Draft Memo #2: Updated Policies

August 11, 2024 Project# 27003.12

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Glen Bolen and Molly McCormick; Oregon Department of Transportation

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RE: Gresham TSP 2045 Update

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Introduction

A review of the adopted plans relevant to transportation (see Memo #1: Review of Adopted Plans, Rules, Policy, and Regulations) revealed several missing policy and action elements based on recent industry best practices, recent city planning documents, and the State's Climate Friendly and Equitable Community (CFEC) program compliance. Briefly, these fall into these four categories: (1) equity, (2), safety (3), climate, and (4) emerging technology. Policy language to address each of these areas is included in the following

sections. Note that there are additional aspects of the Gresham Code that may need to be updated to meet recent state and regional policies and rulemaking, including mobility and parking that are discussed but do not have developed policies or actions in this memorandum.

Planning State of the Practice

Other recent efforts were reviewed to understand the state of the practice in implementing emerging trends and recent statewide rulemaking into transportation system plans. The following summarize relevant plans and processes that can help to inform the Gresham Transportation System Plan (TSP) Update:

- City of Milwaukie TSP – The City of Milwaukie is the first TSP update occurring that is subject to CFEC program outcomes. While not much further ahead of Gresham in schedule, the Milwaukie TSP's draft goals and policies are available for review[1]. These goals include similar goals to Gresham, such as equity, climate, and safety, and goals and policies tied to more-recent policies on vehicle miles traveled (VMT) reduction and parking policy.
- City of Bend TSP – The City of Bend updated its TSP prior to the adoption of the CFEC program; however, the TSP anticipated many aspects of CFEC by including policies on equity, climate, and emerging technologies. In addition, through an update to its Comprehensive Plan, Bend created "opportunity areas" where increased density, mixed uses, reduced parking requirements, enhanced multi-modal transportation infrastructure were planned. This process was very similar to the Climate Friendly Area requirement of CFEC. Opportunity Areas were demonstrated through modeling to significantly reduce Vehicle Miles Traveled (VMT) per capita and therefore greenhouse gas emissions.
- Mobility – Metro, in partnership with ODOT, developed the Regional Mobility Policy which sets goals as well as performance measures and targets to be used in system planning. While this Gresham TSP Update does not include generating new projects, these measures should be considered during project prioritization and any future project evaluation that the City conducts.
- Technology – The document "Autonomous Vehicles Are Coming: Five Policy Actions Cities Can Take Now to Be Ready" by the Harvard Kennedy school outlines steps for cities to prepare for the integration of autonomous vehicles (AVs) into their transportation networks. It recommends updating regulations and investing in AV supportive infrastructure, such as smart traffic signals. The document emphasizes the cruciality that new technology is distributed in an equitable way to all residents, including underserved communities. The report also emphasizes the importance of fostering partnerships between government entities and private companies to drive innovation and efficient AV deployment.
- Safety –The Hillsboro Transportation Safety Action Plan (TSAP) has innovative sections on Safety as a Systemic approach where they develop counter measures and strategies for each component of a crash and attempt to make it safer – Safer Roads, Safer Speeds, Safer People, Safer Vehicles and Post Crash Care. It documents the infrastructure and non-infrastructure recommendations that can be applied systemically throughout the city to reduce the risk of fatal and serious injury crashes. It also develops a tiered Safe Roadway Design Hierarchy which helps eliminate crashes through design intervention along with improving public education and efficiency. They are:

[1] https://engage.milwaukieoregon.gov/transportation-system-plan-2023-25-update

- Tier 1: Remove Severe Conflicts
- Tier 2: Reduce Vehicle Speeds
- Tier 3: Manage Conflicts in Time
- Tier 4: Increase Attentiveness and Awareness

Analysis Informing Policies

The crash data analysis, existing safety approach, and equity mapping in this section help to understand the current state of the City's safety and equity environment. The results of these tools guide the direction and type of policies and strategies required to address issues the city is facing. The analyses are detailed below.

CRASH ANALYSIS

The Oregon Department of Transportation (ODOT) Crash Data System was queried to obtain crash records for the most-recent six-year period (January 1, 2017 - December 31, 2022). Figure 1 shows crashes categorized by severity and Figure 2 shows pedestrian and bicycle crash sites in the city during the past five years.

There was a total of 58 fatal crashes (~1% of total recorded crashes) with no distinct patterns in terms of location throughout the City. Crashes involving injuries represented 58% of total crashes, with the property damage only crashes at about 42% of the total.

Figure 3 also shows the high injury corridors identified in the East Multnomah County Transportation Safety Action Plan (TSAP). The identified corridors overlap with where high-severity, pedestrian, and bicycle crashes occurred.

SAFETY PRIORITY INDEX SYSTEM

ODOT's Safety Priority Index System (SPIS) List generates on-state highway and off-state highway annual reports, listing public roadway segments with a calculated SPIS score. The SPIS score is based on crash rate, frequency, and severity over the prior three calendar years. The higher the SPIS score, the higher the potential safety needs for the identified roadway segment. Figure 4 shows the segments and intersections that are in the top 15% of SPIS scores.

The following are the off-highway roadways in the City of Gresham that have disproportionately higher and more severe crash ratios than other facilities:

- Burnside Road
- Burnside St
- Hogan Drive
- 181st Ave
- Halsey St
- Stark St

On-state highway locations included I-84 and US-26.

