



TRANSPORTATION POLICY

The purpose of the Wilkes-East Neighborhood Association (WENA) is to enhance the livability of our community and, in so doing, to recommend actions, policies, funding, planning, and other elements to government bodies and agencies. With respect to transportation, WENA promotes the transportation interests of the Association to government agencies and other entities responsible for providing, maintaining, and/or operating transportation infrastructure and facilities within the Community and/or serving it.

To provide a foundation for the work of the Association concerning transportation, the residents of WENA have adopted this transportation policy document describing the local and regional transportation issues of concern to the neighborhood. Items are listed in no particular order.

Local

Item 1: Freight Traffic – NE 169th between Halsey and Wilkes

Concern: Safety and noise

Impact: Low cost. Affects northeast Wilkes-East residents along 169th and the students of Wilkes Elementary School.

Statement: This segment of road connects, via NE Wilkes, to an industrial zone located southwest of Interstate 84 and NE 181st. Though trucks are currently forbidden on 169th because of its residential nature, it is not uncommon to find trucks speeding down it to Halsey. This is likely due to the fact that signs prohibiting through truck traffic are improperly placed. The locations are not clearly visible and the owners of property located after these signs prohibit truck turnarounds. As a result, by the time drivers are notified they cannot proceed, there is no opportunity to turn around. This, not surprisingly, forces them to travel Wilkes and 169th to escape.

Position: We urge the city of Gresham to add signs prohibiting through trucks at key points at and near the entrances to NE 178th and Sacramento (we suggest considering NE 178th at San Rafael, NE 178th at Sacramento near the Extended Stay America, and along NE 178th at the entrance to the Rodeway Inn & Suites). We also recommend making contact with private owners along Sacramento and Wilkes to establish a “last chance” truck turnaround.

Item 2: Signal timing – NE 181st at Sandy

Concern: Congestion

Impact: Low cost. Affects residents of Wilkes-East and North Gresham neighborhoods and industries along NE Sandy Blvd. and NE Airport Way.

Details: The signals at this intersection are slow to respond to changes in traffic as manifested by extended through cycles long after the queue is empty, left turn cycles that are too short (allowing only 2-3 cars though out of a queue of 6-8 when there is no oncoming traffic), and through cycles even when there are no vehicles in queue.

Position: We urge the city of Gresham and Oregon Dept. of Transportation to utilize Adaptive Signal Control (<http://www.fhwa.dot.gov/everydaycounts/technology/adsc/>) technology at this

intersection to allow the signals to respond more quickly to changes in traffic. We believe more responsive signals at intersections such as this where traffic patterns are varied lower driver frustration (which is a common cause of dangerous driving behaviors) and point to the changes made by ODOT to the signals at NW Frontage Road, Marine Drive, and Graham Rd. in Troutdale as evidence of the success of such modifications.

Item 3: Signal timing – NE 181st at Interstate 84

Concern: Congestion

Impact: Low cost. Affects residents of Wilkes-East, North Gresham, and Rockwood neighborhoods and industries along NE Sandy Blvd., NE Airport Way, NE 181st, NE Sacramento, NE San Rafael, and NE Wilkes.

Details: The signals at this intersection are slow to respond to changes in traffic. As one of the key points of access to I-84, we appreciate the need to address traffic northbound on 181st to westbound I-84 and eastbound on I-84 to southbound 181st. However, the current signal cycles for other key routes are generally too short or mis-timed. Traffic westbound on I-84 to southbound 181st waits too long at the north intersection (even with no cross traffic) and is often delayed sufficiently to miss the light at the south intersection. Traffic southbound on 181st to eastbound I-84 has too short a signal cycle (and long gaps between cycles) making it particularly difficult when fully loaded trucks coming from the northern industrial areas have a standing start on an uphill grade. Though the off-ramp from eastbound I-84 is long and can support a lengthy queue without backing up onto I-84, it is common for the eastbound I-84 to southbound 181st cycle to continue for an extended period of time with no vehicles exiting the freeway while vehicles from other directions are forced to wait.

Position: We urge the city of Gresham and Oregon Dept. of Transportation to utilize Adaptive Signal Control (<http://www.fhwa.dot.gov/everydaycounts/technology/adsc/>) technology at this intersection to allow the signals to respond more quickly to changes in traffic. We believe more responsive signals at intersections such as this where traffic patterns are varied lower driver frustration (which is a common cause of dangerous driving behaviors) and point to the changes made by ODOT to the signals at NW Frontage Road, Marine Drive, and Graham Rd. in Troutdale as evidence of the success of such modifications.

