



# PLEASANT VALLEY TSP REFINEMENT

>>> Background Document Review

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## BACKGROUND DOCUMENT OVERVIEW

This document summarizes a review of documents related to the Pleasant Valley TSP. Each document is summarized in the section below, with elements relevant to the Pleasant Valley TSP Refinement project specifically highlighted. A summary table is provided at the end including each document reviewed.

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- ▶ *Project Background*
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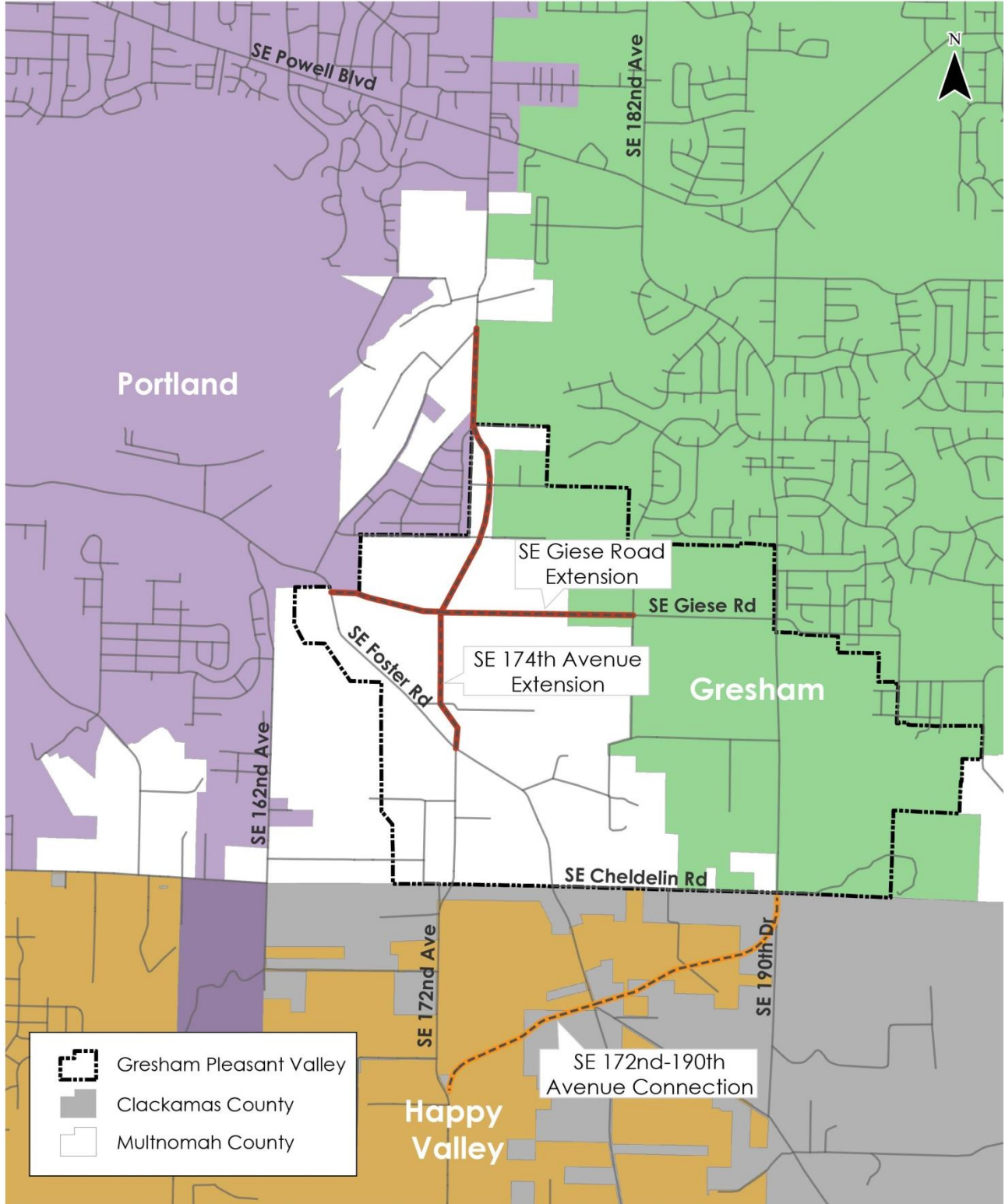
## PROJECT BACKGROUND

The City of Gresham is beginning a process to review the transportation facilities in the Pleasant Valley Transportation System Plan (TSP) with primary focus on determining how the system can function adequately in the future. Alternatives that include and exclude a potential new arterial extension of SE 174<sup>th</sup> Avenue to connect between SE Giese Road and SE Jenne Road will be analyzed to understand the impacts of that connection on the overall function of the Pleasant Valley street network. The SE 174<sup>th</sup> Avenue extension was originally developed as part of planning for the Powell-Foster corridors and is included in the current Metro Regional Transportation Plan (RTP) project list. A preferred alternative will be incorporated into an updated Pleasant Valley TSP and identify the long-term vision for the area as well as near-term solutions to address community concerns and support growth of the area. In addition, it will identify how improvements can be phased and their costs, right-of-way needs, and impacts.

The Pleasant Valley TSP was adopted in 2005. Since that time, planning has occurred by Clackamas County, Portland, and Metro. These plans are based on the Pleasant Valley TSP, which includes an extension of Giese Road between SE Foster Road and SE 182<sup>nd</sup> Avenue. In addition, it includes the downgrading of Foster Road into a local access street (i.e., retain current two-lane configuration), with the potential to disconnect or vacate the street in the confluence area of Kelley Creek. For example, in 2012, Happy Valley and Clackamas County jointly adopted the 172<sup>nd</sup> Avenue/190<sup>th</sup> Drive Corridor Management Plan, including a new arterial connection between SE 172<sup>nd</sup> Avenue and SE 190<sup>th</sup> Drive (the “172<sup>nd</sup>-190<sup>th</sup> Connector”). That plan considered the constraints of Jenne Road and the 174<sup>th</sup> Extension and the need to provide a more robust connection to SE 190<sup>th</sup> Avenue to supplement north/south connectivity.

The Pleasant Valley TSP (PVTSP) Refinement project is needed to reassess the PVTSP based on the most recent transportation plans for the surrounding areas. It will validate planned projects in the TSP and assesses the need and feasibility of the 174<sup>th</sup> extension north of Giese Road. Figure 1 illustrates the Pleasant Valley Boundary, surrounding cities and counties, and the SE 174<sup>th</sup> Avenue extension, SE Giese Road extension, and 172<sup>nd</sup>-190<sup>th</sup> Connector.

