

# Metro | Agenda

Meeting: Metro Technical Advisory Committee  
Date: Wednesday, May 16, 2012  
Time: 10 a.m. – 12 p.m.  
Place: Metro Regional Center, council chamber

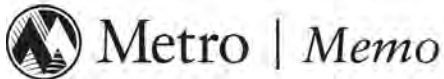
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Time	Agenda Item	Action Requested	Presenter(s)	Materials
10:30 a.m.	<b>CALL TO ORDER / ANNOUNCEMENTS</b>	Information	John Williams, Chair	none
10:35 a.m.	<b>Portland Plan</b>  <i>Objective: Describe priorities in the Portland Plan and implementation that will require regional coordination.</i>	Information	Joe Zehnder	At meeting
11:20 a.m.	<b>East Metro Connections Plan</b>  <i>Objective: Brief MTAC on East Metro Connection Plan's progress in anticipation of refining the RTP this fall/winter.</i>	Information	Brian Monberg	In packet / at meeting
12:00 p.m.	<b>ADJOURN</b>			

MTAC meets on the 1<sup>st</sup> & 3<sup>rd</sup> Wednesday of the month. **The next meeting is scheduled for June 6, 2012.**

For agenda and schedule information, call Alexandra Roberts Eldridge at 503-797-1839, email: [Alexandra.Eldridge@oregonmetro.gov](mailto:Alexandra.Eldridge@oregonmetro.gov). To check on closure or cancellations during inclement weather, please call 503-797-1700#.





Date: Wednesday, May 16, 2012  
To: Metro Technical Advisory Committee  
From: Brian Monberg, Metro Project Manager  
Subject: East Metro Connections Plan Update

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The purpose of this work session is to inform Metro Technical Advisory Committee members of the progress of the East Metro Connections Plan. The Plan will be completed in June, 2012, with local council actions scheduled in June and July 2012. Metro will initiate a process to amend the Regional Transportation Plan in fall 2012.

## **Project overview**

The East Metro Connections Plan is a Metro-led corridor refinement plan that will identify transportation improvements in East Multnomah County in support of the following goals:

- Access and mobility
- Safety
- Economic vitality
- Transportation system efficiency
- Support the City's vision for land use and livability
- Enhance the natural environment
- Distribute the benefits and burdens of growth.

Attachment A shows the geographic scope of the plan area and Attachment B lists project partners. The final result of this effort will be a list of transportation projects along key regional corridors in East Multnomah County. The list of projects will support the goals above and be incorporated into the Regional Transportation Plan as well as local transportation system plans.

Working within the cities of Gresham, Fairview, Troutdale, Wood Village and Multnomah County, the East Metro Connections Plan relied on collaboration across jurisdictional boundaries to advocate for results that advance the prosperity of the East Metro area. More information can be found at [www.oregonmetro.gov/eastmetro](http://www.oregonmetro.gov/eastmetro).

## **Background**

The East Metro Connections Plan (EMCP) is the first mobility corridor refinement plan identified in the 2035 Regional Transportation Plan to be implemented in our region. As opposed to past corridor plans, a mobility corridor refinement plan aims to better integrate land use, community and economic development, environmental and transportation goals when identifying projects along major transportation corridors. EMCP partners include the cities of Gresham, Fairview, Troutdale and Wood Village, Multnomah County, ODOT and Metro. Additional participating entities include the city of Damascus, Clackamas County, the Port of Portland and TriMet.

This two-year effort has thus far analyzed present and future transportation needs and opportunities and is currently at a point where solutions/projects will start to be prioritized.

The following are major milestones of the EMCP process:

- **April 2011: EMCP goals defined** - Developed goals consistent with those identified in a 2007 memorandum of understanding signed by Gresham, Fairview, Troutdale, Wood Village and Multnomah County and goals adopted in the Regional Transportation Plan.
- **Summer to fall 2011: Problem statement and identification of existing needs** - Developed a problem statement reflective of current needs and opportunities for improvements to the transportation network that also support the defined goals. Examples include congestion exceeding roadway capacity, missing pedestrian and bicycle facilities and conflicts between road function and land use.
- **Fall 2011 to early 2012: Initial strategies to address future needs** - Identified potential solutions (i.e., capital projects) to address transportation needs and opportunities that support local aspirations, and developed quantitative and qualitative criteria to evaluate those solutions/projects. Projects were then “rated” based on the criteria (see Attachment C for further detail about the criteria).
- **March 2012: Strategies for improvements identified** - Narrowed and refined the list of possible transportation solutions/projects based on evaluation criteria “ratings” and steering committee feedback. Discussions began about how to prioritize the list of projects.
- **March to May 2012: Corridor themes and preliminary action plan** - Bundled projects together along segments of the primary north-south and east-west corridors within the plan area. Based on this, themes have been identified for those segments of corridors. The bundled projects along these corridors make up the investment packages within the preliminary action plan (see Attachment D and text below for further detail).
- **June 2012: Final action plan and steering committee recommendation** - Identify the project bundles (investment packages) to advance as priorities in the short-, mid- or long-term, highlighting those with high degree of consensus from EMCP project partners. A recommendation will go to local city councils and the Multnomah County Commission for endorsement.

## Transportation projects as investment packages

Proposed bundles of projects, or investment packages, defined through the process noted above, are grouped by the following primary themes:

1. **North/south connections** - Proposed projects improve the arterial road network connecting I-84 and US 26 and provide for regional mobility needs. Projects developed on all arterials will be developed to accommodate freight, and be designed accordingly.
2. **Downtowns and employment areas** - Proposed projects improve way-finding, mobility and access to downtowns and jobs.
3. **Sandy River to Springwater multimodal connection** - Proposed project designates a new regional multimodal connection between the Sandy River and future Springwater development, extend the implementation of the Sandy River Connections Plan in Troutdale to Mt. Hood Community College, and connect both destinations and Gresham neighborhoods to the Springwater Trail and Johnson Creek. This multimodal connection would address perhaps the largest gap in the 40-Mile Loop vision.

4. **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.

Attachment D provides a visual depiction of these themed corridor segments. The bundles of projects associated with the corridor segments are still under refinement, with anticipated finalization by June 2012. The following summarizes the intent and types of projects within each investment package.

## 1. North/south connections

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

**182nd/190th connections to Clackamas County:** Pleasant Valley is an important area for future residential and commercial development. Additionally, future population and employment growth in Clackamas County, including Happy Valley and Damascus means that road connections to the south are important connections. 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.

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

**242nd connections to Clackamas County:** Hogan/242nd is an important north/south connection from employment hubs in the Columbia Cascade River District, north central Gresham industrial, the Gresham Regional Center, and Springwater to Clackamas County and central Oregon. Projects along this corridor address future growth with additional roadway capacity, 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.

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

**257th safety, walking and biking connection:** Projects create safe and attractive pedestrian crossings along 257th, particularly along the stretch between Reynolds High School and Mt Hood Community College. They will complete the sidewalk improvements along Stark adjacent to the college.

## 2. Downtowns and employment areas

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

**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.

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

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

**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.

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

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

**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.

## 3. Sandy River to Springwater multimodal connection:

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

## 4. Regional mobility

**Managing the existing system (transportation systems management and operations/intelligent transportation system tools):** There are opportunities to improve the current roadway network and enhance the performance of the transportation system using technology that

coordinates signal timing and provides real-time information. These projects provide as much as a 10% capacity increase to the roadway, tend to be relatively low in cost and should be applied to all north-south and east-west arterials. Other projects include signage, messaging and other techniques that improve way-finding and traffic flow. Near-term investments include better signage and messaging on US 26 and coordinated signal improvements along 223rd/Eastman, 181st/182nd, Division and Powell.

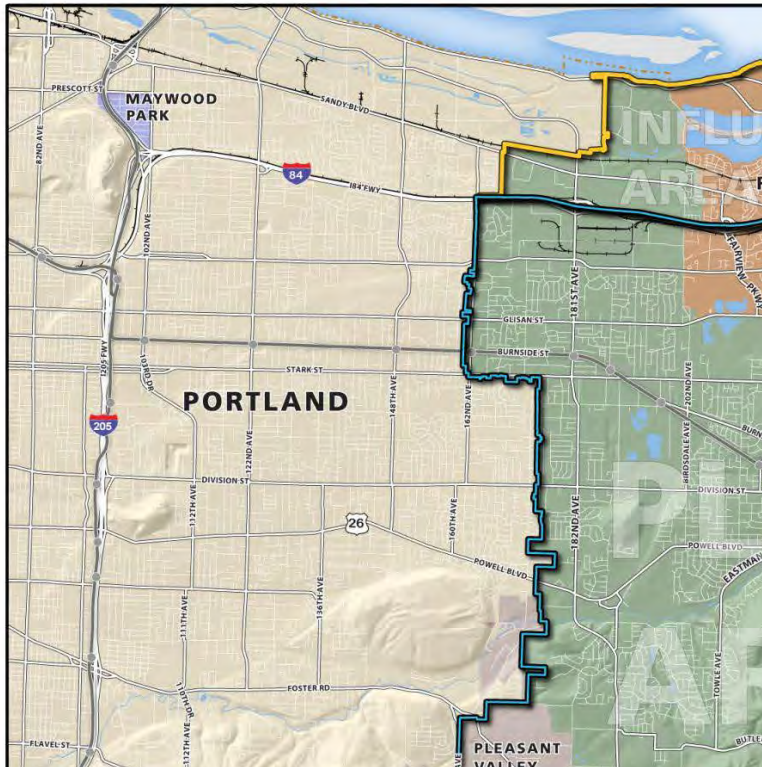
**Regional east-west transit link:** Projects improve east-west transit that connects Mt. Hood Community College, Downtown Gresham, Portland and South Waterfront's Innovation Quadrant. Division is one of the top transit corridors for ridership in the region. Projects include enhanced bus/bus rapid transit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

## Next steps

Proposed next steps for this process are as follows:

- May 25, 2012: Informational briefing to the Transportation Policy Alternatives Committee
- June 6, 2012: Final recommendation confirmed by the steering committee
- June 14, 2012: Briefing to the Joint Policy Advisory Committee on Transportation
- June 27, 2012: Briefing to the Metro Policy Advisory Committee
- June to July 2012: Local adoption by resolution from Gresham, Fairview, Wood Village and Multnomah County Commission
- August 2012: Metro Council adoption by resolution of EMCP recommendation
- Fall/Winter 2012: Amend Regional Transportation Plan and local transportation system plans
- Summer 2012 and ongoing to 2035: Implementation of investments identified in the action plan

Attachment A: Plan area and influence area map





## Attachment B: Project partners

**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  
 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  
 Councilor Diana Helm, City of Damascus  
 Commissioner Jamie Damon, Clackamas County  
 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

**East Metro Connections Plan technical advisory committee**

Karen Buehrig, Clackamas County  
 Larry Conrad, Clackamas County  
 Steve Gaschler, City of Damascus  
 Carrier Brennecke, City of Damascus  
 Allan Berry, City of Fairview  
 Steve Kautz, TriMet  
 Katherine Kelly, City of Gresham  
 Jeff Shelley, City of Gresham  
 Kelly Clarke, City of Gresham  
 Jim Gelhar, City of Gresham  
 Stuart Gwin, City of Portland  
 John Gillam, City of Portland  
 Phil Healy, Port of Portland  
 Richard Faith, City of Troutdale  
 Bridget Wieghart, Metro  
 Betsy Clapp, Multnomah County  
 Jane McFarland, Multnomah County  
 Joanna Valencia, Multnomah County  
 Jennifer Moore, Multnomah County Health Department  
 Ross Kevlin, ODOT  
 Kirsten Pennington, ODOT  
 Kelly Brooks, ODOT  
 Ric Vrana, TriMet  
 Randy Jones, Wood Village  
 Michael Walter, Happy Valley  
 Jennifer Donnelly, DLCD  
 Brian Monberg, Metro  
 Deborah Redman, Metro

**ATTACHMENT C: Evaluation criteria factors and objectives**

The following is an outline of the factors that were used to evaluate transportation projects for EMCP. For more detailed information about the definition of these objectives or their numerical measurements, contact Brian Monberg, [Brian.Monberg@oregonmetro.gov](mailto:Brian.Monberg@oregonmetro.gov), 503-797-1621.

**Factor 1: Access and mobility**

**Related goals:** Support north/south connectivity between I-84 and US 26, as well as east/west connectivity in the East Metro Plan Area; Make the best use of the existing transportation system; Develop multiple solutions that encompass all transportation modes.

**Objectives:**

- 1) Maximize Freight Operational Efficiency
- 2) Improve mobility/travel time for vehicle trips
- 3) Improves intersection level of service on 181<sup>st</sup>, Fairview Parkway/223<sup>rd</sup>, 238<sup>th</sup>/242<sup>nd</sup>/Hogan Road, and 257<sup>th</sup>/Kane Road
- 4) Improves intersection level of service on Halsey, Glisan, Stark, Burnside, Division, and Powell
- 5) Improve mobility/travel time and consistency for transit trips
- 6) Improves transit ridership
- 7) Improves pedestrian access
- 8) Improves pedestrian service
- 9) Improve bicycle access
- 10) Improve bicycle service

**Factor 2: Economic development**

**Related goals:** Foster economic vitality

**Objectives:**

- 11) Improves access to industrial land, employment land and/or 2040 Centers
- 12) Protects existing employment areas
- 13) Builds on or leverages private investment
- 14) Builds on or leverages public investment

**Factor 3: Safety and security**

**Related goals:** Enhance the livability and safety of East Metro communities. Ensure that East Metro is a place where people want to live, work, and play.

