TRANSPORTATION SYSTEM PLAN

GRESHAM, OR

ACKNOWLEDGEMENTS

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD). This TGM grant is financed in part by Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETA-LU), local government, and State of Oregon funds.

The contents of this document do not necessarily reflect the views or policies of the State of Oregon.

Oregon Department of Transportation

CITY OF GRESHAM

DLCD

A special thank you to all the staff, partner organizations, and community members who contributed to the development of this plan, giving their time and expertise to support the future of transportation in Gresham.

Project team

Jay Higgins
Carly Rice

Contributing staff

Deanna Foster
Jim Gelhar
Mike Green
Michelle Kimble
Ken Koblitz
Ashley Miller
Tina Nuñez-Osterink
Mary Phillips
Jonathan Rand
Chris Strong
Terra Wilcoxson
Josh Williams

Consultant team

Kittelson & Associates
JLA Public Involvement
Community Engagement Liaisons (CELs)

Contributing community members and organizations

Arise & Shine
bike works by p:ear
City of Fairview
City of Portland/Portland Bureau of Transportation
City of Troutdale
City of Wood Village
Department of Land Conservation and Development
East Multnomah County Transportation Committee
Gresham City Council
Gresham Neighborhood Associations
Gresham Planning Commission
Gresham Transportation Subcommittee
Latino Network
Multnomah County Health Department
Multnomah County Bike & Pedestrian Committee
Oregon Metro
Play Grow Learn
TriMet

1

2

3

4

5

6

VISION + GOALS

All of Gresham's residents, neighbors and visitors—whether pedestrians, bicyclists, motorists, transit riders, or large freight and service drivers—rely upon a transportation network that's safe, efficient, and accessible.

What does the Transportation System Plan (TSP) do?

This document, Gresham's updated 2045 Transportation System Plan (TSP), is a 20-year blueprint for implementing a multimodal transportation network. It establishes policies and provides strategies that support the development of Gresham as an economically vital and livable community.

A key objective of the TSP is to create a balanced transportation system where pedestrians, bicyclists, and motorists have equal opportunity to get around. The TSP also identifies strategies to facilitate freight and goods movement, improve neighborhood connections, and provide a realistic funding forecast. The TSP not only provides the framework for addressing the transportation needs for Gresham's diverse and vital community, but is also consistent with state, regional and surrounding local plans.

A little background on the TSP

Gresham City Council adopted the City's first TSP in 2002 and updated it in 2013. Since then, Gresham and the region have continued to experience substantial growth and change.

2000-2010
Gresham's population significantly grew, increasing by 15,465 residents (a 17% increase).

Early 2000s
Gresham adopted the Springwater, Pleasant Valley, and Kelley Creek Headwaters Plan Areas (shown in Figure 1), which each included transportation infrastructure plans for these new communities.

2005
Gresham obtained jurisdiction from the Oregon Department of Transportation (ODOT) and Multnomah County of all roads within its boundary except Interstate 84 and Highway 26 south of Powell Boulevard.

2013
As the city's population continued to grow, the TSP was updated.. The update included a major review and refinement of the 2002 plan and the transportation components of the Springwater, Pleasant Valley, and Kelley Creek Headwaters concept plans, which address areas planned for future annexation into Gresham.

2023
Metro, the regional Metropolitan Planning Organization, adopted an update to the Regional Transportation Plan.

2024
The City refreshed the Pleasant Valley Plan to better align with market conditions while advancing the original vision for the area. Road alignments and designs were adjusted where zoning changes ocurred.

The Oregon Department of Land Conservation and Development introduced the Climate-Friendly and Equitable Communities (CFEC) rule, requiring state agencies to reduce emissions, address climate change, and support vulnerable communities. Future major TSP updates of cities above a certain population and size must comply with CFEC.

The City began a new TSP update to write policies based on best practices and local trends related to climate, equity, safety, and emerging technology. The update also revises goals based on community input and new state and regional requirements. Minor updates were made to the project lists to reflect current transportation needs and reprioritizes projects using criteria tied to the new goals.

2026
The City adopted the updated TSP.

FIGURE 1. MAP OF STUDY AREA

VISION

Support the growth and development of Gresham as an economically vital and livable community by providing its residents and all transportation system users safe, pleasant, and convenient access and travel within, to, and through the city.

HOW WE GET THERE

Make travel safe and welcoming. Create a transportation system that is safe, comfortable, and inviting for everyone, and that supports livability and community interaction.

Give people great options for getting around. Improve and expand options for walking, biking, rolling, taking transit, and driving so the whole system feels connected and easy to use.

Plan transportation to support Gresham's future. Build and maintain a system that aligns with adopted local and regional land use plans, reflects community needs, and uses public resources effectively.

GOALS

The TSP's vision is further defined by the following goals that are explicitly woven through the TSP's system plans, policies, action measures, project list and funding forecast.

1. Connectivity + Mobility + Accessibility

Provide the ability to reach desired goods, services, activities, and destinations with relative ease, within a reasonable time, at a reasonable cost and with a full range of mode choices.

2. Economic Development

Construct and maintain a transportation system that supports new business as well as business retention, expansion, and relocation.

3. Climate Action

Meet the transportation needs of the community and minimize adverse effects on the climate.

4. Safety

Eliminate transportation-related serious injuries and fatal crashes through design, education, and enforcement.

5. Equity

Provide all community members access to safe, comfortable, affordable, sustainable, and reliable transportation choices to meet their daily transportation needs.

Psstt: More information on these goals and specific actions is found in Chapter 4.

COMMUNITY INVOLVEMENT

The City of Gresham's current update to the Transportation System Plan (TSP) is part of ongoing efforts to prioritize investments based on community needs. This update builds upon the Active Transportation Plan (ATP), the Comprehensive Plan, and previous TSP iterations to guide growth, as summarized below.

Transportation System Plan Update 2026

This minor TSP update focuses on policies and project priorities. This update's outreach included the following:

A **project webpage and social media postings** were kept up throughout the project. A webpage dedicated to the project was available on the Engage Gresham platform, where participants could learn more about the project process and how to get involved.

A **Technical Advisory Committee (TAC)** made up of Oregon Department of Transportation (ODOT), Oregon Department of Land Conservation and Development (DLCD) Multnomah County, TriMet, and other City of Gresham staff provided technical reviews of materials and insights into how the Gresham TSP worked with other local and regional plans.

A **Stakeholder Advisory Committee (SAC)** included existing Transportation Subcommittee members with additional participation from community members and representatives from local organizations. The group provided input on day-to-day transportation experiences across the city.

Policy Subcommittee Work Sessions were held in Summer 2024 to workshop existing policies and new policy language related to climate, safety, equity, and emerging technology. TAC and SAC members were invited, and the meetings were open to anyone interested. The feedback helped form the ultimate policy language presented in this TSP.

Planning Commission Work Sessions were held with the project team at key milestones to report back on progress and refine policies and TSP content.

In-person outreach events (eight) across the outreach milestones gathered input on community needs and helped prioritize values and projects. A booth at existing community events helped to "go where the people are", capturing a wide range of community members in an approachable setting.

Community Engagement Liaisons helped to spread awareness and interest in the TSP, reaching out to their networks and organizations as trusted members of the community. In addition to building interest and participation in the platforms, they also facilitated focus groups.

Online feedback platforms, such as online surveys, open houses, and comment forms, helped to supplement in-person outreach, providing another way for community members to learn more about the TSP and provide their feedback. The platforms were advertised on social media, posted at in-person events, and advertised via community engagement liaisons.

Focus groups were held at key outreach milestones to provide a live venue for information sharing to the community, feedback about their needs and thoughts on projects, and discussion of how the TSP ties into broader community goals. These focus groups targeted different communities and included several Spanish-speaking sessions.

Gresham community members engaging in project outreach.

PRIOR PLANS

Transportation System Plan 2013

The last major TSP update in 2013 laid out a 20-year blueprint to guide transportation investments and policies through extensive community and regional partner involvement, engaging citizens from across Gresham to ensure the plan reflected local vision, needs, and priorities.

Online engagement tools, including a project webpage, social media updates, and an online survey, expanded access to information and allowed residents across East Multnomah County to share priorities and concerns throughout the update process.

A **Transportation Subcommittee** advised City staff throughout the process, providing technical and policy guidance on all elements of the TSP.

An **Active Transportation Stakeholder Team** brought together regional partners and health organizations to help refine the vision, goals, and policies, with an emphasis on integrating biking, walking, and transit.

Staff met regularly with **Neighborhood Associations** and the **Neighborhood Coalition** to share project updates, attend information fairs, and gather feedback on transportation needs and proposed changes.

Community forums invited residents to review and comment on all aspects of the plan and were coordinated with broader City initiatives like the Healthy Eating Active Living (HEAL) project.

Several **stakeholder groups** were convened to discuss particular topics related to transportation, including freight stakeholders, school experts with participants from Gresham-Barlow, Centennial, and Reynolds school districts, and business associations, including downtown groups, the Gresham Area Chamber of Commerce, and the Gresham Redevelopment Commission.

Metro's East Metro Connections Plan (EMCP) contributed significant analysis and project recommendations, aligning regional and local priorities and informing the TSP's project list and policy direction.

Two **transportation fairs** provided hands-on activities, safety demonstrations, and opportunities for community members to learn about the TSP and share feedback.

Active Transportation Plan 2018

The City's first Active Transportation Plan (ATP) used a mix of traditional engagement methods and a new approach with Community Liaisons. Liaisons were educated on transportation planning issues, community-based participatory practices, and leadership skills — applying those skills to plan community events, and gather input and develop strategies to address unique challenges in their communities.

Traditional engagement methods were used to gather significant input for the ATP and included a Stakeholder Advisory Committee (SAC), outreach at community events, and maps and surveys posted online.

Community Liaisons led three neighborhood walks, conducted surveys and 77 interviews, went door-to-door and talked with 161 community members, organized three community events (including the ATP Youth Jam), and created a short documentary film about residents' transportation experiences.

Community Liaisons leading a neighborhood walk.

Pleasant Valley TSP Refinements 2019

Refinements to the Pleasant Valley TSP reviewed and updated the transportation plan for the plan area by analyzing future roadway network needs and selecting a preferred street network concept to support growth and access.

A **project webpage and notifications** were kept up throughout the project. People could learn more about the project and how to get involved through the webpage. Email blasts, social media postings, and mailers also helped spread the word about the project.

A **Technical Advisory Committee (TAC)** was made up of transportation, engineering, and natural resources staff from City of Gresham, City of Portland, City of Happy Valley, Clackamas County, Multnomah County, Metro, and TriMet. The TAC provided technical input and review and developed recommendations for the project team, Community Advisory Committee (CAC), and City Council.

A **Community Advisory Committee (CAC)** was formed to provide community-based recommendations and included a range of neighborhood, environmental, and economic development representatives. All meetings were open to the public and included a public comment period. The CAC developed recommendations to the project team and City Council.

In-person and virtual public workshops were held to present the project background, get input on initial alternatives, and refine the evaluation of alternatives to reach a consensus-based, community-built plan.

City Council and Planning Commission Work Sessions were held with the project team at key milestones to report back on progress and refine policies and TSP content.

REGULATORY FRAMEWORK

Transportation Planning Rule

The State of Oregon has adopted 19 statewide planning goals that are required to be implemented through a comprehensive plan for each city and county. These comprehensive plans must specify the manner in which the land, air, and water resources of the jurisdictions will be used and must also determine the need for improved public facilities.

With the adoption of the statewide Goal 12, the Transportation Planning Rule (TPR), Gresham must adopt and maintain a Transportation System Plan (TSP) that complies with the TPR, the State of Oregon Transportation System Plan (OTP), and Metro's Regional Transportation Plan (RTP). In addition, the TPR describes specific elements and analysis that local and regional transportation system plans must include. It requires the plans to target enhanced transportation choices, reductions in vehicle miles traveled and a strong connection between land use and transportation planning.

Local and regional transportation system plans must also examine possible land use solutions to transportation problems and identify multimodal, system management and demand management strategies to address transportation needs.

Climate-Friendly and Equitable Communities (CFEC)

The Department of Land Conservation and Development (DLCD) adopted significant updates to the Oregon Administrative Rules (OARs) through the Climate-Friendly and Equitable Communities (CFEC) rulemaking. These changes amended the TPR, primarily affecting eight Oregon metropolitan areas: Albany, Bend, Central Lane (Eugene-Springfield), Corvallis, Middle Rogue, Rogue Valley, Salem-Keizer, and Portland Metro.

These amendments are designed to meet state climate requirements while supporting housing and job growth, vibrant downtowns and neighborhood centers, and better transportation options. They focus on building safe, connected, and complete transportation networks; expanding electric vehicle charging; and promoting equitable outcomes. Investments are prioritized in climate-friendly areas (CFAs), underserved neighborhoods, and places that improve access to key destinations.

This minor TSP update complies with the State's updated TPR. It is consistent with the general transportation plan update requirements per OAR 660-012-0100 through 660-012-0115, and it meets the public outreach and equity analysis requirements in OAR 660-012-0120 through 660-012-0135. Regional transportation reporting is handled separately by Metro under OAR 660-012-0900 through 660-012-0920 separate from this TSP update.

Regional Transportation Plan

The Regional Transportation Plan (RTP) is developed and maintained by Metro, the Portland regional Metropolitan Planning Organization. Gresham participates on regional committees responsible for the on-going development of the Regional Transportation Plan. These include the Joint Policy Advisory Committee on Transportation (JPACT), comprised of elected officials, and the Transportation Policy Alternatives Committee (TPAC), comprised of technical staff.

The key objective of the Regional Transportation Plan is to identify a transportation system that will adequately serve the travel needs of the Portland Metropolitan area for the next 20 years. The RTP is based on projections for 20-year regional population and employment growth, evaluates expected travel demands and patterns, and examines the impacts of expected travel on the current "committed" transportation system (i.e., projects with committed construction funding). It also recommends an alternative plan needed to meet Year 2045 travel demands and regional goals and recommends funding mechanisms and other implementing options to achieve the preferred regional plan. Gresham's TSP must maintain consistency with policies established by the RTP.

Regional Transportation Functional Plan

The Regional Transportation Functional Plan contains policies and guidelines to help local jurisdictions implement the policies in the Regional Transportation Plan and its modal planes, including those for active transportation, freight movement, and high-capacity transit. The functional plan is the primary regional policy tool and contains both "recommendations" and "requirements" for changes in local transportation plans.

Region 2040

The Region 2040 Growth Concept Plan states the preferred form of regional growth and development and identifies the location of future land uses and activity centers. Fundamental to the Growth Concept is a multimodal transportation system that assures mobility of people and goods throughout the region.

Within the framework of the Growth Concept is a network of multimodal corridors and regional through-routes that connect major urban centers and destinations. Through-routes provide for high-volume auto and transit travel at a regional scale, and ensure efficient movement of freight. Within multimodal corridors, the transportation system will provide a broader range of travel options, including auto, transit, bicycle, and pedestrian networks that allow choices of how to travel in the region. These travel options will encourage the use of alternatives to the auto, a shift that has clear benefits for the environment, the quality of neighborhoods and urban centers, and addresses the needs of those without access to automobiles.

Oregon Transportation Plan

The Oregon Transportation Plan sets polices and investment strategies for Oregon's multimodal transportation system. The statewide plan calls for a transportation system marked by modal balance, efficiency, accessibility, environmental responsibility, connectivity among places, connectivity among modes and corridors, safety, and financial stability.

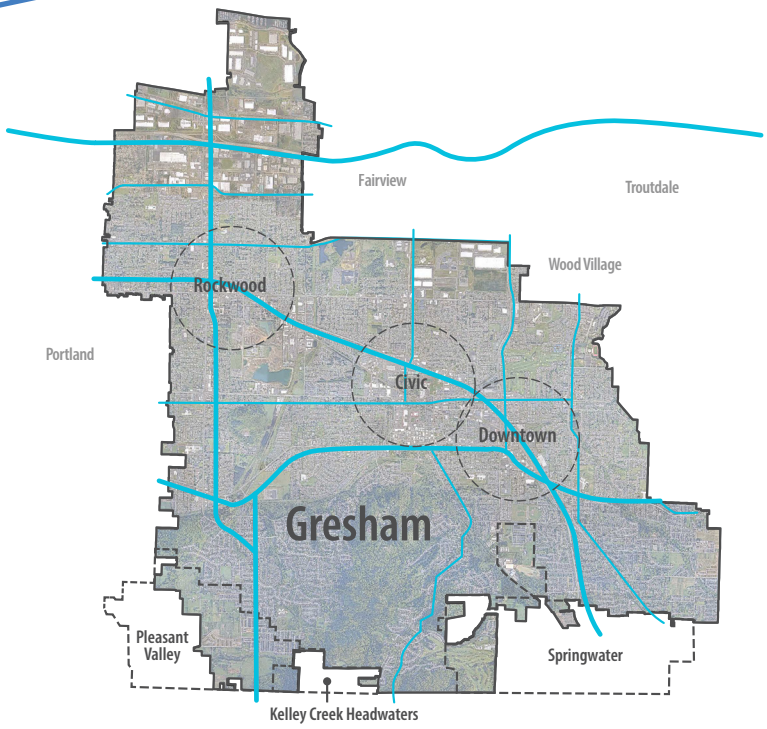
2

EXISTING CONDITIONS

What our transportation system looks like determines not only how people get around—it determines the travel experience. Is it safe? Does everyone have access? Does it support our goals to reduce greenhouse gas emissions and improve air quality for everyone? The following pages provide an inventory of what Gresham's transportation system and programs look like today.

WHERE WE PLAN

The city of Gresham measures 23.5 square miles with a total population of 111,634 (American Community Survey, 2023). The city has three urban centers — Rockwood, Civic, and Downtown — that continue to experience rapid growth. Gresham's Transportation System Plan considers everything within the city limits and the future plan areas of Pleasant Valley, Springwater, and the Kelley Creek Headwaters, which will eventually become part of Gresham. TSP policies, programs, and projects apply to these plan areas when they are annexed into the city.

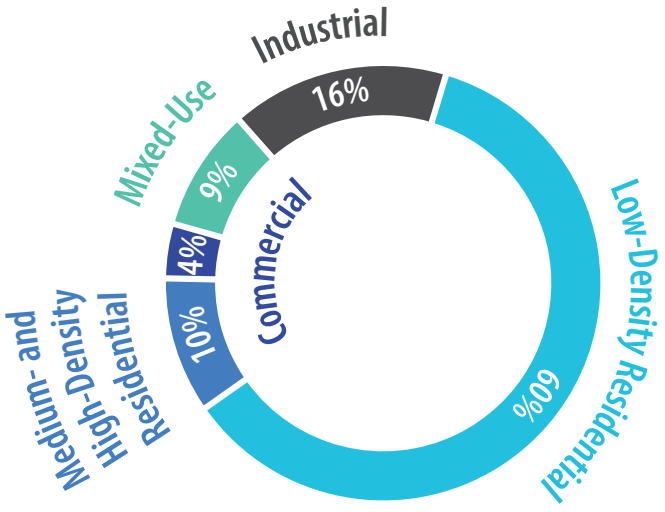


LAND USE + TRANSPORTATION

Gresham's Community Development Plan is the guide for development over the next 20 years — and beyond. The TSP supports Gresham as it builds out the vision shown in the community plan map (Figure 2).

Land uses coordinated with transportation result in places where it is easy to travel in different ways — walking, biking, using mobility devices, and taking transit. The City's land use policies encourage housing mixed with commercial uses in transit corridors, near MAX light rail stations, and within the Rockwood, Civic, and Downtown Plan Districts.

Over the past decade, Gresham has seen more development in its commercial centers and steady development of single-unit, duplex, triplex, townhouse, and cottage cluster housing units. Housing development has been largely concentrated in the Pleasant Valley plan area and other greenfield areas like East Gresham. Development means more people using Gresham's streets, but it also presents an opportunity to think proactively about how the transportation system supports growth — by using the existing street network more effectively and expanding a variety of safe, convenient travel options across the city.



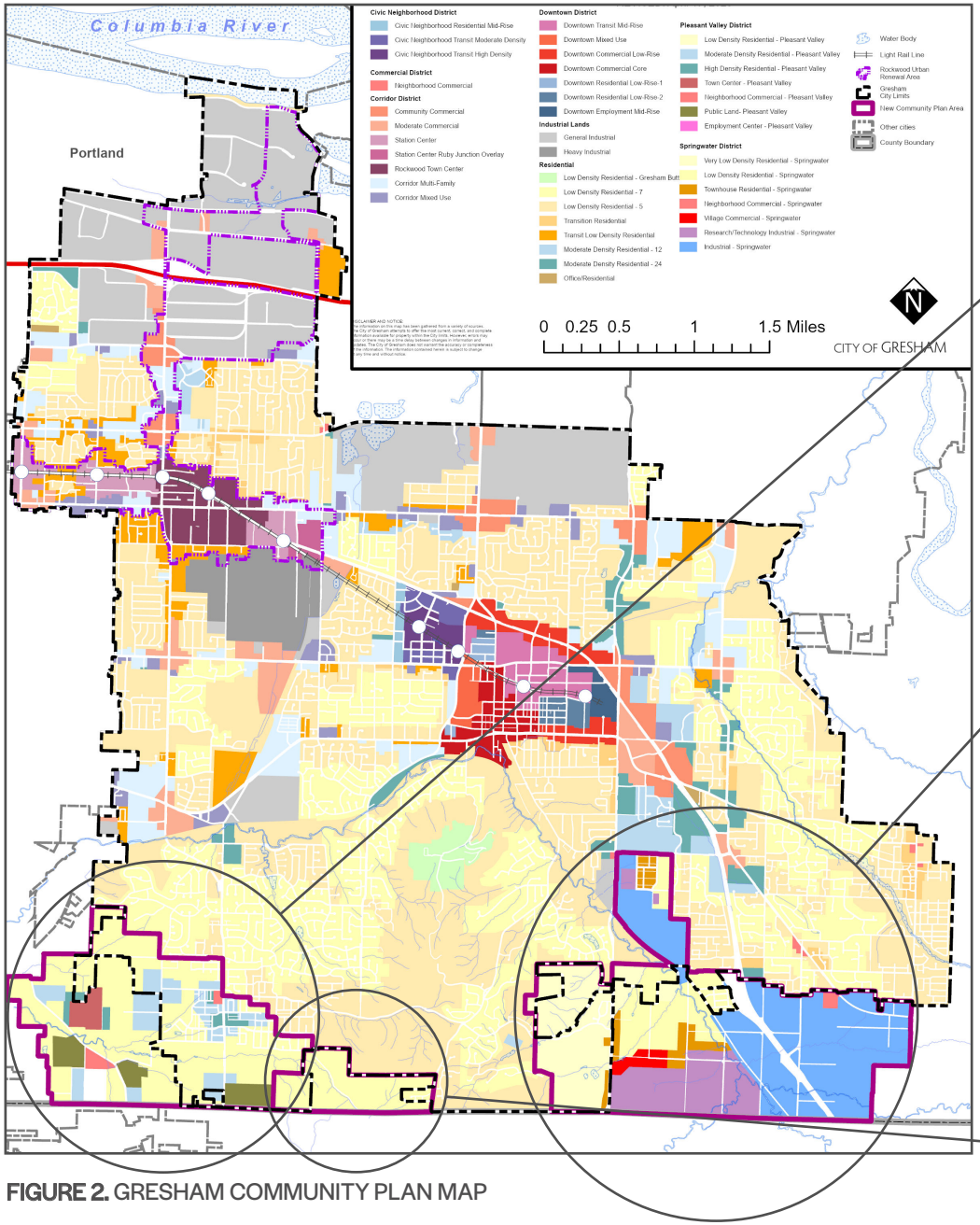


FIGURE 2. GRESHAM COMMUNITY PLAN MAP

Plan areas

Gresham has three "plan areas" where a lot of Gresham's housing capacity exists and the largest amount of growth is expected to happen (over 4,000 additional units within Pleasant Valley). These areas are included in the TSP and integrated with our existing transportation needs.

Pleasant Valley Plan Area

Pleasant Valley was added to the Urban Growth Boundary in 1998 to create a 1,532-acre "complete community" with a mix of land uses, transportation options, and protected natural areas. The plan includes a Town Center at the future intersection of Giese Road and 172nd Avenue, designed to serve the local community with retail, office, civic, and housing uses. A Transportation System Plan was adopted as part of the Comprehensive Plan in 2005 and incorporated into the TSP in 2013. Street revisions were adopted in 2020, and additional bicycle system refinements were added following zoning updates in 2025.

Springwater Plan Area

Most of the 1,272-acre Springwater area was added to the Urban Growth Boundary in 2002 to address the regional shortage of industrial employment land. Located southeast of Gresham along US Highway 26, Springwater was planned to accommodate approximately 4,500 residents and support industrial and high-tech campuses, bringing an estimated 15,000 new jobs to Gresham. A master plan with a Transportation System Plan was adopted in 2005, with an amendment approved in 2011 identifying a preferred interchange location near US Highway 26 and 267th Avenue and associated road, bicycle and pedestrian networks. These plans were incorporated into the TSP in 2013.

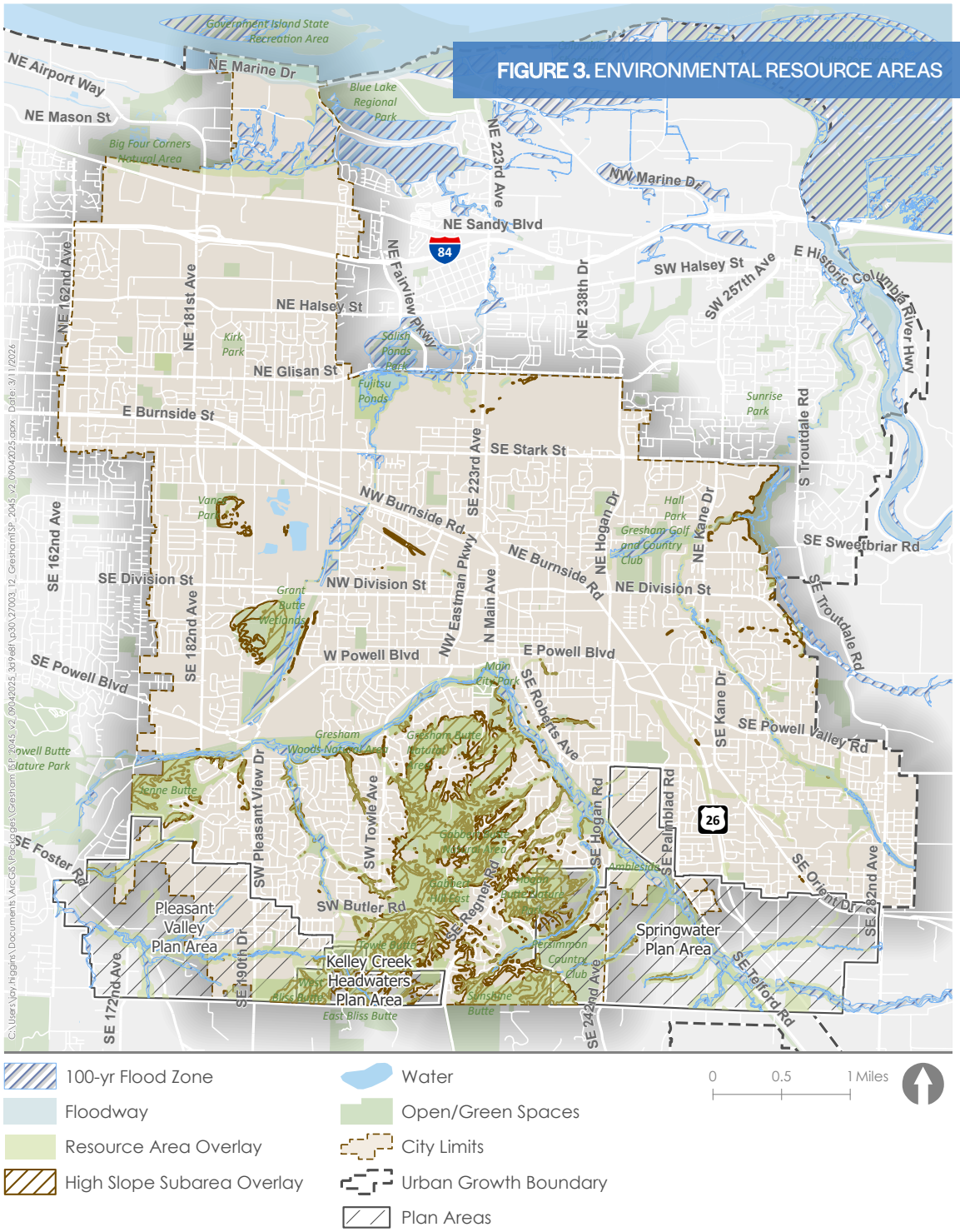
Kelley Creek Headwaters Plan Area

The 163-acre Kelley Creek Headwaters area is planned for low-density residential development, with zoning and development standards that prioritize natural resource protection and limit development on steep slopes in the area.

Natural resources

Gresham has many important natural resource areas that provide important ecological functions and contribute to a quality living environment. Natural resource protections exist through environmental overlays that are mapped across the city and its plan areas (Figure 3). Different environmental protections apply to different areas, such as habitat areas, hillside areas, wetland, and floodplain areas. The City's transportation policies ensure that natural resource areas are considered when building out the transportation network. For instance, local streets must avoid natural resource areas identified by the Natural Resource Overlay (NRO) while collector and arterial streets must minimize impacts on the NRO when crossing these areas.

FIGURE 3. ENVIRONMENTAL RESOURCE AREAS



Metro Plan Areas

Gresham's TSP reflects regional goals from the Metro Urban Growth Management Functional Plan (UGMFP), which guides how cities in the Portland metro area plan for growth (Figure 4). Within Gresham, several areas receive unique planning consideration.

Regional and Town Centers

Metro identifies regional and town centers as key locations for future growth and public investment.

- Regional centers serve large areas with major commercial activity and government services, and are priority areas for transit, bicycle, pedestrian, and roadway improvements.
- Town centers provide everyday services to tens of thousands of people and are designed to be well-served by transit, bicycle, and pedestrian facilities.

Gresham Regional Center

The Gresham Regional Center includes the Downtown and Civic Neighborhood Plan Districts. Downtown is envisioned as a vibrant, mixed-use urban center for living, working, shopping, and recreation, with a strong focus on walking, biking, and transit. The Civic Neighborhood, located immediately west of Downtown, extends the vision as a mixed-use, transit-oriented neighborhood.

Pleasant Valley Town Center

The planned Pleasant Valley Town Center will serve the local Pleasant Valley community with a mix of retail, office, civic, and housing opportunities. It will be located at the intersection of Giese Road and 172nd Avenue.

Rockwood Town Center

The Rockwood Town Center is a key neighborhood center envisioned as a "live-work" district with jobs, services, and a variety of housing. The area is organized around a central core at the triangle formed by NE 181st Avenue, Burnside Street and Stark Street, with strong connections to nearby MAX stations at 181st, 188th, and 197th avenues.

Transit Corridors and Light Rail Station Centers

Transit Corridors follow high-frequency transit routes, while station centers include areas within one-quarter mile of a light rail station. Both are planned to support a high-quality pedestrian environment and easy access to transit. Typical development includes townhouses, duplexes, small-scale office and retail buildings, and mixed-use commercial and residential projects.

Industrial and Employment Land

Gresham has approximately 3,016.6 acres of protected industrial and employment land, known as Title 4 land. The city includes two Regionally Significant Industrial Areas (RSIAs) located near major freight corridors: one north of Sandy Boulevard near I-84 and one in the Springwater Plan area east of Telford Road near US Highway 26.

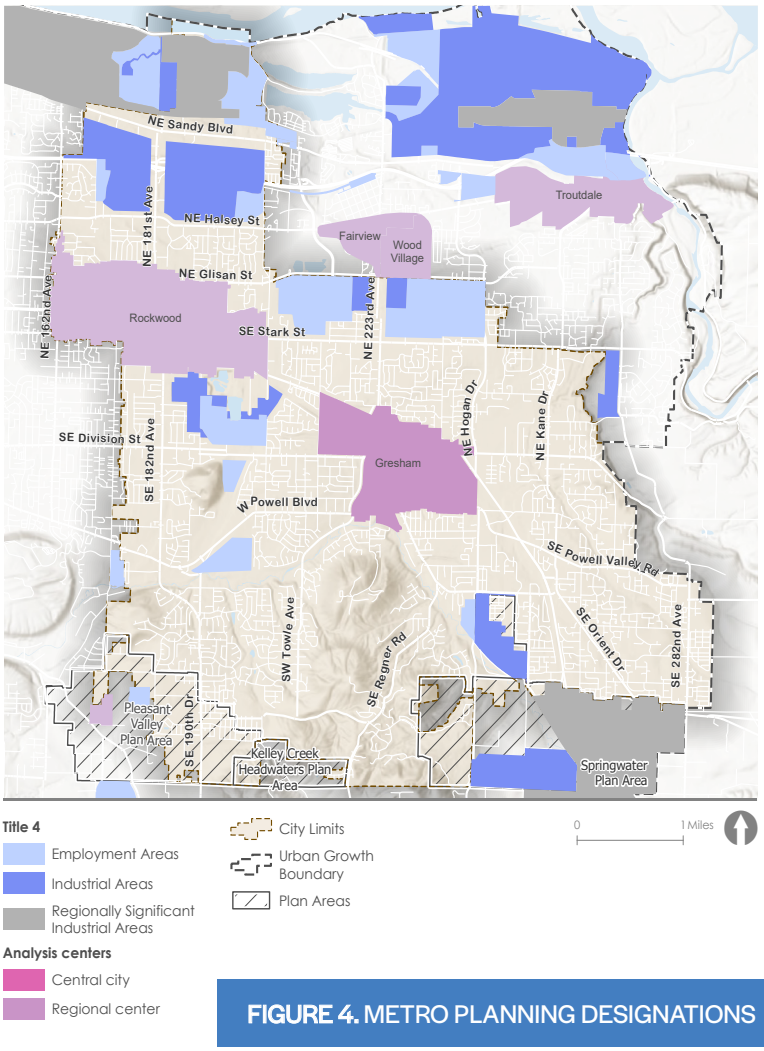


FIGURE 4. METRO PLANNING DESIGNATIONS

WHO WE PLAN FOR

Gresham is evolving and diversifying, putting fresh demands on the city's transportation system.

The Transportation System Plan (TSP) is designed to serve the people who live, work, and travel here every day. While population growth has slowed since the last TSP update — from an increase of about 15,000 residents between 2000 and 2010 to about 5,000 between 2010 and 2023 — the needs of the community have broadened. The city is becoming more diverse in age, culture, and economic background. From children walking to school to older adults accessing essential services, from renters in new housing developments to long-term homeowners, Gresham's transportation system must meet a wide range of needs. As the city welcomes new development, businesses, and a flagship library, the TSP helps ensure that everyone — regardless of how they get around — has safe, reliable, and equitable transportation options.

Did you know Gresham is Oregon's fourth largest city?

GRESHAM BY THE NUMBERS

Gresham has become increasingly diverse over the past decades —

with two of the most diverse zip codes in all of Oregon centered around the Rockwood triangle and the 188th MAX Station. The Rockwood area has historically had affordable apartments which have attracted new immigrant families and now over 65 languages are spoken in Gresham.

Population by race (ACS, 2024)	
White	56.8%
Black/African American	7.9%
American Indian or Alaskan Native	2.4%
Asian	8.9%
Native Hawaiian or Other Pacific Islander	0.3%
Other	9.4%
Two or more races	14.3%

Gresham conducted its first equity analysis in the Active Transportation Plan in 2018 and adopted those findings into the Transportation System Plan in 2022. The Active Transportation Plan was focused on walking and biking, but transportation equity needs to be a holistic approach that is supported by policies across the Transportation System Plan.

For the purpose of this plan, equity means giving people the resources they need to succeed by prioritizing resources for people who have the greatest disparities. In car-dependent places like Gresham, those without access to a vehicle — especially people of color, low-income residents, people with disabilities, and younger and older people — face barriers to accessing jobs, healthcare, food, and recreation. These transportation challenges can lead to poor health outcomes, particularly in communities already affected by chronic diseases like diabetes. In 2023, the Multnomah County Health Department estimated that the diabetes rate disproportionatley impacts the Black community compared to White residents — 14 percent vs. 9 percent. Improving walking and biking options can increase physical activity and prevent or manage health issues.

The City of Gresham used an equity analysis in the Active Transportation Plan to understand where people would benefit most from better walking and biking infrastructure. This analysis was expanded in Multnomah County's Transportation Safety Action Plan to include environmental justice and a deeper understanding of crash locations using the Justice 40 dataset (Figure 5). The Justice 40 dataset was created by the U.S. Council on Environmental Quality for the Justice 40 initiative by the White House to focus 40 percent of investments to disadvantaged communities that are marginalized by underinvestment and overburdened by pollution.

The equity analysis focused on areas where people are low income, people of color, youth or seniors, have no vehicle, have housing cost burden, no high school diploma, presence of air pollution, lack of tree canopy, high heart disease, and low economic opportunity. The top 20 percent of equity census tracts were then compared with crash data trends to create the equity priority and hotspot analysis (Figure 6). Focusing transportation investments in locations with the most need will have the biggest impact on expanding safety and travel options for people who do not have access to an automobile or who are at greatest risk of chronic disease.

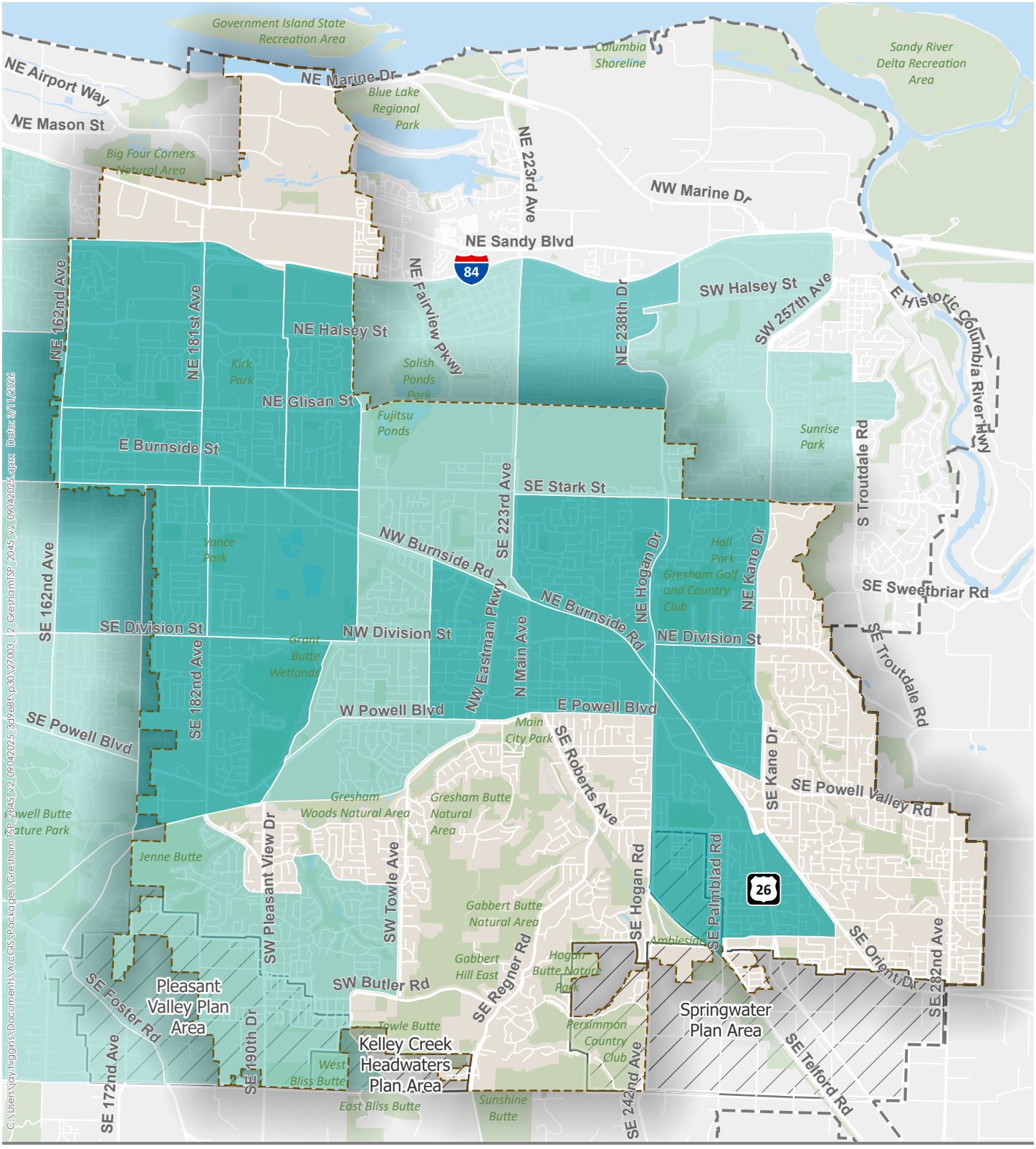
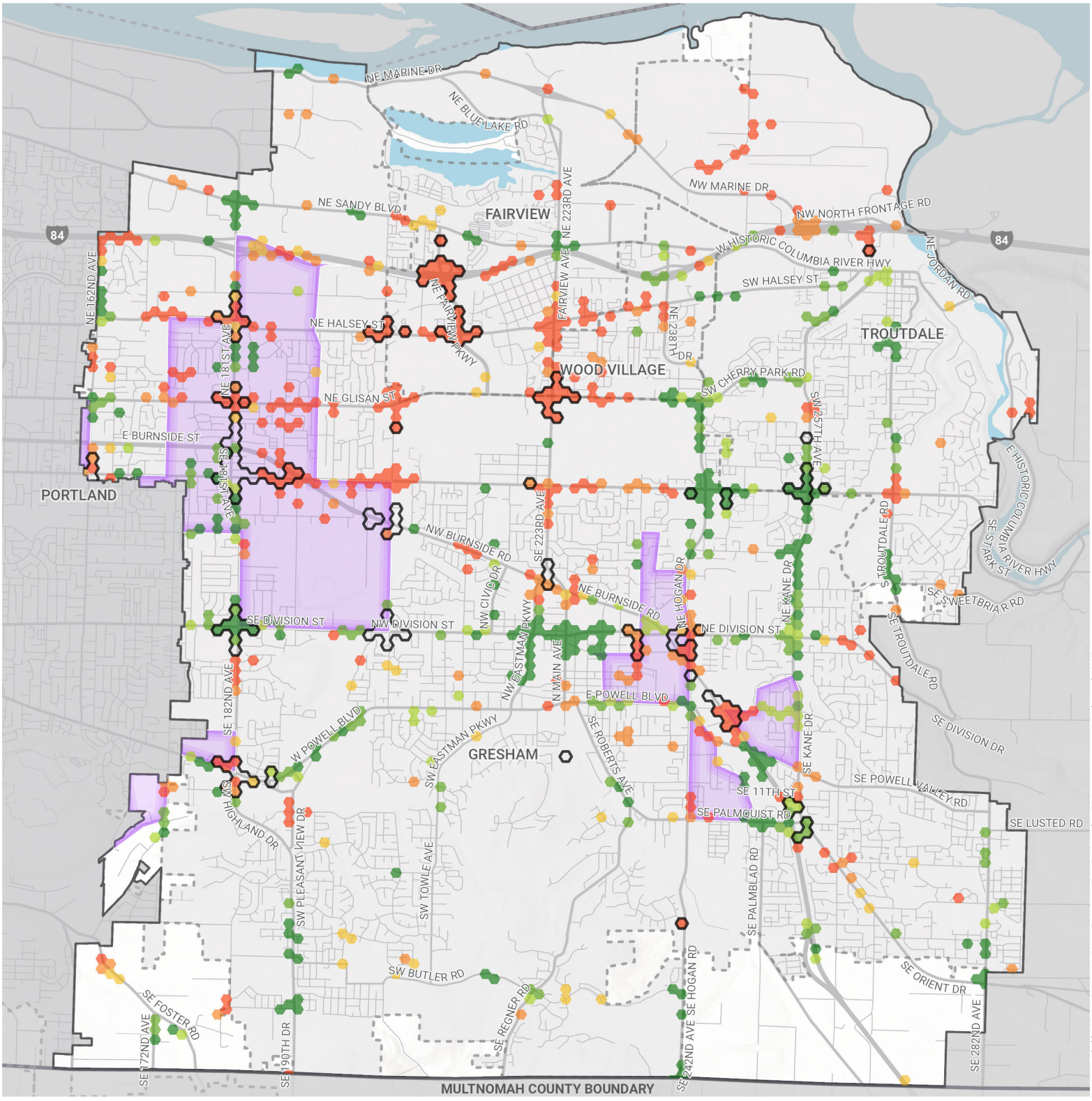


FIGURE 5. EQUITY & JUSTICE 40 POPULATIONS



Data provided by Metro, RLIS, ACS 5 Year Estimates, Tree Equity Index, EJ Screen, Opportunity Atlas and ODOT.

