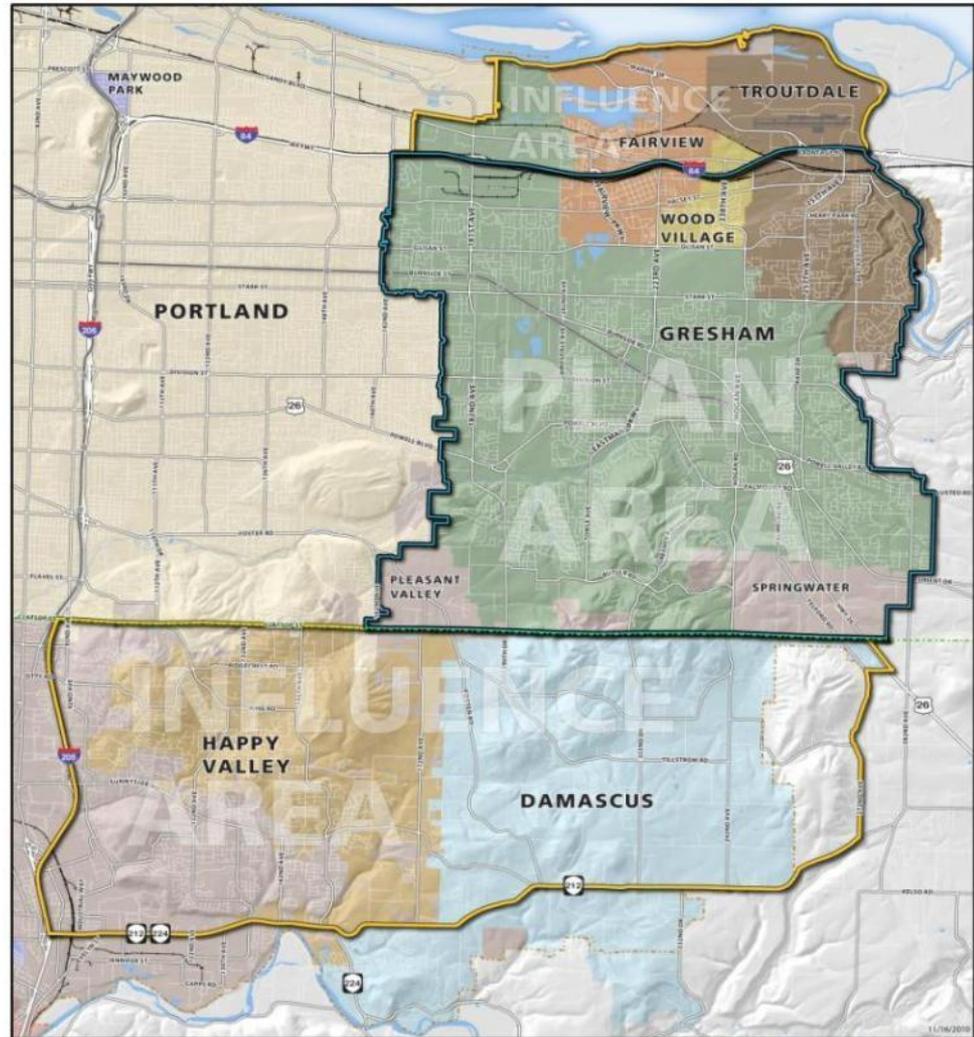


# East Metro Connections Plan

*Investing in East Metro*

July 12, 2012

Councilor Shirley Craddick  
Brian Monberg, Metro



East Metro Connections Plan



Plan Area



Influence Areas



# TODAY

- Policy background
- Process & Findings
- Recommendation & Implementation

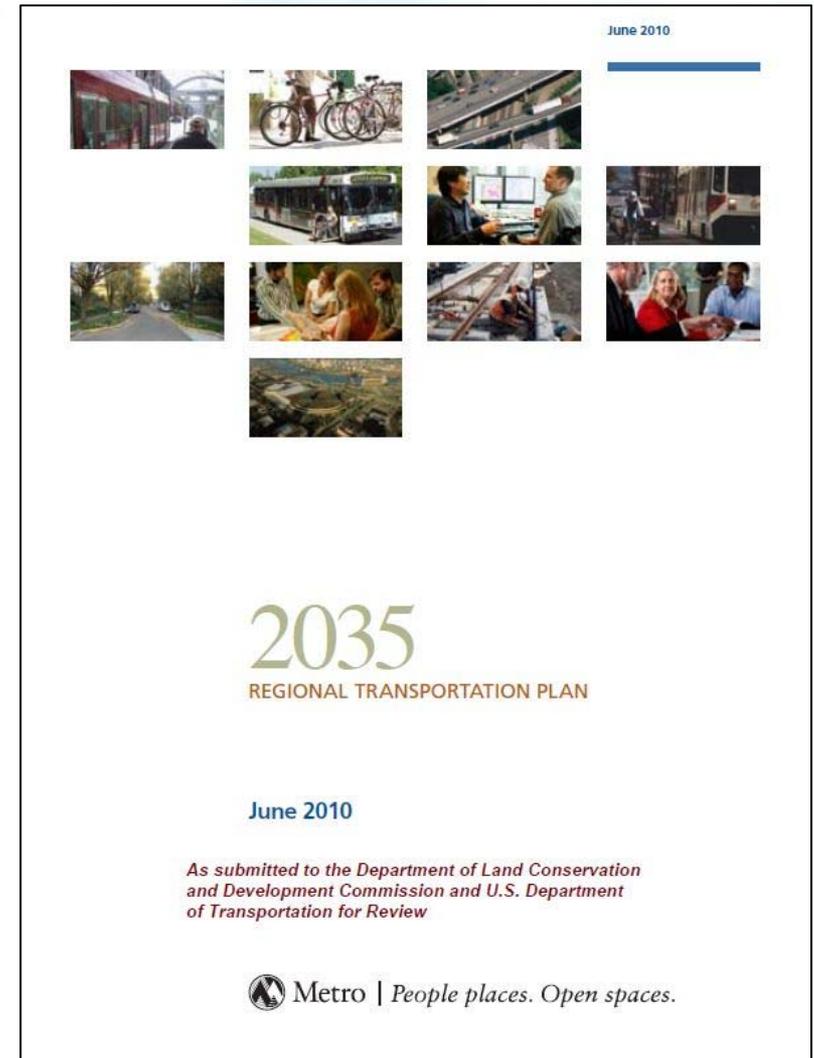


# EMCP – Policy background

## First plan from the 2035 Regional Transportation Plan

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

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



# East Metro Connections Plan

- Project Partners

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

- Multiple Stakeholders

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



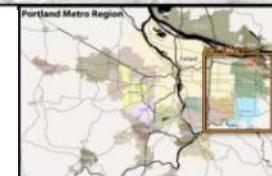
East Metro Connections Plan



Plan Area



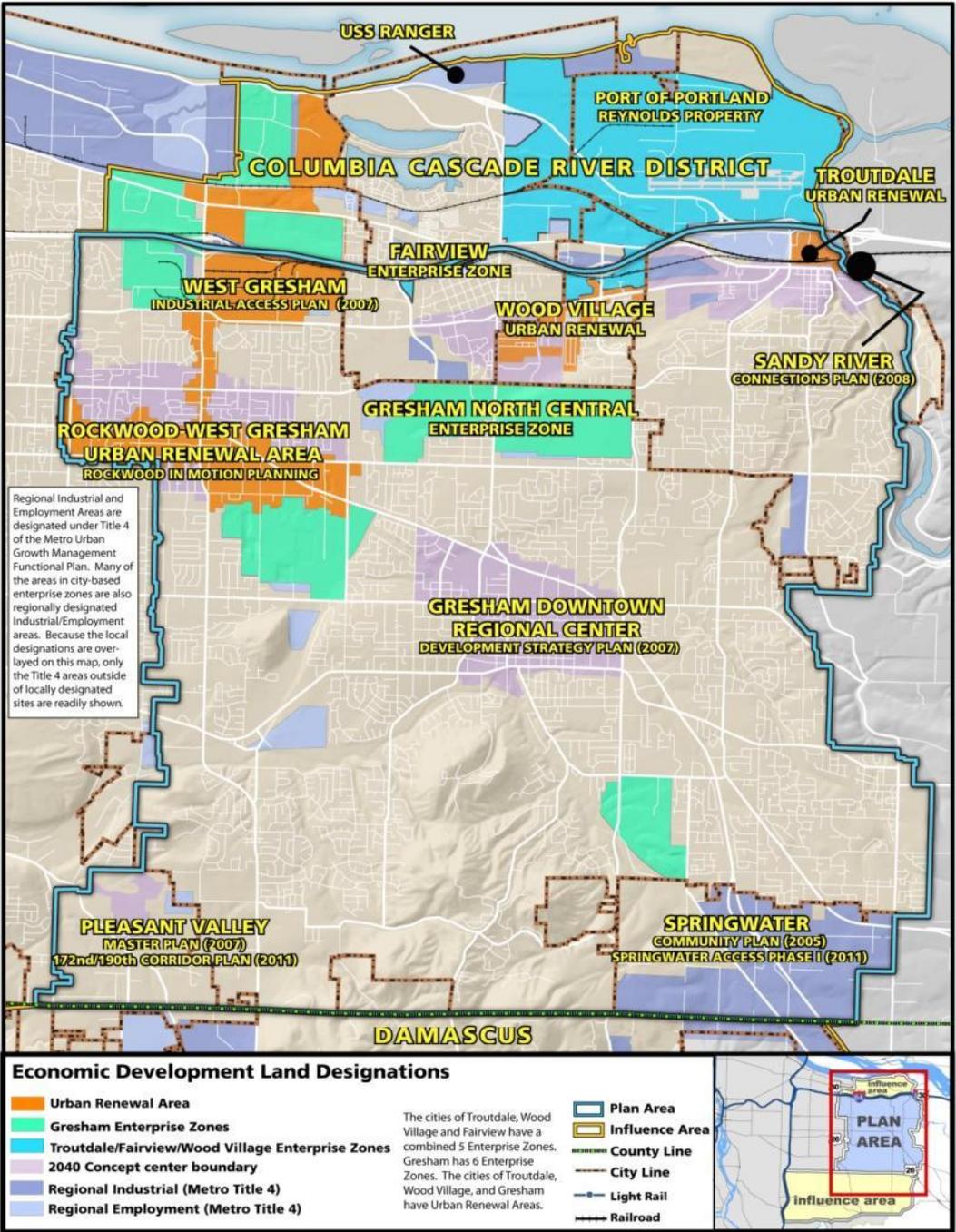
Influence Areas



# Investments that serve key land uses

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

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



# Transportation System Plan and

# EMCP

- Transportation System Plan (TSP)
  - Policies
  - Functional Classifications
  - Transportation Projects List
  - Funding Mechanisms
- East Metro Connections Plan
  - Addresses *regionally significant* north-south, east-west arterials and collectors
  - Results in a prioritized list of transportation projects for inclusion in Transportation System Plans

