

MEMORANDUM

Date: December 20, 2024
Re: Pleasant Valley Town Center
Multimodal Transportation Gap Summary

PURPOSE

State of Oregon, Division 12 Transportation Planning 660-012-0325 requires cities and counties considering amendments to comprehensive plans or land use regulations that adopt or expand a Climate-Friendly Area, or a Metro Region 2040 town center must make findings for a multimodal transportation gap summary. Gresham, through the Pleasant Valley Plan District Update (Plan Update) project, is defining the area of the Pleasant Valley Town Center and adopting comprehensive plan changes for this designated Region 2040 town center in the Portland Metro region. This multimodal gap summary is provided to fulfill the requirements of 660-012-0325.

The multimodal transportation gap summary summarizes the existing facility gaps for the automobile, truck/freight, pedestrian, bicycle, and transit networks. A multimodal transportation gap summary must be coordinated between the local jurisdiction, transportation facility providers, and transportation services providers to consider multimodal transportation needs in each climate-friendly area or Region 2040 center. The multimodal transportation gap summary must include a highway impacts summary if the designated climate-friendly area or Region 2040 center contains a ramp terminal intersection, state highway, interstate highway, or adopted ODOT Facility Plan.

The multimodal transportation gap summary must include:

- A summary of the existing multimodal transportation network within the climate-friendly area.
- A summary of the gaps in the pedestrian and bicycle networks, including gaps needed to be filled for people with disabilities, based on the summary of the existing multimodal transportation network.
- A highway impacts summary, if applicable.
- A list of proposed projects to fill multimodal network gaps.



PLEASANT VALLEY PLAN DISTRICT

The Pleasant Valley area was added to the region’s urban growth boundary in December 1998 to accommodate forecasted population growth in the region. From 2000-2005, an extensive collaborative planning process unfolded involving local jurisdictions and community stakeholders. These efforts resulted in the adoption of the Pleasant Valley Plan District (Plan District) in 2004. The central theme of the Plan District is to create a “complete community” with a sense of place unique to Pleasant Valley that provides housing, business, and employment opportunities, transportation options, and preserves the area’s natural resources. A regionally-designated town center was planned as a mixed-use hub—with businesses and a majority of the area’s dense housing—with a strong sense of community identity and well served by public transit. Almost twenty years after the adoption of the Plan District, the area remains only partially developed, with many of the key pieces of a complete community lagging. The Plan Update project’s aim was to better support reaching the original “complete community” vision for the area by removing barriers to development and considering the current market. The Pleasant Valley Plan District map (Figure 1) was updated through the Plan Update project to support the project’s aim in reaching the vision for the area and includes the land use districts and the transportation network for Pleasant Valley.