**Objectives:**

- 15) Addresses a high crash intersection or corridor
- 16) Increases safe travel to nearby school, vital services, or commercial area (within ¼ mile)
- 17) Reduces intermodal conflict

**Factor 4: Healthy communities**

**Related goals:** Enhance the livability and safety of East Metro communities. Ensure that East Metro is a place where people want to live, work, and play.

**Objectives:**

- 18) Improves people's network connections to healthful food
- 19) Increases number of people with connections to walking, biking, access to transit
- 20) Increases the number of people within 1/2 mile network walking access to recreational facilities
- 21) Minimizes exposure to transportation related emissions and noise

## **Factor 5: Equity**

**Related goals:** Distribute the burdens and benefits of growth

**Objectives:**

- 22) Improves network connections to vital services (healthful food, medical care and health services, social services, schools and civic institutions, jobs) in low-income, minority, non-English speaking, youth, elderly or disabled communities
- 23) Increases the number of people within ½ mile network walking access to recreation in low-income, minority, non-English speaking, youth, elderly or disabled communities
- 24) Increases number of people with connections to walking, biking, access to transit, in low-income, minority, non-English speaking, youth, elderly or disabled communities
- 25) Minimizes exposure to transportation related emissions and noise in low-income, minority, non-English speaking, youth, elderly or disabled communities
- 26) Improves safety in low-income, minority, non-English speaking, youth, elderly or disabled communities

## **Factor 6: Natural environment**

**Related goals:** Enhance the natural environment

**Objectives:**

- 27) Increases access to public natural area (e.g., Gorge, Columbia River, regional trails, Mt. Hood)
- 28) Improves integrity of parklands and natural areas.
- 29) Improves wetlands
- 30) Improves flooding or poor storm water flow/drainage
- 31) Improves water quality
- 32) Improve and increase native or non-invasive vegetation
- 33) Improves riparian, fish and wildlife habitat
- 34) Improves fish passage and/or wildlife crossings or corridors
- 35) Protects strategy species and/or habitats identified in the Oregon Conservation Strategy.

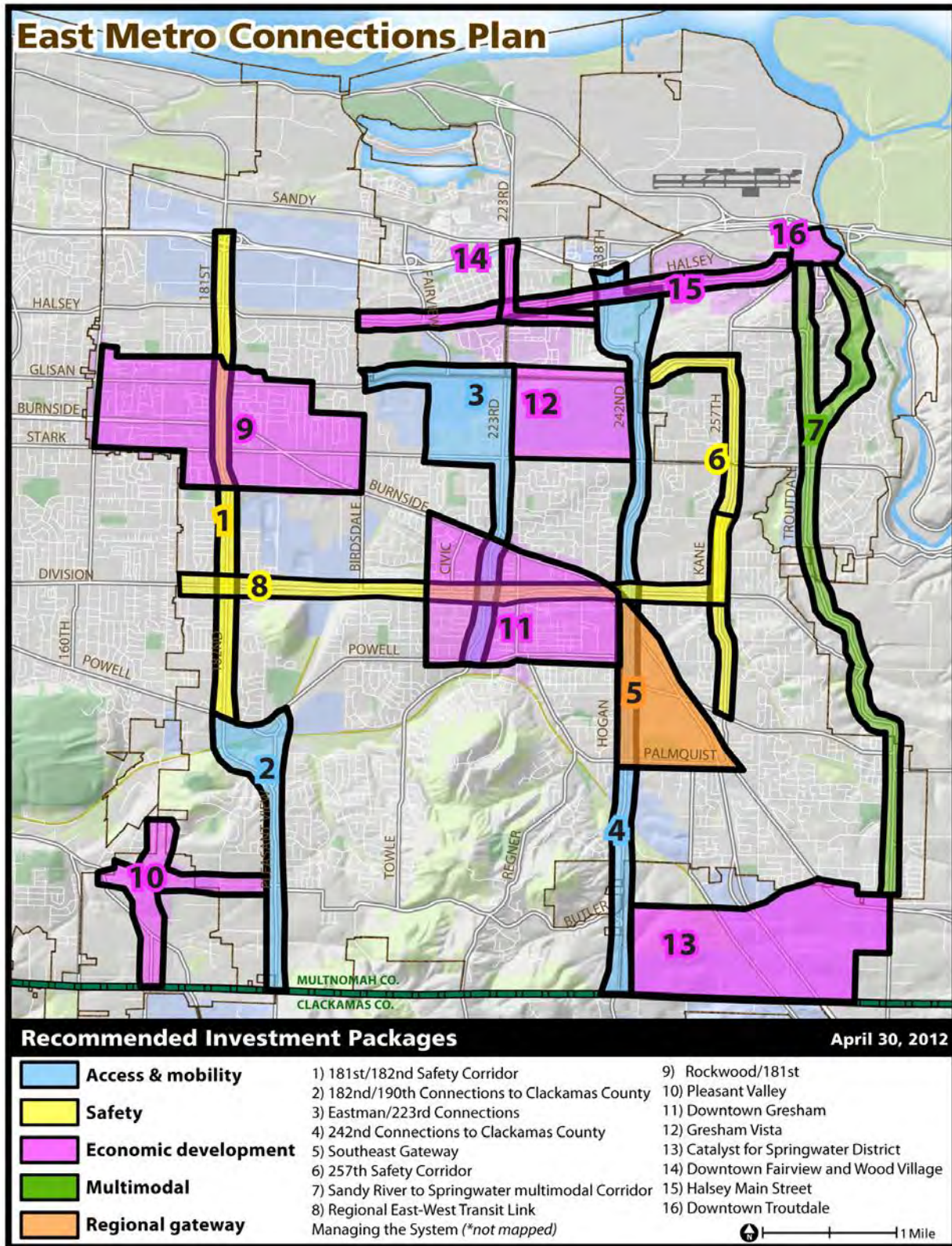
## **Factor 7: Feasibility**

**Related goals:** Support the local land use vision of each community; Distribute both benefits and burdens of growth; Make the best use of the existing transportation system.

**Objectives:**

- 36) Changes, if proposed, to official route designations (e.g., RTP, or 40-Mile Loop) are reasonably likely to be approved by regulatory or permitting agencies.
- 37) Minimizes estimated right-of-way impacts.
- 38) Project cost and complexity is commensurate with benefits.
- 39) Project is consistent with local plans and aspirations.
- 40) Project is consistent with natural resource agency, watershed council, and parks plans.
- 41) Project is consistent with state plans.
- 42) Project is consistent with Congestion Management Process.
- 43) Local jurisdictional support for funding.

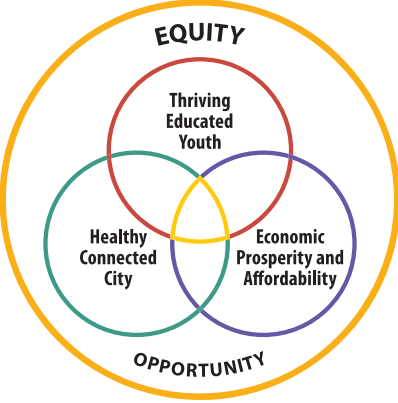
Attachment D: Map of recommended investment packages











Materials following this page were distributed at the meeting.



# PORTLAND PLAN AT A GLANCE

Framework for Equity	3 Integrated Strategies	12 Measures of Success
<p>Close the gaps</p> <p>Engage the community</p> <p>Build partnerships</p> <p>Launch a racial and ethnic justice initiative</p> <p>Increase focus on disability equity</p> <p>Increase internal accountability</p>		<ol style="list-style-type: none"> <li>1. Equity and inclusion <span style="color: red;">-/+</span></li> <li>2. Resident satisfaction <span style="color: green;">+</span></li> <li>3. Educated youth <span style="color: green;">+</span></li> <li>4. Prosperous households <span style="color: green;">+</span></li> <li>5. Growing businesses <span style="color: green;">+</span></li> <li>6. Job growth <span style="color: red;">-/+</span></li> <li>7. Transit and active transportation <span style="color: green;">+</span></li> <li>8. Reduced carbon emissions <span style="color: green;">+</span></li> <li>9. Complete neighborhoods <span style="color: green;">+</span></li> <li>10. Healthier people <span style="color: red;">-</span></li> <li>11. Safer city <span style="color: green;">+</span></li> <li>12. Healthy watersheds <span style="color: green;">+</span></li> </ol>

## ACTION AREAS

- |  |   |   |
|--|---|---|
|  PROSPERITY AND BUSINESS SUCCESS      |  EDUCATION AND SKILL DEVELOPMENT       |  SUSTAINABILITY AND THE NATURAL ENVIRONMENT   |
|  HUMAN HEALTH, PUBLIC SAFETY AND FOOD |  TRANSPORTATION, TECHNOLOGY AND ACCESS |  EQUITY, CIVIC ENGAGEMENT AND QUALITY OF LIFE |
|  DESIGN, PLANNING AND PUBLIC SPACES   |  NEIGHBORHOODS AND HOUSING             |  ARTS, CULTURE AND INNOVATION                 |

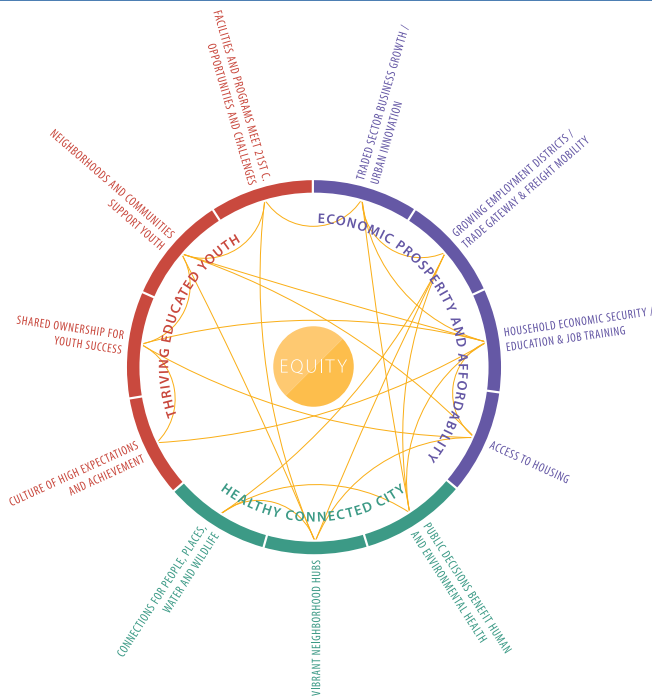
The Portland Plan is organized around an equity framework, measures of success and integrated strategies based on nine action areas. The action areas were the starting point for completing background research and for setting goals and objectives for 2035.

Together, they provide a five-year action plan and 25-year guiding policies for the City and Portland Plan partners.

**THE PORTLAND PLAN**



# INTEGRATED STRATEGIES



## Thriving Educated Youth

### STRATEGY ELEMENTS

- A culture of high expectations and achievement for all Portland youth
- Shared ownership for student success
- Neighborhoods and communities that support youth
- Facilities and programs that meet 21st century challenges and opportunities

## Economic Prosperity and Affordability

### STRATEGY ELEMENTS

- Regional traded sector job growth
- Public and private urban innovation
- Trade and freight hub
- Growing employment districts
- Neighborhood business vitality
- Access to housing
- Education and job training
- Household economic security

## Healthy Connected City

### STRATEGY ELEMENTS

- Decisions that benefit health and safety
- Vibrant neighborhood centers
- Connections for people, places, water and wildlife

## What's in a strategy?

### 2035 Goals and Objectives

The plan's goals and objectives provide big picture statements about what the strategies are designed to achieve.

### Guiding Policies

The purpose of the guiding policies is to help the City of Portland and its partners make critical, long-term investment and budget decisions. The policies also provide direction for the city's Comprehensive Plan, the state-mandated land use, transportation and capital projects plan; as well as direction for other transportation, housing, economic development, environmental and education plans, among others.

### 5-Year Action Plan

The actions are the specific steps the City of Portland and partners will take in the next five years (2012–17). Some actions are first steps to achieving significant change. Other actions are quick starts that will provide efficient near-term results.

### Action Areas

The nine Portland Plan action areas were the starting point for completing background research and for setting our goals and objectives for 2035. Guiding policies and actions to achieve the most strategic goals and objectives were developed for the Portland Plan strategies. Next to each action in the Portland Plan are icons that represent the action areas.

