

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE ) RESOLUTION NO. 12-4362  
EAST METRO CORRIDOR REFINEMENT )  
PLAN ) Introduced by Councilor Shirley Craddick

WHEREAS, the Metro Council adopted Resolution No. 10-4119 (For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020), including the East Metro Corridor Refinement Plan (EMCRP); and

WHEREAS, Resolution No. 10-4119 directed staff to work with local governments in the East Metro area (Mobility Corridor #15 from I-84 southward to US 26 and the Springwater area to explore funding options for the EMCRP with local, regional, state and federal agencies; and

WHEREAS, the EMCRP identifies 17 investment packages to guide future investments in a multi-modal transportation system, downtown and employment areas, and regional mobility in order to address access and mobility, safety, economic development, and reliability; and


WHEREAS, the EMCRP identifies improvements on the arterial network supporting a "grid" approach to meet 2035 system performance standards; and

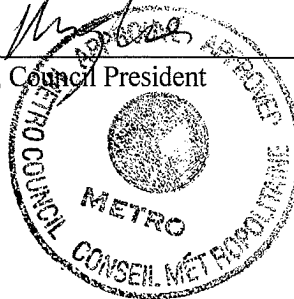
WHEREAS, the EMCRP identifies investments to promote land use, transit, and freight mobility in order to achieve the Six Outcomes set forth in the Regional Framework Plan; NOW THEREFORE

BE IT RESOLVED that the Metro Council:

1. Endorses the East Metro Connections Plan Recommendation and Action Plan, attached to this resolution as Exhibit A.
2. Directs staff to prepare revisions to the Regional Transportation Plan consistent with the recommendations and actions in the EMCP to be adopted by the Metro Council in a plan amendment process later in 2012.
3. Directs staff to pursue the funding options identified in the EMCRP in coordination with the Oregon Department of Transportation and local governments to seek funding opportunities per the EMCP recommendation and action plan.

ADOPTED by the Metro Council this 9th day of August, 2012.

  
Tom Hughes, Council President



Approved as to form:



Alison Kean Campbell, Acting Metro Attorney

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:

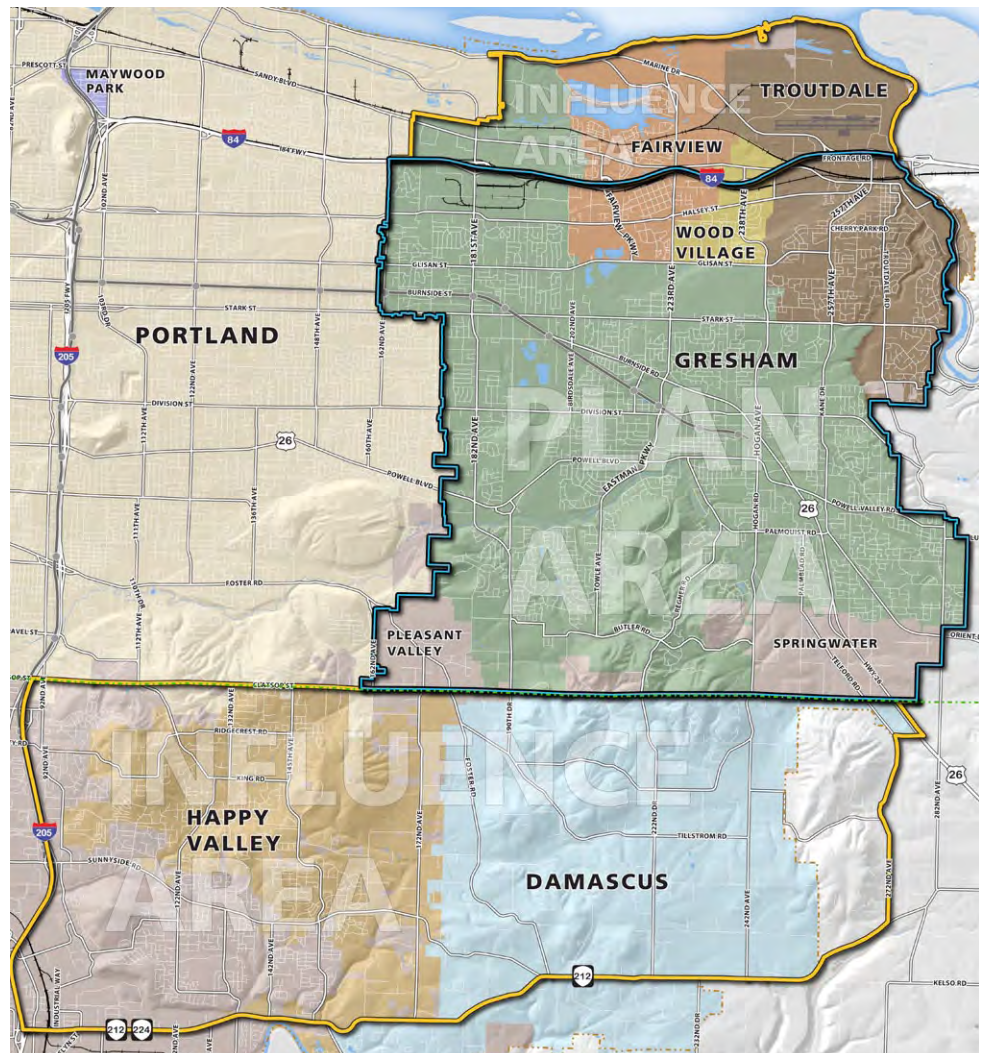
- 1. North/south connections** - Proposed projects improve the arterial road network connecting I-84 and US 26, and access to important community destinations.
- 2. Downtowns and employment areas** - Proposed projects improve access to downtowns and jobs.
- 3. Regional mobility** - Proposed projects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

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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.*