Figure 1. Crash Severity Map

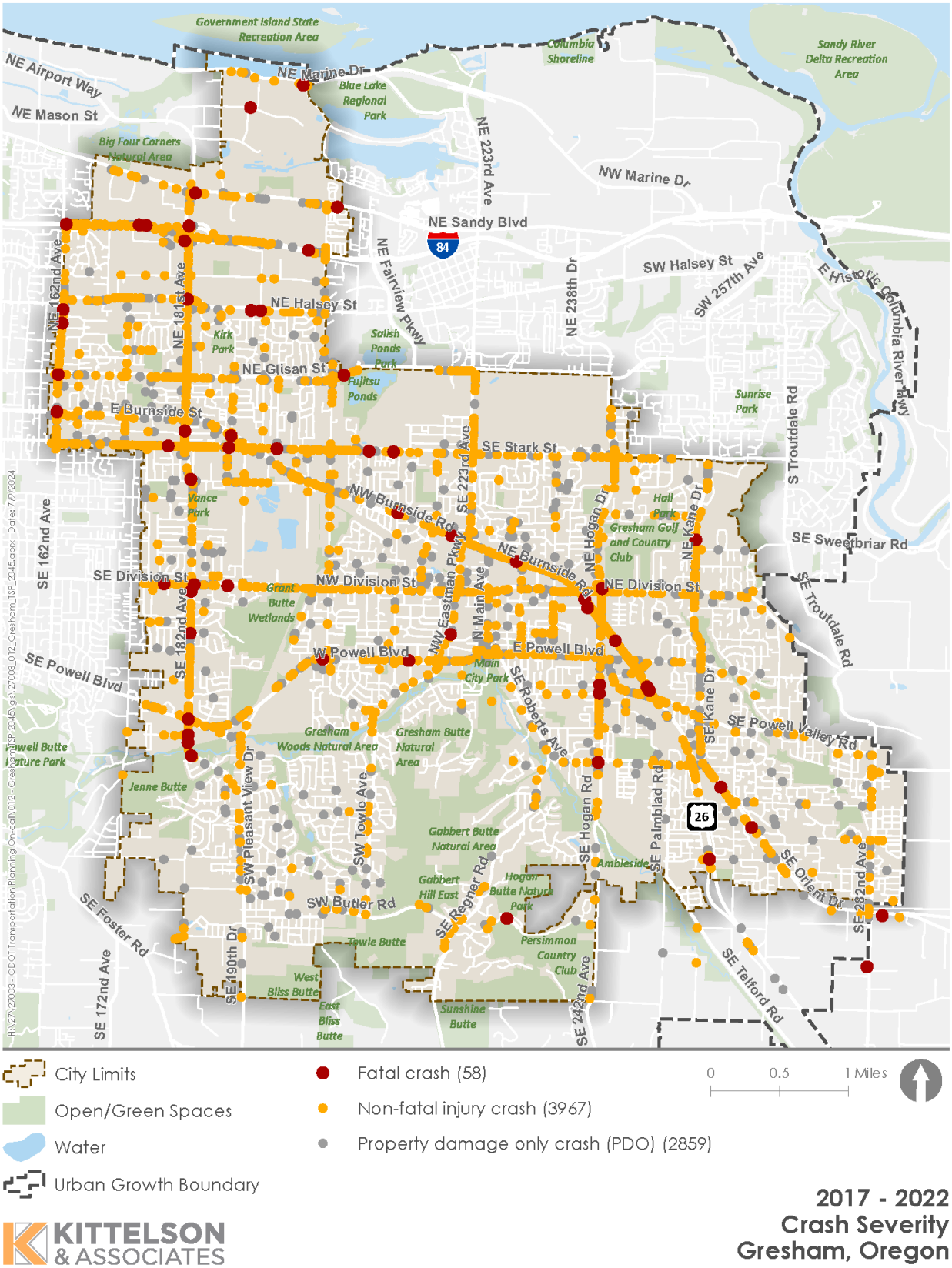


Figure 2. Pedestrian and Bicycle Crash Sites

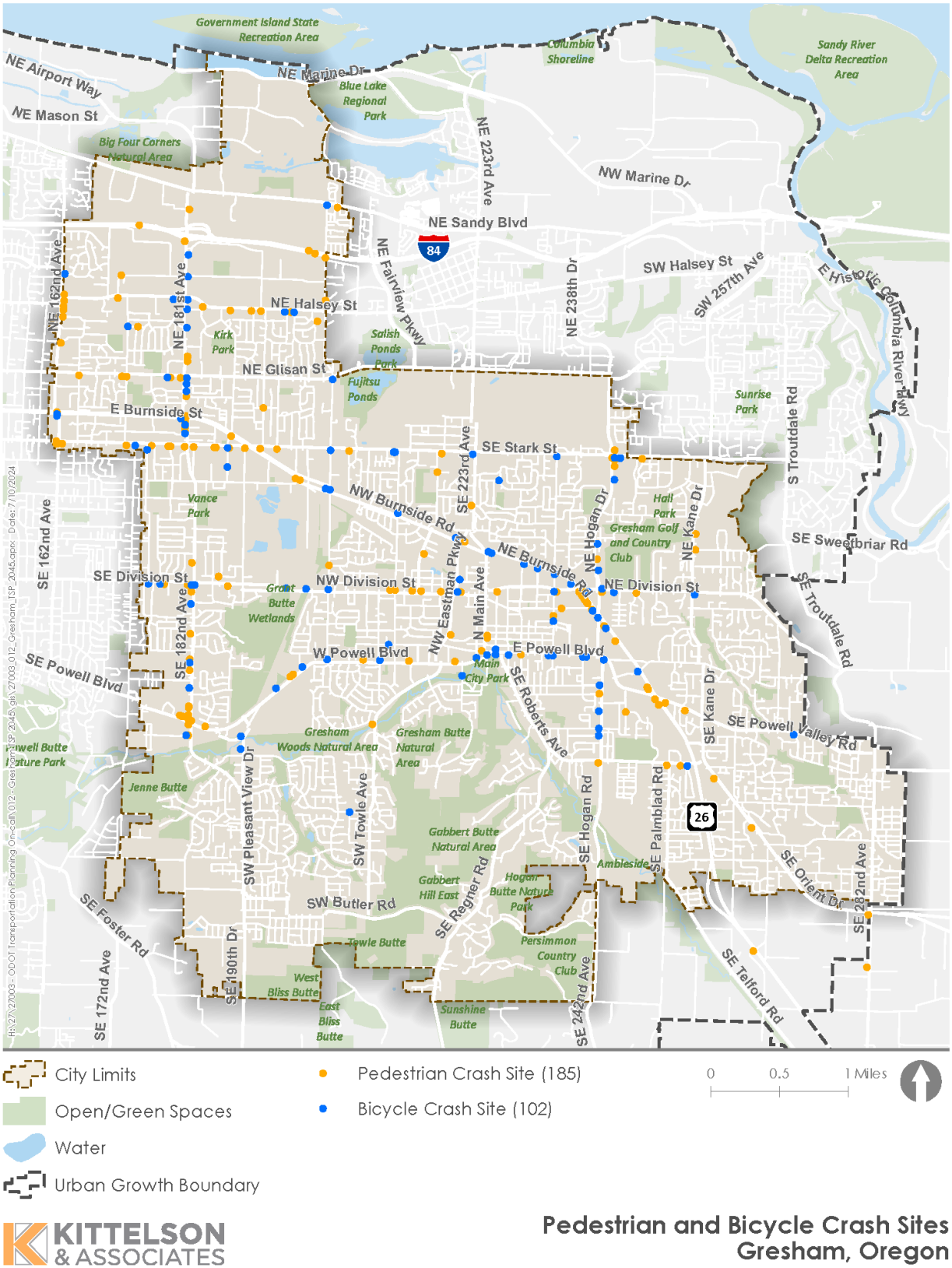


Figure 3. East Multnomah County TSAP High Injury Corridors in Gresham

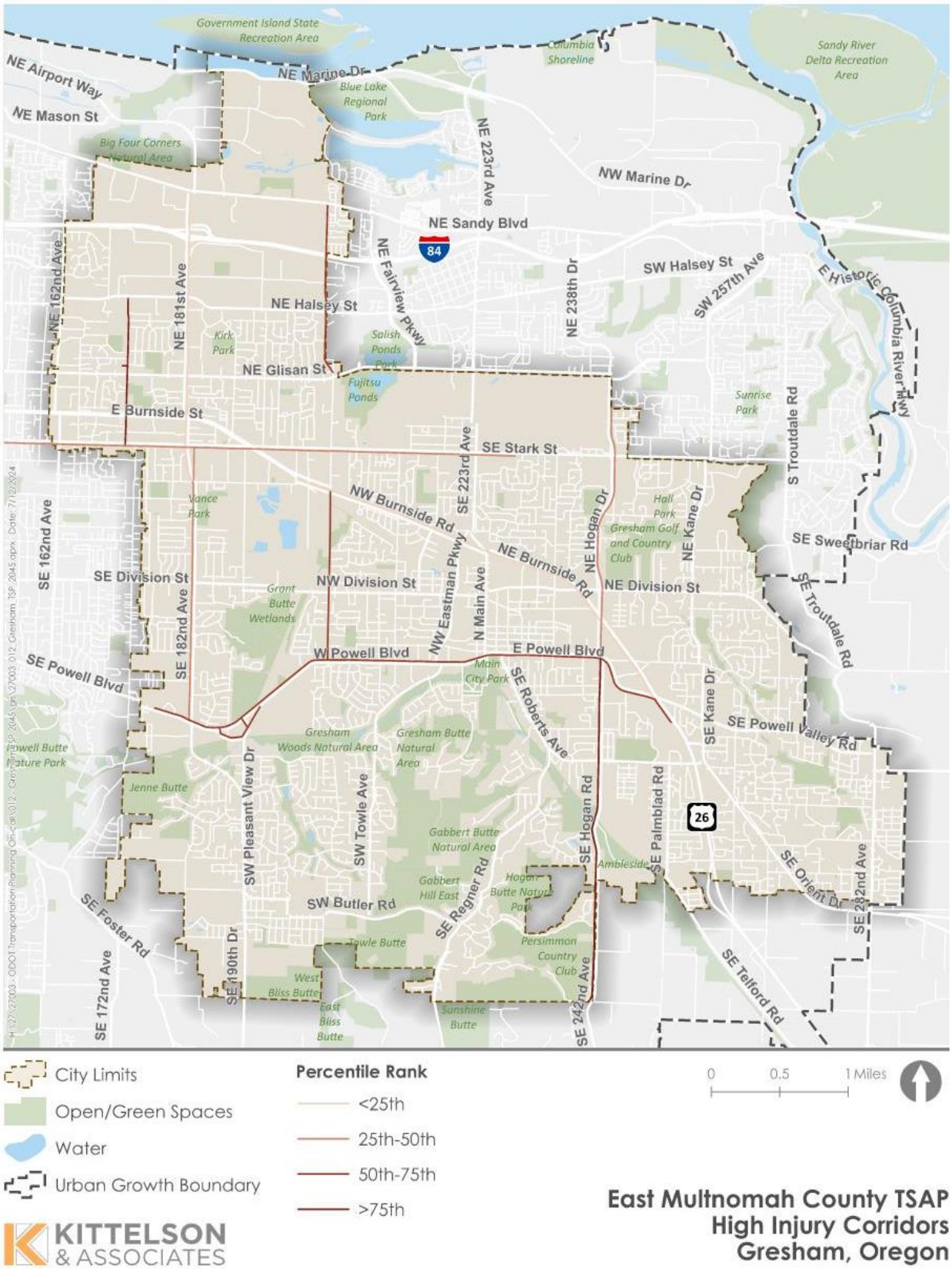
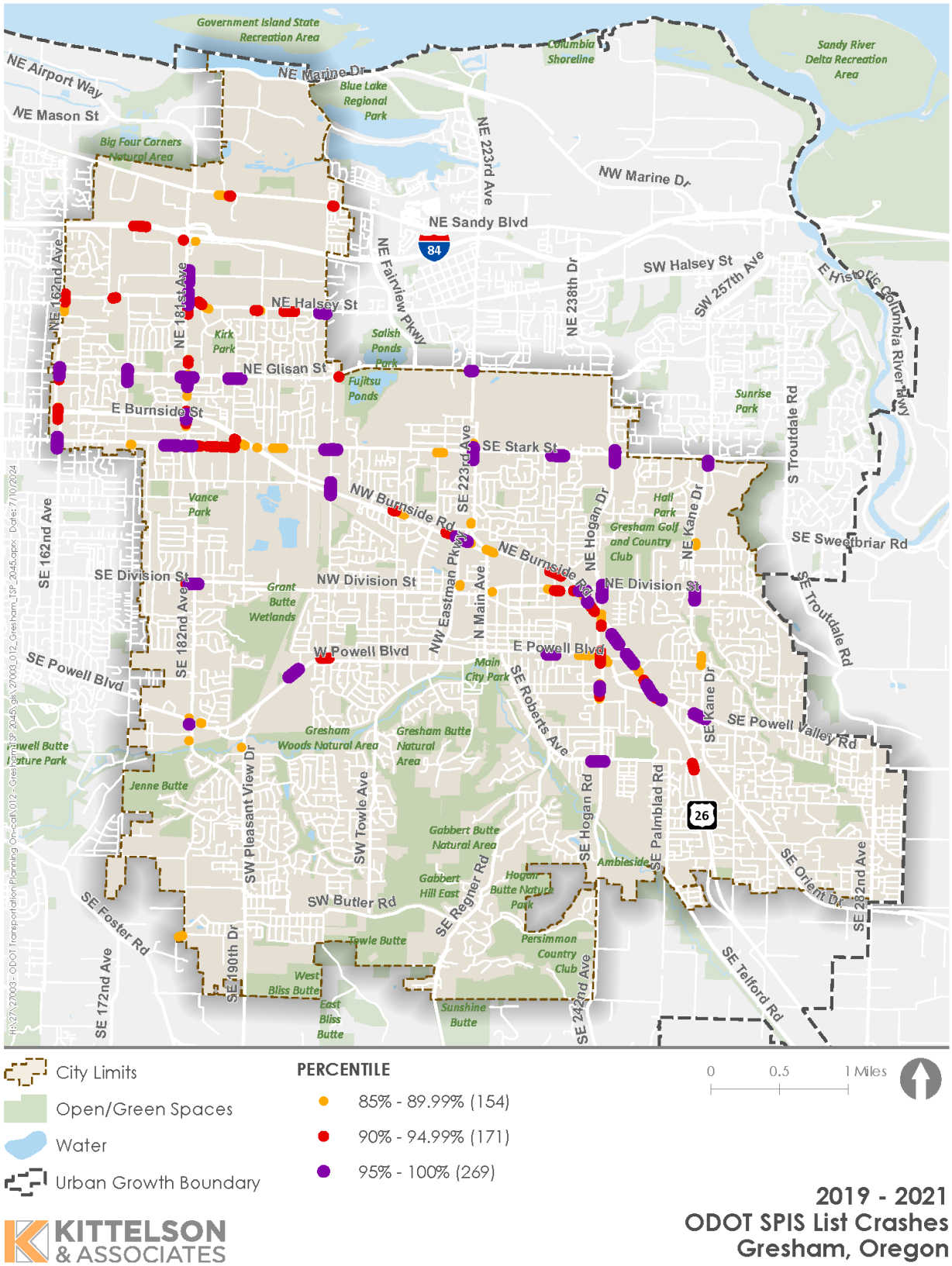


Figure 4. ODOT SPIS List Crashes (2019-2021)



The crash type classifications were reviewed to assess whether crash patterns might be identifiable in Figure 5 through Figure 18. These graphs show what proportion of that crash characteristic was each level of severity and are labeled with the number of crashes meeting that characteristic, as well as a graph showing the total number of crashes. As shown:

- Figure 5 and Figure 6. Crash Severity by Collision Type – Pedestrian collisions, followed by head-on collisions and fixed object collisions, had the highest proportion of fatalities relative to the total number of crashes. Pedestrians also had the highest total fatalities at 24, followed by head-on collisions and fixed-object at 10 each. Angle, rear-end, and turning movements had high amounts of injuries and fatalities.
- Figure 7 and Figure 8. Crash Severity by Crash Type – Pedestrian collisions, followed by crashes from opposite direction both going straight and fixed object collisions, had the highest proportion of fatalities relative to the total number of crashes. Pedestrians also had the highest total fatalities at 24, followed by crashes from opposite direction both going straight and fixed-object crashes at 10 each. Crashes from the same direction- one stopped and crashes entering at an angle had high amounts of injuries and fatalities.
- Figure 9 and Figure 10. Crash Severity by Roadway Functional Classification Type – Urban principal arterials – interstate had the highest proportion of fatalities. Functional classifications of Urban Principal Arterial roadways followed by Urban Minor Arterial roadways had high proportions as well as highest number of fatalities at 28 and 20, respectively. Both these functional classifications also had the highest number of serious injuries and fatalities.
- Figure 11 and Figure 12. Crash Severity by Speed Limit – Speed limits of 55 mph had the highest proportion of fatalities, though are only 3 out of 14 crashes. Speed limit of 35 mph saw the highest recorded crashes with fatalities (11), as well as overall number of serious injuries and fatal crashes. However, most arterials in the city are 35 mph and see higher cumulative traffic volumes than other streets. Crash severity notably decreases with decrease in speeds.
- Figure 12 and Figure 14. Crash Severity by Weather Condition – The highest proportion of fatal and severe injury crashes occurred during cloudy and rain conditions. The highest number of fatal crashes was observed during clear conditions, with 26 fatalities. This may be due to higher traffic volumes during the day.
- Figure 15 and Figure 16. Crash Severity by Light Condition – The highest proportion and number of fatal crashes occurred during dark conditions without street lights followed by dark conditions with street lights. Total fatalities was highest for darkness with street lights (36) followed by daylight (20). Daylight had the highest number of serious injuries and fatalities, however, it is important to note that a higher number of automobiles are operating during daylight as compared to other conditions which might impact the total number of crashes.
- Figure 17 and Figure 18. Crash Severity by Median Type – The highest proportion of fatal and serious injury crashes occurred on roadbeds with no physical barrier as well as roadways with a raised median. Roadways without a barrier saw the highest number of fatalities (38).

Figure 5. Crash Severity by Collision Type (By percentage)

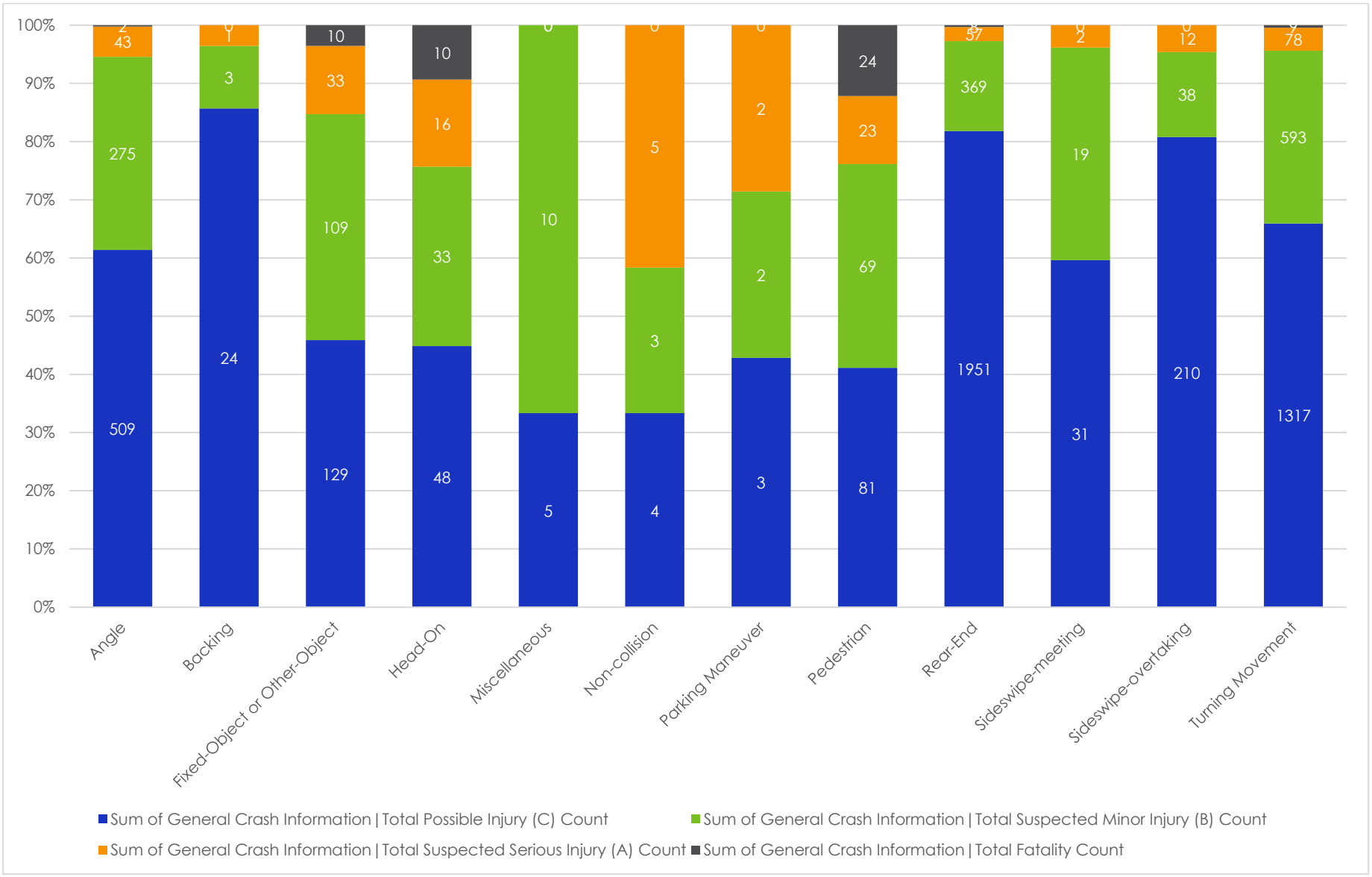


Figure 6. Crash Severity by Collision Type

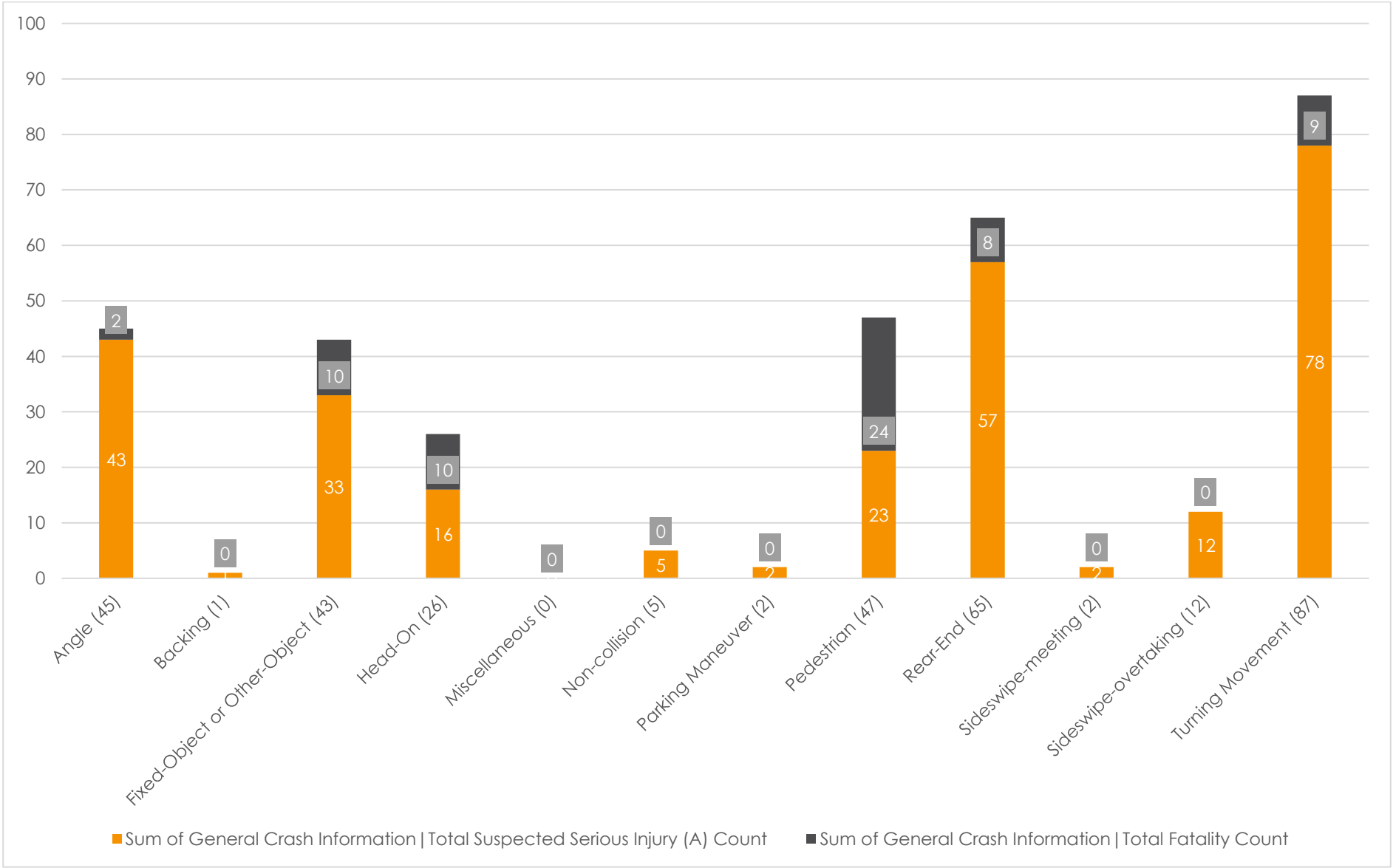


Figure 7. Crash Severity by Crash Type (By percentage)