# THE PORTLAND PLAN



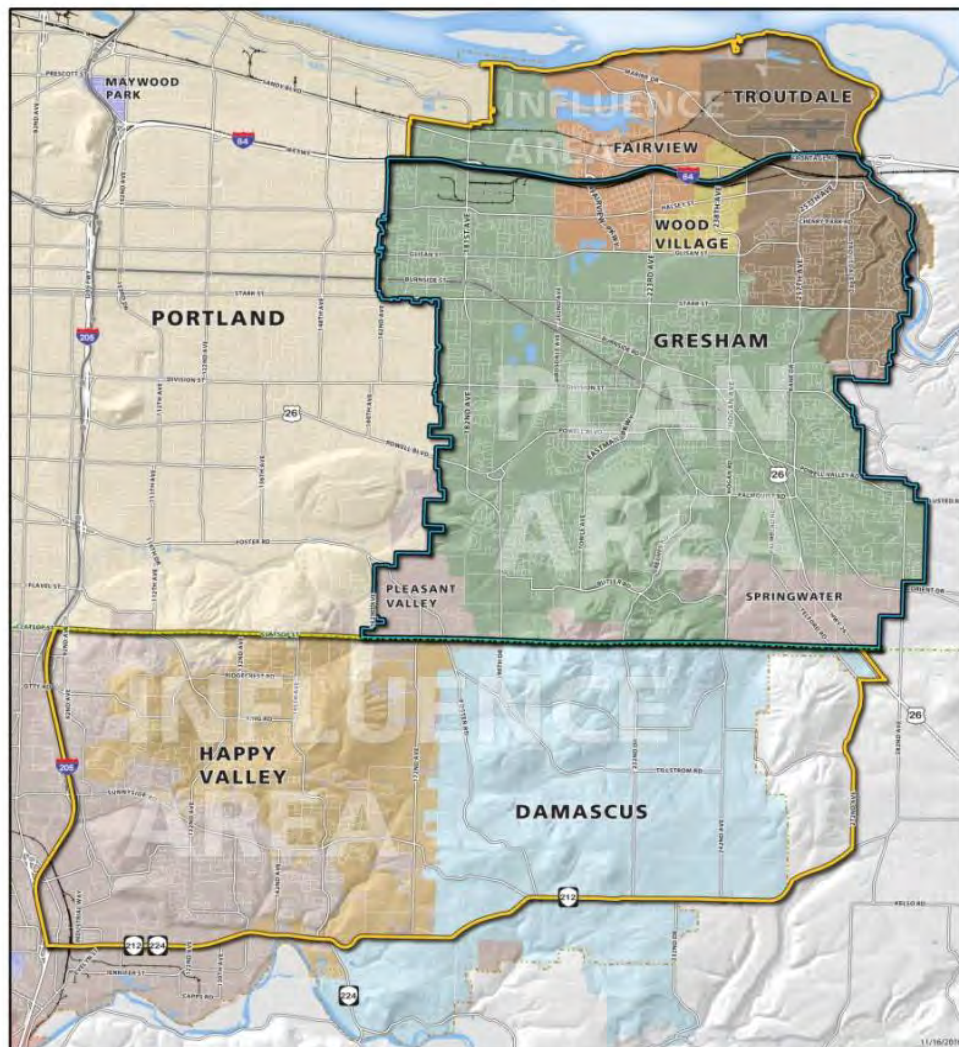
# East Metro Connections Plan

*Investing in East Metro*

## Project Update

MTAC  
May 16, 2012

Brian Monberg, Metro  
Project Manager



### East Metro Connections Plan



Plan Area



Influence Areas



# TODAY

- Policy background
- Process & Findings
- Recommendation & Implementation





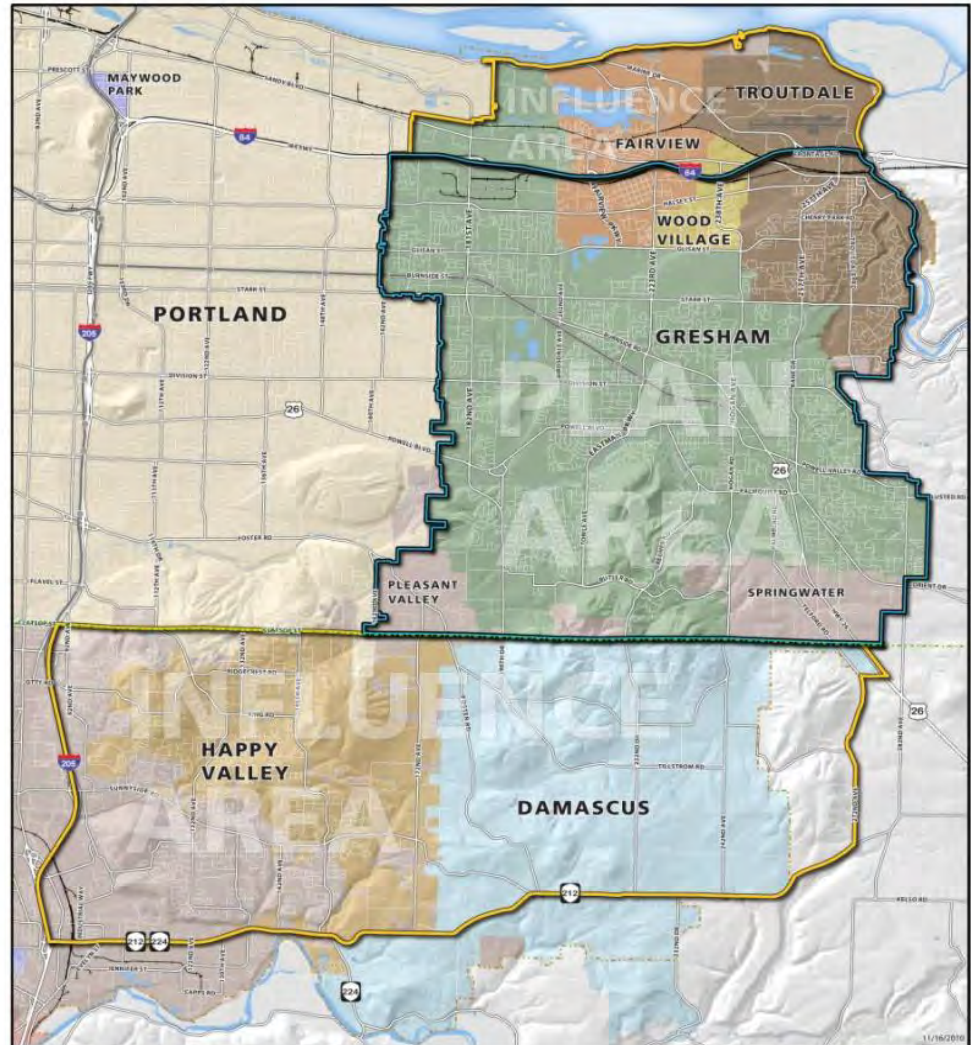
# East Metro Connections Plan

- Project Partners

- Gresham, Fairview, Troutdale, Wood Village, Multnomah County

- Multiple Stakeholders

- Citizens of East Multnomah County, Clackamas County and Cities, ODOT, Port of Portland, TriMet



## East Metro Connections Plan



Plan Area



Influence Areas

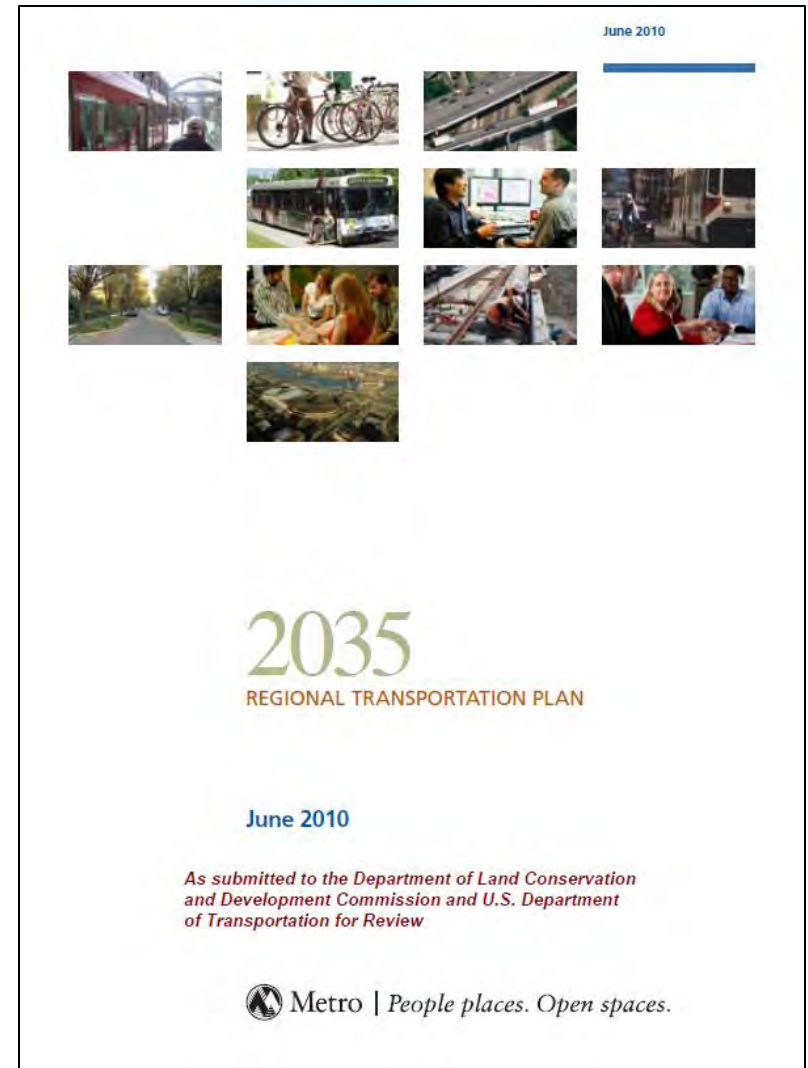


# EMCP – Policy background

## First plan from the 2035 Regional Transportation Plan

EMCP recommendation will lead to an **amended** Regional Transportation Plan

**Collective advocacy** for regional, state, and federal funding for the action plan.

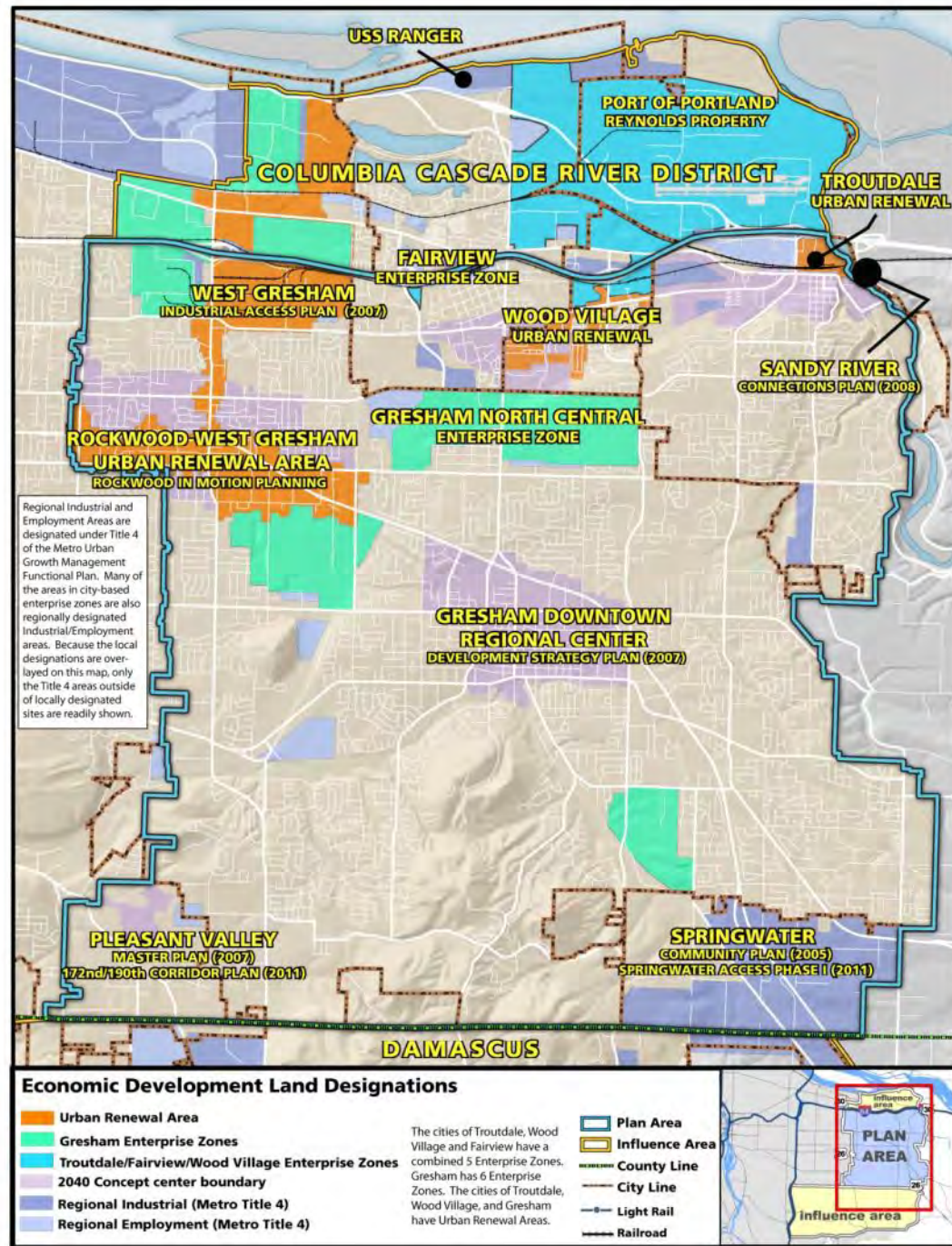




# Investments that serve key land uses

- Columbia Cascade River District
- Urban renewal areas
- Employment areas, including Gresham Vista and Springwater
- Downtown development

Project not recommending any changes to land use – what investments will activate current land uses?



