



Clackamas to Columbia (C2C) Corridor Plan

>>> Task 3.3b Storyboard
Memorandum

PARALLEL PLANNING EFFORTS

Three in-process parallel planning efforts overlap with the C2C Corridor Plan and will identify potential new projects and/or modifications to currently planned projects along the C2C Corridor. These include the Pleasant Valley TSP Refinement Project, Pleasant Valley/North Carver (PV/NC) Comprehensive Plan, and the Damascus Mobility Plan. Phase II of the C2C Corridor Plan project will evaluate and prioritize packages of multimodal improvements, from these and other plans, that will provide mobility and access along the corridor to jobs, housing and key commercial and industrial areas. Figure 1 shows the geographic boundaries of the in-process planning efforts, jurisdictional boundaries, the C2C Corridor route, and the associated Metro Corridor 24 Boundary. In order to help partner agencies share information about the C2C Corridor Plan, a PowerPoint was developed to provide background on the project and parallel planning efforts (see Appendix A).

STORYBOARD

Project Partners (Cities of Gresham and Happy Valley and Clackamas County) provided the anticipated schedules for the three in-process parallel planning efforts. These schedules were compared alongside the anticipated C2C Corridor Plan project schedule to identify key meetings and deliverables that contribute to the development of the C2C Corridor Plan. In addition, the anticipated T2020 Metro Bond schedule is shown, identifying the constraints for a key funding opportunity. Figure 2 shows the storyboard schedule. The schedule was updated to push back the primary C2C Corridor Plan activities until the start of 2020 to accommodate the schedules of the in-process planning efforts. Key constraints include prioritization measures, project lists, and plan adoptions, as detailed below. A summary of the constraints and challenges is as follows:

- ▶ Project lists for the Damascus Mobility Plan and PV/NC Comprehensive Plan will need to be completed by the beginning of 2020 for inclusion in the C2C Corridor Plan.
- ▶ Projects within the Pleasant Valley TSP Refinement Plan have been evaluated and may need further evaluation to address the C2C Corridor Plan prioritization measures.
- ▶ The project partners will need to determine how to adopt the C2C Corridor Plan and potentially amend the Metro RTP.

PROJECT LISTS

As shown, the Pleasant Valley TSP Refinement Plan anticipates selecting and adopting a preferred alternative in June 2019, in time to be included in the C2C Corridor Plan. The Damascus Mobility Plan anticipates the project selection process to occur in October 2019 and the PV/NC Comprehensive Plan anticipates a draft plan in November 2019 and final plan in February 2020. The target date for finalizing the C2C Corridor Plan's Project List Memorandum was pushed back to February 2020 to accommodate the other project schedules

PRIORITIZATION MEASURES

The C2C Corridor Plan's Prioritization Measures and Methodology Memorandum was finalized in March 2019. The memorandum will include goals, prioritization measures, and an approach to project scoring for each measure. The project scoring will be applied in Phase II of the project to develop investment packages and prioritize projects, planned for early 2020. Phase II does not include scope to conduct any technical evaluation, so the project performance measures and other necessary information to facilitate the prioritization process will be provided from the related planning efforts and the partner agencies.

As shown, the Pleasant Valley TSP Refinement Plan completed the identification of evaluation criteria prior to the start of the C2C Corridor Plan. The Damascus Mobility Plan and PV/NC Comprehensive Plan have yet to determine their equivalent steps: project selection criteria in June 2019 and performance measures in Spring 2019, respectively. These projects will also need to complete the evaluation of projects and project scoring by the end of 2019 to facilitate the development of investment packages and prioritization by C2C. As with the project lists, this may require advance work to be conducted by the partner agencies to meet the C2C schedule.