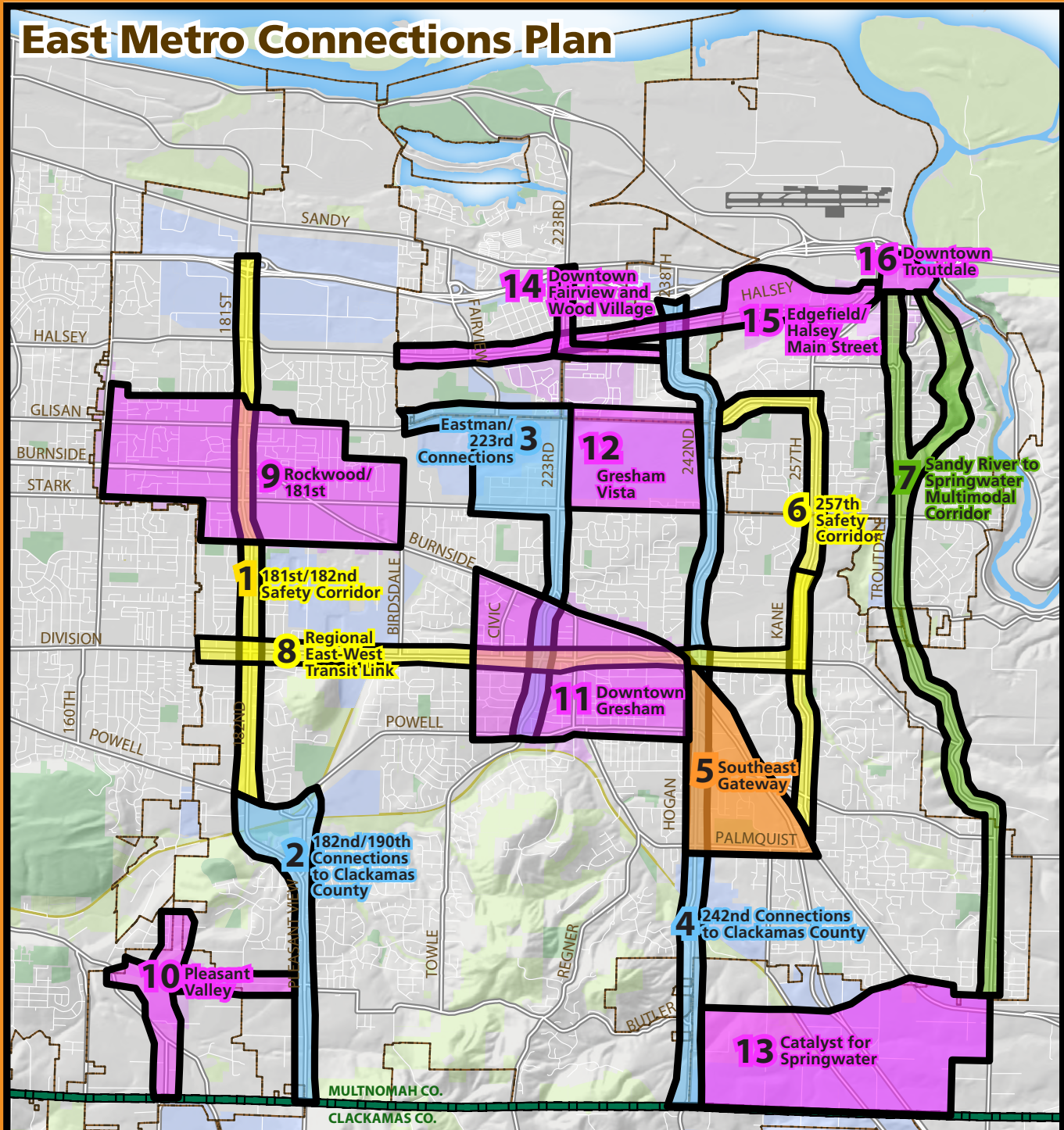
*Support the local land use vision of each community.*

*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  {L} Complete improvement to 238th/242nd based on steering committee recommendation	{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 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
<p>{L} Complete street improvements, including pedestrian enhancements on 181st, Stark, Burnside</p>		<p>{R} Complete MAX Trail</p> <p>{L} Complete street improvements to Cleveland, Hood in downtown and collector streets in Civic</p>		<p>{S} Implement components of Interchange Access Management Plan (IAMP), including safety improvements</p>	<p>{L} Complete Arata Blvd improvements</p> <p>{L} Complete Fairview improvements between 184 and Arata</p>	<p>{L} Complete main street improvements to Halsey</p>	<p>{L} Build local streets to urban renewal area on Sandy River</p> <p>{L} Extend regional trail from Reynolds Troutdale Industrial Park to urban renewal area.</p>	<p>{R} Metro amends Regional Transportation Plan (RTP)</p> <p>{R} Metro updates regional trail system</p> <p>{R} TriMet updates TIP per EMCP recommendation</p> <p>{L} Cities and county update local Transportation System Plans (TSP)</p>	<p>{L} coordination on roadway and improvements per Columbia Cascade River District Strategic Planning</p> <p>{L} coordination with Port of Portland on improvements in Troutdale Reynolds Industrial Park</p> <p>{L} coordination with City of Portland on Powell/Foster</p> <p>{L} Coordination with Clackamas County on 172<sup>nd</sup>/190<sup>th</sup> Corridor Plan improvements</p>
<p>{L} Complete pedestrian and bike improvements on Stark and Burnside</p>	<p>{L} Complete arterial improvements to Jenne/Foster/ 174th</p>	<p>{L} Complete sidewalks and crossings to Burnside and Powell</p>	<p>{L} Complete intersection improvements</p> <p>{L} Complete new crossings on Glisan</p> <p>{L} Complete intersection at 223rd/Stark</p> <p>{L} Complete intersection at Hogan/Stark</p>	<p>{S} Construct new interchange and related projects of Interchange Access Management Plan (IAMP)</p>	<p>{L} Complete Wood Village Boulevard extension to Halsey</p>				
	<p>{L} Complete arterial improvements to Giese Rd/ 172nd</p>			<p>{L} Complete arterial/street network per Springwater Plan</p>					
<p>URA, RFFA</p>	<p>SDC</p>	<p>RFFA, CIP</p>	<p>SDC, RFFA, CIP</p>	<p>FHWA, SDC</p>	<p>RFFA, CIP</p>	<p>SDC</p>	<p>URA , CIP</p>		
<p>Gresham</p>	<p>Metro,Gresham</p>	<p>Metro, TriMet, Gresham</p>	<p>Multnomah County, Gresham, Port of Portland</p>	<p>ODOT, Gresham</p>	<p>Multnomah County, Metro, Fairview, Wood Village</p>	<p>Multnomah County/ Troutdale/ Fairview/ Wood Village</p>	<p>Troutdale, ODOT, Metro</p>	<p>Metro /DOT/all jurisdictions</p>	<p>Multnomah County, Metro,Gresham, Troutdale, Fairview, Wood Village, Portland, Clackamas County</p>

# 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	
<b>(1) 181st/182nd safety corridor</b>								
	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			\$\$
<b>(2) 182nd/190th connections to Clackamas County</b>								
	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			\$
<b>(3) Eastman/223rd connections</b>								
	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			\$
<b>(4) 242nd connections to Clackamas County</b>								
	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			\$
<b>(5) Southeast Gateway</b>								
	10512	Hogan: Powell to Burnside (blvd improvements + 3 intersection improv)			X			\$\$
	10522	Burnside, Hogan to Powell (safety improvements and reconstruction)			X			\$\$
	10527	Hogan, Powell Blvd to Palmquist (improve to arterial - 4 lanes +center)			X			\$\$
	99103	US 26 multimodal improvements (Burnside to Palmquist: sidewalks)				X		\$
	99139	Safety Corridor: Hogan/Burnside/Powell (Division - Palmquist)			X			\$
	10420	Palmquist Rd. improvements (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			\$
<b>(6) 257th safety, walking, biking connections</b>								
	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			\$
<b>(7) Sandy River to Springwater multi-modal connections</b>								
	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		\$\$\$
<b>(8) Regional east-west transit link</b>								
	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 pedimps - 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

Investment	RTP ID	Actions	catalyst?	funded	Timeline			cost
					Phase I	Phase II	Phase III	
<b>Managing the existing system</b>								
	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				\$
<b>(9) Rockwood/181st</b>								
	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		\$
<b>(10) Pleasant Valley</b>								
	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	\$\$
<b>(11) Downtown Gresham/Civic</b>								
	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			\$
<b>(12) Gresham Vista</b>								
	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		\$
<b>(13) Catalyst for Springwater District</b>								
	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	\$\$\$
<b>(14) Downtown Fairview &amp; Wood Village</b>								
	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			\$\$
<b>(15) Edgefield / Halsey main street implementation</b>								
	11287	Halsey St improvements (223rd to 238th)			X			\$
	10385	Reconstruct Halsey St. with improvements			X			\$
<b>(16) Downtown Troutdale</b>								
	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.

