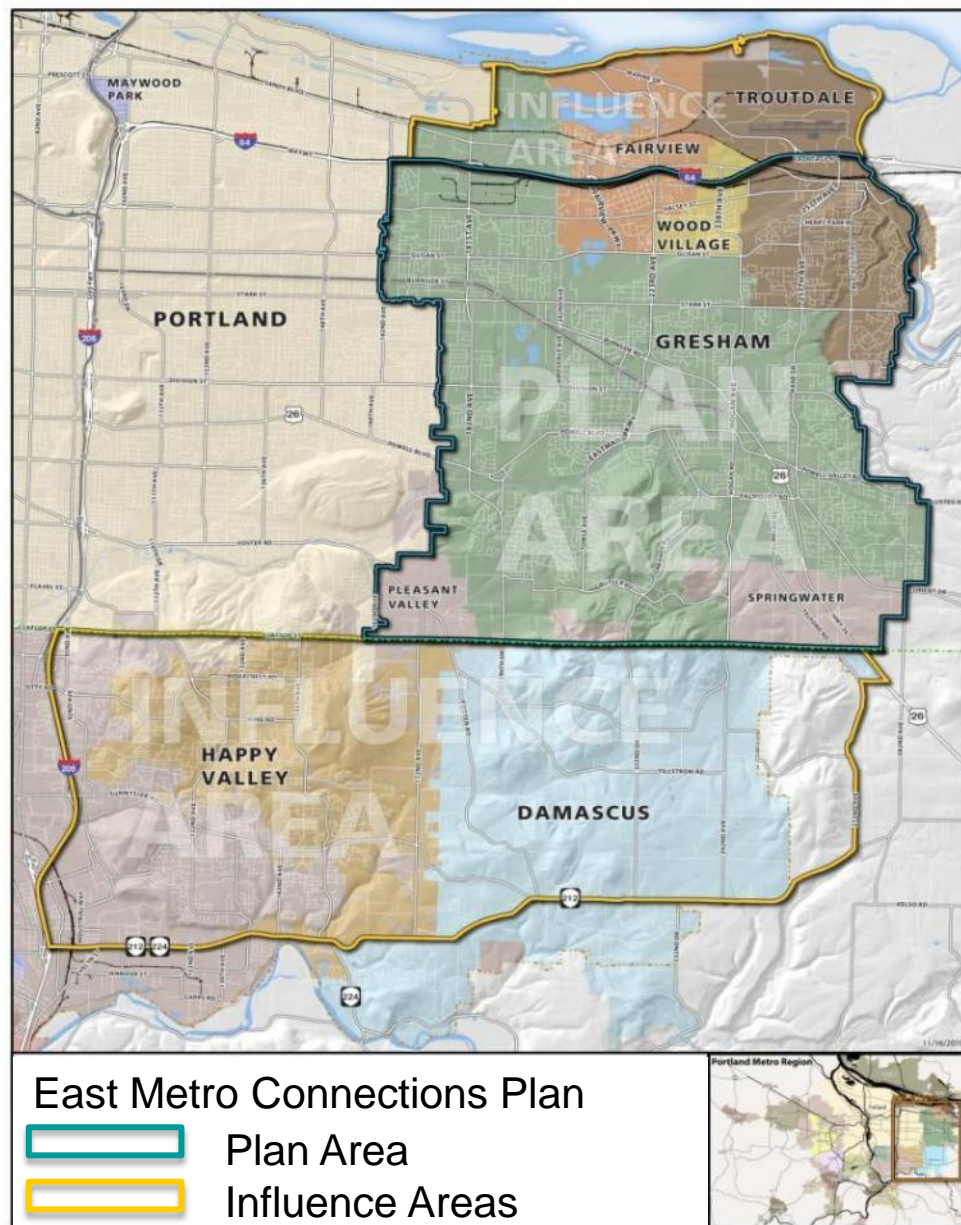


East Metro Connections Plan

Investing in East Metro

July 12, 2012

Councilor Shirley Craddick
Brian Monberg, Metro



TODAY

- Policy background
- Process & Findings
- Recommendation & Implementation

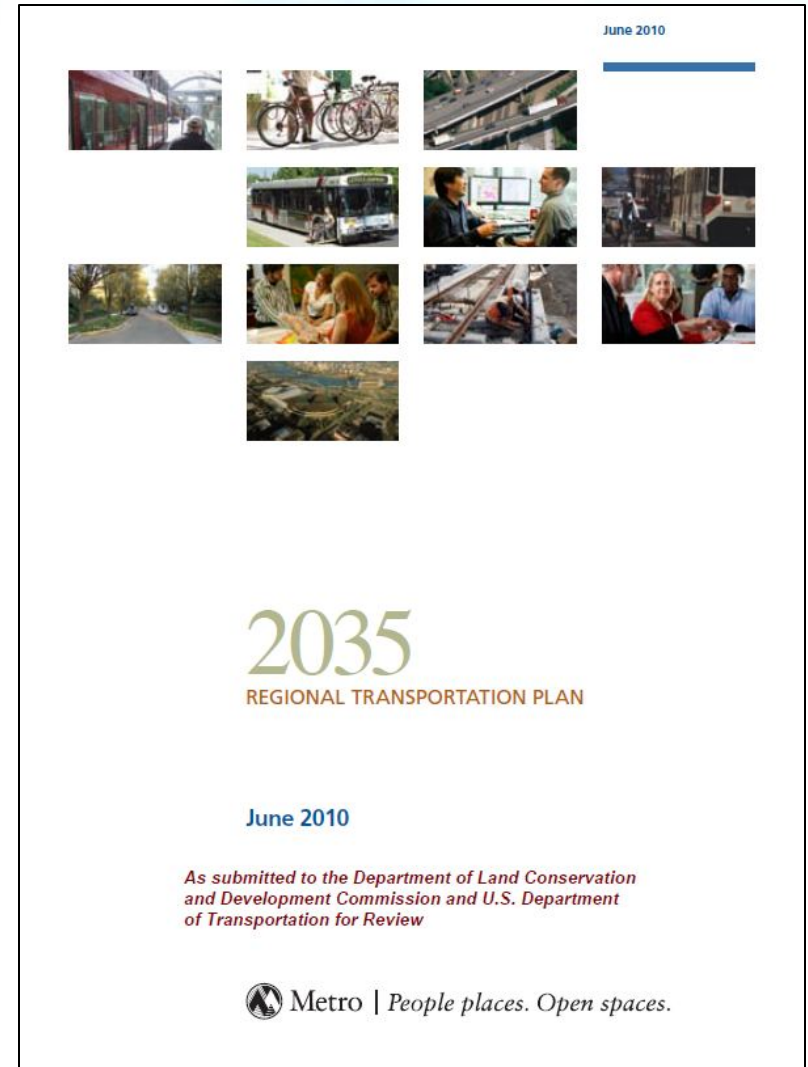


EMCP – Policy background

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.