# Linking TSP and EMCP

- Transportation System Plan (TSP)

- Policies
- Functional Classifications
- Transportation Projects List
- Funding Mechanisms

- East Metro Connections Plan

- Addresses *regionally significant* north-south, east-west arterials and collectors
- Results in a prioritized list of transportation projects for inclusion in Transportation System Plans

Project No.	Project Name	Project Description	Cost Estimate
32	Neighborhood Traffic Control	Install neighborhood traffic control devices, and traffic calming features	\$1,100,000
191	Oak St., 183rd Ave. to 185th Ave.	Construct new street	\$194,260
99	Orient Dr. at Chase Rd.	Signalize intersection	\$150,000
100	Orient Dr., Kane Dr. to Troutdale Rd.	Upgrade to arterial standards	\$2,000,000
197	Pacific St., 174th Ave. to 177th Ave.	Improve substandard street	\$523,875
101	Palmquist Rd., Hogan Rd. to Hwy 26	Upgrade to collector standards	\$1,399,710
33	Palmquist, Hwy 26 - Orient Rd.	Realign and reconstruct Palmquist	\$1,000,000
198	Pine St., 169th Ave. to 172nd Ave.	Construct new street	\$150,110
34	Pleasant Valley Transportation Plan	Develop and implement plan	\$55,500
102	Pleasant View Dr., Highland Dr. to Butler Rd.	Upgrade to arterial standards	\$2,000,000
103	Pleasant View Dr., Powell Loop to Binford Lake Pkwy.	Widen roadway and construct curb and gutter, sidewalks, bike lanes and storm drainage	\$754,441
35	Powell Blvd, 174th Ave. to Eastman Pkwy.	Widen Powell to five lanes and add bike lanes, sidewalks, curbs, gutters, street lighting, center medians	\$6,466,020
104	Powell Blvd. at Walters Rd.	Traffic signal safety improvements	\$150,000
36	Powell Blvd., Eastman Pkwy. to Hogan Rd.	Complete boulevard design improvements	\$4,000,000
37	Powell Valley Rd., Burnside Rd. to Kane Rd. (257th Ave)	Construct arterial standards with four travel lanes, center turn lane, bike lanes and pedestrian facilities	\$1,195,000
105	Powell Valley Rd., Kane Dr. to Troutdale Rd.	Construct collector street standards with bike lanes and pedestrian facilities, realign intersection at Linden/Troutdale Rd.	\$2,000,000
38	Regner Rd, Butler Rd. to County Line	Construct standard collector improvements	\$1,107,000
106	Regner Rd. at Roberts	Construct traffic control circle and bike lanes	\$500,000
107	Regner Rd., Butler Rd. to Gabbert Rd.	Widen roadway and construct curb and gutter, sidewalks, bike lanes, storm drainage and intersection improvements	\$6,908,000
108	Regner Rd., Kelly Ave. to Gabbert Rd.	Widen roadway and construct curb and gutter, sidewalks, bike lanes, storm drainage and intersection improvements	\$1,076,700



# EMCP – Process and Findings



# EMCP Project Process







## *Goals for East Metro Connections Plan*

*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.*

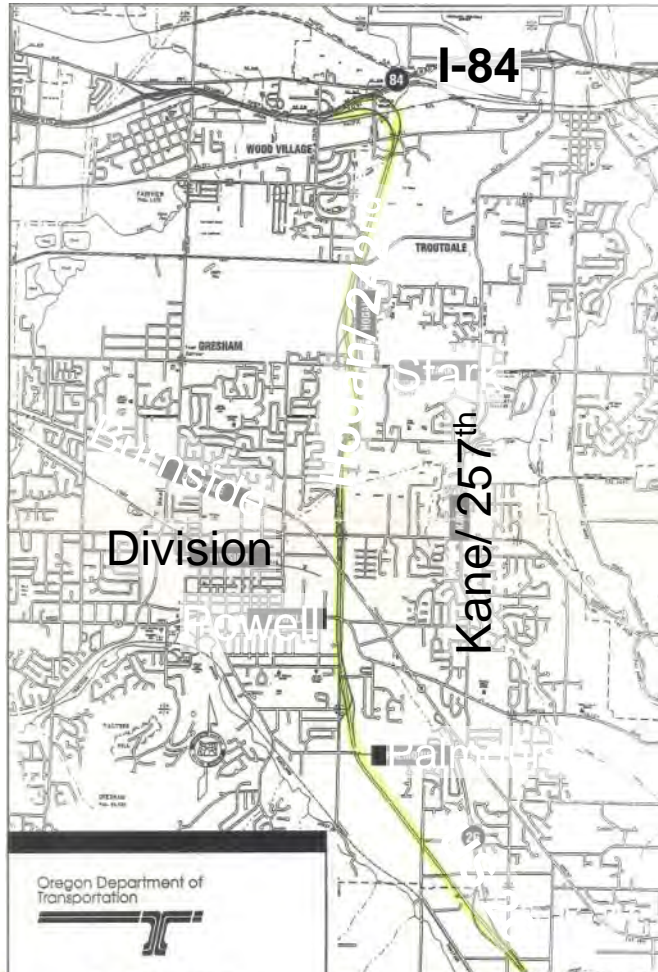




# EMCP Project Overview

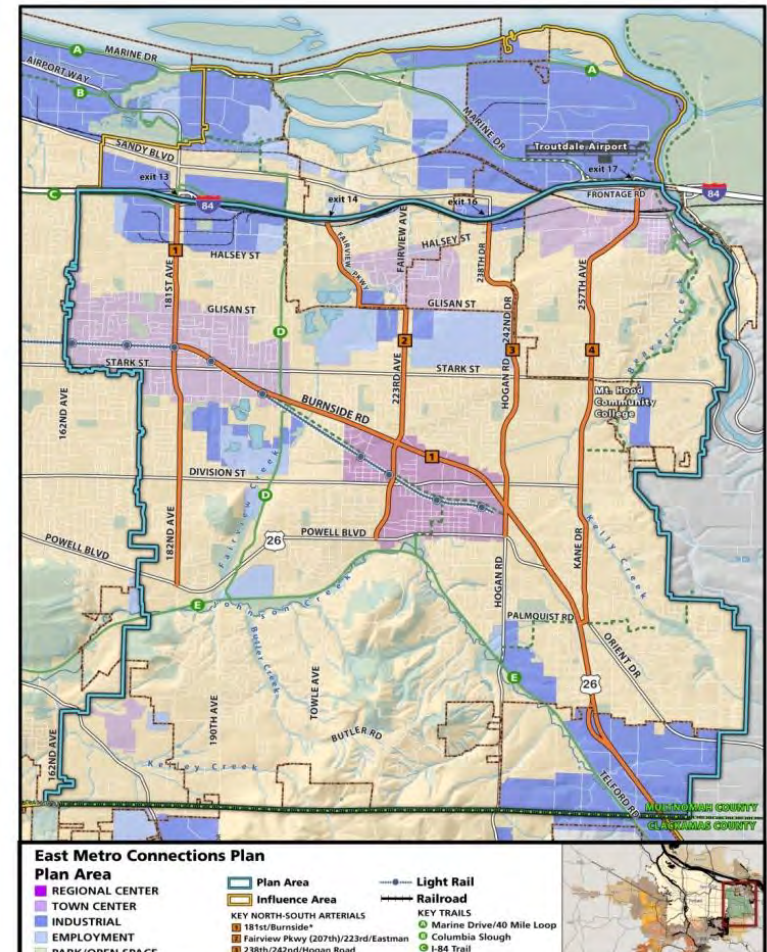
This project is not

- A “single fix”
- One major road connector



This project is

- A regional network solution
- Corridor-based



Mt. Hood Pkwy. Project Alternative (2002)

East Metro Connections Plan Network (2012)

# Public Outreach

- ↳ Steering Committee (6 meetings)
- ↳ Economic Development Committee (2 meetings)
- ↳ Technical Advisory Team (42 meetings)
- ↳ **EMCP Open House** March 2012
- ↳ Regular updates to **East Multnomah County Transportation Committee** (EMCTC)
- ↳ Oregon Truck Driving Championship (June 2011)
- ↳ Regular email updates to interested parties list
- ↳ Presentations to Gresham, Fairview, Troutdale, Wood Village City Councils and Planning Commissions plus Multnomah County Commission
- ↳ Gresham Neighborhood Associations = 8 visits
- ↳ Coalition of Gresham Neighborhoods = 2 visits
- ↳ Southwest Gresham Neighborhood Information Fair
- ↳ Joint outreach with Gresham's **Healthy Eating Active Living** program, including open houses summer 2011
- ↳ **Online survey** about travel in East County
- ↳ **Neighborhood Connections**: 4 articles
- ↳ **Oregonian**: 2 articles (Sept 2011 and April 2012)
- ↳ **Outlook Newspaper**



Engagement of:

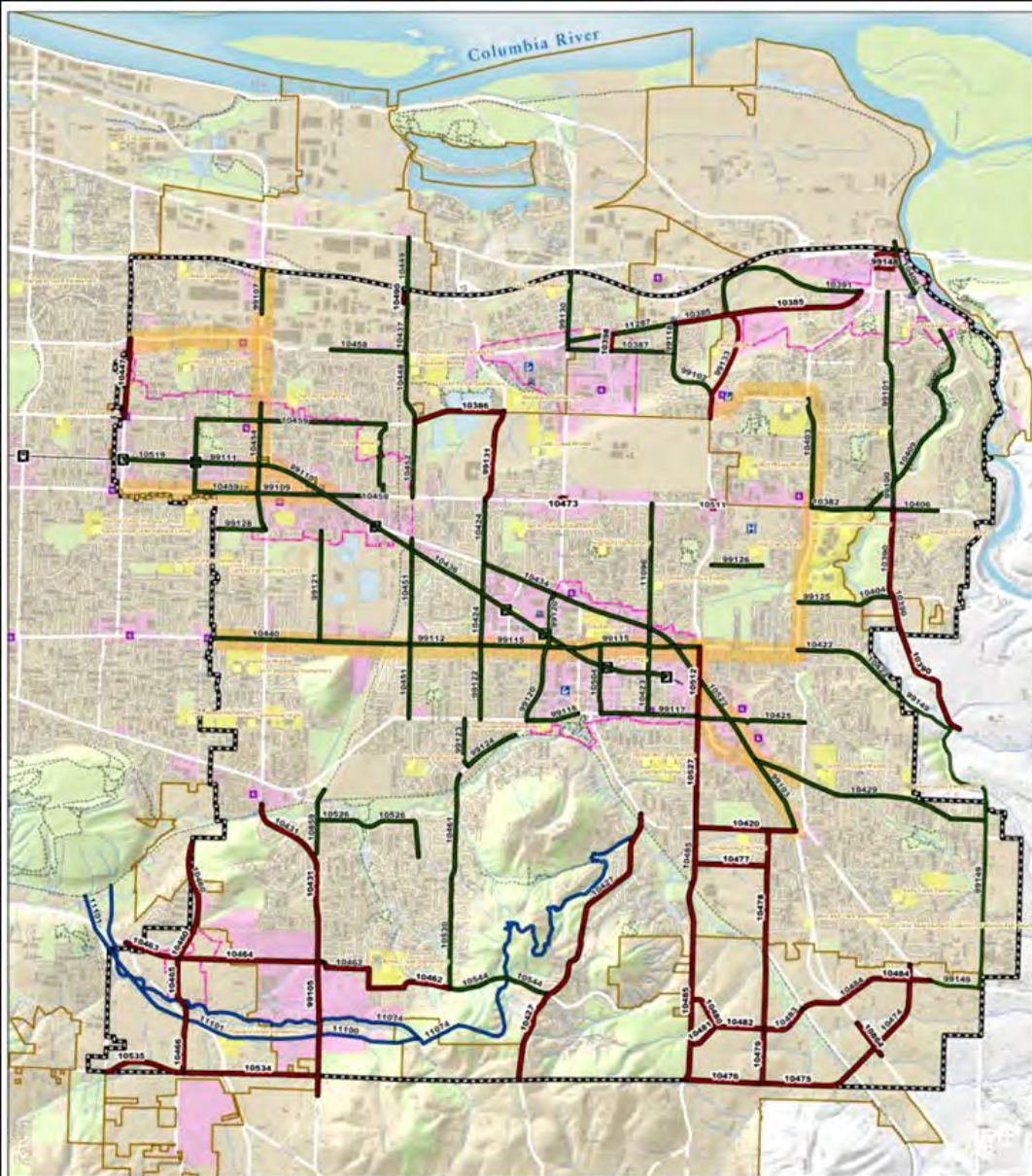
- ✓ Gresham Area Chamber of Commerce
- ✓ East Metro Economic Alliance
- ✓ Mt Hood Community College
- ✓ School districts
- ✓ Parks & natural environment stakeholders
- ✓ Freight stakeholders
- ✓ Equity stakeholders



East Metro  
Economic  
Alliance







Investigate potential solutions (Dec to Mar)



Emerging priorities (Mar to April)



Agreement on priorities (May to July)

**East Metro Connections Plan - candidate projects to be evaluated** January 17, 2012

Roadway projects to be evaluated	In addition to projects identified on this map, EMCP will also be evaluating a transit system network, as well as improvements in system utilization to specific arterials. Please refer to the transit map and system management map for those projects.	Schools	2040 Center
Bicycle and Pedestrian projects		Libraries	School
Environmental related projects		Hospitals	Park/Natural Area/Golf Course
Safety Corridor to be evaluated		City halls	Mixed Use Residential
		Grocery stores	Urban growth boundary
		Light Rail	Plan Area
		Light rail stops	City boundary lines
		Trail	