Figure 1. Pleasant Valley Area and Surrounding Cities and Counties



Source: Based on GIS files from Metro

## DOCUMENT SUMMARIES

### DOCUMENT: PLEASANT VALLEY CONCEPT PLAN

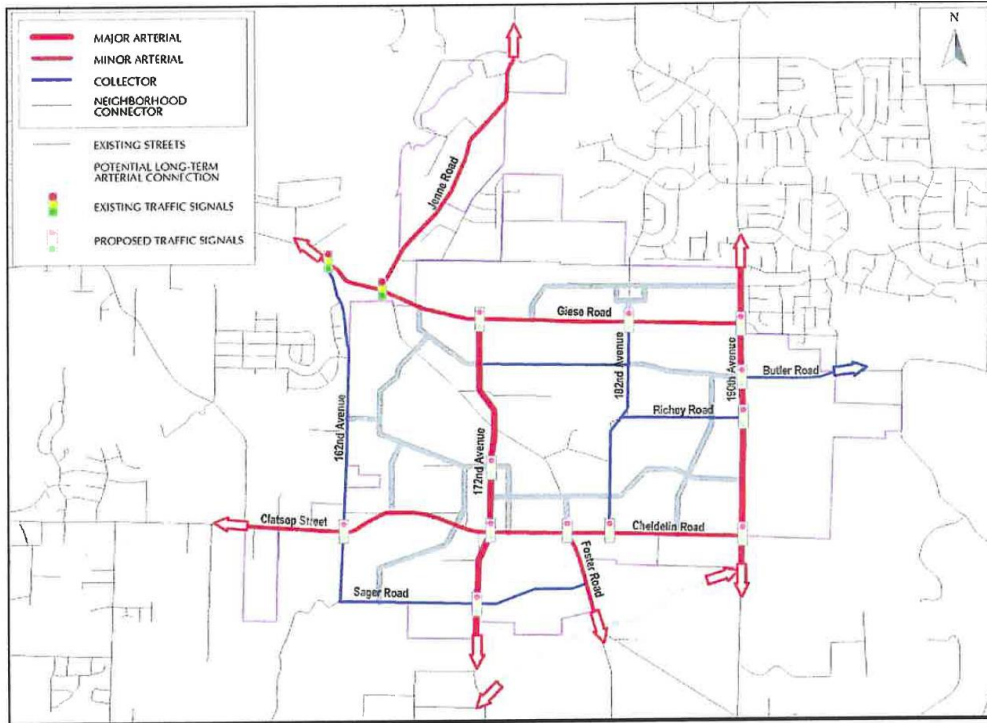
- ▶ **Date:** August 2002
- ▶ **Purpose:** “Establish a community plan addressing land use, transportation, natural resources, public facilities, infrastructure and funding strategies for the study area”
- ▶ **Study Area:** Pleasant Valley

**Goals:**

- A. Create a community
- B. Create a town center as the heart of the community
- C. Integrate schools and civic uses into the community
- D. Celebrate Pleasant Valley’s cultural and natural history
- E. Preserve, restore and enhance natural resources
- F. Use “green” development practices
- G. Locate and develop parks and open spaces throughout the community
- H. Provide transportation choices
- I. Provide housing choices
- J. Provide and coordinate opportunities to work in and near Pleasant Valley

The transportation network envisioned in the concept plan is shown in Figure 2.

**Figure 2. Pleasant Valley Concept Plan Network (Source: Pleasant Valley Concept Plan)**



**New street extensions and connections include:**

- ▶ 172<sup>nd</sup> Avenue extension north to Giese Rd
- ▶ Giese Rd west to Foster Rd
- ▶ Clatsop St west to Cheldelin Rd
- ▶ 182<sup>nd</sup> Ave south to Cheldelin Rd
- ▶ Butler Rd west to 190<sup>th</sup> Ave
- ▶ Sager Rd east to Foster Rd
- ▶ Long-term arterial connection from 172<sup>nd</sup> to 190<sup>th</sup> Avenue south of the study area

**Transit**

The Concept Plan includes an element to “provide regional and community transit service on key roads in Pleasant Valley, with direction connections to Happy Valley, Clackamas regional center, Damascus, Lents, Gresham, the Columbia Corridor and downtown Portland.” Transit streets include:

- ▶ 172<sup>nd</sup> Avenue
- ▶ Giese Road
- ▶ 182<sup>nd</sup> Avenue
- ▶ 190<sup>th</sup> Avenue
- ▶ A new east/west collector south of Giese Road
- ▶ Clatsop Street-Cheldelin Road

## DOCUMENT: PLEASANT VALLEY TRANSPORTATION SYSTEM PLAN

- ▶ **Date:** January 2005
- ▶ **Purpose:** “establish a framework for addressing the transportation needs for this new urban community as urbanization occurs with the implementation of the Pleasant Valley Plan District.”
- ▶ **Study Area:** Pleasant Valley

### Key Elements:

The Pleasant Valley TSP builds from concept plan to further define the transportation system for the area by including:

- ▶ Functional Classification for Streets
- ▶ Street Design Types
- ▶ Connectivity Plan
- ▶ Bike and Trail Plan
- ▶ Illustrative Street Plan
- ▶ Transit Plan

It includes the following action measures:

- ▶ As a near-term objective, downgrade the function of Foster and Richey roads in the confluence area of Kelley Creek to serve as local access streets. As a long-term objective, develop a strategy to disconnect and potentially vacate the vehicular function of these street segments while maintaining the opportunity for a local trail opportunity.
- ▶ Realign 172<sup>nd</sup> Avenue as it passes through Kelley Creek ESRA to not follow creek and reduce impact area by keeping it as far west of confluence as practical and minimizing the bridge footprint in the creek and adjacent riparian area.
- ▶ Investigate needed safety and capacity improvements to address future travel demand in the Foster Road and Powell Boulevard corridors and implement study recommendations.
- ▶ Evaluate the long-term need for an arterial connection between 172nd Avenue and 190th Avenue as part of urban area planning that responds to future urban growth boundary decisions.
- ▶ Implement needed transportation improvements to serve Pleasant Valley and correct existing safety issues.
- ▶ Implement regional corridor study recommendations and projects identified in the Regional Transportation Plan for key gateway routes, such as Sunnyside Road, Foster Road, Powell Boulevard, 172nd Avenue and 190th Avenue.

Transit: Expand the TriMet service boundary to include areas within Clackamas County to allow TriMet to serve this area.

Work with TriMet to develop a transit plan for Pleasant Valley that:

- ▶ Establishes a transit hub within the town center zoning district that provides transfer opportunities between regional and community transit routes
- ▶ Implements recommended community and regional transit service.
- ▶ Determines appropriate locations and design of bus loading areas and transit preferential treatments such as reserved bus lanes and signal pre-emption to enhance transit usage and public safety and to promote the smooth flow of traffic.
- ▶ With other transit service providers, and employers and social service agencies' efforts, enhances access for elderly, economically disadvantaged, and people with disabilities.

Figure 3 illustrates the transit system envisioned in the TSP.

