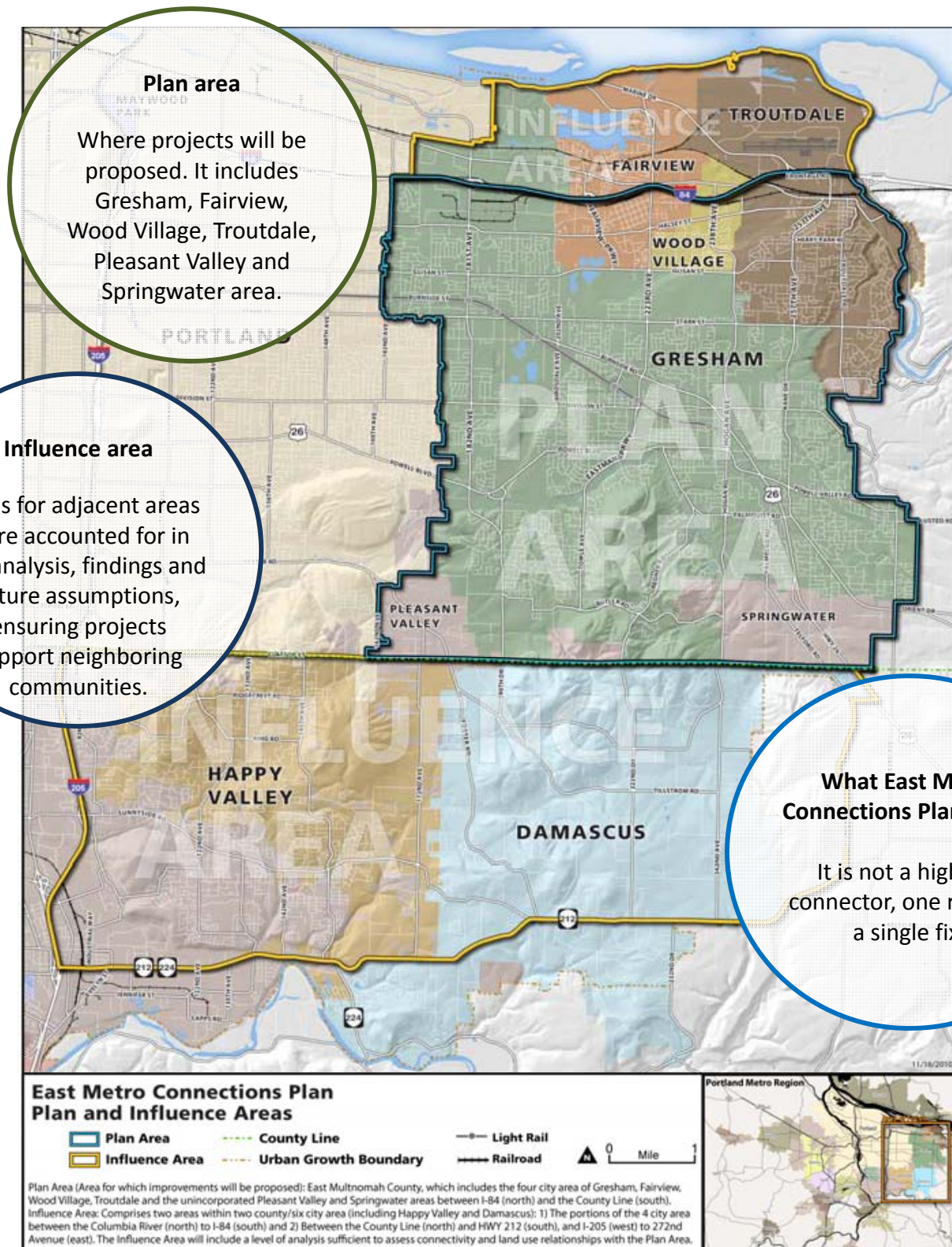


What is East Metro Connections Plan?

