



Memo

Date: Friday, Nov. 15, 2019
To: Transportation Funding Task Force
From: Craig Beebe, Government Affairs and Policy Development
Subject: Proposed Task Force Member Amendments to Tier 1 Project Recommendation

Following the Transportation Funding Task Force meeting on Oct. 30, 2019, members were invited to submit proposed amendments to [Metro staff's recommendations for project investments on Tier 1 corridors](#) via a brief online form.

Eight members of the Task Force submitted proposed amendments, with some proposed amendments or similar proposed amendments made by multiple members. Most proposed amendments concerned a handful of corridors. The Task Force will consider these proposed amendments as it refines its Tier 1 project recommendations to the Metro Council in November and December.

Proposed amendments included:

- funding projects that were not included in the staff recommendation
- increasing funding for projects that were included in the recommendation
- removing projects that were included in the staff recommendation
- modifying projects that were included in the staff recommendation
- other process requests or comments

On Thursday, Nov. 14, staff collated the members' proposed amendments and organized them by type and corridor. The proposed amendments are listed below in simplified format. At the Task Force meeting on Nov. 20, members will have the opportunity to discuss proposed amendments. Task Force members may vote on proposed amendments at their Dec. 18 meeting.

Proposed amendments to add projects to recommendation

- Enhanced Transit investments in all funded corridors
- E 181st Ave. Enhanced Transit investments
- E 162nd Ave. Enhanced Transit investments
- Powell: Safety projects
- McLoughlin
 - o Reedway Bike/Ped Overcrossing
 - o Portland Ave Streetscape, Gladstone
- TV Highway
 - o Canyon Rd safety improvements, West Slope to Camelot
 - o Council Creek Trail

Proposed amendments to increase funding for projects in recommendation

- TV Highway: Increase investments for safety and transit
- McLoughlin
 - o Increase investments for safety and transit
 - o Fully fund Trolley Trail bridge
- 82nd Ave.
 - o Increase investments for safety and Bus Rapid Transit
 - o Increase funding for MAX station access project planning

Proposed amendments to remove projects from recommendation

- 82nd Ave./Airport Way intersection
- Sunrise Corridor planning
- 185th Ave/MAX Overcrossing
- Clackamas-to-Columbia:
 - o New Connector Road, SE 172nd to 190th Ave.
 - o Roundabout at SE Foster Road and 172nd Ave.
- McLoughlin:
 - o I-205 ramp access
 - o Park Ave. Park & Ride

Proposed amendments to modify projects in recommendation

- Sunrise Corridor:
 - o Modify project per updated concept developed by Clackamas County (*attached to this memo*)
 - o Plan and build as “transit-ready”: bus-only lanes or BRT, or bus-ready shoulders
- Clackamas to Columbia:
 - o 190th/Highland Bridge replacement: Remove roadway expansion, active transportation improvements only
- Central City – MAX Tunnel: Ensure study focuses on climate and equity outcomes; adjust cost estimate if needed
- SW Corridor: Share how OHSU and Hillsdale will be served by light rail project; elevate climate and equity outcomes in project

Other amendments/comments on recommendation and Task Force process

- Burnside Bridge: Do not list as regional project in investment summaries
- McLoughlin: Concerns about fulfilling project goals on ODOT-owned road
- 82nd Ave: Concerns about ODOT financial contributions to improve roadway
- Request for full modeling of impacts of corridors and projects on greenhouse gas emissions and vehicle miles traveled, prior to final Task Force recommendation
- Request to accelerate decision-making on which Programs will be in a referral
- Request to know funding mechanisms before Task Force recommendation
- Modify Clackamas to Columbia funding table to reflect additional \$40M in local leveraged funds
- Modify Sunrise funding table to reflect additional \$10M in leveraged funds – right-of-way acquisition

Request to elevate projects in Tier 2 corridors, specifically Oak Grove/Lake Oswego Pedestrian/Bike Bridge (aka Willamette River Crossing) and Highway 43 Ped/Bike Improvements – These will be discussed by the Task Force as part of a Tier 2 discussion in February 2020.