TOP 20% EQUITY PRIORITY AREAS WITH TEMPORAL CRASH HOTSPOT ANALYSIS & TREND BIN ANALYSIS (2013-2022)

EAST MULTNOMAH COUNTY
TSAP

RESULTS*

- Top 20% of Equity Scoring Areas
- Identified Hotspots

Trend Bin Results

- Downward Trend (99% Confidence)
- Downward Trend (95% Confidence)
- Downward Trend (90% Confidence)
- Upward Trend (90% Confidence)
- Upward Trend (95% Confidence)
- Upward Trend (99% Confidence)

DESTINATIONS + BOUNDARIES

- City Limits
- Project Area Boundary

** Hotspots and trend bins were assembled using a space time cube with a time interval of 2 months, comparing crashes on a yearly basis. Hotspots represent consistent or worsening hot spots.*

alta

N

0 0.5 1 MILES

FIGURE 6. EQUITY AREAS AND CRASH HOTSPOTS

HOW WE TRAVEL

The way most people get around in Gresham is by vehicle, because local destinations and job commutes are relatively spread out. As Gresham continues to develop and densify, especially in the Regional Centers of Downtown, Civic, and Rockwood, travel needs are beginning to shift. This local trend reflects what we are seeing across the Metro area, where more people are exploring alternatives to driving alone — whether by choice or necessity.

While most people (70 percent) drive alone to and from work in Gresham, many choose alternative travel modes or telecommuting (American Community Survey, 2023). After single-occupancy vehicles, carpooling, transit, and telecommuting are the most common modes of commuting.

13.8% carpool
9.3% in the region

9.3% work from home
7.9% in the region

4% take transit
6.7% in the region

1.9% walk
3.3% in the region

1.2% bike
2.3% in the region

Commute sheds describe where people live and where they are employed. Figure 7 shows the inflow of workers (29,033) to Gresham and the outflow of workers (42,623) to other parts of the region. Of the total workers, 43.6 percent commute to Portland for their job, 15.8 percent work in Gresham, and the remaining travel throughout the Metro region and other locations for their work (American Community Survey, 2023).

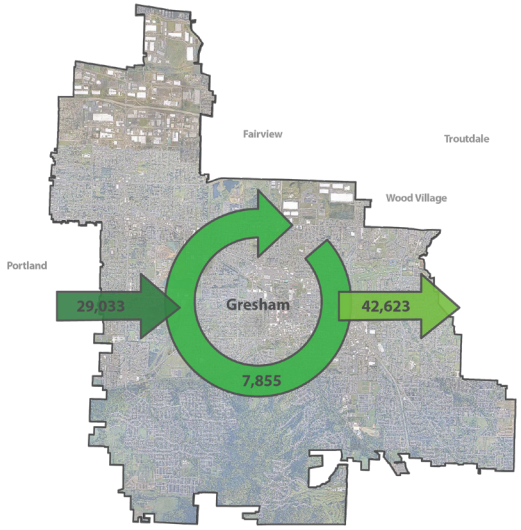


FIGURE 7. INFLOW/OUTFLOW OF WORKERS

Figure 8 shows the direction of commutes across the region (ACS, 2023). Most job locations for Gresham residents are to the west, southwest, and the Troutdale Reynolds Industrial Park to the north. Gresham can provide transportation options in these directions to reduce drive alone trips to work.

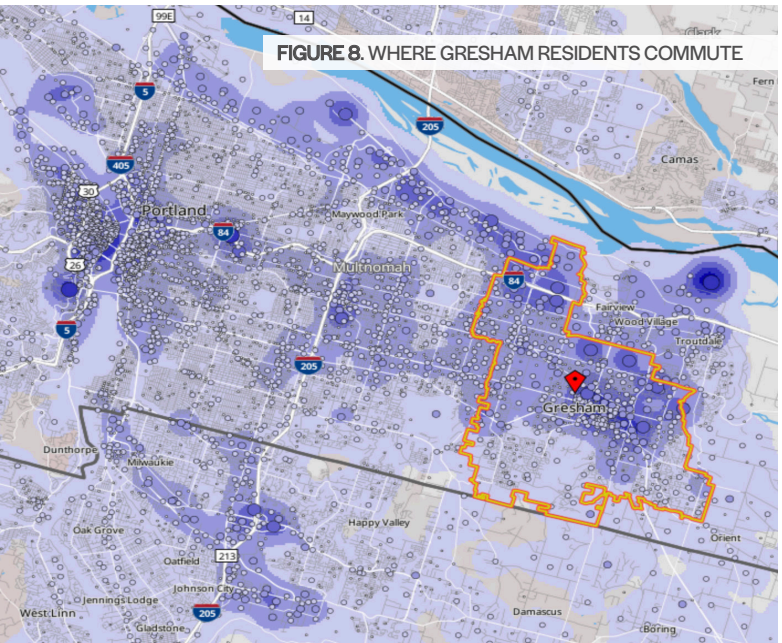
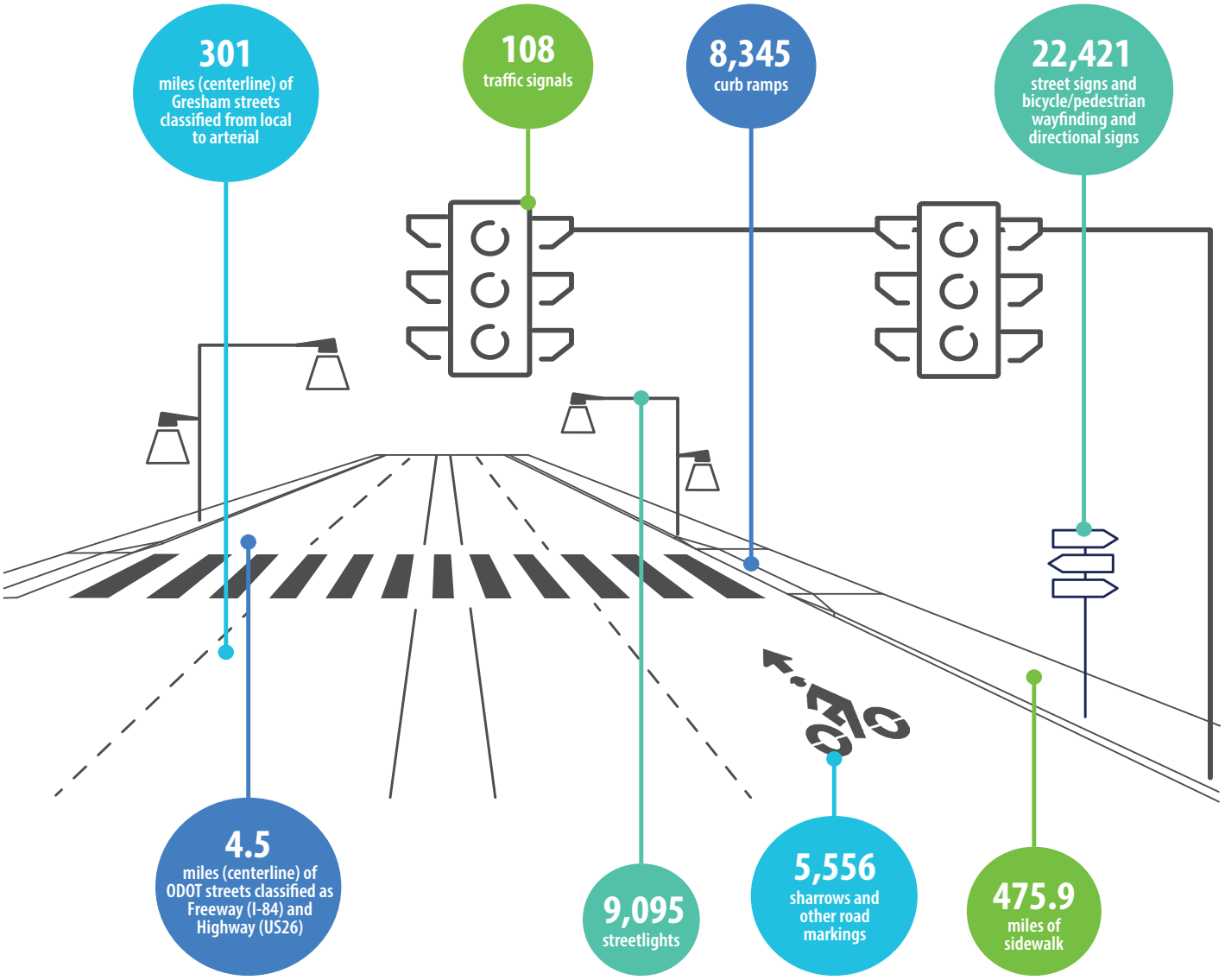


FIGURE 8. WHERE GRESHAM RESIDENTS COMMUTE

TRANSPORTATION SYSTEM

Gresham's transportation system is planned, constructed, and maintained by an interdisciplinary team at the City of Gresham. The Urban Design & Planning Department facilitates the long-term transportation vision and plans for the city, while the Transportation Division designs, operates, and maintains the transportation system. Together, transportation system assets are planned and managed in a way that aims to supports all modes of transportation. The goal for our transportation system is to create a street network for pedestrians, bicyclists, transit users, and drivers to get around safely, equitably, and comfortably.



STREET SYSTEM

At the core of Gresham's transportation system is its street system which enables movement throughout the city. The street network is more than just roadway for cars; it's a framework that shapes how people travel, access destinations, and experience the community. It includes everything from local neighborhood streets and major arterials to sidewalks, crosswalks, bike lanes, and traffic control devices. A well-designed street network supports all users — whether walking, biking, taking transit, or driving — by providing safe, enjoyable, and connected routes.

SAFETY

CONNECTIVITY

QUALITY ENVIRONMENT

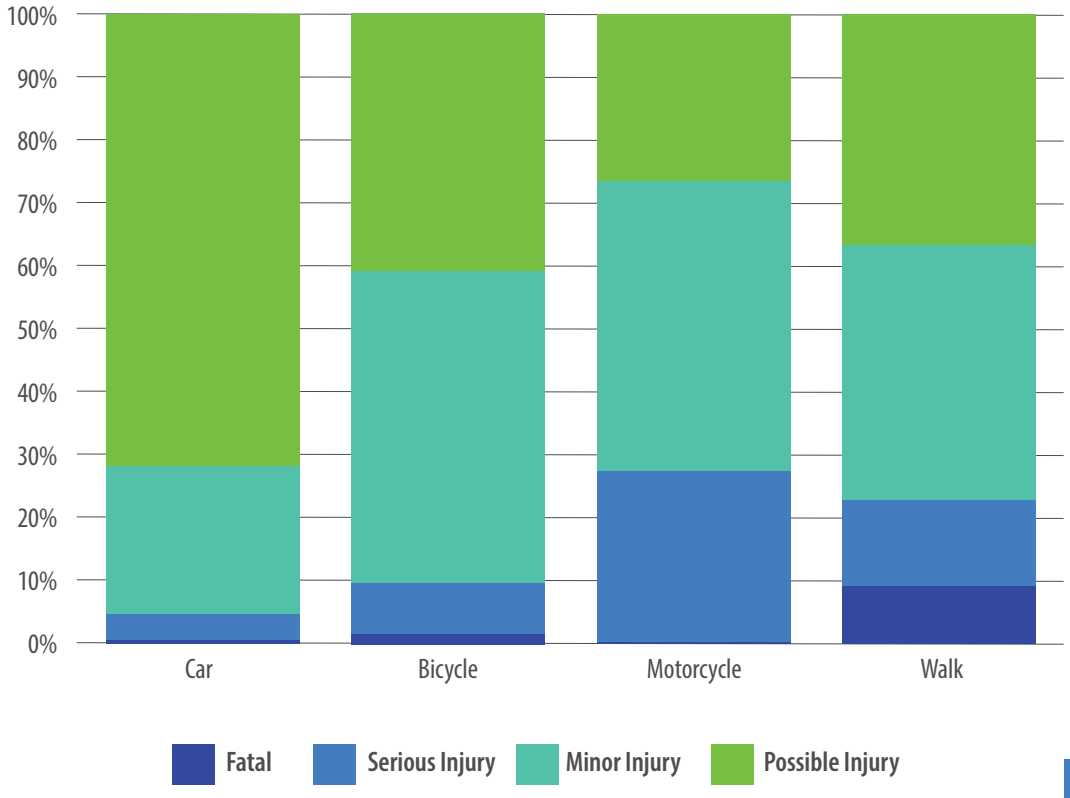
Safety is a critical foundation for an accessible and inclusive transportation system.

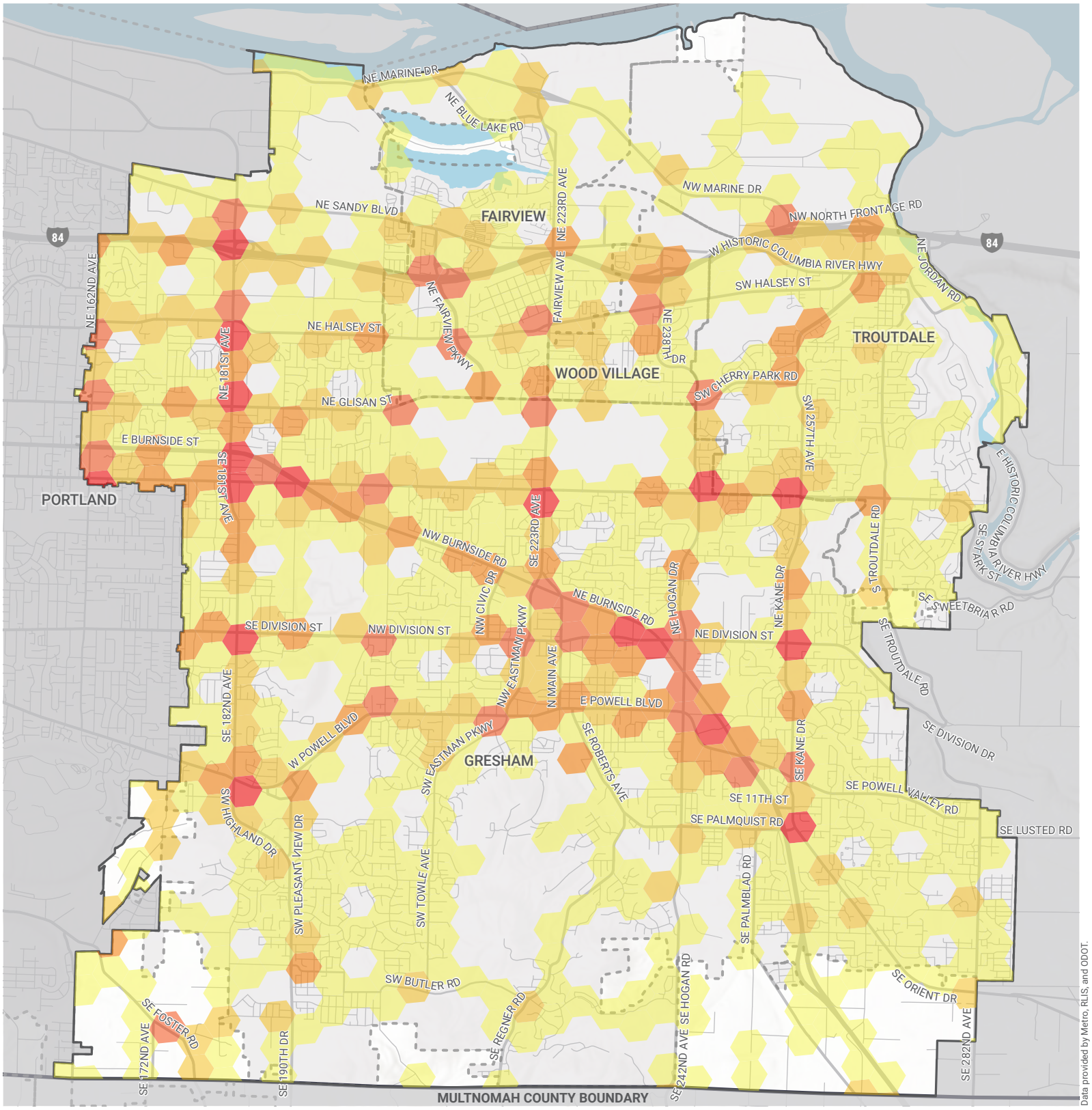
In East Multnomah County from 2013 to 2022, there were 8,474 crashes (Urban East Multnomah County Transportation Safety Action Plan, 2026). Compared to vehicle crashes, vulnerable road users (people walking, biking, or using a motorcycle) were more likely to be involved in a serious injury or fatal crash, shown in Figure 9 below.

A safe transportation system is essential not only to reduce crashes, but also so the community feels safe and comfortable using Gresham streets. Safety influences whether someone chooses to walk to school, bike to work, or take transit. While there are crashes on every thoroughfare in Gresham, certain streets are more dangerous than others, especially for pedestrians and bicyclists. FIgure 10 shows where the most vehicle crashes occur in Gresham (Urban East Multnomah County TSAP, 2026). Figure 11 identifies "high injury corridors" where the most fatal and serious injury crashes occur based on mode (Urban East Multnomah County TSAP, 2026). These maps help us understand where safety needs to be improved on our streets. For instance, 181st and 182nd Avenue are highlighted as an area of crash concentrations and appear on the high injury network for all modes.

Gresham follows regional and citywide goals to improve safety by designing streets that reduce vehicle speeds, separate modes of travel where appropriate, and create safe pedestrian crossings. These strategies align with broader efforts to eliminate serious injuries and fatalities, while also creating more inviting public spaces. While some streets already incorporate these elements, consistent safety improvements across the entire network are essential to ensuring that all residents can access and navigate the city safely and comfortably.

FIGURE 9. CRASH INJURY SEVERITY BY MODE (URBAN EAST MULTNOMAH COUNTY TSAP, 2026)





ALL CRASH DENSITY MAP (2013-2022)

EAST MULTNOMAH COUNTY TSAP

CRASH CONCENTRATION INDEX*

- High
- Low

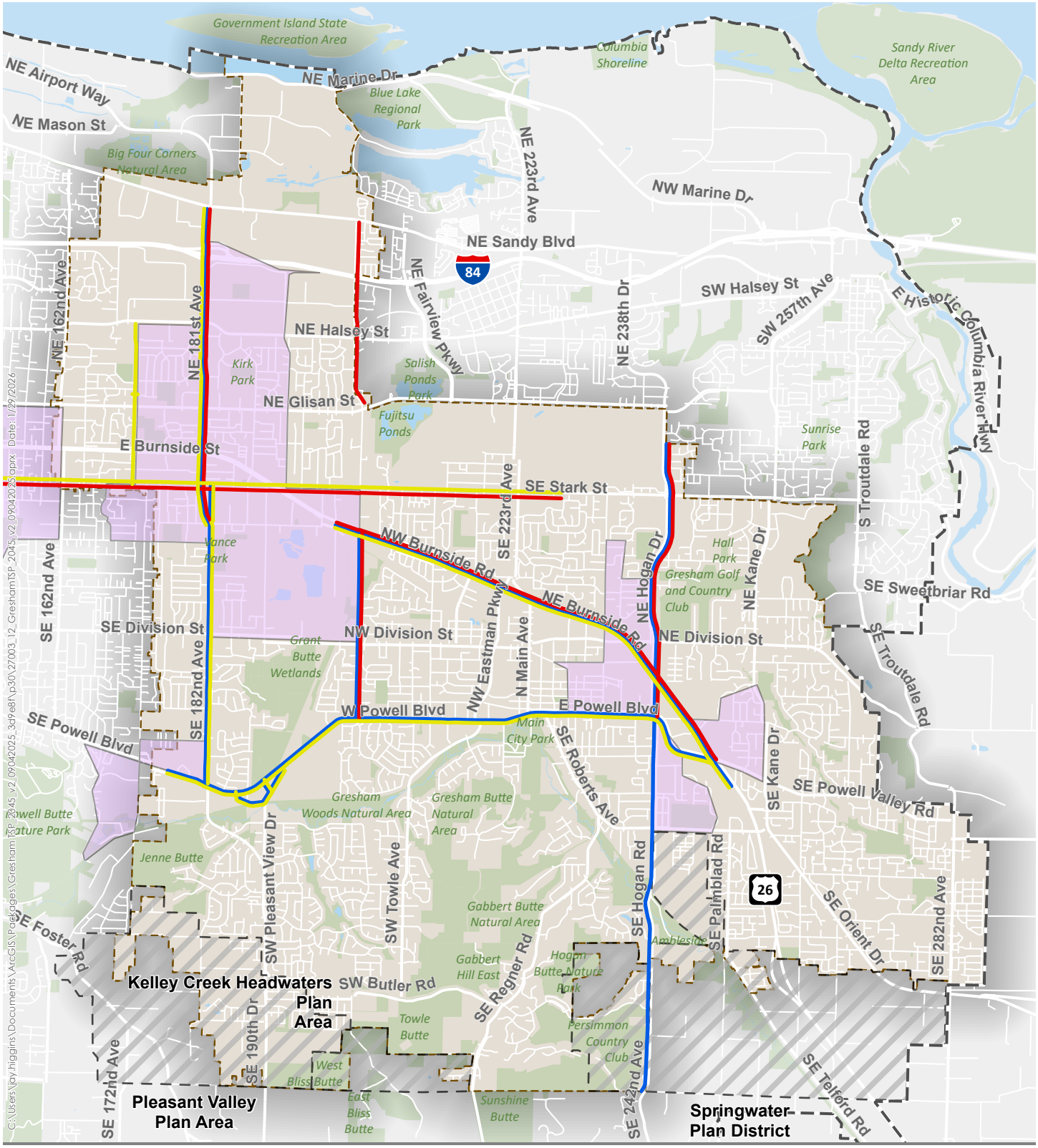
DESTINATIONS + BOUNDARIES

- City Limits
- Project Area Boundary

** The Crash Concentration Index was developed by summing up crash scores weighted by severity inside a respective hexagon.*

0 0.5 1 MILES

FIGURE 10. CRASH DENSITY



City Limits

Open/Green Spaces

Urban Growth Boundary

Plan Areas

Top_20_Equity_Areas

Vehicle HIC

Pedestrian HIC

Bicycle HIC

0 0.5 1 Miles

FIGURE 11. HIGH INJURY CORRIDORS

A well-functioning transportation system is not only about moving people efficiently — it's also about how the network connects.

In Gresham, street connectivity plays a critical role in distributing travel demand across arterial, collector, and local streets, helping ensure smooth travel whether crossing the city or moving within neighborhoods. The Metro Regional Transportation Functional Plan (RTFP) requires that Gresham incorporate, "a network of major arterial streets at one mile spacing and minor arterial streets or collector streets at half-mile spacing" (Figure 12) to improve connectivity of the region's arterial system and support walking, bicycling, and access to transit. While most of Gresham meets regional standards for connectivity, physical and cost constraints present challenges in certain areas.

Circulation and access vary across the city, with grid-style neighborhoods near Downtown offering better connectivity than subdivisions with cul-de-sacs and dead-ends. To improve street connectivity and local access, the City uses Future Street Plans to maintain reasonable access to adjacent land uses and supports more connected neighborhoods.

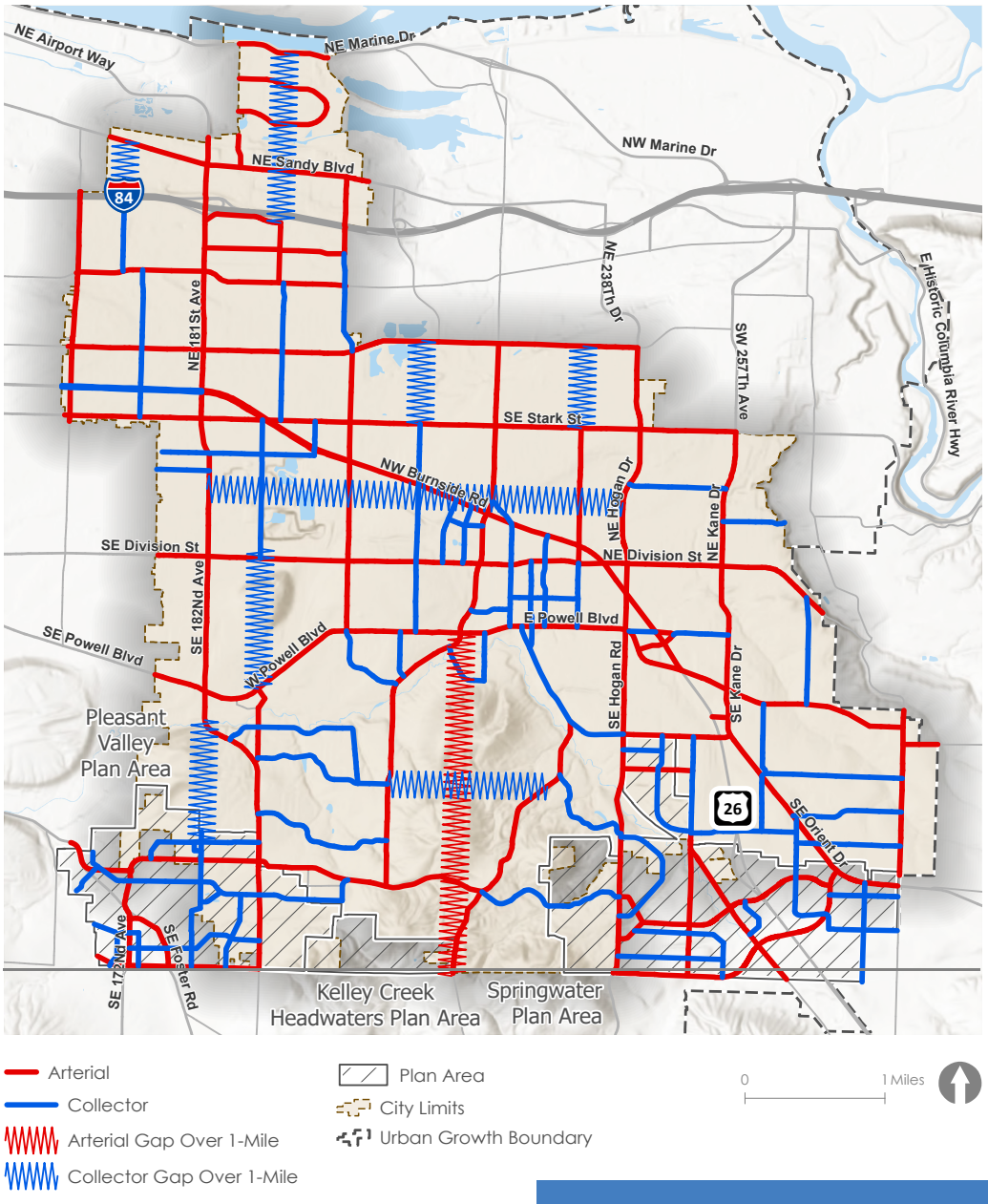


FIGURE 12. RTP SPACING STANDARDS

The quality of the environment of Gresham's streets is also important as it influences how people experience their city.

A well-designed street does more than move people and vehicles — it shapes how a place feels and how people use the space. Features such as street trees, lighting, paving, and street furnishings help create comfortable, inviting spaces while also influencing safety, travel behavior, and climate resiliency.

Street trees in particular provide benefits that go beyond their visual appeal. Research consistently shows that trees planted along streets can slow vehicle speeds by approximately seven to eight miles per hour (Burden, 2006), cool walking and biking environments by five to fifteen degrees (Burden, 2006), and extend the life of pavement by 40 to 60 percent by reducing daily heating and cooling cycles (Wolf, 2009).

These benefits can be seen in places like Main Avenue in Downtown Gresham, which has a human-scale street design with street trees, special lighting, decorative paving, and benches creates a strong sense of place. Powell Boulevard similarly features a heavily landscaped center median that provides a pleasant refuge for people crossing the street. However, many other streets in Gresham lack these features, highlighting the need for more consistent attention to visual quality, shade, and green infrastructure on all city streets. Together, safety, connectivity, aesthetics, and climate resiliency create a transportation system that is functional, livable, and enjoyable.

Outdoor seating along Main Avenue in Downtown Gresham.

PARTS OF THE STREET SYSTEM

Vehicle lanes provide space for the movement of motor vehicles but may also be shared with bicycles and micromobility devices (such as scooters) on local streets where speeds are slower. On busier or higher-speed streets, dedicated bicycle facilities are required to improve safety and comfort for all users. Lane widths vary by context, with wider lanes on freight routes to accommodate large vehicles and narrower lanes in business districts to support slower traffic.

Bicycle lanes provide dedicated space for bicycles and micromobility devices, creating a safer and more predictable environment by separating them from faster vehicle traffic. Bicycle lanes help encourage active and sustainable transportation options that feel safe and comfortable.

Sidewalks are dedicated pedestrian spaces that promote walkability and improve safety for people traveling on the street. They are essential for connecting people to places and supporting active, vibrant streets.

Crosswalks are designated areas where pedestrians can safely cross the street. They connect sidewalks, transit stops, and destinations, making streets easier to navigate for people on foot or wheels. Crosswalks improve safety by increasing visibility of pedestrians and they support walkability by connecting the pedestrian network across intersections and mid-block crossings.

Lighting improves visibility and safety at night for all users, especially pedestrians and bicyclists. It also contributes to the comfort and safety of public spaces after dark.

Landscaping, like street trees and plantings, enhance the visual appeal of streets, provide shade, and improve air quality. It also helps define and buffer pedestrian areas and create a more inviting public realm. In addition to sidewalks and curbsides, planted median strips can add greenery in the center of wide streets, helping to visually narrow streets and calm traffic, reduce heat, and visually break up large expanses of pavement.

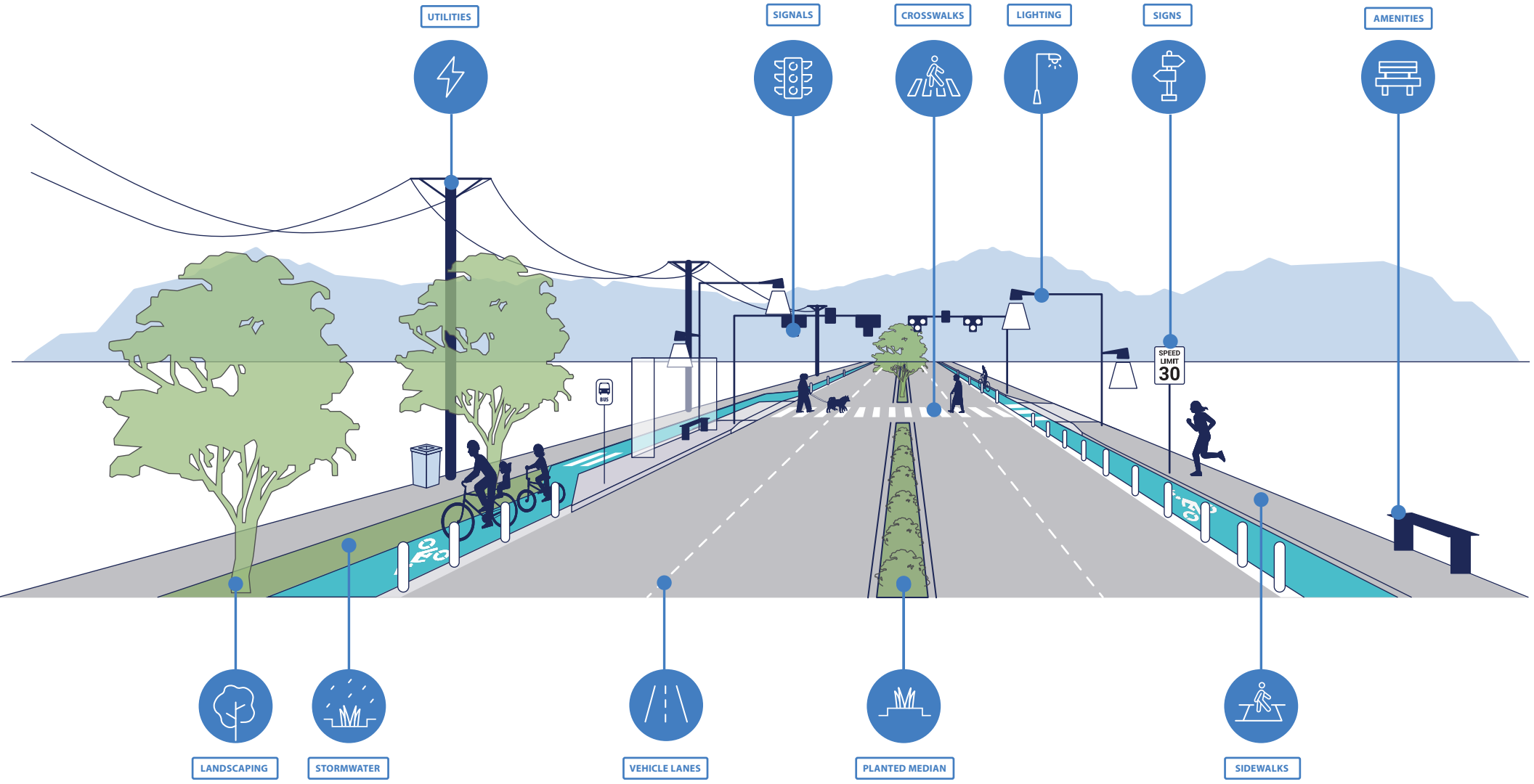
Stormwater management features like bioswales and rain gardens help slow down and filter street water runoff, reducing flooding and improving water quality. These landscaped areas serve an important ecological function and create a more appealing streetscape.

Signs add to the street system. Functional signs provide essential information for navigation, regulations, and safety, while decorative signage can reflect local identity and provide a sense of place.

Traffic signals regulate the flow of vehicles, bicyclists, and pedestrians at intersections. They play a key role in reducing conflicts and ensuring safe and orderly movement through the street network.

Amenities help activate public spaces and support community life by making the street system more functional and welcoming. Features like trash and recycling bins, drinking fountains, and bike racks support everyday activity. Street furnishing, like seating and tables, provide places to rest and gather, encouraging people to spend more time in public space.

Utilities, such as water, sewer, electricity, and telecommunications lines are often located beneath or alongside streets, supporting essential services for residents and businesses. Their coordination with street design is critical for long-term maintenance and functionality. In Gresham, new streets require overhead wires to be placed underground for a more aesthetic streetscape with fewer potential conflicts.

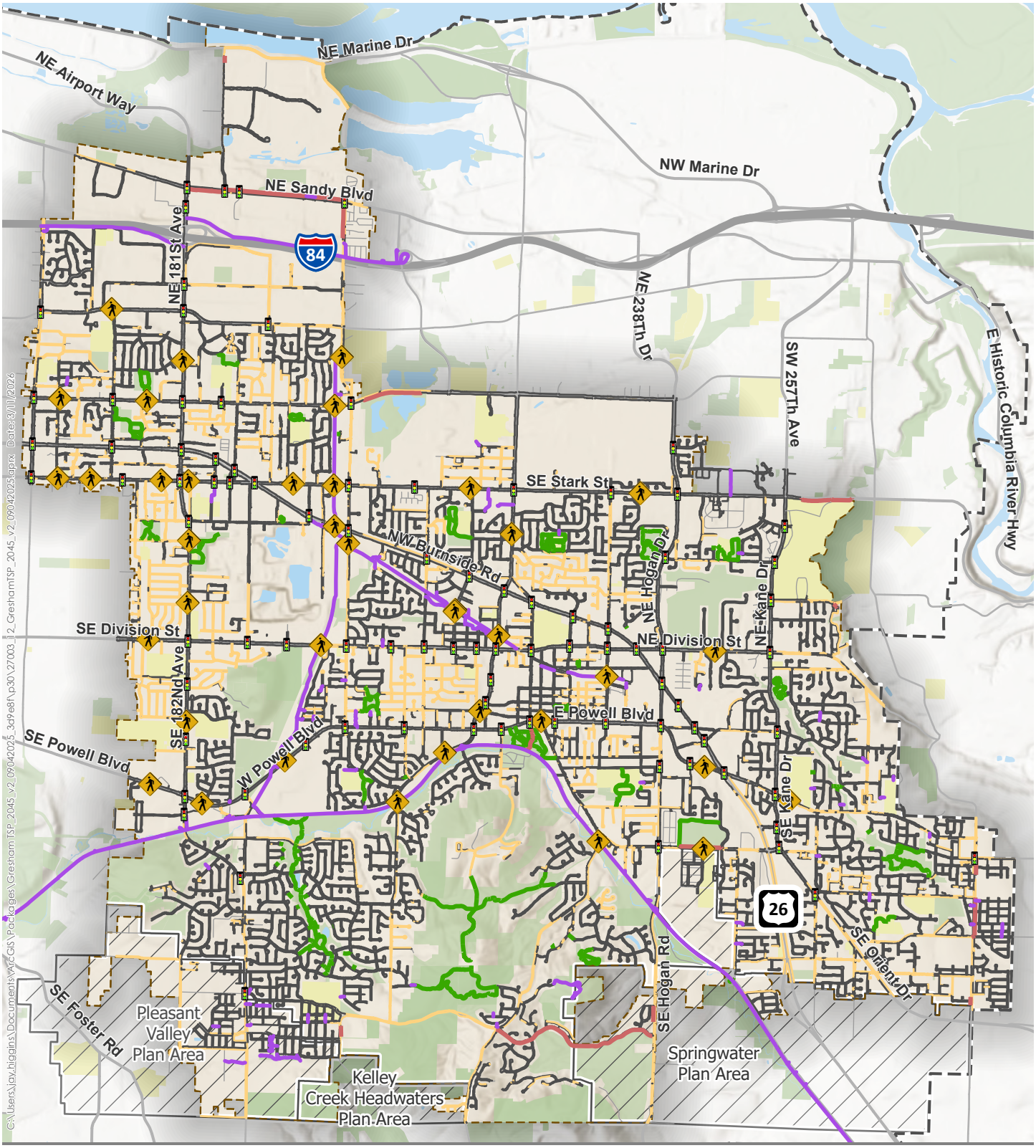

UTILITIES
SIGNALS
CROSSWALKS
LIGHTING
SIGNS
AMENITIES
SPEED LIMIT 30
BUS
LANDSCAPING
STORMWATER
VEHICLE LANES
PLANTED MEDIAN
SIDEWALKS

PEDESTRIAN SYSTEM

The pedestrian system is a vital component of Gresham's broader transportation network (Figure 13), supporting safe, accessible, and convenient travel for all. At some point in everyone's day they are a pedestrian, whether walking from the vehicle into the store or walking to the bus stop. Having a well-designed pedestrian environment that people want to use promotes personal health, improves the environment by reducing vehicle trips, and supports businesses with local users. It also supports the use of other modes like biking, transit, and ridesharing by making these modes easier to access. The City of Gresham is committed to meeting and exceeding the requirements of the Americans with Disabilities Act (ADA) to accommodate people with disabilities in our pedestrian system and ensure the pedestrian network is inclusive and functional for everyone.

