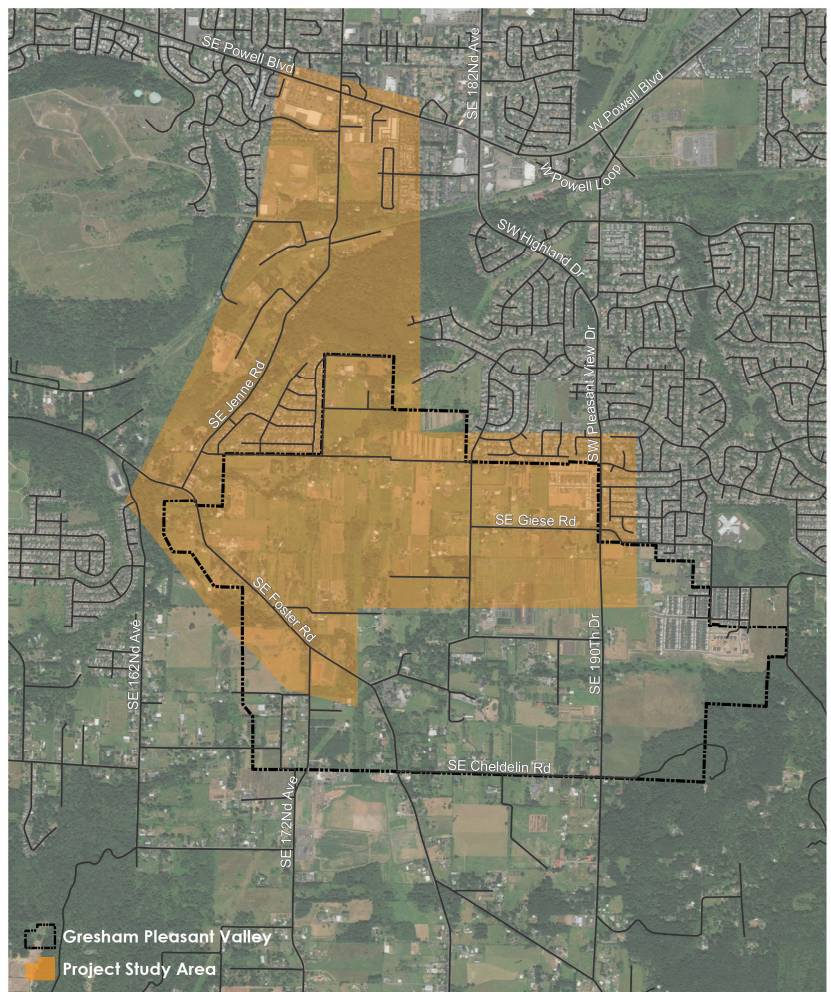


Project Need & Purpose

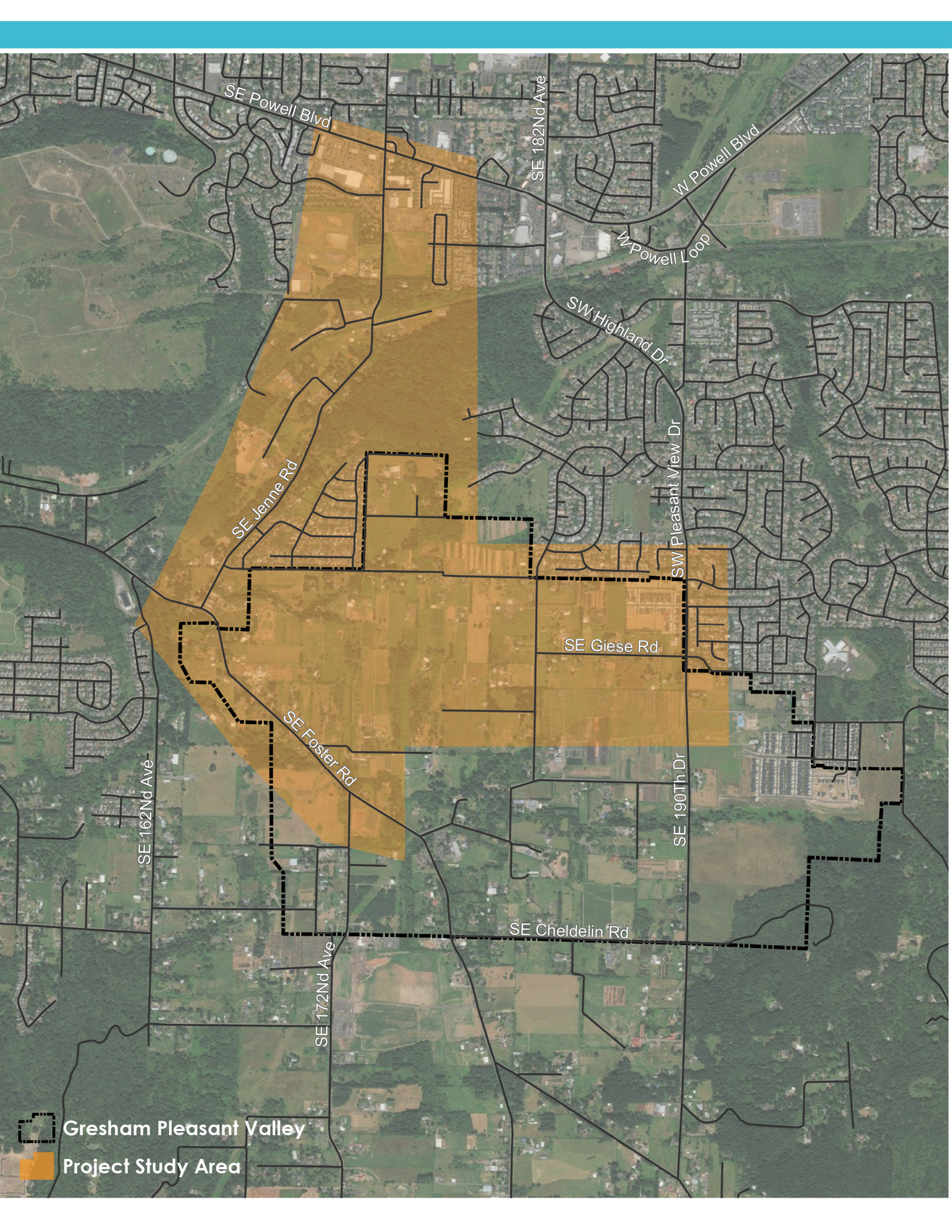
Pleasant Valley is growing – how do we keep Pleasant Valley moving and prepare for the future?

Project Purpose:

- Reassess the Pleasant Valley TSP based on the most recent transportation plans for the surrounding areas and projected growth
- Develop a **long-term** vision for the area
- Find **near-term** solutions to address community concerns and support growth of the area
- Identify improvement phasing, costs, right-of-way needs, and impacts