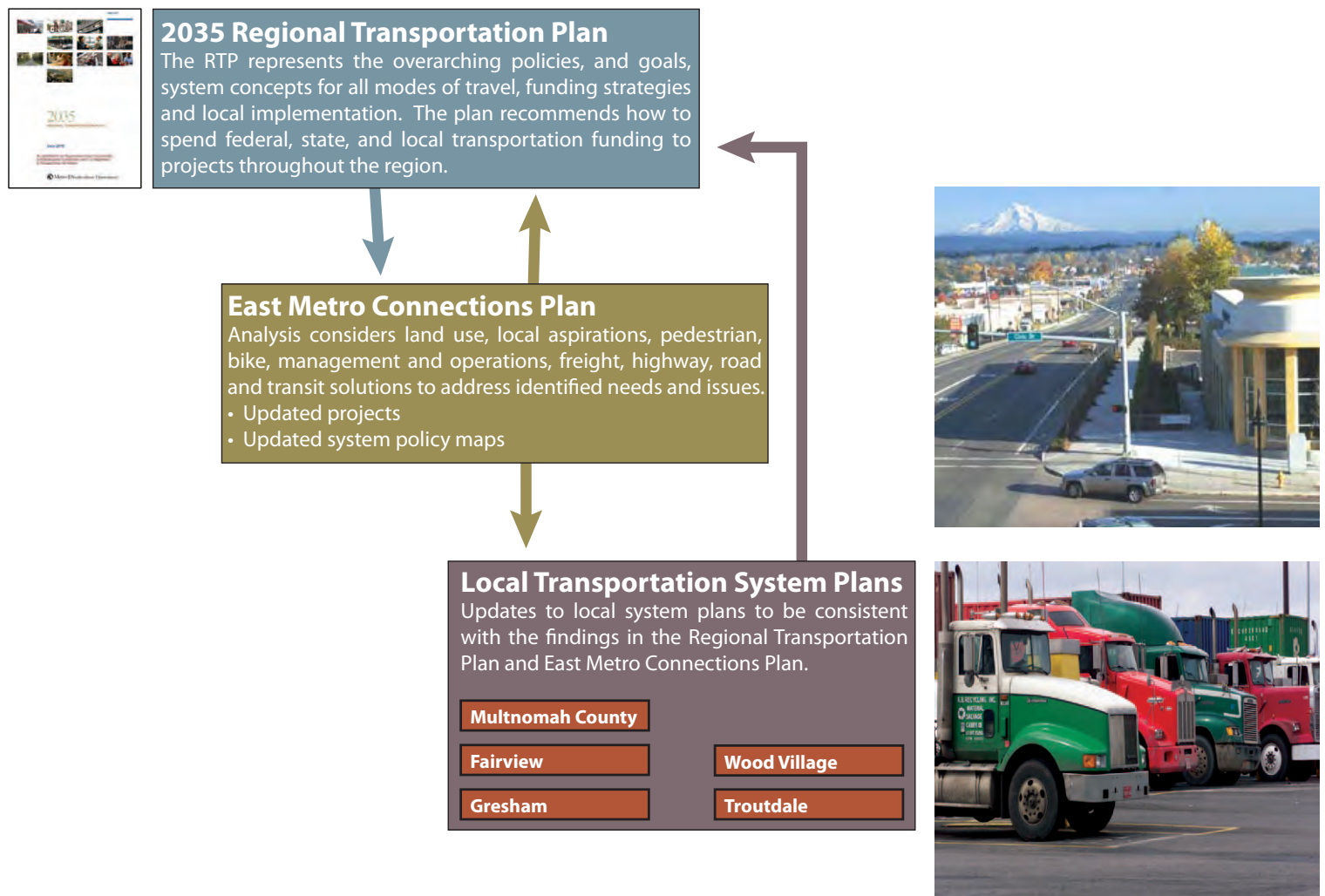
Advocacy for regional, state, and federal funding for the investments identified in the action plan will require collaboration among public and private partners in East Multnomah County. Jurisdictions will continue this advocacy through the local endorsement process. The final recommendation and action 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.

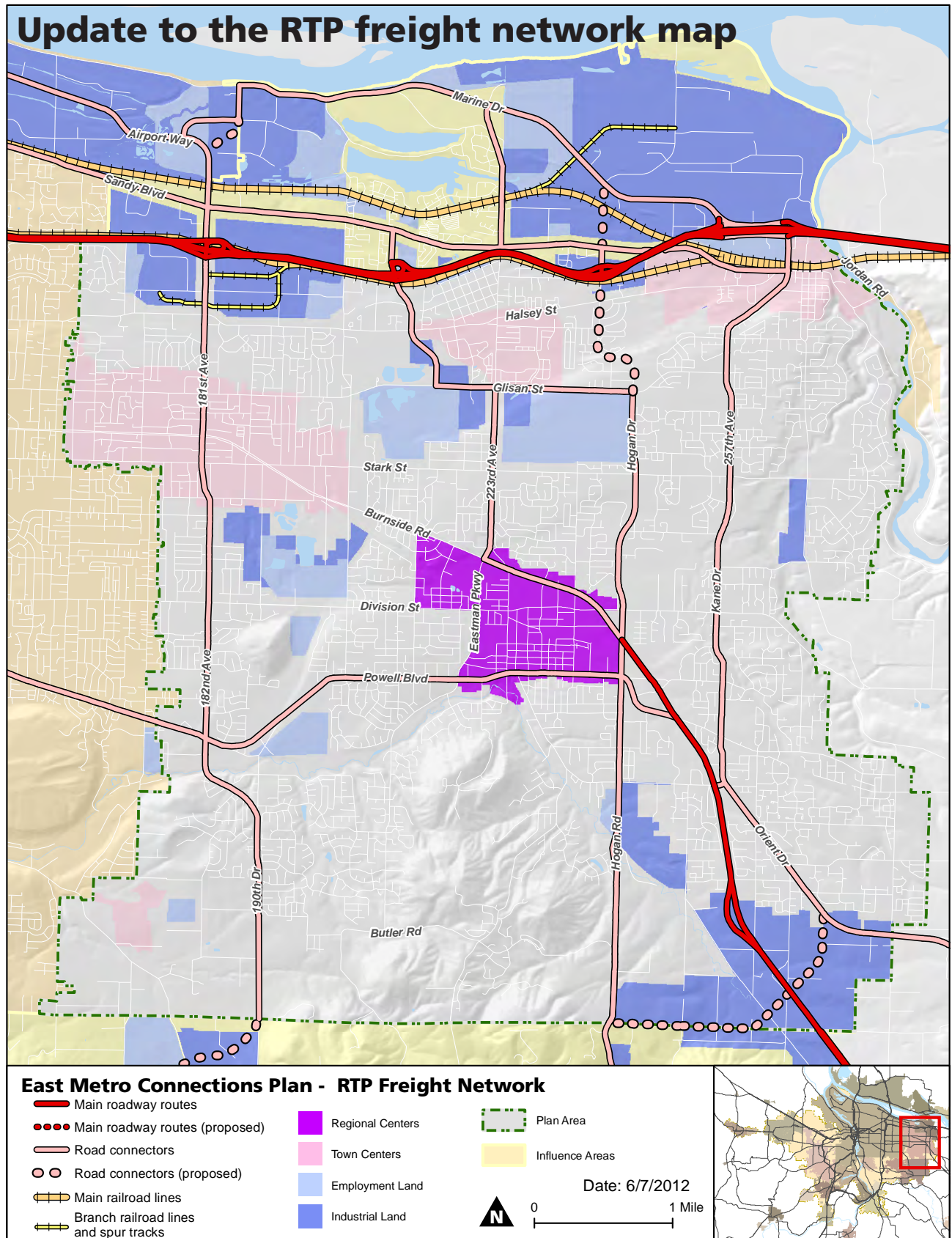
### 2. What is the role of the steering committee?

