

What needs to happen next?

The following C2C multimodal corridor improvements are integral to the region's transportation system. The Cities of Gresham and Happy Valley and Clackamas and Multnomah Counties strongly encourage Metro's T2020 Task Force to include them in near-term funding measures:

- **182nd/181st (Powell to Sandy)—** Currently provides five vehicle lanes with opportunities for intersection and multimodal improvements.
- **172nd - 190th (Hemrich to Powell) Connector Project¹—** Completes the only north-south route east of I-205 by filling the gap between Hemrich and Cheldelin. Improves 190th to provide a five-lane section and includes replacement of the Highland Bridge.
- **172nd (Hwy 212 to Hemrich)—** Supports development along the corridor, bringing the roadway to a continuous five-lane section and improving Rock Creek Crossing.
- **Sunrise Phase 2 (122nd to 172nd)²—** Continues the region's critical investment in serving freight and accessing the southern terminus of the C2C Corridor.

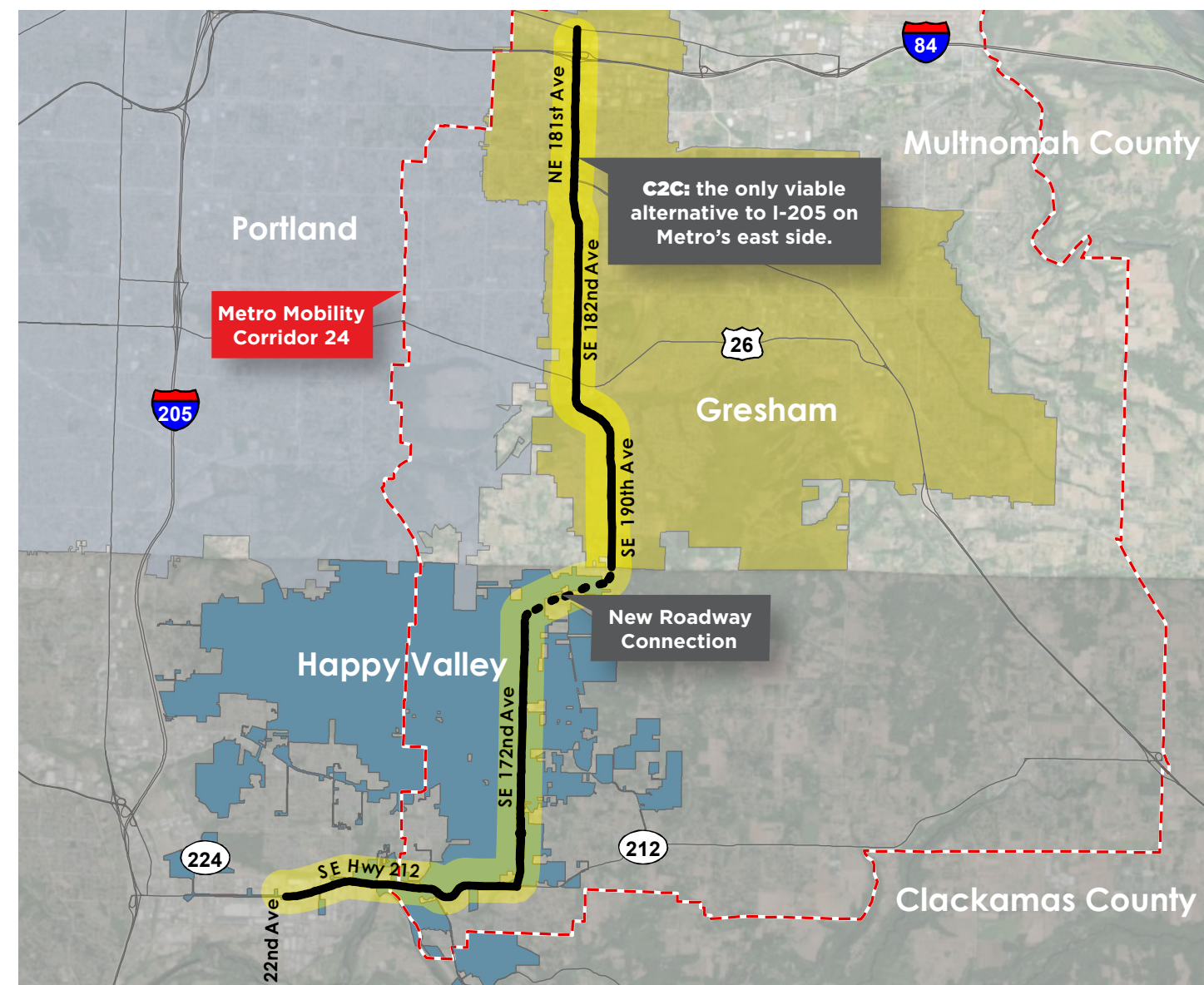
"...a continuous SE 172nd Avenue/SE 190th Drive corridor will attract approximately 22,000 daily trips in 2035."

