

East Metro Connections Plan

Councilor Shirley Craddick
November 8, 2011



East Metro Connections Plan

Transportation and other
investments in

Fairview

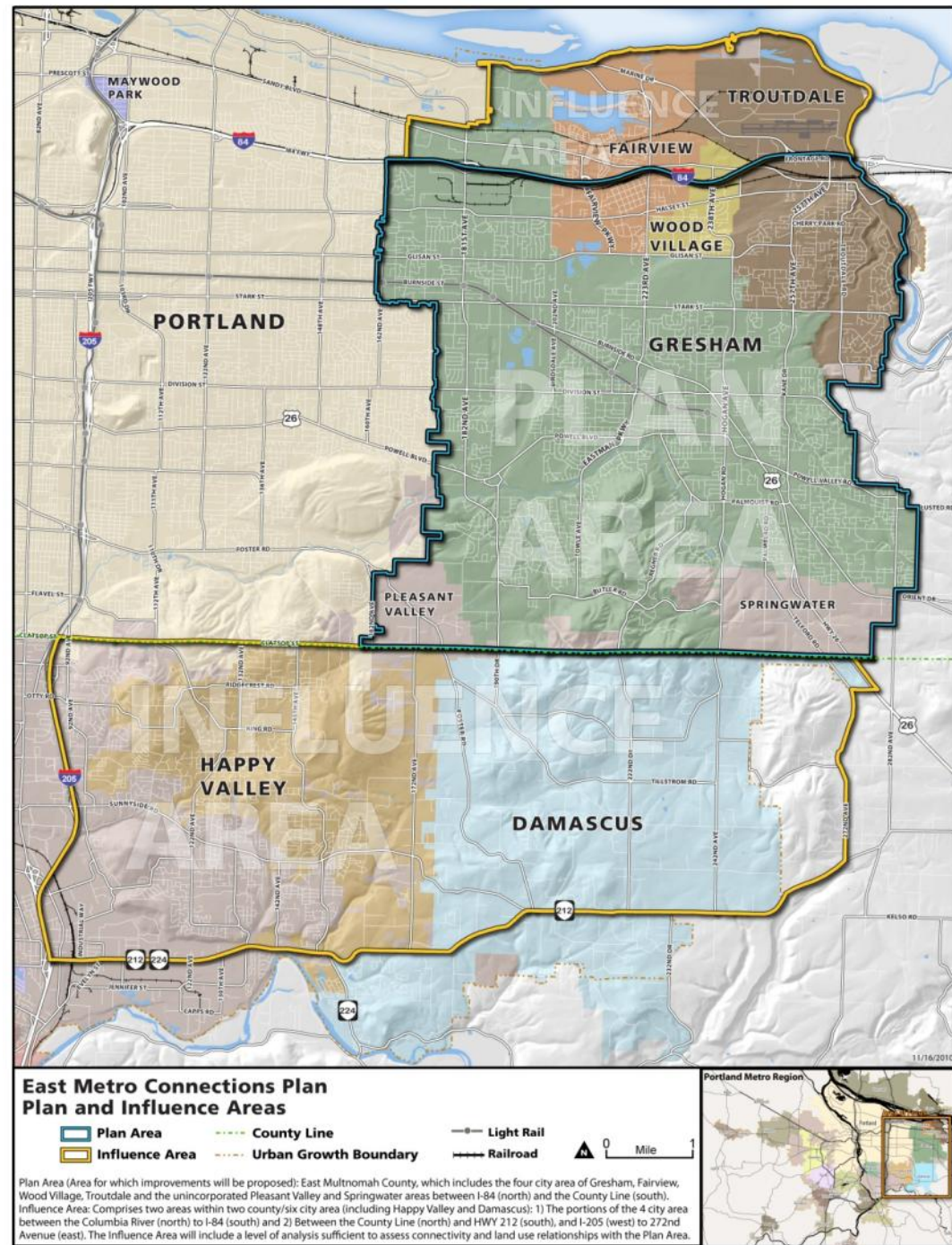
Troutdale

Wood Village

Gresham

Multnomah County

that advance economic and
community development

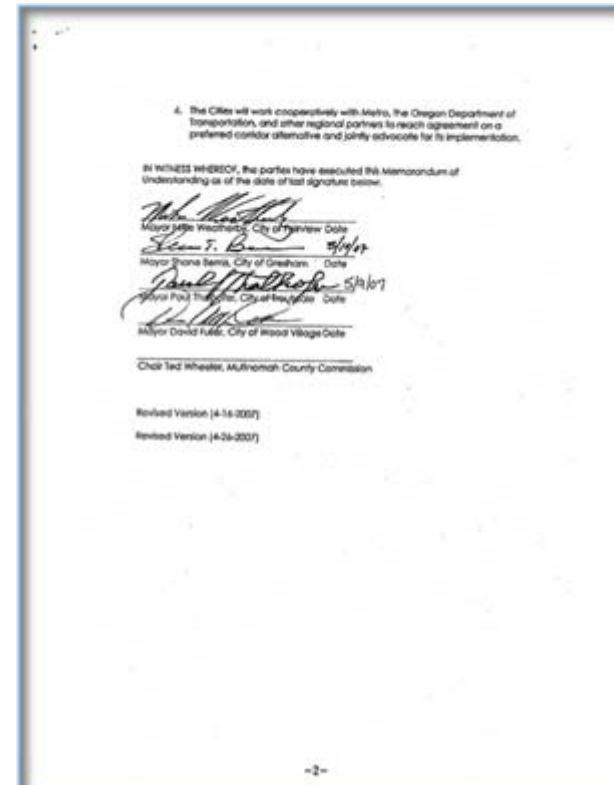
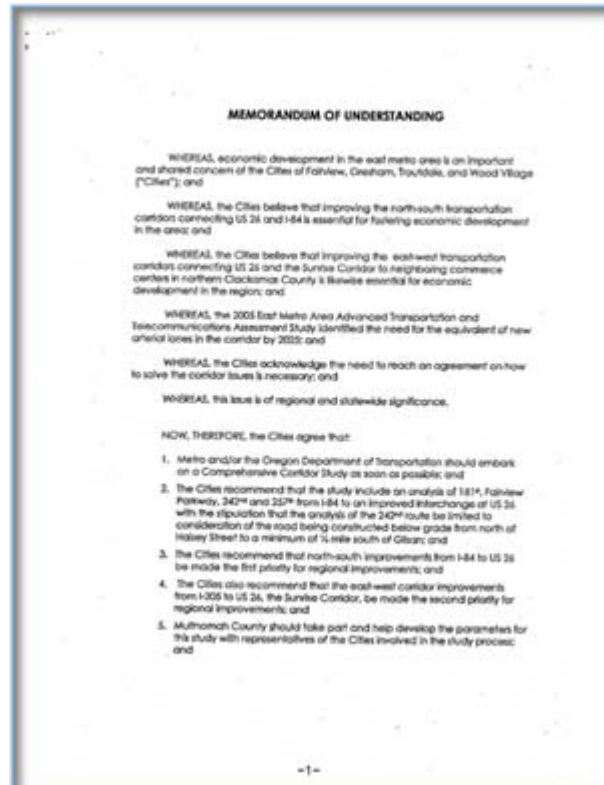


Why East Metro Connections Plan?

- **2007 - Memorandum of Understanding between Fairview, Gresham, Troutdale, Wood Village and Multnomah County**

Whereas economic development in the east metro area is an important and shared concern

- **2009 - Demonstration of local support for study and regional prioritization**
- **2012 - Local and regional commitments**





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.



Transportation findings to date

- The area has a rich network of east west and north south arterials.
- Current traffic congestion is not severe, although some areas and intersections are near capacity.
- Through truck drivers do not choose the current designated freight route.
- There are numerous safety issues and conflicts with surrounding land uses.
- Future population growth is expected to add to traffic congestion.
- System is lacking good north/south transit and key bike and pedestrian connections.



Land use findings to date

- Centers have policies and plans in place but face numerous challenges to achieving these aspirations.
- There is available industrial land but problems such as lack of infrastructure hinder redevelopment.
- Corridors (or the land use along the arterials) have residential and employment capacity and would benefit from focused land use planning efforts.
- The jurisdictions could benefit from coordinated strategy to overcome obstacles and obtain funding for needed improvements.





EAST METRO CONNECTIONS PLAN

REVISED PROBLEM STATEMENT