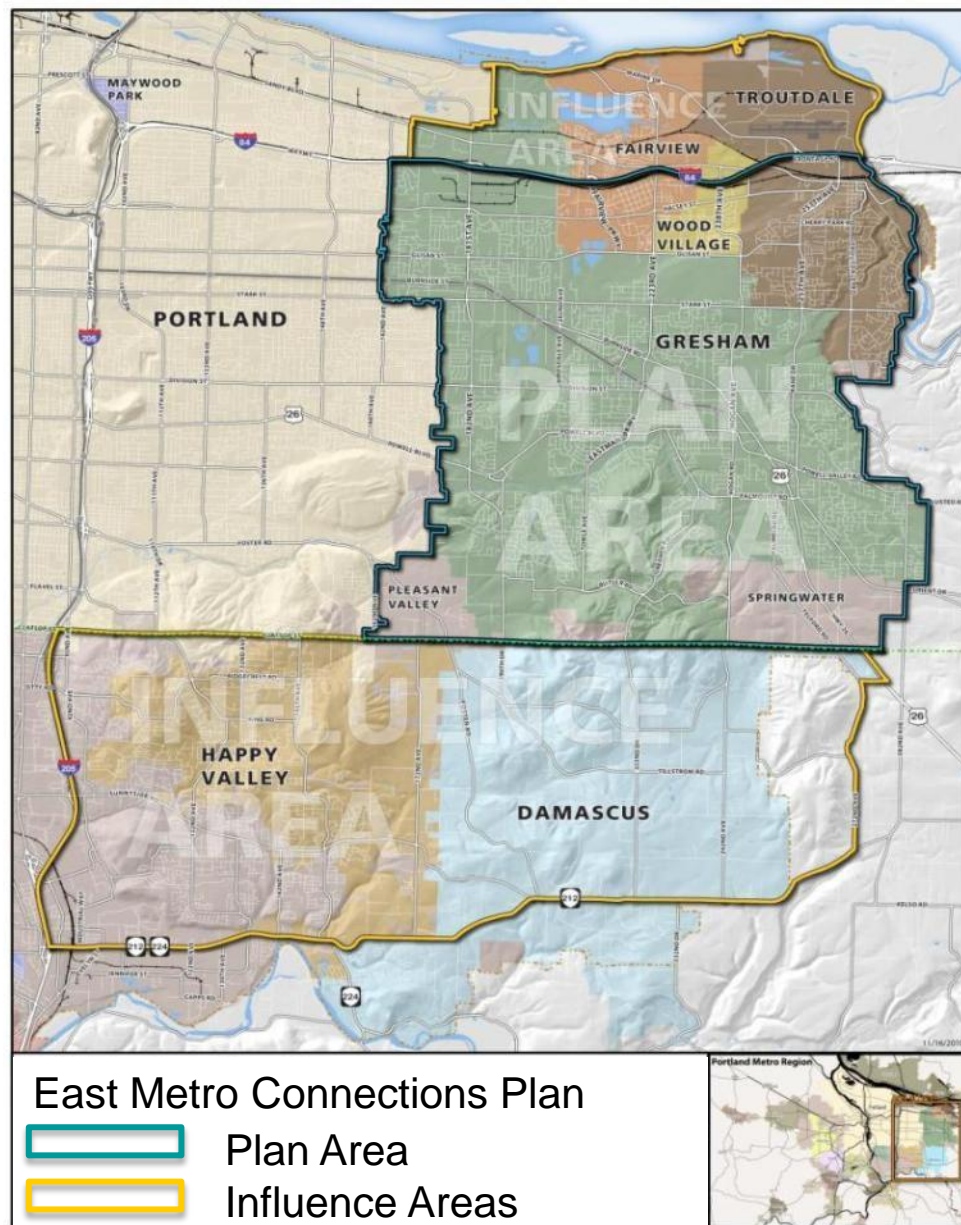
East Metro Connections Plan

- Project Partners

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

- Multiple Stakeholders

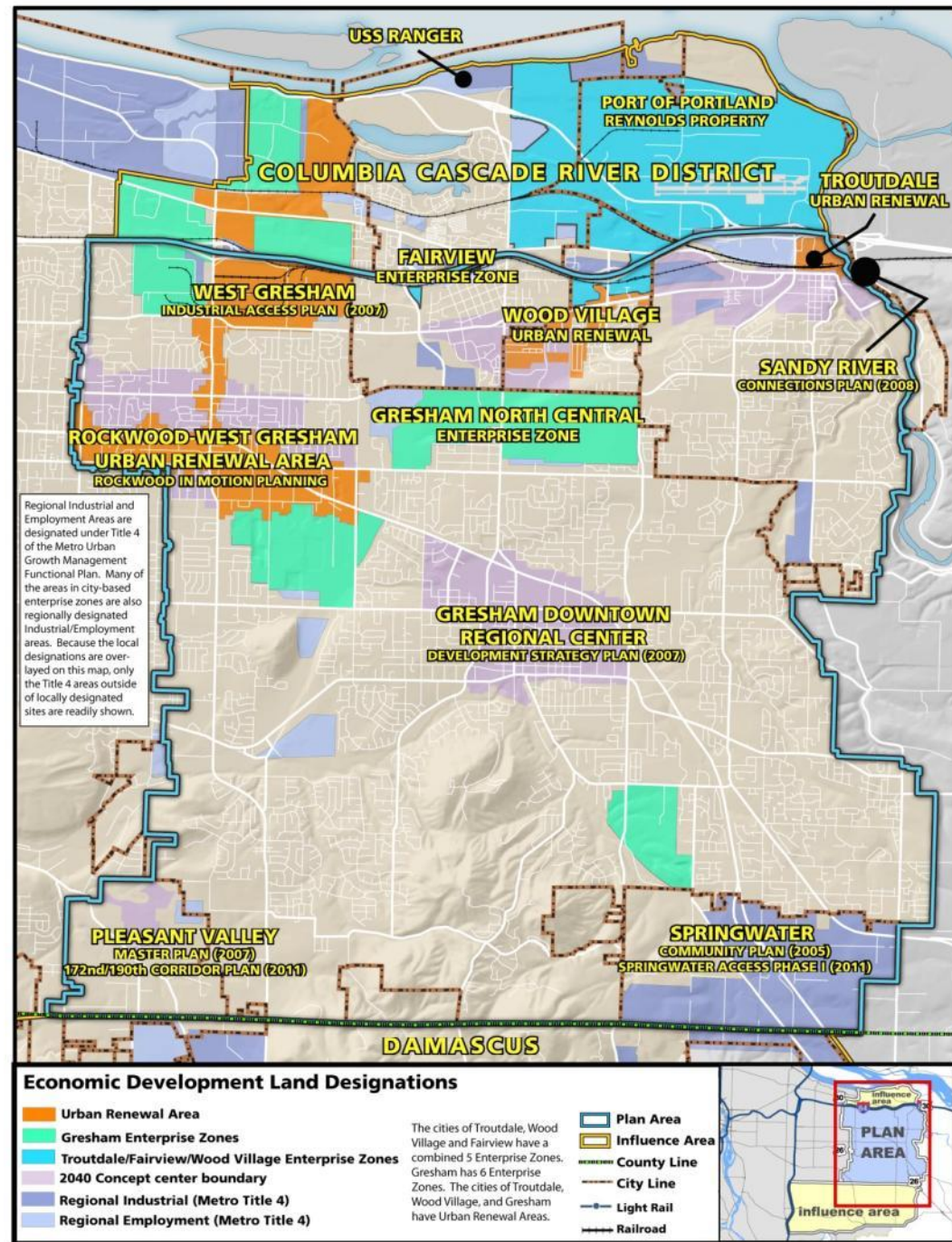
- Citizens of East Multnomah County, Clackamas County and Cities, ODOT, Port of Portland, TriMet



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

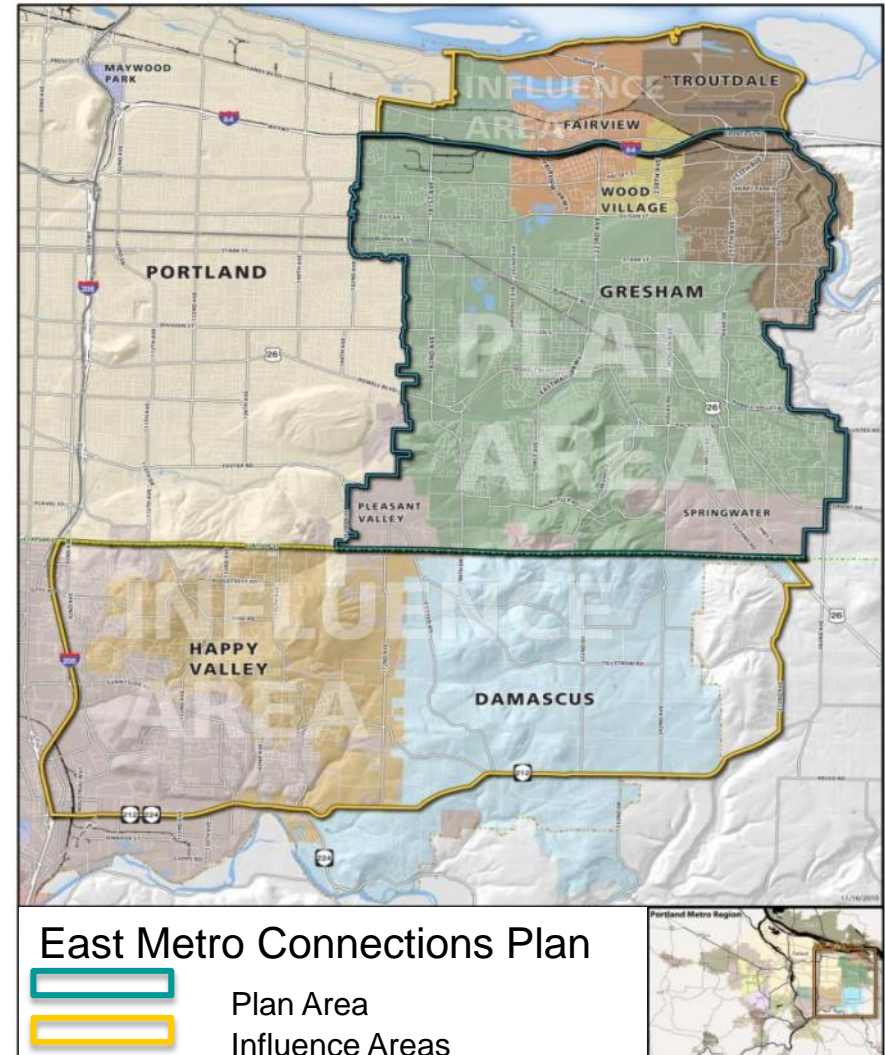
Will inform
update to
**TRANSPORTATION
SYSTEM PLAN**

EMCP Project Overview

Earlier studies examined highway connections



Mt. Hood Pkwy. Project Alternative (2002)





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.

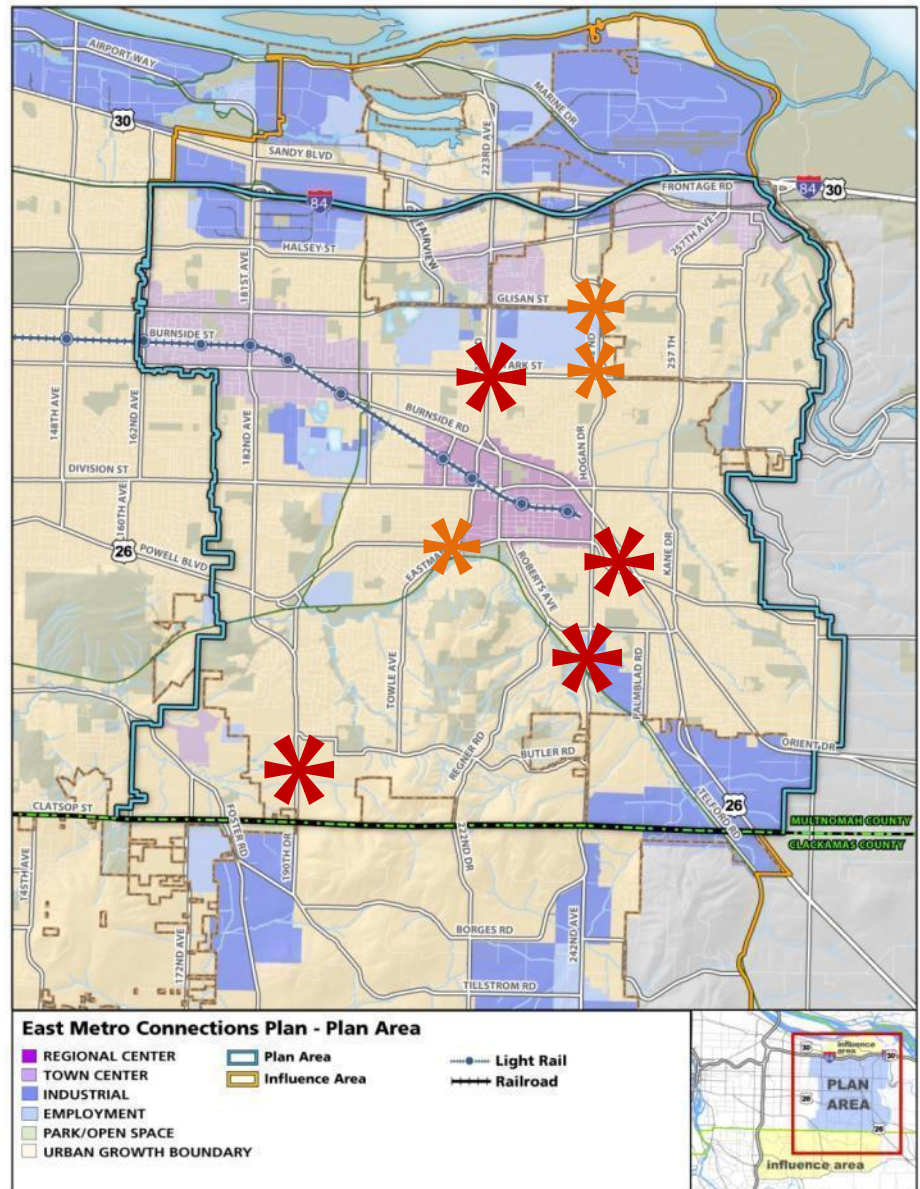
Support the local land use vision of each community.

Enhance the natural environment.

