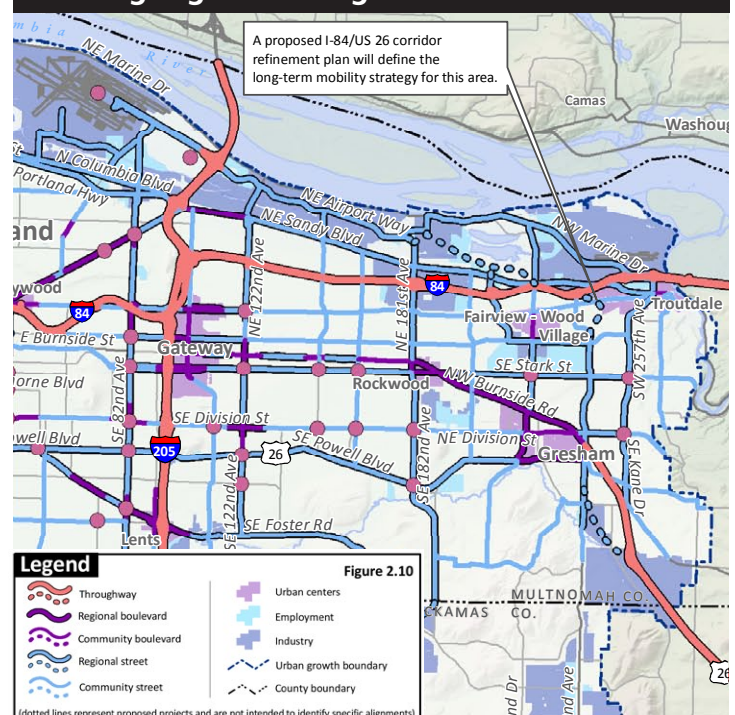
### Existing arterial and throughway network



### Existing freight network



### Existing regional design classifications





# Endorsement Schedule

Following the steering committee's final meeting on June 6, 2012, the action plan will go to local elected councils for endorsement. The public is invited to attend.

## Troutdale City Council

7 p.m. on Tuesday, June 26  
104 SE Kibling, Troutdale

## Wood Village City Council

6 p.m. on Tuesday, July 10  
2055 NE 238th Drive, Wood Village

## Multnomah County Board of Commissioners

9:30 a.m. on Thursday, July 12  
501 SE Hawthorne Blvd., Portland

## Gresham City Council

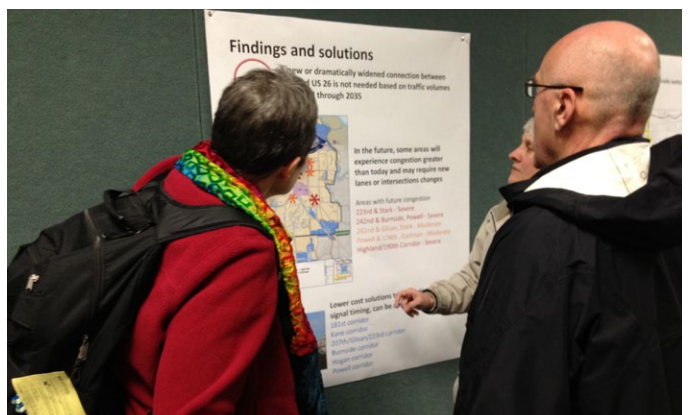
3 p.m. on Tuesday, July 17  
1333 NW Eastman Parkway, Gresham

## Fairview City Council

7 p.m. on Wednesday, July 18  
1300 NE Village St., Fairview

## Metro Council

2 p.m. on Thursday, August 2  
600 NE Grand Ave., Portland





# Regional Transportation Plan amendment process

Consistent with the outcomes based planning framework of the Regional Transportation Plan and the mobility corridor strategy, the East Metro Connections Plan will be advancing updated policy elements to support project development in the Action Plan.

## Amended Regional Transportation Plan

FINDINGS – Updates to projects and policies

- The East Metro Connections Plan will be recommending refinements to the Regional Transportation Plan policies and projects.
- The Regional Transportation Plan project list will be updated with projects identified in the action plan.
- These changes will include updates to the Regional Freight Network Map. Updates to the Arterial and Through Network and Regional Design Classifications will update the “proposed connectors” identified on those maps.
- Through the identification of a “freight grid” through the plan area, changes will allow for policy consistency with the Arterial and Through Network Map and the System Design Map. The proposed “freight grid” and associated regional system policy map changes proposed for the Regional Transportation Plan recognize that projects developed on freight routes will be designed for safe freight movement. The action plan and recommendation will also be reflected in updates to Chapter 4: Mobility Corridor Strategy for Mobility Corridor #15 as well as Chapter 6: Implementation.

PROCESS – Regional Transportation Plan amendment process to being in fall of 2012.

- After the local jurisdictional actions and Metro Council Resolution endorsing the findings of the East Metro Connection Plan, Metro will initiate the Regional Transportation Plan amendment process, scheduled for fall of 2012.
- The process includes the following actions:
  - Project lists (as identified in the Action Plan)
  - System maps (as in the changes to the Freight Network and associated Arterial and Through Network and System Design Maps)
  - Updated chapter 4 (summary changes to mobility corridor per recommendation)
  - Updated or deleted chapter 6 (change from corridor refinement to implementation)
- Steps included in amending the RTP include:
  - Consultation with air quality partners
  - Regional model run with air quality
  - Conformity determination (based on model results)
  - Removal of other financially constrained projects (delete/replace)
  - 30-day public comment period
  - TPAC recommendation to JPACT
  - JPACT recommendation to Metro Council
  - Metro council action
- Changes to the state project list identified in the RTP also include:
  - 45-day public comment period
  - MPAC recommendation as well as JPACT action
- Local Transportation system plans will be updated to reflect changes to the Regional Transportation Plan.

## Updates to local transportation system plans

PROCESS – Update local transportation system plans (TSP).

- Gresham Transportation System Plan process is currently underway.

Changes to RTP will be coordinated with Gresham TSP.

- Wood Village Transportation System Plan process is currently underway. Changes to RTP will be coordinated with Wood Village TSP.
- Changes to Fairview TSP will be initiated after EMCP recommendation.
- Changes to Troutdale TSP will be initiated after EMCP recommendation.



# Funding East Metro

## Next steps

### Find funding. Build projects.

- How do we reduce competition, and increase cooperation among projects for funding?
- How can certainty in efforts to fund and implement projects be increased?

Effectively securing funding for the action plan and other east Multnomah County priorities will require jurisdictions to be both strategic and opportunistic.

**Strategic.** There is an opportunity to clarify how projects can be funded, i.e., which projects can go after specific sources of money. This effort will produce two important results. Clarity will illuminate where prioritization among projects will need to occur, and there is an opportunity to strategically align projects with sources of funds. The action plan has begun to identify funding sources.

**Opportunistic.** Having projects ready for development, prior to identifying or securing a funding source, increases opportunities to apply for new or unexpected funding sources. For example, projects that were most successful in securing ARRA funds were those that were ready to implement immediately. Some projects are local and will use local sources of funds. Others require collaboration and partnerships to unlock funds.

## What are current sources of revenue?

### Federal

**Highway Trust Fund.** For road-related projects, Congress provides these revenues to the Metro region through the Federal Highway Administration (FHWA) to the Oregon Department of Transportation (ODOT) and then to Metro and the region's local cities and counties. The original source of these monies is primarily the federal gas tax, various truck taxes and funding from the federal general fund. Allocation and distribution of federal funds, other than routine maintenance, are accounted for in the Metropolitan Transportation Improvement Program (MTIP).

**Transit Discretionary Funds.** These funds are for major new transit capital projects. In this region, these funds have primarily been used to provide the federal portion of capital cost construction of the light rail system. Other eligible uses include bus purchases, bus rapid transit and system capital improvements. As the regional transportation planning agency, Metro determines which large transit capital projects will be given priority in the region to receive these funds.

### State

State revenues for transportation projects are distributed by the Oregon Transportation Commission, in accordance with state statutes, from the State Highway Trust Fund. The fund primarily derives its revenues from:

- Statewide gas taxes;
- Vehicle registration fees; and
- Weight mile taxes on trucks.

### Local

Many of the cities and counties in the region raise other sources of revenue for the operation, maintenance and preservation (OMP) and new construction. The amount of revenue applied to the system is controlled by each jurisdiction and is spent within their boundaries.

- **Local Portion of State Highway Trust Fund.** Historically 40 percent of state trust fund revenues are distributed to the cities and counties of Oregon; although there is anticipation that 50 percent of new trust fund revenues would be distributed to cities and counties by formula.
- **Local Gas Tax.** Multnomah County levies a three-cent per gallon gas tax and Washington County levies a one-cent per gallon gas tax. Both counties share these revenues with the cities within their boundaries. Recently gas taxes have been approved for the cities of Milwaukie and Tigard. These revenues may be used for road maintenance and road expansion.

### Development based sources

Development-based sources of transportation funding are fees collected by local governments based on the development of or use of land. These fees provide funding for transportation and other public investments as deemed appropriate by the local government that collects the fees and allocates the revenue. In some cases, the projects receiving these funds are transportation projects of regional significance and, therefore, a portion of these revenues estimated to be spent on regional projects is assumed in this forecast based on historical trends. These include:

- Transportation system development charges (SDCs) levied on new development
- Traffic impact fees (TIFs) on commercial properties
- Urban renewal funding in designated districts
- Developer contributions

## Strategic Partnerships

- **Coordination with Columbia Cascade River District Strategic Plan:** Project development for investments such as Sandy Boulevard and Marine Drive are critical for economic development in east Multnomah County.

- **Establishing principals of partnership:** How do we, through a detailed understanding of financing mechanisms, combined with a strategic understanding of future project opportunities, unlock funds that would not otherwise be available?

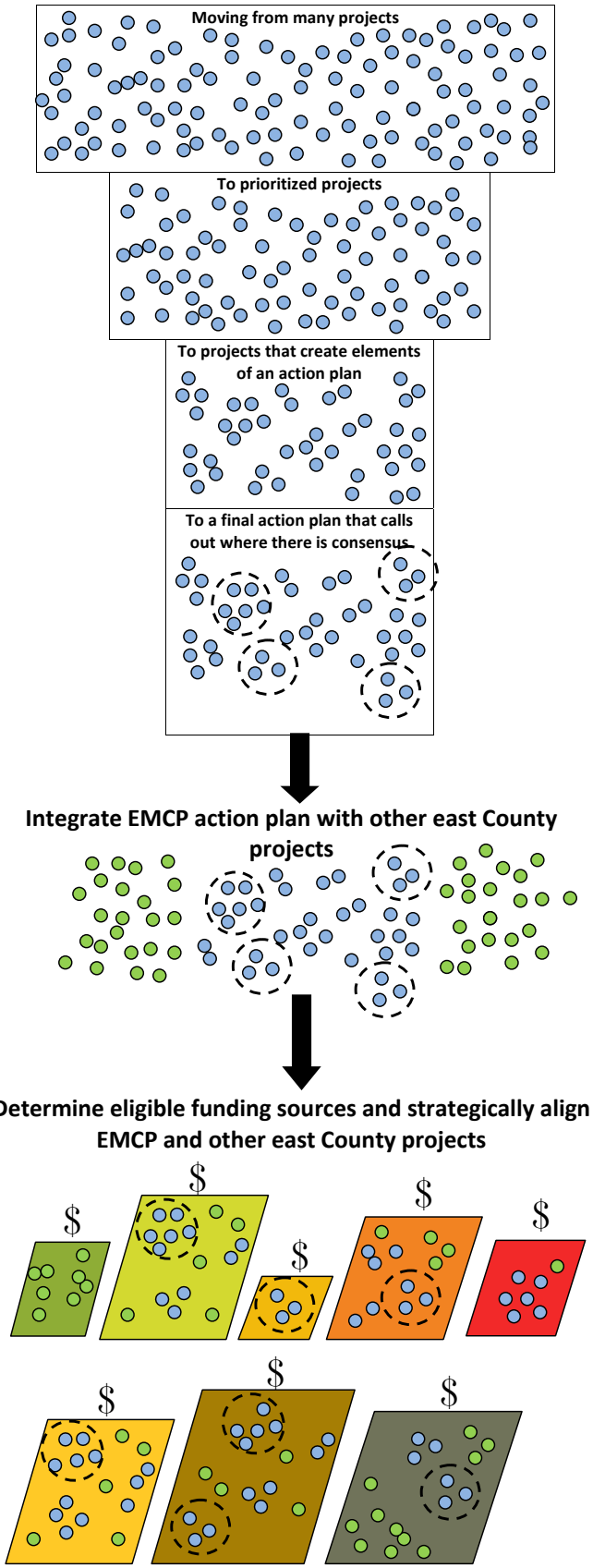
- **Partnerships:** There are opportunities to continue the momentum that began with the 2007 Memorandum of Understanding (MOU) and the East Metro Connections Plan. The development of partnerships with business groups such as the East Metro Economic Alliance (EMEA), the Gresham Chamber and West Columbia Gorge Chamber of Commerce, Mount Hood Community College, and the Port of Portland will create opportunities that public agencies cannot develop alone.

