

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Policy Session Worksheet

Presentation Date: April 29, 2025 **Approx. Start Time:** 1:30 PM

Approx. Length: 1 hour

Presentation Title: Sunrise Corridor Community Vision Plan

Department: Transportation and Development

Presenters: Dan Johnson, DTD Director, Jamie Stasny, Transportation and Land Use Policy Manager

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

Staff requests the Board accept the Sunrise Corridor Community Vision Plan (including the Sunrise Gateway Refinement Plan) and direct staff to bring forward a Resolution of Support at a future Business Meeting.

EXECUTIVE SUMMARY:

The Sunrise Corridor Community Visioning Project has been a two-year, community-driven process to co-create a shared vision for the future of a five-square-mile area in unincorporated Clackamas County and Happy Valley. Funded by an allocation from the Oregon Legislature (HB 5006, 2021), the project has engaged thousands of residents, business owners, and agency stakeholders through more than 100 public events, surveys, focus groups, and advisory meetings.

The vision that emerged centers on a thriving and resilient community supported by a modern multimodal transportation system, diverse economic opportunities, accessible green spaces, and neighborhood-oriented development. The project includes a Sunrise Gateway Corridor Refinement Plan, which describes a modernized version of ODOT's 2011 Final Environmental Impact Statement (FEIS) in preparation for an official FEIS re-evaluation (a federal requirement).

If the Sunrise Gateway Corridor Refinement Plan is implemented it will create a safe and resilient transportation network for all by improving 6 intersections and adding safe crossings, reducing congestion to save over 3,000 hours of travel time each day, creating mode options and supporting access to transit by adding 7 new miles of sidewalks, 5 new miles of bike lanes and improving bus stops. Implementation of the plan will unlock 16 acres of land for development and will enable the creation of 14,000 permanent jobs and 17,000 new homes in Happy Valley.

On April 2, 2025, the Steering Committee reached unanimous consensus to recommend that the Board of County Commissioners formally accept the co-created Sunrise Corridor Community Vision Plan.

Board acceptance of the Sunrise Corridor Community Vision will allow implementation of the community supported actions within the plan including advancement of the community's vision of the updated Sunrise Gateway Corridor alternative for federal consideration, creating a sense of place, public health and economic competitiveness. Board acceptance will not result in any immediate County spending. A board resolution of support is requested and will be submitted as part of the federal consideration, also known as a NEPA re-evaluation.

Now that the visioning process is complete staff are preparing to launch a Sunrise Community Coalition to implement community-supported actions using remaining state funds.

FINANCIAL IMPLICATIONS (current year and ongoing):

Is this item in your current budget? ☒ YES ☐ NO

What is the cost? \$ **4,000,000**

What is the funding source? **Legislatively Directed CARES Act Funding**

STRATEGIC PLAN ALIGNMENT:

- How does this item align with your Department's Strategic Business Plan goals?

Department of Transportation and Development customers will experience, consistent and equitable service delivery across the county, as evidenced by increasing outreach and engagement with underrepresented communities.

Department of Transportation and Development customers will experience improved engagement regarding projects and policies, as evidenced by an increase in underrepresented communities participating in project and policy community engagement efforts.

By 2024, funding for the next Phase (from 122nd to 172nd) of the Sunrise Gateway multimodal corridor improvements will be committed from federal, state, and/or regional funding sources.

- How does this item align with the County's Performance Clackamas goals?

This item relates to all five of the county's Performance Clackamas Goals:

- Build public trust through good government;
- Grow a vibrant economy;
- Build a strong infrastructure;
- Ensure safe, healthy, and secure communities; and
- Honor, utilize, promote, and invest in our natural resources

LEGAL/POLICY REQUIREMENTS:

N/A

PUBLIC/GOVERNMENTAL PARTICIPATION:

This project has been conducted in partnership with the City of Happy Valley, Oregon Department of Transportation (ODOT), and Metro, with support from TriMet and other service providers. This project was centered on community engagement and partnering with the public to co-create a vision for the future of the Sunrise Corridor.

OPTIONS:

1. Accept the Sunrise Corridor Community Vision Plan (including the Sunrise Gateway Refinement Plan) and direct staff to bring forward a Resolution of Support at a future Business Meeting.
2. Request staff to return with additional information prior to consideration.
3. Take no action at this time.

RECOMMENDATION:

1. Staff recommend Option #1: Accept the Sunrise Corridor Community Vision Plan (including the Sunrise Gateway Refinement Plan) and direct staff to bring forward a Resolution of Support at a future Business Meeting.

ATTACHMENTS:

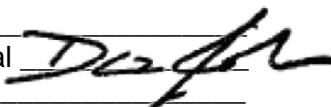
Attachment A - Sunrise Corridor Community Vision Plan
Attachment B - Sunrise Corridor Gateway Refinement Plan
Attachment C - Sunrise Corridor Board Presentation

SUBMITTED BY:

Division Director/Head Approval _____

Department Director/Head Approval _____

County Administrator Approval _____



SUNRISE CORRIDOR COMMUNITY VISION PLAN

DRAFT April 16th, 2025





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INTRODUCTION

Purpose of the Vision Plan

Community Planning for a Vibrant, Healthy, and Prosperous Future

Clackamas County, in partnership with the Oregon Department of Transportation (ODOT), Oregon Metro, and the City of Happy Valley, worked with the community to develop the Sunrise Corridor Community Vision Plan (Vision Plan). The purpose of the Vision Plan is to highlight the challenges and opportunities and describe actions to achieve the vision for the area.

The Sunrise Corridor community includes diverse land uses under both Clackamas County and City of Happy Valley jurisdiction, with unique zoning designations. The Vision Plan begins by illustrating the community's cultural, transportation, and economic histories. Next, the Vision Plan provides an overview of the planning process in terms of engagement and meaningful community participation via open houses, surveys, stakeholder interviews, and focus groups, as well as feedback received on different themes.

The Sunrise Corridor Community actions are then grouped by the following categories: jobs and the economy; neighborhoods and places; transportation; and open space, public health, and the environment.

There are various strategies, ranging from long-term and far-reaching actions to shorter-term and lower-budget actions. Each theme includes different actions and efforts and potential benefits of those actions, as well as individual goals being addressed by the actions. Actions that can be quickly implemented are called out as “quick wins”, while longer-term and farther-reaching actions are called out as “big moves”.

Funding for the Visioning Work: In 2021, the Oregon Legislature recognized the importance of the Sunrise Corridor and the need for planning and public engagement in the area. To support this initiative, they allocated \$4 million to Clackamas County for the creation of a vision plan. The Sunrise Corridor is a vital hub, housing one of the state's busiest industrial distribution centers, and is also a community where many people live, work, and attend school. Given its longstanding significance to Clackamas County, the vision plan would prioritize community and business needs, including transportation infrastructure, land use, and economic development.



People Acknowledgement

This project was about people and would not have been successful without the thousands of people who came together to shape the Sunrise Corridor Community Vision. Thank you for your partnership and for helping to create the values and actions that will benefit the future of all who live, work, play, and travel through the corridor. For more information about these groups and their roles (such as the Leadership Cohort and Steering Committee), please refer to the Engagement Overview section.

Project Partners

Oregon Department of Transportation (ODOT)
Clackamas County
Oregon Metro
City of Happy Valley

Project Management Team Members

Jamie Stasny; Clackamas County
Scott Turnoy; ODOT
Kelly Betteridge; Oregon Metro
Michael Walter; City of Happy Valley

Steering Committee Members

Alan Lehto; Project Partner/TriMet
Alia Long; Community
Ariadna Falcon Gonzalez; Community-based Organizations
Cassie Wilson; Community-based Organizations
Brett Sherman; Project Partner/Happy Valley
Christine Lewis; Project Partner and Oregon Metro

Dan Occhipinti; Business and Freight

Daryl Woods; Business and Freight

Diane Helm; Community

Rob Wheeler; Education

KeDarius Colbert; Healthcare

Kimberly Swan; Climate and Environment

Lizbeth Hale; Business and Freight

Marc Kilman-Burnham; Emergency/Resilience

Mark Aasland; Recreation

Mile Cebula; Community Planning Organizations

Mishayla Richardson; Community

Monica Di Pietrantonio; Education

Paul Savas; Project Partner/Clackamas County

Rebecca Stavenjord; Adjacent Project Partner/Multnomah County

Rian Windsheimer; Project Partner/ODOT

Tracy Moreland; Tribal

Leadership Cohort Members

Anna Krauss

Darren Driscoll

Emily Greene

Jacob Reese

Holly Krejci

Jenai Fitzpatrick

Jill Rundle

Joseph Hepburn

Kristina Powell

Louise Neilson

Marchelle Paholsky

Marrion Kaufman

Peter Alandt

Stephanie Bellew

Tracy Moreland

Mishayla Richardson

Technical Advisory Committee (TAC) Members

Laura Edmonds; Clackamas County Economic Development

Shawn Olson; Clackamas County Fire District

Molly Caggiano; Clackamas
County Disaster Management

Adam Brown/ Devin Ellin;
Housing Authority of
Clackamas County

Joy Fields; Clackamas
County Planning

Joe Marek; Clackamas County
Transportation Engineering

Leah Fisher; Clackamas
County Health, Housing
& Human Services

Kristina Babcock; Clackamas
County Social Services

Jessica Rinner;
Clackamas County Water
Environment Services

Scott Turnoy; ODOT

Melissa Ashbaugh and Monica
Kruger; Oregon Metro

Grant O' Connell; TriMet

Michael Walter and Sally
Curran; City of Happy Valley

Todd Heidgerken
and Adam Bjornstedt;
Clackamas River Water

Wade Hawthorne; Sunrise
Water Authority

Cheryl McGinnis, Mary Logalbo;
Clackamas River Basin Council

Erin Reome; North Clackamas
Parks and Recreation District

Maria Magallon; Clackamas
County Public and
Government Affairs

Jim Austin; Clackamas
County Tourism

Elected Officials

Paul Savas; Project partner/
Clackamas County

Christine Lewis; Project
partner/Metro

Rebecca Stavenjord; City
Councilor in Milwaukie

Brett Sherman; Project
partner/Happy Valley

Participating Organizations, Businesses, and Community Groups

1000 Friends

Adrienne C. Nelson High School

Bobs Red Mill

Camp Withycombe

Clackamas County
Business Alliance

Clackamas County
Coordinating Committee

Clackamas County
Economic Development

Clackamas County
Historical Society

Clackamas County Leaders
in Equity Diversion and
Inclusion Council

Clackamas Industrial Shuttle

Clackamas Fire District

Clackamas River Basin Council

Double J Construction
Eagle Development

Emmert International

First Interstate Bank

Fred Meyer

Getting There Together Coalition

Happy Valley Farmer's Market

Happy Valley Hikers

Happy Valley Youth Council

Joint Committee on
Transportation

Marks Metal

Metro Joint Policy Advisory
Committee on Transportation

North Clackamas Chamber
of Commerce

Oak Acres Mobile Home Park

Oregon Trucking Association
(OTA) Jana Jarvis

Pacific Seafood

Platt Electric

Portland Bottling Company

Precision Truss

Providence

Radium

Righteous Clothing

R.S. Davis Recycling

Ruzzos Cider

Safeway

Shadowbrook Mobile Home Park

Terra Casa

TriMet

WARN Industries

Engagement Overview

The Sunrise Corridor Community Vision Plan was developed in partnership with members of the local community and key stakeholders. The public provided meaningful feedback to develop a shared vision that reflects the needs of the present-day community, as well as those of future generations who will live, work, visit, and play in the Sunrise Corridor community.



The Sunrise Corridor Community Vision Plan prioritized populations and communities historically excluded and underserved by transportation and land use investments. Community engagement liaisons collaborated with local leaders and organizations with strong community relationships to reach diverse audiences, helped to cocreate outreach strategies and messages, provided language translation and interpretation, and conducted on-the-ground multicultural outreach.

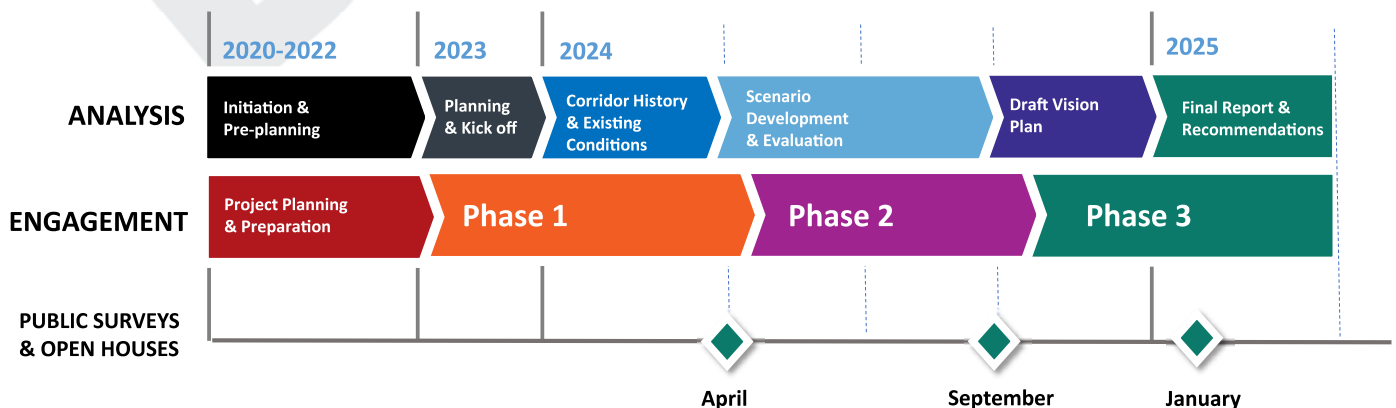
The engagement process was split into three main phases. To weave the voices and values of the community into each decision, each public engagement opportunity was built on the previous phase.

Vision Plan Phases

Phase 1 – Gathered community feedback to develop vision, goals and objectives, identify opportunities and challenges, and collect ideas for future improvements in the project area

Phase 2 – Worked with the community to explore ideas for how to address economic development, land use, green space, public health, and transportation challenges

Phase 3 – Collaborated with the community to receive feedback on actionable steps and projects that support the vision and goals of the Sunrise Corridor community



Committees and Cohorts

Multiple committees were convened to ensure that project partners, technical experts, and community members were involved in project development and the decision-making structure throughout the Sunrise Corridor Community Visioning process.

The Steering Committee (SC) was composed of community members, organization representatives, and elected officials who worked with staff to provide feedback and guidance to the project team and partners at key planning milestones, collaboratively developed an implementable action plan, and made recommendations for a community vision.

The Leadership Cohort (LC) was composed of community members who provided feedback on key project elements, helped ensure the voices of the community were heard and represented in the final vision and in the implementation phases, and developed plans for coalition and implementation efforts.

The Technical Advisory Committee (TAC) was composed of subject area experts from organizations and partner agencies, who provided skilled support and technical analysis to the Steering Committee to help develop an equitable and community-supported vision for the future of the Sunrise Gateway Corridor.

Thousands of People Participated...

Open House
Attendees

280

Survey
Responses

910

Stakeholders
Interviewed

36

Focus Group
Attendees

127

Pop-Up Event
Attendees

218

Equitable Engage-
ment Workshop
Participants

32

Technical Advisory
Committee
Members

19

Steering
Committee
Members

23

Leadership
Cohort Members

16

Website
Impressions

9088



Engagement: What We Heard



Transportation

- There are limited options to walk or bike, and updating these facilities to make them safe is a top priority.
- Freight is critical to the local economy; however, a lack of designated truck parking is a concern, because trucks currently stop to park, rest, or queue on the curb, in center turn lanes, and in bike lanes.
- There is interest and need for more safe, frequent, and accessible transit services, especially on weekends and evenings. Better first and last mile connections are also needed.
- Along Highway 212 and Highway 224, there is significant traffic congestion, which is only projected to get worse in the future. More roadway capacity, left-turn lanes, and other solutions for reducing congestion are a priority for the community.



Neighborhoods and Places

- Improved harmony between industrial, commercial, and residential areas would create more welcoming neighborhoods.
- There are limited safe and accessible pedestrian crossings to schools, parks and trails, and community gathering spaces.
- Murals, art, and wayfinding signage would enhance neighborhood character and community identity.
- Plant trees and other greenery to tackle excessive heat and improve neighborhood aesthetics.



Open Space, Public Health, and Environment

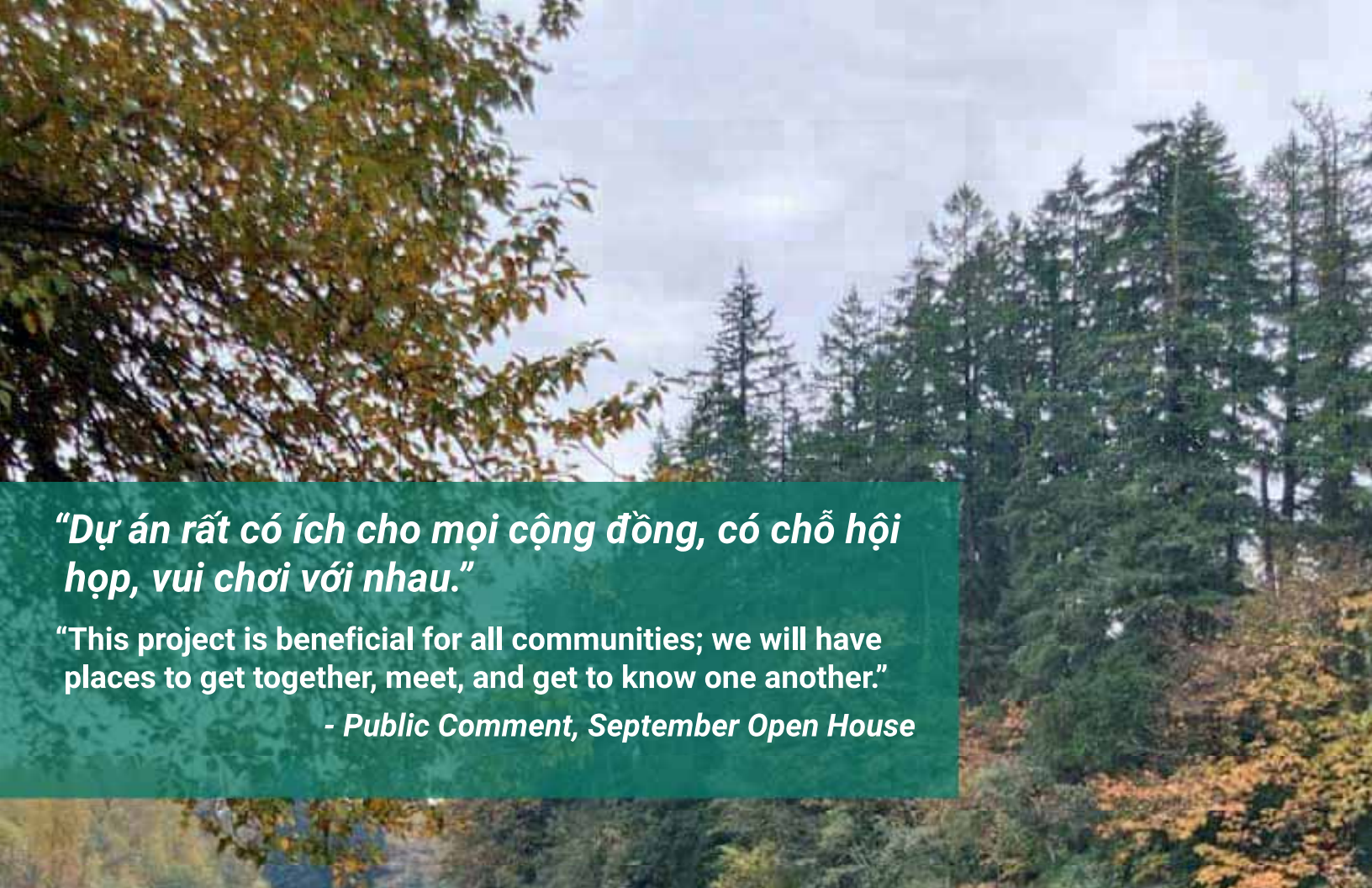
- Community amenities like outdoor event spaces, sports fields, pools, community centers, and dog parks would be conducive to public health.
- There are challenges with identifying open space opportunities within the corridor, such as parklets.
- Community members want improved access to the Clackamas River, including additional waterfront recreation opportunities. Better signage is needed for accessing Riverside Park.
- Preservation of nature, protection of watershed health, and reduction of pollution are important to the well-being of the people and animals in the community.



Jobs and Economy

- More retail is needed in the community, including dining, grocery, and outlet centers.
- Protecting existing businesses, and finding ways to attract new business to the area is a priority.
- There is interest in creating connections between educational facilities and businesses to improve employment opportunities, such as childcare options for people to participate in the workforce.

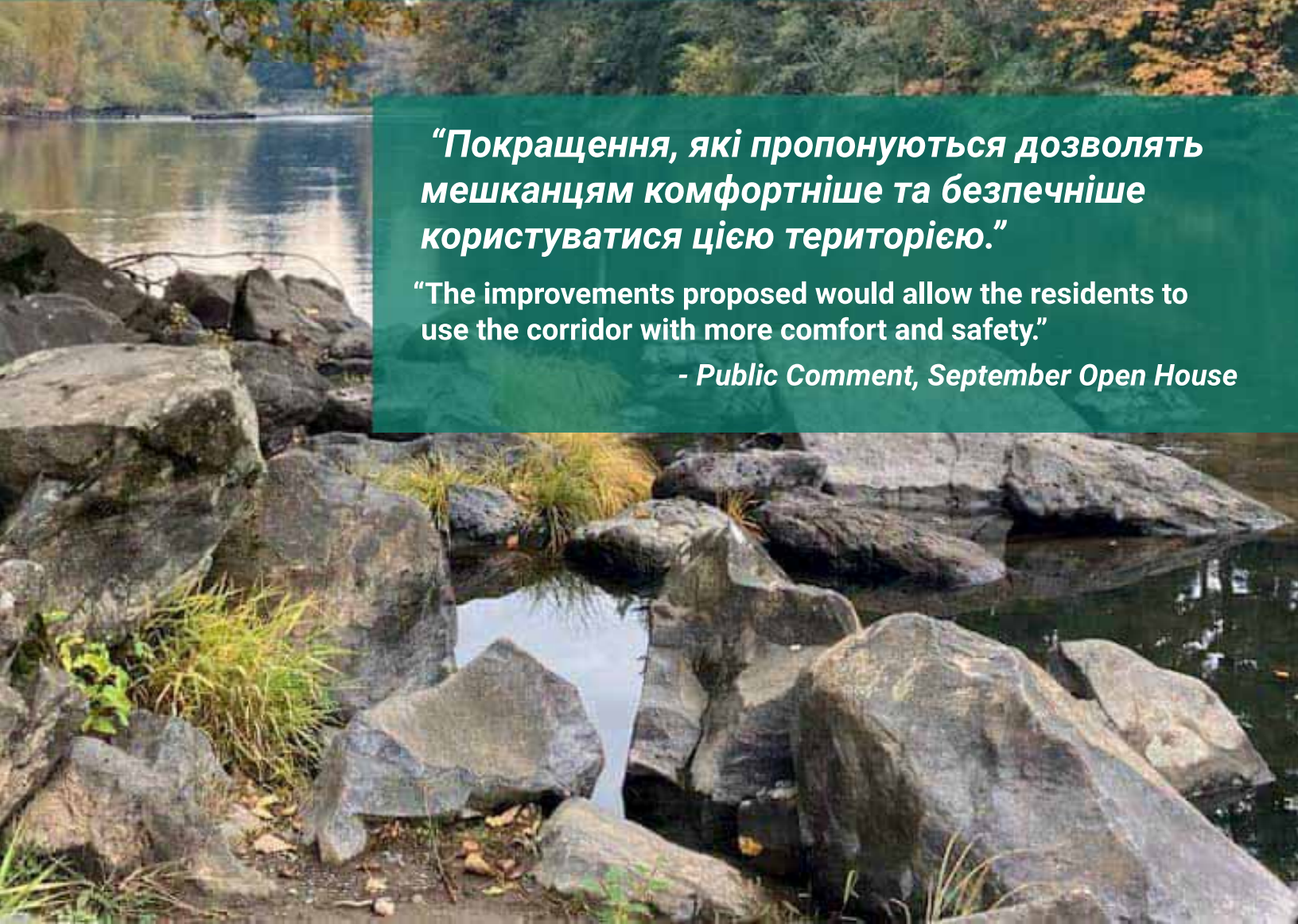




“Dự án rất có ích cho mọi cộng đồng, có chỗ hội họp, vui chơi với nhau.”

“This project is beneficial for all communities; we will have places to get together, meet, and get to know one another.”

- Public Comment, September Open House



“Покращення, які пропонуються дозволять мешканцям комфортніше та безпечніше користуватися цією територією.”

“The improvements proposed would allow the residents to use the corridor with more comfort and safety.”

- Public Comment, September Open House

Equitable Engagement Methods

An Equitable Engagement Framework was developed to improve engagement, enhance active community participation in decision-making processes, and foster inclusivity, transparency, and equitable outcomes for those by those who could be most marginalized in the project's process and outcomes.

To remove barriers to participation, the project team and community engagement liaisons (CELs) collaborated with local leaders and organizations with strong community relationships to reach diverse audiences, helping to co-create outreach strategies and messages, provide language translation and interpretation, and conduct on-the-ground multicultural outreach. People with diverse community voices and perspectives were recruited to attend events, participate in surveys and focus groups, and serve on the Steering Committee and Leadership Cohort.

Throughout the process, the public provided meaningful feedback to develop a shared vision for future improvements in the Sunrise Corridor Community. Engagement methods included over 90 activities, including 23 project committee and cohort meetings, 3 workshops, 21 stakeholder interviews, 15 presentations, 12 focus groups, 3 in-person open houses, 4 online surveys, and 10 pop-up events. Over the course of the project, we received feedback from more than 1,500 people.



Visioning Process Lessons Learned

The Vision partners and community collaborated for two years to understand needs, develop solutions, and collect meaningful input along the way. Through that process, the project teams learned a great deal about what the Sunrise Corridor Community needs to thrive, and about the strengths and roles regional leaders and organizations can bring to the process. This section summarizes select learnings.

- ***Start a forward-looking stakeholder coalition early to set goals and direction.*** The project advisory groups were envisioned and then started as the full team began analyzing data. This let people into the process early, and recognized the amount of time it can take to develop goals, recruit participants, and onboard the group with shared mission and rules for collaboration. Community members are an excellent and vital resource at all stages, generating momentum and buy-in beginning with early frame-setting work.
- ***Equitable engagement is critical to building understanding and charting a resilient future.*** The Leadership Cohort, which will be the foundation for the Sunrise Community Coalition, provided a seeding ground for the most diverse planning and engagement approach. The County took the time and energy to connect with people living and working in the area, listen, and adjust to changing needs, and used it to develop an Equitable Engagement Framework. The Framework resulted in the development of multi-lingual resources, in-language events, and stipends for participation. Now there are hundreds of interested people looking for ways to support implementation of the vision and new growth that will create stronger neighborhoods for everyone.
- ***Be clear about the long-range planning needs and setting a project-specific area.*** The Sunrise Vision and the Sunrise Gateway Corridor Refinement Plan provided a specific investment design from SE 122nd Avenue to SE 172nd Avenue. Many people travel further east along the corridor, connecting to U.S. 26 to reach Central and Eastern Oregon and beyond. The plans also set an eastern boundary at SE 172nd to focus on local communities and proximity to the Clackamas River. This project will provide a stable and community-focused step to explore the next stages for the Sunrise Corridor Community, connecting to nearby communities in Damascus and Boring. Clackamas County and the City of Happy Valley, two industrial/employment districts, and a designated Regionally Significant Industrial Area all share boundaries and joint jurisdiction in area. Cross-jurisdictional partnerships will be critical in establishing future needs and solutions as the project grows to benefit nearby communities.
- ***Be clear about how transportation corridor planning, design and construction efforts are funded.*** For each action, partner agencies will be identified. For example, ODOT will have the lead role on projects related to OR 212 and the Sunrise Gateway Corridor Refinement Plan. They will work with partner agencies and the community to oversee moving forward and identifying potential funding sources, including public or private grants at the local, regional, state and federal levels.

Corridor and Community Trends

The Sunrise Corridor is both an important regional and local transportation corridor and home to many residents, businesses, parks, and schools. Highway 212 and Highway 224 provide vital routes between the greater Portland region and Central and Eastern Oregon. There is significant freight and vehicle traffic moving through the area and accessing major distribution centers. At the same time there are **limited multimodal travel options and challenges for pedestrians wanting to cross major roadways**.

Across the corridor, connectivity and access is difficult because of **long block lengths** without breaks, a limited number of safe crossings, and missing links in **walking or biking facilities**. Additionally, the existing road network does not accommodate the size and number of trucks in the area that need to park and queue for deliveries, creating unsafe conditions on streets for other road users.

The study area includes industrial and employment land uses, which make up over 40 percent of the area. Although educational facilities, parks, and residential areas are expanding on the eastern side of the corridor, there is a lack of **residential-supportive development** like **grocery stores, retail**, and other complementary facilities on the east side. People are experiencing changes that could lead to residents and employees being displaced from their home and job locations.

The study area is characterized by **prominent industrial land use**, large parcels, a vehicle-centric transportation network, vehicle-scale public infrastructure, minimal landscaping and street trees, and a lack of connection to open spaces, creating barriers to community connections. These issues inhibit a sense of community cohesion and the use of public space. Some other key issues in the study area include **insufficient tree cover** and excessive heat along the corridor, and a **lack of buffer spaces** between different land use types and between large-scale parcels and parking lots. The corridor also suffers from limited architectural controls in both the commercial and residential properties, and a lack of a sense of pedestrian safety and belonging. Architectural controls guide the design and layout of homes and properties in a community. As such, limited architectural controls in the corridor impact the community's aesthetic, property values, and quality of life.

Finally, the community is home to many open areas, such as Mount Talbert Nature Park, Hidden View Park, Riverside Park, Carver Park, the Clackamas River, and the Sunrise Shared-use Trail. Residents and employees cannot access these areas safely or easily. There are **limited travel options linking to natural resources** and **open spaces**, limited riverfront access opportunities, and a lack of programming to create a sense of community within parks. Community members and key stakeholders have indicated a need for a more **livable** and **sustainable** place to live and work.



LIMITED MULTIMODAL TRAVEL OPTIONS AND CHALLENGES CROSSING MAJOR ROADWAYS

- Long block lengths without breaks
- Limited safe crossings
- Infrequent transit service
- A lack of safe walking or biking facilities connected across study area

FREIGHT AND COMMERCIAL ACCESS AND ACTIVITY

- Existing road network does not accommodate size and number of trucks in the area
- A lack of freight parking and queuing facilities
- Congestion along major corridors



COMPETING LAND USES

- Historic neighborhoods and mobile home parks adjacent to industrial uses are impacted by freight traffic and lack of multimodal access to local destinations
- Schools and parks and expanding residential on eastern side of community
- A lack of mutually supportive development, such as grocery stores and retail shops, in developing residential areas to the east

LIMITED ACCESS TO NATURAL RESOURCES

- Limited multimodal travel options linking to natural resources and open space
- Limited riverfront access opportunities
- A lack of programming to create sense of community within parks
- A need to balance access with quality and preservation of natural areas





CONTEXT

The Region

The Sunrise Corridor provides a vital route between the greater Portland region and Central and Eastern Oregon. As a local thoroughfare, it has industrial significance and is in a community that is home to many residents, businesses, schools, and parks. The Clackamas River along the southern edge of the area is a major water source, natural habitat area, and recreation corridor.

The study area functions as a primary employment center in Clackamas County, marking one of the greatest employment densities in the county.

The Sunrise Corridor community's primary industry groups are clustered along the Interstate (I)-205. Happy Valley is **growing rapidly in population and jobs**, with an

increase of more than 20 percent over the past 10 years (source: American Community Survey, ACS 5-year Estimates Subject Tables). Following the recession, employment in Clackamas County steadily increased from 2010 to 2020 before dropping sharply after the onset of the COVID-19 pandemic. More than 75 percent of the **workforce** employed in the study **area commutes from outside** the region. While the wholesale trade and transportation and utilities sectors make up nearly a third of the businesses in the study area, employment grew in all categories, with the leisure and hospitality sector experiencing the greatest growth. Retail has shown the most construction activity, with wages steadily improving and commercial rents steadily increasing.

In terms of assets and opportunities, the study area **has access to regional transportation networks, a diverse industrial and economic base, vacant land available for development**, access to public finance tools and incentives, **healthy real estate markets**, and a **well-trained regional workforce**. In terms of constraints and challenges, the area suffers from **conflicting land uses** and isolation, an **imbalance of jobs and housing**,

limited development activity, aging properties, insufficient transit, and **insufficient infrastructure** and land readiness. The Sunrise Community has two different transit service providers, and within the Sunrise Corridor and the Clackamas Industrial Area, TriMet's Forward Together plan is planned to result in a net service increase by 2029.

The Community

The study area includes both unincorporated Clackamas County and Happy Valley. There are two industrial employment districts, including a regionally significant industrial area. Land use is mostly light industry uses like manufacturing, warehousing, and distribution. Single-family and multifamily housing make up about a quarter of the study area, including long-standing manufactured housing communities. Community resources like schools, parks, and churches serve in the project area. Commercial services such as grocery stores, retail shops, and small business facilities are located in some areas, especially on SE 82nd Drive near I-205, where a mixed-use neighborhood continues to serve residents and visitors.

Happy Valley's population grew over 75 percent from 2011 to 2022 to over 23,000 people. Growth of this kind presents an opportunity for communities in the study area, with nearby healthcare facilities, schools, and shops, and their potential employees, integrating into the area.

There are over 14,000 jobs in the study area, with contributing trades and a range of skills to businesses and organizations serving the region and beyond.

Geography

The study area is **nestled in a valley** between Clackamas River on the southern border and forested low hills on the northern border, including Mount Talbert, Rock Creek, and I-205 to the west. Just north of Oregon City, the Clackamas River converges with the Willamette River as the Willamette flows north to the Columbia River. Before the Clackamas River reaches this convergence, it passes the Sunrise Corridor and acts as the southern border of the visioning area. The Clackamas River is a source of drinking water for more than 300,000 people in Clackamas and Washington counties, thereby occupying an important place in the community and region.

Before European settlement, the river's forests, wildlife habitat, and runs of salmon and trout allowed Indigenous people to subsist and thrive in the river's basin as long as 10,000 years ago. Where the Clackamas River runs north adjacent to Highway 212, the **landscape is mainly woodlands**. The landscape surrounding the interchange of Highway 212/224 is mainly mature trees and flat terrain. The Sunrise Corridor passes through an area with **two major landforms: the valley associated with the Clackamas River floodplain** and the small hills that constitute the start of the **western Cascade Mountain foothills**.



Cultural History of the Corridor

Prehistory

Before 18th century

Native American tribes, including the Clackamas Multnomah, Wasco, Molalla and Kalapuya inhabit the region now known as Clackamas County.

American Colonization

Early to mid 19th century

The establishment of fur trading posts and settlements by Euro-American colonizers leads to increased interactions and trade with Native American tribes in the region.

Black Exclusion Laws

Mid to late 19th century

The racial makeup of Oregon has been largely influenced by a series of exclusion laws passed in the mid-1800s. Exclusion laws made it illegal for free Black people to settle in Oregon and were successful in discouraging Black people from moving to Oregon during the Great Migration.

Exploration & Early Contact

18th century

Initial contact with Native American tribes occurs during this period. European explorers, traders, and fur trappers from Spain, Great Britain, France, and the United States, explore the Pacific Northwest. Missionaries come to Oregon. Disease devastates the Pacific Northwest. New towns established.

Treaties & Land Cessions

Mid to late 19th century

The U.S. government negotiates treaties with various tribes in the region, resulting in the cession of land and the forced removal of some tribes to reservations. These treaties significantly alter the tribal territories and way of life.