**Figure 3. Transit System (Source: Pleasant Valley TSP)**

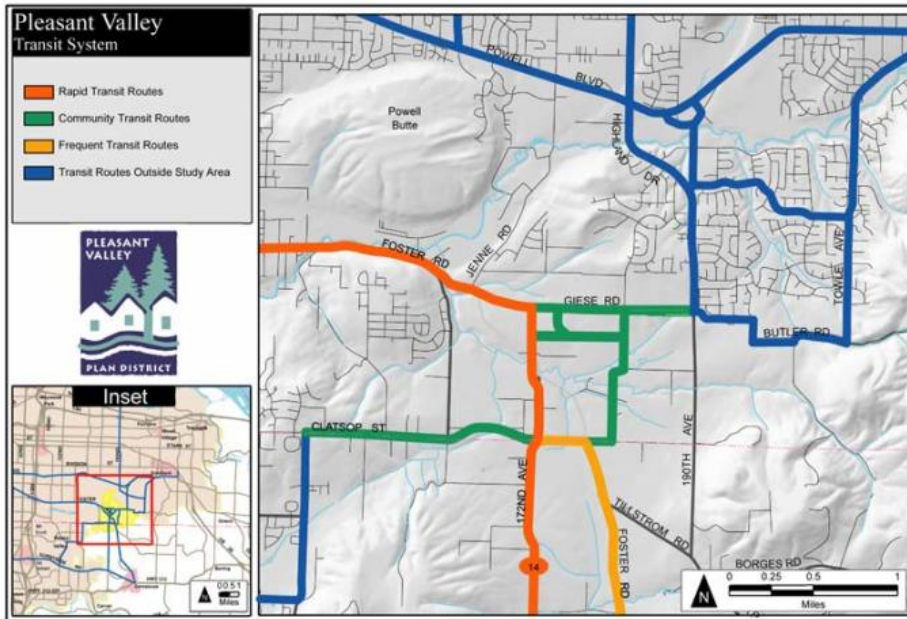
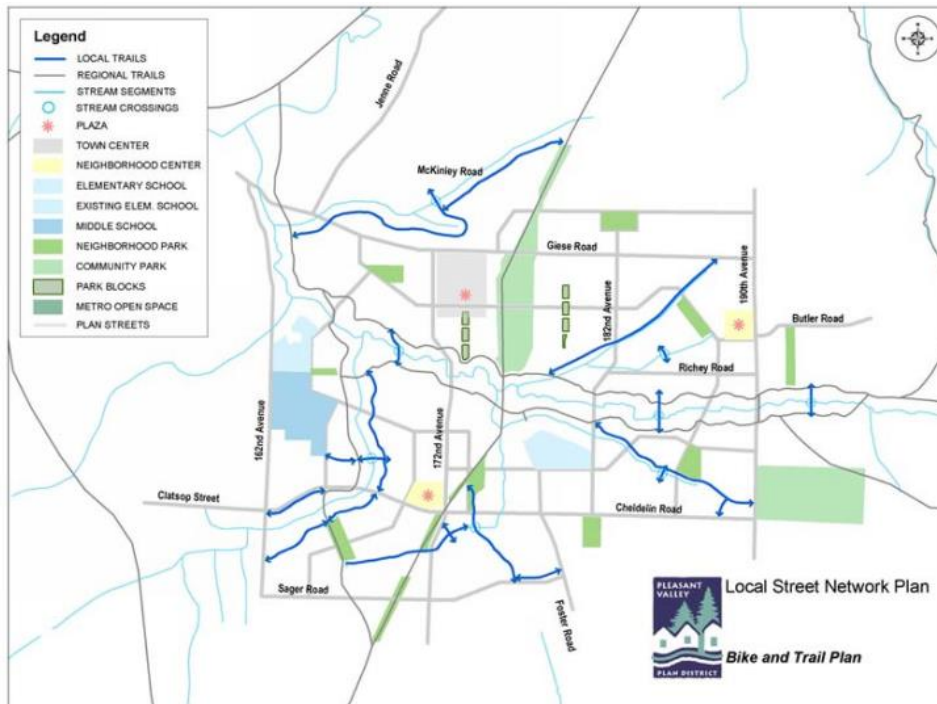


Figure 4 illustrates the bike and trail plan shown in the Pleasant Valley TSP.

**Figure 4. PV TSP Bike and Trail Plan (Source: Pleasant Valley TSP)**





## DOCUMENT: HAPPY VALLEY TRANSPORTATION SYSTEM PLAN

- ▶ **Date:** November 2016
- ▶ **Purpose:** “Establish a community plan addressing land use, transportation, natural resources, public facilities, infrastructure and funding strategies for the study area”
- ▶ **Study Area:** Happy Valley

**Goals:** the Happy Valley TSP includes goals and policies that were developed by the project stakeholders. The goals are listed below.

- ▶ **Livability** - Transportation facilities shall be planned, designed and constructed in a manner which enhances the livability of Happy Valley.
- ▶ **Mobility** - Transportation facilities shall accommodate commercial, industrial and residential growth and provides access though and around Happy Valley.
- ▶ **Multi-Modal Travel** - Happy Valley shall strive to achieve a balanced transportation system that reduces the number of trips by single occupant vehicles by meeting the needs of auto, bicycle, pedestrian, and transit and increasing the connectivity for alternate travel modes.
- ▶ **Safety** - Happy Valley shall strive to achieve a safe transportation system by developing street standards, access management policies when constructing streets and by making street maintenance a priority.
- ▶ **Evaluation** - Transportation performance measures shall be maintained in the City.
- ▶ **Accessibility** - Develop transportation facilities which are accessible to all members of the community.
- ▶ **Cooperation** - Implement the Transportation System Plan (TSP) in a coordinated manner.
- ▶ **Goods Movement** - Provide for efficient movement of goods and services.
- ▶ **Interchange Management Areas** - Protect the public’s investment in the interchange management areas.
- ▶ **172<sup>nd</sup> Avenue/190<sup>th</sup> Drive Corridor Management Plan** – Implement the 172<sup>nd</sup>/190<sup>th</sup> Corridor Management Plan.

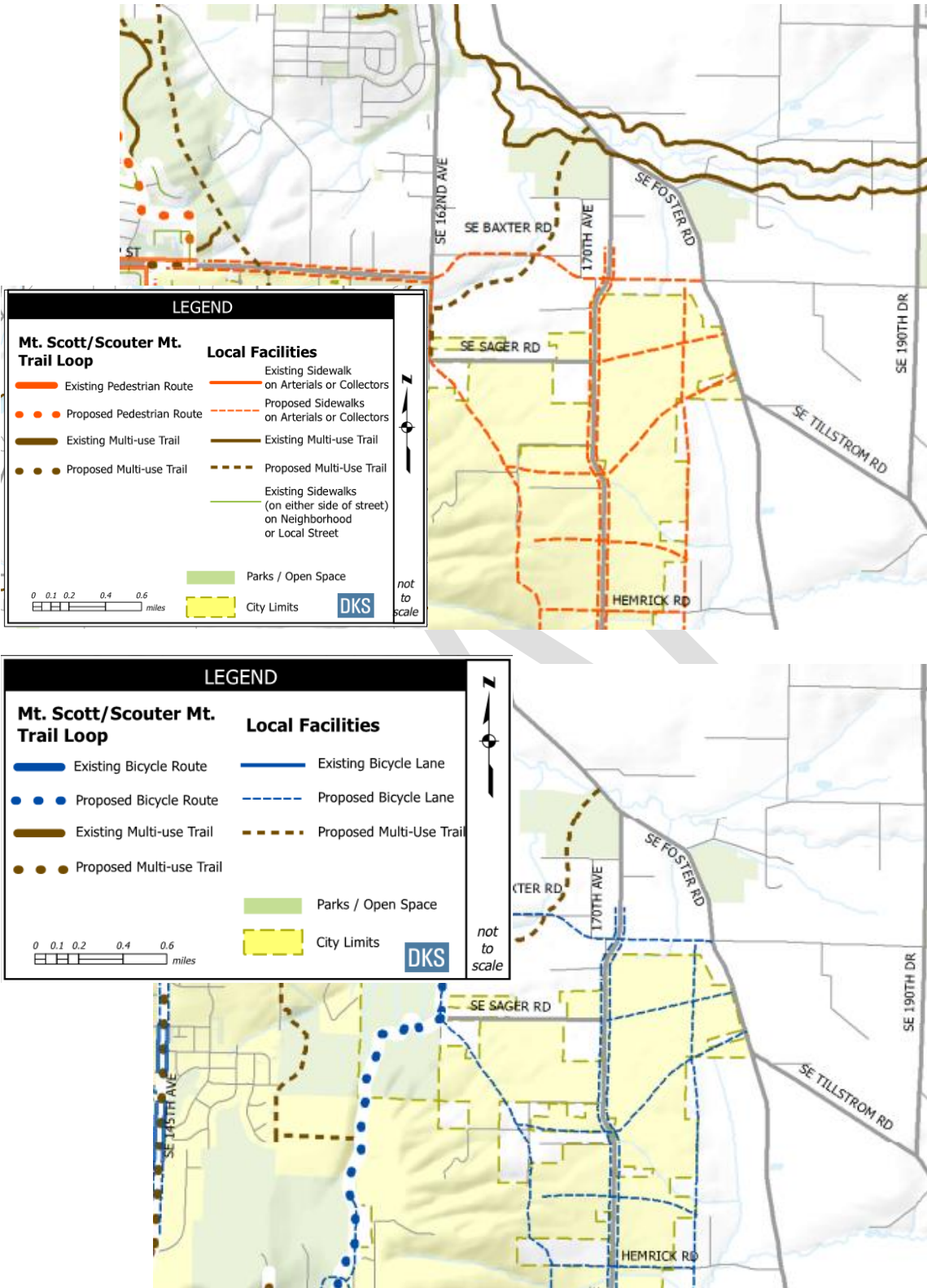
**Proposed Roadways:** the TSP shows the following proposed roadways, consistent with the 172<sup>nd</sup>/190<sup>th</sup> Corridor Plan:

- ▶ Extension of SE Clatsop Street to the east to SE Foster Road
- ▶ Extension of SE Sager Road to the east to SE Foster Road
- ▶ SE 172<sup>nd</sup>/190<sup>th</sup> Connector
- ▶ New east/west roadway parallel to SE 172<sup>nd</sup> Avenue to the east
- ▶ SE 162<sup>nd</sup> Avenue connection between SE Hagen Road and SE Sager Road

**Transit:** The TSP shows a proposed transit route (new bus route#10) on SE 172<sup>nd</sup> Avenue, providing a connection to the planned major employment center north of Highway 212. It also recommends bringing all of Happy Valley city limits into the TriMet district.

**Pedestrian and Bicycle:** The pedestrian and bicycle plans from the TSP are shown in Figure 5.

Figure 5. Pedestrian and Bicycle Master Plans (Source: Happy Valley TSP)



## DOCUMENT: GRESHAM TRANSPORTATION SYSTEM PLAN

- ▶ **Date:** December 2013
- ▶ **Purpose:** “A key objective of the TSP is to create a balanced transportation system where pedestrians, bicyclists and motorists have equal opportunity to get around. The TSP also identifies strategies to facilitate freight and goods movement, improve neighborhood connections and provide an adequate funding forecast.  
The TSP not only provides the framework for addressing the transportation needs for Gresham’s diverse and vital community, but is also consistent with state, regional and surrounding local plans.”
- ▶ **Study Area:** Gresham

**Goals:** the Gresham TSP includes a vision, guiding principles, and goals, which are woven through the TSP’s system plans, policies, action measures, project list, and funding forecast. Goals include:

- ▶ **Accessibility** – The ability to reach desired goods, services, activities and destinations with relative ease, within a reasonable time, at a reasonable cost and with reasonable choices.
- ▶ **Economic Development** – Constructing and maintaining a transportation system that supports new business as well as business retention, expansion and relocation.
- ▶ **Efficiency** – Constructing and maintaining a transportation system that performs and functions as fluidly as possible.
- ▶ **Environmental Stewardship** – Meeting the needs of the present generation without compromising future needs and resources.
- ▶ **Healthy Equity** – Promoting health with adequate biking and walking routes and trails among all transportation system users.
- ▶ **Livability** – Tying the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools and safe streets.
- ▶ **Mobility** – The ability to move people and goods to destinations efficiently and reliably.
- ▶ **Safety** – Minimizing dangers or risks in the transportation system so users feel safe driving, biking, walking and taking transit.
- ▶ **Sustainable Funding** – Ensuring the establishment of funding mechanisms sufficient to support the continuous and safe operation of the transportation system.

As indicated in the TSP, Pleasant Valley was added to the Gresham UBG in 1998 to accommodate forecast population growth and provide a “more balanced distribution of housing and employment within the region.” The Pleasant Valley TSP was adopted by Gresham and is referenced to throughout the TSP.

## DOCUMENT: CLACKAMAS COUNTY TRANSPORTATION SYSTEM PLAN

- ▶ **Date:** December 2013
- ▶ **Purpose:** “The TSP reflects all relevant national, state and regional transportation and planning requirements, and provides policies, guidelines and projects to meet transportation needs for residents, businesses and visitors in unincorporated Clackamas County for 20 years.”
- ▶ **Study Area:** Clackamas County

**Goals:** the Clackamas County TSP includes the following goals:

- ▶ Provide a transportation system that optimizes benefits to the environment, the economy and the community
- ▶ Plan the transportation system to create a prosperous and adaptable economy and further the economic well-being of businesses and residents of the County.
- ▶ Goal 3: Tailor transportation solutions to suit the diversity of local communities.
- ▶ Goal 4: Promote a transportation system that maintains or improves our safety, health, and security.
- ▶ Goal 5: Provide an equitable transportation system.
- ▶ Goal 6: Promote a fiscally responsible approach to protect and improve the existing transportation system and implement a cost-effective system to meet future needs.

**Key Elements:** The Clackamas County TSP includes a few projects in the study area, including:

- ▶ Long term capital projects to improve and extend Cheldelin Road (Project ID 3007 and 3008)
- ▶ Long-term project to add bikeway, pedestrian facilities, and turn lanes at major intersections to SE 162<sup>nd</sup> Avenue (Project ID 3002)

Otherwise, the Clackamas County TSP largely focuses on areas outside of the cities within the County.

## DOCUMENT: MULTNOMAH COUNTY TRANSPORTATION SYSTEM PLAN

- ▶ **Date:** August 2016
- ▶ **Purpose:** “The TSP is the master plan for how the County’s rural transportation system will evolve and develop for the next 20 years. The plan’s primary focus is on enhancing the safety of the transportation system and balancing the needs of agricultural, visitor, residential, bicycle, pedestrian, and freight travel to and from the rural areas. The TSP supports economically vital and healthy communities.”
- ▶ **Study Area:** Multnomah County

**Performance Metrics:** the Multnomah County includes one goal, with several objectives, listed below.

**GOAL:** To provide a safe and efficient transportation network for all modes of travel that serves the rural areas of the County and achieves the following objectives:

1. Implement a transportation system that is safe and efficient in meeting the needs of area residents.
2. Implement a balanced transportation system that supports all modes of travel.
3. Develop a transportation system that supports the rural character of unincorporated Multnomah County.
4. Develop a transportation system the supports a healthy economy.
5. Provide transportation improvements in a timely manner according to funding capability.
6. Reduce vehicle traffic on rural County roadways caused by those traveling through the area.