Background



SE Powell Blvd

SE 182Nd Ave

W Powell Blvd

W Powell Loop

SW Highland Dr

SE Jenne Rd

SW Pleasant View Dr

SE Giese Rd



SE Foster Rd

SE 190Th Dr

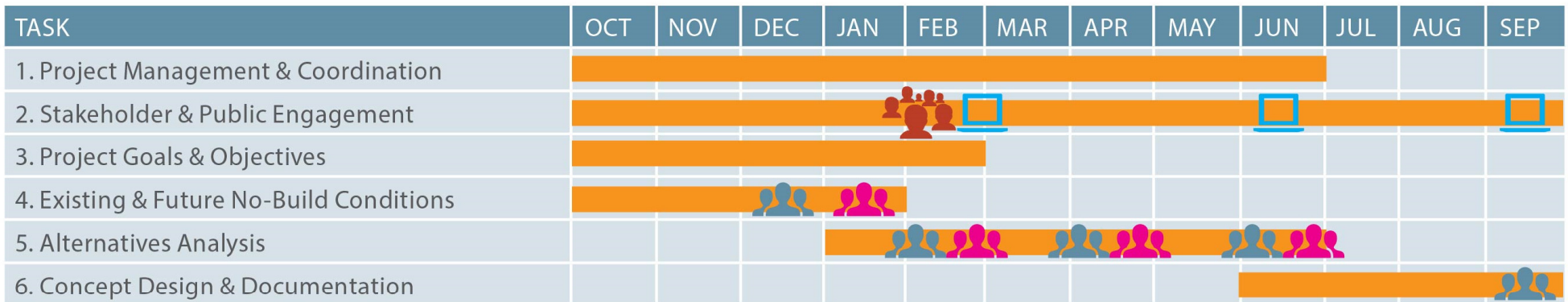
SE 162Nd Ave

SE Cheldelin Rd

SE 172Nd Ave

 Gresham Pleasant Valley
 Project Study Area

Project Schedule

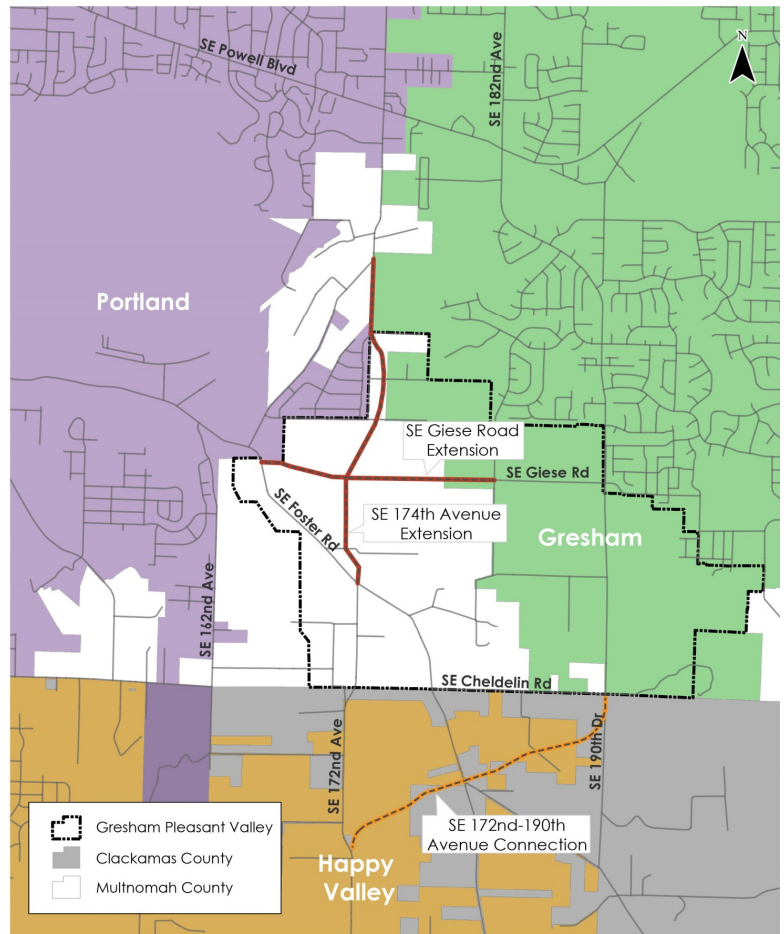


Background

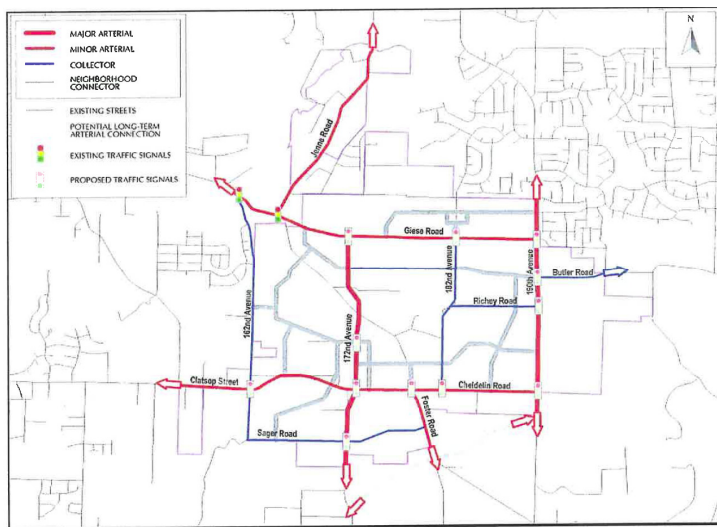


Related Planning Efforts

