



GRESHAM
TRANSPORTATION
SYSTEM PLAN

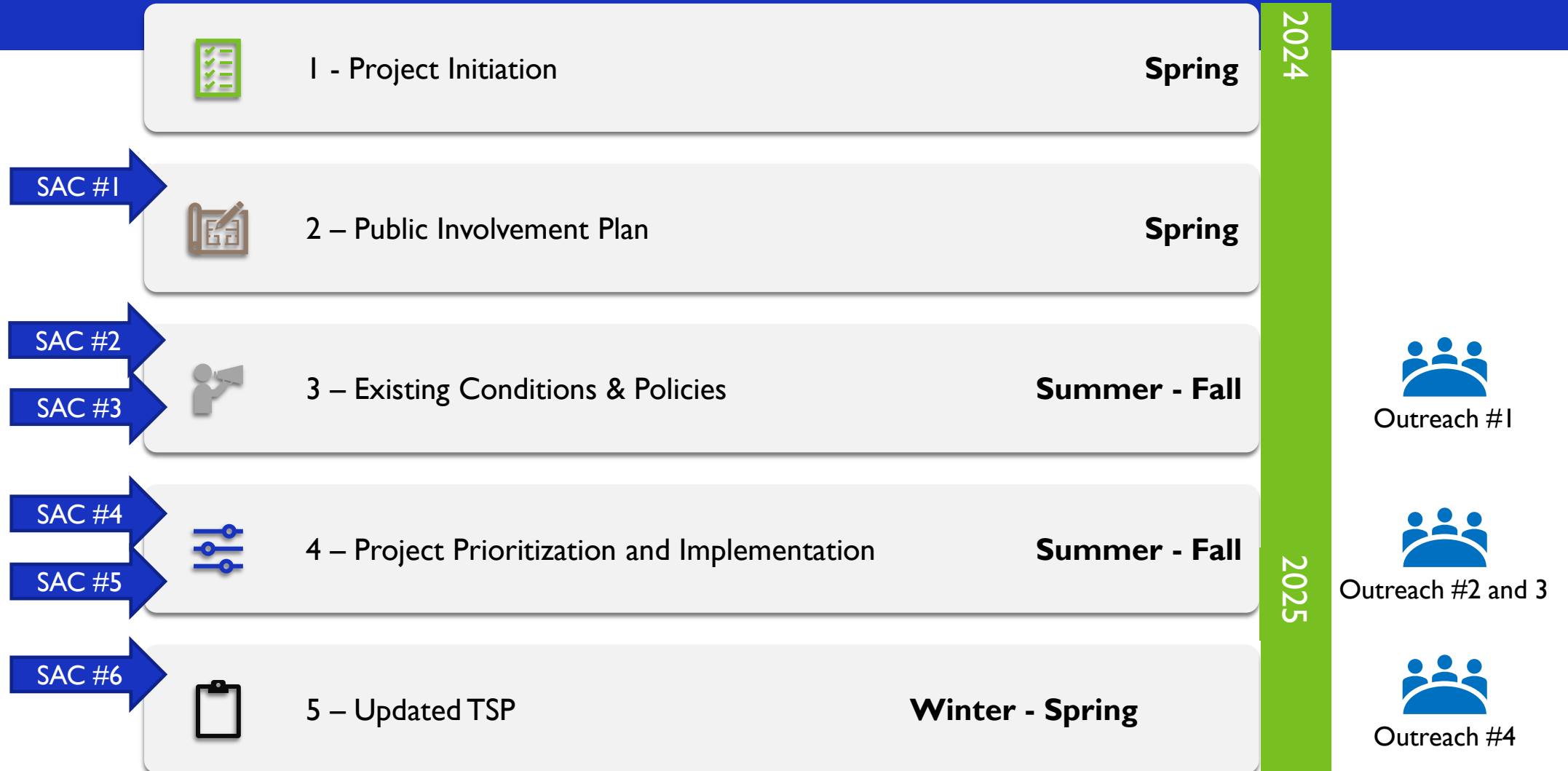
SAC
MEETING #3
SEPTEMBER 12, 2024

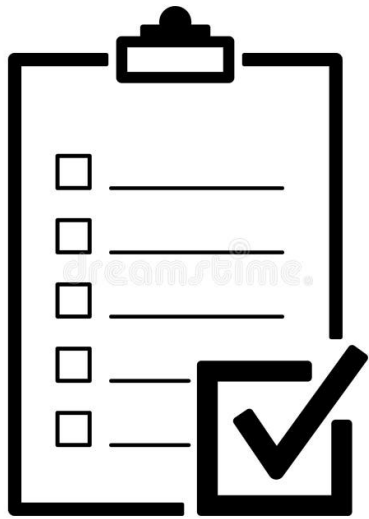


PRESENTATION OVERVIEW

- Project schedule recap
- Project Lists
 - Vehicle Project List
 - ✓ Corridor Project List
 - ✓ Intersection Project List
 - Active Transportation Project List
 - ✓ Pedestrian Project List
 - ✓ Bicycle Project List
 - Other Projects
- Evaluation Criteria
- Crossing Spacing and Treatment Recommendations
- Discussion and next steps