- 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.



# Update to the RTP freight network

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 based on the decision on June 6, 2012.



# East Metro Policy Updates

## 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.

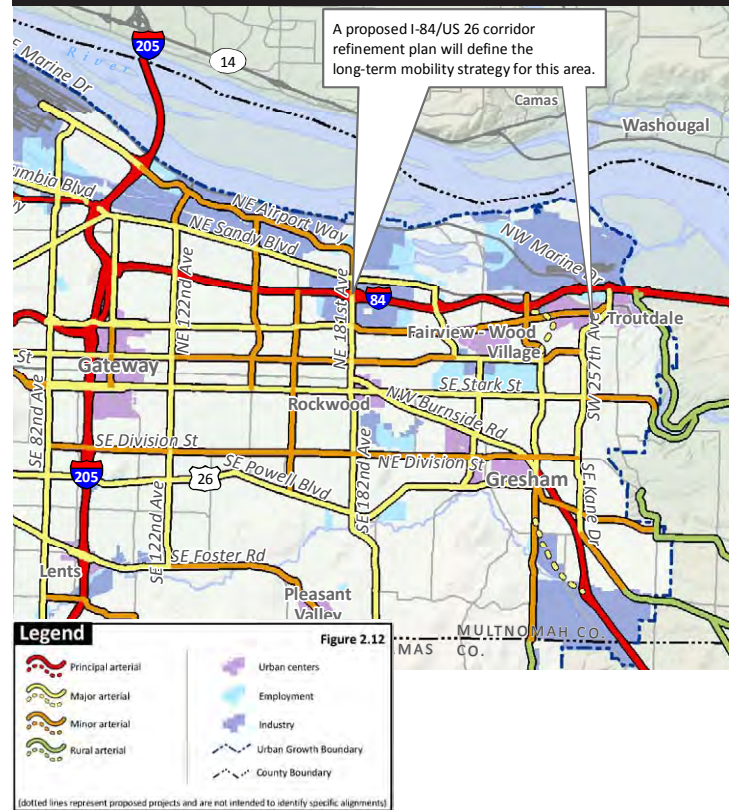
- Proposed freight network roads could see projects that increase their mobility (reducing stops/starts and travel time), that increase safety of other users and projects that accommodate trucks.
- The RTP freight network map (figure 2.20) should be amended to reflect the proposed East Metro Connections 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

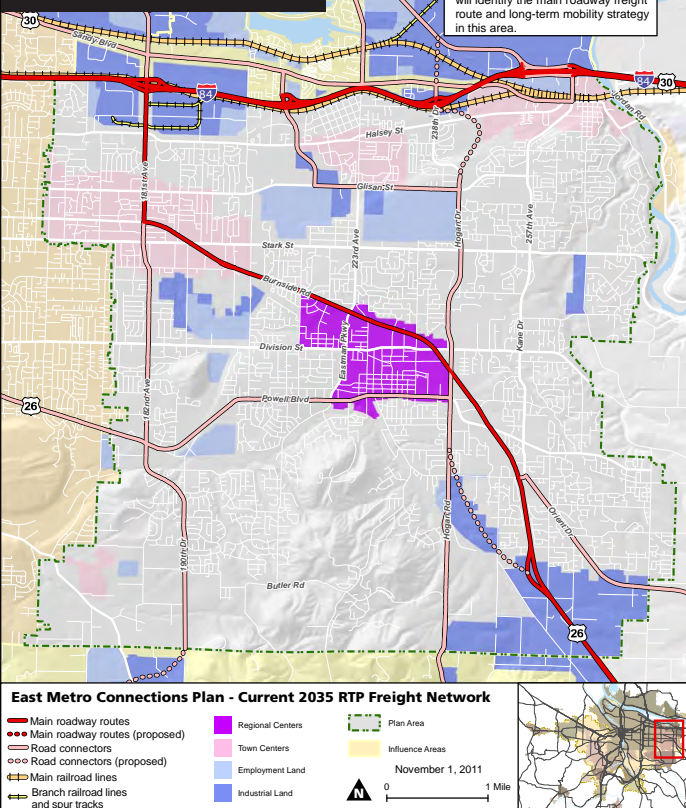
Consistent with the updated Freight Network, updates will also occur to the Arterial and Throughway Network and the System Design Network.

- 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).

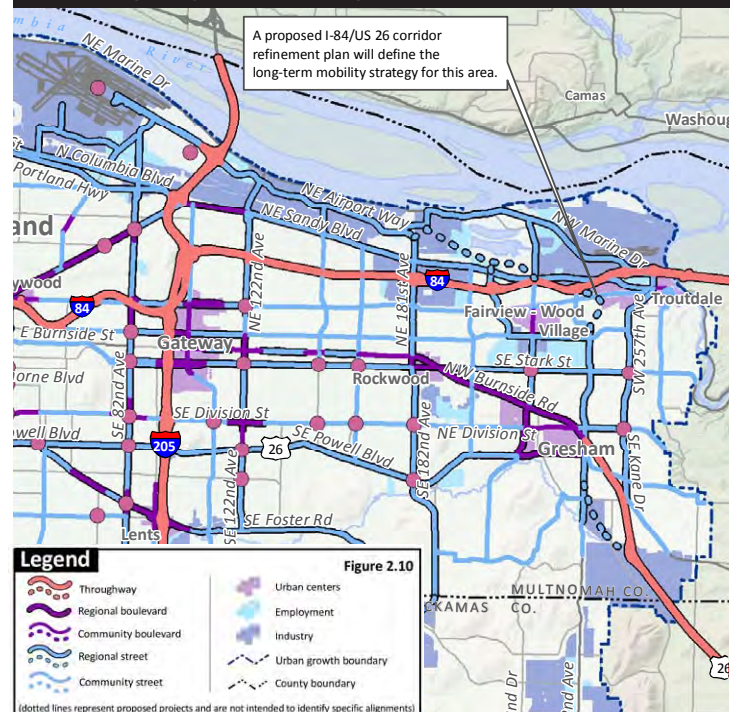
## Existing arterial and throughway network



## 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

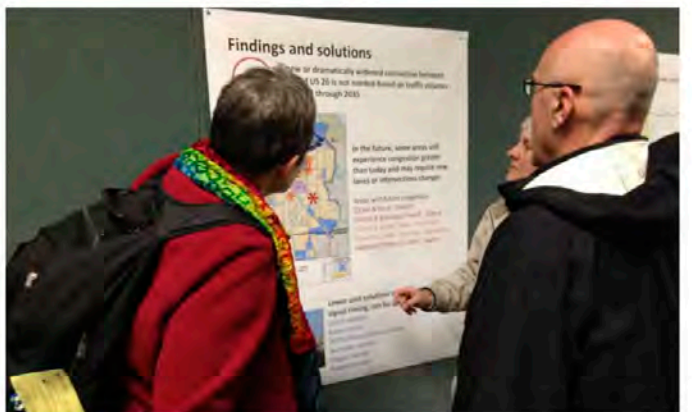
3 p.m. on Tuesday, July 17  
1333 NW Eastman Parkway, Gresham

## Fairview City Council

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

## Metro Council

2 p.m. on Thursday, August 9  
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:
  - o Project lists (as identified in the Action Plan)
  - o System maps (as in the changes to the Freight Network and associated Arterial and Through Network and System Design Maps)
  - o Updated chapter 4 (summary changes to mobility corridor per recommendation)
  - o Updated or deleted chapter 6 (change from corridor refinement to implementation)
- Steps included in amending the RTP include:
  - o Consultation with air quality partners
  - o Regional model run with air quality
  - o Conformity determination (based on model results)
  - o Removal of other financially constrained projects (delete/replace)
  - o 30-day public comment period
  - o TPAC recommendation to JPACT
  - o JPACT recommendation to Metro Council
  - o Metro council action
- Changes to the state project list identified in the RTP also include:
  - o 45-day public comment period
  - o 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?