Chinese Exclusion Period

Before 18th century

The number of Chinese in Oregon grew dramatically after the mid-1860s and would continue to increase to around 10,000 in 1900. The period of 1882 to 1943 is known as the Exclusion period. During this time, both the United States federal government and the Oregon state government passed discriminatory laws that led to violence against and decline of Oregon's Chinese population.

Native American Assimilation

Late 19th century

The U.S. government enacts policies aimed at assimilating Native Americans into mainstream American society, leading to the forced removal of Native American children to boarding schools and other efforts to suppress native languages and cultures.

Forced Ejection of Chinese Settlers

Late 19th century

A broad wave of anti-Chinese sentiment following the completion of the Transcontinental Railroad. As a result of forced ejection, violence, and federally mandated exclusion, Oregon Cantonese population declined from about 10,390 in 1900 to 2,102 in 1950.

Present Day

21st century

Native American tribes, and Black and Chinese communities of the Clackamas County region continue to preserve and revitalize their languages, cultures, and traditions.

Discrimination Against Black Settlers

Late 19th century

Despite the racist laws excluding Black people from living in Oregon, many Black American settlers still came to Clackamas County. Black people often arrived in Oregon City, the terminus of the Oregon trail and the territorial capitol. Many settler later left due to the discrimination of Oregon's Black exclusion laws.

Prehistory

Before 18th century

Native American tribes, including the Clackamas Multnomah, Wasco, Molalla and Kalapuya inhabit the region now known as Clackamas County.

Transportation and Economic History of the Corridor

Developing New Roads

20th century

From 1920 to 1940, the state sets about expanding and graveling all roads in the state, spurring development of lands. Lower cost transportation expands lumber, agriculture and mining industries.

Sunnyside Road

1900-present

The Sunnyside Road is marked in maps dating back to the early 20th Century.

Early Residential Mobile Home Parks

1900-1970

Around 1960 people began developing residential/mobile home parks in the Sunrise Corridor.

Clackamas Town Center

1975-1985

The Clackamas Town Center Mall opened in 1985 after a decade or planning community opposition and construction.

Growing Transportation

Late 19th century

Clackamas District was established in 1843 Upper Clackamas River Valley gets new roads and trails, but main transportation still by water due to rough trails in rain weather. Oregon and California Railroad and the East Side Railway spur growth in the region.

Sunrise/ Highway No. 171

1900 - present

Through the early 20th century, the Sunrise Corridor (Highway No. 171) was mostly a regional farm road. The roadway has been updated over time.

Happy Valley

1965 - present

Happy Valley was established in 1965. Key issue at the time was Portland's boundary expansion and maintaining a rural community character.

I-205

1967-1977

I-205 was built as an alternative route to I-5. The highway opened up the Clackamas County region to lower cost transportation and facilitated growth it took another 10 years to connect the highway through Portland and across the Columbia River.

Urban Growth Boundary

1979

Oregon established the Portland Metro Urban Growth Boundary in 1979. It has since expanded to Rock Creek, Tong Road, and into Damascus.

Sunrise Expressway

2013-2016

ODOT built the limited-access 4-6 lane Sunrise Expressway connecting 1-205 and Hwy 2-2, including a multi-use path.

The Future

Beyond present day

The next steps for Clackamas County include implementation of Sunrise Vision Plan.

Clackamas Industrial District

1986-2006

The Clackamas Industrial Area is one of three urban renewal districts in Clackamas County. This industrial area is a regional distribution, warehousing and wholesale trade center.

Sunrise Corridor FEIS

2011

The Sunrise Corridors Final Environmental Impact Statement was approved in 2011.

Sunrise Corridor Gateway Concept

2019

The 2020 Transportation Investment Measure Survey was made public in 2019. Responses highlighted strong support for transportation improvements that prioritize pedestrian and bicycle safety mitigate and decrease greenhouse gas emissions and support safe traffic flow.

COMMUNITY VISION

The Sunrise Corridor Community is a thriving place that fosters well-being and belonging, where **people** enjoy economic success, safe mobility options, access to nature, and seamless connections within the area, as well as access to greater Clackamas County and beyond.

Parks

Small Businesses



7,600 Residents

Schools



Large Businesses



Clackamas River



14,000 Employees



40,000 Vehicles on
OR 212 each day



COMMUNITY GOALS



Create a safe and resilient transportation network for everyone that improves travel opportunities for pedestrians, bicyclists, transit riders, and drivers.



Enhance health, well-being, and sustainability.



Promote communities with a full range of amenities, to meet the basic needs of all residents.



Support economic development.



Preserve and enhance local identity, including historical and cultural assets.



Create lasting improvements through agency coordination and partnerships.



THEMES

SUNRISE CORRIDOR COMMUNITY ACTION PLAN

The Sunrise Corridor Community Action Plan outlines essential activities to achieve improvement and growth in the Sunrise Corridor community. There were many opportunities and challenges shared by the community through the plan, each important to different aspects of people's lives. The solutions are organized into four broad topic areas to help readers connect with the vision and the steps to achieve it.



JOBS AND ECONOMY



OPEN SPACE, PUBLIC HEALTH, AND ENVIRONMENT



NEIGHBORHOODS AND PLACES



TRANSPORTATION

Introduction

The Action Plan describes community-driven solutions to the challenges that people shared. Actions directly address one or more of these issues. Each action is defined by the issues addressed, implementation steps, and initial partners, funding, and timelines. Solutions may overlap and offer benefits across topics.

All actions are important to realizing the community vision. Select actions are designated in the plan as “big moves” or “quick wins” to bring focus where extra community coordination can help create effective and lasting solutions.



Big move actions need collaboration among partners and may take several years. These actions can create significant improvement in the community and lay a foundation for other actions.



Quick win actions are near-term solutions that bring quick results and build momentum for ongoing improvements. Quick wins may need only one champion and have lower costs than other actions.

Phasing

The estimated timeframes assigned to actions are near-, medium- and long-term. These rough estimates help illustrate phasing. The definitions are:

- **Near-term:** up to 2 years
- **Medium-term:** 3 to 5 years
- **Long-term:** 6 or more years

Cost

Conceptual cost estimates, represented by dollar signs, help show the estimated level of effort required for an action. These estimated costs are planning level and include both capital and operating costs.

- **\$:** under \$500,000
- **\$\$:** \$500,000 to \$2 million
- **\$\$\$:** More than \$2 million



Actions



Jobs and Economy

- Continually Align Development and Design Standards with Modern Industrial Facilities
- Match Development Opportunity to Mixed-use, Economic Development, and Access Goals
- Attract, Retain, and Cultivate Firms in Key Sectors
- Build Partnerships Between Industry and Higher Education to Bolster the STEM Workforce Pipeline



Open Space, Public Health, and Environment

- Connect and Protect Open Spaces and Natural Areas
- Improve Environmental Quality
- Reduce Heat Island Effect
- Create and Connect New Multiuse and Nature Trails
- Enhance River Access Points and Parks



Neighborhoods and Places

- Retain Residential and Small Business Uses
- Safe and Accessible Parking Design
- Continue Compatible Land Use Patterns
- Neighborhood Identity



Transportation

- Implement Sunrise Gateway Corridor Refinement Plan
- Enhance SE 82nd Drive Corridor
- Complete I-205 Multiuse Path Gap Plan
- Provide Sidewalk Infill, Bicycle Network, and Transit Connections
- Enhance Freight Access and Parking
- Enhance Transit Passenger Facilities
- Expand Clackamas County Connects Industrial Shuttle
- Support Enhanced Fixed Route Service



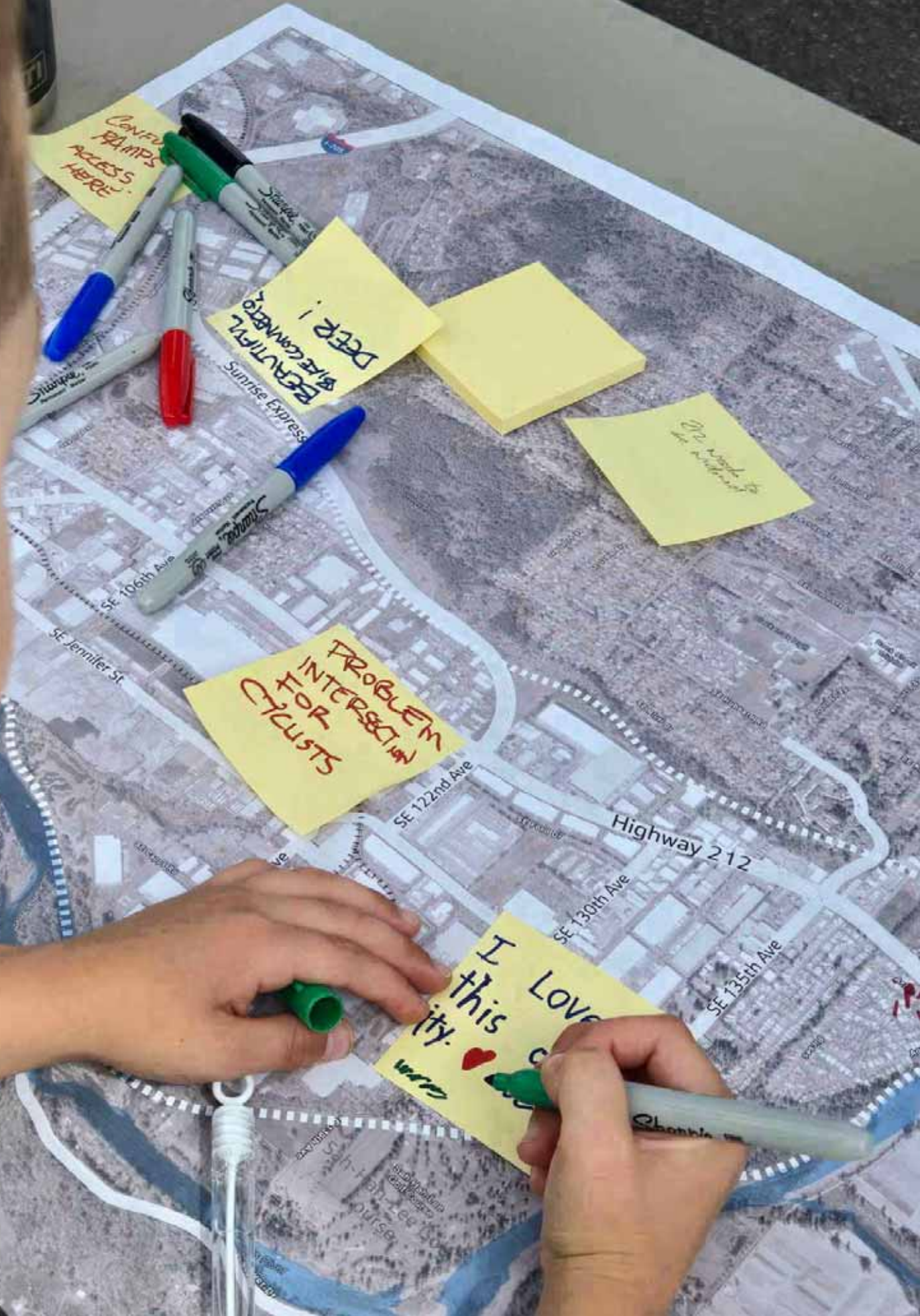
CONVERT
RAMP
ACCESS
HERE

DEFER!
BEGUN
12/17/17
SUNRISE EXPRESS

PROBLEM
INTERSECTION
FOR
CYCLISTS

I Love
this
city. ❤️

SE 130th Ave
SE 135th Ave



Summary

Employment areas in the Sunrise Community study area include the Clackamas Industrial Area, North Clackamas Urban Enterprise Zone, and the Rock Creek Employment Area, together holding over 14,000 jobs. The area includes facilities important to regional transportation and warehousing, manufacturing and other light industrial sectors.

These facilities supply major grocers across the region, building on available infrastructure, transportation and employment markets.



Key Issues

Underdeveloped and underused land. Approximately 40 percent of the Rock Creek Employment Center's 465 acres is still undeveloped or underused. Other vacant properties or lots offer opportunities for new areas of growth.

Limited commercial and industrial development. Despite strong market conditions, the area has experienced little new commercial and industrial development in recent years.

Land readiness not aligned with industry needs. While the area has vacant and underused assets, land characteristics and readiness may not match the needs of growing industry sectors.

Economic success for major employers. The Sunrise Corridor community is anchored by 20 large employers that employ over 5,100 workers, or 36 percent of all workers. This large share could create imbalances or leave the area vulnerable to economic shifts.



The benefit of tailoring development to community and market needs includes:

- A rich diversity of uses in the manufacturing and logistics areas will foster the development of employment centers that cater to the full needs of employees and employers.
- Dedicated spaces for small-scale users play an important role in the incubation of businesses that create a sustainable pipeline of growth.
- Landscape buffers and associated requirements maintain compatibility between businesses, residents and other community members.

Partner agencies: City of Happy Valley, Clackamas County Office of Economic Development

Community Partners: Local businesses

Timeline: Short term

Estimated Cost: \$

Potential Funding Sources: Metro Community Planning and Development Grants



Continually Align Development and Design Standards with Modern Industrial Facilities

A growing demand for industrial amenities translates into developer and lender requirements for high-quality industrial assets. Institutional investors and capital partners are now asking for enhanced design and facility features for long-term value.

Fully evaluating Clackamas County, Happy Valley and Metro regulations related to site and building design is a first step to identifying detailed strategies to ensure regulations are calibrated to the needs of modern facilities and users.

Examples of elements to review include:

- Building coverage: Review and potentially increase allowable coverage to increase density and opportunity.
- Floor area ratio: For nonindustrial employment uses, ensure floor area ratios are consistent with trends in suburban-scale office and business park development forms.
- Building height: Review allowable heights and compare to industry stakeholder needs.
- Diversity of uses: Review relevant zoning and/or plan designations to ensure that a mix of uses is allowed outright to allow opportunity for complementary services like retail. If not, encourage changes to allow for it.
- Creating spaces for small-scale users: Small-scale industrial has emerged as a “missing” segment. Small-scale industrial use is a vital segment of the industrial and business community. This makes it easier to develop or redevelop sites for these uses, which could support the Sunrise Corridor Community’s economic goals.



Match Development Opportunity to Mixed-use, Economic Development, and Access Goals

Best-in-class businesses need to deploy unique and compelling features in the designs of their facilities. In the near term, market demand is greatest for medium (5 to 15 acres) and large (15 to 25 acres) parcels. Developing a diverse inventory of flexible sites will provide opportunities for recruitment, as well as places for firms to scale in-place and move into successively larger sites with less business disruption. The opportunities for development are well matched to market demand today. To continue to capture opportunities for advanced manufacturing jobs and to foster a vibrant community, Clackamas County and Happy Valley can explore ways to support new market drivers for industrial amenities. Opportunities may be in redevelopment of existing sites, underdeveloped or underused land, or new development in already planned growth areas conforming to regional and local plans.

Initial steps may include regularly assessing local County or Happy Valley land use to identify barriers to development, to identify the conflicts and potential solutions. Community and partners can encourage developments that seamlessly integrate residential, commercial, and recreational spaces. The agency partners could also find ways to scale development parcels to allow for medium and large developments that meet growing market demand. Other steps include continuing land use patterns in County and City plans that put compatible uses next to



each other and create safe, attractive ways to continue light industrial development. The community, with partners can support and lead placemaking projects that bring amenities in employment areas, improving value and marketability.

Partner Agencies: City of Happy Valley, Clackamas County Office of Economic Development, Clackamas County Planning and Zoning Division

Community Partners: Sunrise Community Coalition, Local businesses

Timeline: Medium term

Estimated Cost: \$-\$\$

Potential Funding Sources: To be determined



Attract, Retain, and Cultivate Firms in Key Sectors

The Vision Plan analyzed fast-growing employment growth sectors, including wholesale trade, transportation and distribution, healthcare, and manufacturing. Targeting firms in fast-growing and high-wage sectors could create jobs and promote economic mobility.

To make this happen, steps include understanding unique business needs, developing a database of firms' growth outlooks, targeting infrastructure toward site needs, and designing incentives for targeted businesses (for example, childcare services). Priority steps include developing an economic development plan, leading outreach through business groups, and creating incentives for targeted businesses.



Partner Agencies: Clackamas County Office of Economic Development, City of Happy Valley, Metro, Clackamas Community College, North Clackamas School District

Community Partners: Sunrise Community Coalition, Local businesses, Schools

Timeline: Medium term

Estimated Cost: \$

Potential Funding Sources: Grants; partnerships

Build Partnerships Between Industry and Education to Bolster the STEM Workforce Pipeline

The local community can work with education districts and businesses to develop and find talent, provide feedback on policies and regulations, and advance infrastructure investments. This is particularly important to provide opportunities for students and young professionals in the project area by connecting them with high-growth jobs, growing their personal and business skills, and retaining local talent and providing local employment. Agency partners will continue work with school districts and educational organizations to grow partnerships.

Partner Agencies: Clackamas County Office of Economic Development, City of Happy Valley, Metro, Clackamas Community College, North Clackamas School District

Community Partners: Sunrise Community Coalition, Local businesses, Schools

Timeline: Medium term

Estimated Cost: \$

Potential Funding Sources: Grants; partnerships



NEIGHBORHOODS AND PLACES

SUMMARY

The study area is home to vibrant communities, including mobile home parks, growing residential areas along SE 82nd Drive, including apartments and historic neighborhoods. The people in these neighborhoods need improved multimodal connections so that they can access schools, parks, and other resources.



The area also includes barriers to community connections, including prominent industrial land use, land parcels, large block sizes, a vehicle-centric transportation network, vehicle-scale public infrastructure, lack of safe access to transit, minimal landscaping and street trees, and limited access to open spaces. Enhancing community character through public art, pedestrian-scale lighting, landscaping, and street trees would promote community cohesion and the use of public space.

KEY ISSUES

Conflicting land uses and isolation. Residential areas are integrated within the industrial area and have limited landscape buffers. Retail and commercial areas are largely isolated to the west and not integrated as amenities near the industrial areas.

Displacement risk and lack of housing options. Single-family and multifamily housing make up nearly 19 percent of the land uses within the study area (mostly manufactured housing). There is a risk of displacement for residents, and increasing property values and high rates of industrial and commercial land use in the surrounding area, which would limit housing development opportunities.

Lack of neighborhood spaces. Because of the prominent industrial land use, vehicle-centric transportation network, and disconnect from open spaces, there is a minimal sense of identity and there are barriers to the connection with the community.

Poorly activated community spaces. People living in the area noted that open spaces are important to creating community identity. Creating and maintaining activities or park “programming” helps create social interaction and foster a sense of belonging. The activities reflect community values and culture, building a community-wide story that people can see themselves in.



BIG MOVE

Retain Residential and Small Business Uses

Members of the community recognized through the Sunrise Corridor Community Vision that displacement is a real and significant risk for people living, working or running their business in this area. The development patterns over decades have afforded people opportunities for lower cost homes and work locations compared to other places in the region. At the same time, new infrastructure, business growth and other programs could lead to more people looking to establish themselves in the area, creating growth that could push up prices for small businesses and homes. Even projects from this Vision Plan and from the Sunrise Corridor Gateway Refinement Plan could also lead to residential and business displacement.

To protect the opportunities for people at all income levels, the community can advocate for ways to preserve a mix of land prices through future redevelopment and growth. Some of these steps are already underway in the Sunrise Corridor community and elsewhere in the region. One example is the Clackamas River Community Cooperative mobile home park that became a housing cooperative, having exercised an option to jointly purchase a manufactured or mobile home park from the owner if they sell.

Other steps and measures facilitating community connections and belonging that the community may consider include:

- Create an affordable housing database specific to this region, or ensure local housing is included in regional database projects.
- Establish community land trusts - community partnerships can help purchase land with the express purpose of creating and maintaining affordable opportunities.
- Consider establishing mobile home park zoning or other protections – a more rigid approach with risks as areas change, but can be used to provide protections and clear expectations for development where suited to local plans and conditions.
- Support incentives to encourage affordable housing – community partners can advocate for resources like funding or property dedicated to creating affordable housing or employment areas.

Partner Agencies: Clackamas County Housing Authority

Community Partners: Sunrise Community Coalition, Local businesses

Timeline: Near or medium term

Estimated Cost: \$

Potential Funding Sources: Grants; partnerships

Safe and Accessible Parking Design



Strengthening smart parking management policies and reducing parking can help make the area more walkable, reduce the heat island effect, and improve local water quality by reducing stormwater runoff. The following actions can help reduce the amount of land used for parking.

- **Improve parking facility design and operations:** Certain physical layouts and day-to-day management of parking facilities can provide increased parking on smaller parcels of land.
- **Apply smart growth parking policies:** Clackamas County and Happy Valley can continue to improve parking policies that improve access and safety, reduce paved surfaces and meet industry needs.
- **Encourage shared parking:** This is mostly successful if destinations have different peak periods or if they share patrons so motorists can park at one parking facility and walk to multiple destinations.
- **Explore parking maximums:** Climate-Friendly and Equitable Communities (CFEC) is a state law that removes the need for parking minimums, and will be addressed in the coming years. The Sunrise Corridor Community can support a focus on the maximum parking allowed to help design facilities to fit local needs.



Partner Agencies: City of Happy Valley, Clackamas County Office of Economic Development, Clackamas County Planning and Zoning Division

Community Partners: Local landowners, Local businesses

Timeline: Near or medium term

Estimated Cost: \$-\$\$

Potential Funding Sources: Grants; partnerships





Continue Compatible Land Use Patterns

The Sunrise Corridor Community envisions a thriving future where today's mix of light industrial, residential and commercial uses continues to create complete communities where residents, employees and business owners work together to create success. Agency partners and an engaged community can work together to ensure that

development opportunities keep pace with changes in business needs and technology. This includes planning for changes in population and local work activities, to help maintain the balance that local community members said they value today.

➤ **In some cases there may be no regulatory changes needed.** Existing regulation accommodates day-to-day interactions between more- and less-intense uses, like homes abutting a lot with light manufacturing. In these cases, design that incorporates trees, bushes, slight hills or driveway location can avoid sound, sightlines and transportation access issues.

➤ **In some long-term cases the community may explore minor City or County zoning changes for specific lots to create opportunities that best serve residents, workers or businesses.** An example could be changes from light industrial to light commercial or retail between residential zones, to create walkable, service-oriented uses for residents. Another opportunity explored with the community was mixed use zone overlays to further incentivize retail or food businesses co-located or close to light industrial employment areas. This would be one way to provide for dining, recreation or service options for people living or working in the area, possibly reducing car travel for lunch or groceries.

Partner Agencies: City of Happy Valley, Clackamas County Office of Economic Development, Clackamas County Planning and Zoning Division

Community Partners: Sunrise Community Coalition, Local businesses

Timeline: Medium or long term

Estimated Cost: \$

Potential Funding Sources: Partnerships, Staff time





Neighborhood Identity

A neighborhood derives its distinct identity from elements such as land use, landscaping, open space, urban design, transportation, architectural elements, and the size and scale of development and infrastructure. Neighborhood art, such as murals and sculptures, can provide character and a sense of place to communities. The following actions can help provide neighborhood art within the study area:

- **Explore regulation to allow public art and murals.** Existing regulations address signs on public property, but do not explicitly cover public art and murals. The issue has the potential to result in complex legal issues for owners and agencies. Vision partners should assess the need for regulation and create coordinated policies and guidelines that allow for public art and murals.
- **Encourage and facilitate partnerships with businesses:** Buildings, pavement, and other hardscaping within the corridor provide potential spaces for murals and other types of public art, which can create a sense of community identity and placemaking. This action would identify buildings, sidewalks, and other spaces eligible for public art and partner with local companies to request and develop mural space.
- **Hire local artists:** Once art space is identified, contract with local artists to prepare installations. Potentially collaborate with local nonprofits to collect applications for art projects.
- **Increase placemaking signage:** Signs that identify places in the community can help establish style and function in a space, define and celebrate community, and provide local wayfinding. This action would identify, design, and install signs.

Partner Agencies: Clackamas County, City of Happy Valley

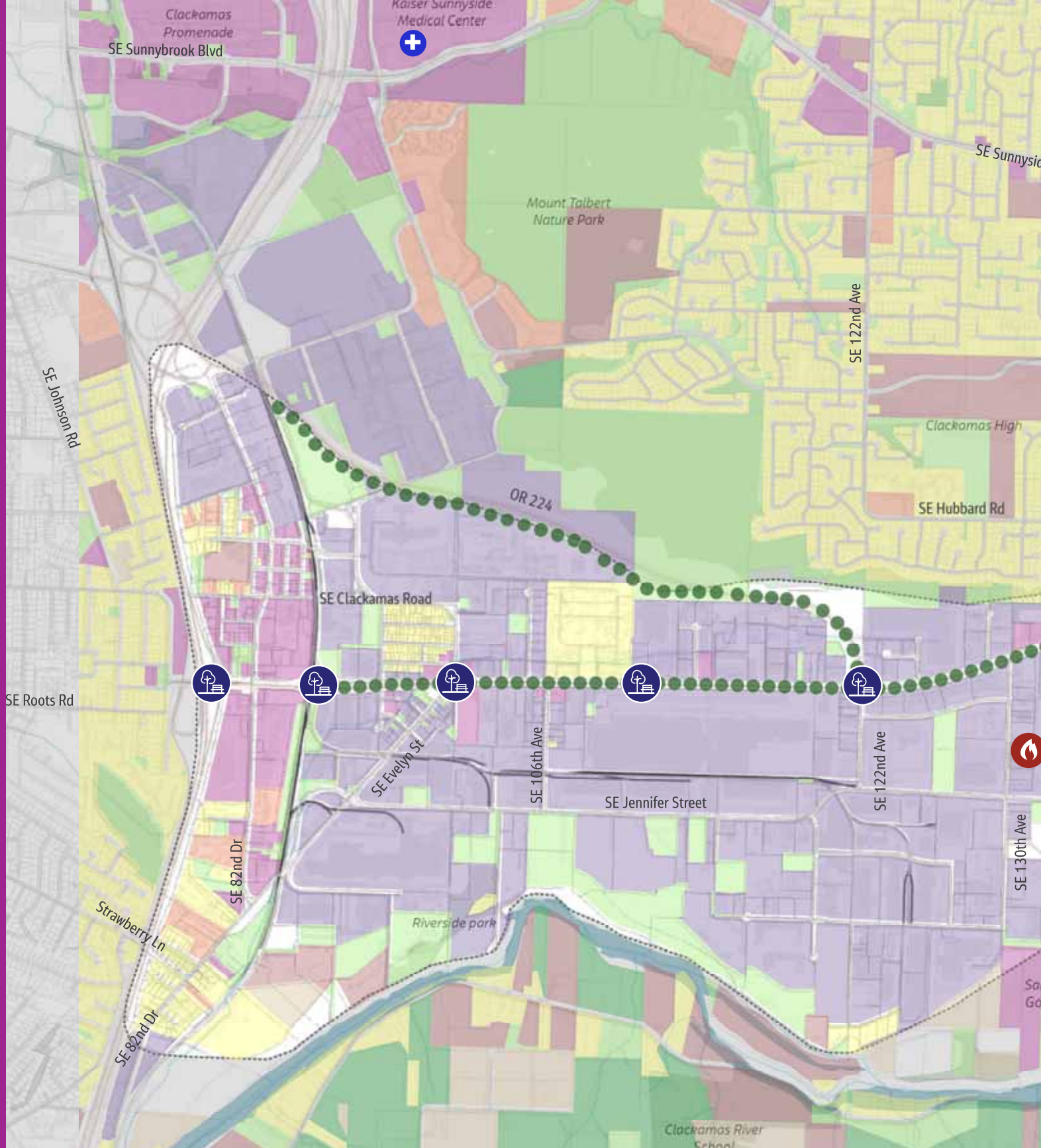
Community Partners: Sunrise Community Coalition, Local businesses, local landowners, local nonprofits

Timeline: Near or medium term

Estimated Cost: \$-\$\$

Potential Funding Sources: Grants; partnerships





Legend

Streets

Railroad



Corridor Identity Treatments
(i.e. street trees, public art, pedestrian
scaled infrastrucutre, placemaking)



Possible Planting Locations



Clackamas Fire (Station 08)



Kaiser Permanente Sunnyside
Medical

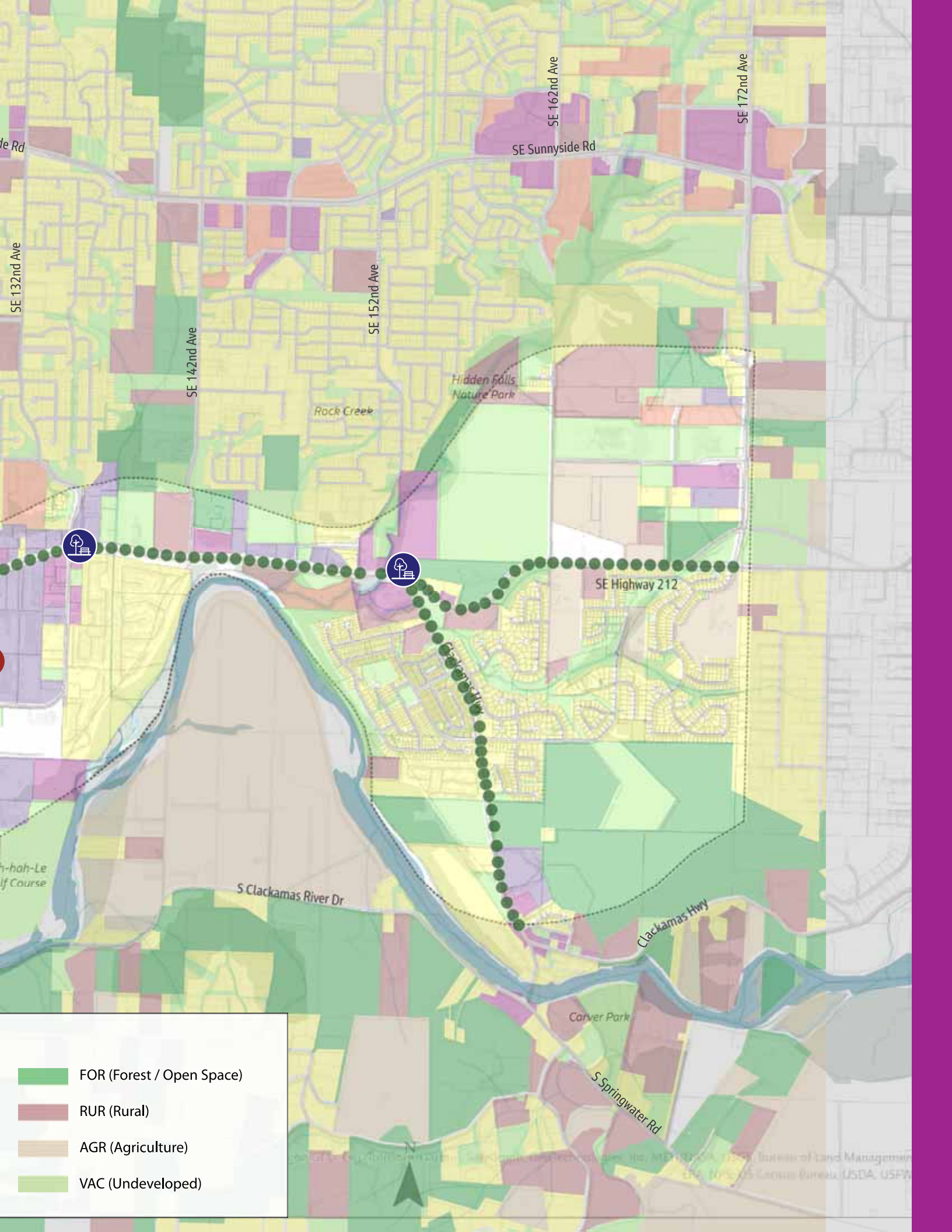
Zoning Generalized Classification

COM (Commercial)

IND (Industrial)

MFR (Multi Family Residential)

SFR (Single Family Residential)



OPEN SPACE, PUBLIC HEALTH AND ENVIRONMENT

SUMMARY

Residents and employees cannot access the many open areas safely or easily (such as Mount Talbert Nature Park, Hidden Falls Nature Park, Riverside Park, Carver Park, the Clackamas River, and the Sunrise Project Multi-Use Path). The community has indicated that protecting the Clackamas River and expanding access for recreation are high priorities. Community members and key stakeholders want a more livable and sustainable place to live, work, and play. In addition, a large amount of paved surfaces and buildings, coupled with limited trees and landscaping in the urbanized parts of the corridor, creates a heat island effect. Community members have expressed a desire for expanded access to nature both within and around the study area.



KEY ISSUES IN THE COMMUNITY

At-risk air and noise quality. Air and noise pollution can exacerbate existing physical and health issues, such as asthma, bronchitis, heart disease, and mental issues. Additionally, they can increase hospital and emergency room visits, leading to lost work and school days, and unexpected expenses.

Local heat retention and minimal tree cover. Development over the past 40 years has reduced the acres covered in trees, vegetation, and natural habitat. Direct sun exposure creates uncomfortable levels of ambient heat. Paving or roofing material retains heat well past sundown, and constant exposure to heat can result in illness or injury.

Insufficient open space and parks in neighborhoods. Development in the form of large industrial sites and warehouses limits the amount of open space available to residents and workers. Families are looking for places to play and interact with their community. Residents are also concerned about the traffic in the area and development impact on local wildlife that may be moving through the area on the way to the natural spaces south and north of the study area.

Limited access and connections to green spaces. Connectivity and access to the Clackamas River and other natural areas are limited, despite how close these features are to residents. Community members have expressed the need to enhance and expand the existing trails in and around the project area, and to connect residents to open spaces for recreation and personal health purposes. Planned trails create an opportunity to improve public health through increased exercise, access to nature, and connections between people.



Connect and Protect Open Spaces and Natural Areas

The Sunrise region is home to many natural areas of interest, including the Clackamas River, Hidden Falls Nature Park, Riverside Park, Scouter's Mountain, Mount Talbert Nature Park, and Carver Park. This diverse array of open spaces presents an opportunity to link these areas through bike paths, pedestrian walkways, and multi-use trails. By connecting the existing open spaces in the region, residents and visitors will have abundant opportunities to enjoy the outdoors.

To give people the opportunity to spend more time in nature, better access is required, including preserved green spaces and programs and events that encourage people to spend time outside. Providing safe outdoor spaces where people can congregate intergenerationally is conducive to public health. Agency partners, including Happy Valley, Metro, Clackamas County, and the North Clackamas Parks District can take the following higher-priority steps:

- Create neighborhood connectors between Mount Talbert Nature Park and the neighborhood south of the Sunrise Corridor.
- Enhance urban spaces and riparian buffers to support local wildlife. County-level focus could be on planting native species and creating bird- and pollinator-friendly habitats.
- Protect the existing natural creek and trees (such as the coastal redwood) as development comes in.
- Partner with local businesses for equipment to borrow and enjoy the river; host free community events to provide equipment.
- Partner with organizations to create inclusive pedestrian, bike, and automobile parking access to the Clackamas River. Additionally, make efforts to restore the salmon passage along the river, and create an educational trail with signage about salmon, local wildlife, and other environmental and botanical information about the riparian land and river.

Partner Agencies: Clackamas County Transportation Division, North Clackamas Parks and Recreation District, Clackamas County Public Health Division, City of Happy Valley, ODOT

Community Partners: Sunrise Community Coalition, Local nonprofits

Timeline: Near or medium term

Estimated Cost: \$\$-\$\$\$

Potential Funding Sources: Grants, Partnerships



Improve Environmental Quality

Environmental quality includes air quality, water quality, watershed health, and noise pollution. The local community members, especially residents, are concerned about these elements as they pertain to public health and livability. Residents understand that traffic, freight, and manufacturing impact environmental quality; however, these effects can be managed and mitigated to provide the clean air, clean water, and access to quiet spaces that are key to public health.