Item 4: Signal timing – NE 162nd at NE Sandy

Concern: Congestion

Impact: Low cost. Affects residents of Wilkes-East, Rockwood, and Wilkes (Portland) neighborhoods.

Details: The signals at this intersection are slow to respond to changes in traffic and appear to substantially favor through traffic on NE Sandy (even when there is no traffic present). This is a particular problem in the morning hours when NE 162nd is used by a substantial number of commuters, most of whom are headed westbound on NE Sandy.

Position: We urge the city of Portland and Oregon Dept. of Transportation to alter the signals at this intersection to respond more quickly to gaps in traffic on NE Sandy and to accommodate the increased traffic on NE 162nd in the morning hours. We believe more responsive signals lower driver frustration (which is a common cause of dangerous driving behaviors) and point to the changes made by ODOT to the signals at NW Frontage Road, Marine Drive, and Graham Rd. in Troutdale as evidence of the success of such modifications.

Item 5: Center Turn Lane – NE 162nd between Halsey and Thompson

Concern: Safety

Impact: Moderate cost. Affects residents with ingress/egress directly to NE 162nd, members of Teamsters Local 162, members of the St. George church, residents (and particularly those that are elderly) of the Summerplace senior community and the Sandstone neighborhood.

Statement: North from Halsey, NE 162nd northbound is striped for two lanes of travel (there is only one southbound lane). However, because of incomplete road improvements north of Thompson, this narrows to one lane 2,000 feet north of Halsey. There are a number of points at which left turns from northbound and southbound 162nd are heavily utilized including the various apartments and condos along 162nd immediately north of Halsey, Teamsters Local 162, the St. George church, NE San Rafael, and NE Thompson. Lack of a center turn lane has resulted in a number of accidents and many near misses, particularly at the entrance to San Rafael where many (elderly) residents of the Summerplace senior community turn onto westbound San Rafael from northbound 162nd. We understand that the long-term objective is to complete NE 162nd as a four-lane major arterial, but funding challenges and the railroad overpass mean it will likely be years before this is accomplished. In the meantime, the safety issues described above exist today.

Position: We urge the cities of Gresham and Portland to re-stripe this segment of NE 162nd with one northbound and one southbound lane of travel with a center turn lane to accommodate the left turns noted above. In addition, to prevent the problems with southbound 162nd noted below, we also recommend that northbound 162nd south of Halsey be striped to make the right-hand lane a right-turn-only lane onto eastbound Halsey.

Item 6: Lane Reduction – NE 162nd south of Halsey

Concern: Safety

Impact: Low cost. Affects residents of the Wilkes-East, Rockwood, and Wilkes (Portland) neighborhoods along and near NE 162nd.

Statement: South from Halsey, NE 162nd southbound is striped for two lanes of travel, but pavement sufficient for two lanes extends only 300 feet, quickly forcing traffic to merge and at the same point as eastbound traffic on NE Barr is entering NE 162nd. This dangerous situation is exacerbated by drivers that, when through traffic in the left-hand lane is stopped for the light at Halsey, use the right-hand lane to pass, often speeding through the light and unsafely “merging” before the 300 foot lane ends.

Position: We urge the cities of Gresham and Portland to eliminate the right-hand lane on southbound 162nd immediately south of NE Halsey and make the right-hand lane on southbound 162nd immediately north of NE Halsey a right-turn-only lane onto westbound Halsey. This is a common practice for situations such as this and is used less than one mile away where northbound 148th narrows to one lane at NE Sacramento (the right-hand lane is a right-turn-only onto eastbound Sacramento).

Item 7: Turn Lanes – NE 162nd at Sandy (US 30)

Concern: Congestion

Impact: Moderate cost. Affects residents of the Wilkes-East, Rockwood, and Wilkes (Portland) neighborhoods along and near NE 162nd.

Statement: The intersection of NE 162nd at Sandy (US 30) is inadequate for the traffic it handles. As one of a few streets that cross Interstate 84, NE 162nd is a key transportation corridor for traffic heading to Sandy, Airport Way, and to Interstates 84 and 205 via these two streets and is heavily utilized, particularly during peak morning commuting times. The congestion currently experienced encourages drivers turning onto eastbound Sandy to attempt to pass waiting vehicles on the right, putting other vehicles at risk as well as pedestrians and transit

users heading north to the stop at the northeast corner of the intersection. In addition, it also encourages drivers turning onto westbound Sandy to “cut through” the convenience store parking lot at the southwest corner of the intersection to avoid the backup, sometimes traveling northbound in the southbound lane when the backup extends beyond the entrance to the lot, creating a hazard for other drivers and patrons of the store.