**Key Elements:** the Multnomah County TSP includes the project in Table 1, relevant to the study area.

**Table 1. Multnomah County TSP Projects**

Project Number	Project Location	Project Description	Priority	Cost
E11	Foster Road: Jenne to County Line	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in on or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs. Solutions can be used for pedestrian use (i.e. shoulders). See also Springwater Master Plan Transportation System Plan (September 2005, Gresham).	High	\$\$\$

## DOCUMENT: METRO POWELL/FOSTER CORRIDOR REFINEMENT PLAN

- ▶ **Date:** September 2003
- ▶ **Purpose:** Provide a high-level look at multimodal transportation needs for the Powell//Foster corridor from the Willamette to Damascus. The plan includes an evaluation of performance, engineering, and environmental issues for potential projects. The goals of the plan is “to definite and preliminarily evaluate an initial range of multi-modal alternatives that will accommodate the 2020 corridor travel demand in a way that supports the 2040 Concept Plan.”
- ▶ **Study Area:** Powell Boulevard/Foster Road Corridor

### Key objectives used to develop and evaluate alternatives:

- ▶ Cost-effectiveness
- ▶ Impacts to neighborhoods and the environment
- ▶ Preservation of the through movement function of the alternatives
- ▶ Safety
- ▶ Opportunities for access management

**Relevant Roadway Recommendations:** the plan includes recommendations for roadway segments, including Jenne Road/New SE 174<sup>th</sup> Avenue (Powell Boulevard to Foster Road).

The plan notes “additional north south capacity in this area is needed to provide access to and from growth areas in Pleasant Valley and Damascus.” It assesses either widening Jenne Road to provide an extra southbound lane or creating a new connection of 174<sup>th</sup> Avenue. It notes that widening Jenne Road “may not be very feasible from an engineering standpoint given the extremely constrained right-of-way and steep topography along much of Jenne Road.” It recommends that further study be done to assess the extension of SE 174<sup>th</sup> Avenue between Jenne Road and the future Giese Road extension and determine “cross sections, ... general alignment, ... proposed right-of way reservations, and identify further environmental constrains and mitigation.” The Plan also notes that “the new 174<sup>th</sup> Avenue option would relieve congestion and provide much better travel performance on Jenne Road by diverting trips to the new roadway.” A graphic of the new roadway from the plan is provided in Figure 6.

**Figure 6. New SE 174<sup>th</sup> Avenue (Source: Metro Powell/Foster Corridor Refinement Plan)**



The plan recommends bike lanes and sidewalks on Jenne Road and the new SE 174<sup>th</sup> Avenue. In addition, it recommends transit along both Powell Boulevard and Foster Road, as well as north-south bus service to connect the

Columbia Corridor with Pleasant Valley, Damascus and Clackamas Regional Center and routes connecting Gresham with Pleasant Valley and Damascus.

## DOCUMENT: METRO REGIONAL TRANSPORTATION PLAN

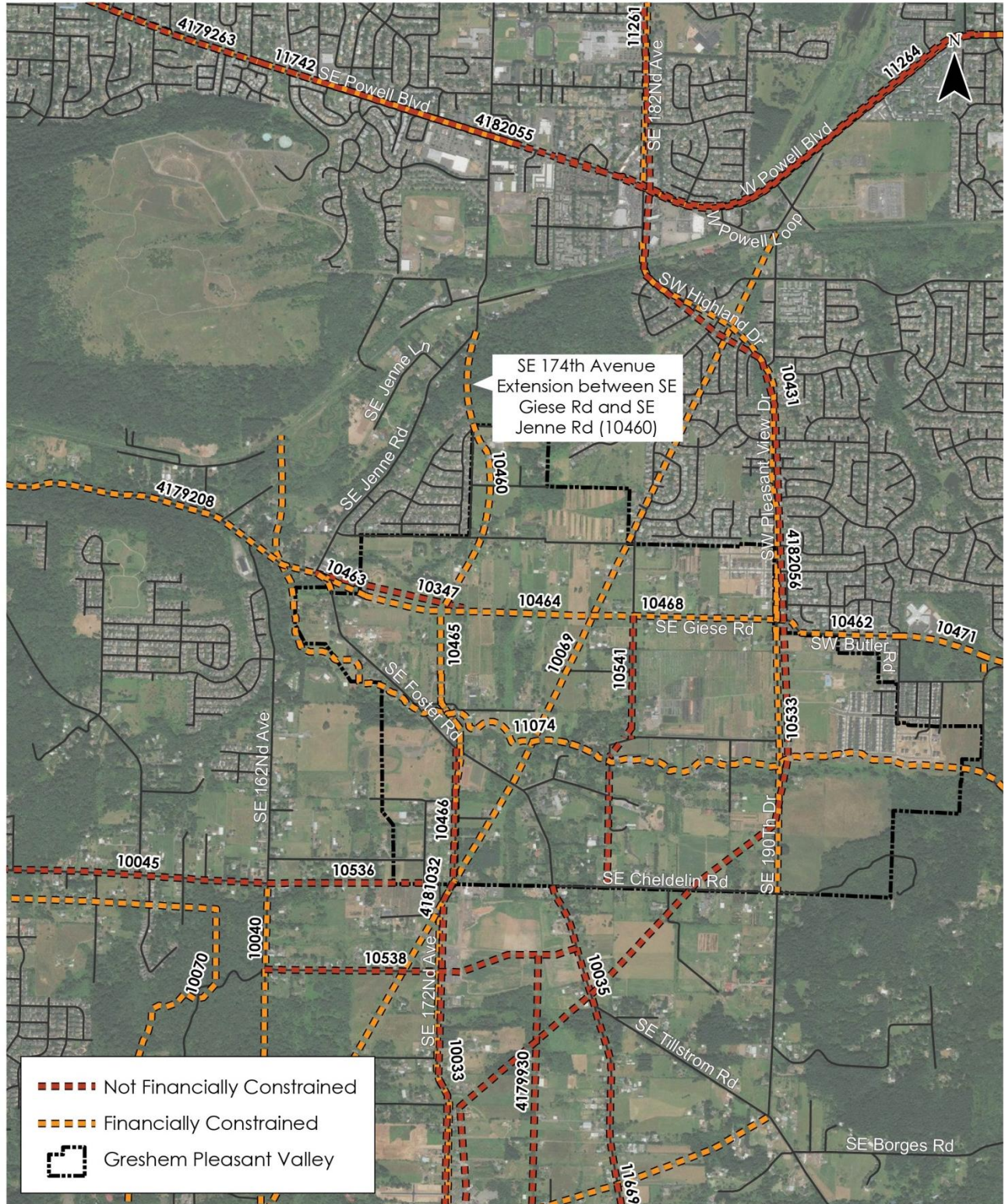
- ▶ **Date:** July 2014
- ▶ **Purpose:** “The plan sets a new course for future transportation decisions and implementation of the 2040 Growth Concept. The plan takes into account the changing circumstances and challenges we face and addresses them directly. It continues most of the policies, goals and objectives from the 2035 Regional Transportation Plan, which adopted an outcomes based approach that distinguished it from past RTPs. The 2014 update has strengthened and added more detail to the bicycling and walking policies to reflect direction from the Regional Safety Plan and Regional Active Transportation plan.”
- ▶ **Study Area:** Portland Metropolitan Area

**Goals:** the Metro Regional Transportation Plan includes the following goals:

1. Foster Vibrant Communities and Efficient Urban Form
2. Sustain Economic Competitiveness and Prosperity
3. Expand Transportation Choices
4. Emphasize Effective and Efficient Management of the Transportation System
5. Enhance Safety and Security
6. Promote Environmental Stewardship
7. Enhance Human Health
8. Ensure Equity
9. Ensure Fiscal Stewardship
10. Deliver Accountability

Figure 7 illustrated the projects from the 2018 RTP, also listed in table 2.