Economic and community development should be supported by the transportation system, but the system has conflicts with these goals. The current road system has safety conflicts with surrounding uses and there are gaps in the transit, bicycle and pedestrian network. Additionally, freight drivers who need a through route(s) between I-84 and US 26 are not choosing the designated National Highway System freight route. Economic vitality and opportunity are hampered by infrastructure gaps (transportation and otherwise) and market conditions.

EAST METRO CONNECTIONS PLAN

REVISED PROBLEM STATEMENT - CONTINUED

Near- and long-term gains can be realized through regionally coordinated, targeted investments, local policies and incentives, and strategies that balance development aims with safety, community health, livability and equity goals. A range of actions that resolve conflicts and benefit existing and future uses should all be evaluated as part of an overall solution, including: managing traffic better; creating some new capacity for future growth; improving transit, bicycle and pedestrian options and access to them; and reconsidering freight routes and the NHS freight designation.



Spring 2011	Goals Honors the 2007 MOU and reflects new mobility corridor approach - community investment strategy.
Summer 2011	Problem statement Reflects existing and anticipated future conditions related to transportation, economic and community development and natural resources. Identifies existing and future needs, opportunities and constraints.
Fall 2011	Initial strategies Ties anticipated future conditions and potential solutions to local aspirations and illuminates the tradeoffs between different courses of action.
	Preferred strategies Narrows solutions based on future conditions, local aspirations and the tradeoffs between different courses of action. Reflects input from local elected councils and ties solutions to a timeline.
Winter 2011	Initial implementation plan Identifies phased investments in the plan area and reflects input from local elected councils.
Spring 2012	Final implementation plan Confirms phased investments in the plan area and identifies local implementation actions. Jurisdiction-specific components confirmed by local elected councils.

Your input

Your input

Your decision



Questions?