When planning the pedestrian system, the City of Gresham analyzes crash data to identify where pedestrian crashes happen most frequently and to understand the common features of these locations. Crash data (Figure 14) shows that most pedestrian crashes occur on the arterial street network, with the highest concentrations of pedestrian crashes occurring at intersections including NE Division & NE Kane, NE Burnside & NE Division, SE 182nd & Powell, and E Burnside and SE 181st.

To encourage more walking trips, streets and crossings must be safe, connect to common destinations, and be perceived as comfortable by users. During development of the Active Transportation Plan, a Pedestrian Level of Comfort analysis was conducted on streets and street crossings to determine where a good environment for pedestrians exists and where investment is needed. The analysis used factors of street design that influence pedestrian perception of safety including posted speed limit, number of travel lanes, presence of on-street parking or bike lanes, presence of sidewalks, and whether there are marked/signaled crossings. The analysis shows that arterial streets have the least comfortable environment for pedestrians and the most stressful intersections (Figure 16). With high speeds, high volumes, and often curb tight sidewalks with little separation from vehicles, improvements to arterial streets are the focus for pedestrian safety in Gresham.



Pedestrian Crossing

Traffic Signal

Sidewalk or Driveway

No Sidewalk or Non-Functional

Path Off Roadway Existing

Paved Along Roadway Existing

Trail Existing

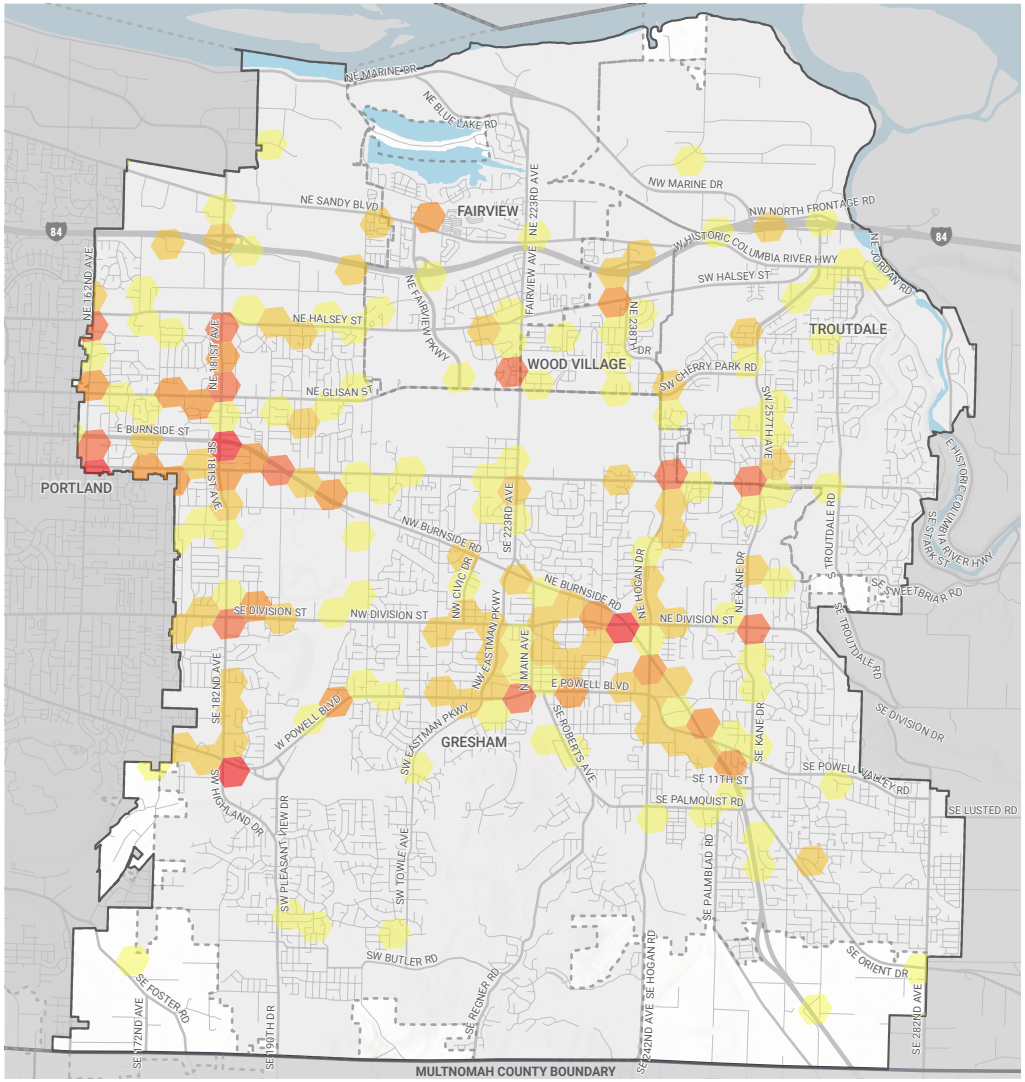
City Limits

Urban Growth Boundary

0 0.5 1 Miles

FIGURE 13. EXISTING PEDESTRIAN SYSTEM

FIGURE 14. PEDESTRIAN CRASHES



PEDESTRIAN CRASH DENSITY MAP (2013-2022)

EAST MULTNOMAH COUNTY TSAP

CRASH CONCENTRATION INDEX*

- High
- Low

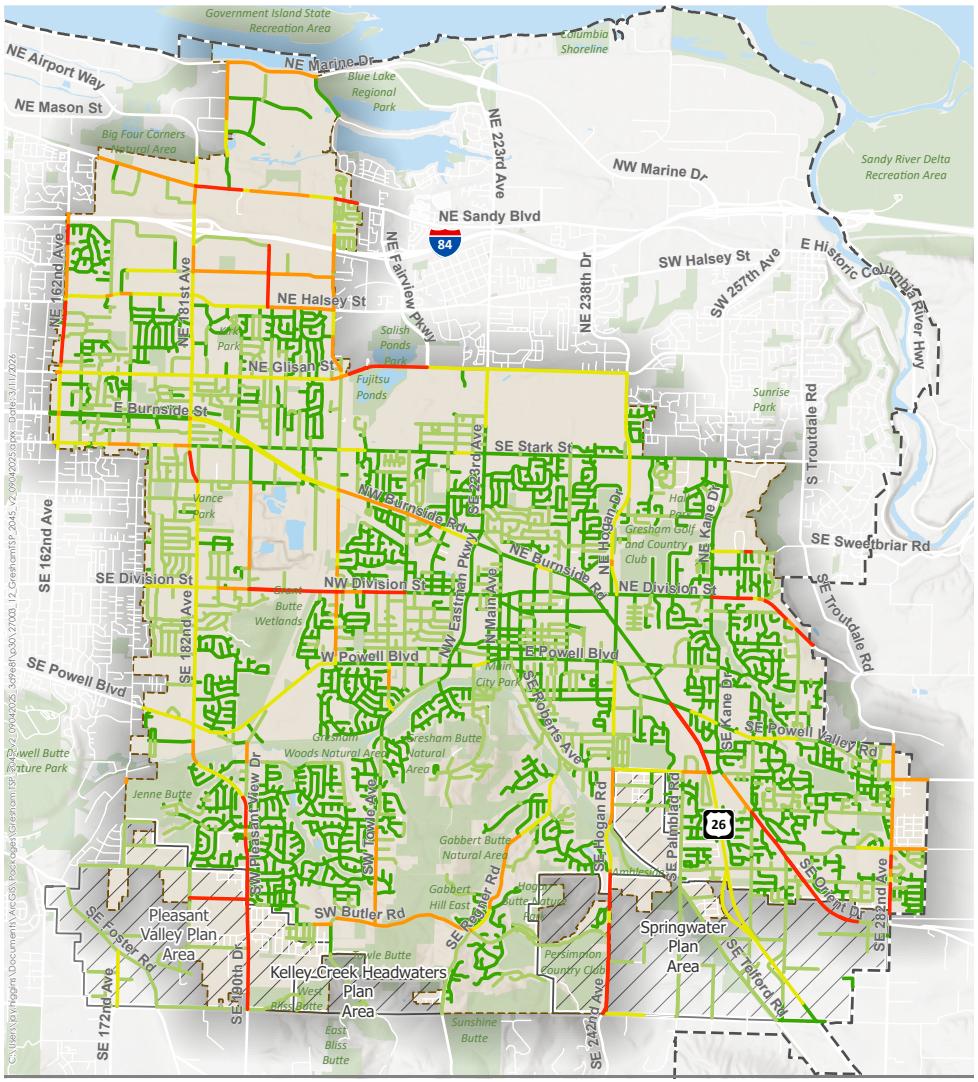
** The Crash Concentration Index was developed by summing up crash scores weighted by severity inside a respective hexagon.*

DESTINATIONS + BOUNDARIES

- City Limits
- Project Area Boundary

N 0 0.5 1 MILES

FIGURE 15. PEDESTRIAN LEVEL OF COMFORT



Pedestrian Level of Comfort

- 1 - Most Comfortable
- 2
- 3
- 4
- 5 - Least Comfortable

- City Limits
- Urban Growth Boundary
- Plan Areas

0 0.5 1 Miles

TYPES OF PEDESTRIAN FACILITIES

Sidewalks

Sidewalks are the backbone of the pedestrian network, lining many of our streets and providing safe space to walk, push a stroller, or use a mobility device. The city currently has nearly 476 miles of sidewalks, usually on one or both sides of the street.

To keep sidewalks comfortable and accessible, Gresham requires a minimum width of 6 feet along busier collector and arterial roads—enough space for two people (or wheelchairs) to walk side-by-side or pass each other comfortably. Sidewalks are required on all arterial and collector streets and on industrial, commercial, transitional, and queuing local streets. They must meet federal Americans with Disabilities Act (ADA) standards for accessibility (such as width and grade).

Sidewalks lining Downtown Gresham's Main Avenue.

Multi-use Paths

Multi-use paths offer a wide, paved, off-street alternative to sidewalks. These 10- to 12-foot-wide paths are shared by walkers, joggers, bikers, and people using mobility devices. In Gresham, our most popular paths are the Springwater Corridor Trail, Gresham-Fairview Trail, Wy'East Way, and the I-84 Path — together totaling nearly 19 miles of car-free connections.

These paths not only support local recreation and commuting but are also part of a larger Regional Trails System coordinated by Metro. Recent projects constructed in Gresham include Gresham-Fairview Trail Phase 4 and the Marine Drive Trail. The City is planning several future multi-use paths, including the Sandy River to Springwater Multimodal Corridor, the Kelley Creek Trail, and the East Buttes Powerline Trail.

The City and Metro have historically coordinated volunteer user counts on the regional trail system, but this effort was suspended during the COVID-19 pandemic. As usage increases, Gresham is exploring automated trail counters to track usage and plan for improvements.

Street and Rail Crossings

Safe crossings are critical to a walkable city. Oregon law considers every intersection a crosswalk. The City policy is to stripe a crosswalk when at least 20 people cross per hour. Crosswalks are typically striped using highly visible "ladder" or "continental" markings.

For areas between intersections, Gresham has added mid-block crossings, many equipped with Rectangular Rapid Flashing Beacons (RRFBs) that alert drivers when someone is crossing. These crossings help people safely cross wide or busy streets without needing to detour to an intersection with traffic signals.

Gresham also works closely with TriMet and ODOT to ensure safety where pedestrian paths (like the Gresham-Fairview Trail and Wy'East Way) cross MAX light rail lines, especially in busy districts like Rockwood, Civic Neighborhood, and Downtown.

Public Connector Paths

Not every destination is connected easily by road. Where a street connection is not feasible, public connector paths are a reasonable alternative to provide pedestrian and bicycle access. These short paths fill in the gaps, linking residential and commercial areas to parks, schools, transit stops, shopping areas, and through large blocks. Gresham's development rules require these paths wherever a street connection is not possible.

Students crossing the MAX line at Civic Station.

PARTS OF THE PEDESTRIAN SYSTEM

A safe, comfortable, and connected pedestrian system is essential to creating streets that work for everyone. When the individual parts of the pedestrian network function together—supporting people of all ages, abilities, and travel needs—they make walking a practical, accessible, and appealing way to get around. Thoughtfully designed pedestrian infrastructure reduces conflicts with vehicles, improves access to destinations and transit, and enhances the overall experience of the public realm. The following elements each play a critical role in ensuring that walking is not only possible, but safe, inclusive, and well-connected throughout the community.

Sidewalks and walkways are the primary paths for pedestrian travel, offering designated safer space separate from vehicle traffic.

Curb ramps provide smooth transitions between sidewalks and street crossings, making sidewalks accessible for people using wheelchairs, strollers, etc. The Americans with Disabilities Act (ADA) requires curb ramps and Gresham has an ongoing program to retrofit existing sidewalks with curb ramps across the city.

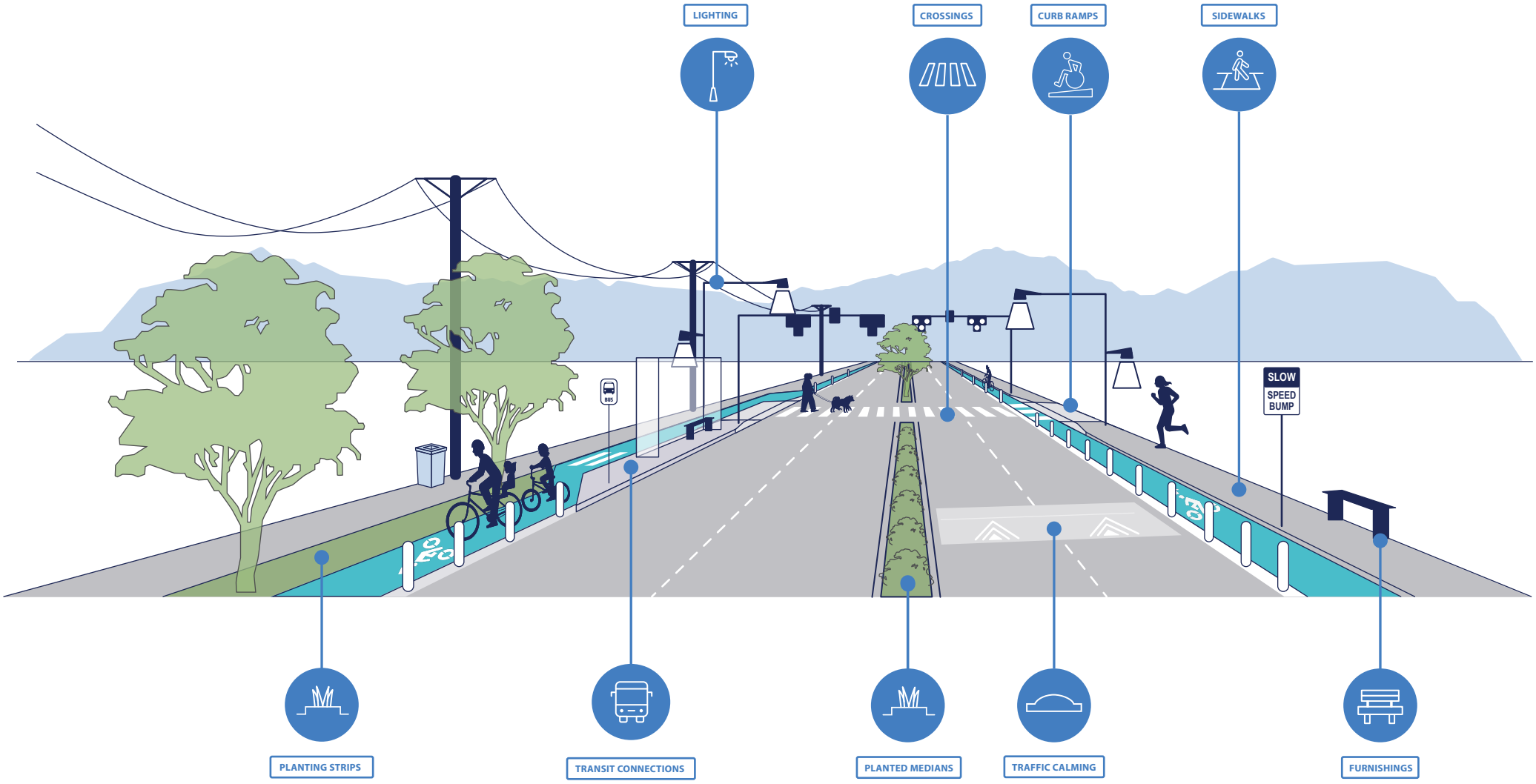
Traffic calming measures create a safer, more comfortable pedestrian environment. Some strategies and devices include curb extensions and median islands, speed bumps, pavement treatments, street trees, and speed display devices.

Lighting for pedestrians improves visibility and safety at night to encourage walking at all times of day.

Street crossings, including crosswalks and signaled mid-block crossings, allow people to safely navigate intersections and busy roads. They enhance visibility, reduce risk, and support pedestrian movement.

Planting strips between sidewalks and roadways provide a buffer from car traffic and enhance comfort for pedestrians. Landscape strips are currently required on all arterials and collector streets. This space also accommodates stormwater management systems, street trees, street furniture, pedestrian amenities and utility structures such as streetlights, signal poles, fire hydrants, and street signs.

Transit connections depend on safe, accessible walking routes because every transit rider is also a pedestrian. Investing in pedestrian improvements that lead to transit stops not only encourages walking but also increases the cost-effectiveness of major public investments in transit systems. Through the Pedestrian-to-MAX program, Gresham is improving pedestrian connections to light rail and primary bus routes.


LIGHTING
CROSSINGS
CURB RAMPS
SIDEWALKS
SLOW
SPEED
BUMP
BUS
PLANTING STRIPS
TRANSIT CONNECTIONS
PLANTED MEDIANS
TRAFFIC CALMING
FURNISHINGS

BICYCLE SYSTEM

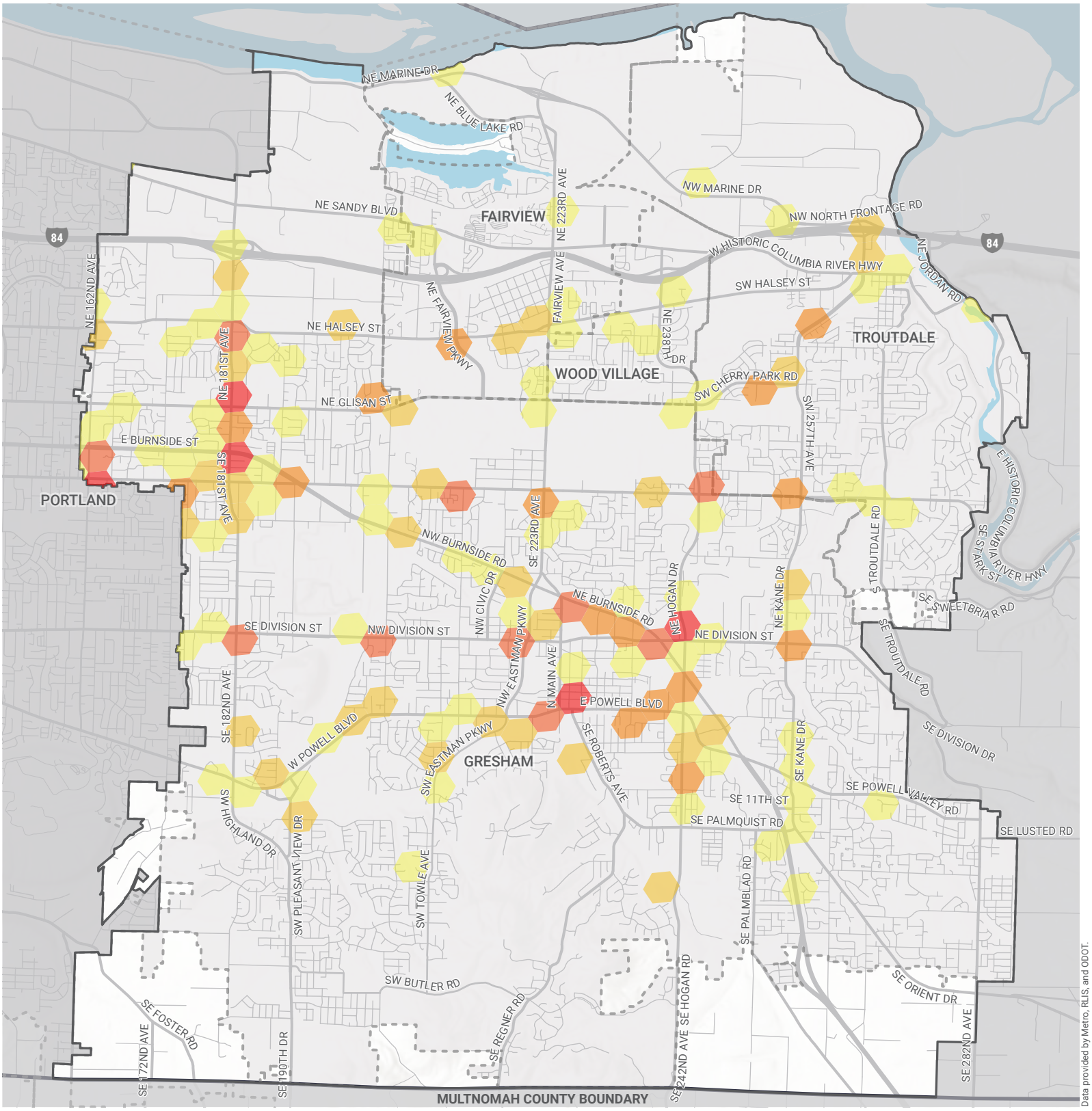
Bicycling is a healthy, economical and non-polluting transportation option. Gresham has a range of bicycle infrastructure, including on-street bike lanes, off-street multi-use paths, and shared roadways called Gresham Greenways. Safe, comfortable facilities are needed to promote bicycling to people of all skill levels as a transportation option.

When planning the Gresham Greenway bicycle network as part of the Active Transportation Plan, crash data was analyzed and identified that bicycle crashes happen most frequently on arterial streets. The 2026 Multnomah County Transportation Safety Action Plan (TSAP) used updated bicycle crash data to perform a recent bicycle crash analysis that shows the same results (Figure 16). Bike crashes are concentrated in a few corridors, particularly along 181st Avenue, Burnside Road, Powell Boulevard, and Glisan Street.

Promoting more biking requires a network that is not only safe and connected to common destinations but is also perceived as comfortable by riders. As part of the Active Transportation Plan, the City of Gresham analyzed local streets to assess where a good biking environment exists and where improvements are needed. The analysis considered design features that affect how safe and comfortable streets feel to bicyclists, including posted speed limit, number of travel lanes, presence of bike lanes, and the width of buffer between parked vehicles. Based on these factors, each road segment was assigned a classification from Level 1 to Level 4 — with Level 1 streets being the most welcoming for riders of all ages and abilities, and Level 4 streets offering the least comfortable conditions for biking.

Many streets in Gresham are classified as Levels 1 and 2, the most comfortable environment for bicyclists. These roadways are typically low-speed, low-traffic residential streets or fully separated paths and trails. High-speed, multi-lane arterials are rated Levels 3 and 4, typically only comfortable for experienced or strong and fearless bicyclists. The Level of Comfort analysis (Figure 17) reveals that while many neighborhoods have low-stress bike routes, they are often cut off from other low-stress routes by busy arterials, limiting people from accessing destinations by bicycle.

A kid bike riding on the Wy'East Way path.



BICYCLE CRASH DENSITY MAP (2013-2022)

EAST MULTNOMAH COUNTY TSAP

CRASH CONCENTRATION INDEX*

High

Low

DESTINATIONS + BOUNDARIES

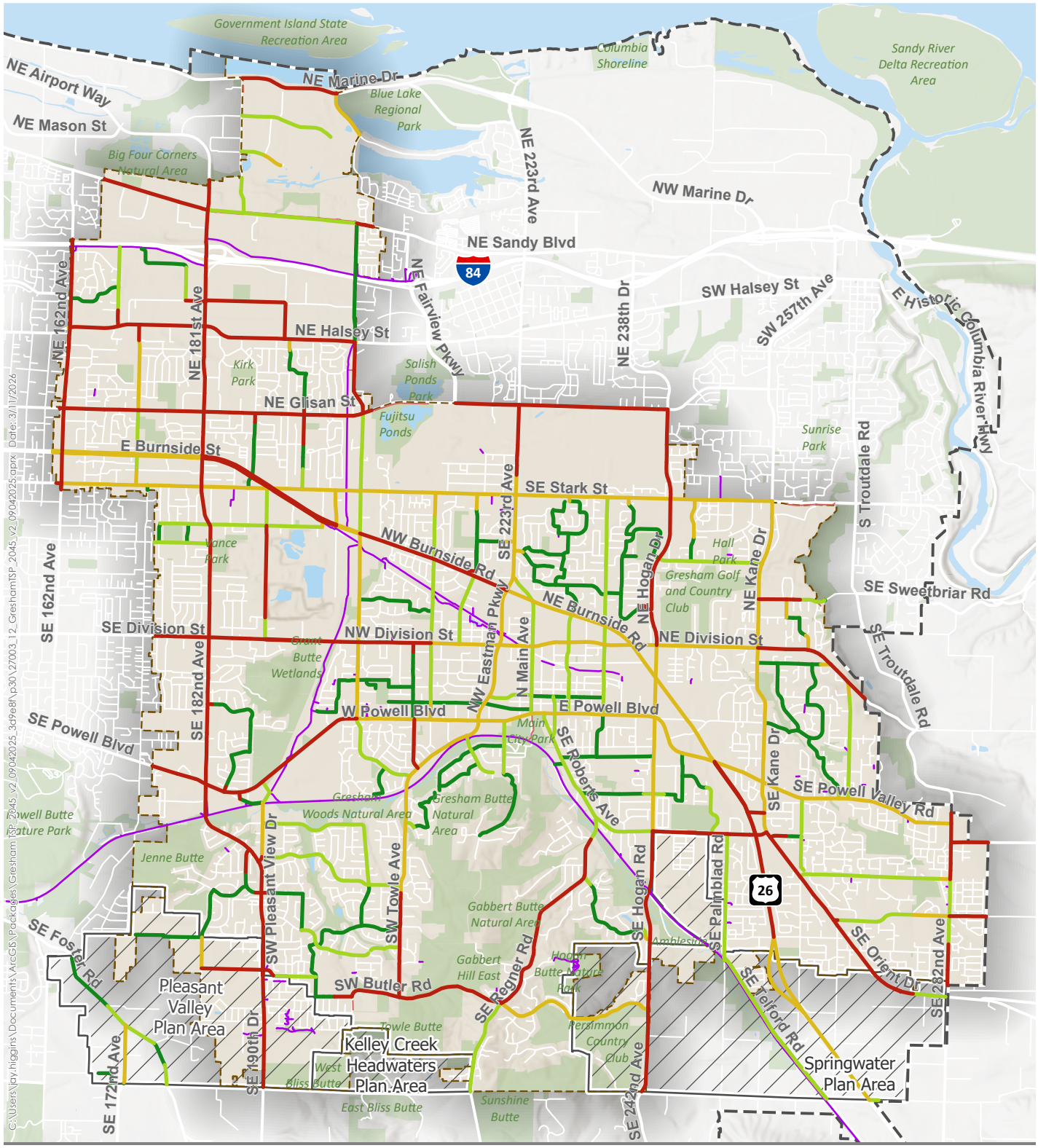
City Limits

Project Area Boundary

** The Crash Concentration Index was developed by summing up crash scores weighted by severity inside a respective hexagon.*

0 0.5 1 MILES

FIGURE 16. BICYCLE CRASHES



Trails and Paths

- Path Off Roadway Existing
- Paved Along Roadway Existing
- Urban Growth Boundary
- City Limits
- Plan Areas

Bicyclist Level of Comfort

- 1 - Least Stressful
- 2
- 3
- 4 - Most Stressful

0 0.5 1 Miles

FIGURE 17. BICYCLIST LEVEL OF COMFORT

TYPES OF BICYCLE FACILITIES

Bicycle Lanes

Bicycle lanes are a common feature along Gresham's busier streets—especially arterials and collectors that offer the most direct routes. These painted lanes give bicyclists a designated space on the road, but without physical separation they are close to high volumes of high-speed traffic.

To make these lanes safer and more comfortable, they need to be buffered with wider space from vehicles or protected with bollards, raised curb stops, or raised cycle tracks at sidewalk level. These improvements help create a more inviting experience, especially for newer or younger riders.

Multi-use Paths

Multi-use paths are a key part of Gresham's bicycle network, offering wide, paved routes away from vehicle traffic. These paths are shared by bicyclists, pedestrians, and other users, and are perfect for both recreational rides and everyday trips.

Major paths like the Springwater Corridor Trail, Gresham-Fairview Trail, and I-84 Path are part of a growing regional system that connects Gresham to nearby cities and natural areas. Where paths cross busy streets, the City aims to use the safest crossing treatment to make sure riders and walkers feel safe and comfortable.

Gresham Greenways

Gresham Greenways are low-traffic, low-speed neighborhood streets, typically marked with pavement markings (sharrows) and signage. First identified in the City's Active Transportation Plan, Greenway routes are "bicycle routes for everyone" with fewer vehicles and slower speeds, where bicyclists of all ages and abilities can ride safely and comfortably

To make these streets feel safe and welcoming, Gresham is working to add traffic calming, enhanced crossings, and protected bike lanes where needed. The City has prioritized improvements for the top ten Greenway routes—having installed several routes already with more to come.

Signage along a Gresham Greenway bike route.

PARTS OF THE BICYCLE SYSTEM

A complete bicycle system is made up of many parts that work together to make biking safer, more comfortable, and more convenient for people of all ages and abilities. When these elements are well planned and coordinated, they reduce stress for riders, improve safety where bicycles interact with vehicles and pedestrians, and expand access to daily destinations and transit. A strong bicycle network supports active transportation, enhances mobility choices, and helps create a more connected community. The following elements help create a safe and functional bicycle system.

Bike routes are designated spaces for bicycle travel that improve safety and comfort, including protected bike lanes, neighborhood greenways, off-street paths, and shared streets. They form the backbone of the bike network.

Traffic calming measures, like speed bumps and lower speed limits, slow down vehicle speeds and reduce volumes to create safer and more comfortable conditions for bicyclists, especially on local streets.

Signs with directions and distance markers help bicyclists navigate the network and reach destinations confidently. Clear signage also increases awareness among all road users about routes used by bicyclists.

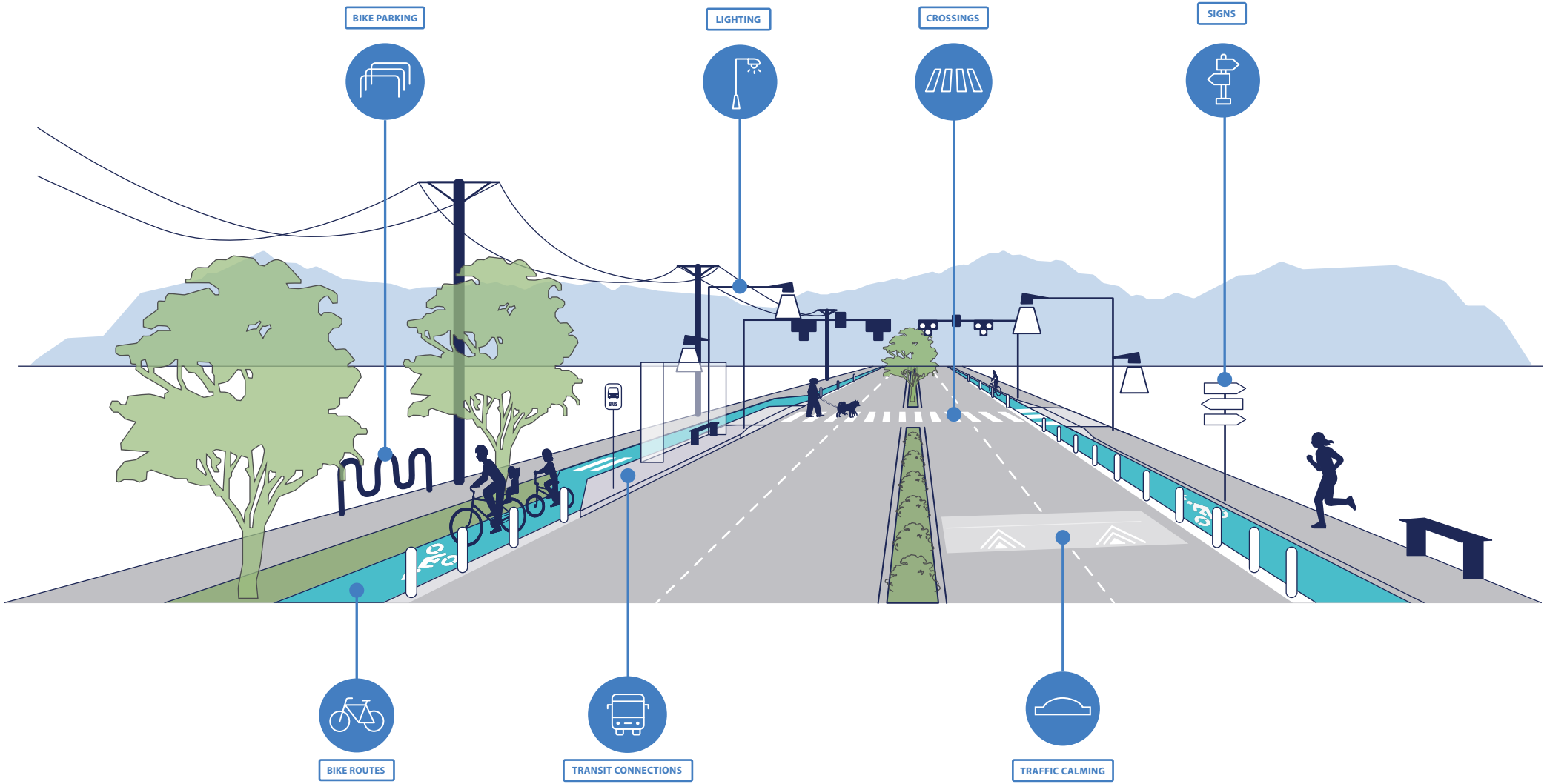
Lighting and high-visibility markings enhance safety by making riders more visible to drivers, especially at night or in low-light conditions.

Transit connections with safe and direct bike routes to and from make it easier for people to access public transportation by bike. These connections support first-mile/last-mile travel and increase overall utility of the bike and transit network. Bicycle lanes, multi-use paths, and Gresham Greenways all cross major transit streets or travel along transit streets and MAX corridors.

Crossing treatments, like bicycle signals and protected crossings, improve safety and visibility where bikes interact with vehicles and pedestrians. They help reduce conflicts and make intersections safe for all users.

Bicycle parking that is secure and convenient (like racks, lockers, or covered facilities) encourage bicycle use by making it easier to store bikes safely at home, work, transit stations (i.e., TriMet park & ride facilities), and common destinations. Gresham's Development Code includes requirements for bicycle parking based upon land use types.

Transit bike facilities like bike racks on buses and trains allow cyclists to combine biking with public transportation, supporting the reach of both modes and flexible trips.


BIKE PARKING
LIGHTING
CROSSINGS
SIGNS
BUS
BIKE ROUTES
TRANSIT CONNECTIONS
TRAFFIC CALMING

TRANSIT SYSTEM

The transit system is all the public transportation buses and light rail that crosses Gresham and connects the city to the greater region (Figure 18). Transit plays a vital role in the transportation system, as it provides a choice for those who have a car and is a primary means of transportation for individuals who do not have a car. It eases traffic congestion and reduces air pollution, working toward City and regional sustainability goals. TriMet is the Portland Metro region's transit agency, and it serves Gresham with bus and light rail public transportation. Sandy Area Metro (SAM) connects Gresham to the City of Sandy and locations in Clackamas County. Transit system improvements support Gresham's land use plans and promote development and redevelopment in its commercial, employment, and education centers.

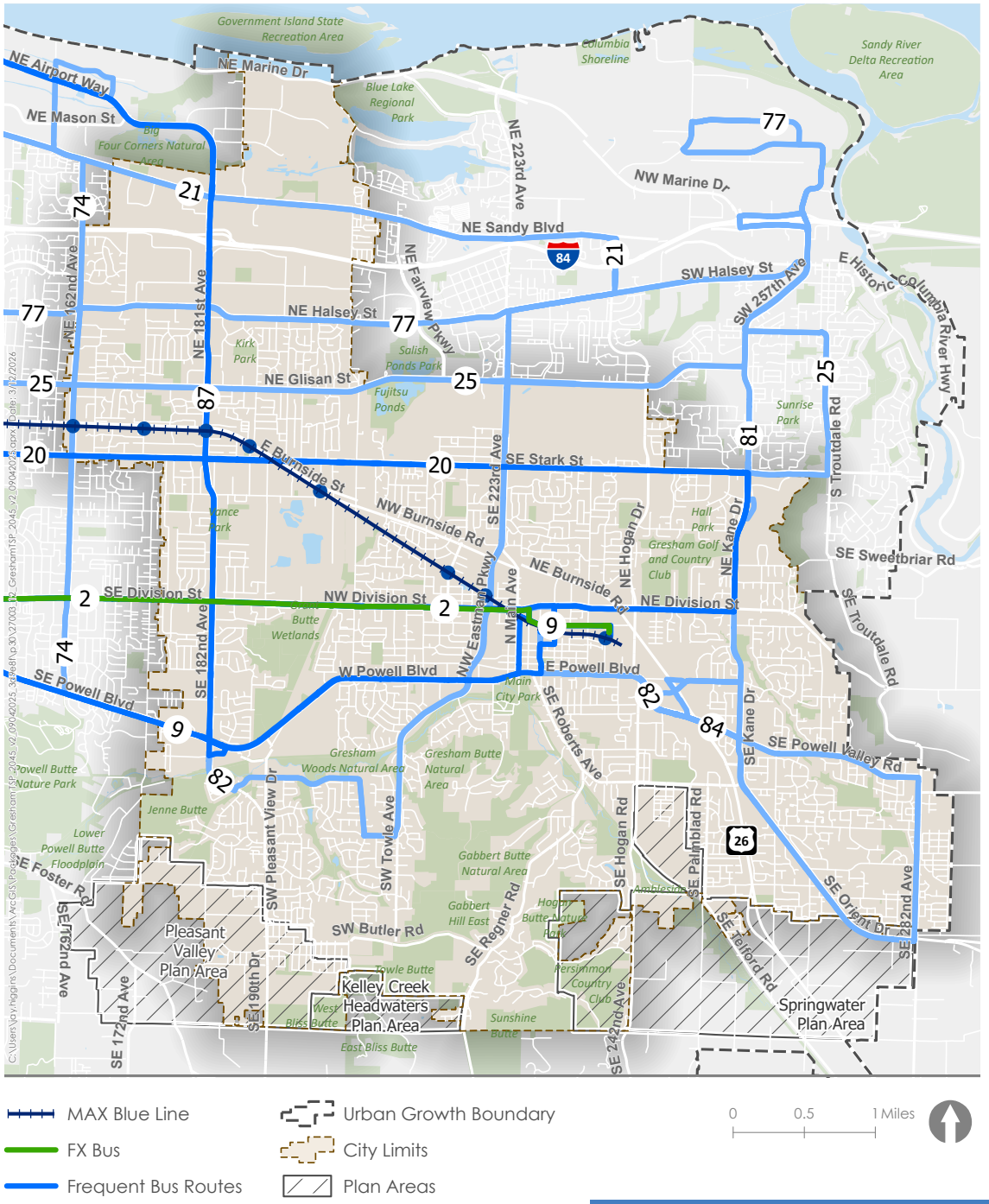


FIGURE 18. TRANSIT LINES (2025)

TYPES OF TRANSIT FACILITIES

Bus

TriMet provides bus service to and throughout Gresham. There are currently 10 lines with 502 bus stops serving Gresham. This is the same number of bus lines as the 2014 TSP, but some lines have greater frequency or have expanded service to the weekend. The largest changes are:

- Construction of FX2 – Division Street bus rapid transit line.
- Extension of Line 25 – Glisan Street/Troutdale Road all the way through Gresham to Mount Hood Community College.
- Frequent service upgrade of Line 77 – Halsey Street.

Bus stops along each line vary in amenities including shelters, lighting, benches, pavement at front and/or back door of bus, sidewalks and/or crosswalks, schedule display and curb ramps. TriMet selects the amenities at each bus stop and bases them on the bus stop's ridership. Gresham works to ensure a complete sidewalk network connecting transit users to their end destinations.