Year 2035 system bottlenecks

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

Powell and 174th, Eastman

242nd and Burnside, Powell Highland/190th corridor

242nd and Glisan, Stark

- Lower cost solutions (e.g., signal timing) are available

181st corridor

Kane corridor

207th/Glisan/223rd corridor Burnside corridor

Hogan corridor

Powell corridor

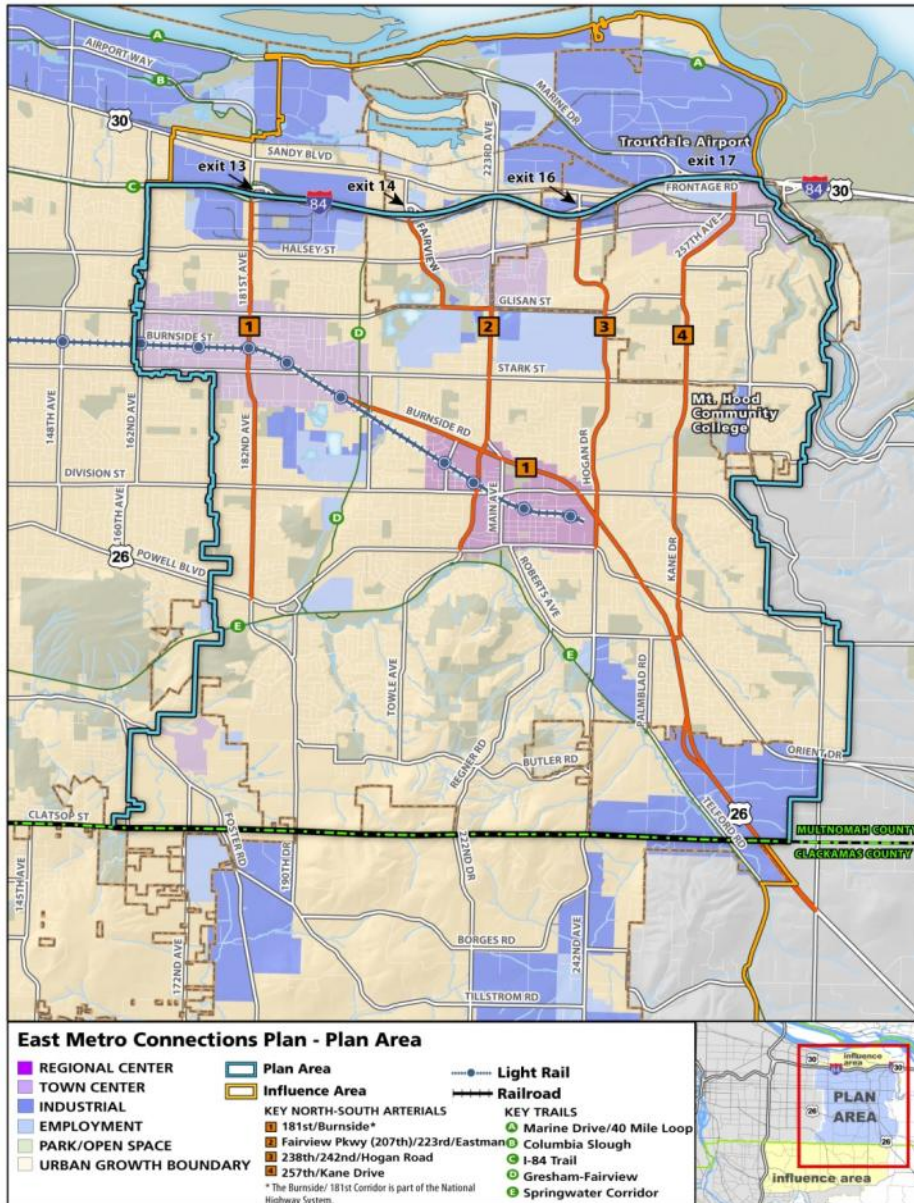
Today and tomorrow's needs

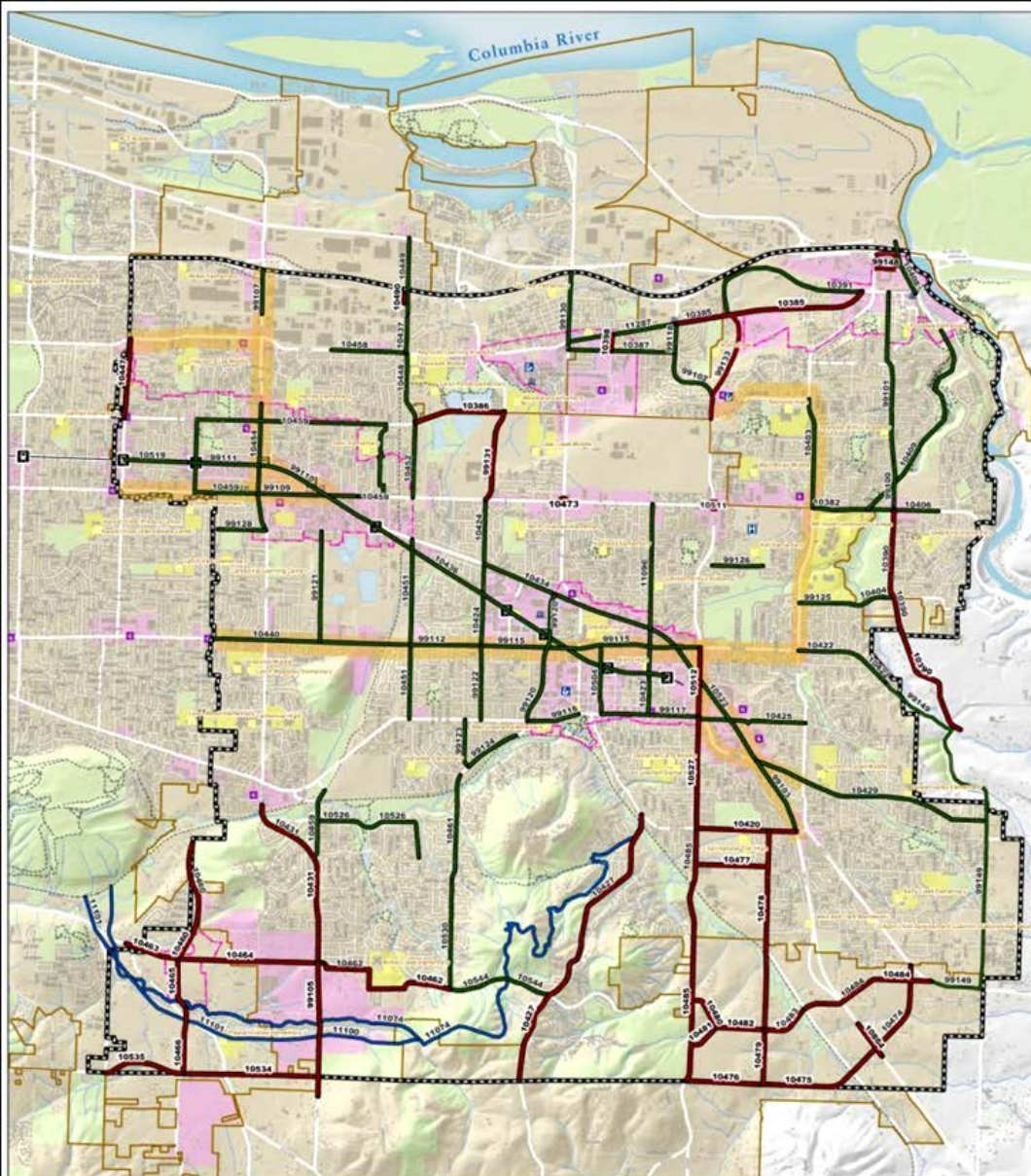
- Higher rate of crash-related injuries and fatalities prompts safety strategies at locations including
 - Division between 175th and 257th
 - 181st/Stark to I-84 and Rockwood
 - Halsey and Glisan between 162nd and 192nd
 - Cherry Park and 257th
 - Hogan/Burnside/Powell
- Opportunities to improve transit 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”





- Roadway projects to be evaluated
- Bicycle and Pedestrian projects
- Environmental related projects
- Safety Corridor to be evaluated

In addition to projects identified on this map, EMCP will also be evaluating a transit system network, as well as improvements in system utilization to specific arterials. Please refer to the transit map and system management map for those projects.

- Schools
- Libraries
- Hospitals
- City halls
- Grocery stores
- Light Rail
- Light rail stops
- Trail
- 2040 Center
- School
- Park/Natural Area/Golf Course
- Mixed Use Residential
- Urban growth boundary
- Plan Area
- City boundary lines



Investigate
potential solutions
(Dec to Mar)



Emerging priorities
(Mar to April)



Agreement on
priorities
(May to July)

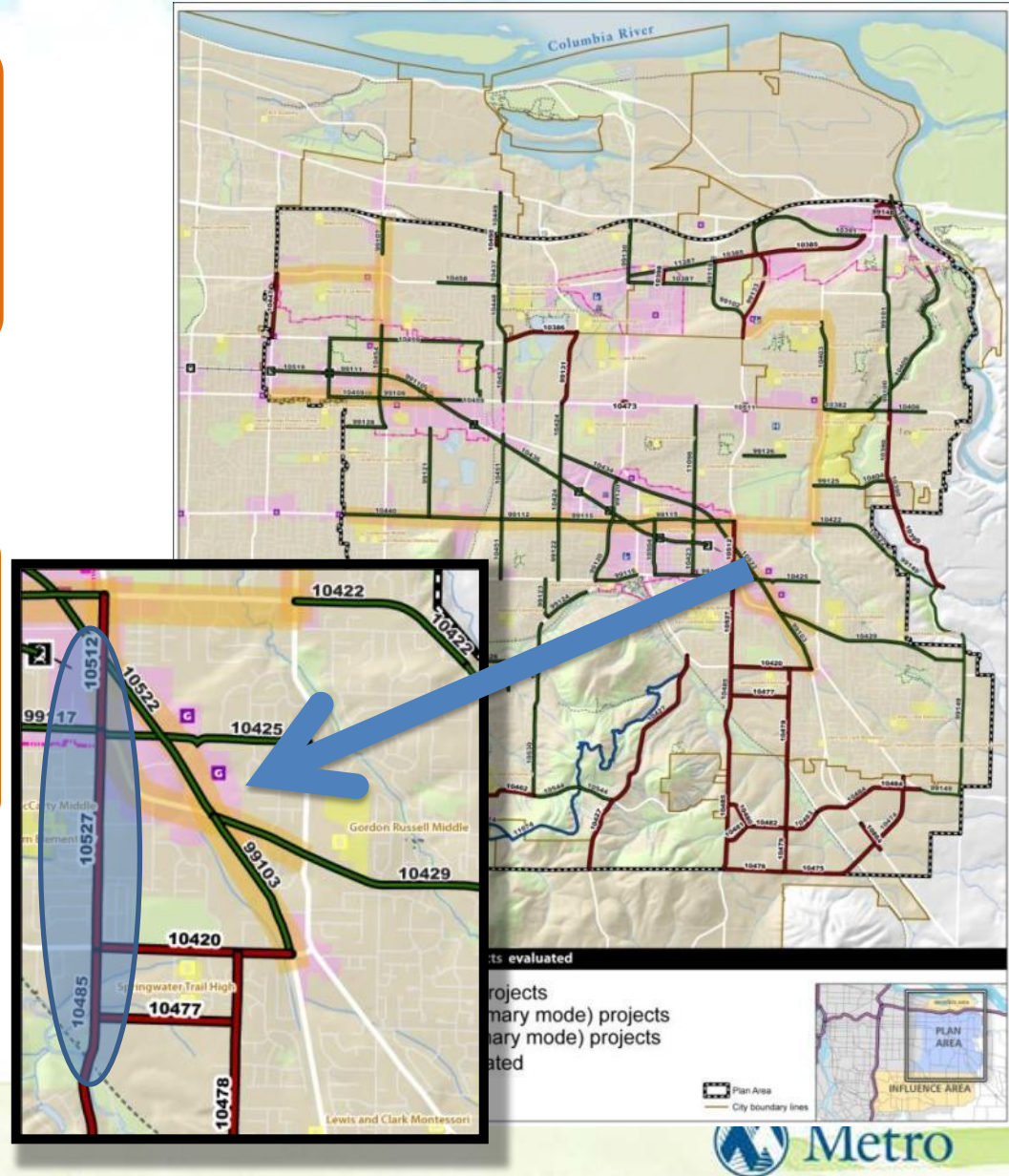
Identifying Projects

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



BUNDLES of projects

(March to April 2012)