Figure 1. Jurisdictions and Study Areas

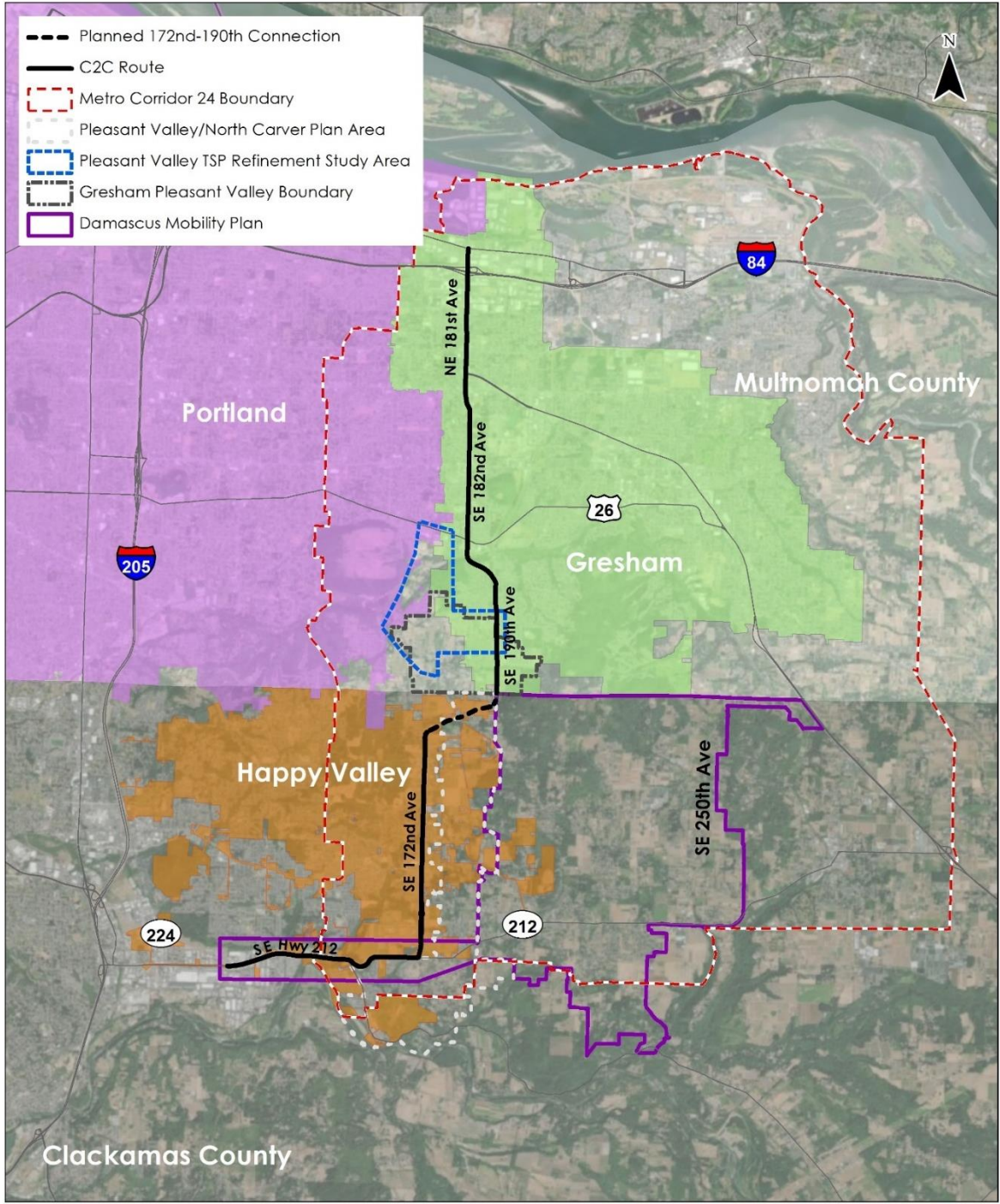
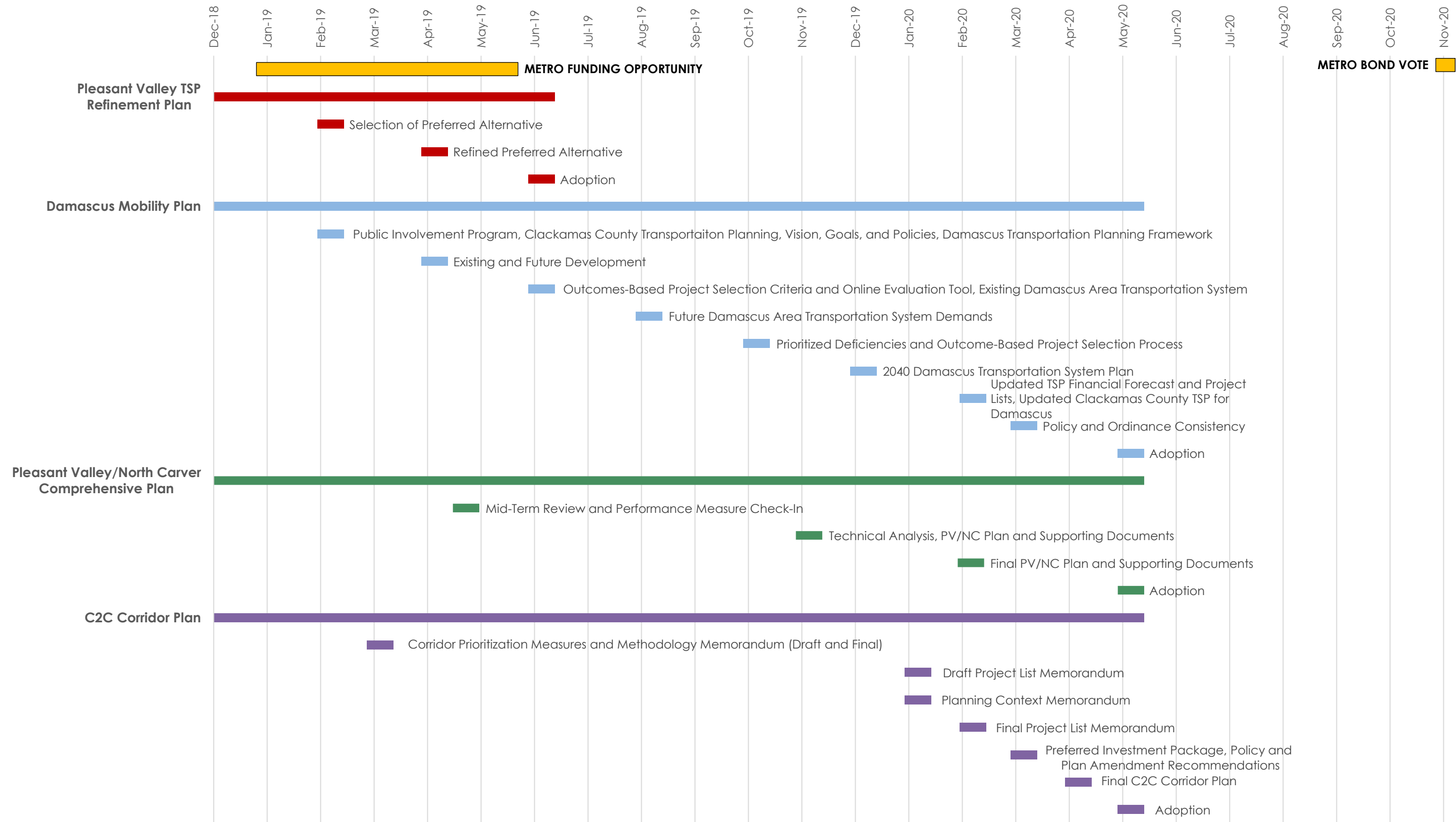


Figure 2. Draft Storyboard Schedule



PLAN ADOPTIONS

The C2C Corridor Plan is anticipated to be adopted in June 2020. The Pleasant Valley TSP Refinement Plan anticipates adoption in June 2019, the Damascus Mobility Plan in May 2020, and the PV/NC Comprehensive Plan in May 2020. The project partners will need to determine how to adopt the C2C Corridor Plan, whether as part of the Damascus Mobility Plan and the PV/NC Comprehensive Plan or through a separate process that includes either amending or adoption the plan by reference into the City of Gresham, City of Happy Valley, Multnomah County, and Clackamas County TSPs. In addition, the Metro RTP would need to potentially be also amended to reflect new or modified projects as well as priorities.

