Task 4.2 Existing Conditions in the Study Area – Plan Review

Date: October 20, 2023
Project name: Sunrise Corridor Community Visioning
Attention: Jamie Stasny
Client: Clackamas County
Prepared by: Jacobs with Kittelson and Associates

Sunrise Corridor Community Visioning Project
2020 SW Fourth Avenue, 3rd Floor
Portland, OR 97201

The purpose of this memorandum is to list, summarize, and assess relevant planning documents in and around the Sunrise Corridor Vision Study area. It includes the review of 43 statewide, regional, and local plans and evaluates their relevance to the project's four existing conditions topic areas of land use, community and business, economic development, and transportation. These four categories create the chapters of this document.

The following plans have been reviewed and are summarized in the four chapters of this memo.

Land Use	
1.	Clackamas County Comprehensive Plan (2018)
2.	Clackamas Industrial Area and North Bank of the Clackamas River Design Plan (2015)
3.	Clackamas Industrial Area Development Plan (2007)
4.	Happy Valley Comprehensive Plan (2020)
5.	Pleasant Valley North Carver Plan (2023)
6.	Metro 2040 Growth Management Plan (2018)
Community and Business	
7.	Oregon Resilience Plan (2013)
8.	Clackamas County Natural Hazard Mitigation Plan (2019)
9.	Clackamas County Climate Action Plan Report Draft (2023)
10.	Clackamas County Water Environment Services Capital Improvement Plan (2022-2027)
11.	North Clackamas Parks and Recreation District Master Plan (2015)
12.	Clackamas River Water System Plan (2019)
13.	Metro Regional Trails Plan (2023)
14.	State Historic Preservation Office Historic Inventory Map (Accessed 2023)
15.	Multnomah County Climate Action Plan (2015)
Economic	
16.	Greater Portland Comprehensive Economic Development Strategy (2021)
17.	Clackamas County Open for Business Economic Development Plan (2009)
18.	Rock Creek Employment Center Infrastructure Assessment and Funding Plan (2020)
Transportation	
19.	Clackamas County Comprehensive Plan (2018) ▪ Clackamas County Transportation System Plan (2013)
20.	Happy Valley Transportation System Plan (2023)
21.	Clackamas to Columbia (C2C) Corridor (2020)
22.	Sunrise Project Final Environmental Impact Statement (2010)
23.	Sunrise Gateway Corridor Concept Plan (2020)
24.	Damascus Mobility Plan (2022)
25.	Metro RTP and HCT (2018)
26.	Metro Regional Freight Strategy (2019)
27.	Rulemaking Overview: Climate-Friendly and Equitable Communities Rulemaking (2023)

Transportation	
28.	Oregon State Rail Plan (2020)
29.	ODOT Regional Mobility Pricing Project and I-205 Toll Project (2021)
30.	Oregon Revised Statute 366.215 (2013)
31.	Oregon Transportation Plan (2023)
32.	Oregon Highway Plan (2023)
33.	Oregon Freight Plan (2023)
34.	ODOT Highway Design Manual (2023)
35.	ODOT Blueprint for Urban Design (2020)
36.	Portland Region 2020 Traffic Performance Report (2021)
37.	TriMet's Forward Together Plan (2023)
38.	TriMet Existing Service Plan (Proposed 2024-25 Transit Service Changes)
39.	TriMet Service Enhancement Plan – Southeast (2016)
40.	Clackamas County Transit Development Plan (2021)
41.	Clackamas County Connects – Industrial Area Shuttle
42.	Metro Regional Transit Strategy (2018)
43.	Clackamas County Active Transportation Plan (2013)

1. Land Use

The land use plan review provided in this section summarizes the findings of seven plans relevant to land use in the study area. The documents reviewed include comprehensive plans that contain land use elements, industrial and employment land use plans, and transportation plans that involve significant land use sections.

Document	Findings
Clackamas County Comprehensive Plan Clackamas County, 2018 Relevance: ▪ Establishes goals, policies, and projects that impact county land uses, economic development, transportation, and overall livability.	Findings: ▪ Industrial - Protected designated industrial areas from encroachment of incompatible uses and from transportation impacts of residential and commercial development; and conserved the supply of industrial land. ▪ Commercial - Provided opportunities for a wide range of commercial activity ranging from convenience establishments to major regional shopping centers; provided for the efficient utilization of commercial areas while protecting adjacent properties and surrounding neighborhoods; and encouraged attractive, compact shopping areas offering a wide range of goods and services. ▪ Residential - Provided more diverse and affordable housing types and neighborhood-scale commercial uses; provided for a variety of living environments; provided for development within the carrying capacity of hillsides and environmentally sensitive areas; provide for lower-cost, energy-efficient housing and efficient use of land and public facilities. Zoning and Development Ordinance (Implementing document): ▪ Business Park, Light Industrial, and General Industrial Districts (section 602): Outlines permitted uses, including manufacturing, information services, warehousing and distribution, and research facilities and laboratories. Table 602-1 outlines permitted or prohibited uses by district. ▪ Commercial Districts: Neighborhood Commercial (NC), Community Commercial (C-2), Regional Center Commercial (RCC), Retail Commercial (RTL), Corridor Commercial (CC), General Commercial (c-3), Planned Mixed Use (PMU), Station Community Mixed Use (SCMU), Office Apartment (OA), Office Commercial (OC), and Regional Center Office (RCO) Districts (section 510): Outlines permitted uses, including accessory uses, employee amenities, home occupations, and temporary storage. Table 510-1 outlines permitted or prohibited uses by district. ▪ Urban and Rural Residential Districts: Urban Low Density Residential (R-2.5, R-5, R-7, R-8.5, R-10, R-15, R-20, and R-30), Village Standard Lot Residential (VR-5/7), Village Small Lot Residential (VR-4/5), Village Townhouse (VTH), Planned Medium Density Residential (PMD), Medium Density Residential (MR-1), Medium High Density Residential (MR-2), High Density Residential (HDR), Village Apartment (VA), Special High Density Residential (SHD), and Regional Center High Density Residential (RCHDR) Districts: Table 315-1 outlines permitted uses in Urban Residential Zoning districts. Chapter 10: Community Plans and Design Plans (Clackamas Industrial Area North Bank of the Clackamas River Design Plan: ▪ Highway 212 Beautification Policies include the following: ○ Support the development and implementation of Highway 212 Beautification Project to enhance visual cohesiveness and economic viability of the Clackamas Industrial area ○ Establish design standards for selected streets ○ Establish “Gateway” sites to enhance the identification of industrial area

Document	Findings
Clackamas Industrial Area North Bank Of The Clackamas River Design Plan North Clackamas Parks and Recreation District (NCPRD), 2015 Relevance: ▪ NCPRD is coordinating with Clackamas County Water and Environmental Services (WES) and the Clackamas County Development Agency (DA) to assess establishment of the initial segment of the Clackamas River Greenway System ▪	Findings: ▪ Greenway has been a goal for over 20 years and is included in the Clackamas County Comprehensive Plan. ▪ Recommendation of Board approval for staff to advance analysis of the Greenway partnership efforts regarding WES and DA properties, discuss partnership opportunities with other public agencies, and pursue funding to secure additional public ownership and/or easements on private properties along Greenway. ▪ NCPRD will pursue grant funding but has limited financial resources: acquisition opportunities must require little to no investments by the District. ▪ Document has a map showing the North Bank Clackamas River Greenway with both proposed and conceptual trail and a map showing ownership
Clackamas County Industrial Development Plan Clackamas County, 2007 Relevance: ▪ Identifies and describes deficiencies and conditions in the district and the adverse effect this has on its developability. ▪ Invest to increase the desirability of the area for further industrial development.	Findings: ▪ Funding for the area's needed improvements is not available through traditional sources. Federal and State funding have been acquired to partially fund the most significant circulation problems, but additional local funding is needed to provide a minimal system. ▪ All projects called for in the Clackamas Area Improvement and Design Plan, County Comprehensive Plan, and County Economic Development Plan, have been reexamined and the most critical have been included in the Clackamas Industrial Area Development Plan for implementation by the Development Agency. They include: o Evelyn Street Railroad Crossing o 82nd Drive Improvement o Jennifer Extension and 135th o Mather to Lawnfield Connection o Road Improvements, 122nd and 130th o 102nd Avenue Access Improvements o Lawnfield Road and Railroad Improvements o Sunrise Corridor Improvements o SE 172nd Avenue Improvements ▪ Amended intermittently through 2007 to update projects / investments. Not currently collecting funds, will spend down remaining budget on identified projects (~$4 million)

Document	Findings
Happy Valley Comprehensive Plan Happy Valley, OR, 2020 Relevance: ▪ Considers all of the elements which affect the physical characteristics of the City - land, air and water – and all public facilities and systems including water, sewer, transportation systems, schools, and parks and other public facilities. ▪ Contains goals and policies which provide direction and guidelines for future development and decision-making.	Findings: ▪ Suburban communities such as the City of Happy Valley cannot be expected to achieve the average of six units per net vacant buildable acre as assumed for the entire UGB area. This means that the City has been developed in the past on a "proportional" basis when compared to "comparable areas in the urban core". ▪ A significant number of undeveloped lots ranging in size from nearly 10,000 square feet to one acre in platted subdivisions or simple partitions may be available for development. While it is a stated policy of the City to assume proportionate responsibility for development consistent with projected growth within the area (Policy U-1.6), the City's projected population of 10,464 people is in response to the directives of the DLCD to assume a greater regional responsibility. ▪ Another important policy is that priority for local funding of public facilities and services, especially sanitary sewers, should be given to areas within the City "which are experiencing ongoing problems" (Policy PF-1.2). ▪ The plan establishes a land use planning process and policy framework as a basis for all decisions related to use of land and to assure an adequate factual base for such decisions and actions. These are as follows: o Availability of housing units at price ranges and rent levels that allow for flexibility of housing location, type and density. o A range of housing that includes land use districts that allow senior housing, assisted living and a range of multi-family housing products. o The LDC will be revised to comply with the Comprehensive Plan to allow for changes in the goals and objectives over time. o To locate land uses so as to take advantage of existing systems and physical features, to minimize development cost and to achieve compatibility.