Recommendation

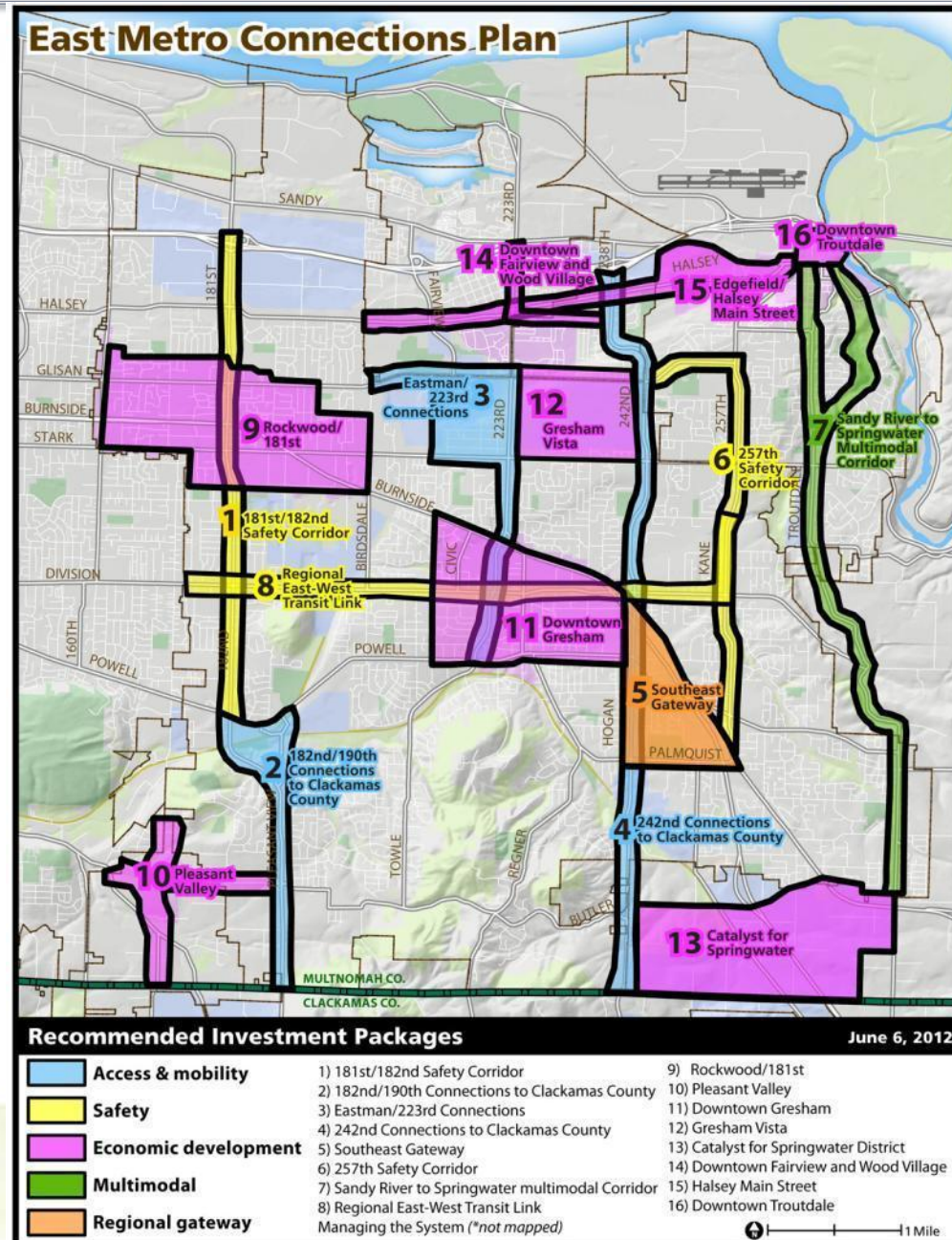
Many **disparate** projects
(Dec. 2011 to March 2012)



Bundles of projects
(March to April 2012)



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

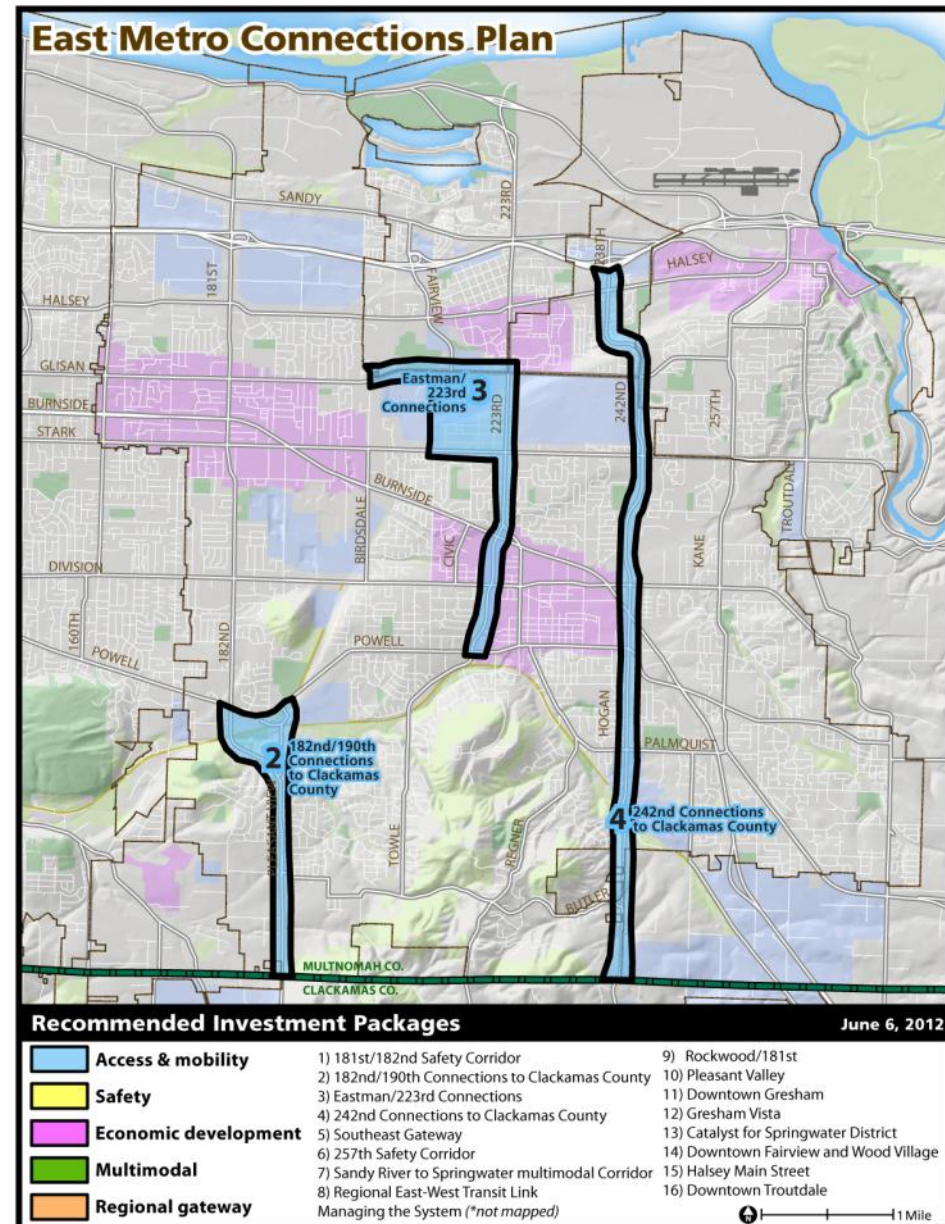
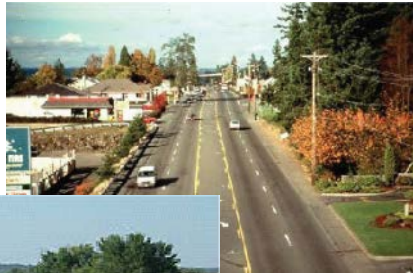


North-South Connectivity

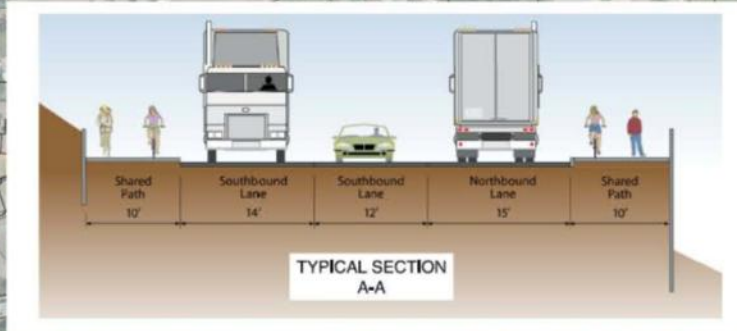
ACCESS & MOBILITY

Intersection improvements

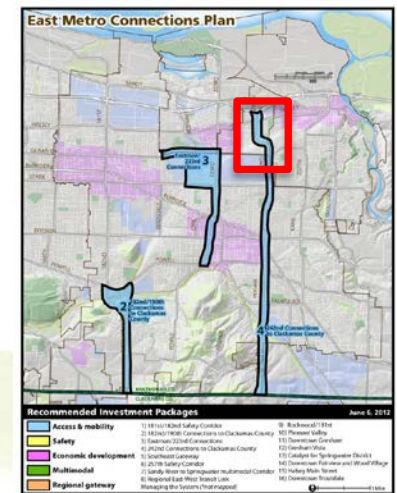
Road widening



Improvements to 238th/242nd



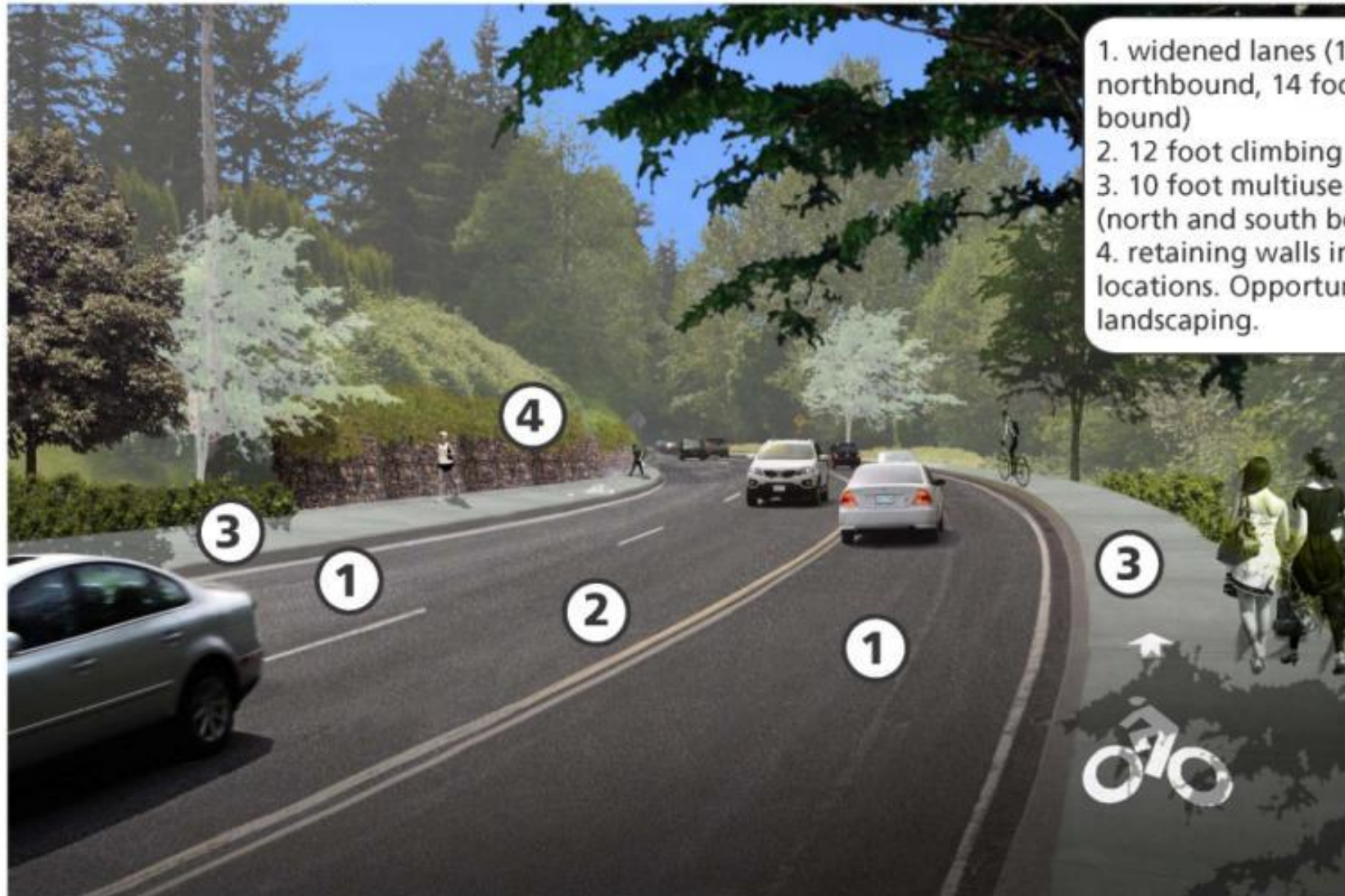
- Widened travel lanes with climbing lane
- 10' multimodal facility on both sides
- 10% grade unchanged
- No private property acquisition
- South side retaining wall – 5 ft. max height
- North side retaining wall – 15 ft. max height