REQUIRED INFORMATION FOR C2C CORRIDOR PLAN

As noted above, several pieces of information will be required from the parallel planning efforts and partner agencies in order to complete Phase II of the project. The project list developed by C2C will largely pull from other plans and the development and prioritization of project packages will rely on technical analysis conducted outside the project. The information needed is shown in Table 1 includes:

- ▶ Projects: relevant projects on the C2C corridor and parallel to the corridor that impact demands on the corridor (by December 1, 2019)
- ▶ For each project, a description, geographic extents, cost estimate, and projected future demand (by December 1, 2019)
- ▶ For each project, an assessment using the goal scoring detailed in *Task 3.4 Draft Corridor Prioritization Measures and Methodology Memorandum* (by January 2020)

Table 1. Project Information Needed

Field	Description	Example
Project Name	Descriptive project name, including roadway or intersection	190 th Dr-Pleasant View Dr-Highland Dr Roadway upgrade
Extents	Note extents of project	Cheldelin Rd to Powell Blvd
Description	Include summary of all project elements	Widen roadway to 5-lane cross-section, including buffered bike lanes, landscape strip, and sidewalks. Includes widening of bridge over Johnson Creek.
Cost Estimate	Planning-level cost estimate using consistent assumptions	\$XXX
Projected Future Demand	Estimated 2035 annual average daily traffic (AADT) on project roadway or at project intersection (based on Metro model)	12,000
Safety & Security Goal Score	Average score of three prioritization criteria	Score from -1 to +2
Equitable Transportation Goal Score	Prioritization criteria score	Score from -1 to +2
Mobility Goal Score	Average score of two prioritization criteria	Score from -1 to +2

Field	Description	Example
Livability and Accessibility Goal Score	Average score of two prioritization criteria	Score from -1 to +2
Economic Development Goal Score	Prioritization criteria score	Score from -1 to +2
Fiscal Stewardship Goal Score	Score of second prioritization criteria (cost effectiveness factor percentile to be determined once project list compiled)	Score from -1 to +2 Cost effectiveness factor = 1,000 x projected future demand/cost estimate
Connectivity Goal Score	Prioritization criteria score	Score from -1 to +2

It is suggested that the Partner Agencies provide the requested information from existing plans by October 1, 2019 when the partner agencies will re-group and prepare to start Phase II of the project. This will allow agencies to develop a better understanding of the scoring criteria, manage workload as the on-going plans move forward, and identify any information needed that is not covered in the existing plans. This existing plans at a minimum would include the following, grouped by agency:

City of Gresham

- ▶ City of Gresham TSP
- ▶ TriMet Eastside Service Enhancement Plan
- ▶ Pleasant Valley Concept Plan

Clackamas County

- ▶ Clackamas County TSP
- ▶ SE 172nd Avenue/190th Drive Corridor Management Plan
- ▶ Sunrise Final Environmental Impact Statement

City of Happy Valley

- ▶ City of Happy Valley TSP
- ▶ East Happy Valley Comprehensive Plan

Multnomah County

- ▶ Multnomah County TSP
- ▶ East Metro Connections Plan

It is further recommended that each partner agency review the scope and deliverables associated with their respective ongoing planning projects to ensure that the information required (see Table 1) will be readily available and determine if the proposed schedule presents any issues on delivering that information. Directions for the goal scoring are provided in the Task 3.4 Memorandum.

APPENDIX A POWERPOINT
PRESENTATION WITH
C2C BACKGROUND

Clackamas to Columbia Corridor (C2C) Plan

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agency
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Contents