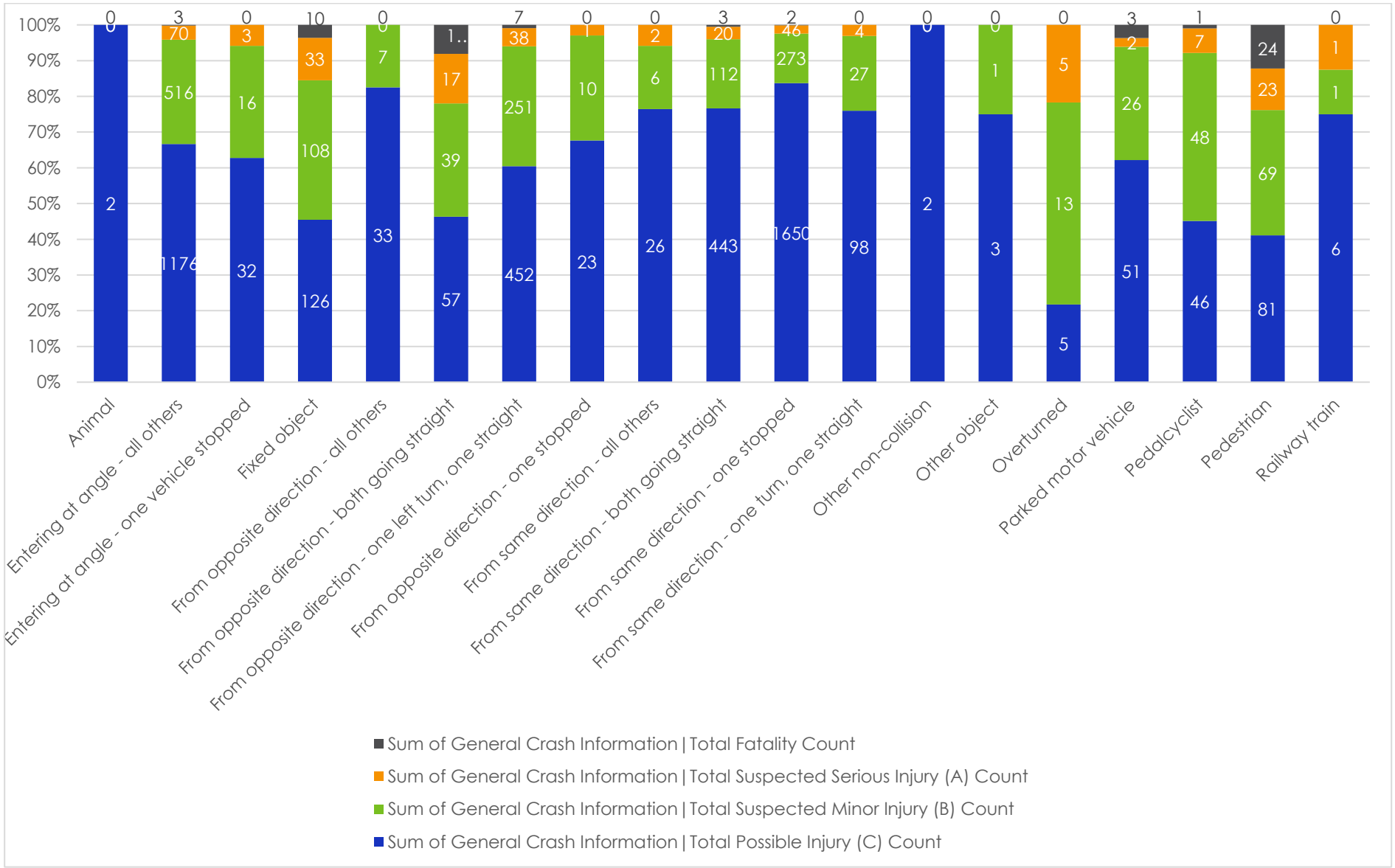


Figure 8. Crash Severity by Crash Type

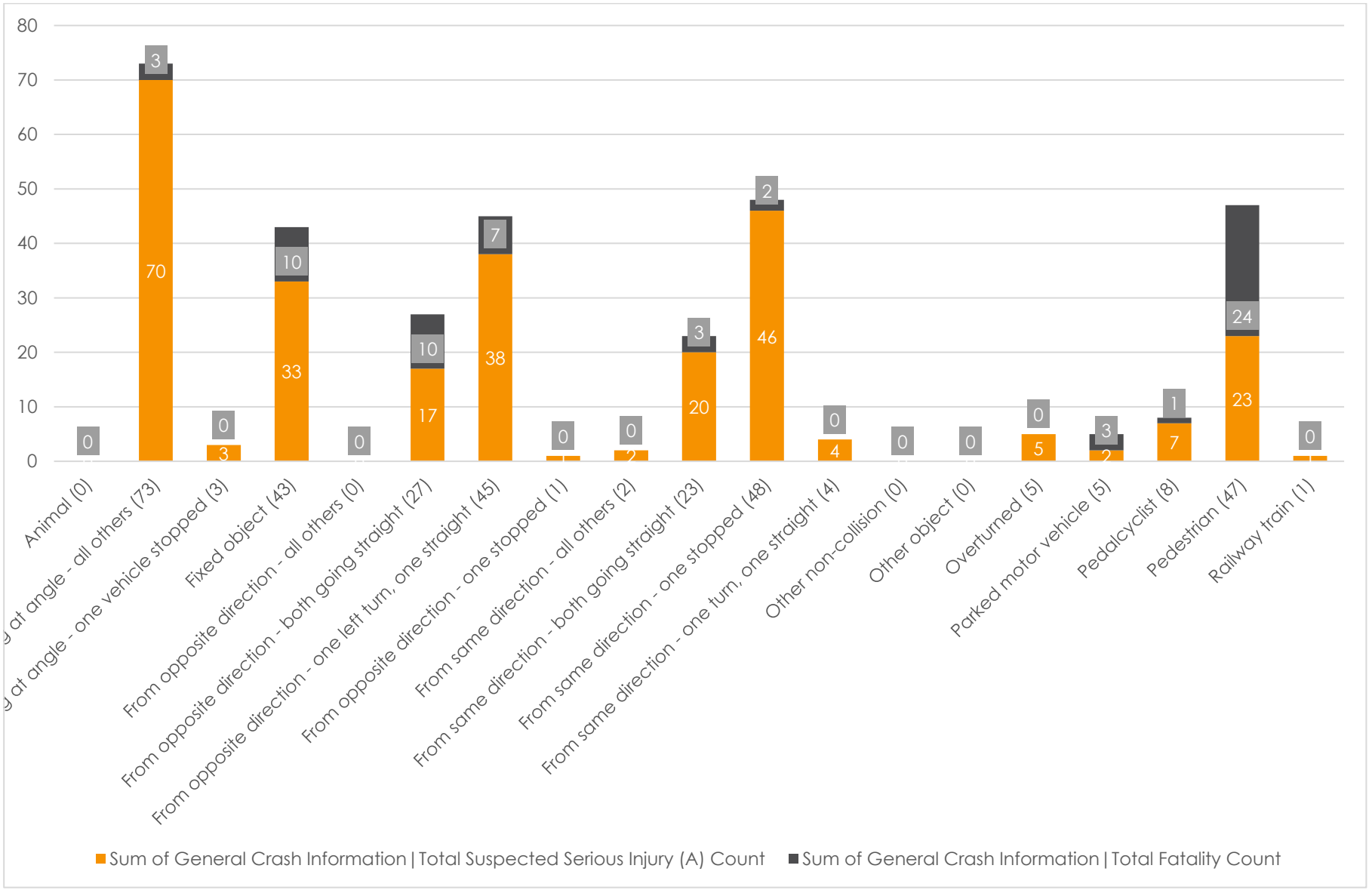


Figure 9. Crash Severity by Roadway Functional Classification Type (By percentage)

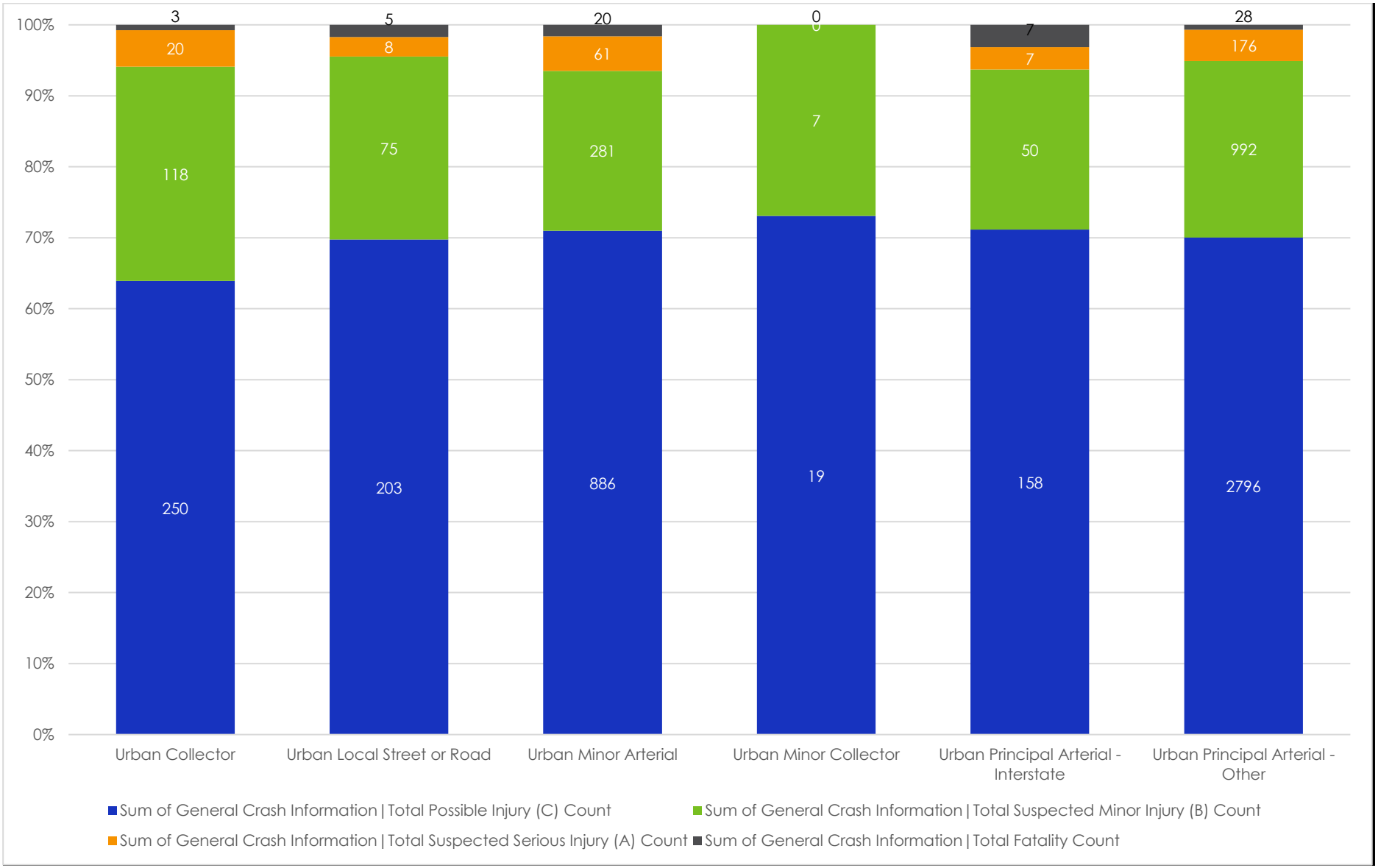


Figure 10. Crash Severity by Roadway Functional Classification Type

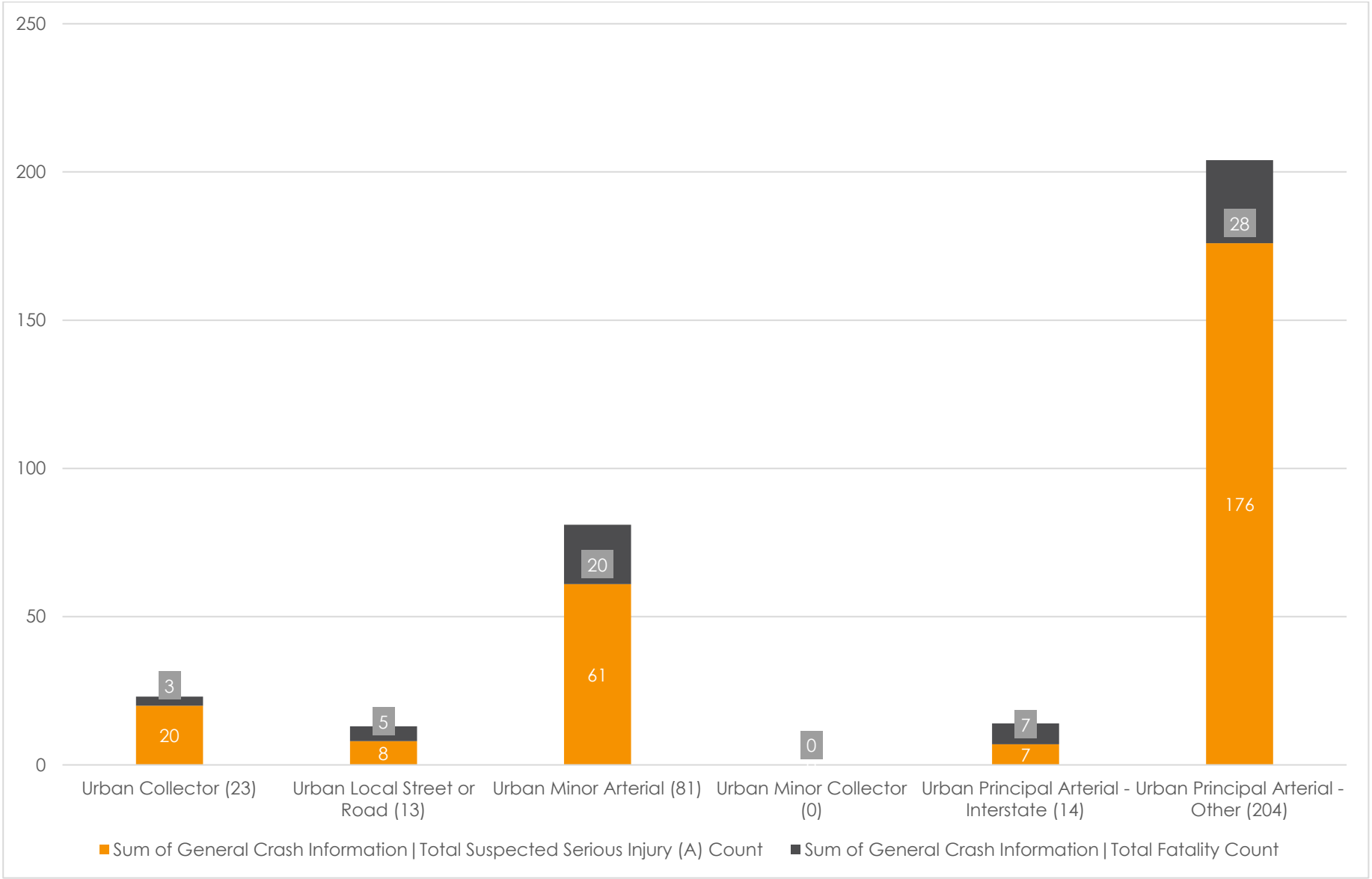


Figure 11. Crash Severity by Speed Limit (By percentage)