Key actions include:

- Work through NEPA to create a buffer between residential neighborhoods and large roads and industrial areas using trees, walls, and landscaping.
- Work through NEPA, with the Oregon Department of Environmental Quality, to install a low-cost air quality sensor or air quality monitoring equipment, or both.
- Develop a community outreach program to identify a site in the study area to work through NEPA for real-time air quality health information monitoring.
- Monitor noise, through NEPA, to identify mitigation options.
- Continue to partner with Clackamas Water Environment Services to deploy an environmental monitoring program, which includes evaluations of watershed health, waterway connectivity, stream health in surface water areas, and geomorphic monitoring to evaluate the impacts of urban runoff on stream habitat.

Partner Agencies: North Clackamas Parks and Recreation District, Clackamas County Public Health Division, City of Happy Valley, Oregon Department of Environmental Quality, Clackamas Water Environment Services

Community Partners: Sunrise Community Coalition

Timeline: Near or medium term

Estimated Cost: \$\$

Potential Funding Sources: Grants; partnerships



Reduce Heat Island Effect

A 2023 Portland Metro heat study found the Clackamas Industrial Area to be the one of the hottest areas in the Portland Metro region, because of its high proportion of paved surfaces and buildings. Multifamily residential, mixed-use, commercial, and industrial land uses contribute to heat island effects, where cement and asphalt paved surfaces and buildings reduce shade and moisture, increasing temperatures. Urban areas have significantly higher temperatures than natural areas or the countryside.

Expanding the tree canopy can mitigate this by adding shade, cooling the area, and improving air quality. Clackamas County and the community have worked together to reimagine the urban space to reduce the heat island effect. These suggested efforts include planting trees and vegetation buffers, promoting sustainable building methods, and softening large parking areas by including shade, landscaping, and pervious pavement. To achieve this, the community could conduct the following:

- Identify candidate locations and corridors to increase tree cover, landscaping, and vegetation to help cool the air.
- Utilize planting buffer strips between sidewalks and streets to increase tree cover and treat stormwater drainage to reduce heat island effects. Landscape planting buffer strips also improve pedestrian safety, capture and filter stormwater, and reduce pavement.
- Implement green technologies, such as green roofs, rooftop gardens, and reflective coatings. Work with developers and building code regulations to incorporate the use of materials that reflect more sunlight and absorb less heat.
- Introduce open space and recreational features that help reduce pavement coverage, such as parks, water features, and other features to introduce shade and cool the air.



Partner Agencies: North Clackamas Parks and Recreation District, Clackamas County Public Health Division, Clackamas County Planning and Zoning Division, City of Happy Valley

Community Partners: Sunrise Community Coalition, Local businesses

Timeline: Short-term

Estimated Cost: \$-\$\$

Potential Funding Sources: Grants; partnerships





Create and Connect New Multiuse and Nature Trails

The community can benefit from the development of new trails to offer safe and scenic routes for walking, biking, and exploring nature. Trails promote physical activity and overall well-being, provide opportunities to strengthen community bonds, encourage environmental stewardship, and support wildlife habitats through new trails and outdoor connectivity. The City of Happy Valley and Clackamas County can take the following steps to achieve such goals:

- Develop parklet viewpoint areas for viewing the river and other natural areas.
- Develop and implement a Clackamas River Trail through the area.

Partner Agencies: Clackamas County Transportation Division, North Clackamas Parks and Recreation District, Clackamas County Public Health Division, City of Happy Valley, ODOT, Metro

Community Partners: Sunrise Community Coalition

Timeline: Medium and long term

Estimated Cost: \$\$

Potential Funding Sources: Grants; partnerships





Enhance river access points and parks

The Clackamas River is an asset to the county. Beyond being picturesque, the Clackamas River supports important wildlife habitats, provides drinking water and hydroelectric power, and is a favorite recreation spot for rafting, hiking, and fishing. Steps to enhance river access points and parks include the following:

- Create a riparian protection buffer between existing river and any future development.
- Identify potential riverfront recreation opportunity areas.
- Develop more entry points and trails that connect communities to the river.

Partner Agencies: North Clackamas Parks and Recreation District, City of Happy Valley

Community Partners: Sunrise Community Coalition

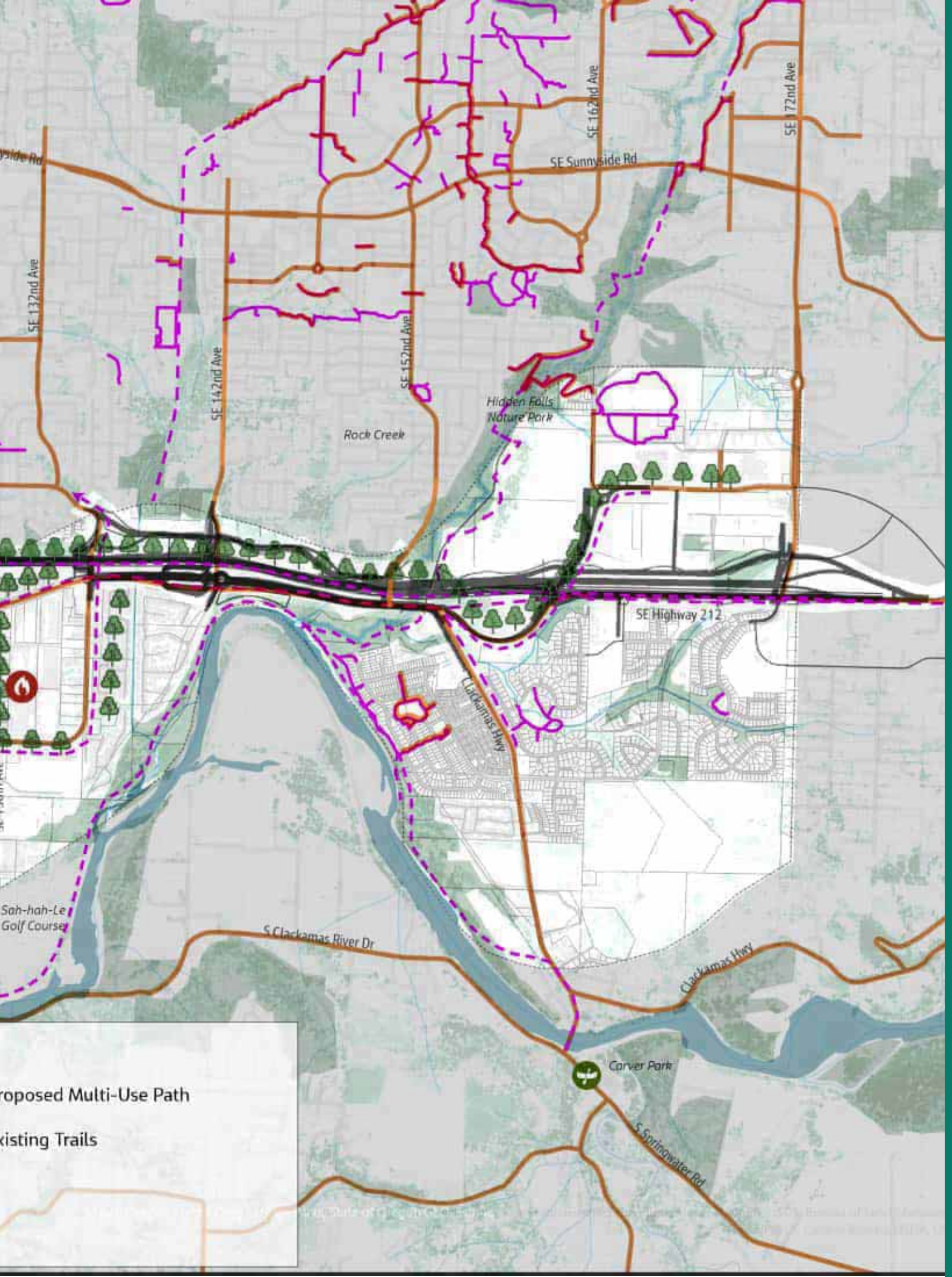
Timeline: Medium term

Estimated Cost: \$-\$\$

Potential Funding Sources: Grants; partnerships







Proposed Multi-Use Path

Existing Trails

SUMMARY

The Sunrise Corridor Community relies on local transportation connections and access across the region and state. People and businesses across the Portland Metro region rely on OR 212 and OR 224 to connect to Central Oregon and beyond, as they are important links for commerce and personal connection. OR 212 and OR 224 are regionally significant, especially as there are few east/west corridors in the area. The community needs safety, multimodal improvements, and truck and freight solutions along the corridor.



KEY ISSUES

Meeting statewide, regional and local mobility needs. OR 212 has served the region as surrounding communities have grown nearby, creating conflicts with its original purpose as a major east-west state highway. Today people go to local destinations and bike or walk more than before. The road network is over capacity, causing traffic congestion and crash risks. Not serving today's transportation needs leaves the employers and communities unprepared for growth.

Traffic safety. Fifteen segments of OR 212 and OR 224 are on ODOT's Safety Priority Index System lists because of high numbers of injury-inducing or fatal crashes. This includes crashes involving people walking and biking in the study area.

Challenges crossing major roadways. OR 212 and 224 contribute to the local economy but act as a physical and perceived barrier to the community, specifically for residents. Safe, protected, and grade-separated crossings are needed to help employees complete their transit trips, to help children safely arrive at school, to help families access recreation, and to support independence and self-sufficiency among seniors. The community needs locations identified and safe and accessible crossings designed for nonmotorized travel.

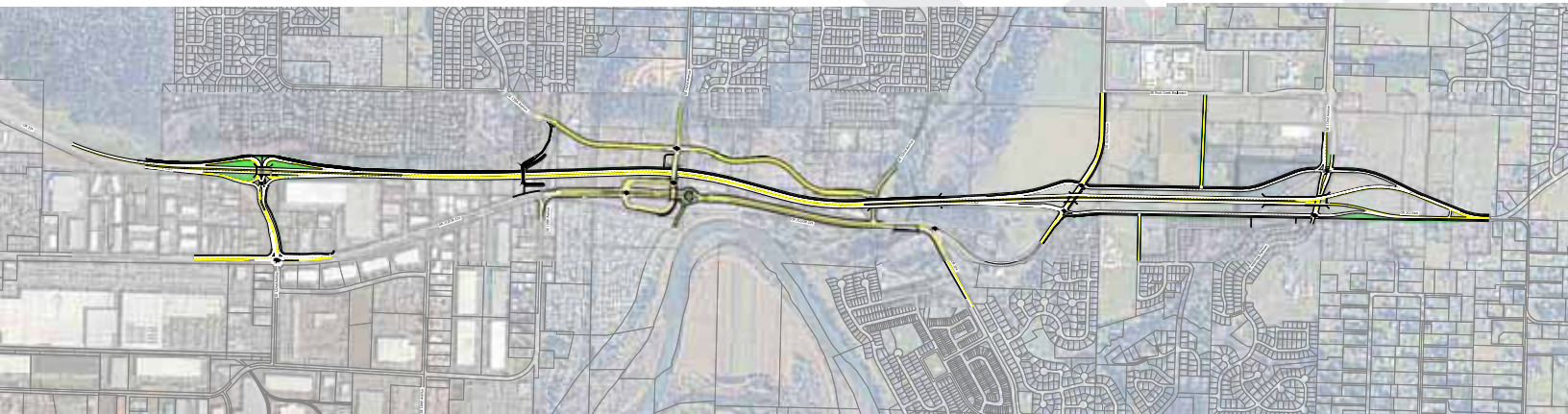
Limited multimodal travel options. The existing regional trail and on-street network has large gaps that make walking and biking a more difficult, inconvenient, and uncomfortable travel option. People want more options to get around in the study area. Community members feel that there are limited options to walk or bike, and updating these facilities to make them safer are a top priority. According to U.S. Census data, nearly 10 percent of households west of SE 142nd Avenue do not own a vehicle, 9 percent of workers commute by walking, and 8 percent of workers commute by public transit. Lastly, 17.5 percent of people in the area have a physical, mental, or emotional disability, and would gain more independence with increased travel options.

Network insufficient for truck and freight needs. Existing roadways can't accommodate the size and number of freight trucks in the area that serve statewide and local markets. This creates safety issues for both trucks and other road users. People shared about freight barriers into or through the Clackamas Industrial Area because of limited road space, short queuing areas, and limited parking.



Implement Sunrise Gateway Corridor Refinement Plan

The Sunrise Gateway Corridor Refinement Plan would improve safety on the corridor; increase mobility between I-205 and U.S. 26; and enhance transit, pedestrian, bicycle, auto, and freight connections in the area, and overall regional access and connectivity. ODOT, Clackamas County, and other partners will work together to advance the plan.



Step 1: Confirm Local and Regional Support

Following consensus by the agency partners, the Clackamas County Board of County Commissioners and Happy Valley City Council will formally support the Sunrise Gateway Corridor Refinement Plan adopting a resolution of support. This action will allow the agency partners to seek funding and move forward with the NEPA Reevaluation effort.

Step 2: Secure Funding

ODOT, Clackamas County, Happy Valley, and Metro will need to pursue funding for each stage of the Sunrise Gateway Corridor Refinement Plan. Key funding sources for these facilities could include programs such as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program, the Infrastructure for Rebuilding America (INFRA) program, Highway Safety Improvement Program, the Statewide Transportation Improvement Program, Regional Flexible Funding Allocation (RFFA), and other sources described in the Refinement Plan.

PARTNER AGENCIES:

Metro, ODOT, Clackamas County and Happy Valley

TIMELINE: Near term

COST: \$





Step 3: National Environmental Policy Act Reevaluation and Environmental Permitting

An environmental impact statement (EIS) was completed in 2010 to satisfy National Environmental Policy Act (NEPA) requirements for the corridor. To support the Refinement Plan, a reevaluation report will need to be prepared and accepted by FHWA. The reevaluation would determine whether there is a need for a supplemental EIS or whether the Refinement Plan is generally consistent with the Final EIS and could meet the original Purpose and Need.

PARTNER AGENCIES:

Metro, FHWA, ODOT,
Clackamas County,
Happy Valley, Sunrise
Community Coalition

TIMELINE:

Medium term

COST:

\$\$

Step 4: Amend Refinement Plan into Local, Regional, and Statewide Plans

Following the NEPA reevaluation effort, the Sunrise Gateway Corridor Refinement Plan will need to be adopted by the City of Happy Valley and Clackamas County into their respective transportation system plans to demonstrate local support for the recommended changes, initiate regional and statewide adoption, and set the stage for the Design and Construction of the project. Each entity will need to file a 35-day notice with the Oregon Department of Land Conservation and Development and hold evidentiary public hearings with their planning commissions followed by the City Council and Clackamas County Board of County Commissioners. Following local adoption of the Refinement Plan, Metro and ODOT will need to amend the Regional Transportation Plan and the Oregon Highway Plan, respectively.

PARTNER AGENCIES:

City of Happy Valley,
Clackamas County,
Metro, ODOT, Oregon
Department of Land
Conservation and
Development, Sunrise
Community Coalition

TIMELINE:

Medium term

COST:

\$





Step 5: Design

Further refinements to the recommended Refinement Plan Alternative will need to be completed to prepare this project for final design and construction. It is recommended that a 20 percent design be prepared following completion of the environmental reevaluation report or in conjunction with a supplemental FEIS, if deemed necessary. Clackamas County, ODOT, City of Happy Valley, and partner agencies prior to or during the design phase will implement agreements on design, construction, funding, maintenance, operations, and/or facility ownership.

PARTNER AGENCIES:

ODOT, Metro,
Clackamas County,
Happy Valley, Sunrise
Community Coalition

TIMELINE:
Medium term

COST:
\$\$

Step 6: Construction

ODOT will prepare plans, specifications, and cost estimates (local roadway improvements may be led by local agencies) for competitive construction bids. Once ODOT determines the contracting mechanism—whether a traditional design, bid, and build or an alternative delivery method—the project will be advertised for construction bidding and be built. Similarly, local agencies may use different methods to design, bid, and build local roadways.

PARTNER AGENCIES:

ODOT, Metro,
Clackamas County
and Happy Valley

TIMELINE:
Long term

COST:
\$\$\$









Enhance SE 82nd Drive Corridor

SE 82nd Drive is an important cultural and historical neighborhood for local residents and small businesses. This corridor has local amenities including major grocery stores, home retail stores, offices, school and religious facilities, and social service offices, as well as a mix of housing options in single-family homes, apartments, and manufactured homes.

The corridor is a nexus of the many issues raised by community through this plan: abutting residential uses near light industrial and commercial activity, poor pedestrian crossings and infrastructure, unsafe bus stops, needed neighborhood livability improvements, and opportunities to maintain and foster livable communities. As such, SE 82nd Drive presents an opportunity to improve one of the area's oldest neighborhoods.



The Visioning Study identified overarching improvements like new and refurbished commercial properties, pedestrian safety through sidewalk connections, lighting and landscaping; modernized crossings at Highway 212 and accessing residential areas; and increased transit service with new bus stops and transit connection points. Clackamas County can work with partners to help SE 82nd Drive thrive and adapt through the following steps.

- **SE 82nd Drive Corridor Plan**
In coordination with ODOT, Metro, and TriMet, develop a community-driven plan to prepare SE 82nd Drive for the future and enhance transportation safety and public health.



- For transportation, go beyond a vision to advance preliminary (30%) designs for roadways, crossings, sidewalks, and bus stops, and integrate preferred alternative from the I-205 multiuse path project.
- For land use, develop local design guidelines to enhance opportunities for small businesses in walkable neighborhoods and reduce permitting requirements inhibiting future development.
- The SE 82nd Drive Corridor Plan will identify specific funding programs and create project cost estimates and summaries to prepare the plan for adoption by relevant agencies and grant applications.

Partner Agencies:

Clackamas County
Transportation Division,
TriMet, ODOT, City of Happy
Valley, Metro

Community Partners:

Sunrise Community
Coalition, Local businesses

Timeline: Short and medium
term

Estimated Cost: \$\$

Potential Funding Sources:

Regional flexible funds and
federal capital programs





Complete I-205 Multiuse Path Gap Plan

The I-205 multiuse path currently provides a bicycle and pedestrian connection along I-205 from Vancouver, Washington to SE 82nd Drive in Gladstone, Oregon. The path provides 16.5 miles of continuous off-street travel for people walking and bicycling.

However, there is a one-mile gap in the path from SE Herbert Court to OR 212 in Clackamas County. The I-205 Multiuse Path Gap Plan would engage community members and stakeholders to develop an alignment and design solution to fill in the one-mile gap, providing a completed path for pedestrians and bicyclists, and improving safety and accessibility.



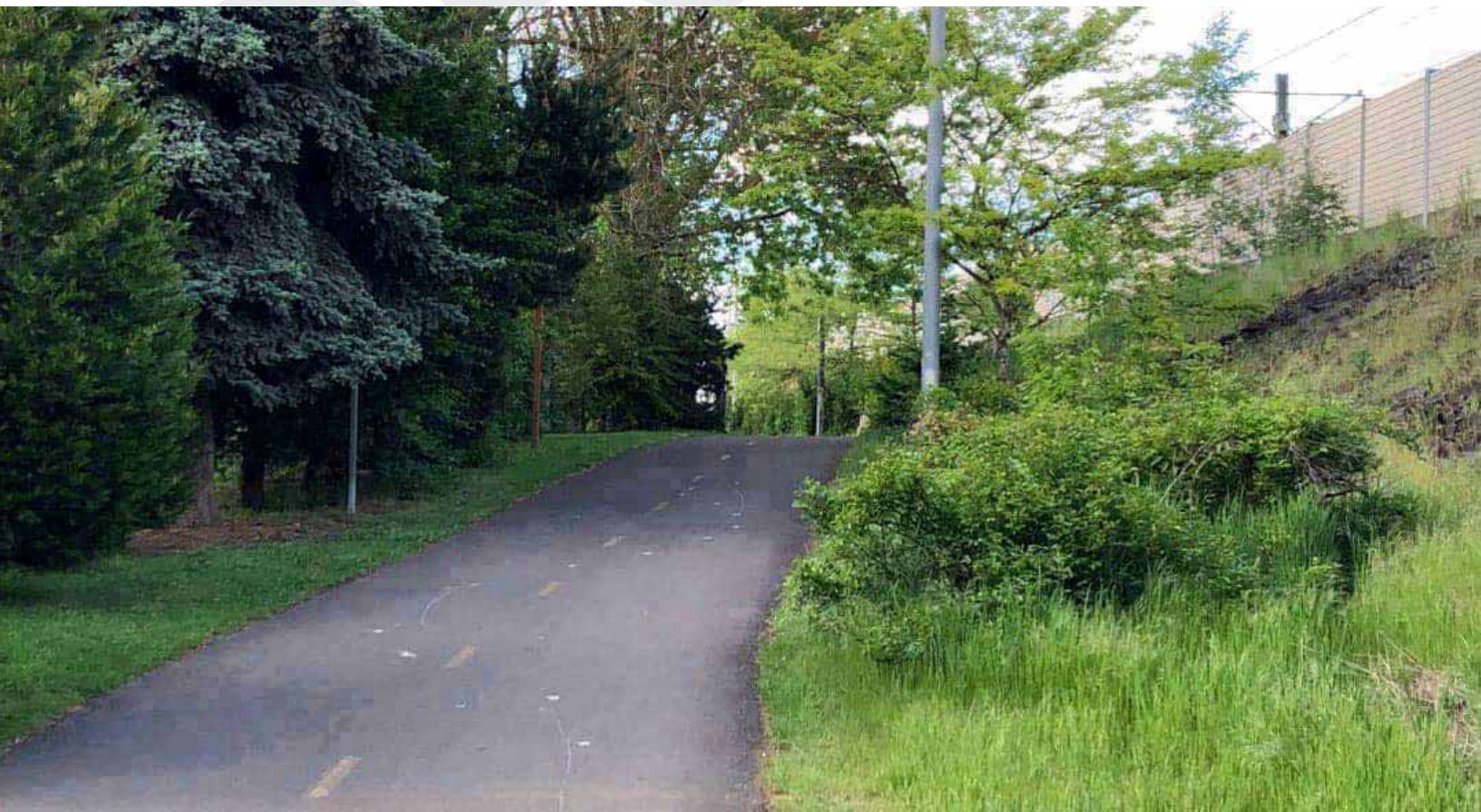
Partner Agencies: Clackamas County Transportation Division, ODOT

Community Partners: Sunrise Community Coalition

Timeline: Medium term

Estimated Cost: \$\$

Potential Funding Sources: Grants; partnerships



Provide Sidewalk Infill, Bicycle Network, and Transit Connections

A safe and connected pedestrian network is important to increase walking as a mode of transportation. The Vision and other County plans identify roads that are missing sidewalks or only have a sidewalk on one side of the street. These sidewalks connect people to transit stops and important locations for families, such as grocery stores, schools, and housing. This project also identified needed bicycle network upgrades, including bike lanes and multiuse path improvements.

Filling in these gaps is key to improving safe travel. This can benefit the most vulnerable travelers who may not have multiple cars at home. There are flexible regional funding options for sidewalks, bike lanes and transit stops - including federal and regional grant programs, and transit capital funds - and they can sometimes be included in large scale corridor projects. One example was a County application to Metro's regional flexible funding allocation cycle for sidewalk and roadway improvements on SE Jennifer Avenue. Sidewalks are also funded as requirements with land developments. Key steps to implementation include the following:

- Engage local affected communities to verify sidewalk improvement and connection needs, and to prioritize locations in a transparent and community-centered way.

- Prepare grants requests to implement the prioritized projects individually or in a package, clearly communicating the needs and benefits and community buy-in.
- Advance sidewalk designs to shovel-ready status, prepare cost estimates and obtain required construction approvals.
- Provide lighting upgrades along the corridor, targeting safety benefits for people walking and bicycling, pedestrian-scale infrastructure, and illumination for people at transit stops. (Combine lighting upgrades with neighborhood art for the community.)

Partner Agencies: Clackamas County Transportation Division, ODOT, City of Happy Valley, Metro

Community Partners: Sunrise Community Coalition

Timeline or Phasing: Short term

Estimated Cost: \$\$\$

Potential Funding Sources: Regional flexible funds; federal capital programs; private development; community pathways program



Enhance Freight Access and Parking

Truck drivers in the study area need safe and reliable space to maneuver, transfer, and deliver goods; and to access warehouses, loading docks, or other facilities without concern of conflicts with other roadway users. Because there are many large trucks in the area during the daytime, streets design must accommodate all vehicles, reducing day-to-day congestion and unsafe maneuvers. Key steps to implementation include the following:

- Use Metro's Regional Freight Network as a starting point to check the safety and functional status of the established freight network.
- Connect local streets within or near the network to better accommodate freight access and mobility needs.
- Construct near-term local safety improvements on connector and local roads, such as corner truck aprons, curbs, and safer pedestrian spaces.
- Identify a location and develop a truck parking and queuing mini freight hub; add tree cover, landscaping, restrooms, and a commercial corner store.

Partner Agencies: ODOT, Clackamas County Transportation Division, Clackamas County Office of Economic Development, City of Happy Valley

Community Partners: Sunrise Community Coalition, Local businesses

Timeline: Medium or long term

Estimated Cost: \$\$

Potential Funding Sources: Partnerships; grants

Enhance Transit Passenger Facilities

Residents in the study area need bus stops that are safe, convenient, comfortable, and have amenities to facilitate transfers between transit and other modes. Amenities may include rain and shade cover, bicycle parking, seating, transportation route information, and capacity to accommodate multiple routes to facilitate transfers between transit routes. Some transit passenger facilities will be upgraded as part of the Gateway Project; this will happen through NEPA as part of the Refinement Plan. Steps to improve access to transit include the following:

- Work with community to prioritize amenities including shelters, transit maps, bicycle parking, lighting, and trash bins based on ridership, routes, and existing land uses. Determine necessary pedestrian infrastructure.
- Coordinate with TriMet and other local agencies and property owners to determine available right-of-way where enhancements are needed.
- Work with ODOT and local jurisdictions to improve streets.
- Identify potential locations to improve passenger transfers and good sidewalk connections such as standard bus stops or mini-hubs that provide links to other modes and amenities.

Partner Agencies: TriMet, ODOT, Clackamas County Transportation Division

Community Partners: Sunrise Community Coalition

Timeline: Medium to long term

Estimated Cost: \$\$

Potential Funding Sources: FTA grants; partnerships

Expand Clackamas County Connects Industrial Shuttle

The Clackamas County Shuttle provides connections to help fill gaps in the TriMet service network, relieve congestion, and support local employment. The study area route links the Clackamas Town Center Transit Center with the Clackamas Industrial Area, getting people to key locations.

The Shuttle Service Area currently excludes part of the Sunrise Project Area, and could be expanded to provide full coverage.

Other goals include enhancing the efficiency and use of the service with strategies such as marketing and public education, incentives through employer transportation benefits, and educating people on the service at local events or businesses.

Partner Agencies: Clackamas County Transportation Division, Clackamas County Office of Economic Development, TriMet

Community Partners: Sunrise Community Coalition, local businesses

Timeline: Near or medium term

Estimated Cost: \$-\$\$

Potential Funding Sources: Federal Grants; STIF Regional Coordination Funds

Support Enhanced Fixed Route Service

TriMet's 2023 Forward Together plan recommended new routes and service balancing that apply to the Sunrise Corridor community. These new long-term routes provide greater service based on updated outreach and market analysis.

TriMet's 2023 Regional Transit-Oriented Development Plan includes goals that encourage communities to offer multimodal, user-friendly, and accessible areas with mixed land use. An effective transit service is built on land use density, connected and safe pedestrian networks, mixed land uses, and building entrances close to stops. Other steps to support this action include the following:

- Zone for transit-supportive land uses near potential transit centers that allow for increased density, mixed uses, and affordable housing (refer to the land use strategies within this document for more detail).

- Provide more options for people to get to and from transit stops from their home and other destinations (for example, siting transit or mobility hubs, sidewalks, and bike lanes, micromobility stations, and local shuttles like the Clackamas County Connects).
- Help explore the idea of expanding transit service in the eastern part of the project area. The eastern service area boundary ends in the Sunrise Corridor community at about SE 162nd Avenue. Expanding the service area could allow for bus service on SE 172nd Avenue.

Partner Agencies: TriMet, ODOT, Metro, Clackamas County Transportation Division, City of Happy Valley, ODOT

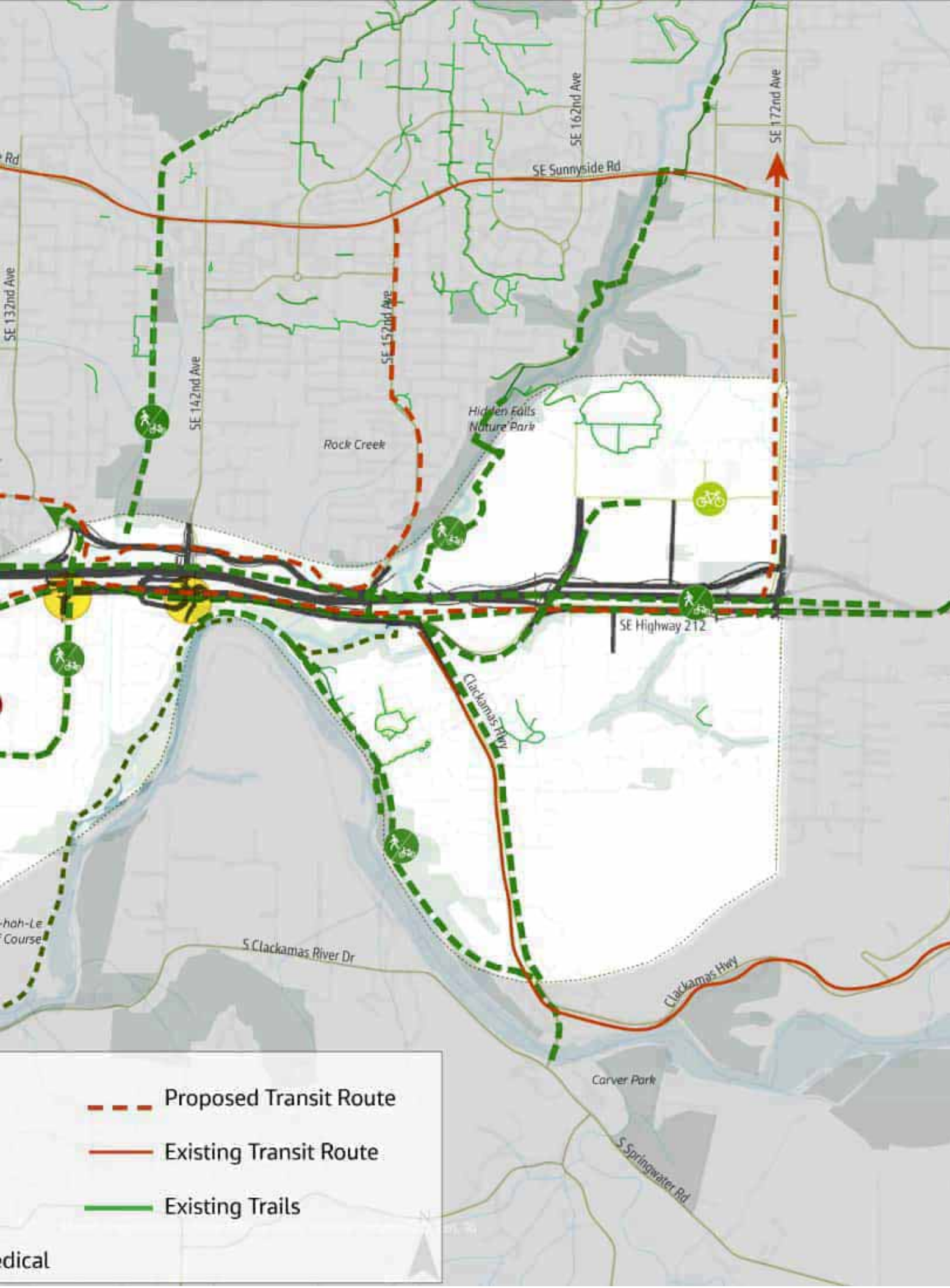
Community Partners: Sunrise Community Coalition

Timeline: Medium term

Estimated Cost: \$\$-\$\$\$

Potential Funding Sources: Grants; partnerships





Implementation Plan

An implementation plan takes strategies and ideas and turns them into tangible, manageable actions and projects that can make a positive difference for a community. Over 20 actions are identified in the Sunrise Corridor Community Vision that address critical issues and concerns brought up by both residents and businesses. The Vision was co-created by project partner agencies and the Sunrise Corridor Community through a comprehensive public outreach process. Creating lasting solutions that will improve the Sunrise Corridor Community now and in the future will require involvement from local, regional, state and federal organizations as well as ongoing support and involvement from the community.

This chapter provides a high-level guide to achieving projects by describing vision phasing (whether actions might occur in the short-term or in the long-term), key project partners, and some ways local advocates on the Sunrise Community Coalition could support these efforts from start to finish.

Vision Phasing

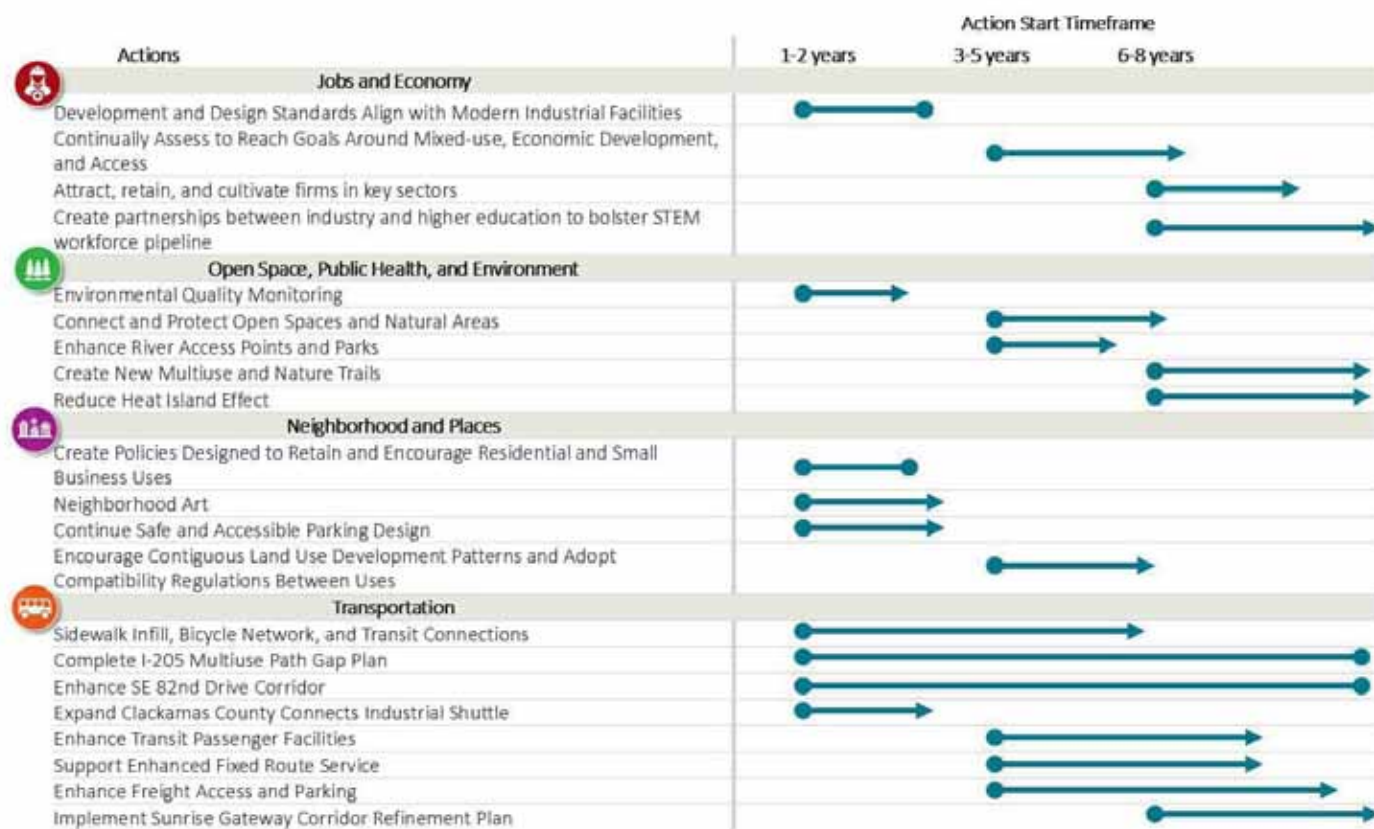
Sunrise Corridor Community Visioning success will depend on implementing the actions identified in the Action Plan. The actions are organized through four main themes:



The figure to the right shows an initial timeline or phasing estimates for the action. Short-term actions align with a 1- to 2-year timeframe, medium-term with a 3- to 5-year timeframe, and long-term with a 6- or more-year timeframe. Actions are estimated to start within their identified timeframe and extend into the future for however long is needed to implement the project. Many actions will be ongoing efforts that work to achieve the project and community vision goals.