It is a 2-year effort to understand present and future transportation challenges and prioritize solutions that reflect community values and the future plans and aspirations of each city. It includes a systemic look at each of the north/south and east/west arterials in the plan area to identify needs related to:

- Road capacity and safety
- Freight operations, capacity and safety
- Modes such as transit, biking and walking
- Related public and private investments

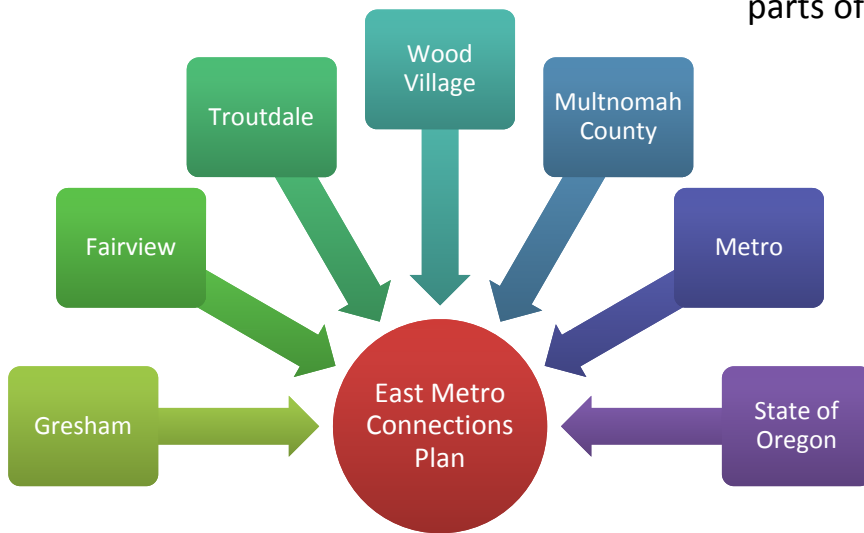


Why East Metro Connections Plan?

Transportation challenges we face today will grow as our population grows.

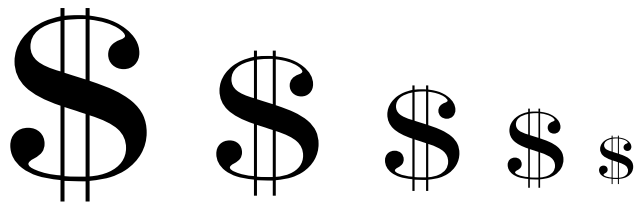


Through 2035, population is forecasted to grow by 28% and jobs by 98% in Gresham, Fairview, Troutdale and Wood Village and the nearby parts of Multnomah County.

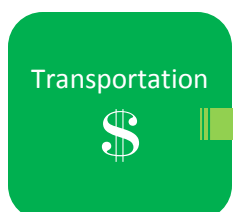


Governments are working together to bring transportation dollars to the east county area.

That money is limited and shrinking.



There is approximately \$1.4 billion in transportation projects in east county identified in the Regional Transportation Plan.



- ✓ Improved transportation system
- ✓ Economic development opportunities
- ✓ Safety and security improvements

- ✓ Healthy communities
- ✓ Equitably distributed benefits and burdens
- ✓ Improved access and protection of parks and natural resources

Governments can be strategic and efficient by prioritizing transportation projects that achieve multiple outcomes.



Goals

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.