The table below (Figure 19) shows bus ridership by route in 2024. The 11 lines within Gresham experienced a total ridership of over 75,000 rides per week. Line 20 has the most ridership, with 34% of total bus passengers within Gresham.

Light Rail

The Metropolitan Area Express (MAX) is a 52-mile regional light rail system connecting the cities of Gresham, Beaverton, Hillsboro, and Portland and serving Multnomah, Washington and Clackamas counties as well as the Portland International Airport. Gresham is served by the Blue Line, which stretches 15 miles from downtown Portland to the Cleveland Station in Gresham's Downtown. As of 2024, the nine stations within Gresham experienced an average ridership of 9,712 per weekday and over 3,220,854 rides for the year. Ridership accounts for bi-directional travel and riders getting on and off the light rail.

Bus Route	Frequency	Days of Service	Average Weekly Ridership in Gresham	Yearly Ridership in Gresham (2024)
FX2 - Division	15 min or better	Everyday	10,762	560,272
9 - Powell	15 min or better	Everyday	11,525	684,312
20 - Burnside/Stark	15 min or better	Everyday	25,729	1,340,384
21 - Sandy/223rd	30 min	Everyday	5,425	282,715
25 - Glisan/Troutdale	30 min	Everyday	2,643	69,136
74 - Airport Way/158th	20-30 min	Everyday	4,804	248,206
77 - Halsey	20 min	Everyday	3,673	190,986
81 - Kane/257th	30 min	Everyday	3,243	122,032
82 - South Gresham	Peak hours only	Weekdays	394	19,809
84 - Powell Valley/Orient	Peak hours only	Weekdays	656	33,038
87 - Airport Way/181st	30 min	Everyday	6,716	349,581

FIGURE 19. BUS RIDERSHIP (TRIMET PASSENGER CENSUS, 2024)

Park and Ride

There are three "Park and Ride" lots in Gresham, all located along the MAX light rail line.

- The Cleveland Avenue Park and Ride has 392 spaces and is served by the MAX Blue Line and is the turnaround for the FX2 bus line. Per TriMet inventory in 2024, it was 13% full.

- The Gresham Parking Garage is located at Kelly Avenue and 8th Street and serves the Gresham Central Transit Center. It has a total of 540 parking spaces and bicycle lockers available. Based on TriMet inventory in 2024, this Park and Ride was 17% full with some spaces leased for private parking.

- The East 181st Avenue Park and Ride is located on Burnside Street between 181st Avenue and 185th Avenue. It has 247 total spaces and is served by the MAX Blue Line, with bus lines 20 (Burnside/Stark); 25 (Glisan/Rockwood); and 87 (Airport Way/181st Avenue) nearby. This Park and Ride is the most underutilized of the four park and rides and has been chronically underutilized for decades at 2% full. TriMet has been investigating redevelopment of the Park and Ride into housing or other uses and expects redevelopment in the next few years if market forces remain strong.

The Gresham City Hall Park and Ride was located at Eastman Parkway and Division Street, with 305 total spaces. The Civic Neighborhood Plan contemplated more active uses at this key corner between Downtown and Civic Neighborhood. Multnomah County in collaboration with TriMet proposed a new East County Library on the site in 2024, opening in 2026.

The 21 bus traveling along Eastman Parkway in Gresham.

Shuttle Services

Multnomah County launched a shuttle service in 2020 to supplement fixed route bus lines to industrial employment areas in the County, including Troutdale-Reynolds Industrial Park. These shuttles provided free rides when TriMet service didn't run, such as early morning and late at night, which allowed workers to schedule different shifts and still choose transit. The Troutdale-Reynolds Industrial Park shuttle ran out of the Gresham Transit Center and ceased service in 2025 when TriMet started providing more late night and early morning service.

Metro has been investigating the role of shuttle services and other micro-transit options in the Community Connector Transit Study. This study will inform the 2028 RTP's transit policies and projects. A potential location in Gresham is south of Palmblad Road and west of Highway 26 in the developing areas of the Springwater Plan Area.

VEHICLES

Private vehicles are the dominant means of travel in the Gresham area and will continue to be through 2045. As one part of the broader transportation system, vehicles play an important role in connecting people and goods across the city. Gresham has an extensive street network for vehicles to use, and vehicle travel is convenient for reaching destinations that are spread out across the community.

Much of Gresham's arterial network was built decades ago to serve a growing, auto-oriented city. Today, that foundational system continues to carry the majority of trips and is not expected to significantly expand or change, except in designated future growth areas (like Pleasant Valley and Springwater). As a result, the City's approach is focused on managing and improving the performance and safety of the existing network, while integrating vehicles more effectively with other travel modes to support a balanced system.

Vehicles have shaped Gresham and remain essential for many trips, but they also have impacts on the community. Transportation accounts for 24 percent of Gresham's local greenhouse gas emissions, largely from fossil fuel vehicles. Electric vehicles reduce tailpipe emissions, but high costs and limited charging access make them out of reach for many people. As technology changes, vehicles will continue to be one part of a larger transportation system that must work safely and fairly for everyone.

Vehicles also affect safety and quality of life through crashes, noise, and health impacts from air pollution. Many of Gresham's streets were designed decades ago to move cars efficiently, which can influence safety outcomes today. While the total number of crashes has declined over the past 10 years — even as population and driving have increased —the severity of crashes has worsened since 2021. Moderate and severe injuries have doubled, and fatalities have risen over the past decade. In 2023 alone, 75 people experienced life-altering injuries, 398 had moderate injuries, and 451 people reported pain from vehicle crashes (East Multnomah County TSAP, 2026).

Vehicle Crashes

From 2014 through 2023, 12,126 motor vehicle related crashes were reported in Gresham. Most fatalities happen after dark, and of those after-dark fatalities, drug or alcohol impairment is involved in 83 percent of crashes. Alcohol and drug involved crashes appear disproportionately among fatal and severe injury crashes. Fatalities are distributed throughout the city but concentrated on Burnside Road and 181st Avenue and are largely at intersections, as shown in Figure 9 earlier in this chapter.

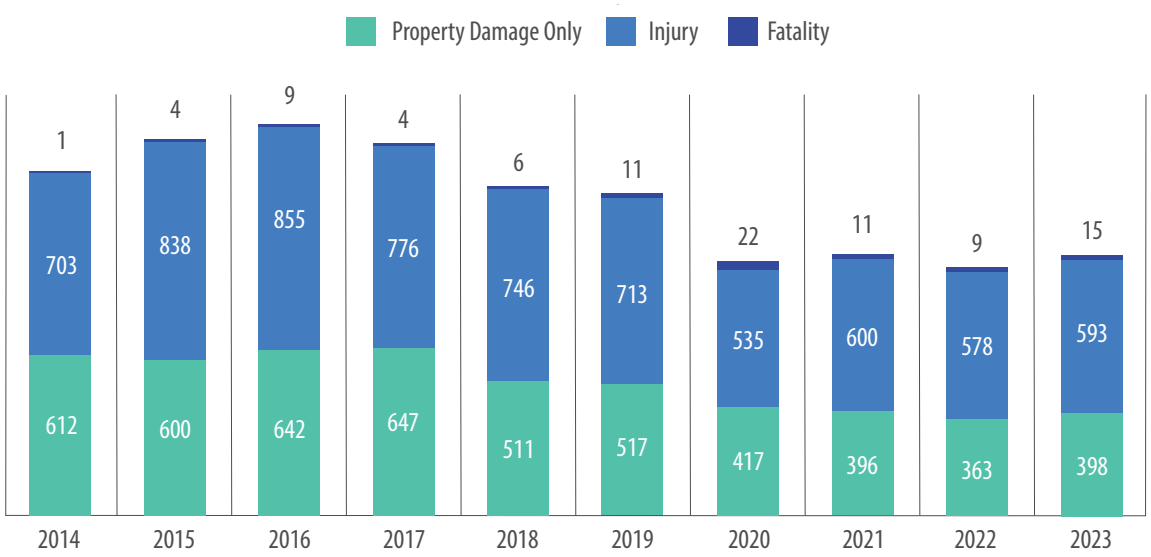


FIGURE 20. CRASH SEVERITY, 2014-2023 (EAST MULTNOMAH COUNTY TSAP, 2026)

PARKING

Parking is a large part of the transportation system and has considerable influence on Gresham's livability and overall sense of place. Parking is very convenient for vehicle owners and businesses see parking as important to ensure economic competitiveness. However, parking takes up a lot of land, usually about 20 percent of a city. This can displace other uses making destinations more spread out, which reinforces the convenience of travel by vehicle and the need for more parking. In this way, the oversupply of parking can encourage driving which makes it harder for the City to meet its goals to reduce congestion, urban sprawl, and air pollution. A balance of parking and support for other travel modes is needed for Gresham to provide a functioning transportation system and meet its climate goals.

Parking provided by private developments in Gresham is regulated through the City's Development Code. In 2023, new Climate Friendly and Equitable Communities (CFEC) rules from the Department of Land Development and Conservation changed how cities handle parking near frequent transit. These rules removed minimum parking requirements near frequent transit and required cities to either eliminate parking requirements altogether or implement paid parking for 10 percent of their total parking supply.

To better understand how these rules might affect Gresham, the City studied parking uses in the Downtown, Civic, and Rockwood neighborhoods. A consultant also identified potential parking management strategies the City could use if significant parking impacts occur in these key areas.

The analysis showed that 10 percent of Gresham's total parking supply would equal about 4,000 parking spaces, which is more parking than exists in the entire Downtown area. After discussing the practicality of a citywide paid parking program, the City Council decided not to pursue that option. Instead, Gresham chose to remove parking requirements and allow developers to decide how much parking to provide based on their expected needs.

Under this approach, the City's role is to monitor parking conditions and manage public parking when needed to ensure it continues to support access, mobility, and community needs.

Downtown Gresham

The Downtown area has a small-block lot pattern and a compact mix of small businesses on separate lots where most small businesses rely on public parking for employees and customer needs. The Downtown area is where, historically, most concerns related to parking have been raised. Previous parking studies in 2002 and 2010 focused on the Downtown area and staff conducted parking counts over several years. These past studies and counts did not find that parking exceeded 85 percent occupancy across enough of the parking supply in the area to warrant more active parking management.

Cars parked along Main Avenue in Downtown Gresham.

The City of Gresham's 2023 downtown parking study assessed 854 on-street parking spaces and 375 parking spaces in seven public lots. The most parking usage was around Main Avenue and on streets immediately off of Main Avenue, with peak parking usage around lunch and dinner time when several lots became full. Despite busy conditions on Main Avenue the study found that on-street parking was available within a short walking distance.

In 2026, Gresham created a Parking Management Manual to outline the management strategies that can be applied in Downtown and other areas when parking becomes constrained. The strategies range from improved signage and communication to timed parking and eventually paid parking.

Civic Neighborhood

The 2023 parking study assessed 629 on-street parking spaces, counting only the public on-street parking spaces in the Gresham Station shopping center. Average occupancy is 54 percent, indicating low demand, with some increase around the 5pm hour north of the MAX line. As the Civic Neighborhood continues to develop from vacant lots to mid-rise housing more parking management will likely be needed.

Rockwood Town Center

The 2023 parking study assessed 314 on-street parking spaces, from 188th Avenue north of the MAX station, to Yamhill Street in the south. This large area has limited street connectivity and limited on-street parking, with most businesses and apartments having private parking lots. The on-street parking average occupancy is 47 percent, indicating low demand.

FREIGHT

The movement of freight by truck and rail plays an important role in Gresham and the region's economy. If local employers are to remain competitive, the capacity of roads and rails must be adequate to efficiently transport raw materials and finished products within, to and through the city. High truck volumes are not always compatible with areas where streets are intentionally designed to support high bicycle, pedestrian, and transit activity such as Gresham's regional and town centers. Trucks must compete for limited space in the right-of-way along with the other modes, causing greater potential for delays for freight vehicles. Thus, an important consideration for freight operators to monitor is the ability of the street system to provide efficient commercial delivery, particularly in regional and town centers where lower peak hour levels-of-service may be accepted. The City should develop standards for loading zones and consider system management techniques such as limited delivery times for freight in regional and town centers. The 2020 Oregon Rail Freight Plan did not identify any rail capacity or facility improvements in Gresham.

TYPES OF FREIGHT FACILITIES

Truck Freight

The 2012 East Metro Connections Plan (EMCP) identifies transportation and other investments that advance economic and community development. This 2-year effort analyzed present and future transportation challenges to prioritize solutions that reflect community values. Working with Multnomah County and the cities of Gresham, Fairview, Troutdale, and Wood Village, the EMCP relied on collaboration across jurisdictional boundaries to coordinate on freight routes to support prosperity in East County.

The EMCP freight network (found in Chapter 5) uses a dispersed approach to connect freight over several possible routes between Highway 26 and I-84. The updated freight network also brings the function of the roads more in line with their intended uses and resolves conflicts with adjacent land uses. For example, the portion of Burnside Road inside Rockwood, a residential and retail area, was removed from the freight network.

The Columbia Corridor Association and the Columbia Cascade River District committee identified Sandy Boulevard improvements as top priority projects to improve freight access to Portland International Airport and intermodal facilities in the west Columbia River Corridor. Sandy Boulevard improvements were completed in 2021. Multnomah County completed the 238th Drive project in 2021, completing the final freight access route between I-84 and Highway 26 identified in the East Multnomah Connections Plan.

The U.S. Department of Transportation's National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility. As of 2026, in Gresham there are 20.41 miles of NHS route facilities on Gresham-owned and maintained roads, which includes the portion of I-84 within Gresham.

The focal point for freight-related industries in Gresham is the intersection of I-84 and 181st Avenue, where one of Gresham's highest trafficked arterials intersects with I-84, an NHS route facility. This area is a gateway to the Portland International Airport to the west, the Columbia Southshore industrial area to the north and the Rockwood industrial area and Banfield Corporate Park to the south. Additional significant industrial land is located to the east and situated for good I-84 access at the Fairview Parkway interchange and convenient access to US Highway 26 via 238th Avenue/242nd Avenue/ Hogan Road and 257th Avenue/Kane Drive, major arterial streets.

Heavy Rail

Gresham is served by one heavy rail freight (non-public transit) line operated by Union Pacific, which includes two parallel branches: the main line north of and parallel to Sandy Boulevard (1.8 miles) and the branch line parallel to I-84 (2 miles). The south branch serves the Rockwood and Banfield Corporate Park industrial areas and several large manufacturing and distribution uses. With Union Pacific serving the north Gresham industrial areas, the City can encourage the location of businesses needing direct and efficient rail service with the assurance that rail service will continue to be provided for those businesses.

Rail access in Rockwood and Banfield industrial parks is provided via a spur and sidings off the Kenton Line, though these sidings are currently underutilized and there is no indication of additional demand.

Gresham has three at-grade heavy rail crossings: one at 181st Avenue between San Rafael and Halsey Streets (which is signalized but experiences minimal train traffic), one at San Rafael Street and 178th Avenue, and another over San Rafael near 192nd Avenue (where low traffic volumes and infrequent use minimize conflict potential).

Railroad bridges cross 162nd, 181st, 185th, and 201st Avenues with Gresham having jurisdiction over the 181st Avenue, 185th Avenue, and 201st Avenue bridges. Improvements were completed on 185th Avenue to support freight traffic and create a bicycle lane and sidewalk under the bridge. However, the bridges at 162nd and 201st have narrow spans which barely fit vehicle lanes and will be a challenge to create connectivity for bicycles and pedestrians.

PASSENGER RAIL

Gresham is not served by passenger rail. Metro's High-Capacity Transit Plan assessed demand for commuter rail between Gresham and Hood River. The line would generally travel along Highway I-84 and connect Hood River to the MAX Red Line at the Parkrose/Sumner Transit Center. It was determined that this is a nonviable corridor given current and projected conditions.

The Oregon Department of Transportation is studying options for improved passenger rail service between the Columbia River in the Portland urban area and the Eugene-Springfield urban area through the Oregon Passenger Rail project. Through this project a general trail alignment and communities where stations would be located will be determined. Gresham will coordinate with ODOT on this project as needed.

AIR TRANSPORTATION

There are no existing or planned public or private airports in Gresham. There is one helicopter landing facility located at the Gresham City Hall complex. The Aeronautics Division of ODOT has site approval authority for all airports and helicopter landing facilities. The Federal Aviation Administration regulates public use airports. There are specific approval criteria for the location of helicopter landing facilities in the Gresham Community Development Code.

Portland International Airport (PDX) is the major aviation facility serving the region. It was originally developed in the 1940s as a replacement for the Swan Island Airport and grew to its present size of about 3,200 acres to accommodate airfield expansion needs and to ensure that adjacent land uses were compatible with airport operations. In addition to aviation facilities and support uses (such as rental cars), present uses include airfield dependent uses (air cargo) at the Airtrans Center and a variety of commercial and industrial uses in the Portland International Center (PIC). The Port of Portland operates PDX. The Port of Portland also operates general aviation airports in Troutdale, Hillsboro, and Mulino, which are becoming increasingly important as "reliever" airports for PDX by serving corporate aircraft and training flights.

Land Use Compatibility

Cone-shaped "safety zones" are designated at the end of each runway where land uses and building heights are restricted to provide for safe aircraft landings and take-offs. No portions of Gresham are within the safety zones of either Portland International or Troutdale Airports. There are no special design review requirements that would apply to proposed developments in Gresham. Each land use district has building height limits. State guidelines indicate that local jurisdictions should consider safety-related factors such as exhaust, smoke, building height, lighting, and disruption of radio communications or navigational aids in design review for industrial lands close enough to be affected by noise levels.

PIPELINES

Pipelines serve an important transportation function in the transmission of large quantities of liquid and gas products. They are safer and more efficient than moving the same products by rail, truck, or barge. There are currently six major pipelines corridors that cross Gresham.

TYPES OF PIPELINE FACILITIES

Water pipelines

Four major Bull Run conduit water pipelines cross east-west through Gresham, with a fifth conduit planned. The Portland Water Bureau maintains these pipelines and five metering facilities where water is transferred to the local reservoir storage and distribution system in Gresham. Conduits 2, 3, and 4 are currently in service and provide water used in the Portland metropolitan area. Conduit 5 is planned.

Natural gas pipelines

Two north-south high-pressure natural gas pipelines cross Gresham: a 20 inch pipeline (built in 1964) runs almost entirely along Hogan Road, while a 30 inch pipeline (built in 1996) generally follows the Pacific Power & Light utility corridor and passes through the western part of the city. Operated by Northwest Pipeline Corporation, both lines connect to metering stations in Gresham where natural gas is transferred to a local distribution company. Both pipelines carry gas from the mainline in Washougal, Washington, down the Willamette Valley to Grants Pass. Together, they supply over 90 percent of the natural gas used west of the Cascades in Oregon.

Existing pipelines have sufficient capacity to accommodate the anticipated growth in demand over the next 20 years. No additional future corridors through Gresham have been identified.

ROLES + RESPONSIBILITIES

What the City of Gresham does

- The City has limited authority over the placement and construction of natural gas pipelines but does regulate land use activities that may impact them.
- Major transmission pipelines are exempt from City design review, but special approval criteria need to be met in each Special Purpose District.
- The City's Development Code governs land use activities that could alter drainage patterns, helping prevent slope instability near pipelines.
- Gresham monitors development near pipelines and recommends a process to notify pipeline operators of proposed developments with 300 feet to 600 feet of a pipeline using GIS-based alerts.

What other agencies do

- Federal Energy Regulatory Commission (FERC) regulates the siting and construction of interstate natural gas pipelines.
- U.S. Department of Transportation (USDOT) Office of Pipeline Safety sets design and safety standards and conducts annual inspections of operations, maintenance, and safety procedures for interstate pipelines.
- Operators of pipelines running through Gresham implement safety practices to reduce risk, including: Active participation in the One-Call Utility Locate System; encroachment permits required for activities in the pipeline right-of-way; on-site inspection of excavation near the pipeline; weekly aerial surveillance; coordination with local planning and emergency response personnel; markers on the right-of-way including an emergency 800 number; annual contacts with adjacent landowners; and semi-annual leak detection surveys.

WALKING + BIKING PROGRAMS

Creating a stronger culture around walking and biking in Gresham requires programs that encourage and educate the community about active transportation.

Through fun and informative programs, the City supports people of all ages and abilities in learning how to walk and bike safely, confidently, and more often. From safety education and skills training to encouragement events, these programs are building a stronger culture of active transportation in our community. And we're just getting started.

Safe Routes to School

Safe Routes to School (SRTS) is a national effort to encourage students to walk and roll (bicycle, scooter, wheelchair, etc.) to school. SRTS uses education, encouragement activities, and infrastructure improvements to support walking and rolling. In Gresham, SRTS principles also support access to parks and other community destinations through the related Safe Routes to Parks program, which focuses on improving safe and comfortable access for people traveling to parks.

Primarily through grant funding, the City of Gresham has done a variety of SRTS programming over the past decade. While the City does not have dedicated funding for a full time SRTS program, it provides staff time from its operational budget to support SRTS activities.

The City has a part-time SRTS Program Manager and other staff in the Planning and Transportation departments who assist schools and work with partners on SRTS efforts. To support the program, the City partners with Metro, Multnomah County, community-based organizations, and staff from the three school districts in Gresham: Centennial, Gresham-Barlow, and Reynolds.

Here are a few past and ongoing ways the City supports Safe Routes to School:

- Walk + Roll to School events
- Transportation safety education
- School site circulation support
- Safe route planning and mapping
- Project identification and grant applications
- SRTS action plans
- Enforcement around schools to encourage good driving behavior

Students and families participating in Walk + Roll to School Day.

Transportation Demand Management

Transportation Demand Management (TDM) aims to reduce reliance on single-occupant vehicles to make the existing transportation system more efficient. By offering a range of mobility options and incentives, TDM helps meet state goals related to mobility, air quality, and reductions in vehicle miles traveled (VMT) and parking demand. Rather than a single solution, TDM is a suite of strategies focused on reducing peak-period congestion and promoting alternative ways of getting around. The City of Gresham uses the following strategies.

System Development Charge (SDC) reductions: The SDC ordinance provides 25 percent fee reductions for development in Gresham's Downtown, Civic, or Rockwood areas because they are close to transit. These developments require higher density, pedestrian-friendly building design, and transit-oriented features that make it easier and more enjoyable to connect to public transit without a vehicle.

Vertical Housing Development Zone: The City offers a 10-year partial property tax abatement for mixed-use projects with commercial/retail space on the ground floor and housing above in Gresham's Downtown, Civic, or Rockwood areas.

Public transit incentives: As a major employer, the City of Gresham supports employees with regional rideshare program assistance, subsidized transit tickets, and providing materials and information through City announcements that support walking, biking, and transit use.

Key TDM Strategies

Make walking, biking, and transit easier and more appealing *by improving sidewalks, bike lanes, and transit stops.*

Reduce solo driving during rush hour *with options like carpools, vanpools, express buses, and discounted transit passes.*

Spread out travel times *by encouraging flexible or staggered work hours.*

Keep traffic moving better *with smarter traffic signals, one-way streets, and other roadway improvements.*

Cut out trips altogether *through remote work and virtual meetings.*

City of Gresham Bike Month

Every May, the City celebrates Bike Month as part of National Bike Month and the Portland metro region's Get There challenge—a fun, virtual event that encourages people to get out and ride. The City and its partners host activities throughout the month to promote biking for all ages and skill levels. Highlights include:

Group bike rides that highlight Gresham's bicycle routes, including off-street multi-use trails and on-street Gresham Greenways.

Learn-to-ride events and "bike rodeos" where kids can learn to ride, practice skills, and learn the rules of the road to build confidence and learn bike safety.

Community booths at events offering free bike gear like helmets, lights, locks, and reflective items—plus tips and resources to help everyone ride safely and more often.

Community Bike Events + Resources

The City of Gresham, alongside community partners, offers year-round events and resources to get people of all ages and abilities ready to ride and feel safer and more comfortable using active transportation. Highlights include:

Learn-to-ride events and bike fairs to provide hands-on safety education and bike-handling skills training. People can learn the rules of the road away from cars in a safe, supportive setting--using our one-of-a-kind obstacle course or pop-up "traffic playgrounds" that mimic real streets.

Community bike ride support through planning, mapping, and leading group bike rides around Gresham neighborhoods. Group rides are a great way to meet your neighbors, discover local bike routes, and build confidence by riding in a group.

Free basic bike repairs offered in partnership with local organizations to ensure people have access to bikes that are safe, functional, and ready to roll.

Bike activities at the annual Rock the Block celebration in Rockwood.

TRANSPORTATION SYSTEM MANAGEMENT + OPERATIONS

The City of Gresham uses various technology and operational approaches to manage the existing and forecasted supply of traffic through means other than expanding roadways. These strategies are referred to as Transportation System Management and Operations (TSMO) and their purpose is to enhance travel time efficiency and reliability, safety, and use of existing roadway capacity. Strategies include multimodal traffic management, traffic incident management, and traveler and real-time information, based on projects from the East Metro Connections Plan.

The TSM/ITS strategies listed support many regional transportation goals:

- Improve travel time reliability
- Reduce crashes
- Improve transit on-time arrival
- Reduce travel delay
- Reduce fuel use
- Reduce air pollution and carbon emissions

Traffic Signal System

Gresham maintains 91 traffic signals within city limits and jointly owns an additional nine signals with Multnomah County along the city's borders. The Oregon Department of Transportation (ODOT) maintains three signals within Gresham, including two at the I-84 ramps on NE 181st Avenue and one at the intersection of US-26 and SE Palmquist Road.

Of the 100 traffic signals in and around Gresham, 55 operate as isolated signals, meaning they adjust their timing based on traffic conditions at a single intersection. The remaining 45 signals operate as coordinated systems along five corridors. Of these, 28 use the Sydney Coordinated Adaptive Traffic System (SCATS), which continuously adjusts signal timing and phaing in real time. This approach helps keep traffic moving along major streets while also reducing delays for people traveling on side streets.

Coordinated signal timing and the use of SCATS have proven to be a cost-effective way to reduce congestion and vehicle travel time in Gresham. For example, an independent review by Portland State University found that travel times on Burnside Road were reduced by at least 10 percent after SCATS was implemented, compared to previously optimized signal coordination. These systems improve traffic flow without need to widen intersections or build new roadways, helping maintain efficient movement for all vehicles.

Transit Signal Priority

Gresham works closely with TriMet to give transit vehicles priority at traffic signals, helping buses and trains move more reliably through the city. MAX light rail trains preempt signals along their routes and several bus routes—including the FX2 route on Division Street—use TriMet's cloud-based LYT system to request signal priority.

To expand this capability, Gresham received a grant to upgrade all of its older traffic signal controller over the next year so they are compatible with the LYT system. Unlike the previous transit priority technology, which could only communicate with signals seconds before a vehicle arrived, LYT can alert signals minutes in advance. This additional notice allows traffic signals to adjust their time more efficiently, reduing delays not only for transit vehicles but also for other road users.

Real-time Traveler Information and Incident Management

The City helps drivers and transit riders stay informed about traffic incidents, delays, and alternate routes through changeable message signs and updates shared on social media. These tools allow travelers to make informed decisions and adjust their routes when needed. Gresham has installed two permanent variable message signs, which are now owned and operated by ODOT. One sign is located on US-26 east of Hillyard Road and provides drivers with travel time information to I-84 through the city. The second sign is located on NE 181st Avenue as drivers approach I-84 and displays travel times for westbound freeway traffic.

In addition to City-provided information, most travelers now receive real-time traffic updates through smartphone and navigation apps. These tools rely on crowd-sourced data and are typically updated more frequently than City traffic systems, making them a primary source of current travel information for many drivers.

Access Management

Managing access to roadways — such as reducing the number of driveways or installing median barriers — can help reduce delays and crash risks caused by turning vehicles. Access management is a standard consideration in street improvement and roadway widening projects.

Some treatments, including median barriers, can affect how people access businesses along major streets. However, safety considerations take priority over access convenience. When possible, the City works with affected businesses during project development to consider street design solutions that balance safety with community and business desires.

MAINTENANCE

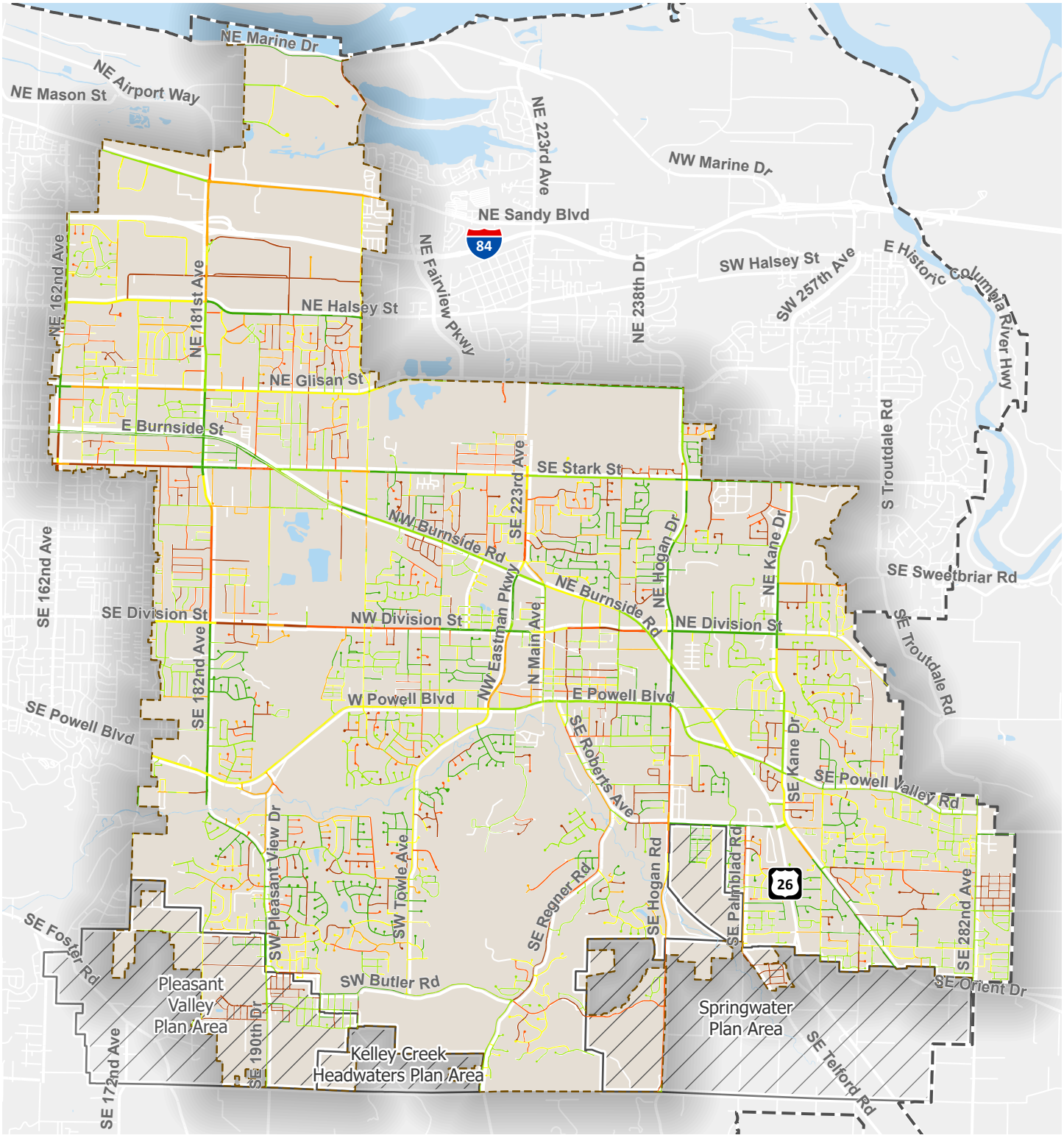
Maintenance of the existing street system is the largest transportation cost for Gresham. As the street system gets built in growth areas like Pleasant Valley and as existing streets get reconstructed to standard widths, there's more pavement, medians and landscaped areas, traffic control devices, and streetlights to maintain.

The street system is regularly evaluated for maintenance based on pavement condition. Routine maintenance helps streets last longer between expensive reconstruction projects. Gresham maintains an extensive pavement condition inventory for about 301 centerline miles of arterial, collector and local streets. Each road section is evaluated through visual inspection, and the severity levels of several different kinds of distress are counted, measured and recorded. This data is entered into a pavement management software program which assigns a pavement condition index (PCI) to each street section evaluated (Figure 21). The PCI is a number between zero (worst) and 100 (best). Crews then plan the most appropriate maintenance to expand the lifecycle of every street.

The City has a goal of maintaining an overall PCI of 75. The PCI of 61 averaged across all streets, which has been consistent for the past 5 years.

Due to inadequate revenue, only a small percentage of the City's needed maintenance work is completed. Streets that receive maintenance treatments are prioritized first by safety related issues. Next are streets that need extensive utility/underground improvements or half-street improvements spurred by private development where a conglomeration of work efforts are cost effective. The most optimal candidates are chosen for preservation maintenance with any remaining funds. Based upon projected year 2045 area development, traffic growth, documented capacity deficiencies or safety problems, many of the below-standard roads will need upgrading within this TSP's 20-year time frame.

A fresh pavement maintenance project on a neighborhood street in Gresham.



Pavement Condition Index (PCI)

- 0 - 25
- 26 - 40
- 41 - 55
- 56 - 70
- 71 - 85
- 86 - 100

Urban Growth Boundary

City Limits

0 0.5 1 Miles

FIGURE 21. PAVEMENT CLASSIFICATION INDEX (2024)

3

FUTURE CONDITIONS

Forecasts for growth in land use types and densities are are key factors for predicting future travel demand and what is needed to meet the demand.

Land use and demographics gives a base to start from when predicting travel demand and then other factors in transportation technology are layered on top. Portland State University's Population Forecast for the region noted that Oregon's population is predicted to grow but will be slower than past years. Oregon's population has largely grown due to migration in recent years as deaths outweigh births. Employment growth is also expected to slow as it is tied to population growth.

Since the 2013 TSP there have been considerable changes in transportation technology that have influenced how people travel. These trends suggest more transportation choices and flexibility beyond single vehicle ownership will make our transportation system more efficient and accessible.

- Ride hailing companies have transformed how people hire rides like taxis, making the service much easier to use.
- Electric scooters and bicycles provided through mobile apps have become popular for short trips and connections to transit.
- Private electric scooters and bicycles are growing in popularity, making it easier to take trips and recreate with these modes.
- Since the COVID-19 pandemic, working from home has become much more common, supported by faster home internet and reducing daily commutes and transit travel into Downtown Portland.

STANDARDS

For capital improvement purposes, the most important measures of a facility's condition are several of those criteria used for project priority setting including safety, pavement condition, and congestion. Metro's Regional Transportation Plan (RTP) has established regional safety and congestion targets. The TSP's system plans, policies, action measures and projects support working towards achieving the targets.

- **Safety:** The regional safety target is to, "By 2035, reduce the number of pedestrian, bicyclist and motor vehicle occupant fatalities plus serious injuries each by 50% compared to 2005 (Metro RTP, 2023).
- **Pavement condition:** Gresham prioritizes maintenance improvements with the pavement management system, which inventories pavement and establishes optimal maintenance schedules as discussed above. The City of Gresham has adopted a PCI benchmark of 75.
- **Congestion:** The table below (Figure 22) shows deficiency thresholds and operating standards from the RTP. Gresham's intersection standards can be found in the Public Works Standards.

Location	Standard	Standard	
	Mid-day One-hour Peak (V/C)	PM 2-hour Peak (V/C)	
		1st hr	2nd hr
Central City Regional Centers Town Centers Main Streets Station Communities	.99	1.1	.99
Corridors Industrial Areas Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	.90	.99	.99

FIGURE 22. OPERATING STANDARDS (METRO RTP, 2023)

Intersection Performance

Gresham periodically evaluates and monitors intersection performance as a measure for the level of congestion motorists experience. Intersection traffic operation is represented as a volume to capacity (V/C) ratio which is a measure of the amount of traffic an intersection is experiencing in relation to the amount of traffic the intersection was designed to handle.

Speed Zones

Speed zones on Gresham's arterial and collector streets are shown in Figure 23. Typical posted speeds are 30, 35 and 40 miles per hour on arterial streets. Speeds are lowered as arterial streets cross Gresham's centers and business areas and are higher in less dense areas at the eastern edge of the city.

Vehicle Volumes

Average Daily Traffic volumes (ADT) were collected at various locations throughout the city in 2019. The data was utilized to refine the City's System Development Charge methodology and is used for ongoing monitoring. Figure 23 displays the average daily vehicle count data.

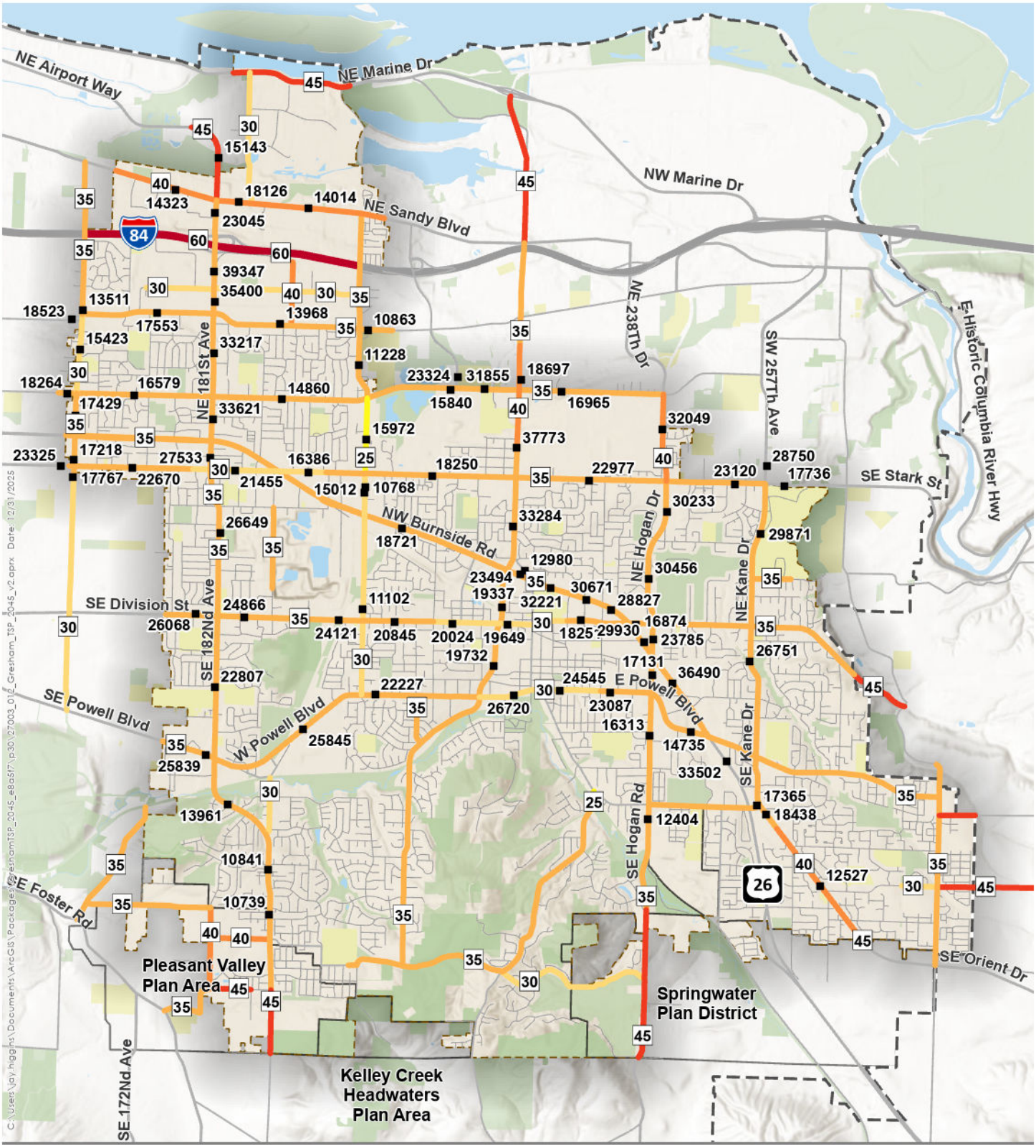


FIGURE 23. SPEED AND VOLUME (2019)

FORECAST

Metro's regional travel model uses forecasts of households and employment in Gresham and the Pleasant Valley and Springwater plan areas to estimate how many vehicle trips will be generated in the future and where those trips will go. Projected land use types, locations, and densities are based on the City's Comprehensive Plan. These forecasts help the City understand how growth will affect the transportation system through 2045.

Projected Growth

Household growth

In 2020, Gresham had 41,195 households. That number is expected to grow by 2045, as shown in Figure 24. This reflects steady projected growth over time, consistent with Metro's long-range forecast and Gresham's approximately 10 percent household growth by 2035 and about 18 percent by 2045 (Gresham Housing Production Strategy, 2023).

Employment growth

In 2020, Gresham had 40,562 jobs. Employment is forecast to increase by 2045 (Figure 24), representing substantial job growth over the next two decades.