Factors that will impact how, when, and to what degree actions are implemented include available and planned funds, grant programs, and local, regional, and state level initiatives. Further, some actions may rely on an iterative process where parts of a project are completed piece by piece. Factors that impact implementation are subject to change; therefore, coordination of activities among project partners will be necessary to ensure seamless and efficient project execution. In addition, planning to the east will continue as the corridor and surrounding areas change.

Actions and Phasing



Sunrise Partners

Clackamas County, City of Happy Valley, Oregon Department of Transportation, and Metro have been part of the collaborative decision-making that led to development of the actions and projects identified in the Vision. Together with the community, they will continue to be involved in future project prioritization (what project(s) should be implemented first), funding, and planning. They will work to implement the Vision with a Sunrise Community Coalition of people to help decide key elements such as types of pedestrian crossings, neighborhood art, and development of future parks.



Sunrise Community Coalition

The process of developing the vision included a Leadership Cohort, a diverse group of community members in advisory roles to learn about, imagine and plan the future. That group is evolving into a coalition of residents, workers, businesses, chambers, organizations, youth, leaders, and public agencies that will work to prioritize the actions and create a work plan for projects they would like to implement.

The coalition, in support of Sunrise Gateway Corridor Vision goals, will work to ensure projects:

- Improve safety
- Increase health and well-being
- Strengthen business opportunities and jobs
- Enhance access to nature and recreation
- Prevent displacement of homes and businesses
- Create new and lasting partnerships

Projects the coalition plans to work on from the start include:

- Training youth and families
- Community murals and public art
- Anti-displacement action
- Restoring nature and parks
- Community events and workshops
- Seeking grants and other funding

Below is a summary of the key agency partners that will frame and provide ongoing resources and support to the Coalition and work together to deliver projects and initiatives.



Clackamas County

Clackamas County provides a wide range of services in a portion of the study area, including land use management, business and development regulation, community health services, and parks and recreation. Community members have said that they would like improved access to natural spaces, improved connectivity throughout the industrial and commercial areas, and improved economic conditions. Addressing these issues requires support and action from Clackamas County.

Clackamas County departments working with land use, development, transportation, public health and other topics and will be key partners in implementing Plan actions. Planning and Zoning, Transportation and Public Health can provide support by permitting and incorporating various changes and improvements to the built environment, and providing support for public health initiatives within the project area.

- **Clackamas County Planning and Zoning Division:** County planners are involved in land use decisions, processing land use applications and making recommendations to the Planning Commission. Planners can work with the Sunrise Community Coalition to support community goals, land use initiatives, and the Sunrise Gateway vision in project areas that are in unincorporated Clackamas County.
- **Clackamas County Transportation Engineering Division; Clackamas County Transportation Maintenance Division:** The divisions of Transportation Engineering and Transportation Maintenance can be key in implementing the various construction-related actions that the Sunrise Gateway Refinement Plan recommends (i.e., new bike lanes, multi-use trails, sidewalks and crosswalks, etc.). The divisions of can work with the Sunrise Community Coalition on infrastructure updates, as well as location signage, protected bike lane types, multi-use trail access points, and other elements.
- **North Clackamas Parks & Recreation District (NCPRD):** NCPRD, which is part of Clackamas County, provides parks and recreation programs, facilities, and services within its boundaries. NCPRD can coordinate with the Sunrise Community Coalition to incorporate community input and provide resources for improving access to parks and open space in the unincorporated Sunrise area.
- **Clackamas County Public Health Division:** The County's Public Health Division works with the aim of improving quality of life and protecting the health and well-being of all residents. This division offers key and tailored resources for healthcare providers, businesses, and community organizations. They can work with the Sunrise Community Coalition by providing guidance on key aspects such as air quality monitoring, family and community health, and forging partnerships for positive public health outcomes in future projects.
- **Clackamas County Office of Economic Development:** The County's Office of Economic Development works with local businesses to ensure a thriving community where businesses are able to grow and flourish. The Office provides resources, works to reduce barriers in property development, and create opportunity zones to incentivize and facilitate long-term investments. The Office of Economic Development can work with the Sunrise Community Coalition by leveraging key partnerships with local businesses and identifying opportunities for collaboration.



- **Clackamas County Public and Government Affairs:** Clackamas County Public and Government Affairs provides strategic messaging, community involvement, and informative content to the public, the Board of Commissioners, and the departments within the County. The Public and Government Affairs office can work with the Sunrise Community Coalition by providing information and coordination about County resources and departments, coordination with the public, and organizations working with the County.



- **Clackamas County Health, Housing, and Human Services (H3S):** H3S works to help individuals, families, and communities in areas of their health including physical and mental health, child and family services, assistance for low-income individuals, housing assistance, and assistance for people with disabilities. H3S can work with the Sunrise Community Coalition by ensuring that actions are tailored to ensure all members of the Sunrise community area able to live, work, play, and thrive.
- **Clackamas County Water Environment Services (WES):** WES provides wastewater services, stormwater management, and environmental education. The department works to protect water quality, public health, and the natural environment. WES can work with the Sunrise Community Coalition by providing information about how actions can integrate with existing programs and infrastructure.

City of Happy Valley

Local jurisdiction of the project area is comprised of both the City of Happy Valley and Clackamas County. Happy Valley covers a large portion of OR 212, residential areas on the east side, as well as Verne A. Duncan Elementary School, Adrienne C. Nelson High School, and Hood View Park.

Happy Valley's involvement in the Plan can occur by serving as the lead agency on key actions like addressing zoning changes and economic initiatives that reflect future land use, recreation, and development needs.

- **Planning Division:** The Planning Division facilitates balanced and sustainable future growth and development across the city. Key to their responsibilities for this plan will be to coordinate with property owners, developers, federal, state, and regional entities, and utility providers in the development and management of future growth. Planners can support the Sunrise Community Coalition to incorporate community input, support funding initiatives, and advocate for goals and actions within the Sunrise Corridor Community Visioning Plan.
- **Economic Development Division:** The City of Happy Valley Economic Development Division (EDD) promotes economic growth, new business, and retention of existing businesses.

For this Plan, the EDD can identify, promote, and facilitate growth and development on unused land within the project area. The EDD can support the Sunrise Community Coalition and the North Clackamas Chamber of Commerce regarding the future use of vacant or underutilized industrial land, and to identify funding mechanisms and economic development programs to foster job creation and other growth needs.

- **Parks & Recreation:** The Parks and Recreation Department can support access to natural areas and open spaces for the community, as well as construction and maintenance of existing and future parks for both residents and visitors. The Parks and Recreation Department can work with the City of Happy Valley and the Sunrise Community Coalition in identifying, siting, and developing parks and natural spaces that reflect the needs and desires of the community.

Education Partners

Education partners in Clackamas County includes the Clackamas Community College and the North Clackamas School District (NCSd). These partners have the potential of helping community development in the region by increasing access to jobs, creating apprenticeship programs, and supporting and growing the local economy.

- **Clackamas Community College:** The Clackamas Community College plays a key role in the region by providing affordable education and successful career paths for students. As a partner, the College has the potential to offer innovation and entrepreneurship in the form of business incubators and innovation centers, connecting Sunrise businesses with students, while also offering financial aid, scholarships, and grants to students.
- **North Clackamas School District:** NCSd serves more than 40 square miles and includes the incorporated cities of Milwaukie, Happy Valley, and Johnson City, among others. In partnership with NCSd, the County can facilitate learning and educational programs with local businesses and industry groups to create and support robust job pipelines. Additionally, the County envisions continuing to work with the School District to ensure access and safe routes to schools.

Other educational partners may include Clackamas Education Service District, Clackamas Workforce Partnership, and WorkSource Oregon.

Oregon Department of Transportation

The Oregon Department of Transportation (ODOT) facilitates the state's transportation network through programs, policies, funding, and infrastructure. State Highways OR 224/OR 212 within the study area are operated by ODOT (with right of way maintained by the City of Happy Valley) and serve as a critical roadway for the state and the region.

- **ODOT Region 1:** ODOT Region 1 will be a critical partner regarding proposed changes to OR 212 within the project area, specifically through implementation of the Sunrise Gateway Corridor Refinement Plan. ODOT's Planning Division and Environmental Division will be involved in any project associated with the state highway network.



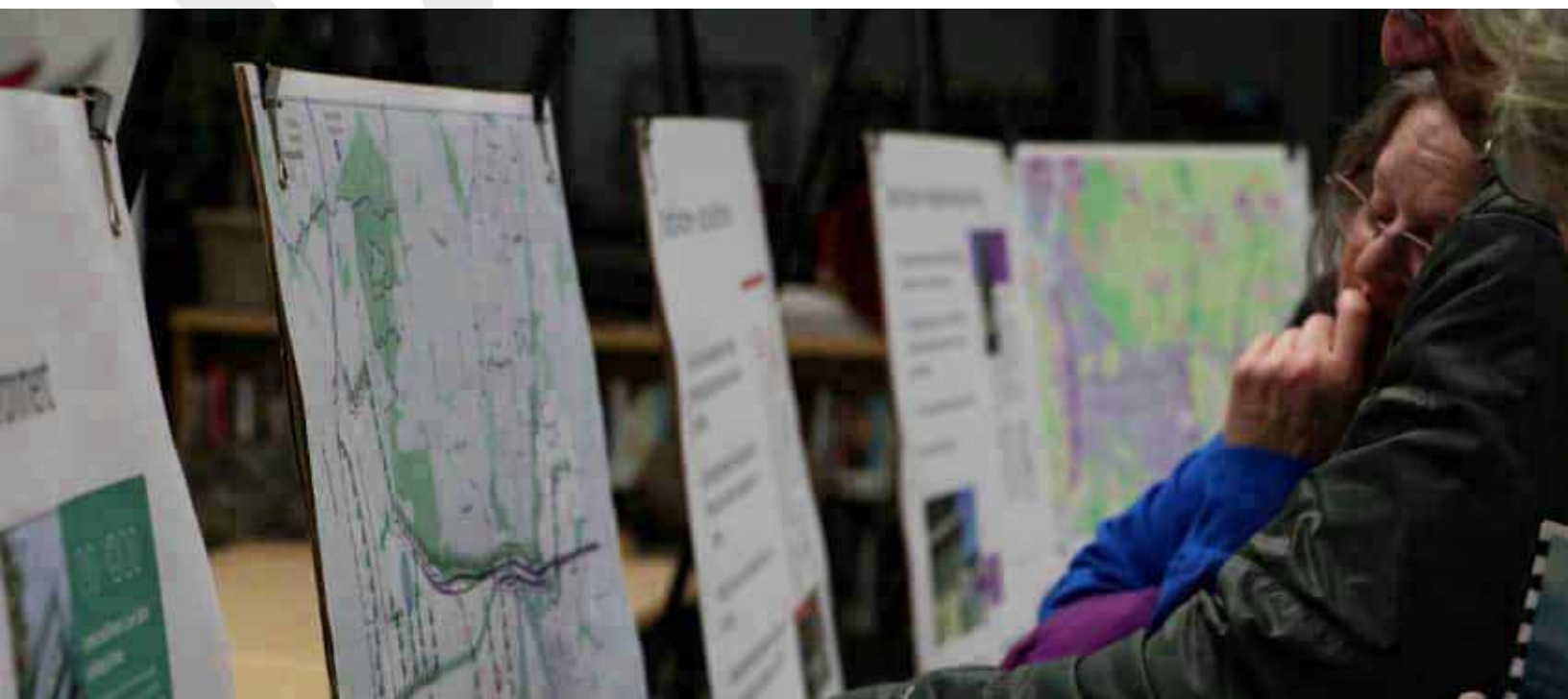
- **ODOT Planning:** ODOT's Planning Division will serve as lead project initiator, and conduit between the project and other state agencies. ODOT can work with the Sunrise Community Coalition to incorporate community feedback and project stakeholder meetings.
- **ODOT Environmental:** ODOT's Environmental Division will be an important partner for any modifications or new constructions activities to OR 212 in the project area. Considerations will include NEPA, noise, erosion control, roadside development, and more. ODOT Environmental can work with the Sunrise Community Coalition as a key community engagement partner and will keep residents and businesses informed of environmental requirements and ongoing activities.

Metro

Metro provides regional planning, coordinates land use and transportation activities, and owns and manages regional parks, natural areas, and cemeteries. Metro manages growth and development across the region by setting and determining the Urban Growth Boundary (UGB), establishing habitat conservation areas, and providing resources for economic development/ industrial areas. Metro also prioritizes transportation projects through the Regional Transportation Plan, which identifies projects for federal and regional funding.

Close coordination with Metro's key policy and technical committees will be critical to ensuring the project areas grows and develops in a way that the community desires.

- **Metro Joint Policy Advisory Committee on Transportation (JPACT):** JPACT makes recommendations to the Metro Council on regional transportation priorities and needs. Metro Council must adopt JPACT's recommendations or send them back to JPACT for further deliberation. Metro and JPACT must agree for decisions to be made. Clackamas County is represented on JPACT, and Happy Valley serves as an alternate member. JPACT and the Sunrise Community Coalition can coordinate on issues critical to the Sunrise Corridor, working to reflect local priorities into future Metro transportation policies. Coordination activities would also require support and guidance of both Clackamas County and the City of Happy Valley due to their joint jurisdiction over the project area.



- **Metro Policy Advisory Committee (MPAC):** MPAC advises the Metro Council on regional transportation, management of the urban growth boundary, protection of natural resources, planning responsibilities, and other land use planning issues. MPAC can work with the Sunrise Community Coalition to incorporate community feedback including potential specific land use changes for the Sunrise Corridor Community. Coordination activities

would also require support and guidance of both Clackamas County and the City of Happy Valley due to their joint jurisdiction over the project area.



TriMet

TriMet provides fixed route bus service to the project area through 4 existing routes – Routes 30, 79, 155, and 156. These routes provide trips for both residents and workers, to and from the project area. Two future routes are planned to serve the area.

- **TriMet Planning and Policy:** TriMet's key support for this Plan will be through guidance and implementation of capital improvements, bike or bus lane infrastructure, and bus stops and stations. TriMet can work with Sunrise Community Coalition to determine future service needs and reroute buses to improve connectivity changes, specifically those that will occur with future changes to OR 212.

Sunrise Gateway Corridor Refinement Plan Implementation

The refinement plan is a roadmap to an equitable, safe, and multimodal Sunrise Corridor that will support future population and economic growth. It focuses on phase 2 of the broader Sunrise FEIS concept which established both Phase 1 and Phase 2. Phase 1, completed in 2016, included improvements to the I-205 interchange area and the extension to SE 122nd Ave. Phase 2 extends SE 122nd Ave to SE 172nd Ave, that includes improved safety, better east-west connectivity, and enhanced traffic operations.

Implementation of the plan would improve safety on the corridor; increase mobility between I-205 and U.S. 26; and enhance transit, pedestrian, bicycle, auto, and freight connections in the area, and overall regional access and connectivity. It was developed with extensive community input in partnership between Clackamas County, ODOT, Metro, and the City of Happy Valley through two distinct planning efforts – the Sunrise Gateway Corridor Concept (2019-2020) and the Sunrise Corridor Community Vision (2023-2025).

The plan recommendations establish the framework for implementation. ODOT, in collaboration with the City of Happy Valley, Clackamas County, and Metro, will seek funding to conduct formal environmental review, design, and construct improvements along the Sunrise Corridor.

1 ➤ **Step 1: Confirm Local and Regional Support:** Following consensus by the agency partners, the Clackamas County Board of County Commissioners and Happy Valley City Council will formally support the Sunrise Gateway Corridor Refinement Plan adopting a resolution of support. This action will allow the agency partners to seek funding and move forward with the NEPA Reevaluation effort.

- Sunrise Community Coalition can play an important role by advocating in planning documents, for better safety and access for local residents, employees and businesses.

2 ➤ **Step 2: Secure Funding:** ODOT, Clackamas County, Happy Valley, and Metro will need to pursue funding for each phase of the Sunrise Gateway Corridor. Sources could include the Better Utilizing Investments to Leverage Development (BUILD) program, the Infrastructure for Rebuilding America (INFRA) program, the Highway Safety Improvement Program (HSIP), the

National Highway Performance Program (NHPP), the Surface Transportation Block Program (STBG), the Statewide Transportation Improvement Program (STIP), Metro's Regional Flexible Funds Program (RFFA), and other programs.

- Sunrise Community Coalition can offer continued project involvement and establish the engagement, feedback, and local input needed to develop strong grant applications to secure funding.

3 ➤ **Step 3: NEPA Reevaluation of Sunrise Final Environmental Impact Statement:** A FEIS was completed in 2010 to satisfy NEPA requirements. To support the Refinement Plan, a reevaluation report will need to be prepared and accepted by FHWA. The reevaluation would determine whether there is a need for a supplemental EIS or if the Refinement Plan is generally consistent with the FEIS and can meet the original Purpose and Need.



4

Step 4: Amend Refinement Plan into Local, Regional, and State Transportation Plans: Following the NEPA reevaluation effort, the Sunrise Gateway Corridor Refinement Plan will need to be adopted by the City of Happy Valley and Clackamas County into their respective transportation system plans to demonstrate local support for the recommended changes, initiate regional and statewide adoption, and set the stage for the Design and Construction of the project. Each entity will need to file a 35-day notice with the Oregon Department of Land Conservation and Development and hold evidentiary public hearings with their planning commissions followed by the City Council and Clackamas County Board of County Commissioners. Following local adoption of the Refinement Plan, Metro and ODOT will need to amend the Regional Transportation Plan and the Oregon Highway Plan, respectively.

- Sunrise Community Coalition can establish local input on transportation system plan updates.

5

Step 5: Design: Further refinements to the recommended Refinement Plan alternative will need to be completed to prepare this project for final design and construction. It is recommended that a

20 percent design be prepared following completion of the environmental reevaluation report or in conjunction with a supplemental FEIS, if deemed necessary.

- Updated topographic survey of the project area
- Detailed geometric design that meets City of Happy Valley, Clackamas County, and ODOT Standards
- Vertical profile design, corridor modeling, and earthworks calculations for the cross sections
- Construction phasing plan
- Updated cost estimates

6

Step 6: Construction: ODOT will prepare plans, specifications, and cost estimates (local roadway improvements may be led by local agencies) for competitive construction bids. Once ODOT determines the contracting mechanism—whether a traditional design, bid, and build or an alternative delivery method—the project will be advertised for construction bidding and be built. Similarly, local agencies may use different methods to design, bid, and build local roadways.



Timeline and Cost of Refinement Plan Implementation

The refinement plan will be implemented through four stages that together complete the entire phase 2 design concept. The table below shows the cost estimates by stage for the Sunrise Gateway Corridor Refinement Plan.

Proposed:

Stage 1

135th Avenue to
152nd Avenue

Stage 2

Rock Creek Junction
upgrade

Stage 3

162nd to 172nd
Frontage Road

Stage 4

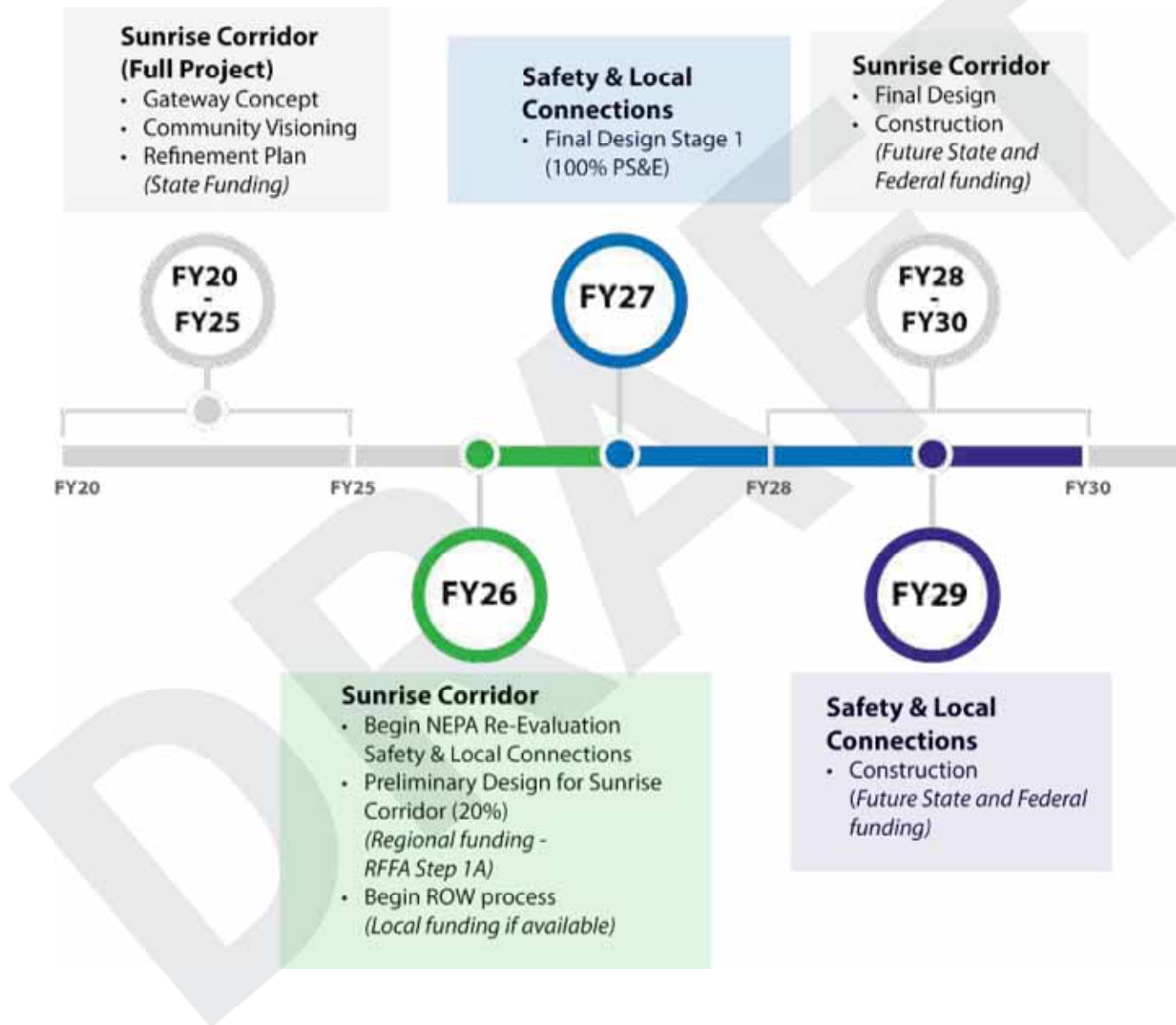
Sunrise 122nd to
172nd Avenue

Phase 2 Concept Implementation Cost Estimates

The table below shows the cost estimates by stage for the Sunrise Gateway Corridor Refinement Plan. For more detail on these costs and supporting information such as year of expenditure, please see Appendix B - Gateway Corridor Refinement Plan.

PROJECTS					
WORK TASK	Stage 1	Stage 2	Stage 3	Stage 4	Task Subtotals
Construction Costs	\$66,500,000	\$12,000,000	\$55,000,000	\$274,100,000	\$407,500,000
Right-of-Way Costs	\$34,400,000	\$500,000	\$38,000,000	\$18,000,000	\$90,900,000
Engineering Support	\$13,900,000	\$2,500,000	\$13,700,000	\$55,300,000	\$85,300,000
Construction Management	\$11,300,000	\$2,000,000	\$9,300,000	\$46,600,000	\$69,300,000
2025 Project Subtotals	\$126,100,000	\$16,900,000	\$116,000,000	\$394,000,000	
30% Construction and Bid Item Contingency	\$37,800,000	\$5,100,000	\$34,800,000	\$118,200,000	\$195,900,000
2025 Project Subtotals	\$163,900,000	\$22,000,000	\$150,800,000	\$512,200,000	
2025 Total Estimated Project Cost (Low)					\$848,900,000
40% Construction and Bid Item Contingency	\$50,400,000	\$6,800,000	\$46,400,000	\$157,600,000	\$261,200,000
2025 Project Subtotals	\$176,500,000	\$23,700,000	\$162,400,000	\$551,600,000	
2025 Total Estimated Project Cost (High)					\$914,200,000

Sunrise Corridor Implementation Timeline





APPENDICES

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Report

I

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Sunrise Corridor Gateway Concept and
Refinement Plan

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Project Glossary





SUNRISE GATEWAY CORRIDOR **REFINEMENT PLAN**

APRIL 16, 2025



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Thuy Tu Consulting

- Thuy Tu

PKS International

- Ping Khaw

Funding for the Visioning Work: In 2021, the Oregon Legislature recognized the importance of the Sunrise Corridor and the need for planning and public engagement in the area. To support this initiative, they allocated \$4 million to Clackamas County for the creation of a vision plan. The Sunrise Corridor is a vital hub, housing one of the state’s busiest industrial distribution centers, and is also a community where many people live, work, and attend school. Given its longstanding significance to Clackamas County, the vision plan would prioritize community and business needs, including transportation infrastructure, land use, and economic development.



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01

INTRODUCTION



SE 135th Avenue/Highway 212 looking east

The Sunrise Gateway Corridor (Sunrise) is one of Oregon's essential transportation routes and a critical link between the Portland Metropolitan Area and Central Oregon. This corridor provides freight access on Highway 212 between I-205 and US 26 and is home to the Clackamas Industrial Area, one of the state's busiest freight distribution centers. It also serves Happy Valley, one of Oregon's most rapidly-growing cities.

The Sunrise serves over 7,500 residents, 800 businesses, and 14,000 employees and carries approximately 40,000 daily vehicle trips, including 2,500 freight trucks. It is also the gateway to the Rock Creek Employment Center, which is expected to be the site of thousands of new jobs in coming years. The corridor experiences high morning and evening peak hour congestion, documented multimodal safety issues, and a lack of pedestrian and bicycle connectivity. Future population and employment growth will only increase the need for access to timely, safe, and convenient transportation options.

Preparing for the Future

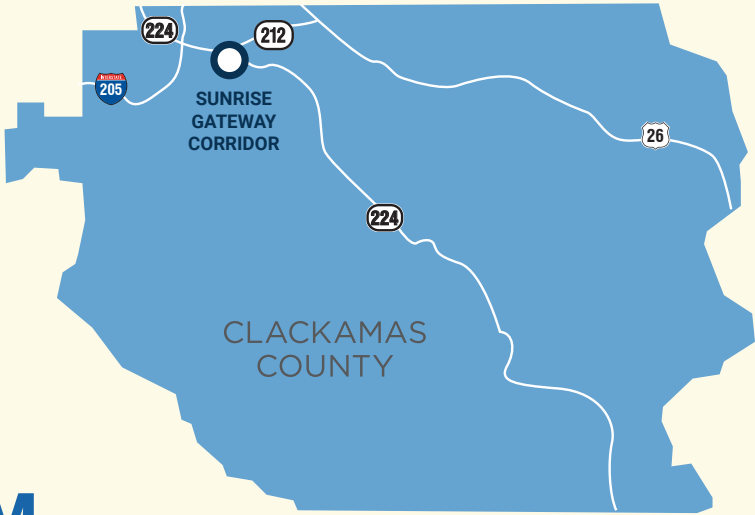
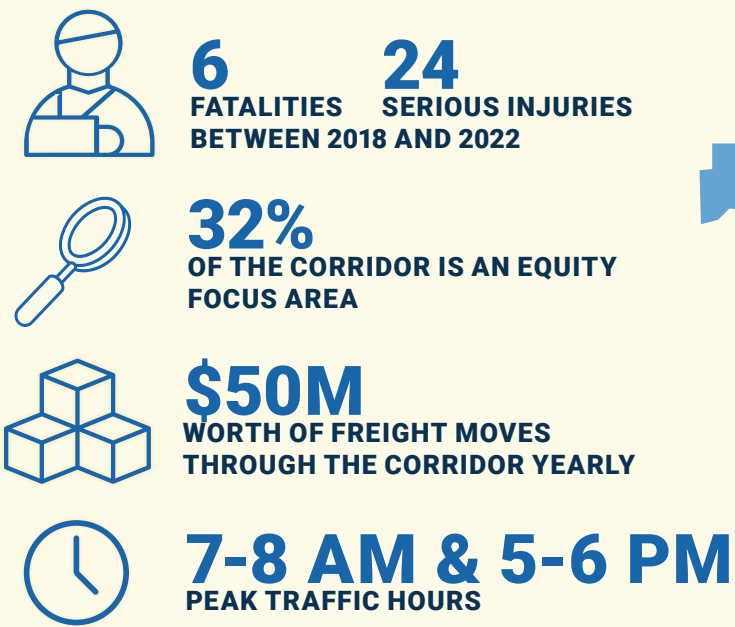
This Refinement Plan provides a roadmap to an equitable, safe, and multimodal Sunrise Corridor that will support future population and economic growth. It was developed in partnership between Clackamas County, Oregon Department of Transportation (ODOT), Metro, the City of Happy Valley, and the community.

THE SUNRISE GATEWAY CORRIDOR NEEDS & CHANGE

An essential local and regional connection

The Sunrise Corridor is a vital route connecting Portland and Central Oregon. Currently, the area is unsafe and congested due to a lack of a complete network. Freight drivers, existing and future residents, the Clackamas Industrial Area, the Rock Creek Employment Center, transit operators, and people traveling to the beautiful Clackamas River and Mt. Hood National Forest all rely on a corridor unequipped to handle future growth.

If we fail to act, five key intersections will be over capacity, in the next 2-3 years, constraining economic development within the corridor and further compromising safety.



Who relies on the Sunrise Gateway Corridor today?



How Was This Plan Developed?

The Refinement Plan was developed through two planning efforts:

- 1 The **Sunrise Gateway Corridor Concept** work conducted in 2019 and 2020 to support the Metro Get Moving Bond Measure (see Reference 1 on page 8)
- 2 The **Sunrise Corridor Community Visioning** work conducted between 2021 and 2025 (see Reference 2 on page 8).

Following consensus by the agency partners, the Clackamas County Board of County Commissioners and Happy Valley City Council will formally support the Sunrise Gateway Corridor Refinement Plan a adopting a resolution of support. This action will allow the agency partners to seek funding and move forward with NEPA Reevaluation of the Federal Highway Administration's Record of Decision based on the 2010 Sunrise Project I-205 to Rock Creek Junction Final Environmental Impact Statement (Sunrise FEIS) for Sunrise Phase 2 (SE 122nd Avenue to SE 172nd Avenue)..

Where and When Will Sunrise Changes Be Happening?

The Refinement Plan focuses on the Phase 2 segment of the Sunrise between SE 122nd Avenue and SE 172nd Avenue and does not propose any refinements to the Sunrise FEIS planned improvements west of the SE 122nd Avenue interchange. However, it should be noted that further future improvements west of SE 122nd Avenue near I-205 and SE 82nd Avenue (i.e., a third lane in each direction on Highway 224) are called for in the Sunrise FEIS. The Implementation Plan includes information on the next steps to implement recommended alternatives, including resolutions of support and funding.



SE 172nd Avenue/Highway 212 looking west

Background

The Sunrise Corridor is primarily Highway 212 (connecting west to I-205 and east to Boring) and includes a portion of Highway 224 (connecting Milwaukie to Estacada). Local roads, such as SE 135th, SE 142nd, and SE 152nd connect to the neighborhoods in the north and SE 122nd Avenue and SE 135th Avenue connect to the Clackamas Industrial Area. These highways and roadways serve trips moving through the area to reach the Cascades and Central Oregon as well as trips originating from local homes, schools, and businesses. The combination of local trips to the Clackamas Industrial Area, the Rock Creek Employment Center, and longer-distance through travel creates congestion and safety issues.

Through Trips and Local Trips Are Expected to Increase

Year 2045 traffic volume forecasts show that increased development in the corridor and in surrounding areas of Clackamas County and Happy Valley will intensify the existing mobility and safety problems. Over the past 20 years, Happy Valley has been among the fastest-growing small cities in the country, increasing in size by almost 350 percent. With growth has come urbanization in the Rock Creek Employment area and along SE 172nd Avenue. Previous studies have shown Highways 212 and 224 are not able to handle the current demand and have documented multimodal safety issues. Future housing and employment growth will add to traffic congestion and safety deficiencies. In addition to vehicular capacity needs, there is also a lack of sidewalks along Highway 212/224 and Highway 212 to SE 172nd Avenue.

Environmental Considerations

Minimizing environmental impacts is essential to this corridor's acceptance and ultimate development success. Because a portion of proposed funding is expected to come from federal sources, refinements to the proposed design for the Sunrise Corridor will require environmental review under National Environmental Policy Act (NEPA) by the Federal Highway Administration (FHWA).

With careful planning and development, ODOT, in partnership with Metro, Clackamas County, and the City of Happy Valley, can meet the original Purpose and Need of the 2010 Sunrise FEIS and develop a context-sensitive facility design that minimizes environmental impacts, prioritizes safety, reduces congestion, improves connectivity and emergency response times, and protects the area's natural and recreational resources. At the same time, the Refinement Plan can respond to changes in developed property and changing travel patterns within the corridor and region.

Sunrise is anticipated to serve **76,000 vehicles** and **4,500 freight trucks** daily in 2045—almost double the number served today.



SE 135th Avenue/Highway 212 westbound weekday morning back-ups

History

Clackamas County, ODOT, Metro, and the City of Happy Valley have long recognized that a limited-access roadway is needed in this corridor to efficiently move people and goods through the area. This would allow the existing highway to handle local access to employment centers and housing and serve the area's cyclists and pedestrians. With existing facilities inadequate to serve the community, a new limited-access roadway is needed to more efficiently move people and goods through the corridor.

In studies dating back as far as the 1980s, the four agencies have developed plans for the Sunrise Corridor, culminating in December 2010 with the completion of the Sunrise FEIS and a Record of Decision (ROD) issued in February 2011.

Sunrise Phase 1, including the I-205 interchange area and the extension to SE 122nd Avenue, was completed in 2016. Phase 2, extending from SE 122nd to SE 172nd Avenue, is the focus of this Refinement Planning effort.