Position: We urge the city of Portland and the Oregon Dept. of Transportation to widen NE 162nd to the east from Sandy south a minimum of 300 feet and establish one northbound left-turn lane onto westbound Sandy and one northbound right-turn lane onto eastbound Sandy.

Item 8: Traffic Calming – NE Pacific between 172nd and 181st

Concern: Safety

Impact: Moderate cost. Affects southeast (Cypress Park) residents of Wilkes-East and visitors using the north entrance to Nadaka Nature Park.

Statement: As one of only two streets that connect NE 181st to NE 172nd and provide access to the Cypress Park neighborhood, NE Pacific suffers relatively high traffic volumes and average speeds for a neighborhood street. In addition, Nadaka Nature Park draws a number of visitors from around the area, many of which are pedestrians that use NE Pacific to reach the park. Combined, they pose a hazard for residents and pedestrian visitors to the park.

Position: We urge the city of Gresham to install traffic calming devices at key points along NE Pacific between 172nd and 181st and suggest consideration of offset speed tables, lane narrowing (using curb extensions, stormwater collectors, or pedestrian refuges), or four-way stop intersections at 175th and 179th.

Item 9: Traffic Calming – NE Wasco between 172nd and 181st

Concern: Safety

Impact: Moderate cost. Affects southeast (Cypress Park) residents of Wilkes-East.

Statement: As one of only two streets that connect NE 181st to NE 172nd and provide access to the Cypress Park neighborhood, NE Wasco suffers relatively high traffic volumes and average speeds for a neighborhood street, posing a hazard for residents.

Position: We urge the city of Gresham to install traffic calming devices at key points along NE Wasco between 172nd and 181st and suggest consideration of offset speed tables, lane narrowing (using curb extensions, stormwater collectors, or pedestrian refuges), or four-way stop intersections at 175th and Multnomah.

Item 10: Traffic Calming – NE 169th between Wilkes and Halsey

Concern: Safety

Impact: Moderate cost. Affects northwest (Sandstone) residents of Wilkes-East.

Statement: As the only street providing access from Halsey to the Sandstone neighborhood and Wilkes Elementary School, NE 169th suffers relatively high traffic volumes and average speeds for a neighborhood street, posing a hazard for residents and children walking or biking north to Wilkes Elementary School or south to H.B. Lee Middle School.

Position: We urge the city of Gresham to install traffic calming devices at key points along NE 169th between Wilkes and Halsey and suggest consideration of offset speed tables, lane narrowing (using curb extensions, stormwater collectors, or pedestrian refuges), or four-way stop intersections at Russell and Hancock.

Item 11: Intersection Improvements on Westbound Sandy (US 30) at NE 162nd

Concern: Congestion and safety

Impact: Moderate cost. Affects residents of the Wilkes-East, Rockwood, and Wilkes (Portland)

neighborhoods along and near NE 162nd.

Statement: The intersection of NE 162nd at Sandy (US 30) is inadequate for the traffic it handles. Over time, the number of vehicles traveling west on Sandy from the industrial areas along Sandy, east and west of NE 181st, and from Interstate 84 has grown significantly. Most of these continue west past NE 162nd, but a substantial and increasing number turn southbound onto NE 162nd. With no left turn lane, vehicles must stop in the travel lane while waiting for a gap in the eastbound traffic on Sandy. During peak periods, this often causes a significant backup east of the intersection and encourages drivers to attempt passing turning and/or waiting vehicles on the right, putting other vehicles at risk as well as pedestrians and transit users waiting at the stop at the northeast corner of the intersection.

Position: We urge the city of Portland and the Oregon Dept. of Transportation to widen Sandy from the intersection with NE 162nd eastward 500 feet and extend the center turn lane existing at that point west to become a left turn lane from westbound Sandy onto southbound 162nd, allowing for a through travel lane continuing west on Sandy. At this time, we believe a turn lane is sufficient, but plans for a left turn signal should be put in place as this will become necessary in the future.

Item 12: Turn Lane – Southbound 162nd from Sandy (US 30)

Concern: Congestion and safety

Impact: Low cost. Affects residents of the Wilkes-East, Rockwood, and Wilkes (Portland) neighborhoods along and near NE 162nd.

