

To: Planning Commission
From: Jay Higgins, Transportation Planner
Date: 11/15/2019
Subject: Pleasant Valley Transportation System Plan Refinements
Attachments: 1. Pleasant Valley TSP Refinement Final Report
2. Draft Comprehensive Plan amendments

PROJECT DESCRIPTION

The Pleasant Valley Transportation System Plan Refinements project is from the 2017 Council Work Plan. The project ensures the arterial street system in Pleasant Valley will accommodate long term growth, is compatible with regional plans and addresses near-term safety issues. The project will amend the current City-wide Transportation System Plan, which is part of the Comprehensive Plan.

BACKGROUND

Pleasant Valley is a developing area within the Urban Growth Boundary planned as a future urban community of approximately 12,000 residents and 5,000 jobs. The City of Gresham adopted the Pleasant Valley Master Plan in 2005, which included the Pleasant Valley Transportation System Plan (PVTSP).

While the PVTSP was being developed, a parallel planning effort by Metro was underway to review traffic needs from the Willamette River to Damascus. A result of that effort was a proposed new north/south arterial within Pleasant Valley, called the 174th Extension. The 174th Extension is included in Metro's Regional Transportation Plan (RTP) but is not in Gresham's PVTSP. One goal of the Pleasant Valley TSP Refinement Project is to determine whether that new road is necessary based on growth projections and to reconcile the difference between Gresham's PVTSP and Metro's RTP.

The PVTSP Refinement project kicked-off in winter 2018. A Technical Advisory Committee (TAC) and a Community Advisory Committee (CAC) were established. With input from those groups as well as from the community during three public workshops, five alternatives were developed for evaluation. Technical evaluation of the alternatives was based on the following criteria: traffic operations, environmental impact, property impact, cost, bicycle and pedestrian access, land use compatibility, safety, construction impacts and requirements for inter-jurisdiction cooperation. Both the TAC and the CAC recommended Alternative I, Gresham's existing PVTSP. This alternative meets long-term capacity needs, does not include the Metro proposed extension of 174th Ave., and supports adopted land uses.

At the February 12, 2019 Policy Development session, Council supported Alternative I as the preferred alternative and, based on CAC input, directed staff to investigate how development of the transportation system could be phased as well as how Foster Rd. could function over time.

Following the February 12, 2019 Council session, a phasing plan for build out of the transportation network as well as alternatives for how Foster Rd. might function over time were developed. The TAC and CAC were reconvened and supported the following phasing plan (shown in Attachment A):

- Phase 1: Construction of a roundabout at the 172nd/Foster intersection and coordination with Portland on Jenne Rd safety improvements.
- Phase 2: Complete construction of Giese Rd. westward to connect to Foster Rd.
- Phase 3: Construction of 172nd Avenue between Foster Rd. and Giese Rd.

With this phasing plan, Foster Rd. will be constructed as a three-lane, arterial road between Cheldelin Rd. and 172nd Ave., and will remain a two-lane, local road between 172nd Ave. and Jenne Rd.

SUMMARY OF COMPREHENSIVE PLAN CHANGES

The proposed changes are in Volume 4, Transportation System Plan. Proposed changes include:

1. Chapter 2, Existing Conditions The following change will be made:

- a. In Street Networks, Street Connectivity, a new bulleted number is added to the list of areas that do not meet Metro's RTP spacing standards.

2. Chapter 2, Existing Conditions The following change will be made:

- a. Changes to Map 8, to remove the 172nd Ave. extension north of Giese Rd. and adjust the remaining 172nd Ave. south of Geise Rd. to a minor arterial.

3. Chapter 5, System Plans The following changes will be made:

- a. Changes to the Functional Class map:
 - i. Remove the 172nd Ave. extension north of Giese Rd.
 - ii. Change the classification of the remaining 172nd Ave. south of Giese Rd. to a minor arterial.
 - iii. Change the classification of Foster Rd. east of 172nd Ave. to Cheldelin Rd.

4. Chapter 6, Implementation Plan The following changes will be made:

- a. Changes to Map 27: 20-Year and 50-Year Street Corridor Projects:
 - i. Remove 172nd Ave. between Giese Rd. and Jenne Rd.
 - ii. Remove the completed project #113, listed in the adopted 2014 TSP.

5. Chapter 6, Implementation Plan The following changes will be made:

- a. Changes to Table 27: 20-Year and 50-Year Street Corridor Projects:
 - i. Change the extents of project #81, to Giese Rd. to Cheldelin Rd.
 - ii. Correct a typo in project #85 description. 190th Dr. is a standard arterial.
 - iii. Change text to indicate project #113 is complete.

6. Chapter 6, Implementation Plan The following changes will be made:

- a. Changes to Table 28: 20-Year and 50-Year Intersection Projects:
 - i. Change the cost of project #61, Foster Rd. & 172nd Ave. intersection to \$2,170,000.

7. Appendix 2, Pleasant Valley Transportation System Plan The following changes will be made:

- a. Add note to reduce public confusion over which TSP is in effect.

NEXT STEPS

The Planning Commission will have a public hearing on the proposed changes January 13, 2020. City Council will have a public hearing February 18, 2020. The enactment reading will be on March 17, 2020. The amendments will be effective 30 days after enactment.