



Active Transportation & Complete Streets Projects

Name of Project *Designing W Highland Drive/SW Pleasant View Drive/SE 190th Avenue: Powell Boulevard to Cheldelin Road*
(project name will be adjusted to comply with ODOT naming convention if necessary)

Project application

The project application provides in depth process, location and project definition details and serves as the nomination form for project funding consideration. **Project applications should be kept to 12 pages total per project.** The application form is available electronically at: <http://www.oregonmetro.gov/rffa>. Please complete the following:

Project Definition

Project Description

- Facility or area: street(s), intersection(s), path or area. *W Highland Drive/SW Pleasant View Drive/SE 190th Avenue*
- Beginning facility or milepost. *Powell Boulevard/Highway 26*
- Ending facility or milepost. *Cheldelin Road*
- Provide a brief description of the project elements: *This project will complete project development for a vital north/south arterial between the Pleasant Valley Plan Area and Powell Boulevard/Highway 26.*
- City (ies). *City of Gresham*
- County(ies). *Multnomah County*

Base project information

- **Corresponding RTP project number(s) for the nominated project.**

RTP Project Numbers:

1. *10431: Highland/190th Road from 200' south of SW 11th and ending at the intersection of Pleasant View Dr./SE 190th and Butler. 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 to support the employment area.*
2. *10533: 190th from 30th to Cheldelin, improve existing road to major arterial standards and signals at Giese, Butler, Richey and Cheldelin to support the Pleasant Valley Town Center.*

Staff has included project development to Powell Boulevard to ensure consistent design from Powell Boulevard south to Cheldelin Road.

- **Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).**

Public Engagement and Non-Discrimination checklist is attached as Attachment A.

- **Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project, for example: increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area).**

This project will complete project development for W Highland Drive/SW Pleasant View Drive/SE 190th Avenue: Powell Boulevard to Cheldelin Road. This is a critical north/south corridor for East Multnomah County between Highway 212 and I-84. It is needed to support development of the Pleasant Valley Plan Area, Happy Valley and Damascus and goals to provide safe, multimodal transportation options.

- **Attach a completed Active Transportation Design checklist (Appendix C).**

Active Transportation Design checklist is included as Attachment B.

- **Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance).**

The City of Gresham will apply for funding to acquire needed right-of-way and construct the design upon completion. Project effectiveness will be measured by award of funding and successful project build-out.

Project Cost and Funding Request Summary

- **Attach a completed Cost Methodology workbook (Appendix E) or alternative cost methodology. Describe how the project cost estimate was determined, including details on project readiness and ability for project funding to be obligated within the 2019-21 timeframe. Reference availability of local match funds, status of project development relative to the requirements of federal-aid projects, and indicators of political and community support**

Cost Methodology Workbook is included as Attachment C.

The project cost estimate was determined utilizing the Cost Methodology workbook. Costs are based on 2016 dollars. The City is ready for obligation of funds and project development during the 2019-2021 timeframe. Local match funds of 25% will be sourced from City of Gresham Transportation System Development Charge revenues. City Council is supportive of this project and advanced it as a priority for the MTIP/Flexible Funds program during its June 7, 2016 Council meeting.

- **Total project cost**
\$11,316,072 for project development – the scope of this grant application
Current estimate of total project cost, including right-of-way and construction, is \$66,364,675.

RFFA funding request by project phase:

Project Development \$8,487,054

- **Local match or other funds**
25 percent match (\$2,829,018) provided by Gresham System Development Charges

Map of project area

- **Provide a map of the project consistent with GIS shapefile standards found in Appendix B**

A map of the project consistent with the GIS shapefile standards is included as Attachment D.

Project sponsor agency

- **Contact information for:** *Katherine Kelly; 503-618-2110; Katherine.Kelly@GreshamOregon.gov*
- **Application lead staff:** *Katherine Kelly*
- **Project Manager (or assigning manager):** *Jeff Shelley, PE*
- **Project Engineer (or assigning manager):** *Jeff Shelley, PE*
- **Describe the agencies record in delivering federal aid transportation projects on time and budget or whether the lead agency has failed to deliver a federal aid transportation project and if so, why.**

The City of Gresham has delivered several federal-aid projects in recent years, providing project design, consultant selection, advertisement bid & award, construction surveying, construction inspection, and other construction administration functions. Recently completed projects include:

- *Hood Ave: This project included construction of curb extensions, stormwater treatment facilities and pedestrian scale lighting in downtown Gresham.*
- *NE 172nd Avenue/HB Lee Middle School: This project constructed sidewalk and ADA improvements around HB Lee Middle School as part of the Safe Routes to School program.*
- *190th Avenue: This project constructed additional travel lanes, turn lanes and bike lanes, a new traffic signal and storm water pre-treatment facilities on Pleasant View Drive (190th Ave) between Highland Drive to Willow Parkway*
- *Wy'East Way Path (aka "Max Path"): This project, constructed a bicycle/pedestrian path parallel to the light rail line between the Ruby Junction Station and Cleveland Station light rail stations.*

Each of these projects was delivered within their respective budgets.

In addition to these projects, the following projects are either upcoming or in various stages of development and are on track and within budget:

- *Cleveland Avenue (Powell to Stark) Phase 1: This project including project design from Stark to Powell and complete street construction between Burnside and Powell*
- *East Metro Connections ITS: Update traffic signal hardware and communications; install changeable message sign*

- *Sandy Boulevard Improvement Project: Construction of multimodal, freight access and mobility facilities, NE 181st Avenue to East Gresham City Limit*
 - *Hogan Road: Operational improvements, signal upgrades, bicycle and pedestrian improvements, NE Burnside to East Powell Boulevard*
- **Describe how the agency currently has the technical, administrative and budget capacity to deliver the project, with an emphasis on accounting for the process and requirements of federal aid transportation projects.**

Through the Oregon Department of Transportation, Active Transportation Section, the City of Gresham has received Local Agency Certification in the Advertise, Bid and Award phase of project delivery. Currently, the City is seeking full certification from ODOT in the following additional project delivery areas:

- *Design*
- *Construction Contract Administration*

Through this process, the City has developed a detailed set of project delivery guides, QA/QC guidelines, and boilerplate contract documents to ensure effective delivery of federal aid transportation projects. Technically, these documents are intended to guide current staff and educate future staff regarding federal aid project delivery and compliance.

In its efforts to become fully certified to own and manage federal projects, the City of Gresham is currently going through a process with ODOT to review City of Gresham's processes and procedures to verify compliance with federal and state laws and rules. Under conditional certification, City of Gresham is operating as a certified agency, but with increased oversight by ODOT to ensure compliance with all agreements and standards.

The City has engineering, planning and administrative staff qualified and experienced in delivering federal aid projects including project design, public involvement and contract management. Gresham has a full-service finance department and regularly undergoes both internal and external audits. The City's budget capacity includes all required staff.

Highest priority criteria

1. **What communities will the proposed project serve? What are the estimated totals of low-income, low-English proficiency, non-white, elderly and young, and persons with disabilities populations that will benefit from this project, and how will they benefit?**

This project will serve communities with higher than average low-English proficiency and young when compared to the Citywide and regional population. More specifically, per the Regional Equity Atlas and TriMet ridership data, the percentages of equity communities this project will serve are:

	<i>W Highland Drive/SW Pleasant View Drive/SE 190th Avenue Average</i>	<i>Gresham Average</i>	<i>Region Average</i>
<i>Low Income</i>	8.07%	12.96%	8.90%
<i>Low English Proficiency</i>	1.10%	0.80%	0.83%
<i>Non-White</i>	14.60%	27%	15.30%
<i>Elderly</i>	6.80%	6.40%	6.60%
<i>Young</i>	25.10%	23.30%	13%
<i>Persons With Disabilities</i>	22	99	168

Of the 6 communities identified within the equity criteria, 2 are higher in numbers than average when compared to the region.

W Highland Drive/SW Pleasant View Drive/SE 190th Avenue and transitions to 182nd/181st Avenue to the north and 172nd Avenue to the south is an important north/south arterial, connecting the Pleasant Valley Plan Area and Happy Valley/Damascus/Clackamas County to I-84. It is planned as a Standard Arterial and a critical transportation corridor for East Multnomah and Clackamas Counties but currently is a two- to three-lane road between Powell Boulevard and Cheldelin Road. The Regional Active Transportation Plan designates W Highland Drive/SW Pleasant View Drive/SE 190th Avenue as a Regional Bikeway and Regional Pedestrian Corridor and identifies existing bicycle and pedestrian network gaps the majority of this corridor. This critical gap in the active transportation network lacks both continuous, accessible bicycle and pedestrian facilities and alternative routes. Travel as a pedestrian or bicyclist within this rurally built road is not within a safe environment. As such, W Highland Drive/SW Pleasant View Drive/SE 190th Avenue acts as a barrier for the area it serves as communities with higher than average numbers of low-English proficiency and young face a barrier to travel north/south. This project addresses that barrier by designing continuous obstruction-free and buffered sidewalks, bike lanes and ADA compliant curb ramps from Powell Boulevard to Cheldelin Road. Having a design in-place will ensure the project build-out follows planning guidance from the Active Transportation Plan.