# Future Project Development

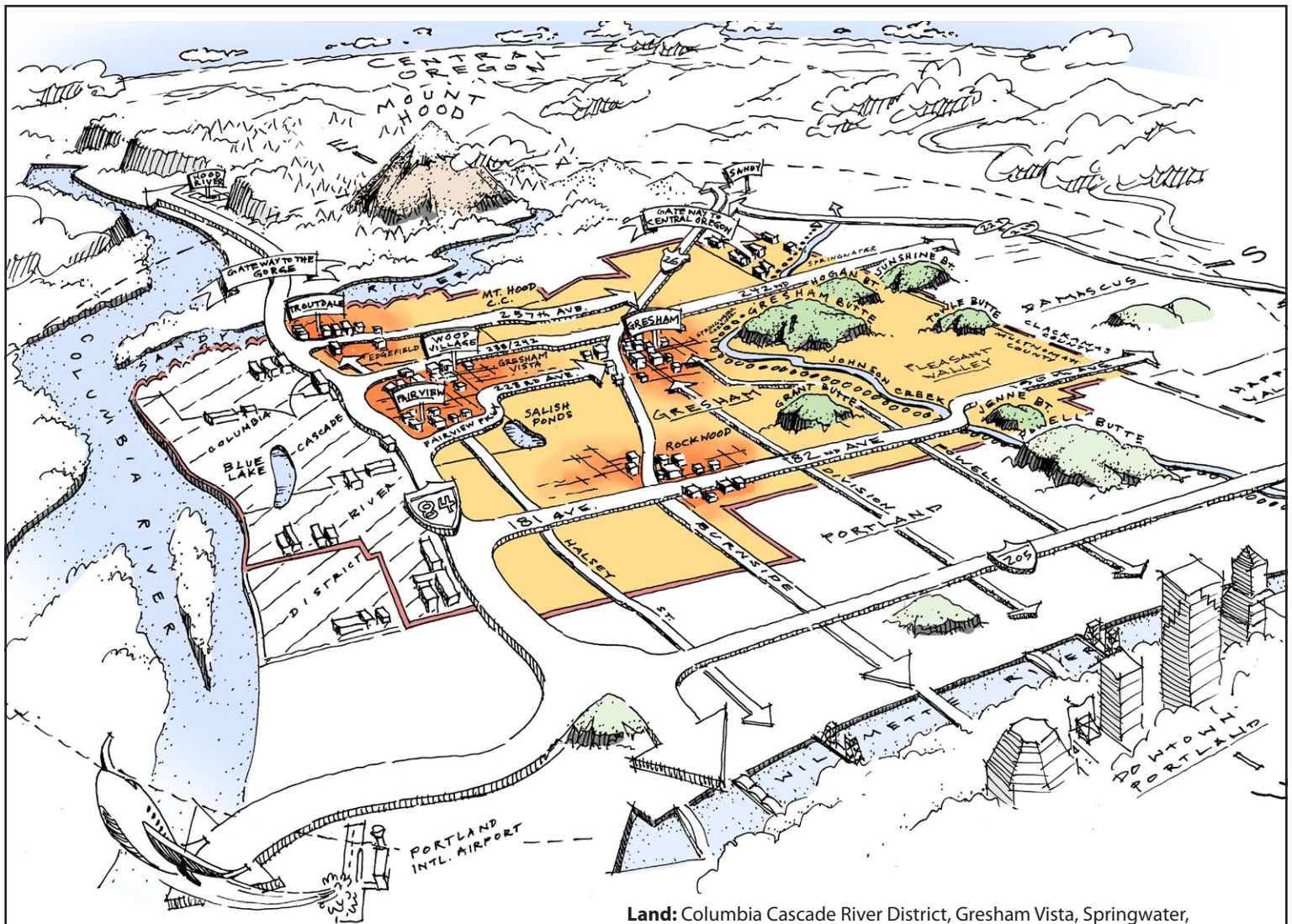
## Moving from the action plan to project development

East Metro Connections Plan will conclude with the identification of transportation projects bundled into an effective action plan. Following East Metro Connections Plan, efforts to clarify potential funding sources will (1) move projects to implementation, (2) help integrate projects outside the scope of EMCP, and (3) narrow where prioritization will need to take place. These three outcomes should facilitate cooperation among east County jurisdictions.

Dec 14 2011	<p><b>Initial strategies</b></p> <p>Ties anticipated future conditions to potential solutions and local aspirations and identifies framework for evaluating tradeoffs.</p> <p><b>Steering committee decision: Provide input on the evaluation framework, list of candidate projects to be developed and options for study at 238th/242nd.</b></p>
April 2 2012	<p><b>Preferred strategies</b></p> <p>Narrows solutions based on technical evaluation and steering committee weighting of evaluation factors. Begins to prioritize investments.</p> <p><b>Steering committee decision: Establish how projects will be prioritized through weighting of evaluation factors. Establish an approach the preliminary action plan.</b></p>
April 18 2012	<p><b>Preliminary action plan</b></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.</p> <p><b>Steering committee decision: Refine and confirm projects and other components of action plan.</b></p>
June 6 2012	<p><b>Final action plan and steering committee recommendation</b></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.</p> <p><b>Steering committee decision: Refine and confirm action plan. Recommend action plan for endorsement by local and regional elected councils.</b></p>
Summer 2012 and beyond	<p><b>Following East Metro Connections Plan</b></p> <p>How do we reduce competition for funding among projects? How do we increase certainty in our efforts to implement projects?</p> <p>It may seem that EMCP projects are competing for funds with each other and other projects in the influence area, such as Sandy Blvd and the Columbia Cascade River District.</p> <p>By understanding which projects are eligible for specific sources of funding, we reduce the number of projects competing against each other. Aligning projects with eligible sources will clarify where prioritization needs to take place.</p> <p>A process to clarify funding sources and financing mechanisms could be conducted with public and private partners to form a strategic development partnership. This effort has the potential to yield long-lasting and fruitful results. East County leaders would serve as a model for the rest of the region.</p>







**Access and Mobility:** Adjacency to I-84, network of north-south and east-west arterials, future improved connections to Clackamas County

**Location:** Proximity to Portland airport, Columbia Cascade River District, 20 minutes to downtown Portland, connections to Eastern and Central Oregon

**Land:** Columbia Cascade River District, Gresham Vista, Springwater, Edgefield, downtowns in Troutdale, Fairview, Wood Village and Gresham

**Natural Resources:** Sandy River, Johnson Creek and East Buttes, Gateway to Mount Hood and Columbia River Gorge

## East Metro Connections Plan Steering Committee

Councilor Shirley Craddick, Metro  
 Mayor Mike Weatherby, City of Fairview  
 Mayor Jim Kight, City of Troutdale  
 Mayor Patricia Smith, City of Wood Village  
 Mayor Shane Bemis, City of Gresham  
 Councilor Diana Helm, City of Damascus  
 Commissioner Jamie Damon, Clackamas County  
 Commissioner Diane McKeel, Multnomah County  
 Rian Windsheimer, Oregon Department of Transportation  
 Steve Entenman, East Metro Economic Alliance  
 Mark Garber, East Metro Economic Alliance

Carol Rulla, Coalition of Gresham Neighborhoods  
 Greg Olson, Multnomah County  
 Bicycle & Pedestrian Citizen Advisory Committee  
 Alan Lehto, TriMet  
 Michelle Gregory, Mount Hood Community College  
 Susie Lahsene, Port of Portland  
 Hector Osuna, El Programa Hispano  
 Dwight Unti, Tokola Properties  
 Ron Cazares, FedEx  
 Jane Van Dyke, Columbia Slough Watershed

• June 2012 •

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



## **Metro** | *Making a great place*

East Metro Connections Plan Steering Committee  
Wednesday, April 18, 2012  
Mount Hood Community College, Gresham, OR

### **Committee members present**

Shirley Craddick, Chair	Metro
Shane Bemis	City of Gresham
Ron Cazares	FedEx
Steve Entenman	East Metro Economic Alliance
Mark Garber	East Metro Economic Alliance
Michelle Gregory	Mount Hood Community College
Diana Helm	City of Damascus
Tom Hughes	Metro
Jim Kight	City of Troutdale
Susie Lahsene	Port of Portland
Alan Lehto	TriMet
Diane McKeel	Multnomah County
Greg Olson	Multnomah County Bicycle and Pedestrian CAC
Carol Rulla	Coalition of Gresham Neighborhoods
Patricia Smith	City of Wood Village
Jane Van Dyke	Columbia Slough Watershed Council
Rian Windsheimer	ODOT

### **Committee members excused**

Tom Hughes	Metro
Mike Weatherby	City of Fairview
Dwight Unti	Tokola Properties
Jamie Damon	Clackamas County

### **Facilitator**

Dana Lucero	Metro
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### **Alternates present**

Lisa Barton-Mullins	City of Fairview
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### **Metro staff**

Elissa Gertler, Brian Monberg, Dana Lucero, Emma Fredieu, Robin McArthur, Sheena VanLeuven, Deborah Redman, Brian Harper, Anthony Butzek

## **1. Welcome**

Chair Shirley Craddick, Metro, opened the meeting thanking the committee and audience for their hard work and continued participation. Dana Lucero, Metro, expressed her excitement for the work ahead. She presented the previous meeting's minutes to the committee for approval and then outlined the agenda for the meeting. She notified the committee members that if they were able to reach a decision on the action plan today, they may not need to plan for an additional meeting. Ms. Lucero also reminded the committee and the audience of the optional information session scheduled directly after the meeting.

## **2. Draft action plan and recommendation**

Brian Monberg, Metro, directed the committee to the meeting packet [included in the meeting record] and reviewed the plan timeline on page 2. He explained that after the April 2, 2012 steering committee meeting, the technical advisory committee (TAC) had developed series of investment packages to address the plan needs and goals. Mr. Monberg said that the steering committee would now work to decide which investment packages to advance to the final action plan and recommendation. He pointed out that the investment packages fall into three themes: north-south connections, downtown and employment areas, and overall regional mobility. Each theme addressed the evaluation factors prioritized by the steering committee at the previous meeting. Mr. Monberg reviewed the draft recommendation included on page 3 in the meeting packet. The 4 components of the recommendation include selecting investment packages to advance, working together to advocate for regional funding, recognizing the investments complement other local projects, and recommending Metro amend the Regional Transportation Plan (RTP) to include the chosen investments. Mr. Monberg welcomed questions from the committee regarding the action plan.

Diane McKeel, Multnomah County, suggested that downtown and employment areas be specifically cited under economic development. Mr. Monberg agreed, and said that the staff would be more explicit about placing those themes under economic development moving forward.

## **3. Investment packages**

Mr. Monberg then worked through the specific investment packages with the committee, giving an overview of the themes and needs addressed in each package (pages 5 through 9 in the meeting packet). Susie Lahsene, Port of Portland, asked why Gresham Vista was not mapped as an employment area in the investment packages. Mr. Monberg thanked her for her feedback and noted that it was the right kind of feedback to include in the draft action plan and recommendation. Mr. Monberg referenced the detailed project list in the back of the packet that the committee could use when discussing the investment packages.

Mr. Monberg explained that the committee would work in small groups to discuss needed refinements and identify the level of consensus for the investment packages. Metro staff at each table would take notes and record levels of support for the investment packages using the red, yellow, green convention the committee has used during past meetings. The colors expressed:



- Green card – I support this.
- Yellow card – I have concerns or am skeptical but I will not block consensus.
- Red card – I do not support this.

Ms. Lucero commented that the small group discussions would allow all committee members to give input on the investment packages. She noted that the small group discussions would not be used to prioritize any investment package over others, and that consensus on a package would not guarantee that it would be part of the final action plan and recommendation.

For the next 15 minutes, committee members reviewed the investment packages with their small groups and discussed their level of support for the projects with Metro staff. Chair Craddick then called the room back to order. Ms. Lucero asked the facilitators to give a brief overview of the discussions at their tables.

Ms. Lucero presented the outcomes of her table's discussion. She said the committee members wanted to make sure that Clackamas County was involved with the decision-making process, and that the projects eventually chosen would be complementary with the county's plans. They also wanted to be sure Troutdale was comfortable with the scope of projects in their jurisdiction. Committee members emphasized that Gresham Vista should be included as an investment package. Investment packages should reflect the character of the different downtowns. They agreed that signal improvements and a greater transit link to Mt. Hood Community College were priorities.

Brian Harper, Metro, gave a brief overview of his table's discussion. He noted that there was a general consensus among steering committee members regarding the investment packages. Committee members wanted to balance freight needs with pedestrian safety, asked that Clackamas County be involved in the process, called for the inclusion of Gresham Vista, and emphasized the importance of downtown investments. Committee members supported greater system management and an improved east-west transit link in the plan area. Alan Lehto, TriMet, informed the committee that TriMet planned for greater east-west transit and improved bus lines in the corridor. Rian Windsheimer, ODOT, expressed support for balancing the modes of transportation in the plan area at the risk of raising project costs.

Deborah Redman, Metro, presented the discussion at her table. Committee members generally supported the investment packages but wanted to be sure that Clackamas County was involved in the process. They also asked where the downtown investments boundaries were and supported including Gresham Vista to support economic development.

Anthony Butzek, Metro, briefly outlined the discussion at his table, and noted the general consensus in support of the investment packages. Committee members viewed the 181<sup>st</sup> and 182<sup>nd</sup> improvement projects as important for future growth and suggested a boulevard treatment be considered by the committee. They cited concerns for right of way acquisition costs, the lack of an east-west connection that would accommodate regional growth, and the need for connections to Gresham Vista and Mt. Hood Community College. Committee members wanted to balance concerns of cost with accommodating future growth in East County. Committee members supported the downtown and economic development investment packages, and emphasized that the Halsey main

street project was a priority. Finally, they discussed the need for a better intersection configuration at Arata and 223<sup>rd</sup>.

Mr. Lehto informed the committee that any investment in better bus service, such as a transit link to Mt. Hood Community College, would not preclude longer-term high capacity transit investments by TriMet .

Committee members collectively indicated support (green and yellow) for the investment packages.

Ms. Lucero asked the committee if they had any questions or comments and, seeing no further questions or comments, she turned the meeting over to Mr. Monberg.

#### **4. Decision points**

Mr. Monberg confirmed the investment packages would move forward into the action plan and recommendation, given the level of consensus reached in the small groups. He then moved to a discussion of the 238<sup>th</sup>/242<sup>nd</sup> and 207<sup>th</sup> projects.