Document	Findings
Pleasant Valley North Carver Plan (PV/ NC) City of Happy Valley, OR, 2023 Relevance: ▪ Summarizes the recommendations from the 2018-2020 Pleasant Valley (PV)/North Carver (NC) planning process, with updates added in 2021 ▪ Serves as an adopted appendix to the Happy Valley Comprehensive Plan ▪ Maps and evaluates natural resources, land use, history and other existing conditions; projects land needs for housing, employment, parks, and other key land uses; Prepares land use concepts for new residential neighborhoods and employment districts.	Findings: ▪ High aspirations for the future of Carver - Vision to create a unique, mixed-use riverfront district to be enjoyed by the local community. To include excellent access to the river, a large riverfront park, trails, restaurants and other uses that face the Clackamas River. Challenge – starting with the dominance of Highway 224 through the area and the congestion associated with the bridge and Hwy 224/Market Road junction. Solution - To realign Highway 224 to the north and east, allowing through traffic to flow along the edge of the district and providing greater ease of pedestrian access to and from the riverfront. ▪ Emphasis on walkability – A connected street pattern; community destinations such as parks and schools; proximity and access to nature; and well-designed housing. The PV/NC area will have a wide variety of neighborhoods, tailored to their setting. ▪ The implementation of the City's existing policies, Natural Resource Overlay Zone, and Steep Slopes Development Overlay will regulate and guide development to minimize impacts to streams, wetlands, flood hazard areas, steep slopes and other regulated resource areas. The plan developed a Land Use Concept Map for: o Walkable neighborhoods o Accommodation of projected employment and housing needs o Higher densities near mixed-use centers o Lower densities in constrained areas o Transitions to, and incremental growth in, existing neighborhoods
Metro 2040 Growth Management Plan Metro, 2018 Relevance: ▪ Long-range plan for Multnomah, Clackamas, and Washington counties, which encompasses 24 cities including Portland. ▪ Some focal points for growth include the central city, town centers, neighborhoods, industrial areas and freight terminals, and parks and natural areas.	Findings: ▪ Policies within the 2040 Growth Concept encourage the following: o Safe and stable neighborhoods for families o Compact development that uses land and money efficiently o A healthy economy that generates jobs and business opportunities o Protection of farms, forests, rivers, streams and natural areas o A balanced transportation system to move people and goods o Housing for people of all incomes in every community. ▪ Outlines functional plan requirements for housing capacity, water quality and flood management, industrial and other employment areas, centers, corridors, station communities, and main streets, housing choice, compliance procedures. The functional plan also describes strategies for planning for new urban areas, protection of residential neighborhoods, and nature in neighborhoods.

2. Community and Business

The Community and Business section presents the findings of 12 planning documents and how they relate to community and business characteristics in the project study area. A wide variety of documents were reviewed, including plans around climate and resilience, mobility – transit, freight, and other modes, and transportation and land use design.

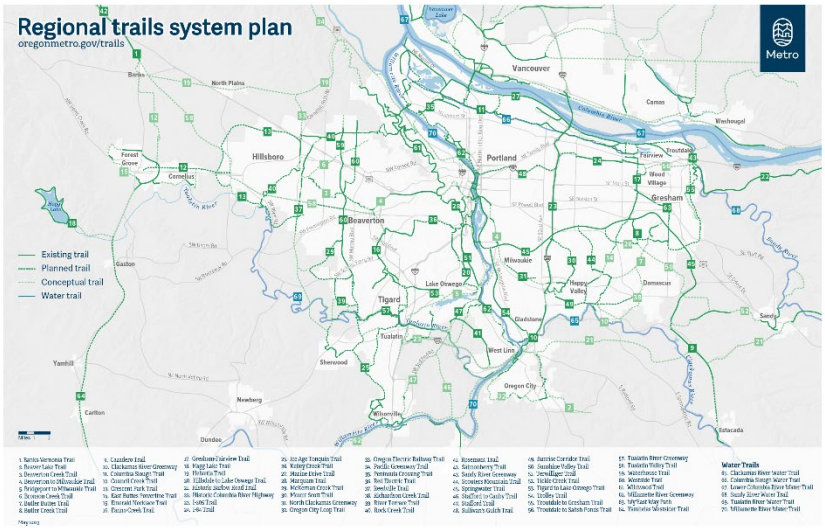
<table>
<tr><th>Document</th><th>Findings</th></tr>
<tr><td>Oregon Resilience Plan

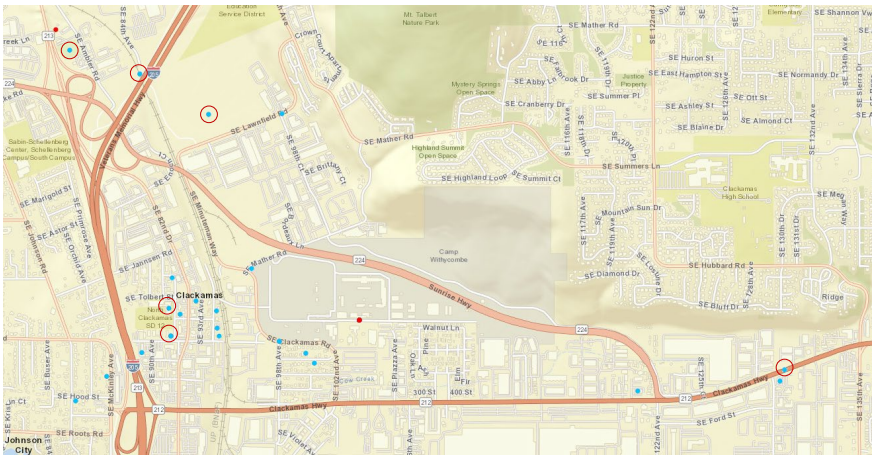
Oregon Seismic Safety Policy Advisory Commission (OSSPAC), 2013

Relevance:
Emphasizes the resilient physical infrastructure needed to support business and community continuity. The policy recommendations presented here aim to enhance infrastructure resilience, help preserve communities, and protect state economy.
Urges systematic efforts to assess Oregon’s buildings, lifelines, and social systems, and to develop a sustained program of replacement, retrofit, and redesign to make Oregon resilient.
Local Oregon communities can use the framework and gap-analysis methodology developed herein to conduct more refined assessments and develop community-specific recommendations to meet their response and recovery needs.</td><td>Findings:
Oregon is far from resilient to the impacts of a great Cascadia earthquake and tsunami today. Available studies estimate fatalities ranging from 1,250 to more than 10,000 due to the combined effects of earthquake and tsunami, tens of thousands of buildings destroyed or damaged so extensively that they will require months to years of repair, tens of thousands of displaced households, more than $30 billion in direct and indirect economic losses (close to one-fifth of Oregon’s gross state product), and more than one million dump truck loads of debris.
A particular vulnerability - Oregon depends on liquid fuels transported into the state from Washington State. Once here, fuels are stored temporarily at Oregon’s critical energy infrastructure hub, a six-mile stretch of the lower Willamette River where industrial facilities occupy liquefiable riverside soils. Disrupting the transportation, storage, and distribution of liquid fuels would rapidly disrupt most sectors of the economy critical to emergency response and economic recovery.
Business continuity planning typically assumes a period of two weeks to be the longest disruption of essential services (i.e., utilities, communications, etc.) that a business can withstand. Analysis in the Oregon Resilience Plan reveals the following timeframes for service recovery under present conditions:<table><tr><th>Critical Service</th><th>Zone</th><th>Estimated Time to Restore Service</th></tr><tr><td>Electricity</td><td>Valley</td><td>1 to 3 months</td></tr><tr><td>Electricity</td><td>Coast</td><td>3 to 6 months</td></tr><tr><td>Police and fire stations</td><td>Valley</td><td>2 to 4 months</td></tr><tr><td>Drinking water and sewer</td><td>Valley</td><td>1 month to 1 year</td></tr><tr><td>Drinking water and sewer</td><td>Coast</td><td>1 to 3 years</td></tr><tr><td>Top-priority highways (partial restoration)</td><td>Valley</td><td>6 to 12 months</td></tr><tr><td>Healthcare facilities</td><td>Valley</td><td>18 months</td></tr><tr><td>Healthcare facilities</td><td>Coast</td><td>3 years</td></tr></table></td></tr>
</table>

Document	Findings
Natural Hazard Mitigation Plan Clackamas County, 2019 Relevance: ▪ This plan outlines the process, participation, adoption, implementation, and maintenance strategies for the mitigation of natural hazards such as droughts, earthquakes, floods, landslides, severe weather, volcanic events, and wildfire.	Findings: ▪ The goals of the natural hazard mitigation plan (NHMP) include the following: o Protect life and property o Enhance natural systems o Augment emergency services o Encourage partnerships for implementation o Promote public awareness ▪ The plan also outlines risk assessment methodology, which identifies hazards that impact jurisdictions, identifies important community assets and system vulnerabilities, and evaluates the extent to which the identified hazards overlap with or have an impact on important assets identified by the community.
Clackamas County Climate Action Plan Report (draft) Clackamas County, 2023 Relevance: ▪ Strategic-level document that outlines the county's goals and objectives for addressing climate change and strategies to achieve carbon neutrality ▪ Report focuses on how county can reduce community-wide emissions from sectors such as buildings, transportation, and waste	Findings: ▪ Critical sectors for decreasing emissions in Clackamas County, which are included in this report, are the following: o Building Retrofits, o Net-Zero New Construction, o Renewable Energy Generation, o Reducing Vehicle Emissions and o Increasing Active Transportation and Transit Use. ▪ The low-carbon scenario shows that emissions will be reduced by 83% and shows the following changes in emissions: o Buildings, which represented half of the community's emissions in 2018 (nearly 2 million MtCo2e), will be 0.1 million MtCo2e in 2050. o Transportation emissions will be reduced by 93% below the baseline. o Emissions from waste will increase by 131%. o Agriculture-related emissions will decrease by 9%.

Document	Findings
Water Environment Services - Capital Improvement Plan Clackamas County, 2022-2027 Relevance: ▪ 5-year CIP as part of larger 20-year CIP which will set forth capital needs and consolidate recommendations for ongoing planning efforts.	Findings: ▪ Sanitary sewer and surface water projects prioritized according to the following criteria: o Health and Safety o Regulatory Compliance o Risk Reduction o Reliability o Innovation o Implementation Complexity ▪ Capital expenditures are attributed to one or more capital funds depending on the purpose and location of the asset. The funds are as follows: o 632: WES Sanitary Sewer System Development Charge Fund, which provides for construction of sanitary sewer projects attributable to growth and therefore eligible for SDC funding o 639: WES Sanitary Sewer Construction Fund, which provides for construction of sanitary sewer project financed either by bond proceeds, grants, general fund revenues or other sources o 642: WES Surface Water System Development Charge Fund, which provides for construction of surface water projects attributable to growth and therefore eligible for SDC funding. o 649: WES Surface Water Construction Fund, which provides for construction of surface water projects financed either by bond proceeds, grants, general fund revenues, or other resources.
North Clackamas Parks and Recreation Master Plan North Clackamas Parks and Recreation District, 2015 Relevance: • Summarizes previous plans of the District and their goals, and accomplishments • Identifies what District residents want in a parks and recreation system	Findings: ▪ While there is a high degree of satisfaction with the parks and recreation services that are currently provided by NCPRD, there are unmet needs and strong desires for additional parks, trails, natural areas, and recreational programming. ▪ NCPRD's current funding sources are inadequate to maintain the current level of service throughout the District, and/or support additional system growth. ▪ Property tax revenues make up the largest portion of the District's operating budget and property taxes cannot be increased unless the District is re-formed by a ballot measure. ▪ The District's current governance structure provides an Advisory Board of District residents dedicated to parks and recreation issues, but without authority to implement policy changes or recommendations. o Other types of park districts have governance models where their resident board is the decision-making body.