Figure 7. 2018 RTP Projects within and near Study Area





**Table 2. (Proposed Initial) 2018 RTP Projects Relevant to the Pleasant Valley Network**

ID	Nominating Agency	Project Location	Project Start	Project End	Description	Time Period	Financially Constrained
10033	Happy Valley	172nd Ave & 190th Connector	Clatsop	Sunnyside Rd	Widen 172nd to 5 lanes; construct connector between 172nd and 190th Ave using adopted alignment; project includes bike lanes sidewalks and continuous left turn lane; last connector in n/s freight route alternative to I-205 between I-84 and Hwy-212	2028-2040	Yes
10035	Happy Valley	Upper Foster Rd Improvements	County Line	172nd 190th Connector	Widen two-lane minor arterial from the county line to the 172nd_190th connector to include continuous left turn lane sidewalks and bike lanes Project Segment Length 4 500 feet	2028-2040	No
10040	Happy Valley	162nd Ave Extension North	Clatsop St	Hagen Rd	Extend 162nd Ave from Clatsop to Hagen including two through lanes left turn lanes sidewalks bike lanes and traffic signals Project creates direct connection between circuitous bike/ped parkways travel alternative to 172nd Ave arterial	2028-2040	Yes
10045	Happy Valley	Clatsop St	132nd Ave	162nd Ave	Widen road to 3 lanes with continuous left turn lane sidewalks bike lanes and traffic signals to mitigate multimodal conflicts Project improves access to industrial and employment center; completes segment of Mt Scott/Scouter Mt Loop	2028-2040	No
10069	Gresham	East Buttes Powerline Trail: Springwater/GFT to Clackamas Greenway	Springwater/Gresham-Fairview trail	Clackamas Greenway	Build trail linking Gresham and the Clackamas River	2028-2040	Yes
10070	Happy Valley	East Mount Scott/Scouter Mountain Trail Loop	Springwater Corridor	Hwy 212	Build loop trail from Clatsop street to Highway 212_Clackamas River Connects Springwater Corridor Mt Talbert Scouters Mountain Nature Park and the Clackamas River Partners include City of Portland and City of Happy Valley	2028-2040	Yes
10347	Portland	Pleasant Valley Foster Rd Extension	SE Jenne Rd	SE Giese Rd	Design and implement multimodal improvements based on the Pleasant Valley Implementation Plan recommendations	2028-2040	No

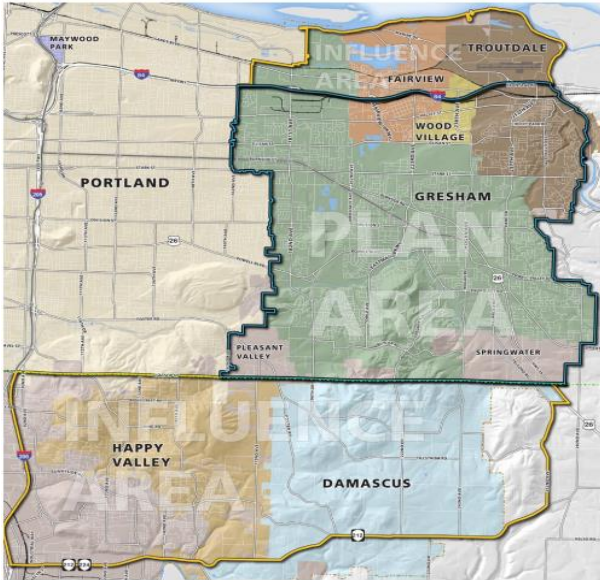
ID	Nominating Agency	Project Location	Project Start	Project End	Description	Time Period	Financially Constrained
10431	Gresham	190th_Highland: 11th to 30th Widening	200' south of SW 11th	30th	Reconstruct and widen street to five lanes with sidewalks and bike lanes Widen and determine the appropriate cross-section for Highland Drive and Pleasant View Drive from Powell Boulevard to 190th Ave	2028-2040	Yes
10460	Gresham	174th N/S Improvements	Giese	174th_Jenne	Construction of new roadway that adds n/s capacity in vicinity of 174_Jenne This facility will have two travel lanes in each direction total 4 travel lanes and a median turn lane which will be primarily a median with left turn pockets at the intersection	2028-2040	Yes
10462	Gresham	Butler: 190th to Binford	190th	Binford	Improve Butler Rd in new alignment to minor arterial standards at intersection add northbound and westbound turn pockets and signalize	2028-2040	Yes
10463	Gresham	Foster: Jenne to 172nd Extension	Jenne	172nd	New north extension of Foster	2028-2040	Yes
10464	Gresham	Giese: 182nd to 172nd Extension	182nd	172nd	New ext of Giese Rd to Foster Road	2028-2040	Yes
10465	Gresham	172nd: Giese to Foster	Giese Rd	Foster Rd	Upgrade street to urban standards w sidewalks bike lanes	2028-2040	Yes
10466	Gresham	172nd: Cheldelin to Foster	Foster	Cheldelin Rd	Upgrade street to urban standards w sidewalks bike lanes and add roundabout or traffic signal at 172nd_Foster	2028-2040	Yes
10468	Gresham	Giese: 182nd to 190th	182nd Ave	190th Ave	Upgrade street to urban standards w sidewalks bike lanes	2028-2040	Yes
10471	Gresham	Butler: Binford to Towle Extension and Bridge	Binford	Towle	Construct new Butler road extension and bridge crossing	2028-2040	Yes
10533	Gresham	190th: 30th to Cheldelin	30th	Cheldelin	Improve existing road to major arterial standards signalize 190th @ Giese Butler Richey Cheldelin	2018-2027	Yes
10536	Portland	Clatsop Street Extension	SE 162nd Ave	Portland City Limits	Extend street east into Pleasant Valley based on the Pleasant Valley Implementation Plan	2028-2040	No
10538	Happy Valley	Sager	162nd	Foster	Using existing alignment widen and extend rural roadway to three lanes including continuous left turn lane bike lanes and sidewalks to provide direct connect to employment lands Project will signalize corridor at 172nd Ave	2028-2040	No

ID	Nominating Agency	Project Location	Project Start	Project End	Description	Time Period	Financially Constrained
10541	Gresham	182nd: Giese to Cheldelin	Giese	Cheldelin	Improve 182nd to collector standards	2028-2040	No
11074	Gresham	East Buttes Loop Trail: Springwater Trail to Rodlun	Springwater Trail	Rodlun Road	Construct new shared use trail 12' wide pervious asphalt	2028-2040	Yes
4179208	Portland	Outer Foster Corridor Safety Improvements	SE Foster PI	City Limits	Improve safety and access by filling high-priority sidewalk gaps adding pedestrian crossings enhancing safety of existing bike lanes and employing safety countermeasures to reduce motor vehicle crash severity	2018-2027	Yes
4179930	Happy Valley	177th Ave ROW Acquisition and Planning	Sager Rd Extension East	Rock Creek Blvd	Conduct planning and preliminary right-of-way acquisition for a new 3 lane roadway with sidewalks bike lanes and continuous left turn lane from Sager Rd extension east to Rock Creek Blvd	2028-2040	No
4181032	Clackamas County	172nd Avenue Frequent Transit	Intersection of 172nd Ave and OR 212	Intersection of 190th Ave and Foster Rd	New bus transit providing frequent service on 172nd_190th between OR 212 and Foster Rd in Multnomah Co	2028-2040	No
4182056	TriMet	ETC: Columbia to Clackamas Enhanced Transit Project	Airport Way	Foster Road	Capital construction of regional enhanced transit project reflecting Multnomah County portion of corridor connects with Clackamas County 172nd Transit Project	2028-2040	No

**DOCUMENT: EAST METRO CONNECTIONS PLAN**

- ▶ **Date:** June 2012
- ▶ **Purpose:** “The East Metro Connections Plan analyzed present and future transportation challenges and presents solutions that reflect community values.” It recommends investments and projects to be advanced in the Regional Transportation Plan amendment to “advance economic and community development.”
- ▶ **Study Area:** Gresham, Wood Village, Fairview, Troutdale

**Figure 8. East Metro Connections Plan Study Area**



**Key Elements:** The East Metro Connection Plan includes Action Plan Projects, which are recommended to be advanced in the Regional Transportation Plan amendment, reflecting prioritization of projects based on current and future needs. The projects in the study area are included in the table below. As indicated Table 3, these projects are all included in the 2018 RTP project list.