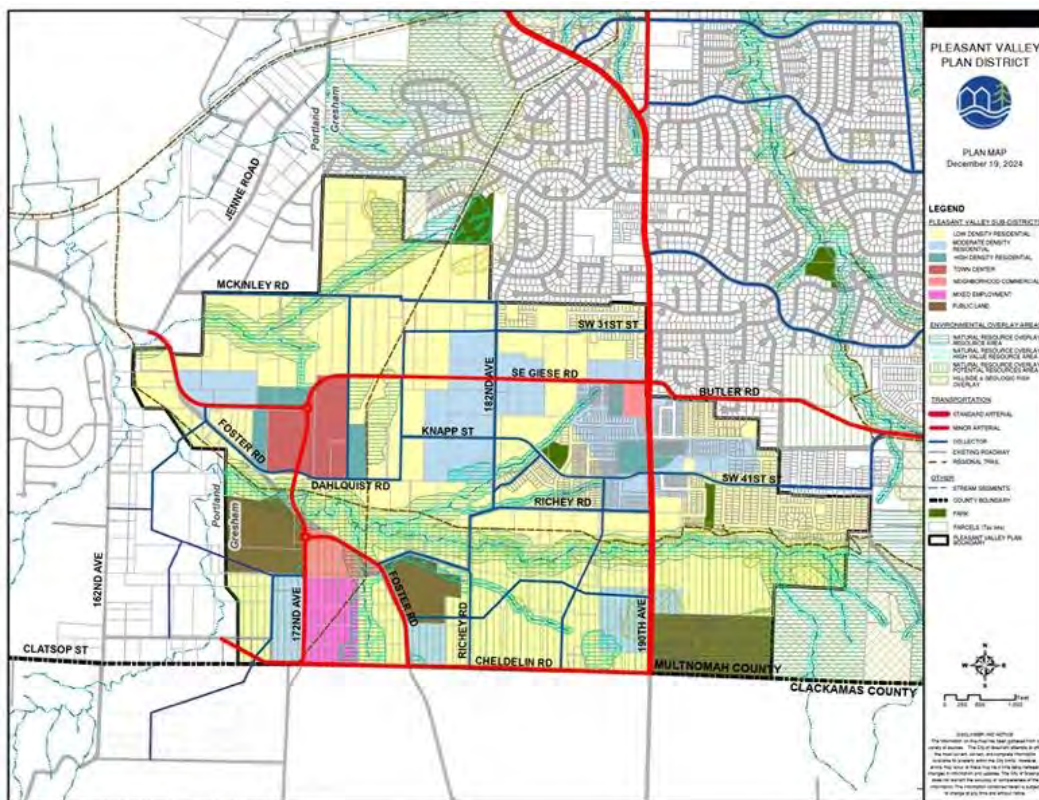


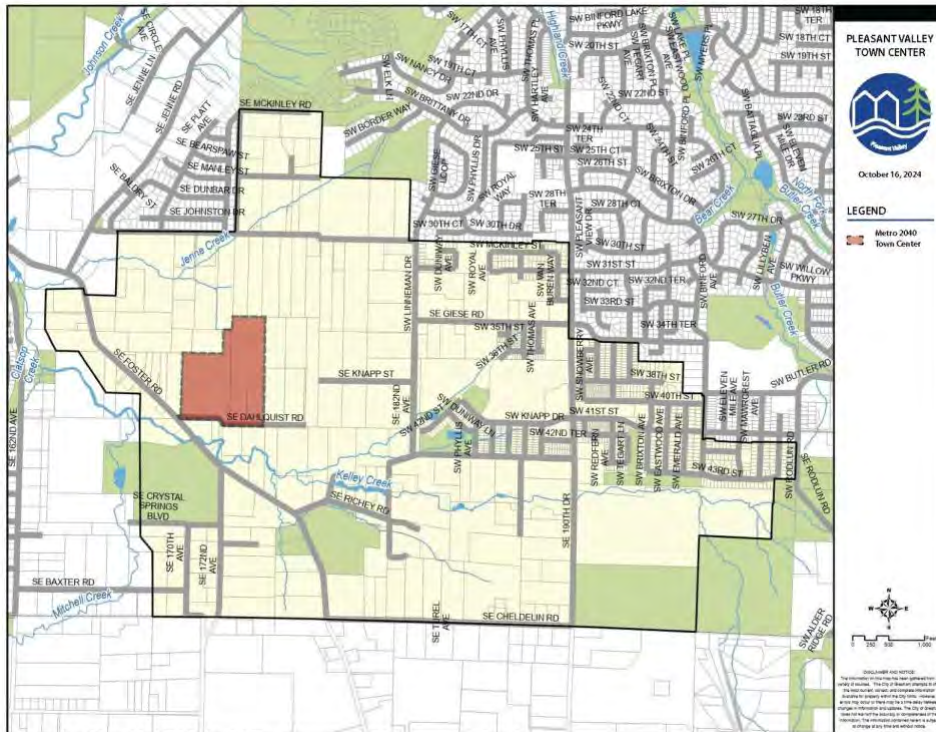
Figure 1. Pleasant Valley plan map

PLEASANT VALLEY TOWN CENTER

The Pleasant Valley Town Center is a vital component of the vision for Pleasant Valley as a complete community with a mix of housing, retail, and jobs. A Town Center sub-district (TC-PV) will provide existing and future residents in and around Pleasant Valley with a range of community-serving businesses within a comfortable walk, bike ride, or short drive.

The original plan locates the town center at the junction of two planned road extensions, Giese Road and 172nd Avenue. The recommendation that came out of the Plan Update was to keep the Town Center in roughly the same location but make small adjustments (see Figure 2) to better align with property lines, avoid areas with a higher likelihood of wetlands, and have better opportunities for access in the interim before new road extensions are complete. The purpose of refining the town center location and development standards is to make it easier to deliver community-serving businesses and uses within Pleasant Valley and to maximize access to these services via walking, biking, and rolling.