Statement: As the neighborhood southwest of NE 162nd and Sandy has grown over the last two decades, the number of vehicles using Fremont for ingress and egress has grown as well. Most of the cars entering the neighborhood on Fremont come south from Sandy. Vehicles slowing down to turn right onto Fremont, combined with the already high traffic count on 162nd during peak times, create congestion and a traffic hazard. This congestion, combined with the relatively short distance between Sandy and Fremont, creates an unsafe condition for pedestrians and the large number of vehicles turning south onto NE 162nd from Sandy, particularly during the afternoon/evening commuting hours.

Position: We urge the city of Portland to establish two lanes southbound on NE 162nd (using existing pavement) between Sandy and Fremont with the western lane a right-turn-only lane onto westbound Fremont. This would provide a location for slower vehicles preparing to enter the neighborhood via Fremont without impeding through traffic continuing southbound on 162nd.

Item 13: Expanded Overpass – Union Pacific Railroad (UPRR) crossing at NE 162nd

Concern: Safety

Impact: High cost. Affects residents of the Wilkes-East, Rockwood, and Wilkes (Portland) neighborhoods along and near NE 162nd.

Statement: The railroad overpass at NE 162nd is narrow and does not provide safe passage for vehicles or pedestrians. There are no sidewalk improvements and pedestrians and cyclists are forced either to travel within inches of moving traffic or use an unimproved “tunnel” that is commonly filled with garbage and broken glass and is, at night, a haven for undesirable elements. A truck or other wide vehicle passing another vehicle is dangerous, with no margin for error. In addition, the future expansion of 162nd to a full four-lane collector will be impossible until this issue is addressed. Widening of this crossing (as well as those at NE 122nd and NE 148th) have been needed for some time, but continue to be postponed.

Position: We urge the cities of Gresham and Portland and the Oregon Dept. of Transportation Rail

Division (ODOT-RD) to begin collaborating to lay the foundation for the future resolution of this issue. In addition, we urge the ODOT-RD to make the granting of future concessions or approvals to UPRR conditioned upon the development and submission, by UPRR, of a plan for the future construction of a new rail overpass including required periods of performance and enforceable deadlines. We appreciate that addressing this issue will be costly and recognize that, as a result, the UPRR will likely be a difficult and unwilling participant. Nevertheless, UPRR benefits from these grade-separated crossings and the limited number of crossings that, in tandem with Interstate 84, have divided our communities. We also understand that the cost and complexity of this problem make it impossible to correct in the near term, but believe that now is the time to begin planning for its ultimate resolution.

Item 14: Pedestrian Facilities – NE 169th from Halsey to Schuyler

Concern: Safety

Impact: Moderate cost. Affects school children going to or coming from the crossing at NE 172nd and Halsey, pedestrians from the Sandstone Apartments, Sandstone neighborhood, and surrounding areas going to the commercial areas on NE Halsey at 162nd, 172nd, and 181st, and other pedestrians using NE 169th to access the entrance to the multi-use path along I-84 at Wilkes.

Statement: Incomplete street improvements have left a segment of NE 169th without pedestrian facilities. As a feeder for homes on Schuyler and Hancock, homes in the eastern portion of the Sandstone Development, the Sandstone Apartments, and the Wilkes Elementary School, this street segment is subject to heavy vehicle utilization and the lack of sidewalks or other facilities is a hazard to pedestrians.

Position: We urge the City of Gresham to complete street improvements (including a sidewalk) along the western portion of NE 169th between Halsey and Schuyler. In tandem with the existing pedestrian facilities along Halsey and on the western half of NE 169th between Schuyler and Interstate 84, this addition would provide continuous safe access along the entire length of NE 169th and complete the linkage with the multi-use path running along the south side of I-84. In addition, combined with the new pedestrian crossing at NE 172nd and Halsey, this improvement would create a complete safe-route-to-school between HB Lee Middle School and the homes and apartments north of Schuyler as well as between Wilkes Elementary and the homes and apartments south of Halsey.

Item 15: Pedestrian Facilities – NE 162nd from Hoyt to Halsey

Concern: Safety

Impact: High cost. Affects residents of the Wilkes-East and Wilkes (Portland) neighborhoods along and near NE 162nd.