2. What safety problem does the proposed project address in an area(s) with higher-than-average levels of fatal and severe crashes? How does the proposed project make people feel safer in an area with high walking and bicycling demand by removing vehicle conflicts?

The Regional Active Transportation Plan designates W Highland Drive/SW Pleasant View Drive/SE 190th Avenue as a Regional Bikeway and Regional Pedestrian Corridor and identifies existing bicycle and pedestrian network gaps the majority of this corridor.

Currently, W Highland Drive/SW Pleasant View Drive/SE 190th Avenue between Powell Boulevard and Cheldelin Road is a two- to three-lane road and lacks continuous, accessible sidewalks and bicycle lanes and the amenities to create an inviting bicycle and pedestrian corridor. This corridor

experienced 108 non-fatal crashes, all modes included, between 2010 and 2014. Of these crashes 5 included crashes with a bicyclist or pedestrian. The East Metro Connections Plan identifies widening and construction of curbs, gutters, sidewalks and bike lanes as a Phase II priority. This cannot be achieved without project development. Designing full build-out of W Highland Drive/SW Pleasant View Drive/SE 190th Avenue will create a shovel ready project and move this critical corridor closer to better serving the region and local residents. The design will define users' space as a pedestrian, bicyclist and vehicle/freight driver as well as remove vehicle conflicts and ensure people of all ages and abilities have access to a safe and accessible travel environment.

Furthermore, W Highland Drive/SW Pleasant View Drive/SE 190th Avenue is also designated as a Road Connector on the Regional Freight Network and a critical north/south connector serving access and mobility by the East Metro Connections Plan. The East Metro Connections Plan states, "Leveraging Clackamas County's 172nd/190th Corridor Project, targeted improvements to the road network in Pleasant Valley along Highland/190th will create opportunity for economic and residential development." The SE 172nd Avenue/190th Drive Corridor Management Plan cites population growth within the Pleasant Valley Plan Area, Damascus and the western Clackamas County sub-region of over 15,000 new households and 9,800 jobs by 2035, "which cannot be achieved without improvement to transportation facilities in the corridor and connection of SE 172nd Avenue with SE 190th Drive. Thoughtful project design of the northern portion of this corridor, W Highland Drive/SW Pleasant View Drive/SE 190th Avenue, at this phase of burgeoning development in Pleasant Valley is an opportunity to achieve ultimate build-out of a corridor that is proactively designed to safely accommodate and encourage active transportation modes.

3. What priority destinations will the proposed project will serve? How will the proposed project improve access to these destinations?

This 2.2 mile corridor will connect jobs and housing. It is the main arterial through the Pleasant Valley Plan area and links directly with 172nd Avenue in Happy Valley. Both Pleasant Valley and Happy Valley serve as key residential areas mid-point between Gresham's Rockwood Area and northern industrial area and the Clackamas County Sunnyside Road employment area. The East Metro Connections Plan identifies this corridor as a critical access and mobility investment package. W Highland Drive/SW Pleasant View Drive/SE 190th Avenue extends south beyond the Multnomah County boundary into Clackamas County and is planned as a five lane arterial between Sunnyside Road and I-5, reinforcing the regional significance of this road.

4. How will the proposed project support the existing and planned housing/employment densities in the project area?

This project will support existing and planned housing and employment densities of the Pleasant Valley Plan Area and greater Happy Valley, Damascus and Gresham areas. Pleasant Valley is planned as a new, urban community with the goal of creating a "create a quality living environment, with a sense of place that is unique to Pleasant Valley. To achieve this goal, the Plan District will implement compact mixed-use neighborhoods, a town center, neighborhood edges and centers, a variety of housing options, transportation alternatives, pedestrian friendly urban design

and the integration of the natural environment into the design of the community.” The 1,532 acre area is planned for an estimated housing capacity of 5,000 dwellings and employment capacity of 5,000 jobs. More regionally, the Pleasant Valley Plan Area, Damascus and the western Clackamas County sub-region is anticipated to contain over 15,000 new households and 9,800 jobs by 2035. This project will support this regional growth within the context of a safe and inviting transportation corridor.