C2C Corridor Plan Defined

Project Purpose and Objectives

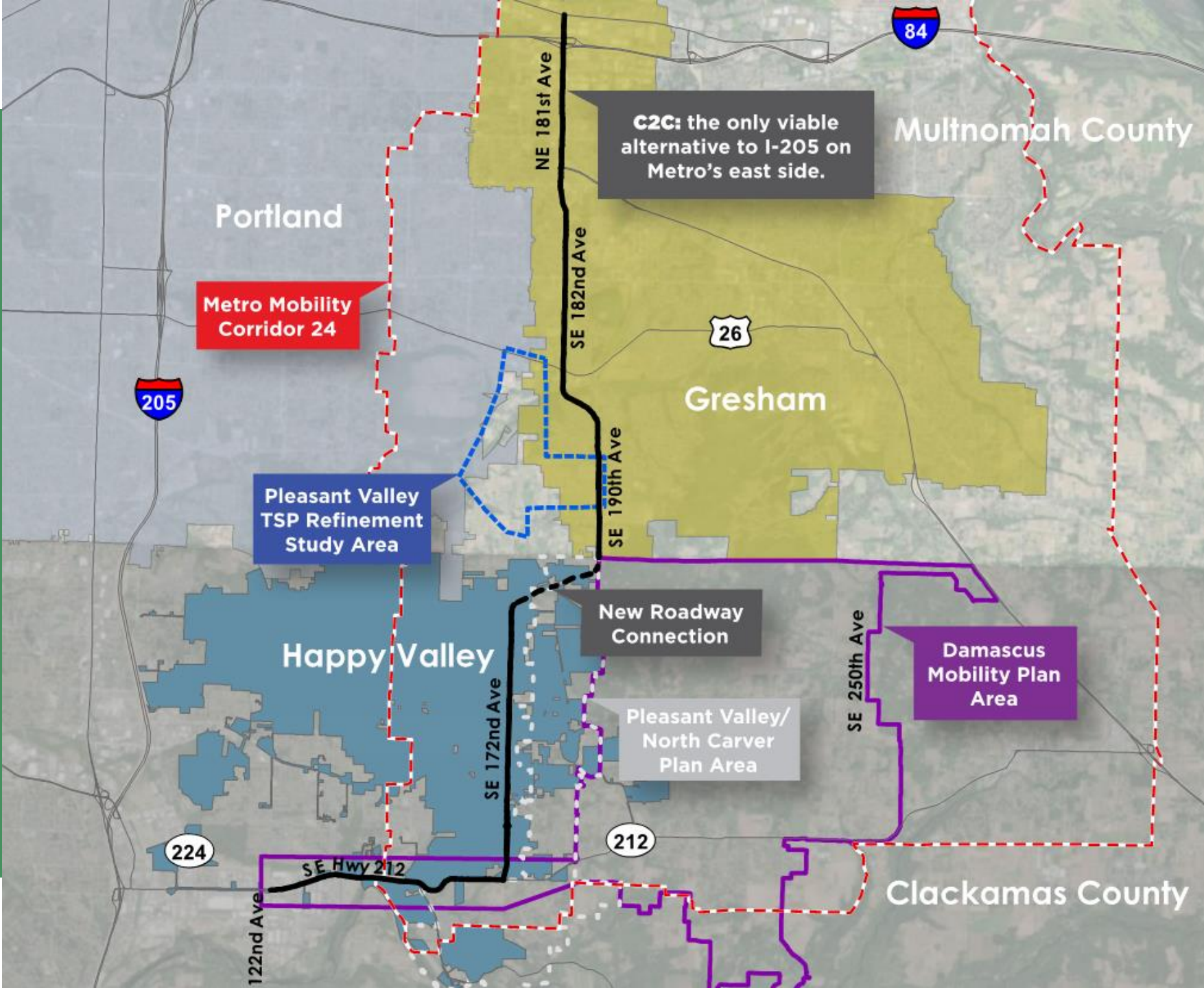
Importance of C2C

Parallel Planning Projects

Storyboard

What's Next

The C2C Corridor Plan will create a **consistent, coordinated, multi-jurisdictional** transportation plan that focuses on needed improvements for **all modes** along the 181st/182nd/190th/172nd corridor which connects Interstate 84 in Multnomah County and Highway 212 in Clackamas County.



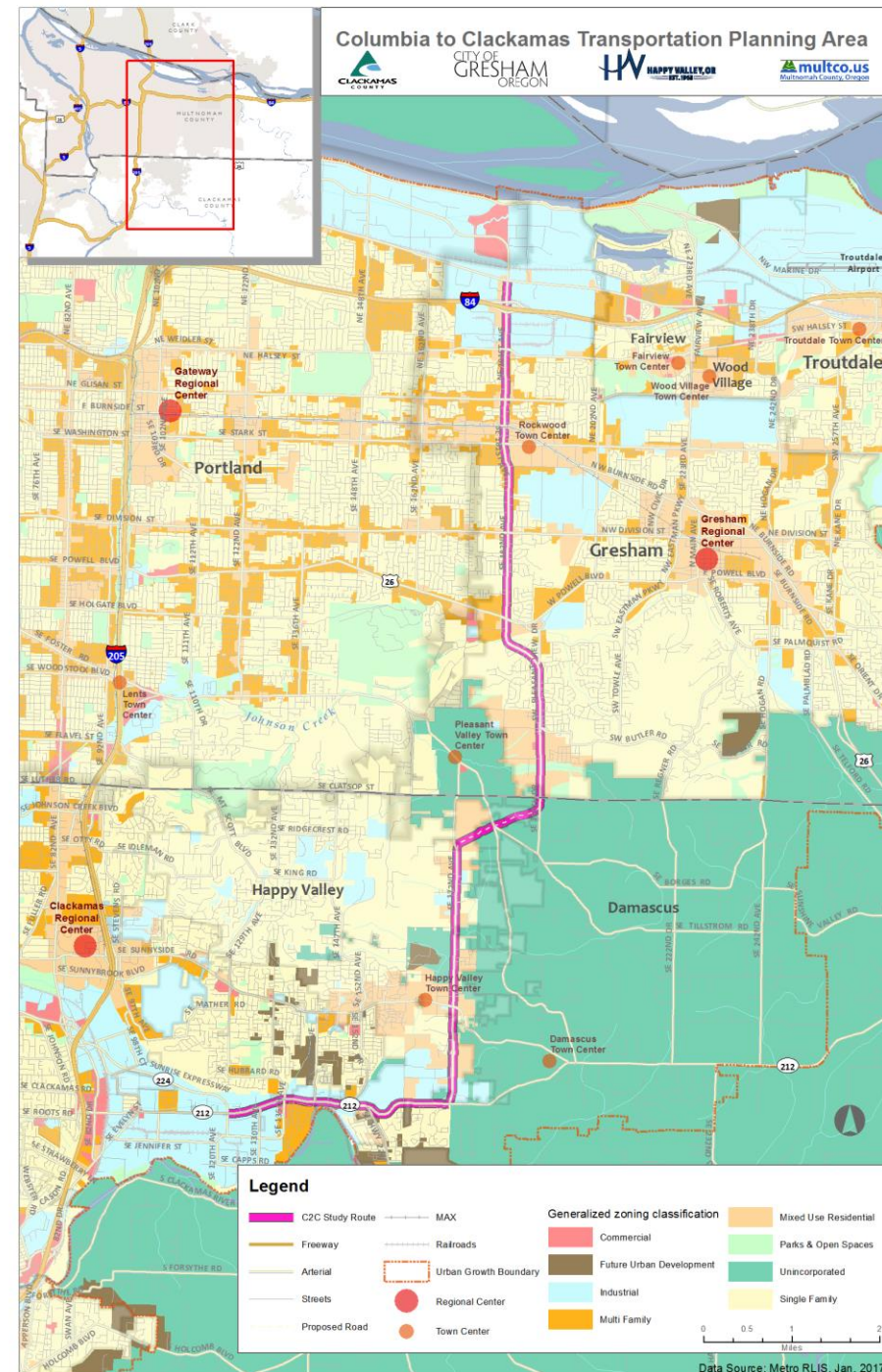
The C2C Corridor Plan is a **partnership project** led by Gresham, with close involvement from Happy Valley, Portland, Multnomah County, Clackamas County, Metro, and ODOT

C2C Partners



Project Objectives

- Advance C2C by identifying projects to be amended into Metro's 2018 Regional Transportation Plan.
- Develop a coordinated, consistent set of policy and project recommendations and conceptual street design for adoption into each jurisdiction's TSP.



Project Objectives

- Seek approval by elected officials to agree on prioritizing future projects in the C2C corridor.
- Identify sequencing and phasing of transportation investments along the corridor.