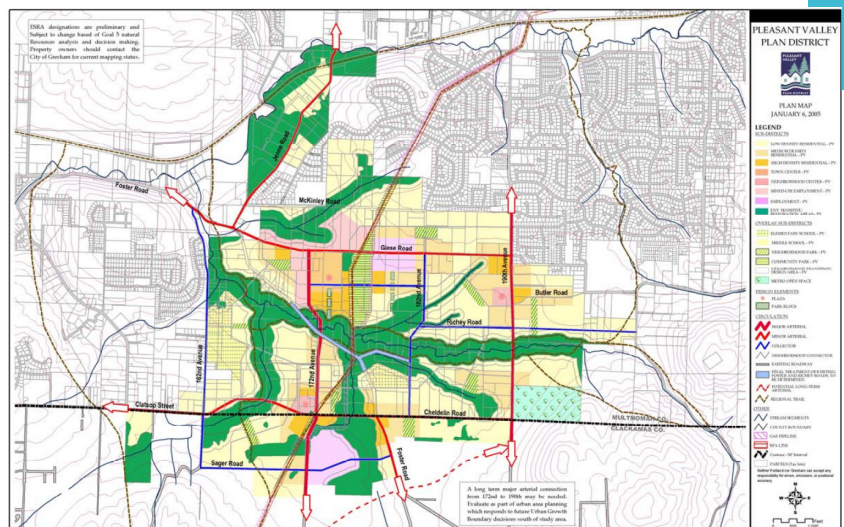
- Pleasant Valley Concept Plan (2002)
- Pleasant Valley Transportation System Plan (TSP, 2005)
- Pleasant Valley Plan District Plan (2005)
- Happy Valley TSP (2016)
- Gresham TSP (2013)
- Clackamas County TSP (2013)
- Multnomah County TSP (2016)
- Metro Powell/Foster Corridor Refinement Plan (2003)
- Metro Regional Transportation Plan (2014)
- East Metro Connections Plan (2012)