Milestones and decisions

April 22 2011	Establish goals for East Metro Connections Plan Honors the 2007 MOU and reflects new mobility corridor approach - community investment strategy. Steering committee decision: Refine and confirm East Metro Connection Plan goals.
July 27 2011	Establish a problem statement Reflects existing and anticipated future conditions related to transportation, economic and community development and natural resources. Identifies existing and future needs, opportunities and constraints. Steering committee decision: Refine and confirm problem statement.
December 14 2011	Develop initial strategies Ties anticipated future conditions to potential solutions and local aspirations and identifies framework for evaluating tradeoffs. Steering committee decision: Provide input on the evaluation framework, list of candidate projects to be developed and options for study at 238th/242nd.
March 2012	Preferred strategies Narrows solutions based on technical evaluation and steering committee weighting of evaluation factors. Begins to prioritize investments. Steering committee decision: Establish how projects will be prioritized through weighting of evaluation factors. Establish an approach the preliminary action plan.
April 18 2012	Preliminary action plan Identifies investment opportunities in the plan area. It will include projects, their likely timeline, partnerships, implementation actions and funding status. Reflects input from steering committee, local councils and public. Steering committee decision: Refine and confirm projects and other components of action plan.
May 2012	Final action plan and steering committee recommendation Identifies investment opportunities -- highlighting those with a significant degree of consensus -- in the plan area. It will include projects, their likely timeline, partnerships, implementation actions and funding status. Reflects input from steering committee, local councils and public. The recommendation will go to elected councils for endorsement. Steering committee decision: Refine and confirm action plan. Recommend action plan for endorsement by local and regional elected councils.

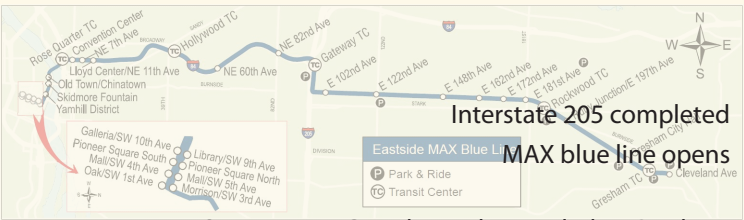
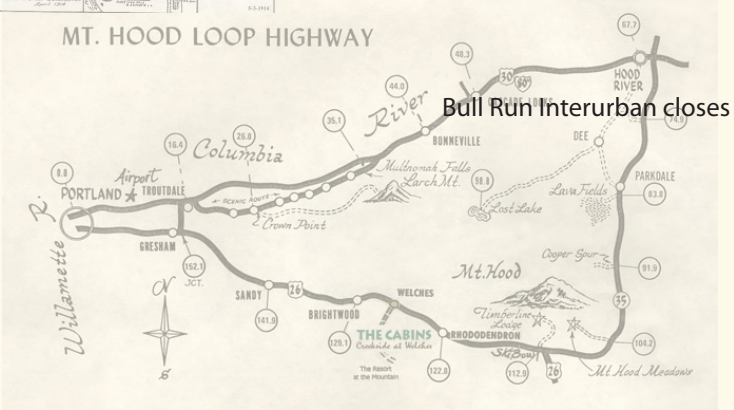
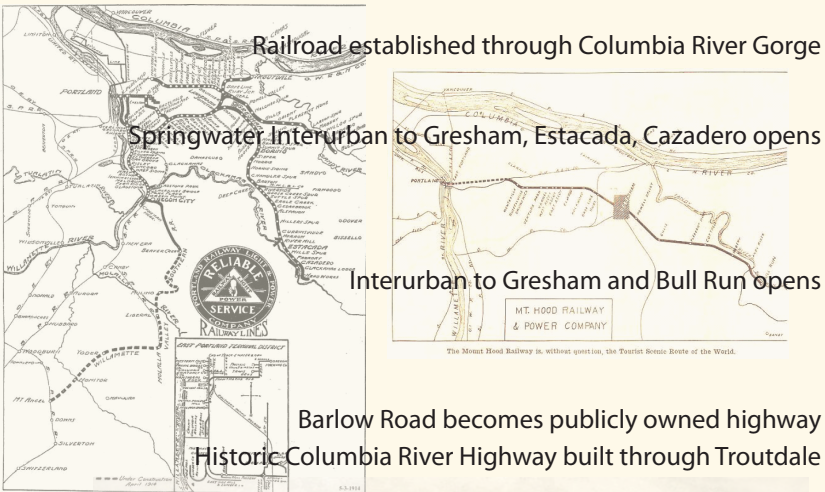
The steering committee was established by Metro Council to provide direction throughout the East Metro Connections planning process. They meet at key milestones to make incremental decisions that will lead to an action plan. The committee provides both a local and regional perspective.