**Table 3. Action Plan Projects**

RTP ID	Actions	Catalyst?	Funded	Phase I	Phase II	Phase III	Cost
10460	SE 174 <sup>th</sup> N/S Improvements Giese – 174/Jenne	Yes			X		\$\$\$\$
10463	Foster Rd Extension (north) Jenne – 172 <sup>nd</sup>	Yes			x		\$\$\$
10464	Giese Rd. Extension (182-172)					X	\$\$\$
10465	172 <sup>nd</sup> Ave. improvements (Giese to Foster)					X	\$\$\$
10466	172 <sup>nd</sup> Ave. Improvements (Foster to Cheldelin)					X	\$\$

**SUMMARY TABLE**

Table 4 provides a summary of key information from all the documents reviewed.

**Table 4. Document Summary**

Document (Year)	Goals/Objectives	Planned Projects	Bike	Ped	Transit
Pleasant Valley Concept Plan (2002)	<ul style="list-style-type: none"> <li>A. Create a community</li> <li>B. Create a town center as the heart of the community</li> <li>C. Integrate schools and civic uses into the community</li> <li>D. Celebrate Pleasant Valley’s cultural and natural history</li> <li>E. Preserve, restore and enhance natural resources</li> <li>F. Use “green” development practices</li> <li>G. Locate and develop parks and open spaces throughout the community</li> <li>H. Provide transportation choices</li> <li>I. Provide housing choices</li> <li>J. Provide and coordinate opportunities to work in and near Pleasant Valley</li> </ul>	<ul style="list-style-type: none"> <li>▶ 172<sup>nd</sup> Avenue extension north to Giese Rd</li> <li>▶ Giese Rd west to Foster Rd</li> <li>▶ Clatsop St west to Cheldelin Rd</li> <li>▶ 182<sup>nd</sup> Ave south to Chaldelin Rd</li> <li>▶ Butler Rd west to 190th Ave</li> <li>▶ Sager Rd east to Foster Rd</li> <li>▶ Long-term arterial connection from 172<sup>nd</sup> to 190<sup>th</sup> Avenue south of the study area</li> <li>▶ Downgrade Foster and Richey roads to serve as local access streets</li> </ul>	Street cross-sections including bike lanes on all roadways	Street cross-sections including sidewalks on all roadways	Transit streets: <ul style="list-style-type: none"> <li>▶ 172<sup>nd</sup> Ave</li> <li>▶ Giese Rd</li> <li>▶ 182<sup>nd</sup> Ave</li> <li>▶ 190<sup>th</sup> Ave</li> <li>▶ New east/west collector south of Giese Rd</li> <li>▶ Clatsop St/Cheldelin Rd</li> </ul>
Pleasant Valley Transportation System Plan (TSP)	Goal: Pleasant Valley will be a community where a wide range of safe and convenient transportation choices are provided.	Same extensions and connections called out in the concept plan.	Series of trails to interconnect parks and open spaces.	Pedestrian districts in town center, neighborhood centers, employment districts, and along transit streets.	Provide regional and community transit service on key roads in Pleasant Valley, with direct connections to Happy Valley, Clackamas regional center, Damascus, Lents, Gresham, the Columbia Corridor and downtown Portland. Transit streets same as concept plan.
Happy Valley TSP	<ul style="list-style-type: none"> <li>▶ Livability</li> <li>▶ Mobility</li> <li>▶ Multi-Modal Travel</li> <li>▶ Safety</li> <li>▶ Evaluation</li> <li>▶ Accessibility</li> <li>▶ Cooperation</li> <li>▶ Goods Movement</li> <li>▶ Interchange Management Areas</li> <li>▶ 172<sup>nd</sup> Avenue/190<sup>th</sup> Drive Corridor Management Plan</li> </ul>	<ul style="list-style-type: none"> <li>▶ Extension of SE Clatsop Street to the east to SE Foster Road</li> <li>▶ Extension of SE Sager Road to the east to SE Foster Road</li> <li>▶ SE 172<sup>nd</sup>/190<sup>th</sup> Connector</li> <li>▶ New east/west roadway parallel to SE 172nd Avenue to the east</li> <li>▶ SE 162<sup>nd</sup> Avenue connection between SE Hagen Road and SE Sager Road</li> </ul>	Mt Scott/Scouter Loop Trail and bicycle facilities on key roadways.	Mt Scott/Scouter Loop Trail and pedestrian facilities along roadways.	Proposed transit route on SE 172 <sup>nd</sup> Avenue, providing a connection to the planned major employment center north of Highway 212. It also recommends bringing all of Happy Valley city limits into the TriMet district.