Document	Findings
Clackamas River Water System Master Plan Clackamas River Water, 2019 Relevance: ▪ 20-year planning horizon from 2019 through 2038. ▪ Plan is divided into a ten (10) year short-term planning period from 2019 through 2028, and a ten (10) year long-term planning period from 2029 through 2038.	Findings: ▪ In accordance with Chapter 333-061 of the Oregon Administrative Rules, Oregon Health Authority (OHA) requirements and considering all other jurisdictions within CRW, this Plan: o Considers past studies, reports, agreements, and other data concerning the water system. o Develops an inventory of CRW's existing water system and infrastructure. o Develops demographic and demand analysis to project future demands within CRW's service area. o Verifies that CRW's policies and criteria, which the system will be evaluated with, comply with OHA standards. o Evaluates current and future water resources to identify water supply improvements and potential deficiencies. o Evaluates the existing distribution system using CRW's updated hydraulic model and develop improvements for identified deficiencies. o Develops a Seismic Resilience Plan outlining recommended improvements for supply, pumping, storage, and the distribution system. o Develops a CIP outlining recommended system improvements.
Metro Regional Trails System Plan Metro, 2023 Relevance: ▪ Update to 2018 Plan. ▪ Envisions and plans for an interconnected system of off-street paths and trails, as well as water trails.	Findings: ▪ The Plan is a detailed map showing existing, planned, and conceptual regional trails, as well as water trails. ▪ Seventy-seven miles of trails changed since the last plan update in 2018. 

Document	Findings
State Historic Inventory Map Oregon State Historic Preservation Office (Accessed 2023) Relevance: ▪ Identifies properties that are of historical significance within or near study area.	 **Property Name** / **Description** / **Location** / **Year Built** Southern Pacific Railroad Willamette Valley Main Line — Railroad — Willsburg Junction (MP 765.2) to Eugene (MP 647.3), Clackamas County — 1868 Clackamas School — School Building — 15301 SE 92nd Ave, Clackamas County — 1939 Clackamas Cemetery — Cemetery Site — SE Ambler Rd, Clackamas County — 1850 Mather-Foster House — Single Dwelling — 9171 SE Clackamas Rd, Clackamas County — 1892 Haberlach, Frank A, House — Single Dwelling — 13002 SE Hwy 212, Clackamas County — 1920 KEX Transmission Station — Communications Facility — 9415 SE Lawnfield Rd, Clackamas County — 1947 *Oregon Historic Sites Database (state.or.us)*

Document	Findings
Multnomah County Climate Action Plan Multnomah County, City of Portland, 2015 Relevance: ▪ Neighboring county energy reduction strategies with cross-county impacts. ▪ Establishes strategies for homes and businesses, smart decisions for urban development and transportation, and considers climate-change risks in decision-making – better air quality, human health, active transportation, reinvestment in the local economy.	Findings: ▪ Puts Portland and Multnomah County on a path to reduce carbon emissions 80 percent from 1990 levels by 2050 (and 40 percent by 2030). To draft this Climate Action Plan, City and County staff worked with a Steering Committee, an Equity Working Group and technical advisors. These groups helped to identify the near-term actions most likely to result in the long-term changes necessary to achieve climate action goals, while also advancing other community goals related to prosperity, the environment, health and equity. ▪ Local faith-based groups, neighborhood associations and community organizations showed leadership in supporting the collective action of their members. Solarize Portland, for example, the group purchase of solar photovoltaic systems, was initiated by SE Uplift, a neighborhood association. More than 1,000 solar installations later, the Solarize model has spread to Beaverton and Pendleton in Oregon and Massachusetts and beyond. ▪ City and County fostered relationships with communities of color and low-income populations, accounted for existing barriers in engagement strategies, ensured that education and outreach are culturally appropriate, and worked with community-based organizations in engaging traditionally under-represented and under-served populations and businesses. ▪ Community benefits have not been equitable - This plan aims to increase access to transit, sidewalks, bike lanes and other transportation options, reduce pollution exposure, and improve access to parks and other natural resources.

3. Economic

Five plans were reviewed for economic and job-related elements that apply to the project. The plans identify the ways in which freight, transit, and other transportation impact, improve, and facilitate economic development, employment, and goods movement through the area, across the region, and across the state.

Document	Findings
Greater Portland - Comprehensive Economic Development Strategy (CEDS) Greater Portland, Metro, 2021 Relevance: • Strategy positions the region for U.S. Economic Development Administration grants, local philanthropic and federal monies. • Establishes a 5-year period to assess and reset every 5 years • Provides "strategic direction over the next five years to meet dynamic economic and business conditions", describes seven key industry clusters in the region.	Findings: ▪ The CEDS planning process began in January 2020, under the joint leadership of Greater Portland Inc (GPI), the regional non-profit economic development organization, and Metro, the federally mandated metropolitan planning organization (MPO) for the region. ▪ The document is aimed at regional, city and county economic development practitioners, business leaders, elected officials and stakeholders implementing programs that support the growth of businesses and enhance opportunities for individuals to access economic mobility in the Greater Portland region. ▪ Pillars of the strategy to improve regional economy: ○ **Strong economic growth** – A regional economy with increasing Gross Domestic Product (GDP) over time and at higher rates than peers. An economy that is globally connected, driven by emerging technologies, diversified and adaptable, and welcoming to highly skilled entrepreneurial labor, and scalable firms. ○ **Equity** – An economic system that ensures under-represented and under-served people have the same level of access to the economy and wealth creation as all other residents. ○ **Resilience** – An enduring economic structure that fosters the capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and grow, no matter what kinds of chronic stresses and acute shocks they experience. ▪ Strategy for Equitable Growth 2022-2027: ○ Foster Upward Economic Mobility ○ Support a Competitive Economy ○ Build a Resilient Region
Open For Business – Clackamas County Economic Development Plan Clackamas Co. Business & Economic Development Department, 2009 Relevance: ▪ Helps decision-makers to chart a steady successful course, to weather changes in economic conditions and continuously improve, diversify and grow our economy. ▪ Overviews the County's economic landscape, our vision, guiding principles,	Findings: ▪ The Vision: Clackamas County thrives as a great place to operate a business, raise a family and visit sites and attractions. Our County's vision is to create a unique niche in the Portland Metro area as the "Pioneers of Innovation" - a business friendly place that fosters innovation, sustainable practices, attracts the creative class and embraces its diversity. The plan focuses on a five pronged strategy to maximize success: ▪ Business Retention and Growth: Helping our existing businesses to thrive is a top priority whether they are small or large, or located in urban or rural communities. ▪ Business Recruitment: Attracting strategic industry clusters and firms that have the strongest potential to thrive here, invest and create well paying jobs. ▪ Infrastructure: Advocating for funding for additional infrastructure capacity and maintenance, while developing short- and long-term supply and improving quality. Critical infrastructure includes transportation, water, and sewer, among others. ▪ Workforce and Education: Ensuring that there are available, skilled workers to meet the growing and changing needs of Clackamas County employers.

Document	Findings
and specific strategies with action steps and indicators of success.	▪ Regional Collaboration: Leveraging efforts and resources in marketing, recruitment, and in addressing economic development challenges together. Collaboration will occur at the local level with cities and communities as well as with regional, state and federal partners.
Rock Creek Employment Center Infrastructure Assessment and Funding Plan City of Happy Valley, 2020 Relevance: ▪ Sets key investments necessary to foster growth within the Rock Creek Employment Center. ▪ Scenario A assumes funding for Sunrise Expressway was not available through the Metro bond measure in 2020 and is therefore relevant to the Sunrise Vision project.	Findings: ▪ The Rock Creek Employment Center (RCEC) is a 200+ acre region of underdeveloped/vacant land in the City of Happy Valley. The RCEC is a planned employment center, meaning that it has been designated for future industrial and employment development. The 200+ acres of land were included in the Portland Metropolitan Area Urban Growth Boundary (UGB) expansion in 2002, and most of it has been subsequently annexed into the city limits of Happy Valley in the following years. ▪ Existing facilities include Adrienne C. Nelson High School and Verne Duncan Elementary School. NCSD purchased vacant land west of the site for a future middle school. The surrounding area is developed or planned to be developed with significant residential development to meet increased housing needs for the region. ▪ Performed traffic analysis at OR-212 and SE 162nd Avenue, SE 172nd Avenue, and the OR-212/OR-224 interchange. ▪ Key roadway improvements recommended to extend SE 162nd Avenue (to SE Rock Creek Boulevard), improve OR-212 (add lanes), and improve the SE 162nd Avenue/OR-212 interchange (roundabout). ▪ The cost estimate for the improvements discussed above for Scenario A totals $93.9 million (based on 10% [concept] design) ▪ The document compares the impacts to the RCEC under two scenarios: **Scenario A**: Sunrise Parkway is not constructed - mobility standards for the SE 162nd/OR 212 and OR 212/OR 224 intersections would not be met by 2040; The total cost of these improvements would increase the City of Happy Valley transportation-systems development charges (TSDC) by between $9,610 to $12,533 per peak hour vehicle trip (PHVT). **Scenario B:** Sunrise Parkway is constructed - mobility standards for the SE 162nd/OR 212 intersections would be met 2040; The total cost of these improvements would increase the City of Happy Valley TSDC by between $9,610 to $11,563 PHVT.

4. Transportation

Past and ongoing transportation planning have shaped the foundation of the Sunrise Gateway Corridor. These efforts have come from the Oregon Department of Transportation (ODOT), Clackamas County, and local communities along the corridor. To explore the interconnected efforts, this document includes a review of local, regional, and state transportation plans along and around the Sunrise Gateway Corridor.