SUNRISE GATEWAY CORRIDOR / HWY 212

A transformative community investment to implement the Metro 2040 Growth Concept

Contact

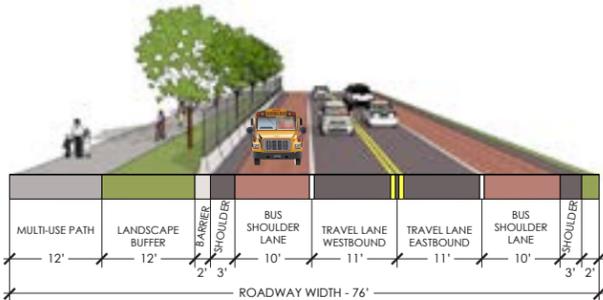
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Metro T2020 desired outcomes

Clackamas County, ODOT, and the City of Happy Valley have worked together to develop the Sunrise Gateway Corridor package to address the evolving economic, housing, safety, alternative modal and operational needs and to ensure the corridor provides the desired T2020 outcomes.

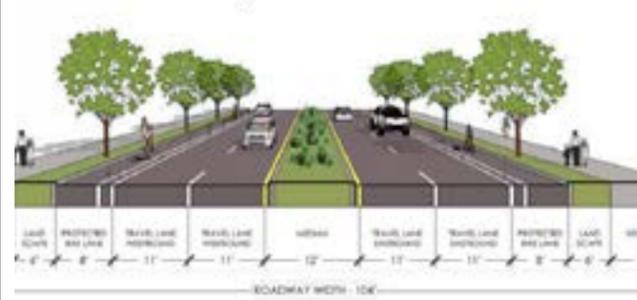
- Improves safety
- Increases access, especially for people of color
- Protects clean air and reduces carbon emissions
- Prioritizes support for communities of color
- Supports resiliency
- Is regional in nature
- Reduces congestion
- Supports economic growth and system connectivity
- Leverages housing, open space investments

Sunrise Gateway Corridor proposed design cross section



Bus on shoulder (additional right of way reserved for two possible Bus Only/HOV lanes)

Highway 212 transforms into an Urban Arterial – Complete Street



Critical for current residents and the future of our region

The 13,400 residents in the Sunrise Gateway Corridor are underserved and need safe connections and multi-modal options.

Improves Safety: With 42,900 average daily trips, Highway 212 has segments in the top 10% of ODOT's safety priority ranking system. The Sunrise Gateway Corridor improvements will increase the safety of these high crash intersections.

Creates multi-use connections: Unique opportunity to establish a world-class on- and off-road trail system

- Support the regional Mt. Scott/Scouters Mt. Trail Loop Master Plan that would connect the Springwater Corridor to the Clackamas River and Industrial Area (162 miles of proposed new trails within 5 miles of the Sunrise Gateway Corridor)
- Protected multi-use path from the Clackamas Town Center to 172nd Avenue

Supports Housing Affordability: Happy Valley is taking steps to create access to housing in a broad range of income levels:

- New urban renewal district will dedicate 7% for affordable housing projects.
- Missing middle housing, including multi-family, attached single-family and cottage clusters, are encouraged through zoning designations and incentives.

Opens Access to New Jobs and Housing: By 2040, this corridor is projected to have over 14,000 new jobs and 14,000 additional housing units (approximately an additional 43,000 people).

Provides a Parkway: This project will create new connections and transform Hwy 212 from a dangerous state highway into a safer corridor that connects people to jobs and accommodates additional housing. The improvements will create a complete transportation network with new multi-modal connections, safety and access improvements.

- Two-lane parkway (40-45 mph) with a separated multi-use path
- Multi-modal options
 - Current residents will have alternative modal options to access their public schools, regional parks, public transit, employment, etc. without driving
 - Transition existing Hwy 212/224 to an Urban Arterial - Complete Street with improved bike/pedestrian facilities

Clackamas to Columbia (C2C): The Sunrise Gateway and C2C provide the necessary multi-modal corridors to service the undeveloped southeast area of the Metro UGB.

Supports Metro's 2040 Growth Concept: Happy Valley cannot implement the growth concept without having the transportation infrastructure to address the existing mobility barriers in this corridor.

Climate Smart Project: The proposed Sunrise/212 Concept will reduce greenhouse gasses by .1 ton during the daily 5 to 6 p.m. peak hour. This decrease is attributed to a reduction in congestion and the addition of mode options.