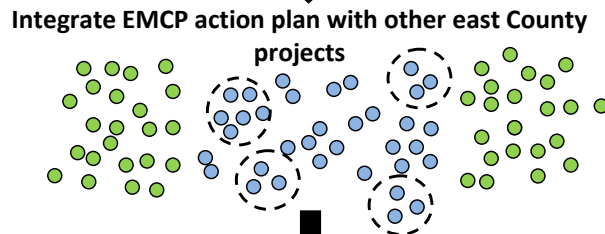
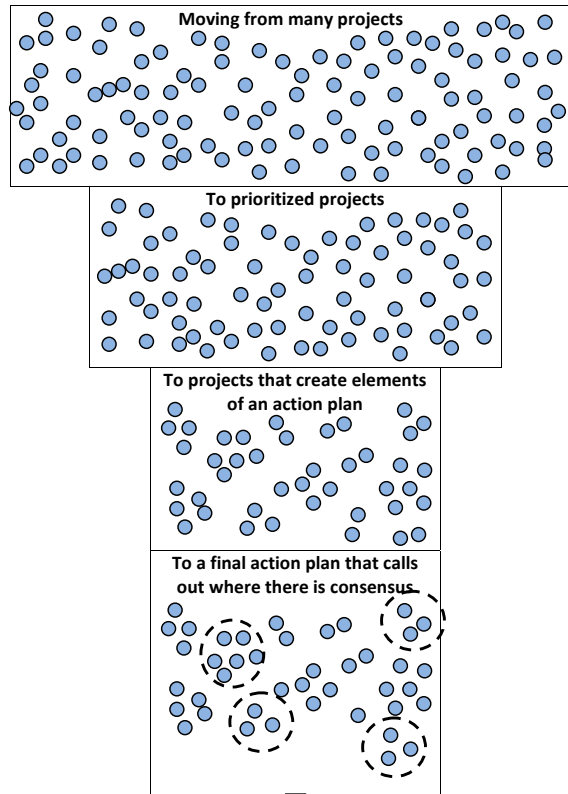
- **Partnerships:** There are opportunities to continue the momentum that began with the 2007 Memorandum of Understanding (MOU) and the East Metro Connections Plan. The development of partnerships with business groups such as the East Metro Economic Alliance (EMEA), the Gresham Chamber and West Columbia 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

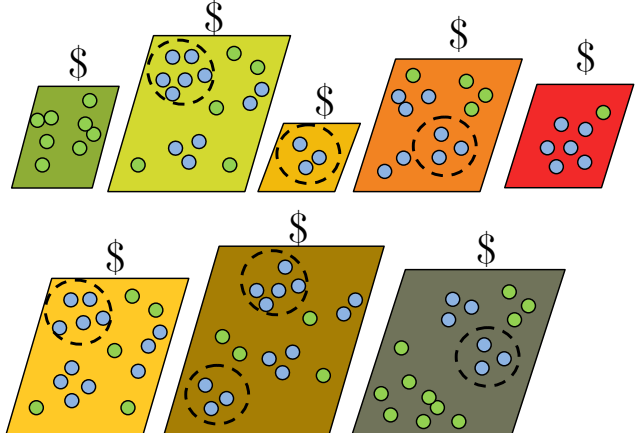
## Moving from the action plan to project development

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.

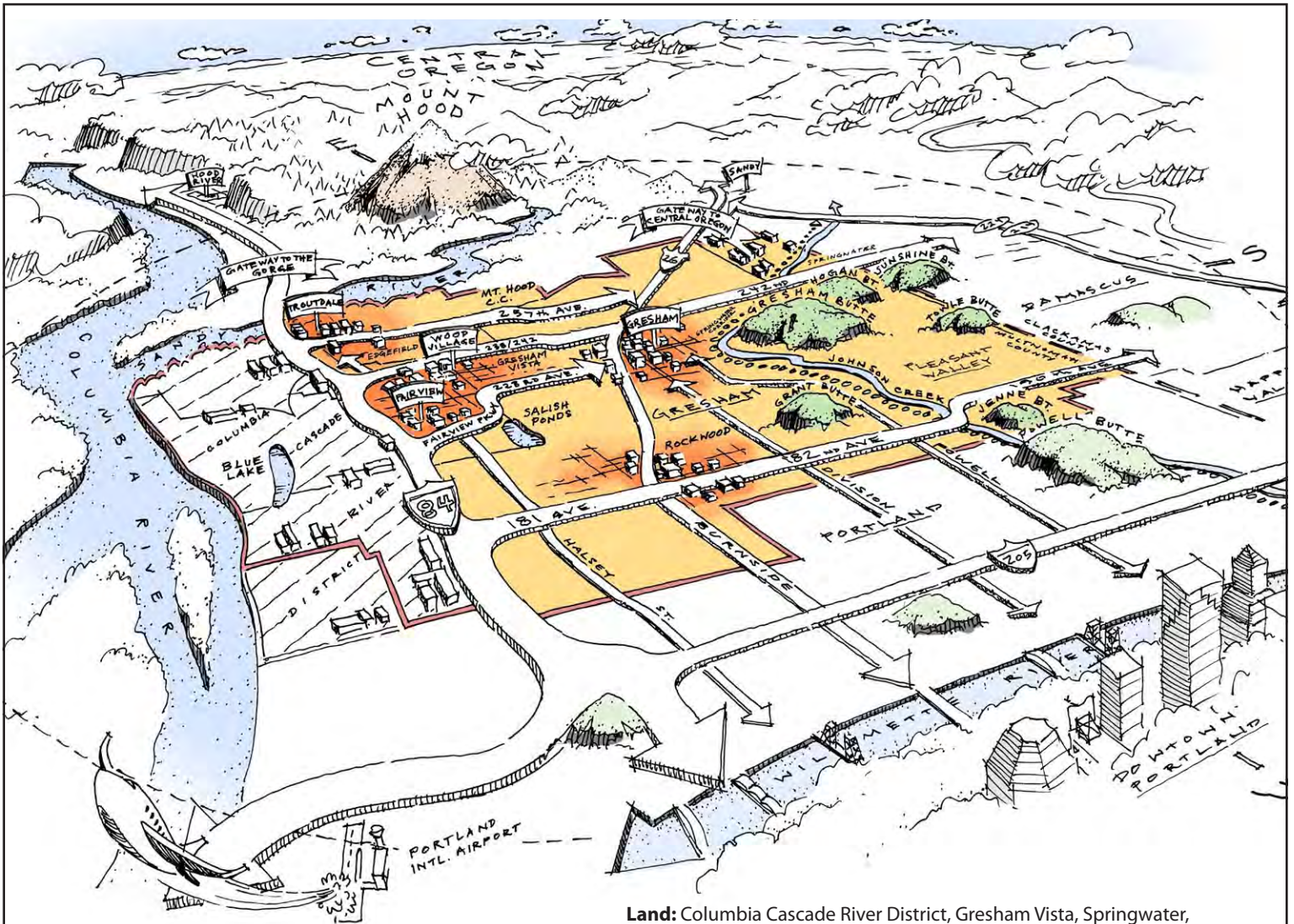
Dec 14 2011	<p><b>Initial strategies</b></p> <p>Ties anticipated future conditions to potential solutions and local aspirations and identifies framework for evaluating tradeoffs.</p> <p><b>Steering committee decision: Provide input on the evaluation framework, list of candidate projects to be developed 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>



**Determine eligible funding sources and strategically align EMCP and other east County projects**







**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)

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO.12-4362, FOR THE PURPOSE OF ENDORSING THE EAST METRO CORRIDOR REFINEMENT PLAN

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Date: July 31, 2012

Prepared by: Brian Monberg,  
Project Manager, Metro  
(503) 797-1621

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.