The reviewed local and regional plans include:

Sunrise Project Final Environmental Impact Statement (2010)
Sunrise Gateway Corridor Concept (2021, unadopted)
Clackamas to Columbia Corridor (2020)
Clackamas County Transportation System Plan (2013)
Happy Valley Transportation System Plan (2023)
Damascus Mobility Plan (2022)
Regional Transportation Plan (2023)
Portland Region 2020 Traffic Performance Report
TriMet's Forward Together Plan (2023)
TriMet Existing Service Plan (Proposed 2024-25 Transit Service Changes)
TriMet's Southeast Service Enhancement Plan (2016)
Clackamas County Transit Development Plan (2021)
Clackamas County Connects – Industrial Area Shuttle (2023)
Metro Regional Transit Strategy (2018)
High-Capacity Transit Strategy (2023)
Clackamas County Active Transportation Plan (2013)

The reviewed state plans include:

Oregon Transportation Plan (2023)
Oregon Highway Plan (1999)
Oregon Freight Plan (2023)
ODOT Blueprint for Urban Design (2020)
ODOT Highway Design Manual (2023)
Oregon Revised Statue 366.215

Appendix A includes a more detailed description of each of these plans and how they relate to the Sunrise Corridor.

Document	Findings
Clackamas County Comprehensive Plan Clackamas County, 2018 ▪ Federally funded transportation projects require they be included in regionally adopted transportation plan that is consistent with regional and statewide plans. ▪ Provides a transportation system that optimizes benefits	▪ Industrial - Protected designated industrial areas from encroachment of incompatible uses and from transportation impacts of residential and commercial development; and conserved the supply of industrial land. ▪ Commercial - Provided opportunities for a wide range of commercial activity ranging from convenience establishments to major regional shopping centers; provided for the efficient utilization of commercial areas while protecting adjacent properties and surrounding neighborhoods; and encouraged attractive, compact shopping areas offering a wide range of goods and services. ▪ Residential - Provided more diverse and affordable housing types and neighborhood-scale commercial uses; provided for a variety of living environments; provided for development within the carrying capacity of hillsides and environmentally sensitive areas; provide for lower-cost, energy-efficient housing and efficient use of land and public facilities. Chapter 5:

Document	Findings
to the environment, the economy and the community. ▪ Establishes goals, policies, and projects that impact county land uses, economic development, transportation, and overall livability. ▪ TSP serves as a comprehensive roadmap for the county's transportation system, setting up the policies and guidelines for the maintenance and improvement of existing infrastructure. ▪ The TSP identifies the committed improvements and the priorities of these improvements in Clackamas County, covering the study area of this plan. ▪ Plans the transportation system to create a prosperous and adaptable economy and further the economic well-being of businesses and residents of the County. ▪ Tailors transportation solutions to suit the diversity of local communities.	Goals: ▪ Goal 1: Provide a transportation system that optimizes benefits to the environment, the economy and the community ▪ Goal 2: Plan the transportation system to create a prosperous and adaptable economy and further the economic well-being of businesses and residents of the County ▪ Goal 3: Tailor transportation solutions to suit the diversity of local communities ▪ Goal 4: Promote a transportation system that maintains or improves our safety, health, and security ▪ Goal 5: Provide an equitable transportation system ▪ Goal 6: Promote a fiscally responsible approach to protect and improve the existing transportation system and implement a cost-effective system to meet future needs ▪ Support and promote an integrated approach to land use and transportation planning and implementation that encourages livable and sustainable communities, decreases average trip length and increases accessibility for all modes. ▪ Support and promote transportation investments that support complete and sustainable communities as a long-term strategy to reduce reliance on long commutes out of the County to employment destinations. ▪ Recognize the County's rural economic engine and the importance of moving goods from rural businesses (including farms, nurseries, livestock, and lumber) to distribution centers. ▪ The TSP has six key goals, including Optimized Benefits, the Economy, Community Diversity, Safety, Equity, and Cost-Effectiveness. ▪ The TSP identifies the need to work with Metro and ODOT over five years to develop Alternate Road Capacity Performance Standards to address OR 212/SE 172nd Avenue intersection and four others, which were forecast not to meet the capacity performance standards adopted in the 2013 TSP. The TSP identifies several projects that impact the Sunrise Corridor: ▪ OR 224/SE 135th Avenue intersection: Add intersection improvements, including right-turn lanes. ▪ OR 224 from Rock Creek Junction to Midway Street in Carver: Widen to four lanes; add bikeways. ▪ SE Webster Road/OR 224 to SE 172nd Avenue/OR 212: Preliminary Sunrise Corridor engineering from Webster Road to 172nd Avenue. ▪ SE Webster Road/OR 224 to SE 172nd Avenue/OR 212: Acquire right-of-way to accommodate 6 lane expressway plus auxiliary lanes. ▪ SE 122nd Avenue to Rock Creek Junction: Construct multi-use path from 122nd to Rock Creek Junction parallel to the Sunrise project consistent with FEIS. ▪ In the vicinity of Roots Road and McKinley Avenue: Connect bikeways in accordance with the Active Transportation Plan. ▪ Rock Creek Junction to SE 172nd Avenue: Construct climbing lane. ▪ OR 212/SE 162nd Avenue intersection: Add left-turn pockets and traffic signal. ▪ I-205 to SE 172nd Avenue: Construct improvements to SE 172nd Avenue. I-205 to OR 224: Perform road safety audit or transportation safety review to identify appropriate safety improvements.

Document	Findings
	▪ County to coordinate with transit providers to achieve the goal of transit service within one-quarter mile of most residences and businesses within the Portland Metropolitan UGB. Support more frequent service within Regional Centers, Town Centers, Station Communities, and Corridors and Main Streets. ▪ Should site new commercial, institutional, and multi-family buildings at major transit stops as close as possible to transit, with a door facing the transit street or side street, and with no parking between the building and front lot lines. ▪ Emphasizes transit improvements that improve east-west connections; improve service between the County's industrial and commercial areas and neighborhoods; and best meet the needs of all County residents, employees and employers, regardless of race, age, ability, income level and geographic location. ▪ Promotes a fiscally responsible approach to protect and improve the existing transportation system and implement a cost-effective system to meet future needs.
Happy Valley TSP Happy Valley, 2023 Relevance: ▪ The Happy Valley TSP provides a framework for comprehensive transportation planning for the city. ▪ The TSP also identifies multimodal and roadway improvement needs for the region, including the Sunrise Corridor, its parallel facility, and surrounding areas (e.g. Highway 212 corridor, Rock Creek Junction, and Sunnyside Road).	The TSP identifies several projects that impact the Sunrise Corridor: ▪ SE 172nd Avenue/OR 212: Add second eastbound left turn lane. ▪ OR 212/OR 224: Add a second eastbound right turn lane, widen OR 224 to provide a southbound receiving lane. ▪ OR 212/SE 162nd Avenue: Install a one-lane roundabout. ▪ SE 172nd Avenue Widening: Widen to 5-lane facility between SE Sunnyside Road and 172nd-190th Connector Road. ▪ OR 212: Widen to 5-lane facility from OR 224 to SE 187th Avenue. ▪ OR 224: Widen to 5-lane facility from OR 212 to Carver Junction. ▪ Sunrise Parkway Phase 2: Construct new 4-lane expressway from SE 122nd Avenue to SE 172nd Avenue.
Clackamas to Columbia (C2C) Corridor Gresham, Happy Valley, Clackamas County, and Multnomah County, 2020 ▪ The C2C Corridor enhances mobility by establishing a north-south connection spanning from SE 172nd Avenue to SE 190th Avenue. ▪ The Sunrise Corridor provides a vital transportation link in northeast Clackamas County, facilitating efficient west-east connectivity along the OR 212 and 224 routes. ▪ The integration of these two corridors effectively improves	The C2C Corridor Plan proposed eight investment packages, some of which are related to the Sunrise Corridor: ▪ **Package 1** includes Sunrise Phase 2a to complete street improvements on Highway 212 and provides local street connections, and Sunrise Phase 2b planning and design. ▪ **Package 3** includes Sunrise Phase 2b to construct the Sunrise Gateway access-controlled facility from SE122nd Avenue to SE 172nd Avenue with a parallel trail, and Sunrise Phase 2c to construct a roundabout at Rock Creek Junction. ▪ **Package 4** includes SE 172nd Avenue Improvements to provide five-lane vehicle cross section, bicycle lanes, landscape strip, and sidewalks on SE 172nd Avenue from Connector to Sunnyside Road. ▪ **Package 6** includes the SE Sunnyside Rd East Extension to build a new five-lane road with continuous left turn lane, sidewalks, bike lanes, and traffic signals, and Sunrise Phase 3 to make improvements east of SE 172nd Avenue. ▪ **Package 7** includes Rock Creek Boulevard improvements to construct new five-lane vehicle cross section from Sunrise Corridor to SE 162nd Avenue, widening the existing alignment of Rock Creek Boulevard to five lanes from SE

Document	Findings
overall transportation accessibility and movement in north and northeast Clackamas County. ▪ Creates a consistent, coordinated, multijurisdictional transportation plan that focuses on needed improvements for all modes along the 181st/182nd/190th/172nd corridor. ▪ Provides the framework and performance standards by which projects from previous and ongoing planning efforts were measured, prioritized, and organized into investment packages. ▪ Develops a preferred investment package to aid in funding and implementation of the plan.	162nd Avenue to SE 177th Avenue. Facility improvements include continuous left-turn lane, sidewalks, bicycle lanes, and traffic signals. ▪ **Package 8** includes Foster Road three-lane vehicle cross section, bicycle lanes, landscape strip, and sidewalks from Cheldelin Road to OR 212. ▪ [Projects and packages with low relevance to the Sunrise Corridor, such as packages 2 and 5, have been omitted from the list here.] ▪ Developed a coordinated, consistent set of policy and project recommendations for incorporation into the next update of each jurisdiction's TSP (including Clackamas County, Multnomah County, Gresham, and Happy Valley). ▪ Targeted a prioritized project list for consideration for upcoming funding opportunities, such as Metro's Get Moving 2020 regional investment measures, future Metropolitan Transportation Improvement Program (MTIP) or Statewide Transportation Improvement Program (STIP) investments, urban renewal districts, or other funding sources. ▪ Via the public involvement process, the plan gathered feedback, confirmed and refined recommendations, and provided opportunities for comment and feedback. ▪ The City of Gresham, Clackamas County, and Multnomah County accepted the plan and incorporated it into future TSP updates. ▪ The City of Happy Valley accepted the C2C Corridor Plan via resolution and adopted it in its entirety by making it an ancillary document to the City's Comprehensive Plan.
Sunrise Project Final Environmental Impact Statement Oregon Department of Transportation, 2010 ▪ When this project was completed, the Preferred Alternative for the Sunrise Project was integrated into the state highway network, connecting I-205, the Milwaukie Expressway, and OR 212/224. ▪ The FEIS called for the highway to consist of six through lanes and two auxiliary lanes. ▪ ODOT's existing plan for Sunrise roadway design in Regional Transportation Plan ▪ Outlines mitigation measures for the preferred alternative in categories of transportation, land use, parks and recreation,	▪ The FEIS presents a comprehensive assessment of the potential impacts and benefits associated with different alternatives aimed at addressing transportation challenges within the OR 212/224 corridor. The FEIS includes extensive research, analysis, and public involvement efforts spanning over several years. The FEIS identified the following projects in the Sunrise Corridor in 2010: ▪ The Preferred Alternative is Alternative 2 with the Tolbert overcrossing from Design Option A-2 and incorporates the alignment of Design Option C-2 and the SPUI interchange of Design Option D-3. ▪ Design Option A-2 provides access to/from SE 82nd Drive and the Lawnfield industrial area via an overcrossing of Union Pacific Railroad (UPRR) tracks to SE Tolbert Street. ▪ Design Option D-3 provides a different type of interchange design at the Rock Creek Junction than under Alternative 2 and Design Option D-2, reducing the interchange footprint further and moving it slightly south. ▪ Project Purpose: effectively address the existing congestion and safety problems in the OR 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system. ▪ Project Need: OR 212/224 between I-205 and Rock Creek Junction is currently experiencing unacceptable levels of congestion and delay during the peak