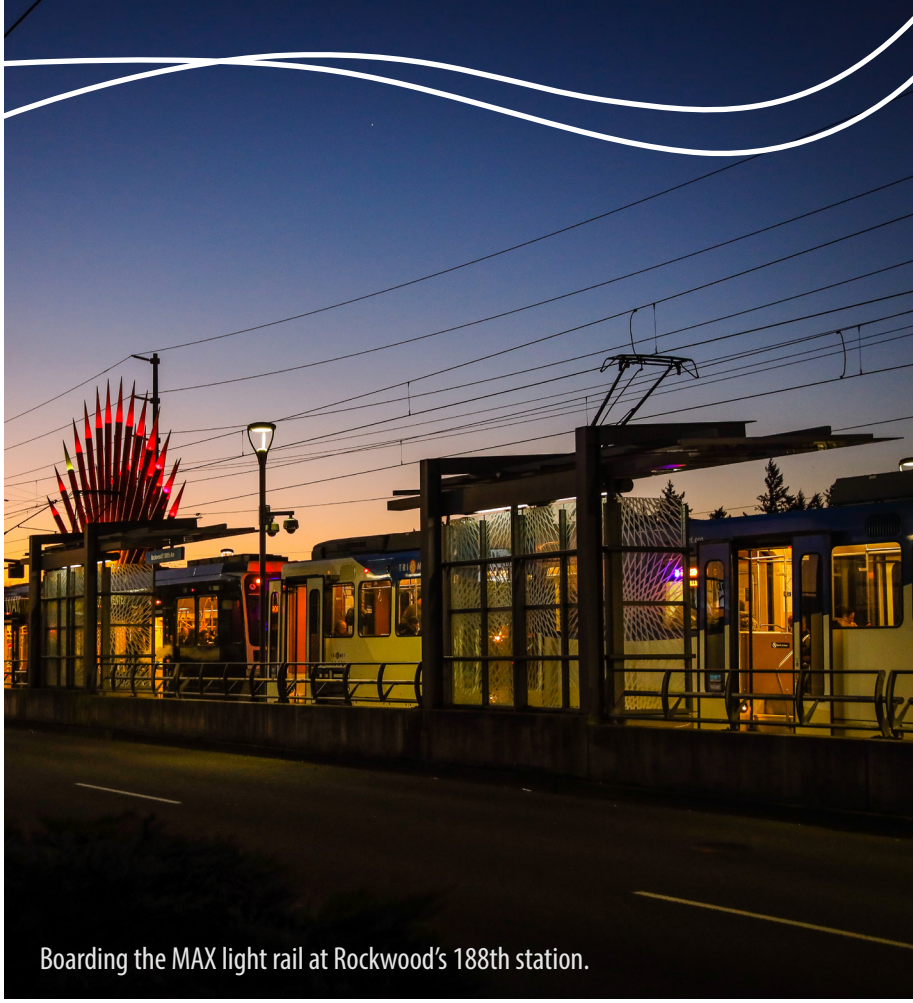
	2020	2035	2045
Households	41,195	45,384	49,067
Employment	40,562	47,161	55,902

FIGURE 24. GRESHAM GROWTH FORECAST

However, earlier planning assumptions were more aggressive. The City's 2013 TSP anticipated an 87 percent increase in employment by 2035, particularly within the Pleasant Valley and Springwater Plan Areas. At that time, these areas were planned for significant employment and industrial uses. However, Pleasant Valley continues to develop primarily with single-detached housing rather than employment uses -- and recently went through a re-one process that converted much of the planned employment land to residential zoning, reflecting current market conditions. Springwater has not developed as the major industrial and employment hub originally envisioned. A study is underway to evaluate next steps and identify strategies to support future development in Springwater.

Mode Share

Mode share indicates how many trips in 2035 will be made by high and single occupant vehicles, pedestrians, bicyclists and transit riders. The goal set by the Regional Transportation Plan (RTP) is a tripling of transit, bicycle, and pedestrian mode shares from the 2010 base year. Mode share in Gresham from 2023 is shown in below (Metro RTP, 2023). The RTP identified small progress in mode shift and the need for larger changes for the region to meet its 2045 goal. For Gresham in 2045, the greatest number of trips will be made by single occupant vehicles and carpool vehicles. Pedestrians, bicyclists and transit riders will make up about 15 percent of trips.



Boarding the MAX light rail at Rockwood's 188th station.

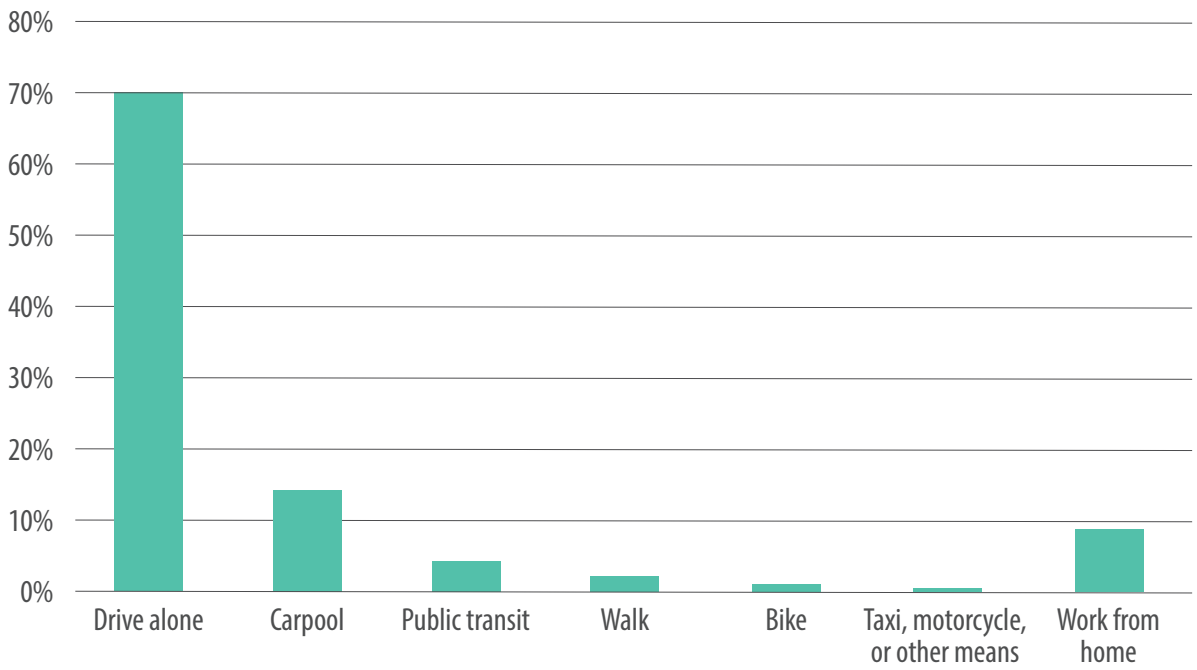
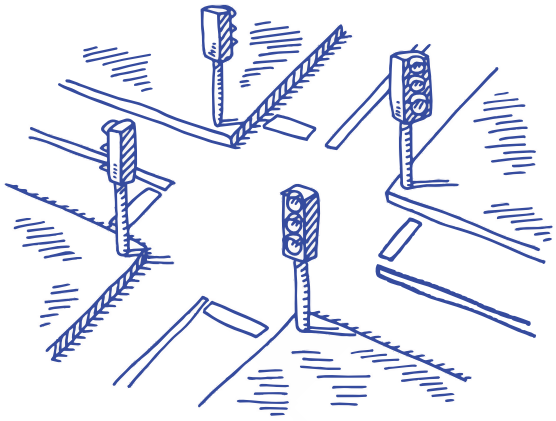


FIGURE 25. MODE SHARE (METRO RTP, 2023)

Future Intersection Traffic Operations

Gresham evaluates future intersection traffic operation with 20-year traffic volume forecasts developed by Metro. The intersection traffic operation is represented as a volume to capacity (V/C) ratio, which is a measure of the amount of traffic on a given intersection in relation to the amount of traffic the intersection was designed to handle. It represents the level of traffic congestion experienced at the intersection as described in Figure 26 below.



V/C Ratio	Congestion level
V/C < = 0.8	No/low congestion
V/C > 0.8 and < = 0.90	Moderate congestion
V/C > 0.90 and < = 1.0	High congestion
V/C > 1.0	Severe congestion

FIGURE 26. V/C RATIO AND CONGESTION LEVEL (GRESHAM SYNCHRO V/C FORECAST, 2025)

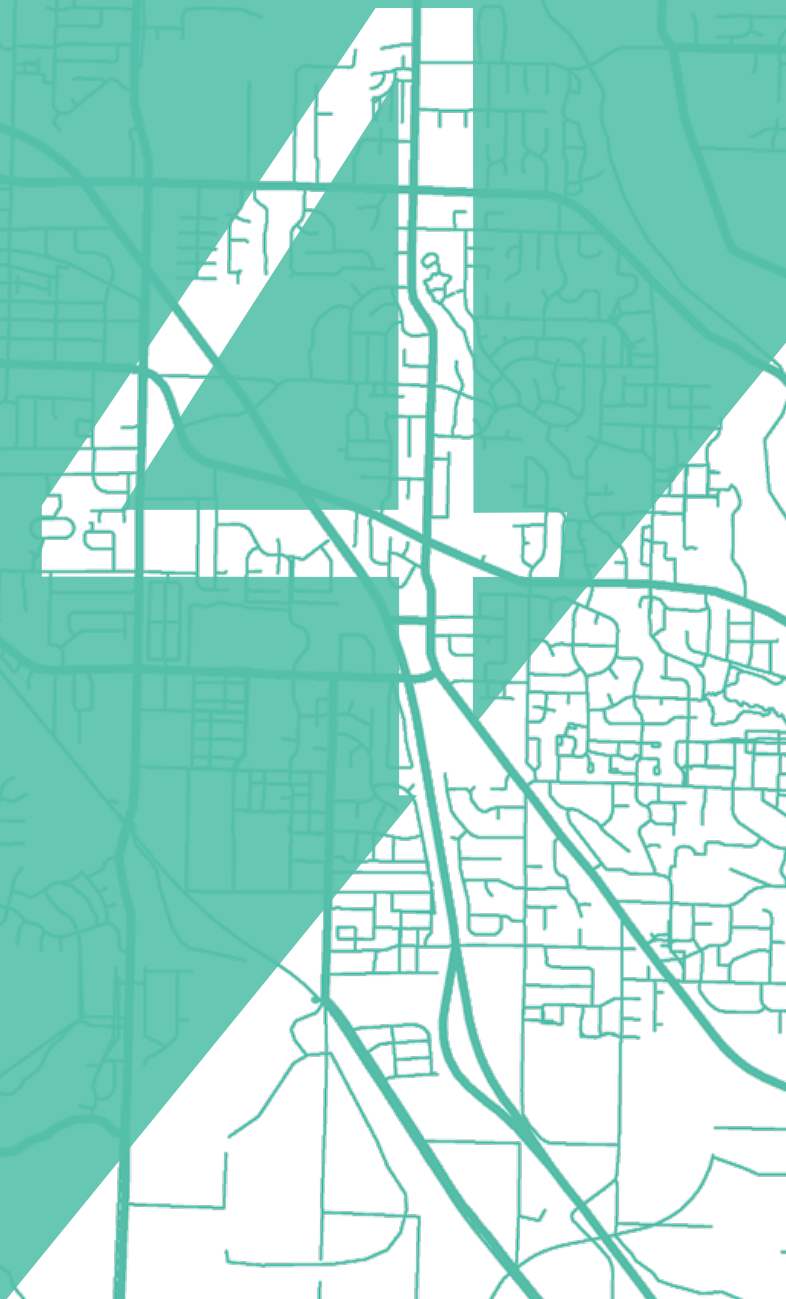
Regional policy states that intersection traffic operating standards should be a V/C ratio of 0.99 in Metro Regional and Town Centers and a V/C ratio of 0.90 outside of Centers. Gresham monitors existing and future intersection operation to ensure these standards are met.

The table below (Figure 27) shows the twelve intersections with the most expected delay in the year 2045 with two possible outcomes at each intersection; an unimproved and an improved V/C ratio. The intersections on this list that fail to meet City standards are added to the City's System Development Charges (SDC) list and further evaluated to determine improvements necessary to bring them to standard. The improvements were fine-tuned through simulations using SimTraffic modeling software to ensure acceptable operation.

Intersection	2020 V/C	2045 V/C (No build)	2045 V/C (Improved)
Burnside & Hogan	0.87	1.11	0.84
Stark & Hogan	0.94	1.15	0.90
Stark & Kane	0.80	1.11	0.90
Division & Kane	0.67	0.96	0.80
Powell & Hogan	0.81	1.26	0.96
Stark & 223rd	0.88	0.91	0.84
Glisan & 202nd	0.69	1.06	0.84
Stark & 162nd	0.70	0.95	0.90
Stark & 181st	0.74	1.04	1.00
Stark & 202nd	0.67	1	0.90
Powell & Eastman	0.70	1.07	0.97
Highland & Pleasant View	0.63	0.93	0.71

FIGURE 27. V/C FORECAST FOR SELECT GRESHAM INTERSECTIONS (GRESHAM SYNCHRO V/C FORECAST, 2025)

POLICIES + ACTIONS



The policies and actions in this section will guide Gresham's transportation decisions to achieve the Transportation System's Plan vision to support the growth and development of Gresham as an economically vital and livable community by providing its residents and visitors with pleasant and convenient access and travel to and throughout the city.

The policies and action measures are a basis for assessing the transportation needs of the community as it develops. Volume 2 of the City's Community Development Plan defines them 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 way the City can accomplish its goals.

ACTION MEASURE

An action measure is a statement that describes specific projects, standards, or actions that implement the City's goals and policies. An action may apply to projects or standards carried out by the City, as well as actions the City expects or encourages other jurisdictions to take on specific issues. They may also describe how the City intends to coordinate with other jurisdictions and agencies to carry out Comprehensive Plan goals and policies.

TRANSPORTATION SYSTEM

TRANSPORTATION SYSTEM POLICY 1

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

TRANSPORTATION ACTION 1.1

Provide and promote a range of viable transportation options that respond to all communities' needs for access, mobility, safety, comfort, and convenience.

TRANSPORTATION ACTION 1.2

Develop a multimodal transportation system that enables people to feel equally safe and comfortable whether they are walking, biking, rolling, taking transit, or driving.

TRANSPORTATION ACTION 1.3

Provide transportation facilities near transit and in Gresham's commercial centers that support bicycle, pedestrian and transit travel options and provide for a mix of land uses.

TRANSPORTATION ACTION 1.4

Adopt and monitor targets for Gresham that address safety, vehicle miles travelled per capita, freight, congestion, and walking/biking/transit mode share.

TRANSPORTATION ACTION 1.5

Promote travel demand management strategies aimed at reducing the number and length of single occupant vehicle trips, including incentives and commute trip reduction programs, bicycling, walking, taking transit, ridesharing, carpooling, telecommuting, parking management, and flexible work hours.

TRANSPORTATION ACTION 1.6

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.

TRANSPORTATION ACTION 1.7

Demonstrate that transportation projects will make progress towards the regional Non-Single-Occupancy Vehicle mode-share targets per the Regional Transportation Functional Plan (RTFP) Table 3.08-1 for 2040 areas.

TRANSPORTATION ACTION 1.8

Demonstrate that transportation projects will make progress toward the Metro Regional Mobility Policy per the RTFP Table 3.08-2.

A bicyclist riding Downtown Gresham on a sunny day.

TRANSPORTATION SYSTEM POLICY 2

Plan, implement, and maintain the transportation system.

TRANSPORTATION ACTION 2.1
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 local and regional transportation plans, and with affected agencies, jurisdictions and special districts, such as TriMet.

TRANSPORTATION ACTION 2.2
Require new development to provide multimodal street design and to extend the logical continuation of the City's street systems through Future Street Plans.

TRANSPORTATION ACTION 2.3
Coordinate transportation projects, programs, and investment strategies with Oregon Statewide Planning Goal 5 policies aimed at protecting and preserving natural resources, scenic and historic areas, and open spaces.

TRANSPORTATION ACTION 2.4
Ensure the 5-year capital improvement program (CIP) prioritizes projects that meet the goals of the TSP.

TRANSPORTATION ACTION 2.5
Identify, fund, and deliver quick-build and low-cost safety improvements to address urgent transportation safety needs when possible. These projects may include temporary or lower cost treatments such as flexible delineators, paint-and-post curb extensions, high-visibility crosswalks, signage, and traffic calming elements.

TRANSPORTATION SYSTEM POLICY 3

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

TRANSPORTATION ACTION 3.1
Protect existing and planned transportation corridors from conflicts with adjacent land uses by the adoption of:

- Street design standards and classifications that reflect adjacent land use designations;
- Access management standards;
- Appropriate land use designations;
- Future Street Plans; and
- Development requirements including setbacks, buffering and landscaping standards, building orientation, density transfer provisions, easements, and right-of-way dedication.

TRANSPORTATION ACTION 3.2
Design and build transportation facilities that are safe and consistent with the scale and character of planned land uses.

TRANSPORTATION SYSTEM POLICY 4

Provide a safe transportation system that considers the needs of all people and all modes, eliminating transportation-related fatalities and serious injuries by 2045.

TRANSPORTATION ACTION 4.1
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.

TRANSPORTATION ACTION 4.2
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.

TRANSPORTATION ACTION 4.3
Monitor high crash locations and types and develop appropriate programs and projects to address problems.

TRANSPORTATION ACTION 4.4
Implement the East Multnomah County Transportation Safety Action Plan and monitor the need for a Gresham-specific plan.

TRANSPORTATION ACTION 4.5
Identify, prioritize, and/or allocate funding for projects and programs identified in the Transportation Safety Action Plan.

TRANSPORTATION ACTION 4.6
Appoint a Vision Zero/Transportation Safety task force or sub focus of the Transportation Subcommittee to guide implementation of the Multnomah County Transportation Safety Action Plan in Gresham.

TRANSPORTATION ACTION 4.7
Incorporate safe bike and pedestrian-friendly infrastructure into the City's Code and standards.

TRANSPORTATION ACTION 4.8
Plan for, design, construct, and/or reconstruct streets to achieve consistency between actual travel speeds and target speed limits; prioritize enforcement programs for speeding and reckless driving on problematic routes.

TRANSPORTATION ACTION 4.9
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, DUI, crosswalk yielding, red-light running, and distracted driving.

TRANSPORTATION ACTION 4.10
Establish Safe Routes to School programs and partnerships, as well as safety education programs geared toward students who are new drivers and parents.

TRANSPORTATION ACTION 4.11
Use pilot programs to test safety enhancement features and collect data and information about their effectiveness.

TRANSPORTATION ACTION 4.12
Seek interagency coordination opportunities for safety programs within and beyond the City of Gresham.

TRANSPORTATION ACTION 4.13
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.

TRANSPORTATION ACTION 4.14
Revise street standards to ensure that infrastructure for all modes is safely and equally incorporated into street design, including through lighting and visibility features.

TRANSPORTATION ACTION 4.15
Incorporate personal safety in infrastructure design and programs, such as sufficient lighting and safe transit access.

TRANSPORTATION ACTION 4.16
Promote safer modes, like transit, that also benefit equity and climate goals.

TRANSPORTATION ACTION 4.17
Implement safer vehicles by piloting new safety features on City fleet vehicles or exploring opportunities to advocate and influence regulations around vehicle size, weight, and safety standards as well as autonomous vehicles.

TRANSPORTATION SYSTEM POLICY 5

Ensure equitable access to safe, reliable, and affordable transportation for all community members, regardless of economic status, race, age, or ability, while minimizing transportation-related burdens and environmental impacts on vulnerable populations.

TRANSPORTATION ACTION 5.1

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 populations.

TRANSPORTATION ACTION 5.2

Increase the social and economic opportunities for disadvantaged and underserved communities by providing the full range of multimodal transportation options close to affordable housing, employment centers, and services.

TRANSPORTATION ACTION 5.3

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.

TRANSPORTATION ACTION 5.4

Regularly collect data to identify underserved 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.

TRANSPORTATION ACTION 5.5

Avoid, minimize, and mitigate disproportionately high and adverse impacts of transportation projects and programs on those who have been historically underserved.

A father and daughter learning to ride a bike.

TRANSPORTATION SYSTEM POLICY 6

Reduce transportation-related greenhouse gas emissions by promoting mixed-use, higher density development, expanding infrastructure for sustainable transportation modes, supporting the transition to cleaner fuels, and ensuring climate equity through urban design that mitigates climate impacts.

A new mixed-use development next to Civic Station plaza and light rail stop.

TRANSPORTATION ACTION 6.1

Promote the use of energy-efficient or low- and zero-emission vehicles and bicycling, transit, and pedestrian travel modes.

TRANSPORTATION ACTION 6.2

Support dense, mixed-use developments near frequent transit routes through provision of sidewalks and bicycle infrastructure.

TRANSPORTATION ACTION 6.3

Develop community engagement campaigns and programs to support active transportation and transit options as solutions to transportation-based climate impacts.

TRANSPORTATION ACTION 6.4

Support the use of electric vehicles and easy access to charging stations in the right of way and at City-owned locations.

TRANSPORTATION ACTION 6.5

Review public works standards to support climate resilience in the development of new infrastructure and capital improvement projects with the following:

- Complete a Low Stress Network for bicycles and expand the concept to pedestrians.
- Support urban planning practices that prioritize walking and access to public transit options, particularly in areas with underserved populations.
- Evaluate a transportation planning hierarchy framework that prioritizes active transportation and transit in all land use and transportation planning.

TRANSPORTATION ACTION 6.6

Support the development of EV charging hubs in high-traffic community destinations.

- Amend the code to set a minimum number (ex. 10%) of parking spots as EV-ready for new commercial and industrial development.
- Provide physical access to on-street charging stations following the US Access Board's Design Recommendations for Accessible Electric Vehicle Charging Stations.

TRANSPORTATION ACTION 6.7

Incorporate climate-friendly treatments into street designs, such as:

- 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 to promote urban cooling and reduce excessive heat exposure for people traveling.
- Encourage transit stop design that incorporates shade structures, vegetation, and materials with high solar reflectance.

TRANSPORTATION SYSTEM POLICY 7

Leverage emerging transportation technologies to increase the local and regional environmental, economic, and social benefits, while regularly reviewing and integrating new tools into city plans and processes.

TRANSPORTATION ACTION 7.1
Address the increasing importance of micromobility devices (e.g., small-wheeled vehicles such as bikes, e-bikes, e-scooters, etc.) by developing clear guidelines to govern the management of micromobility vehicles in the right-of-way.

TRANSPORTATION ACTION 7.2
Ensure micromobility options are affordable through low-income programs and are interoperable with other micromobility programs in the region.

TRANSPORTATION ACTION 7.3
Replace City fleet vehicles with EVs as opportunities occur.

TRANSPORTATION ACTION 7.4
Develop mobility hub guidelines to connect people to a variety of transportation technologies and support use of personal and shared-mobility active transportation.

TRANSPORTATION ACTION 7.5
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, high-capacity transit stations and enhanced transit stops).

TRANSPORTATION ACTION 7.6
Develop and implement autonomous vehicle (AV) strategies to ensure safety, equity, travel time reliability, and system efficiency. This could include developing safety policies for AVs, prioritizing deployments in underserved communities, and implementing accessibility standards.

TRANSPORTATION ACTION 7.7
Partner with public and private sectors to coordinate new transportation technologies and determine which will best support and advance City goals, with a prioritized focus on Intelligent Transportation Systems (ITS), micromobility guidelines, electric vehicle fleet and infrastructure, and curb management guidelines and infrastructure (see Chapter 6).

TRANSPORTATION ACTION 7.8
Partner with public and private sectors to test new mobility technologies and consider demonstration projects to 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.

TRANSPORTATION ACTION 7.9
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.

STREET SYSTEM

STREET SYSTEM POLICY 1

Provide a street system that accommodates a variety of travel options.

STREET ACTION 1.1
Maintain street design standards that support a variety of modes and reduces barriers for people walking, biking, and taking transit.

STREET ACTION 1.2
Retain designation of Pedestrian Districts in the Gresham Regional Center (Downtown and Civic Neighborhood), the Rockwood Town Center, transit corridors, and MAX station areas.

STREET ACTION 1.3
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.

STREET SYSTEM POLICY 2

Develop a street system that meets current needs and anticipates future population growth and development.

STREET ACTION 2.1
Maintain a functional classification system that supports local and regional land use plans and is context-sensitive with adjacent land uses.

STREET ACTION 2.2
Work with affected local jurisdictions, Metro, and the Oregon Department of Transportation to maintain a coordinated and regionally consistent multimodal functional classification plan.

STREET ACTION 2.3
Coordinate with the City's Public Works Standards to specify street design standards.

STREET ACTION 2.4
Favor system improvements that consider using existing roadway capacity, signals, and access more efficiently and also 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. 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.

STREET ACTION 2.5
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).

STREET ACTION 2.6
Regularly maintain an adequate condition of street pavement on municipal streets by implementing a pavement management system and other cost-effective measures.

STREET ACTION 2.7
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.

STREET SYSTEM POLICY 3

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

STREET ACTION 3.1
Locate major activity centers, such as community centers, health and human service resources, and high-density developments, in areas that are accessible by all transportation modes and focus on bicycle and pedestrian facilities investments near these areas.

STREET ACTION 3.2
Develop solutions to special traffic problems created around major activity centers that minimize non-local traffic through residential neighborhoods

STREET ACTION 3.3
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.

STREET ACTION 3.4
Develop a well-connected public street system while minimizing motor vehicle traffic impacts within residential areas and maximizing bicycle and pedestrian connectivity.

STREET ACTION 3.5
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.

STREET ACTION 3.6
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.

STREET ACTION 3.7
In new plan areas, establish a hierarchy of connected arterial and collector streets that provide multi-directional access to the collector-arterial system, reduce non-local traffic on local streets, and ensure optimal emergency response.

STREET SYSTEM POLICY 4

Ensure a safe street system that supports healthy, active living.

STREET ACTION 4.1
Develop and manage a multimodal street system that meets local, regional, state and federal vehicular emissions standards.

STREET ACTION 4.2
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.

STREET ACTION 4.3
Use traffic calming techniques in neighborhood traffic control projects and update street standards to include traffic calming devices.

STREET ACTION 4.4
Design and build safe street crossings, bicycle lanes, and sidewalks, prioritizing areas with high pedestrian and bicycle traffic.

STREET ACTION 4.5
Review national best practices for updated bicycle and pedestrian treatments that should be integrated into street designs, using resources such as the National Association of City Transportation Officials' (NACTO) design guides and Metro's Designing Livable Streets and Trails guide.

STREET ACTION 4.6
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.

STREET ACTION 4.7
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.

PEDESTRIAN SYSTEM

PEDESTRIAN SYSTEM POLICY 1

Provide a pedestrian network that is easy to use, accessible, continuous, connected, and equitable.

PEDESTRIAN ACTION 1.1

Ensure pedestrian infrastructure is accessible and addresses the needs of everyone who uses it, including people of all ages, abilities, races, ethnicities, and incomes.

PEDESTRIAN ACTION 1.2

Increase mobility and accessibility for underserved communities by ensuring the pedestrian network is improved through equitable investments in infrastructure and programs.

PEDESTRIAN ACTION 1.3

Maintain pedestrian infrastructure to prevent disinvestment in areas with underserved communities.

PEDESTRIAN ACTION 1.4

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.

PEDESTRIAN ACTION 1.5

Prioritize pedestrian access to multi-use paths.

PEDESTRIAN ACTION 1.6

Develop a program for interim and alternative pedestrian facilities on substandard arterial and collector streets not scheduled for construction.

PEDESTRIAN ACTION 1.7

Implement design options that reduce traffic speed, while providing pedestrian facilities as part of local street improvement and neighborhood traffic control projects.

PEDESTRIAN ACTION 1.8

Develop consistent design standards for pedestrian crossings on arterial and collector streets.

Students walking to school together on a sunny day.

PEDESTRIAN ACTION 1.9

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.

PEDESTRIAN ACTION 1.10

Design pedestrian facilities using regional and national best practice guidance, such as Metro's Designing Livable Streets and Trails guide and National Association of City Transportation Officials' (NACTO) Urban Street Design Guide.

PEDESTRIAN ACTION 1.11

Develop pedestrian facilities that connect to the City of Gresham Parks and Recreation Trails and Natural Areas Master Plan.

PEDESTRIAN ACTION 1.12

Work with utility and other agencies to remove obstructions to clear walk zones.

PEDESTRIAN ACTION 1.13

Ensure that the needs of pedestrians are considered in the timing plans of all traffic signals.

PEDESTRIAN ACTION 1.14

Implement projects in a cost-effective manner, including leveraging grant funds or partnering with existing development activity.

PEDESETRIAN SYSTEM POLICY 2

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

PEDESTRIAN ACTION 2.1

Prioritize pedestrian projects that improve access to and within the Gresham Regional Center and Rockwood Town Center.

PEDESTRIAN ACTION 2.2

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.

PEDESTRIAN ACTION 2.3

Adopt site design and street standards supporting internal and external pedestrian circulation and transit accessibility for residential, commercial, industrial, and institutional developments.

PEDESTRIAN ACTION 2.4

Identify needed connections for direct walking routes. Require dedication of right-of-way and pedestrian/bicycle access way improvements with development of adjoining property.

PEDESTRIAN SYSTEM POLICY 3

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

PS ACTION 3.1

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.

PEDESTRIAN ACTION 3.2

Facilitate safe crossings of arterial and collector streets by constructing enhanced crossings that make pedestrians more visible to vehicles.

PEDESTRIAN ACTION 3.3

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.

PEDESTRIAN ACTION 3.4

Improve street lighting — especially for pedestrians — along identified priority corridors, including NE Hogan Dr and NE Division St, SE 181st Ave and SE Stark St, SE 182nd Ave and Division St.

PEDESTRIAN ACTION 3.5

Coordinate with Metro and non-profit partners to develop pedestrian-focused educational programs and events for Gresham residents.

PEDESTRIAN ACTION 3.6

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.

PEDESTRIAN SYSTEM POLICY 4

Create a walking network that encourages physical and mental health.

PEDESTRIAN ACTION 4.1

Promote health through connections to healthy food stores and programmatic opportunities for physical activity, social connections, and positive interactions among people.

PEDESTRIAN ACTION 4.2

Coordinate with Multnomah County Health Department to educate all users of Gresham's transportation systems about the health benefits of walking.

PEDESTRIAN ACTION 4.3

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.

BICYCLE SYSTEM POLICY 1

Develop a bicycle network that is easy to use, continuous, connected, safe, and equitable.

BICYCLE ACTION 1.1
Increase mobility and accessibility for underserved communities by improving the bicycle network through equitable investments in infrastructure and programs.

BICYCLE ACTION 1.2
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.

BICYCLE ACTION 1.3
Prioritize network connections to key destinations, such as stores that sell healthy food, jobs, schools, parks, natural areas, commercial areas and transit stops.

BICYCLE ACTION 1.4
Integrate on-street bike lanes and facilities with multi-use paths and other bicycle facilities into a complete network.

BICYCLE ACTION 1.5
Acquire access easements along major utility corridors and abandoned railroad rights-of-way for the expansion of the bicycle network.

BICYCLE ACTION 1.6
Implement the adopted regional bicycle network in support of the Metro Regional Active Transportation Plan.

BICYCLE ACTION 1.7
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.

BICYCLE ACTION 1.8
Require preferential parking and accessibility for bicycles for all multi-family, commercial, industrial, and community service uses.

BICYCLE ACTION 1.9
Require secure bicycle parking that meets Gresham bicycle parking code standards. Identify opportunities to expand publicly accessible bicycle parking, such as bicycle racks in the public right-of-way and at key destinations, to improve availability throughout the community.

BICYCLE ACTION 1.10
Promote TriMet's "Bicycles on Transit" and similar programs that have the intent of increasing the number of bicyclists using transit.

BICYCLE ACTION 1.11
Maintain and continue to promote the City-owned bicycle fleet for official employee use.

BICYCLE ACTION 1.12
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.

BICYCLE ACTION 1.13
Design bicycle facilities using regional and national best practice guidance, such as Metro's Designing Livable Streets and Trails and National Association of City Transportation Officials' (NACTO) Urban Street Design Guide.

BICYCLE ACTION 1.14
Implement design options that reduce traffic speed, while providing bicycle facilities as part of the local street improvements and neighborhood traffic control projects.

BICYCLE ACTION 1.15
Stripe/buffer bicycle lanes with street resurfacing projects or improvements.

BICYCLE ACTION 1.16
Install detector loops and other technologies that allow bicyclists to trigger traffic lights while traveling on the road.

BICYCLE ACTION 1.17
Implement projects in a cost-effective manner, such as leveraging grant funds or partnering with existing development activity.

BICYCLE ACTION 1.18
Require bicycle accessibility with development proposals for residential, commercial, industrial, and institutional uses (particularly schools).

BICYCLE SYSTEM POLICY 2

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

BICYCLE ACTION 2.1

Prioritize safety improvements on arterials and collectors where most bicycle crashes occur. Identify and prioritize these projects in the Transportation and Footpaths Capital Improvement Programs.

BICYCLE ACTION 2.2

Complete Gresham's network of multi-use paths to provide a safe place for bicyclists separated from vehicles.

BICYCLE ACTION 2.3

Construct the Gresham Greenways network of low-speed shared streets to provide an alternative to travel on high-speed arterial and collector streets.

BICYCLE ACTION 2.4

Work with the appropriate jurisdiction to remove and prevent barriers, obstructions, and hazards from bicycle facilities.

BICYCLE ACTION 2.5

Establish a bicycle facility maintenance schedule and a procedure for quick response to the City's bicycle facility maintenance and safety problems.

BICYCLE ACTION 2.6

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.

BICYCLE ACTION 2.7

Work with partner jurisdictions and non-profit organizations to promote bicycle encouragement events (such as the Get There challenge) each year.

BICYCLE ACTION 2.8

Distribute and periodically update the Gresham Bicycle Map and coordinate with Multnomah County to update the County bicycle map.

A woman riding her bike along the Gresham-Fairview Trail.

BICYCLE SYSTEM POLICY 3

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

BICYCLE ACTION 3.1

Promote health through connections to healthy food stores and programmatic opportunities for physical activity, social connections, and positive interactions among people.

BICYCLE ACTION 3.2

Coordinate with partners to educate all users of Gresham's transportation systems about the health benefits of bicycling.

TRANSIT SYSTEM

TRANSIT SYSTEM POLICY 1

Advocate for convenient, expanded transit service within Gresham and the east Multnomah County area.

TRANSIT ACTION 1.1
Support TriMet's Forward Together service concept to create a grid of service to serve the most areas with potential high ridership and people with low incomes.

TRANSIT ACTION 1.2
Encourage TriMet to provide transit service for Gresham that improves frequency of service on all routes and improves route coverage for north-south routes.

TRANSIT ACTION 1.3
Partner with regional agencies and transit providers to improve bus travel times by prioritizing bus movements through congested areas.

TRANSIT ACTION 1.4
Encourage the public to utilize mass transit to reduce single occupant automobile use, efficiently use the road system, improve air quality, and improve public health.

TRANSIT ACTION 1.5
Promote logical extensions of the transit system to key destinations, such as a Gresham loop to Mount Hood Community College.

TRANSIT SYSTEM POLICY 2

Encourage first/last-mile services supplementing fixed-route transit to meet the current and projected transportation needs of Gresham.

TRANSIT ACTION 2.1
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.

TRANSIT ACTION 2.2
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.

TRANSIT ACTION 2.3
Advocate for enhanced transit service serving primary residential, employment, and commercial areas.

TRANSIT SYSTEM POLICY 3

Promote the development of a transit system that maximizes accessibility, Especially for people with low incomes.

TRANSIT ACTION 3.1
Encourage development of a local and regional transit system that improves Gresham's regional accessibility and access to jobs.

TRANSIT ACTION 3.2
Work with transit providers to extend transit service to areas of the city that do not have adequate transit service and have a higher concentration of people with low-incomes.

TRANSIT ACTION 3.3
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).

TRANSIT ACTION 3.4
Encourage safe and convenient access to transit via bicycle and pedestrian modes.

TRANSIT ACTION 3.5
Encourage development patterns that provide access to transit services.

TRANSIT ACTION 3.6
Work with TriMet to provide secure and convenient bicycle parking at light rail stations and transit centers, considering TriMet's Bicycle Parking Guidelines.

TRANSIT ACTION 3.7
Encourage intensive development in the transit corridors and transit station areas, especially near light rail stations that create high levels of pedestrian activity. 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. Provide safe, direct, and attractive pedestrian circulation between stations and adjacent commercial and residential areas; reduce the number and length of vehicular trips, and minimize the amount of land used for private off-street parking.

The MAX blue line arriving at Gresham City Hall station.

TRANSIT SYSTEM POLICY 4

Assist in the development of a safe transit system.

TRANSIT ACTION 4.1
Design, build, and maintain sidewalks, pathways, and crossings to transit that are free of hazards and minimize conflicts with external factors such as noise, vehicular traffic, and protruding architectural elements.

TRANSIT ACTION 4.2
Work with TriMet to identify and implement safety features (including shelters, lighting, real-time information, and emergency or pay telephones) and enforcement at bus stops, transit centers, and MAX stations.

TRANSPORTATION DEMAND MANAGEMENT

TRANSPORTATION DEMAND MANAGEMENT POLICY 1

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.

TDM ACTION 1.1

Support public/private partnerships between regional partners, local agencies, and local businesses.

TDM ACTION 1.2

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. 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.

TDM ACTION 1.3

Adopt transit supportive design standards for developments in districts near transit station areas and along designated transit corridors.

TDM ACTION 1.4

Continue the City's Employee Commute Program to reduce the number of auto trips made by City employees.

TDM ACTION 1.5

Work with local employers, especially those affected by the DEQ Employee Commute Option Rules, to promote telecommuting, flexible work hours, and compressed work weeks, the regional carpool matching database, the statewide carpool, employee SmartTrips program, and other transportation demand management strategies.

TDM ACTION 1.6

Update and maintain traveler information, including wayfinding signage for users of the bicycle and pedestrian systems.

TDM ACTION 1.7

Support the installation of end-of-trip facilities such as short- and long-term bicycle parking and showers for commuters using active forms of transportation.

TDM ACTION 1.8

Support efforts to reach residents with travel options information through such opportunities as new resident outreach and individualized marketing campaigns.

TDM ACTION 1.9

Support and participate in state and regional programs aimed at reducing greenhouse gases and other harmful emissions.

PARKING MANAGEMENT

PARKING MANAGEMENT POLICY 1

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.

PARKING ACTION 1.1

Manage the public parking supply per the principles as outlined in the Parking Management Manual and agreed upon with the Parking Work Group.

PARKING ACTION 1.2

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.

PARKING ACTION 1.3

Manage the curb zone area of the right-of-way to ensure flexibility and adaptability as parking and mobility technologies change.

PARKING ACTION 1.4

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.

PARKING ACTION 1.5

Provide encouragement and, where appropriate, technical support to employers with more than 100 employees who are required to participate in DEQ's Employee Commute Option (ECO) Program designed to reduce the number of cars driven to work.

PARKING ACTION 1.6

Use adjacent land use characteristics, building type, and other physical attributes to determine the appropriate use of curb space (e.g., on-street parking, pick-up/drop-off of passengers or freight, shared active transportation facilities, bikeways, transit stops, and enhanced transit stops).

FREIGHT SYSTEM

FREIGHT SYSTEM POLICY 1

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

FREIGHT ACTION 1.1
Provide for efficient and safe movement of freight when conducting traffic analyses and adopting multimodal street design standards.

FREIGHT ACTION 1.2
Require adequate on-site loading facilities and ensure the Gresham Regional Center and Rockwood Town Center have adequate access for street loading facilities.

FREIGHT ACTION 1.3
Ensure adequate accessibility and mobility to and between regional freight routes from commercial and industrial districts.

FREIGHT ACTION 1.4
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.

FREIGHT ACTION 1.5
Cooperate with railroads to provide an adequate level of rail freight service.

FREIGHT ACTION 1.6
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

PASSENGER RAIL POLICY 1

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

RAIL ACTION 1.1
Support cost-effective commuter and inter-city passenger rail projects that serve a demonstrated need.

RAIL ACTION 1.2
Support connections that make commuter and inter-city service accessible to Gresham residents by a variety of modes.

AIR TRANSPORTATION

AIR TRANSPORTATION POLICY 1

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

AIR ACTION 1.1
Identify and resolve land use compatibility issues working with the Port of Portland.

AIR ACTION 1.2
Participate in noise abatement activities with the Noise Abatement Advisory Committee and PDX staff.

AIR ACTION 1.3
Ensure that the location and use of helicopter landing facilities are compatible with surrounding land uses.

PIPELINE SYSTEM

PIPELINE SYSTEM POLICY 1

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

PIPELINE ACTION 1.1
Identify and provide appropriate inter-modal access along pipeline corridors.

PIPELINE ACTION 1.2
Protect established and planned pipeline corridors from conflicts with incompatible land use development.

PIPELINE ACTION 1.3
Support the development of a regional pipeline system.

5

SYSTEM PLANS

Gresham's preferred transportation system is made up of a multimodal functional classification system plan and specific system plans for pedestrian, bicycle, transit, and freight modes as well as plans for travel demand management, transportation system management, and parking management.

The system plans provide the framework for how Gresham's multimodal transportation system works to enact the policies of Chapter 4. Each system plan shows the future buildout that will help to construct a complete transportation network.

HOW THE SYSTEM WORKS

A city's street network is more than a set of roads—it's a system designed to move people, support neighborhoods and businesses, and shape how the community grows.