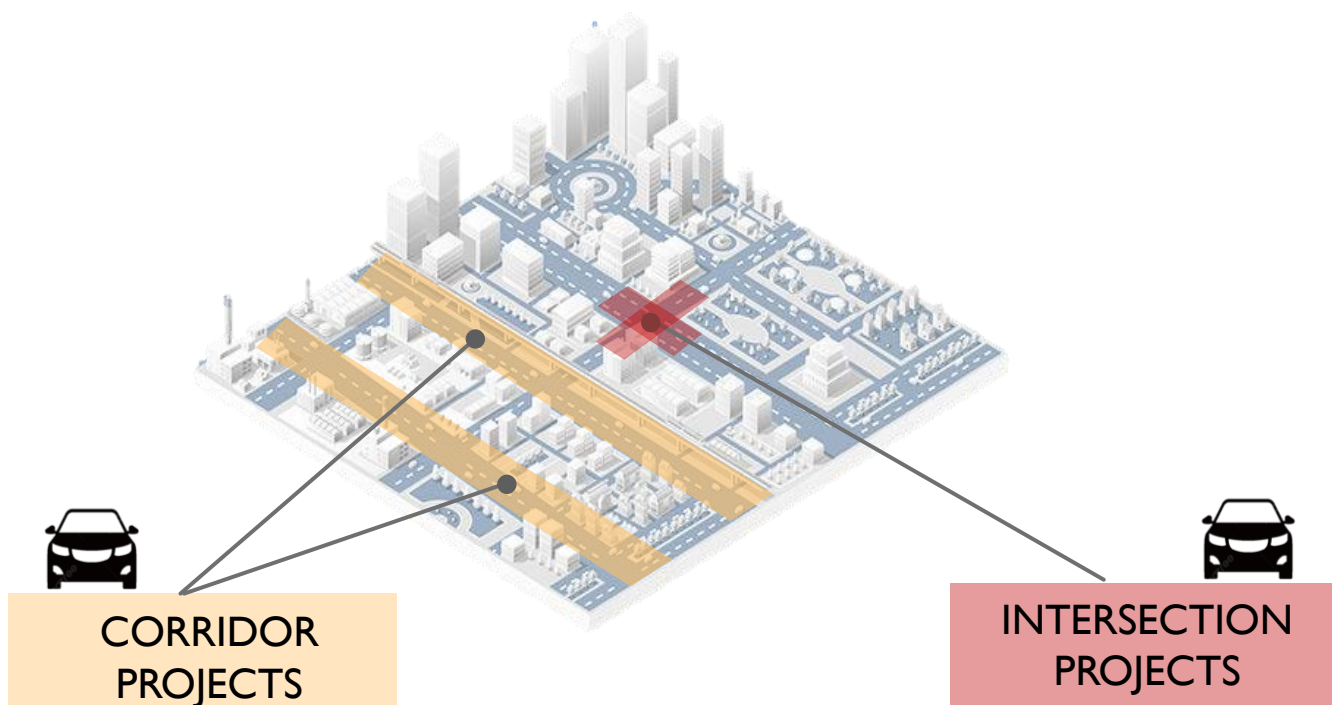
PROJECT TASKS AND SCHEDULE





PROJECT LISTS

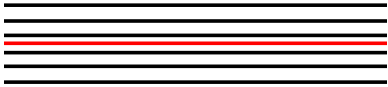

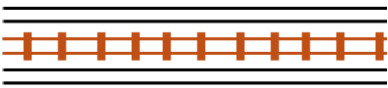




VEHICLE PROJECT LIST





The 2013 Gresham TSP described corridor-based and intersection-based projects, brief descriptions, and their costs. Vehicle projects were evaluated for the following:

1. Enhanced Review
2. Pleasant Valley TSP
3. Metro RTP Update
4. Funded?
5. Constructed?

VEHICLE LIST TYPES

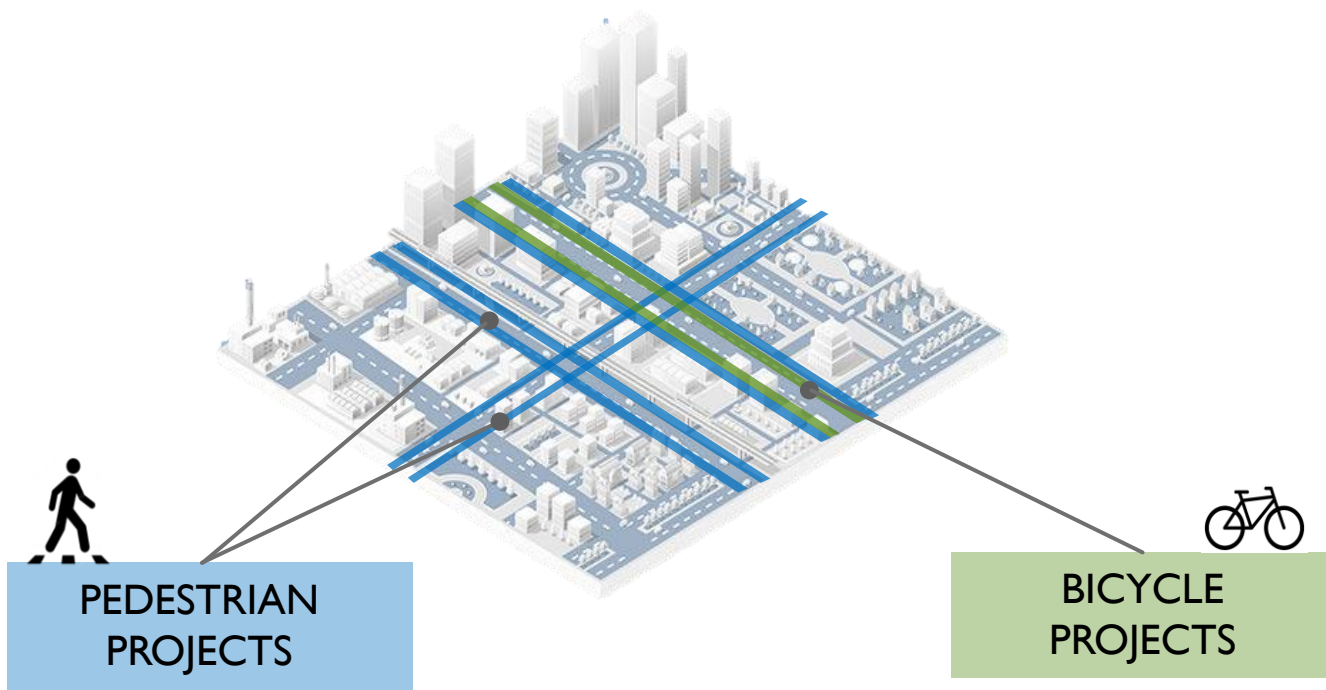
PROJECT NAME/ DESCRIPTION	ENHANCED REVIEW – PROJECT TYPES	PLEASANT VALLEY TSP	METRO RTP UPDATE	FUNDED OR CON- STRUCTED	RECOMMENDED ACTION
<p>PROJECT X</p> <p>From: xxxx To: xxxx</p> <p>Description</p> <p>2013 Estimated Cost: \$\$\$\$</p>	 <p>Already 5-Lanes</p>  <p>GAP FILL- BETWEEN INTERSECTIONS</p> <p>Gap Fill Project</p>  <p>Already 4-5 Lanes with MAX</p>  <p>EXTENSION</p> <p>Extension Project</p>  <p>NEW CONNECTION</p> <p>New Roadway Project</p>	<p>Yes</p> <p>OR</p> <p>No</p>	 <p>COMPLETE EXTENTS</p> <p>OR</p>  <p>PART OF LARGER PROJECT</p>	<p>Yes</p> <p>OR</p> <p>No</p>	