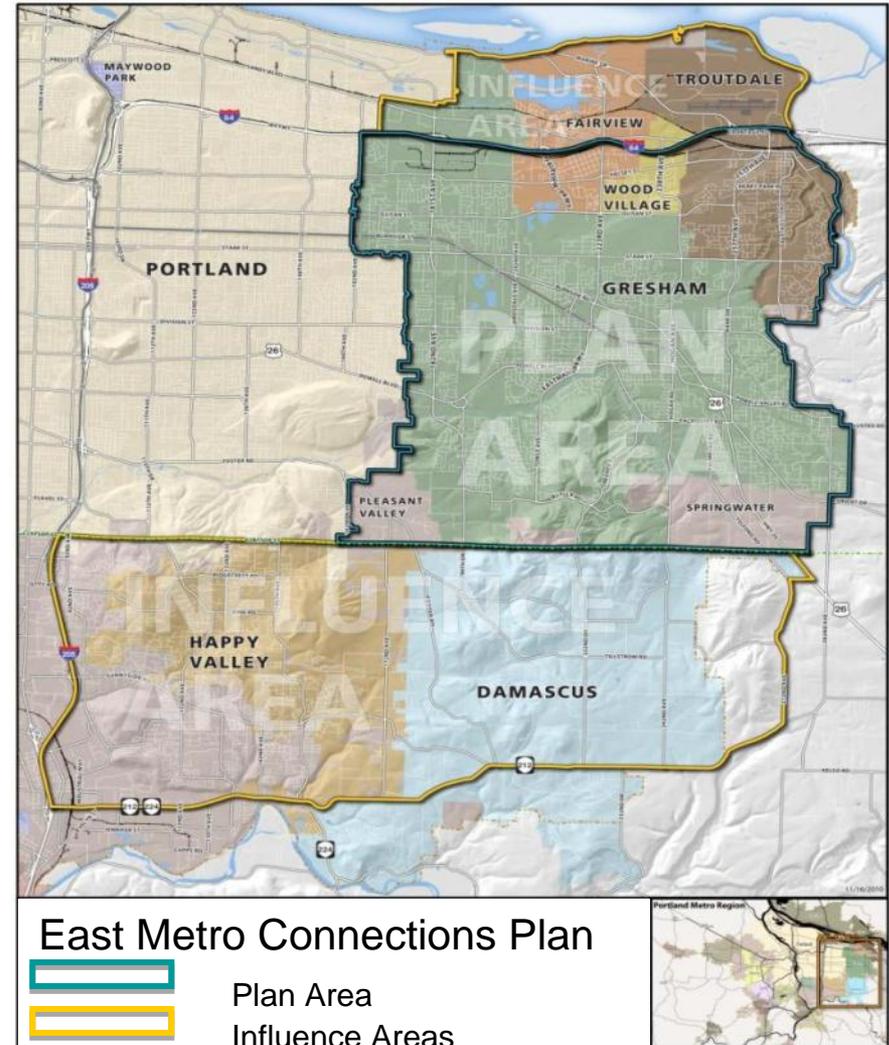
Will inform  
update to  
TRANSPORTATIO  
N  
SYSTEM PLAN

# EMCP Project Overview

Earlier studies examined highway connections



Mt. Hood Pkwy. Project Alternative (2002)



East Metro Connections Plan

- Plan Area
- Influence Areas



## ***Goals for East Metro Connections Plan***

*Support north/south connectivity between I-84 and US 26, as well as east/west connectivity and capacity in the East Metro plan area.*

*Make the best use of the existing transportation system.*

*Develop multiple solutions that encompass all transportation modes.*

*Foster economic vitality.*

*Distribute both benefits and burdens of growth.*

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

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

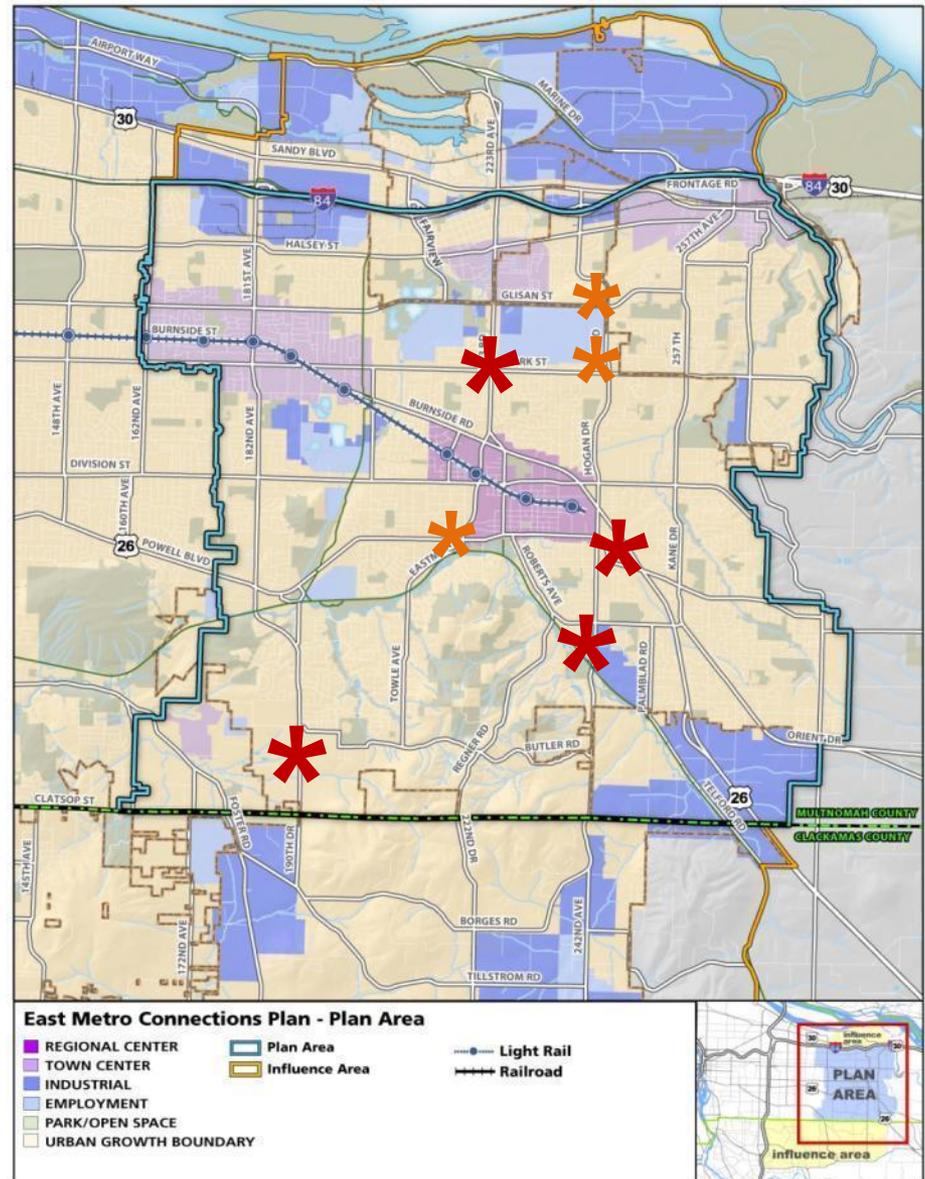
*Enhance the natural environment.*



# Year 2035 system bottlenecks

- 223<sup>rd</sup> & Stark - Severe
- 242<sup>nd</sup> & Burnside, Powell - Severe
- 242<sup>nd</sup> & Glisan, Stark - Moderate
- Powell & 174<sup>th</sup>, Eastman - Moderate
- Highland/190<sup>th</sup> Corridor - Severe

Some of these areas may require new lanes and/or intersections changes; others can be managed through system management or other low cost techniques





# Today and tomorrow's needs

- A new or dramatically widened connection between I-84 and US 26 is not needed based on traffic volume
- Some areas will experience increased future congestion and may require new lanes and/or intersections changes
  - 223rd and Stark
  - 242nd and Burnside, Powell
  - 242nd and Glisan, Stark
  - Powell and 174th, Eastman
  - Highland/190th corridor
- Lower cost solutions (e.g., signal timing) are available
  - 181st corridor
  - 207th/Glisan/223rd corridor
  - Hogan corridor
  - Kane corridor
  - Burnside corridor
  - Powell corridor