Improvements to 238th/242nd

Refined 238th - looking north

widened travel lanes, widened bicycle and pedestrian facility for safety



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

North-South Connectivity

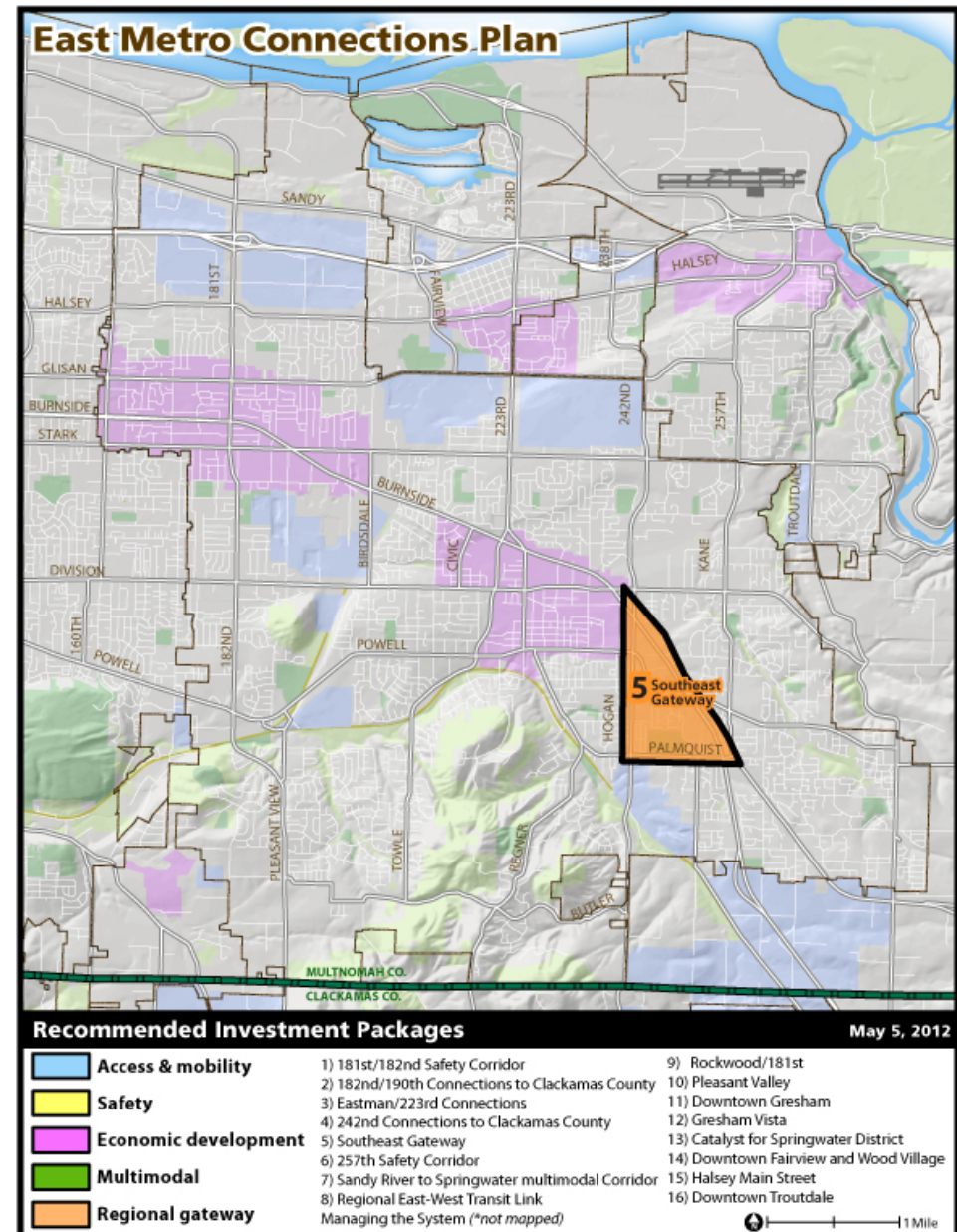
REGIONAL GATEWAY

Intersection improvements
and road widening

Safety improvements

Access to downtowns

Promote Scenic Byway



North-South Connectivity

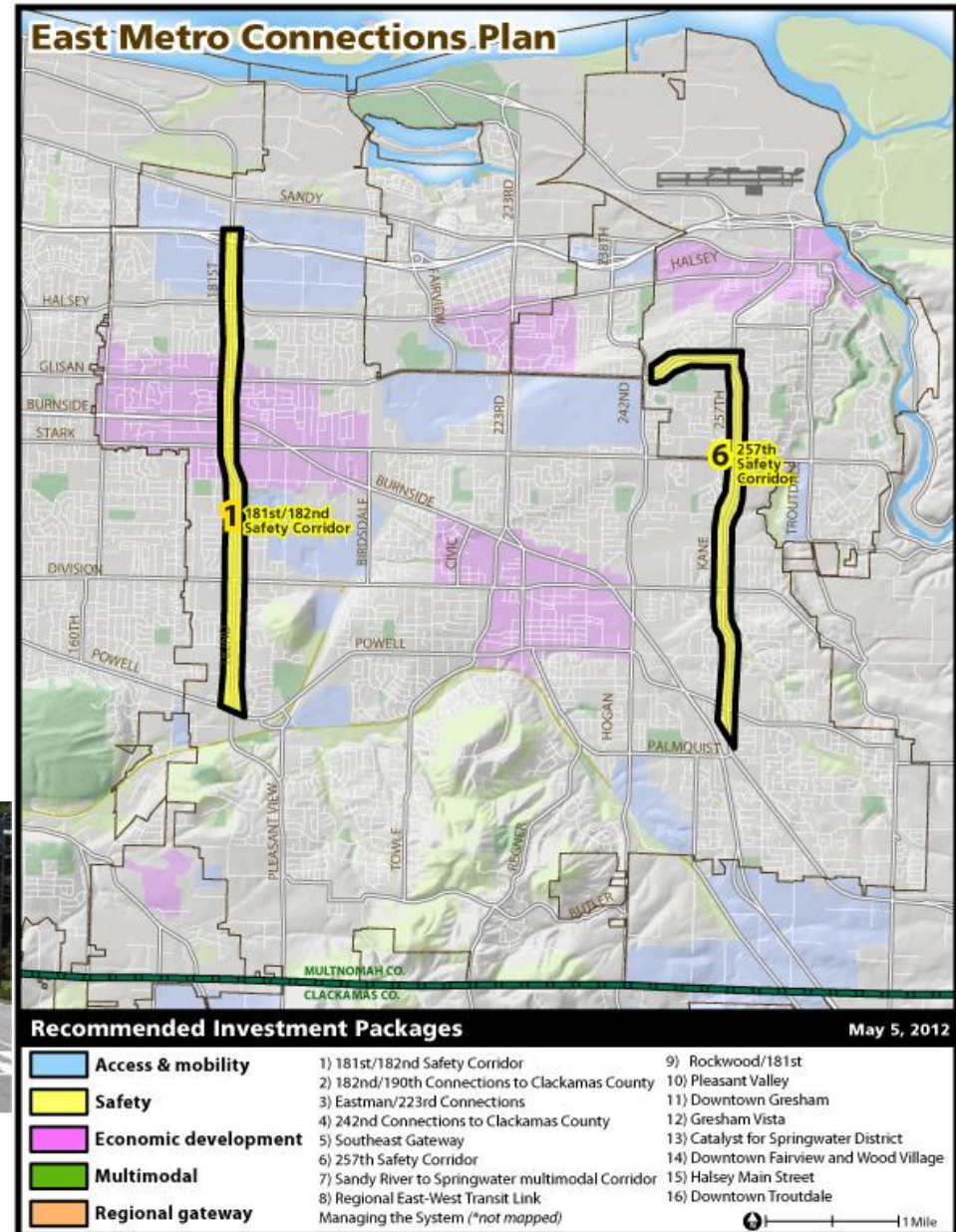
SAFETY

Safety improvements

Multimodal improvements

Crossings

Safe routes to schools



North-South Connectivity

ACCESS & MOBILITY

182nd/ 190th

Connections to/ from Clackamas

Eastman/ 223rd

Connections between Fairview
Parkway /Downtown Gresham

242nd/ Hogan Rd.