EXAMPLE

PROJECT NAME/ DESCRIPTION	ENHANCED REVIEW – PROJECT TYPES	PLEASANT VALLEY TSP	METRO RTP UPDATE	FUNDED	CONSTRUCTED	RECOMMENDED ACTION
<p>Halsey St Project</p> <p>From: 181st Avenue To: 201st Avenue</p> <p>Description: Construct to standard arterial cross section</p> <p>2013 Estimated Cost: \$8118088</p>	 <p>EXTENSION</p> <p>Extension Project</p>	<p>No</p>	 <p>Part of Larger Project</p> <p>Description in RTP: Extension of 5 lanes between 190th PI and 201st Ave</p>	<p>No</p>	<p>No</p>	<ul style="list-style-type: none"> • Explore project impacts given potential for increased capacity. • Confirm/update with Metro RTP description



ACTIVE TRANSPORTATION PROJECT LIST



The active transportation project list follows a similar evaluation to the vehicle list but without the “Enhanced Review” evaluations related to increased vehicle capacity. Active Transportation projects were evaluated for the following:

1. Metro RTP Update
2. Funded?
3. Constructed?

ACTIVE TRANSPORTATION LIST TYPES

PROJECT NAME / DESCRIPTION	METRO RTP UPDATE	FUNDED	CONSTRUCTED	RECOMMENDED ACTION
<p>PROJECT X</p> <p>From: xxxx To: xxxx</p> <p>Description</p> <p>Estimated Cost: \$\$\$\$</p>	<p>Yes</p> <p>OR</p> <p>No</p>	<p>Yes</p> <p>OR</p> <p>No</p>	<p>Yes</p> <p>OR</p> <p>No</p>	

