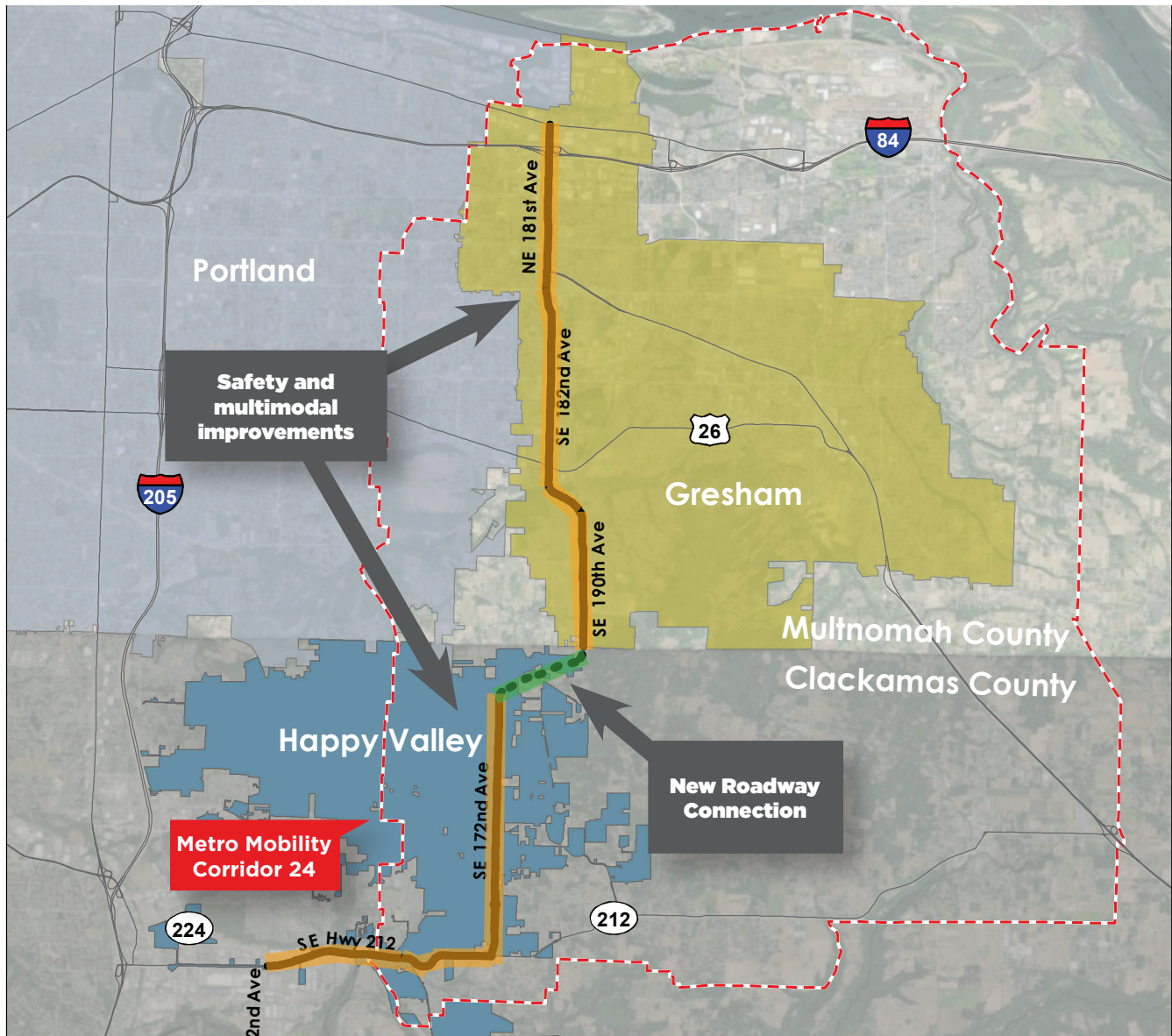


EFFICIENT NORTH-SOUTH TRAVEL: A CRITICAL NEED FOR A GROWING REGION



The Clackamas to Columbia (C2C) Corridor

The C2C Corridor is the only major north-south through route east of I-205. It is a vital link between major employment centers at its north and south ends and residential areas in between. Though used heavily as a through route, it is not continuous. Improving this route will yield **immediate, noticeable benefits** for people traveling by all modes through some of the Metro area's fastest growing communities and some of its most underserved neighborhoods. The C2C Corridor is recognized within Metro Mobility Corridor 24 in the 2018 Regional Transportation Plan.

Supporting local priorities.

Improvements to the C2C Corridor **will leverage current planning efforts in the area**, including the Pleasant Valley TSP Refinement Study, Happy Valley TSP, Pleasant Valley/North Carver Plan, and Damascus Mobility Plan.

Safety.

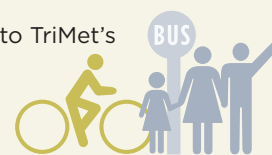
- A continuous north-south route with equally continuous sidewalks and bike lanes will promote **safer movement for all modes**.
- It will **reduce congestion and consequently crashes** in the Sunrise Corridor, along Jenne Rd and on facilities identified on the region's top 10% Safety Priority Index System project list, including 162nd Ave, 174th Ave, Foster Rd, and Sunnyside Rd.
- The portion of C2C on SE/NE 181st Ave between NE Sandy Blvd and SE Yamhill St has the **8th highest rate of serious crashes** in Metro's planning area.

Reducing congestion.

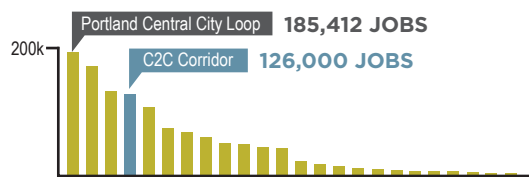
- **Without this improvement, there is no continuous north/south corridor east of I-205** for commuters and freight to easily access I-84, the Columbia Industrial Corridor, or the OR 212/Sunnyside Corridor.
- **A continuous C2C Corridor could accommodate north-south transit service** along its entire alignment (service currently stops in Gresham, but there's a service gap between Gresham and Sunnyside Rd in Happy Valley).
- **Improving the C2C Corridor will also reduce congestion** on the Sunrise Corridor, Foster Road and Jenne Road, increasing the effectiveness of improvement projects along those corridors.