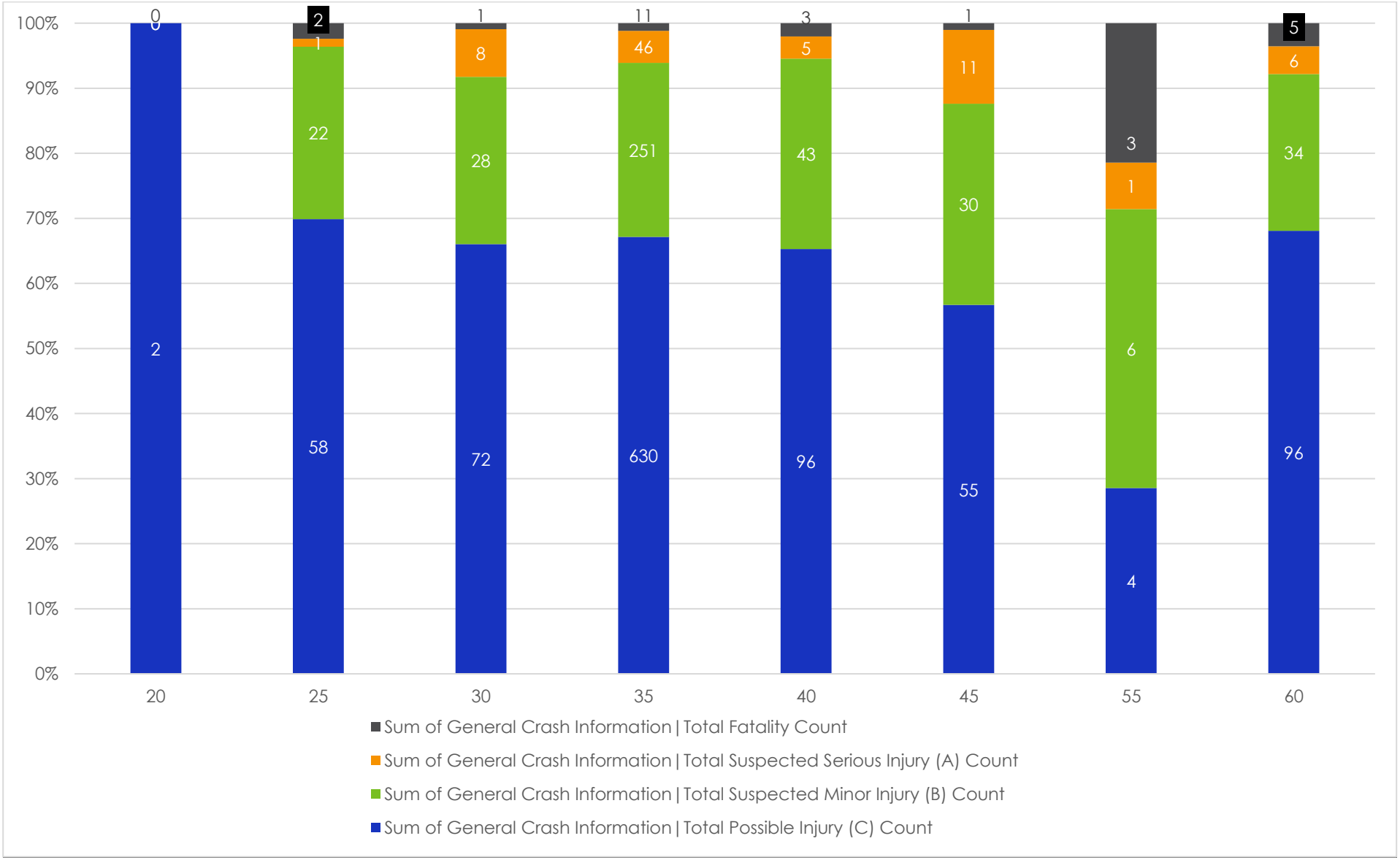


Figure 12. Crash Severity by Speed Limit

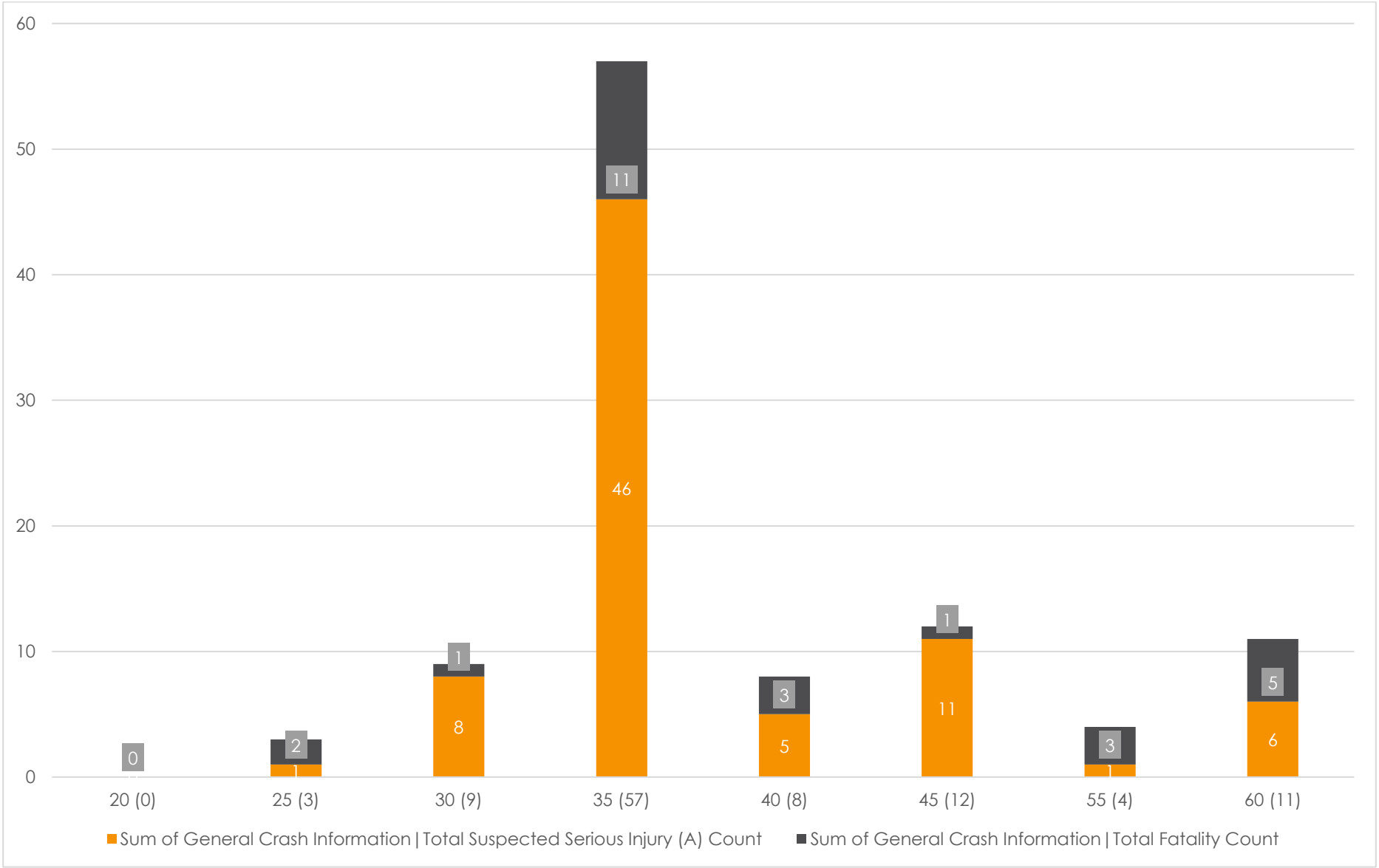


Figure 13. Crash Severity by Weather Condition (By percentage)

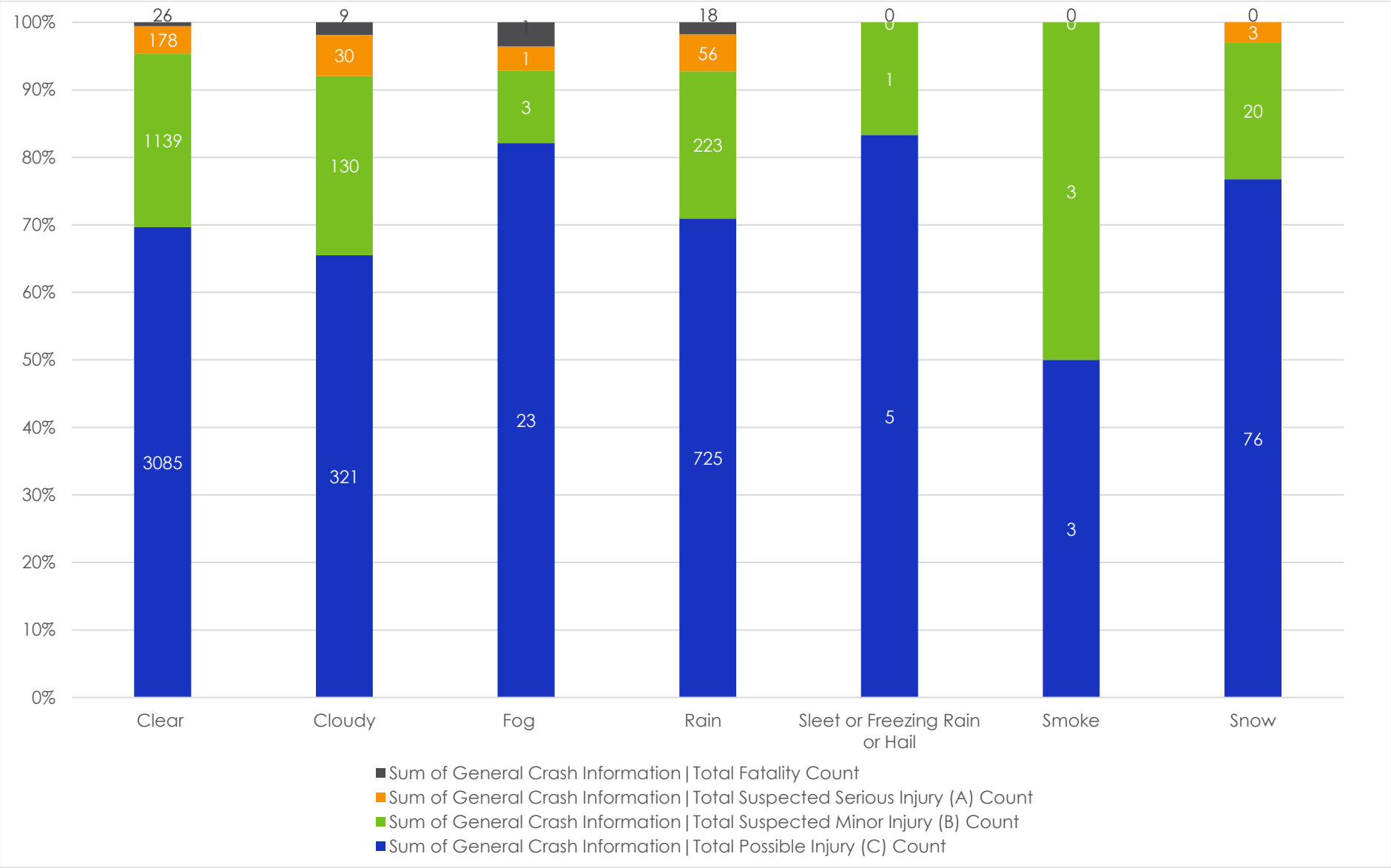


Figure 14. Crash Severity by Weather Condition

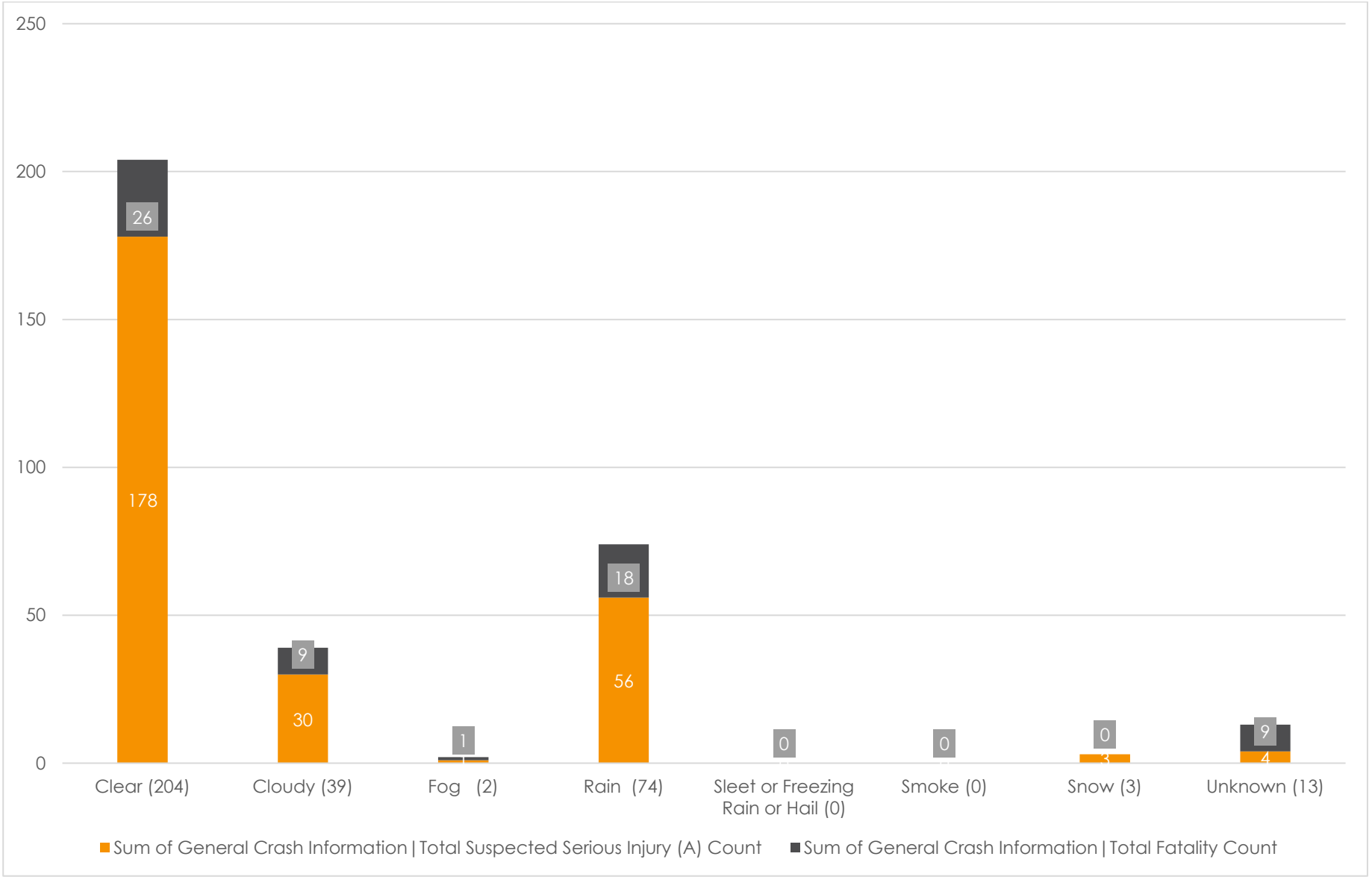


Figure 15. Crash Severity by Light Condition (By percentage)