Statement: Incomplete street improvements have left NE 162nd between Hoyt and Halsey without sidewalks. The portion of our neighborhood located immediately east of NE 162nd (as well as that of the Portland Wilkes neighborhood west of NE 162nd) is served by bus lines running on Halsey and Glisan as well as the MAX line running on Burnside. As a major collector and one of the few streets that cross Interstate 84, NE 162nd is heavily utilized and is a fully completed four-lane street from Halsey south to its terminus at Powell Blvd. Lack of pedestrian facilities combined with high vehicle utilization make pedestrian access to Halsey, Glisan, and the MAX line challenging and dangerous.

Position: We urge the City of Gresham and the City of Portland to complete street improvements (including a sidewalk) along the eastern portion of NE 162nd between Hoyt and Halsey.

Combined with the use of Multnomah/Holladay and Hassalo, this would also create a safe-route-to-school between HB Lee Middle School and the residential areas along and west of NE 162nd.

Item 16: Pavement Elevation – NE Holladay at 162nd

Concern: Safety

Impact: Moderate cost. Affects residents of Wilkes-East east of NE 162nd.

Statement: Work to improve NE 162nd completed in 2011 failed to rebuild the approach to 162nd from NE Holladay, leaving a substantial elevation difference between the two streets and a relatively steep approach to 162nd.

Position: We urge the City of Gresham to rebuild and extend the NE Holladay approach to 162nd to allow vehicles entering 162nd to do so at the same elevation as those traveling on 162nd.

Item 17: Rail Crossing – NE 181st north of Halsey

Concern: Convenience

Impact: Affects residents of Wilkes-East and North Gresham and other users of 181st.

Statement: The condition of the at-grade rail crossing on southbound NE 181st north of Halsey is deteriorating with various parts of the crossing literally coming apart.

Position: We urge the city of Gresham and UPRR to promptly repair this crossing before it degrades further.

Item 18: Rail Crossing – NE San Rafael at 178th

Concern: Safety

Impact: Moderate cost. Affects industrial and some residential users of San Rafael.

Statement: The subgrade under the asphalt approaches to the at-grade rail crossing (both eastbound and westbound) on NE San Rafael at 178th have deteriorated, resulting in the ongoing collapse of the asphalt. At present, gaps of four to eight inches in width and eight to twelve inches in depth exist between the rail crossing and the existing asphalt and these continue to deteriorate.

Position: We urge the city of Gresham and UPRR to promptly rebuild the approaches to this crossing before they deteriorate further or completely fail.

Item 19: Marked Crosswalk – NE 162nd at San Rafael

Concern: Safety

Impact: Low cost. Affects northwest (Sandstone) residents of Wilkes-East and southeast residents of Wilkes (Portland).

Statement: Under Oregon State law, crosswalks exist (by definition) at the intersection of any public street, though many of them are unmarked. These “invisible” crosswalks are commonly unrecognized by drivers and particularly at non-signalized intersections. Because of its multi-use path, the number of pedestrians crossing NE 162nd at San Rafael is greater than that of many other similar, non-signalized intersections. This higher pedestrian count, coupled with the high traffic counts on 162nd and the above-average age of pedestrians due to the presence of the Summerplace senior community just to its west, make this unmarked crosswalk a safety hazard.

Position: We urge the city of Gresham to complete the sidewalk along the eastern side of NE 162nd at the terminus of the San Rafael multi-use path and the cities of Gresham and Portland to place a marked crosswalk across NE 162nd along the north side of the intersection.

Item 20: Pedestrian Crossing – NE Glisan at 179th

Concern: Safety

Impact: Unknown cost. Affects residents of Wilkes-East and Rockwood.

Statement: Under Oregon State law, crosswalks exist (by definition) at the intersection of any public street, though many of them are unmarked. These “invisible” crosswalks are commonly unrecognized by drivers and particularly at non-signalized intersections. Because of its multi-use path, the number of pedestrians crossing NE 162nd at San Rafael is greater than that of many other similar, non-signalized intersections. This higher pedestrian count, coupled with the high traffic counts on 162nd and the above-average age of pedestrians due to the presence of the Summerplace senior community just to its west, make this unmarked crosswalk a safety hazard.

Position: We urge the city of Gresham to investigate this issue and seek options to .

Regional

Item 21: Street Improvements – Sandy (US 30) from NE 145th to 162nd

Concern: Safety and congestion

Impact: High cost. Affects residents of Wilkes-East and surrounding neighborhoods.

Statement: The nearly complete transition of the Sandy (US 30) corridor from agricultural use to residential use (south) and industrial use (north) has resulted in the exponential growth of traffic on the section of this road between I-205 and NE 162nd. Improvements to the segment between I-205 and NE 122nd were completed in 2001 and improvements to the segment between NE 122nd and 141st were completed in 2013. The need for similar improvements remains for the segment between NE 145th and 162nd.