Document	Findings
business and communities, and several others	travel periods. In 2030, the projected traffic volume will far exceed the volume that the existing four-lane arterial can be expected to handle at an acceptable level of service. Goals: ▪ Goal 1: Provide east-west transportation improvements from I-205 at the Milwaukie Expressway to the Rock Creek Junction to meet existing and future safety, connectivity, and capacity needs for statewide and regional travel within the OR 212/224 corridor ▪ Goal 2: Provide transportation improvements that support the viability of the Clackamas area for industrial uses ▪ Goal 3: Support community livability and protect the quality and integrity of residential uses within and adjacent to the corridor ▪ Goal 4: Provide a facility that minimizes and effectively mitigates adverse impacts to natural and cultural resources within the project corridor ▪ Project addressed congestion and transportation safety issues in Sunrise corridor. ▪ Presents transportation roadway / right-of-way design that requires purchasing land from fronting property (business) owners, and redesigns access in along much of area ▪ Land use inventory grouped land uses into four general categories or residential, employment, vacant, and other – it revealed that employment uses dominate the area with some dispersed residential developments. ▪ 3 build alternatives and several design options were developed to measure land use impacts to the surrounding area ▪ Out of 5,735 dwelling units in the land use study area, the build alternatives would displace from 43 to 75 dwelling units. From 57 to 80 businesses would be displaced. ▪ Because employment uses are a large portion of land uses in the area, industrial, office, and retail uses are the most impacted land use type. ▪ No environmental justice mitigation measures are suggested beyond assistance already provided under federal law and those already suggested under Land Use, Business and Communities, and Noise categories. ▪ Updated documentation of historical and cultural properties. ▪ Purpose and Need statement for enhanced transportation infrastructure in the Sunrise Corridor ▪ Direct property acquisition and relocation impacts would be mitigated through financial compensation regulated in accordance to the federal Uniform Act, Oregon Revised Statutes, ODOT guidance, and FWHA Federal Aid Policy Guide.
Sunrise Gateway Corridor Concept (unadopted) Clackamas County, 2021 ▪ The Sunrise Gateway Corridor Concept serves as the foundational vision for the current project, providing a	122nd Tie-in ▪ Construct Sunrise Gateway Corridor at-grade with either a 2-lane or 4-lane cross section depending on traffic needs and funding. ▪ Construct parallel signalized intersections via the ultimate interchange ramp locations which would operate as a one-way couplet in the interim. ▪ Develop a full interchange at 122nd/Sunrise Gateway Corridor when demands warrants grade separation. ▪ As part of the 122nd tie-in, a design study will need to be conducted on potential modifications to the 122nd/OR212-OR224 intersection (e.g., dual

Document	Findings
starting point for another round of planning efforts. ▪ This plan provides an overview of the process and refinements made to the concept, highlighting the factors that will facilitate the implementation of a fair, safe, and multimodal roadway network within the Sunrise Corridor. ▪ Presents preliminary roadway design concepts to the 2010 FEIS Sunrise Corridor ▪ Used as part of regional funding measure, conceptual designs provide alternatives to further develop in Sunrise Corridor Vision	eastbound left-turn lanes) to accommodate eastbound traffic transitioning from OR212 to the Sunrise Gateway Corridor. 135th/142nd/152nd Tie-in ▪ Construct Sunrise Gateway Corridor at-grade with either a 2-lane or 4-lane cross section depending on traffic needs and funding. ▪ Disconnect SE 135th Ave from OR 212, realign to connect with SE 142nd Ave, and construct a pedestrian and bike bridge over Sunrise at SE 135th Ave. ▪ Construct new signalized intersection at the intersection of the northerly connector road with SE 142nd Ave and construct bridge over Sunrise that connects to OR 212 via eastbound and westbound ramps. ▪ Construct 3 leg roundabout at SE 142nd Ave and OR 212 to service the mobile home park. ▪ Construct connector road between SE 142nd Ave and SE 152nd Ave and implement right-in/ right-out access at the intersection of SE 152nd/ OR 212. ▪ Implement potential park & ride for high-capacity transit and/or bus rapid transit. Rock Creek Junction ▪ Disconnect direct access between OR 224 and the Sunrise Gateway Corridor. ▪ Construct multi-lane roundabout at the intersection of OR 224/OR 212, following construction of the two-lane Sunrise extension to SE 172nd. Rock Creek Boulevard-162nd to 172nd Tie-in ▪ Realign Rock Creek Blvd to connect into SE 162nd Ave as a continuous roadway. ▪ Extend Rock Creek Blvd from SE 172nd Ave to OR 212 near SE Tong Rd. ▪ Remove OR 212 between SE 162nd Ave and SE 172nd Ave and extend SE Tong Rd to connect with 187th Ave south of the of the current OR 212 alignment. ▪ Survey Respondents described freight, warehouse business activity, and the timing of lights along this corridor as a source of delay and congestion. Some survey participants see this corridor as unpleasant and dangerous for biking and walking due to congestion and vehicle speeds. ▪ Overall, survey responses highlighted strong support for transportation improvements and investments that prioritize pedestrian and bicycle safety, as well as improvements that aim to mitigate and decrease greenhouse gas emissions and to support safe traffic flow with strong support for prioritizing transit during peak travel times. ▪ Opens Access to New Jobs and Housing: By 2040, this corridor is projected to have over 14,000 new jobs (i.e. Rock Creek Employment Center at 172nd Ave) and 14,000 additional housing units (approximately an additional 43,000 people). ▪ 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.

Document	Findings
Damascus Mobility Plan Clackamas County, 2022 ▪ Document contains public engagement efforts, existing and future conditions, and next steps for incorporating the Damascus Mobility Plan into the Clackamas County Transportation System Plan (TSP) ▪ The Damascus Mobility Plan identifies transportation improvements for Damascus off of Highway 212, and Highway 212-focused improvements between SE 172nd and SE 242nd Avenues. ▪ These improvements will connect to Sunrise Corridor or generate impacts on Sunrise Corridor.	Damascus Mobility Plan projects that will impact the Sunrise Corridor include: ▪ SE Sunnyside Road from SE 187th Avenue to OR 212: Widen shoulder based on operational and safety analysis during project development. ▪ SE 187th Avenue from SE Sunnyside Road to OR 212: Improve SE 187th Avenue to two- to three-lane roadway with sidewalks and bike lanes; construct roundabout at SW Sunnyside Road/SE 187th Avenue. ▪ SE Tong Road south of OR 212/SE Tong Rd intersection: Realign SE Tong Road at OR 212 to align with SE 187th Avenue to address skew. ▪ OR 212 Alternative Mobility and Fee in Lieu Strategy from Rock Creek Junction to SE Foster Road: A planning effort to establish alternative mobility standard, acceptable traffic operations levels, improvements, and cost estimates for over-capacity intersections. ▪ OR 212 at the OR 212/SE Tong Road/SE 187th Avenue intersection: Signalize intersection. ▪ OR 212 Corridor Plan from SE 172nd Avenue to US 26: A planning effort to establish the long-term vision, conceptual alignment, cross-section, and access locations for OR 212 between SE 172nd Avenue and US 26. ▪ The Damascus Mobility Plan provides a long-term roadway network for the Damascus area that meets projected mobility and safety needs. Several other plans will provide recommendations for transit and active transportation improvements. ▪ Recent disincorporation of Damascus has resulted in Damascus being governed by the County's comprehensive plan and transportation plan. ▪ Key components of public engagement activities included project mailings and notifications, the project website, two virtual open houses, planning commission and board of county commissioner hearings, and a technical advisory committee. ▪ Feedback from the first open house included improving safety across the roadway system, addressing congestion concerns, and improving walkability and bicyclist infrastructure. Feedback from the second open house included addressing capacity constraints, seeking higher prioritization for shoulder widening on 242nd avenue, and supporting new roadway configurations on Sunnyside Road and the new connection of 187th Avenue to the south.
Regional Transportation Plan (RTP) Metro, 2023 (draft) ▪ Metro's 2023 Regional Transportation Plan (RTP) identifies urgent and long-term transportation needs, investments to meet those needs and the funds the region expects to have available through 2045. ▪ There are numerous projects that impact the Sunrise Corridor, from planning/engineering work to construction of the corridor, a	The RTP lays out several projects that will impact the Sunrise Corridor and connections to it, including: ▪ **OR 212/224 Sunrise Hwy Phase 2 Planning, Engineering, and Construction**: Conduct preliminary engineering (PE) and acquire right-of-way (ROW), and construct phase 2 of the OR 212/224 Sunrise Corridor from SE 122nd Ave to SE 172nd Ave. ▪ **OR 212/224 Sunrise Project Phase 3**: Construct remaining improvements in the Sunrise Corridor consistent with the FEIS/ROD. Evaluate and implement improvements to address bicycle and pedestrian needs, which will be identified. ▪ **OR 212 Intersection Improvements**: Improve safety and reduce delay by making improvements as recommended in the Damascus Mobility Plan to the intersections of Sunnyside Rd/OR 212, Foster Rd/OR 212, 222nd Ave/OR 212 and 242nd Ave/OR 212. ▪ **Sunrise Multi-use path Phase II**: Improve safety for bicyclists and pedestrians by constructing a new multi-use path from 122nd Ave to 172nd paralleling the Sunrise Phase 2 project.