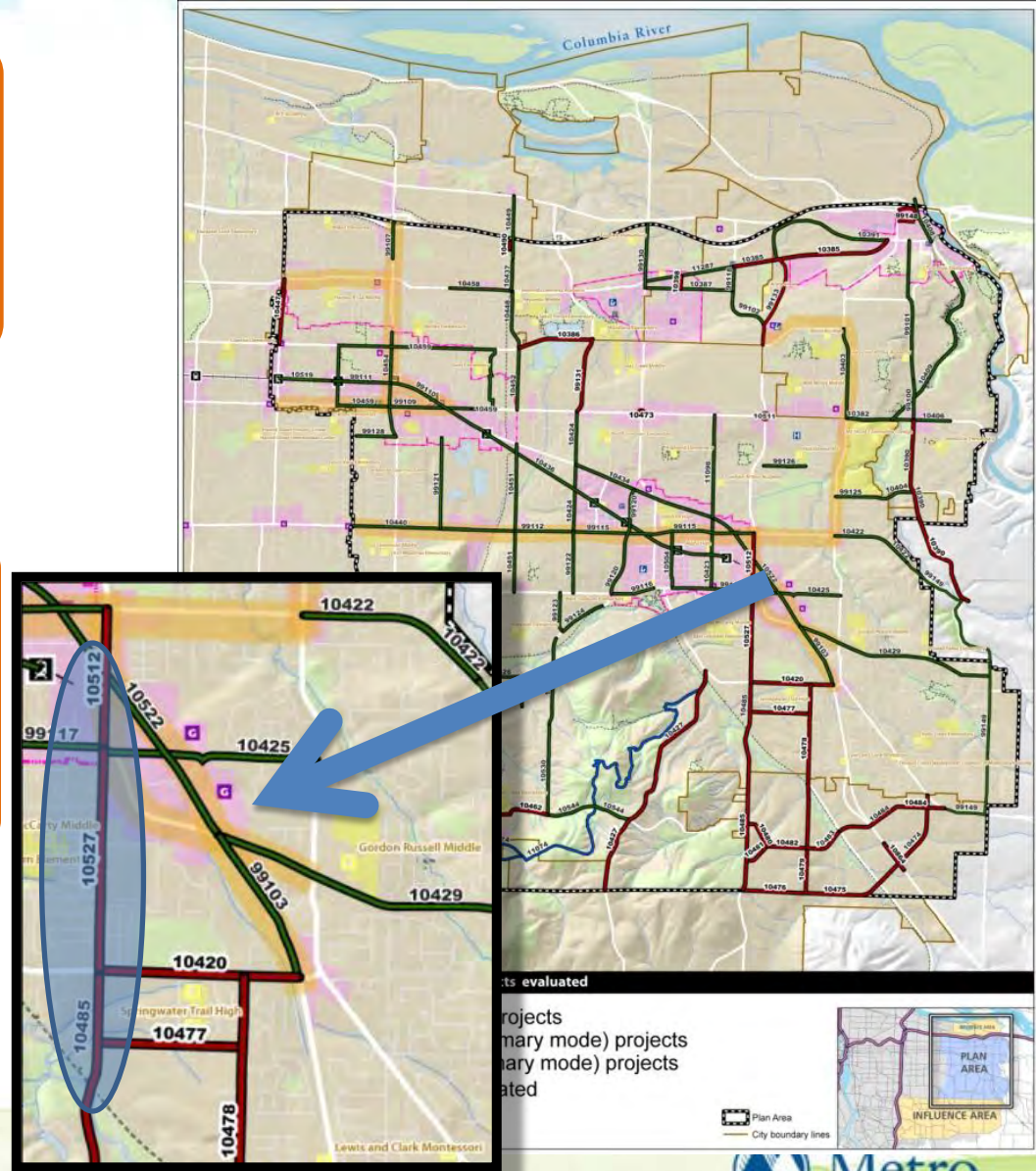


# Identifying Projects

Many **disparate** projects  
along primary corridors  
(Dec. 2011 to March 2012)



**BUNDLES** of projects along  
each primary corridor  
(March to April 2012)



# Recommendation

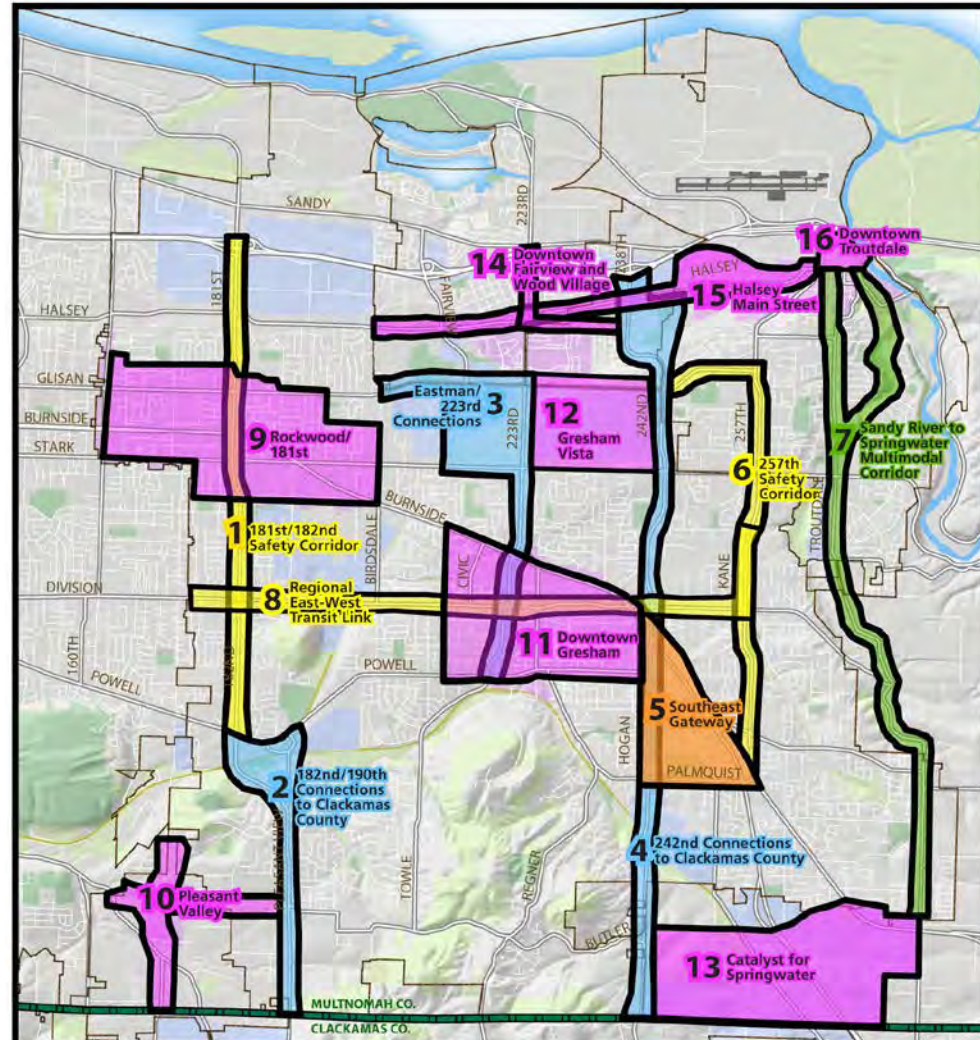
Many **disparate** projects along primary corridors  
(Dec. 2011 to March 2012)



**Bundles** of projects along each primary corridor  
(March to April 2012)



**THEME** bundled projects =  
**“Investment Packages”**  
(April to May 2012)



## Recommended Investment Packages

May 5, 2012

- |                      |   |  |
|----------------------|---|--|
| Access & mobility    | 1) 181st/182nd Safety Corridor                    | 9) Rockwood/181st                      |
| Safety               | 2) 182nd/190th Connections to Clackamas County    | 10) Pleasant Valley                    |
| Economic development | 3) Eastman/223rd Connections                      | 11) Downtown Gresham                   |
| Multimodal           | 4) 242nd Connections to Clackamas County          | 12) Gresham Vista                      |
| Regional gateway     | 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)                 |  |



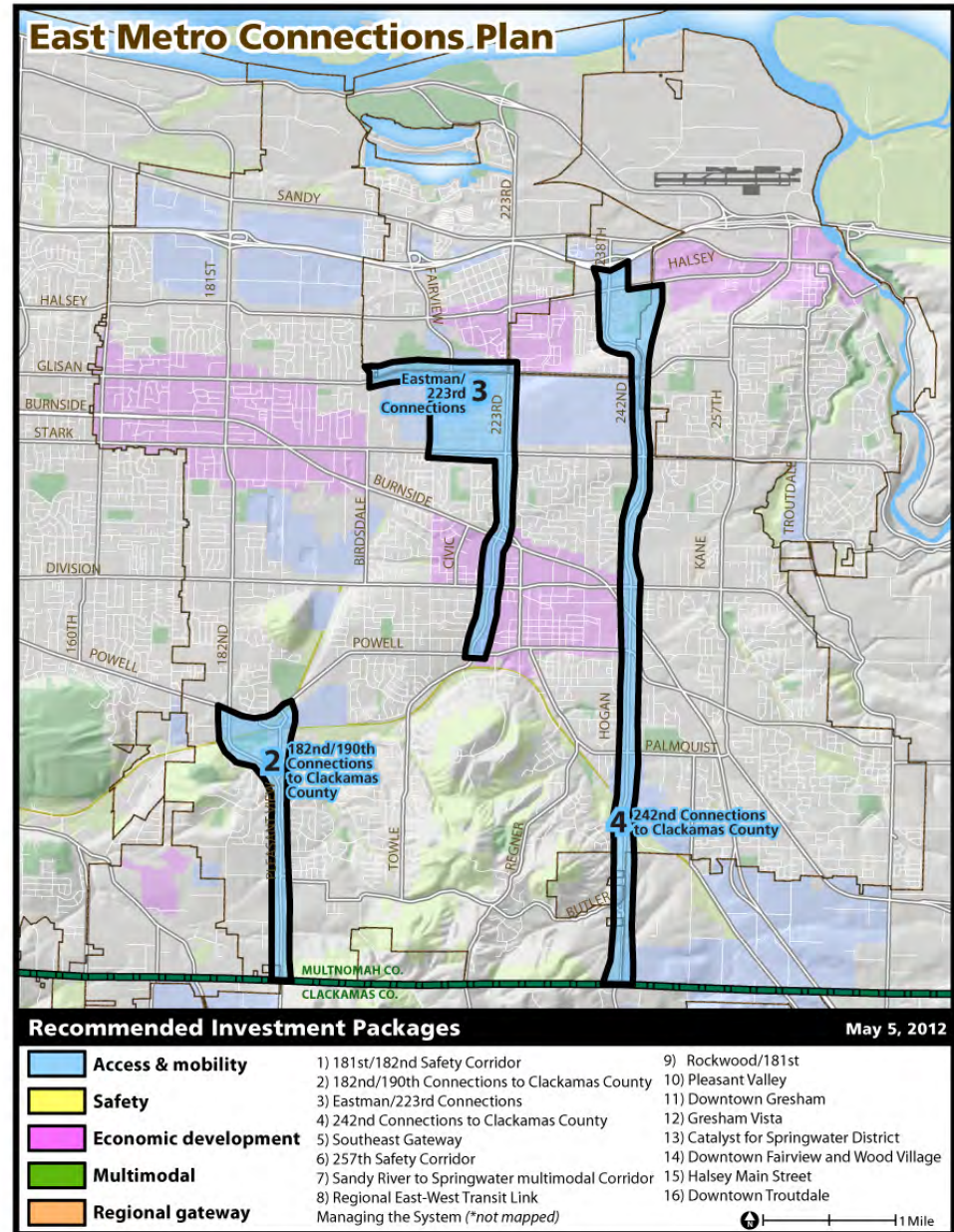
# North-South Connectivity

## ACCESS & MOBILITY CORRIDORS

182<sup>nd</sup>/ 190<sup>th</sup>  
Connections to/ from Clackamas

Eastman/ 223<sup>rd</sup>  
Connections between Fairview  
Parkway /Downtown Gresham