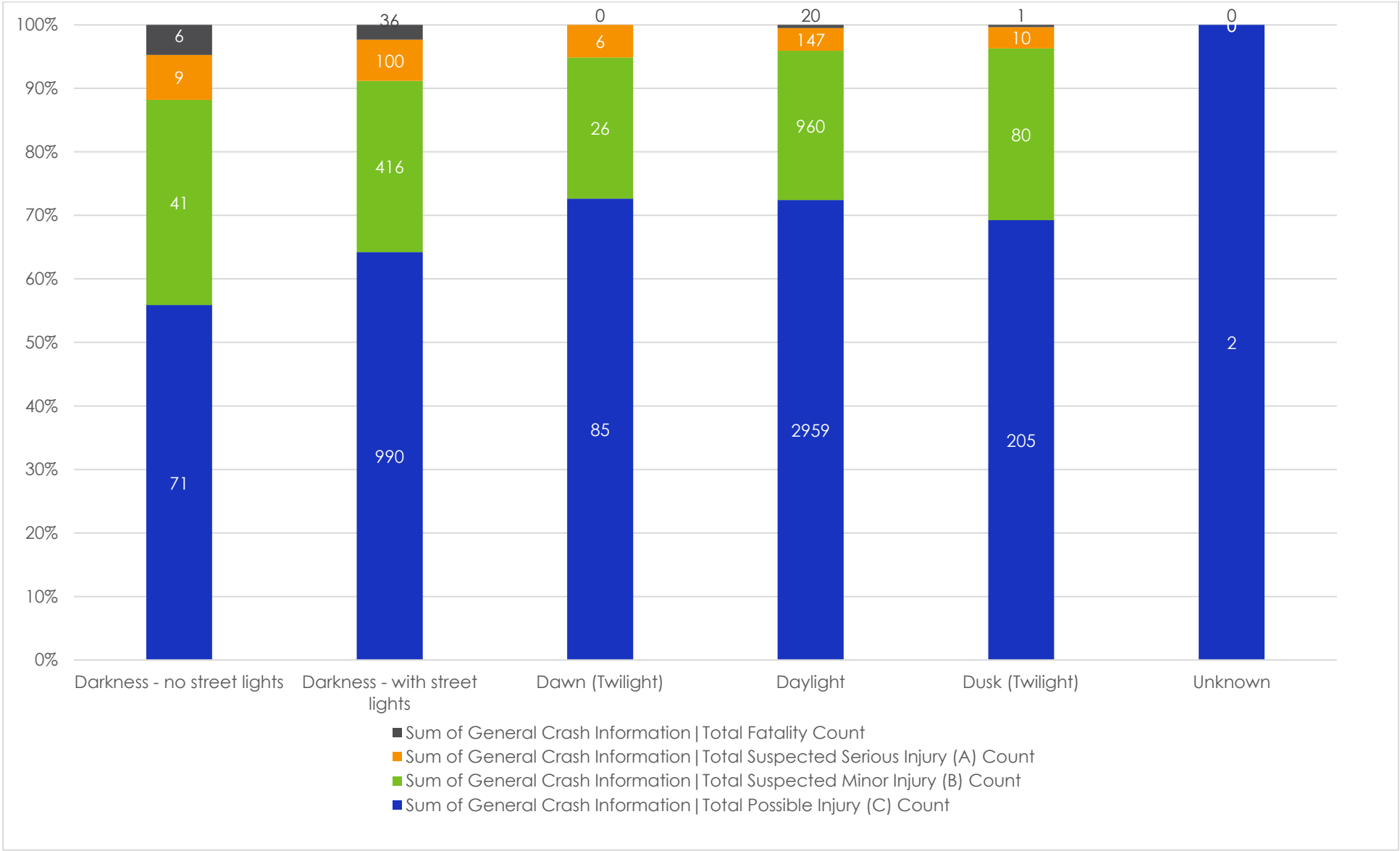


Figure 16. Crash Severity by Light Condition

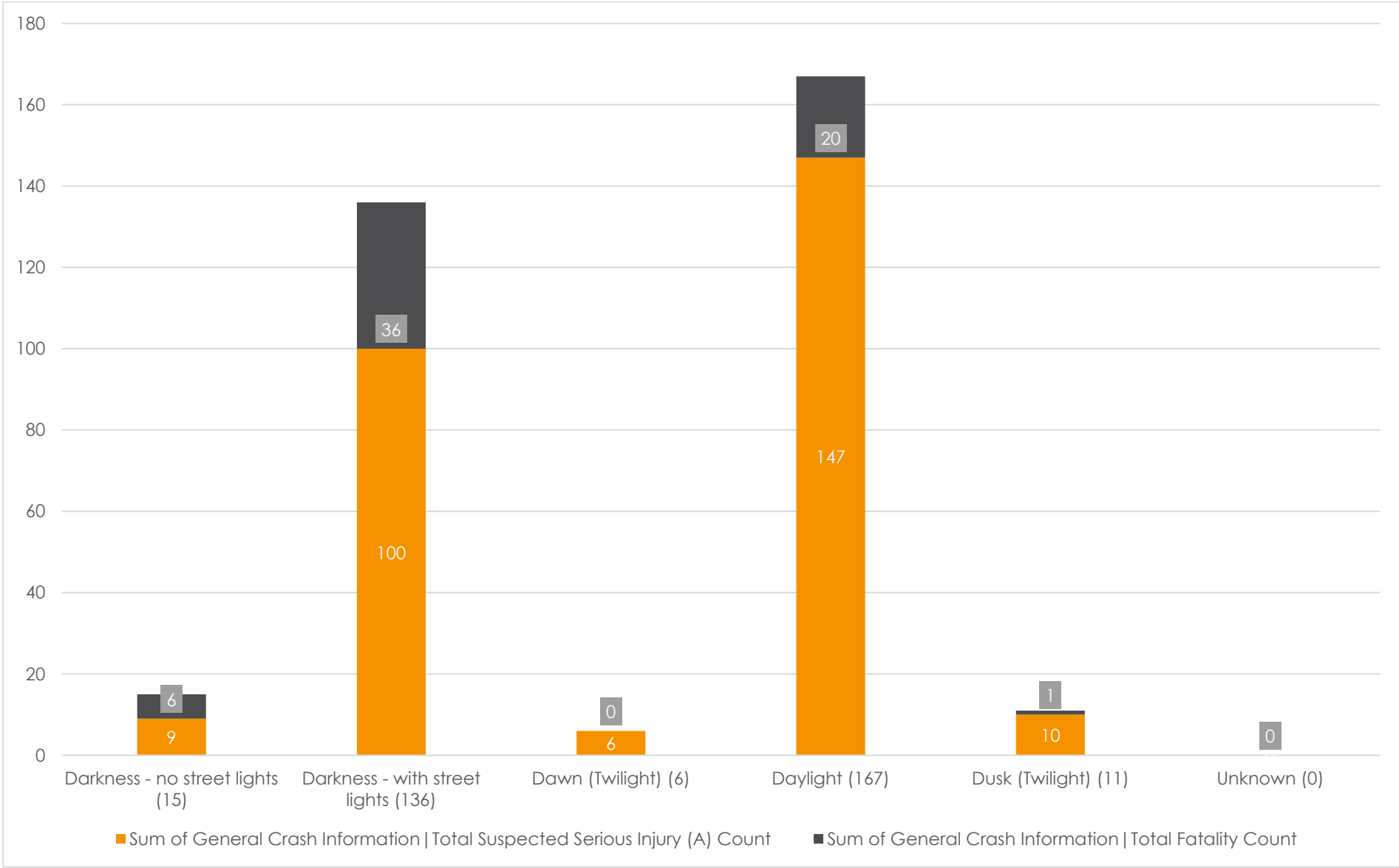


Figure 17. Crash Severity by Median Type (By percentage)

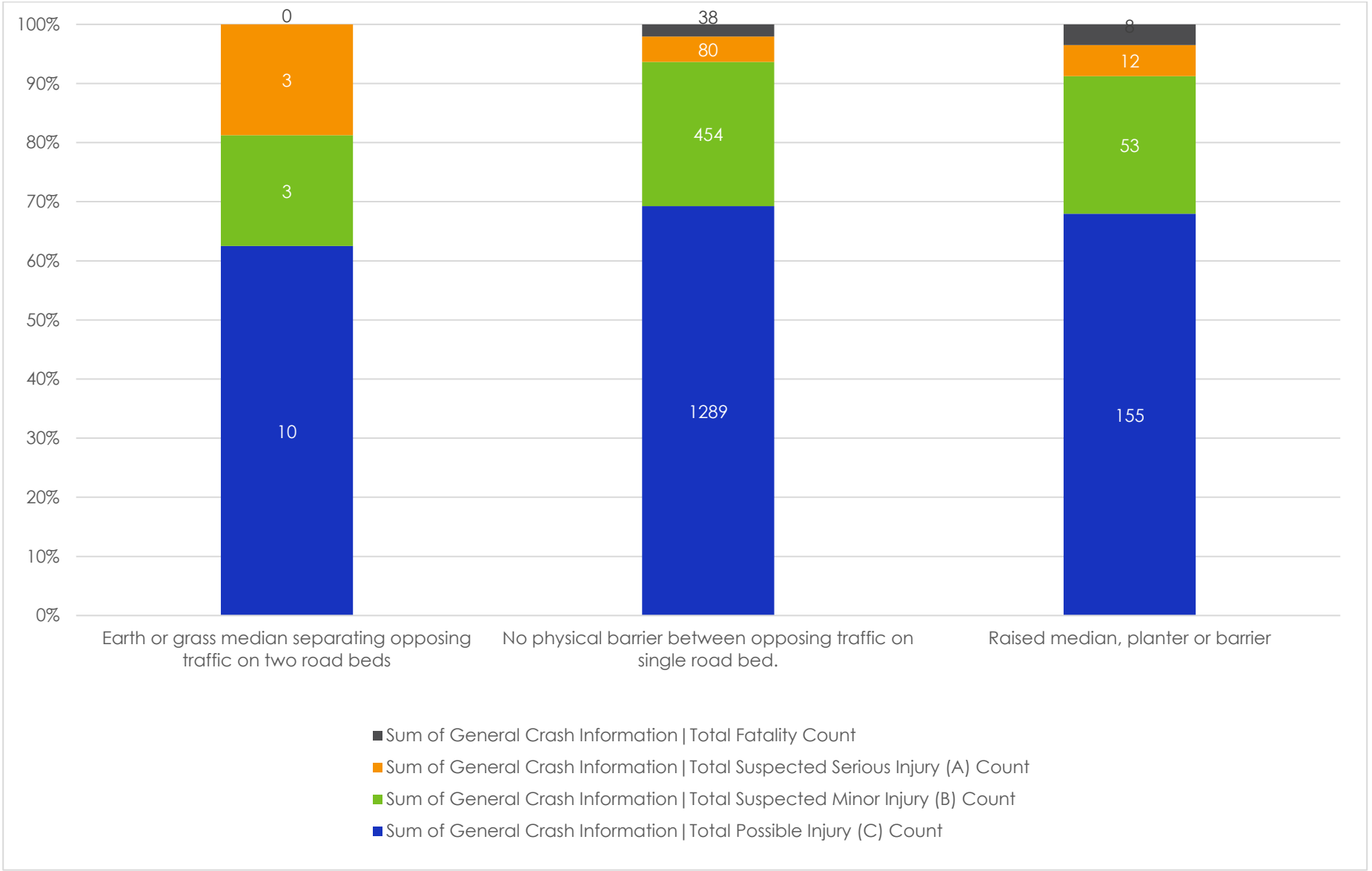
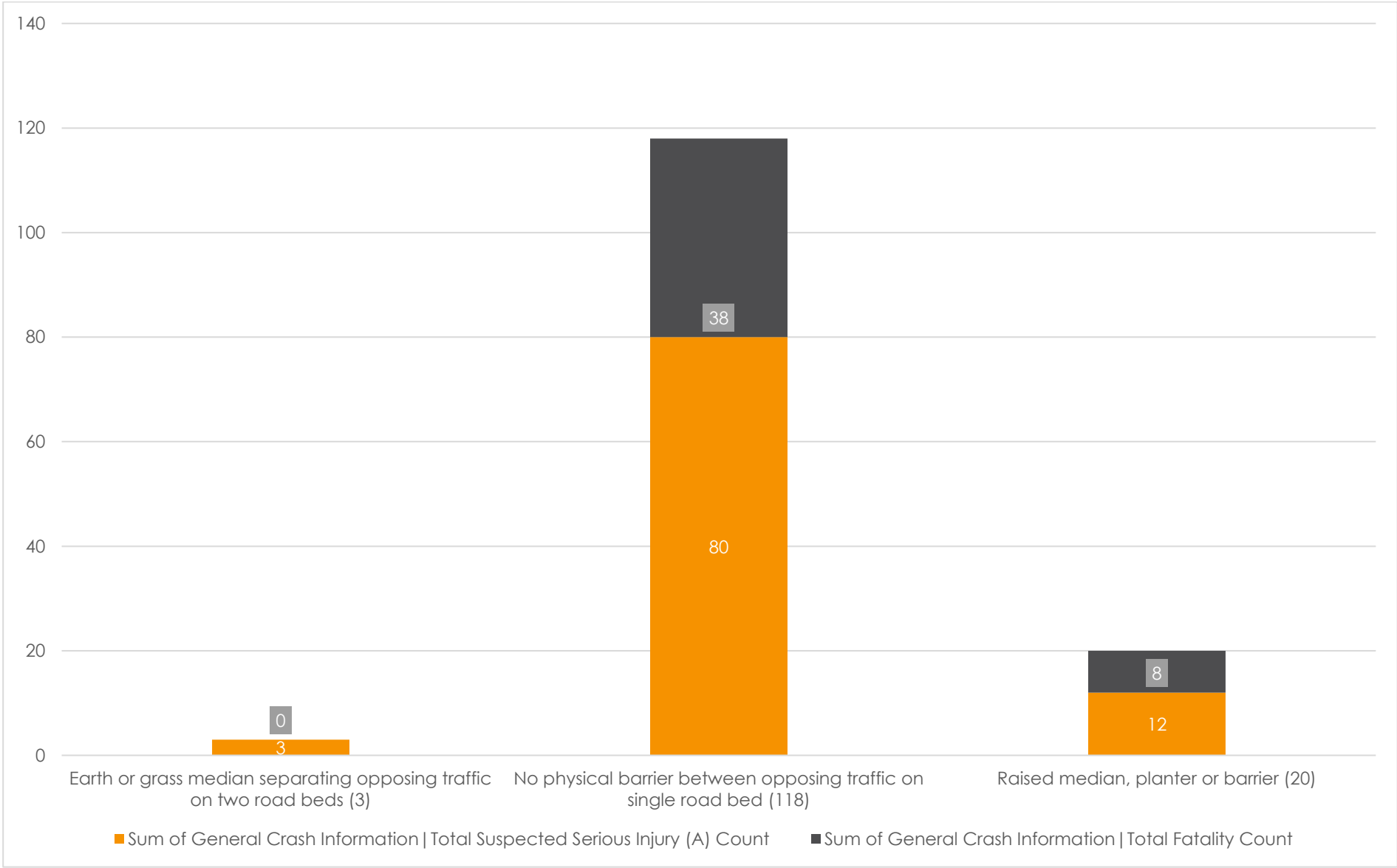


Figure 18. Crash Severity by Median Type



EXISTING CITY SAFETY APPROACH

In response to the crashes observed in the city in the past few years, the city of Gresham has adopted new techniques and approaches to improve safety in the city.

- **Approach to Safety:** The City has worked on developing a separate funding item for standalone safety projects. All projects that are approved through the city are supposed to have a 'safety' component to them. The inclusion and enforcement of this component proactively and reactively tackles safety of projects.
- **Speed**: Over the last few years, the City has established the speeds of arterials to be within 35 mph. Various speed analysis studies were conducted to understand the effects of speeding hotspots.
- **Mapped crash locations:** The City also took the initiative to map high crash locations and looked through crash typologies. This gave an important insight into how safe the roads of the city were and the areas of the city to focus on. The city will be repeating this process periodically.
- **Safety Grants**: Another major way the city ensures steps towards safety is by being active with the ARTS (All Roads Transportation Safety) program and has been successful in securing grants the past few years.
- **Statistics:** The City is also looking at ODOT statistics for countermeasures that can address high severity crashes. The idea is to improve pedestrian movement in the city. Access management, pedestrian countdown timers and other aspects of the City that affect active transportation is looked into and optimized as much as possible.
- **Fatal crashes:** The City also looked at common factors across the various fatal crashes that were observed. One of the ways the city passively addressed them was to out up message signs near the crash sites such as 'Proceed with caution', 'Drive safely' etc.
- **Other Factors;** Each crash was looked into in order to find trends or patterns. On observing a few non-motorized crashes at an intersection, it was found that there was no sidewalk despite being close to a school. Many non-motorized fatalities occurred in the same area that lacked pedestrian infrastructure that was safe. The City created an asphalt roadway for improvement and increasing safety.
- **Setback:** One area of struggle the city is currently facing is that education, awareness and enforcement about safe driver behavior is currently non – existent. The system must be safe in all these languages in order for the whole system to be safe. A majority of crashes occurred at random locations which made it difficult to pinpoint a reason in general.

EQUITY MAP

The Metro Equitable Development Index Tool shows social equity conditions in the Metro region. Conditions can inform policies, programs, and investments that advance equitable community development and reduce disparities among underserved communities while fostering places that are healthy and vibrant. It assesses Transportation Analysis Zones (TAZ's) based on multiple relevant factors that serve as a proxy for assessing Health Equity, Mobility and Connectivity, Access to Opportunity and Resources, Housing Affordability and Community Change. Gresham may utilize the tool to identify the geographic locations of underserved and overburdened populations, consistent with the Metro region.

Suggested Policy Language

Based on industry best practices, TAC, SAC, and public input, and the analyses provided in this memorandum, the following sections describe potential policies and actions that can supplement existing Gresham policy language. Existing TSP policies and actions are included in Appendix A.

EQUITY

A central goal of transportation is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved. Underserved communities form a vital part of the City and need to be considered while outlining its policies. It is also important to note that equity does not mean equality. This section also includes the implications of the recommended actions.