As part of the Pleasant Valley Plan District update, the City of Gresham is establishing a town center boundary that will be recognized as a Metro 2040 town center. The new Metro 2040 town center boundary will be identical to the Pleasant Valley Town Center sub-district (TC-PV)



boundary shown in Figure 2. For the purposes of the Metro Region 2040 Growth Concept map, the Pleasant Valley Town Center sub-district boundary and Metro 2040 town center boundary are identical.

Figure 2. Pleasant Valley Town Center boundary

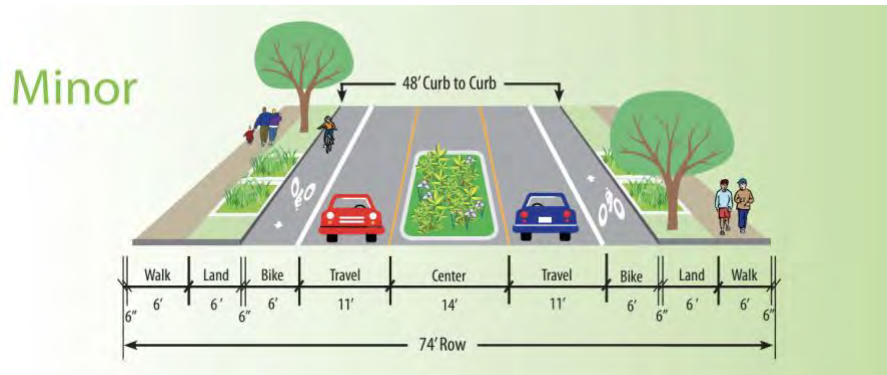
PLEASANT VALLEY TRANSPORTATION NETWORK

The Pleasant Valley area was originally a farming community that has evolved into a rural residential area. The area is currently served by a transportation system that was designed to primarily serve the farm-to-market travel needs of the agricultural uses that once occupied the valley. As a result, the most significant remaining infrastructure issues in the area relate to the new major roads needed to provide connectivity and complete the transportation network to support the urbanization of the area. There are existing arterial, collector, and local streets in Pleasant Valley, but the roads that do exist in Pleasant Valley lack continuous sidewalks or bike infrastructure which makes walking and bicycling challenging and often unsafe.

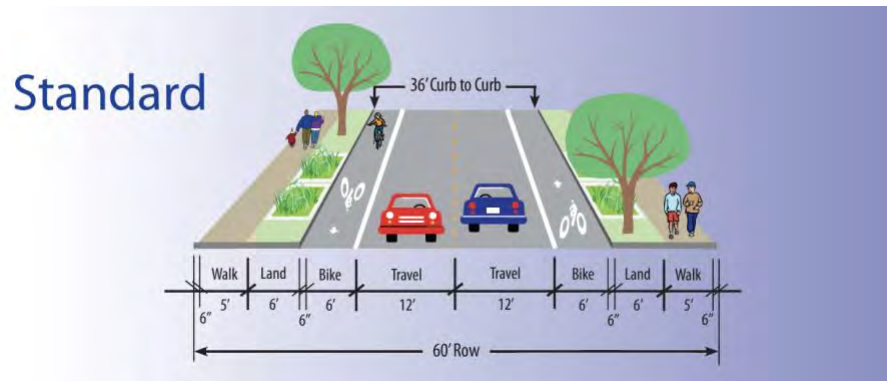
Arterial and collector streets are important parts of Pleasant Valley's future transportation network, serving a variety of modes, including cars, bicycles, pedestrians, and future transit service. Arterial streets are designed for higher traffic volumes and prioritize the efficient movement of vehicles with multiple lanes. These streets also accommodate pedestrians and bicyclists by providing designated bike lanes and buffered sidewalks, for safer integration of all modes. Collector streets are generally narrower and accommodate lower traffic volumes than arterials, connecting local streets to arterial streets. They serve as vital links for neighborhoods, offering easier access for pedestrians and bicyclists while still supporting vehicle traffic. Local streets connect to the broader transportation network and primarily serve residential areas. These streets are typically narrower, have slower speeds, and are designed to handle lower traffic volumes within neighborhoods, with pedestrians and bicyclists often sharing the road with vehicles. Arterial and collector streets, with their higher traffic volumes and speeds, typically support longer trips, while local streets support neighborhood-level travel. Local, collector, and arterial streets must be planned with consideration for all modes, ensuring that pedestrians and bicyclists can travel safely and comfortably while cars continue to move efficiently, supporting a multimodal transportation environment.