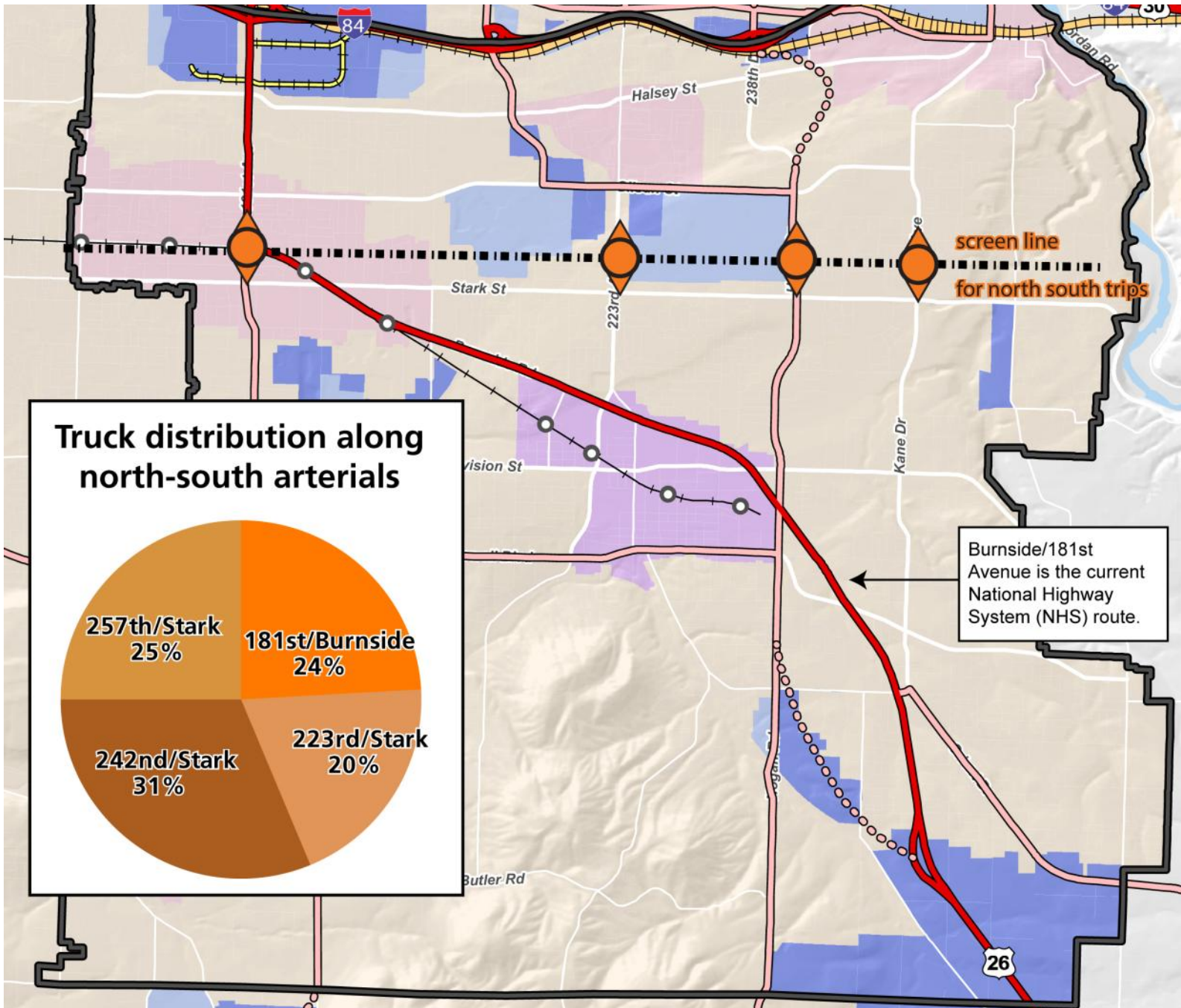
East Metro Connections Plan
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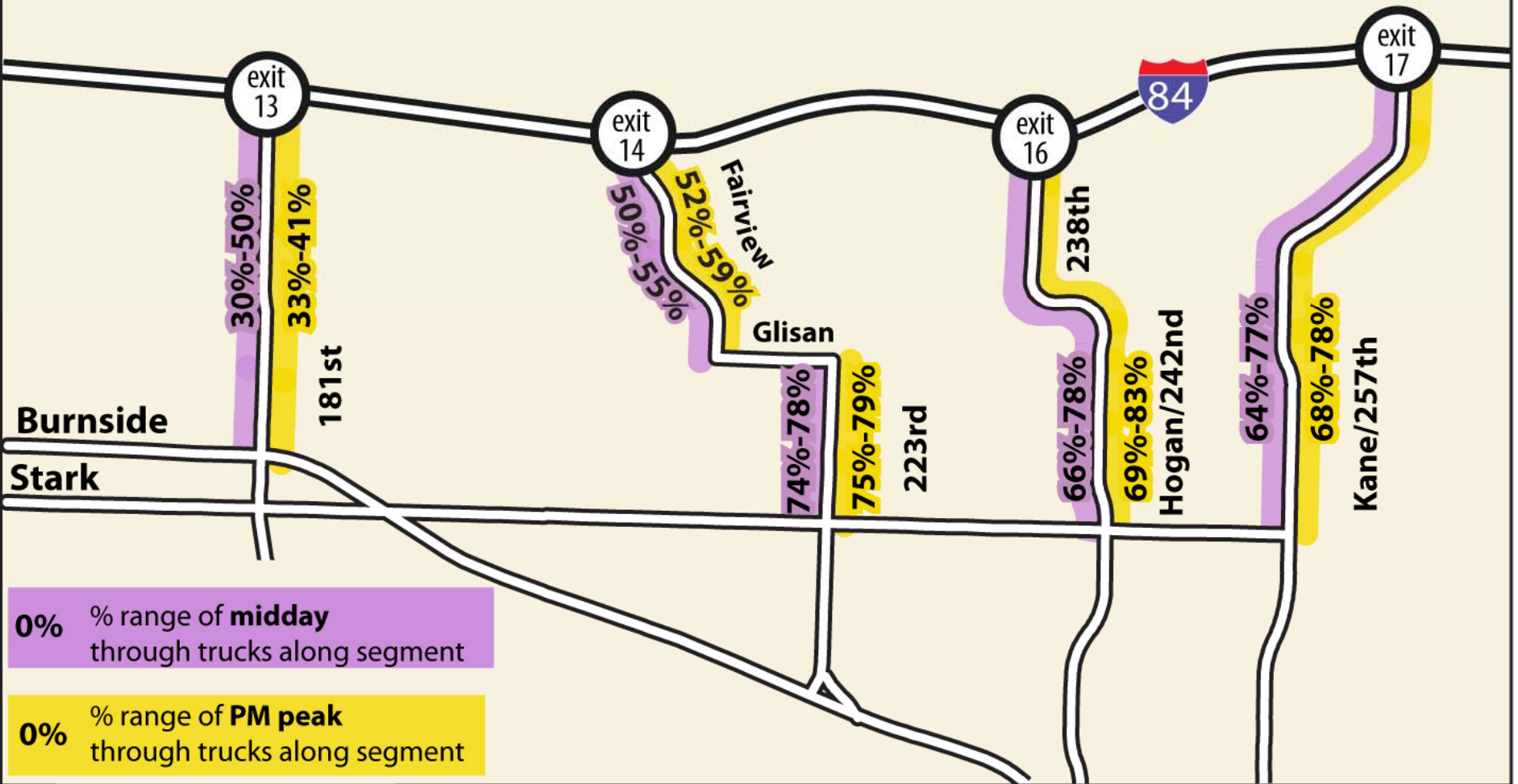
www.oregonmetro.gov/craddick