Connections to / from Clackamas

REGIONAL GATEWAY CORRIDOR

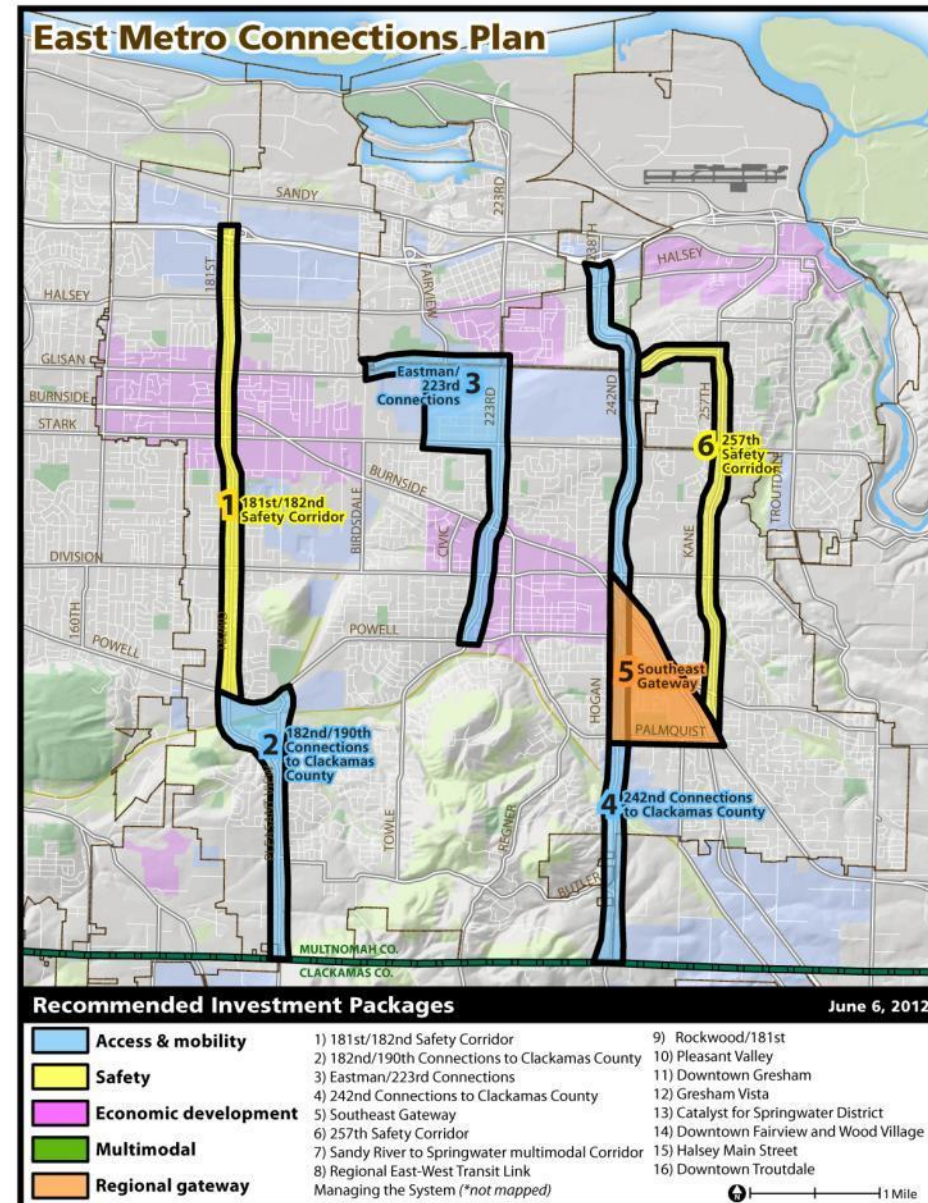
Southeast Gateway

Regional Gateway to / from US 26

SAFETY CORRIDORS

181st/ 182nd

257th/ Kane Road

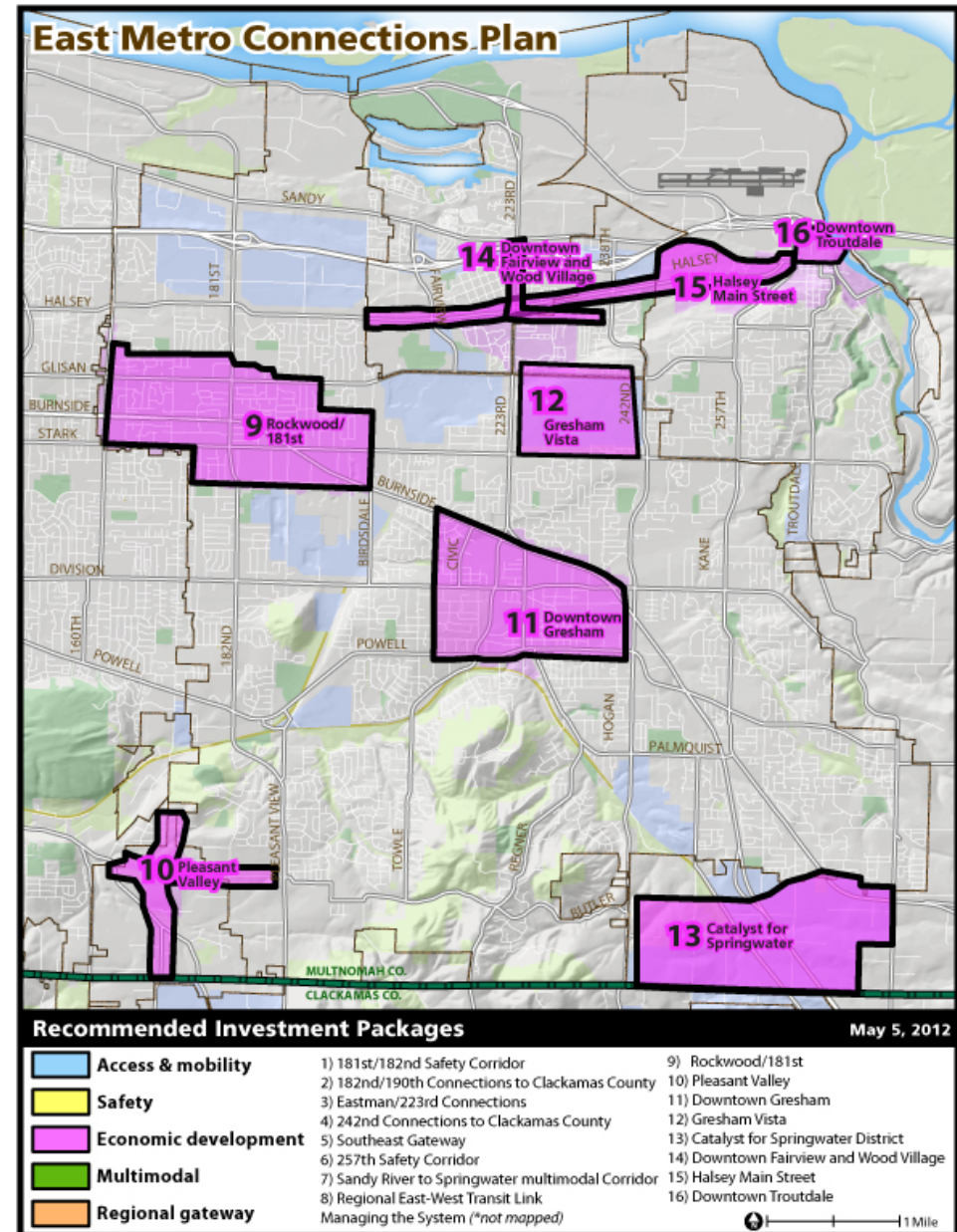


Downtowns & Employment Areas

Projects to promote commercial development and jobs

Better access to downtowns and commercial areas

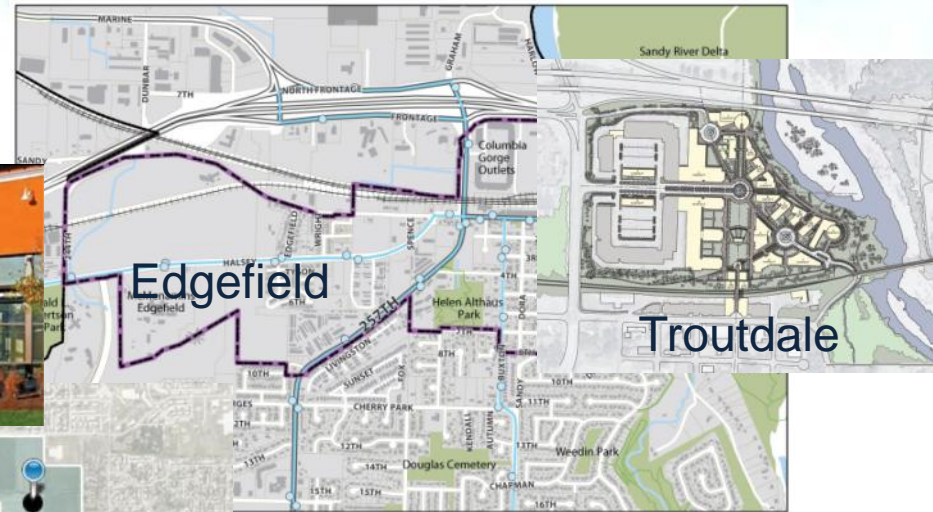
Better access to major employment areas



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 Plaza and walking path.

Rockwood

- This segment of 188th will become a driveway with parking
- 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
- SE Stark Boulevard Phase II 190th to 199th Avenues
 - new sidewalks, streetlights & underground utilities between 190th & 194th
 - enhancements to the existing crosswalk east of 194th
 - improvements to medians
 - new ADA-accessible driveways



SE Stark St.