The cross-sections for minor arterial and standard collector streets are included below. All streets will be constructed to ADA standards for ramps and cross-slopes.

Minor Arterial



Standard Collector



The City's Transportation System Plan includes a project list. The below table includes all the planned projects for Pleasant Valley.

Project #	On street	From	To	Project description
59	Giese Road	Gresham City limits	190 th Drive	Construct to minor arterial cross section and boulevard design where adjacent to town center
60	Knapp Street/41 st Street	182 nd Avenue	190 th Drive	Construct to standard or major collector cross section
61	Pleasant Valley planned road	Pleasant Valley planned road #124	Cheldelin Road	Construct to standard collector cross section
62	Pleasant Valley planned road	Springwater boundary	Crystal Springs	Construct to standard collector cross section
63	170 th Avenue	Crystal Springs Boulevard	Baxter Road	Construct to minor collector cross section
64	Pleasant Valley planned road	Baxter Road	Pleasant Valley boundary	Construct to standard collector cross section
65	Crystal Springs Boulevard	172 nd Avenue	Pleasant Valley planned road #66	Construct to standard collector cross section

66	Pleasant Valley planned road	Chrystal Springs	Cheldelin Road	Construct to standard collector cross section
67	Pleasant Valley planned road	172 nd Avenue	182 nd Avenue	Construct to standard collector cross section
68	Pleasant Valley planned road	182 nd Avenue	City limits	Construct to standard collector cross section
69	41 st Street	190 th Drive	Binford Avenue	Construct to minor collector cross section
70	41 st Street	Eleven Mile Avenue	Rodlun Road	Construct to minor collector cross section
71	Crystal Springs	Pleasant Valley planned road #118	172 nd Avenue	Construct to minor collector cross section
72	Foster Road	Pleasant Valley planned road #140	Cheldelin Road	Construct to minor collector cross section
73	Pleasant View Drive	Powell Boulevard	Highland Drive	Construct to minor collector cross section
74	Butler Road	Binford Way	Rodlun Road	Realign and widen between Binford Way and Rodlun Road
75	182 nd Avenue	Giese Road	Richey Road	Construct to major collector cross section between Giese Road and Knapp Road and to standard collector cross section between Knapp Road and Richey Road
76	Giese Road	Richey Road	Cheldelin Road	Construct to standard collector cross section except where adjacent to schools, then construct to major collector cross section
77	Giese Road	Pleasant Valley boundary	Gresham city limits	Construct to minor arterial cross section
78	Cheldelin Road	Pleasant Valley western boundary	1,500 feet west of 190 th Avenue (2013 western Gresham city limits)	Construct to minor arterial cross section
79	Pleasant Valley planned road	Giese Road	Gresham city limits	Construct to standard collector cross section
80	Pleasant Valley planned road	Giese Road	Pleasant Valley planned road #79	Construct to minor collector cross section
81	172 nd Avenue	Jenne Road	Cheldelin Road	Construct to standard arterial cross section
82	Pleasant Valley planned road	Giese Road	172 nd Avenue	Construct to standard collector cross section
83	Knapp Street	172 nd Avenue	182 nd Avenue	Construct to major collector cross section with boulevard design where applicable
84	Pleasant Valley planned road	182 nd Avenue	Knapp Street	Construct to standard collector cross section
85	SE 190 th Drive (Pleasant View Drive and Highland Drive)	11 th Street	Cheldelin Road	Construct to minor arterial cross section
86	Pleasant Valley planned road	Pleasant Valley boundary	Pleasant Valley planned road #82	Construct to standard collector cross section
112	190 th Drive/ Highland Drive/ Pleasant View Drive	Powell Boulevard	Cheldelin Road	190 th Drive/Highland Drive/Pleasant View Drive Corridor Study

PLEASANT VALLEY TOWN CENTER: EXISTING AND PLANNED TRANSPORTATION NETWORK

There are currently no streets or multiuse paths in the future Pleasant Valley Town Center as the town center is part of the future growth area. Figure 3 shows the existing transportation network for the town center area.



Figure 3. Existing transportation network

The following sections describe existing and planned modal infrastructure for automobiles, pedestrians, bicyclists, transit, and truck/freight in the Pleasant Valley town center.