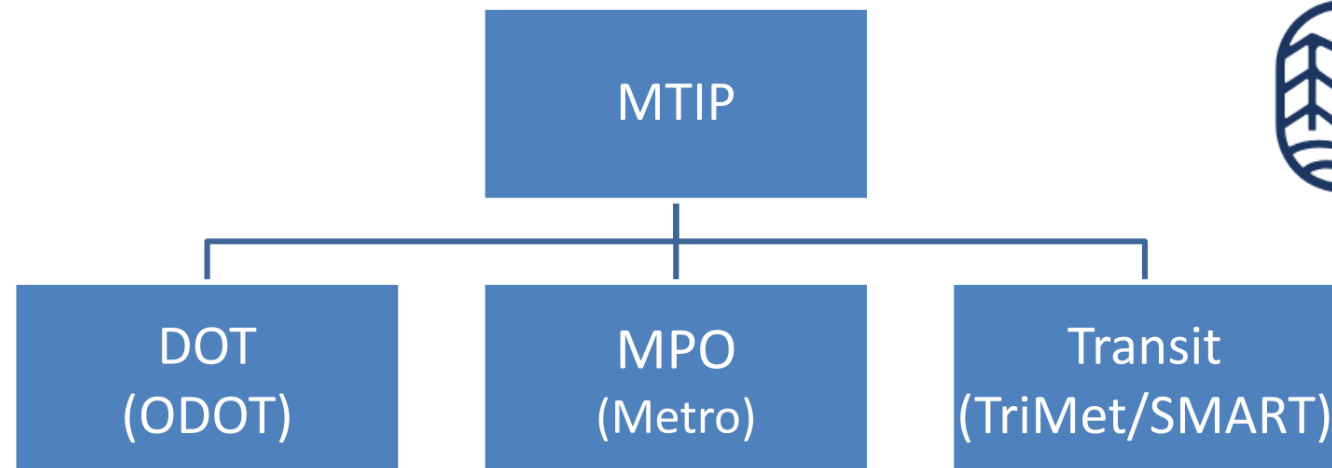


Project Objectives

Target upcoming funding opportunities:

- envisioned Metro T2020 Infrastructure Bond
- Metropolitan Transportation Improvement Program (MTIP)
- Statewide Transportation Improvement Program (STIP) investments
- urban renewal districts

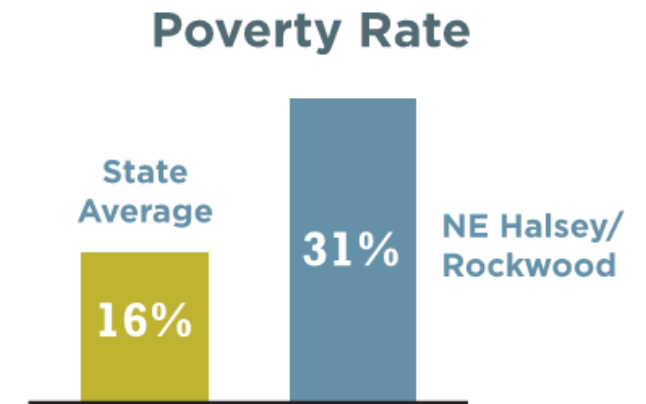
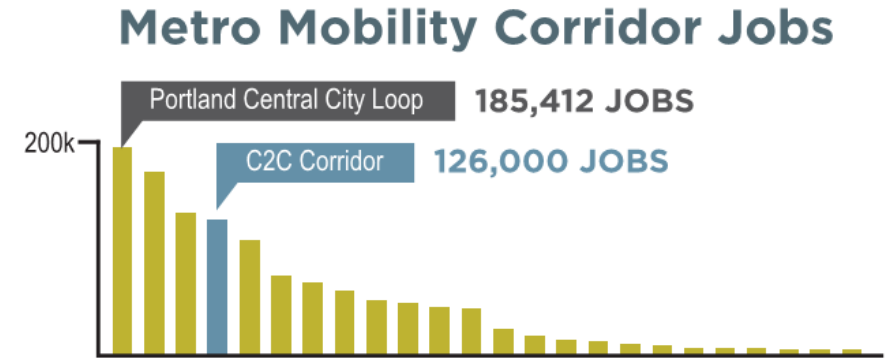
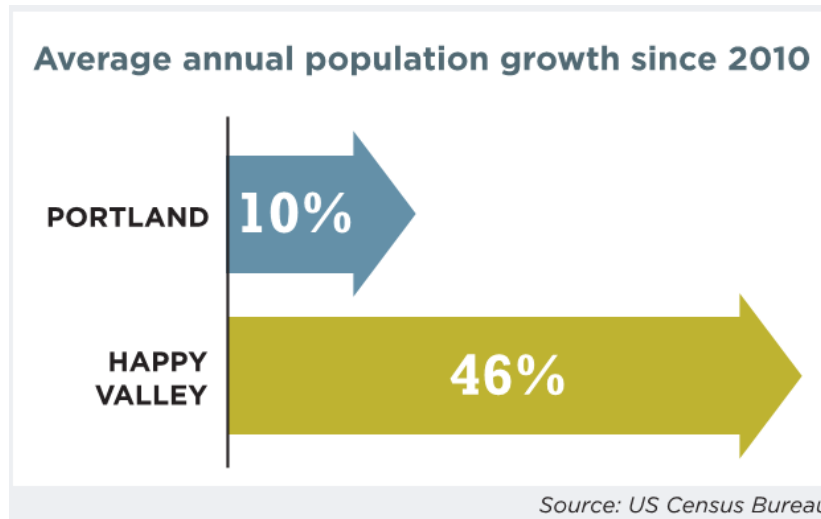
Figure 1.1 Metropolitan Transportation Improvement Program (MTIP) Relationships