Gresham Vista Business Park



Downtown Gresham



Pleasant Valley

Regional Mobility

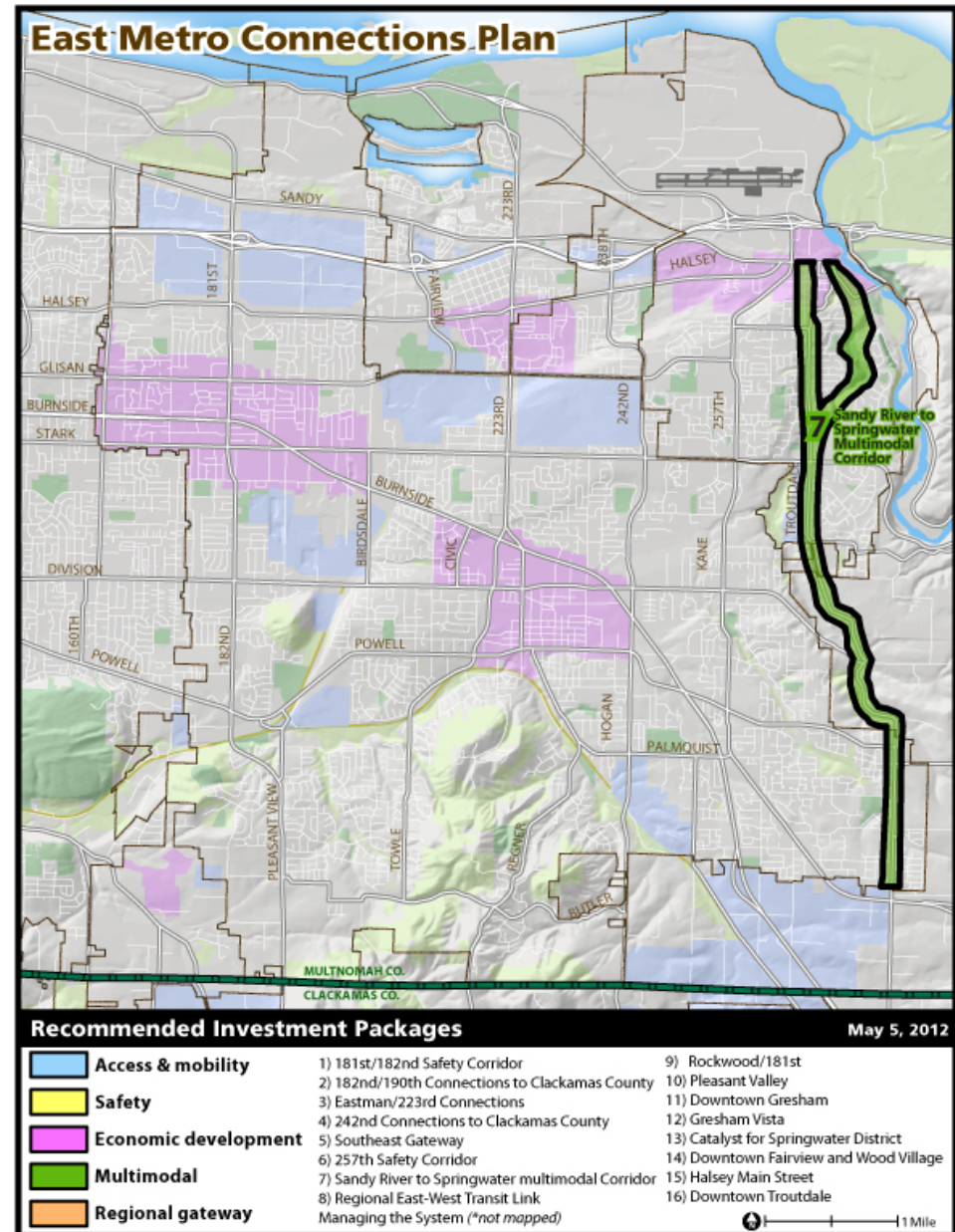
Complete 40-Mile Loop

Improved connection to Mt. Hood Community College

Neighborhood connections

Access to parks and natural areas

Economic Development and Tourism

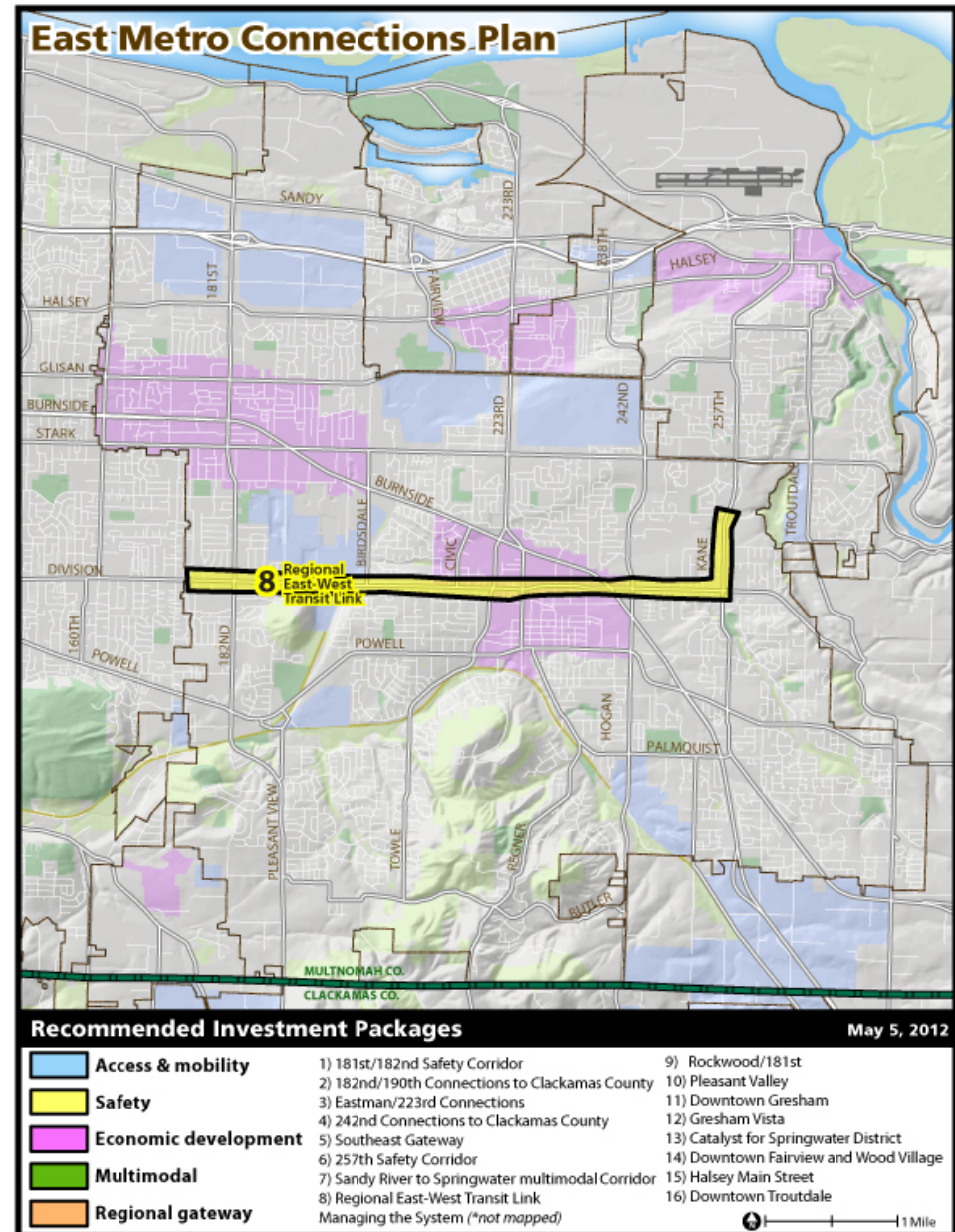


Regional Mobility

Projects to promote
commercial development
and jobs

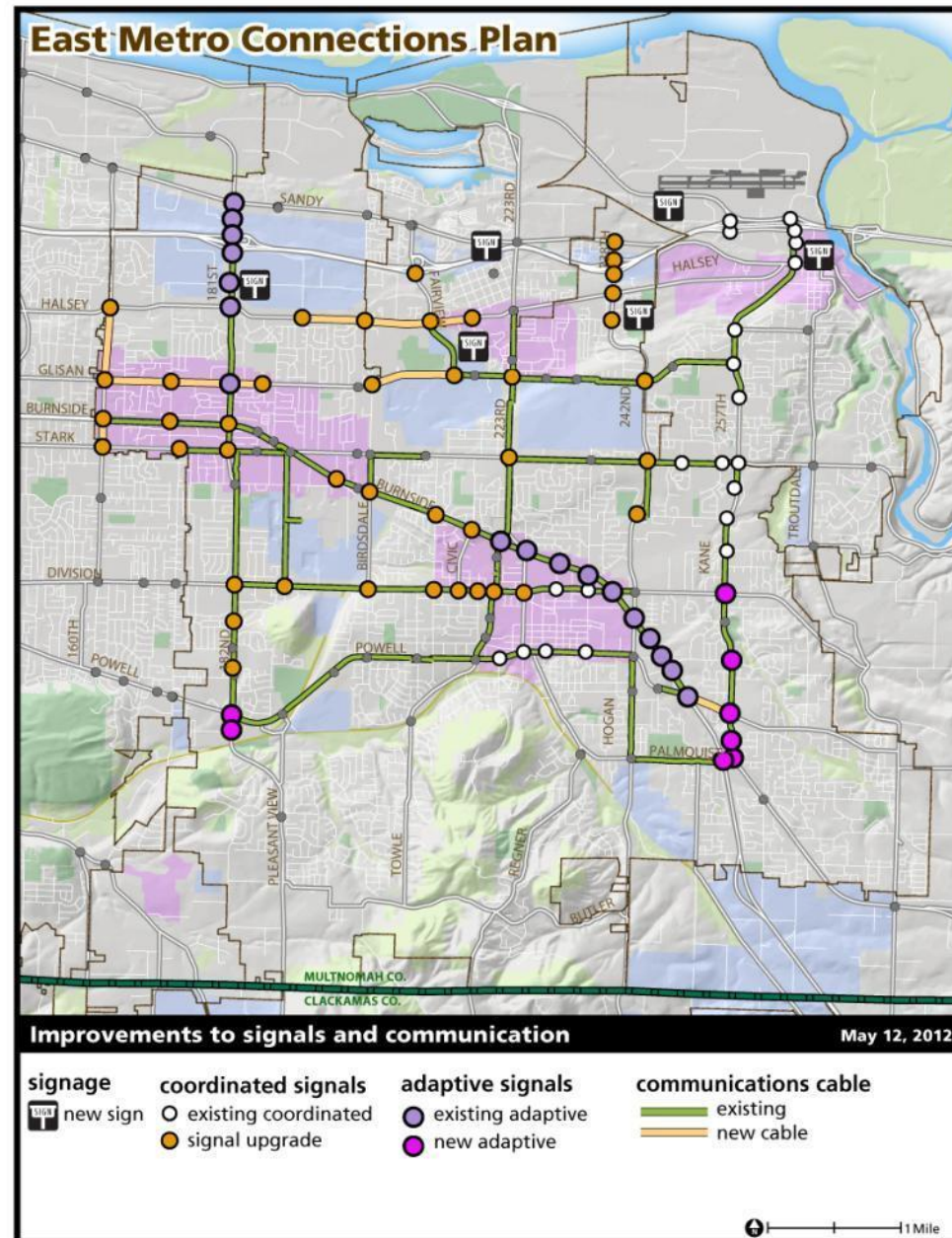
Improved transit to Mt. Hood
Community College