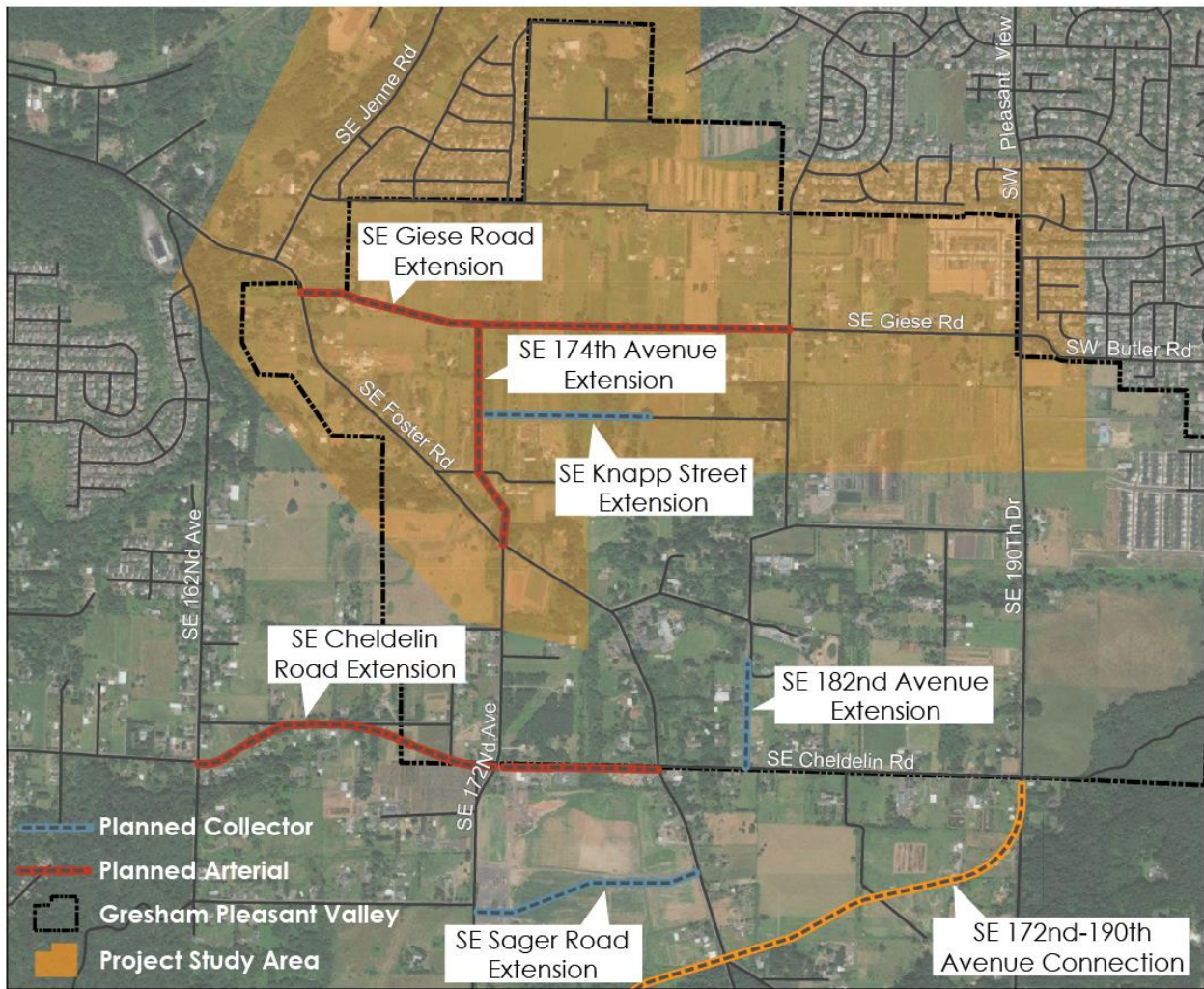
Document (Year)	Goals/Objectives	Planned Projects	Bike	Ped	Transit
Gresham TSP	<ul style="list-style-type: none"> <li>▶ Accessibility</li> <li>▶ Economic Development</li> <li>▶ Efficiency</li> <li>▶ Environmental Stewardship</li> <li>▶ Healthy Equity</li> <li>▶ Livability</li> <li>▶ Mobility</li> <li>▶ Safety</li> <li>▶ Sustainable Funding</li> </ul>	References Happy Valley TSP	References Happy Valley TSP	References Happy Valley TSP	References Happy Valley TSP
Clackamas County TSP	<ul style="list-style-type: none"> <li>▶ Goal 1: Provide a transportation system that optimizes benefits to the environment, the economy and the community</li> <li>▶ Goal 2: Plan the transportation system to create a prosperous and adaptable economy and further the economic well-being of businesses and residents of the County.</li> <li>▶ Goal 3: Tailor transportation solutions to suit the diversity of local communities.</li> <li>▶ Goal 4: Promote a transportation system that maintains or improves our safety, health, and security.</li> <li>▶ Goal 5: Provide an equitable transportation system.</li> <li>▶ Goal 6: Promote a fiscally responsible approach to protect and improve the existing transportation system and implement a cost-effective system to meet future needs.</li> </ul>	<ul style="list-style-type: none"> <li>▶ Long term capital projects to improve and extend Cheldelin Road (Project ID 3007 and 3008)</li> <li>▶ Long-term project to add bikeway, pedestrian facilities, and turn lanes at major intersections to SE 162nd Avenue (Project ID 3002)</li> </ul>	-	-	-
Multnomah County TSP	<p><b>GOAL:</b> To provide a safe and efficient transportation network for all modes of travel that serves the rural areas of the County and achieves the following objectives:</p> <ol style="list-style-type: none"> <li>1. Implement a transportation system that is safe and efficient in meeting the needs of area residents.</li> <li>2. Implement a balanced transportation system that supports all modes of travel.</li> <li>3. Develop a transportation system that supports the rural character of unincorporated Multnomah County.</li> <li>4. Develop a transportation system the supports a healthy economy.</li> <li>5. Provide transportation improvements in a timely manner according to funding capability.</li> <li>6. Reduce vehicle traffic on rural County roadways caused by those traveling through the area.</li> </ol>	-	<p>Foster Road: Jenne to County Line                      - Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in on or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull-outs. Solutions can be used for pedestrian use (i.e. shoulders). See also Springwater Master Plan Transportation System Plan (September 2005, Gresham).</p>	-	-

Document (Year)	Goals/Objectives	Planned Projects	Bike	Ped	Transit
Metro Powell/Foster Corridor Refinement Plan	<ul style="list-style-type: none"> <li>▶ Cost-effectiveness</li> <li>▶ Impacts to neighborhoods and the environment</li> <li>▶ Preservation of the through movement function of the alternatives</li> <li>▶ Safety</li> <li>▶ Opportunities for access management</li> </ul>	Jenne Road or new SE 174 <sup>th</sup> Avenue (between Giese Road extension and Foster Road)	Provide bike lanes on Jenne Road or new SE 174 <sup>th</sup> Avenue extension	Provide sidewalks on Jenne Road or new SE 174 <sup>th</sup> Avenue extension	Improve north/south bus service to connect employment areas in the Columbia Corridor, Pleasant Valley and Damascus Town Centers, and Gresham and Clackamas regional centers.
Metro Regional Transportation Plan	<ol style="list-style-type: none"> <li>1. Foster Vibrant Communities and Efficient Urban Form</li> <li>2. Sustain Economic Competitiveness and Prosperity</li> <li>3. Expand Transportation Choices</li> <li>4. Emphasize Effective and Efficient Management of the Transportation System</li> <li>5. Enhance Safety and Security</li> <li>6. Promote Environmental Stewardship</li> <li>7. Enhance Human Health</li> <li>8. Ensure Equity</li> <li>9. Ensure Fiscal Stewardship</li> <li>10. Deliver Accountability</li> </ol>	See Table 2 for full project list	See Table 2 for full project list	See Table 2 for full project list	See Table 2 for full project list
East Metro Connections Plan	-	Action plan projects: <ul style="list-style-type: none"> <li>▶ SE 174th N/S Improvements Giese – 174/Jenne</li> <li>▶ Foster Rd Extension (north) Jenne – 172<sup>nd</sup></li> <li>▶ Giese Rd. Extension (182-172)</li> <li>▶ 172<sup>nd</sup> Ave. improvements (Giese to Foster)</li> <li>▶ 172<sup>nd</sup> Ave. Improvements (Foster to Cheldelin)</li> </ul>	-	-	-

## KEY FINDINGS AND NEXT STEPS

Based on the document review, planned projects were identified in the study area to model in the future planned analysis conducted for the project, shown in Figure 9. The projects identified are consistent with the Pleasant Valley Concept Plan and TSP. The SE 174<sup>th</sup> extension north of SE Giese Road is included in the Metro RTP project list, but is excluded from the analysis to assess the sufficiency of current planned projects without this connection.

**Figure 9: Future Network**



In addition, common themes were identified throughout the goals and performance metrics for the plans, which guided the development of project goals, objectives, and evaluation criteria for the Pleasant Valley TSP Refinement Project.