Automobile Network

Within the future Pleasant Valley Town Center, there are no existing streets. The town center is sited at the junction of two planned minor arterial streets, the extensions of 172nd Avenue and Giese Road. Planned collector streets frame part of the Town Center sub-district (174th Avenue to the east and Dahlquist Road to the south) and connect to a surrounding street network. Future local streets will develop to provide neighborhood connections between the arterial and collector streets.

The below map (Figure 4) illustrates the planned automobile network for the Pleasant Valley town center area.



Figure 4. Planned automobile network

Pedestrian Network

Pedestrian Network and Network Gaps

Within the future Pleasant Valley Town Center, there are currently no on-street pedestrian facilities (i.e., sidewalks) because there are no streets. There are currently no off-street pedestrian facilities (i.e., paths/trails).

The planned street network includes streets that serve all modes. The City's Transportation System Plan standards require arterial, collector, and local streets to have sidewalks for safe pedestrian access and mobility. Intersections of collector and arterial streets have signalized intersections with marked crossings. Pedestrian facilities are constructed with arterial and collector streets, so pedestrian infrastructure will be built with the extensions of 172nd Avenue and Giese Road which are both minor arterials. Pedestrian facilities will also be built with the construction of collector streets that frame the town center area, including 174th Avenue and Dahlquist Road. As local streets get developed between the arterial and collector streets, the rest of the pedestrian network will be constructed. There are planned multiuse paths/trails nearby, but none planned for within the town center itself.

The below map (Figure 5) illustrates the planned pedestrian network for the collector and arterial streets Pleasant Valley town center area.

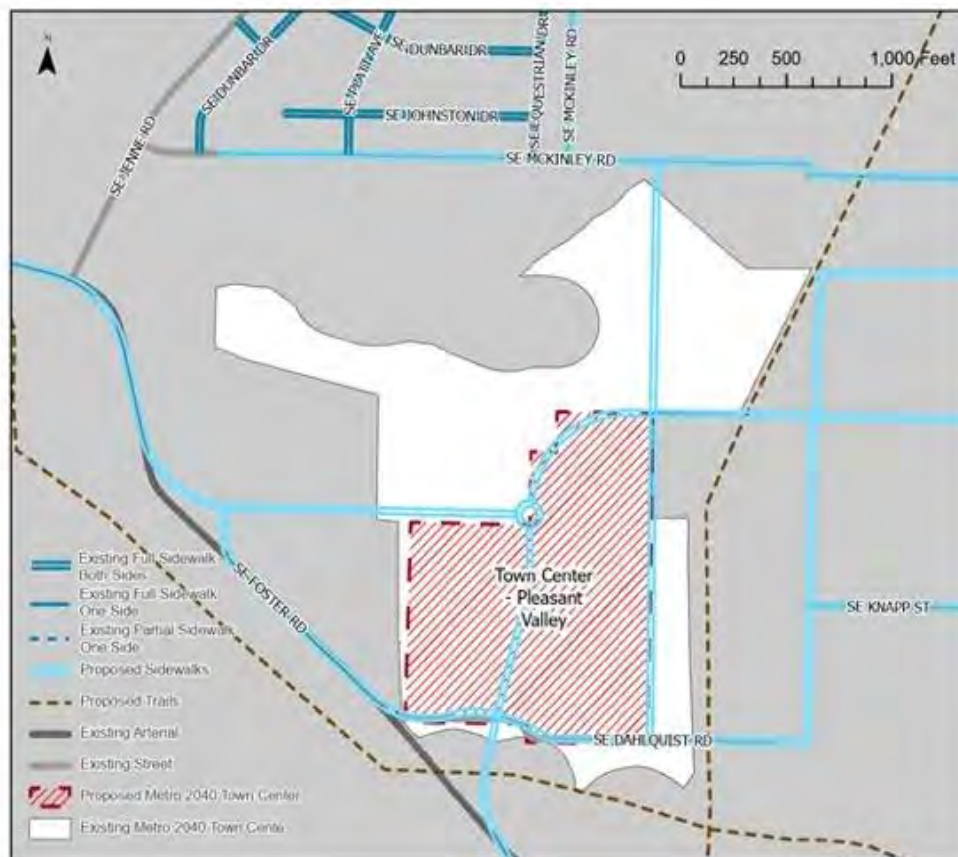


Figure 5. Planned pedestrian network

Bicycle Network

Bicycle Network and Network Gaps

Within the future Pleasant Valley Town Center, there are currently no on-street bicycle facilities (i.e., bike lanes) because there are no streets. There are currently no off-street bicycle facilities (i.e., paths/trails).