Background



Pleasant Valley Concept Plan and TSP



Pleasant Valley Plan District Plan Map

Existing Study Intersections



What We've Learned

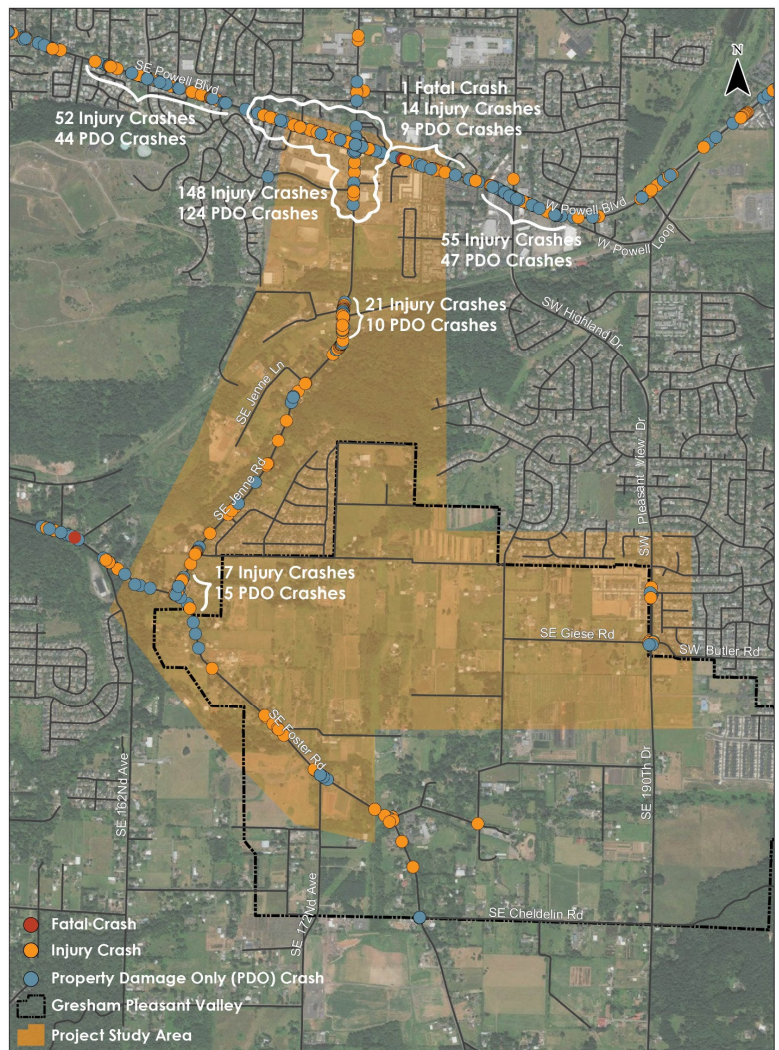
Crash History (2011-2015)

Intersection	Total Crashes	Observed Crash Rate at Intersection	Average Crash Rate by Traffic Control	Observed Crash Rate > Average Crash Rate?
Powell Blvd/ SE 174th Ave	51	0.99	0.477	Yes
Powell Blvd/SE 182nd Ave	58	0.86	0.477	Yes
SE Jenne Rd/ SE Foster Rd	8	0.20	0.275	No
SE 172nd Ave/ SE Foster Rd	30	1.08	0.131	Yes
SE 190th Dr/ SE Giese Rd	6	0.25	0.198	Yes

Exceeding average crash rates:

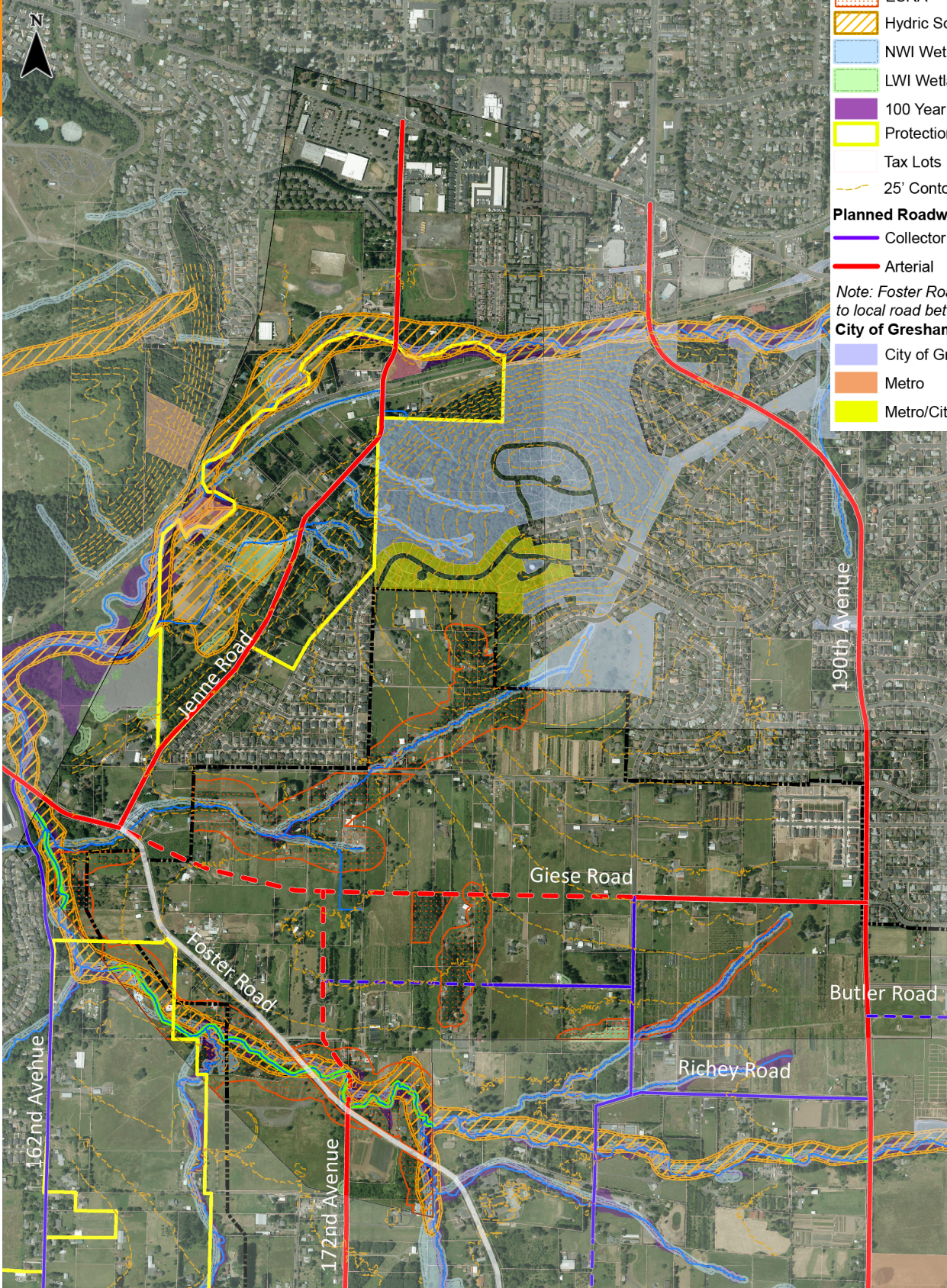
- Powell/174th and Powell/182nd: rear-end crash trend
- Foster/172nd and Giese/190th: angle crash trend