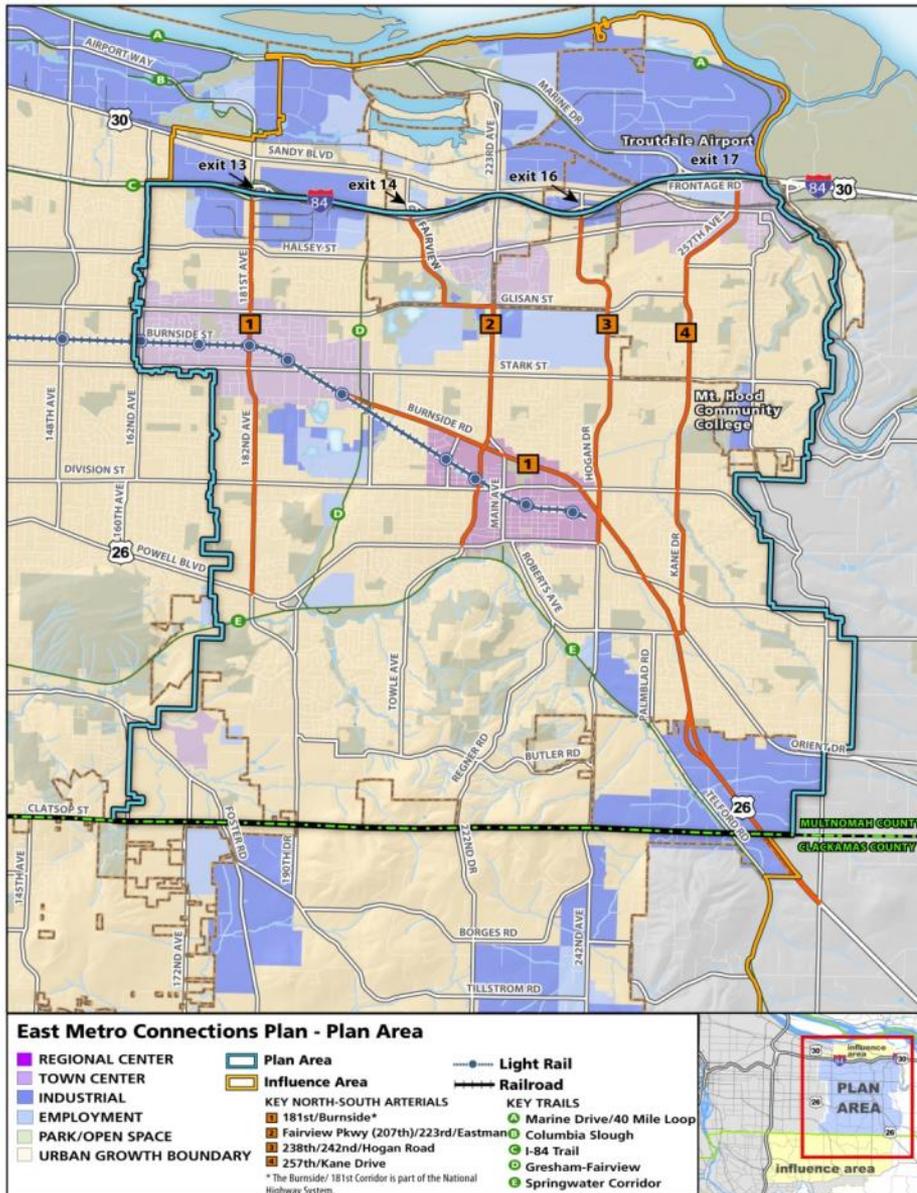
# Today and tomorrow's needs

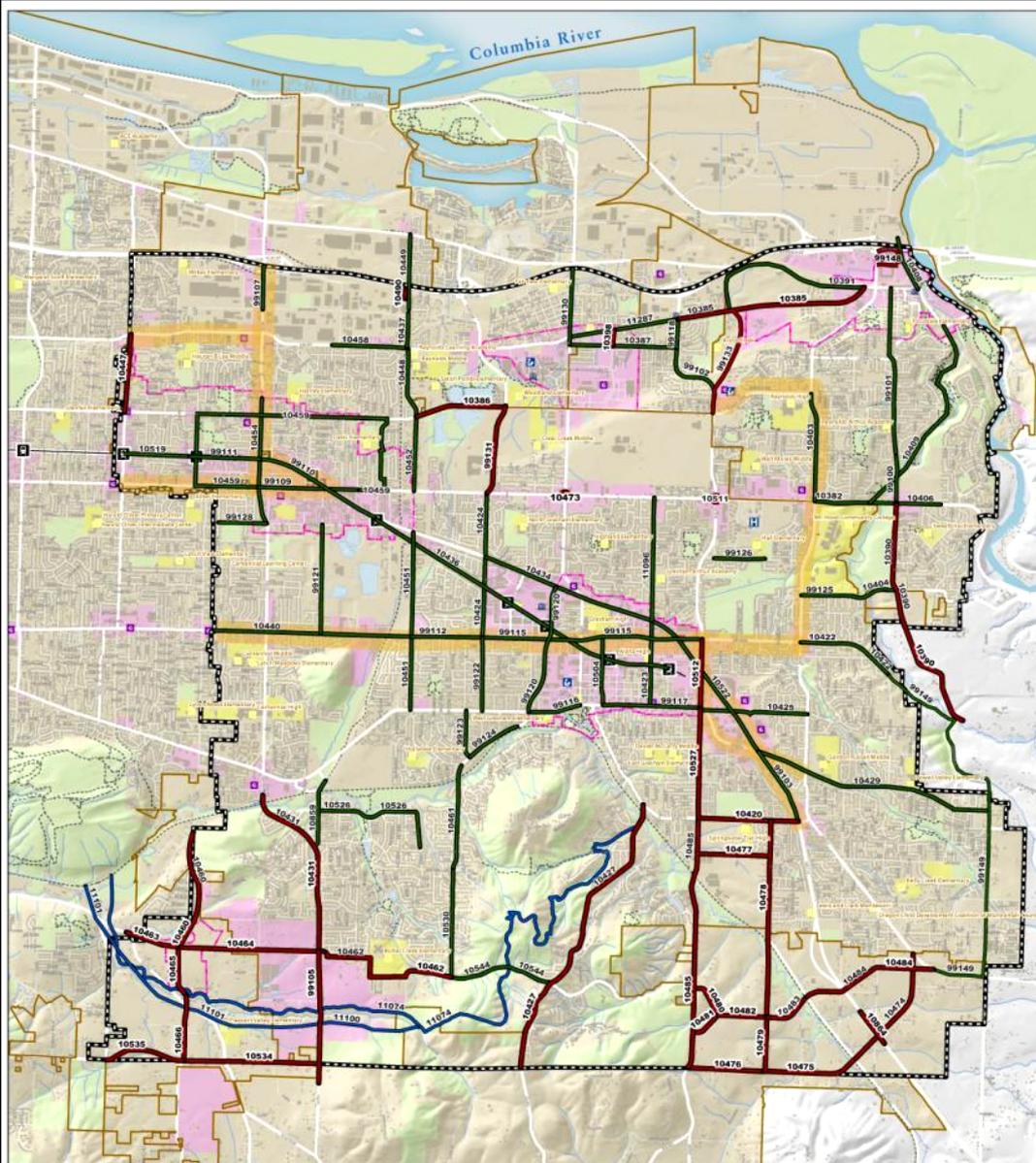
- Higher rate of crash-related injuries and fatalities prompts safety strategies at locations including
  - Division between 175th and 257th
  - 181st/Stark to I-84 and Rockwood
  - Halsey and Glisan between 162nd and 192nd
  - Cherry Park and 257th
  - Hogan/Burnside/Powell
- Opportunities to improve transit service
- Transportation investments that encourage employment and development of employment lands could provide local jobs and revenue for things such as schools and parks

# Supporting the “regional grid”

- Balanced performance
- Arterials accommodate mobility
- Distributed system

“Silver buckshot” not “silver bullet”





Investigate potential solutions (Dec to Mar)



Emerging priorities (Mar to April)



Agreement on priorities (May to July)

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

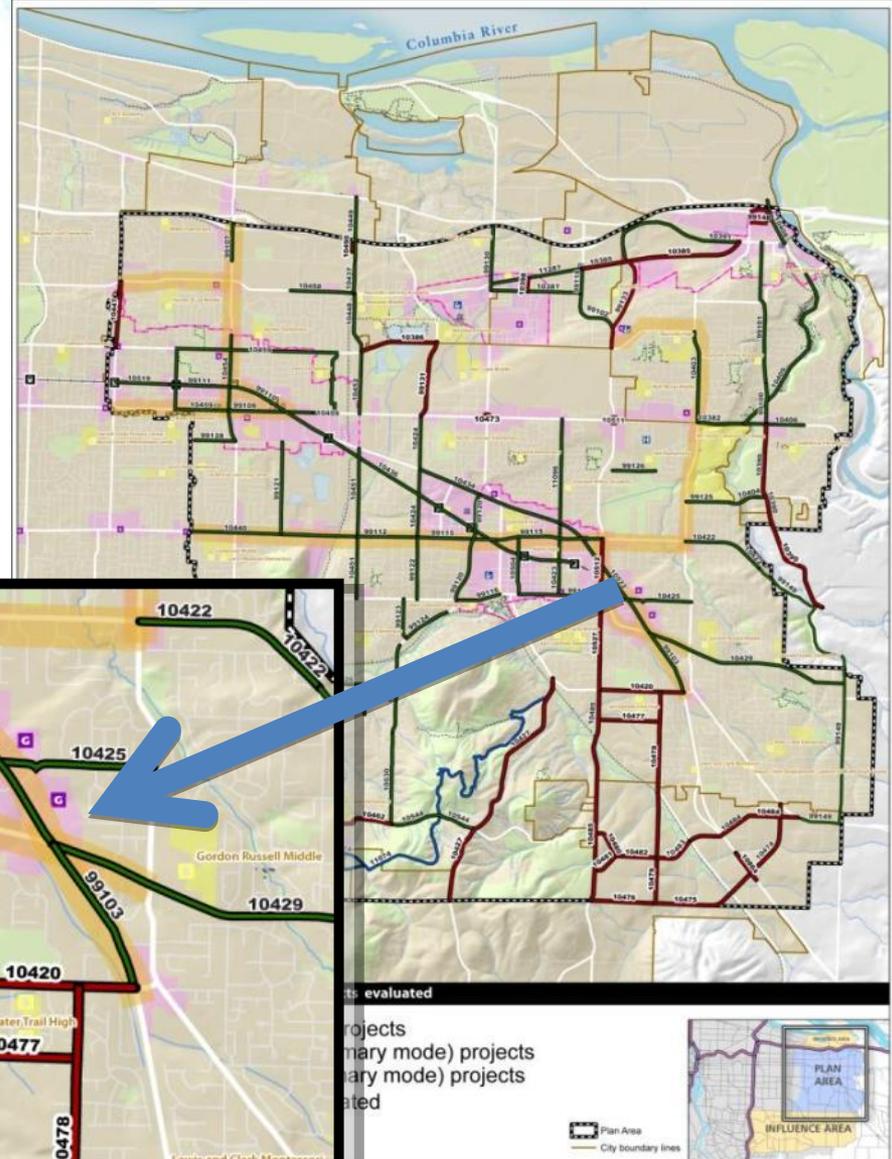
Roadway projects to be evaluated	In addition to projects identified on this map, EMC will also be evaluating a transit system network, as well as improvements in system utilization to specific arterials. Please refer to the transit map and system management map for those projects.	Schools	2040 Center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

# Identifying Projects

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



**BUNDLES** of projects  
(March to April 2012)



# Recommendation

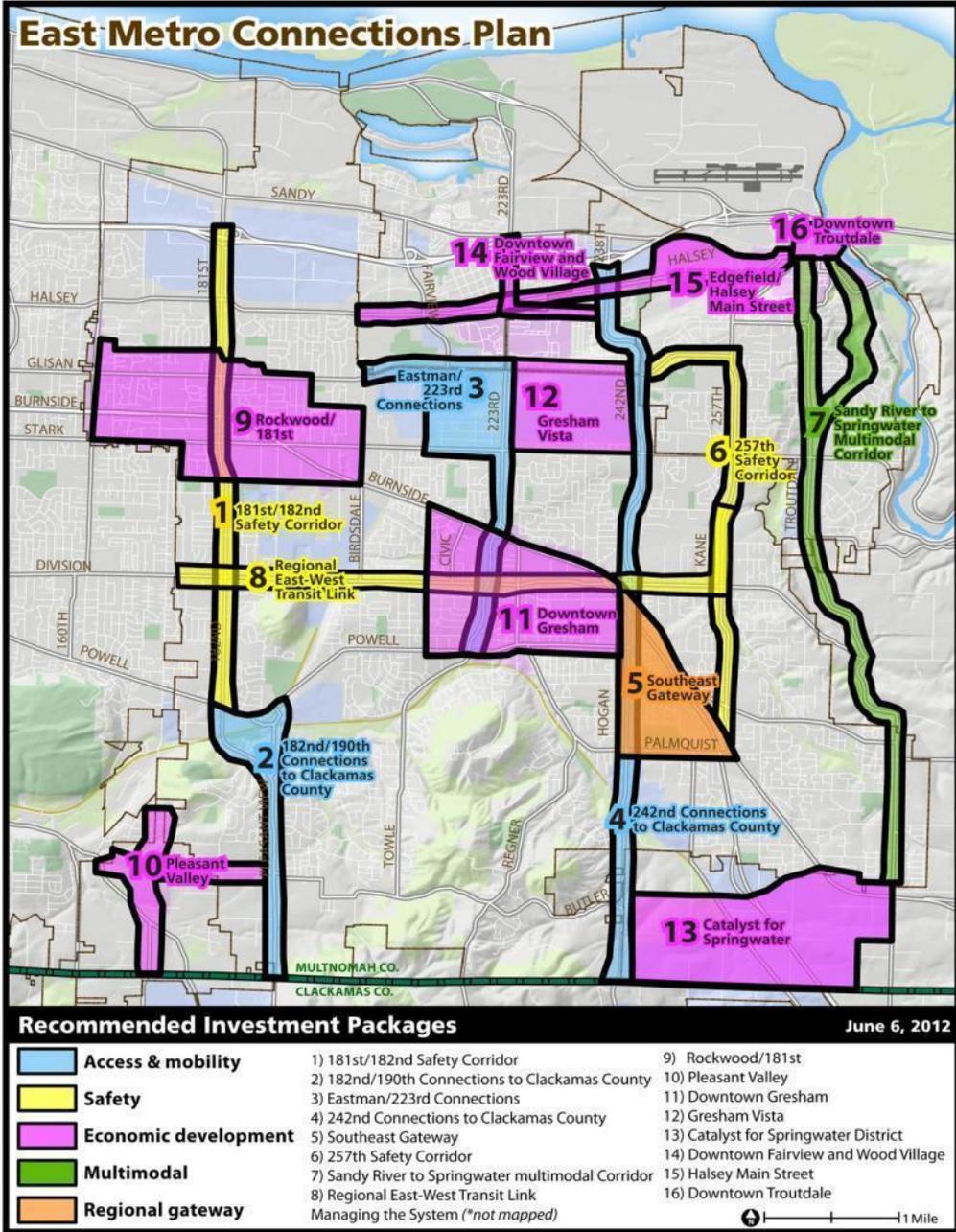
Many **disparate** projects  
(Dec. 2011 to March 2012)