The planned street network uses streets which serve all modes, including bicycles. Bicycle facilities will be built with the construction of arterial and collector streets. Arterial and collector streets are served with buffered bicycle lanes and local streets may be designated as Gresham Greenways, part of the local street bicycle network of low-volume and low-speed streets. There are planned multiuse paths nearby that connect to the town center through the local bicycle network and allow access to regional destinations such as the Springwater Trail and Downtown Gresham.

The below map (Figure 6) illustrates the planned bicycle network for the Pleasant Valley town center area.



Figure 6. Planned bicycle network

Transit Network

Transit Network and Network Gaps

The Pleasant Valley Town Center area is part of TriMet's service area. There is no existing transit service, but future transit service is planned for the area as it develops.

The City of Gresham continues to partner with TriMet to work on the Forward Together service concept to guide bus service improvements over the coming years, with the goal of increasing ridership and expanding service. TriMet's Forward Together service concept includes planned transit in the Pleasant Valley area that will likely align with the existing and planned arterial streets, including:

- North-south service along 172nd Avenue through the Town Center
- East-west service along Giese Road (providing connection to Portland)
- North-south service along 190th Avenue (*not shown on the below map*)

The map below (Figure 7) illustrates the planned transit network for the Pleasant Valley Town Center area.



Figure 7. Planned transit network

Truck/Freight Network

There is no existing or planned truck/freight network within the Pleasant Valley Town Center boundary.

FINDINGS

The transportation network in Pleasant Valley's Town Center is designed to prioritize connectivity and multi-modal accessibility to provide access for residents in and around Pleasant Valley with a range of community-serving businesses within a comfortable walk, bike ride, or short drive. This analysis was conducted for the Pleasant Valley Town Center to maintain compliance with the provisions outlined in OAR 660-012-0325 and to evaluate the current and planned transportation network's ability to successfully implement its stated vision and support all modes of travel, including walking, biking, driving, and transit.

Per Chapter 660 – Division 12 Transportation Planning, 660-012-0325(2) states that, "Cities and counties considering amendments to comprehensive plans or land use regulations to adopt or expand a climate-friendly area as provided in OAR 660-012-0310 through OAR 660-012-0320, or a Metro Region 2040 center, must make findings, including:

- a) A multimodal transportation study as provided in section (4); and
- b) The multimodal transportation study must include a highway impacts summary as provided in section (5) if the designated climate-friendly area as provided in OAR 660-012-0315 or Region 2040 center contains a ramp terminal intersection, state highway, or adopted ODOT Facility Plan.

660-012-0325(4) – Multimodal Transportation Study

A multimodal transportation gap summary must be coordinated between the local jurisdiction, transportation facility providers, and transportation services providers to consider multimodal transportation needs in each climate-friendly area as provided in OAR 660-012-0320 or Region 2040 center. The multimodal transportation gap summary must include:

- a) A summary of the existing multimodal transportation network within the climate-friendly area;
- b) A summary of the gaps in the pedestrian and bicycle networks in the climate-friendly area, including gaps needed to be filled for people with disabilities, based on the summary of the existing multimodal transportation network;
- c) If applicable as provided in section (2), a highway impacts summary as provided in section (5); and

- d) A list of proposed projects to fill multimodal network gaps identified in subsection (b).

Findings:

The planned street network will be constructed over time as development occurs, with local streets developed to provide connections between the arterial and collector streets. Planned streets for the town center, once constructed, will not have any gaps in any of the networks as street standards require every street to provide space for all modes, including pedestrians and bicyclists.

660-012-0325(5) – Highway Impacts Summary

A highway impacts summary must identify how the transportation system may be affected by affected by implementation of the climate-friendly area. The highway impacts summary must include:

- a) A summary of changes between existing and proposed development capacity of the climate-friendly area based on the proposed changes to the comprehensive plan and land use regulations;
- b) A summary of the additional motor vehicle traffic generation that may be expected in the planning period, considering reductions for expected complementary mixed-use development, additional multimodal options, and assuming meeting goals for reductions in vehicle miles traveled per capita; and
- c) A summary of traffic-related deaths and serious injuries within the climate-friendly area in the past five years.

Findings:

The highway impacts summary required by 660-012-0325 is not applicable since the Region 2040 center does not contain a ramp terminal intersection, state highway, interstate highway, or adopted ODOT Facility Plan.