FUNCTIONAL CLASSIFICATION

The functional classification system plan defines the role each street plays in Gresham's transportation network and how it is designed. It determines how these streets connect to each other, what types of travel they support, and how they fit within surrounding land uses and natural systems.

For the 2013 Transportation System Plan (TSP), Gresham refined its functional classification system to do the following:

- Support existing and future land uses.
- Match street design to community needs and vision.
- Ensure street improvements are financially feasible.

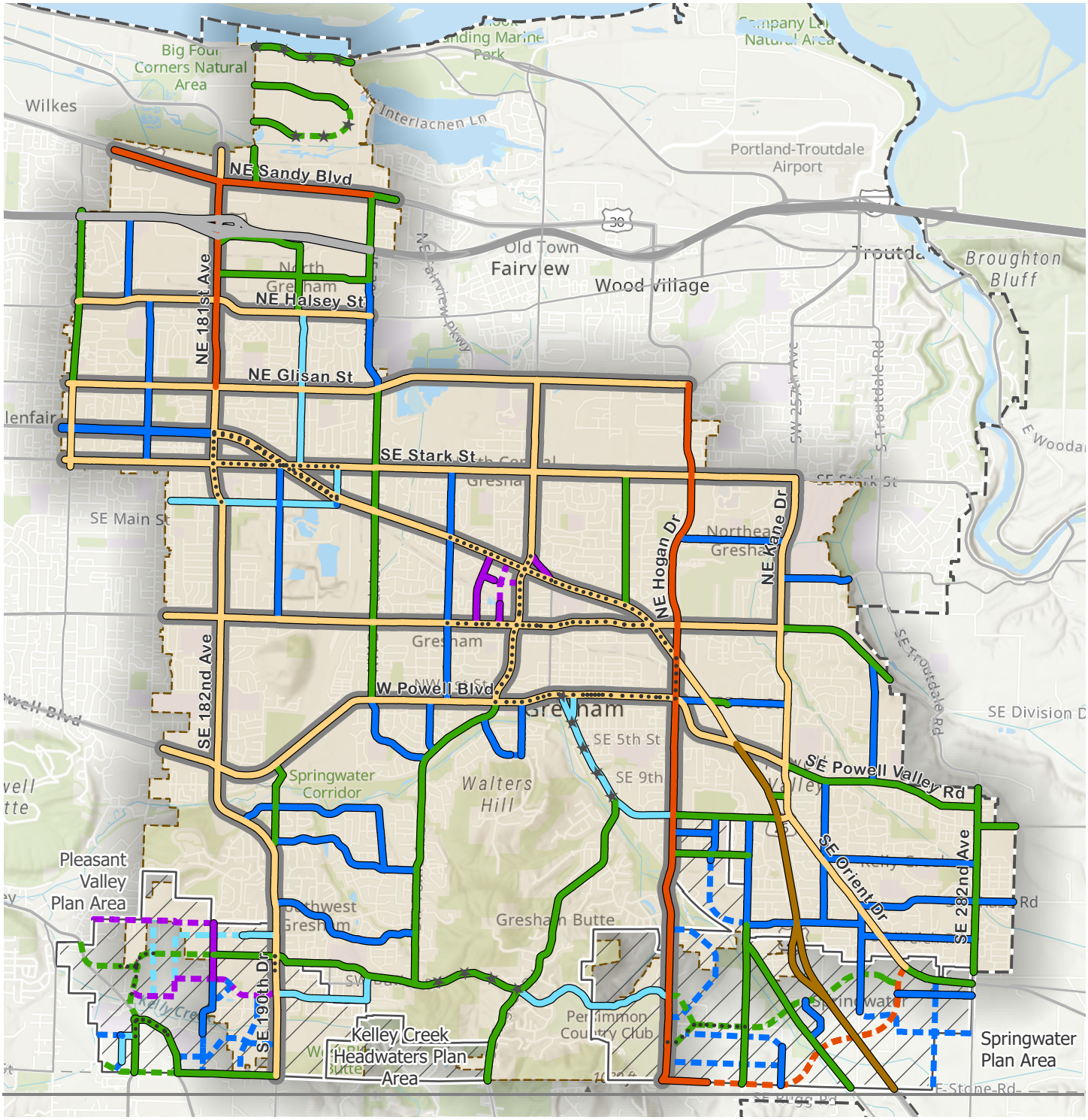
The 2013 update also created consistency in Gresham's transportation planning by incorporating the Pleasant Valley, Kelley Creek, Headwaters, and Springwater plan areas and their road classifications into one map (Figure 28).

In 2025, zoning changes in Pleasant Valley also led to refined street classifications. The number of Major Collector streets was increased in response to

Gresham's Grid Network

Together, arterial and collector streets create a grid-like network and generally run on north-south and east-west alignments. Local streets generally follow this pattern though some curve or shift direction due to the terrain, such as buttes, streams, or other natural features.

Arterial streets are typically spaced about one mile apart. Collector streets are usually located halfway between arterials--and local streets fill in the spaces between these major streets, creating connections within neighborhoods and providing access to houses, businesses, and community destinations.



- Freeway (ODOT)
- Principal Arterial (ODOT)
- Major Arterial
- Standard Arterial
- Minor Arterial
- Major Collector
- Standard Collector
- Minor Collector
- Proposed Major Arterial
- Proposed Standard Arterial
- Proposed Minor Arterial
- Proposed Major Collector
- Proposed Standard Collector
- Proposed Minor Collector
- Transit Street
- ★ ★ Special Cross Section
- Boulevard
- Plan Areas
- City Limits
- Urban Growth Boundary

0 1 Miles

FIGURE 28. FUNCTIONAL CLASSIFICATION

Each street classification includes both functional characteristics — such as typical traffic volumes, design speeds, and lane number and width — and design elements, including sidewalks, bike facilities, parking, medians, and planter strips. Figure 29 below identifies the functional characteristics and design elements for each arterial and collector classification. These characteristics help determine the appropriate classification for each street, but they are not strict standards. The actual roadway capacity depends on factors such as traffic operations at intersections and roadway features like turning movements, grade, number of lanes, and hourly traffic patterns.

The following sections describe the general function and operating parameters for each classification. The right-of-way requirements are provided along with generalized cross sections. More specific design details and requirements are provided in the Gresham Community Development Code (Appendix 5) and Gresham Public Works Standards.

Arterial & Collector Functional Classification and Design Elements

	Functional parameters				Design elements					
Street	Average daily trips	MPH	Vehicle lanes	Total width	Bicycle lanes & buffers	Parking	Median / Center turn lane	Landscape strip	Sidewalk	Curb & gutter
Major Arterial	25,000 - 60,000	35-40	4	104 feet	✓	✗ *	✓	✓	✓	✓
Standard Arterial	15,000 - 40,000	35-40	4	96 feet	✓	✗ *	✓	✓	✓	✓
Minor Arterial	10,000 - 20,000	25-35	2	74 feet	✓	✗ *	✓	✓	✓	✓
Major Collector	1,000 - 10,000	25-30	2	74 feet	✓	✓	✗	✓	✓	✓
Standard Collector	1,000 - 10,000	25-30	2	60 feet	✓	✓	✗	✓	✓	✓
Minor Collector	1,000 - 10,000	25-30	2	60 feet	✗	✓	✗	✓	✓	✓

* Parking is optional when designated "boulevard". For boulevards, on-street parking should be built where there is enough right-of-way. If there is not enough right-of-way, the developer may choose to dedicate right-of-way and provide on-street parking that meets the Public Works Standards.

FIGURE 29. FUNCTIONAL CLASSIFICATION AND DESIGN ELEMENTS

HOW WE BUILD OUR STREETS

STREET DESIGN CROSS SECTIONS

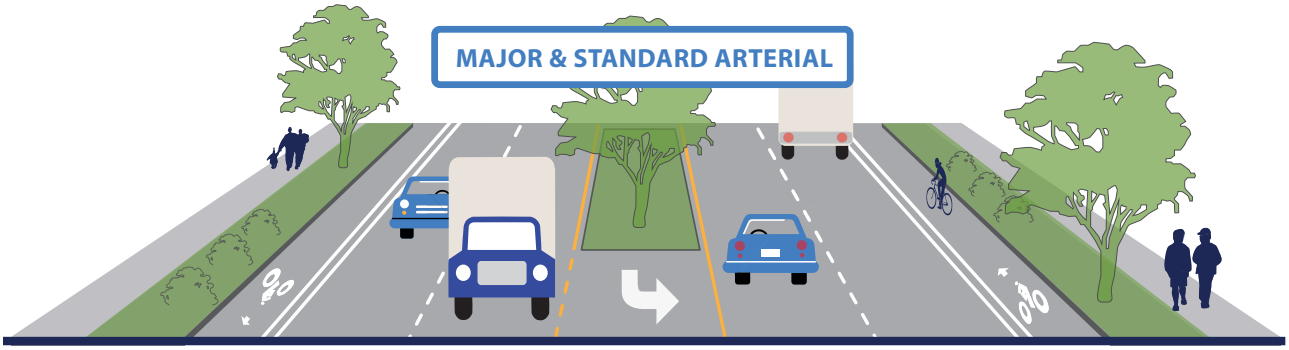
ARTERIALS

Arterials are the primary streets that support moderate-speed, high-volume travel across Gresham. They provide access to major activity centers and facilitate travel from collector streets to the freeway. These facilities typically accommodate 15,000 to 30,000 vehicles per day, with some segments carrying up to 40,000 vehicles per day. Arterials include travel lanes, bicycle lanes, and a center lane or raised median, along with sidewalks, planter strips, and frequent transit service designed to support pedestrian mobility, streetscape aesthetics, and stormwater management.

The arterial system in Gresham is composed of three functional classifications—major arterials, standard arterials, and minor arterials—each tailored to its role within the broader network.

Looking east toward Mount Hood along a busy Burnside Road.

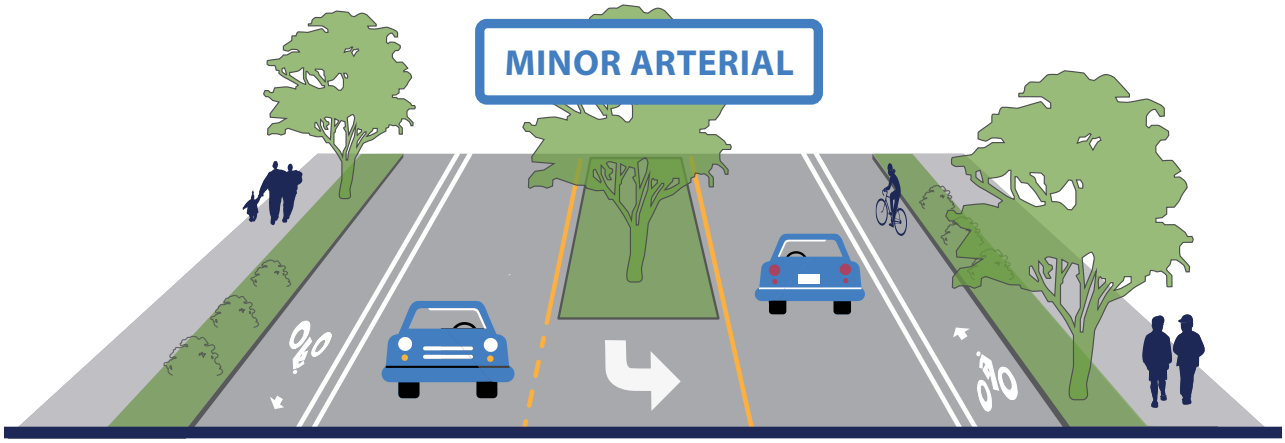
Major & Standard Arterials



Major arterials support the highest regional travel demand within the city and are essential to the movement needs of Gresham's industrial and employment areas. These routes carry significant freight volumes and are designed to accommodate the operational needs of large vehicles. In Gresham, examples of major arterials include Sandy Boulevard and Hogan Drive.

Standard arterials serve community-level travel needs, providing continuity between neighborhoods, activity centers, and regional routes. They maintain the typical arterial cross-section and, where feasible, raised medians are preferred for improved safety and operational performance.

Minor Arterials



Minor arterials provide critical links between neighborhoods and the arterial network, emphasizing local and cross-community trips. They consist of one travel lane in each direction with a center turn lane or planted median, buffered bicycle lanes, planter strips, and sidewalks. Continuous left-turn lanes are provided at local streets and major driveways. In commercial and industrial areas, a continuous center turn lane may be appropriate to support access needs. As with other arterial types, raised medians are preferred where functionally appropriate to enhance travel safety and mobility.

COLLECTORS

Collectors are designed to facilitate travel within the community, linking neighborhoods to the arterial system and providing direct access to adjacent land uses. They typically carry 1,000 to 10,000 vehicles per day and support neighborhood-level transit service. Collectors include sidewalks and bicycle lanes or shared travel lanes to facilitate multimodal neighborhood access.

Three collector classifications—major, standard, and minor collectors—provide varying levels of multimodal accommodation based on the network and adjacent land uses.

Major Collectors

Major collectors provide the highest level of multimodal accommodation within the collector system and are primarily located within specially planned areas such as Civic Neighborhood and Pleasant Valley. They include one travel lane in each direction, bicycle lanes, planter strips, sidewalks, and on-street parking to support adjacent land uses.

Standard & Minor Collectors

Standard and minor collectors emphasize neighborhood access and feature one travel lane in each direction. While they both include planter strips and sidewalks, standard collectors have dedicated bicycle lanes and rely on adjacent local streets to provide on-street parking. On minor collectors with on-street parking, bike travel is accommodated in the car travel lanes, with sharrows or similar pavement markings where appropriate to highlight a shared street.

LOCAL STREETS

Local streets make up most of the city's total street mileage as they form the basic network of neighborhood circulation and provide access to individual properties. Because they carry lower traffic volumes at lower speeds, they can also function as shared-road bicycle routes. Lower speeds and lighter traffic also help create a pleasant pedestrian environment. These streets are designed with sidewalks and planter strips so that walking feels safe and comfortable.

Gresham has several types of local streets—and the type is determined during the development review process based on the City's Community Development Plan and Public Works Standards. Some street types include "green street" designs that have wider landscape strips to help manage stormwater and add more greenery to the neighborhood.

Transitional

Transitional streets are the connection points of established neighborhoods. They are low-speed, low-volume routes with two travel lanes and two parking lanes. They are typically used when extending existing neighborhood streets, serving mixed-use neighborhoods where extra off-street parking is limited, on primary emergency response routes, and when a street must end in a cul-de-sac. Traffic volumes are typically 1,000 vehicles or less per day.

Industrial

Industrial local streets are designed mainly for the access needs of industrial areas. Although they serve industrial uses, the character is like other local streets—two travel lanes, two parking lanes, low-volume, and focused on access.

Commercial

Commercial streets support access to businesses and commercial properties. They have two travel lanes and two parking lanes with traffic volumes of 1,000 vehicles or less per day. They provide the same low-speed environment as other local street types but are in areas with more storefront activity.

Queuing

Queuing streets are common in new residential developments and have a unique layout where two-way traffic shares one travel lane. When two vehicles meet, one pulls into an open space within the parking lane to let the other pass—hence the term "queuing". Queuing streets have block lengths limited to 400 feet and typically have traffic volumes of 800 vehicles or less per day. Their narrow design helps slow traffic and create a calmer residential feel.

Minor Access

Minor access streets are short dead-end streets built to serve new infill development when there is no way to connect to a neighborhood street. They are small in scale, no longer than 250 feet in length and serving no more than 10 houses. Sidewalks are not required because traffic volumes are extremely low.

Alley

Alleys are narrow streets that run behind houses or buildings and provide access from the rear. They help create more walkable, attractive streets by reducing the number of driveways along main streets, improving pedestrian safety and sidewalk continuity. Alleys must connect to public streets at both ends and serve lots that have frontage on a public street.

SPECIAL STREET CROSS SECTIONS

Some streets require special street cross-sections because standard designs are not feasible due to environmental constraints, impacts to historic resources, or unique development patterns. These alternate designs ensure streets still support multimodal travel and meet functional needs.

Areas with Special Street Designs

A busy sidewalk on Main Avenue.

Downtown Plan District

Downtown includes unique street designs intended to support high pedestrian activity and encourage walking and biking within the commercial core. Curb extensions (or bump outs) are required on all street corners to provide more space for pedestrians and shorten crossing distances. Cross-sections are defined in Development Code Section 4.1100 and the Public Works Standards.

Looking at the MAX line from Civic plaza.

Civic Neighborhood Plan District

Civic Neighborhood streets are designed to accommodate higher pedestrian volumes associated with higher-density zoning. Wider sidewalks on major streets and concrete crosswalk features emphasize pedestrian-friendly design. Cross sections are defined in Development Code Section 4.1200 and the Public Works Standards.

Street plantings along Powell Boulevard.

Boulevards

In the Gresham Regional Center and Central Rockwood Plan Area, arterial streets are designated as "boulevards" because they are active multimodal corridors within high-density, transit-oriented areas. In the Pleasant Valley Plan Area, sections of arterial streets that front commercial areas are designated as boulevards. Boulevards are designed to slow traffic and provide a pleasant pedestrian environment that supports commercial activity, with wide sidewalks, bike lanes, and on-street parking.

Bike riders on a path in Rockwood.

Multi-use Path Adjacent Streets

Where multi-use paths are adjacent to streets (also known as on-street paths), the path is placed behind the planter strip and parking lane, based on the street's functional classification. These paths are aligned with the Regional Transportation Plan.

Streets with Special Cross Sections

Butler Road (Towle Avenue to Regner Road)

Butler Road is an important east/west route in southern Gresham, though it currently has one travel lane in each direction and no sidewalks or bike lanes. This section of Butler Road has Metro-owned property to the north and south with a planned multi-use path along the south side. The long-term plan for the Metro land is open space, which may reduce the need for direct property access. When Butler Road is considered for redevelopment, future upgrades should add multimodal elements, though a center turn lane may not be warranted.

Marine Drive

Marine Drive is located along the Columbia River levee and is constrained by slope and environmental conditions. The portion of Marine Drive within Gresham has one auto lane and one bike lane in each direction with no sidewalk or planter strip. However, a multi-use path is planned on top of the levee along this portion of Marine Drive for pedestrians and bicyclists. Marine Drive remains a minor arterial due to its traffic volumes but has a special cross section due to the constraints of the levee.

Riverside Parkway

Riverside Parkway is planned as a loop connecting to Portal Way. If the development patterns of the adjacent property change (i.e., a large lot development), a looped connection may not be required per the Development Code and Public Works Standards.

Roberts Avenue (Powell Boulevard to Regner Road)

Roberts Avenue is classified as a minor collector but is not currently built to that standard. Since it is surrounded by many historic houses and mature trees, the right-of-way expansion would encroach on properties and require tree removal. Its special designation preserves character and reduces impact to historic resources.

Looking up at the trees in one of Gresham's parks.

OREGON DEPARTMENT OF TRANSPORTATION (ODOT) ROADS

ODOT maintains jurisdiction of two road sections within Gresham's study area: I-84 and US-26 south of Powell Boulevard. They are shown on the functional classification system plan and discussed below as they perform a vital role in the transportation system plan. However, their design and function are managed by ODOT.

Freeway

Freeways are high-speed, high-volume corridors that facilitate through-movement of regional, statewide and interstate travel. They include grade separated interchanges, four to eight travel lanes with median separation and fully controlled access. Volumes can be more than 60,000 vehicles per day. Interstate 84 (I-84) is the only freeway facility in Gresham. It is within ODOT jurisdiction, and any improvements will be addressed through ODOT and Gresham coordination.

Transit service, if it is provided, consists of express buses or fixed-guideway service such as light rail. Bicycle and pedestrian travel within these corridors are provided on either parallel streets or on dedicated pathways. I-84 features a parallel 10-foot-wide multi-use path, providing bicyclists and pedestrians with a major east-west travel option.

Principal Arterial

Principal arterials are high-speed, high-volume arterials that provide a high level of mobility for regional and inter-regional travel. Principal arterials include four to six travel lanes, raised medians and street intersections generally limited to signalized intersections with arterial and collector streets. Traffic volumes are typically between 35,000 and 50,000 vehicles per day and may be as high as 60,000 vehicles per day.

Transit service will generally consist of regional or express bus service with relatively infrequent stops. Bicycle facilities should be separated or provided on parallel streets. Pedestrian facilities should be separated from the street with wide planters to create a more comfortable experience.

TRANSIT STREETS

The transit street designation is not a type of street like an arterial or collector. Instead, it's a designation that helps guide how buildings and sidewalks are designed along streets with high-quality transit service. The goal is to make it easy and safe for people to walk, bike, and ride transit while supporting nearby shops, offices, and other businesses.

Gresham's transit design criteria include these key features:

- Easy, safe access to transit. Sidewalks and bike paths provide direct routes to bus stops or transit facilities.
- Active, inviting streets. Building designs use windows and wall placement to make streets feel safer, more interesting, and welcoming—avoiding fortress-like facades.
- Coordination with transit providers. During the development process transit providers are consulted on bus stop needs. Extra right of way or frontage changes can be required to make bus stops safe and easy to access for transit users.

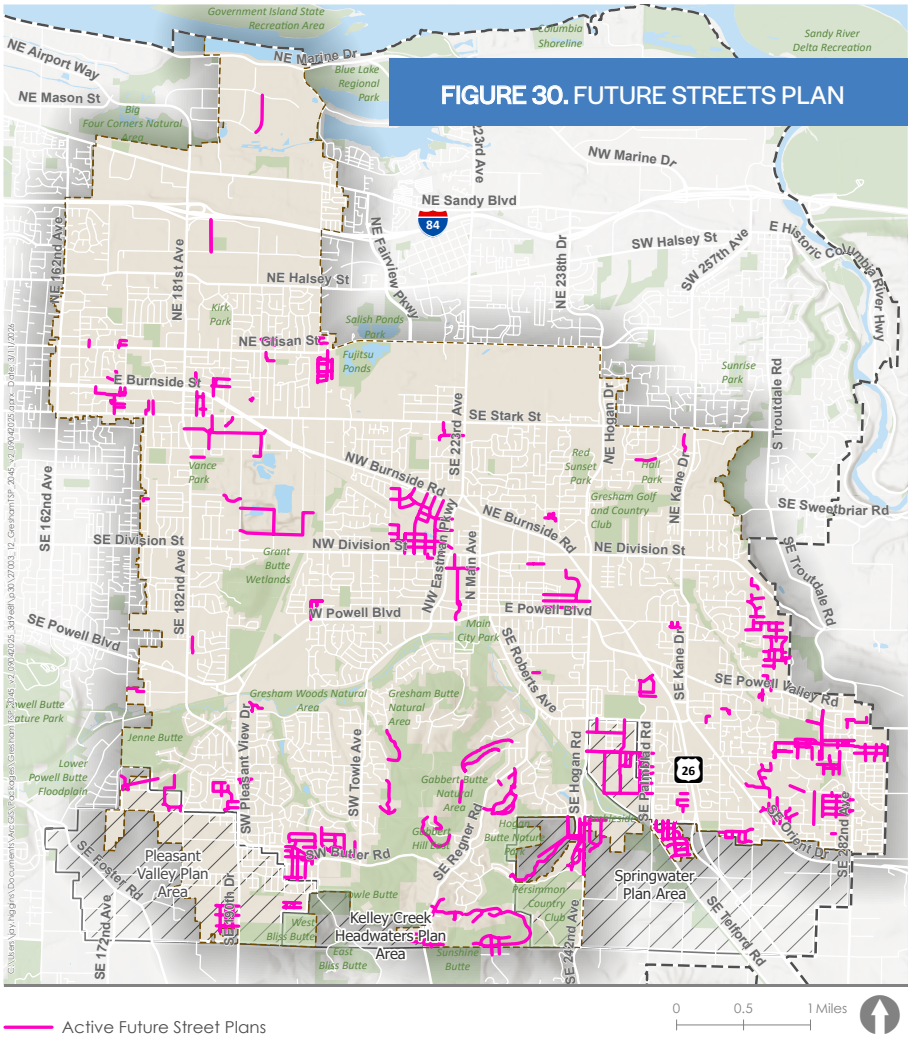
In short, transit streets are all about connecting people to transit while keeping the street lively, safe, and pedestrian-friendly.

HOW WE PLAN OUR STREETS

HOW WE PLAN LOCAL STREETS: FUTURE STREET PLAN

The Future Street Plan helps Gresham ensure a well-connected street network as the city grows. Individual Future Street Plans are required by Development Code between disconnected street right of ways and across large areas with no streets. They provide guidance for how new streets can provide access to surrounding properties and to existing streets. Together, these individual Future Street Plans are an index of needed connectivity and make up the current Future Street Plan.

The street layout shown in the map below (Figure 30) illustrates potential connections, primarily for local streets. These alignments are conceptual — they do not set exact locations. The precise location of a street is determined through the site development review process with the City's Planning department. Any updates or changes to the future streets shown in Figure 30 must meet the FSP modification process per Development Code Section 9.0700.



HOW WE PLAN FOR ACCESS: ACCESS MANAGEMENT POLICY

The City manages access to private property from the street network as a matter of traffic safety for vehicles, pedestrians, and bicyclists. Access management may occur during site development review or through safety projects initiated by the Transportation department. The City's access management policy is to restrict access on higher classification streets to reduce traffic friction from numerous slowing vehicles and reduce the number of conflict points for pedestrians and bicyclists. The City's transportation engineering department may require new development to relocate, consolidate, or share driveways on arterial or collector streets. Other access management techniques are raised medians or traffic separators along turn lanes, which reduce turn movements. Raised medians can be planted with trees, as mature trees help to give streets a sense of enclosure that reduces speeds.

HOW WE PLAN FOR WALKING & BIKING: INFRASTRUCTURE APPROACH

Gresham's strategy for walking and biking improvements is intentionally multi-faceted, recognizing that different streets serve different purposes—and builds on the foundation established in the City's first Active Transportation Plan (ATP). That planning effort identified the need for two complementary strategies:

1. Targeted improvements along busy arterials — such as continuous sidewalks, separated bike facilities, and enhanced crossings with lights and signals — to make high-traffic corridors safer and more accessible.
2. The buildout of a connected, low-stress network along low-volume, low-speed streets that offers comfortable walking and biking routes for people of all ages and abilities.

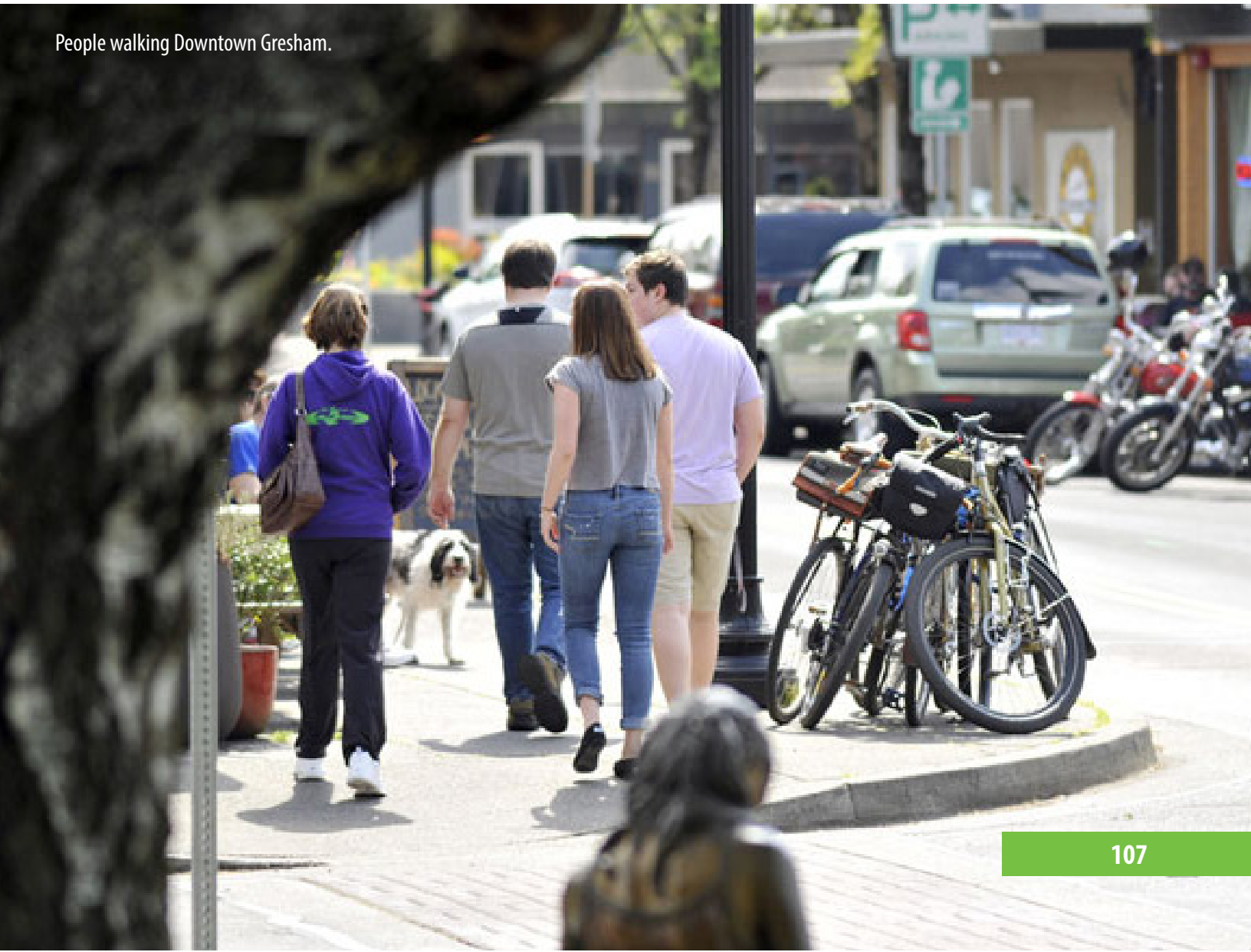
To prioritize these projects, the ATP introduced an evaluation framework that remains central to this TSP. Pedestrian and bicycle projects were scored against criteria including safety, equity, and public priority. Public priority was informed through community engagement activities with rankings assigned based on how frequently projects were identified by the community. These combined scores guide the City in selecting the most impactful pedestrian and bicycle investments to improve mobility and safety across the system.

A rider walking their bike along a path to the MAX station.

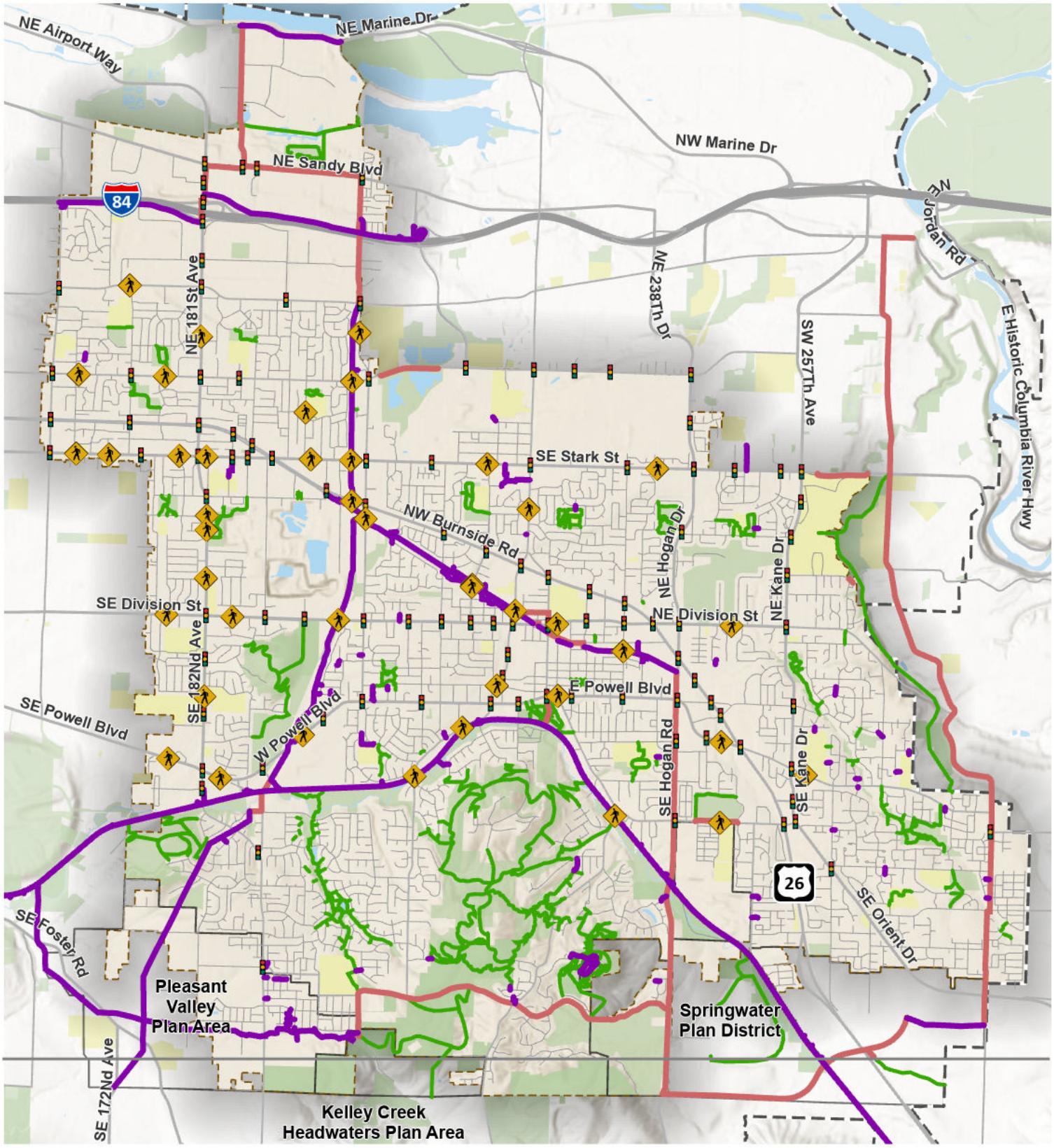
PEDESTRIAN SYSTEM PLAN

The TSP supports a safe, comfortable, and continuous pedestrian network throughout the city.

There are many types of infrastructure that improve safety and comfort for all pedestrians, from creative crosswalks to sidewalk planters. The pedestrian system is largely incorporated into the functional classification system plan which calls for wide sidewalks, planting strips, on-street parking in centers and a flexible use of medians. It creates an accessible environment compliant with the Americans with Disabilities Act (ADA). The map on the next page (Figure 31) shows the planned pedestrian network.



People walking Downtown Gresham.



Multi-Use Path
Paved Along Roadway
Trail
Traffic Signal
Pedestrian Crossing
City Limits
Urban Growth Boundary
Plan Areas
Open/Green Spaces
Schools

0 1 Miles

FIGURE 31. PEDESTRIAN SYSTEM PLAN

PEDESTRIAN FACILITIES

Pedestrian Districts

Downtown, Civic Neighborhood and Rockwood have been identified as pedestrian districts within Gresham. All have land use plans supporting pedestrian-friendly development. The plans include minimum or zero setback buildings, higher densities, building orientation toward the street and transit corridor designations, among other pedestrian amenities. The existing street standards in Downtown and Civic Neighborhood support these areas as pedestrian districts. Major streets feature wide sidewalks, and the standards allow landscaped areas to be replaced with concrete to further expand walking space. Sidewalks with trees or planter strips, pedestrian-scale lighting, underground utilities, curb extensions, on-street parking, and narrow travel lanes all work together to create a comfortable, walkable urban environment. The Downtown street standards also include a shared street classification. A shared street is shared by all travel modes but designed for pedestrians as the predominant mode, such as Beech Avenue located just north of the Arts Plaza. Autos are allowed but must travel at a walking pace to operate safely. The street is intended for local access and provides a continuous and connected street grid pattern.

Sidewalks

Sidewalks are a key part of the pedestrian system, linking neighborhoods to other local destinations, such as schools, parks, transit stops, and commercial areas. Many streets in Gresham have a curb in place, but the sidewalk was never constructed. New development is required to build sidewalks, but they may not link to the existing sidewalk network, leaving small gaps in the system. Sidewalk infill is prioritized on arterial and collector streets and then local streets, using the criteria from the Active Transportation Plan: Key Destinations, Transit Access, Safety, Level of Comfort, Health, Equity.

Street Connectivity

A very important element of the pedestrian system is local street connectivity. A well-connected local street system provides convenient connections between neighborhoods, schools, parks, shopping and transit. The City has adopted neighborhood circulation and street connectivity standards for new residential and mixed-use development. These requirements have resulted in the development of several future street plans that guide the construction of new local street connections with land use development and redevelopment.

Curb Ramps

The Americans with Disabilities Act (ADA) requires appropriate street accommodations for all users. Curb ramp retrofits and new installations are required of new street construction and major street reconstruction. However, relying on street projects to implement the City's curb ramp program is inadequate. The curb ramp program works independently from street repair to install and upgrade curb ramps citywide. The City of Gresham's ADA Transition Plan identifies priority areas for ramp construction.

People (and a dog) out on the Springwater Trail.

Multi-use Paths

Off-street paths are designed to establish safe and convenient routes separate from vehicle traffic for walking and other non-motorized users. Multi-use paths form the backbone of the pedestrian and bicycle system, providing connectivity to and through neighborhoods. The following additional paths will complete the network:

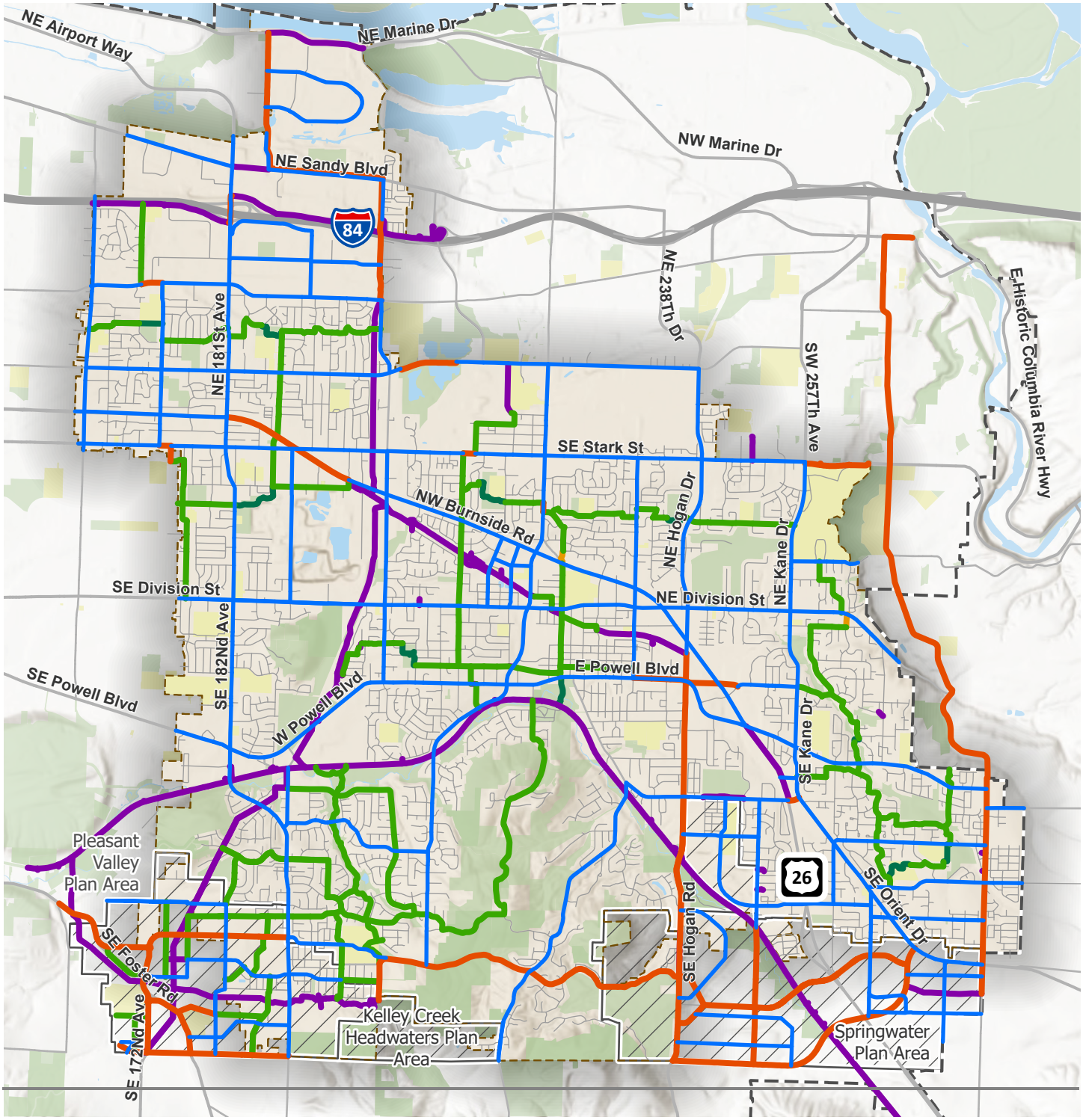
- **Kelley Creek Trail:** The planned multi-use path will parallel Kelley Creek and connect to the Springwater Corridor at Powell Butte Nature Area. The trail will provide bicycle access across Pleasant Valley.
- **East Buttes Powerline Trail:** The planned multi-use path that will cross north/south over Gresham Jenne Butte and through Pleasant Valley. It will follow a power transmission corridor to connect the Springwater Trail to Happy Valley and the Clackamas River.
- **Hogan Road Path:** The planned multi-use path along Hogan Road will run south from the Wy'East Way near Division Street to the County line, connecting to the path across the Springwater Area.
- **Troutdale to Gresham Path**: This is a proposed north/south on-street multi-use path aligned along 282nd Avenue in Gresham and north along Troutdale Road to the Sandy River. The new path will link to the Springwater Corridor Trail through the Springwater Plan Area for full access to the multi-use path network. It will enhance bicycle access for the neighborhoods in southeast Gresham.
- **Springwater Plan Area Path:** This planned multi-use path is along the Major Arterial that crosses the Springwater Plan Area from Hogan Road to 282nd Avenue.