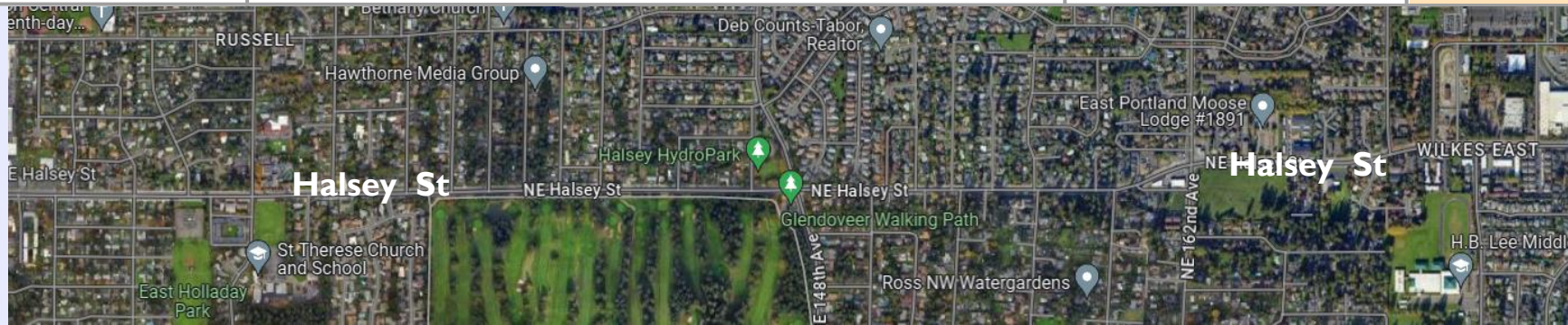
EXAMPLE

PROJECT NAME / DESCRIPTION	METRO RTP UPDATE	FUNDED	CONSTRUCTED	RECOMMENDED ACTION
<p>Project Type: Crossing Enhancement</p> <p>From: Stark St To: Burnside St</p>	No	No	<p>Yes</p> <p>Existing Signal – Consider more crossing improvements</p>	



TRANSPORTATION SYSTEMS MANAGEMENT OPERATIONS/ INTELLIGENT TRANSPORTATION SYSTEMS PROJECTS - EXAMPLE

PROJECT NAME	DESCRIPTION	ESTIMATED COST (2013)	RECOMMENDED ACTION
<p>Halsey Street: Arterial Corridor Management System</p>	<p>Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.</p>	<p>\$500,000</p>	<p>Update - complete except for Halsey and 192nd</p>



OUTREACH AND EDUCATION TRANSPORTATION PROJECTS - EXAMPLE

PROJECT NAME	DESCRIPTION	ESTIMATED COST (2013)	RECOMMENDED ACTION
Transportation Management Associations: Gresham Regional Center	Support public private partnerships in regional or town centers that assist employees and/or residents increase use of travel options.	\$675,000	

CROSSING SPACING AND TREATMENT STANDARDS

This section assesses pedestrian crash data and existing crossing spacing and considers industry best practices to recommend crossing spacing and treatment standards.

Roadway	Direction	Total Pedestrian Crashes*	Length in Gresham (approx. miles)	Approx. Number of Crossings in Gresham ¹	Existing Marked Crossing Spacing (approximate, ft)
Interstate 84	E/W	4	2	0	N/A
Halsey St	E/W	10	1.9	4	2,500
Glisan St	E/W	9	2.1	4	2,500
Burnside	E/W	30	4.2	18	1,200
Stark St	E/W	23	5.1	18	1,500
Division St	E/W	17	4.9	65	400
Powell Blvd	E/W	17	4.1	22	1,000
Palmquist Rd	E/W	2	0.8	4	1,200
Powell Valley Rd	E/W	2	1.6	4	2,100
Mt Hood Hwy	E/W	1	1.4	2	3,000
Orient Dr	E/W	2	1.0	3	2,000
162nd St	N/S	7	1.6	6	1,500
181st/182nd St	N/S	22	4.0	18	1,200
Hogan Dr	N/S	9	4.6	10	2,500
Kane Dr	N/S	2	2.2	10	1,200
282nd Ave	N/S	1	1.1	1	5,200
Civic Dr	N/S	2	0.5	9	300
Eastman Pkwy	N/S	2	1.5	10	800
Main Ave	N/S	6	0.7	12	300