Trucks trips are evenly distributed among the 4 corridors (PM Peak traffic counts)

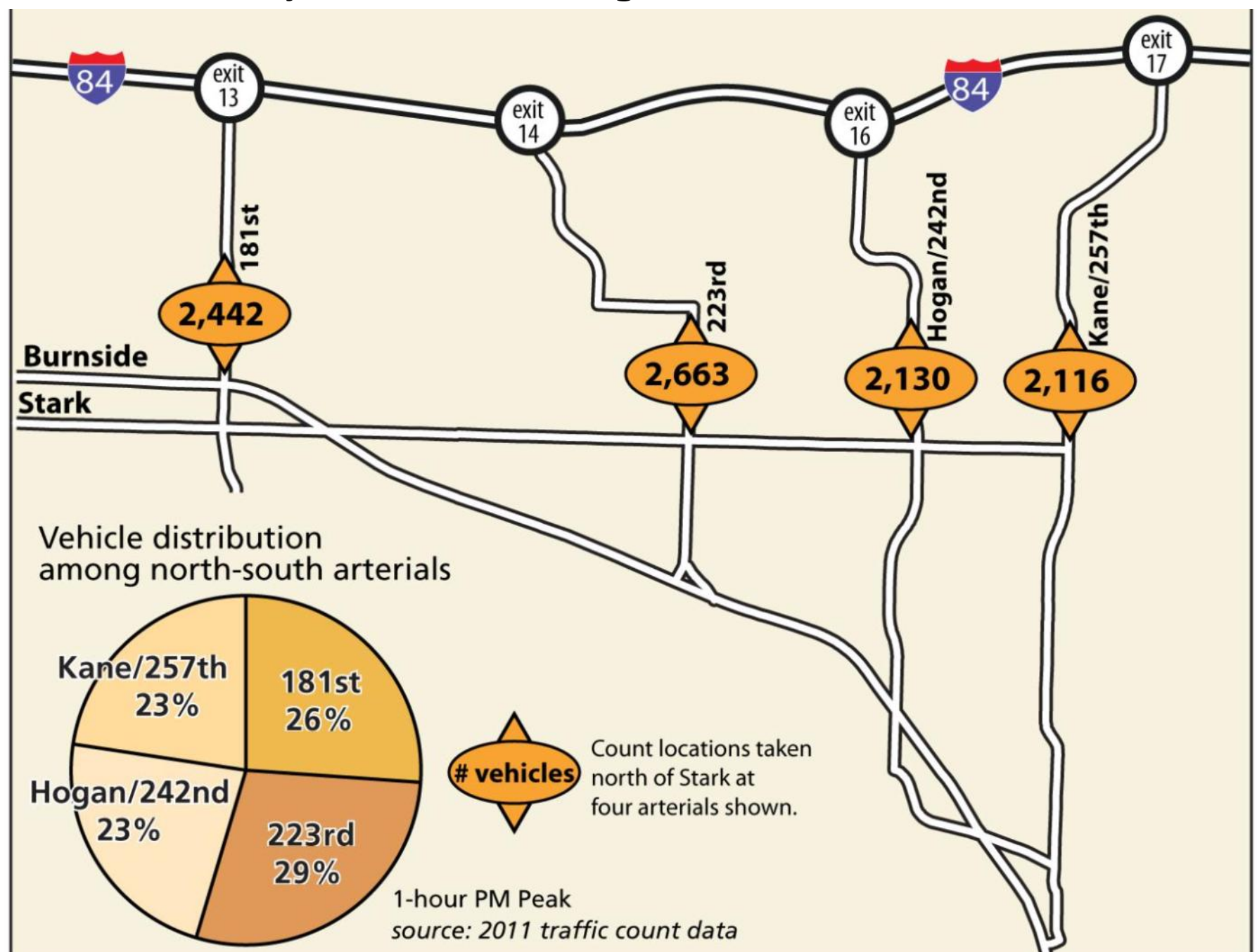


Through truck trips do not primarily use the designated freight route

Truck Through Trips as a Percentage of All Truck Trips, Midday and PM Peak

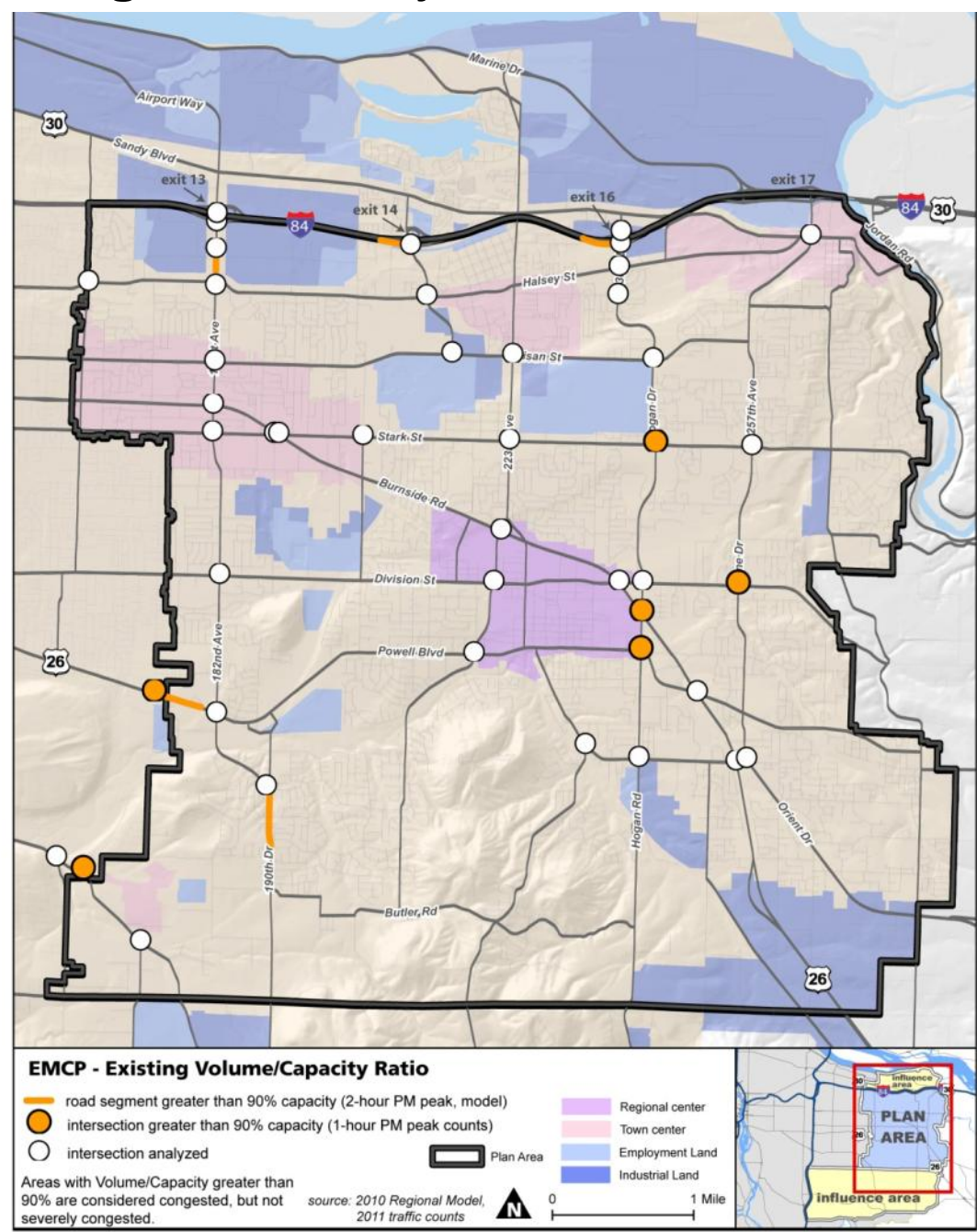


Vehicles are evenly distributed among the 4 corridors (PM Peak traffic counts)