—Based on Metro's travel demand model, from the SE 172nd Avenue/190th Drive Corridor Management Plan

¹ Preliminary engineering and environmental work was completed as part of the 172nd-190th Corridor Management Plan. This project is also designated in the Metro Regional Transportation Plan (RTP) (10033-Phase 1-Design, 12071-Phase 2-Construction).

² Preliminary engineering and environmental work was completed as part of the Sunrise Environmental Impact Statement. This project is also designated in the Metro RTP (10890-Phase 2-PE&ROW, 11301-Phase 2-Construction).

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



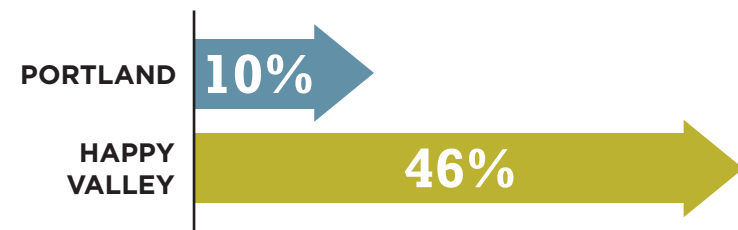
The Clackamas to Columbia (C2C) Corridor

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 fastest growing and most underserved communities in the Metro area. The C2C Corridor is recognized with Metro Mobility Corridor 24 and the 2018 Regional Transportation Plan.

Better north-south mobility and access on the outer east side for everyone.

Happy Valley is the fastest growing city in Oregon.

Average annual population growth since 2010

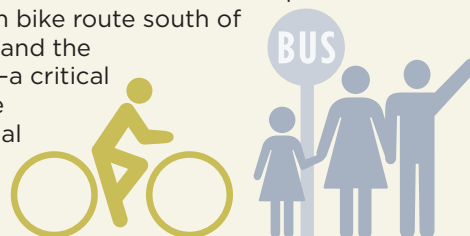


Source: US Census Bureau

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

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.



Reducing the congestion rapid growth brings.

- **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.
- **Adding sidewalks and bike facilities on the C2C Corridor** will enhance safety and health while promoting an alternative to vehicle travel.
- **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.

Corridor 24 (C2C) has the 10th highest population of Metro's 24 identified mobility corridors.

Supporting local priorities.

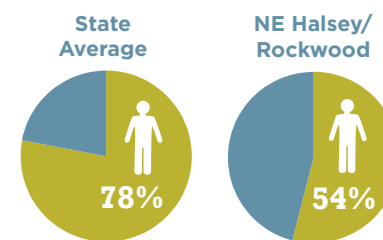
Funds for improvements to the C2C Corridor will both leverage and support other active planning efforts in the area, including the Pleasant Valley TSP Refinement Study, Happy Valley TSP, Pleasant Valley/North Carver Plan, and Damascus Mobility Plan.

Connecting underserved communities.

C2C serves two of Gresham's high-poverty hotspots (NE Halsey & Rockwood)

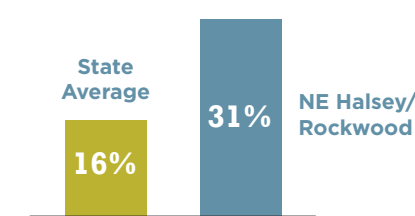
- The C2C will benefit residents with an **average household income that ranks in the bottom 10 of all Metro's identified mobility corridors**
- It will also have a **disproportionate positive impact the regional housing shortage** because the corridor ranks among the top 5 with respect to both the average number of residents per dwelling unit; and also multifamily housing as a percentage of the total.

White population by %



Source: Oregon Department of Human Services

Poverty Rate

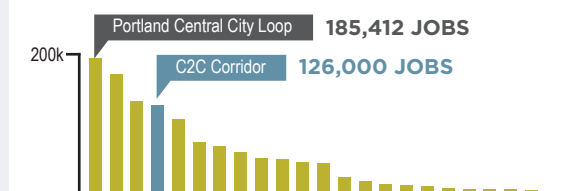


Portland Monthly calls Rockwood "one of the region's youngest, most diverse and poorest neighborhoods."

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.

Metro Mobility Corridor Jobs



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 to SE Yamhill St has the **8th highest rate of serious crashes** in Metro's planning area.