BICYCLE SYSTEM PLAN

Gresham aims to provide a bicycle system that continues to attract new cyclists and allows people to integrate bicycling into daily life.

Bicycles are legally classified as vehicles and are allowed on most roadways except urban freeways. Just like auto drivers, bicyclists need well-designed facilities to operate safely. The system plan develops a connected bicycling network that establishes direct and convenient access to all significant destinations within the city and provides safe and comfortable facility types for different types of cyclists. The bicycle system plan has three primary facility types: off-street multi-use paths, on-street bike lanes and Gresham Greenways. The map on the next page (Figure 32) shows the planned bicycle network.

A bicyclist riding along the Wy'East Way path.



Treatment

- Multi-Use Path
- Paved Along Roadway
- Buffered Bike Lane
- Greenway
- Park Connection
- Parking Lot Connection

- City Limits
- Urban Growth Boundary
- Plan Areas

0 1 Miles

FIGURE 32. BICYCLE SYSTEM PLAN

BICYCLE FACILITIES

Multi-use Paths

Off-street paths are designed to establish safe and convenient routes separate from auto traffic for cycling, walking and other non-motorized users. They are essential to completing the bicycle system since not all users are comfortable using on-street facilities. They also often serve as an "expressway" for bicycle commuters because there are typically fewer stops required along paths compared with the street system.

Gresham's existing off-street, multi-use paths are the Springwater Corridor Trail, Gresham-Fairview Trail, Wy'East Way, Marine Drive Trail, and I-84 Path. They are well-used facilities that provide a backbone framework for bicycle access.

Bicyclists riding along the Springwater Trail.

The following paths are proposed to complete the network:

- **Kelley Creek Trail:** The planned multi-use path will parallel Kelley Creek and connect to the Springwater Corridor at Powell Butte Nature Area. The trail will provide bicycle access across Pleasant Valley.
- **East Buttes Powerline Trail:** The planned multi-use path that will cross north/south over Gresham Jenne Butte and through Pleasant Valley. It will follow a power transmission corridor to connect the Springwater Trail to Happy Valley and the Clackamas River.
- **Hogan Road Path:** The planned multi-use path along Hogan Road will run south from the Wy'East Way near Division Street to the County line, connecting to the path across the Springwater Area.
- **Troutdale to Gresham Path:** This is a proposed north/south on-street multi-use path aligned along 282nd Avenue in Gresham and north along Troutdale Road to the Sandy River. The new path will link to the Springwater Corridor Trail through the Springwater Plan Area for full access to the multi-use path network. It will enhance bicycle access for the neighborhoods in southeast Gresham.
- **Springwater Plan Area Path:** This planned multi-use path is along the Major Arterial that crosses the Springwater Plan Area from Hogan Road to 282nd Avenue.

On-street Bicycle Lanes

Gresham's bicycle network is designed so people can bike on every major street. Major streets are often the most direct route to destinations due to limited connectivity around highways or across subdivisions. Buffered bike lanes — those with extra space separating bikes from cars--are required on major, standard, and minor arterials, as well as on major and standard collectors. Minor collector streets function as shared bicycle routes, where people on bikes travel within the vehicle lanes. Sharrows or other markings may be used to guide bicyclists and remind drivers to expect people biking.

To make major streets comfortable for bicyclists of all ages and abilities, protection and separation from vehicles is needed. Where right of way is available, the City will use separated bike lanes with increased protection and separation. These facilities require more maintenance and must be coordinated with maintenance staff before being built.

Major bicycle facility gaps on arterial and collector streets include:

- **Burnside Road:** 181st to 197th
- **SE 1st Street:** Powell Blvd to SE 3rd
- **Palmquist Road:** Hogan Road to Orient Drive
- **Orient Drive:** 500 feet north of Salquist Road to the planned Springwater arterial

Gresham Greenways

Gresham Greenways is a network of low-stress streets and multi-use paths that connect key destinations across Gresham. The network was developed from the Active Transportation Plan's Bike Routes for Everyone network. To create the Bike Routes for Everyone a "Level of Comfort" analysis was done on streets with good connectivity. The analysis looked at how street design elements (such as posted speed limit and number of travel lanes) impact the experience for bicyclists of all skill levels. The analysis informed design options for infrastructure improvements, such as sharrows, signage, traffic calming, and enhanced crossings of arterial streets throughout the network to make it safer and more comfortable for all users.

Bike Facilities in Future Plan Areas

The Pleasant Valley and Springwater Plan Areas have many unbuilt streets that can include safer bike facilities when the streets are constructed. To provide safe and comfortable bike travel, these developing areas will feature designs like cycle tracks and shared sidewalks that provide more separation and protection from traffic. In Pleasant Valley, new arterial and collector streets will be built with dedicated space for bicycles and local streets will connect to the wider Gresham Greenways network. In Springwater, the ongoing urbanization creates a chance to build trails, paths, and bike lanes that connect key destinations and the regional trail system. Together, these tailored designs create a bike network that is safe, connected, and comfortable for riders of all ages and abilities — supporting future growth while making biking a practical option in Gresham's future neighborhoods.

Street Connectivity

A very important element of the bicycle system is adequate local street connectivity. A well-connected local street system provides convenient connections between neighborhoods, schools, parks, shopping, and transit. The City has adopted aggressive neighborhood circulation and street connectivity standards for new residential and mixed-use development. These requirements often result in the development of future street plans that guide the construction of new local street connections with land use development and redevelopment.

Bicycle Signage

Proper signage for bicyclists helps people reach everyday destinations across the city. Bicyclist signage involves wayfinding and route marking signs. Both are important to help people find their way and feel comfortable navigating by bike. Gresham maintains Intertwine Regional Trail signage standards on its multi-use paths and MUTCD compliant signage on bike lanes. In addition, Gresham Greenways have bike route signage and sharrow pavement markings to help mark the route.

Encouragement for Biking

The City of Gresham supports bicycling not only through ongoing encouragement programs that promote riding for transportation, recreation, and community connection. These efforts include public events, partnerships with local organizations, and campaigns that highlight the city's expanding network of trails and bikeways. The City has been recognized for this work by the League of American Bicyclists, which awarded Gresham a Silver Bicycle Friendly Community designation — reflecting the City's combined efforts in bike facilities and encouragement.

Each year, the City participates in Bike Month, hosting activities that invite residents of all ages and abilities to experience bicycling. Events have included Bike to Work Day, community group rides, and youth-focused bike fairs that offer resources and teach safe riding skills. In recent years, the City and its partners have also supported neighborhood rides, free bike repair services, and outreach activities that introduce new riders to Gresham's bike network.

In 2017, the Gresham Parkways event — organized with support from the Gresham Area Chamber of Commerce — highlighted the city's off-street trail network and attracted over 800 participants riding routes along the Gresham-Fairview Trail, Wy'East Way, and the Springwater Corridor Trail. More recent encouragement efforts have continued to build on this model by promoting Gresham's trail connections to regional destinations and by partnering with community organizations, schools, and employers to expand participation in bicycling programs.

TRANSIT SYSTEM PLAN

Gresham aims to provide a public transit system that supports everyday travel, connects key destinations, and complements the city's broader transportation network.

TriMet, the region's largest transit service provider, and Sandy Area Metro (SAM) are the two transit providers that serve Gresham. The transit network consists of a hierarchy of service designated to provide the highest possible service to Downtown, Civic Neighborhood and Rockwood, employment areas, and along major regional arterials. Neighborhood access and circulation routes provide more flexible transit service to connect outlying low-density neighborhoods to the regional centers and other transit lines. The map on this page (Figure 33) shows the planned public transit system.

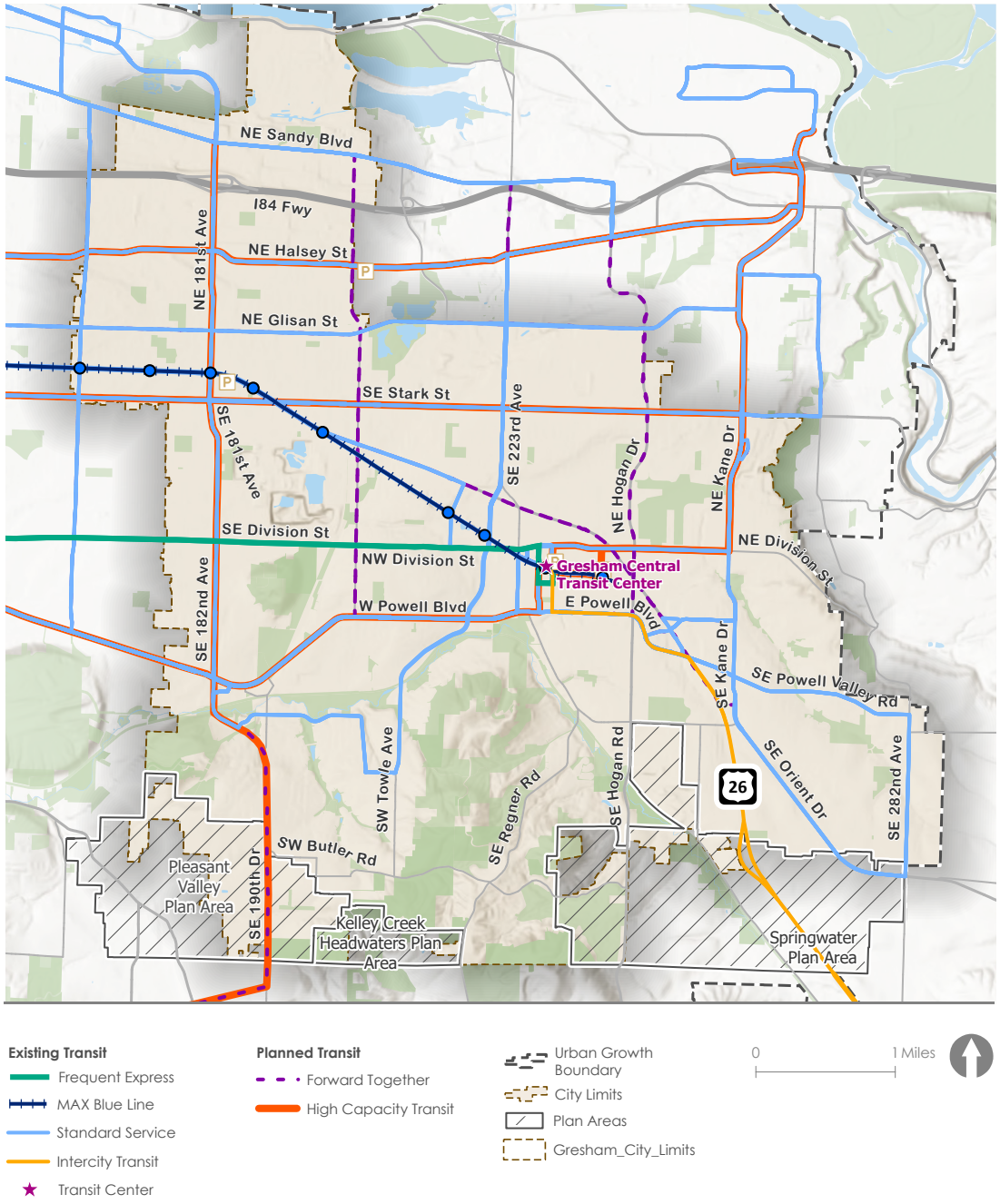


FIGURE 33. PLANNED TRANSIT SYSTEM

Transit Stops

Transit stops should provide a high degree of transit passenger comfort and access. TriMet owns and maintains all bus stops and shelters and coordinates with the City on their location and amenities. At major transit stops, such as MAX Stations and FX bus stops, more amenities, such as lighting, benches, shelters, and trash receptacles, should be provided to accommodate the higher level of ridership. Other features may include real time transit information, special lighting or shelter design, public art, or bicycle parking.

TriMet Forward Together

Working with the community, TriMet developed the Forward Together service concept to guide bus service improvements over the coming years. Forward Together responds to post-pandemic needs and ways people travel. The goal is to increase ridership and expand service, especially for people experiencing low and limited incomes. Forward Together will bring bus service to 50,000 more people and weekend service to 100,000 more, with significant increases to frequent bus service, connecting more people to jobs and opportunity. The Forward Together concept is shown on the transit system plan map.

High-Capacity Transit

In 2023 the Metro region updated the High-Capacity Transit (HCT) Plan that identifies priority high-capacity transit corridors within the region. Within Gresham, the following HCT corridors were identified:

- Tier 2: Next Phase Corridors: C19: Portland to Gresham via Burnside
- Tier 3: Developing Corridors: C1: Portland to Gresham in the vicinity of Powell Corridor and C18E: Hollywood to Troutdale
- Tier 4: Vision Corridors: C10: Gresham to Troutdale LRT extension and C15: Happy Valley to Columbia Corridor via Pleasant Valley

Exact alignment and mode for these lines will be identified through a public process when funding is available.

TriMet is currently finishing their FX System Plan. FX lines that touch Gresham align with Metro's High-Capacity Transit Study. The FX system plan will contain standards and design guidelines for stations that support transit use and Gresham's Transit Street guidance.

The FX2 traveling along Division Street.

SAFE ROUTES TO SCHOOL

Gresham's Safe Routes to School (SRTS) program works with schools, families, and community partners to make it safer and easier for students to walk, bike, and roll to school.

By combining targeted infrastructure investments with education and encouragement, SRTS improves safety, reduces school-area congestion, and supports healthy, active travel. The City collaborates with its three School Districts—Centennial, Gresham-Barlow, and Reynolds—along with partners at Metro, Multnomah County, the East County cities, and community-based organizations.

PROGRAMMING

Education and encouragement are key to helping students and families feel confident using active transportation to get to and from school. Gresham's SRTS program supports schools through:

- School-based coordination: Working with principals, teachers, volunteers, and district staff to tailor programming to each school's needs and cultural context.
- Traffic safety education: Classroom and after-school lessons, often delivered with East County SRTS partners, including on-bike and on-scooter training when possible.
- Encouragement events: Activities like Walk + Roll to School Day that build community, highlight travel patterns, and identify barriers.

These activities help build a culture of active transportation, strengthen school partnerships, and provide valuable insights that guide SRTS investment priorities.

Play & Learn

Gresham's traffic playgrounds are fun, safe spaces to practice biking and walking skills on small-scale "streets" with real-world features like stop signs, crossings, and turns. These hands-on learning areas help students build confidence, learn traffic safety basics, and support the City's Safe Routes to School goal of helping more families choose active, safe travel to and from school.

Gresham's first temporary traffic playground at Pat Pfeifer Park.

INFRASTRUCTURE PROJECTS

A core focus of the SRTS program is identifying and addressing physical barriers to safe walking, biking, and rolling to school. The City has worked with school partners to develop districtwide and school-specific SRTS Action Plans to map key travel routes, assess neighborhood conditions, document safety concerns, and prioritize improvements. These plans also outline supportive program strategies that support safe travel to and from school. Because they reflect community input and demonstrate clear needs, Action Plans play a critical role in shaping project development and strengthening applications for grant funding.

Recent improvements near Davis Elementary—including new sidewalk infill and improved pedestrian crossings—illustrate how coordinated planning, community input, and SRTS events can build momentum for funded projects. Pop-up demonstrations, such as traffic cone curb extensions tested during a Walk + Roll to School Day event, help people experience proposed changes and support future implementation of SRTS projects.

Importantly, SRTS infrastructure needs align with citywide goals to expand low-stress pedestrian and bicycle networks. Many SRTS recommendations overlap with broader planning efforts, helping ensure that school-area improvements also contribute to a safer and more comfortable active transportation network for all ages.

THE FUTURE OF SRTS IN GRESHAM AND EAST MULTNOMAH COUNTY

As the region grows, SRTS will remain a critical strategy for advancing safety, health, and transportation access. Gresham aims to strengthen its SRTS program by:

- Building sustainable program capacity by pursuing funding opportunities and new partnerships while coordinating efforts to create a long-lasting SRTS program that provides meaningful resources for school communities.
- Deepening partnerships with neighboring jurisdictions, Multnomah County, Metro, and community partners to align SRTS efforts across East Multnomah County.
- Aligning with Vision Zero and other safety initiatives to reduce crashes and improve communitywide safety.
- Prioritizing investments by using data and community input, including GIS analysis, on-the-ground walk audits, and feedback from students, families, and school staff.
- Supporting school and parent champions who can lead events, share information, and support culturally responsive programming.
- Encouraging dedicated SRTS Coordinators within each school district for consistent, year-round outreach.

Through continued collaboration, targeted improvements, and responsive programming, Gresham's Safe Routes to School program will continue to improve safety, promote active and healthy travel, and strengthen connections between students and their communities.

A walking school bus on Walk + Roll to School Day in Gresham.

Gresham aims to use Transportation Demand Management strategies to reduce reliance on single-occupancy vehicles, encourage more efficient travel choices, and support the City's broader transportation goals.

A key component of the TSP is the establishment of targets to increase the number of trips made by walking, biking, and taking transit, known as "modal share". The Metro region has established and adopted modal share targets, with the Regional Transportation Plan (RTP) setting non-vehicle modal targets totaling nearly 45 percent, as shown in Figure 34.

The TSP establishes many projects, programs, and strategies designed to increase the use of transit, walking, bicycling, work schedule changes, and telecommuting, particularly during the most congested times of the day. Increasing multi-modal travel options allows people to eliminate some trips or switch to another mode of travel and helps maximize the efficiency of the transportation system. The strategies included in the TSP to manage and reduce travel demand over time include:

Mode	2045 Mode Share Target
Transit	11.9%
Pedestrian	22.2%
Bicycle	10.4%

FIGURE 34. 2045 MODAL TARGETS (RTP, 2023)

- Promoting effective employer incentive programs that reduce the number of people driving alone and dependence on the automobile. The City will continue to utilize TriMet's regional rideshare matching and promotional assistance, and guaranteed ride home programs, to increase vehicle occupancy and reduce automobile use during peak travel periods.
- Prioritizing pedestrian and bicycle amenities as well as improved connections to transit to increase non-auto trips.
- Supporting transportation management associations (TMAs) in the Gresham Regional Center, Rockwood Town Center, and industrial and employment areas.
- Improving end-of-trip facilities that support alternative transportation modes. For example, the Transit System Plan identifies transit facility improvements at major transit stops and along primary transit routes as a high priority.
- Promoting private and public sector programs and services that encourage employees to use non-single occupant vehicles or changes to commute patterns. The City will continue to encourage all large employers to join the City in participating in the state's Employee Commute Options (ECO) program by compiling travel information in a survey every two years.

In addition, there are provisions included in the Gresham Community Development Code that help reduce overall travel demand and improve non-SOV mode share. The City provides reductions of transportation system development charges (SDCs) – also referred to as "traffic impact fees (TIFs)" – for developments near light rail and on designated transit streets and corridors.

PARKING MANAGEMENT

Parking management has several benefits to the parking supply and to community livability.

By managing parking operationally and through the Development Code the City can:

- Enhance economic activity by encouraging parking turnover near businesses
- Utilize parking efficiently to avoid building excess parking
- Create order among different users
- Encourage transportation options to reduce parking demand
- Emphasize active building faces to create walkable places

Oregon's Climate Friendly and Equitable Community (CFEC) rules, adopted in 2023, regulate where cities can require parking minimums. In alignment with the state rules, the City removed all parking minimums in 2025. Even though parking is not required by private development, it is expected that developers will provide some parking due to Gresham's suburban context and the expectations of renters and customers.

The City retains parking maximums in its parking code in compliance with Title 2 of the Regional Transportation Functional Plan. In addition, the Code requires a minimum amount of carpool and vanpool parking spaces for industrial and office developments, allows and encourages the use of shared parking facilities, requires minimum bicycle parking spaces, and allows redevelopment of existing parking spaces as there is no minimum required parking.

In anticipation of the new parking rules, the City created a Parking Management Manual to guide implementation of parking management in areas where parking becomes constrained. Parking counts from 2023 show that in Downtown, Civic, and Rockwood there is ample public parking, though it may be a block or two away from busy destinations. The Parking Management Manual focuses on the Downtown area, which is expected to have the earliest impact to on-street parking from new development. The Parking Management Manual provides guiding principles created with a Parking Work Group of local businesses to guide parking management actions. It also provides strategies for the City to follow as parking circumstances change, both in the centers and in neighborhoods impacted by parking.

Guiding Principles

Priority Users
Get the right car to the right space. Prioritize customers and visitors in the core and shift employee and owner parking to the periphery.

Active Capacity Management
Make decisions informed by data and the 85% Occupancy Standard.

Financial Viability
Structure parking operations to achieve financial sustainability.

Monitoring + Communication
Use branding to identify the public parking system and clearly communicate changes to partners and the public.

Safety + ADA Access
Make sure routes to parking and parking areas are safe and accessible.

Roles + Responsibilities
Determine clear roles and engage partners.

A fall look down Main Avenue in Downtown Gresham.

Strategies

The Parking Management Strategies are grouped in several categories: Policy, Management, Signage, Communications. Each category has several strategies that can be applied, and they build upon each other to make a coherent parking system. The overall flow of strategies is envisioned below, with Parking Management Manual strategy numbers indicated in green.

Phase 1 Create a foundation for parking management.

In Phase 1, Downtown parking would focus on policy changes, wayfinding and ID signage, as well as the safety and accessibility of public parking lots. As parking congestion is not currently widespread, strategies can be implemented as budget allows. Monitoring parking congestion guides when it is time to move to Phase 2.

- Assess ADA on-street parking and stripe parking spaces in the downtown core. • M2 • S1
- Implement policy changes to establish effective parking management. • P1 • P2 • P3
- Improve branding and safety in the existing parking lots. • M3 • C1 • C2
- Coordinate with downtown businesses on employee parking. • P4
- Monitor parking usage and gather data. • M8
- Centralize the delivery of parking services. • M1

Phase 2 Address crowded parking to generate vehicle turnover.

In Phase 2, downtown parking is congested for most of the day, from Miller Street to Hood Street, and needs additional management. This requires additional investment in signage for time-limited parking, enforcement staff, and implementing permit programs as needed. Enforcement is a necessary component so that users have a reason to follow the rules. As time passes, Gresham can consider paid parking. Gradual steps are recommended, utilizing data to indicate that increased use and crowding have been reached.

- Time limit on-street parking and parking lots. • M4 • S2
- Initiate periodic enforcement. • M5
- Implement an employee parking permit program for parking lots. • M6 • S3
- Monitor parking usage and gather data. Consider whether paid parking is warranted. • M8

TRANSPORTATION SYSTEM MANAGEMENT + OPERATIONS

The City of Gresham uses various strategies to manage the existing and forecasted supply of traffic without expanding roadways.

These strategies are referred to as Transportation System Management and Operations (TSMO) or Intelligent Transportation Systems (ITS). The purpose of these strategies is to enhance travel time efficiency and reliability, safety, and use of existing roadway capacity. Strategies include multimodal traffic management, traffic incident management, and traveler and real-time information. Projects referenced in other modal plans and in the Transportation Demand Management section support and work in concert with TSMO.

SIGNAL OPTIMIZATION

In 2013, Gresham and Multnomah County, in coordination with the City of Portland and the Oregon Department of Transportation, developed the East Metro Connections ITS Project. This project was a result of the extensive East Metro Connections Plan Study conducted by Metro in 2009-11. The project implemented several TSMO strategies to accommodate growth in northbound and southbound traffic along corridors through East Multnomah County. Specifically, it expanded the signal communications in Rockwood, Fairview, and Wood Village; upgraded signals with modern controllers and Ethernet communications; and installed the City's first arterial changeable message sign on northbound 181st Avenue approaching the I-84 freeway. It also complemented the City of Portland I-84 Active Corridor Management project by upgrading signals and communications on two of the managed arterial corridors, Glisan Street and Halsey Street, between the City of Portland boundary and the NE 238th Avenue interchange with I-84.

TRANSIT SIGNAL PRIORITY

Gresham is upgrading its traffic signal system to help transit move more reliably through the city. With a grant from Metro's TSMO program, the City will replace older signal controllers with modern equipment at every signalized intersection in Gresham by 2027. These upgrades will make it possible to use "transit signal priority" by slightly extending a green light or shortening a red light when a bus is approaching—which can help buses stay on schedule without significantly affecting other traffic.

REAL-TIME TRAVELER INFORMATION & INCIDENT MANAGEMENT

The East Metro Connections ITS project installed a new arterial changeable message sign (CMS) for northbound 181st Avenue south of I-84. ODOT will be installing similar arterial signs approaching I-84 interchanges in Fairview, Wood Village, and Troutdale, as well as installing a new freeway sign on westbound I-84 near NE 201st Avenue. All these signs, which will be operated 24 hours a day by ODOT's Traffic Management and Operations Center in downtown Portland, will warn drivers of congestion on the freeway and suggest alternate routes.

The arterial and freeway CMS will also be used, together with special traffic signal timing plans, to operate the I-84 Active Corridor Management system. The Active Corridor Management system will provide a relatively high-capacity parallel travel route when the freeway is blocked or severely reduced in capacity.

The Traffic Signal System and Communications Master Plan includes the planned construction of arterial CMS at the following locations:

- On Hogan Drive south of Glisan Street.
- On NE 181st Avenue south of Halsey (southbound).

In 2021, the East Multnomah County Road Connections project expanded on the East Metro Connections ITS project by installing a CMS on westbound US-26 southeast of Gresham. On this CMS, ODOT displays real-time travel times for two of the four major routes between US-26 and the I-84 freeway. This works to spread traffic congestion evenly across the four major routes, allowing for the fullest possible use of the existing arterial infrastructure in East County.

TRUCK + RAIL FREIGHT SYSTEM

Freight mobility is essential to the movement of goods and services.

National and international freight movement contributes significantly to the city's regional and local economies. The "2045 Commodity Flow" analysis completed by Metro for the region, predicts freight volume growth to exceed 70 percent between 2020 and 2045.

The significant growth in freight projected by the 2045 Commodity Flow Analysis indicates the need to ensure adequate land for expansion of intermodal facilities, manufacturing, wholesale and distribution activities, and to maintain and enhance the freight transportation network. The ma on the next page (Figure 35) shows the freight network.

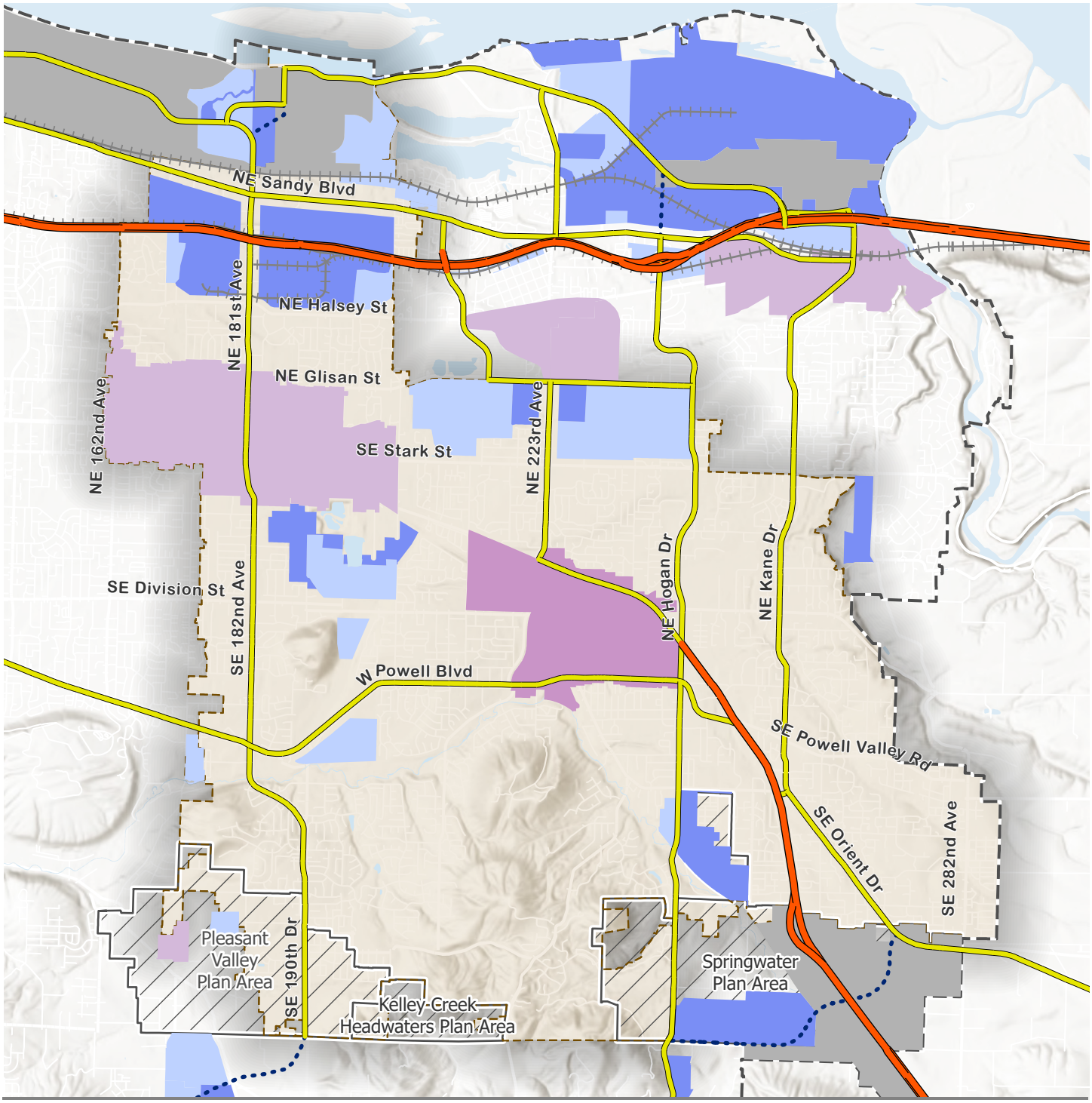
TRUCK FREIGHT

Trucks are a critical part of moving goods within the Portland metropolitan region. Gresham continues to build out the network defined by the East Metro Connections Plan to create multiple freight accessible routes between Highway 26 and I-84. This has the added benefit of reducing freight in the Rockwood Town Center, a route freight haulers find slow and inconvenient. The City of Gresham and the Port of Portland continue to collaborate on transportation improvements that support Gresham Vista Business Park, a shovel-ready employment site that continues to attract industrial development.

- **Stark & 223rd Intersection**: This project adds left turn lanes to clear congestion from this main route to I-84. Stark & 223rd Intersection construction 2026.
- **Stark & Hogan Intersection**: Planned for SCATS upgrade to signal.
- **Hogan/242nd widening**: This project adds additional roadway capacity along this corridor, particularly south of Powell, along with opportunities for access and safety enhancements to the existing conditions.
- **Springwater Plan Area evaluation**: The City is currently evaluating the future land uses in the Springwater Plan Area, which are currently industrial, but face multiple barriers to development.
- **Identify and correct safety problems on the freight network,** including roadway geometry and traffic control deficiencies, at-grade rail crossings, and truck infiltration into neighborhoods.

RAIL FREIGHT

The Union Pacific heavy rail line serves the Rockwood-Banfield Corporate Park industrial areas. This line crosses the north side of the city and has two parallel branches, the mainline north of and parallel to Sandy Boulevard (1.8 miles) and the branch line parallel to I-84 (2 miles) that provides direct rail service to Rockwood-Banfield Corporate Park industrial areas and several large manufacturing and distribution uses. The area enjoys tri-weekly rail service. The Gresham industrial areas served by the Union Pacific allows Gresham to more effectively encourage the location of businesses needing direct and efficient rail service with the assurance that rail service will continue to be provided for those businesses.



Freight Roadway

- Main roadway
- Road connector
- Proposed road connector

Freight Rail

- Railroad

Title 4

- Employment Areas
- Industrial Areas
- Regionally Significant Industrial Areas

Analysis centers

- Central city
- Regional center
- Town center

- City Limits
- Plan Areas
- Urban Growth Boundary

0 1 Miles

FIGURE 35. FREIGHT ROUTES

6

IMPLEMENTATION PLAN

This chapter describes how the Transportation System Plan's goals and system plans will be implemented over the next 20 years. It outlines the projects, programs, and strategies needed to improve the transportation system, identifies potential funding sources, and describes how progress will be measured over time.

TRANSPORTATION PROJECTS & INVESTMENT STRATEGIES

This Transportation System Plan (TSP) identifies the transportation projects and strategies needed to support the City's Community Development Plan and accommodate anticipated growth. Together, these investments help ensure the transportation system can safely and efficiently serve residents, businesses, and visitors as the community continues to develop.

CAPITAL PROJECTS & NON-CAPITAL STRATEGIES

The TSP includes both capital improvement projects and non-capital strategies. **Capital improvement projects** include new construction, expansion of existing facilities, and renovation or replacement of transportation infrastructure. These projects may address entire street corridors, intersections, or multi-modal facilities such as sidewalks, bikeways, and transit improvements. **Non-capital strategies** focus on planning, operations, and programs that improve how the transportation system functions. These strategies can often increase safety, efficiency, and travel options at a lower cost than major construction projects. Examples include signal timing improvements, transportation demand management programs, and safety education initiatives.

CAPITAL

Street Corridor Projects
- Adding bike lanes to roadways
- Adding travel lanes for vehicles and freight
- New sidewalks

Intersection Projects
- Adding new traffic signals
- Updating signal timing
- Intersection roadway widening to allow more vehicles through each phase of a signal

Pedestrian/Bicycle Projects
- Crossing enhancements
- Sidewalk infill
- New paths along streets
- New multi-use trails

NON-CAPITAL

Operations
- Signal timing
- Corridor access management
- Parking management

Planning
- Corridor analysis for issues, opportunities, and solutions
- Strategies to implement change

Programs
- Safe Routes to School
- Transportation Demand Management
- Bicycle safety education

CONSTRAINED & UNCONSTRAINED PROJECTS

Because transportation needs exceed available funding, the TSP organizes projects into constrained and unconstrained project lists.

The **constrained** project list includes the highest-priority transportation improvements that are expected to be constructed within the 20-year planning horizon based on reasonably anticipated funding. These projects address critical needs related to safety, mobility, system capacity, and travel choice while supporting forecasted population and employment growth.

The **unconstrained** project list includes additional improvements that would further expand and complete the planned transportation network. These projects help illustrate the long-term vision for the transportation system and support growth across areas such as Pleasant Valley, Springwater, and Kelley Creek Headwaters, but they currently exceed anticipated funding levels.

Under Oregon's Transportation Planning Rule, local TSPs must identify the transportation improvements needed to support forecasted growth over a 20-year period and demonstrate how the highest-priority projects could be funded. The following sections present the prioritized project lists, estimated project costs, and potential funding strategies that could support implementation.

New crossing improvements being used safely next to Davis Elementary School.

PRIORITIZED PROJECT LISTS

Projects were prioritized based on the goals and values identified through public outreach. Each goal included screening criteria scored as high (10), medium (5), and low (0). These scores were used to establish a minimum threshold score (25.9) required for a project to be eligible for funding.

During later rounds of outreach, community members expressed a preference for more, smaller-scale, lower-cost improvements distributed across the city. In response, additional lower-cost projects with relatively high scores were added to the prioritized project lists. Prioritized projects are shown in **bold** in the tables that follow. The projects are organized by type and include Corridor, Intersection, Pedestrian, and Bicycle projects. The lists include each project's location, description, estimated cost, and evaluation score, with corresponding maps showing project locations.

A summary of the prioritized projects by type is shown in the table below (Figure 36). The prioritized projects totaled about $239 million, which is no more than 125 percent of the projected revenues as required by state law.

The City uses these project lists to develop the transportation Capital Improvement Program (CIP), a five-year plan for projects that is reviewed and adopted annually. Projects are re-evaluated each year through the CIP process to ensure they continue to reflect the city's needs.

As projects move forward, subsequent design studies, environmental review, capital improvement programming, unforeseen needs, or changes in revenues, costs, or funding sources may require updates to a project's description, location, timing, cost, funding source, functional classification, or implementing agency. Minor administrative updates — such as adjustments to cost estimates, funding sources, or schedules — or technical and environmental refinements resulting from final engineering or environmental review may by made without amending the TSP. For projects originating from draft plans or programs, final project details will be updated when those plans or programs are adopted.