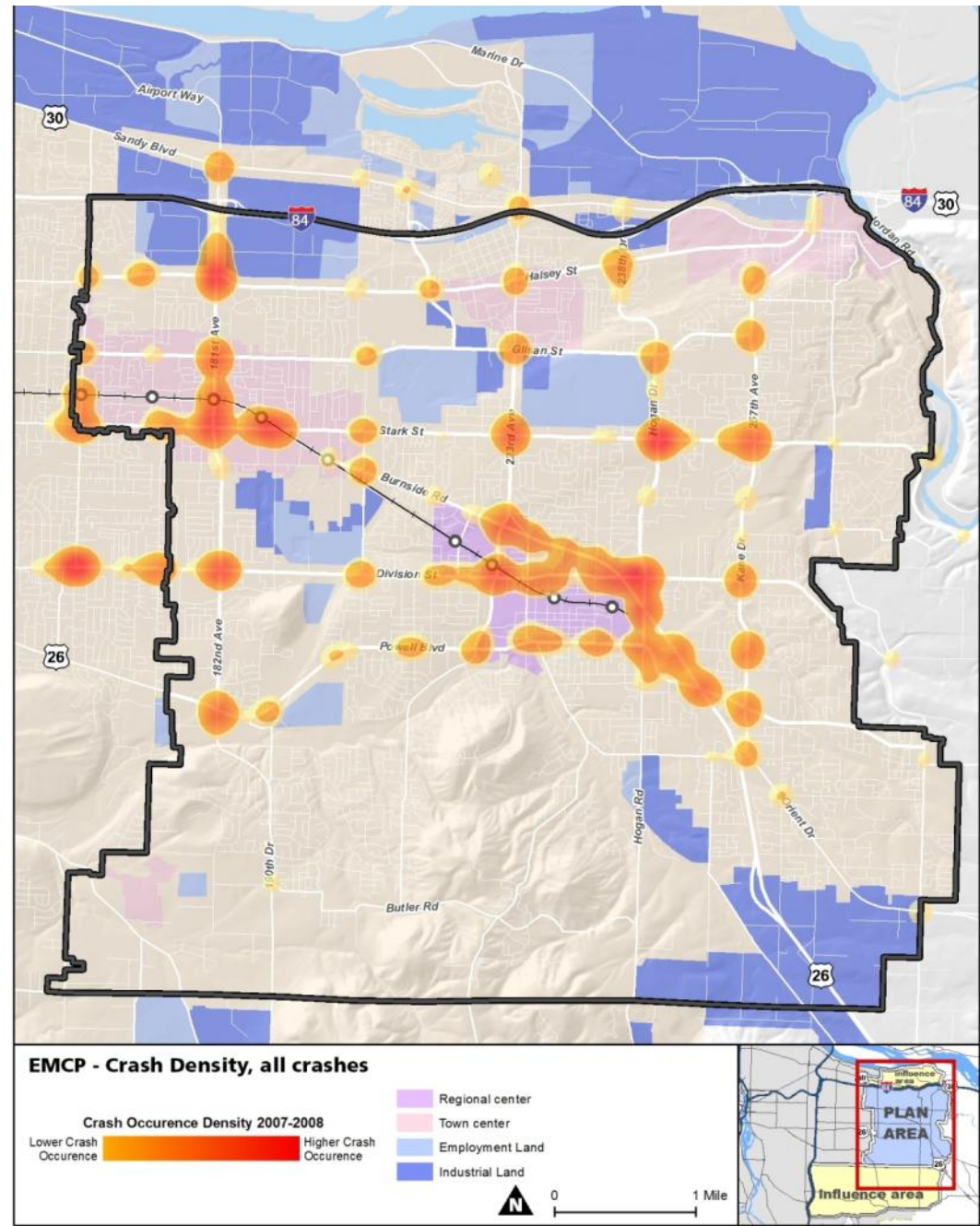


No significant delay in the current overall network

Current traffic congestion is not severe, although some areas and intersections are near capacity.