**Bundles** of projects  
(March to April 2012)



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

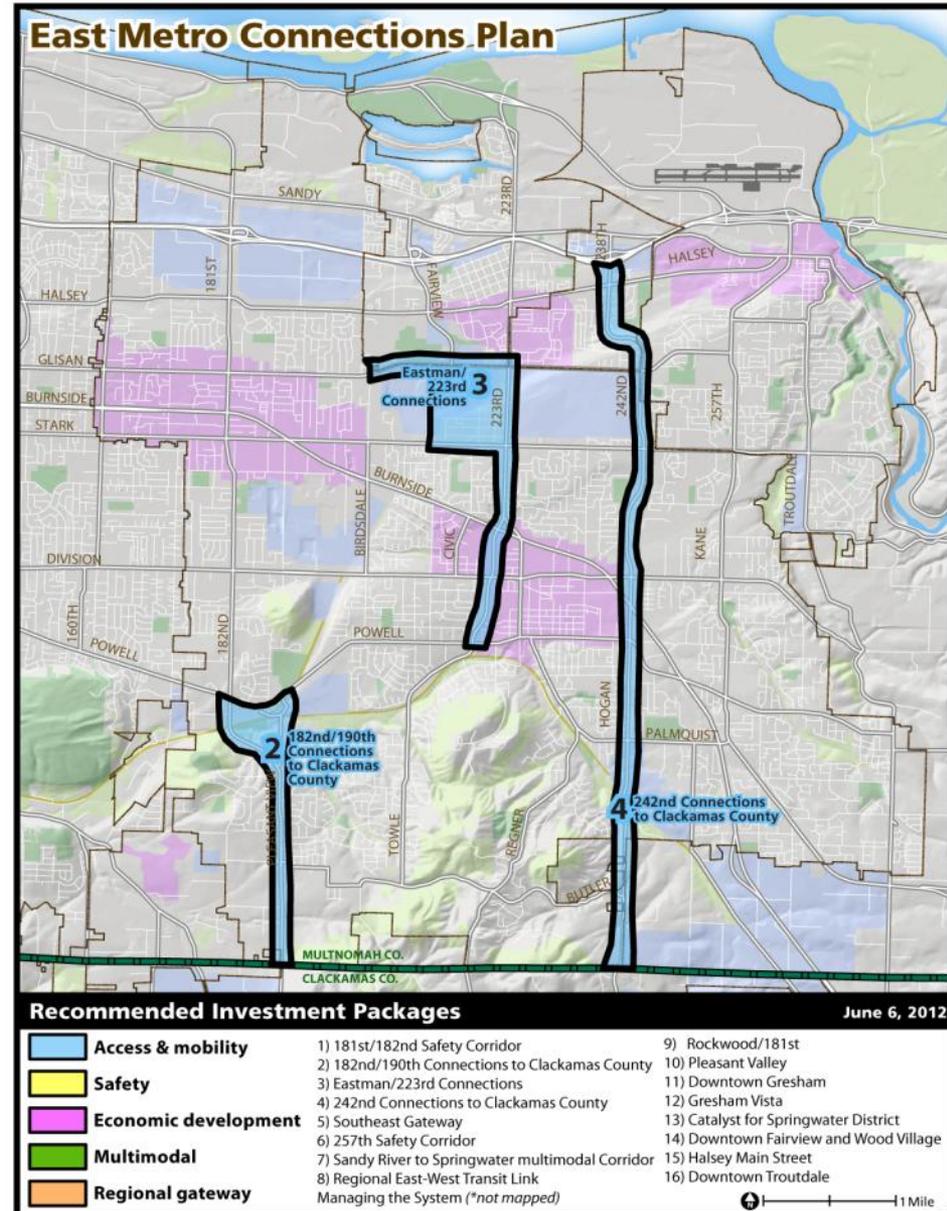
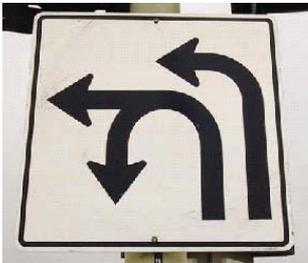