Source: 2018-2021 MTP Report

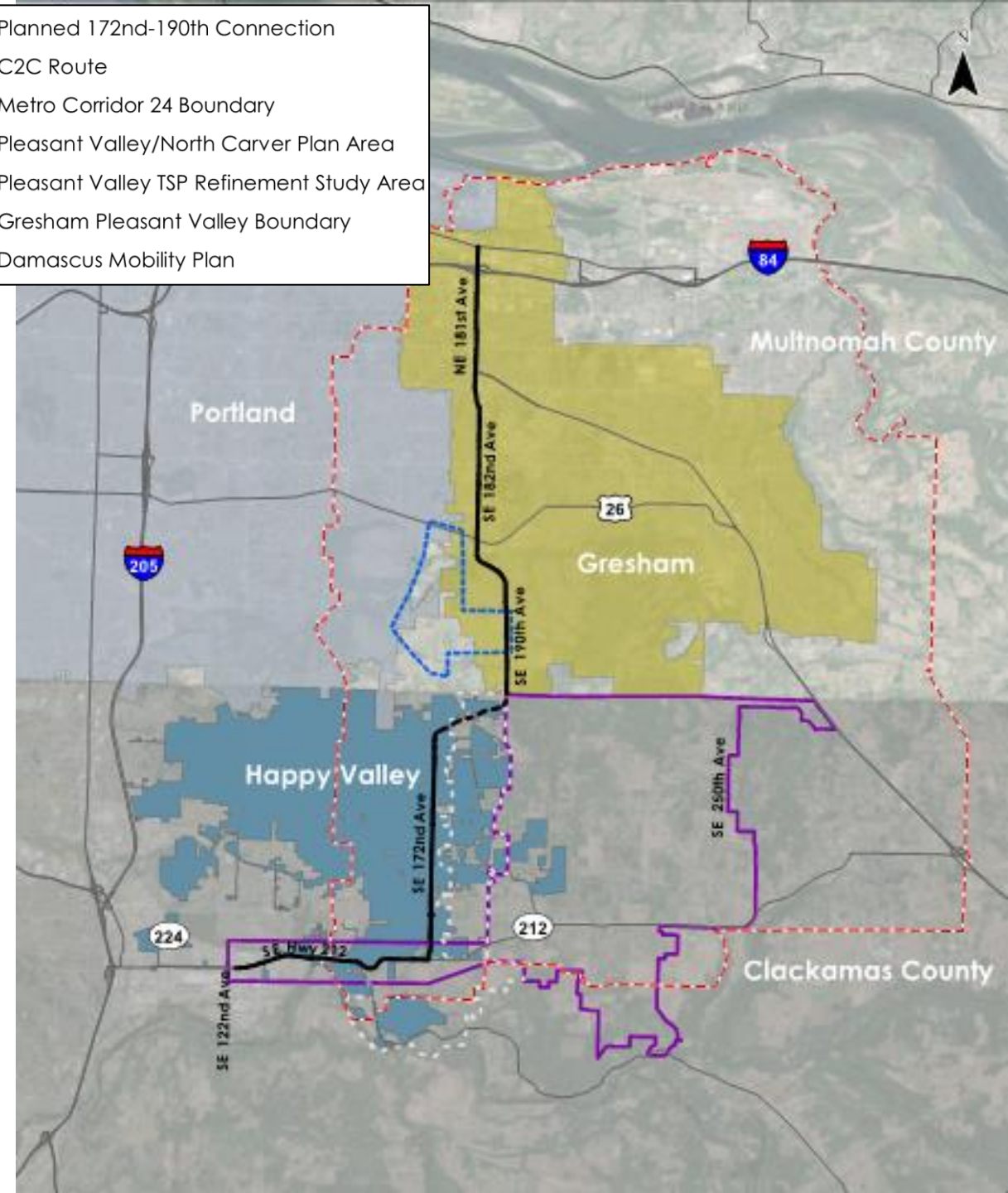
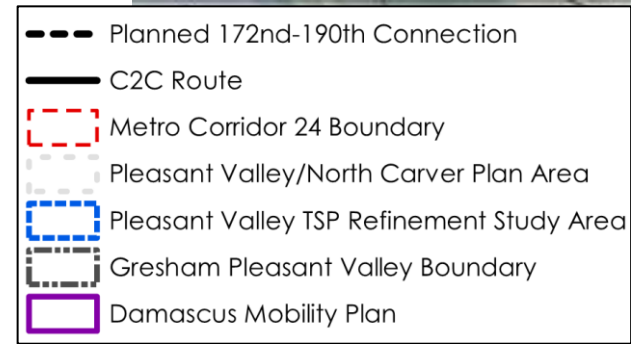
Importance of C2C

- Connecting underserved communities
- Providing needed multimodal connections
- Serving growing communities



Parallel Planning Efforts

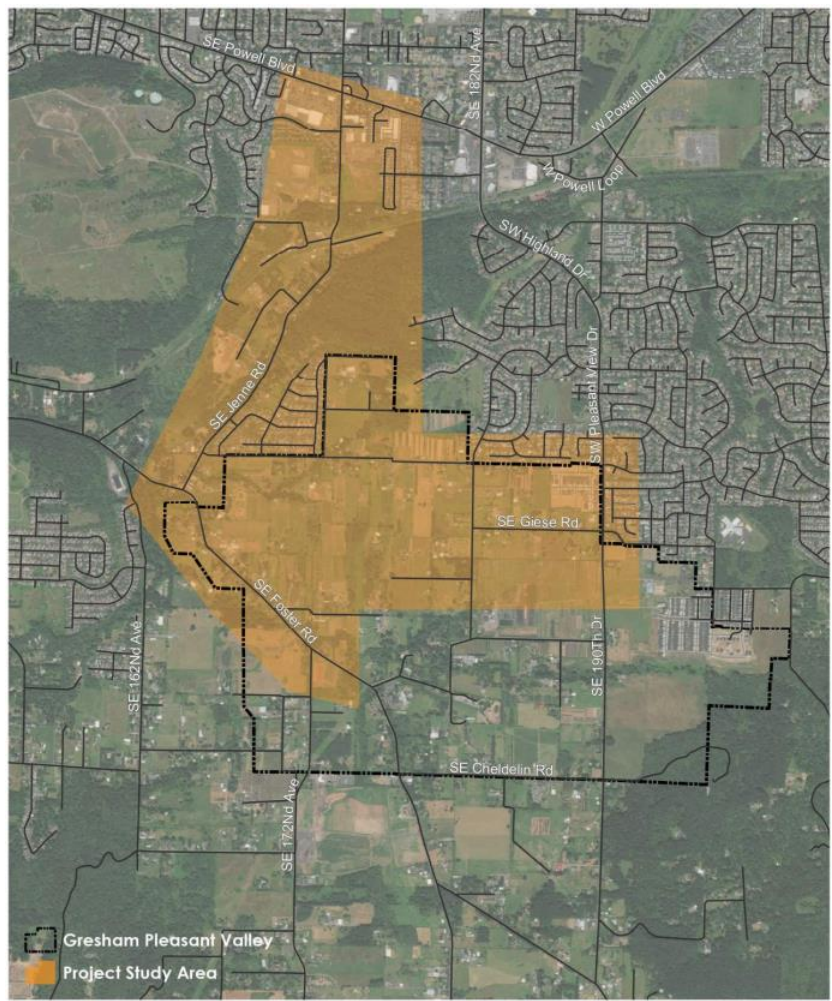
- Pleasant Valley TSP Refinement Plan
- Pleasant Valley/ North Carver Comprehensive Plan
- Damascus Mobility Plan