Fostering a clean, multimodal future.

- **Walking and transit:** A continuous north/south route between the Clackamas and Columbia Rivers will benefit both walking and transit.
- **Supporting technological innovation:** This improvement project will further enable and add value to TriMet's rollout of next-generation transit signal priority operations at signalized intersections.
- **Connecting the bike network:** Without this improvement there is no north/south bike route south of Powell between I-205 and the Springwater Corridor—a critical missing link in the bike network for recreational cyclists and commuters.



Metro Mobility Corridor Jobs



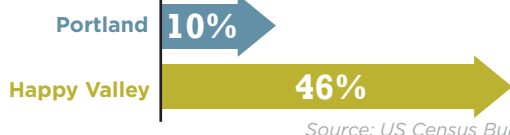
Economic Impacts.

- **Better access** between developable residential, commercial, and industrial properties
- **High visibility and impact:** the C2C Corridor has the fourth highest jobs number of Metro's 24 mobility corridors.
- **Area jobs are expected to more than double in the next 20 years**, according to Metro's 2040 Distributed Forecast.

C2C is a diverse corridor.

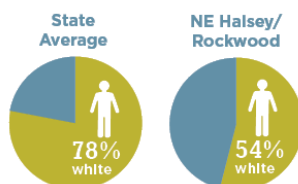
- The C2C will benefit residents in Rockwood with an **average household income that ranks in the bottom 10 of all Metro's identified mobility corridors**
- Over 60 languages are spoken in Rockwood.
- Happy Valley is **the fastest growing city** in Oregon.

Average annual population growth since 2010

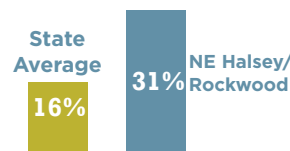


84% Happy Valley's **projected growth between now and 2040**, per Metro forecast

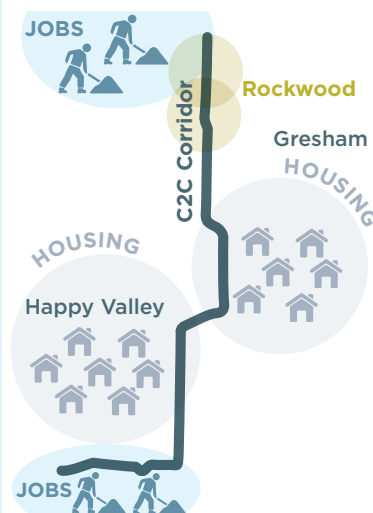
Population Diversity



Poverty Rate



C2C Connects...



181ST AVENUE TRANSIT CORRIDOR



NE Airport Way to Highway 212

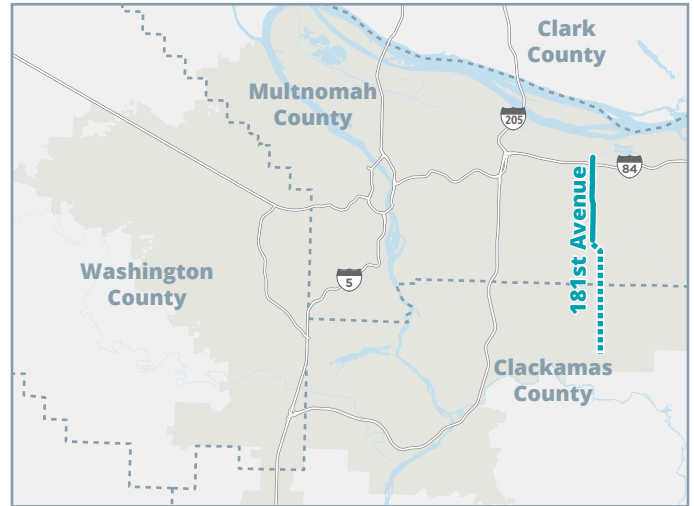
181st Ave. is served by Line 87. The street currently ends just south of Powell Blvd., but will be extended to Hwy 212 through the Clackamas to Columbia Corridor project.

Project: Place queue bypasses at delay locations and set the stage for transit in the future street extension

Project length: 9.5 Miles

Roadway ownership: City of Portland (Airport Way to Clatsop); Clackamas County (Clatsop to Highway 212)

Project cost: \$15 Million



650 people
travel by transit
through the corridor
each day



Every day, passengers
experience a
combined
35 hours
of delay



Line 87 connects East
Multnomah County to
the Columbia Corridor,
one of the region's
**largest
employment
centers**



**51% of the
population**
within 1/4 mile of
the corridor are
people of color

Challenges

- Transit ridership is low today

Solutions

- Queue bypasses at high-delay locations (Division St., Stark St., Burnside St.)
- Set up future connection from Powell Blvd. to Hwy 212 for future transit priority