##### **4.1. 238<sup>th</sup>/242<sup>nd</sup>**

Mr. Monberg reviewed what was discussed April 2, 2012 meeting, presented the current issues and considerations outlined on pages 12 and 13 of the meeting packet. Three options were studied: (1) 238<sup>th</sup> remains the same, (2) modifications to 238<sup>th</sup> to remove a lane and widen the two remaining lanes to allow trucks and improve bike/pedestrian facilities, and (3) develop the 242<sup>nd</sup> right of way from Halsey to Glisan. He then invited Mayor Patricia Smith, City of Wood Village, to present her letter to the committee regarding Wood Village's concerns about the 238<sup>th</sup>/242<sup>nd</sup> project [included in this meeting record].

Mayor Smith read her letter to the committee, and described Wood Village's concerns with the 238<sup>th</sup>/242<sup>nd</sup> proposals. She emphasized that she wrote the letter speaking for Wood Village. Mayor Smith proposed the committee endorse option 2, which would add bikes and pedestrian facilities, but not slow down freight. She mentioned the importance of each jurisdiction making compromises. Mayor Smith also asked that the preserved 242<sup>nd</sup> right of way be vacated. Mr. Monberg thanked Mayor Smith for her input. He acknowledged concerns related to option 3 (242<sup>nd</sup> extension) expressed by other stakeholders. Mr. Monberg commented that the extension may be useful for future development in the area, but might also negatively affect local schools, parks, and businesses. He asked the committee if any options of the 238<sup>th</sup>/242<sup>nd</sup> project should be refined or advanced to the action plan and recommendation. Mr. Monberg opened the meeting up to discussion, with Ms. Lucero and Councilor Craddick facilitating.

Mark Garber, East Metro Economic Alliance, asked about preserving the third, or climbing, lane on 238<sup>th</sup>, putting bike and pedestrian facilities on the east side of the road, and then using the 242<sup>nd</sup> right of way to create a multimodal trail. Councilor Lisa Baron-Mullins, City of Fairview, wondered if Wood Village would be able to vote on the proposed plan for 238<sup>th</sup>/242<sup>nd</sup>. Mayor Jim Kight, City of Troutdale, informed the committee Brian McMenamin and attorney Steve Abel, McMenamins, were currently in attendance. Mayor Kight described McMenamins' potential willingness to donate an

easement for a multimodal trail on the 242nd right of way through McMenamins Edgefield. Mayor Kight also wondered if it was worth the committee's time to advance a project in a community such as Wood Village, if that community had objections to the project. He cited a general level of support within the committee for the 238<sup>th</sup> improvements and suggested the committee focus its attention on projects with consensus. Mayor Kight also argued for equal contributions and compromises for all of the jurisdictions in the plan area.

Mayor Shane Bemis, City of Gresham, thanked Mayor Smith for her letter. He cited the importance of using data to drive project priorities, and expressed support for improving 238<sup>th</sup> but did not support removing the climbing lane. He endorsed the proposal of building a multimodal trail through the Edgefield property but did not believe Multnomah County, owner of the preserved right of way, should vacate that right of way.

Carol Rulla, Coalition of Gresham Neighborhoods, asked if a structure would need to be build for the pedestrian and bike path on the proposed multimodal trail. Mayor Kight and Greg Olson, Multnomah County Bicycle and Pedestrian CAC, agreed that switchbacks could be used to build the trail. Mr. Olson added that, looking at the Regional Transportation Plan (RTP), he would be hesitant to give up any right of way. Steve Entenman, East Metro Economic Alliance, wanted clarification as to whether the 238<sup>th</sup>/242<sup>nd</sup> project was part of the RTP. Mr. Monberg responded that the proposed improvements to 238<sup>th</sup> and 242<sup>nd</sup> were not identified as necessary to meet capacity needs through 2035. Mayor Kight wondered why Multnomah County couldn't vacate its right of way if the 238<sup>th</sup>/242<sup>nd</sup> improvements were not needed for capacity. Ms. Rulla and Mr. Entenman asked if the capacity needs forecasts for 2035 were based on updated data, given the potential of Gresham Vista and changing rates of population growth. Mr. Monberg assured them that the projects were based on up-to-date data.

Ms. Lucero summarized the input from the committee. She noted that the committee supported advancing modifications to 238<sup>th</sup>, and supported refining options to keep the climbing lane on 238<sup>th</sup>. Mayor Smith expressed concerns that if the climbing lane remains, and bike and pedestrian facilities are not added, the committee will not have improved 238<sup>th</sup>. Mr. Garber suggested improving the lanes on 238<sup>th</sup> to accommodate trucks while allowing for bike and pedestrian facilities. The committee worked to clarify the options of keeping or losing the climbing lane and the bike and pedestrian facilities.

Mayor Bemis argued that it might be hard to gain public support for adding bike and pedestrian facilities to 238<sup>th</sup> and removing a lane. He also wanted to be sure that each jurisdiction was contributing equally to the project. Mr. Monberg responded the improvements to 238<sup>th</sup> could include accommodating freight. Chair Craddick asked the committee if there was support for keeping the climbing lane on 238<sup>th</sup> and providing multimodal facilities in another area. The committee expressed general support for Chair Craddick's proposal. Mr. Butzek commented that, according to the consultants from Kittleson, in order to accommodate trucks on 238<sup>th</sup>, the climbing lane would have to be removed, or both lanes would have to be widened to 15 feet, which would involve cutting into the slope. Mr. Butzek added that he did not know what the cost would be to cut into the slope and widen the lanes.



Ms. Rulla asked if the proposal included removing the existing sidewalks on 238<sup>th</sup>. Ms. Lucero outlined the two options on the table for the committee today: refine the projects based on today's suggestions and input, or make a decision today on which options to advance to the recommendation. Mr. Monberg commented that he wanted to be sure to capture the desired outcomes of the projects, rather than determining the exact designs.

Mayor Smith argued that widening the lanes, removing the climbing lane, and adding bike and pedestrian facilities would result in a safer road, based on the study and the option 2 considerations. She asked that the EMCP technical advisory committee examine her argument and return to the next steering committee meeting with more details.

Ms. Lucero presented the committee with two choices: advance option 2 of the 238<sup>th</sup> improvement project to the action plan and recommendation, or ask staff to refine the 238<sup>th</sup>/242<sup>nd</sup> project to include climbing lane and multimodal concerns. She emphasized that the 238<sup>th</sup>/242<sup>nd</sup> project was just one component of many in the EMCP. Ms. Lucero then asked the committee to indicate their level of support for each choice using their red, yellow, and green cards. For the first choice, advancing option 2 of the 238<sup>th</sup> improvement project, 8 committee members showed their support by raising green or yellow cards. For the second choice, refining the 238<sup>th</sup>/242<sup>nd</sup> project, 10 committee members showed their support by raising green or yellow cards. Based on the number of cards raised for the two choices, Ms. Lucero stated that the committee supported refining the 238<sup>th</sup>/242<sup>nd</sup> project to include climbing lane and multimodal facilities.

Mr. Monberg thanked the committee and informed them that the staff would present the refinements to 238<sup>th</sup>/242<sup>nd</sup> at the next steering committee meeting.

#### **4.2. 207<sup>th</sup>**

Mr. Monberg presented the 207<sup>th</sup> decision point to the committee. He directed the committee to the meeting packet and presented information about extending 207<sup>th</sup> (Fairview Parkway) from Glisan to Stark. He asked if the 207<sup>th</sup> connection should be advanced, or if the staff should work to refine it. Ms. Rulla asked if Microchip had indicated support for the 207<sup>th</sup> connection. Ms. Lucero explained that they have expressed some concern that it might negatively impact their facilities, but that they have not indicated support or disapproval. Ms. Lucero also mentioned that Abby's Pizza supported the connection and the increased access to their business it might bring. Ms. Baron-Mullins said that Fairview would support the 207<sup>th</sup> connection as long as Glisan was widened for safety.

Ms. Lucero asked the committee members to indicate their level of support for advancing the 207<sup>th</sup> connection to the action plan and recommendation using their red, yellow and green cards. 5 committee members raised yellow or green cards, indicating their support of advancing the connection. No members raised red cards. Based on the level of support indication, Ms. Lucero stated that the 207<sup>th</sup> connection would be advanced the action plan and recommendation.

#### **5. Public comment**

Ms. Lucero asked the members of the public if anyone would like to share comments with the steering committee. Ms. Franny Grover, Gresham, stated that she was concerned about safety at 10<sup>th</sup>

and Hogan, and asked the committee not to remove the climbing lane or accommodate trucks on 238<sup>th</sup>. She said that 238<sup>th</sup> was an important route from the freeway to her home, and that she didn't want that commute to be disrupted. Bill Peterson, City of Wood Village, commented that accommodating freight on 238<sup>th</sup> would not affect system capacity, and that intersections improvements have a greater effect on system capacity. He added that this was why it was not identified as necessary to meet capacity needs in the Regional Transportation Plan.

Ms. Lynn Donahue asked if 238<sup>th</sup> would be altered north of Halsey near the I-84 junction. She expressed concerns regarding removing land from existing businesses on 238<sup>th</sup>, specifically a medical facility in the area. Mr. Monberg responded that the committee had looked at creating a 5-lane intersection at Halsey and 238<sup>th</sup>, but would have to give her more specific information at the next meeting.

## **6. Adjourn**

Councilor Craddick thanked the committee and community members for their work and adjourned the meeting at 4:00 p.m.

Respectfully submitted,

SIGNATURE HERE

Emma Fredieu  
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 18, 2012

The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Meeting Summary	04/02/2012	Meeting Summary – April 2, 2012 East Metro Connections Plan Steering Committee	041812emcpssc-01
2	Agenda	04/18/2012	Meeting Agenda – April 18, 2012 East Metro Connections Plan Steering Committee	041812emcpssc-02
3	Booklet	04/18/2012	EMCP booklet	041812emcpssc-03
4	Letter	04/10/2012	Letter to the committee from Mayor Smith	041812emcpssc-04



## Action plan survey summary

June 6, 2012

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

### Overview

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

### North/south connections

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

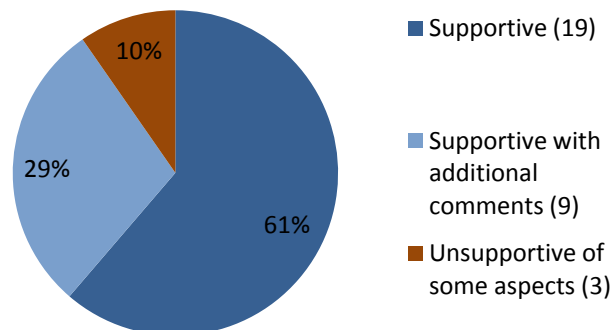
- 181st/182nd safety corridor
- 182nd/190th connections to Clackamas County
- Eastman/223rd connections
- 242nd connections to Clackamas County
- Southeast gateway
- 257th safety, walking and biking connection

They responded to the following.

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

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

**Support for north/south connections investment packages**



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

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

### **Supportive with additional comments**

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

### **Unsupportive of some aspects**

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

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

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

## Downtowns and employment areas

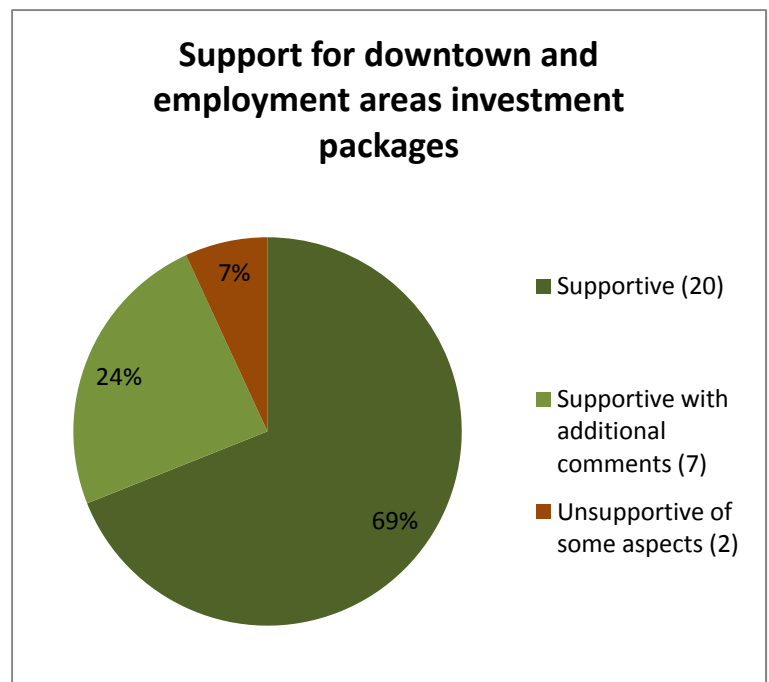
Respondents viewed the investment packages that enhance downtowns and employment areas in the plan area. These include:

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

They responded to the following.

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

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





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

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

### **Supportive with additional comments**

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

### **Unsupportive of some aspects**

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

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

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

## Regional mobility

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

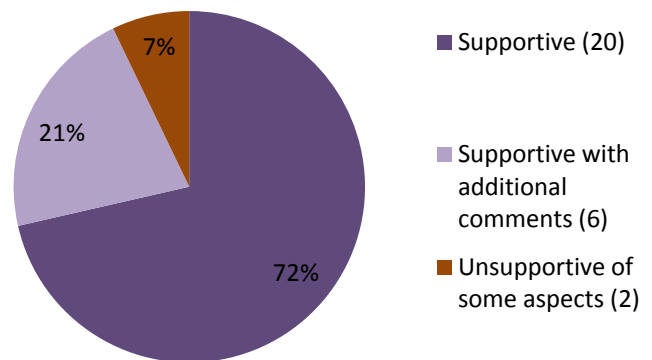
- Managing the existing system
- Regional east-west transit link

They responded to the following.