Crash data reflecting
January 1, 2011
through
December 31, 2015



What We've Learned

Project Base Map

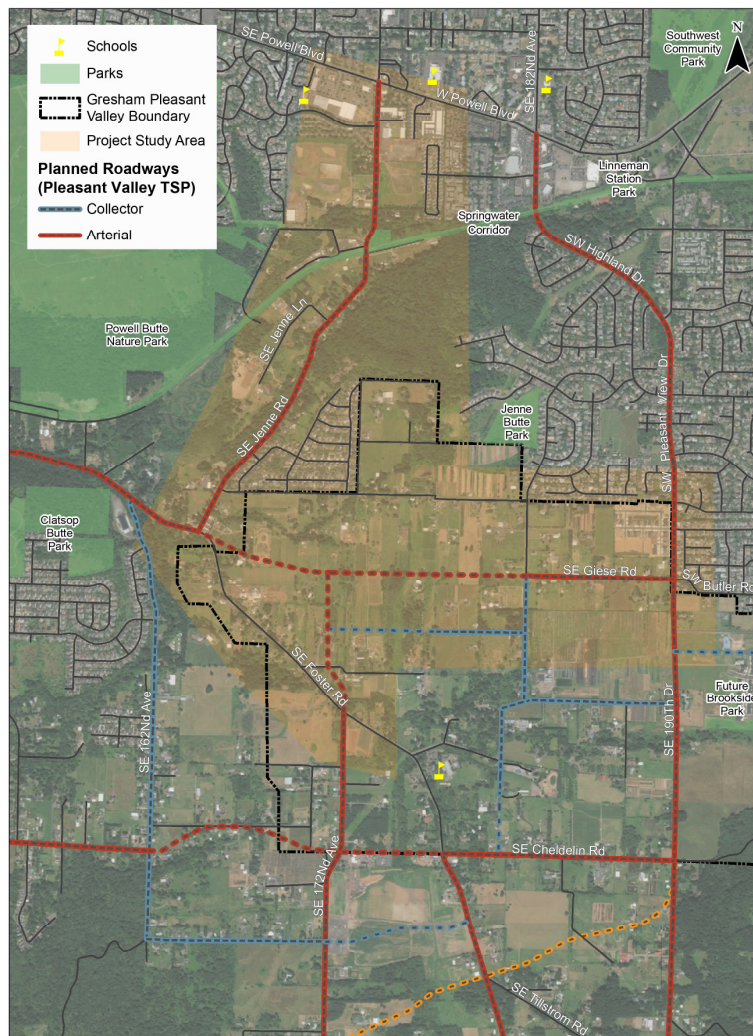


- Gresham Pleasant Valley
- Streams
- Critical Habitat, ESH, & ORBIC
- ESRA
- Hydric Soils
- NWI Wetlands
- LWI Wetlands
- 100 Year Flood Zones
- Protection Plan Area (Portland)
- Tax Lots
- 25' Contours
- Planned Roadways (Pleasant Valley TSP)**
- Collector
- Arterial
- Note: Foster Road (shown in white) downgraded to local road between Jenne and Cheldelin*
- City of Gresham and Metro Lands**
- City of Gresham
- Metro
- Metro/City of Gresham

What We've Learned

Project Area Needs

- North-south and east-west connectivity
- Connectivity for those headed to Portland from SE 172nd Avenue (currently provided with Foster Road)
- Improvements for:
 - Projected operational failures at 182nd/Powell and 174th /Powell
 - Safety issues at the SE 172nd Avenue/Foster Road
- Others?