Document	Findings
multi-use path network adjacent to the corridor, and roadway connections to the north and south of the planned corridor. ▪ Updated RTP nearly complete (2023) ▪ Identifies the region's most urgent transportation needs and priorities for investment in all parts of the system with the funds the region expects to have available over the next 25 years. ▪ Establishes goals and policies to help meet those needs and guide priority investments.	▪ **162nd Ave Extension South**: Phase 1: Extend 162nd Ave from Rock Creek Blvd to Hwy-212; construct new, 3 lane roadway with continuous left turn lane, sidewalks, bike lanes, intersection improvements at Hwy. 212/162nd on all four approaches. ▪ By 2040, reduce the combined housing and transportation expenditure for lower-income households by 25 percent, compared to 2015 combined housing and transportation expenditure levels. Targeted a prioritized project list for consideration for upcoming funding opportunities, such as Metro's Get Moving 2020 regional investment measures, future Metropolitan Transportation Improvement Program (MTIP) or Statewide Transportation Improvement Program (STIP) investments, urban renewal districts, or other funding sources. ▪ Observed data shows that the region needs to make big strides to reduce disparities in affordability for people of color. The City of Gresham, Clackamas County, and Multnomah County accepted the plan and incorporated it into future TSP updates. ▪ The average household in equity focus areas sees a greater increase in the number of community places reached in a short transit trip compared to the average household in the region and non-equity focus areas.
High-Capacity Transit Strategy Metro, 2023 (draft) ▪ Ever since Metro adopted the 2040 Growth Strategy, high-capacity transit has been a crucial element as the region continues to grow. ▪ This plan refreshes the 2009 Strategy and provides a shared vision and action plan for developing new high-capacity transit corridors.	There are three long-term high-capacity transit projects in the broader vicinity of the Sunrise Corridor: ▪ **C12 – Clackamas Town Center to Happy Valley**: The 2009 Plan first designated Sunnyside Road north of the Sunrise Corridor as a vision corridor for future high capacity transit investment. Future corridor planning work could look at opportunities for mixed uses in future station areas and nodes for transit-oriented development. ▪ **C15 – Happy Valley to Columbia Corridor via Pleasant Valley**: As part of expanding the high-capacity vision to include rapid bus, the 2023 High Capacity Transit Strategy Update identified the full corridor as a future candidate for high capacity investments. The Clackamas to Columbia (C2C) project developed a plan for improving north-south travel in the Portland Metro area east of I-205 that identified transportation improvements (including enhanced transit) to improve mobility and access, prioritizes which improvements to fund and build soonest and developed a consistent set of policies and street designs for each partner agency. ▪ **C26 – Clackamas Town Center to Oregon City**: The 2018 Regional Transportation Strategy designated I-205 as a high-capacity transit vision corridor beyond the 2040 strategic investment strategy, recognizing the need for more comprehensive corridor planning. This corridor already has an existing adjacent inter-city Amtrak Cascades rail line identified as one of 11 national future high speed rail corridors and Oregon City to Eugene was noted as one of the largest travel markets in the 2020 Oregon State Rail Plan.

Document	Findings
Metro Regional Freight Strategy Metro, 2019 ▪ Policy and strategy provisions to develop and implement a coordinated and integrated freight network that helps the region's businesses attract new jobs and remain competitive in the global economy. ▪ Includes project list with projects for roadways and facilities in the Sunrise Corridor (162nd, 172nd, Rock Creek Blvd., Industrial Area Bike Path, Sunrise Phase 2)	▪ Major update - addition of a new freight roadway designation for Regional Intermodal Connectors. The Regional Intermodal Connectors represent National Highway System (NHS) intermodal connectors and other Tier 1 intermodal connectors that were designated by ODOT as part of the Oregon Freight Intermodal Connector System (OFICS) Study completed in 2017. ▪ By 2040, the region's goods movement system will need to absorb a near doubling of freight volumes, measured in tonnage by all freight modes, with approximately 75 percent of that dependent on trucks to link producers and consumers, or to reach intermodal nodes for import and export. ▪ Cooperation with agencies and stakeholders across the state border with Washington is critical - recommended actions will necessarily require collaboration between public and private sectors, the coordination of freight modes that are often competitors, and the reconciliation of institutional, jurisdictional and political perspectives. ▪ Recommends better integrate freight issues in regional and local planning and communication to inform the public and decision-makers on the importance of freight and goods movement issues. ▪ Recommends pursuing a sustainable multimodal freight transportation system that supports the health of the economy, communities and the environment through clean, green and smart technologies and practices.
Rulemaking Overview: Climate-Friendly and Equitable Communities Rulemaking Oregon Department of Land Conservation and Development 2023 ▪ Describes a variety of corrections and clarifications to requirements and explore a limited number of policy adjustments.	▪ The rules includes both temporary and key rule changes to the Oregon Planning Rule ▪ Temporary rule changes, beginning in May 2023, include more flexibility in the "alternative dates" process to remove the deadline for local governments to request alternative deadlines for certain elements of the rules, increasing certainty for planned transportation projects to clarify how a project may be considered already in development and not in need of review, among additional updates ▪ Permanent rule changes, beginning in November 2023, include reviewing temporary rules for permanent adoption, 29 minor corrections and clarifications identified in the Land Conservation and Development Commission (LCDC) staff report, and additional corrections, clarifications, and adjustments as warranted ▪ The Land Conservation and Development Commission (LCDC) will be considering a limited set of changes to the existing rules: minor clarifications and corrections and process improvements for affected local governments
Oregon Revised Statute 366.215 State of Oregon ▪ OR 224 from I-205 to SE 122nd Avenue, and OR 212 from SE 122nd Avenue to US 26 are Reduction Review Routes. ▪ Any features included in the final Sunrise plan that could reduce vehicle-carrying	▪ Oregon Revised Statute (ORS) 366.215 identifies the Oregon Transportation Commission's (OTC's) authority to build and modify state highways. The statute states that the Commission may not permanently reduce the "vehicle-carrying capacity" of an identified freight route (a.k.a. Reduction Review Route) unless safety or access considerations require the reduction. ▪ In the context of this statute, "vehicle-carrying capacity" refers to the vertical and horizontal clearance of a highway section that can physically carry motor vehicles. A reduction of vehicle-carrying capacity means a permanent reduction in the horizontal or vertical clearance of a highway section. ▪ Examples of permanent structures that can result in a reduction in vehicle-carrying capacity could include bridge structures, traffic signals, signposts, stationary bollards, curbs, bulb-outs, trees, raised or depressed medians, pedestrian refuge islands, traffic separators, roundabouts, streetlights, and overhead wiring.

Document	Findings
capacity must comply with the statute	
Oregon Transportation Plan Oregon Department of Transportation, 2023 ▪ The 2023 Oregon Transportation Plan (OTP) provides strategic direction and policy guidance for Oregon's multimodal transportation system through 2050. ▪ Sunrise Corridor project development would need to align with OTP goals and strategies in equity, climate, safety, multimodal travel, stewardship, and coordination with land use planning. ▪ A 25-year transportation plan that comprehensively assesses state, regional and local and both public and private transportation facilities and services. ▪ Federal funding for transportation projects must be consistent with statewide policy plans.	The 2023 OTP has six main goals: ▪ Economic and Community Vitality – Improve prosperity, opportunity, and livability for all people who live, work, and recreate in Oregon. ▪ Social Equity – Improve access to safe and affordable transportation for all, recognizing the unmet mobility needs of people who have been systemically excluded and underserved. ▪ Mobility – Create a resilient multimodal transportation system that enables the diverse range of community members and businesses with different needs to get where they need to go safely, reliably, and affordably. ▪ Stewardship of Public Resources – Secure sufficient and reliable revenue for transportation funding and invest public resources to achieve a resilient and sustainable multimodal transportation system. ▪ Safety – Enable safe travel for all people, regardless of their age, ability, race, income, or mode of transportation. ▪ Sustainability and Climate Action – Minimize transportation's negative role in climate change by reducing GHG emissions for all sectors of transportation. The OTP sets statewide policy direction to guide modal plans, regional plans, and local transportation system plans. ▪ Recommends maintaining the existing transportation system to maximize the value of the assets. If funds are not available to maintain the system, develop a triage method for investing available funds - preserve passenger rail services both within the Willamette Valley and from California to Washington; work with the Northwest Congressional delegations, federal agencies and the Army Corps of Engineers for funding for river and harbor dredging. ▪ Oregon transportation needs a sustainable funding plan - engage the public outlining clear choices on levels of investment; identify funding shortfall possibilities, identify sources to keep pace with inflation. ▪ Oregon should invest strategically in capacity enhancements - identify what investments are strategic to the state's livability and economic vitality; balancing maintenance and preservation needs with critical capacity enhancements and operations; look at solutions that improve safety, provide mode choice, foster integration of service delivery, and support job development. ▪ Focuses on integrating the transportation system across jurisdictions, ownerships and modes, creating sustainable funding, and investing in strategic capacity enhancements. ▪ Emphasizes maintaining and maximizing the assets in place, optimizing the performance of the existing system through technology, and integrating transportation, land use, economic development and the environment.