# North-South Connectivity

## ACCESS & MOBILITY

Intersection improvements

Road widening





# Improvements to 238<sup>th</sup>/242nd

Refined 238th - looking north

widened travel lanes, widened bicycle and pedestrian facility for safety



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

# North-South Connectivity

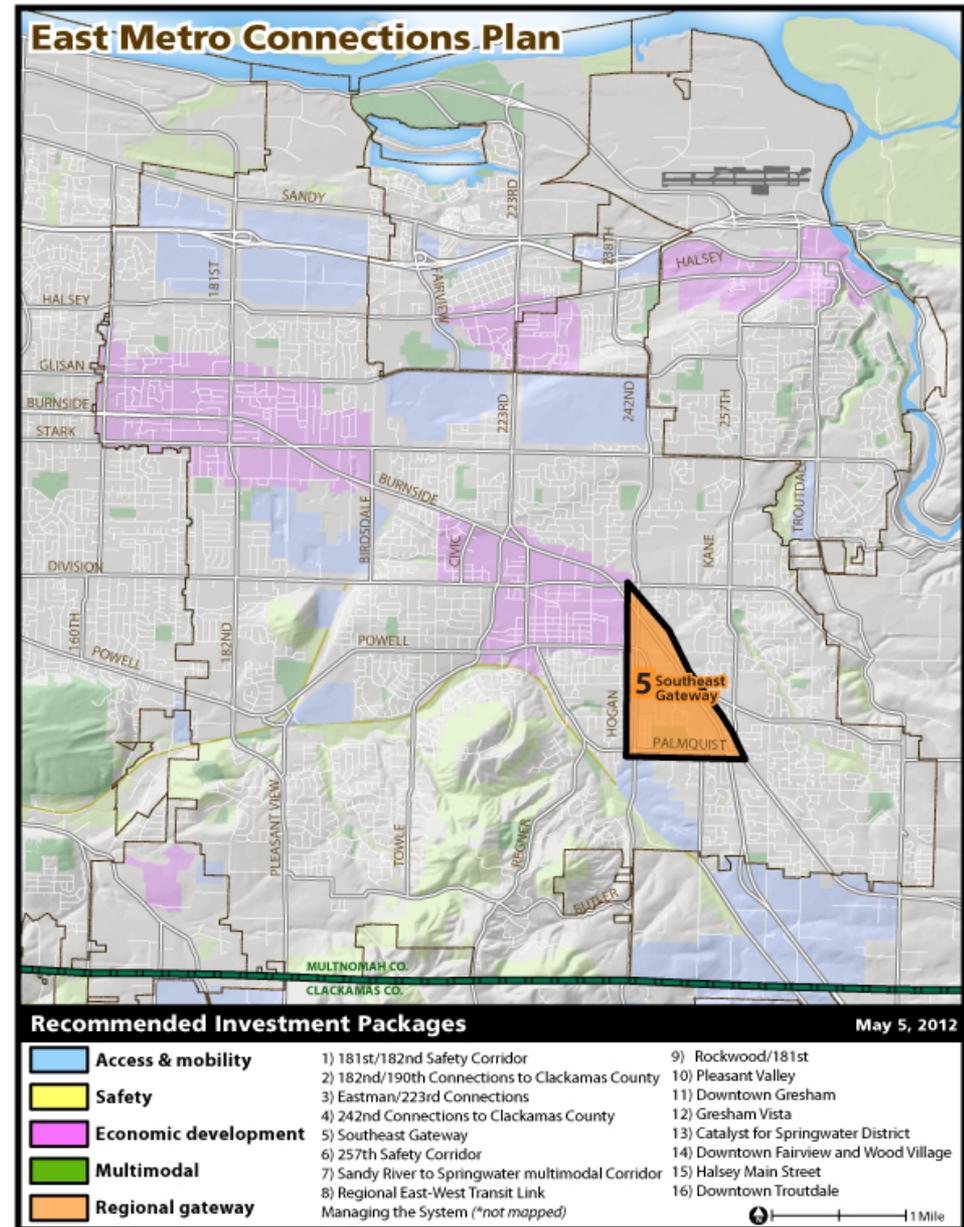
## REGIONAL GATEWAY

Intersection improvements  
and road widening

Safety improvements

Access to downtowns

Promote Scenic Byway



# North-South Connectivity

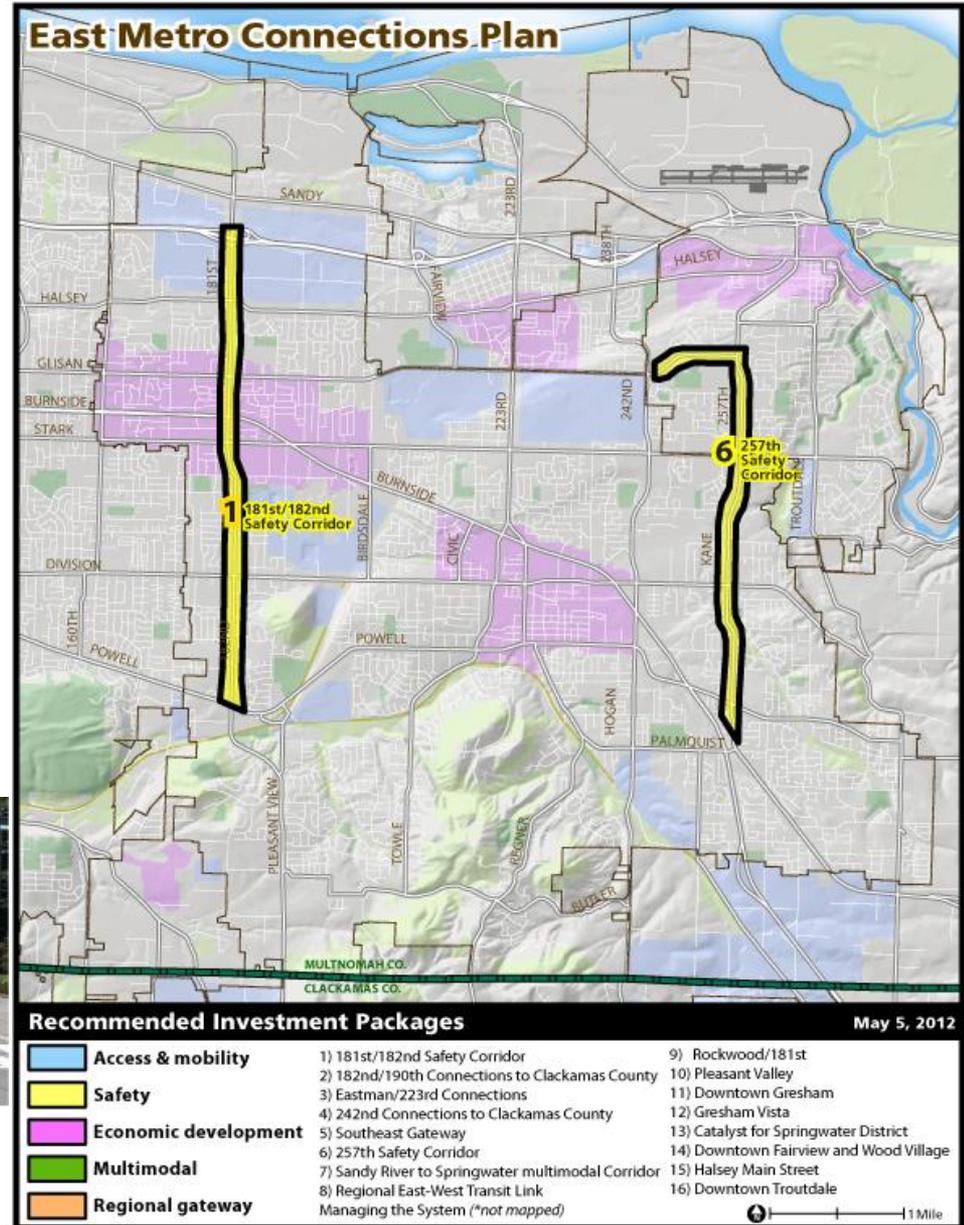
## SAFETY

Safety improvements

Multimodal improvements

Crossings

Safe routes to schools



# North-South Connectivity

## ACCESS & MOBILITY

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

Connections to / from Clackamas

Eastman / 223<sup>rd</sup>

Connections between Fairview Parkway / Downtown Gresham

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

Connections to / from Clackamas

## REGIONAL GATEWAY CORRIDOR

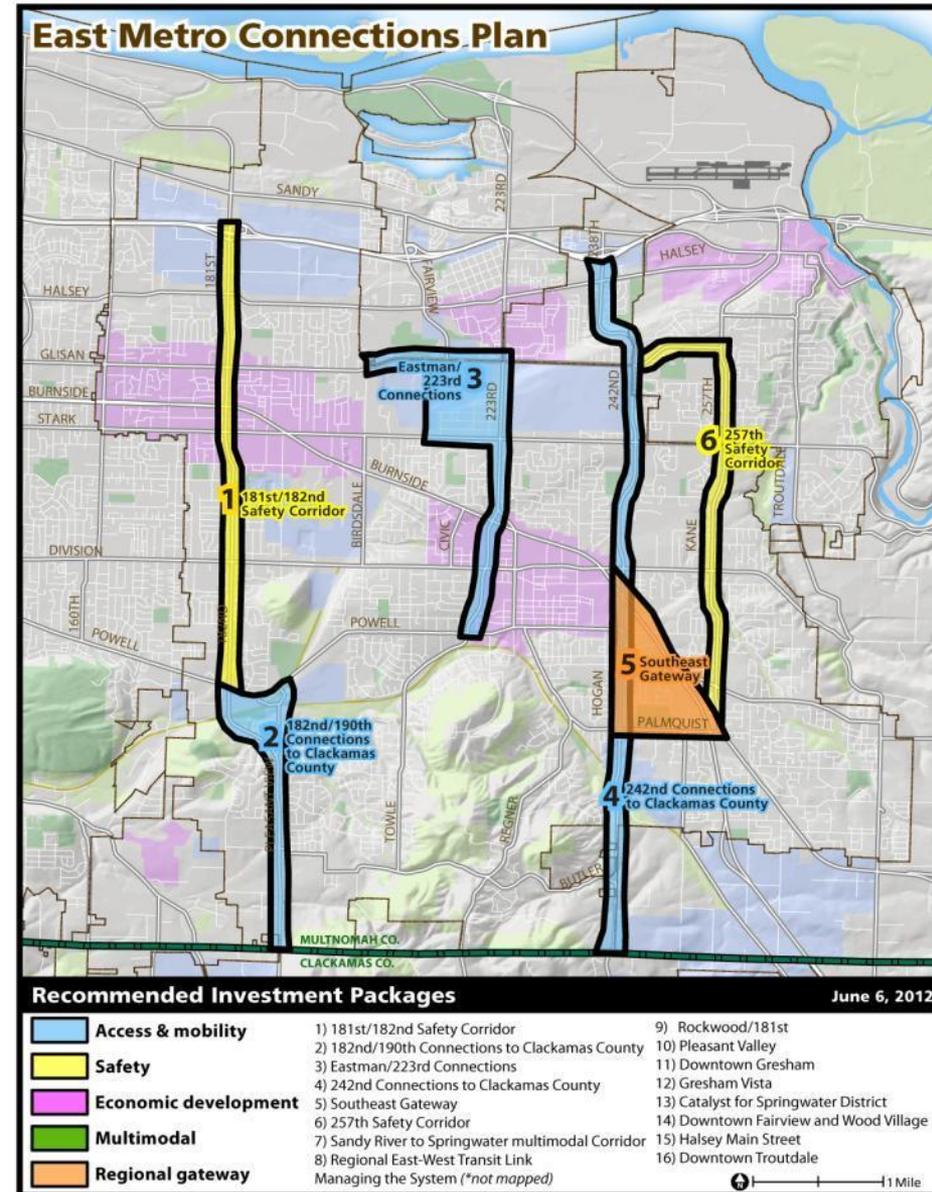
Southeast Gateway

Regional Gateway to / from US 26

## SAFETY CORRIDORS

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

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

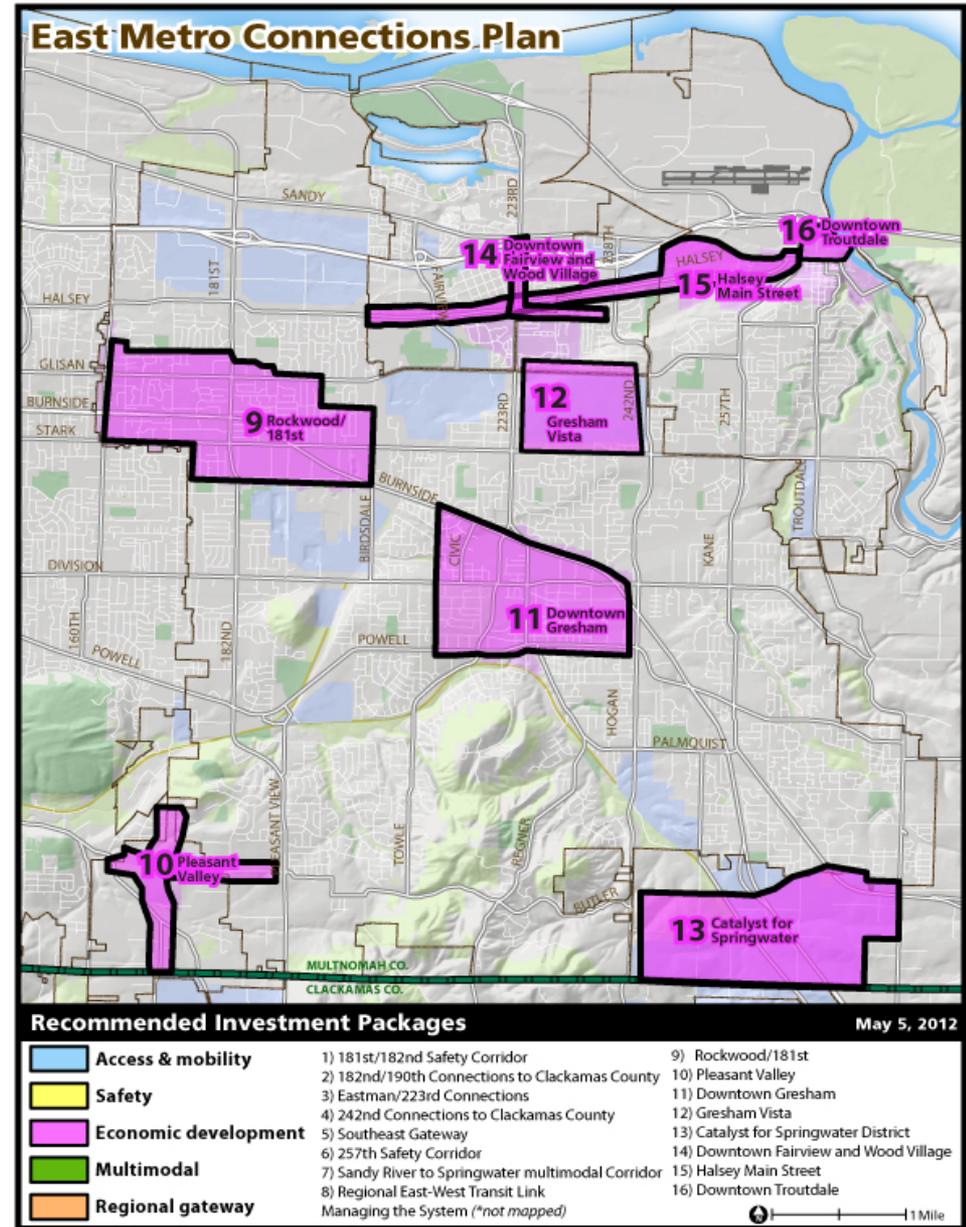


# Downtowns & Employment Areas

Projects to promote commercial development and jobs

Better access to downtowns and commercial areas

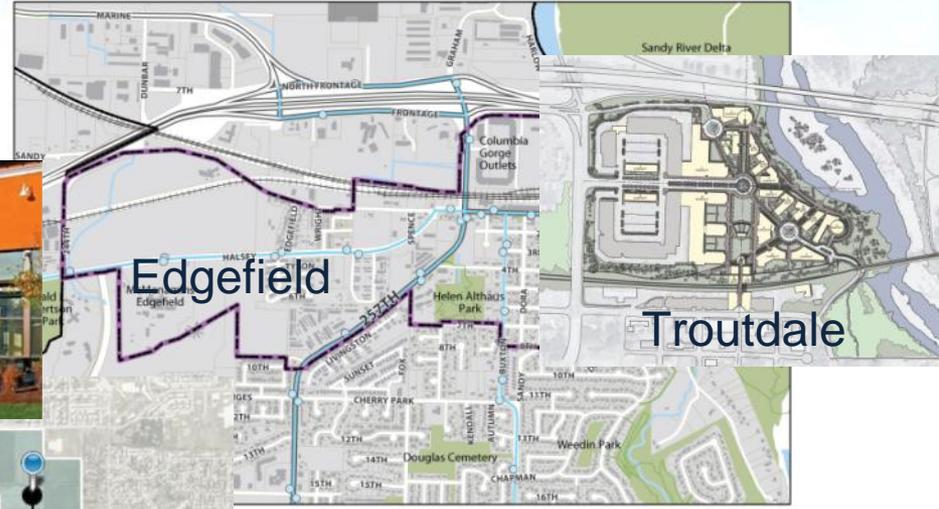
Better access to major employment areas



# Downtowns & Employment Areas



Fairview and Wood Village



Edgefield

Troutdale

**Burnside widening**  
 South side of Burnside between 185th & Stark  
 • new streetlights & wider sidewalks  
 • improved landscaping & street trees  
 • on-street parking between 185th & 188th  
 • safer pedestrian crossings at intersection of 188th & Burnside



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

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

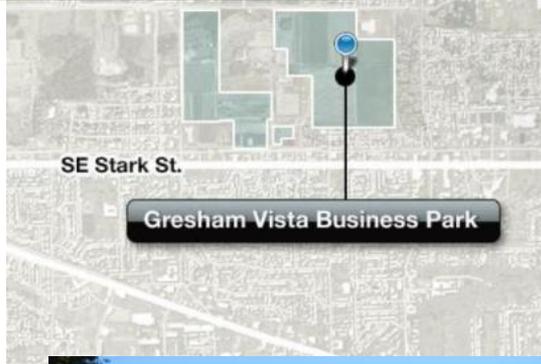


This segment of 188th will become a driveway with parking.