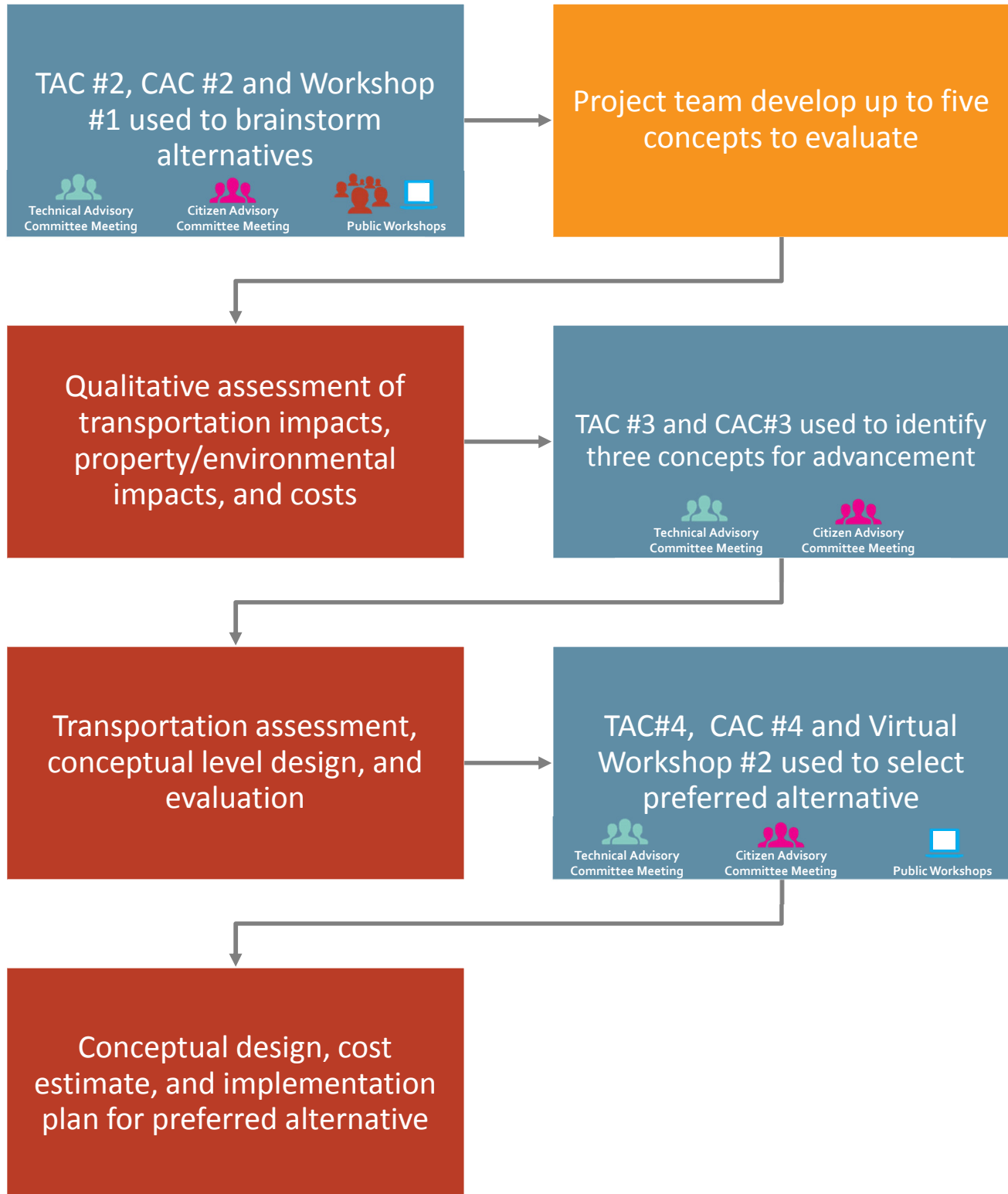


What We've Learned

Goals & Objectives

	Goals	Objectives
Process Focused	Clear Plan	<ul style="list-style-type: none"> • Provide a clear plan for the area, including an implementation strategy. • Incorporate and build from previous plans for the study area.
	Community Involvement	<ul style="list-style-type: none"> • Communicate key milestones throughout the project to the public. • Build community support and understanding of how and why the preferred solution was selected.
	Feasible Plan	<ul style="list-style-type: none"> • Accurately and clearly identify the feasibility of potential alternatives. • Consider anticipated costs, funding sources, environmental impacts, and permitting.
	Coordinated Plan	<ul style="list-style-type: none"> • Coordinate with neighboring jurisdictions and area partners to provide consistency with other area plans.
Outcome Focused	Livability	<ul style="list-style-type: none"> • Incorporate design elements that increase community livability and cohesiveness. • Support an integrated approach to land use and transportation planning to encourage livable and sustainable communities, decrease average trip lengths, and increase accessibility for all modes. • Preserve, restore and enhance natural resources and develop connected habitat corridors.
	Mobility	<ul style="list-style-type: none"> • Promote efficient movement of people and freight. • Facilitate access to daily needs and services. • Provide transportation options for all modes of travel. • Balance the functional classification system throughout the study area.
	Safety	<ul style="list-style-type: none"> • Reduce crash frequency and severity of crashes for all modes of travel.