Policy

The City of Gresham will achieve transportation equity by ensuring that all community members, regardless of economic status, race, religion, age, or ability, have access to a full range of safe, comfortable, and reliable transportation choices to meet their daily transportation needs; and that no community members are excessively burdened by transportation impacts, including costs, community disruption, and environmental conditions such as air quality.

Actions

- Establish a robust, flexible, and transparent public outreach process to provide individuals and communities with a voice in transportation decisions, with special efforts made to reach underserved and overburdened populations.
  - Example outcome: Projects and plans are community-driven and reflective of a variety of perspectives.
- Increase the social and economic opportunities for disadvantaged and underserved communities by providing the full range of multi-modal transportation options close to affordable housing, employment centers, and services.
  - Example of action's impacts: Empowers disadvantaged and underserved communities by increasing their accessibility to destinations. Allows affordable travel options that are faster and more connected to major centers.
- Develop and fund programs and projects, both capital and maintenance, that reduce or repair transportation-related disparities faced by populations that have historically had significant unmet transportation needs or who have experienced disproportionately negative impacts from the existing transportation system.
  - Example of action's impacts: Promotes equity within communities. Addresses the effects of disproportionate impact from past policies that worked against equitable development.

- Regularly collect data to identify underserved and overburdened populations in order to better understand their changing transportation needs and to target projects and programs to improve transportation-related conditions for these community members.
  - Example of action's impacts: Develops a robust system that quantitatively and qualitatively measures the benefits of target programs/projects.
- Avoid, minimize, and mitigate disproportionately high and adverse impacts of transportation projects and programs on those who have been historically underserved or overburdened.
  - Example of action's impacts: Similar to the previous bullets, develops a robust system that quantitatively and qualitatively measures the impacts of target programs/projects.

SAFETY

Safety is a fundamental pillar of the transportation system, ensuring the well-being of all users, from people walking and biking to people driving and taking transit. This section's policies and actions are intended to make the streets safer for all community members through comprehensive strategies, planning, design interventions and the implementation of innovative technologies.

Policy (Vision Zero and Complete Streets)

Gresham's goal is to eliminate transportation-related fatalities and serious injuries, with a consistent focus on design, operation, maintenance, education, and enforcement activities that are known to increase safety, including separating different modes of transportation, improving visibility, and reducing motor vehicle travel speeds.

Streets within the City of Gresham will be designed to consider the needs of all people, including but not limited to people walking, bicycling, using shared mobility devices and assistive devices, using transit and riding school buses, driving, and operating commercial and emergency vehicles.

Actions

- Create and implement a Transportation Safety Action Plan.
- Identify, prioritize, and/or allocate funding for projects and programs identified in the Transportation Safety Action Plan.
- Appoint a Vision Zero/Transportation Safety task force and advisory group to guide implementation of the Transportation Safety Action Plan.
- Plan for, design, construct, and/or reconstruct streets to achieve consistency between actual travel speeds and target speed limits; prioritize speeding and reckless driving enforcement programs on problematic routes.
- Develop a comprehensive education program that promotes safe behavior by all roadway users by applying an interdisciplinary approach to adjust community norms regarding crash causation factors including, but not limited to, speeding, DUII, crosswalk yielding, red-light running, and distracted driving.

- Include consideration of emergency response time goals in transportation planning, design, and maintenance activities, including the design of roads and intersections, traffic calming devices, and installation of traffic signals that allow preemption for emergency vehicles.
- Revise Street Standards to ensure that infrastructure for all modes is safely and equally incorporated into street design.

CLIMATE

Transportation is a significant contributor to greenhouse gas emissions within the City, and addressing climate change is an urgent and essential priority. This section outlines policies and action measures that will support reductions of the transportation system's environmental impact and promote a sustainable network.

Policy

Gresham recognizes that transportation is a significant contributor to climate change. The City will minimize its impact on transportation-generated greenhouse gas emissions by (1) encouraging fewer and shorter single occupant vehicle trips by (also known as a reduction in vehicle miles traveled or VMT per capita) through mixed use and higher density land uses and implementing a robust and connected network of infrastructure supporting other modes (i.e. walking, bicycling and other forms of micro-mobility, as well as transit), and (2) supporting the transition to cleaner fuels through the installation of electric vehicle charging stations and conversion of the municipal fleet. Gresham also recognizes the potential for urban design to minimize climate change impacts, such as adding shade through landscaping and properly controlling surface runoff.

Actions (adapted from the Gresham Climate Action Plan, Urban Form and Transportation with suggestions from other communities in **red**).

- (UFT-1) Integrate a climate resilience and climate equity approach to all of updates to the Comprehensive Plan
  a. Develop and apply a climate lens into all Comprehensive Plan policy updates to support climate resilience and climate equity.
  b. Develop climate lens terminology, definitions, and criteria to best support use of climate lens.
- (UFT-2) Support dense, mixed-use developments near frequent transit routes through implementation of Climate Friendly and Equitable Communities rules, Middle Housing Rules, and Gresham's Housing Production Strategy
  - ~~Review approaches, policies, and plans in other cities to assess best practices.~~
  a. Compare land-use densities along transit map to identify opportunities for encouraging dense, mixed-use development near transit.
  b. Revise parking requirements as outlined in the Gresham CFEC Phase1 Development Code Changes.
- (UFT-3) Review public works standards to support climate resilience in the development of new infrastructure and capital improvement projects.
  a. ~~Support the development of~~ Incorporate safe bike and pedestrian-friendly infrastructure into the City's Code and Standards and specifications.

b. Consider utilizing Level of Traffic Stress metrics to design bicycling and walking infrastructure, with a goal of a complete Low Stress Network.
c. Support urban planning practices that prioritize walking and access to public transit options, particularly in areas identified as transportation disadvantaged.

- (UFT-4) integrate a climate resilience and climate equity approach into the Transportation System Plan.
  a. Develop and apply a climate lens to use in evaluating Transportation System Plan policies and projects.
  b. Develop climate lens terminology, definitions, and criteria to best support use of climate lens.
  c. Evaluate a transportation planning hierarchy framework that prioritizes active transportation and transit in all land use and transportation planning.
  ~~d. Review climate resilience and climate equity lens approaches and frameworks used in other cities.~~
  e. Develop a micro-mobility policy that supports the implementation of micro-mobility pilot projects to improve first-and-last-mile connections.
  f. Consider creating a Mobility Hub plan into the TSP that provides access to "last mile traveled" modes, such as e-bikes and ridesharing from transit stops and transfers.
- (UFT-5) Develop a community engagement campaign to support active transportation and transit options.
  a. Support community-based organizations in improving access to active transportation and transit options.
  b. Support active transportation and transit options through City communications and newsletters.
  c. Develop and distribute educational materials to inform the community of project offerings.
  d. Develop and distribute educational materials that are translated in a diversity of languages.
- (UFT-6) Consider code to require all new residential developments to be electric vehicle (EV)-ready.
  a. ~~Review approaches, policies, and plans in other cities to assess best practices for development and implementation.~~ Support the use of electric vehicles and easy access to charging stations.
  b. Require 40% of all parking at new multi-family and mixed use developments to be EV-charging ready as outlined in the Gresham CFEC Phase1 Development Code Changes..
  b. Consider requirements that new single-detached and middle housing developments provide 200V outlets in garage and driveways to support federal, state, and local EV charging.
- (UFT-7) Support the development of EV charging hubs in high-traffic community destinations.
  ~~a. Review approaches, policies, and plans in other cities to assess best practices for development and implementation.~~
  b. Consider requiring 10% of parking for new commercial and industrial development to be EV-ready.
  c. Provide physical access to on-street charging stations following the US Access Board's Design Recommendations for Accessible Electric Vehicle Charging Stations.
  d. Partner with mobility-focused community-based organizations, property owners and managers, and Portland General Electric to identify and develop charging hub opportunities.
  e. Develop and distribute educational materials to inform the community of project offerings and gain input from the community.
  f. Develop and distribute educational materials that are translated in a diversity of languages.
  g. Apply for and award grant funding for projects that support community charging hubs.

h. Considering requiring EV parking space signage and pavement markings follow the Manual of Uniform Traffic Control Devices (MUTCD) and Alternative Fuels Data Center requirements and best practices.

- (UFT-8) Develop an information hub for incentives and permitting for EV charging projects to streamline permitting requirements and process.
  a. ~~Review approaches, policies, and plans in other cities to assess best practices for development and implementation.~~
  b. ~~Consider~~ Develop operation standards for public electric vehicle charging stations that include: (1) maintenance schedule, (2) lighting, (3) charging and parking time limits, (4) signage and instructions, (5) language access, (6) location and siting safety, (7) ADA accessibility, and (8) accepted forms of payment.
  c. ~~Based on review findings, D~~evelop a set of recommended actions to streamline permitting requirements, process, and access to permitting information.

Other actions to consider:

- Require shade-producing trees (at least 50% coverage within 15 years) or solar panels for surface parking lots of greater than ¼ acre (See OAR 660-012-0405).
- Use permeable pavement treatments where feasible to control runoff from surface parking lots.
- Incorporate rain gardens or similar designs to manage runoff from streets.
- Require shade-producing street trees, particularly along high-use pedestrian corridors.

EMERGING TECHNOLOGIES

The rapid advancement of technology is transforming the landscape of transportation, presenting new opportunities and challenges. Emerging technologies such as autonomous vehicles, smart infrastructure, electric and alternative-fuel vehicles, and advanced data analytics have the power to revolutionize how we move people and goods. By integrating these technologies, the City could improve traffic management, reduce congestion, enhance safety, and lower environmental impacts. This section explores the potential of emerging technologies and identifies the approach to enhance efficiency, safety, and sustainability of the transportation system.

Policy

The City of Gresham will utilize emerging technologies to increase the local and regional environmental, economic, and social benefits of the transportation system, particularly Intelligent Transportation Systems (smart signals, real-time traffic monitoring, and variable signage, curb and parking management tools, and micro-mobility (i.e. bikes, scooters, and similar personal conveyance devices)).The City will regularly review and adapt emerging technologies and incorporate useful tools into the City's plans and processes.

Actions

- Implement existing ITS technology as funding and redevelopment opportunities present, including smart signals.
- Address the increasing importance of micro-mobility devices (e.g., small-wheeled vehicles such as bikes, e-bikes, e-scooters, etc.) by developing clear guidelines to govern the location and management of micromobility vehicles in the right-of-way.

- Expand infrastructure to accommodate and encourage electric vehicles (EV) and other alternatives to the internal combustion engine (see also Climate Policies and Actions).
- Replace City fleet vehicles with EVs as opportunities occur.
- Create guidelines for curb management using adjacent land use characteristics, building type, and other physical attributes to determine the appropriate curb use (e.g., on-street parking, pick-up/drop-off of passengers or freight, shared active transportation facilities, bikeways, transit stops, and enhanced transit stops).
- Develop and implement autonomous vehicle strategies to ensure safety, equity, travel time reliability, and system efficiency.
- Partner with other public and private sectors to test new mobility technologies and consider implementing them. Pilot and/or demonstration projects will create efficient opportunities to test emerging mobility techniques and technologies and better understand their impacts, costs, and opportunities.
- Develop the capability for collecting, managing, integrating, and analyzing transportation data to inform City decision-making on transportation.
- Establish a centralized transportation data system and provide transportation-related data to the public to increase transparency and accountability in meeting identified transportation performance measures.

RECOMMENDED TECHNOLOGIES

In order to determine which technologies will best support and advance City goals, particularly in order to comply with the CFEC program, the City should work with its partners and the community to implement the first four action items:

1. Intelligent Transportation Systems
2. Micro-mobility guidelines
3. Electric Vehicle infrastructure and fleet
4. Curb management guidelines and infrastructure

The process of identifying and implementing these actions can be summarized as follows:

PARKING

Effective parking management is a critical component in developing a functional transportation system. It directly influences the efficiency, accessibility, and overall experience of the network. This section develops strategies for optimizing parking resources, balancing the needs of various users, and gets into parking specific guidelines.

Parking facilities play a significant role in shaping travel behavior, urban design, and economic vitality of the community. The main approach is to ensure that parking is available where needed while minimizing its environmental impact and promote sustainable transportation options. Parking solutions need to involve various modes such as cars, bicycles and other modes of transport, creating a cohesive and multimodal system. The various guidelines are listed below:

There is mention of parking management, but parking codes and policies will need to be reviewed in context of CFEC rulemaking regarding parking minimums and maximums, parking mandates near frequent transit corridors, EV charging (as noted under climate change), etc.

Potential policy or action language could include:

- The City will manage the curb zone area of the right-of-way to ensure flexibility and adaptability as parking and mobility technologies change.
- The City will use adjacent land use characteristics, building type, and other physical attributes to determine the appropriate curb use (e.g., on-street parking, pick-up/drop-off of passengers or freight, shared active transportation facilities, bikeways, transit stops, and enhanced transit stops).

The City is creating a Parking Management Manual that will make action toward addressing CFEC rulemaking, to be complete Winter 2025. This manual will be incorporated into the TSP.

MOBILITY

Providing choices and frequency of movement within land uses lies at the heart of a successful transportation system. This section highlights our strategies to enhance mobility, ensuring that residents and visitors can move freely and conveniently throughout the community. Policies and actions are not developed for this topic, but the following mobility performance measures from Metro's recently updated Regional Transportation Plan should be considered in evaluating future projects:

- VMT per capita
- System completeness
- Hours of congestion on throughways

Next Steps

This draft memorandum was reviewed with the PMT, TAC, and SAC and revised with their feedback. The existing policies and identified gaps will support conversations surrounding policy and priority updates in the Gresham TSP 2045 Update.

Appendices

A. Existing Gresham TSP Policies

Appendix A. Existing Gresham TSP Policies

CHAPTER 4

Policies and Action Measures

This chapter provides policies and action measures that together will guide Gresham's transportation decisions towards achievement of the Transportation System's Plan's Vision to "support the growth and development of the City of Gresham as an economically vital and livable community by providing its residents and all transportation system users with pleasant and convenient access and travel within, to and through the city."

The policies and action measures are a basis for assessing the transportation needs of the community as it develops. More specifically, the City's Community Development Plan Volume 2: Policies, defines Policies and Action Measures as:

Policy - A policy is a statement identifying Gresham's position and a definitive course of action. Policies are more specific than goals. They often identify the City's position in regard to implementing goals. However, they are not the only actions the City can take to accomplish goals.

Action Measure - An action measure is a statement that outlines a specific City project or standard, which if executed, would implement goals and policies. Action measures also refer to specific projects, standards, or courses of action the City desires other jurisdictions to take in regard to specific issues. These statements can also define the relationship the City desires to have with other jurisdictions and agencies in implementing Comprehensive Plan goals and policies.

The policies are grouped into a series of multi-modal and modal specific categories: Transportation System, Street System, Transit System, Bicycle System, Pedestrian System, Travel Demand Management, Parking Management, Truck and Rail Freight System, Passenger Rail, Air Transportation System, and Pipeline System. Chapters 5 and 6 identify specific projects, programs, and other actions to implement these policies.

Hogan Drive - a major arterial - includes rain gardens, bike lanes, and planted medians.

TRANSPORTATION SYSTEM

The Transportation System policies are the broadest set of policies. They address transportation within and beyond the public right-of-way.

Policy 1: Develop and promote a balanced transportation system that provides a variety of travel options and reduces the need to rely on automobiles.

1. Develop a multi-modal transportation system that enables people walking, biking taking transit and driving to feel equally safe and comfortable.
2. Provide and promote a range of viable transportation options that respond to **all communities'** needs for access, mobility, safety, comfort and convenience.
3. Provide transportation facilities near transit and in **Gresham's Centers** that support bicycle, pedestrian and transit travel options and provide for a mix of land uses.
4. Adopt and monitor targets for Gresham city limits that address safety, vehicle miles travelled per capita, freight reliance, congestions and walking/biking/transit mode share.
5. Promote incentives and commute trip reduction programs, bicycling, walking, taking transit, ridesharing, carpooling, telecommuting, parking management, flexible work hours, and other travel demand management strategies aimed at reducing the number and length of **single occupant vehicle trips.**
6. Support the Metro region's 2040 Growth Concept, which manages growth, protects natural resources and makes improvements to facilities and infrastructure while maintaining the region's quality of life (2040 Growth Concept adopted 1995).
7. Demonstrate that transportation projects will make progress towards the regional Non-Single-Occupancy Vehicle mode share targets per the Regional Transportation Framework Plan (RTFP) Table 3.08-1 for **2040 areas.**
8. Demonstrate that transportation projects will make progress toward the Metro region's **modal targets** (RTFP Table 3.08-2).