Councilor Shirley Craddick, Metro
 Mayor Mike Weatherby, City of Fairview
 Mayor Jim Kight, City of Troutdale
 Mayor Patricia Smith, City of Wood Village
 Mayor Shane Bemis, City of Gresham
 Commissioner Diane McKeel, Multnomah County
 Rian Windsheimer, ODOT
 Steve Entenman, East Metro Economic Alliance
 Mark Garber, East Metro Economic Alliance
 Carol Rulla, Coalition of Gresham Neighborhoods
 Michelle Gregory, Mt Hood Community College
 Greg Olson, Multnomah County Bicycle and Pedestrian Citizen Advisory Committee
 Councilor Diana Helm, City of Damascus
 Commissioner Jamie Damon, Clackamas County
 Alan Lehto, TriMet
 Susie Lahsene, Port of Portland
 Hector Osuna, El Programa Hispano
 Dwight Unti, Tokola Properties
 Ron Cazares, FedEx
 Jane Van Dyke, Columbia Slough Watershed

A Brief Timeline of Development in East Multnomah County

Barlow Road opens

Baseline (Stark) Road is opened to Sandy River



ODOT I-84 signage project adds new signage for East County communities

Cities and County sign 2007 MOU to initiate a transportation study for north/south, east/west transportation corridors

MAX Civic Station opens

Gresham Fairview Trail opens to Halsey Street

East Metro Connections Plan concludes with a steering committee recommendation that will go to local and regional elected councils. Local and regional plans will be updated.

1840

Settlers using Oregon Trail Columbia River route disembark at Sandy River for Portland, Oregon City, and other Willamette Valley destinations

1850

Powell families settle in the Powell Valley, site of future Gresham

1860

1870

Captain John Harlow settles in Troutdale



1880

"Gresham" post office established in future Gresham

1890

1900

Gresham incorporated

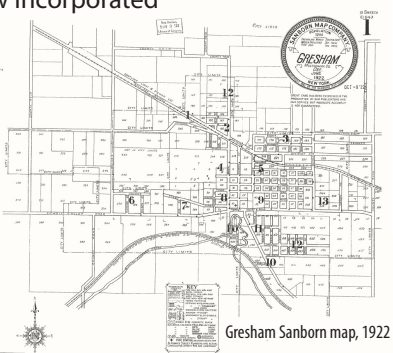
Troutdale incorporated

Stephen Arata moves into Shaw House in future Wood Village

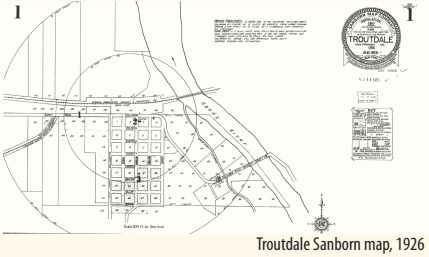
Fairview incorporated



1910



1920



1930

1940

Aluminum plant in Troutdale opens to support war effort

1950

Wood Village incorporated



1960

1970

1980

Rockwood becomes part of Gresham

1990

McMenamins purchases Edgefield property

"Fairview Village" begins development



2000

Reynolds Aluminum plant closes

Wood Village Town Center commercial shopping area opens

Springwater industrial is added to Urban Growth Boundary

"Gresham Station" commercial center opens

Pleasant Valley Concept Plan adopted

Port of Portland purchases Reynolds Aluminum site

Springwater Community Plan adopted

Federal Express opens on former Reynolds Aluminum site

2010

2012

Future