Safety



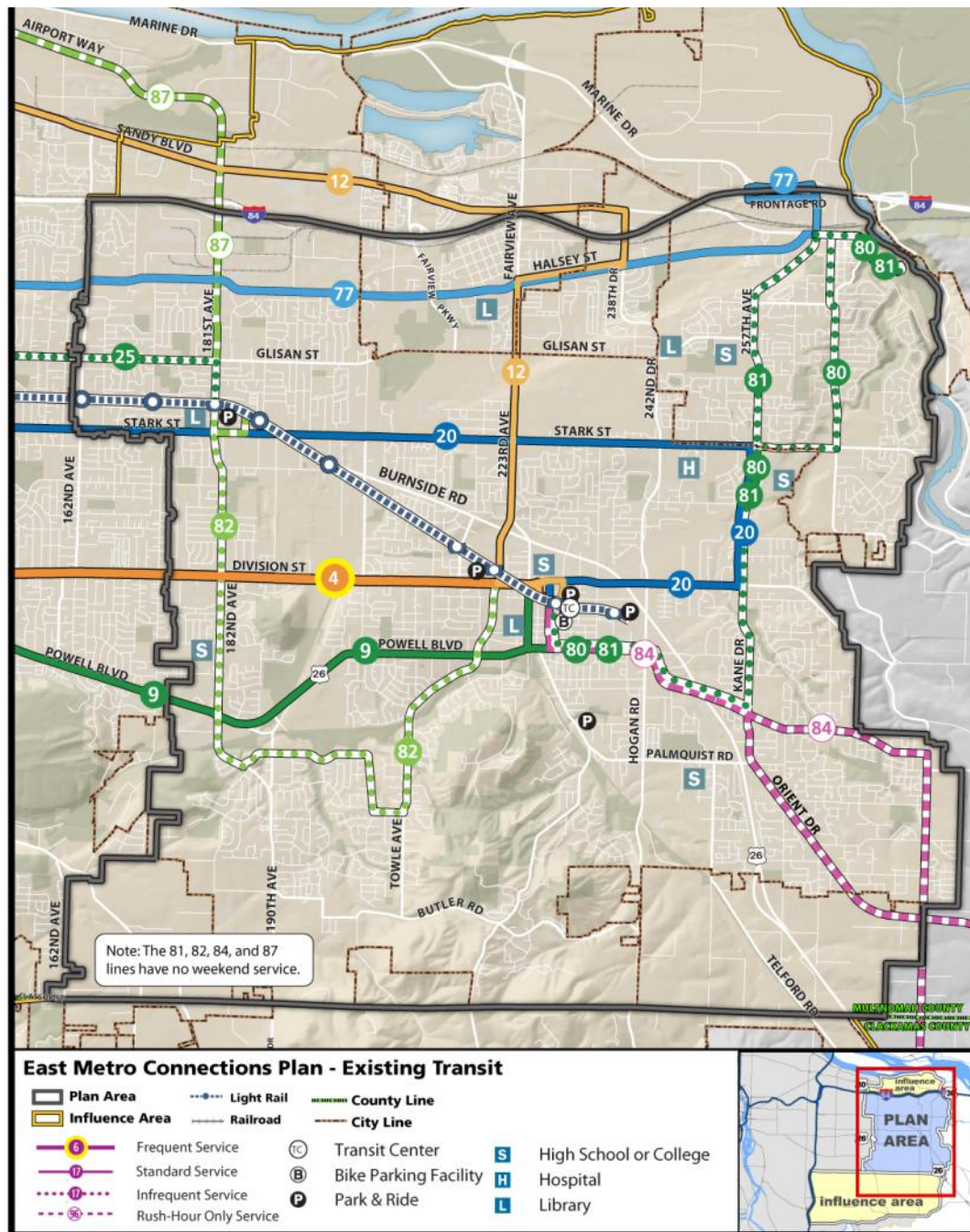
Crash Locations

There are opportunities to improve roadway safety in the Plan Area, but specific strategies must be designed to respond to fully understood problems.

Areas of Higher Concentrations

- Division Street
- Downtown Gresham:
Hogan/Burnside/Powell
- Stark Street
- Rockwood: Stark/181st
- 257th/Kane