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

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

### Support for regional mobility investment packages



## Response to regional mobility investment packages

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

### Supportive with additional comments

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

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

### **Unsupportive of some aspects**

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

### **General comments**

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

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



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

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

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

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



## Concept designs evaluated for 238th/242nd

On April 18, 2012, the EMCP steering committee reviewed project options (see below) for the 238th/242nd area between Glisan and Halsey. The Steering Committee directed staff to:

- Provide more detail about operational effects of Option 2, including losing a climbing lane.
- Develop a refined Option 2 that would preserve the climbing lane while allowing for improved truck turning, bicycle and pedestrian facilities.

This memo contains the concept designs evaluated for 238th/242nd, including the concept design and performance of the refined Option 2:

- No-Build (Option 1)
- Improved 238th/242nd with 2 lanes (Option 2)
- **Refined 238th/242nd with 3 lanes; this is new information** (Option 2 refined)
- 242nd extension (Option 3)

## Refined 238th/242nd with 3 lanes (Option 2 refined)

Based on the Steering Committee direction from April 18, 2012, staff developed a refined Option 2. This option includes the following considerations and improvements. (see pages 3-5)

- The changes to the existing 238th/242nd would be introduced to allow for improved truck turning, and bicycle and pedestrian facilities.
- The project maintains the existing 10% grade on 238th/242nd.
- Can be built with no private property acquisition (some property owned by City of Wool Village would be required).
- Retaining wall in one location on north of road (15 foot maximum height).
- Retaining wall in one location on south of road (5 foot max height).
- Rebuilt road can provide opportunities for improved drainage and vegetation.
- Cross section modification from Oregon Street to south of Arata:
  - The cross section would include a 14-foot southbound (uphill) lane, with 12-foot passing lane, and a 15-foot northbound lane.
  - 10-foot multimodal facilities on northbound (downhill) and southbound sides. This concept assumes a raised and widened sidewalk with bike sharrows (see page 5), but final design for the multimodal facilities can be refined in project design.

## Summary

A comparison of the options studied for the East Metro Connections Plan is found on page 2.

Comparison chart.....	page 2
Option 2 refinements (new) .....	pages 3-5
Options 1-3 (developed in December 2011 – March 2012).....	pages 6-12
Design assumptions.....	page 13

## Comparison

	<b>No-Build (Option 1)</b>	<b>Improved 238th/242nd with 2 lanes (Option 2)</b>	<b>Refined 238th/242nd with 3 lanes (Option 2 refined)</b>	<b>242nd extension (Option 3)</b>
<b>Cost</b>	\$0	\$1-5 million	\$5-9 million	\$40.5 million
<b>Performance</b>	Restricted for trucks larger than 40'	Southbound/uphill delay possible at times with slow moving vehicles	Allows for trucks and for climbing lane	5 lanes but less direct route to I-84
<b>Freight</b>	Freight restricted	Permitted; 10% max grade	Permitted; 10% max grade	Permitted; 7% max grade
<b>Multimodal</b>	Poor	Improved	10' multiuse on both sides	Improved plus additional route
<b>Safety</b>	Missing multimodal facilities; no improvements to drainage	Reduces multimodal conflict; improvements to drainage	Reduces multimodal conflict; improvements to drainage	Reduces multimodal conflict; no improvements to 238th drainage
<b>Effects</b>	No major changes to existing roadway; limits ability for trucks to use this route; incomplete multimodal facilities limits use for walking and biking	Concerns about effect to nearby residents, however this option can be constructed within existing right-of-way; Opportunity to balance mobility among the four I-84 interchanges.	Concerns about effect to nearby residents, however this option can be constructed with no private property acquisition; Opportunity to balance mobility among the four I-84 interchanges.	Can be completed almost completely within existing right-of-way; Concerns about direct and indirect effects to Edgefield, Donald L. Robertson Park, School district property, wetlands, and inconsistency with Halsey Main Street Design Concept

The No-Build, Option 2, Option 2 Refined, and Option 3, all operate within capacity and within regional motor vehicle performance targets for Future Year (2035) forecasts.

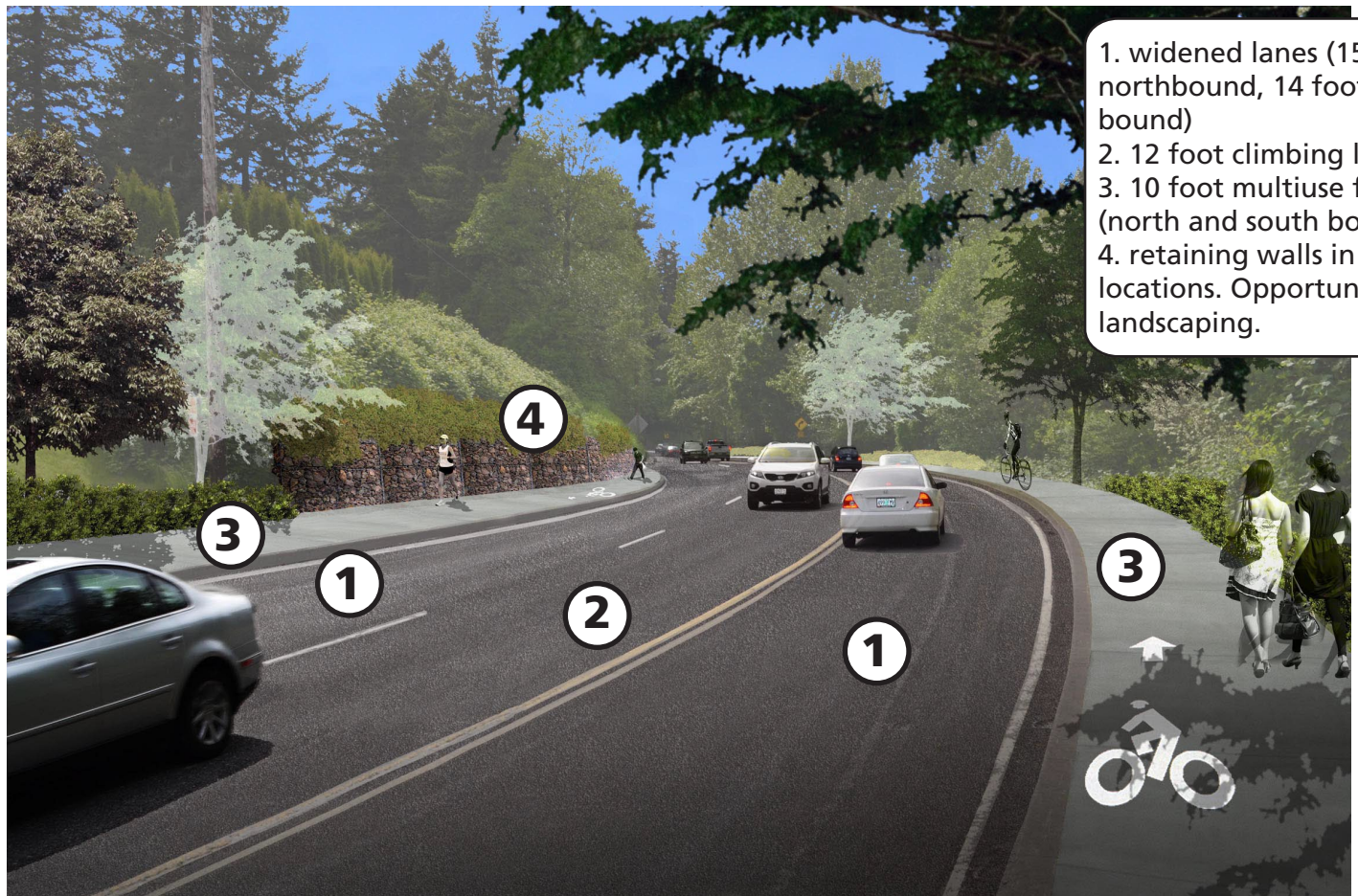


**Existing 238th - looking north**



**Refined 238th - looking north**

widened travel lanes, widened bicycle and pedestrian facility for safety

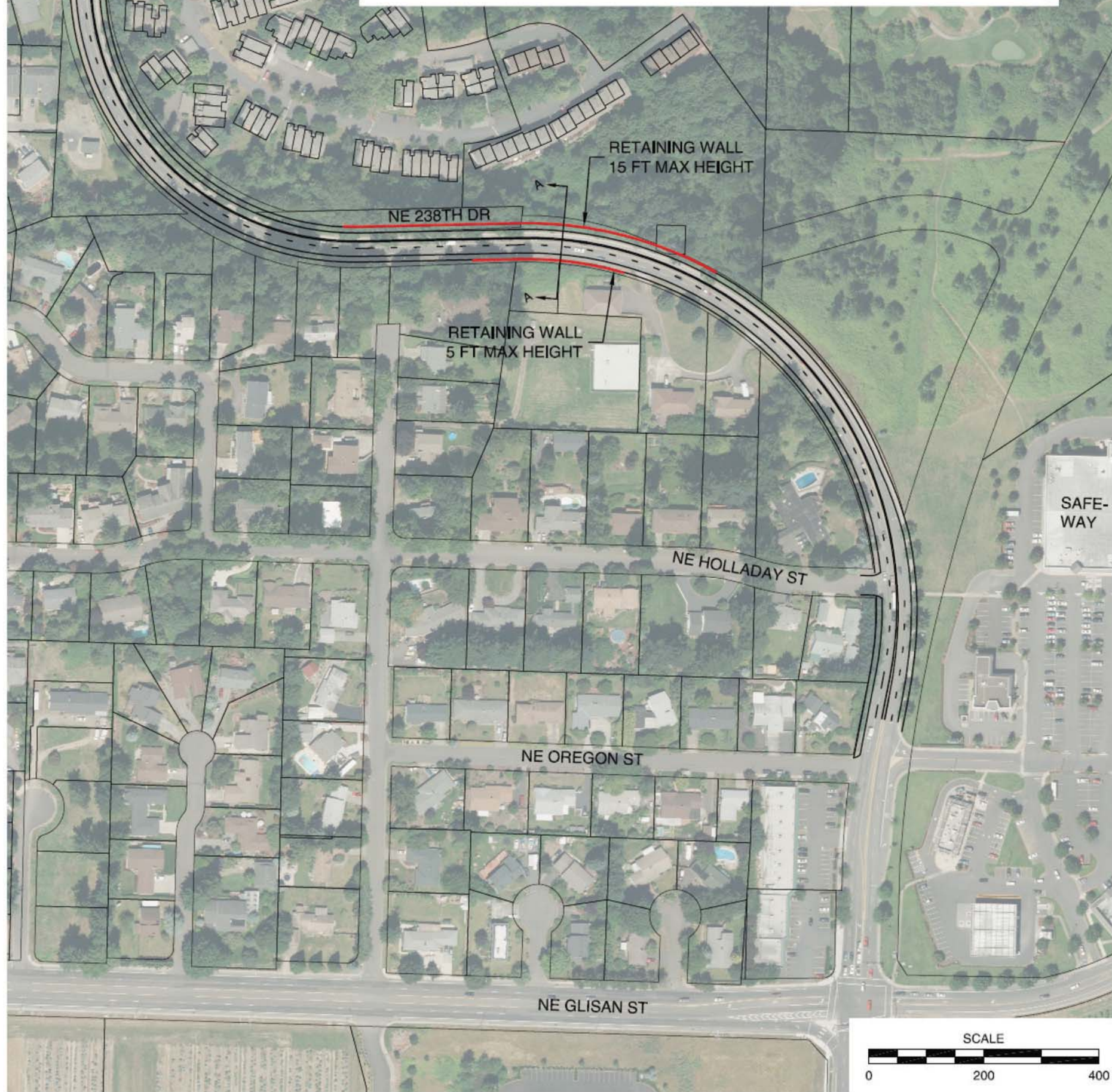
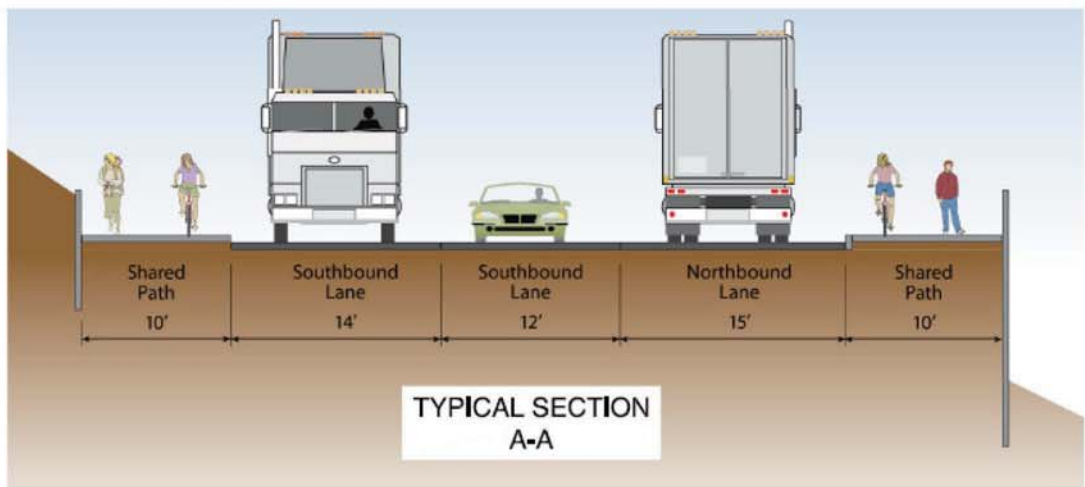


1. widened lanes (15 foot northbound, 14 foot south-bound)
2. 12 foot climbing lane
3. 10 foot multiuse facility (north and south bound)
4. retaining walls in two locations. Opportunities for landscaping.