## PROJECT OVERVIEW

The East Metro Connections Plan is a Metro-led corridor refinement plan that will identify transportation improvements in East Multnomah County that support 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 scope of the project area and Attachment B lists project stakeholders as well as public outreach completed to date. The final result of this project includes list of transportation projects along key regional arterials in East Multnomah County. The list of projects will support the project goals and be incorporated into the Regional Transportation Plan as well as local Transportation System Plans (TSP). These projects will be coordinated with priorities in the Columbia Cascade River District, which is just north of the plan area. These projects are included into an action plan, which was unanimously accepted by the project steering committee.

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 ensure prosperity of the East Metro area.

## 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. 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 project partners include the cities of Fairview, Gresham, Troutdale and Wood Village, Multnomah County, ODOT, and Metro. Additional participating entities include Damascus, Portland, Clackamas County, the Port of Portland and TriMet.

This two year effort has analyzed present and future transportation needs and opportunities and is has prioritized solutions/project for updates to the Regional Transportation Plan and project implementation.

The following are major milestones of the EMCP project process:

- **April 2011: Project Goals Defined** - Developed project goals consistent with those identified in a 2009 Memorandum of Understanding signed by Gresham, Fairview, Troutdale, Wood Village, and Multnomah County and goals adopted in the Regional Transportation Plan.
- **Summer – Fall 2011: Problem Statement and Identification of Existing Needs** - A problem statement was developed that reflects current needs and opportunities for improvements to the transportation network that also support the project goals. Examples include areas where congestion exceeds roadway capacity, where pedestrian and bicycle facilities are missing, e.g.
- **Fall 2011 – 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** - The list of possible transportation solutions/projects was narrowed and refined based on how they “rated” per the evaluation criteria and steering committee feedback. The technical advisory committee developed a set of projects based on the steering committee priorities that were further refined during technical work sessions.
- **March – May 2012: Corridor Themes and Preliminary Action Plan** - Projects were “bundled” 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 are referred to as “investment packages” (see Attachment D and text below for further detail). These resulting set of priorities meet the current and future needs within the plan area and support the project goals.
- **June-July 2012: Final Action Plan and Steering Committee Recommendation** - The final action plan identifies project bundles, or “investment packages” to advance as priorities in the short, mid, or long-term, highlighting those with high degree of consensus from EMCP stakeholders. The recommendation is going 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, have been grouped by the following three 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 as well as access to key destinations in the plan area. Projects developed on designated freight routes 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. **Regional mobility** - Proposed projects capitalize on previous investments by making the existing system smarter and more efficient through changes to signal timing, signage, enhanced transit service, and multimodal connections. Consistent with the Regional High Capacity System Plan, EMCP recommends advancing an alternative analysis for the Powell/Division transit corridor. EMCP also recommends the designation of a new regional multimodal connection between the Sandy River and the Springwater Corridor Trail.

Attachment D provides a image of these recommended investments. The following summarizes the intent and overview of types of projects for each of the corridor segments based on the primary theme that they support.

### 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 this road.

**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 arterial 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/181<sup>st</sup>:** 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 arterial 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.

**Edgefield/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, 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.

**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. Regional mobility

**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. 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 areas along the Springwater Corridor Trail and Sandy River.

**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. 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. Signal coordination projects can provide as much as a 10% capacity increase to the roadway. 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 all north-south arterials.

**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 street 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. The phase I recommendation is to pursue a transit alternative analysis along the Powell/Division Corridor.

#### UPDATED POLICY ELEMENTS

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. See Attachments E and F.
- The Regional Transportation Plan project list will be updated with projects identified in the Action Plan and Recommendation. See Attachment A for recommendation.
- The RTP 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.
- These changes will include updates to the Regional Freight Network Map. Updates to the Arterial and Through Network and Regional Design Classifications will clarify the ‘proposed connectors’ identified on those maps. See Attachment F for recommendation.
- 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. See Attachment F for changes.

- 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 – RTP 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
  - System 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 in addition to JPACT action
- Local Transportation system plans will be updated to reflect changes to the Regional Transportation Plan.

***Updates to Regional Trail System***

FINDINGS – Gresham-Fairview and MAX Trails are priorities, Sandy River to Springwater to be added to Regional Trail System.

- The Gresham-Fairview Trail is a significant regional trail. Current and future project development work will connect the existing trail north from Halsey to the Columbia River. This is currently identified in the Regional Trail System Map.
- The future MAX Trail will connect to the Ruby Junction MAX Station at S.E. 197th Avenue and to points to the east in downtown Gresham. This is currently identified in the Regional Trail System Map.
- The East Metro Connections Plan recommends adding a new proposed trail alignment to the Regional Trail Plan. The Sandy River to Springwater Trail concept would connect the “Sandy River Connections Plan” Trail work to Mt. Hood Community College, Springwater District, and Springwater Corridor Trail. Future master planning would identify route and design.

PROCESS – Regional Trail System updates to begin winter of 2012.

- Metro will initiate changes to the Regional Trail System in the winter of 2012. These changes are anticipated to be complete in April 2013.
- Metro’s Regional Active Transportation Plan will coordinate the regional trail system changes with policy changes to the bicycle and pedestrian system. The Active Transportation Plan recommendation and amendments are anticipated for summer of 2013.

### ***Updates to National Highway System (NHS) route and location***

FINDINGS – There is no need to initiate a request for revision to the National Highway System at this time—either to accommodate the needs of freight movements into or through the plan area, or to enable local jurisdictions to implement desired urban and roadway design plans.

- There is a mismatch between the designated policy routes and actual freight movement through the plan area. EMCP findings show that current and projected freight traffic is distributed among the north/south arterials in the plan area, which suggests a grid approach to the designated routes to reflect usage.
- There is no evidence that the NHS designation attracts through-trucks to a route. Both truck counts and regional modeling point to the fact that the current NHS route designation on I-84/Burnside does not do so. There is no basis for the concern expressed by some that truck drivers cannot find the best routes between I-84 and US 26, or that NHS is used as the primary basis for route selection.
- The proposed “freight grid” and associated regional system policy map changes proposed for the Regional Transportation Plan recognize that all arterials should accommodate freight traffic safely.
- Local and regional system needs and concerns can be addressed through changes to transportation system plans and the Regional Transportation Plan. EMCP recommends adding north/south routes (designated as road connectors) to the RTP freight network to complete the freight grid in East Metro. Current and projected traffic also lead to a recommendation to remove the higher volume designation (main roadway connector) from I-84/Burnside. EMCP also recommends local transportation system plans be amended to be consistent with the RTP.
- Amendments to the RTP and local transportation system plans would be more effective if supported by a comprehensive system management plan that includes better wayfinding for trucks and passenger cars traveling to destinations within and outside of the plan area.
- Amending roadway and freight policy designations in the RTP and local transportation system plans prior to state or federal action will ensure that local and regional priorities are clarified and supported.