Benefits

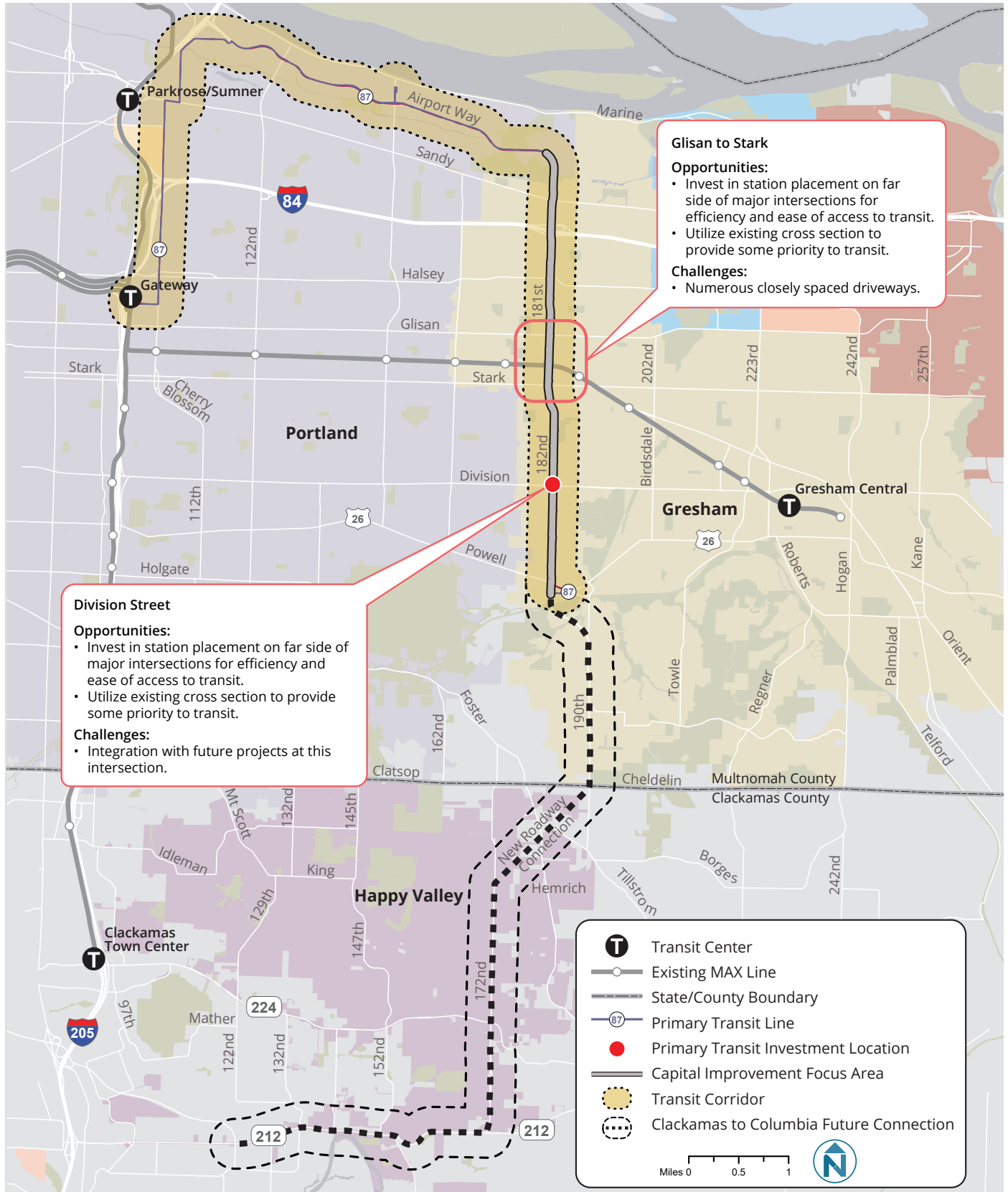
- Reduces travel time by 8%
- Saves passengers a combined 6 hours of delay each day

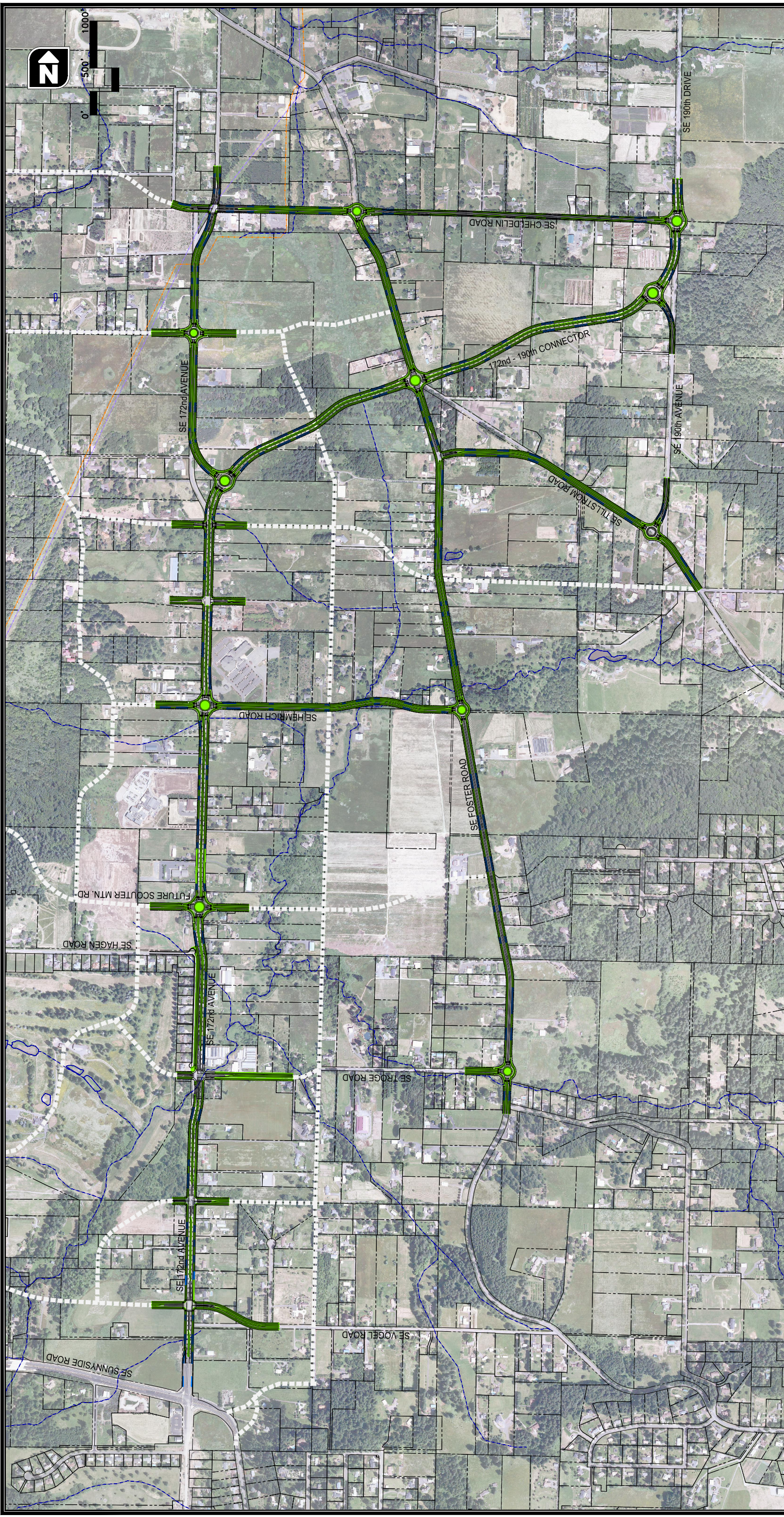
Risks

- Coordination with appropriate jurisdictions required to secure future priority for transit on unbuilt sections of the corridor
- Limited opportunity for transit priority on 181st Ave. at major locations like Burnside, which is also planned to have transit priority.