242<sup>nd</sup>/ Hogan Rd.  
Connections to / from Clackamas

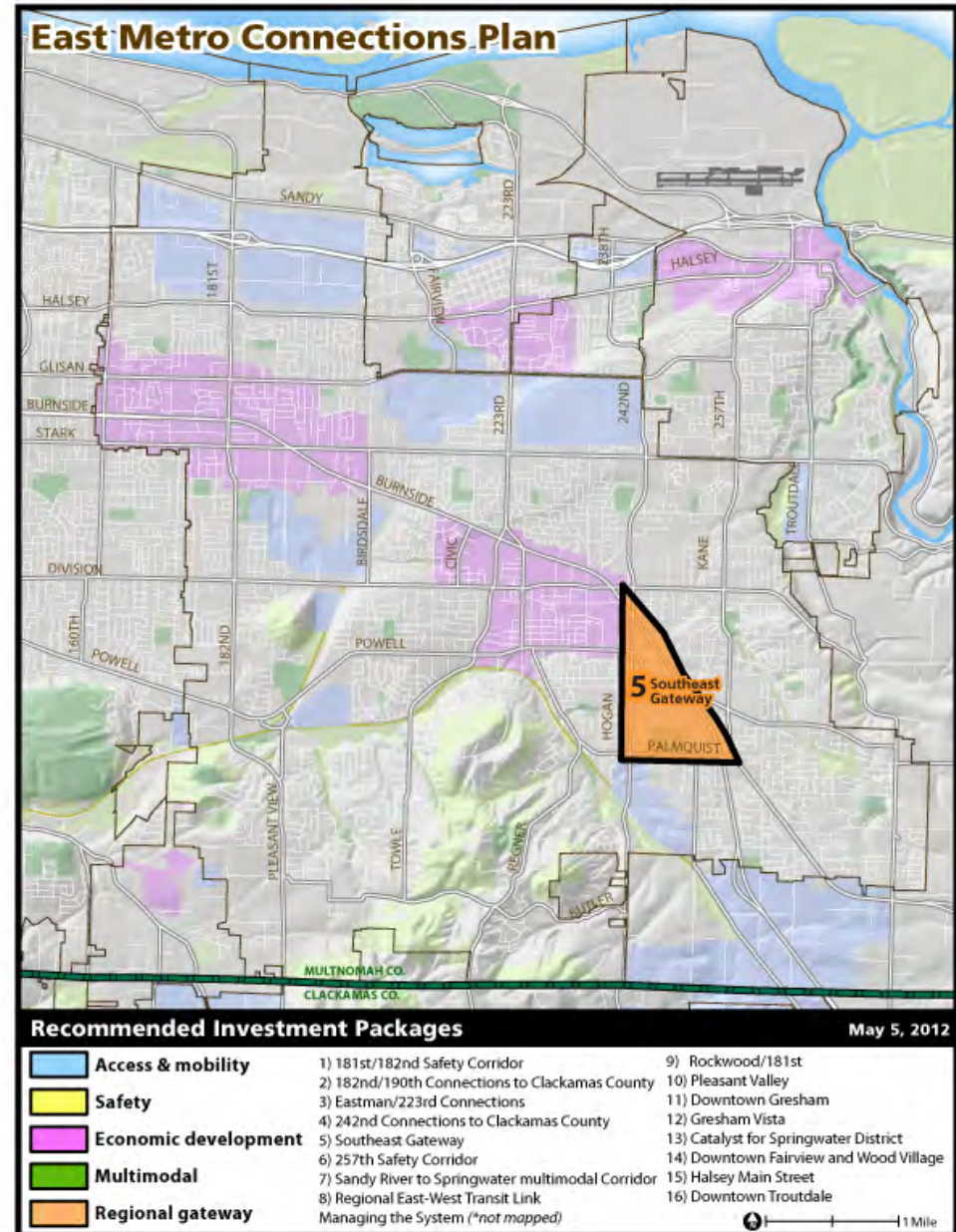


# North-South Connectivity

## REGIONAL GATEWAY CORRIDOR

### Southeast Gateway

Regional Gateway to / from US 26



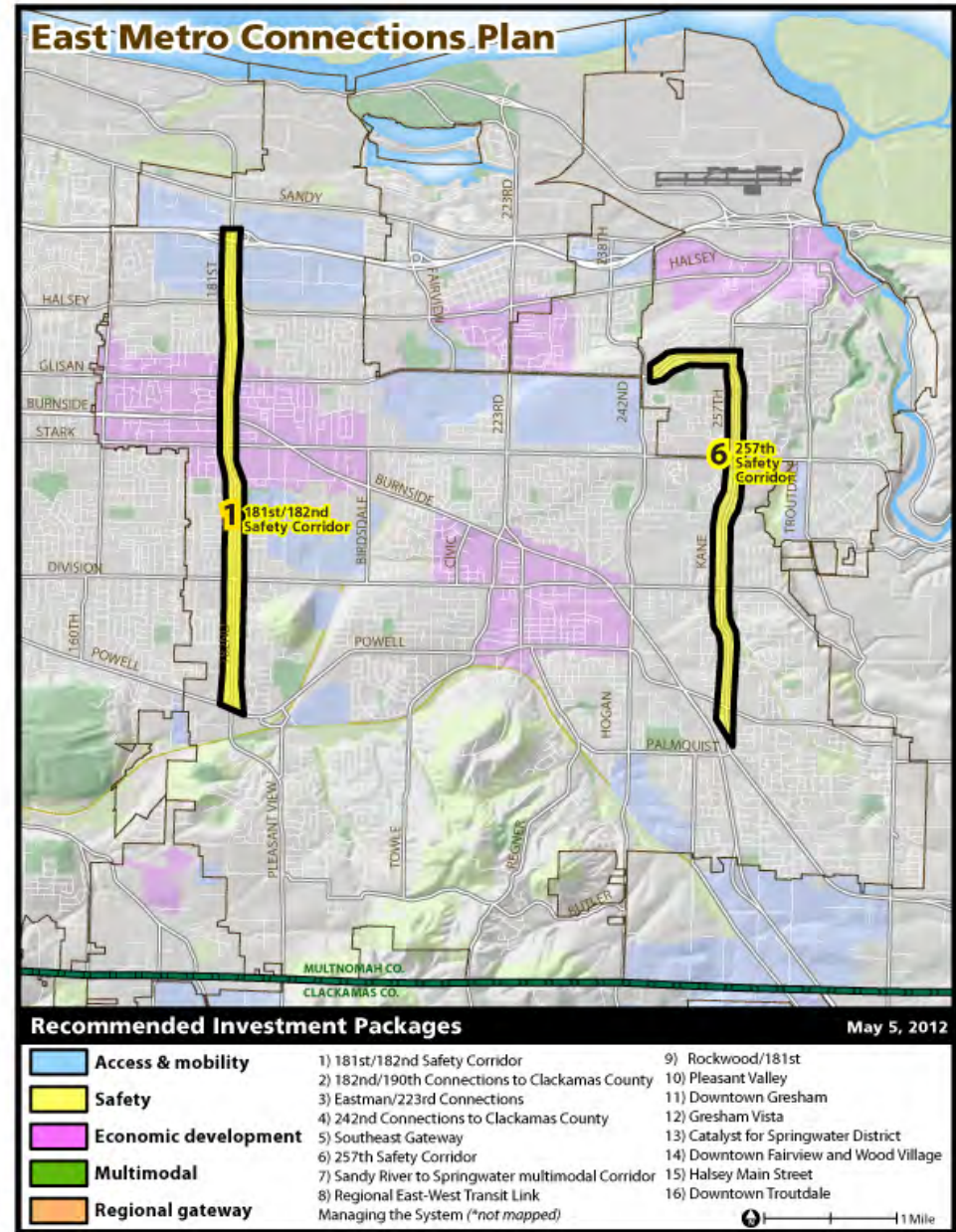


# North-South Connectivity

## SAFETY CORRIDORS

181<sup>st</sup>/ 182<sup>nd</sup>

257<sup>th</sup>/ Kane Road



# North-South Connectivity

## ACCESS & MOBILITY CORRIDORS

182<sup>nd</sup>/ 190<sup>th</sup>

Connections to/ from Clackamas

Eastman/ 223<sup>rd</sup>

Connections between Fairview Parkway /Downtown Gresham

242<sup>nd</sup>/ Hogan Rd.