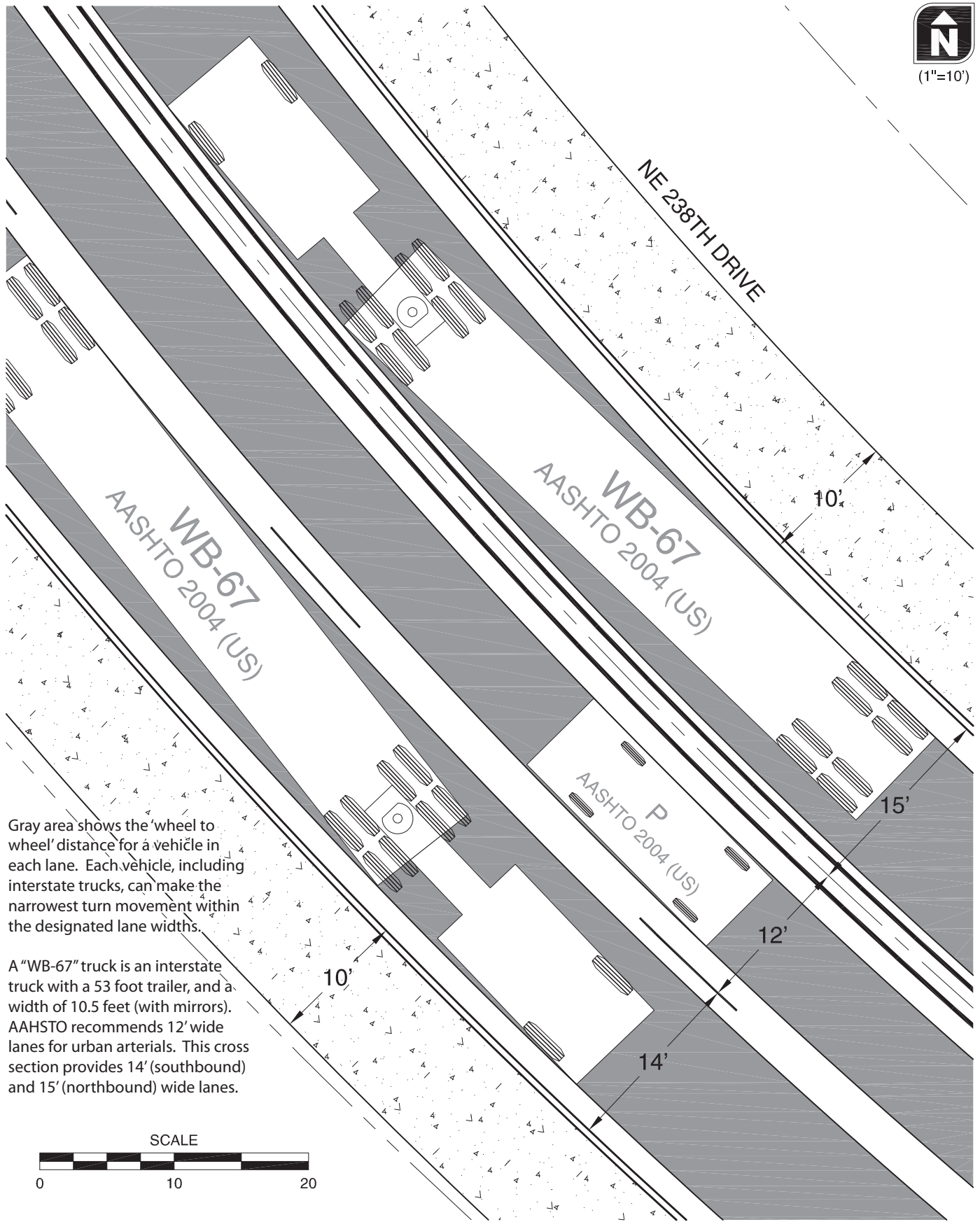


- Allows for widened travel lanes with a climbing lane
- Allows for 10' multimodal facilities on both sides (north and south)
- Can be done with no private property acquisition (some City of Wood Village taxlots required for small portion)
- Retain wall in one location on south of road (5 foot max height shown in red)
- Retain wall in one location on north of road (15 foot max height shown in red)
- Rebuilt road can provide improved drainage and vegetation



ALTERNATIVE 2B  
NE 238TH DRIVE ENHANCEMENT





DESIGN VEHICLE PATHS  
NE 238TH DRIVE - ALTERNATIVE 2B

FIGURE  
**2B-2**

## Previously reviewed options

On December 14, 2011, The EMCP Steering Committee recommended to study three options regarding 242<sup>nd</sup>: A No-Build (Option 1); Improved 238<sup>th</sup>/242<sup>nd</sup> (Option 2); New 242<sup>nd</sup> Connection (Option 3). The following drawings represent the concept designs for an improved 238<sup>th</sup>/242<sup>nd</sup> connection (Option 2), and the proposed extension of 244<sup>th</sup> (Option 3). In January 2012, the technical advisory committee provided direction to the engineering team to develop these concept designs.

## Summary

### **238<sup>th</sup>/242<sup>nd</sup> improvements “Steering Committee Option 2” (see attached Figure 2 and Figure 2A):**

- The changes to the existing 238<sup>th</sup>/244<sup>th</sup> would be introduced to allow for improved truck turning, and bicycle and pedestrian facilities. This option reduces the existing southbound travel lanes from two to one (removing the climbing lane).
- The project requires approximately 4 feet of widening (which includes cut into the hillside).
- The project maintains the existing 10% grade on 238<sup>th</sup>/242<sup>nd</sup>.
- Cross section modification from Oregon Street to south of Arata:
  - Two 15-foot lanes (allowing for heavy vehicle traffic).
  - 5-foot (existing) sidewalk on northbound (downhill) side.
  - 8-foot shared path on southbound (uphill) side.

### **242<sup>nd</sup> extension “Steering Committee Option 3” (see attached Figure 3 and Figure 3A):**

- The new facility would be built as a 4 to 5 lane arterial connection between Glisan and Halsey. The facility includes intersections at 238<sup>th</sup> (new) and Halsey. The facility is largely within the preserved right-of-way, including the new intersection and link to 238<sup>th</sup>. A segment of the existing 238<sup>th</sup> would be closed, and the intersection at NE Holladay St would be closed.
- Majority of the new extension would be at 7% grade.
- The new facility would meet Glisan and Halsey Streets at-grade and uses the existing intersection at NE Glisan/Cherry Park. The design preserves the existing access to Safeway.
- In order to maintain an acceptable grade and meet the elevation of Halsey, the concept design has an elevated structure for approximately one-quarter of a mile (1200 feet), beginning just north of the new intersection to 238<sup>th</sup>, plus 500 feet of retaining walls on the south end of the structure.
- Based on conceptual profile, 242<sup>nd</sup> Extension will be below existing ground from north of Safeway Access to new 238<sup>th</sup> intersection.
- Based on conceptual profile, 242<sup>nd</sup> Extension will be elevated approximately 40-45 feet (maximum height) above existing ground on north side of the bluff.
- Design allows for a consolidated intersection with 244<sup>th</sup> at Halsey, pending future development of the “north Edgefield” site.
- Project expands Halsey to a 5-lane arterial with sidewalks and bike lanes between the new extension and the intersection at 238<sup>th</sup> (approximately 4/10th of a mile – 2200 feet). Design changes at 238th and Halsey would include dual rights northbound for access to the interchange.
- Right-of-way acquisition would be required at two-parcels in Wood Village near the existing 238th, and along Halsey for the expanded intersection and 5-lane road.
- Shifts the predominant flow of traffic from 238<sup>th</sup> Drive to 242<sup>nd</sup> Extension and Halsey. The design would reduce traffic volumes on 238<sup>th</sup> south of Halsey.
- 238<sup>th</sup> is de-emphasized south of Halsey and reduced to 2 lanes.



**Other options screened but not advanced**

The design team also considered 1) below-grade alternative that acknowledges the concept as envisioned in the 2007 MOU and 2) more direct connection from the existing 242<sup>nd</sup> to the existing 244<sup>th</sup>/Halsey intersection. These alternatives were considered less feasible. In terms of the below-grade alternative:

- A below grade extension of 242<sup>nd</sup> would require digging further south of NE Glisan. Glisan is approximately 200 feet higher in elevation than Halsey; constructing the facility below-grade would require much longer distance and cut/fill, and would likely require substantial tunneling. This design would remove access to Safeway and the neighborhood at NE Oregon and NE Holladay, due to the facility being below grade or underground.
- A 'straight line' connection that would align the new extension with the intersection of Halsey/244th would require significant right-of-way acquisition, steeper than allowed grades, and greater impacts to the schools and Donald L. Robertson Park. Land acquisition would be required from Donald L. Robertson Park and the school district. The location of structure would also change access to Arata Creek School.

**Transportation Performance**

Option 2, Option 3, and the No-Build all operate within capacity and within regional motor vehicle performance targets for Future Year (2035) forecasts. Option 2 leaves the potential for slow-moving trucks to substantially slow motorists due to the loss of the climbing lane.

Option 2 and Option 3 provide improved pedestrian/bicycle facilities between Halsey and Glisan Streets, as compared to the substandard facilities along 238<sup>th</sup> under the No-Build.

Option 2 results in a slight improvement to freight mobility over the No-Build with wider lanes but on a steep and curvy grade, while Option 3 results in a greater improvement to freight mobility by providing a less curvy and steep – but also less direct – route for trucks.

The Safety effects of Option 2 and Option 3 relative to the No-Build are unclear. The existing corridor, while steep and curvy, does not have a particularly high crash rate.

**Cost estimate**

A planning level cost estimate for Option 3, the 242<sup>nd</sup> extension is as follows:

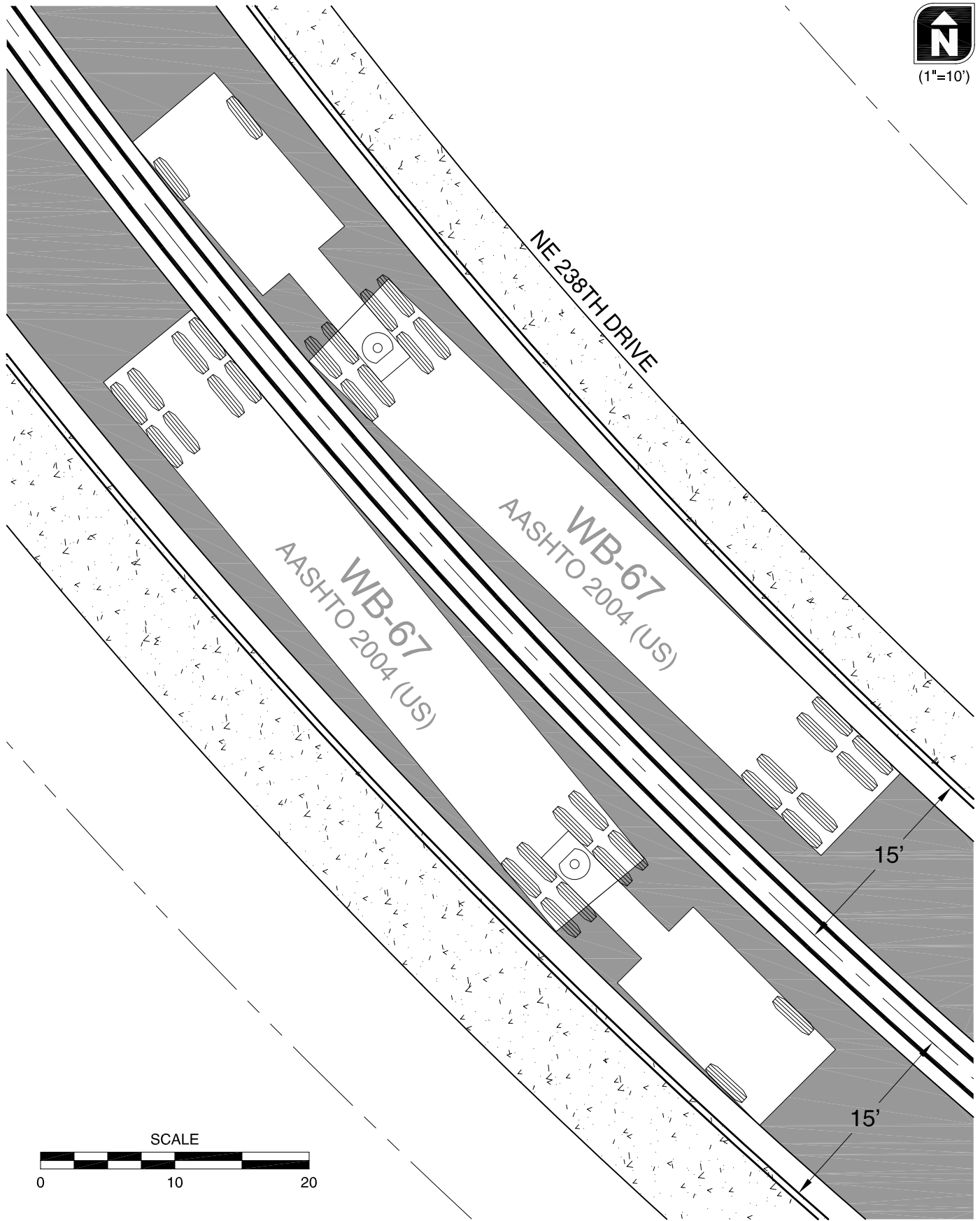
Construction Costs and Engineering			
	242nd extension	Extension of NE 242nd Ave from NE Holladay Ave to Halsey Ave	\$ 30,726,000
	NE Halsey	Rebuild NE Halsey St. from 3 lane to 5 lane from 238th Ave to 2950' to the east, including taper.	\$ 4,720,500
	238th extension	Extension of NE238th Ave to connect to new NE242nd Ave Extension	\$ 1,035,000
Subtotal			\$ 36,481,500
Environmental permitting			\$ 3,648,150
Estimated right-of-way			\$ 400,000
Total			\$ 40,529,650





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WB-67 SWEPT PATHS  
NE 238TH DRIVE