181ST AVENUE TRANSIT CORRIDOR

NE Airport Way to Highway 212





LEGEND

-  EXISTING CREEK CHANNEL
-  EXISTING TAX LOT LINE
-  PROPOSED CURB
-  PROPOSED ROADWAY STRIPING
-  PROPOSED PLANTER / MEDIAN
-  PROPOSED STORMWATER FACILITY

Corridor Management Plan Improvements Overview



172nd / 190th
Corridor Plan



CLACKAMAS
COUNTY

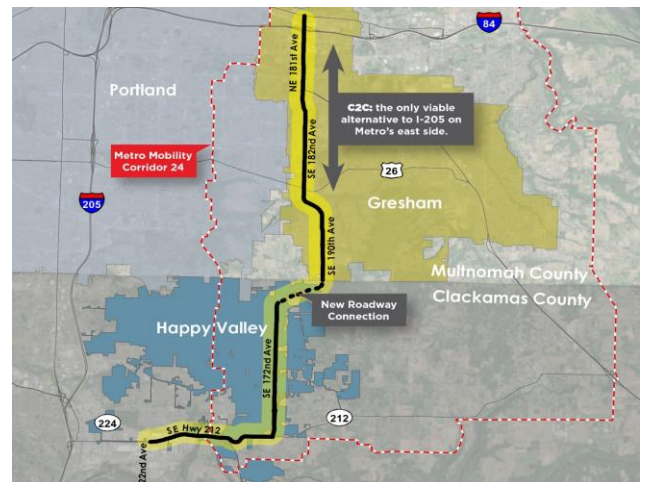
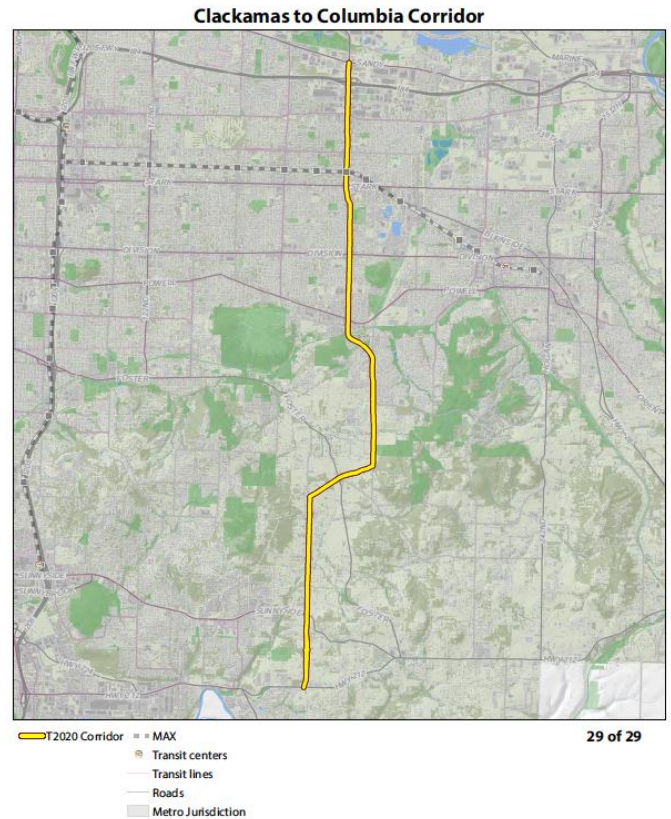
Figure

7-2E

NE/SE 181st/C2C

Vision: A corridor that connects growing communities to jobs, and address safety challenges along the corridor including safe crossing opportunities.

- C2C (Clackamas to Columbia) corridor is a north-south connection between Happy Valley and Columbia Boulevard, running through the southeastern edge of Portland and western Gresham, and through the Rockwood neighborhood, connecting employment areas with low-income areas, affordable housing, schools, parks and neighborhood amenities.
- The northern half of the proposed C2C corridor, 181st Avenue, is a high crash corridor.
- The southern half of the corridor would require the development of a new multi-modal road to connect Happy Valley into 181st Avenue.



SURVEY FINDINGS: OVERVIEW

The 2020 Transportation Investment Measure Survey was available in the spring of 2019 to all interested residents. **Survey participants were not randomly selected to participate, and any interested resident could provide a response. As such, responses are not representative of the region.**

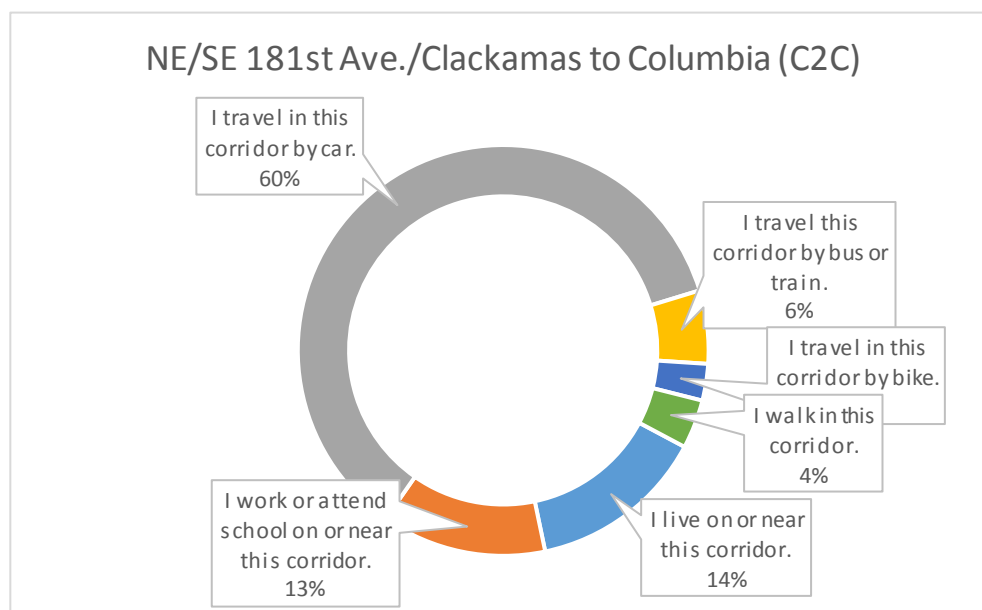
Respondents were invited to respond to a series of optional demographic questions, including the zip code of their home address; information about their gender and racial/ethnic identity, as well as information pertaining to any experience or identity of living with a disability, age, and household income.