Connections to / from Clackamas

## REGIONAL GATEWAY CORRIDOR

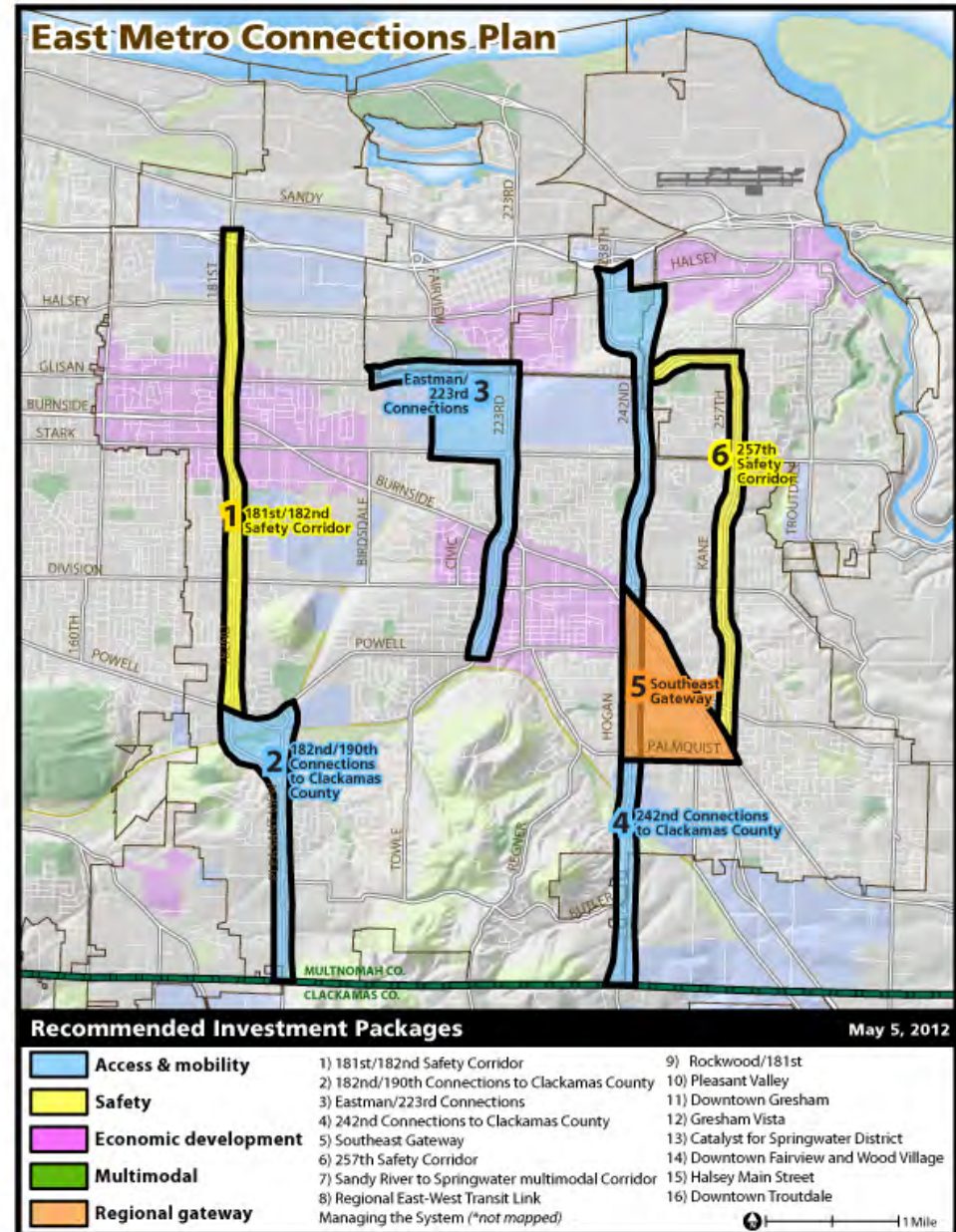
Southeast Gateway

Regional Gateway to / from US 26

## SAFETY CORRIDORS

181<sup>st</sup>/ 182<sup>nd</sup>

257<sup>th</sup>/ Kane Road





# Downtowns & Employment Areas

Rockwood/181st

Pleasant Valley

Downtown Gresham

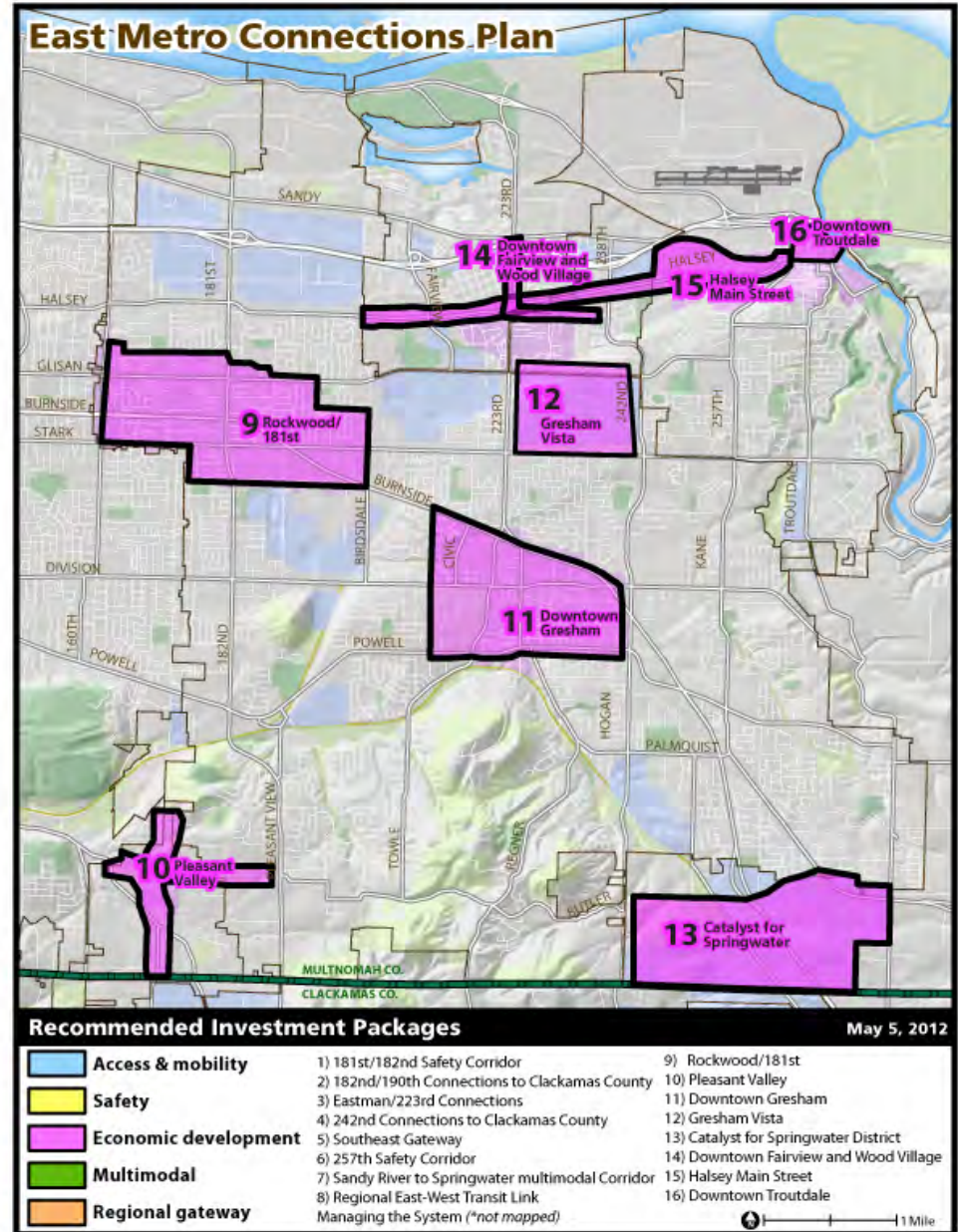
Gresham / Vista Business Park

Catalyst for Springwater

Downtown Fairview & Wood Village

Halsey Main St. Implementation

Downtown Troutdale

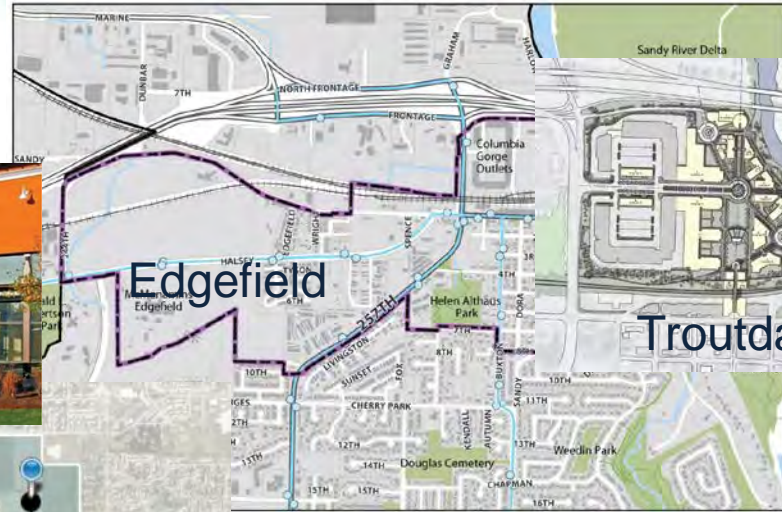




# Downtowns & Employment Areas



Fairview and Wood Village



Edgelynn

Troutdale

**Burnside widening**  
 South side of Burnside between 185th & Stark

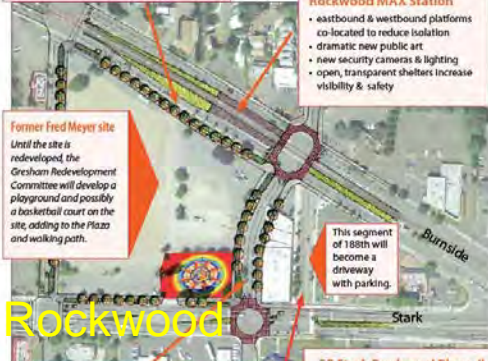
- new streetlights & wider sidewalks
- improved landscaping & street trees
- on-street parking between 185th & 188th
- safer pedestrian crossings at intersection of 188th & Burnside



**Rockwood MAX Station**

- eastbound & westbound platforms co-located to reduce isolation
- dramatic new public art
- new security cameras & lighting
- open, transparent shelters increase visibility & safety

**Former Fred Meyer site**  
 Until the site is redeveloped, the Gresham Redevelopment Committee will develop a playground and possibly a basketball court on the site, adding to the Plaza and walking path.



This segment of 188th will become a driveway with parking

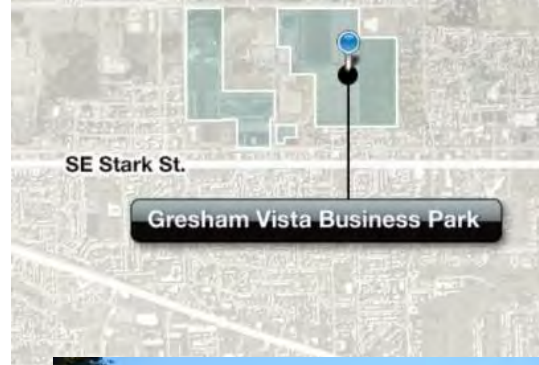
Rockwood

**SE Stark Boulevard Phase II**  
 190th to 199th Avenues

- new sidewalks, streetlights & undergrounded utilities between 190th & 194th
- enhancements to the existing crosswalk east of 194th
- improvements to medians
- new ADA-accessible driveways

**Extend 187th from Stark to Burnside**

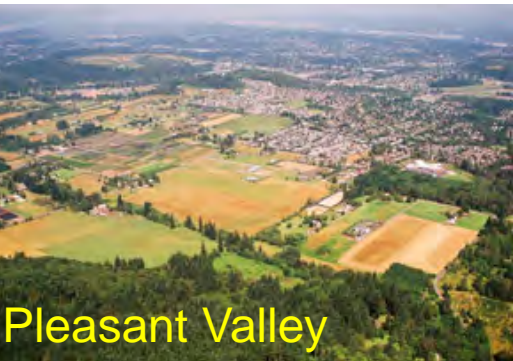
- new street connection extending 187th from Stark to Burnside will create a safer path between the MAX station and the neighborhood south of Stark
- new signalized intersection at 187th & Stark
- existing segment of 188th will be converted to a one-way driveway when the new street opens