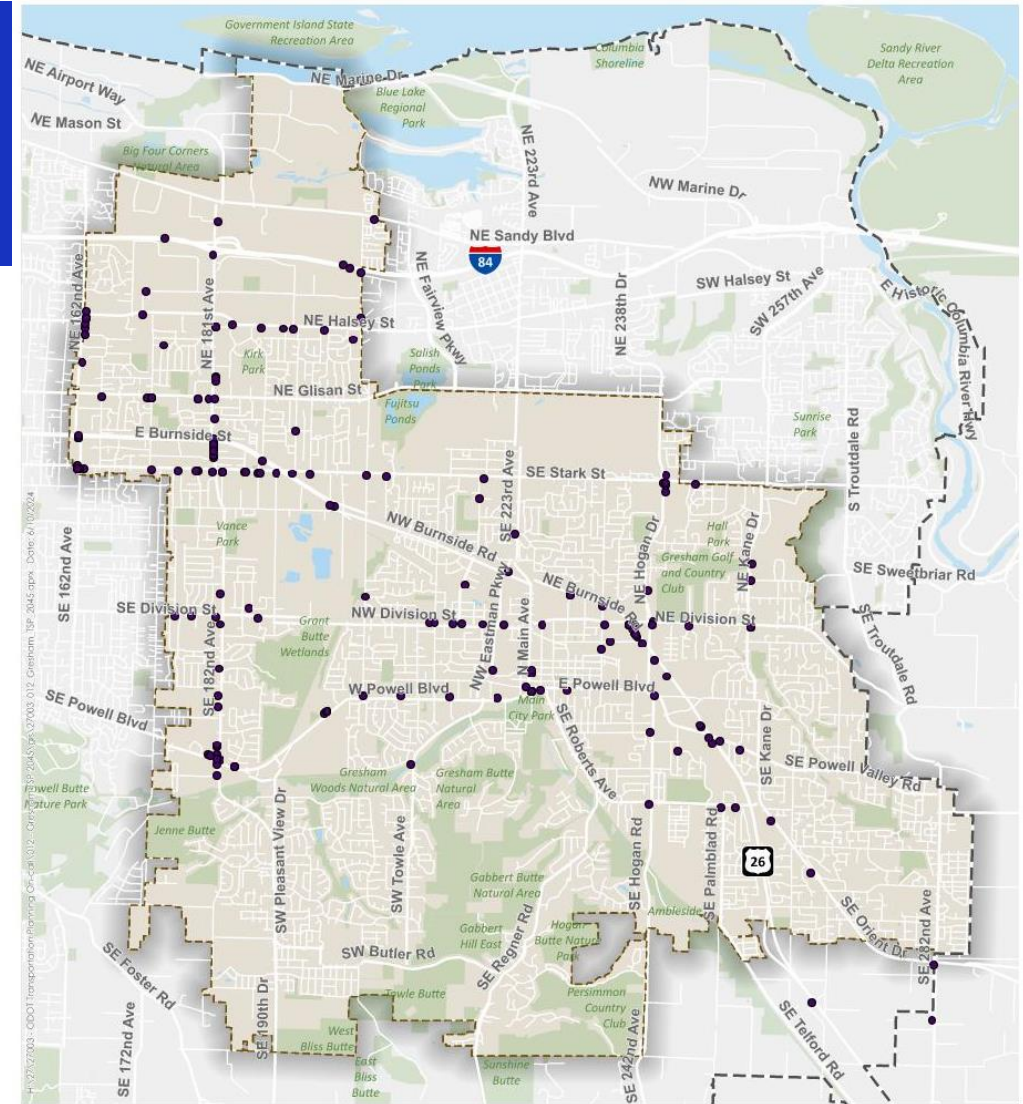
- A total of 185 pedestrian crashes occurred in the City of Gresham, resulting in 24 pedestrian fatalities, and 174 pedestrian non-fatal injuries between 2017-2022.
- Existing marked crossings on the corridors in the table are widely spaced, with most over 1,000 feet.
- Burnside, Stark St, Division St, Powell Blvd, and 181st/182nd St have high crash counts and generally long spacing.
- Some streets are relatively undeveloped and may not have the pedestrian facilities or activity that would show crash patterns.