Transit access is less along north-south corridors



East-west transit

Standard or Frequent service

- Sandy (12)
- Halsey (77)
- Stark (20)
- Division (4)
- Powell (9)
- MAX Light Rail

North-south transit

Standard or Frequent service

- 223rd/Eastman (12)

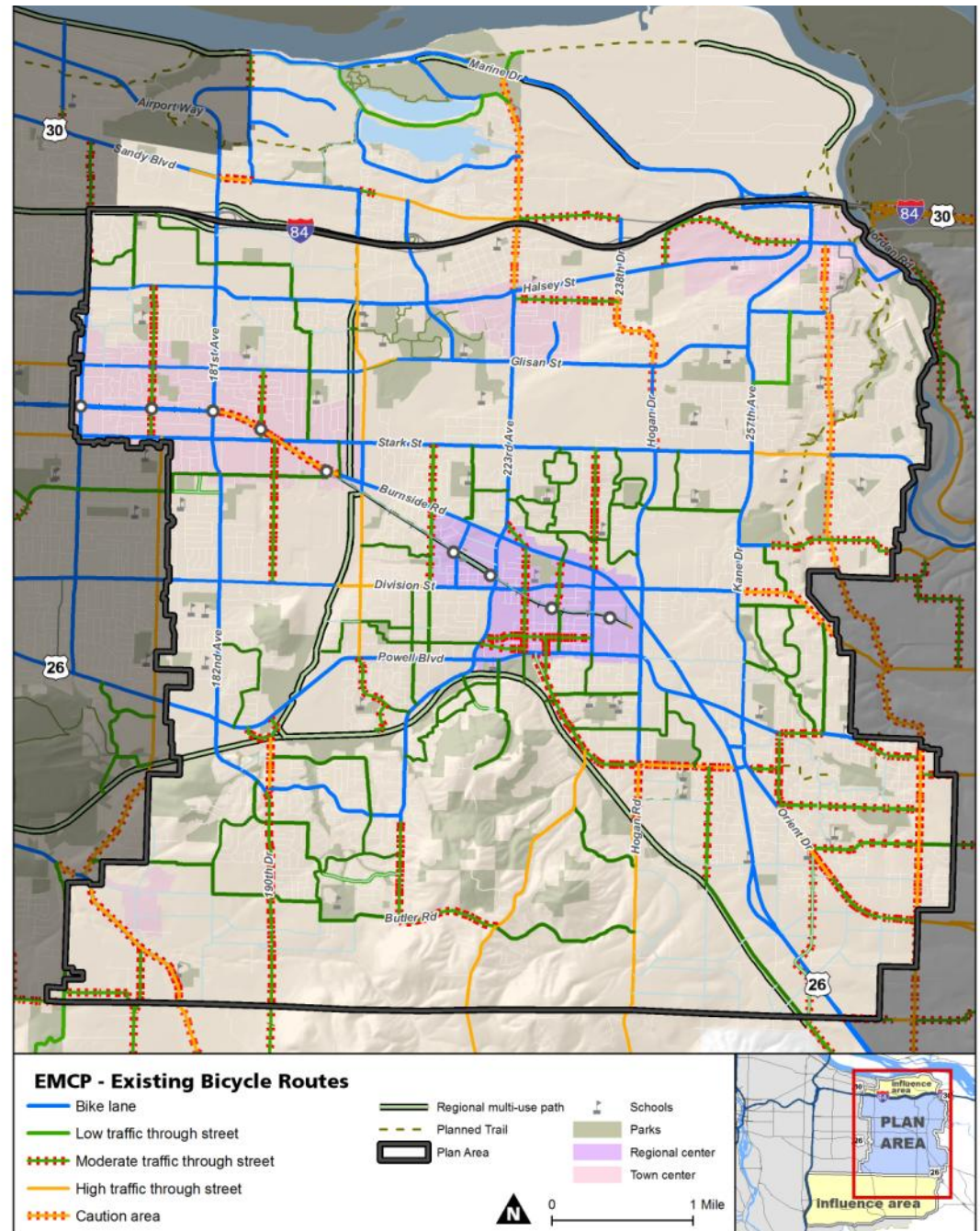
No standard service along 181st corridor

(82-Eastman/182nd Bus runs hourly on weekdays, no weekend service.)