Position: We urge the city of Portland and the Oregon Dept. of Transportation to continue planning for extension of the improvements already made east to NE 162nd.

Item 22: Street Improvements – Sandy (US 30) from NE 181st to 201st

Concern: Safety and congestion

Impact: High cost. Affects residents of Wilkes-East and North Gresham.

Statement: The continuing transition of the Sandy (US 30) corridor from agricultural use to industrial use is increasing the traffic counts on the section of this road between NE 181st and 201st. Improvements to the segment between I-205 and NE 122nd were completed in 2001 and improvements to the segment between NE 122nd and 141st were completed in 2013. We expect continued development over the next decade to require similar improvements to the segment between NE 181st and 201st within the next ten to fifteen years.

Position: We urge the city of Gresham and the Oregon Dept. of Transportation to establish plans for improvements (similar to those completed between the extension of the improvements already completed to NE 162nd).

Item 23: Street Improvements – NE Glisan from NE 202nd to 212th

Concern: Safety and congestion

Impact: High cost. Affects residents of Wilkes-East, North Gresham, and Fairview.

Statement: NE Glisan street is fully complete from NE 242nd to NE 162nd with two travel lanes, a center turn lane, pedestrian facilities, and bike lanes except for an approx. 2,300 lineal foot segment between the bus yard just east of NE 202nd and the entrance to the Salish Ponds development just west of NE Fairview Parkway (Glisan's center turn lane extends west to NE 82nd and its two travel lanes extend to NE 59th). This segment is a key missing link for

pedestrians and cyclists and lack of a center turn lane creates a hazard for buses entering and exiting the yard. It is also an unusual oversight for a major arterial supporting the industrially zoned areas targeted for industrial development by the city of Gresham and located immediately south of Glisan between NE 202nd and 242nd.

Position: We urge the cities of Gresham and Fairview to complete this segment of NE Glisan.

Item 24: Freight Traffic/Mobility – Gresham

Concern: Safety and congestion

Impact: High cost. Affects all Gresham neighborhoods along 181st, 223rd, Burnside, Hogan, Kane, and others as well as Troutdale residents in the Troutdale Road area.

Statement: Though cheered by many, cancellation of the Mt. Hood Freeway left a transportation gap that has never been addressed. The children of those opposed to the freeway now clog Gresham as they head to recreational areas on Mt. Hood and in Eastern Oregon, trucks rumble along streets never designed for them (or for as many of them) as they travel to the greater Bend/Redmond metropolitan area, and residents of Sandy, Boring, and the surrounding areas wind their way along Gresham's streets on their way to Portland and Gresham's industrial areas to the north. In short, the death of the Mt. Hood Freeway was not so much a regional victory as it was a victory for certain Portland neighborhoods in avoiding the negative aspects of the freeway while pushing the congestion and traffic problems onto others, primarily Gresham. In addition to the traffic, congestion, and safety issues presented by the movement of truck and vehicle traffic through Gresham to destinations beyond it, lack of appropriate transportation links will stymie the grand plans for development of the Springwater industrial area. The city of Gresham states, "The primary plan for Springwater is to bring new, high-quality jobs to East County, primarily in the high-tech research and development industries." Yet the road system necessary to attract industry does not exist and there is no plan in place to provide the needed access to the key I-205 and I-84 corridors.

Position: We urge the cities of Gresham, Troutdale, Damascus, and Happy Valley, Multnomah and Clackamas counties, Metro, and the Oregon Dept. of Transportation to earnestly engage in renewed planning to address the lack of adequate transportation corridors between Hwy 26 and Interstates 205 and 84. We recognize that while the construction of a controlled-access freeway skirting the core of Gresham is the best option, it is also unlikely to occur (for a variety of practical and political reasons). However, limited-access alternatives (e.g. parkways) could be employed to lessen the negative impact of the current situation and we request that the entities identified above unequivocally commit to the development of these corridors, focusing on both a north-south link between Hwy 26 and I-84 (such as along Kane Rd.) as well as an east-west link between Hwy 26 and SE 172nd at Sunnyside Rd. (which would, in turn, provide access to I-205, Hwy 212, and Hwy 224). We believe it is imperative that such plans be developed in a timely fashion so that future decisions regarding development, zoning, and other important aspects do not contravene or otherwise serve to impair or prevent the ultimate development of these corridors.