

---

# 1. INTRODUCTION

---

## 1.1 Project Location

The proposed project is located in the western, urbanized portion of Clackamas County in the vicinity of State Highway 212/224 (see **Figure 1-1**, Project Vicinity). The project limits extend approximately 4.9 miles from approximately 1,000 feet west of SE Johnson Road to SE 172<sup>nd</sup> Avenue, just beyond Rock Creek Junction where Highways 212 and 224 diverge.

## 1.2 Project Purpose and Need

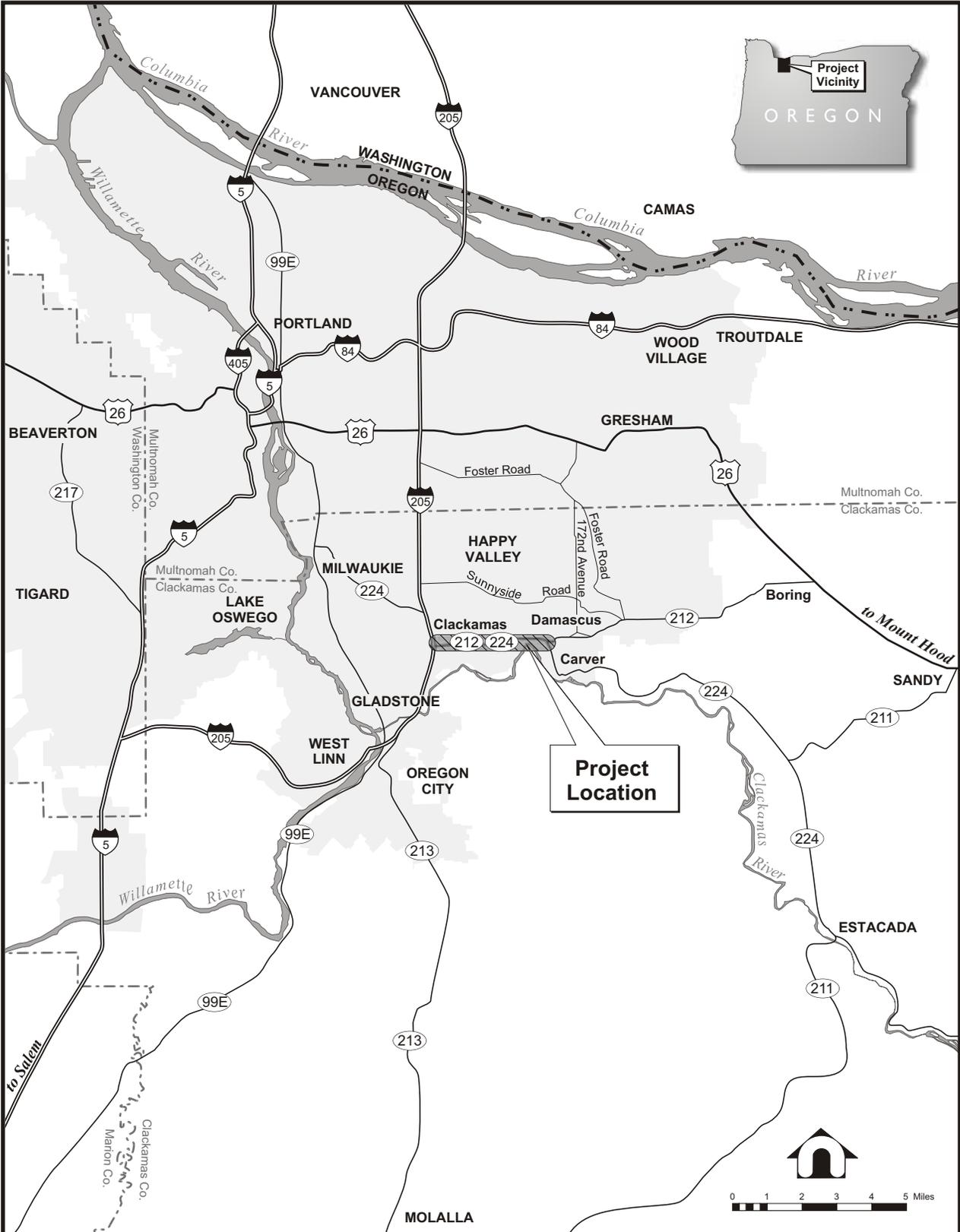
The purpose of this project is to effectively address congestion and safety problems in the Highway 212/224 corridor between its interchange with Interstate 205 (I-205) and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

The need for the project is generated by the following factors:

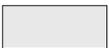
- Highway 212/224 between I-205 and Rock Creek Junction is currently experiencing unacceptable levels of congestion and delay during the peak travel periods. By 2030, the projected traffic volume will exceed the volume that the existing four-lane arterial can be expected to handle at an acceptable level of service.
- 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 percent and 85 percent, respectively.
- Both the north and southbound weave sections of I-205 between SE 82<sup>nd</sup> 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 2015, this section of I-205 is expected to exceed its design capacity and the extent of these stop-and-go movements may continue to grow if no action is taken. Some traffic traveling on the Milwaukie Expressway (Highway 224) heading east on Highway 212/224, as well as the reverse direction, may have to use either the above section of I-205 or the currently congested SE 82<sup>nd</sup> Drive.
- Highway 212/224 near I-205 is ranked in the top 10 percent of state routes for vehicle crash rate. A vehicle crash rate of 3.10 was reported for this area during the 5-year period from 1998 through 2002. The comparable statewide facility rate is 2.47. 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.

## 1.3 Proposed Action

The proposed action would provide a new limited-access expressway between I-205 and the Rock Creek Junction. The facility would be comprised of six lanes, plus auxiliary lanes, and would include an improved interchange at I-205. This new expressway would become the designated State Highway 212/224, with the existing route reverting to a county arterial.



**Legend**

- County Boundary
-  Project Location
-  Rivers
- . - . State Boundary
-  Urban Growth Boundary
- INCORPORATED CITY
- Unincorporated Community
-  Interstate
-  U.S. Highway
-  State Highway
-  Other Major Roads

**Figure 1-1**

**Project Vicinity**