Future changes to the National Highway System routes will be pursued to correct a mapping error and clarify the local, regional, state, and federal system designations. However, the process, described below, can take as long as two years:

- Federal guidelines spell out the process for revising NHS route maps. Requests must be initiated by the state, should be developed in consultation with local and regional officials, and are directed to the FHWA division office. FHWA has approval authority. In Oregon, ODOT’s consideration of system revisions includes input from ODOT’s roadway classification specialists and Motor Carrier division, which represents freight interests.
- Other key factors in considering NHS revisions include information on the type of traffic using the route (e.g. truck volumes, average trip length, cal/commuter/interregional/interstate trips), and the impact the proposed revision would have on the surrounding NHS system. Proposed additions to the NHS system should connect at either end with other NHS routes or serve a major traffic generator. EMCP findings and analysis can support potential changes.
- More information regarding NHS and a functional classification change request form are located at <http://www.oregon.gov/ODOT/TD/TDATA/rics/FunctionalClassification.shtml>

PROCESS – Engage FHWA, ODOT, Metro and local jurisdictions and stakeholders to design and implement a coordinated wayfinding and system management program.

- Effective signage will direct travelers to the best route accessing their destination, whether inside or outside the EMCP plan area. This program could be enhanced by cost-effective system management techniques such as adaptive signal timing, coordination and safety signalization on selected corridors.

### ***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.

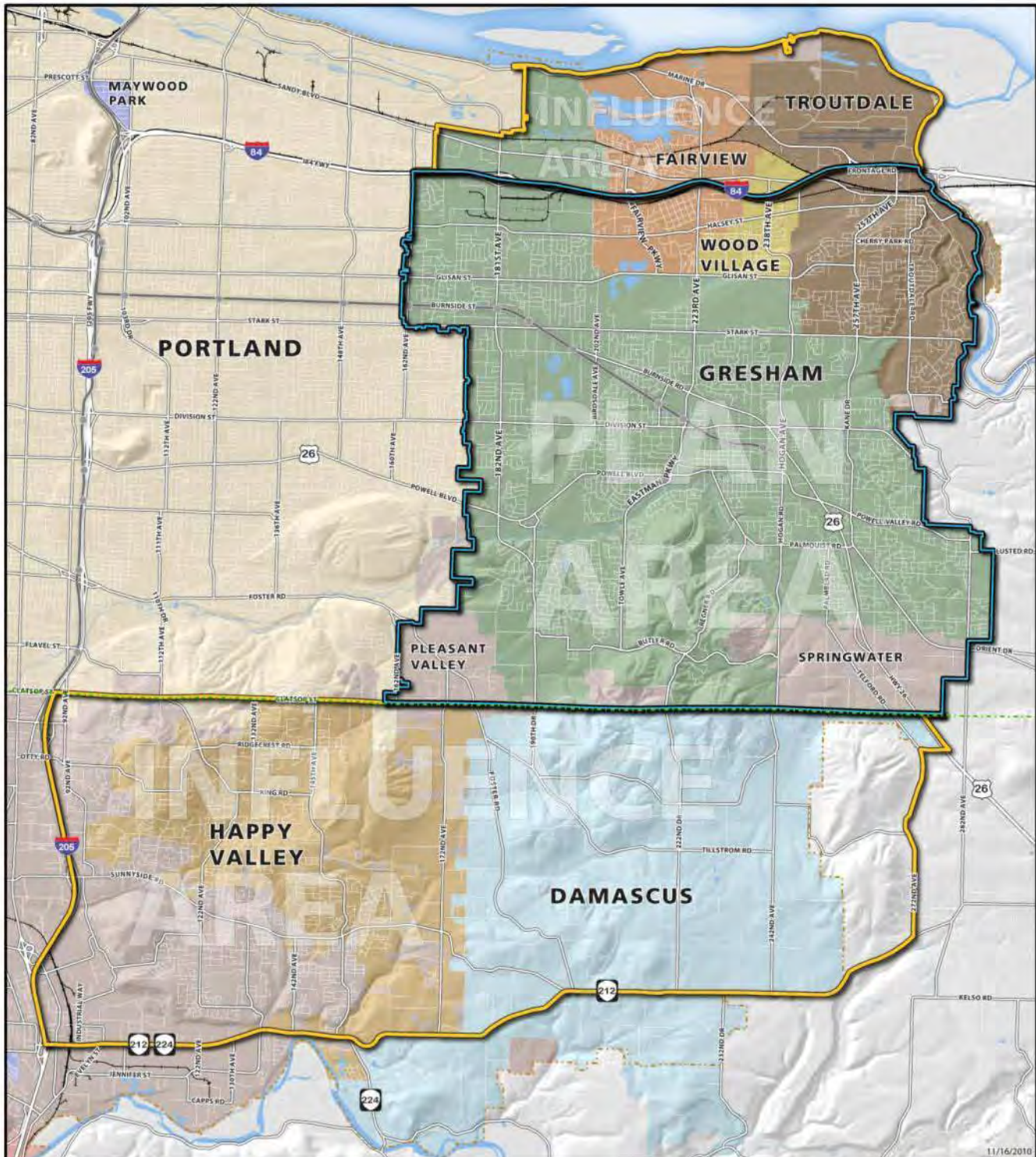
## ANALYSIS/INFORMATION

1. **Known Opposition:** None.
2. **Legal Antecedents:** Ordinance No. 10-1241B (“For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component)”); Resolution No. 10-4119 (“For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020 and Proceeding with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan cycle”).
3. **Anticipated Effects:** Council directs staff to begin process to amend Regional Transportation Plan; local jurisdictions to amend local Transportation System Plans.
4. **Budget Impacts:** Refinement of the Regional Transportation Plan is a Metro responsibility and will be done with existing staff as part of the annual work plan. No additional resource will be required. Metro will assist the local jurisdictions in identifying and seeking funding for the recommended investment packages. No Metro resources other than staff time are committed to this activity.

## RECOMMENDED ACTION

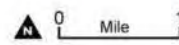
Endorse the Resolution

# Attachment A: Project Area Map



## East Metro Connections Plan and Influence Areas

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



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



# Attachment B: Project Team Members and Outreach

## 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

## PUBLIC OUTREACH

There has been extensive public outreach for this project. The following outlines primary outreach to date:

- 2011 -2012: 8 visits to Gresham neighborhood associations, 2 visits to the Coalition of Gresham Neighborhoods and one neighborhood information fair
- Summer and Fall 2011: Co-created and administered joint EMCP/Gresham TSP online survey about travel challenges; published summary of responses (December steering committee materials)
- 2010 – 2012: 4 articles in Neighborhood Connections, Gresham’s e-newsletter
- 2010 - 2012: Engagement of experts including school districts, parks and natural environment, freight, and equity
- March, 2012: Project update presentation to Gresham City Council; upcoming presentations to Planning Commission and City Council, May – July, 2012
- Spring, 2012: Presentations and discussions with community and business groups including Gresham Area Chamber of Commerce (April 17, 2012), East Metro Economic Alliance (March 8, 2012), Mt Hood Community College (April 11, 2012)
- 2011 – 2012: Joint outreach with Gresham’s Healthy Eating Active Living program, including open houses
- March 2012: EMCP Open House
- 2011 – 2012: Regular updates to East Multnomah County Transportation Committee (EMCTC) by Metro Councilor Shirley Craddick and Metro staff
- 2010 -2012: Regular email updates to interested parties list
- Sept. 2011 and April 2012: Oregonian coverage (Sept 2011 and April 2012)

# Attachment C: Evaluation Criteria Factors & Objectives

The following is an outline of the factors that were used to evaluate transportation projects for the EMCP. For additional detailed information about the definition of each of the objectives listed below, the East Metro Connections Plan has a detailed methodology report available.