FIGURE  
**2A**

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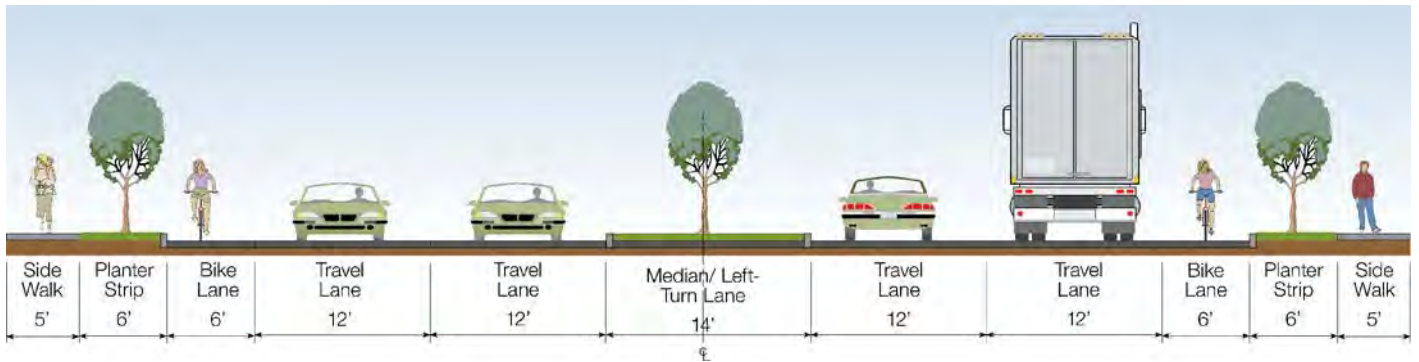


OPTION 3  
NE 242ND DRIVE EXTENSION

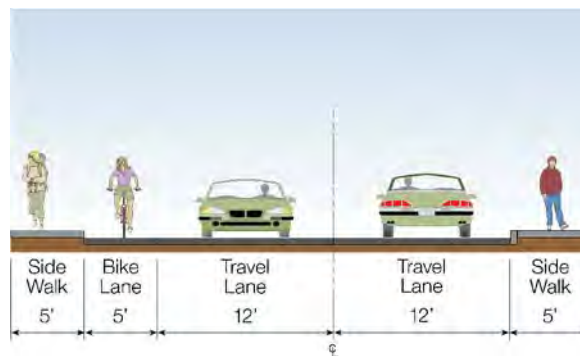
FIGURE  
3



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CROSS SECTION C-C  
N.E. 242ND DRIVE EXTENSION

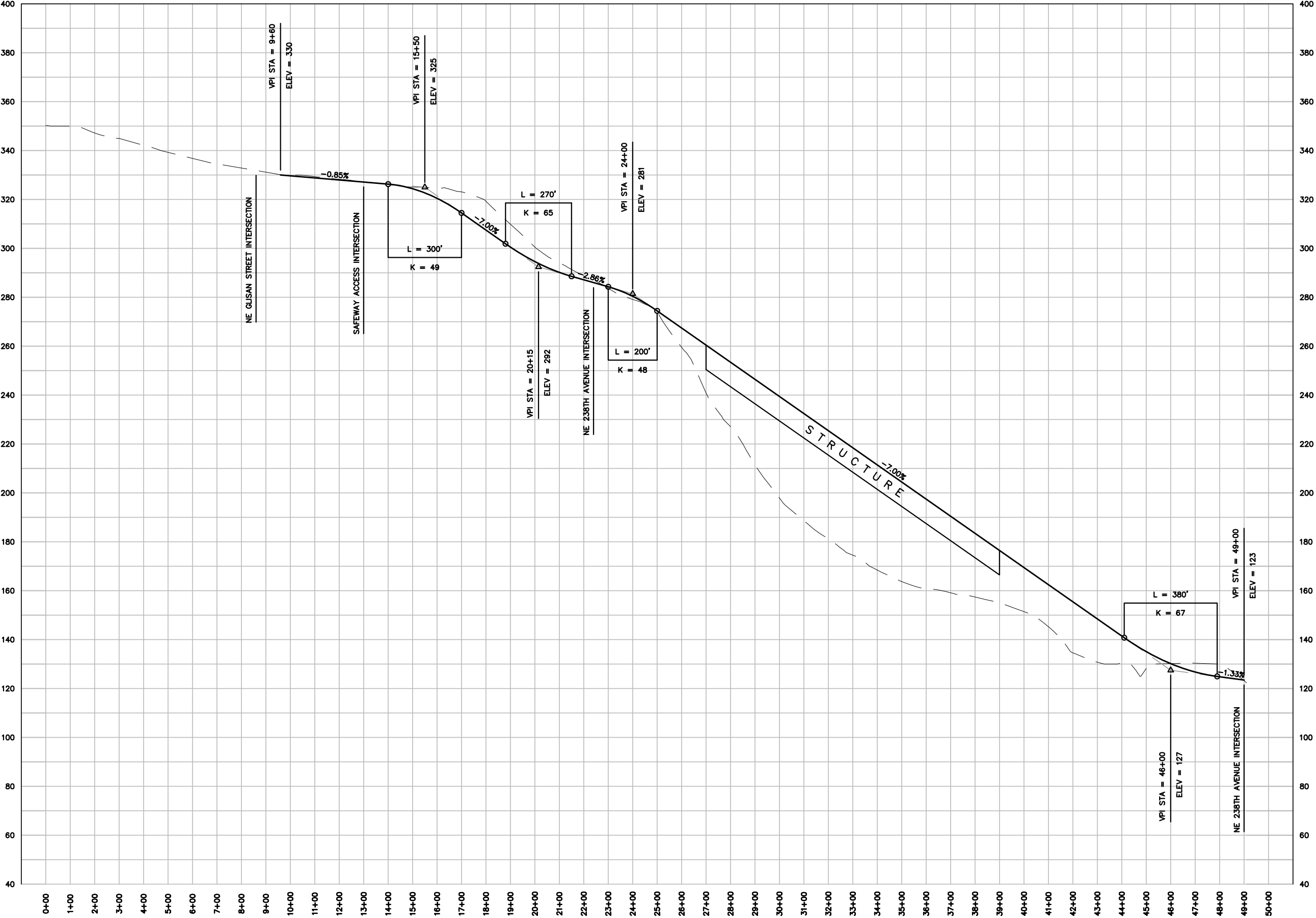


CROSS SECTION B-B  
N.E. 238TH DRIVE

OPTION 3  
TYPICAL SECTIONS

FIGURE  
**3A**

Alignment – (3) PROFILE



**Design Assumptions**

These design assumptions were provided to the design team to develop the concept designs. The following list reflects the review and comments by the technical advisory committee on 1/10/2012.

Design considerations with TAC comments (1/17/12):

- The new 242<sup>nd</sup> extension concept design will be studied as a 4 to 5 lane arterial
- The current 238<sup>th</sup>/242<sup>nd</sup> connection will be designed as a local/collector street – i.e. design changes to discourage this as a route and encourage use of the new 242<sup>nd</sup> extension
- Keep grade of new 242<sup>nd</sup> extension at 7% or less.
- Bicycle and pedestrian facilities should be ADA compliant.
- Efficient signalization at Halsey
  - Consider the relationship of the existing 244<sup>th</sup> and Halsey intersection
  - Consider improved connectivity to properties north of Halsey. The properties north of Halsey and east of 244<sup>th</sup> are in Troutdale town center and are anticipated to be redeveloped in the future for mixed use commercial and residential. The new facility should take into account mobility as well as future access and connections to 244<sup>th</sup>.
- Consider bus operations for the existing routes, particularly at the intersection of 238<sup>th</sup> and Halsey
- Minimize visual and noise impacts of the new facility
- The new facility should have no access points (no driveways, turns to local properties). Access to adjacent properties should not come off arterial that prioritizes mobility, access should come off of lower classified facility (i.e. Halsey)
- Minimize right-of-way acquisition and property impacts:
  - Use existing public right-of-way as much as possible
  - Minimize effects to Donald L. Robertson Park. The park is the only city park for Wood Village, and in addition to recreational activities such as picnicking, baseball, soccer and basketball, there is an important wetland and habitat area
  - Minimize effects to Edgefield property and opportunities for further development
  - Minimize effects to schools – both Arata Creek (MESD) and the Reynolds School District property and building
  - Avoid Safeway commercial area and residences south of Edgefield

# East Metro Corridor Plan 238<sup>th</sup>/242<sup>nd</sup> Concepts

*June 6<sup>th</sup>, 2012 Steering Committee Meeting*



KITTELSON & ASSOCIATES, INC.  
TRANSPORTATION ENGINEERING/PLANNING



# 238<sup>th</sup>/242<sup>nd</sup> Design Options

- › Option 1 – No Build
- › Option 2 - Enhance existing 238<sup>th</sup>/242<sup>nd</sup> alignment (2-lanes)
- › Option 2 Refined - Enhance existing 238<sup>th</sup>/242<sup>nd</sup> alignment AND maintain climbing lane (3-lanes)
- › Option 3 – New 242<sup>nd</sup> Extension



# Features Comparison

## Option 2 – Enhance Existing 238<sup>th</sup>/242<sup>nd</sup> (2-lanes)

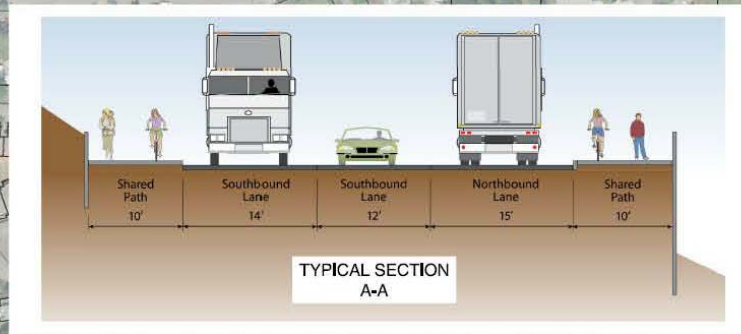
- › Alter existing cross-section to allow for trucks, walking, and biking
  - *Removes climbing lane*
  - *One travel lane in each direction (wider to accommodate trucks)*
  - *10% grade unchanged*
  - *Keep existing sidewalk on outside*
  - *Cut 4 feet into hill to provide shared walking and biking facility*

## Option 2 **Refined** – Enhance Existing 238<sup>th</sup>/242<sup>nd</sup> (3-lanes)

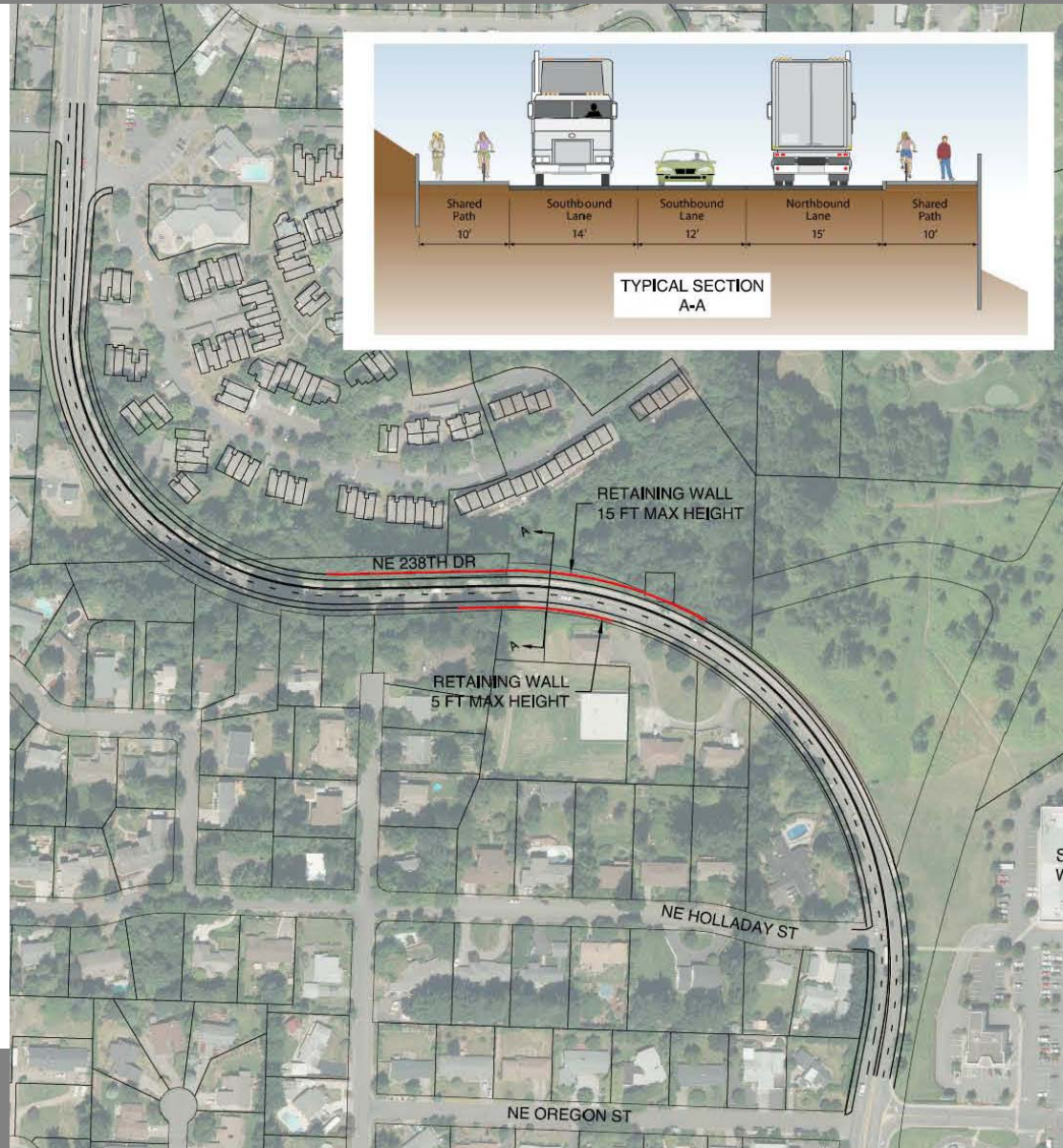
- › Alter existing cross-section to allow for trucks, walking, and biking
  - *Maintains 3-lane section (i.e. climbing lane)*
  - *NB and SB travel lanes wider to accommodate trucks*
  - *10% grade unchanged*
  - *10' multi-use path on both sides of the roadway*
  - *Retaining walls on both sides of the roadway*