Out of those who completed the optional demographic question, responses highlighted the following trends:

- Most respondents (58%) lived within a Multnomah County Zip Code
- 86% of respondents identified as white and 14% self-identified with a racial and/or ethnic identity other than white
- 51% of respondents identified as Woman, 46% as Man, 2% identified as Gender Non-Conforming and 1% self-identified as Transgendered
- 46% of respondents were under the age of 44
- 15% of respondents identified as living with a disability, with 5% of those defining their disability as Ambulatory (*which was defined as 'unable or having serious difficulty walking or climbing stairs'*)
- 64% of survey respondents had a household income (pre-tax) over \$74,999

A full summary of demographics is included in Appendix A.

EXPERIENCES ON C2C/181ST AVENUE



NE/SE 181ST AVE./CLACKAMAS TO COLUMBIA (C2C): COMMENTS FOR DECISION MAKERS

The majority of people commented that this route connects them to needed jobs and housing. Many respondents think this is an important North-South thoroughfare and should accommodate increased population growth. Some suggested improvements: filling potholes, add bike lanes, stoplight synching, add pedestrian crosswalks and making it more car-friendly.

Connectivity and Infrastructure

- “All need improvement whether street light timing, widening or better surfaces.”
- “This is an alternate route to airport way when I-84/205 is backed up.”
- “Essential for supporting new jobs and housing.”

Transit, Cyclists and Pedestrians

- “Too many right-hook/left-cross issues with poorly-trained motorists when I'm on foot/bike.”
- “It's inhospitable to biking and walking.”
- “It's truly amazing how many people walk and bike this road that is clearly designed for cars. The intersections in particular have high numbers cyclists and pedestrians. Most of these peds and cyclists are low income and non-white so I fear their voices are not heard. Also, the access management on this road (or lack there of) is a bit crazy... the continuous middle turn lane is used in so many dangerous ways by drivers trying to navigate the busy road.”

Congestion and Traffic

- “Lots of congestion around 181st & Stark up to Glisan.”
- “Need fast action on this and of all the projects, this one will shape the future the most!!! Area is rapidly developing and needs this project to organize development and once it is developed, the opportunity to connect and direct traffic here will be lost.”
- “It gets a LOT of traffic and is really difficult to turn onto it. Please widen and put bike lanes on PARELLEL STREETS, rather than removing lanes everywhere!”

Speed

- “The reduced speed limit (40 to 35) hasn't made any difference and people regularly drive 50 mph or more between Halsey and Powell. Need more enforcement of speed limit to aid walkers/bikers.”

Safety

- “So many schools. Feels dangerous.”

RESPONDENT COMMENTS

Connectivity and Infrastructure
1. 181st is not how I travel to Clackamas - I use Powell to Jenne Road to Foster and then then South on 162 or sometimes 92nd if not using I205
2. All need improvement whether street light timing, widening or better surfaces
3. Build a bridge to Camas
4. Coordinate lights to work together
5. Could we increase lanes?

6. East Portland has been neglected for decades. Only in recent years have minor updates and improvements begun to be made. Please invest in this heavily populated area of the city.
7. Essential for supporting new jobs and housing
8. I often use this corridor to get to doctor's appointments. I do not support any road widening in this measure, and do not support it even though I use this roadway by car at times.
9. If this is supposed to be a thru St then there need to be fewer lights or better lefts that are longer so forward that IC can go forward
10. Keep it moving - great connector for NE/SE
11. Largely used for access to and from 1 of my two jobs; usually in fairly good repair; often overloaded with cars, though
12. Leave it be
13. Make this a corridor for easy travel.
14. Need an easy of 205 thoroughfare without frequent stoplights and without pedestrian walkways
15. Need fast action on this and of all the projects, this one will shape the future the most!!! Area is rapidly developing and needs this project to organize development and once it is developed, the opportunity to connect and direct traffic here will be lost.
16. Need more direct, efficient route
17. Need to sync stop lights
18. Need to widen 172 big time
19. No good connection to Clackamas County
20. No problems on the part I travel.
21. Overall okay area, end cap some of the smaller streets to reduce turning on the main road.
22. Please make it car friendly.
23. This is an alternate route to airport way when I-84/205 is backed up.
24. This road is great, wide and travels well.
25. This route has a few confusing routes as well as it does not extend to highway 212/224
26. This should become a freeway too, with another bridge to Vancouver!
27. Travel efficiency
28. We need this North/South Corridor to be built as soon as possible.
Bicycle, pedestrian, and transit
29. Better bus service
30. Bike/ped improvements very important
31. Congested and not a corridor you can walk comfortably
32. Crossing 181st is difficult even at lights.
33. Cycling on this corridor is uncomfortable
34. I would frequent this area for shopping and restaurants if there was a dedicated and separated lane for bus, biking, and walking
35. It's inhospitable to biking and walking
36. It's truly amazing how many people walk and bike this road that is clearly designed for cars. The intersections in particular have high numbers cyclists and pedestrians. Most of these peds and cyclists are low income and non-white so I fear their voices are not heard. Also, the