Rockwood

**SE Stark Boulevard Phase II**  
 190th to 199th Avenue  
 • new sidewalks, streetlights & underground utilities between 190th & 194th  
 • enhancements to the existing crosswalk east of 194th  
 • improvements to medians  
 • new ADA-accessible driveways

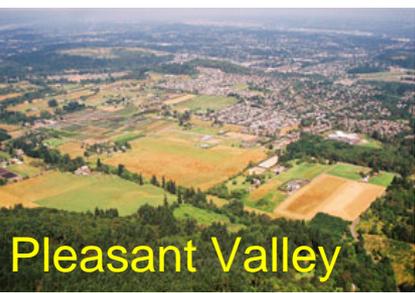
**Extend 187th from Stark to Burnside**  
 • new street connection extending 187th from Stark to Burnside will create a safer path between the MAX station and the neighborhood south of Stark.  
 • new signalized intersection at 187th & Stark  
 • existing segment of 188th will be converted to a one-way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



Gresham Vista Business Park



Downtown Gresham



Pleasant Valley



# Regional Mobility

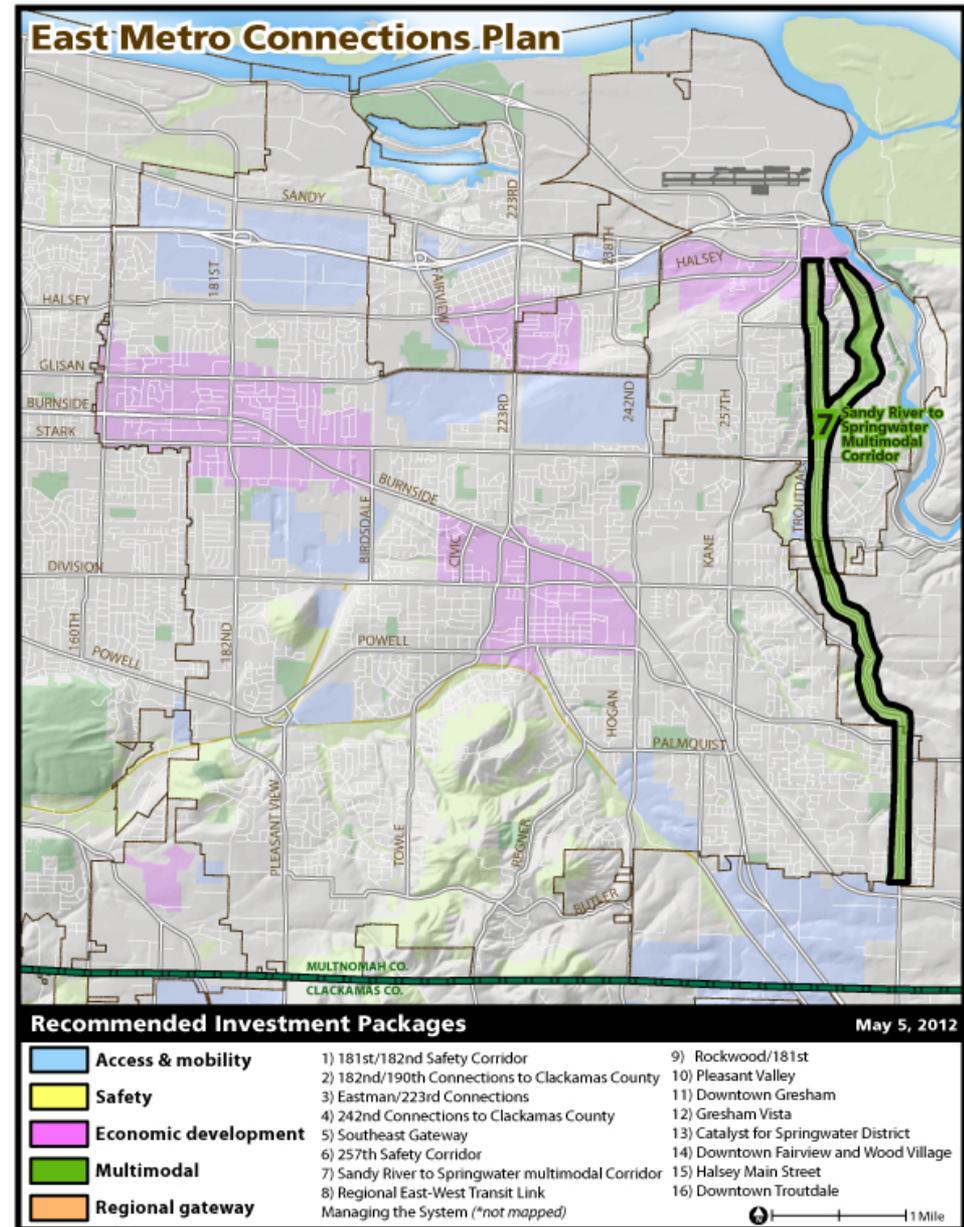
## Complete 40-Mile Loop

Improved connection to Mt. Hood Community College

Neighborhood connections

Access to parks and natural areas

Economic Development and Tourism

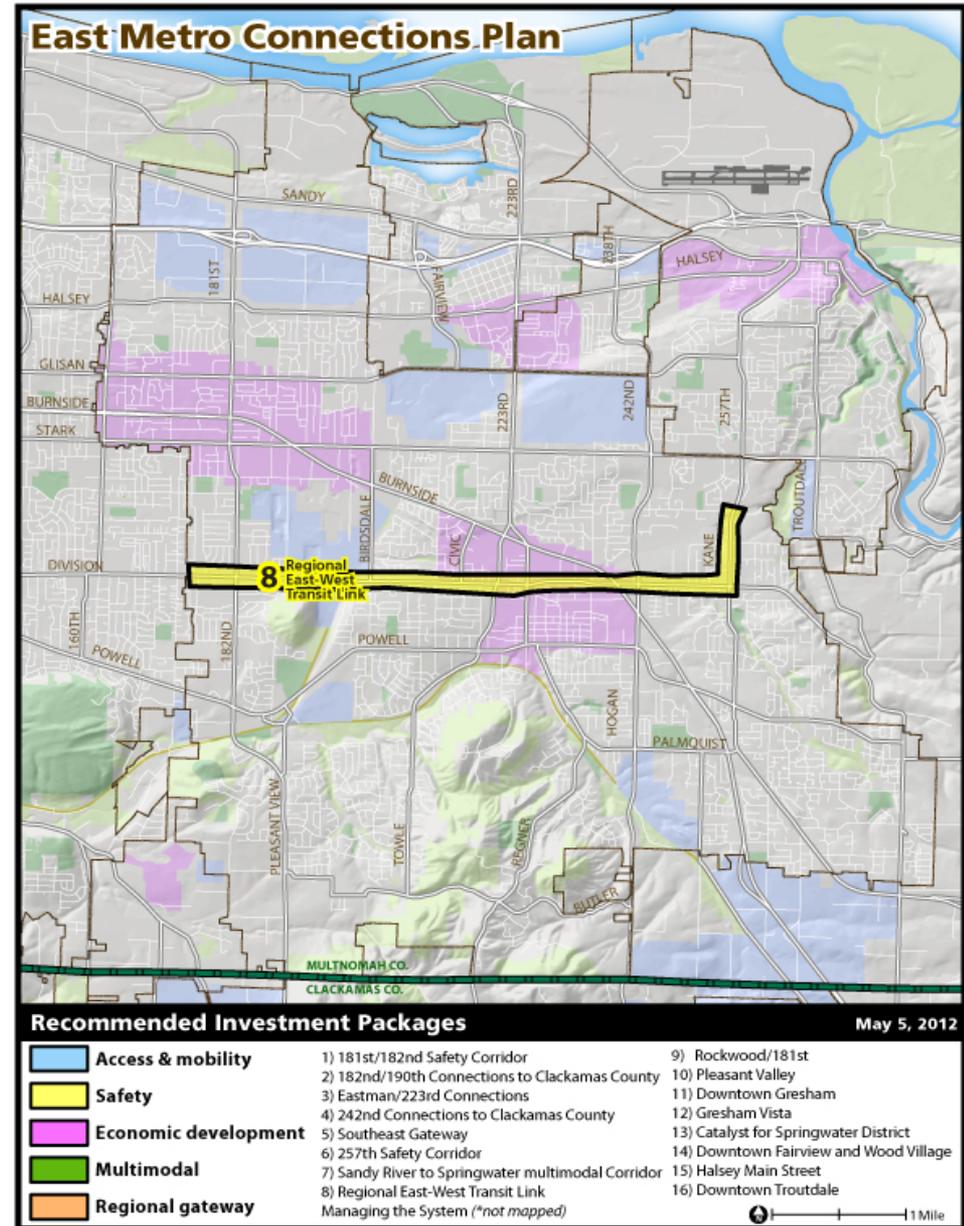


# Regional Mobility

Projects to promote commercial development and jobs