Document	Findings
Oregon Highway Plan ODOT, 1999 ▪ In the context of the Sunrise Gateway Corridor plan, the OHP's policies will play a crucial role in shaping proposed enhancements, alterations, and local regulations that may impact any of the state facilities. ▪ The OHP is currently being updated, and any information in this review is subject to change.	▪ The Oregon Highway Plan (OHP) was originally adopted in 1999 to provide policy direction for planning, operations, maintenance and improvements to state highways for ODOT's Highway Division. ▪ Key policies in the 1999 OHP focus on efficiently managing the highway system to improve safety and increase capacity, establishing partnerships with other agencies and local governments, and utilizing new techniques to enhance road safety and capacity. ▪ The plan also connects land use and transportation, sets highway performance and access management standards, and emphasizes the relationship between state highways and local roads, bicycle/pedestrian facilities, transit, rail, and air systems.
Oregon Freight Plan Oregon Department of Transportation, 2011 (revised March 2023) ▪ Given the nearby Clackamas Industrial Area, one of the objectives of the Sunrise Gateway Corridor plan will be to maintain and improve the efficiency of the truck freight system in the study area. ▪ The project advisory committee will consist of members who represent various freight interests, including military freight interests. ▪ By 2045, Oregon benefits from a reliable, multimodal freight transportation system that supports its quality of life. This multimodal freight transportation system supports a healthy economy by safely and efficiently moving goods within Oregon, regionally, nationally, and internationally. ▪ Provides updated information about transportation freight movements with statewide policies guiding investments.	▪ The Oregon Freight Plan (OFP) serves as the guiding framework for the transportation of goods on the state highway system. ▪ Its main goal is to enhance connections to various markets, from local to global, thereby boosting trade-related jobs and income for both workers and businesses. ▪ OR 224 is identified as key access and egress routes to military facilities statewide. As mandated by the Infrastructure Investment and Jobs Act (IIJA), it is essential to take into account the significance of OR 224 when planning movements associated with military freight. ▪ Public-sector stakeholders rely on freight to support local, regional, and state industries; provide jobs to constituents; and maintain a high standard of living. Private-sector stakeholders rely on freight movements to and from various markets in an efficient and affordable manner. In turn, public and private stakeholders' decisions affect the freight system and surrounding communities. ▪ This policy document outlines the potential impacts of not meeting state needs by looking at several levels of funding. A result of major investments would allow for rural areas to better able to retain air and rail services and related jobs. ▪ A goal of the National Highway Freight program is to increase productivity, particularly for domestic industries and businesses that create high-value jobs. A goal of the National Multimodal Freight Policy is to increase productivity, particularly for domestic industries and businesses that create high-value jobs. ▪ The quality, dependability, and efficiency of Oregon's multimodal freight transportation system encourage businesses to remain in and move to Oregon, providing jobs in a diverse set of industries. ▪ In 2030, the Oregon population is expected to include fewer children between the ages of 5 and 17, more adults aged 20 to 64, and a significant increase in the number of residents over age 65. Population increases are expected across various demographic groups within the state, which indicates a likely increase in consumption of goods and services, fueling continued economic growth. ▪ By 2045, Oregon benefits from a reliable, multimodal freight transportation system that supports its quality of life. This multimodal freight transportation system supports a healthy economy by safely and efficiently moving goods within Oregon, regionally, nationally, and internationally.

Document	Findings
	▪ The quality, dependability, and efficiency of Oregon's multimodal freight transportation system encourage businesses to remain in and move to Oregon, providing jobs in a diverse set of industries.
Highway Design Manual ODOT, 2023 ▪ The HDM and BUD outline design standards and guidance for state highway projects.	▪ Any proposed improvements on state highways, such as OR 212 and OR 224 within the Sunrise Corridor, will follow the guidance specified in the HDM. ▪ The ODOT Highway Design Manual (HDM) is the primary reference for designing state highway projects in Oregon, and it covers aspects like geometry, intersections, safety features, and traffic control. ▪ The HDM allows flexibility through performance-based and context-sensitive design; this aims to balance mobility, safety, cost, and consistency across the state highway system. ▪ The HDM includes mobility standards that apply to all modernization projects and are generally recommended for other project categories. These mobility standards differ from the v/c ratios in the Oregon Highway Plan, where those ratios are used to identify potential system deficiencies during planning. ▪ According to the HDM, the v/c ratio for both OR 212 and OR 224 is 0.75 as a statewide expressway within an urban growth boundary and inside an MPO area.
ODOT Blueprint for Urban Design Oregon Department of Transportation, 2020 ▪ Document applies to urban land use contexts that broadly identify built environments along ODOT roadways ▪ Guidance focus on all roadways within the urban context except interstates and limited-access freeways with interchanges ▪ Blueprint will serve as interim guidance until principles can be incorporated during next updates of Highway Design Manual, Analysis Procedure Manual, Traffic Manual, and other documents ▪ The BUD offers a context-sensitive approach to transportation planning and design, particularly relevant as the Sunrise Gateway Corridor traverses diverse urban contexts.	▪ The BUD aims to offer flexibility in design criteria to effectively address the unique needs of individual communities by considering specific urban contexts. ▪ Within the built environment, trade-offs between design elements are inevitable, and the BUD provides information and criteria to help project teams make well-informed choices in developing final project designs, aligning them with established project goals and desired outcomes. The context classifications for the Sunrise Corridor: ▪ **Commercial Corridor**: Mostly commercial and industrial uses with large building footprints and large parking lots set within large blocks and a disconnected or sparse roadway network. *Applies to I-205 to SE 135th Avenue*. ▪ **Suburban Fringe**: Sparsely developed lands, typically at the edge of an urban growth boundary. May be large lot residential, small-scale farms, or intermittent commercial or industrial uses. *Applies to SE 135th Avenue to SE 172nd Avenue.* ▪ Document outlines involvement of ODOT and other local agencies in transportation projects, organized by project type and role. Certified local public agencies (CLPAs) manage federally funded design and construction projects on their own, and sometimes other agencies' facilities, including ODOT. LALs are the primary ODOT point of contact for CLPAs, but CLPAs lead their own projects and related design decisions. ODOT maintains control of design decisions on its own facilities. ▪ For all other local agencies, ODOT provides state funds to most non-certified local agencies to allow for greater local control and ownership of their projects. The local agency manages the design and construction phases, and these projects are not on ODOT's system. LALs are the primary ODOT point of

Document	Findings
▪ The BUD provides specific design guidance organized by urban context and unique criteria, helping with decisions on elements like lane widths, bicycle facilities, pedestrian crossings, and designation of roadway classification along the corridor.	contact, but local agencies lead their own projects and related design decisions. ▪ The document identifies opportunities for incorporating performance-based design into ODOT's project flow, and include verification that preliminary design meets original project goals and desired outcomes and a review of past studies and plans to understand urban context and modal expectations
Portland Region 2020 Traffic Performance Report ODOT, 2021 ▪ The 2020 Traffic Performance Report provides information on the health of the region's freeway system. It continues a baseline for long-term monitoring that will enable ODOT to better understand the urban traffic mobility conditions of the freeway system. ▪ The report focuses solely on freeways within the Portland region, so Highway 212 and Highway 224 are not included. As traffic increases on I-205 (as well as I-84), it is likely that vehicles will turn to alternate routes, including the Sunrise Corridor to travel between US 26 and I-205.	Findings specific to I-205 include: ▪ For northbound traffic, the weekday daily average for hours of congestion was 10.8 hours. For southbound traffic, the weekday daily average for hours of congestion was 7.5 hours. ▪ The most severe recurring bottleneck on I-205 NB was between Division and Sunnyside, lasting over 10 hours over the AM and PM peak periods. In the PM peak, the bottleneck starts further north at the Glenn Jackson Bridge, resulting in a queue that is over 11 miles long. ▪ For the PM peak, reliable travel time in the northbound direction is nearly 87 minutes, or more than triple free-flow travel time. In the southbound direction, reliable travel time in the PM peak is nearly 57 minutes, or slightly more than double free-flow travel time. ▪ The NB I-205 bottlenecks are at Glenn Jackson Bridge, Division/Powell and Abernethy Bridge. The SB bottlenecks occur at Powell, 82nd Ave, and 10th St. ▪ Average speed during the weekday AM peak period is stable and above 55 MPH in both directions at Highway 212. Average speed during the weekday PM peak period is stable for northbound traffic at Highway 212 around 55 MPH but is considerably slower for southbound traffic, around 30 MPH at Highway 212.
TriMet's Forward Together Plan TriMet, 2023 ▪ As TriMet emerges from the COVID-19 pandemic, the agency sees an opportunity to rethink its routes and service distribution to better meet the Portland metro area's needs. ▪ Previous planning work along the Sunrise Corridor has shown that OR 212 is reaching capacity, specifically at Rock Creek Junction.	▪ Overall, the *Forward Together* plan results in a net service increase. ▪ The existing **Route 79**, running along 82nd Drive across OR 224, would be elevated to a frequent service route in the long-term, an improvement over its 40-minute headways currently. ▪ **Route 145** (a new route) would run between Clackamas Town Center and Oregon City, with service on SE 102nd Avenue and SE Evelyn Street at OR 224. ▪ **Route 150** (another new route) would run between Milwaukie and Powell Boulevard in Gresham, with services along SE Jennifer Street and on OR 212 before turning north onto SE 172nd Avenue and the C2C corridor. ▪ The *Forward Together* plan proposes removing **Route 156**, which runs between Clackamas Town Center and Sunnyside Road, with service on OR 212 between SE 135th Avenue and SE 152nd Avenue.

Document	Findings
▪ Additional bus transit service will help move more people into, out of, and through the corridor, and added service on SE Jennifer Street and on SE 172nd Avenue (the future C2C Corridor) will meet specific needs there, as well. ▪ Comprehensive review of TriMet bus service design ▪ Service concept informed by existing conditions analysis and public outreach survey to understand how network could be redesigned to better meet the public's priorities and accommodate shifts in demand ▪ TriMet has an objective of "economic opportunity for all" and decision-making processes are informed by a 10-factor equity analysis. ▪ Comprehensive review of TriMet bus service design ▪ Service concept informed by existing conditions analysis and public outreach survey to understand how network could be redesigned to better meet the public's priorities and accommodate shifts in demand ▪ Service concept informed by existing conditions analysis and public outreach survey to understand how network could be redesigned to better meet the public's priorities and accommodate shifts in demand	▪ The survey, conducted in early 2022, contained two big themes: wide support for ridership as a primary goal of the service in order to reduce pollution and GHG emissions and supporting dense and walkable redevelopment and equity, especially prioritizing the needs of low-income people to support access to opportunity of marginalized groups. ▪ The study's access analysis estimated that approximately 75% of people in the service area would gain access to at least 1,000 more jobs with a 45 minute transit trip, and about 45% of people would gain access to at least 10,000 more jobs. In most measures we used, looking at access to jobs as well as other destinations, lower-income people and people of color would be able to reach more places with transit more quickly than all service area residents. ▪ Respondents mostly reported that ridership and coverage should receive equal focus, with some respondents preferring higher emphasis on ridership. Respondents also noted that policy decisions advancing equity for people with low incomes of any race was the highest priority, with the needs of seniors and people with disabilities ranking a close second. ▪ Job-related objectives from the service concept include expanding access to opportunity, including greater access to jobs, and creating better regional links to job centers, as some of the regions' busiest employment areas are currently served by transit routes that only run hourly or only during rush hour. ▪ The document walks through all neighborhoods in the region and measures the change in jobs and residents reached by transit in 45 minutes at 12PM on a weekday. ▪ With the Service Concept, median job access in 45 minutes from Central City equity areas would increase by about 5%, mainly due to the handful of new Frequent Service lines ending near downtown (Line 77, 54, 35, etc.). By contrast, access in the rest of the equity areas outside the Central City would increase by about 36% for 45 minute trips, and by about 26% for 60 minute trips. ▪ The survey, conducted in early 2022, contained two big themes: wide support for ridership as a primary goal of the service in order to reduce pollution and GHG emissions and supporting dense and walkable redevelopment and equity, especially prioritizing the needs of low-income people to support access to opportunity of marginalized groups. ▪ The study's access analysis estimated that approximately 75% of people in the service area would gain access to at least 1,000 more jobs with a 45 minute transit trip, and about 45% of people would gain access to at least 10,000 more jobs. In most measures we used, looking at access to jobs as well as other destinations, lower-income people and people of color would be able to reach more places with transit more quickly than all service area residents. ▪ Respondents mostly reported that ridership and coverage should receive equal focus, with some respondents preferring higher emphasis on ridership. Respondents also noted that policy decisions advancing equity for people with low incomes of any race was the highest priority, with the needs of seniors and people with disabilities ranking a close second.
TriMet Existing Service Plan (Proposed 2024 – 25 Transit Service Changes)	▪ The upcoming 2024-2025 service changes aim to further the implementation of TriMet's *Forward Together* service concept, focused on growing ridership and improving connections for populations with low and limited incomes. While full implementation will take an estimated three to six years, dependent on recovery from ongoing operator shortages, TriMet is proposing impactful service improvements beginning in 2024-2025.