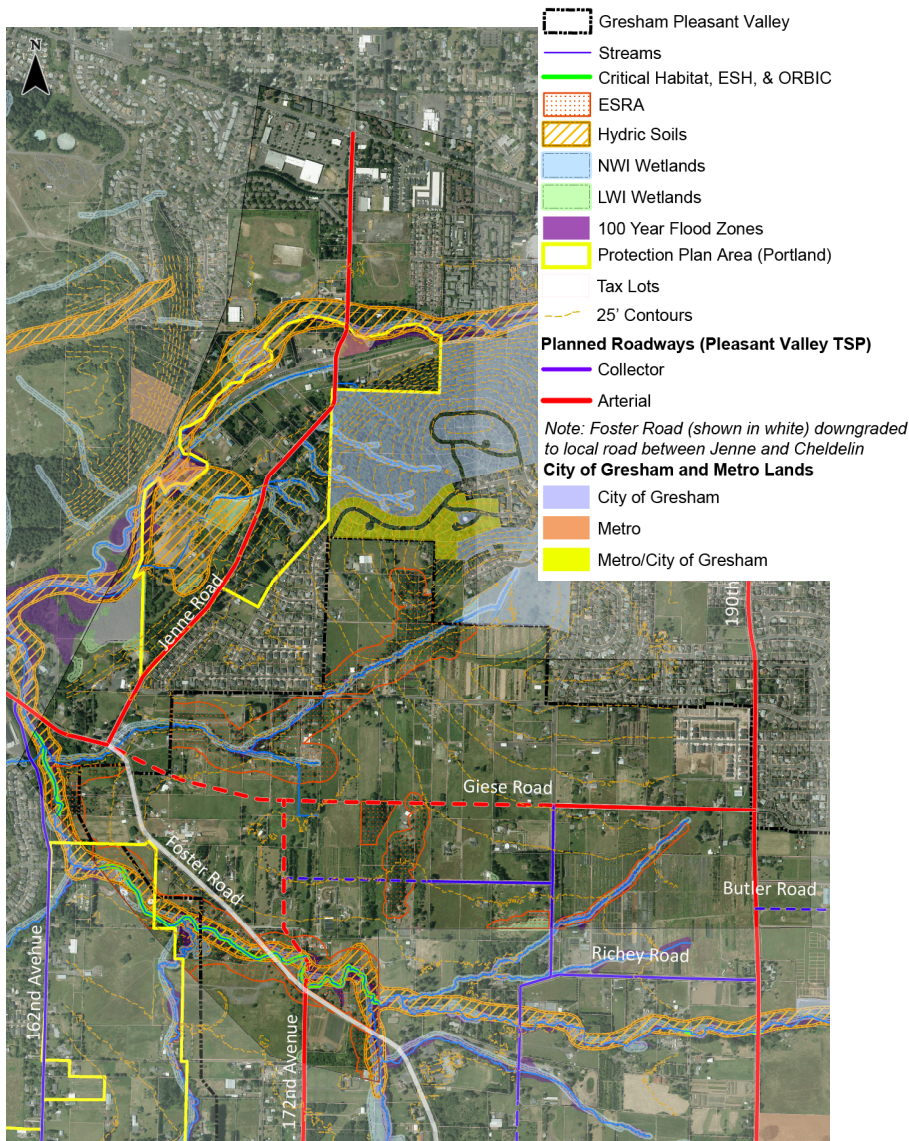
Alternatives Process



Options to Study

Potential Alternatives

Help us generate alternatives to study for the Pleasant Valley Area to improve connectivity and address existing and future transportation needs. For each option, what question would you like us to answer? We've provided a few ideas from the Technical Advisory Committee and Community Advisory Committee to get you started. See the wall for more ideas!



Potential Alternatives:

Improve Foster Road/172nd Avenue with a roundabout, signal, or all-way stop-control

Improve Jenne Road to have turn lanes and a multi-use path

Realign 172nd to free-flow to Foster

Questions to consider include:

What are the environmental and topographic impacts?

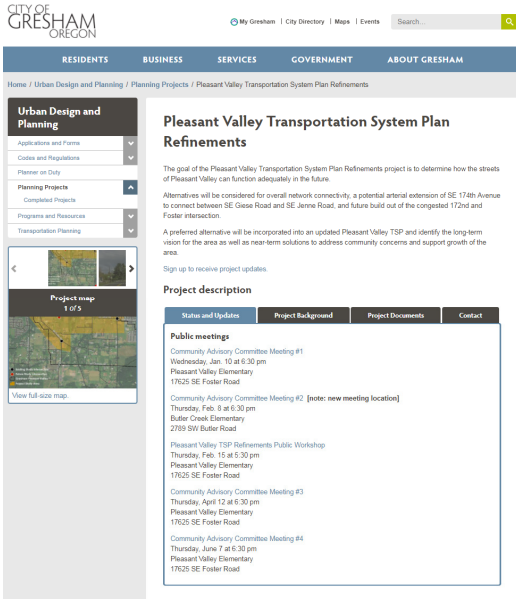
How do these options impact planned land uses?

How do these options impact operations on Powell?

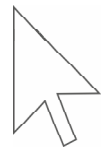
Options to Study

Next Steps

Visit our project website for more information and sign up to receive project updates:



<https://greshamoregon.gov/Pleasant-Valley-TSP/>



NEXT STEPS

Participate in our Virtual Public Workshop and watch out for our second Virtual Public Workshop in **June!**