Higher priority criteria

- 5. How does the proposed project complete a gap or improve a deficiency in the Regional Active Transportation network? (See Appendix 1 of the Regional ATP: Network Completion, Gaps and Deficiencies).**

This project designs a solution to a major Regional Active Transportation Plan gap and eventual build-out will remove a major barrier to people walking, biking and taking transit along this spine in the active transportation network. This corridor is identified in the ATP as a Regional Bikeway and Regional Pedestrian Corridor. The ATP also identifies existing bicycle and pedestrian network gaps along the majority of this corridor.

The proposed project fills this gap as recognized by the Metro Active Transportation Plan:

Routes with existing facilities and gaps are shown on the Existing Regional Bicycle Network Map at the end of this chapter. However, some existing facilities need to be improved to accommodate higher volumes of bicycle riders or to increase safety and level of comfort to attract more bicycle riders and prevent crashes with autos. (ATP chapter 7)

Routes with existing facilities and gaps are shown on the Existing Regional Pedestrian Network Map at the end of this chapter. However, some existing facilities, such as narrow sidewalks, sidewalks without curb ramps, inadequate or missing lighting, or unprotected crossings should be improved to increase safety and level of comfort of pedestrians and prevent crashes with autos. (ATP Chapter 8)

This project will design a safe and inviting transportation corridor for the spine of the transportation network within the Pleasant Valley Area and will provide bicycle and pedestrian connections to the Springwater Corridor Trail.

The design to W Highland Drive/SW Pleasant View Drive/SE 190th Avenue proposed with this project will ensure ultimate build-out of a quality transportation corridor that fills in this major gap in the active transportation network.

Its build-out as a complete street and locally will connect the Pleasant Valley Plan Area with the Springwater Corridor trail and will connect south into east Clackamas County and north into the Gresham commercial district at Highland Drive/182nd Avenue and Powell Boulevard and, further north, the Rockwood area and I-84. This project meets the vision of the Active Transportation Plan by 1) filling a 2.2 mile gap in the active transportation network, 2) accommodating higher volumes of bicycle riders, 3) increasing the safety and level of comfort to attract more bicycle riders and

prevent crashes with autos, and 4) increasing safety and level of comfort of pedestrians and prevents crashes with autos.

Furthermore, the SE 190th Avenue project is identified on Gresham's 2035 Transportation System Plan (TSP) and the Metro Regional Transportation Plan (RTP). The TSP identifies projects #85 as SE 190th Drive (Pleasant View Drive and Highland Drive) – 11th Street to Cheldelin Road, construct to minor arterial cross section, as a 20-year project. This grant application notes a typo in the City's TSP. The City's functional classification map designates W Highland Drive/SW Pleasant View Drive/SE 190th Avenue as a "standard arterial," not a "minor arterial" as indicated in the TSP project list text. The project extents for this grant application are from Powell Boulevard to Cheldelin Road in order to ensure design consistency along this corridor.

The RTP identifies two projects, #10431 and #10533 for this corridor as listed above.

6. What design elements of the proposed project will lead to increased use of Active Transportation modes by providing a good user experience/increasing user comfort? What barriers will be eliminated or mitigated?

This proposed project to design a complete street will include the active transportation elements needed to create a good user experience and increase user comfort and, as a result, encourage active transportation modes. This project will provide the design to complete a critical gap in the active transportation network. This project promotes a healthy community by creating a safer and accessible bicycle and pedestrian environment along an auto-centric and substandard arterial.

More specifically, this project includes 17 design elements listed in the "Active Transportation Design Guidelines" (checklist is included in this application packet as Attachment B). The design elements featured are numerous since the project intent is to bring a rural road to urban major arterial standards. This project offers the opportunity to design a major transportation corridor with the active transportation modes at the forefront.

7. How does the proposed project complete a so-called 'last-mile' connection between a transit stop/station and an employment area(s)?