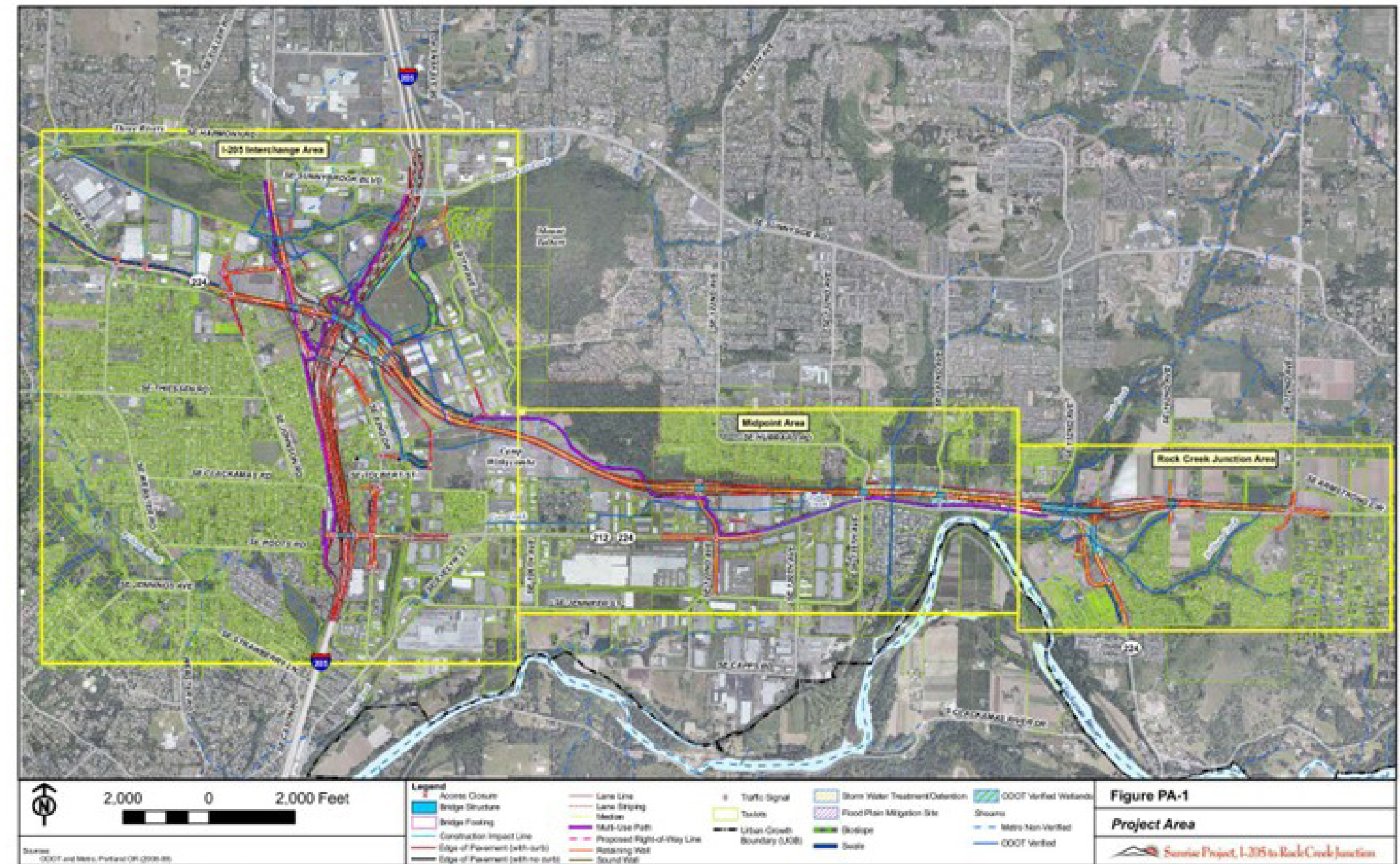
2010

The Sunrise FEIS (2010)

The original Sunrise FEIS Record of Decision (ROD) Selected Alternative provided local access at the SE 122nd Avenue and Rock Creek Junction (the intersection of Highway 212 and Highway 224) interchanges, and at the signalized SE 172nd Avenue intersection. The Sunrise was to be elevated above SE 135th Avenue, SE 142nd Avenue, SE 152nd Avenue, and SE 162nd Avenue where they currently intersect with Highway 212. These roads would pass underneath the Sunrise extension and were not planned to connect to it. The proposed Rock Creek Junction interchange included design features that were constrained by subsequent development along Highway 224 south of the junction. As a result, implementing the original plans would cost more than previously estimated and have more impacts.

The limitations of these previous efforts and the passage of time warranted further analysis. The design needed to be revised to meet the original Purpose and Need and the changing land use patterns and transportation demand within and near the corridor.

Exhibit 1. 2010 Sunrise FEIS Selected Alternative



2019 - 2020**The Sunrise Gateway Corridor Concept Study (2019 - 2020)**

In 2019, Clackamas County coordinated with the City of Happy Valley, Metro, and ODOT to review, analyze, and enhance the plans for Sunrise Phase 2 (SE 122nd Avenue to SE 172nd Avenue). The new concept was known as the Sunrise Gateway Corridor Concept.

As the Sunrise Gateway Corridor Concept was being developed, agencies and organizations throughout the Portland metropolitan area identified the need for greater regional transportation investments. In July 2020, the Metro Council referred the \$4.2 billion Get Moving 2020 transportation measure with projects and programs spanning the region to voters for the November 2020 ballot. The Sunrise Gateway Corridor Concept was the foundation for the Phase 2, Stage 1 project (SE 135th to SE 152nd Avenue) included in the measure.

In addition to addressing safety and mobility, Get Moving 2020 reflected community goals and emphasized safety, transit, and traffic improvements across all modes. The Sunrise Gateway Corridor Concept took a safe systems-based approach, providing better walking and biking connections throughout and promoting local connections via the backage road that comprises Phase 2, Stage 1.

2021 - 2025**Sunrise Corridor Community Visioning (2021 - 2025)**

Although Get Moving 2020 was not approved by voters, the Sunrise Gateway Corridor remains a priority for Clackamas County and the region to support economic growth and prosperity. In 2021, Clackamas County, in partnership with ODOT, Metro, City of Happy Valley, and community partners sought funding from the state legislature to look holistically at the Sunrise Corridor area and work with the community to define a new vision for the corridor. These conversations advanced and refined the Sunrise Gateway Corridor Concept through meaningful partnerships with the people living, working in, and traveling through the area, and the business community. This shared vision recommends actions for land use, housing, community and environmental health, local transportation, and other infrastructure investments necessary to support a thriving future for residents, businesses and travelers. The Sunrise Gateway Corridor Refinement Plan is a key outcome of this process.

02

SUNRISE PURPOSE AND NEED & REFINEMENT PLANNING GOALS



Rock Creek Junction (Highways 212 and 224) looking east

This section connects the original Sunrise FEIS Purpose and Need with the Sunrise Gateway Corridor Concept Study and Sunrise Corridor Community Visioning goals, objectives, and evaluation criteria.

Sunrise FEIS (2010) Purpose and Need

The defined Purpose and Need of the original 2010 Sunrise FEIS are copied verbatim below in italics.

Project Purpose

The purpose of the proposed Sunrise Project is to effectively address the existing congestion and safety problems in the Highway 212 and 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

The project purpose is demonstrated with the following statements of need:

- *Highway 212 between I-205 and Rock Creek Junction is currently experiencing unacceptable levels of congestion and delay during the peak 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.¹*
- *By 2030, the numbers of households and jobs in the area served by this section of Highway 212 are expected to increase by 136 percent and 85 percent, respectively.²*
- *Both the northbound and southbound weave sections of I-205 between SE 82nd Avenue and Highway 212 are approaching capacity, resulting in frequent stop-and-go movements, difficulty in changing lanes, and long queues forming because of minor incidents. By the year 2015, this section of I-205 will exceed its design capacity, and the length of these stop-and-go movements will continue to grow if no action is taken. Traffic traveling on the Milwaukie Expressway (Highway 212) heading east, as well as the reverse direction, must either use the above section of I-205 or the currently congested SE 82nd Drive.*
- *Highway 212 near I-205 is ranked in the top 10 percent of state routes for vehicle crash rate. Over 500 vehicle collisions [between I-205 and Rock Creek Junction] were reported for this area during the five-year period of 1998 through 2002. The high crash rate is attributed to severe congestion and roadway deficiencies. Inadequate bicycle and pedestrian facilities reduce the safety and connectivity for these modes of travel in the project area.*
- *A safety analysis was conducted in September 2010 to reflect more recent crash data provided by the ODOT Crash Analysis and Reporting Unit for years 2005 through 2009. Highway 212 near I-205 continues to be ranked in the top 10 percent of the State's safety ranking index within the ODOT's safety ranking index (Safety Priority Index System or "SPIS") for 2010.*
- *Highway 212 is designated as a statewide and regional freight route, with 12 percent of the traffic on the project section of this highway being trucks. Highway 212 serves the Clackamas Industrial Area, which is a major freight distribution center for the Northwest. This area is expected to nearly double its employment by the year 2015. Long delays are currently reported for trucks accessing I-205 from the distribution center.³*

¹ Based on field observations in 2004/5, segments of Highway 212/224 within the Sunrise Project area experienced approximately four hours of daily congestion. In 2030, based on regionally adopted land use and employment projections and Metro's regional travel demand projections, without the proposed Sunrise Project, the same roadway is expected to experience about nine hours of congestion. See Chapter 6 of Sunrise Project Transportation Technical Report.

² Based on growth projections from Metro 2004 data for development of the Purpose and Need. Technical analysis for the Transportation Technical Report used Metro's updated 2005 model to develop projections for 2030. This resulted in predicted jobs growth of 87 percent and household growth of 97 percent.

³ Based on field observations in 2004/5 and analysis of forecast future year travel demand associated with the range of alternatives studied. See Sections 5.6.3 and 6.7.3 of Sunrise Project Transportation Technical Report.

Sunrise Gateway Corridor Concept Study (2019 - 2020) Goals, Objectives, and Evaluation Criteria

The development of the Sunrise Gateway Corridor Concept was guided by the following goals and objectives as well as the Purpose and Need statement from the 2010 Sunrise FEIS and the Metro Council's goals and objectives for Get Moving 2020 bond measure corridors.

Goals

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, continuity, access, and mobility needs for statewide, regional, and multimodal travel within the Highway 212/Highway 224 corridor.
2. Provide transportation improvements that support the viability of the Clackamas area for industrial uses and allow development of the Rock Creek Employment Area.
3. Support community livability and protect the quality and integrity of residential uses within and adjacent to the corridor.
4. Provide a facility that minimizes and effectively mitigates adverse impacts to natural and cultural resources within the project corridor.

Objectives

- Identify overall cost and construction efficiencies from the original 2010 FEIS project.
- Ensure improvements are forward compatible (limit throw away elements) as future phases of improvement are implemented.
- Maximize return on investment.
- Provide features compatible with Get Moving 2020 criteria.
- Preserve the Sunrise Gateway Corridor right-of-way.
- Develop a phasing strategy that can be used to achieve a four-lane corridor when traffic exceeds 70% of the volume that can be served by the two-lane initial phase.

Sunrise Corridor Community Visioning (2021 - 2025) Goals

The Visioning effort established six goals and objectives; the most relevant and aligned of these six to the FEIS Purpose and Need is Goal #1. This goal is shown below with its objectives. Other goals were related to environmental, economic, health, innovation, placemaking, and coordination opportunities.

Goal #1

- Create a safe and resilient transportation network for everyone that improves travel opportunities for pedestrians, bicyclists, transit riders, and drivers.
- Create an interconnected bicycle network that is safe and gets people where they want to go.
- Create an interconnected pedestrian network that includes continuous sidewalks, Safe Routes to School, access for people with disabilities, and lighting.
- Support an affordable, safe, and connected transit system that helps people get to jobs, services, and homes, and integrates with first- and last-mile solutions.
- Enhance regional and statewide mobility for residents, employees, and businesses by reviewing the Sunrise Corridor Final Environmental Impact Statement to identify investments needed to achieve the highway purpose and need.
- Provide roadways that facilitate the movement of emergency vehicles, goods, and services.

The remaining five goals and objectives support but are not directly related to the Sunrise's Purpose and Need and the Refinement Planning effort, but can be found in the Sunrise Corridor Community Vision document.

Highway 212/I-205 Interchange looking south



03

PUBLIC ENGAGEMENT



Equitably engaging with the community to understand their lived experience was an important first step in this process. The team intentionally used an equitable engagement approach to remove barriers to participation so everyone could have a voice in this process.

Outreach occurred during the Metro Get Moving Bond Measure process and at three key points throughout the Sunrise Visioning process to collect information on existing needs and feedback on future refinements. The project team also incorporated feedback collected from other recent planning efforts in the area, including the Damascus Mobility Plan, Happy Valley Transportation System Plan Update, and the Clackamas-to-Columbia (C2C) Corridor Plan.

Sunrise Gateway Corridor Concept Outreach during the Metro Get Moving Bond Measure

The following summary of Metro's Get Moving 2020 outreach, *shown in italics*, is copied verbatim from the Metro website. Due to the onset of the COVID-19 pandemic in early 2020, outreach shifted from in-person and online engagements to exclusively online opportunities.

Between January 2019 and July 2020, thousands of community members shared their views to inform the Get Moving 2020 plan. They attended dozens of workshops and events around the region, submitted written testimony and took online surveys. People contributed input in 11 different languages.

This built off engagement to inform the 2018 Regional Transportation Plan that included over 19,000 individual comments.

In summer 2019, community teams in Clackamas, Multnomah, and Washington counties toured major travel routes and provided feedback on potential projects. Community-based organizations led discussions with people of color to help shape investments that make our transportation system safer, give people more choices in how they get around, and make TriMet free for high school students.

Metro also worked with the Transportation Funding Task Force and met regularly with government partners, business leaders, transportation advocates, and other stakeholders to shape the plan.

Community Partnerships

In 2019, Metro awarded \$200,000 in grants to four local organizations. The grants funded civic engagement activities to help ensure that the needs of people of color would be represented in the Get Moving 2020 plan. The four community partners – Asian Pacific American Network of Oregon (APANO), Portland African American Leadership Forum (PAALF), Unite Oregon, and Verde – led discussions where historically marginalized communities could voice their priorities. Community leaders reported input directly to the Metro Council.

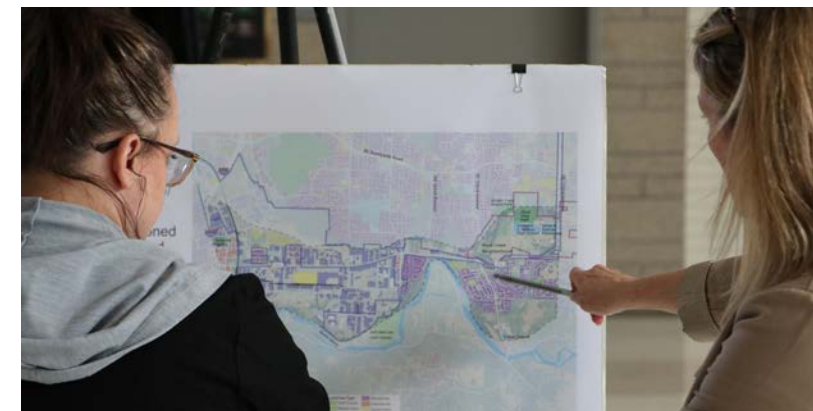
Local Investment Teams

Over the summer of 2019, Metro convened volunteer teams in Clackamas, Multnomah, and Washington counties to tour areas targeted for investment and discuss whether the improvements proposed by transportation planners would meet the needs of their communities. The teams' findings helped shape the investment recommendations the Transportation Funding Task Force made to the Metro Council.

Task Force Meetings

In January 2019, Metro Council President Lynn Peterson appointed a 35-member Transportation Funding Task Force comprised of local leaders representing a diverse range of stakeholders and communities across greater Portland. Over the course of 22 meetings, the task force helped the Metro Council identify and prioritize the investments that make up the Get Moving 2020.

These efforts confirmed the need for refining the Sunrise FEIS and moving forward with a Refinement Plan and NEPA reevaluation effort focused on the recommended Sunrise Gateway Corridor Concept alternative.





Sunrise Visioning Outreach

The Sunrise Visioning outreach further informed the community about the original Sunrise FEIS, changes since Phase 1 (I-205 to SE 122nd Avenue construction), the Sunrise Gateway Corridor Concept, and further alternatives to consider in preparing a Refinement Plan that meets both the original Purpose and Need and the current and future needs within the corridor. Following is an overview of the engagement.

Engagement Round #1

From November 2023 through February 2024, the project team engaged the community to gain a basic understanding of existing conditions, community values, and how the community preferred to be engaged throughout the visioning effort. Early conversations included stakeholder interviews and briefings with interested parties, meetings with representatives of area businesses and the larger business community, equitable engagement workshops, and pop-up events. The input from this outreach, along with data on existing conditions, yielded important information used in drafting six goals and accompanying objectives for the project. About 575 people gave feedback in this engagement round.

Engagement Round #2

This round of engagement, from March through September 2024, gathered public feedback on proposed goals and objectives, opportunities and challenges, future conditions, and ideas for future improvements in the greater corridor area extending south to the Clackamas River. The project team used a variety of methods to engage the community, including an in-person open house, meetings with representatives of area businesses and the larger business community, mailed postcards to more than 5,000 people, an online survey available in four languages, language focus groups, pop-up events, and meetings with the committees described later in this section.

Engagement Round #3

The third round of engagement lasted from January to February 2025. The project team engaged the community to gather feedback on the recommended strategies, including the draft Sunrise Gateway Corridor Refinement Plan and draft Visioning Plan. This round of engagement included an in-person open house, postcards mailed to more than 5,000 people, an online survey available in four languages, language focus groups, pop-up events, and meetings with the project committees described later in this section.

Committees and Cohorts

Multiple committees were convened to ensure that project partners, technical experts, and community members were involved in project development and the decision-making structure throughout the Sunrise Corridor Community Visioning process.

Steering Committee

The Steering Committee (SC) was composed of community members, organization representatives, and elected officials who worked with staff to provide feedback and guidance to the project team and partners at key planning milestones, collaboratively developed an implementable action plan, and made recommendations for a community vision.

Leadership Cohort

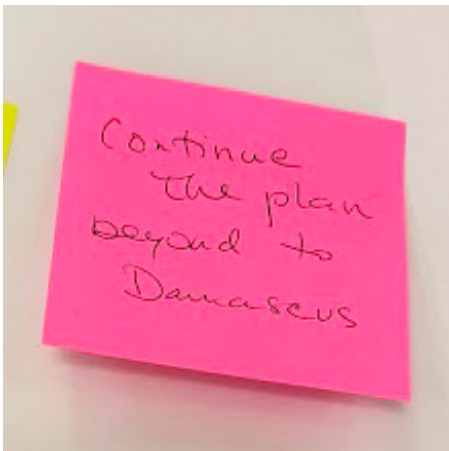
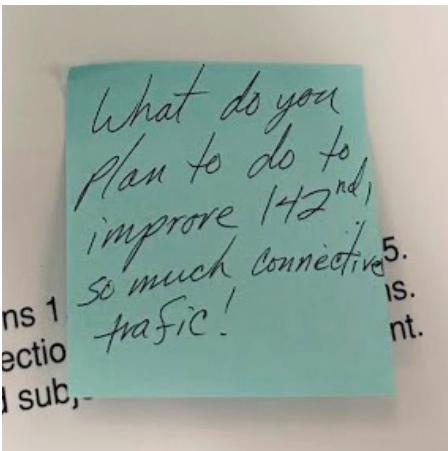
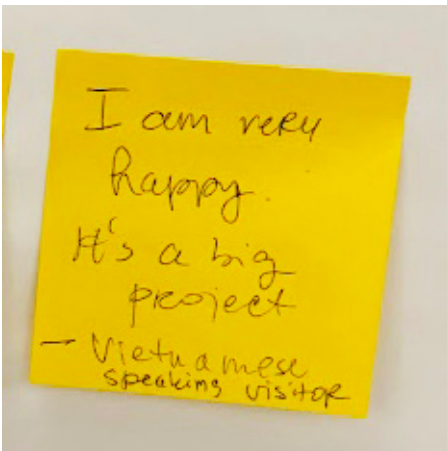
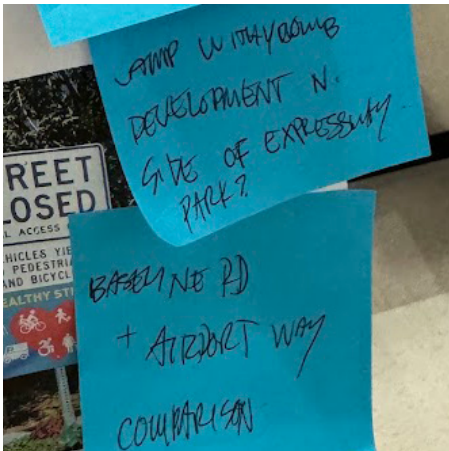
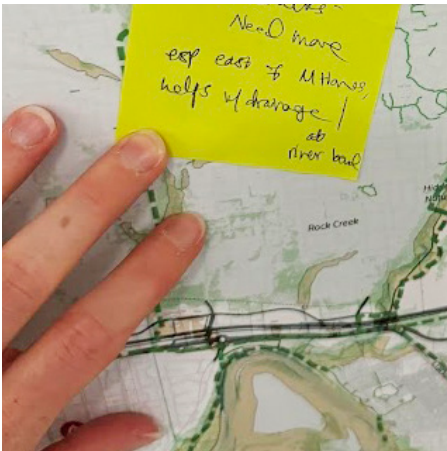
The Leadership Cohort (LC) was composed of community members who provided feedback on key project elements, helped ensure the voices of the community were heard and represented in the final vision and in the implementation phases, and developed plans for coalition and implementation efforts.

Technical Advisory Committee

The Technical Advisory Committee (TAC) was composed of subject area experts from organizations and partner agencies, who provided skilled support and technical analysis to the Steering Committee to help develop an equitable and community-supported vision for the future of the Sunrise Gateway Corridor.

Title VI Compliance

All public, community, and stakeholder engagement efforts were developed in accordance with Title VI of the Civil Rights Act. The public involvement plan included information and resources on how to request Title VI accommodations and translation or interpretation services.



What the Community Said

Key themes from the outreach efforts related to the Sunrise Corridor



Address congestion and safety issues.

Increase access to roadways and transit.

Improve multimodal travel options including sidewalks and bike lanes.

Improve walking access to schools.

Create access to parks and other green spaces.

Enhance health and wellbeing for people and wildlife.



04

EXISTING AND FUTURE CONDITIONS



Highway 212 west of SE 122nd Avenue, looking west

The Sunrise Corridor serves as an east-west connection between I-205 and US 26. The Refinement Plan focuses on the segments of Highway 212 and Highway 224 between SE 122nd Avenue and SE 172nd Avenue (Sunrise Phase 2), which are experiencing morning and evening peak hour congestion and documented multimodal safety challenges.

Walking and biking facilities are largely absent throughout the study area, except for the I-205 multi-use path and the Sunrise Corridor multi-use path, and there are few crossings along the highway. Accessing area schools and parks by bike and on foot can be challenging.

Transit service is limited within the corridor and includes TriMet lines (with four existing routes and two planned routes) and the ClackCo Connects Shuttles (Clackamas Industrial Area Shuttle and Clackamas Community College [CCC] Xpress).

The lack of continuous multimodal connections limits safe access for pedestrians, cyclists, and transit users. This section describes conditions in the study area today and looks ahead to what can be expected in the future.

Existing Operations

The Sunrise Corridor study area plays a crucial role in the movement of people and goods within the region and throughout the state. Important roadways in this area include Highway 212, a key east-west arterial route providing local connections to Happy Valley and the Damascus area and Highway 224, which connects Highway 212 to communities to the south, including Estacada and Eagle Creek. Other significant roads include SE Sunnyside Road and SE 172nd Avenue, both designated as major arterials in Happy Valley. SE Jennifer Street, SE Evelyn Street, SE 82nd Drive, SE 122nd Avenue, SE 135th Avenue, and SE 142nd Avenue are classified as minor arterial roadways.


Several intersections in the study area are experiencing congestion that exceeds adopted mobility performance thresholds, including the following:


- SE 152nd Avenue/Highway 212 during both weekday AM and PM peak hours.
- Highway 213 northbound access/I-205 southbound off-ramp/Highway 224 during weekday PM peak hours.

Additionally, at least one approach at each of the following major highway intersections exceeds vehicle storage capacity during peak hours:

- Highway 213 southbound off-ramp/I-205 southbound on-ramp/Highway 224: The southbound right-turn queue extends beyond the designated lane striping during both weekday AM and PM peak hours.
- Highway 213 northbound access/I-205 southbound off-ramp/Highway 224: The westbound through movement regularly blocks SE Ambler Road during both the weekday AM and PM peak hours. The eastbound left-turn queue extends beyond the striped storage during the PM peak hour and into the through lane. In addition, the northbound right-turn queue regularly blocks the left-turn lane and nearly backs up to I-205.
- SE 135th Avenue/Highway 212: The southbound right-turn queue regularly extends beyond the striped storage available during both peak hours, blocking the left-turn lane. In the PM peak, the westbound through queue also blocks driveways on both sides of Highway 212.
- Highway 224/Highway 212 (Rock Creek Junction): The northbound left-turn lane regularly queues beyond the available storage during both peak hours, blocking access to the right-turn lane. In the PM peak, the eastbound right-turn lane also extends beyond the available storage and beyond SE 152nd Avenue.

Highway 212 east of 122nd Ave (2023)

 **40,000**
AVERAGE ANNUAL DAILY TRAFFIC (AADT)

 **2,500**
TRUCK AADT

Source: ODOT TransGIS

Community Feedback

Many community members reported difficulty with turning left onto Highway 212 at unsignalized locations. At a community pop-up with the Shadowbrook community, **one resident shared they felt they took their life into their hands turning left across a constant stream of eastbound traffic.**

For a complete summary of existing transportation conditions, see *Technical Memorandum: Existing Transportation Conditions*, linked at the end of this report.

Existing Safety

There were 738 crashes in the study area in the five-year period between January 1, 2018 and December 31, 2022, including six fatal crashes and 24 serious injury crashes.⁴ One fatal crash occurred on the Sunrise Expressway, with the remaining five occurring on Highway 212. Seven of the crashes involved pedestrians, including one fatal crash and two serious injury crashes. There were two crashes involving bicyclists, both of which resulted in non-serious injuries.

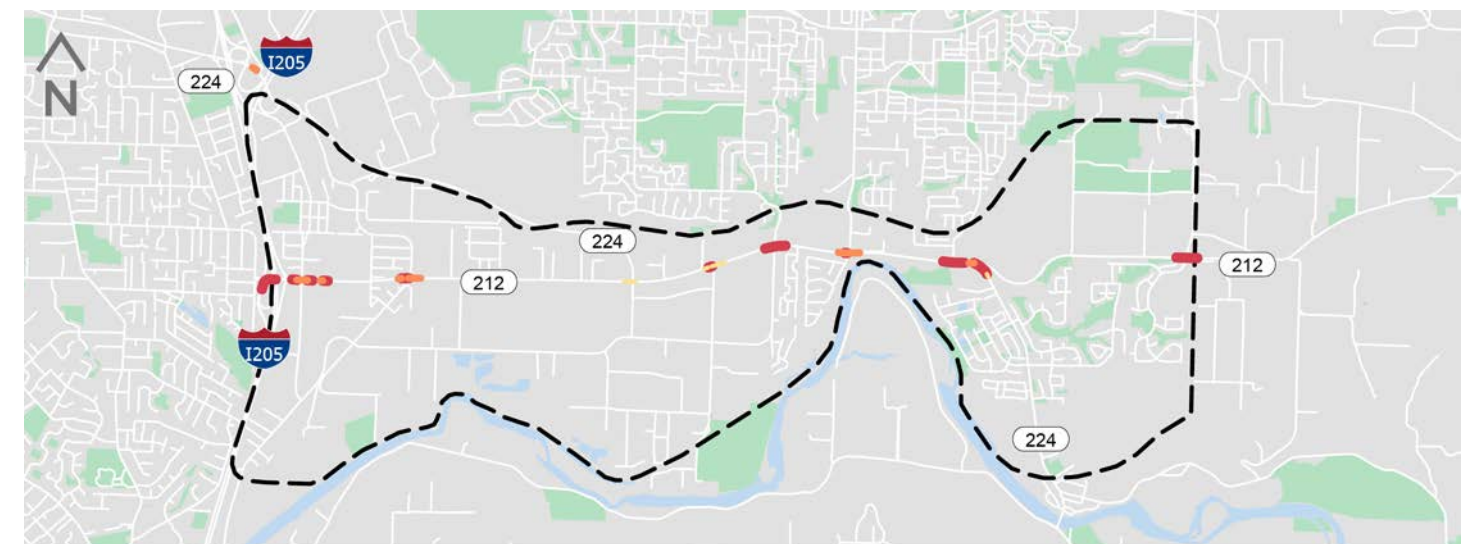
Rear-end crashes were by far the most frequent crash type (55 percent), followed by turning movement crashes (23 percent). Two fatal and seven serious injury crashes were rear-end. There were seven serious injury turning movement crashes. Together, these two crash types totaled 67 percent of all fatal or serious injury crashes within the study area. Sideswipe (overtaking) and fixed-object crashes, the next most common, were a combined 15 percent of crashes.

Some 70 crashes occurred at the I-205/OR 224 interchange. More than 500 crashes occurred on Highway 212 from the I-205 interchange to Rock Creek Junction, including multiple fatal crashes. On the stretch of Highway 212 from Rock Creek Junction to SE 172nd Avenue (the eastern study extents), there were 93 crashes, including a fatal fixed-object crash. At the lone study intersection not on the highway system, SE Jennifer Street/SE 122nd Avenue, there were six reported crashes—five angle crashes and one turning movement crash.

High Severity, High Frequency Locations

ODOT uses the Safety Priority Index (SPIS) list to help the region prioritize locations for further safety review. The SPIS locations are identified based on crash frequency, crash rate, and crash severity. Locations that are identified in the top 5

Exhibit 2. Safety Priority Index



LEGEND

95th to 100th Percentile 90th to 95th Percentile 85th to 90th Percentile Project Boundary

 **738** Total Crashes
6 Fatal | 24 Serious Injury

 **2** Bike Crashes
0 Fatal | 0 Serious Injury

 **7** Pedestrian Crashes
1 Fatal | 2 Serious Injury

 **55%** Rear-end crashes

 **70** crashes at I-205/OR224

⁴ ODOT crash data, 2018-2022

percent of the regional sites are reviewed by the region to identify any potential safety fixes. Within the project area, nine roadway segments were identified in the top 5 percent of SPIS scores for 2018-2022 (see **Exhibit 2**).

Future 2045 No-Build Conditions

Between 2020 and 2045, the Portland Metropolitan Area expects a 37 percent increase in the number of households and a 23 percent increase in jobs. Traffic volumes are anticipated to grow correspondingly. This section presents the future year “2045 No-Build” conditions, reflecting what the area will experience without Phase 2 of the Sunrise in-place.

Operations

Under year 2045 No-Build conditions where no changes are made to increase the vehicle capacity on the road system within the study area, congestion, travel time, and emergency response times are projected to worsen. In addition to worsening congestion and queuing beyond issues identified in existing conditions, the following intersections will fail to meet adopted performance thresholds:

- Highway 213 southbound off-ramp/I-205 southbound on-ramp/Highway 224 intersection and Highway 213 northbound access/I-205 southbound off-ramp/Highway 224 intersection during both the weekday AM and PM peak periods.
- Highway 212 intersections at SE 135th Avenue (AM and PM), SE 142nd Avenue (AM and PM), and SE 152nd Avenue (AM and PM)
- Highway 212/224 at Rock Creek Junction: A sensitivity analysis indicates that Rock Creek Junction can maintain acceptable Oregon Highway Plan thresholds through 2040, but exceeds Highway Design Manual (HDM) thresholds by 2028 under the No-Build scenario.

Additionally, queuing and congestion are expected at several intersections, which contribute to potential safety concerns:

- Highway 213 southbound off-ramp/I-205 southbound on-ramp/Highway 224
- Highway 213 northbound access/I-205 southbound off-ramp/Highway 224
- SE 135th Avenue/Highway 212
- Highway 224/Highway 212 (Rock Creek Junction)

The local road network identified in TSPs plays an important role in this corridor, such as the northward extension of 162nd across Rock Creek and the circulation streets for the Rock Creek Employment Center. These connections help to provide the necessary network for local trips and preserves the capacity of the regional facilities for regional trips and mobility.

Pedestrians and Bicycles

The Walk Bike Clackamas Plan outlines projects impacting the Sunrise Corridor, including:

- Five Clackamas County projects aimed at closing gaps in the walking and biking network on Jennifer Street and SE 142nd Avenue.

Highway 212 east of SE 122nd Avenue (2045) Demand

 **76,000**

AVERAGE ANNUAL DAILY TRAFFIC (AADT)

 **4,500**

TRUCK AADT

Source: Post-processed Metro RTP travel demand model volumes

For a complete summary of the future 2045 No-Build transportation conditions, see *Technical Memorandum - Future Transportation Conditions*, linked at the end of this report.

- Three ODOT projects that extend the Sunrise multi-use path to Rock Creek Junction and add shoulders and/or bikeways on Highways 212 and 224.

Additionally, the Happy Valley Transportation System Plan (TSP) includes several walking and biking projects in and around the Sunrise Corridor study area. Pedestrian projects include:

- Sidewalk infill on SE 142nd Avenue, SE 152nd Avenue, Highway 212, Highway 224, and SE 162nd Avenue and SE Rock Creek Boulevard
- Adding bike lanes on the SE 162nd Avenue extension between SE 157th Avenue and Highway 212
- Constructing the Clackamas River Trail
- Adding bike lanes on Highway 212 to the east from Rock Creek Junction
- Extending the Sunrise multi-use path to the east
- Constructing a shared-use path from Rock Creek Junction to the north following Rock Creek

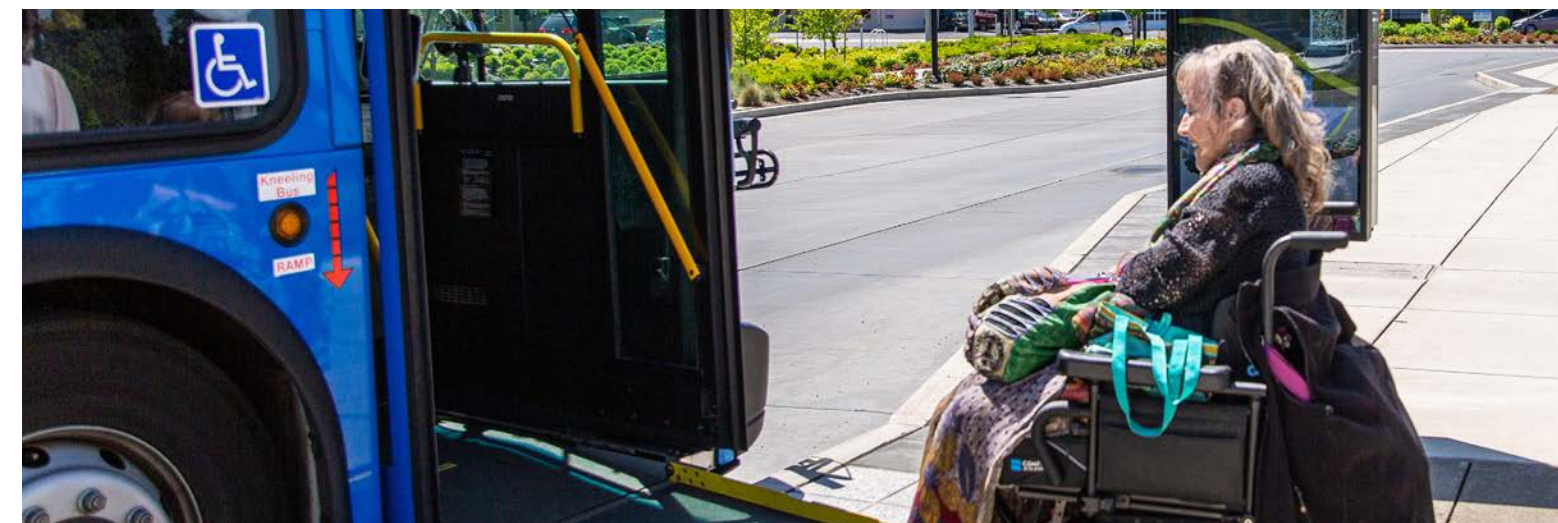
Without these changes, significant gaps in the active transportation system will remain under the No-Build scenario. Notably, pedestrian and bicycle access across Highway 212 between Rock Creek Junction and SE 172nd Avenue is unaddressed, posing challenges for students and residents south of Highway 212 who need to access schools and parks.