Telecommuting reduces commute trips.

All communities' *include people of color, people experiencing poverty, people with disabilities, and people who experience language barriers.*

Gresham's Centers: *Per Metro's 2040 Growth Concept Map, Gresham as one Regional Center and one Town Center. The Regional Center's boundary includes the Downtown and Civic Neighborhood plan district. The Town Center boundary is all of Rockwood plan district. Additionally, the Pleasant Valley Plan Area has a planned Town Center.*

A single occupant vehicle *is a motor vehicle occupied by the driver only.*

2040 areas *include Gresham Regional Center (Downtown and Civic Neighborhood), Rockwood Town Center, station areas, corridors, main streets, industrial areas, employment areas and neighborhoods*

Modal targets *are targets intended to increase walking, biking, transit, shared ride and other non-drive alone trips as percentages of all trips. (RTP Glossary)*

Policy 2: Plan, implement and maintain an efficient transportation system.

1. Coordinate transportation capital improvement plans, street design standards, the functional classification of streets, transportation system management actions, review of development with significant transportation impacts, and transportation planning activities:
   - With affected agencies, jurisdictions and special districts such as Oregon Department of Transportation (ODOT), Metro, Multnomah and Clackamas counties, Portland, and the East Multnomah County cities;
   - With TriMet and other transportation service providers; and
   - With local and regional transportation plans.
2. Require new development to provide multi-modal street design and public utilities to serve the site and to extend public infrastructure to provide for the logical continuation of the City's utility and street systems. A development may be required to modify or replace off-site systems to provide adequate public facilities. The City Manager may require a development to provide a traffic analysis by a licensed traffic engineer that evaluates the traffic impacts and mitigation requirements.
3. Coordinate transportation projects, programs, and investment strategies with land use, economic development, noise reduction, air quality, water quality, and other **Goal 5** policies.
4. Adopt and update a 20-year capital improvement plan that addresses all transportation modes every five years, as part of the capital improvement program.
5. Develop a Transportation Financing Plan that:
   - Gives top priority to safety and the preservation and maintenance of existing transportation facilities;
   - Prioritizes investments in the transportation system to best support community goals and responds to needs identified by residents;
   - Maximizes expenditures on pedestrian and bicycle capital improvements, particularly those that connect to transit facilities and schools;
   - Considers the future operating and maintenance costs associated with improvements when making transportation capital investment decisions;
   - Includes funding from a variety of sources such as regional, state, and federal grant programs; state and federal gas taxes and vehicle registration fees; regional congestion pricing, user fees, and employer taxes; city bonds, Bancroft bonds; Local Improvement Districts, benefiting property owners; development impact fees; etc.;
   - Identifies creative, non-traditional funding sources; and
   - Maintains the City's flexibility to take advantage of new funding opportunities, including public/private partnerships.

Goal 5 is *Oregon's fifth statewide planning goal: Natural Resources, Scenic and Historic Areas, and Open Spaces. The intent of Goal 5 is, "to protect natural resources and conserve scenic and historic areas and open spaces. Local governments shall adopt programs that will protect natural resources and conserve scenic, historic, and open space resources for present and future generations. These resources promote a healthy environment and natural landscape that contributes to Oregon's livability."*

Maintenance costs include resurfacing.

6. Develop **inter-modal** transportation facilities that make passenger or freight transfers convenient and efficient.
7. Promote the use of energy-efficient or low- and zero-emission vehicles and bicycling, transit and pedestrian travel modes.
8. Allow infrastructure operation, maintenance, repair, preservation, widening, or reconstruction without a development permit within rights-of-way. Allow changes in alignment of proposed projects without plan amendments or future street plans, if such changes fall within a designated transportation corridor, route, or right-of-way in the Community Development Plan or a future street plan.

Inter-modal refers to the use of multiple modes of transportation (I.E. rail, truck and ship).

Policy 3: Provide a transportation system that maximizes accessibility to and within regional centers, town centers, transit corridors, station areas, and employment centers.

1. Protect existing and planned transportation corridors from conflicts with adjacent land uses by the adoption of:
   - Future street plans;
   - Street design standards and classifications that reflect adjacent land use designations;
   - Access management standards;
   - Appropriate land use designations; and
   - Development requirements including setbacks, buffering and landscaping standards, building orientation, density transfer provisions, easements, and right-of-way dedication.
2. Design and build transportation facilities that are safe and consistent with the scale and character of planned land uses.

Policy 4: Provide a safe transportation system.

1. Protect local streets from through traffic, high volumes, and high speeds using appropriate neighborhood street design as well as neighborhood traffic control devices and strategies.
2. Monitor high crash locations and types and develop appropriate programs and projects to address problems.

STREET SYSTEM

The Street System policies are multi-modal and specific to the right-of-way.

Policy 1: Provide a street system that accommodates a variety of travel options.

1. Maintain a functional classification system and street design standards that serve all modes of transportation and support regional and local land use plans.
2. Retain designation of Pedestrian Districts in the Gresham Regional Center (Downtown and Civic Neighborhood), the Rockwood Town Center, transit corridors, and MAX station areas.

MAX at Civic Station

3. Consider new and retain the existing pedestrian oriented boulevard designs along designated major streets within the Regional Center, Rockwood Town Center, and on transit corridors.
4. Develop street design standards that support land uses and reduces barriers for people walking, biking and taking transit. Refer to national best practices such as the National Association of City Transportation Official's Urban Bikeway Design Guide for street design supporting bicycle use.
5. Improve the pedestrian environment of the Street System by requiring coordinated street tree plantings, underground utilities, pedestrian amenities and safety enhancements, and coordinated street signs, light standards, and utility facilities within the public right-of-way.
6. Maintain a Functional Classification system that ensures streets are **context sensitive** with adjacent neighborhoods.
7. In the development of the Street System, and in all land development, provide:
   - Bus loading areas and provision for amenities such as landing pads, shelters, real-time information kiosks, etc. for transit riders;
   - Safe and convenient pedestrian circulation;
   - Safe and comfortable bike network;
   - Off-street parking and maneuvering areas for bicycles and motor vehicles; and
   - Loading areas for freight, as appropriate.

*"**Context sensitive** solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist." -- Federal Highway Administration (FHWA)*

Policy 2: Develop a street system that meets current needs and anticipated future population growth and development.

1. Maintain and implement a multi-modal street functional classification plan.
2. Work with affected local jurisdictions, Metro, and the Oregon Department of Transportation to maintain a coordinated and regionally consistent multi-modal functional classification plan.
3. Coordinate with the City's Public Works Standards to specify street design standards.
4. Review designs, approve plans, inspect construction, and recommend acceptance of public improvements to the City Council for ownership, operation, and maintenance by the City. Ensure established administrative procedures for the above process to protect the life, safety and welfare of the public.
5. Favor system improvements that: consider using existing roadway capacity, signals, and access more efficiently; reduce and manage single occupant vehicle travel demand or control travel demand growth through transportation-efficient land use and pricing incentives prior to adding roadway capacity in lanes and new facilities; provide safe and convenient travel options. Consider new roadway construction only where it would provide a complete network, enhance system efficiency, or where improvements to the existing street system are not feasible.

6. Preserve and maximize the capacity of existing arterials and other major streets (especially in the vicinity of state highway interchanges) by: access management techniques such as minimizing the number of curb cuts; controlling turn movements with raised medians; requiring adequate right-of-way and setbacks as part of the development process; signal coordination and synchronization; and other appropriate transportation system management and operations (TSMO).
7. Regularly maintain an adequate condition of street pavement on municipal streets by implementing a pavement management system and other cost-effective measures.
8. Identify, adopt and develop acceptable alternatives to address the traffic and transportation needs along primary north-south and east-west corridors; work with Metro, the Oregon Department of Transportation, affected local jurisdictions, TriMet, bicycle and pedestrian groups, development stakeholders, and citizens.
9. Work with Metro, the Oregon Department of Transportation, TriMet, bicycle and pedestrian groups, development stakeholders, affected local jurisdictions, and citizens. The City's planning and decision making for this project will be guided by adopted community objectives. Adopt a specific alternative, if one is acceptable, using the City's Future Street Plan process. Concurrently adopt any required plan amendments or goal exceptions, and applicable changes to the functional classification system.

Policy 3: Provide a street system that maximizes accessibility and mobility within the community.

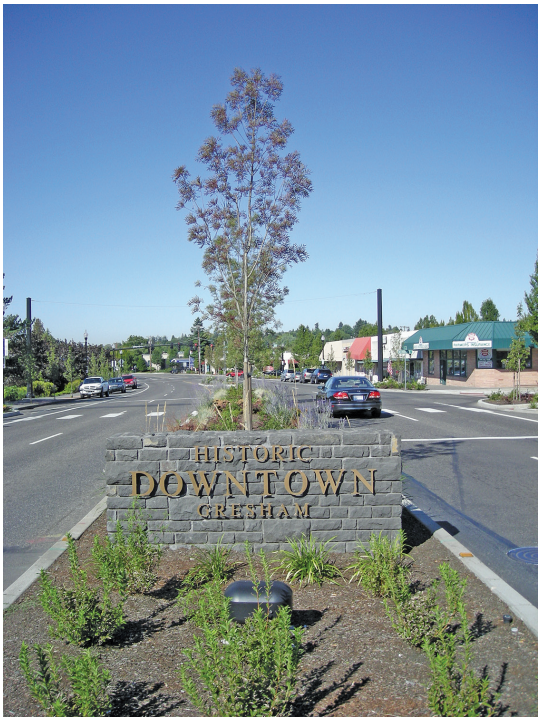
1. Locate major activity centers in areas that are accessible by a variety of transportation modes.
2. Provide bicycle and pedestrian facilities and transit access to major activity centers.
3. Develop solutions to special traffic problems created around major activity centers that minimize non-local traffic through residential neighborhoods.
4. Implement the Future Street Plan and street connectivity standards to ensure the development and completion of logical and continuous local street patterns within residential and mixed-use areas as development occurs. Per the Future Street Plan and street connectivity standards, new development must provide for the continuation and inter-connection of existing streets and must avoid long dead-end street patterns.

Bicycle rack at the Arts Plaza

5. Implement adopted City code standards for public street and land division that reinforce the public street system as the City's essential framework for safe, convenient, and efficient neighborhood circulation, property access, emergency response, public facilities, and utilities for all properties.
6. Develop a well-connected public street system while minimizing motor vehicle traffic impacts within residential areas and maximizing bicycle and pedestrian connectivity.
7. Ensure that all residential development will be served by a connected local public street system and provide street frontage and access for all residential parcels.
8. Establish a hierarchy of connected collector and local streets. Require Neighborhood Circulation Plans that seek to balance local traffic among local streets, provide multi-directional access to the collector-arterial system, reduce non-local traffic, and ensure optimal emergency response.

Policy 4: Ensure a street system that is safe and supports healthy, active living.

1. Develop and manage a multi-modal street system that meets local, regional, state and federal vehicular emissions and noise level standards.
2. Require adequate street lighting for both motor and non-motor vehicles with street capital improvement projects and private development projects. Additionally, implement a program to provide street lighting in areas where lighting is inadequate or non-existent.
3. Use traffic calming techniques in neighborhood traffic control projects and update street standards to include traffic calming devices.
4. Design and build safe street crossings, bicycle lanes, and sidewalks, prioritizing areas with high pedestrian and bicycle traffic.
5. Adopt specific access management strategies for each roadway classification to separate vehicle conflicts (e.g., reduce the number of driveways, increase the spacing between driveways and intersections, and remove turning vehicles from through lanes). Require greater access control for higher classification streets and less access control for lower classification streets.
6. Require that new street improvements be designed to meet or exceed minimum guidelines set forth in the American Association of State Highway and Transportation Officials Policy on Geometric Design of Highways and Streets and the Institute of Transportation Engineers' recommended practice for urban streets. Traffic impact analyses shall utilize the Institute of Transportation Engineers Trip Generation Manual wherever applicable.
   - Design traffic calming devices in accordance with accepted industry standards such as detailed in the Institute of Transportation Engineers recommended practice for urban streets and Oregon State University Transportation Research Institute's Neighborhood Traffic Management guide.
   - Refer to national best practices resources such as the National Association of City Transportation Official's Urban Bikeway Design Guide for street design supporting bicycle use; Metro's Creating Livable Streets: Street Design Guidelines; the National Center for Bicycling and Walking; the Federal Highway Administration's Designing Streets for Pedestrian Safety Guidelines; and the Transportation Research Board's Multi-Modal Level of Service Analysis, published in the 2010 (or most recent) Highway Capacity Manual.
7. Work with the United States Postal Service to adopt and implement a uniform street naming and addressing system. Develop logical and convenient solutions to resolve problems associated with the present dual address grids and multiple City postal service designations within Gresham.



Traffic calming devices include planted meridians, such as this one on Powell Boulevard.

TRANSIT SYSTEM

Policy 1: Advocate convenient, expanded transit service within Gresham and the east Multnomah County area.

TriMet bus stop

1. Encourage TriMet to provide transit service for Gresham that meets or exceeds the service level criteria established by TriMet for:
   - Route coverage;
   - Frequency of service; and
   - Travel time.
2. Work with affected jurisdictions, transit providers, and potential private transit providers in the operation and improvement of the transit system serving Gresham.
3. Encourage the public to utilize mass transit via strategies developed in accordance with the TSP's Transportation Demand Management plan and its policies and action measures so as to make effective use of the transit system investment while reducing single occupant automobile use, maximizing efficient use of the road system, improving air quality and improving public health. Communicate community needs to the agencies responsible for transit planning, programming, and funding.
4. Advocate service enhancements such as peak hour express trains between the Rockwood-Central area stations and Gateway-Downtown Portland — and off-peak discount tickets to encourage off-peak rider use and off-peak direction trips.
5. Promote logical extensions of the transit system such as a Gresham loop to Mount Hood Community College.
6. Promote enhanced north/south transit service.
7. Support TriMet and other entities in the planning and implementation of light rail and bus service improvements, especially **feeder bus service** to MAX stations.

Feeder bus service: *Bus service between MAX stations and bus stops.*

Paratransit: *A shared-ride public transportation service for people who are unable to use regular buses or trains due to a disability or disabling health condition (TriMet).*

Policy 2: Encourage efficient transit services to meet the current and projected transportation needs of the citizens of Gresham.

1. Advocate and support cost-effective and flexible transit service for the Gresham area, such as:
   - Small vehicle bus service on some feeder bus routes;
   - **Paratransit** and demand-responsive services such as bus pools, shared-ride taxis, carpools and van pools as an alternative to fixed route, large bus service and single occupant automobile use; and
   - Contracted, demand-responsive bus service provided by local providers using small vehicles where large bus, fixed route service is not yet justified by existing population and employment.
2. Advocate for and support frequent and connected transit service to and within Gresham, including limited need for transfers between key employment, residential and inter-modal transfer areas.
3. Advocate for enhanced transit service serving primary residential, employment, and commercial areas.

Policy 3: Promote the development of a transit system that maximizes accessibility.