access management on this road (or lack thereof) is a bit crazy... the continuous middle turn lane is used in so many dangerous ways by drivers trying to navigate the busy road.
37. Keep pedestrians off. Fine phone users heavily
38. Congested and not a corridor you can walk comfortably
39. Crossing 181st is difficult even at lights.
40. Lots of drivers not paying attention to pedestrians
41. MAX stop at Clackamas Town Center needs better shelter against wind and rain. Pot holes.
42. Needs more pedestrian crosswalks
43. Needs safer bike options
44. Needs to develop for enhanced transit and all modes
45. Not enough North /South options on transit for folks trying to get to jobs. That are is growing and the road needs to change to handle that growth and more transit options will benefit everyone.
46. Please make sure this is supported by changes in land use that will create the right conditions to support frequent transit and not more solo vehicle capacity.
47. The southern half of this is a joke and should not be funded. With respect to the northern part, make them safer for pedestrians and transit riders. Slow down the cars and create environments where people want to use other modes than driving
48. Too car centric
49. Too many right-hook/left-cross issues with poorly-trained motorists when I'm on foot/bike.
50. Too much auto capacity, not enough safe bicycle capacity
51. Would love more mass transit options
Congestion and Traffic
52. 172nd getting worse daily.
53. After 1:00 in the afternoon you are basically sitting in traffic
54. Congested 84 to Stark. Traffic backs up into intersections peak times.
55. I avoid commuter times as much as possible.
56. It gets a LOT of traffic and is really difficult to turn onto it. Please widen & put bike lanes on PARELLEL STREETS, rather than removing lanes everywhere!
57. Lights are not timed with max causing more traffic
58. Lots of congestion around 181st & Stark up to Glisan
59. Make auto traffic move faster and smoother
60. Pretty good traffic flow now
61. Significant congestion and conflicting movements with all modes.
62. Surprisingly not unbearable traffic. Moves fairly smoothly considering it is a truck route.
63. Too congested
64. Too many cars
65. Too many lights. Too much congestion.
66. Traffic flow
67. Traffic is awful and congested
68. Very slow, long wait time
69. While this gets congested during rush hours - easy to navigate via car, and most of the road had space between the cars and the sidewalk - would walk it, wouldn't bike it though
Speed
70. Cars over the speed limit

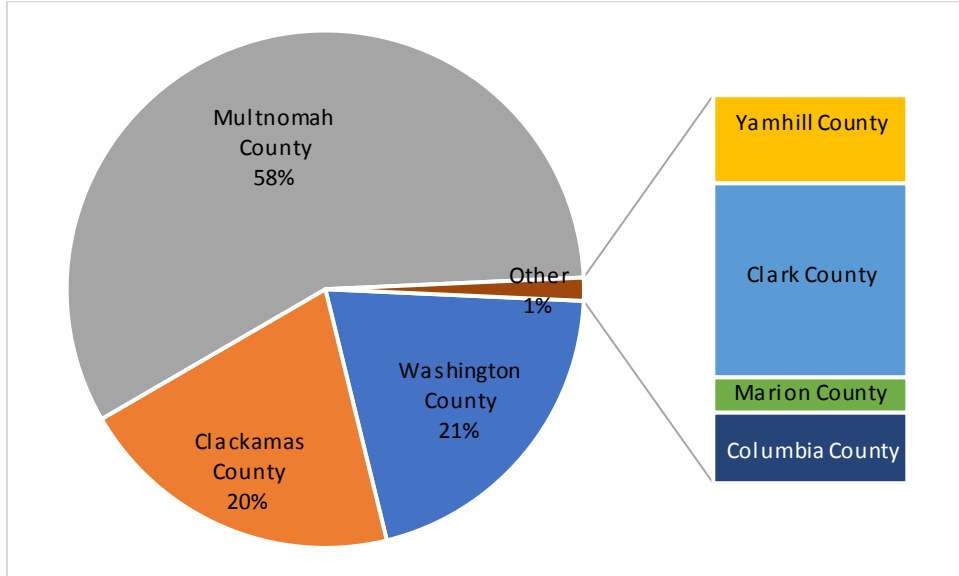
71. The reduced speed limit (40 to 35) hasn't made any difference and people regularly drive 50 mph or more between Halsey and Powell. Need more enforcement of speed limit to aid walkers/bikers.
72. Speeding ; erratic lane changes
Safety
73. FILL THE POT HOLES
74. Needs more safe pull offs
75. Remarkably busy, quickly traveled, unsafe shoulders. No transit options. Bailout from 205.
76. So many schools. Feels dangerous.
Other
77. Access nature
78. Decent
79. It's good
80. Needs nothing. Leave it alone.
81. Never had any troubles
82. Nice and wide
83. Nothing

APPENDIX A:

SURVEY PARTICIPANT DEMOGRAPHICS

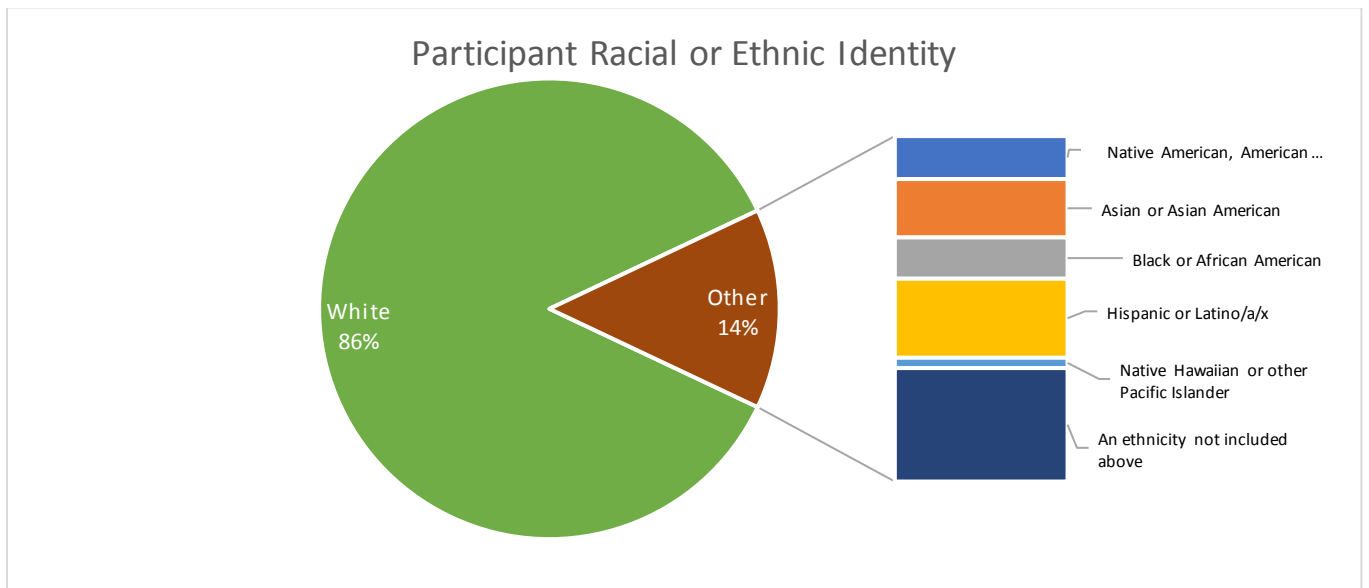
ZIP CODE OF HOME ADDRESS:

Out of the total number of respondents, 58% lived within Multnomah County, with the majority living within the City of Portland.