Transit

TriMet’s 2023 *Service Concept Final Report* (Forward Together) recommends enhancements to transit services in the Sunrise Corridor, including:

- The addition of Line 145—Jennings from Oregon City and Gladstone to Clackamas Town Center
- Increased frequency of Line 79 on SE 82nd Drive
- The introduction of a new hourly Line 150 from Milwaukie to Gresham
- Reduced service on SE 122nd Avenue/Mather and SE 152nd Avenue

The Clackamas County Transit Development Plan identifies both medium- and long-term transit needs, recommending service expansions along Highway 212 and the establishment of a transit hub near Highway 212 and SE 82nd Drive. However, in the No-Build scenario, existing and new bus services along Highway 212 will encounter significant delays due to the anticipated queuing issues. The absence of high-capacity transit options and protected spaces will hinder reliable bus service, making it difficult for TriMet and the Clackamas County Industrial Shuttle to effectively increase service.



Source: ODOT

Existing and Future Deficiencies

Exhibit 3 summarizes the existing and future deficiencies along the Sunrise Phase 2 area, including congestion, safety, freight movement, and transit access needs. Additionally, Table 1 shows the existing and future no-build volume-to-capacity (v/c) ratios at the study intersections. As shown, two intersections are already over capacity today (over 1.0), and many more are expected to near or exceed capacity if no improvements are made in the future.

Table 1. Existing and Future No-Build Intersection Operations

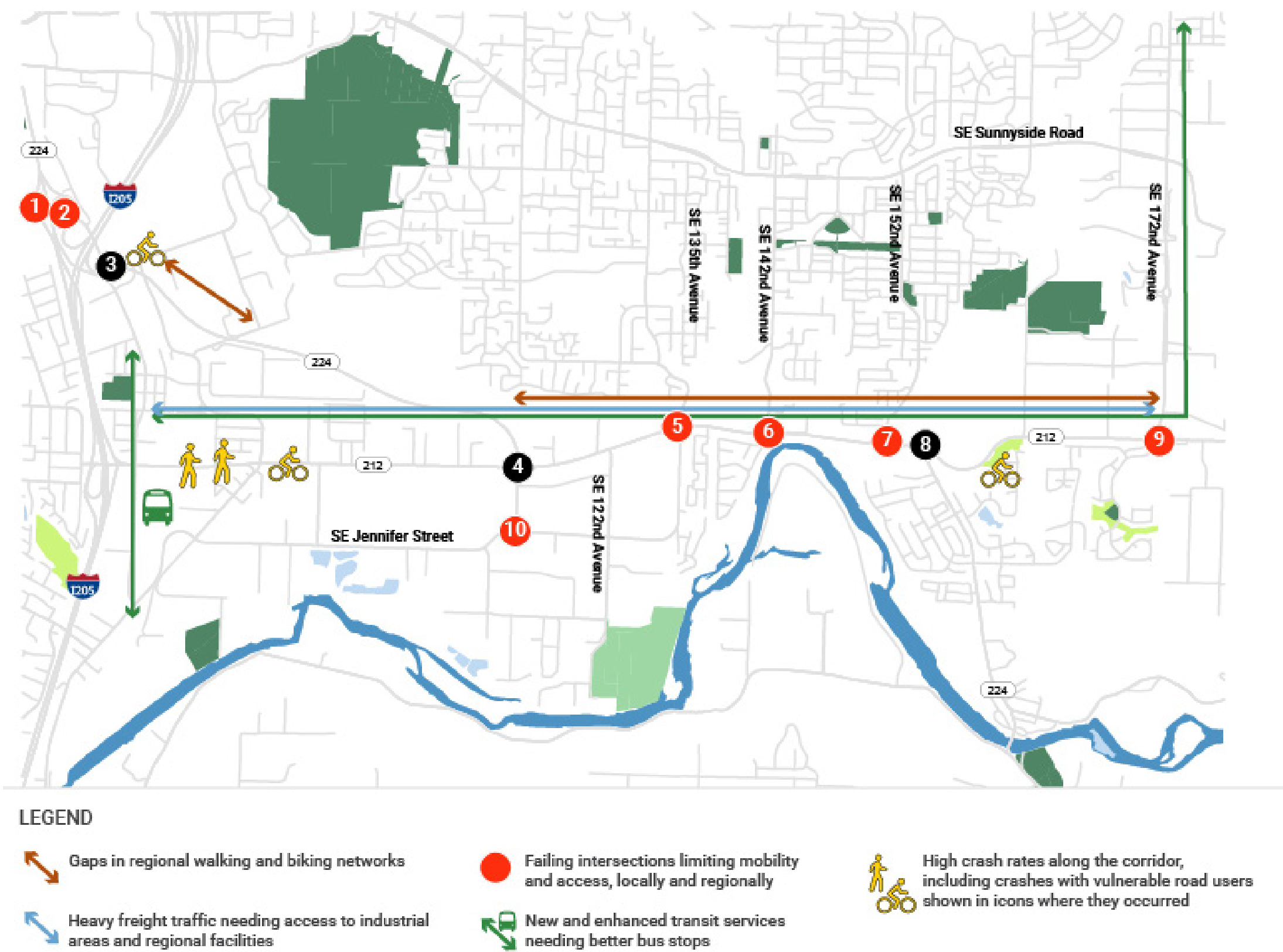
Study Intersection	Scenario			
	2023 No-Build		2045 No-Build	
	AM	PM	AM	PM
1	0.83	0.78	0.85	0.89
2	0.83	1.09	0.90	1.15
3	0.68	0.62	0.52	0.60
4	0.69	0.64	0.87	0.69
5	0.92	0.98	1.13	1.09
6	0.86	0.89	1.05	0.95
7	>2.0	>2.0	>2.0	>2.0
8	0.73	0.66	0.82	0.76
9	0.59	0.76	0.62	0.89
10	0.18	0.36	0.31	0.69

- LEGEND**
- Meets mobility target
 - Nearing capacity and mobility target
 - Over capacity and mobility target
 - Significantly over capacity and mobility target

Why Do Intersection Operations Improve in the Future at Some Intersections?

Several intersections are currently at or projected to be over capacity, which limits future traffic volume growth. Recognizing these constraints, some traffic in the 2045 travel demand model routes to different corridors that have planned improvements, lowering traffic at some key intersections. This can be seen by the minimal impact or slight improvement in some time periods to intersections near I-205 (1 and 3).

Exhibit 3. Existing and Future Deficiencies - Safety, Operations, Freight, and Transit



05

ALTERNATIVES
DEVELOPMENT
AND EVALUATION

A graphic rendering of SE 142nd Avenue/Sunrise Alternative looking northwest

After assessing current and projected future conditions along the corridor, the project team developed and evaluated revised solutions to address the identified deficiencies. After hearing the community and business feedback and considering their lived experience, several of these revisions were selected, refined, and packaged to create the recommended alternative discussed in the next chapter. If this plan is adopted, the project partners will work together to secure funding to construct the recommended alternative.

Based on feedback from the community, the project team started with the Sunrise Gateway Corridor Concept, developed revisions and alternatives, and compared the new alternatives to the 2010 Sunrise FEIS. These revisions and alternatives include:

- One refinement at SE 122nd Avenue to incorporate a full interchange.
- One refinement at 135/142/152 Avenues to incorporate a two-way left-turn lane on the backage road.
- One refinement at Rock Creek Junction to enhance the signal.
- Several refinements and construction stages to allow improvements to be phased.

Corridor-wide alternatives and enhancements were also analyzed to improve traffic operations and safety based on the recommended Sunrise Gateway Corridor Concept alternative, changes since 2020, and community and business feedback through the Sunrise Visioning process.

To ensure consistency with the FEIS, the Highway 224 intersections at nodes 1, 2, and 3 were assumed to have three eastbound lanes and three westbound lanes. All the alternatives and refinements were evaluated based on their potential environmental impacts and technical merit (operations and safety enhancements and constructibility) and economic feasibility to meet the 2010 Sunrise FEIS Purpose and Need and Goal #1 of the Sunrise Visioning Plan. Further detailed environmental review will occur as part of the reevaluation effort following adoption of the Refinement Plan.

How the Alternatives Were Developed

2010

1. Initial Selected Alternative (2010 Sunrise FEIS Process)

Alternatives development began in 2010 with defining the project Purpose and Need and the goals and objectives. The alternatives were developed in a collaborative, step-by-step process involving the affected communities, regulatory agencies, jurisdictional stakeholders, and the public.

As part of the Sunrise FEIS, screening criteria were applied to the many alternatives and ideas received at the public workshops. The criteria were used as discussion points for eliminating, advancing, or combining alternatives. This process resulted in the Selected Alternative.

2020

2. Sunrise Gateway Corridor Concept Process

During the 2020 Sunrise Gateway Corridor Concept development process, two day-long workshops were conducted to develop corridor design alternatives and ultimately select an alternative for the Metro Get Moving 2020 ballot initiative. Participants included staff from the City of Happy Valley, Clackamas County, ODOT, and Metro, along with consultant support for the City and County. Based on feedback from the Get Moving 2020 participants, the team considered several priorities when developing the initial corridor concept including:

- Providing east-west transportation improvements from I-205 at the Milwaukie Expressway to Rock Creek Junction to meet existing and future safety, connectivity, continuity, access, and mobility needs for statewide, regional, and multimodal travel within the Highway 212 corridor.
- Providing transportation improvements to further support the Clackamas Industrial Area's viability.
- Supporting community livability and protecting the quality and integrity of residential uses within and adjacent to the corridor.
- Providing a facility that minimizes and effectively mitigates adverse impacts to natural and cultural resources within the project corridor.

The recommended Sunrise Gateway Corridor Concept alternative was further vetted through the Get Moving 2020 engagement process. The alternatives development, evaluation, and selection process is documented in the 2020 Sunrise Gateway Corridor Concept.

2021-2025

3. Sunrise Visioning Process

The Sunrise Visioning Process brought the recommended 2020 Sunrise Gateway Corridor Concept alternative back to the project partners, project committees, and the community for further analysis, refinement and feedback. The Project Management Team, TAC, Steering Committee, Leadership Cohort, and the community at large provided feedback at various meetings, briefings, and public open houses.



Graphic rendering of SE 172nd Avenue/Sunrise Interchange Terminal Alternative looking north

The Range of Alternatives

Exhibit 4. Sunrise FEIS Selected Alternative (SE 122nd Avenue to SE 172nd Avenue)



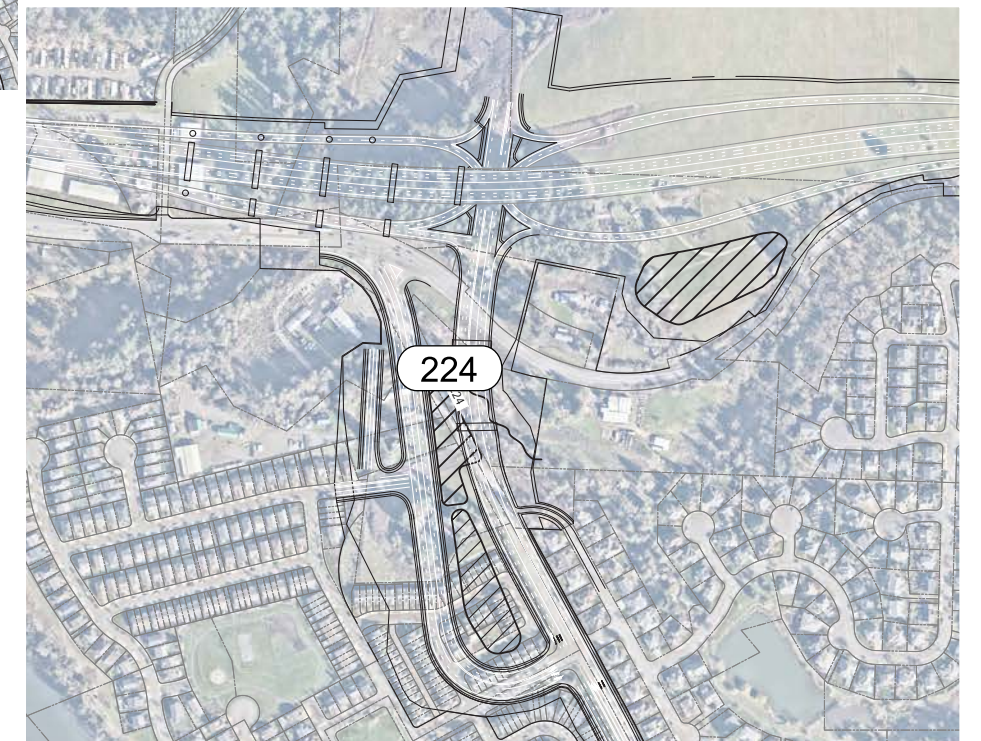
1. 2010 FEIS Selected Alternative

Seventeen alternatives were considered as part of the 2010 FEIS process. Four others were eliminated previously in a 1993 effort. Alternatives included widening or double-decking the existing highway, various alignments of the Sunrise, and subarea alternatives for the I-205 interchange area, Lawnfield area, SE 122nd Avenue, midpoint area, SE 135th Avenue to Rock Creek Junction, and East end.

Ultimately, the 2010 FEIS Selected Alternative envisioned a six-lane, elevated, limited-access facility between the I-205 interchange and SE 172nd Avenue, with auxiliary lanes effectively creating an eight-lane facility between I-205 and Rock Creek Junction. Interchanges were proposed at SE 122nd Avenue and Rock Creek Junction. Highway 212 connections to SE 135th Avenue, SE 142nd Avenue, and SE 152nd Avenue would be undercrossings.

At the proposed Rock Creek Junction interchange, the northern leg would extend to the northeast and connect to Rock Creek Boulevard at SE 162nd Avenue. This connection is not shown in FEIS exhibits but is reflected in previous transportation system plans for the City of Happy Valley. The southern leg would have provided direct access to Highway 224. However, the Rock Creek Junction interchange is no longer viable as a residential neighborhood now exists where the “jughandle” connection to the old highway corridor would have been located, southwest of the proposed interchange.

Exhibit 4 illustrates the Selected Sunrise FEIS alternative between SE 122 Avenue and SE 172nd Avenue.



Sunrise FEIS Rock Creek Junction Interchange

2. 2020 Sunrise Gateway Corridor Concept Alternatives

Alternatives considered in 2020 included a two-lane and four-lane phased Sunrise mainline, and five tie-in alternatives to Highway 212 at SE 122nd Avenue, seven at SE 135th Avenue/SE 142nd Avenue/SE 152nd Avenue; three at Rock Creek Junction; and 13 at Rock Creek Junction/SE 162nd Avenue/SE 172nd Avenue. During the design workshops and evaluation process, environmental and development constraints and cost implications emerged that eliminated several alternatives. Considering constraints and costs, the team took a system-needs approach and considered operational assessments, multimodal benefits, and accessibility to ensure all community members can travel safely by different modes. This narrowed alternatives down to the recommended tie-ins.

- **SE 122nd Tie-In** - Introduced a one-way couplet with two-phase signal operation at the long-term interchange ramp locations. A multi-use path connected to Highway 212 on the east side of SE 122nd Avenue.
- **SE 135th/SE 142nd/SE 152nd Tie-in and Segment** - Maintained Sunrise at grade from SE 122nd Avenue through SE 152nd Avenue, adding an interchange on Highway 212 at SE 142nd Avenue that bridged over the Sunrise. Disconnected vehicle connections to Highway 212 at SE 135th Avenue and rerouted them to SE 142nd Avenue. Maintained bike and pedestrian connections at SE 135th Avenue (via a pedestrian/bicycle bridge), SE 142nd Avenue (via the proposed SE 142nd Avenue bridge), and SE 152nd Avenue (via the Rock Creek trail connection to the Rock Creek Junction intersection. The SE 152nd Avenue/Highway 212 intersection was converted to right-in/right-out with all remaining movements rerouted to the new interchange at SE 142nd Avenue and Highway 212.
- **Rock Creek Junction** - No interchange configuration was deemed technically and economically feasible at Rock Creek Junction. Instead, vehicles on Highway 224 would access the Sunrise Gateway Corridor via SE 122nd Avenue or SE 172nd Avenue. In addition, based on the redistribution to Sunrise and reduction of traffic on Highway 212, a multi-lane roundabout was recommended for the intersection of Highway 212 and Highway 224 following construction of the Sunrise.
- **Rock Creek Junction/SE 162nd Avenue to SE 172nd Avenue Tie-in and Segment** – With the Rock Creek Junction interchange no longer feasible, a reconfiguration of the nearby collector roads accommodated a Highway 212 connection to the Sunrise Gateway Corridor at SE 172nd Avenue. The following improvements were recommended:
 - Realign SE 162nd Avenue and SE Rock Creek Boulevard as a continuous roadway.
 - Construct a four-lane bridge across Rock Creek between SE 152nd Avenue and SE 162nd Avenue.
 - Shift the alignment of the Sunrise Corridor south between SE 162nd Avenue and SE 172nd Avenue to use the existing Highway 212 alignment, reducing costs and right-of-way impacts.

Based on community priorities, the Metro Council directed that the Get Moving 2020 plan should prioritize investments that:

- Improve safety for everyone
- Prevent displacement and benefit communities of color
- Make it easier to get around
- Support resiliency from disasters and emergencies
- Support clean air, clean water, and healthy ecosystems
- Support economic growth
- Increase opportunity for low-income Oregonians
- Leverage regional and local investments

To improve safety and local access east of SE 172nd Avenue, the following system improvements were recommended:

- Incorporate Happy Valley TSP connections, such as realigning SE Tong Road to intersect Highway 212 near 187th Avenue.
- Extend SE Rock Creek Boulevard from SE 172nd Avenue to intersect Highway 212 at a signalized intersection at the approximate location of the Tong Road intersection.
- Implement access control on Highway 212 east of SE 172nd Avenue to the new SE Rock Creek Boulevard intersection.
- Add a new road south of existing development from Anderegg Parkway to Tong Road, providing access to existing properties.

With these recommendations, the Sunrise Corridor was found to provide the regional mobility and connectivity while Highway 212 provided safe and comfortable local connections for all modes. **Exhibit 5** shows the overall 2020 Sunrise Gateway Corridor Concept recommendation.



The Sunrise Gateway Corridor Concept, linked at the end of this report, provides a complete summary of the alternatives analysis for the work completed in 2019 and 2020 for the Metro Get Moving Bond Measure.

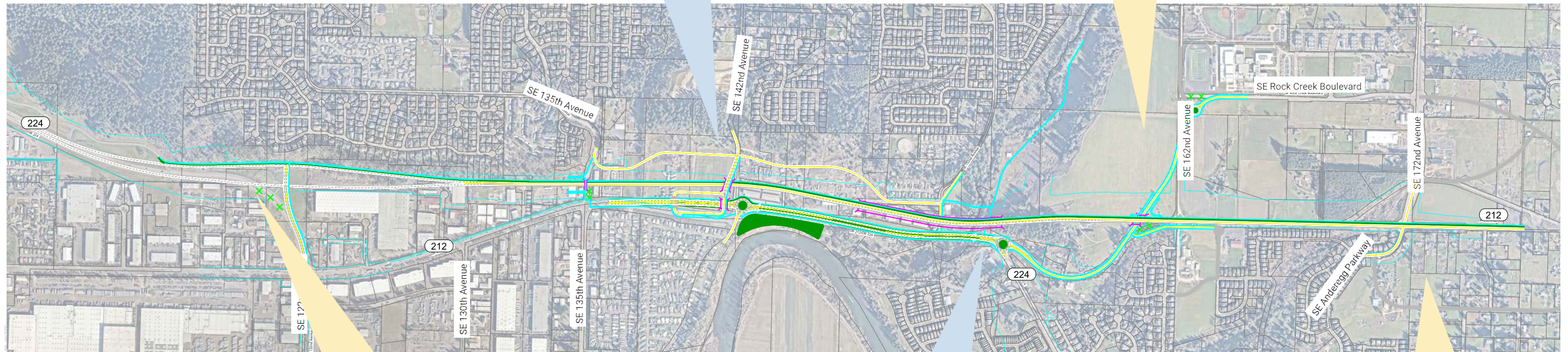
Exhibit 5. Sunrise Gateway Corridor Concept

Maintains Sunrise at grade from SE 122nd Avenue through SE 152nd Avenue, adding an interchange on Highway 212 at SE 142nd Avenue that bridges over the Sunrise. Vehicle connections to Highway 212 would be disconnected at SE 135th Avenue and rerouted to SE 142nd Avenue. Bike and pedestrian connections would be maintained at SE 135th Avenue (via a pedestrian/bicycle bridge), SE 142nd Avenue (via the proposed SE 142nd Avenue bridge), and SE 152nd Avenue (via the Rock Creek trail connection to the Rock Creek Junction intersection). The SE 152nd Avenue/Highway 212 intersection is converted to right-in/right-out with all remaining movements rerouted to the new interchange at SE 142nd Avenue at Highway 212. This shifts Highway 212 to the south and converts it to a complete street boulevard with a raised landscape median and multi-use paths to fully integrate pedestrian, bicycle, and transit users into the system

With the Rock Creek Junction interchange no longer feasible, a reconfiguration of the nearby collector roads accommodates a Highway 212 connection to the Sunrise Gateway Corridor at 172nd Avenue. The following improvements were recommended:

- Realigning SE 162nd Avenue and SE Rock Creek Boulevard as a continuous roadway.
- Constructing a four-lane bridge across Rock Creek between SE 152nd Avenue and SE 162nd Avenue.

The Sunrise Corridor alignment was shifted south between SE 162nd Avenue and SE 172nd Avenue to use the existing Highway 212 alignment, reducing costs and right-of-way impacts.



Along the existing Highway 212, local roadways, new connections, and enhanced walking and biking infrastructure will support safe modal options for all. These improvements are especially useful for children traveling between schools and residential neighborhoods, and other community members accessing the corridor via transit.

Introduced a one-way couplet with two-phase signal operation at the long-term ramp locations. A multi-use path connects to Highway 212 on the east side of SE 122nd Avenue.

No interchange configuration was deemed technically and economically feasible at Rock Creek Junction. Instead, vehicles on Highway 224 would access the Sunrise Corridor via SE 122nd Avenue or SE 172nd Avenue. A multi-lane roundabout was recommended for the intersection of Highway 212 and Highway 224 following construction of the Sunrise.

To improve safety and local access east of SE 172nd Avenue, implement the Happy Valley TSP local connections; implement access control on Highway 212 east of SE 172nd Avenue to the new SE Rock Creek Boulevard intersection; and add a new road south of existing development from Anderegg Parkway to Tong Road providing access to existing properties.

3. 2021 – 2025 Sunrise Visioning and 2024 Refinement Plan Alternatives

As part of the Sunrise Visioning Project, the recommended 2020 Sunrise Gateway Corridor Concept alternative was reintroduced to the public and analyzed using post-pandemic traffic volumes and updated 2045 projections. The following sections discuss changes to the alternative based on community, business, and project partner feedback.

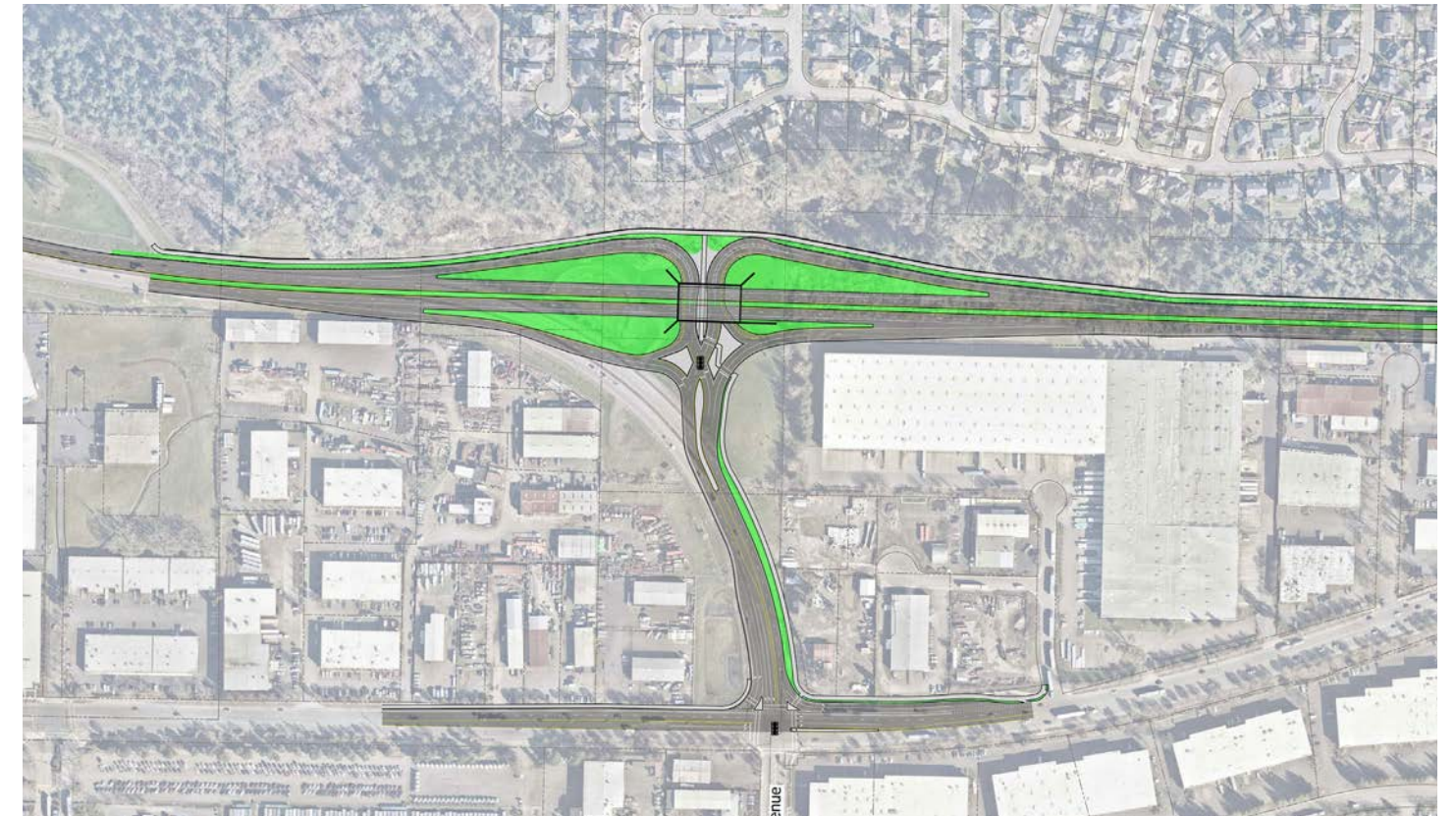
2020 Gateway Corridor Concept Operational Assessment

Updated travel patterns showed that several study intersections were no longer meeting their performance standards compared to the 2020 Sunrise Gateway Concept Plan findings. To address these deficiencies, the following refinements were made to the previously recommended alternative:

- Add second eastbound left-turn, westbound right-turn, and southbound right-turn lanes at the SE 122nd Avenue/Highway 212 intersection.
- Develop dual northbound right-turn lanes at the SE 135th Avenue/Highway 212 intersection.
- Channelize the northbound right turn and southbound right turn lanes at the reconfigured SE 142nd Avenue/Highway 212 eastbound and westbound interchange terminals as free movements with receiving lanes on Highway 212. Alternatively simple two-phase signals could be introduced and synchronized with the SE 135th Avenue signal.
- Channelize the southbound right-turn at the reconfigured SE 152nd Avenue/Highway 212 westbound terminal as a free movement with a receiving lane on Highway 212.
- Add a second eastbound right-turn lane to the existing signalized Rock Creek Junction intersection. Changes in demand and traffic distribution indicated that the original envisioned roundabout would no longer meet needs.

Based on these modifications and feedback from the Sunrise Visioning Project standing committees, briefings, and community outreach, the following refinement options to the updated 2020 Sunrise Gateway Corridor Concept alternative were evaluated:

Exhibit 6. SE 122nd Avenue/Sunrise Alternative Refinement Option

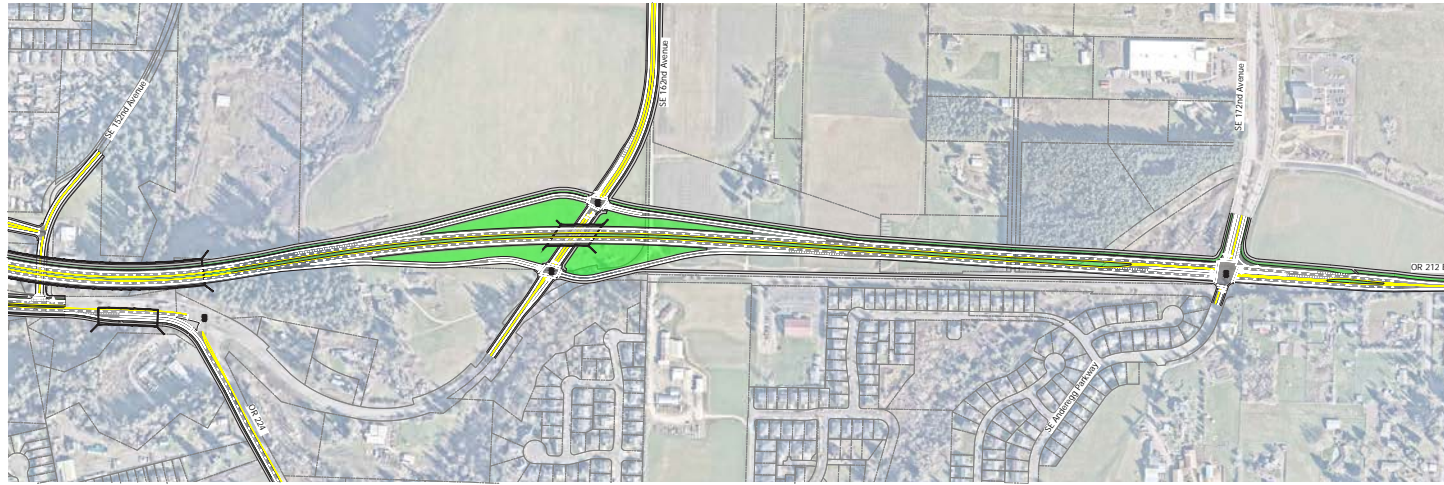


SE 122nd Avenue/Sunrise Option

The Sunrise Gateway Corridor Concept envisioned developing a couplet via the future interchange ramps and signaling the terminals with SE 122nd Avenue. This option provided adequate traffic capacity under projected year 2045 conditions; however, it would introduce additional stops along the Sunrise mainline. Based on further project partner feedback, the desire to facilitate freight movement without the need to stop, and the incremental cost difference of installing the mainline bridge over SE 122nd Avenue, a full interchange was recommended at this location. The concept was further refined as a partial Diverging Diamond Interchange (DDI), shortening crossing distances for people walking and biking and removing a signal that would cause vehicle delay. (See **Exhibit 6**).

Interim SE 162nd Avenue Diamond Interchange Option

This alternative refinement option extends SE 162nd Avenue under the Sunrise and south to Highway 224 at Rock Creek Junction. To accommodate regional north-south traffic and Rock Creek Employment Center access to the Sunrise, this alternative developed an interim full diamond interchange at SE 162nd Avenue and maintained the SE 172nd Avenue/Sunrise signalized intersection as identified in the 2010 Sunrise FEIS. The interim interchange was configured in a manner which allowed it to be converted to a split-diamond interchange in the future serving SE 162nd Avenue and SE 172nd Avenue. **Exhibit 7** illustrates the SE 162nd Avenue Diamond Interchange option.

Exhibit 7. Interim SE 162nd Avenue Diamond Alternative Refinement Option

This alternative refinement option has several benefits over the original Sunrise FEIS and the Sunrise Gateway Corridor Concept and provides flexibility for future potential corridor extensions east of SE 172nd Avenue.

Nearer-term Benefits

- **Sunrise Access Control** – Maintains a single access point to the Sunrise between SE 122nd Avenue and SE 172nd Avenue by shifting the Rock Creek Junction interchange to SE 162nd Avenue, and allows for the potential further reduction in access points in the long-term via a SE 162nd Avenue/SE 172nd Avenue split diamond interchange beyond the 2045 horizon year.
- **Rock Creek Boulevard Cut-through Traffic** – Provides two routes to access Rock Creek Junction from the SE 172nd Avenue Corridor and direct Rock Creek Employment Area access to the Sunrise via SE 162nd Avenue, which would reduce potential conflicts with cut-through traffic near the schools on Rock Creek Boulevard.
- **Pedestrian/Bicycle Access** – Allows a grade-separated multi-use path crossing under the Sunrise to connect the southerly neighborhoods and the schools along Rock Creek Boulevard.

Longer-term Benefits

This alternative refinement option provides the ability to address several key needs beyond the year 2045, including the following:

- **Sunrise/C2C Corridor Junction** – The SE 172nd Avenue/Highway 212 intersection is the eastern end of the Sunrise FEIS corridor and the primary junction for residents and employees to access 172nd Avenue which is the only major parallel north-south corridor east of I-205. While a future interchange is envisioned at this location, no such improvement has been conceptually designed or adopted into planning documents. This option recognizes this dilemma and the inability to develop an interchange at Rock Creek Junction. The interim SE 162nd Avenue/Sunrise interchange and signalized SE 172nd Avenue/Sunrise intersection could be converted to a split-diamond interchange with west ramps remaining at SE 162nd Avenue and frontage roads being developed to an east ramp terminal at SE 172nd Avenue.
- **North-South Circulation** – Due to the limited north-south connectivity south of Highway 212 and north of the Clackamas River, this option leverages the Rock Creek Junction and SE Tong Road corridors while minimizing cut-through traffic within the existing neighborhoods and Rock Creek Employment Center.
- **SE 172nd Avenue to Tong Road Considerations** – A one-way couplet could form the easterly transition into the full access-controlled Sunrise facility and provide a connection to the planned Tong Road corridor and alternative north-south route to Highway 224. This right-of-way is already preserved with existing roads.

SE 162nd Avenue/SE 172nd Avenue Split-Diamond Option

The SE 162nd Avenue/SE 172nd Avenue split-diamond alternative refinement option, shown in **Exhibit 8**, provides the following benefits when compared to the interim SE 162nd Avenue diamond interchange option:

- **East-west connectivity:** Frontage roads provide east-west connectivity in the Rock Creek area, drawing traffic away from Rock Creek Boulevard and the schools along it.
- **Enhanced traffic operations and future compatibility:** This concept allows construction staging and improves traffic operations, particularly at Highway 212/SE 172nd Avenue, where additional turn lanes would be needed under an interim SE 162nd Avenue Diamond Interchange Option and would ultimately be removed with the split diamond option. The split-diamond interchange also addresses the short- and long-term needs for the C2C while neither eliminating nor specifying future alternatives to extend the Sunrise from SE 172nd Avenue to US 26.
- **Compatible with potential short-term improvements:** The City of Happy Valley, Clackamas County and ODOT are exploring forward compatible near-term improvements to extend SE 162 Avenue and provide access to/from Highway 212. These efforts will continue to help facilitate near-term development within the Rock Creek Employment Center.
- **Conforms with the 2010 Sunrise FEIS:** The proposed split diamond interchange replaces the previously planned Rock Creek Junction interchange, maintains the eastern terminus of SE 172nd Avenue, and meets the original purpose and need.

Additionally, project partners will need to continue to collaborate to refine this option to address local access consolidation and management needs between SE 162nd Avenue and SE Tong Road.

The project team recommends the City of Happy Valley, Clackamas County and ODOT explore forward compatible near-term improvements to extend SE 162 Avenue and provide access to/from Highway 212. These efforts will continue to help facilitate near-term development within the Rock Creek Employment Center.