No standard service between Gresham and Troutdale

(80-Kane/Troutdale runs 30 minutes on weekdays, hourly on weekends. 81-Kane/257th runs hourly on weekdays, no weekend service.)

Bicycle Facilities provide transportation to jobs and services

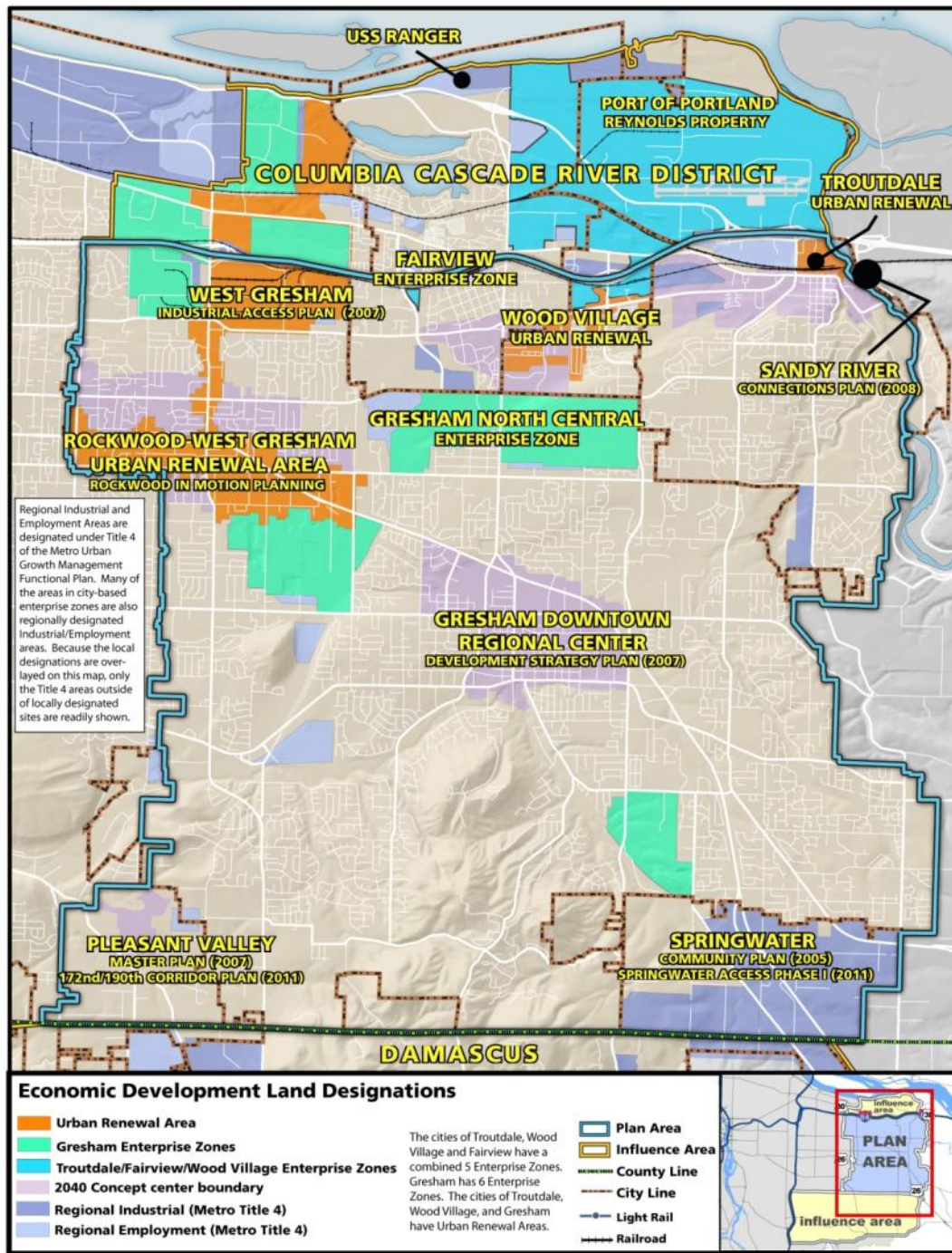


Bicycle facilities
Bicycle facilities exist on most collector and arterial streets in the Plan Area.

- Notable bicycle facility exceptions include:
- Portions of Arata Road, Fairview Ave/223rd, and 238th
 - Stark Street by MHCC
 - Division between the Gresham-Fairview Trail and Wallula Street
 - Collector streets south of Powell Boulevard.

Area does not have a north-south regional trail in the eastern portion of the Plan Area (40-Mile Loop Connection)

The top photograph shows a pedestrian crossing a wide, multi-lane road at a traffic intersection. The pedestrian is on the left side of the frame, walking across the road. Several cars are visible in the intersection, and traffic lights are mounted on poles. The background includes commercial buildings and utility poles. The bottom photograph shows a pedestrian crossing a two-lane road. The pedestrian is on the right side of the road, walking towards the camera. A speed limit sign for 45 is visible on the right side of the road. The background features a line of trees and mountains in the distance.



Land use designations

Centers

- Gresham Regional Center
- Rockwood
- Fairview
- Wood Village
- Troutdale
- Pleasant Valley

Industrial/ employment areas

- Columbia Cascade River District
- Springwater
- West Gresham

Urban renewal areas

- Troutdale
- Wood Village
- Rockwood-West Gresham

Land use designations

East – west corridors

- Sandy
- Halsey
- Stark
- Burnside
- Division
- Powell

North – south corridors

- 181st/182nd
- Fairview/223rd/Eastman
- 257th