1. Encourage development of a local and regional transit system that benefits Gresham residents and businesses, improves Gresham's regional accessibility, and strengthens system ridership.
2. Work with transit providers to extend transit service to areas of the city that do not have adequate transit service and to improve the route coverage, frequency of service, and ridership for feeder bus and cross-town bus lines. Give funding priority to transit corridors, Mixed-Use Districts, Plan Districts, employment centers, shopping centers, moderate density residential areas, and routes or facilities that serve transit-dependent populations.
3. Work with transit providers to encourage transit service that addresses the special needs of the **transit dependent** e.g., the elderly and people without a car, people with disabilities and/or people experiencing poverty.
4. Encourage safe and convenient access to transit via bicycle and pedestrian modes.
5. Encourage development patterns that provide access to transit services.
6. Implement pedestrian districts as intensive mixed-use districts within light rail and other transit corridor areas. Encourage pedestrian-oriented development and transit-supportive uses within pedestrian districts. Apply special transit design standards to development within pedestrian districts, and along mixed-use transit corridors.
7. Work with TriMet to provide secure and convenient bicycle parking at light rail station and transit centers, considering TriMet's Bicycle Parking Guidelines.
8. Encourage intensive development in the transit corridors and transit station areas. Implement Community Development Plan policies, land use patterns, standards, capital improvement plans, and specific strategies that support increased transit ridership and are compatible with light rail station area design.
9. Locate population concentrations, intensive commercial and employment centers, senior or special needs housing, and public institutions and offices in areas that can be efficiently served by public transit, especially light rail.
10. Encourage intensive new uses and development within the light rail station areas that:
    - Create major destinations for transit riders;
    - Are compatible with and supportive of transit use;
    - Create high levels of pedestrian activity and provide safe, direct, and attractive pedestrian circulation between stations and adjacent commercial and residential areas;
    - Attract transit ridership, reduce the number and length of vehicular trips, and minimize the amount of land used for private off-street parking;
    - Utilize joint access, joint parking, and interior circulation between adjacent uses and parcels;
    - Create a more efficient land use pattern by land assembly, redevelopment of under-utilized parcels, or by infill within an existing developed area; and

__Transit dependent__ are those without private transportation, those over age 65, those under age 18, and persons below poverty or median income levels defined by the U.S. Census Bureau (Federal Transit Administration).

- Create a cohesive and attractive transition, including comfortable and direct pedestrian and bicycle routes, between station areas and adjacent existing commercial and residential areas.

11. Provide park-and-ride facilities near light rail stations to attract transit riders and minimize on-street parking in station areas. Support development of additional programmed park-and-ride facilities as needed at appropriate station locations. Work to monitor existing park-and-ride facilities and station area parking and seek to resolve transit rider parking problems that may develop.

Policy 4: Assist in the development of a safe transit system.

1. Design and build sidewalks, pathways and crossings to transit that are free of hazards and minimized conflicts with external factors such as noise, vehicular traffic and protruding architectural elements. Refer to TriMet's "Pedestrian Network Analysis," September 2011, for examples.
2. Work with TriMet to identify and implement safety features and enforcement at bus stops, transit centers, and MAX stations; safety features include shelters, lighting, real-time information, and emergency or pay telephones.

BICYCLE SYSTEM

Policy 1: Develop a bicycle network that is easy to use, continuous, connected, and equitable.

Equity

1. Increase mobility and accessibility for underserved communities by improving the bicycle network through equitable investments in infrastructure and programs.
2. Ensure bicycle infrastructure is accessible and addresses the needs of everyone who uses it, including youth, seniors, and people of all abilities, races, ethnicities and incomes.

Connections

3. Prioritize network connections to important destinations, such as stores that sell healthy food, jobs, schools, parks, natural areas, commercial areas and transit stops.
4. Integrate on-street bike lanes and facilities with multi-use paths and other bicycle facilities into a complete network.
5. Acquire access easements along major utility corridors and abandoned railroad rights-of-way for the expansion of the bicycle network.

Coordination

6. Support the Metro Regional Active Transportation Plan and implement the adopted regional bicycle network.
7. Coordinate with state, regional, and local agencies as well as community-based organizations, nonprofit organizations and other groups in planning and developing the regional trail and greenway segments within Gresham.

The regional trail network includes the Gresham-Fairview Trail.

Parking

8. Require preferential parking and accessibility for bicycles for all multi-family, commercial, industrial, and community service uses.
9. Require secure bicycle parking that meets Gresham bicycle parking code standards.

Programs

10. Promote TriMet's "Bicycles on Transit," and similar programs that have the intent of increasing the number of bicyclists using transit.
11. Maintain and continue to promote the City owned bicycle fleet for official employee use.
12. Continue the City's bicycle count program and work with Metro and Portland State University to stream data into PSU's PORTAL for archiving, visualization and public access.

Infrastructure

13. Design bicycle facilities using regional and national best practice guidance, such as Metro's Designing Livable Streets and Trails and NACTO's Urban Street Design Guide.
14. Implement design options that reduce traffic speed, while providing bicycle facilities as part of the local street improvements and neighborhood traffic control projects.
15. Stripe bicycle lanes with street resurfacing projects or improvements.
16. Install detector loops and other technologies that allow bicyclists to trigger traffic lights while traveling on the road.
17. Implement projects in a cost-effective manner, for example leveraging grant funds or partnering with existing development activity.
18. Require bicycle accessibility within residential, commercial, industrial, and institutional use (particularly schools) development proposals submitted to the City.

Policy 2: Increase bicycle safety on the bicycle network through infrastructure improvements and safety programs.

Infrastructure

1. Prioritize safety improvements on arterials and collectors where the most bicycle crashes occur. Identify and prioritize these projects in the Transportation and Footpaths Capital Improvement Programs.
2. Complete Gresham's network of multi-use paths to provide a safe place for bicyclists separated from vehicles.
3. Construct the Gresham Greenways network of low-speed shared streets to provide an alternative to travel on high-speed arterial and collector streets.
4. Work with appropriate jurisdictions to remove and prevent barriers, obstructions and hazards from bicycle facilities.
5. Establish a bicycle facility maintenance schedule and a procedure for quick response to bicycle facility maintenance and safety problems.

Programs

6. Work with partner jurisdictions and School Districts to increase Safe Routes to School infrastructure installations and programming at schools, including bicycle safety programs, bicycle "rodeos," and other local events that promote bicycle safety.
7. Work with partner jurisdictions and non-profits to promote bicycle encouragement events, such as the Bike More Challenge each spring.
8. Distribute and periodically update the Gresham Bicycle Map and coordinate with Multnomah County to update the County bicycle map.

Policy 3. Create a bicycle network to encourage and support physical and mental health.

1. Promote health through connections to healthy food stores and programmatic opportunities for physical activity, social connections, and positive interactions among people.
2. Coordinate with partners to educate all users of Gresham's transportation systems about the health benefits of bicycling.

PEDESTRIAN SYSTEM

Policy 1: Provide a pedestrian network that is easy to use, continuous, attractive, accessible for all users, and equitable.

Equity

1. Ensure pedestrian infrastructure is accessible and addresses the needs of everyone who uses it, including youth, seniors, and people of all abilities, races, ethnicities and incomes.
2. Increase mobility and accessibility for underserved communities by ensuring the pedestrian network is improved through equitable investments in infrastructure and programs.
3. Design and build sidewalks, pathways and crossings that are free of hazards and minimize conflicts with external factors such as noise, vehicular traffic and protruding architectural elements.

Infrastructure

4. Prioritize sidewalk infill and safe street crossings close to transit, schools, healthy food stores, local centers and locations with high numbers of pedestrians. Identify and prioritize these projects in the Transportation and Footpaths sections of the Capital Improvement Program.
5. Prioritize pedestrian access to multi-use paths
6. Develop a program for interim and alternative pedestrian facilities on substandard arterial and collector streets not scheduled for construction.
7. Implement design options that reduce traffic speed, while providing pedestrian facilities as part of local street improvement and neighborhood traffic control projects.
8. Develop consistent design standards for pedestrian crossings on arterial and collector streets.

9. Design pedestrian facilities using regional and national best practice guidance, such as Metro's Designing Livable Streets and Trails and NACTO's Urban Street Design Guide.

Coordination

10. Develop pedestrian facilities that connect to the City of Gresham Parks and Recreation Trails and Natural Areas Master Plan.
11. Work with utility and other agencies to remove obstructions to clear walk zones.
12. Ensure that the needs of pedestrians are considered in the timing plans of all traffic signals.
13. Implement projects in a cost-effective manner, for example leveraging grant funds or partnering with existing development activity.

Policy 2: Improve pedestrian access to important destinations, such as stores that sell healthy food, jobs, schools, parks, natural areas, commercial areas and transit stops.

1. Prioritize pedestrian projects that improve access to and within the Gresham Regional Center and Rockwood Town Center.
2. Require pedestrian connections and facilities in areas with planned high levels of pedestrian activity such as mixed-use, high-density districts, school zones, commercial districts, and areas adjacent to transit corridors.
3. Adopt site design and street standards supporting internal and external pedestrian circulation and transit accessibility for residential, commercial, industrial, and institutional developments.
4. Identify needed connections for direct walking routes. Require dedication of right-of-way and pedestrian/bicycle access way improvements with development of adjoining property.

Policy 3: Increase pedestrian safety on the pedestrian network through infrastructure improvements and safety programs.

Infrastructure

1. Prioritize safety improvements on arterials and collectors where the most crashes involving pedestrians occur. Identify and prioritize these projects in the Transportation and Footpaths Capital Improvement Programs.
2. Facilitate safe crossings of arterial and collector streets by constructing enhanced crossings that make pedestrians more visible to vehicles.
3. Coordinate with public and private utilities to remove obstacles from sidewalks and to provide an alternative location for utilities within the right-of-way or easements.

Programs

4. Coordinate with Metro and non-profit partners to develop pedestrian-focused educational programs and events for Gresham residents.
5. Work with partner jurisdictions and School Districts to increase Safe Routes to School infrastructure installations and programming at schools, including pedestrian safety programs and other local events that promote pedestrian safety.

Policy 4. Create a walking network that encourages physical and mental health.

1. Promote health through connections to healthy food stores and programmatic opportunities for physical activity, social connections, and positive interactions among people.
2. Educate all users of Gresham's transportation systems about the health benefits of walking.
3. Coordinate with the Parks department to identify and incorporate in the path and trail system any special or unique sites for nature trails, scenic walkways, exercise circuits, or other special purpose trails.

TRANSPORTATION DEMAND MANAGEMENT

Policy: Implement transportation demand management programs and strategies that reduce the need for single occupant vehicle (SOV) travel and make walking, bicycling and taking transit more convenient for all trips to and within Gresham.

1. Support public/private partnerships between regional partners, local agencies and local businesses such as Transportation Management Associations.
2. Develop and implement a citywide parking strategy and investigate **other measures** that reduce parking demand. Ensure these strategies are equitably employed to ensure people experiencing poverty are not disproportionally impacted.
3. Adopt transit supportive design standards for developments in **districts near transit station areas and along designated transit corridors.**
4. Provide reduced traffic impact fees for new development in the Gresham Regional Center, Rockwood Town Center, and along designated transit corridors.
5. Continue the City's **Employee Commute Program.**
6. Work with local employers to promote telecommuting, flexible work hours and compressed work weeks, the regional carpool matching database, the statewide carpool, employee SmartTrips program and other demand management strategies.
7. Update and maintain traveler information, including wayfinding signage for users of the bicycle and pedestrian systems.
8. Support the installation of end-of-trip facilities such as short and long-term bicycle parking and showers for bicycle or jogging commuters.
9. Support efforts to reach residents with travel options information through such opportunities as new resident outreach and individualized marketing campaigns.
10. Support state and regional **programs** aimed at reducing greenhouse gases and other harmful emissions.

__Measures__ may include market-based strategies such as parking pricing, parking meters, and congestion pricing to promote more compact land use development, increase bicycle, transit and pedestrian mode share, reduce vehicle miles traveled (VMT), and encourage more efficient use of resources.

See the TSP's transit map for __transit station and transit corridor locations.__

The goal of the __Employee Commute Program__ is to reduce the number of auto trips made by City employees.

__Measures include programs__ that encourage local employers to support employees to reduce single occupant commute trips, especially employers affected by the DEQ Employee Commute Option Rules (refer to definition in parking management, AM 8).

PARKING MANAGEMENT

Policy: Manage the on- and off-street parking supply to ensure there is an adequate but not excessive amount of parking available for all land uses.

1. Periodically review the Off-Street Parking and Loading Requirements of the Community Development Standards document to:
   - Review and update as necessary parking requirements for all land uses;
   - Study parking for mixed-use developments and adjust rations to prevent over-supply due to multiple uses.
   - Provide **options** that reduce or manage demand for parking, thereby allowing a developer and the City to consider a variance to provide less than the minimum number of parking spaces required by code.
   - Encourage existing development to convert existing parking to other uses.
   - Develop standards for structured parking including those related to ground-floor non-parking use, lay-out, landscaping, and other design, structural, and functional issues; and
   - Undertake other revisions as necessary to simplify interpretation and administration of parking standards.
2. Encourage construction of structured parking in Transit Districts, Civic Neighborhood, Downtown, and Central Rockwood areas to support transit use and encourage high-density development. If feasible, provide incentives in other districts of the city to encourage developers to provide decked or underground parking to reduce land devoted to parking lots.
3. Develop and implement a master plan for public parking facilities in the Downtown and Rockwood areas to provide consolidated central parking for existing and future residences and businesses and facilitate more intensive development of these areas.
4. Encourage the development of joint-use parking agreements where one or more users share the same pool of parking. Identify existing sites with excess parking that could be shared with new users as an alternative to building new parking spaces. Ensure that Community Development Code regulations are sufficiently flexible to allow joint-use parking agreements.
5. Support the Gresham Downtown Transportation Management Association in its efforts to promote and develop:
   - Parking and transit validation programs;
   - One-stop shopping;
   - Alternative transportation modes for customers and employees;
   - Public parking marketing programs;
   - Intra- and inter-district shuttle service; and
   - Shared-parking agreements.
6. Support expanding the Downtown Transportation Management Association to include such areas as the Central Rockwood Plan Area and Gresham's high

Street parking in Downtown

employment industrial areas.

7. Consider phased-in parking strategies and programs that include:
   - Timed parking zones and parking meters to encourage parking turnover in high-demand areas; and
   - Preferential on-street parking programs for residents and businesses adjacent to areas with high on-street parking demand.
8. Provide encouragement and, where appropriate, technical support to employers with more than 100 employees who are, therefore, required to participate in DEQ's Employee Commute Option (ECO) Program designed to reduce the number of cars driven to work.
9. Continue working with Metro and other local jurisdictions to adopt regional strategies and policies to meet the per capita parking reduction mandated by the Transportation Planning Rule.

TRUCK AND RAIL FREIGHT SYSTEM

Policy: Provide for the safe and efficient movement of truck and rail freight through and within Gresham.

1. Provide for efficient and safe movement of freight when conducting traffic analyses and adopting multi-modal street design standards.
2. Require adequate on-site loading facilities and ensure the Gresham Regional Center and Rockwood Town Center have adequate access for street loading facilities.
3. Ensure adequate accessibility and mobility to and between regional freight routes from commercial and industrial districts.
4. Identify and correct safety problems on the freight network including roadway geometry and traffic control deficiencies, at-grade rail crossings, truck-infiltration into neighborhoods, congestion on grades, and the movement of hazardous materials.
5. Cooperate with railroads to provide an adequate level of rail freight service.
6. Preserve the rails to trails conversion of the Portland Traction line to the Springwater Trail as a "railbanked corridor," in accordance with the Federal Rails to Trails Act, ensuring that the integrity of this corridor is maintained for possible return to rail use.

PASSENGER RAIL

Policy: Support federal, state, regional and private investments in **passenger rail** service to the metropolitan area.

1. Support cost-effective commuter and inter-city passenger rail projects that serve a demonstrated

need.

2. Support connections that make commuter and inter-city service accessible to Gresham residents by a variety of modes.

AIR TRANSPORTATION SYSTEM

Passenger rail: *Amtrak's high-speed, inter-state and inter-national rail system.*

Policy: Ensure that land uses in Gresham are compatible with aircraft noise exposure and aircraft safety.

1. Work with Port of Portland officials to identify and resolve land use compatibility issues.
2. Participate in noise abatement activities with the Noise Abatement Advisory Committee and PDX staff.
3. Ensure that the location and use of helicopter landing facilities are compatible with surrounding land uses.

PIPELINE SYSTEM

Policy: Ensure that land uses in Gresham are compatible with established and planned pipeline corridors.

1. Identify and provide for appropriate inter-modal access along pipeline corridors.
2. Protect established and planned pipeline corridors from conflicts with incompatible land use development.
3. Support the development of a regional pipeline system.

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