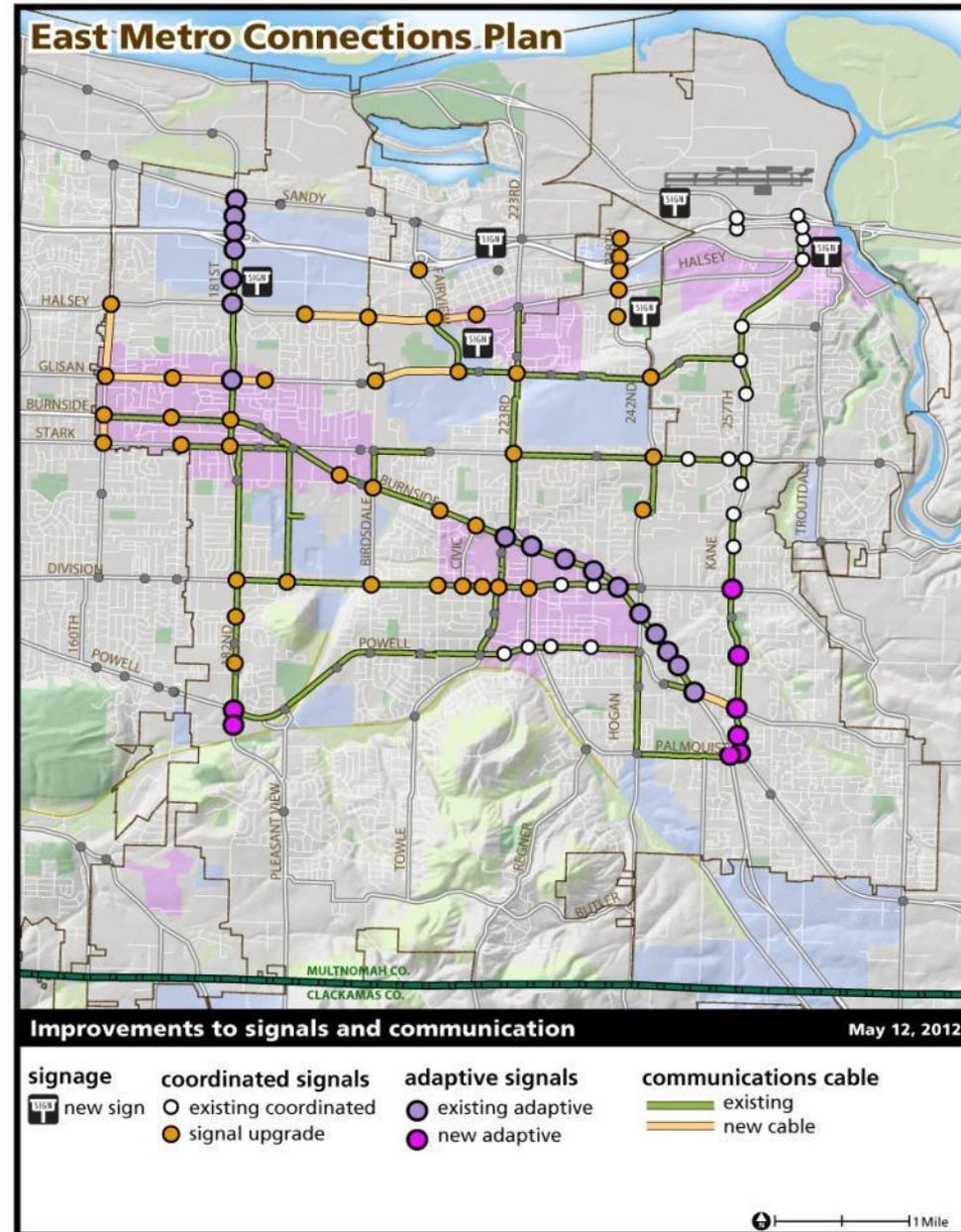
Improved transit to Mt. Hood Community College

Safety improvements to better connect to bus shelters



# Regional Mobility

## Improved Signal coordination and timing

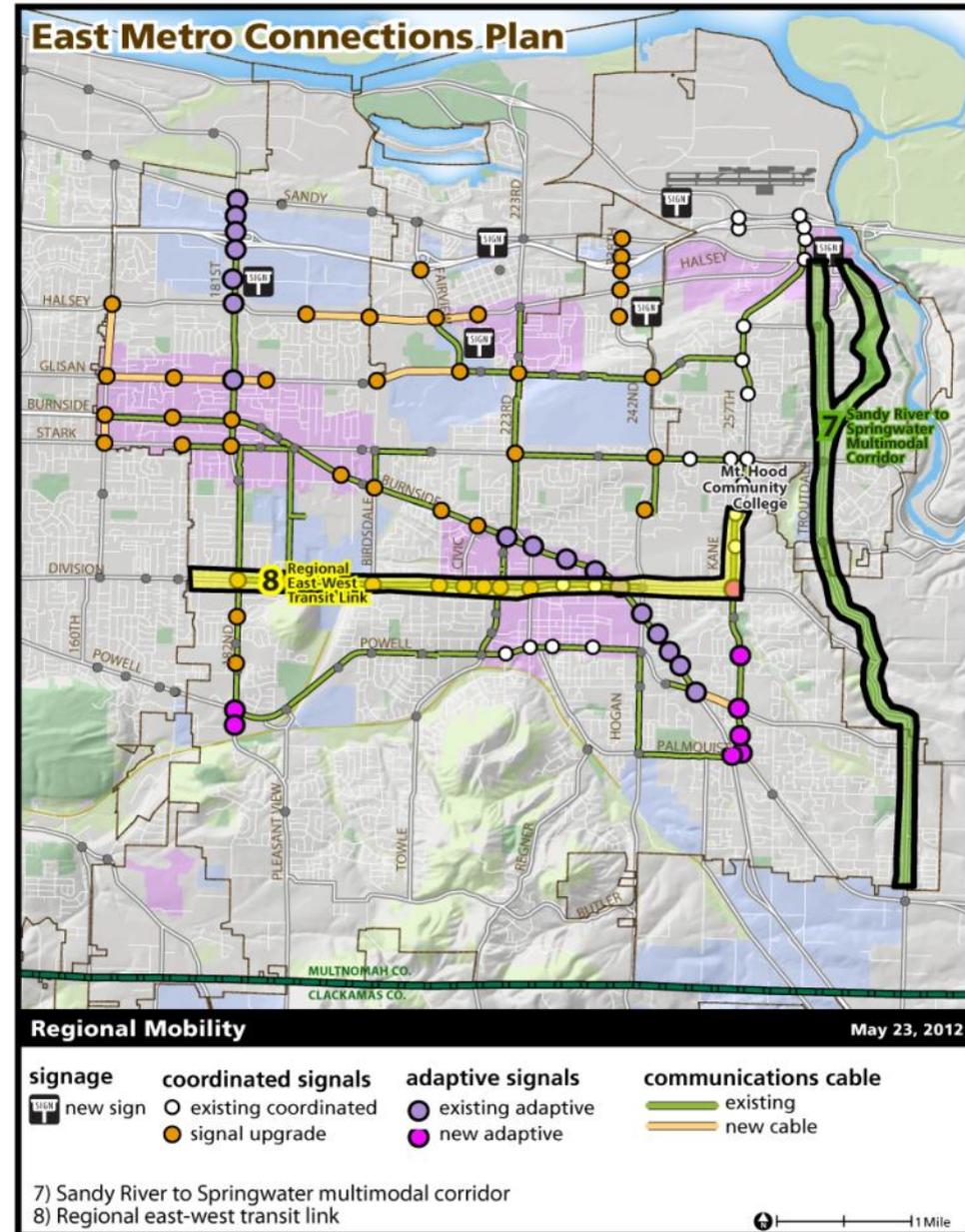


# Regional Mobility

Sandy River to Springwater  
Multi-Modal Connections

Regional East-West Transit Link

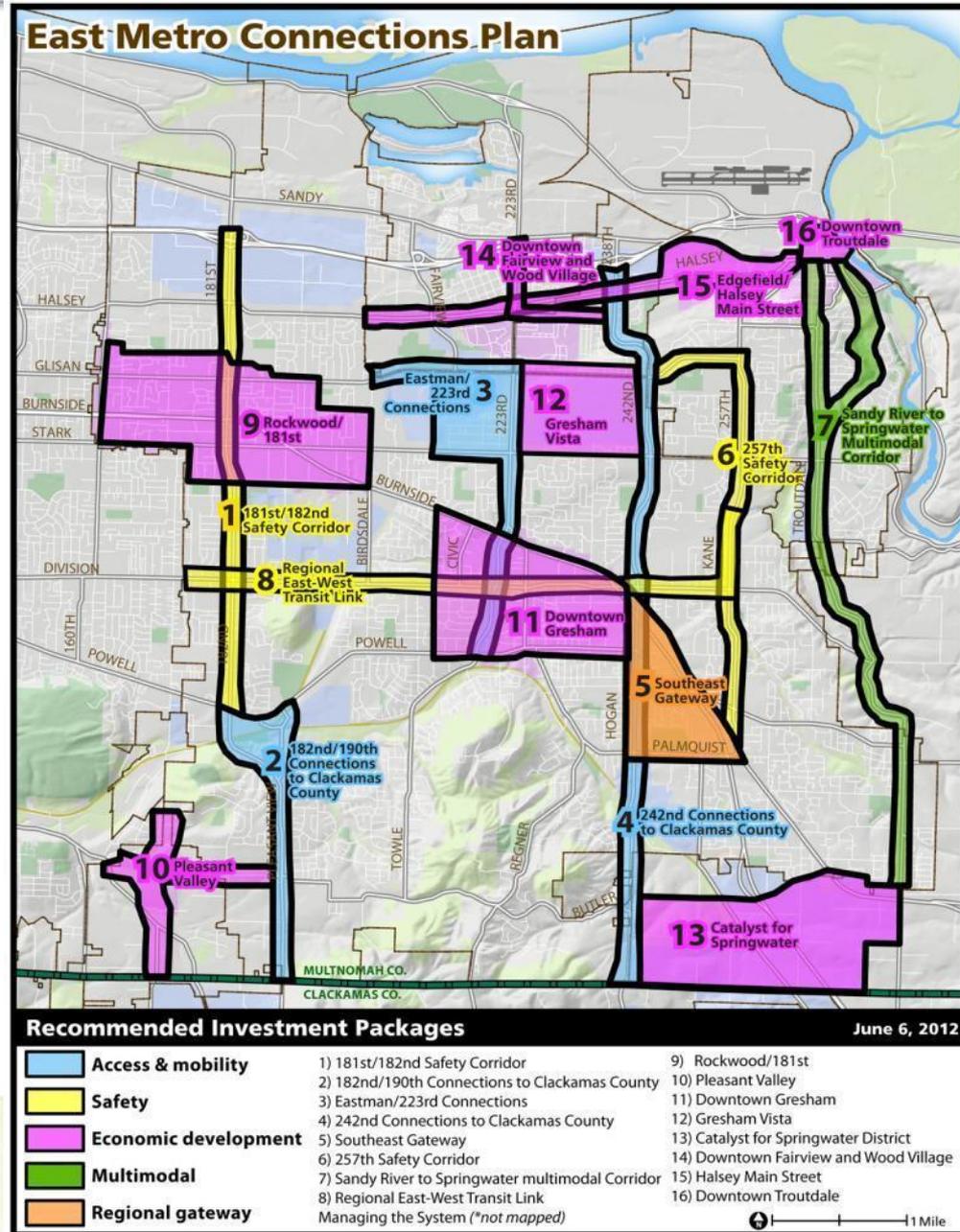
Transportation System Management



# Recommendation

Targeted investments for **access & mobility, economic development, safety**

Distributed system  
 Cost-effective  
 Contextually-sensitive



# Public Outreach

- ⌘ Steering Committee (6 meetings)
- ⌘ Economic Development Committee (2 meetings)
- ⌘ Technical Advisory Team (42 meetings)

- ⌘ **EMCP Open House** March 2012
- ⌘ Regular updates to **East Multnomah County Transportation Committee** (EMCTC)
- ⌘ Oregon Truck Driving Championship (June 2011)
- ⌘ Regular email updates to interested parties list

- ⌘ Presentations to Gresham, Fairview, Troutdale, Wood Village City Councils and Planning Commissions plus Multnomah County Commission