Parallel Planning Efforts

Pleasant Valley TSP Refinement Plan

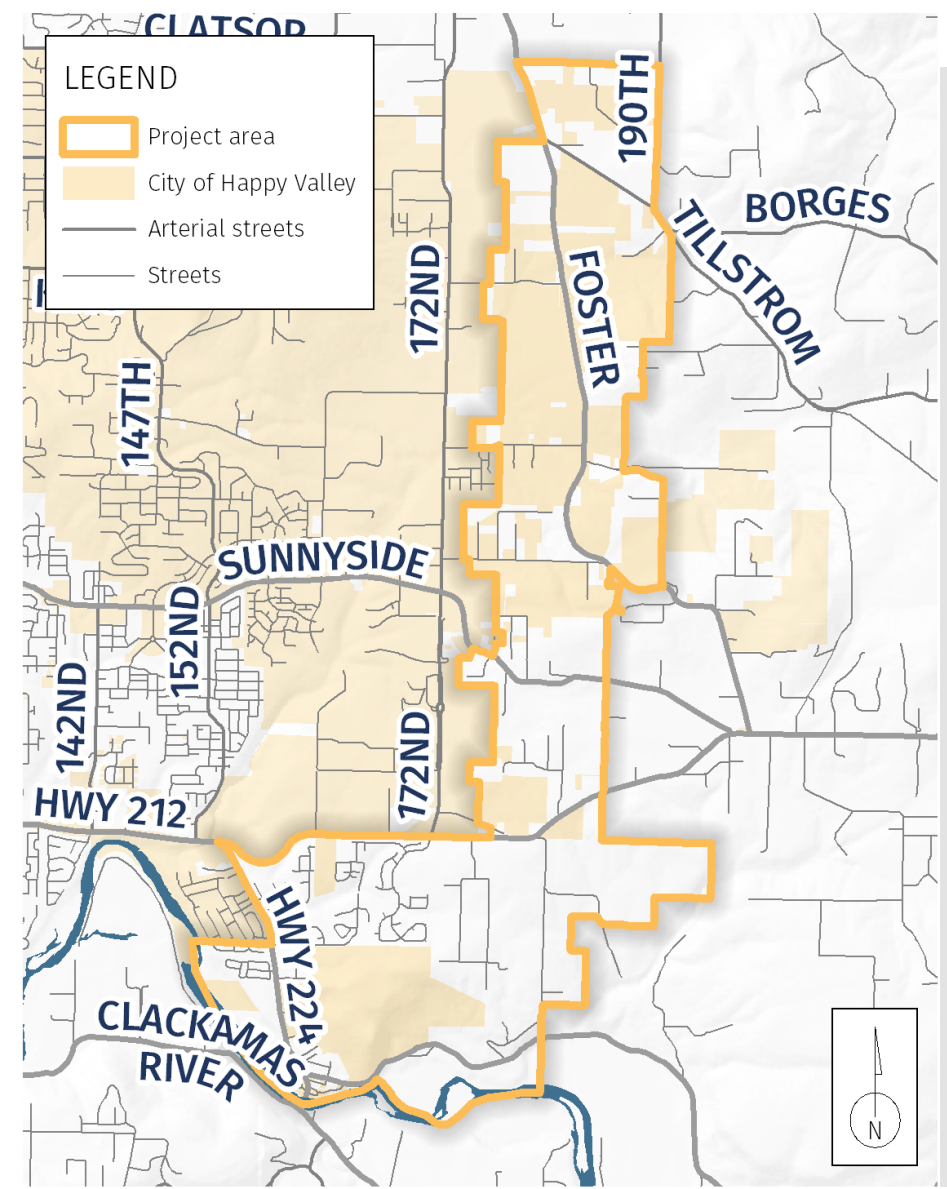
- Project Purpose:
 - Reassess the Pleasant Valley TSP based on the most recent transportation plans for the surrounding areas and projected growth
 - Develop a long-term vision for the area
 - Find near-term solutions to address community concerns and support growth of the area
 - Identify improvement phasing, costs, right-of-way needs, and impacts
- Final plan anticipated in summer 2019



Parallel Planning Efforts

Pleasant Valley/North Carver Comprehensive Plan

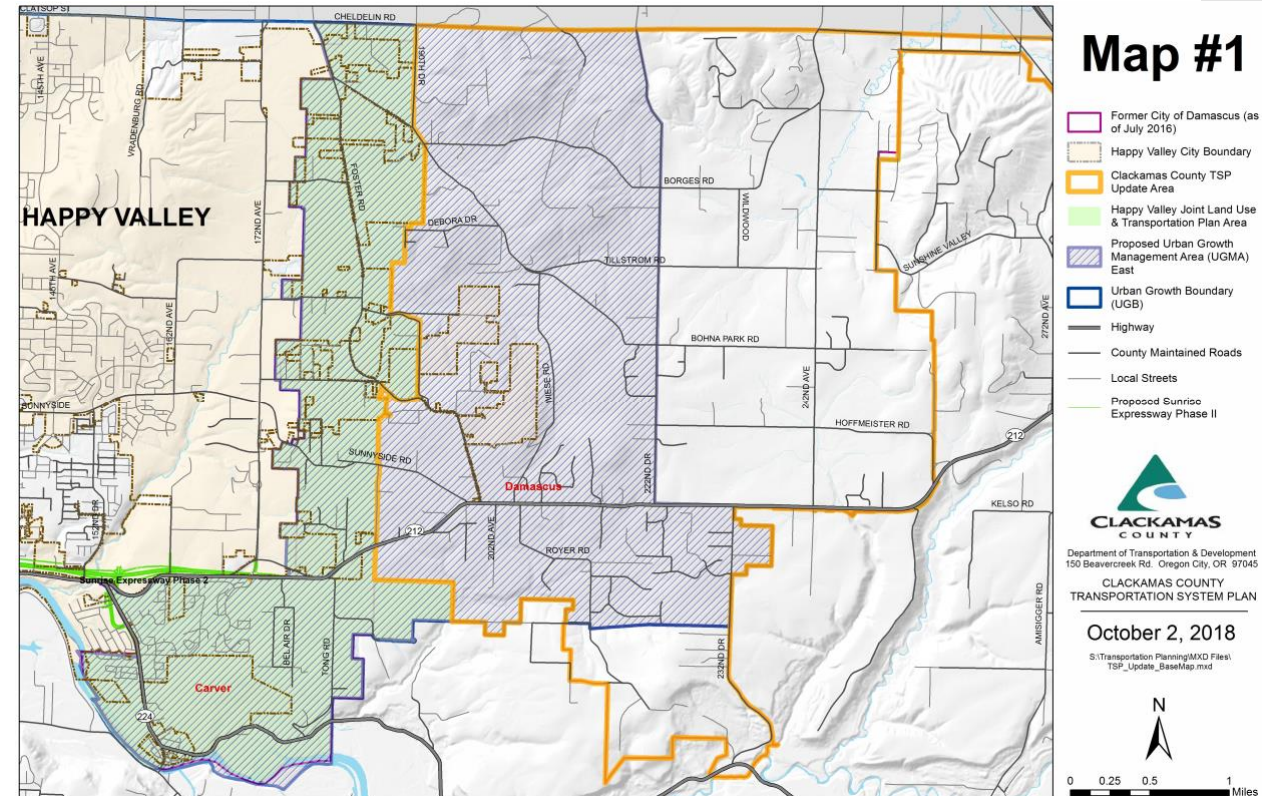
- Provide the framework for the integrated land use and transportation plan
- Build off the efforts of the adjacent (to the west) East Happy Valley Comprehensive Plan
- Final plan anticipated in summer 2020