Regional connector project: 122nd Ave to 172nd Ave
Improving regional connections (shown in blue)

Safety and local connections project
Increasing safe local access and mode options

Rock Creek employment area connections project
Closing service gaps and planning for growth



Regional connector project: 122nd Ave to 172nd Ave
Improving regional connections (shown in blue)

- Design: \$51 million
- Construction: \$186 million (additional two lanes: \$20 million)
- Right of way: \$70 million

Total: \$327 million



Safety and local connections project
Increasing safe local access and mode options

- Design: \$9 million
- Construction: \$49 million
- Right of way: \$72 million

Total: \$130 million

**This project would be built first*



Rock Creek employment area connections project
Closing service gaps and planning for growth

- Design: \$2 million
- Construction: \$10 million*
- Right of way: \$8 million

Total: \$20 million

**Cannot be built until other two projects are complete*

Total project: \$477 million

- Total design: \$62 million
- Total construction: \$265 million
- Total right of way: \$150 million

By providing better regional connectivity, the Sunrise Gateway Corridor will **decrease congestion** by keeping our residents moving. Construction of this project will reduce trips on existing Hwy 212 to allow full conversion to an urban arterial.

The proposed design will be transit ready including **bus on shoulder** and some potential locations for park and rides.

This project will include: (cross section on front side)

- A: 2-lane** section with right of way reserved for two possible Bus Only/HOV lanes from 122nd Ave to 172nd Ave
- B: Separated** multiuse path
- C: Bus on shoulder**
- D: Build** new pedestrian bike bridge

By **optimizing local connections**, this project will increase safety and transform a significant portion of Hwy 212 from a dangerous state highway to a safer, slower corridor with new mode options including protected bike lanes and pedestrian facilities. We aim to improve the quality of life of residents by enhancing access, slowing speeds and reducing congestion.

This project will include:

- E: Signal modification** to reflect rerouting of 135th
- F: Convert** Hwy 212 from 122nd Ave to 135th Ave to urban arterial complete street
- G: New local connections** consolidate intersections
- H: Transit readiness** including right of way for potential future park and ride location
- I: Grade-separated** intersection to reduce congestion and improve safety with overpass allowing bicycles and pedestrians to cross without needing to stop at signals
- J: Rebuild** section of Hwy 212 from 135th Ave to 152nd Ave including a roundabout to reduce speeds and improve access to mobile home park. New section will include protected bike and pedestrian amenities where currently there are none.
- K: Potential amenities access**, including possible waterfront park
- L: New pedestrian connection** to provide safe access under Hwy 212 to Rock Creek and Verne Duncan schools

Safety will increase by reducing speeds and improving sight distance for regional trips.

This project will also create multimodal access to schools and employment lands, especially for the areas south of Hwy 212.

This project will include:

- M: Roundabout** at Rock Creek Junction to reduce speed, reduce congestion and improve safety
- N: New local connection** with underpass to allow safe access under Hwy 212 to Rock Creek and Verne Duncan schools
- O: Roundabout** to access Rock Creek Blvd
- P: Starting point** of Clackamas to Columbia (C2C) corridor north to Gresham

Why two roads? Not enough space!

Sunrise separates trips to meet multiple user needs:

- **Regional traffic:** Moves to the new regional connector, fewer conflicts will reduce congestion and increase safety (road shown in blue).
- **Local traffic:** Stays on Hwy 212 and redesigned local roads. Fewer cars and the addition of safe pedestrian and bike facilities will make walking and biking viable mode options. These changes will contribute to community-building and improved livability (roads shown in green).

Metro T2020 desired outcomes	Full corridor (all projects)	Regional	Safety	Rock Creek
Improves safety	☀️	☀️	☀️	☀️
Prioritizes support for communities of color	☀️	☀️	☀️	☀️
Increases access, especially for people of color	☀️	☀️	☀️	☀️
Supports resiliency	☀️	☀️	☀️	☀️
Supports economic growth and system connectivity	☀️	☀️	☀️	☀️
Protects clean air and reduces carbon emissions	☀️	☀️	☀️	☀️
Is regional in nature	☀️	☀️	☀️	☀️
Leverages housing, open space investments	☀️	☀️	☀️	☀️
Reduces congestion	☀️	☀️	☀️	☀️