PEDESTRIAN SPACING STANDARDS

Table: Urban Context Design

Urban Context	Target Pedestrian Crossing Spacing Range (feet)
Traditional Downtown/Central Business District	250 – 550 (1-2 blocks)
Urban Mix	250 – 550 (1-2 blocks)
Commercial Corridor	500 – 1,000
Residential Corridor	500 – 1,000
Suburban Fringe	750 – 1,500
Rural Community	250 – 750

Source: ODOT Blueprint for Urban Design Table 2-6



2017 – 2022
Pedestrian Crash Sites

RECOMMENDED CROSSWALK TREATMENTS

FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations provides the guidance summarized in the table below:

Table: Recommended Crosswalk Treatments based on Quantitative Factors

Road Type	Vehicle ADT >4,000 – 9,000			Vehicle ADT >9,000 – 12,000			Vehicle ADT > 12,000 – 15,000			Vehicle ADT > 15,000		
	≤30 MPH	35 MPH	≥40 MPH	≤30 MPH	35 MPH	≥40 MPH	≤30 MPH	35 MPH	≥40 MPH	≤30 MPH	35 MPH	≥40 MPH
Two Lanes	■	■	■	■	■	■	■	■	■	■	■	■
Three Lanes <u>With</u> Raised Median	■	■	■	■	■	■	■	■	■	■	■	■
Three Lanes Without Raised Median	■	■	■	■	■	■	■	■	■	■	■	■
Multilane With Raised Median	■	■	■	■	■	■	■	■	■	■	■	■
Multilane Without Raised Median	■	■	■	■	■	■	■	■	■	■	■	■

Source: FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

■ Marked crosswalk

■ Marked crosswalk, geometric elements (ex. pedestrian island), enhanced signing and striping

■ Marked crosswalk, geometric elements, and RRFB

■ Marked crosswalk, geometric elements, half signal, or full signal

GOALS

The projects will be prioritized using criteria linked to the goals. Accessibility, equity, and safety were among the higher priority goals for participants in Outreach #1.

Goal	Goal Language
CONNECTIVITY, MOBILITY, AND ACCESSIBILITY	Providing the ability to reach desired goods, services, activities and destinations with relative ease, within a reasonable time, at a reasonable cost and with a full range of mode choices.
ECONOMIC DEVELOPMENT	Constructing and maintaining a transportation system that supports new business as well as business retention, expansion and relocation.
CLIMATE ADAPTATION	Meeting the transportation needs of the community and minimizing adverse effects on the climate.
EQUITY	Providing all community members access to safe, comfortable, affordable, sustainable, and reliable transportation choices to meet their daily transportation needs.
SAFETY	Eliminating all transportation-related serious injury and fatal crashes through design, education, and enforcement.

DISCUSSION

- What thoughts do you have about the current project lists – The projects themselves, organization, or other ideas?
- What types of criteria should be used to prioritize against goals?
- What other types of programs, beyond infrastructure projects, should the City explore?

NEXT STEPS

- SAC and TAC to review and provide feedback on Memo #2: Project List by **September 27th**
 - The project team will incorporate feedback from the TAC, SAC, and community to draft updated Project List
 - Project list to be reported out during public outreach #2
- Public Outreach #2 is in-progress
 - Focus groups + in-person events
 - Sept. 15th, 12–4 pm, Rockwood Community Market
 - Sept. 26th, 11:30 am–1 pm, Meals on Wheels, Gresham Senior Center
 - Sept. 28th, 10:30–12 pm, Community Focus Group on Zoom
 - Sept. 28th, 1–2:30 pm, Community Focus Group on Zoom
 - Oct. 5th, 8:30 am - 2 pm, Gresham Farmers Market
 - <https://engagegresham.org/tsp-project>
- SAC and TAC to regroup in October for revised policies outcomes and prioritization criteria