# Option 2 Refined – 238<sup>th</sup> Enhancement (3-lanes)



- Allows for widened travel lanes and maintains the climbing lane
- 10' multimodal facility on both sides
- 10% grade unchanged
- No private property acquisition
- South side retaining wall – 5 ft. max height
- North side retaining wall – 15 ft. max height





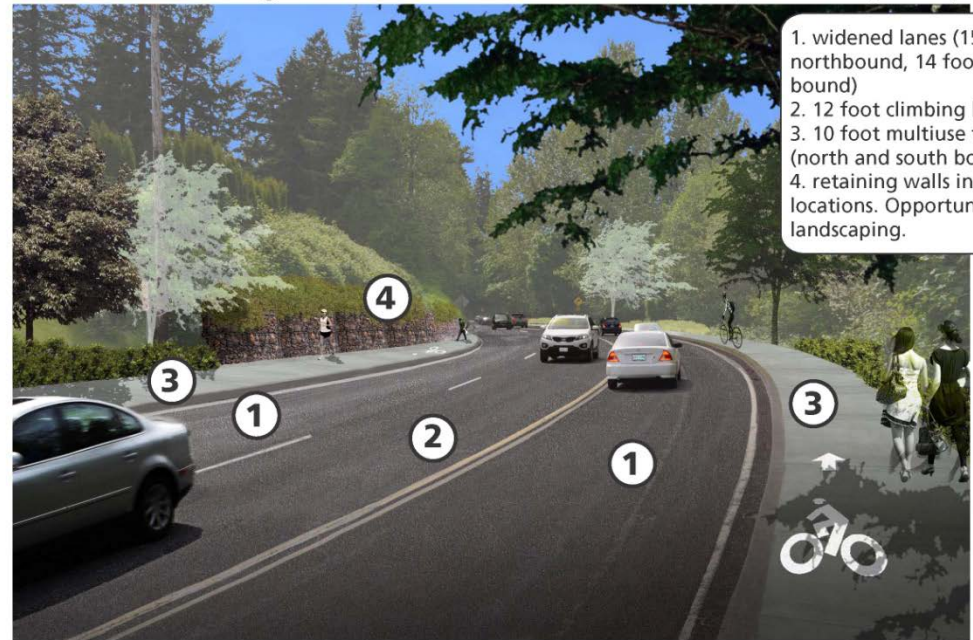
# Option 2 Refined – 238<sup>th</sup> Enhancement (3-lanes)

Existing 238th - looking north



Refined 238th - looking north

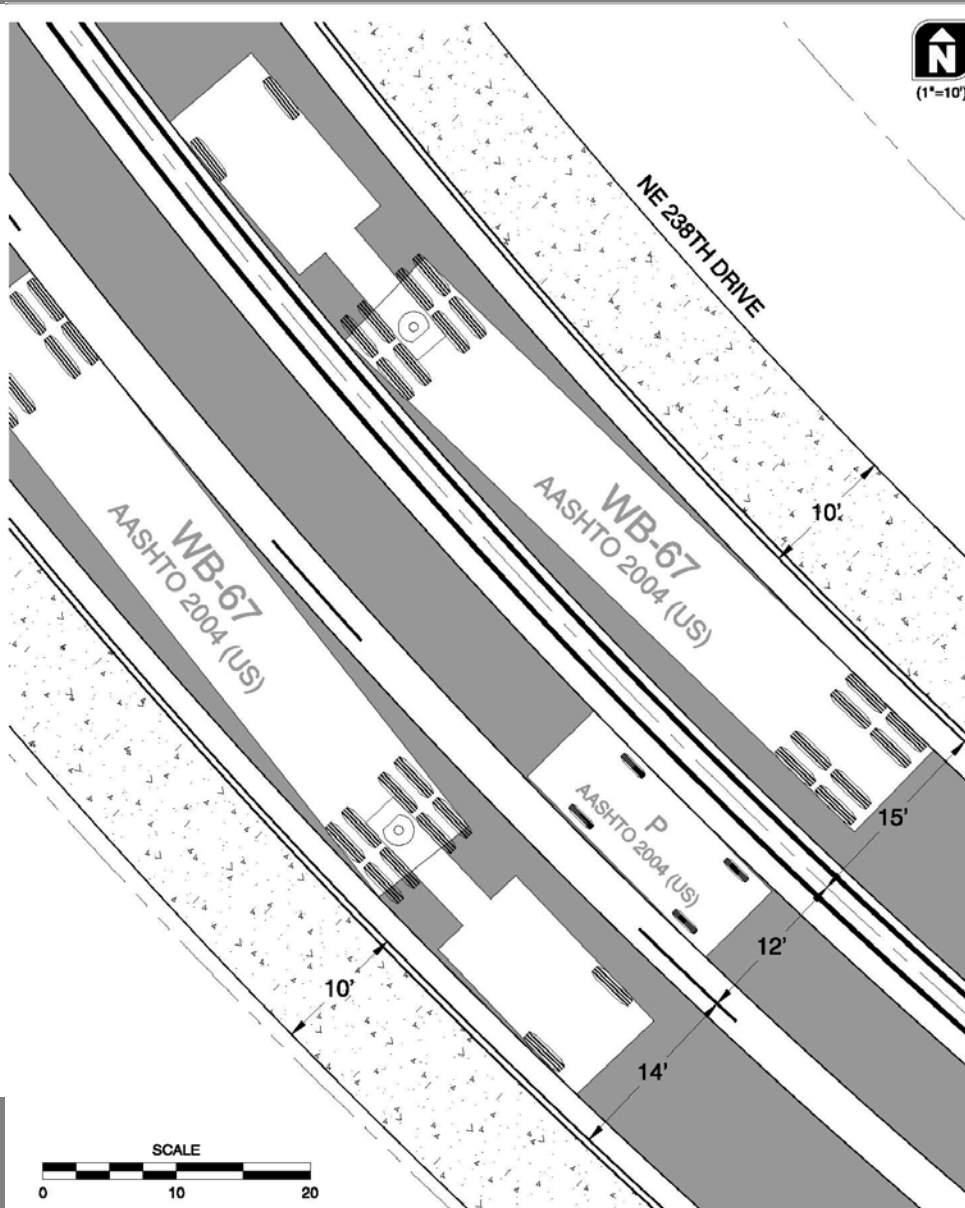
widened travel lanes, widened bicycle and pedestrian facility for safety



1. widened lanes (15 foot northbound, 14 foot south-bound)
2. 12 foot climbing lane
3. 10 foot multiuse facility (north and south bound)
4. retaining walls in two locations. Opportunities for landscaping.

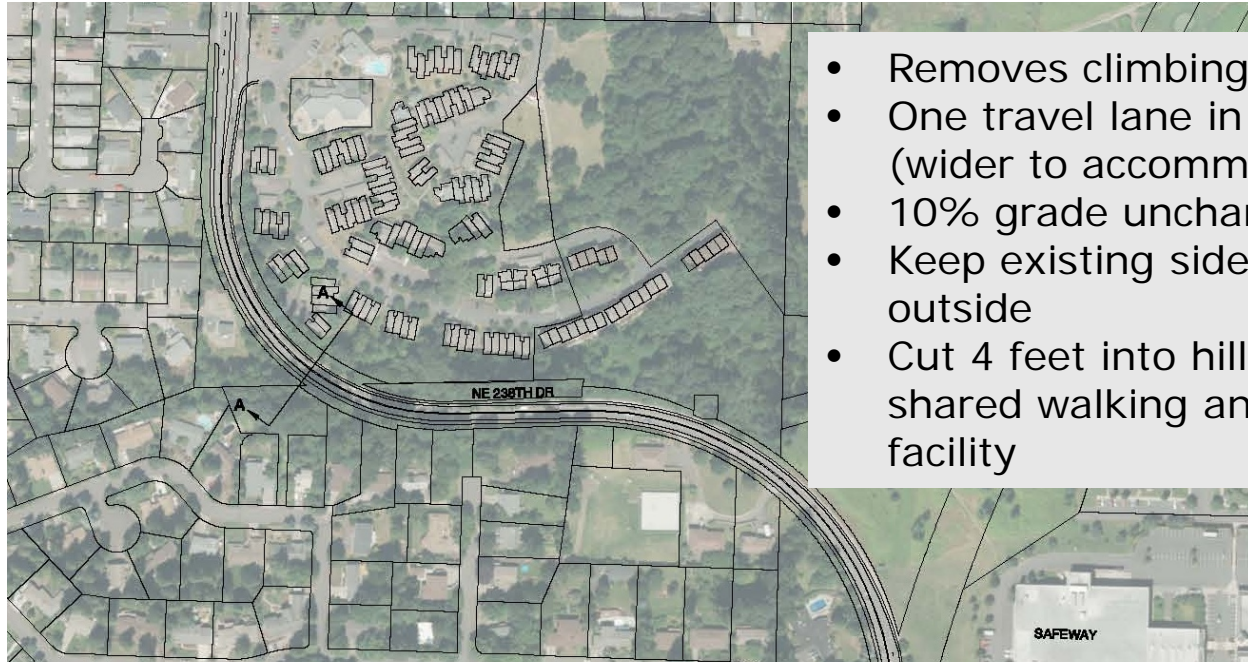


# Option 2 Refined – 238<sup>th</sup> Enhancement (3-lanes)

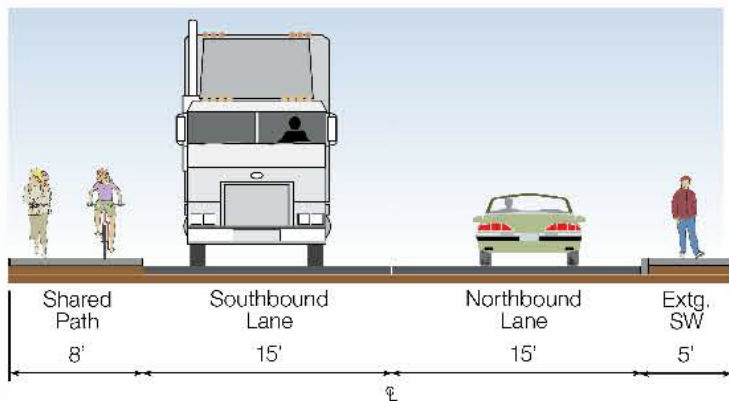


- Maintains climbing lane
- All lanes wider to accommodate trucks
- 10% grade unchanged

# Option 2 – 238<sup>th</sup> Enhancement (2-lanes)



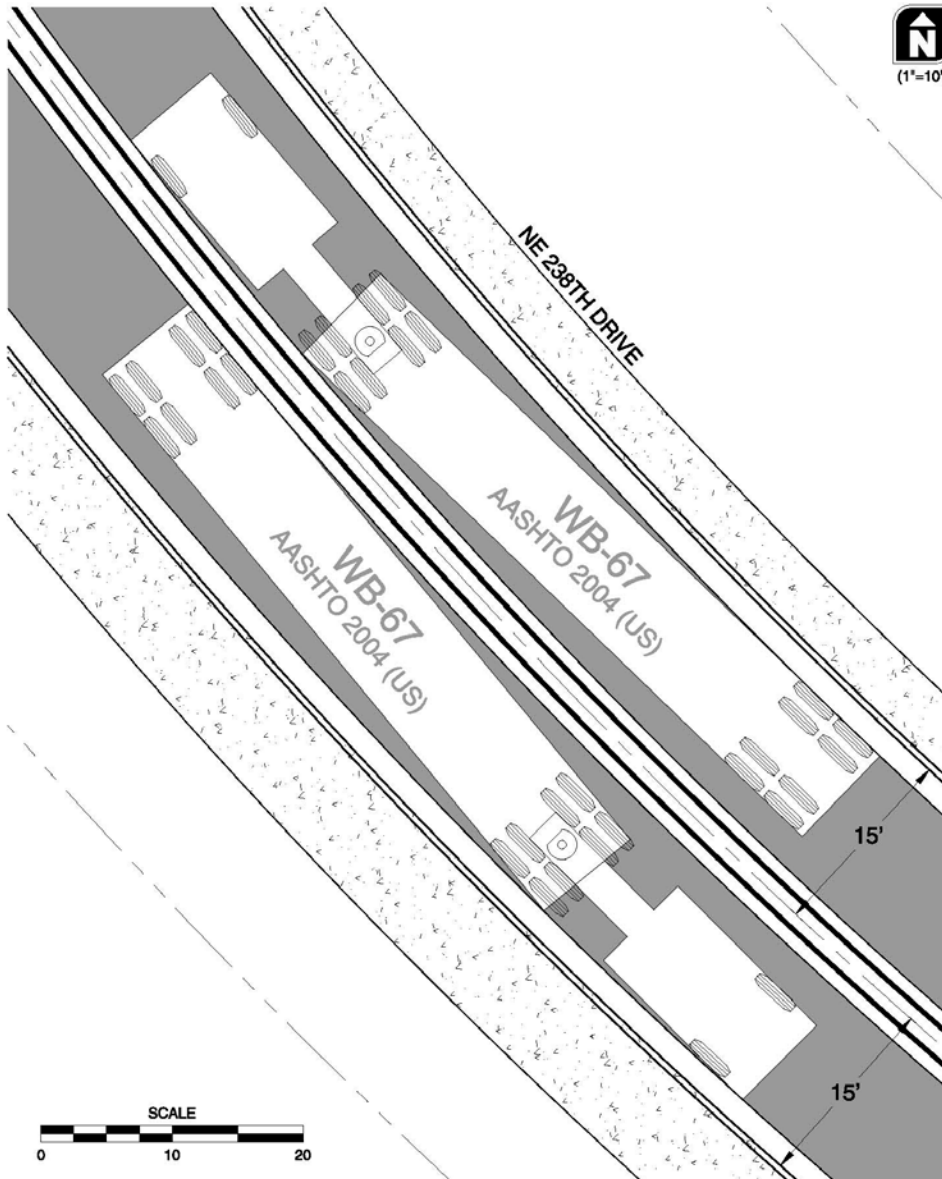
- Removes climbing lane
- One travel lane in each direction (wider to accommodate trucks)
- 10% grade unchanged
- Keep existing sidewalk on outside
- Cut 4 feet into hill to provide shared walking and biking facility