This project has significant potential to work towards completing a 'last-mile' connection between transit stops at Highland Drive/Powell Boulevard as well as stops along Highland Drive and SW 14th Drive with the Pleasant Valley Plan Area, a future destination for 5,000 jobs and 5,000 households. Transit routes 9 and 87 are currently on Powell Boulevard, Highland Drive and SW 14th Drive. Heading south on W Highland Drive/SW Pleasant View Drive/SE 190th Avenue as a bicyclist or pedestrian currently requires conflicts of roadbed space with vehicles since bike lanes and sidewalks are not continuously in place. Multimodal access to the Pleasant Valley Plan Area will be critical as this area develops and timing of this project funding is ideal to complete project design as this area is experiencing significant recent development and increase in traffic volumes.

Priority criteria

- 8. How the public will be engaged relative to the proposed project? Include description of engagement during project development and construction, as well as demand management efforts to increase public awareness and utilization of the project post-construction. (Metro Regional Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination).**

This project has been identified as a critical corridor that needs to be designed and built through three planning efforts that included robust community engagement: 1) development of the Pleasant Valley Concept Plan, 2) East Metro Connections Plan and 3) update of the City's Transportation System Plan. Additionally, City Council confirmed this project as a critical project for RFFA funding at their June 7th public meeting.

The City of Gresham adheres to the following principles, adopted by City Council, when engaging the public:

- Value active citizen involvement as essential to the future of our community.*
- Respect and consider all citizen input.*
- Encourage effective outreach efforts that reflect the city's rich diversity.*
- Promote communications and processes that encourage citizen participation and produce results.*
- Involve citizens early in policy development and planning projects.*
- Respond in a timely manner to citizens' input and respect all perspectives and insights.*
- Coordinate City outreach and involvement activities to make the best use of citizens' time and efforts.*

When this project enters into project development, Gresham staff will engage the public, particularly area residents, businesses and jurisdictional partners in accordance with these principles to garner feedback on the design and area needs/concerns regarding transportation along the corridor. Engagement will include public meetings, site visits, conversations with business owners and residents and a project webpage. No land use approval processes are required.

Gresham is actively engaged in Metro's Regional Travel Options marketing subcommittee and has both proven experience and success in conducting outreach regarding the use of non-auto modes. Gresham will utilize this experience and success to increase public awareness and use of the project once this project turns into a built reality. Monitoring of travel mode change is supported through work with Metro.

- 9. What additional sources of funding, and the amounts, will be leveraged by an investment of regional flexible funds in the proposed project?**

The City of Gresham will match \$2,829,018 towards funding this project. Additionally, this project leverages STIP Key #15601, 190th Dr: Pleasant View/Highland – Willow Parkway. The STIP project added a turn lane and bike lanes on 190th Avenue between SW Pleasant View Drive and Willow Parkway. The funding source is MTIP and total amount is \$1,485,734 and total project cost is \$1,320,650.

10. How will the proposed project provide people with improved options to driving in a congested corridor?

The Atlas of Mobility Corridors identifies the Fairview/Wood Village/ Troutdale to Damascus mobility corridor (Corridor 24). More specifically, it states:

The Fairview/Wood Village/ Troutdale to Damascus mobility corridor encompasses the arterial and collector streets that provide connections to I-84 and US 26, as well as transit service and bicycle routes that support movement in and through the corridor. SE 223rd, SE 238th/242nd/Hogan and SE 257th/Kane provide intra- and interregional travel between Gresham and central Oregon. Although the corridor has a well-connected arterial and collector street grid, the local street network is generally discontinuous with many cul-de-sac and dead-end streets.

While this corridor is located outside of the “Corridor Analysis Zone,” the East Metro Connections Plan (EMCP) was the first mobility corridor refinement plan to come out of the 2035 Regional Transportation Plan (EMCP). The intent of EMCP was to study and develop a plan for travel between Highway 26/Powell Boulevard and I-84 in recognition of the importance of this corridor for freight, commercial, commute and recreation travel and its plan area boundary included W Highland Drive/SW Pleasant View Drive/SE 190th Avenue. EMCP adopted proposed investments that, “emerged through prioritization of over 200 transportation projects evaluated and target enhancements with a focus on: 1. North/south Connections; 2. Downtowns and employment areas; 3. Regional mobility.” W Highland Drive/SW Pleasant View Drive/SE 190th Avenue from Powell Boulevard to Cheldelin is identified as “182nd/190th Connections to Clackamas County” Access and Mobility Investment Package. The EMCP project list includes the following as a Phase II project, “Complete arterial improvements along Highland/190th and Pleasant View to Clackamas County line; coordination with 172/190th Corridor Plan.” More specifically, per EMCP, “Leveraging Clackamas County’s 172nd/190th Corridor Project, targeted improvements to the road network in Pleasant Valley along Highland/190th will create opportunity for economic and residential development. CATALYST PROJECTS: Widening of Highland/190th.” Per findings from the SE 172nd Avenue/190th Drive Corridor Management Plan:

- The lack of a local street network, enhanced transit facilities and services, and a fully interconnected network of pedestrian and bicycle facilities within the SE 172nd Avenue/190th Drive Corridor prohibits the density, form, and character of development anticipated in regional and local plans.*
- Without a continuous north-south sub-regional corridor to connect OR 212/224 with I-84, north-south travel demand will continue to depend on the I-205 as well as other north-south arterial corridors in the east Portland region. The Metro travel demand model indicates that a continuous SE 172nd Avenue/SE 190th Drive corridor will attract approximately 22,000 daily trips in 2035.*
- The existing SE 172nd Avenue/SE Foster Road, SE Tillstrom Road/SE Foster Road, and SE 190th Drive/SE Tillstrom Road intersections have inadequate capacity to accommodate projected 2035 peak period travel demands.*

- *Development along and between the SE 172nd Avenue and SE 190th Drive corridors is imminent. Identification of the future footprint of these two roadways and their potential connection is necessary to preserve and obtain right-of-way and avoid the preclusion of this connection in the future.*

- *There is a need to develop a well-connected, multimodal transportation system that meets the land use needs that arise from planned growth in Damascus, Happy Valley, the Pleasant Valley Plan Area and Gresham, and growth of other sub-regional north-south travel demands between I-205 and US 26 to the year 2035.*

Current traffic volumes along this corridor are:

- *SW Highland Drive, segment from Powell to 11th, is 15,022 AADT (2010)*
- *SE 190th Drive, segment from Butler to Richey, is 6,847 AADT (2010)*
- *SW Pleasant View Drive, segment from Highland to Butler, is 10,847 AADT (2014)*

This corridor is not currently constructed to manage high traffic volumes and congestion will occur if it is not built-out to its planned five-lane cross-section. This project will provide an alternative within a corridor that currently depends on I-205 and other congested corridors within east Portland. Additionally, this project will ensure targeted improvements to the W Highland Drive/SW Pleasant View Drive/SE 190th Avenue corridor build-out this 2.2 mile corridor consistently and to a standard that meets design guidelines within the Active Transportation Plan.

Process

- **Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per Appendix A)**

The W Highland Drive/SW Pleasant View Drive/SE 190th Avenue project has been identified as a priority project since Gresham adopted the Pleasant Valley Plan Area Concept Plan in 2002 with a goal to “Provide Transportation Choices.” The 2002 Concept Plan was developed through a public process that included stakeholder interviews, a steering committee, an advisory group, a Pleasant Valley mailing list, community forums, early notice flyer, newsletters, press releases, website, speaking engagements, Planning Commission meetings, focus sessions, area tours and a portable display and publicly noticed public hearings before the City’s Planning Commission and Council. Gresham’s 2035 TSP, which updated the City’s 2002 TSP through a robust public engagement effort, includes the Pleasant Valley Plan Area and its transportation projects and identifies the W Highland Drive/SW Pleasant View Drive/SE 190th Avenue improvements as a 20-year project.

Furthermore, City Council advanced this project as a priority for the MTIP/Flexible Funds program during its June 7, 2016 Council meeting. That public meeting had public notice and comment opportunities per the requirements of Appendix A. Continued public involvement will meet the requirements of Appendix A.

- **Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Workgroup, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.**

Gresham staff coordinated with the East Multnomah County jurisdictional partners and Metro throughout the development of the East Metro Connections Plan. That planning effort resulted in the prioritization of W Highland Drive/SW Pleasant View Drive/SE 190th Avenue as a critical north/south corridor for access and mobility. Gresham staff will continue to coordinate with jurisdictional partners, ODOT and Metro throughout the design of this critical project.