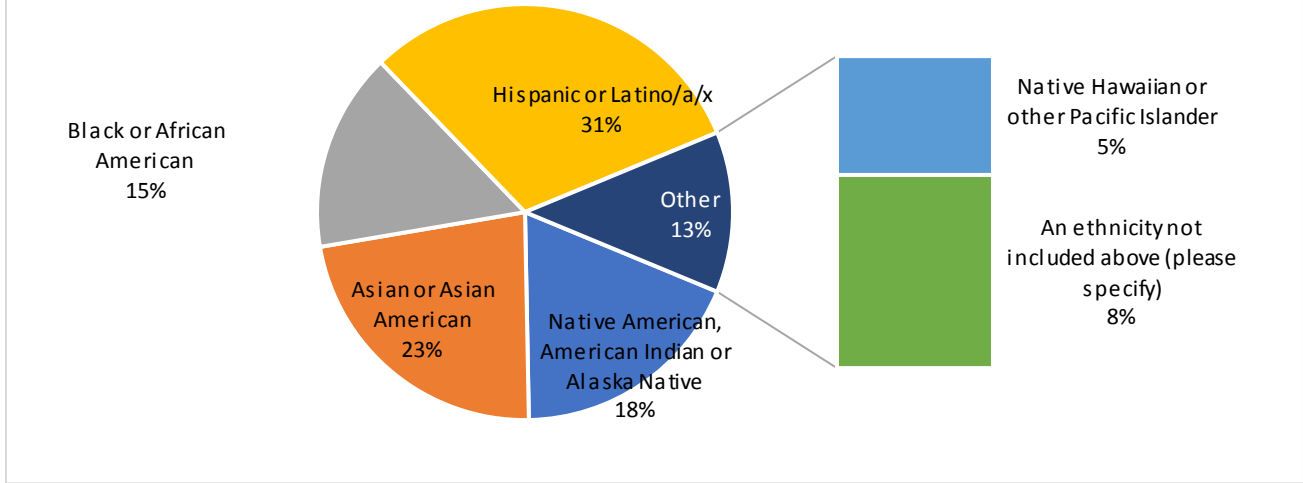


RACIAL AND/OR ETHNIC IDENTITY:

Out of those survey participants (1431 total) who responded to this question, the majority self-identified as white, with 14% of respondents identifying with a racial and/or ethnic identity other than white. Highlighted in the graphic below, this 14% (or 168 total participants) was comprised of individuals who identified as Hispanic or Lation/a/x, Black or African American, Asian or Asian American, Native American or Alaska Native, and Native Hawaiian or Other Pacific Islander.



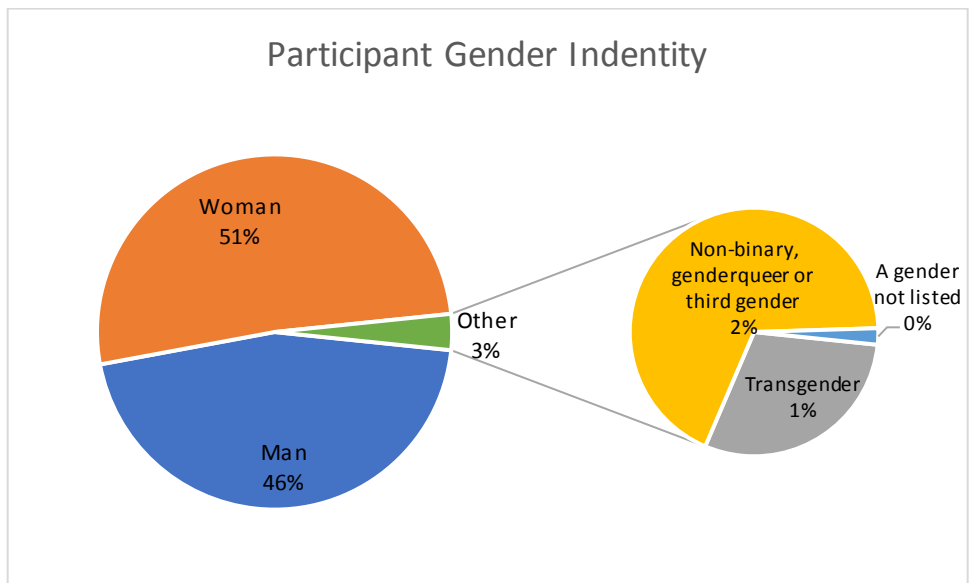
POC Respondents (Self Identified)



Participants were also invited to select (and to specify) if they identified with an ethnicity that was not included in the list of provided options. Out of those who selected ‘ethnicities not included’, responses included Middle Eastern, Mixed Race, and Jewish. A large number of comments written into the selection ‘ethnicity/race not included’ either rejected the question all together (i.e: ‘none of your business,’ or ‘what difference does it make?’) or wrote in ‘human’ as a response.