**CROSS SECTION A-A**  
**N.E. 238TH DRIVE**



# Option 2 – 238<sup>th</sup> Enhancement (2 lanes)



- Removes climbing lane
- One travel lane in each direction (wider to accommodate trucks)
- 10% grade unchanged



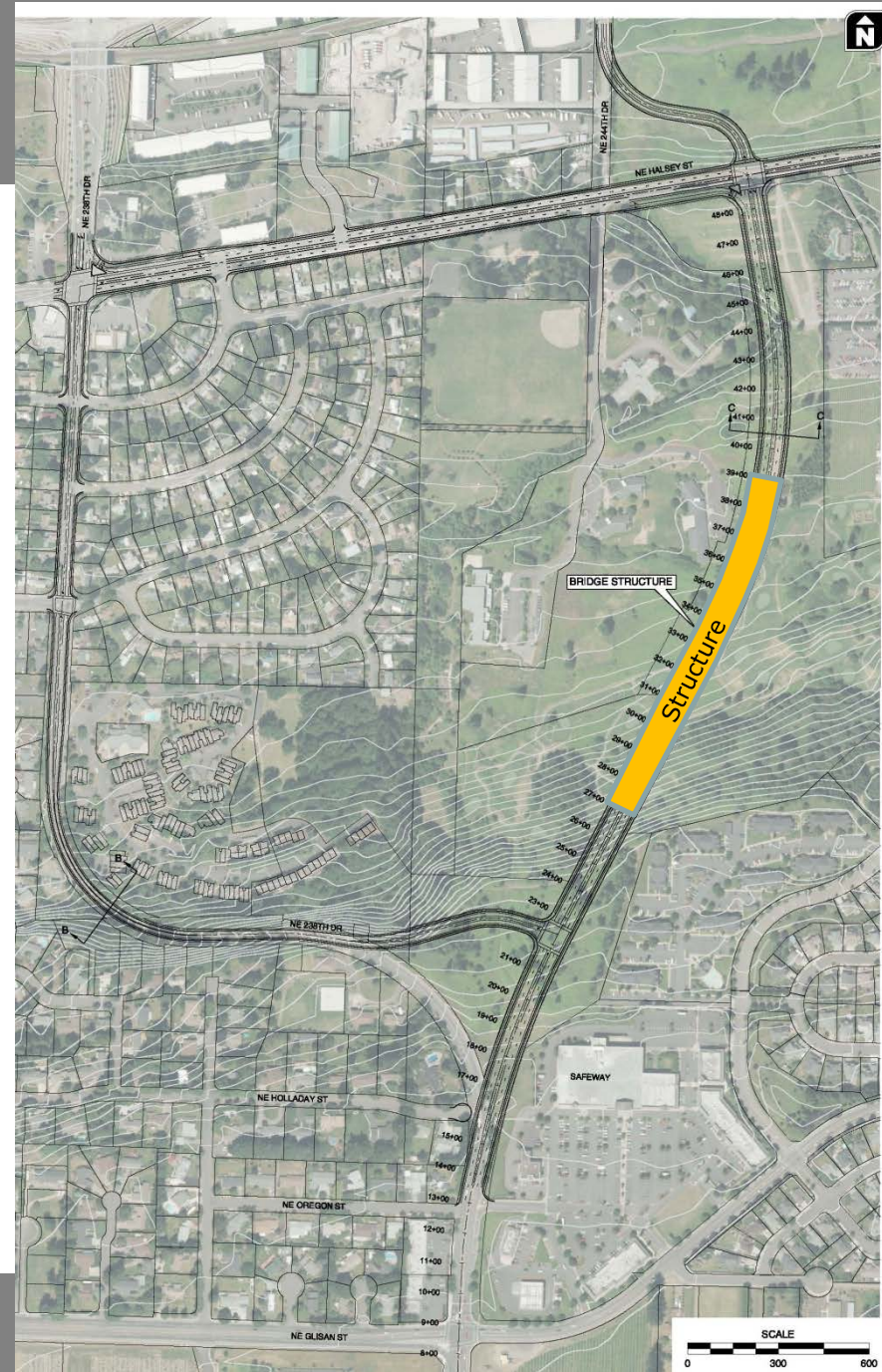
# Features Comparison

## Option 3 – 242<sup>nd</sup> Extension

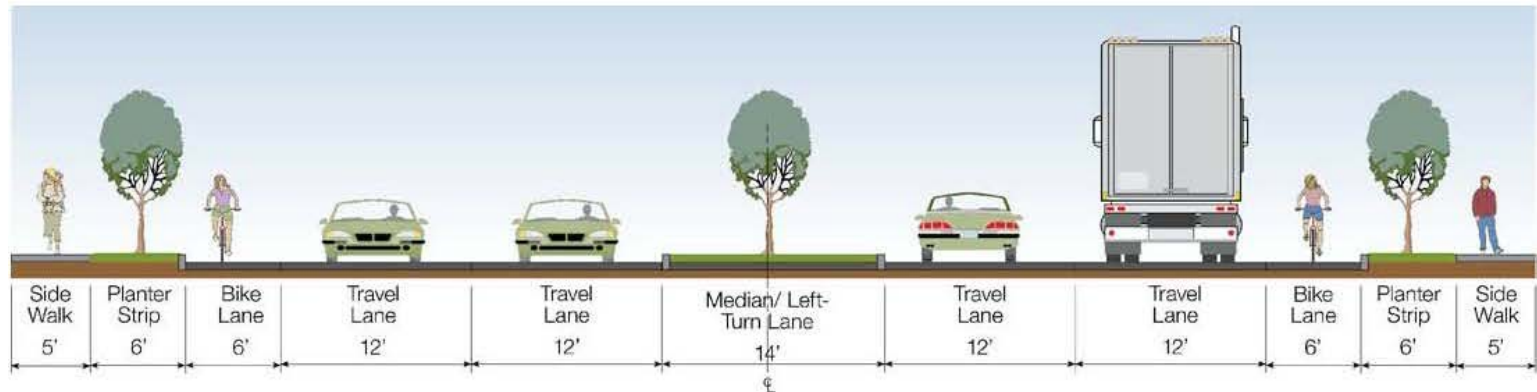
- › Construct 4-5 lane facility on preserved ROW
  - *Accommodates trucks, walking, and biking*
  - *7% grade*
  - *1,200 feet of elevated structure*
  - *500 foot section below grade (requires retaining walls)*
- › Shifts predominant flow of traffic
  - *Narrow 238<sup>th</sup> and provide walking and biking facilities*
  - *Widen section of Halsey to 5 lanes*

# Option 3 – 242<sup>nd</sup> Extension

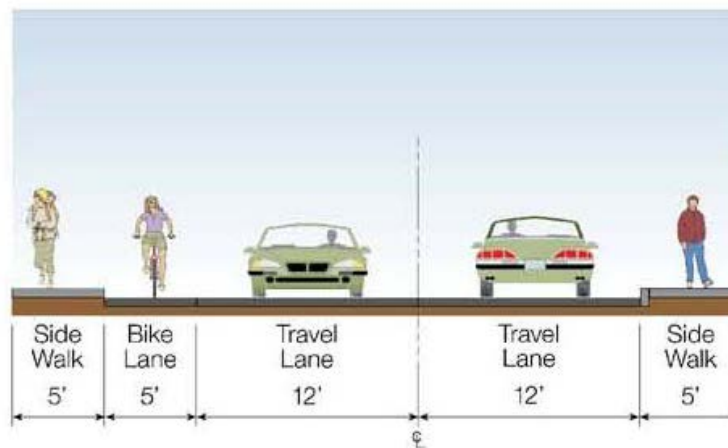
- Construct 4-5 lane facility on preserved ROW
  - Accommodates trucks, walking, and biking
  - 7% grade
  - 1,200 feet of elevated structure
  - 500 foot section below grade (requires retaining walls)
- Shifts predominant flow of traffic
  - Narrow 238<sup>th</sup> and provide walking and biking facilities
  - Widen section of Halsey to 5 lanes



# Option 3 – 242<sup>nd</sup> Extension



**CROSS SECTION C-C**  
**N.E. 242ND DRIVE EXTENSION**



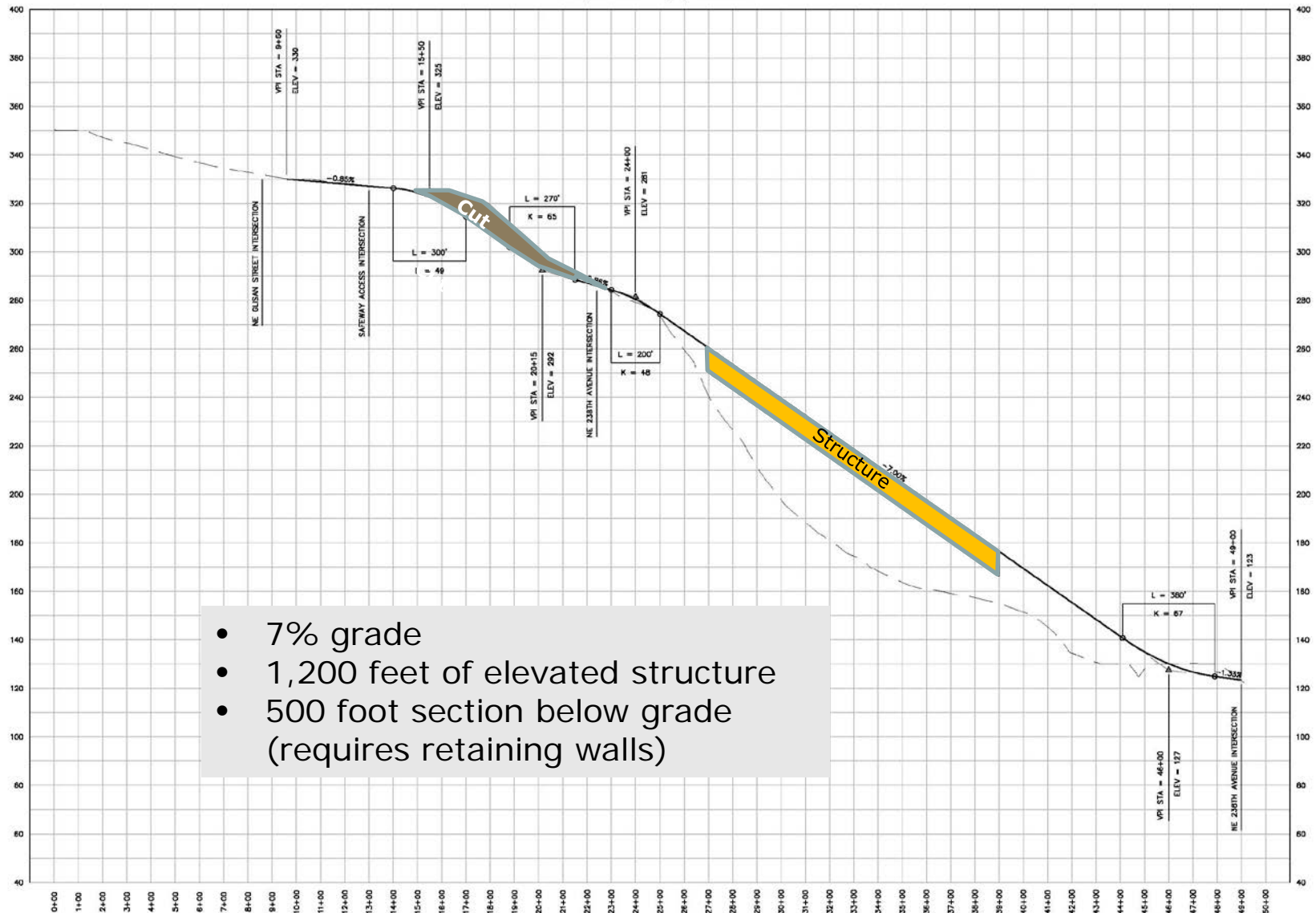
**CROSS SECTION B-B**  
**N.E. 238TH DRIVE**





# Option 3 – 242<sup>nd</sup> Extension

Alignment – (3) PROFILE



- 7% grade
- 1,200 feet of elevated structure
- 500 foot section below grade (requires retaining walls)

# Performance Comparison

	<b>Option 1 – No Build</b>	<b>Option 2 – Enhance Existing 238<sup>th</sup>/242<sup>nd</sup> (2-lanes)</b>	<b>Option 2 Refined - Enhance Existing 238<sup>th</sup>/242<sup>nd</sup> (3-lanes)</b>	<b>Option 3 – 242<sup>nd</sup> Extension</b>
Cost	\$0	\$1-\$5 Million	\$5-9 Million	\$40.5 Million
Ped/Bike Facilities	Poor	Improved	Improved (10' multi-use on both sides)	Improved + Addl. Route
Operations	Meets Standards	Meets Standards (SB/uphill delay possible behind slow moving vehicles)	Meets Standards	Meets Standards
Freight Movement	Remain Restricted	Permitted but steep grade (wider lanes, no climbing lane)	Permitted but steep grade (wider lanes, keeps climbing lane)	Attractive but less direct route than 238 <sup>th</sup>
Safety	Low existing crash rate	Reduces multi- modal conflict	Reduces multi-modal conflict	Reduces multi-modal conflict