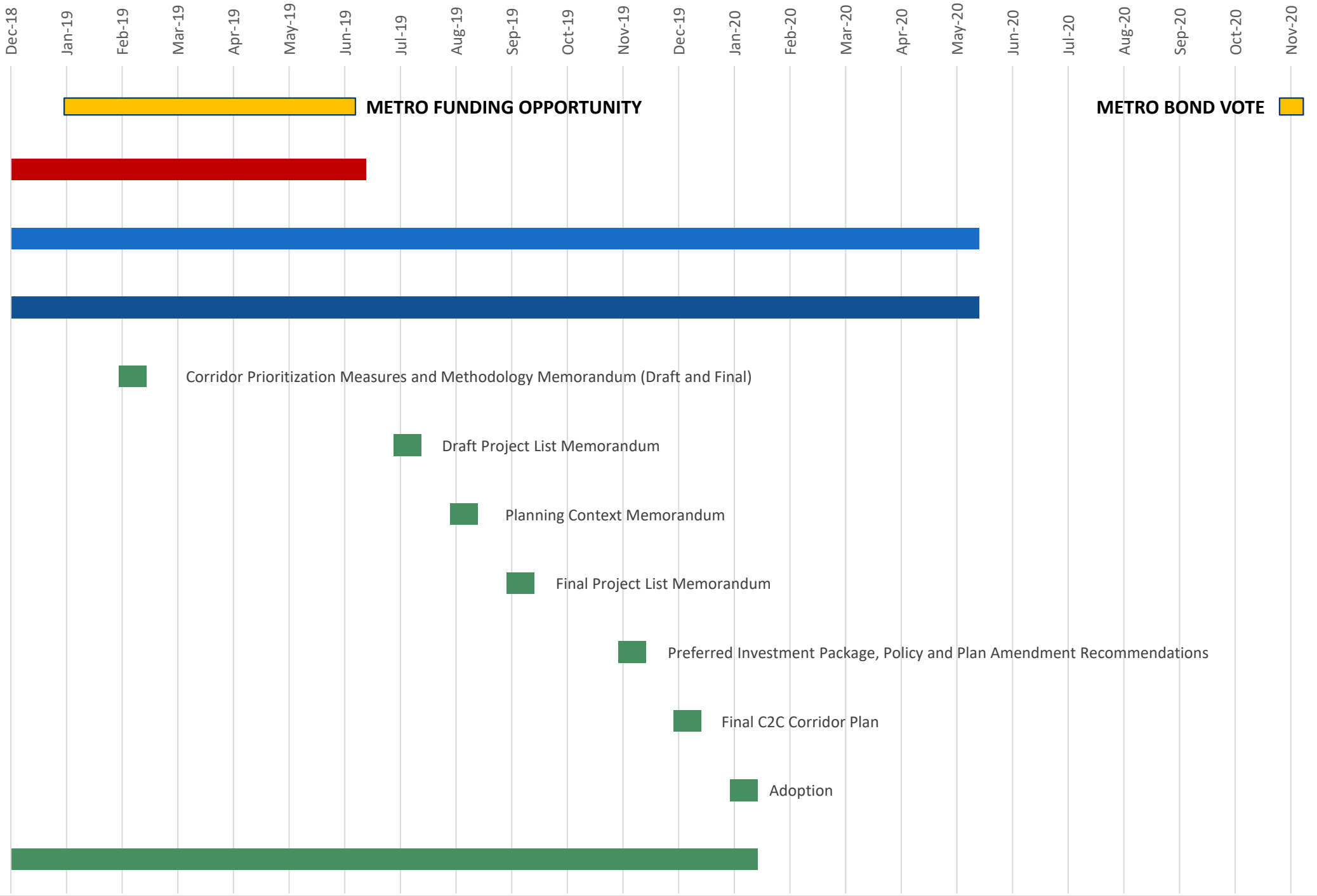


Parallel Planning Efforts

Damascus Mobility Plan

- Provide a transportation system plan for the former City of Damascus
- Build off Clackamas County TSP work
- Identify preferred future transportation system and needed projects





Pleasant Valley TSP Refinement Plan

Damascus Mobility Plan

Pleasant Valley/North Carver Comprehensive Plan

Corridor Prioritization Measures and Methodology Memorandum (Draft and Final)

Draft Project List Memorandum

Planning Context Memorandum

Final Project List Memorandum

Preferred Investment Package, Policy and Plan Amendment Recommendations

Final C2C Corridor Plan

Adoption

C2C Corridor Plan

METRO FUNDING OPPORTUNITY

METRO BOND VOTE

Metro T2020 Bond Measure

Separate effort
underway to support
the C2C Corridor in the
Metro T2020 Bond
Measure,
particularly the
172nd-190th-182nd
segment



What's Next

- Stay up-to-date by checking the C2C Website at:

GreshamOregon.gov/C2C 

- Updates to JPACT and TPAC scheduled for **March 2019**
- **Phase II to begin Summer 2019**
 - Advisory committees and steering committee will be formed
 - Multiple open houses will be available to seek community input and provide project updates – check the website for updates!