Safety improvements to better
connect to bus shelters



Regional Mobility

Improved Signal coordination and timing

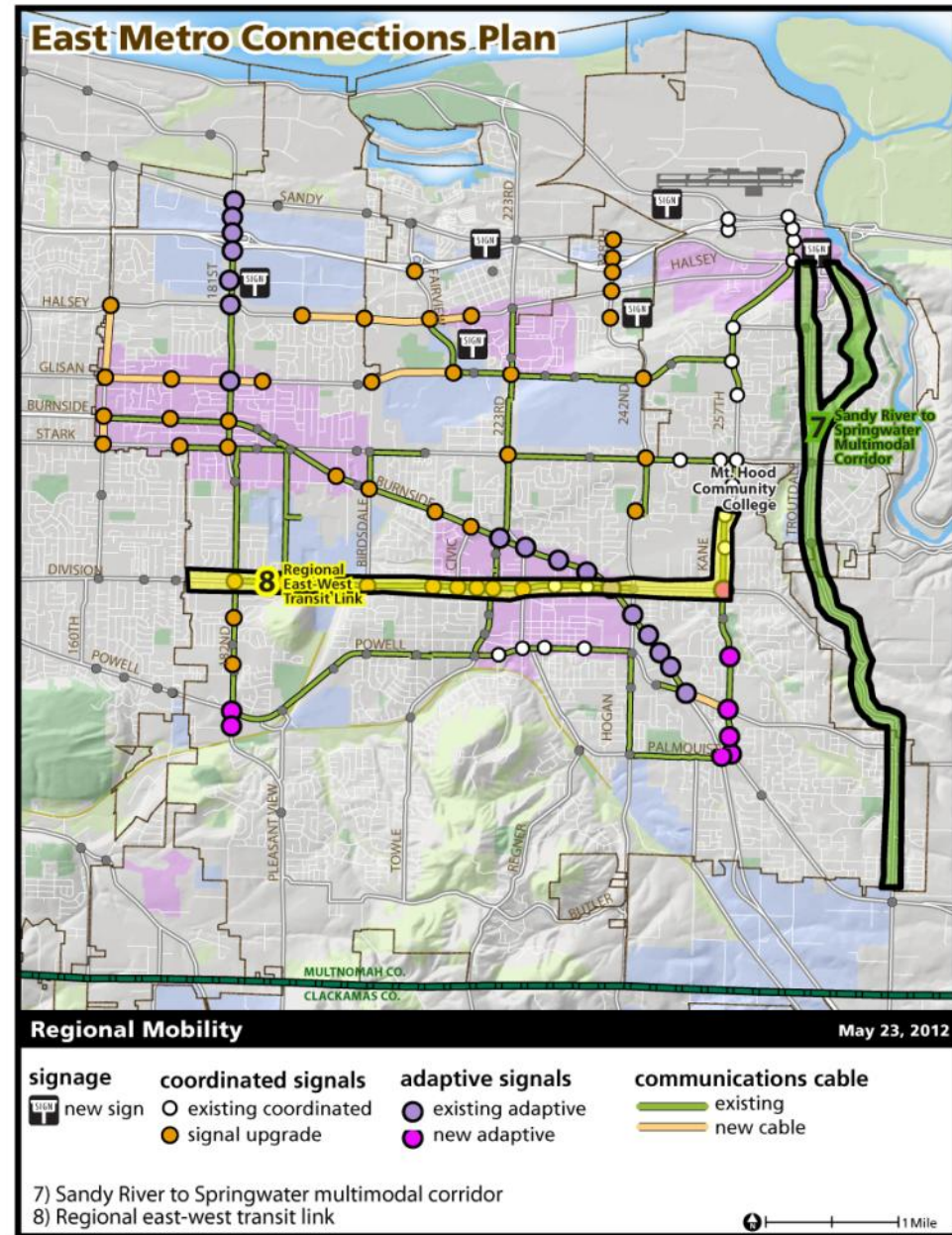


Regional Mobility

Sandy River to Springwater
Multi-Modal Connections

Regional East-West Transit Link

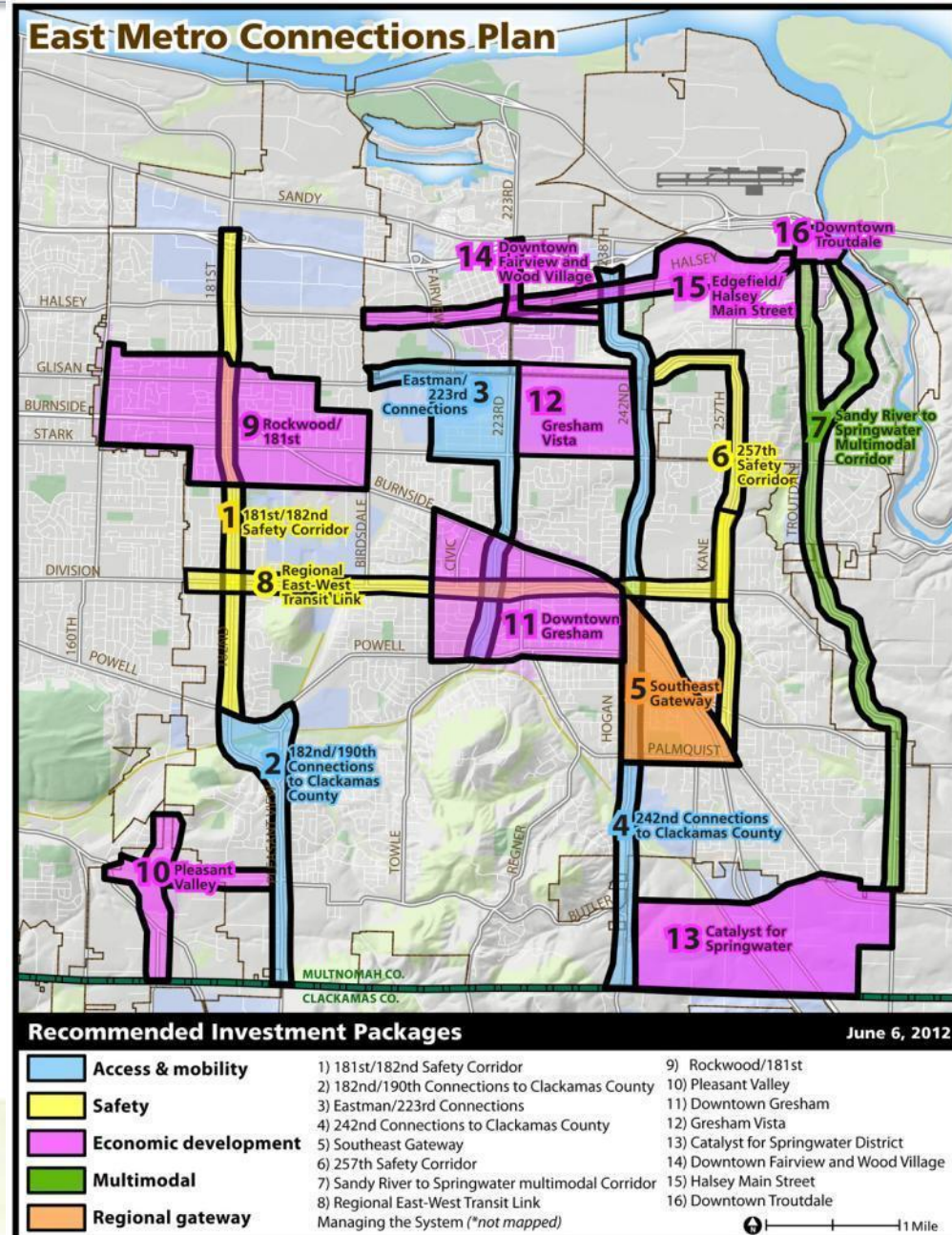
Transportation System Management



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

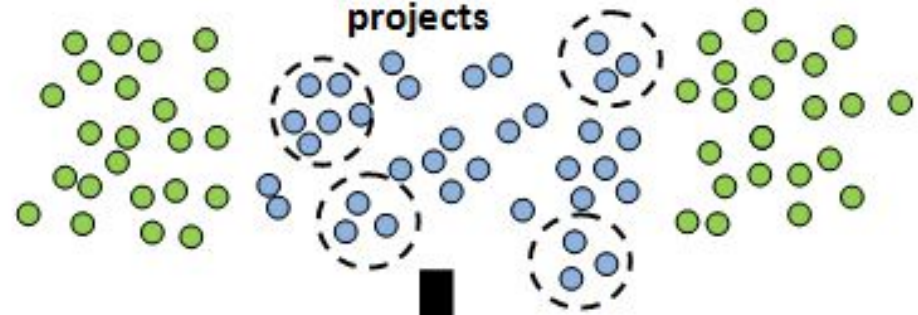


Next Steps

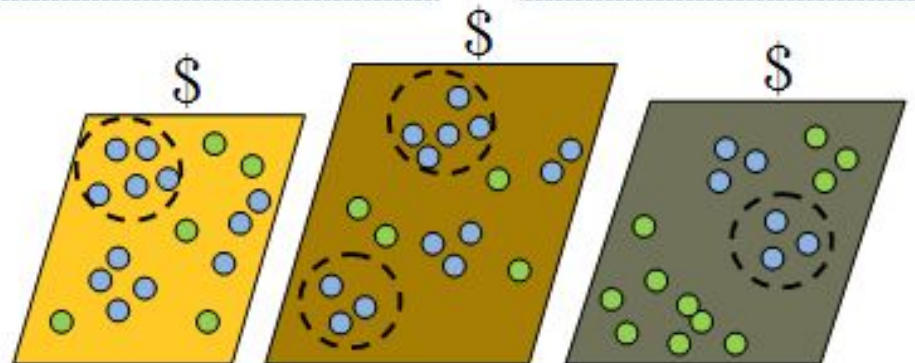
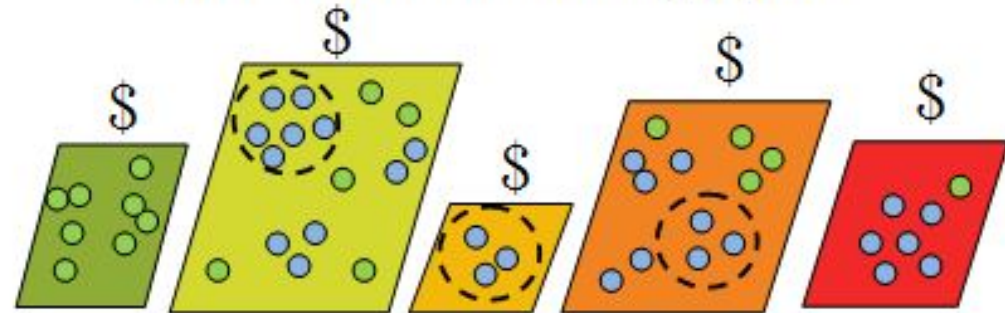
- **June – July:** Local adoption of investment packages by Gresham, Fairview, Troutdale, Wood Village, Multnomah County
- **Fall /Winter:** Update Regional Transportation Plan and local Transportation System Plans
- **Summer 2012 and ongoing to 2035:** Implement investment packages identified through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

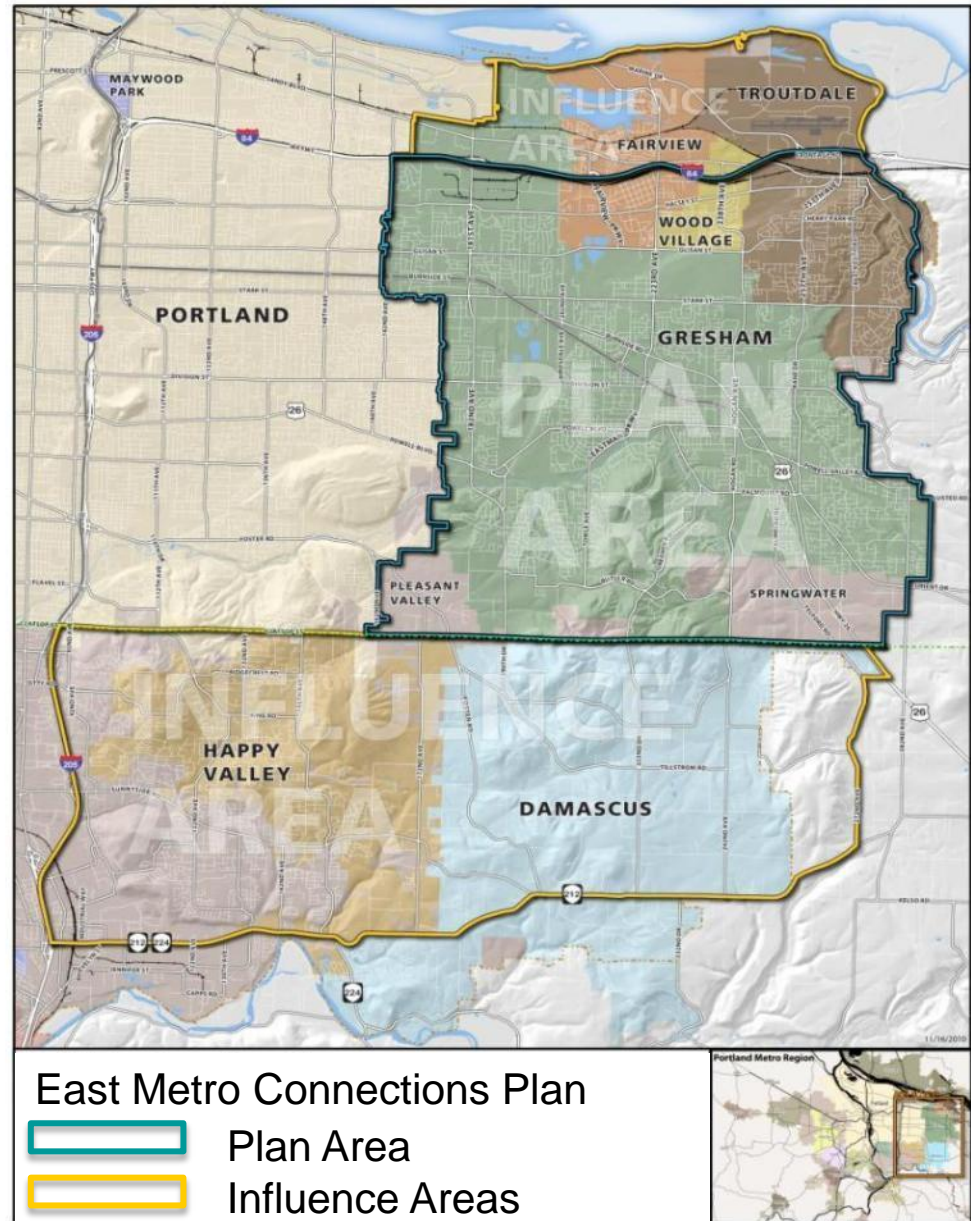


Determine eligible funding sources and strategically align EMCP and other east County projects



**Investments that
serve key land uses**

**Investments that
support mobility**



Recommendation

DISCUSSION