Document	Findings
	▪ These enhancements include the addition of two new all-day frequent service lines (15-minute headways), improved frequencies on nine existing lines to provide more frequent service for more hours each day, and other changes. ▪ The 2024-2025 service plan calls for increased frequency, route changes, and a new line in the Clackamas, Milwaukie, and Sellwood areas, including: ▪ Upgrading Line 71 to 15-minute all-day frequent service to replace parts of Lines 34 and 152 and better connect to Clackamas Community College-Harmony campus. ▪ Adding new Line 5 to connect key destinations from Swan Island to the Fuller Rd MAX station; discontinuing Line 99 and replacing it with new Line 5 and changes to Line 33. ▪ Other realigned routes aimed at growing ridership, improving equity and connectivity for populations with low incomes in Southeast Portland and adjacent suburbs as part of the *Forward Together* plan.
TriMet Service Enhancement Plan - SouthEast	▪ TriMet's Southeast Service Enhancement Plan outlines a vision to expand transit service in the southeast portion of the agency's service district and was developed through extensive outreach and research. Key elements include adding east-west routes, improving frequency and spans on existing routes, modifying routes to increase access, and implementing community/job connector services. The vision has been implemented incrementally since 2016. The report provides guidance for annual service planning to make enhancements working toward the long-term goal of improving mobility and connections in the Southeast portion of TriMet's service district through better transit service. The key recommended service improvements in the Southeast Service Enhancement Plan that are specific to Sunrise Corridor include the following projects: ▪ Adding new east-west bus routes between Happy Valley and Oregon City Transit Center (SE Jennings/Hwy 212, Line X). ▪ Increasing frequency and extending hours on bus lines serving Clackamas Community College, Milwaukie, Oregon City (Line 32), lines between Happy Valley and Clackamas Transit Center (Line 156), lines providing weekend service between Estacada and the Clackamas Transit Center (Line 30). ▪ Implementing new community/job connector services in the Clackamas Industrial Area (between OR 212 and Sunnyside Rd) and South Oregon City. ▪ Making ongoing improvements to bus stops, sidewalks, bike access, and transit priority signals. ▪ Phasing in service expansions over 10 years as dedicated funding allows, focusing on equity, demand, productivity, connections, and growth.
Clackamas County Transit Development Plan Clackamas County, 2021 ▪ The Clackamas County TDP identified the transit needs in 20 years and made service recommendations for all the Clackamas County, including the focus area of the Sunrise Project (e.g. OR 212, the	TDP projects that will impact the Sunrise Corridor include: ▪ Happy Valley transit service (medium-term project): Establish hourly service, about 10 runs per day. ▪ Damascus transit service (medium-term project): Establish hourly service, about 10 runs per day. ▪ Highway 212 from I-205 to US 26 (medium-term project): Establish hourly service, about 8 runs per day; establish Mobility Hub in Boring. ▪ Happy Valley transit service (long-term project): Evaluate service and consider increased service span and frequency to add about 10 runs per day.

Document	Findings
Clackamas Industrial Area, and Damascus area) and its vicinity (e.g. Happy Valley) inside and outside the TriMet service area. ▪ Guides investments of Statewide Transportation Improvement Fund (STIF) grants by identifying needed and priority connections in portions of the county currently lacking transit service.	▪ Damascus transit service (long-term project): Evaluate service and consider increased service span and frequency to add about 10 runs per day. ▪ Highway 212 from I-205 to US 26 (long-term project): Evaluate service and consider increased service span and frequency to add about 10 runs per day. ▪ Highway 212 from Highway 212 to Estacada (long-term project): Monitor potential increases to transit demand. ▪ It is expected that the largest employment increases will occur in the transportation, warehousing, and utilities (23%), building construction (21%), professional and technical services (21%), and private educational and health services (19%) sectors (In Clackamas, Washington, and Multnomah counties). ▪ There are few direct connections from Clackamas County to major employment areas in Gresham and Washington County, and a lack of transit connections to the Clackamas Industrial Area and Wilsonville within Clackamas County. Future land use growth near Wilsonville / Stafford, Oregon City, and Damascus/Boring is anticipated to increase transit demand in these areas. ▪ There are several federal, state, and local funding sources that can be tapped for funding transit service improvements in Clackamas County - Surface Transportation Block Grant (STBG); State Highway Fund; Statewide Transportation Improvement Fund (STIF); State Special Transportation Funds (STF); Connect Oregon Funds; Congestion Mitigation & Air Quality (CMAQ); etc. ▪ Provides detailed analysis and transit level-of-service information to inform future STIF plans and TriMet service implementation. ▪ Recommends how transit service providers can cover unincorporated areas located between existing service providers and with no current transit service provider in the future and how existing transit services across the country can be better connected.
Clackamas County Connects- Industrial Area Shuttle (2023)	▪ The Clackamas Industrial Area shuttle provides enhanced transit access to the industrial area east of I-205 along OR 212, linking the Clackamas Town Center Transit Center to major employers in the area. The shuttle operates daily, with weekday service running from 4:50am to 11:23am and 1:00pm to 8:33pm. Weekend service operates in the morning only, from 4:50am to 11:23am.
Metro Regional Transit Strategy (2018)	▪ The 2018 Regional Transit Strategy (RTS) provides a comprehensive plan to develop an integrated regional transit system in the Portland metropolitan area. Developed by Metro, the RTS sets transit policy and priorities through 2040 to support the region's growth management goals. ▪ The 2018 RTS is a component of Metro's 2018 Regional Transportation Plan update. It provides the transit modal plan to complement and implement the overall regional transportation vision. The RTS establishes a policy framework to guide transit planning and investments to build an integrated regional transit system. It was developed through a comprehensive planning process and engagement with the public, stakeholders, and partner agencies. The RTS provides the transit priorities and strategies to work toward the regional vision for transit set forth in the 2040 Growth Concept. ▪ RTS applies the mobility corridor framework to organize information and to coordinate transportation and land use planning. Corridor refinement plans are recommended for corridors needing further evaluation of multimodal transportation solutions and investment strategies. ▪ Specific to Sunrise Corridor, RTS recommends Clackamas to Fairview/Wood Village/Troutdale, which includes OR 212 and Sunrise Corridor, as Mobility

Document	Findings
	Corridor #24 (Clackamas to Columbia) for future corridor refinement planning. The Clackamas to Columbia effort would create a coordinated, multi-jurisdictional transportation plan focused on improving all modes along the 181st/182nd/190th/172nd corridor connecting I-84 in Multnomah County and OR 212 in Clackamas County. This planning effort builds on local plans and evaluate multimodal improvement packages to increase mobility and access along the corridor for existing and planned land uses. It identifies preferred phased investments for auto, freight, bike, pedestrian and transit modes. The effort provides urban street design recommendations and suggests amendments to local TSPs and the RTP to implement the improvements. The goal is to develop an integrated mobility strategy for the corridor through engagement with stakeholders and the public. More information on this effort can be found Clackamas to Columbia (C2C) Corridor plan (2020). The High-Capacity Transit Strategy identifies four tiers: ▪ Tier 1: Near-Term Corridors ▪ Tier 2: Next Phase Corridors ▪ Tier 3: Developing Corridors ▪ Tier 4: Vision Corridors ▪ Tiers 1 and 2 are ready to move forward, while Tiers 3 and 4 need more work before they're ready for investment. ▪ Within the greater Sunrise Corridor area, there are three Tier 4 projects identifies Tier 4 projects: ▪ **C12 – Clackamas Town Center to Happy Valley**: The 2009 Plan first designated Sunnyside Road north of the Sunrise Corridor as a vision corridor for future high-capacity transit investment. Since much of the existing land use designations for this corridor are lower density residential (with some medium density notes and terminating in a mixed-use town center), future corridor planning work could look at opportunities for mixed uses in future station areas and nodes for transit-oriented development ▪ **C15 – Happy Valley to Columbia Corridor via Pleasant Valley**: As part of expanding the high-capacity vision to include rapid bus, the 2023 High Capacity Transit Strategy Update identified the full corridor as a future candidate for high capacity investments. The Clackamas to Columbia (C2C) project developed a plan for improving north-south travel in the Portland Metro area east of I-205 that identified transportation improvements (including enhanced transit) to improve mobility and access, prioritizes which improvements to fund and build soonest and developed a consistent set of policies and street designs for each partner agency. ▪ **C26 – Clackamas Town Center to Oregon City**: The 2018 Regional Transportation Strategy designated I-205 as a high-capacity transit vision corridor beyond the 2040 strategic investment strategy, recognizing the need for more comprehensive corridor planning. This corridor already has an existing adjacent inter-city Amtrak Cascades rail line identified as one of 11 national future high speed rail corridors and Oregon City to Eugene was noted as one of the largest travel markets in the 2020 Oregon State Rail Plan (outside Portland to Salem or Eugene). Since much of the existing land use designations for this corridor are commercial and lower density residential (with mixed use town center nodes), future corridor planning work could look at opportunities for mixed uses in station areas and town centers and nodes for transit-oriented development.

Document	Findings
Clackamas County Active Transportation Plan	▪ The 2013 Active Transportation Plan (ATP) provides the walking and biking components of the County's TSP. Clackamas County has an ongoing update via the Walk Bike Clackamas County Plan, seeking adoption through Summer 2024. The plan will provide policies, programs, and investment priorities for walking and biking facilities. ▪ Planned improvements from the ATP include a multi-use path along the Sunrise Phase 1 alignment, which has been constructed since, and a path connecting the existing I-205. Additional pathways are planned near 142nd Avenue and along 152nd Avenue, as well as bikeways along the remainder of OR 212, OR 224, and SE 172nd Avenue.
Clackamas Industrial Area North Bank of the Clackamas River Design Plan (NCPRD – 2015)	