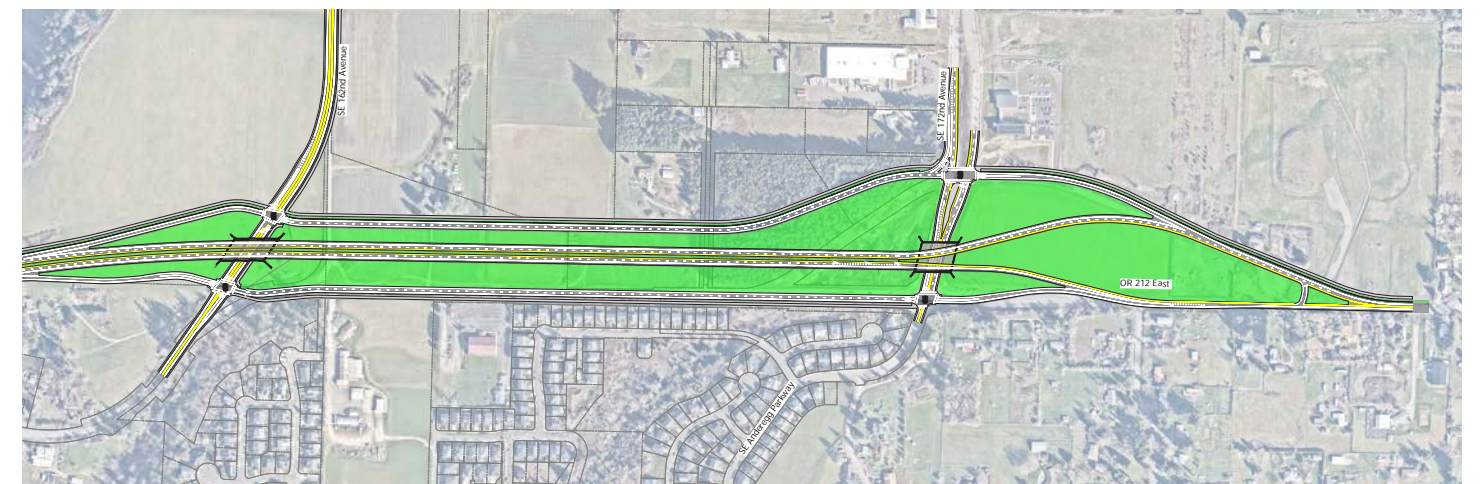

Exhibit 8. SE 162nd Avenue/SE 172nd Avenue Split-Diamond Interchange Option

Exhibit 9. Refined Sunrise Gateway Corridor with 162nd/172nd Split Diamond Interchange



LEGEND
 Study intersection
(See Table 2 for operations comparison)

Operational Screening of Alternatives

The intersection performance for each alternative (with selected refinements) was screened and compared to the 2010 Sunrise FEIS. **Table 2** shows the volume-to-capacity results for the 2045 scenarios. As shown, the four-lane Sunrise Gateway with the SE 162nd Avenue/SE 172nd Avenue split diamond recommended alternative operates similar to or better than the FEIS with (as shown) or without the future planned improvements (i.e., a third lane in each direction on Highway 224) in the vicinity of SE 82nd Avenue and I-205.

Many people have concerns about student safety in the area. The new concept reduces traffic in front of the schools.

“ Safety of students walking and biking to the high school should be a top priority.

“ Safe pedestrian and bike access is imperative for any future access along with trees and physical barriers to buffer the sidewalks and bike lanes.

“ There should be crosswalks and sidewalks on both sides of the road on streets with a school. We currently have several schools that do not have safe and appropriate ways to walk.

Table 2. Operations Comparison
See Exhibit 9 for study intersection locations.

		Existing Intersections										Future Intersections													
		1	2	3	4	5	6	7	8	9	10	A	B	C	D	E	F	G	H	I	J	K	L	M	
		Hwy 213 SB off-ramp/I-205 SB on-ramp/Hwy 224	Hwy 213 NB access/I-205 SB off-ramp/Hwy 224	I-205 NB on-ramp/Hwy 224	SE 122nd Ave/Hwy 224/212	SE 135th Ave/Hwy 212	SE 142nd Ave/Hwy 212	SE 152nd Ave/Hwy 212	Hwy 224/212 (Rock Creek Junction)	SE 172nd Ave/Hwy 212	SE 122nd Ave/SE Jennifer St	SE 122nd Ave/Sunrise WB	SE 122nd Ave/Sunrise EB	SE 142nd Ave/Backage Road	SE 142nd Ave/Hwy 212 Access	Riverbend Access/Hwy 212	SE 122nd Ave/Sunrise WB (FEIS intersection)	SE 122nd Ave/Sunrise EB (FEIS intersection)	Hwy 224/Sunrise	Hwy 224/212	SE 162nd Ave/WB couplet	SE 162nd Ave/EB couplet	SE 172nd Ave/WB couplet	SE 172nd Ave/EB couplet	
2045 Scenario																									
No-Build		AM	0.85	0.90	0.52	0.87	1.13	1.05	>2.0	0.82	0.62	0.31													
		PM	0.89	1.15	0.60	0.69	1.09	0.95	>2.0	0.76	0.89	0.68													
Two-lane Sunrise Gateway		AM	0.77	1.04	0.59	0.87	0.74	N/A	N/A	0.76	0.84	0.17	0.88	0.77	0.24	0.62	0.68								
		PM	0.73	1.00	0.64	0.74	0.66	N/A	N/A	0.58	0.83	0.17	0.62	0.79	0.98	0.74	0.88								
Four-lane Sunrise Gateway		AM	0.84	1.08	0.68	0.69	0.56	N/A	N/A	0.69	0.64	0.08	0.98	0.74	0.42	0.58	0.64								
		PM	0.77	1.02	0.67	0.82	0.83	N/A	N/A	0.50	0.83	0.01	0.64	0.81	0.42	0.70	0.63								
Four-lane Sunrise Gateway with Interim SE 162nd Ave Diamond Interchange		AM	0.73	0.99	0.65	0.96	0.72	N/A	N/A	0.82	0.67	0.07	0.86	0.73	0.75	0.61	0.63					0.52	0.92		
		PM	0.76	1.01	0.67	0.76	0.85	N/A	N/A	0.65	0.85	0.12	0.64	0.75	0.84	0.70	0.72					0.79	1.01		
Four-lane Sunrise Gateway with SE 162nd Ave/ SE 172nd Ave Split Diamond Interchange		AM	0.73	0.99	0.65	0.96	0.72	N/A	N/A	0.82	N/A	0.07			0.75	0.61	0.63		0.87			0.78	0.79	0.76	0.62
		PM	0.76	1.01	0.67	0.76	0.85	N/A	N/A	0.65	N/A	0.12			0.84	0.70	0.72		0.87			0.83	0.82	0.46	0.87
2010 FEIS Selected Alternative		AM	0.77	1.00	0.68	0.88	0.83	0.56	1.15	0.57	0.86	0.27						0.95	0.81	0.73	0.57			0.77	1.00
		PM	0.81	0.96	0.65	0.68	0.87	0.57	1.46	0.39	0.87	0.13						0.80	0.92	0.83	0.64			0.81	0.96

Notes: (1) Intersections A and B operate as at-grade intersections under the original two-lane and four-lane Gateway scenarios. In the FEIS and recommended alternative, intersections F and G are ramp terminals, hence the better performance during some time periods. (2) Lane configurations and improvements to intersections 1, 2, and 3 are assumed to include the planned third Highway 224 lane in each direction to be consistent across all build scenarios.

- LEGEND
- Meets mobility target
 - Nearing capacity and mobility target
 - Over capacity and/or mobility target
 - Significantly over capacity and mobility target

WHAT SUNRISE FEIS IMPROVEMENTS ARE STILL PLANNED NEAR I-205?

The Sunrise FEIS Preferred Alternative calls for the existing Highway 224 four-lane cross-section near I-205 to be expanded to a six-lane cross-section.



SE 142nd Avenue Grade Separated Crossing of Sunrise looking northwest

Safety Performance Screening of Alternatives

Each alternative (with selected refinement options) was screened using safety performance criteria and compared to the 2010 Sunrise FEIS Selected Alternative, with safety-related analysis documented in the Supporting Documents. The alternatives were developed by creating roadway designs that reduce the likelihood of human error, account for physical injury thresholds, and foster safer behaviors. These designs aim to enhance the safety of all users, including pedestrians, cyclists, and other vulnerable travelers.

Exhibit 10 shows proposed safety improvement locations throughout the corridor under the proposed alternative and associated refinements. **Table 3** shows potential crash reduction for safety strategies targeting crash risk and severity reductions where specific crash modification factor (CMF) data is available (i.e., by what percentage the proposed improvement would reduce crashes at the specified location).


In addition to these CMFs, the improved walking, biking, and easier transit access promote mode shift to lower-speed modes that have less frequent and less severe crashes.

Table 3. Safety Benefits associated with the Sunrise Gateway Corridor Concept Alternative with Refinement Options compared to 2010 FEIS Selected Alternative


Safety Improvement Strategies / Treatments	Details	Location on Corridor	CMF (Crash Modification Factor)*	Target Crash Types
Intersection geometry	Removes left-turn conflicts with raised median	Highway 212/SE 135th Avenue Highway 212/SE 142nd Avenue Highway 212/SE 152nd Avenue Highway 212/Other driveways	0.26 -0.65 (reduction: 35-74%)	Angle, left-turn
Intersection geometry	Conversion of signalized intersection into single- or multi-lane roundabout	Highway 212/Riverbend (formerly accessed at Highway 212/SE 142nd Avenue)	0.54 - 0.80 (reduction: 20-46%)	Intersection crashes, particularly left-turn, angle, head-on, rear-end, pedestrian, and severe crashes
Bike/pedestrian improvement	Install shared path	North of the Sunrise Corridor and along Highway 212 and along 162nd/Rock Creek	0.75 (reduction: 25%)	Pedestrian and bicycle crashes
Interchange design	Convert at-grade intersection into grade-separated interchange	Highway 212/SE 172nd Avenue	0.43 - 0.84 (reduction: 16-57%)	All intersection crashes, particularly severe crashes
Roadway	Convert a two-way left turn lane to a raised median	Highway 212 between SE 135th Avenue and Rock Creek Junction	0.27 – 0.67 (reduction: 33-73%)	Head-on, angle, and left-turn crashes
Local Circulation and Access Management Plan	Develop frontage roadways and local street connections south of Highway 212 to consolidate access points, minimize conflict points, and enhance access safety and efficiency.	Highway 212 between SE 162nd Avenue and SE Tong Road	Not Applicable	Access-related crashes, rear-end, angle and sideswipe crashes

*A crash modification factor is a measure of the safety effectiveness of a particular treatment or design element.


Exhibit 10. Safety improvements along the corridor




Provides separated pedestrian and bicycle facilities, including shared-use paths and an exclusive non-vehicular bridge at SE 135th Avenue over the Sunrise




Introduces a median on Highway 212 between SE 135th Avenue and Rock Creek Junction




Improves bicyclist and pedestrian safety




Simplifies the SE 135th Avenue intersection by removing two left-turn and two through movements




Removes SE 142nd Avenue signal



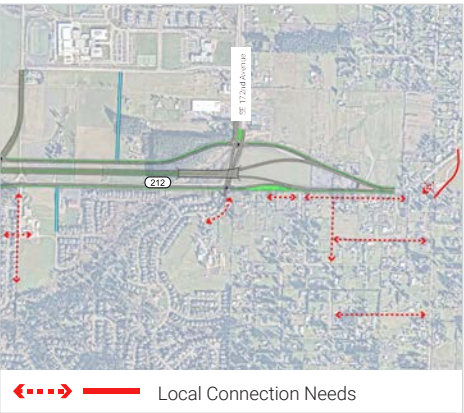
Introduces a roundabout to improve access to the Riverbend community



Reduces cut-through traffic and improves walking and biking safety along Rock Creek Boulevard



Provides a grade-separated crossing at SE 172nd Avenue



Identifies the need to develop a local circulation and access management plan to serve properties located south of Highway 212 between SE 162nd Avenue and SE Tong Road

*Source: ODOT ARTS; Crash Modification Factors Clearinghouse. Most improvements align with ODOT’s approved CRF list (such as H37-H39 for raised medians, H64 for converting two-way left-turn lanes to raised medians, H18-H19 for roundabouts, and BP29 for shared paths). All CMF values are derived from the FHWA’s national Crash Modification Factors Clearinghouse to ensure consistency and applicability across all improvement types.

NEPA Reevaluation Considerations

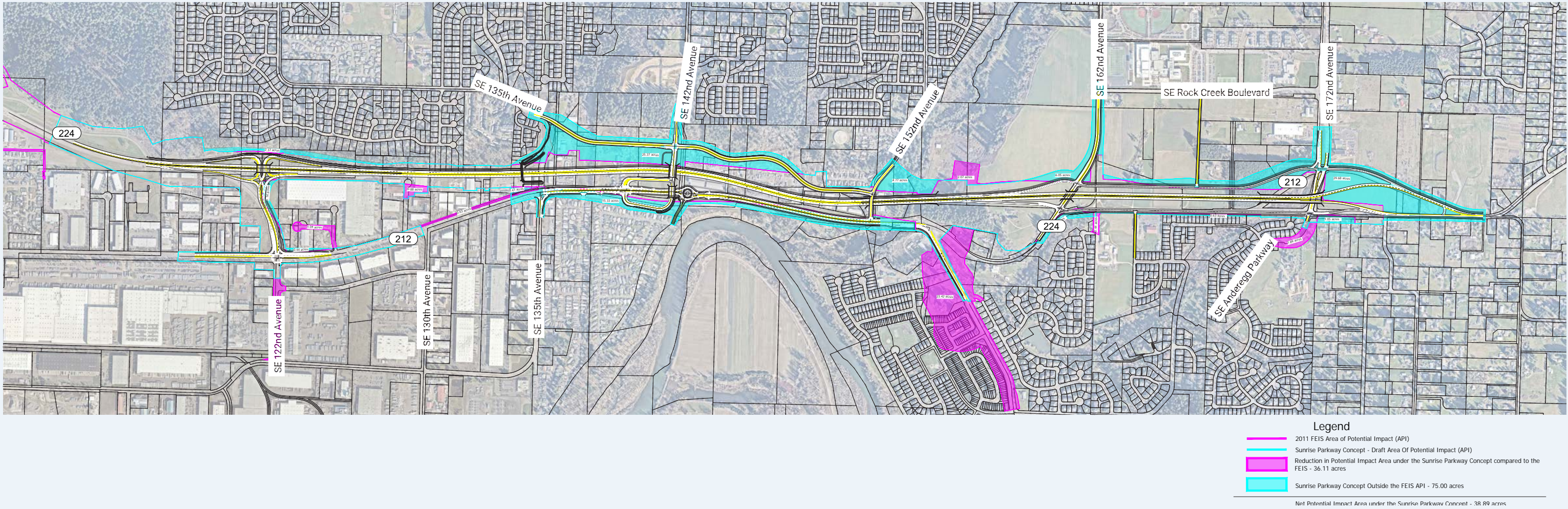
Table 4 summarizes key differences between the 2010 Sunrise FEIS and the recommended Sunrise Gateway Corridor Refinement Plan alternative compared to existing conditions.

Table 4. Comparison of 2010 Sunrise FEIS Selected Alternative and Sunrise Gateway Corridor Refinement Plan Alternatives to Existing Conditions

Element	2010 Sunrise FEIS Selected Alternative	Sunrise Gateway Corridor Refinement Plan
Sunrise Mainline (Extension of limited access portion of Highway 224 from SE 122nd Avenue to Rock Creek Junction)	Elevated six-lane expressway with auxiliary lanes crossing above SE 135th Avenue, SE 142nd Avenue, and SE 152nd Avenue.	At-grade, four-lane parkway compatible with Sunrise Phase 1 that travels under SE 142nd Avenue and over SE 152nd Avenue.
Highway 212 east of SE 122nd	Minimal changes.	Introduces enhanced pedestrian and bicycle facilities between SE 122nd Avenue and SE 135th Avenue. Introduces separated multi-use paths between SE 135th Avenue and Highway 212/SE 162nd Avenue roundabout.
Sunrise west of SE 122nd Avenue	Highway 224 widened to a six-lane section between SE 82nd Avenue and I-205 ramp terminals.	Highway 224 widened to a six-lane section between SE 82nd Avenue and I-205 ramp terminals.
SE 122nd Avenue/Sunrise	Diamond Interchange providing access to industrial area.	No changes.
Rock Creek Junction	Replaces Rock Creek Junction with a full interchange with access to Highway 224 (south) and Rock Creek Boulevard (north) and an easterly junction between the eastern legs of Highway 212 and Highway 224.	Compared to existing conditions, this concept removes the need for the current Rock Creek Junction interchange and adds an eastbound right-turn lane at the existing signal. It also introduces a SE 162nd Avenue/ SE 172nd Avenue split diamond interchange, with potential for phased implementation in the nearer term.
SE 122nd Avenue	Adds second eastbound left-turn, second westbound right-turn, and southbound right-turn lanes.	Same needs in 2045.
SE 135th Avenue	Travels underneath Sunrise and maintains a signalized SE 135th Avenue/Highway 212-224 intersection.	Removes north leg and simplifies the phasing at the signalized SE 135th Avenue/Highway 212-224 intersection. Introduces dual northbound right-turn lanes.

Element	2010 Sunrise FEIS Selected Alternative	Sunrise Gateway Corridor Refinement Plan
SE 142nd Avenue	Travels underneath Sunrise and maintains a signalized SE 142nd Avenue/Highway 212-224 intersection.	Introduces an overpass crossing above the Sunrise and realigned Highway 212/224 corridor and provides full access to Highway 212-224 via ramps.
SE 152nd Avenue	Travels underneath Sunrise and maintains an unsignalized SE 152nd Avenue/Highway 212-224 intersection.	Travels underneath Sunrise and maintains an unsignalized SE 152nd Avenue/Highway 212-224 right-in/ right-out only intersection.
SE 162nd Avenue	Access provided via the Rock Creek Junction interchange utilizing Rock Creek Boulevard or the old Highway 212 alignment.	Introduces a SE 162nd Avenue/ SE 172nd Avenue split diamond interchange Provides access to Rock Creek Boulevard with potential nearer term phasing.
SE 172nd Avenue	Terminates the initial Sunrise at a signalized intersection at SE 172nd Avenue. Adds another eastbound left-turn, southbound right-turn, and westbound through lane.	
Area of Potential Impact (API)	See Exhibit 11.	See Exhibit 11. Increases the overall API and introduces approximately 24.59 net acres of expanded API between SE 135th Avenue and SE 152nd Avenue for a new backage roadway and realigned Highway 212-224.

Exhibit 11. 2010 Sunrise FEIS and Sunrise Refinement Plan Alternatives API Comparison Map



Area of Potential Impact Changes

Exhibit 11 shows the changes to the Area of Potential Impact (API) between the FEIS and Sunrise Gateway Corridor Refinement Plan alternatives. As shown, the primary changes include:

- **Expanded API to accommodate the Refinement Plan alternative's SE 135th/SE 142nd/SE 152nd backage road,** which provide local connectivity. The API here is primarily along vacant, unforested land.
- **Expanded API to accommodate the Refinement Plan alternative's realignment and multimodal aspects of the existing highway,** which include active transportation facilities and align the highway away from the Clackamas River. The API here is primarily the existing ODOT highway right-of-way.
- **Reduced API due to the Refinement Plan alternative's removal of the Rock Creek Junction interchange.** The API here is primarily residential neighborhoods that would have been impacted under the FEIS Selected Alternative. Further, the FEIS API did not include extension of a roadway from the north of the interchange to Rock Creek Boulevard, which would be about half a mile in length. Assuming a 100-foot roadway cross-section impact along six additional acres.
- **Expanded API to accommodate Refinement Plan alternative's extension of SE 162nd Avenue** where the existing

highway realignment occurs, improving SE 162nd Avenue to allow connection to the Rock Creek Employment Center. The API here is primarily along the planned local roadway alignment

- **Expanded API to accommodate Refinement Plan alternative's footprint around the SE 172nd Avenue terminus** where the frontage roads are developed along the existing Highway 212 and SE Armstrong Court. The API here is primarily along existing roadway and undevelopable areas due to underground gas pipelines.

The Sunrise Gateway Corridor Refinement Plan Alternative shown in **Exhibit 12** is the recommended alternative for

06

RECOMMENDED ALTERNATIVE



Recommended SE 122nd Avenue/Sunrise Diamond Interchange looking east

implementation by 2045. This is the alternative with a Sunrise four-lane cross-section and a split-diamond interchange at SE 162nd Avenue and SE 172nd Avenue.

This alternative maintains an access-controlled facility from I-205 to SE 172nd Avenue with reduced cost and impacts compared to the 2010 Sunrise FEIS Selected Alternative, while still meeting the original FEIS Purpose and responding to the community and project partner feedback received.

It provides operational and safety benefits for all modes along the existing Highway 212 and multi-use path network connectivity throughout and beyond the study area. The vision could be phased into separate construction stages, as illustrated in Exhibit 12, which could allow it to respond to near-term development pressures and funding uncertainty.

Key Features

Exhibit 12. Recommended Sunrise Gateway Corridor Refinement Plan Alternative and Conceptual Construction Potential Staging Plan

A staging approach is likely to be analyzed and developed during the reevaluation and design process.



Phase 2 - Stage 1 - 135th to 152nd Avenue

- Realign Highway 212-224 to the north with a raised center median and construct multi-use paths along both sides
- Remove the north leg of SE 135th Avenue and develop northbound dual right-turn lanes
- Construct new backage roadway connecting SE 135th Avenue to SE 152nd Avenue and a new signal at SE 142nd Avenue
- Provide sidewalks, bike lanes, shared-use paths, bus stops, and potential micromobility hubs along new and existing facilities
- Remove SE 142nd Avenue signal and construct grade-separated access to Highway 212-224
- Construct multi-lane roundabout and access to Riverbend Mobile Home Park

Phase 2 - Stage 2 - Rock Creek Junction Upgrade

- Construct dual eastbound right-turn lanes
- Construct second southbound receiving lane on Highway 224
- Upgrade traffic signal
- Construct a shared-use path and improved crossings for people walking and biking

Stages 1, 2, and 3 could each have independent value and do not depend on the construction of one stage prior to the others.

Stage 4 requires stages 1 and 3 to be constructed in advance.

Phase 2 - Stage 3 - 162nd to 172nd Frontage Road

- Construct new westbound, one-way frontage road between SE 162nd Avenue and SE 172nd Avenue
- Convert Highway 212 to one-way eastbound between SE 162nd Avenue and Armstrong Circle
- Convert Armstrong Circle to one-way westbound
- Signalize the SE 172nd Avenue/Armstrong Circle intersection
- Implement a shared-use path along both frontage roads and SE 162nd Avenue to allow safe passage for children to and from schools
- Consider up to one public roadway connection to each of the one-way frontage roads
- Consolidate and manage accesses between SE 162nd Avenue and SE Tong Road via local circulation enhancements and/or frontage roads

Phase 2 - Stage 4 - Sunrise 122nd to 172nd

- Construct four-lane Sunrise and multi-use path from SE 122nd Avenue to SE 172nd Avenue
- Construct new SE 122nd Avenue/Sunrise partial diverging diamond interchange
- Modify SE 122nd Avenue/Highway 212 intersection to include dual eastbound left-turn lanes and dual southbound right-turn lanes
- Construct SE 162nd Avenue/SE 172nd Avenue split-diamond interchange ramps
- Construct SE 135 Avenue exclusive pedestrian-bicycle bridge across Sunrise

For illustrative purposes only

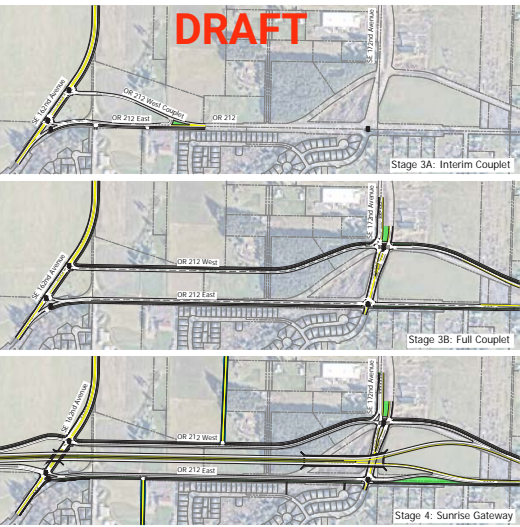
Potential Staging and Cost Estimates

The recommended alternative can be implemented in stages to provide interim improvements and create “bite-size” packages that can be funded over time. **Exhibit 12** illustrates the following four unique stages and provides a detailed description.

- Phase 2, Stage 1 - 135th to 152nd Avenue
- Phase 2, Stage 2 - Rock Creek Junction Upgrade
- Phase 2, Stage 3 - 162nd to 172nd Frontage Road
- Phase 2, Stage 4 - Sunrise 122nd to 172nd Avenue

The exhibit below shows a potential interim Stage 3 improvement to allow SE 162nd Avenue to connect with Highway 212 in the near-term. This interim improvement contains a minimal throwaway element (i.e., the westbound Highway 212 transition to the future westbound SE 162nd Avenue terminal locations) and allows for the future full Stages 3 and 4 to be developed without additional modifications.

The project team recommends Clackamas County, City of Happy Valley, and ODOT continue to coordinate through local land use actions and capital improvements to identify near-term improvements and funding strategies that preserve the recommended Sunrise Gateway Corridor Refinement Plan alternative.



Potential staging approach between SE 162nd Avenue and SE 172nd Avenue

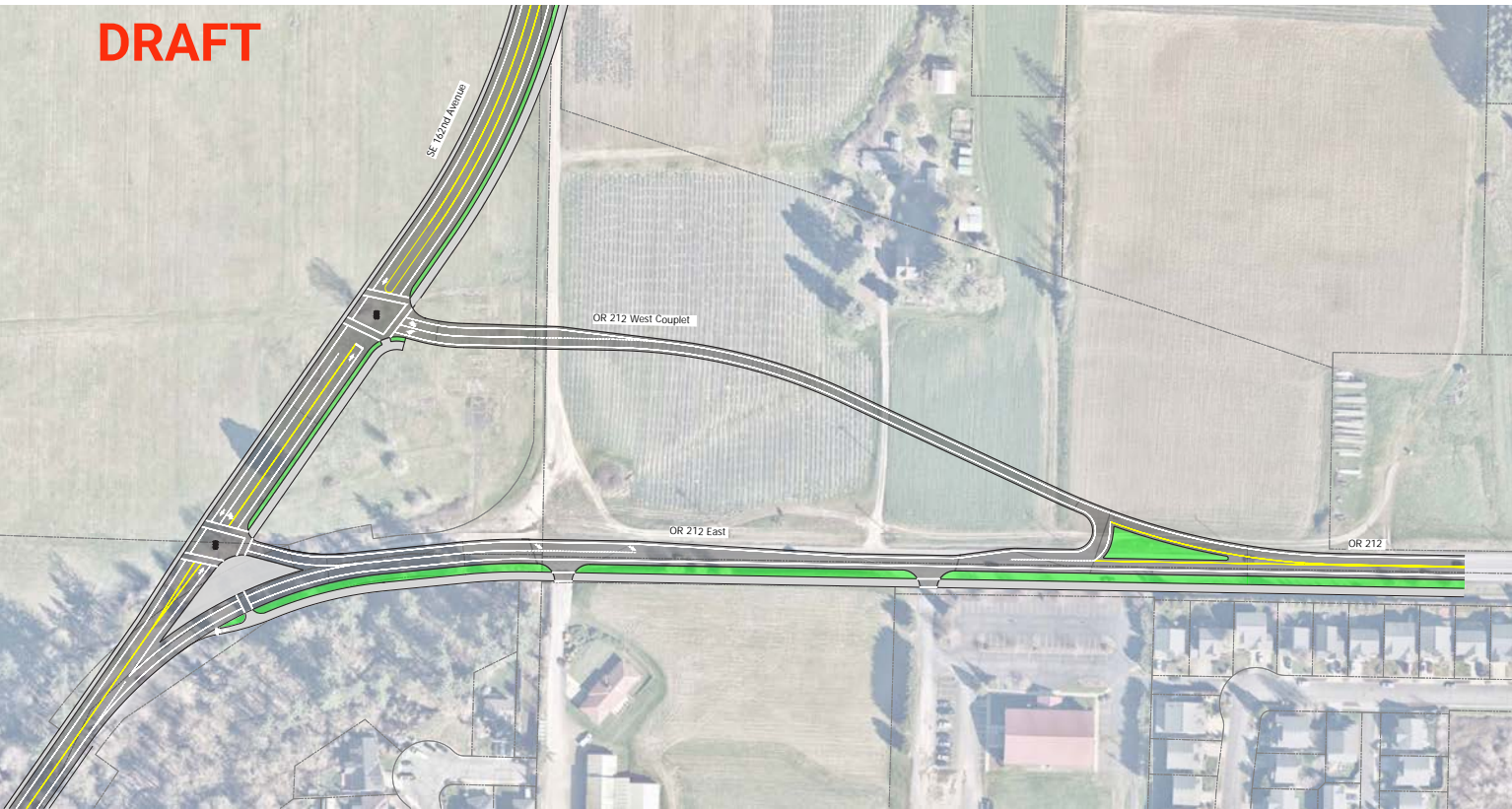


Table 5 shows the 2025 cost estimate range based on a 30% and 40% contingency for each stage of the refined and recommended Phase 2 Sunrise alternative. With further design, partner agencies will seek opportunities to reduce costs, right-of-way, and maintenance impacts. The consultant cost estimates are shown in Table 5 and the NEPA process and scoping will be needed to determine costs for the overall project and any stages proposed.

Table 5. Sunrise Gateway Corridor (SE 122nd to SE 172nd Avenue) Design, Construction, and Right-of-Way Planning-Level Cost Estimate

WORK TASK	PROJECTS				
	Stage 1	Stage 2	Stage 3	Stage 4	Task Subtotals
Construction Costs	\$66,500,000	\$12,000,000	\$55,000,000	\$274,100,000	\$407,500,000
Right-of-Way Costs	\$34,400,000	\$500,000	\$38,000,000	\$18,000,000	\$90,900,000
Engineering Support	\$13,900,000	\$2,500,000	\$13,700,000	\$55,300,000	\$85,300,000
Construction Management	\$11,300,000	\$2,000,000	\$9,300,000	\$46,600,000	\$69,300,000
2025 Project Subtotals	\$126,100,000	\$16,900,000	\$116,000,000	\$394,000,000	
30% Construction and Bid Item Contingency	\$37,800,000	\$5,100,000	\$34,800,000	\$118,200,000	\$195,900,000
2025 Project Subtotals	\$163,900,000	\$22,000,000	\$150,800,000	\$512,200,000	
2025 Total Estimated Project Cost (Low)					\$848,900,000
40% Construction and Bid Item Contingency	\$50,400,000	\$6,800,000	\$46,400,000	\$157,600,000	\$261,200,000
2025 Project Subtotals	\$176,500,000	\$23,700,000	\$162,400,000	\$551,600,000	

2025 Total Estimated Project Cost (High) \$914,200,000

The planning level cost estimates shown above are based on the supporting memorandum cited on page 73. These estimates are based on the supporting information from the 2010 Sunrise FEIS and the planning and engineering efforts associated with the Sunrise Gateway Corridor Concept (2019-2020) and Sunrise Visioning (2021-2025) projects. The estimates will be further refined through the NEPA reevaluation effort which will further inform the environmental mitigation and permitting needs of the project.



Graphic rendering of the recommended SE 162nd Avenue/Sunrise interchange terminals looking northeast

Comparison to 2010 FEIS Purpose and Need

Table 6 shows the 2010 FEIS Purpose and Need statements and identifies relevance and potential modifications based on the recommended alternative. As shown, the statements are still applicable or partially addressed as part of the Sunrise Phase 1 project completed in 2016. The recommended Sunrise Gateway Corridor Refinement Plan alternative is projected to address all the safety and operational issues identified in the 2010 FEIS Purpose and Need statements. In addition, it further enhances multimodal safety and connectivity throughout the entire corridor.

Table 6. 2010 FEIS Purpose and Need Comparison

2010 FEIS Purpose and Need Statements	Recommended Modifications
Project Purpose: The purpose of the proposed Sunrise Project is to effectively address the existing congestion and safety problems in the Highway 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.	The 2010 FEIS Purpose Statement is still applicable and no modifications are needed.
Project Need first bulleted statement: Highway 212/224 between I-205 and Rock Creek Junction is currently experiencing unacceptable levels of congestion and delay during the peak 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.	To confirm that the needs are still valid or if they have substantively changed, this Project Need statement and corresponding footnotes that refer to the 2010 FEIS <i>Sunrise Project Transportation Technical Report</i> will need to be updated as part of a future reevaluation effort to reflect current, build, and forecast year (2045) analysis. The Future Conditions Memorandum #4.4 prepared as part of the Sunrise Corridor Community Visioning project and to support the Sunrise Gateway Corridor Concept Refinement Plan confirmed the following: First Bullet Need – Still Applicable: Highway 212/Highway 224 is projected to exceed mobility targets in the 2045 forecast year at SE 122nd Avenue, SE 135th Avenue, SE 142nd Avenue, SE 152nd Avenue, Rock Creek Junction, and SE 172nd Avenue (all over capacity vs. the mobility targets of 0.99 at signalized intersections).
Project Need second bulleted statement: By 2030, the numbers of households and jobs in the area served by this section of Highway 212/224 are expected to increase by 136 % and 85 %, respectively.	Second Bullet Need – Still Applicable: The 2045 model forecasts an increase of 37% in households and 23% in jobs across the Metro area, compared to the 2020 model. Much of the growth anticipated from the 2010 FEIS to 2030 has already occurred in the rapidly-growing City of Happy Valley, but more growth is anticipated.

2010 FEIS Purpose and Need Statements	Recommended Modifications
Project Need third bulleted statement: Both the northbound and southbound weave sections of I-205 between SE 82nd Avenue and Highway 212/224 are approaching capacity, resulting in frequent stop-and-go movements, difficulty in changing lanes, and long queues forming because of minor incidents. By the year 2015, this section of I-205 will exceed its design capacity, and the length of these stop-and-go movements will continue to grow if no action is taken. Traffic traveling on the Milwaukie Expressway (Highway 212) heading east on Highway 212/224, as well as the reverse direction, must either use the above section of I-205 or the currently congested SE 82nd Drive.	Third Bullet Need – Partially addressed through Phase 1 implemented in 2016: The Sunrise Gateway Corridor Concept Refinement Plan is not proposing any changes west of SE 122nd Avenue.
Project Need fourth bulleted statement: Highway 212/224 near I-205 is ranked in the top 10 percent of state routes for vehicle crash rate. Over 500 vehicle collisions [between I-205 and Rock Creek Junction] were reported for this area during the five-year period of 1998 through 2002. The high crash rate is attributed to severe congestion and roadway deficiencies. Inadequate bicycle and pedestrian facilities reduce the safety and connectivity for these modes of travel in the project area.	Fourth Bullet Need – Partially addressed through Phase 1 implemented in 2016: The Sunrise Gateway Corridor Concept Refinement Plan is not proposing any changes west of SE 122nd Avenue.
Project Need fifth (last) bulleted statement: Highway 212/224 is designated as a statewide and regional freight route, with 12% of the traffic on the project section of this highway being trucks. Highway 212/224 serves the Clackamas Industrial Area, which is a major freight distribution center for the Northwest. This area is expected to nearly double its employment by the year 2015. Long delays are currently reported for trucks accessing I-205 from the distribution center.	Fifth Bullet Need – Still applicable: The corridor currently supports 6% trucks and employment is anticipated to increase 23% by year 2045.