GENDER IDENTITY:

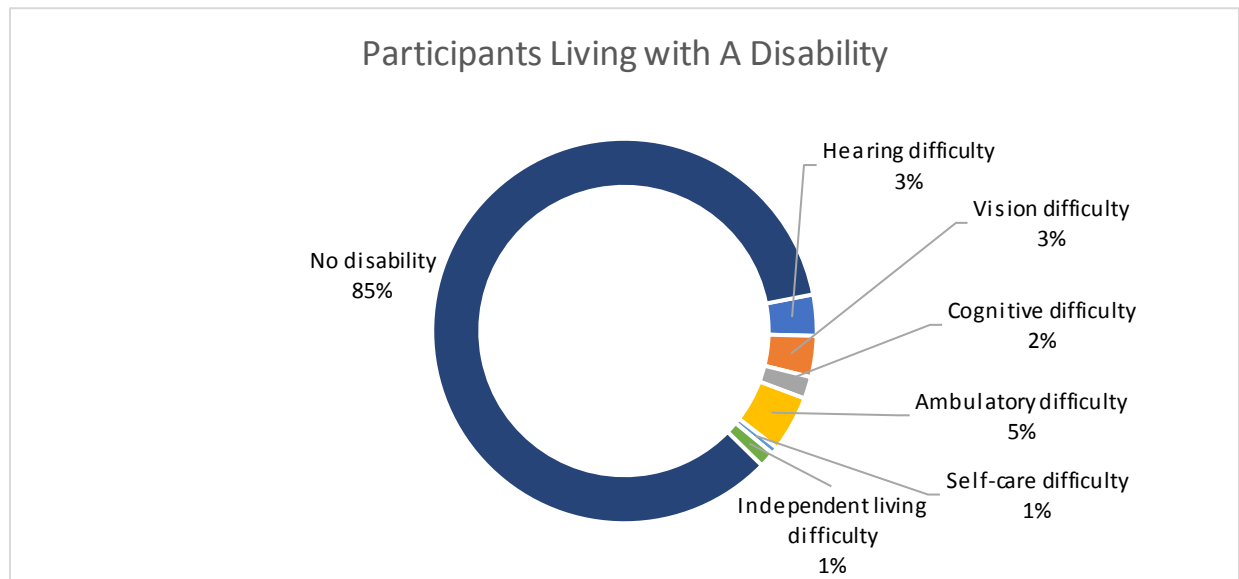
Out of those 1437 participants who selected to respond to this question - 51% identified as Woman, 46% as Man, 2% identified as Gender Non-Conforming and 1% self-identified as Transgendered. The graphic below presents these findings from the results in the form of a pie chart.



LIVING WITH A DISABILITY:

15% of respondents identified as living with a disability, with 5% of those defining their disability as Ambulatory (which was defined as 'unable or having serious difficulty walking or climbing stairs'). Other disabilities were listed and described using the following terms:

- Hearing difficulty (deaf or having serious difficulty hearing)
- Vision difficulty (blind or having serious difficulty seeing, even when wearing glasses)
- Cognitive difficulty (because of a physical, mental or emotional problem, having difficulty remembering, concentrating or making decisions)
- Self-care difficulty (unable or having difficulty bathing or dressing)
- Independent living difficulty (because of a physical, mental or emotional problem, unable or having difficulty doing errands alone)



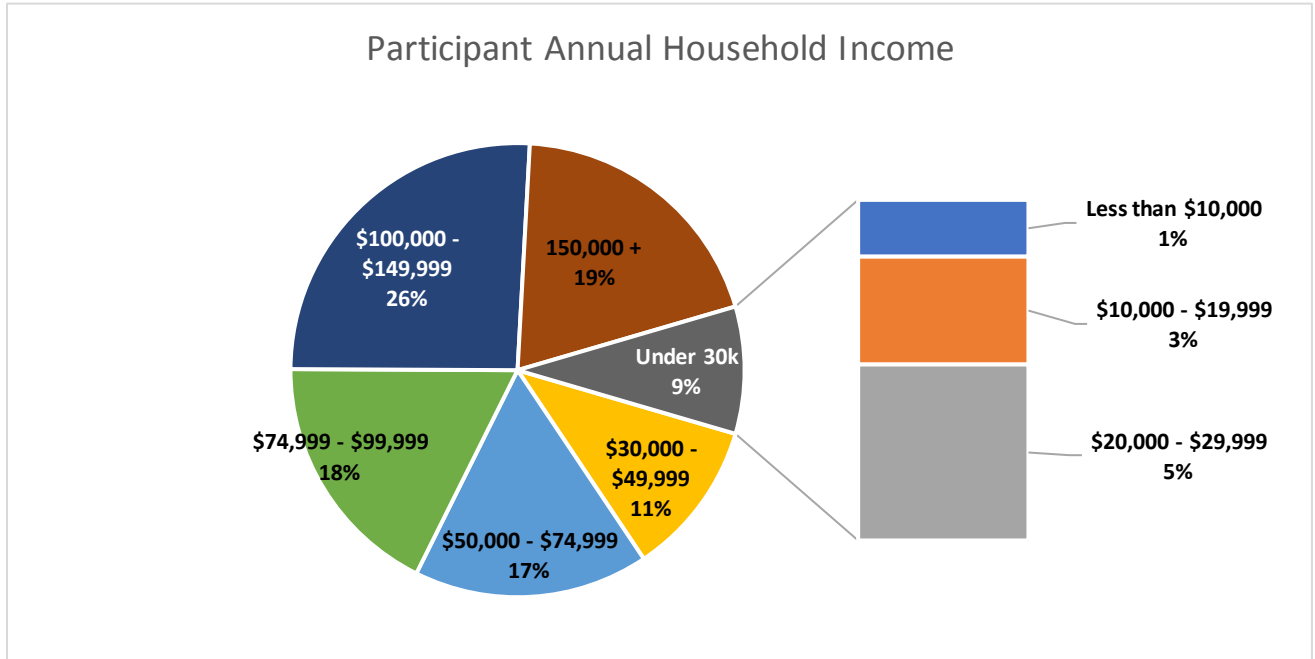
Participants were also given the option to write in a disability that they felt was not represented in the options listed.

These submitted responses included:

- Spouse and/or child with a disability:
- Mental Health, including PTSD and Anxiety
- Mild Hearing/Vision
- Chronic Pain
- Learning disability that makes planning and sticking to a time table difficult.
- Age
- Asthma
- Temporarily disabled due to Cancer
- Communication disability/speech disorder
- Epilepsy, and seizures
- HIV

HOUSEHOLD INCOME:

64% of survey respondents identified as having a household income (pre-tax) over \$74,999



AGE:

Over 1500 participants selected to complete this question, with 46% of those respondents identifying as under the age of 44. Twenty one percent identified as between the ages of 45 and 54, 16% identified as between 55 and 64, and 14% identified as between the age of 65 and 74. Three percent of respondents identified as over 75. Three percent of respondents identified as over 75. Three percent of respondents identified as over 75.