- ⌘ **Online survey** about travel in East County
- ⌘ **Neighborhood Connections:** 4 articles
- ⌘ **Oregonian:** 3 articles (Sept 2011, April 2012, June 2012)
- ⌘ **Outlook Newspaper**



EMCP Open House, March 2012

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



# Agreement

- June 6, 2012: **Steering Committee Recommendation** - unanimous support from all steering committee members
- June 11, 2012: **East Multnomah County Transportation Committee endorsement**
- June 14, 2012: **East Metro Economic Alliance Board endorsement**



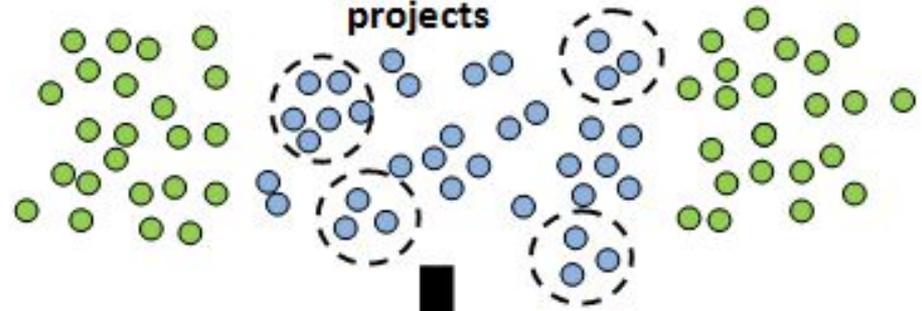


# Next Steps

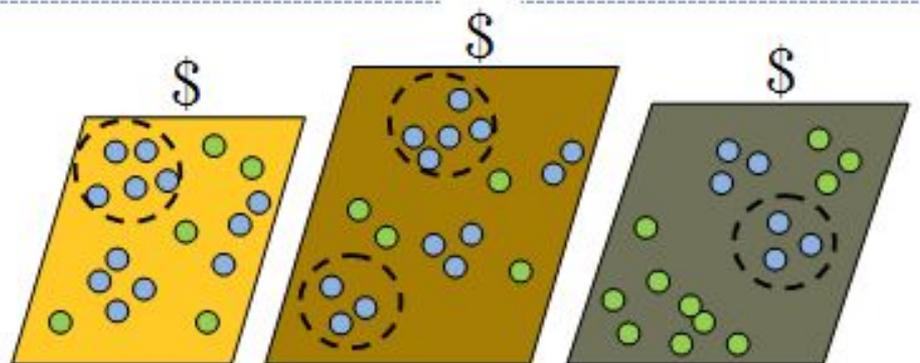
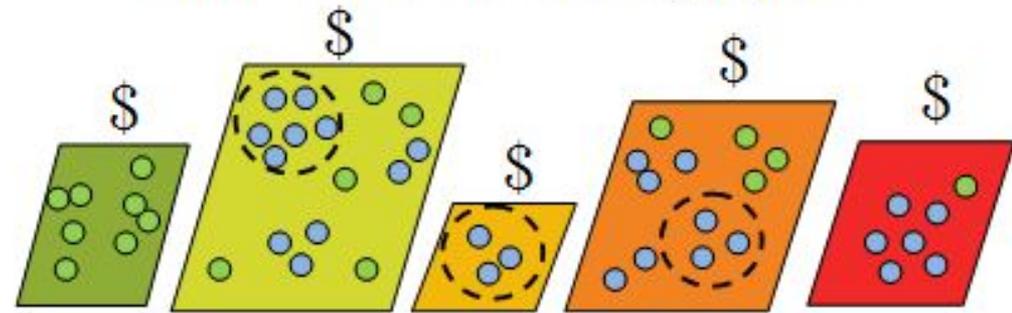
- **June – July:** Local adoption of investment packages by Gresham, Fairview, Troutdale, Wood Village, Multnomah County
- **Fall /Winter:** Update Regional Transportation Plan and local Transportation System Plans
- **Summer 2012 and ongoing to 2035:** Implement investment packages identified through the EMCP process
  - Coordinated with projects along the Columbia River in Columbia Cascade River District and Troutdale Reynolds Industrial Park
  - Coordinated with local projects

**Agreement on project priorities makes us more effective at the regional, state, federal table**

Integrate EMCP action plan with other east County projects

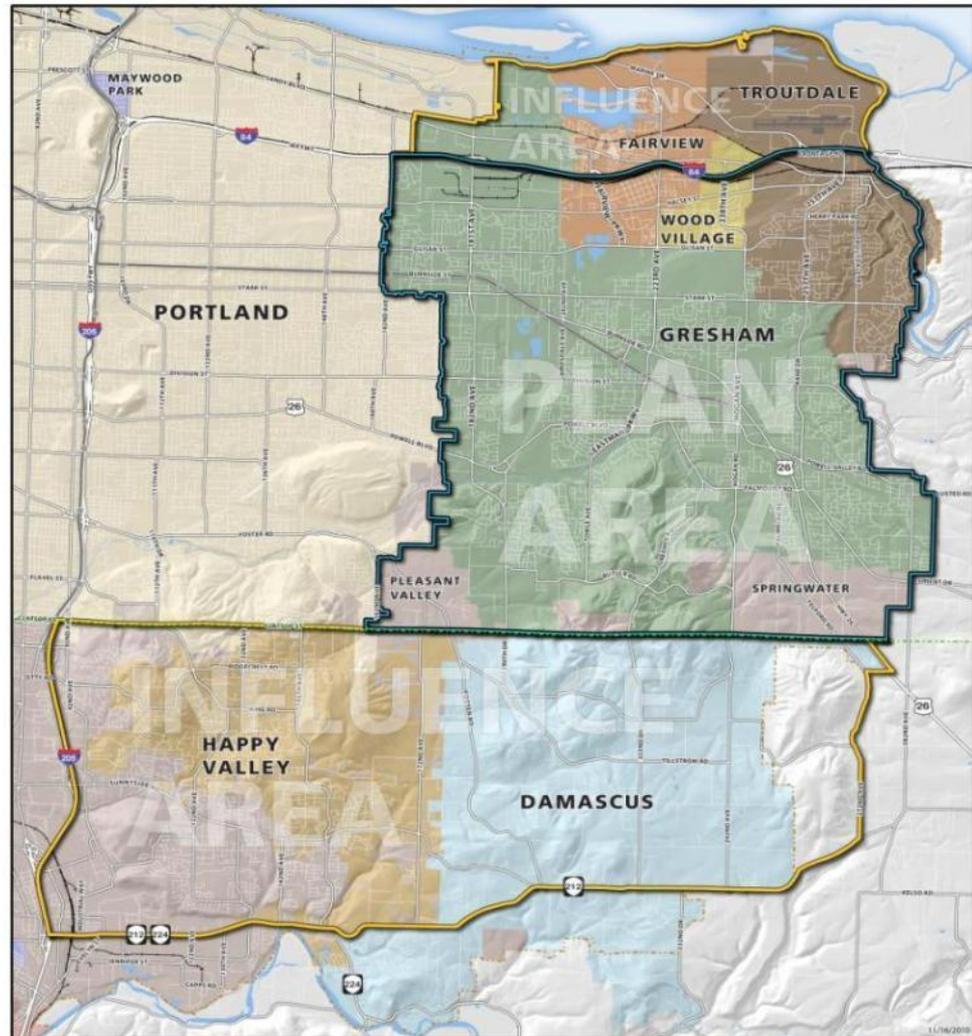


Determine eligible funding sources and strategically align EMCP and other east County projects



**Investments that  
serve key land uses**

**Investments that  
support mobility**



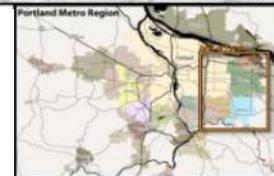
East Metro Connections Plan



Plan Area

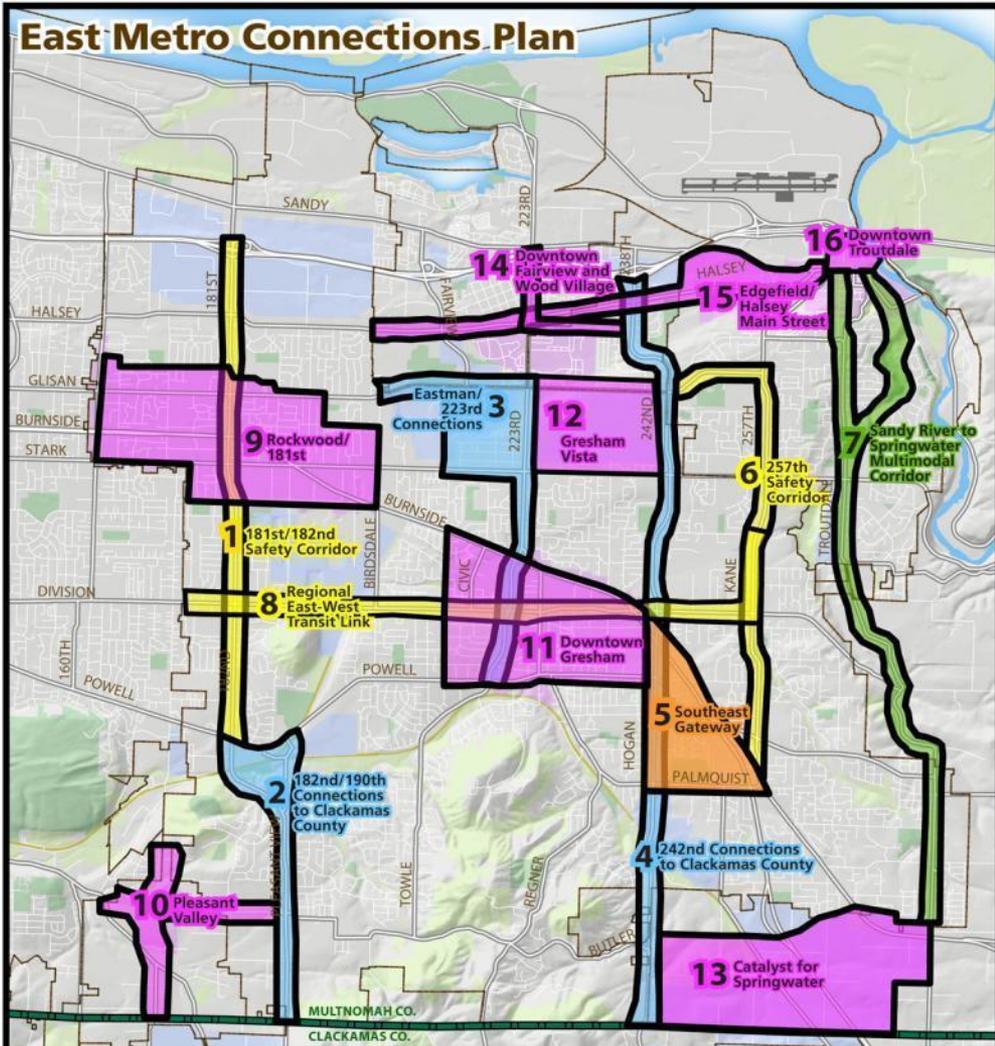


Influence Areas



# Recommendation

## DISCUSSION



### 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)	