## 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

# Attachment C: Evaluation Criteria Factors & Objectives

## 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.

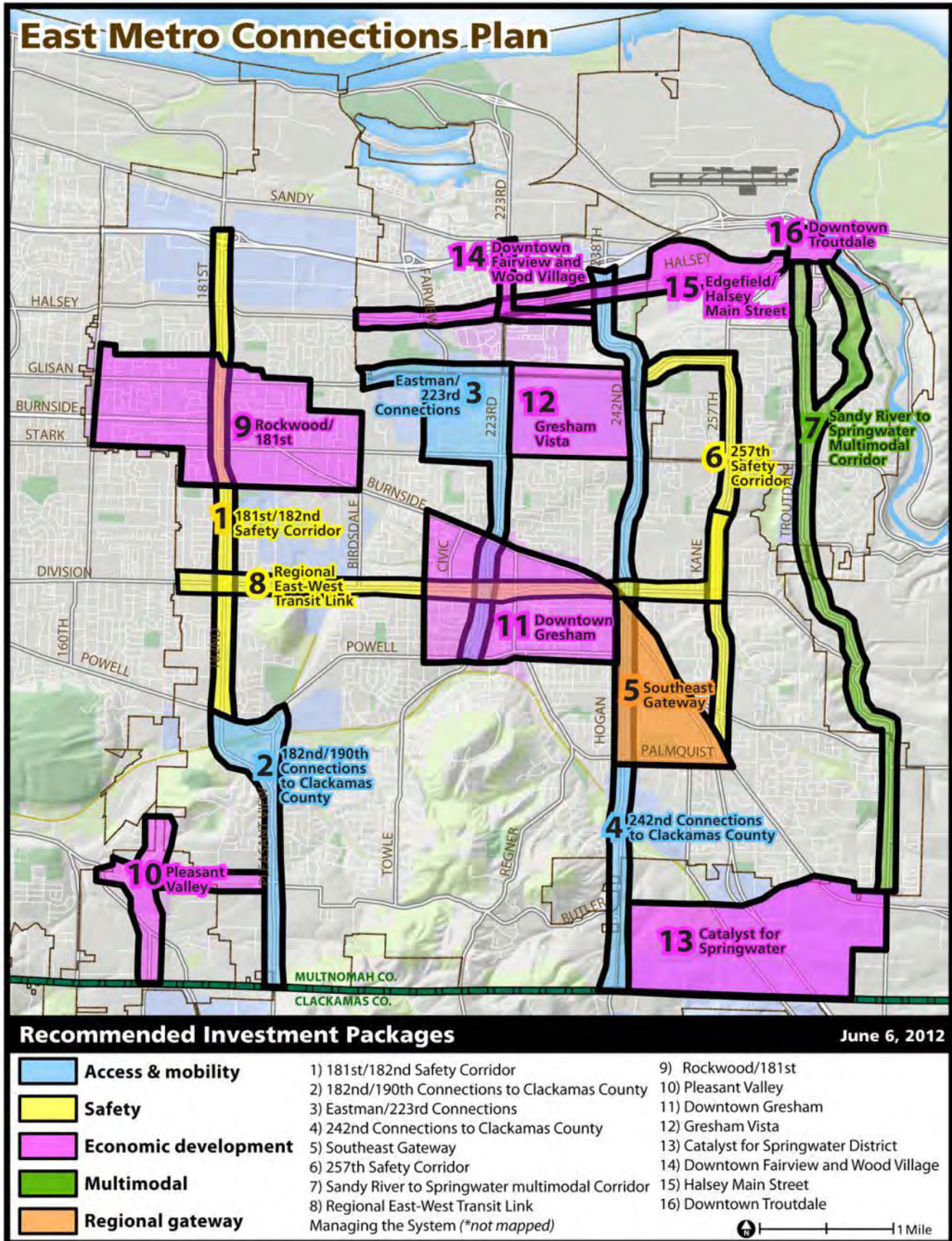
## Factor 7: Feasibility

**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: Recommended Investments



# Attachment E: Project List

Investment	RTP ID	Actions	catalyst?	Timeline			cost
				Phase I	Phase II	Phase III	
<b>(1) 181st/182nd safety corridor</b>							
	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 (182nd-181st)		X			\$\$
<b>(2) 182nd/190th connections to Clackamas County</b>							
	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			\$
<b>(3) Eastman/223rd connections</b>							
	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			\$
<b>(4) 242nd connections to Clackamas County</b>							
	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			\$
<b>(5) Southeast Gateway</b>							
	10512	Hogan: Powell to Burnside (blvd improvements + 3 intersection improvs)		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			\$
<b>(6) 257th safety, walking, biking connections</b>							
	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			\$
<b>(7) Sandy River to Springwater multi-modal connections</b>							
	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		\$\$\$
<b>(8) Regional east-west transit link</b>							
	99152	Transit alternative analysis		X			\$
	10440	Division St. multimodal improvements (Wallula - west city limits)		X			\$\$
	99112	Complete bicycle facilities (Division - Birdsedale to Wallula)		X			\$
	99115	Division pedimps - widen sidewalks, improve crossings 212th-242nd		X			\$

### Planning-level cost estimate

\$ - less than \$2 million  
 \$\$ - \$2-10 million  
 \$\$\$ - \$11-25 million  
 \$\$\$\$ - greater than \$25 million

**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.

# Attachment E: Project List

Investment	RTP ID	Actions	catalyst?	funded	Timeline			cost
					Phase I	Phase II	Phase III	
<b>Managing the existing system</b>								
	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				\$
<b>(9) Rockwood/181st</b>								
	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	\$
<b>(10) Pleasant Valley</b>								
	10460	SE 174th N/S Improvements Giese - 174/Jenne					X	\$\$\$\$
	10463	Foster Rd. Extension (north) Jenne - 172nd					X	\$\$\$
	10464	Giese Rd. Extension (162 - 172)						\$\$\$
	10465	172nd Ave. Improvements (Giese to Foster)						\$\$\$
	10466	172nd Ave. Improvements (Foster to Cheldelin)						\$
<b>(11) Downtown Gresham/Civic</b>								
	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		\$
<b>(12) Gresham Vista</b>								
	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	\$
<b>(13) Catalyst for Springwater District</b>								
	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						\$\$\$
	10478	252nd Ave. (Springwater to Palmquist collector)						\$\$\$
	10479	252nd Ave. (Rugg Road to new collector)						\$\$
	10480	Springwater Road Section 7 (new collector Hogan-Orient) 242nd						\$\$
	10481	Springwater Road Section 8 (new collector Hogan-Orient) 242nd						\$\$
	10482	Springwater Road Section 9 (new collector Hogan-Orient) 252nd						\$\$
	10483	Springwater Road Section 10 (new collector Hogan-Orient) 252-Telford						\$\$\$
	10484	Springwater Road Section 11 (new collector Hogan-Orient) Telford-Orient						\$\$\$
<b>(14) Downtown Fairview &amp; Wood Village</b>								
	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		\$\$
<b>(15) Edgefield / Halsey main street implementation</b>								
	11287	Halsey St improvements (223rd to 238th)				X		\$
	10385	Reconstruct Halsey St. with improvements				X		\$
<b>(16) Downtown Troutdale</b>								
	10408	40 Mile Loop Trail (Reynolds to downtown Troutdale)				X		\$\$
	99148	Troutdale urban renewal access				X		\$



# Attachment F: Recommended Freight Network Map