Gresham Vista Business Park



Downtown Gresham

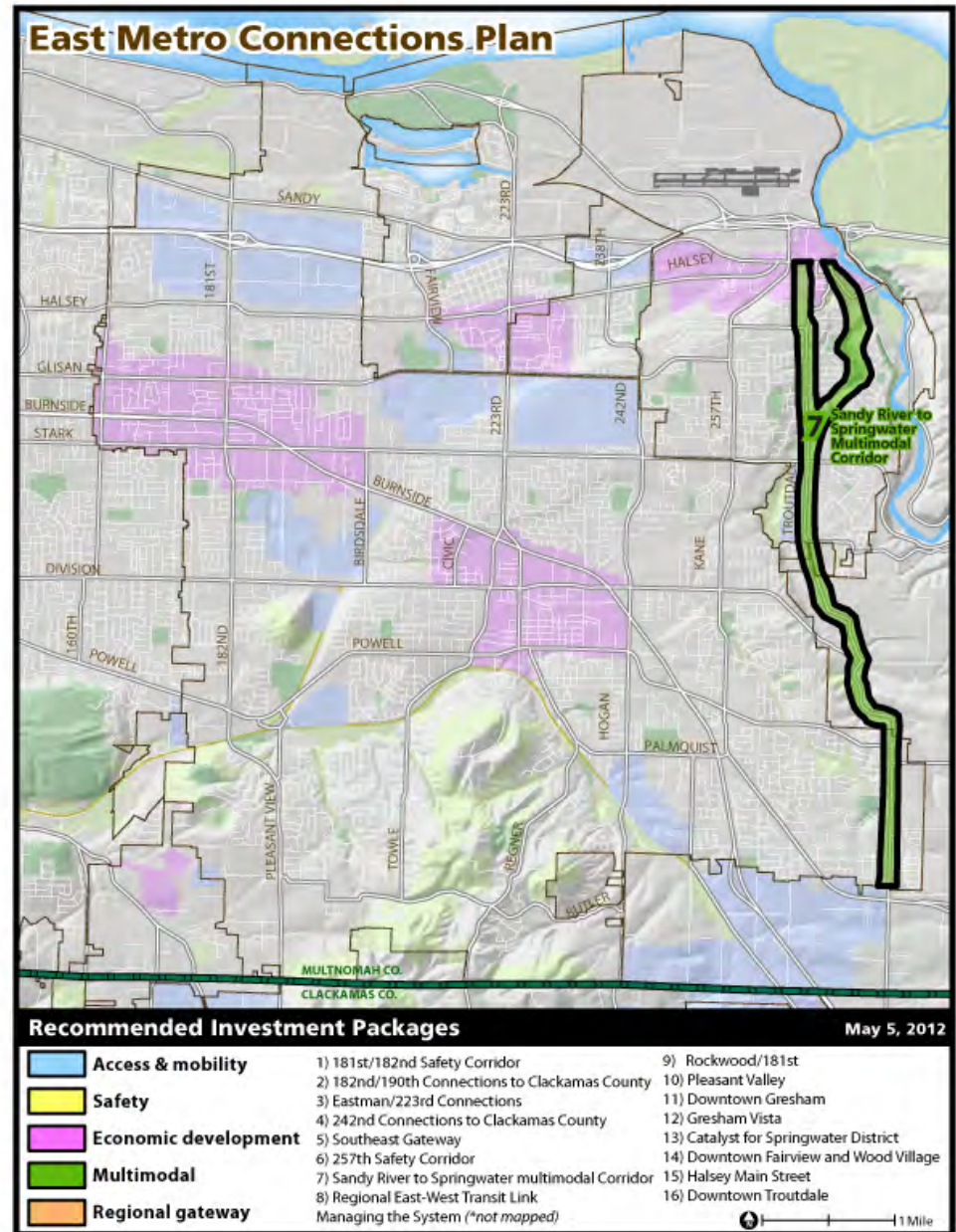


Pleasant Valley



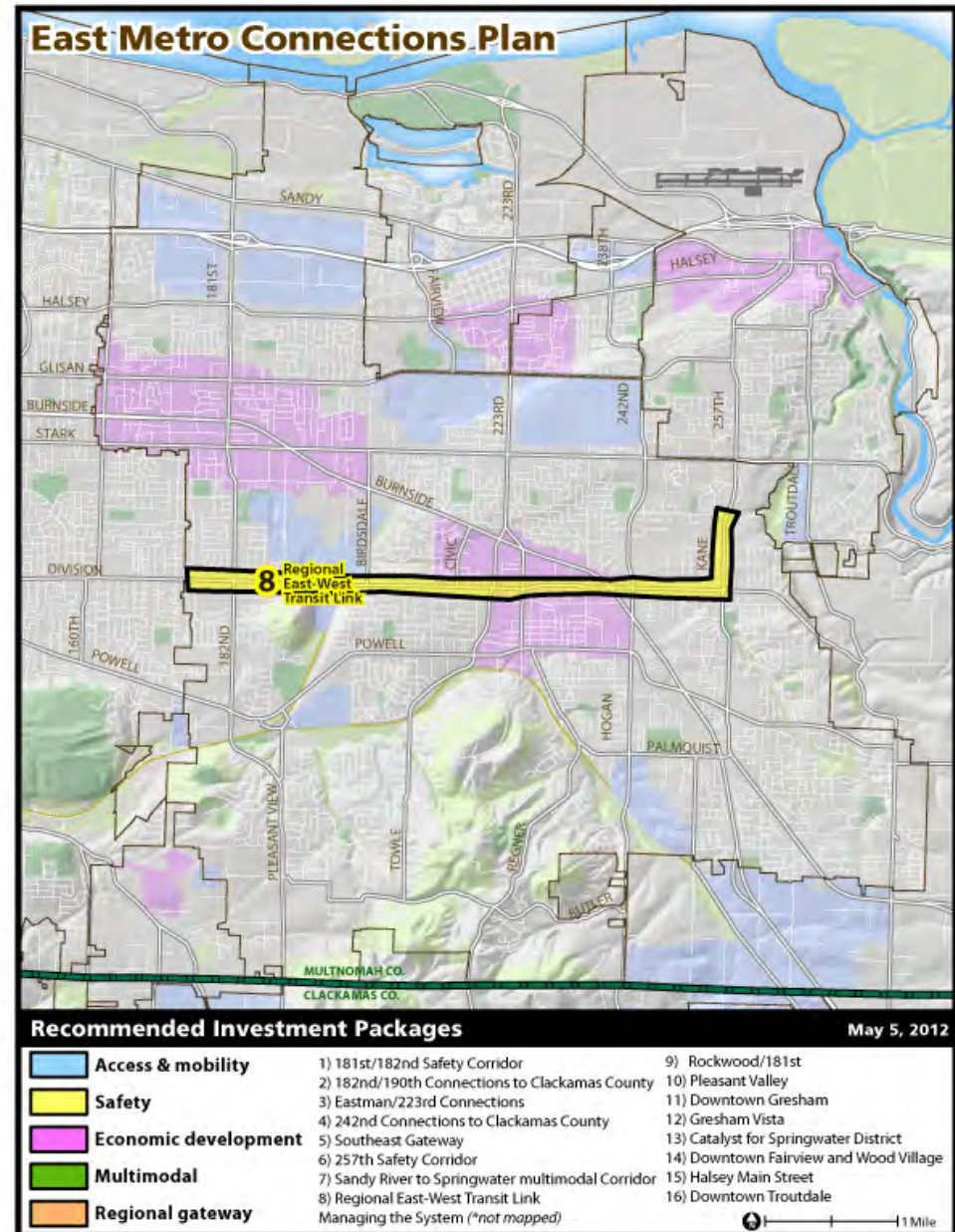
# Regional Mobility

## Sandy River to Springwater Multi-Modal Connections



# Regional Mobility

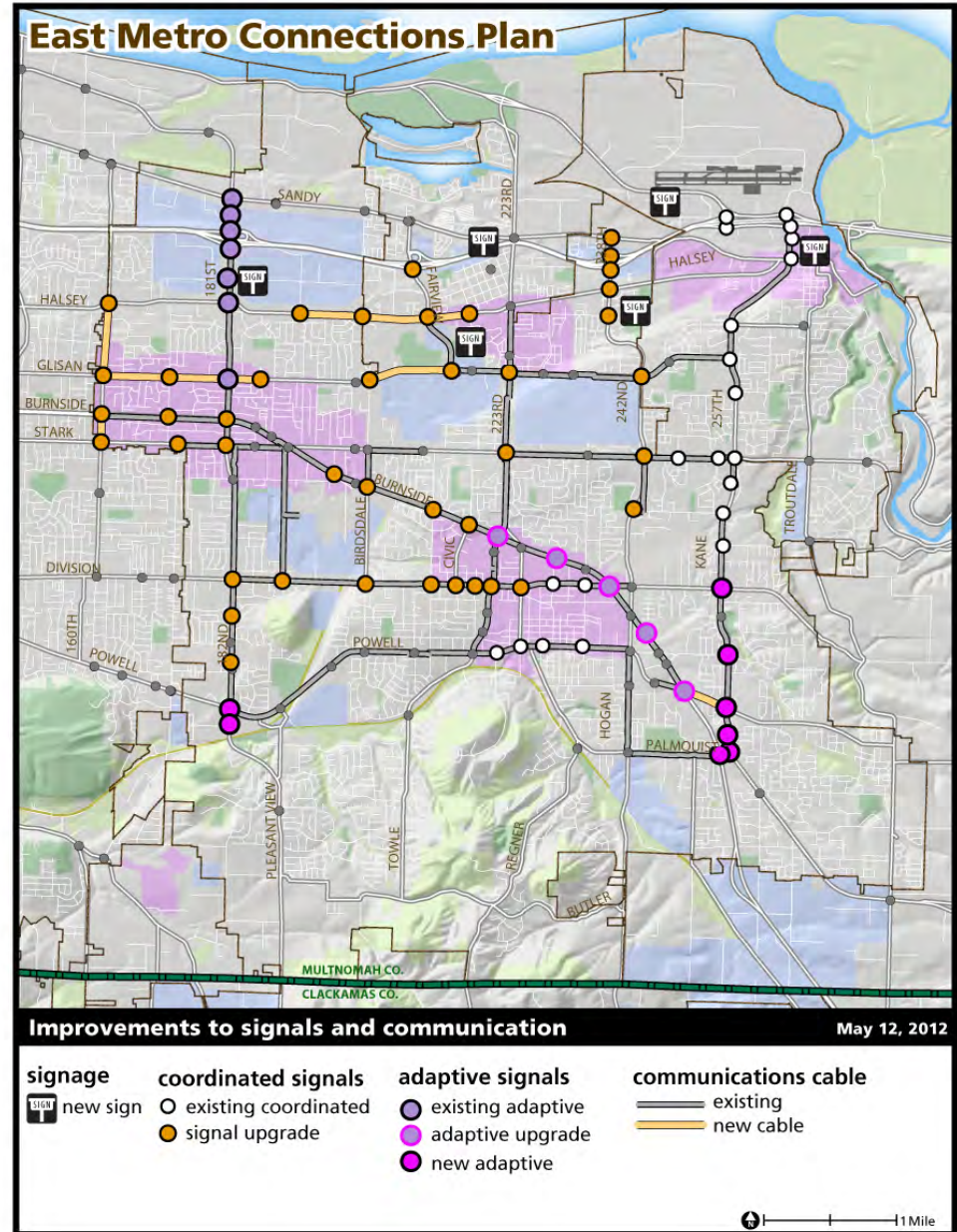
## Regional East-West Transit Link





# Regional Mobility

## Transportation System Management & Operations (TSMO)



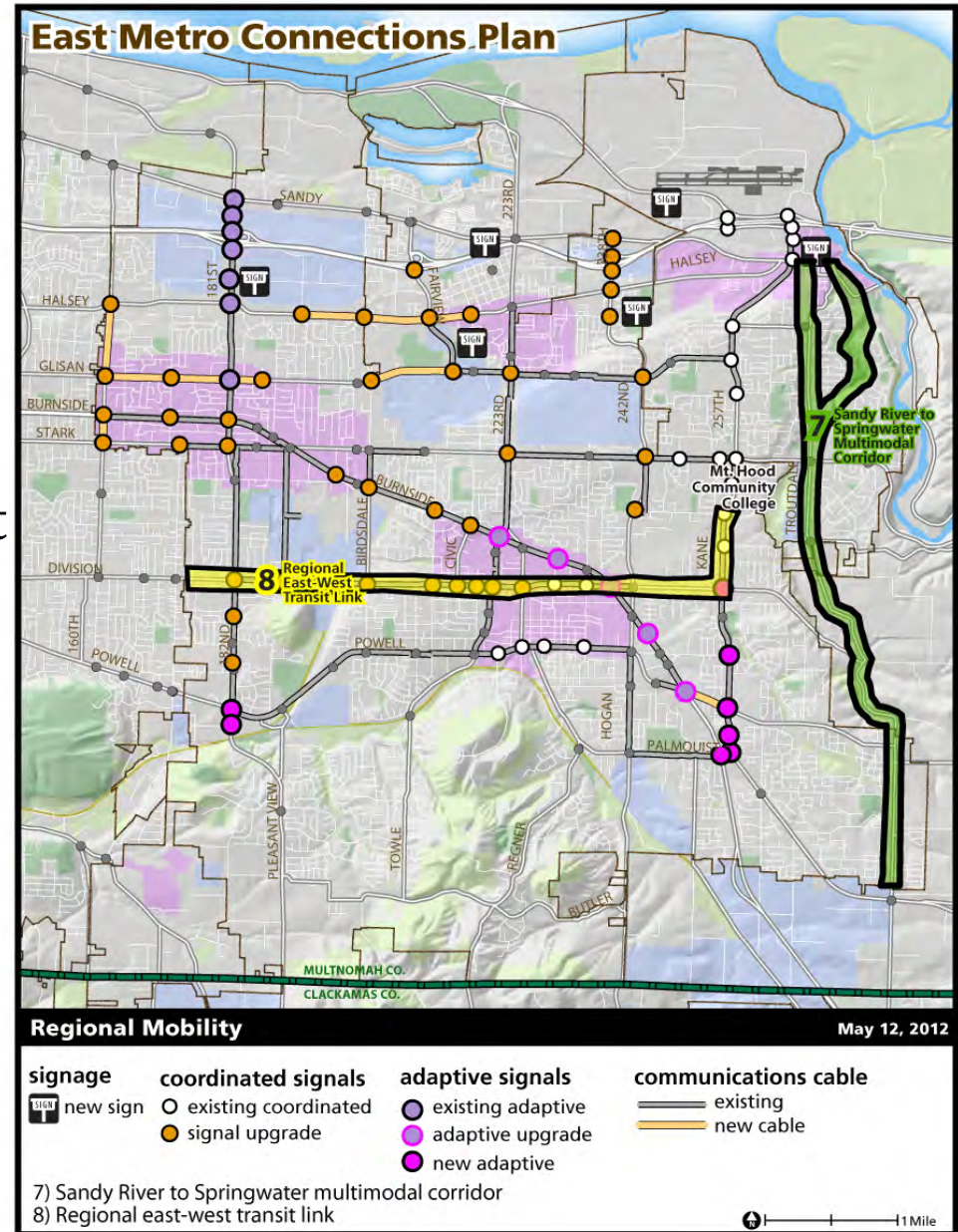


# Regional Mobility

Sandy River to Springwater  
Multi-Modal Connections

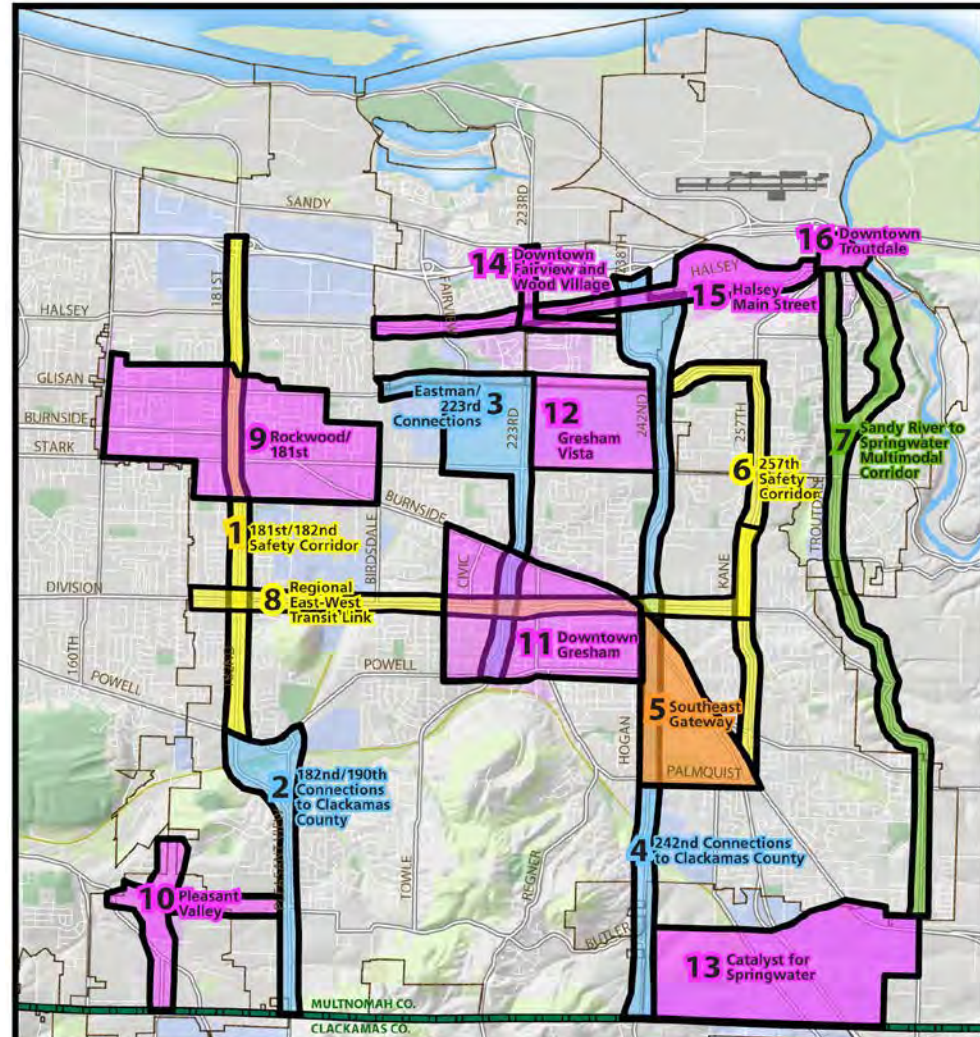
Regional East-West Transit Link

Transportation System Management










# Recommendation



## Recommended Investment Packages

May 5, 2012

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	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)	

- June 6, 2012: Steering Committee  
Recommendation on Investment Packages

EMCP Steering Committee

June 6; 1 to 3p.m.

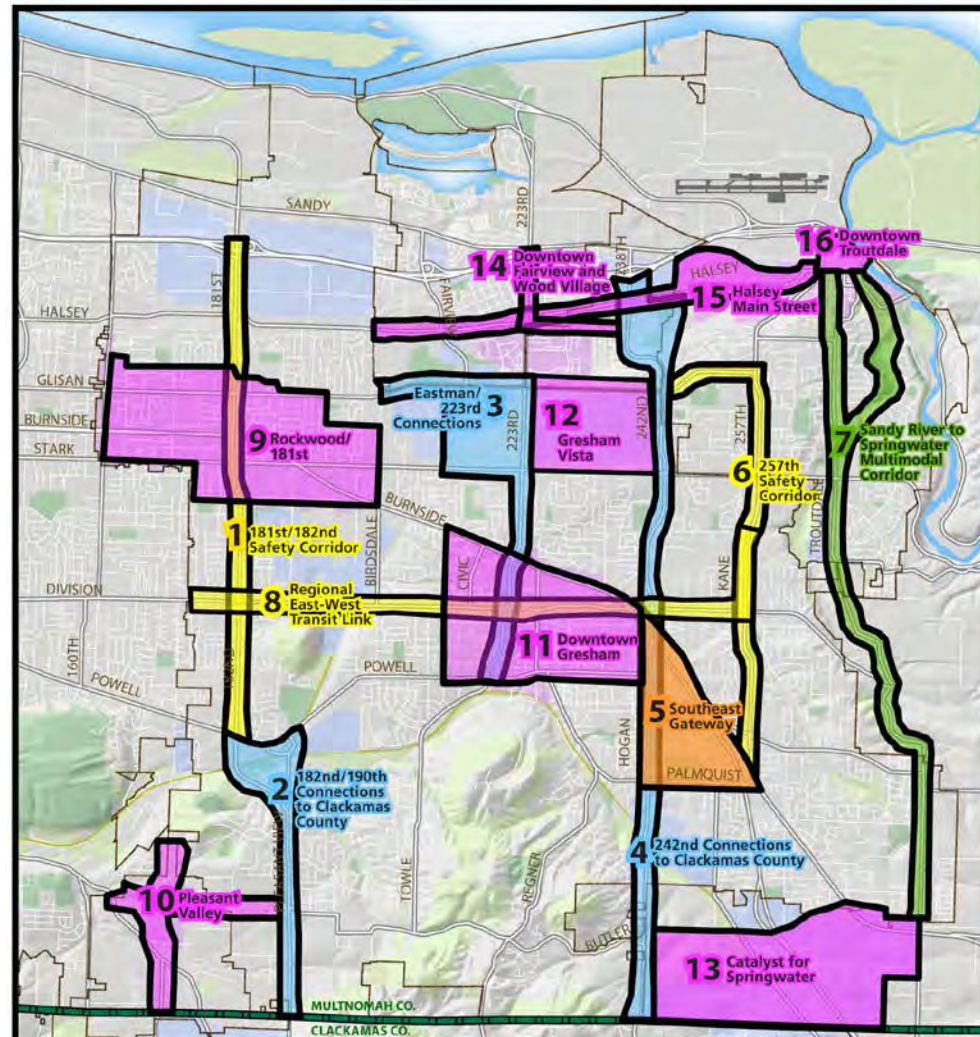
Gresham City Hall

- June – July: Local adoption of investment packages by Gresham, Fairview, Troutdale, Wood Village, Multnomah County
- Fall /Winter: Update Regional Transportation Plan and local Transportation System Plans
- Summer 2012 and ongoing to 2035: Implement investment packages identified through the EMCP process.



# Recommendation

## DISCUSSION



### Recommended Investment Packages

May 5, 2012

- Access & mobility
- Safety
- Economic development
- Multimodal
- Regional gateway

- 1) 181st/182nd Safety Corridor
  - 2) 182nd/190th Connections to Clackamas County
  - 3) Eastman/223rd Connections
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  - 15) Halsey Main Street
  - 16) Downtown Troutdale
- Managing the System (\*not mapped)