Graphic rendering of the recommended Rock Creek Junction (Highway 212/Highway 224) looking northwest



Graphic rendering of the recommended SE 135th Avenue to SE 152nd Avenue Segment of the Sunrise Corridor looking northeast

07

IMPLEMENTATION PLAN

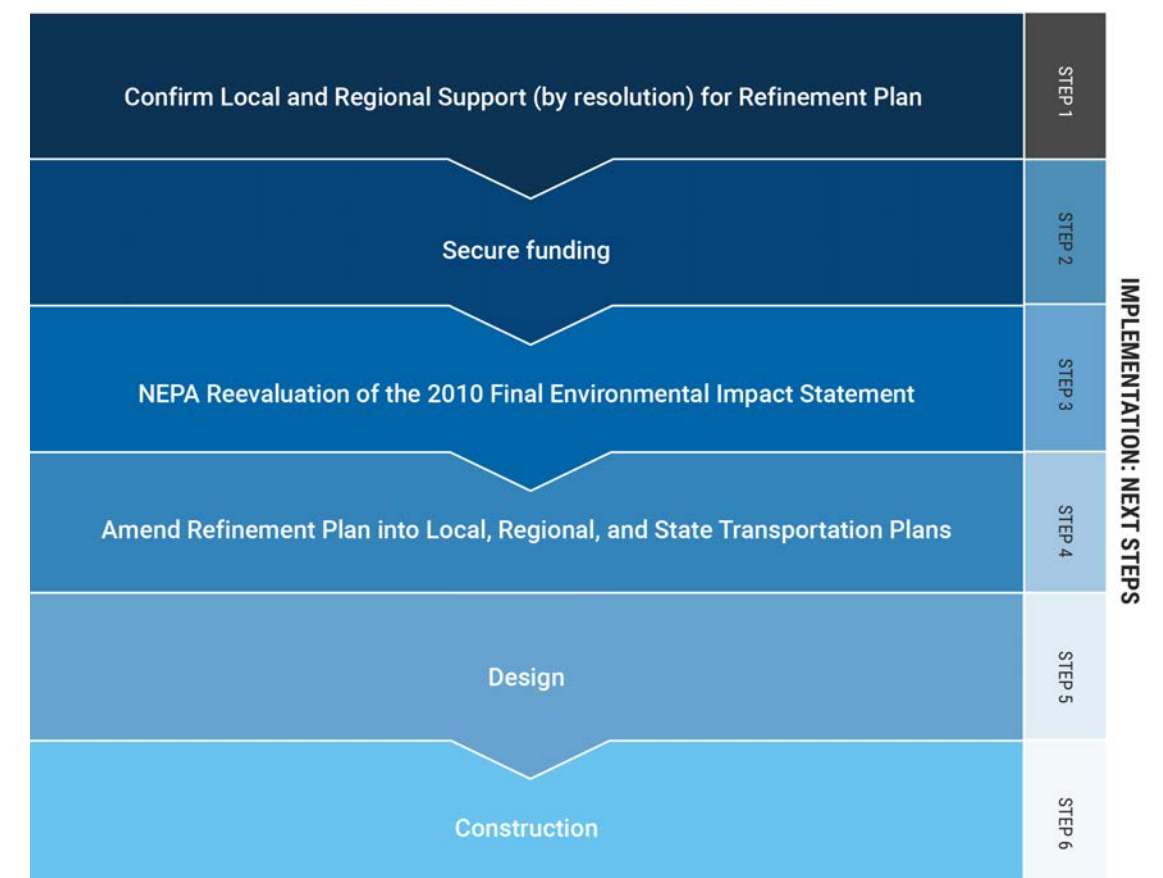
The recommended alternative, which is in the early stages of process and design development, will establish the framework for future environmental review, design, and construction efforts. The next step for project partners is to seek funding to conduct further formal environmental reviews (i.e., Sunrise FEIS reevaluation) with FHWA, proceed with design, and ultimately construct the highway and local multimodal improvements along the Sunrise Corridor.

Implementation will be a collaborative effort, with ongoing community input and partner feedback to ensure the process respects the area’s cultural and historic significance.

There are six steps for the Sunrise Corridor implementation plan:

1. **Confirm Local and Regional Support (by resolution)**
2. **Secure Funding**
3. **NEPA Reevaluation of Sunrise Final Environmental Impact Statement⁵**
4. **Amend Refinement Plan into Local, Regional, and State Transportation Plans**
5. **Design**
6. **Construction**

What Happens Before a Project Gets Built?



⁵ The reevaluation work will also clarify whether a Supplemental Environmental Impact analysis is potentially needed

Confirm Local and Regional Support

Following consensus by the agency partners, the Clackamas County Board of County Commissioners and Happy Valley City Council will formally support the Sunrise Gateway Corridor Refinement Plan a adopting a resolution of support. This action will allow the agency partners to seek funding and move forward with the NEPA Reevaluation effort.

Secure Funding

ODOT, Clackamas County, Happy Valley, and Metro will need to pursue funding for each stage of the Sunrise Gateway Corridor Refinement Plan. Key funding sources for these facilities could include:

- **BUILD**—Better Utilizing Investments to Leverage Development, formerly known as RAISE and TIGER, is a discretionary federal grant with criteria including safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. The U.S. Department of Transportation (USDOT) plans to prioritize projects that can demonstrate improvements to racial equity, reduce impacts of climate change, and create well-paid jobs.
- **INFRA**—The Infrastructure for Rebuilding America (INFRA) discretionary grant program funds transportation projects of national and regional significance that align with the Biden Administration's principles for national infrastructure projects. The projects should result in well-paid jobs, improve safety, apply transformative technology, and explicitly address climate change and racial equity.
- **HSIP**—The Highway Safety Improvement Program (HSIP) is a core federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. Applications must focus on a strategy, activity, or project consistent with a state strategic highway safety plan. Projects must correct or improve a hazardous road location or feature, or address a highway safety problem, including automated enforcement in school zones. Projects require a small local match (10 percent) and are administered through the Statewide Transportation Improvement Program (STIP; next page). ODOT's All Roads Transportation Safety (ARTS) program implements HSIP dollars. ARTS selects projects through a data-driven process to ensure resources have maximum impact on improving the safety of Oregon's state highways and local roads.
- **NHPP**—The National Highway Performance Program (NHPP) provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that federal investments in highway construction support progress toward the achievement of performance targets established in a state's asset management plan for the NHS. States may transfer up to 50 percent of the funds to the Surface Transportation Block Program (STBG), Transportation Alternatives, HSIP, or the Congestion Mitigation and Air Quality programs.
- **STBG**—The Surface Transportation Block Grant Program (STBG) provides flexible funding that may be used by states and localities for projects to preserve and improve conditions and performance on any federal-aid highway; bridge and tunnel projects on any public road; walking and biking infrastructure; and transit capital projects, including intercity bus terminals. Projects must be identified in the state's STIP or Transportation Improvement Program and be consistent with the long-range statewide transportation plan and the metropolitan transportation plan(s).
- **STIP**—The Statewide Transportation Improvement Program (STIP) is ODOT's four-year capital improvement program for state- and federally-funded projects. STIP project lists are developed through the coordinated efforts of ODOT, federal and local governments, area commissions on transportation, tribal governments, and the public. The STIP is divided into the following categories:
 - **The Fix-It program** funds projects that fix or preserve the state's transportation system, including bridges, pavement, culverts, traffic signals, and others.
 - **The Enhance program** funds projects that enhance or expand the transportation system—area commissions

on transportation recommend high-priority investments from state and local transportation plans in many Enhance programs.

- **Safety programs** reduce deaths and injuries on Oregon's roads. These programs use a data-driven approach to identify and prioritize projects that have the greatest potential to improve safety on both state highways and local roads. ODOT implements these programs using federal HSIP funds.
- **Non-highway programs** fund bicycle, pedestrian, and transit projects.
- **Local government programs** direct funding to local governments for priority projects.

STIP funding is primarily generated through State of Oregon legislative actions affecting the general fund, gas tax, registration fees, tolling, and other fundings mechanisms

- **RFFA**—Metro's Regional Flexible Funds program provides federal funding for investments in sidewalks, trails, and roadways in communities across the region.
- **Great Streets**—Great Streets is a funding program that addresses multiple needs within a single project to create more complete streets. It is accountable for improving outcomes including safety, equity, climate, and more. The program focuses on state highways that operate as main streets and other state highway corridors where the top priority multimodal transportation needs intersect. An individual project may fill a sidewalk gap, make intersection improvements, add drainage to better withstand extreme weather, and address critical safety needs.
- **Tolling** - Tolling the new segment of the Sunrise between SE 122nd Avenue and SE 172nd Avenue could be a potential funding source for bonding, ongoing operations, and maintenance of the new facility



SE 135th Avenue/Highway 212 intersection looking east

NEPA Reevaluation

An FEIS was previously completed in 2010 to satisfy NEPA requirements for the corridor. To support the Refinement Plan, a reevaluation report will need to be prepared and accepted by FHWA. The reevaluation would determine whether there is a need for a supplemental EIS or if the Refinement Plan is generally consistent with the FEIS and can meet the original Purpose and Need.

Amend Refinement Plan into Local, Regional, and Statewide Plans

Following the NEPA reevaluation effort, the Sunrise Gateway Corridor Refinement Plan will need to be adopted by the City of Happy Valley and Clackamas County into their respective transportation system plans to demonstrate local support for the recommended changes, initiate regional and statewide adoption, and set the stage for the Design and Construction of the project. Each entity will need to file a 35-day notice with the Oregon Department of Land Conservation and Development and hold evidentiary public hearings with their planning commissions followed by the City Council and Clackamas County Board of County Commissioners. Following local adoption of the Refinement Plan, Metro and ODOT will need to amend the Regional Transportation Plan and the Oregon Highway Plan respectively.

Design

Further refinements to the recommended Refinement Plan alternative will need to be completed to prepare this project for final design and construction. It is recommended that a 20 percent design be prepared following completion of the environmental reevaluation report or in conjunction with a supplemental FEIS, if deemed necessary. The 20 percent design should include the following elements:

- Updated topographic survey of the project area.
- Detailed geometric design for the four-lane cross section that meets applicable City of Happy Valley, Clackamas County, and ODOT Roadway Standards.
- Intersection control evaluations for all affected existing and new intersections throughout the corridor.
- Local access consolidation and management needs between SE 162nd Avenue and SE Tong Road.
- Exploration of riverbank erosion and design needs in proximity of the proposed highway roundabout and SE 142nd Avenue overpass.
- Vertical profile design, corridor modeling, and earthworks calculations for both the two-lane and four-lane cross sections.
- Clackamas County, ODOT, City of Happy Valley, and partner agencies prior to or during the design phase will implement agreements on design, construction, funding, maintenance, operations, and/or facility ownership.
- Construction phasing plan.
- Refinement of noise walls, stormwater treatment, landscaping, and other mitigating environmental treatments.
- Updated cost estimates.

Note final intersection control and configuration will be driven by an Intersection Control Evaluation (ICE) and Safety Performance for Intersection Control Evaluation (SPICE) evaluation prior to 20 percent design.

Construction

ODOT will prepare plans, specifications, and cost estimates (local roadway improvements may be led by local agencies) for competitive construction bids. Once ODOT determines the contracting mechanism—whether a traditional design, bid, and build or an alternative delivery method—the project will be advertised for construction bidding and be built. Similarly, local agencies may use different methods to design, bid, and build local roadways.



SE 135th Avenue/Highway 212 intersection looking east

08

SUPPORTING DOCUMENTS

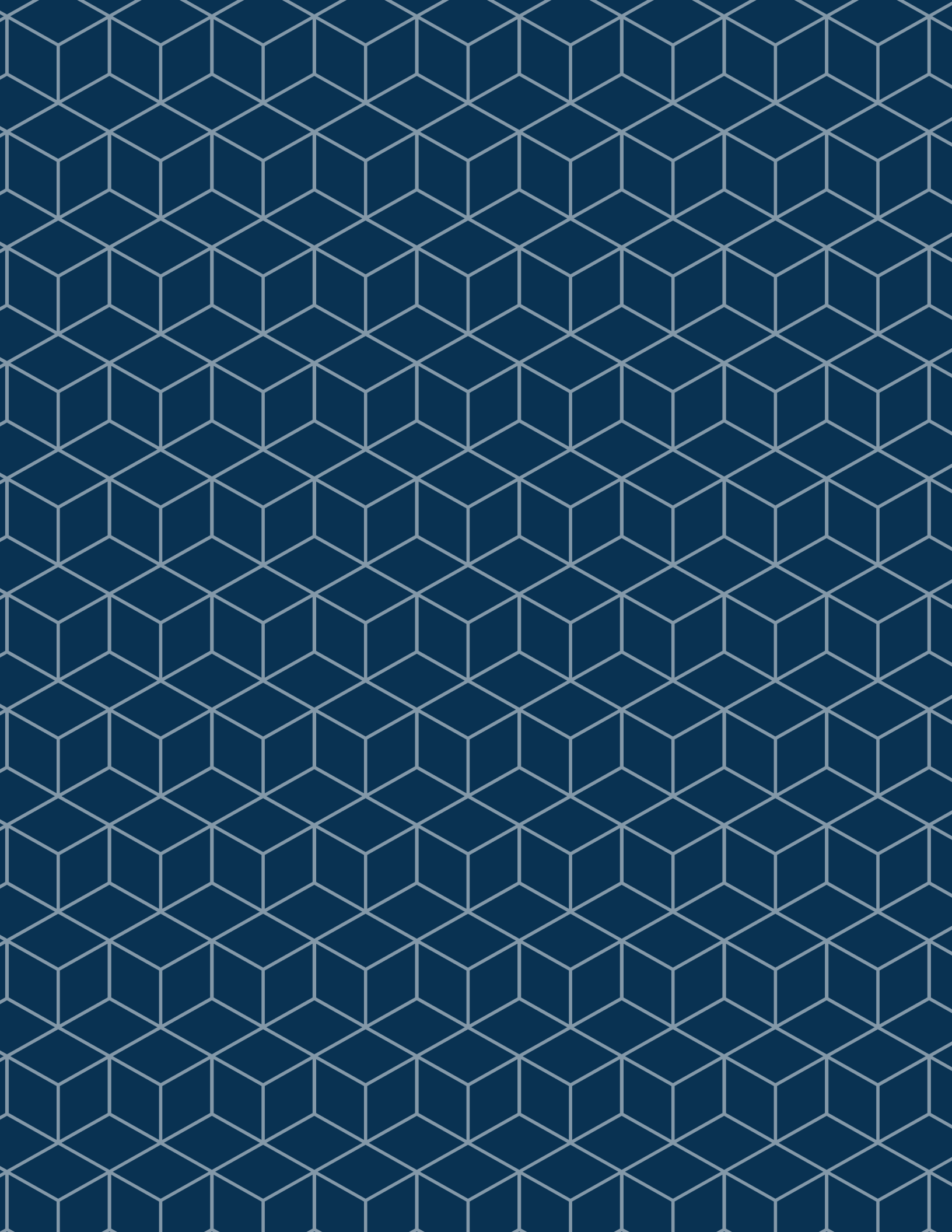
The following documents provide the background information on the process and outcomes to develop the recommended Sunrise Gateway Corridor Refinement Plan alternative. The development of the Sunrise Gateway Corridor Refinement Plan was iterative, and information provided in this Refinement Plan is the most up-to-date and supersedes earlier analyses.

Document	Description
Sunrise 2011 Final Environmental Impact Statement	Identifies a Selected Alternative to address safety and congestion in the Highway 212 and 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.
2020 Sunrise Gateway Corridor Concept	Documents the Get Moving 2020 regional transportation measure’s Sunrise Gateway Corridor Concept, which analyzed and enhanced the plans for the Sunrise Phase 2 (SE 122nd Avenue to SE 172nd Avenue) segment. The Sunrise Gateway Corridor Concept was the foundation for the Phase 2, Stage 1 project (SE 135th to SE 152nd) included in the measure.
Plans Review	Reviews 11 local and regional planning documents and six statewide planning documents and statutes that are relevant to the Sunrise Corridor. Previous and ongoing planning efforts have played a crucial role in guiding the refinement of the Sunrise Corridor.
Existing Transportation Conditions in the Study Area	Documents the existing transportation conditions within the Sunrise Corridor study area, including study intersections, functional classification, and roadway jurisdiction, as well as intersection and corridor operations, transit service, active transportation facilities and a review of five years of crash data.
NEPA Considerations Comparison and Matrix	Assists with clarifying the anticipated elements that need to be addressed in a National Environmental Policy Act (NEPA) Re-evaluation after the Visioning project is complete.
Tech Memo 4.4: Future Transportation Conditions in the Study Area	Documents the future no-build and build transportation conditions within the Sunrise Corridor study area, including future walking, biking, and transit infrastructure, Metro travel demand model overview, and future intersection operations. The purpose of this memorandum is to understand if planned or potential improvements in the area meet the needs and goals of the FEIS, Sunrise Corridor Community Visioning, and other related planning efforts.

Document	Description
Tech Memo 4.4.1: Sunrise Gateway SE 162nd/SE 172nd Concept Revision and Evaluation	Documents a SE 162nd to SE 172nd revision to the Sunrise Gateway Corridor Concept based on feedback provided through the ongoing Sunrise Corridor Visioning Project. The revision provides an interim diamond interchange at SE 162nd that would be forward-compatible to a split-diamond interchange with frontage roads between SE 162nd and SE 172nd. A description of the revision and the feedback that led to proposing it are summarized alongside an operational analysis confirming its performance under year 2045 conditions. This document compares the revision to the 2010 FEIS to confirm its ability to meet the purpose and need and the ability of the concept to be compatible with potential solutions east of SE 172nd beyond the year 2045 horizon.
Tech Memo #4.4.2: Proposed Sunrise Gateway SE 162nd/SE 172nd Recommended Alternative Addendum #1	Documents the proposed SE 162nd to SE 172nd revision to the Sunrise Gateway Corridor Concept and updates to the SE 122nd/Sunrise (Highway 212/224) junction based on feedback provided through the Sunrise Corridor Visioning Project. After receiving feedback and reviewing the interim solution, the need to preserve right-of-way and adjust the Happy Valley TSP, the split-diamond interchange was recommended by the project team as the recommended alternative for implementation by 2045. This memorandum describes the reasoning and benefits, presents the operational analysis for the concept, shows the need for westbound access at SE 162nd, and compares the split-diamond operations to the FEIS and other previous concepts.
Cost Estimating Memorandum	This memorandum provides the planning level cost estimates, assumption, quantities, unit costs, bridge and wall calculations, and contingencies for the four identified stages of the recommended Sunrise Gateway Corridor Refinement Plan
Tech Memo #4.4.3: Sunrise Gateway SE 162nd Interim Concepts	Documents potential interim near-/mid-term improvement options at SE 162nd Avenue and OR 212, presents the operational analysis for the options, and develops planning level cost estimates for the most promising options. The primary purpose of these interim near-/mid-term improvement options is to allow further development within the Rock Creek Employment Center area while preserving the long-term Sunrise Gateway Corridor Refinement Plan alternative.



Graphical rendering of the recommended SE 122nd Avenue/Sunrise interchange looking northeast



www.clackamas.us/sunrise

Considering Acceptance of the Sunrise Corridor Community Vision Plan

Board of Commissioners
4.29.25



Clackamas
County



Happy Valley



Metro



ODOT

People Acknowledgement

This project was about people and would not have been successful without the thousands of people who came together to shape the Sunrise Corridor Community Vision. Thank you for your partnership and for helping to create the values and actions that will benefit the future of all who live, work, play, and travel through the corridor. For more information about these groups and their roles (such as the Leadership Cohort and Steering Committee), please refer to the Engagement Overview section.

Project Partners

Oregon Department of Transportation (ODOT)
Clackamas County
Oregon Metro
City of Happy Valley

Project Management Team Members

Jamie Stasny; Clackamas County
Scott Turnoy; ODOT
Kelly Betteridge; Oregon Metro
Michael Walter; City of Happy Valley

Steering Committee Members

Alan Lehto; Project Partner/TriMet
Alia Long; Community
Ariadna Falcon Gonzalez; Community-based Organizations
Cassie Wilson; Community-based Organizations
Brett Sherman; Project Partner/Happy Valley
Christine Lewis; Project Partner and Oregon Metro

Dan Occhipinti; Business and Freight

Daryl Woods; Business and Freight

Diane Helm; Community

Rob Wheeler; Education

KeDarius Colbert; Healthcare

Kimberly Swan; Climate and Environment

Lizbeth Hale; Business and Freight

Marc Kilman-Burnham; Emergency/Resilience

Mark Aasland; Recreation

Mile Cebula; Community Planning Organizations

Mishayla Richardson; Community

Monica Di Pietrantonio; Education

Paul Savas; Project Partner/Clackamas County

Rebecca Stavenjard; Adjacent Project Partner/Multnomah County

Rian Windsheimer; Project Partner/ODOT

Tracy Moreland; Tribal

Leadership Cohort Members

Anna Krauss

Darren Driscoll

Emily Greene

Jacob Reese

Holly Krejci

Jenai Fitzpatrick

Jill Rundle

Joseph Hepburn

Kristina Powell

Louise Neilson

Marchelle Paholsky

Marrion Kaufman

Peter Alandt

Stephanie Bellew

Tracy Moreland

Mishayla Richardson

Technical Advisory Committee (TAC) Members

Laura Edmonds; Clackamas County Economic Development

Shawn Olson; Clackamas County Fire District

Molly Caggiano; Clackamas County Disaster Management

Adam Brown/ Devin Ellin; Housing Authority of Clackamas County

Joy Fields; Clackamas County Planning

Joe Marek; Clackamas County Transportation Engineering

Leah Fisher; Clackamas County Health, Housing & Human Services

Kristina Babcock; Clackamas County Social Services

Jessica Rinner; Clackamas County Water Environment Services

Scott Turnoy; ODOT

Melissa Ashbaugh and Monica Kruger; Oregon Metro

Grant O'Connell; TriMet

Michael Walter and Sally Curran; City of Happy Valley

Todd Heidgerken and Adam Bjornstedt; Clackamas River Water

Wade Hawthorne; Sunrise Water Authority

Cheryl McGinnis, Mary Logalbo; Clackamas River Basin Council

Erin Reome; North Clackamas Parks and Recreation District

Maria Magallon; Clackamas County Public and Government Affairs

Jim Austin; Clackamas County Tourism

Elected Officials

Paul Savas; Project partner/Clackamas County

Christine Lewis; Project partner/Metro

Rebecca Stavenjard; City Councilor in Milwaukie

Brett Sherman; Project partner/Happy Valley

Participating Organizations, Businesses, and Community Groups

1000 Friends

Adrienne C. Nelson High School

Bobs Red Mill

Camp Withycombe

Clackamas County Business Alliance

Clackamas County Coordinating Committee

Clackamas County Economic Development

Clackamas County Historical Society

Clackamas County Leaders in Equity Diversion and Inclusion Council

Clackamas Industrial Shuttle

Clackamas Fire District

Clackamas River Basin Council

Double J Construction Eagle Development

Emmert International

First Interstate Bank

Fred Meyer

Getting There Together Coalition

Happy Valley Farmer's Market

Happy Valley Hikers

Happy Valley Youth Council

Joint Committee on Transportation

Marks Metal

Metro Joint Policy Advisory Committee on Transportation

North Clackamas Chamber of Commerce

Oak Acres Mobile Home Park

Oregon Trucking Association (OTA) Jana Jarvis

Pacific Seafood

Platt Electric

Portland Bottling Company

Precision Truss

Providence

Radium

Righteous Clothing

R.S. Davis Recycling

Ruzzos Cider

Safeway

Shadowbrook Mobile Home Park

Terra Casa

TriMet

WARN Industries

Click here to play the video:

<https://vimeo.com/jlainvolve/download/1075379689/f13c6fe589>



Why are we here today?

By accepting the Sunrise Corridor Community Vision the board supports:

Advancement of the community's vision of the updated Sunrise Gateway Corridor alternative for federal consideration (NEPA).

Progress towards the other community identified objectives (Creating a Sense of Places, Supporting Public Health, Economic Competitiveness).



- Realign Highway 212-224 to the north with a raised center median and construct multi-use paths along both sides.
- Remove the north leg of SE 135th Avenue and develop northbound dual right-turn lanes
- Construct new backage roadway connecting 135th to 152nd and a new signal at SE 142nd Avenue
- Provide sidewalks, bike lanes, shared-use paths, bus stops, and potential micromobility hubs along new and existing facilities
- Remove SE 142nd Avenue signal and construct grade-separated access to Highway 212-224
- Construct multi-lane roundabout and access to Riverbend Mobile Home Park

- Construct dual eastbound right-turn lanes
- Construct second southbound receiving lane on Highway 224
- Upgrade traffic signal
- Construct a shared-use path and improved crossings for people walking and biking

- Construct new westbound, one-way frontage road between 162nd and 172nd
- Convert Highway 212 to one-way eastbound between 162nd and Armstrong Circle
- Convert Armstrong Circle to one-way westbound
- Signalize the SE 172nd Avenue/Armstrong Circle intersection
- Implement a shared-use path along both frontage roads and SE 162nd Avenue to allow safe passage for children to and from schools
- Consider up to one public roadway connection to each of the one-way frontage roads
- Consolidate and manage access between 162nd and Tong Road via local circulation enhancements and/or frontage roads

- Construct four-lane Sunrise and multi-use path from SE 122nd Avenue to SE 172nd Avenue
- Construct new 122nd/Sunrise partial diverging diamond interchange
- Modify SE 122nd Avenue/Highway 212 intersection to include dual eastbound left-turn lanes and dual southbound right-turn lanes
- Construct 162nd/172nd Avenue split-diamond interchange ramps
- Construct SE 135 Avenue exclusive pedestrian-bicycle bridge across Sunrise

<https://www.youtube.com/watch?v=qRi7sbJB-Gc>

DRAFT Potential Staging and Cost Estimates

With further design, partner agencies will seek opportunities to reduce costs, right-of-way, and maintenance impacts. The consultant cost estimates and the NEPA process and scoping will be needed to determine costs for the overall project and any stages proposed.

WORK TASK	PROJECTS				
	Stage 1	Stage 2	Stage 3	Stage 4	Task Subtotals
Construction Costs	\$66,500,000	\$12,000,000	\$55,000,000	\$274,100,000	\$407,500,000
Right-of-Way Costs	\$34,400,000	\$500,000	\$38,000,000	\$18,000,000	\$90,900,000
Engineering Support	\$13,900,000	\$2,500,000	\$13,700,000	\$55,300,000	\$85,300,000
Construction Management	\$11,300,000	\$2,000,000	\$9,300,000	\$46,600,000	\$69,300,000
2025 Project Subtotals	\$126,100,000	\$16,900,000	\$116,000,000	\$394,000,000	
30% Construction and Bid Item Contingency	\$37,800,000	\$5,100,000	\$34,800,000	\$118,200,000	\$195,900,000
2025 Project Subtotals	\$163,900,000	\$22,000,000	\$150,800,000	\$512,200,000	
2025 Total Estimated Project Cost (Low)					\$848,900,000
40% Construction and Bid Item Contingency	\$50,400,000	\$6,800,000	\$46,400,000	\$157,600,000	\$261,200,000
2025 Project Subtotals	\$176,500,000	\$23,700,000	\$162,400,000	\$551,600,000	
2025 Total Estimated Project Cost (High)					\$914,200,000



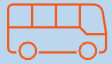
By the Numbers

What will change if the Sunrise Gateway Corridor Refinement Plan is implemented?



More housing, jobs, and public areas

- **32 acres** unlocked for stormwater treatment, green space, and environmental restoration
- **27 acres of open space** unlocked for access by public
- **16 acres of land** unlocked for development
- **14,000 new jobs** will be enabled by this new infrastructure
- **17,000 new homes** will be enabled by this new infrastructure



More ways to get around

- **7 new miles** of sidewalks
- **5 new miles** of bike lanes
- **3 new miles** of shared-use paths



Better transit access

- **17 existing bus stops** improved, and new stops added
- **4 transit routes** with better connections and reduced travel times



Improved intersections and travel times

- **6 intersections improved** at 122nd, 135th, 142nd, 152nd, Rock Creek Junction, and 172nd
- **6 safer crossings** at property accesses
- **3,000 or more hours saved per day** travelling on Highway 212 during peak times
- **2 left-turning traffic redirects** between 135th and 152nd



Draft Vision Plan - Actions



Jobs and Economy

- Continually Align Development and Design Standards with Modern Industrial Facilities
- Match Development Opportunity to Mixed-use, Economic Development, and Access Goals
- Attract, Retain, and Cultivate Firms in Key Sectors
- Build Partnerships Between Industry and Higher Education to Bolster the STEM Workforce Pipeline



Open Space, Public Health, and Environment

- Connect and Protect Open Spaces and Natural Areas
- Improve Environmental Quality
- Reduce Heat Island Effect
- Create and Connect New Multiuse and Nature Trails
- Enhance River Access Points and Parks



Neighborhoods and Places

- Retain Residential and Small Business Uses
- Safe and Accessible Parking Design
- Continue Compatible Land Use Patterns
- Neighborhood Identity



Transportation

- Implement Sunrise Gateway Corridor Refinement Plan
- Enhance SE 82nd Drive Corridor
- Complete I-205 Multiuse Path Gap Plan
- Provide Sidewalk Infill, Bicycle Network, and Transit Connections
- Enhance Freight Access and Parking
- Enhance Transit Passenger Facilities
- Expand Clackamas County Connects Industrial Shuttle
- Support Enhanced Fixed Route Service



Partner Agencies: Clackamas County Transportation Division, North Clackamas Parks and Recreation District, Clackamas County Public Health Division, City of Happy Valley, ODOT

Community Partners: Sunrise Community Coalition, Local nonprofits

Timeline: Near or medium term

Estimated Cost: \$-\$-\$

Potential Funding Sources: Grants, Partnerships



Connect and Protect Open Spaces and Natural Areas

The Sunrise region is home to many natural areas of interest, including the Clackamas River, Hidden Falls Nature Park, Riverside Park, Scouter's Mountain, Mount Talbert Nature Park, and Carver Park. This diverse array of open spaces presents an opportunity to link these areas through bike paths, pedestrian walkways, and multi-use trails. By connecting the existing open spaces in the region, residents and visitors will have abundant opportunities to enjoy the outdoors.

To give people the opportunity to spend more time in nature, better access is required, including preserved green spaces and programs and events that encourage people to spend time outside. Providing safe outdoor spaces where people can congregate intergenerationally is conducive to public health. Agency partners, including Happy Valley, Metro, Clackamas County, and the North Clackamas Parks District can take the following higher-priority steps:

- Create neighborhood connectors between Mount Talbert Nature Park and the neighborhood south of the Sunrise Corridor.
- Enhance urban spaces and riparian buffers to support local wildlife. County-level focus could be on planting native species and creating bird- and pollinator-friendly habitats.
- Protect the existing natural creek and trees (such as the coastal redwood) as development comes in.
- Partner with local businesses for equipment to borrow and enjoy the river; host free community events to provide equipment.
- Partner with organizations to create inclusive pedestrian, bike, and automobile parking access to the Clackamas River. Additionally, make efforts to restore the salmon passage along the river, and create an educational trail with signage about salmon, local wildlife, and other environmental and botanical information about the riparian land and river.



Neighborhood Identity

A neighborhood derives its distinct identity from elements such as land use, landscaping, open space, urban design, transportation, architectural elements, and the size and scale of development and infrastructure. Neighborhood art, such as murals and sculptures, can provide character and a sense of place to communities. The following actions can help provide neighborhood art within the study area:

- **Explore regulation to allow public art and murals.** Existing regulations address signs on public property, but do not explicitly cover public art and murals. The issue has the potential to result in complex legal issues for owners and agencies. Vision partners should assess the need for regulation and create coordinated policies and guidelines that allow for public art and murals.
- **Encourage and facilitate partnerships with businesses.** Buildings, pavement, and other hardscaping within the corridor provide potential spaces for murals and other types of public art, which can create a sense of community identity and placemaking. This action would identify buildings, sidewalks, and other spaces eligible for public art and partner with local companies to request and develop mural space.
- **Hire local artists.** Once art space is identified, contract with local artists to prepare installations. Potentially collaborate with local nonprofits to collect applications for art projects.
- **Increase placemaking signage.** Signs that identify places in the community can help establish style and function in a space, define and celebrate community, and provide local wayfinding. This action would identify, design, and install signs.

Partner Agencies: Clackamas County, City of Happy Valley

Community Partners: Sunrise Community Coalition, Local businesses, local landowners, local nonprofits

Timeline: Near or medium term

Estimated Cost: \$-\$-\$

Potential Funding Sources: Grants, partnerships



Vision for a Bright Future

The Sunrise Corridor Community is a thriving place that fosters well-being and belonging, where people enjoy economic success, safe mobility options, access to nature, and seamless connections within the area, as well as access to greater Clackamas County and beyond.



Strong Project Support

Sunrise Corridor Community Visioning

“I loved hearing about the Sunrise Corridor’s community engagement-driven process to revitalize their area focusing on broader buckets: transportation; jobs and economy; open space, public health, and environment; and neighborhood and places.”
- Rep. Nguyen.



How will we use this plan to make progress?

By launching the Sunrise Community Coalition!

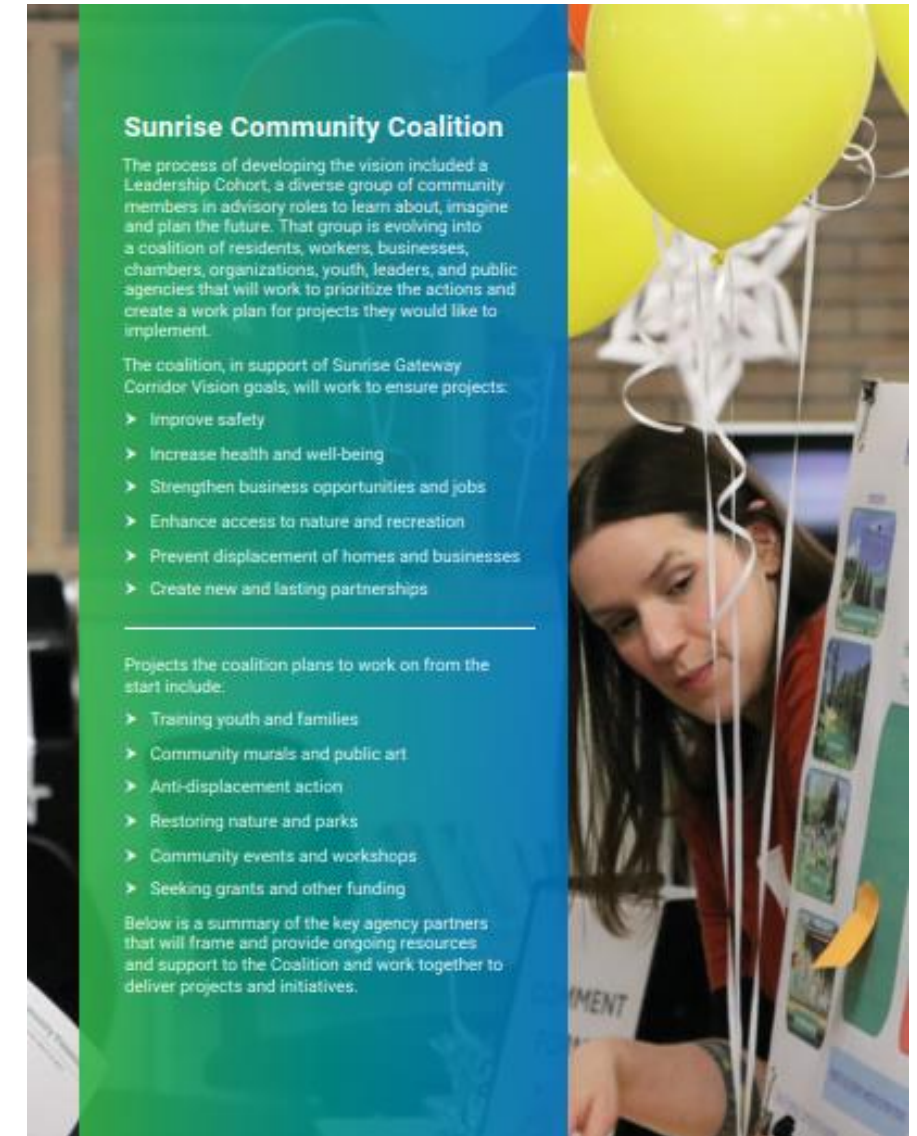
- Turn the vision into tangible actions and projects that will make a positive difference for the community



Pathway to Community Empowerment:

- Sustained Leadership – Consultant selection in process – contract will require board approval, no general fund will be required

Sunrise Corridor Community Visioning



Next Steps

- Today: Request acceptance of the plan and seek direction to prepare and bring a resolution of support to a future business meeting.
- May 6th: Request acceptance of the plan by the City of Happy Valley Council and seek a resolution of support.
- Launch Sunrise Community Coalition to begin implementation of community actions from Vision Plan.