PROJECT TYPE	COSTS	# OF PROJECTS	~COST PER PROJECT	% OF TOTAL COST
Corridors	$122,960,000	16	$7,685,000	51%
Intersections	$39,923,200	23	$1,735,791	16%
Pedestrians	$46,325,000	31	$1,811,156	19%
Bicycles	$34,442,000	16	$2,152,625	14%
TOTALS	**$243,650,200**	**86**	**$2,781,107**	**100%**
125% Projected Revenues	*$244,649,000*			

FIGURE 36. PRIORITIZED PROJECTS SUMMARY

CORRIDOR PROJECTS

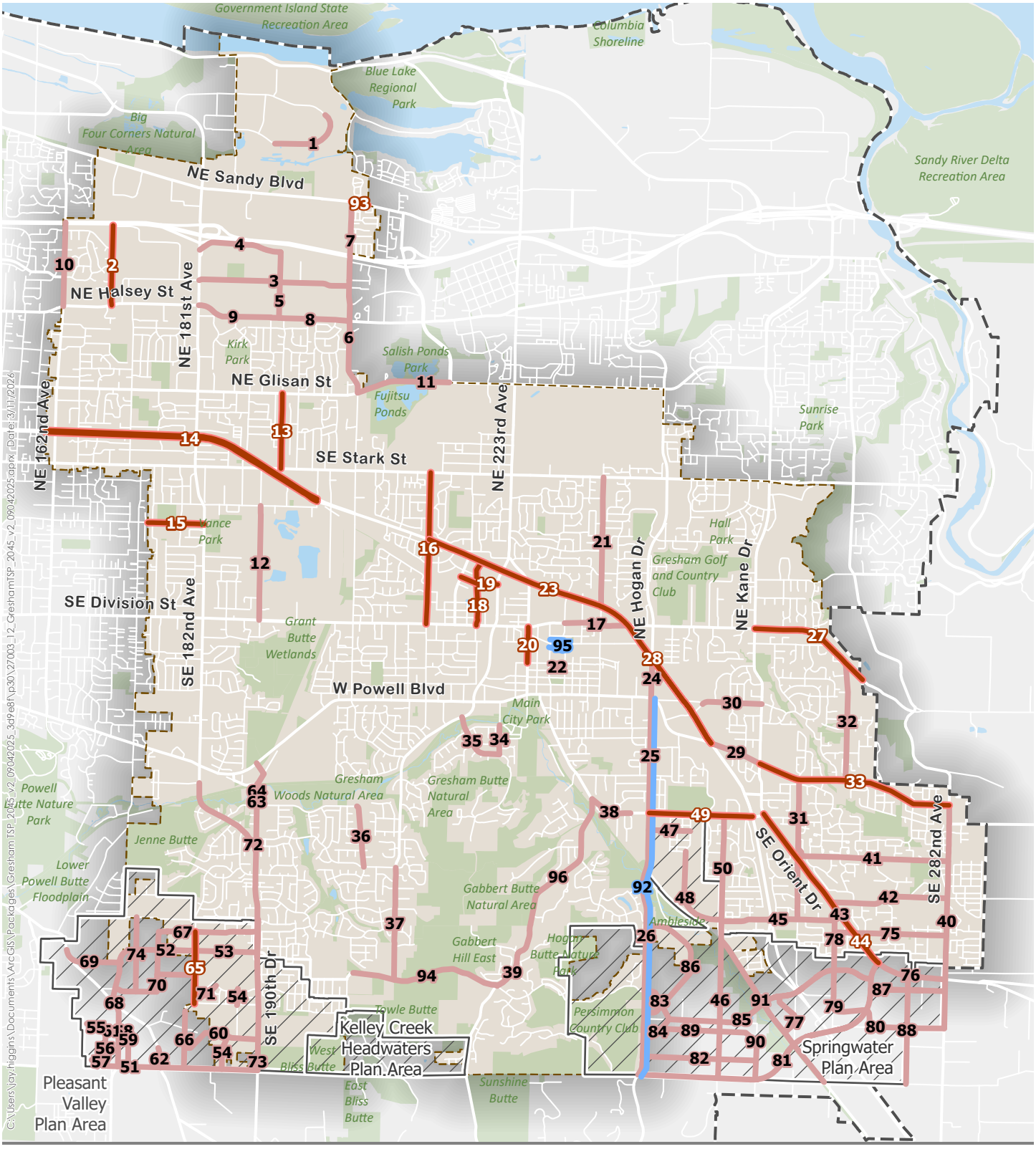


FIGURE 37. CORRIDOR PROJECTS

Project #	On Street	From	To	Project Description	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
1	Riverside Parkway	Riverside Parkway	Portal Way	Construct to minor arterial design, looping Riverside Parkway with Portal Way consistent with special street designation. New roadway segment.		$9,500,000	0	0	0	8.3	5	13.3
2	**169th Avenue**	**Wilkes Road**	**Halsey Street**	**Construct to standard collector cross section (Missing bicycle facilities).**	**X**	**$980,000**	**5**	**0**	**0**	**10**	**2.5**	**17.5**
3	San Rafael Street	181st Avenue	201st Avenue	Construct to minor arterial cross section (Missing bicycle facilities, sidewalk gaps exist).		$18,980,000	10	0	0	8.3	0	18.3
4	Wilkes Road	181st Avenue	192nd Avenue	Construct to minor arterial cross section. (Missing bicycle facilities, sidewalk only along one side, some sidewalk gaps exist).		$12,890,000	5	0	0	8.3	0	13.3
5	192nd Avenue	Wilkes Road	Halsey Street	Construct to minor arterial cross section (Missing pedestrian and bicycle facilities).		$7,280,000	10	0	0	5	0	15
6	201st/202nd Avenue	Glisan Street	San Rafael Street	Construct to standard collector cross section (Missing pedestrian and bicycle facilities).		$11,590,000	10	0	0	5	2.5	17.5
7	201st Avenue	San Rafael Street	Sandy Boulevard	Construct to minor arterial cross section (Missing bicycle facilities, sidewalk only along one side, some sidewalk gaps exist).		$15,840,000	5	0	0	5	0	10
8	Halsey Street	190th Place	201st Avenue	Construct to a modified minor arterial cross section (Missing pedestrian and bicycle facilities).		$10,499,045	0	0	0	3.3	0	3.3
9	Halsey Street	181st Avenue	190th Place	Construct to modified minor arterial cross section (Missing pedestrian and/or bicycle facilities).		$4,930,000	10	0	0	3.3	0	13.3
10	162nd Avenue	Halsey Street	City Limits	Construct to minor arterial cross section with 3 vehicle lanes, buffered bicycle lanes, and sidewalk.		$8,490,000	0	0	10	10	0	20
11	Glisan Street	202nd Avenue	Fairview Parkway	Construct to standard arterial cross section. Project cost estimate is for full street build- out. Fill 5 lane section gap between 202nd Ave and Fairview Parkway.		$12,920,000	0	0	0	5	0	5
12	190th Avenue	Division Street	Yamhill Street	Construct to standard collector cross section.		$1,730,000	0	0	5	6.7	2.5	14.2
13	**192nd Avenue**	**Glisan Street**	**Stark Street**	**Construct to minor collector cross section (Missing pedestrian and bicycle facilities).**	**X**	**$8,420,000**	**10**	**0**	**10**	**6.7**	**5**	**31.7**

Project #	On Street	From	To	Project Description	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
14	**Burnside Street**	**162nd Avenue**	**197th Avenue**	**Complete to standard arterial standard and improve remaining segments to boulevard standards where designated and applicable.**	**X**	**$15,110,000**	**0**	**0**	**10**	**8.3**	**5**	**23.3**
15	**Main Street**	**Western City limits**	**SE 182nd Avenue**	**Construct to standard collector cross section (Missing pedestrian facilities).**	**X**	**$4,470,000**	**10**	**0**	**5**	**8.3**	**2.5**	**25.8**
16	**Wallula Avenue**	**Division Street**	**Stark Street**	**Construct to standard collector cross section (Sidewalk gaps exist, missing bicycle facilities).**	**X**	**$15,860,000**	**10**	**0**	**10**	**6.7**	**5**	**31.7**
17	Division Street	Kelly Avenue	Burnside Road	Construct to standard arterial cross section and to boulevard cross section, where applicable.		$3,780,000	0	0	10	3.3	0	13.3
18	**NW Norman Avenue**	**Burnside Road**	**Division Street**	**Construct to major collector cross section consistent with Civic Neighborhood Plan design.**	**X**	**$4,750,000**	**0**	**0**	**10**	**6.7**	**5**	**21.7**
19	**16th Street**	**Eastman Parkway**	**NW Civic Drive**	**Construct to major collector cross section with Civic Neighborhood Plan design.**	**X**	**$4,750,000**	**0**	**0**	**10**	**6.7**	**5**	**21.7**
20	**Main Avenue**	**Division Street**	**5th Street**	**Ped to MAX project, improve pedestrian access to light rail transit.**	**X**	**$4,750,000**	**0**	**0**	**10**	**6.7**	**5**	**21.7**
21	**Cleveland Avenue**	**Stark Street**	**Burnside Road**	**Construct to minor arterial cross section. Reconstruct street from Stark to Burnside, with two travel lanes, center turn lane, bike lane, and sidewalk.**		**$23,660,000**	**0**	**0**	**5**	**5.0**	**2.5**	**12.5**
22	Beech Avenue	4th Avenue	5th Avenue	Complete street.		$670,000	0	0	0	6.7	5	11.7
23	**Burnside Road**	**Wallula Avenue**	**Hogan Road**	**Construct to standard arterial cross section with boulevard design where applicable. Completed project. 5 lanes between streets. No gaps.**	**X**	**$11,120,000**	**0**	**0**	**10**	**6.7**	**7.5**	**24.2**
24	Hogan Road - Phase 2	Burnside Street	Powell Boulevard	Add northbound lane between Burnside Street and Powell Blvd.		$22,030,000	5	0	0	8.3	5	18.3
25	Hogan Road - Phase 3	Powell Boulevard	Palmquist Road	Construct to 5-lane major arterial cross section.		$32,660,000	10	0	0	8.3	2.5	20.8
26	Hogan Road - Phase 4	Palmquist Road	Rugg Road	Construct to 5-lane major arterial cross section.		$64,620,000	10	0	0	5	2.5	17.5
27	**Division Street**	**Kane Drive**	**UGB**	**Construct to minor arterial cross section (Missing pedestrian and bicycle facilities).**	**X**	**$7,500,000**	**10**	**10**	**0**	**1.7**	**2.5**	**24.2**
28	**Burnside Road**	**Hogan Road**	**Powell Boulevard**	**Safety improvements and reconstruction.**	**X**	**$8,370,000**	**0**	**0**	**10**	**8.3**	**5**	**23.3**

Project #	On Street	From	To	Project Description	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
29	Powell Valley Road	Burnside Road	Kane Drive	Construct to standard arterial cross section with boulevard design where applicable. Extension of 5 lanes between Burnside Ave and Kane Rd.		$10,060,000	10	0	0	3.3	2.5	15.8
30	1st Street	Burnside Road	Kane Drive	Construct to standard arterial cross section with boulevard design where applicable. Extension of 5 lanes between Burnside Ave and Kane Rd.		$2,200,000	10	0	0	1.7	2.5	14.2
31	Barnes Road	Powell Valley Road	Hillyard Road	Construct to standard collector cross section (Missing bicycle facilities).		$13,560,000	10	0	0	6.7	0	16.7
32	Williams Road	Division Street	Powell Valley Road	Construct to standard collector cross section (Missing pedestrian and bicycle facilities).		$13,680,000	10	0	0	1.7	2.5	14.2
33	Powell Valley Road	Kane Drive	282nd Avenue	Construct to minor arterial cross section (Missing bicycle facilities).		$27,830,000	0	0	5	1.7	2.5	9.2
34	Walters Drive	Springwater Corridor Trail	7th Street	Construct to standard collector cross section (Missing pedestrian and bicycle facilities).		$4,790,000	10	0	5	0	0	15
35	7th Street	Eastman Avenue	Walters Drive	Construct to standard collector cross section (Missing bicycle facilities).		$2,950,000	10	0	5	0	0	15
36	Heiney Road	14th Drive	Binford Lake Parkway	Construct to standard collector cross section (Missing bicycle facilities).		$6,810,000	10	0	0	0	0	10
37	Towle Avenue	Binford Lake Parkway	Butler Road	Construct to minor arterial cross section (Missing pedestrian and bicycle facilities).		$22,610,000	0	10	0	3.3	0	13.3
38	Roberts Avenue	Maple Loop	Regner Road	Construct to minor collector cross section consistent with special street designation.		$800,000	0	0	0	1.7	2.5	4.2
39	Regner Road	Gabbert Road	Butler Road	Construct to minor arterial cross section (Missing pedestrian and bicycle facilities).		$25,670,000	0	0	0	1.7	0	1.7
40	282nd Avenue	Powell Valley Road	Lusted Road	Construct to minor arterial cross section (Missing pedestrian and bicycle facilities).		$2,400,000	10	0	0	0	0	10
41	Salquist Road	Barnes Road	282nd Avenue	Construct to standard collector cross section (Sidewalk gaps exist, missing bicycle facilities).		$10,500,000	10	0	0	0	0	10
42	Chase Road	Orient Drive	282nd Avenue	Construct to standard collector cross section (Sidewalk gaps exist, missing bicycle facilities).		$4,740,000	10	0	0	0	2.5	12.5

Project #	On Street	From	To	Project Description	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
43	Orient Drive	Palmquist Road	Springwater Major Arterial	Construct to standard arterial cross section. Extension of 5 lanes between Salquist Rd and Springwater Major Arterial.		$12,400,000	0	0	0	3.3	2.5	5.8
44	**Orient Drive**	**Palmquist Road**	**Springwater Major Arterial**	**Construct to standard arterial cross section (Missing pedestrian and bicycle facilities).**	**X**	**$4,130,000**	**10**	**0**	**0**	**3.3**	**2.5**	**15.8**
45	Hillyard Road	Palmblad Road	Anderson Road	Construct to standard collector cross section (Missing pedestrian and bicycle facilities).		$18,290,000	10	0	0	8.3	2.5	20.8
46	252nd Avenue/ Palmblad Road	Hillyard Road	Rugg Road	Construct to minor arterial cross section (Sidewalk gaps exist, missing bicycle facilities).		$12,440,000	10	0	0	1.7	0.0	11.7
47	Springwater Planned Road	Hogan Road	Fleming Avenue	Construct to standard collector cross section (New road segment to be constructed).		$4,980,000	0	0	0	8.3	2.5	10.8
48	Fleming Avenue	19th Street extension	252nd Avenue	Construct to standard collector cross section (New road segment to be constructed- Extension project).		$8,390,000	0	0	0	8.3	0.0	8.3
49	**Palmquist Road**	**Hogan Road**	**HWY 26**	**Construct to minor arterial cross section (Sidewalk gaps exist, missing bicycle facilities).**	**X**	**$6,173,000**	**10**	**0**	**0**	**8.3**	**2.5**	**20.8**
50	Palmblad Road	Palmquist Road	Hillyard Road	Construct to standard collector cross section (Sidewalk gaps exist, missing bicycle facilities).		$14,870,000	10	0	0	8.3	2.5	20.8
51	Cheldelin Road	1,500 feet west of 190th Avenue	190th Avenue	Construct to minor arterial cross section (Missing pedestrian and bicycle facilities).		$13,550,000	10	0	0	3.3	0.0	13.3
52	Giese Road	Gresham City Limits	Pleasant Valley Boundary	Giese - 172nd to 190th: Complete Buildout; Construct 3 lane street to urban standards with sidewalks and buffered bike lanes.		$792,000	0	0	0	3.3	5.0	8.3
53	Giese Road	190th Avenue	Gresham City Limits	Construct to minor arterial cross section and boulevard design where adjacent to town center (Missing pedestrian and bicycle facilities).		$4,107,000	10	0	0	3.3	5.0	18.3

Project #	On Street	From	To	Project Description	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
55	Pleasant Valley planned road	Springwater boundary	Crystal Springs	Construct to standard collector cross section.		$1,340,000	0	0	0	3.3	0	3.3
56	170th Avenue	Crystal Springs Boulevard	Baxter Road	Construct to minor collector cross section (Missing pedestrian and bicycle facilities).		$2,580,000	10	0	0	3.3	0	13.3
57	Pleasant Valley planned road	Baxter Road	Pleasant Valley boundary	Construct to standard collector cross section.		$1,350,000	0	0	0	3.3	0	3.3
58	Crystal Springs Boulevard	172nd Avenue	Pleasant Valley planned road #66	Construct to standard collector cross section (Missing pedestrian and bicycle facilities).		$660,000	10	0	0	3.3	0	13.3
59	Pleasant Valley planned road	Crystal Springs	Cheldelin Road	Construct to standard collector cross section.		$2,440,000	0	0	0	3.3	0	3.3
60	Pleasant Valley planned road	182nd Avenue	190th Avenue	Construct to standard collector cross section.		$3,320,000	0	0	0	3.3	0	3.3
61	Crystal Springs	Pleasant Valley planned road #118	172nd Avenue	Construct to minor collector cross section.		$870,000	0	0	0	3.3	0	3.3
62	Foster Road	Pleasant Valley planned road #140	Cheldelin Road	Construct to minor collector cross section (Missing pedestrian and bicycle facilities).		$1,320,000	10	0	0	3.3	0	13.3
63	Pleasant View Drive	Powell Boulevard	Highland Drive	Construct to minor arterial cross section (Missing pedestrian and bicycle facilities).		$7,600,000	10	0	0	3.3	0	13.3
64	**Pleasant View Bridge**	**Powell Loop**	**Pleasant View Drive**	**Replace failing bridge. Construct multi-use path on west side as part of the Powerline Corridor trail.**	**X**	**$11,027,000**	**0**	**0**	**0**	**3.3**	**0**	**3.3**
65	**182nd Avenue**	**McKinley Road**	**Richey Road**	**Construct to major collector cross section (Missing pedestrian and bicycle facilities).**	**X**	**$14,420,000**	**10**	**10**	**0**	**3.3**	**0**	**23.3**
66	182nd Avenue	Richey Road	Cheldelin Road	Construct to standard collector cross section except where adjacent to schools, then construct to major collector cross section (Missing pedestrian and bicycle facilities).		$9,110,000	10	0	0	3.3	0	13.3
67	Pleasant Valley planned road	Giese Road	Gresham city limits	Construct to minor collector cross section (New roadway).		$6,300,000	0	0	0	3.3	5	8.3
68	172nd Avenue	Giese Road	Cheldelin Road	Construct to minor arterial cross section. Extension of 172nd between Foster Rd and Giese extension (New roadway).		$5,891,000	0	0	0	3.3	5	8.3

Project #	On Street	From	To	Project Description	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
69	Pleasant Valley planned road	Foster Road	172nd Avenue	Construct to minor arterial cross section (New roadway).		$3,460,000	0	0	0	3.3	5	8.3
70	Knapp Street	172nd Avenue	182nd Avenue	Construct to major collector cross section (New roadway).		$1,849,000	0	0	0	3.3	5	8.3
71	Pleasant Valley planned road	182nd Avenue	Knapp Street	Construct to minor collector cross section (New roadway).		$2,570,000	0	0	0	3.3	0	3.3
72	SE 190th Drive (Pleasant View Drive and Highland Drive)	11th Street	30th Street	Construct to minor arterial cross section. Improve existing road to major arterial standards.		$12,605,000	0	0	0	3.3	2.5	5.8
73	SE 190th Drive (Pleasant View Drive and Highland Drive)	30th Street	Cheldelin Road	Construct to minor arterial cross section. Improve existing road to major arterial standards, signalize 190th at Richey and Cheldelin.		$19,715,000	0	0	0	3.3	2.5	5.8
74	Pleasant Valley planned road	Dahlquist Road	McKinley Road	Construct to minor collector cross section (New roadway).		$1,440,000	0	0	0	3.3	0	3.3
75	Welch Road	Anderson Road	282nd Avenue	Construct to standard collector design and intersection improvements (Missing pedestrian and bicycle facilities).		$18,060,000	10	0	0	0	0	10
76	Orient Drive	Springwater major arterial	282nd Ave	Construct to minor arterial cross section (Missing pedestrian and bicycle facilities).		$17,100,000	10	0	0	0	5	15
77	Springwater Planned Road	Springwater Planned Road #86	Rugg Road Extension	Construct to standard collector cross section (New roadway).		$3,170,000	0	0	0	1.7	0	1.7
78	Anderson Road	Orient Drive	Rugg Road Extension	Construct to standard collector cross section (Sidewalk gaps exist, missing bicycle facilities).		$4,850,000	10	0	0	0	0	10
79	Anderson Road	Springwater Collector	Rugg Road Extension	Construct to standard collector cross section(Sidewalk gaps exist, missing bicycle facilities).		$10,700,000	10	0	0	0	0	10
80	Anderson Road	Rugg Road Extension	282nd Avenue	Construct to standard collector cross section(Sidewalk gaps exist, missing bicycle facilities).		$11,910,000	10	0	0	0	0	10
81	Rugg Road	242nd Avenue	Orient Drive	Construct to major arterial cross section per the SW IAMP alignment. Half of street from Hogan Rd east 4,100 ft is within Clackamas Co. jurisdiction.		$92,730,000	0	0	0	0	5	5

Project #	On Street	From	To	Project Description	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
82	Springwater Planned Road	Hogan Road	Planned SW road ~4,000 feet east of Hogan Road	Construct to standard collector cross section (New roadway).		$10,490,000	0	0	0	1.7	0	1.7
83	Springwater Planned Road	Hogan Road 2,900 feet north of Rugg Road	McNutt Road	Construct to minor arterial cross section (New roadway).		$13,020,000	0	0	0	1.7	0	1.7
84	Springwater Planned Road	Hogan Road 1,300 feet north of Rugg Road	McNutt Road	Construct to minor arterial cross section with boulevard design (New roadway).		$3,590,000	0	0	0	1.7	0	1.7
85	McNutt Road	Intersection of planned roads #95 and #96	Planned Rugg Road extension	Construct to major arterial cross section per SW IAMP alignment and boulevard design where designated.. Extension and expansion of McNutt Rd between planned streets.		$32,410,000	0	0	0	0	0	0.0
86	Springwater Planned Road	Hogan Road ~5,200 feet north of Rugg Road	Hogan Road ~2,300 feet north of Rugg Road	Construct to standard collector cross section (New roadway).		$18,830,000	0	0	0	1.7	0	1.7
87	Carl Street	Rugg Road extension	282nd Avenue	Construct to standard collector cross section (Missing pedestrian and bicycle facilities).		$6,560,000	10	0	0	0.0	0	10
88	Springwater Planned Road	Orient Drive	Stone Road	Construct to standard collector cross section.		$24,560,000	0	0	0	0.0	0	0
89	Springwater Planned Road	~ 2,100 feet west of 252nd Avenue	252nd Avenue	Construct to standard collector cross section.		$3,930,000	0	0	0	1.7	0	1.7
90	Springwater Planned Road	252nd Avenue	Rugg Road Extension	Construct to standard collector cross section.		$21,540,000	0	0	0	1.7	0	1.7
91	Telford Road	252nd Avenue/ Palmblad Road	Southern Springwater boundary	Construct to minor arterial cross section.		$55,900,000	0	0	0	1.7	0	1.7
92	Hogan Road	Powell Boulevard	Southern Springwater boundary	Corridor Planning Study for Hogan.		$190,000	10	0	0	3.3	2.5	15.8
93	**Sandy Boulevard**	**Eastern city limits**	**201st Avenue**	**Construct to minor arterial cross section (Missing pedestrian and bicycle facilities).**	**X**	**$1,130,000**	**5**	**0**	**10**	**8.3**	**5**	**28.3**
94	Butler Road	Rodlun Road	Regner Road	Construct to minor arterial cross section. Consider special cross section design.		$15,060,000	0	0	0	1.7	0	1.7
95	Gresham Transit Design Study	Gresham Central TC	Cleveland Avenue Station	Planning study for transit center efficiency, safety, and street design.		$1,900,000	0	0	0	3.3	5	8.3
96	Regner Road	Roberts Avenue	Gabbert Road	Construct to minor arterial cross section.		$19,760,000	0	0	0	1.7	0	1.7

INTERSECTION PROJECTS

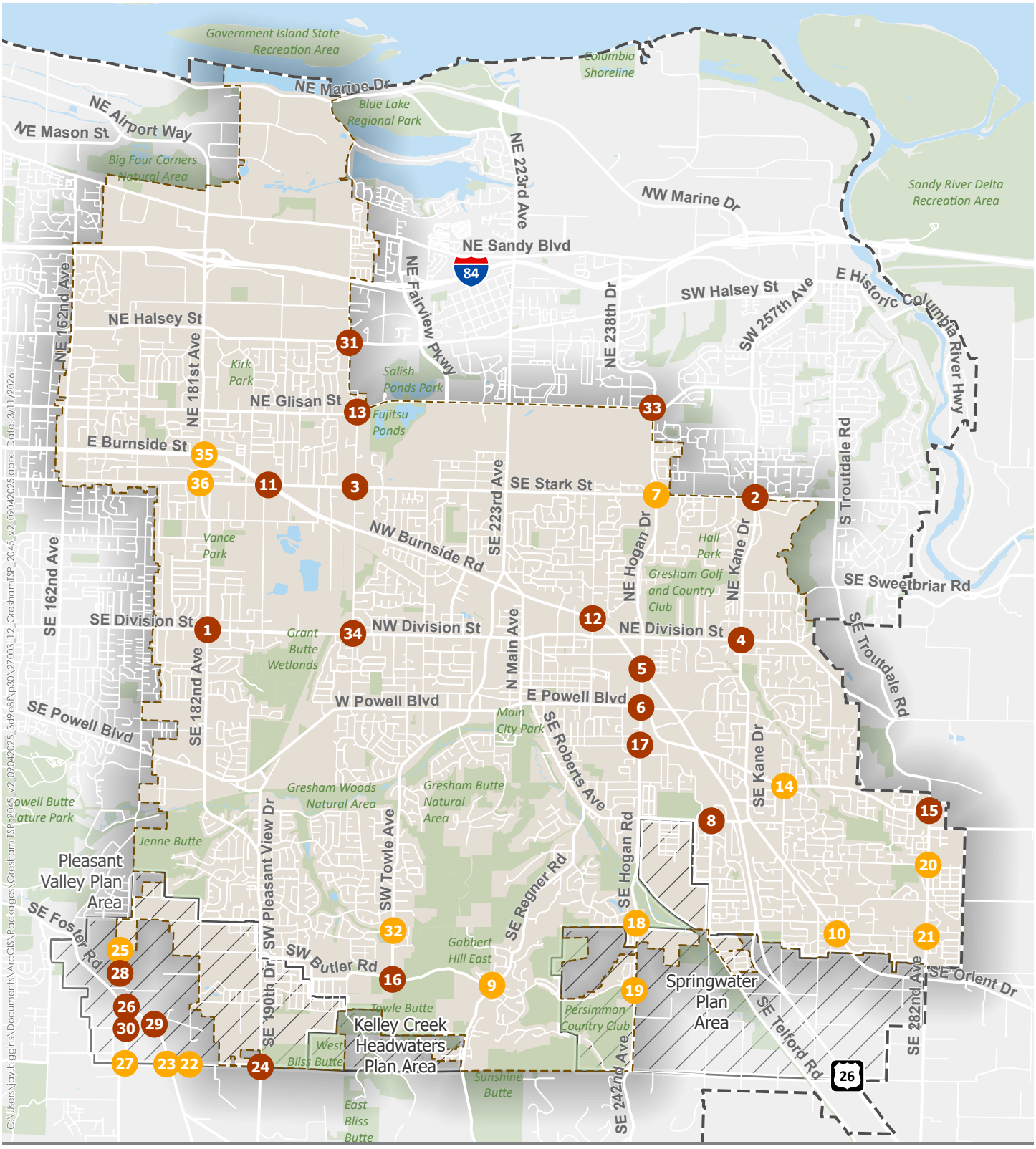


FIGURE 38. INTERSECTION PROJECTS

Project #	Street	At	Project Description	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
1	**Division Street**	**182nd Avenue**	**Widen 182nd to add dual NB and SB left-turn pockets. Widen all approaches to separate right-turn pockets from bike lanes. Replace signal.**	**X**	**$3,730,000**	**5**	**0**	**5**	**10**	**5**	**25.0**
2	**Stark Street**	**Kane Drive**	**Widen Kane to add dual NB left-turn pockets. Widen Stark to add EB right-turn pocket. Replace signal.**	**X**	**$3,116,000**	**0**	**0**	**5**	**6.7**	**2.5**	**14.2**
3	**Stark Street**	**202nd Avenue**	**Widen 202nd to extend SB left-turn pocket and add SB right-turn pocket. Partial signal replacement.**	**X**	**$1,366,000**	**0**	**0**	**2.5**	**6.7**	**0**	**9.2**
4	**Division Street**	**Kane Drive**	**Widen Division to add dual EB left-turn pockets. Replace signal. Replace ADA ramps and create more pedestrian waiting space.**	**X**	**$1,224,000**	**0**	**0**	**5**	**5**	**2.5**	**12.5**
5	**Burnside Road**	**Hogan Drive**	**Widen Burnside to extend EB right turn pocket and to separate WB right turn pocket from bike lane. Partial signal replacement.**	**X**	**$2,770,000**	**0**	**0**	**2.5**	**8.3**	**2.5**	**13.3**
6	**Powell Boulevard**	**Hogan Road**	**Widen Hogan to add second NB through lane between Powell & Burnside. Partial signal replacement.**	**X**	**$7,529,000**	**0**	**0**	**2.5**	**8.3**	**2.5**	**13.3**
7	**Stark Street**	**Hogan Drive**	**Widen Hogan to add NB and SB dual left turns and EB, WB, and SB right turn lanes. Replace signal and implement adaptive signal timing.**	**X**	**$6,920,000**	**0**	**0**	**0**	**6.7**	**2.5**	**9.2**
8	**Palmquist Road**	**Palmblad Road**	**Widen Palmquist Rd. to full 3-lane section through intersection. Widen to add northbound left-turn pocket.**	**X**	**$1,340,000**	**0**	**0**	**0**	**8.3**	**0**	**8.3**
9	Regner Road	Butler Road	Install single-lane roundabout.		$1,330,000	0	0	0	1.7	0	1.7
10	Orient Drive	Welch Road	Widen intersection to create a center turn lane on Orient Drive.		$361,152	0	0	0	0	2.5	2.5
11	**Burnside Street**	**Stark Street**	**Widen to extend northwest-bound left-turn pocket.**	**X**	**$220,000**	**0**	**0**	**5**	**8.3**	**0**	**13.3**
12	**Burnside Road**	**Cleveland Avenue**	**Restripe to extend northbound and southbound left-turn pockets. Modify signal to add protected- permitted left-turn phasing.**	**X**	**$1,120,000**	**0**	**0**	**5**	**6.7**	**2.5**	**14.2**
13	**Glisan Street**	**202nd Avenue**	**Widen 202nd to add SB right-turn pocket and to extend NB left-turn pocket. Partial signal replacement.**	**X**	**$790,000**	**5**	**0**	**5**	**5**	**5**	**20**
14	Powell Valley Road	Barnes Road	Widen to create a center turn lane on both Powell Valley Road approaches.		$642,000	0	0	0	1.7	0	1.7
15	**Powell Valley Road**	**282nd Avenue**	**Install signal or single-lane roundabout.**	**X**	**$760,000**	**5**	**0**	**0**	**0**	**0**	**5.0**
16	Towle Avenue	Butler Road	Install signal or single-lane roundabout.		$1,840,000	5	0	0	3.3	0	8.3

Project #	Street	At	Project Description	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
17	**Hogan Road**	**SE 5th Street**	**Widen Hogan Rd. to 5-lane section through intersection. Replace signal.**	**X**	**$4,030,000**	**0**	**0**	**0**	**8.3**	**2.5**	**10.8**
18	Hogan Road	Cleveland Drive	Widen Hogan Rd. to 5-lane section through intersection. Restripe to add eastbound right-turn pocket.		$5,390,000	0	0	0	1.7	2.5	4.2
19	Hogan Road	Butler Road	Widen Hogan Road to construct a center turn lane.		$115,938	0	0	0	1.7	2.5	4.2
20	282nd Avenue	Salquist Road	Widen to add left turn lane.		$500,000	0	0	0	0	0	0
21	282nd Avenue	Welch Road	Widen to add left turn lane.		$100,000	0	0	0	0	0	0
22	Cheldelin Road	182nd Avenue	Cheldelin and 182nd.		$340,000	0	0	0	1.7	0	1.7
23	Cheldelin Road	Foster Road	Cheldelin and Foster.		$340,000	0	0	0	1.7	0	1.7
24	**Cheldelin Road**	**190th Avenue**	**Install roundabout.**	**X**	**$390,000**	**5**	**0**	**0**	**3.3**	**0**	**8.3**
25	Giese Road	172nd Avenue	172nd and Giese.		$340,000	0	0	0	3.3	0	3.3
26	**Foster Road**	**172nd Avenue**	**Install roundabout or traffic signal.**	**X**	**$650,000**	**5**	**0**	**0**	**3.3**	**0**	**8.3**
27	Cheldelin Road	172nd Avenue	172nd and Cheldelin.		$340,000	0	0	0	3.3	0	3.3
28	**172nd Avenue**	**Knapp Road**	**Signalize intersection.**	**X**	**$340,000**	**5**	**0**	**0**	**3.3**	**0**	**8.3**
29	**Foster Road**	**Richey Road**	**Install roundabout or traffic signal.**	**X**	**$340,000**	**10**	**0**	**0**	**3.3**	**0**	**13.3**
30	**SE 172nd**	**Crystal Springs**	**Signalize intersection.**	**X**	**$340,000**	**5**	**0**	**0**	**3.3**	**0**	**8.3**
31	**182nd Avenue**	**Main Street**	**Construct new pedestrian hybrid signal to replace nearby RRFB.**	**X**	**$650,000**	**5**	**0**	**5**	**5**	**2.5**	**17.5**
32	Towle Avenue	Willow Parkway	Construct center turn lane on Towle Avenue.		$480,000	0	0	0	3.3	0	3.3
33	**Glisan Street**	**242nd Avenue**	**Reconstruct Glisan to the south to create a second westbound receiving lane through the intersection. Partial funding because the intersection is 1/4 Gresham's.**	**X**	**$391,200**	**0**	**0**	**0**	**8.3**	**0**	**8.3**
34	**Division Street**	**Birdsdale Avenue**	**Widen Birdsdale to add SB right-turn pocket. Partial signal replacement.**	**X**	**$604,000**	**5**	**0**	**5**	**6.7**	**5**	**21.7**
35	**181st Avenue**	**Burnside Road**	**Bus queue jump lane southbound.**	**X**	**$606,000**	**0**	**0**	**10**	**8.3**	**10**	**28.3**
36	**181st Avenue**	**Stark Street**	**Bus queue jump lane nouthbound**	**X**	**$697,000**	**5**	**0**	**10**	**10**	**10**	**35**

PEDESTRIAN PROJECTS

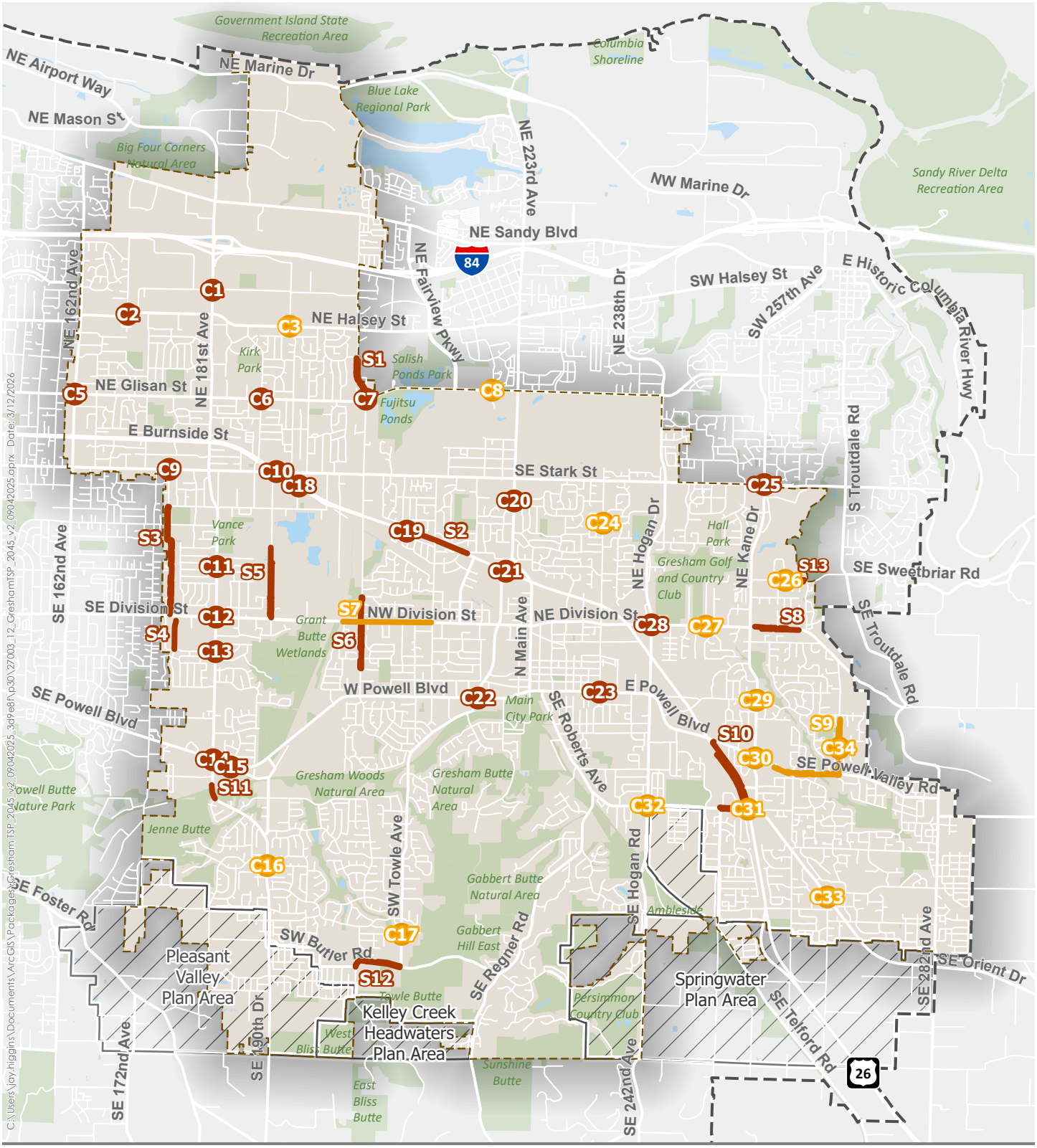
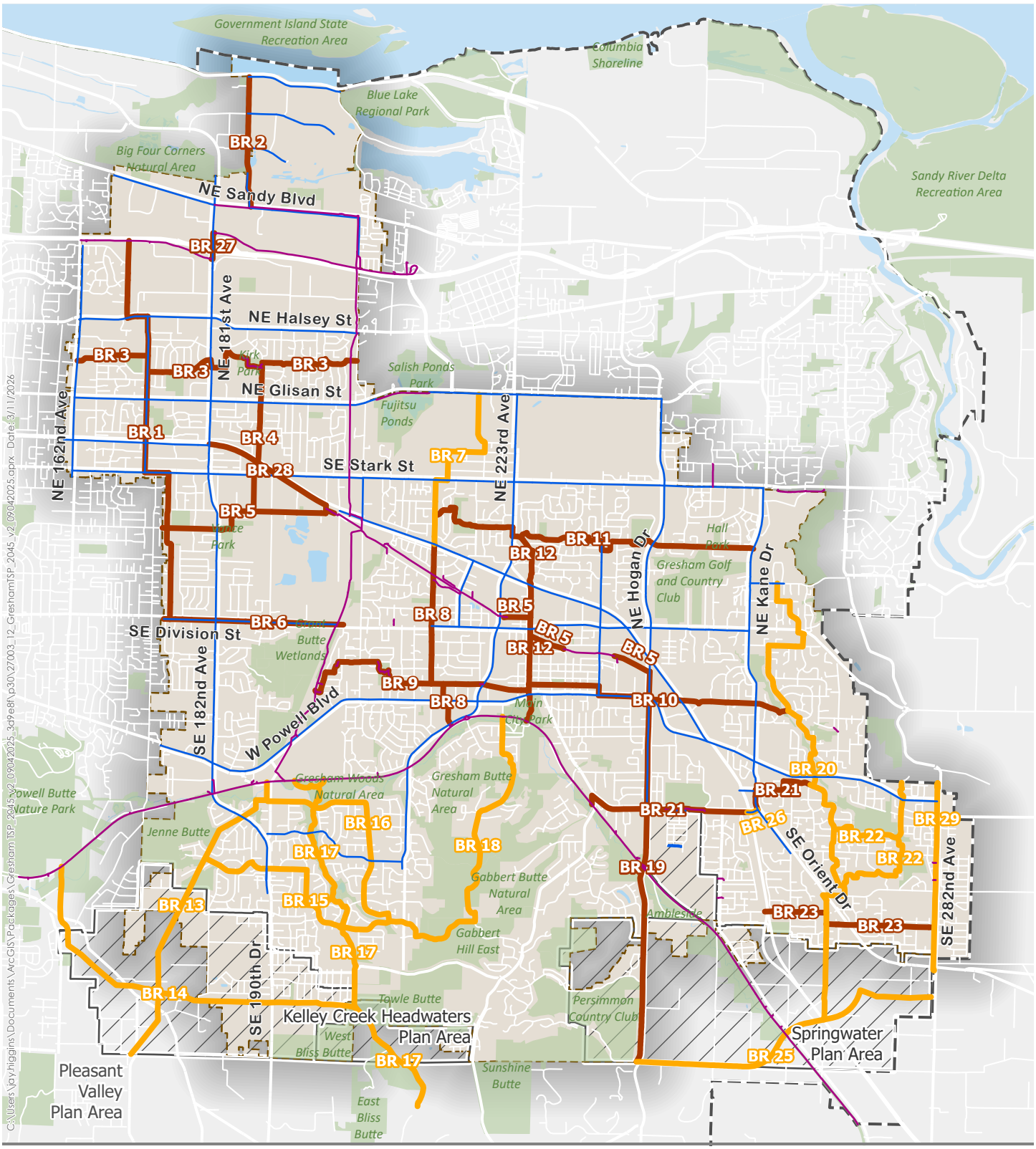


FIGURE 39. INTERSECTION PROJECTS

Project #	Main Facility Type	Location	Cross Street	Length (feet)	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
C1	**Crossing enhancement**	**181st Ave**	**San Rafael St**	**N/A**	**X**	**$175,000**	**10**	**5**	**5**	**10**	**5**	**35**
C2	**Crossing enhancement**	**Halsey St**	**169th Ave**	**N/A**	**X**	**$175,000**	**5**	**5**	**5**	**10**	**5**	**30**
C3	Crossing enhancement	Halsey St	192nd St	N/A		$175,000	5	5	2.5	8.3	0	20.8
C4	Held											
C5	**Crossing enhancement**	**162nd Ave**	**Glisan St**	**N/A**	**X**	**$175,000**	**5**	**5**	**10**	**10**	**10**	**40**
C6	**Crossing enhancement**	**Glisan St**	**188th Ave**	**N/A**	**X**	**$175,000**	**5**	**5**	**10**	**8.3**	**10**	**38.3**
C7	**Crossing enhancement**	**Glisan St**	**202nd Ave**	**N/A**	**X**	**$175,000**	**10**	**5**	**5**	**5**	**0**	**25**
C8	Crossing enhancement	Glisan St	219th Ave	N/A		$175,000	5	5	5	5	0	20
C9	**Crossing enhancement**	**Stark St**	**175th Pl**	**N/A**	**X**	**$175,000**	**10**	**5**	**5**	**10**	**10**	**40**
C10	Crossing enhancement	Stark St	Burnside St	N/A		$181,000	5	5	0	3.3	0	13.3
C11	**Crossing enhancement**	**182nd Ave**	**Stephens St**	**N/A**	**X**	**$175,000**	**10**	**5**	**0**	**10**	**5**	**30**
C12	**Crossing enhancement**	**Division St**	**182nd Ave**	**N/A**	**X**	**$180,000**	**10**	**5**	**5**	**10**	**5**	**35**
C13	**Crossing enhancement**	**182nd Ave**	**Clinton Street**	**N/A**	**X**	**$175,000**	**10**	**5**	**5**	**10**	**5**	**35**
C14	**Crossing enhancement**	**182nd Ave**	**Powell Blvd**	**N/A**	**X**	**$175,000**	**10**	**5**	**5**	**10**	**5**	**35**
C15	**Crossing enhancement**	**Powell Blvd**	**Duniway Ave**	**N/A**	**X**	**$175,000**	**5**	**5**	**5**	**10**	**5**	**30**
C16	Crossing enhancement	Pleasantview Dr	23rd St	N/A		$175,000	5	5	0	3.3	0	13.3
C17	Crossing enhancement	Towle Ave	33rd St	N/A		$175,000	5	5	0	3.3	0	13.3
C18	**Crossing enhancement**	**Burnside Rd**	**193rd Avenue**		**X**	**$2,000,000**	**0**	**5**	**10**	**6.7**	**10**	**31.7**
C19	**Crossing enhancement**	**Burnside Rd**	**209th Ave**	**N/A**	**X**	**$175,000**	**10**	**5**	**5**	**5**	**0**	**25**
C20	**Crossing enhancement**	**223rd Ave**	**Morrison St**	**N/A**	**X**	**$175,000**	**5**	**5**	**5**	**5**	**5**	**25**
C21	**Crossing enhancement**	**Burnside Rd**	**Eastman Pkwy**	**N/A**	**X**	**$175,000**	**10**	**5**	**10**	**5**	**10**	**40**
C22	**Crossing enhancement**	**Powell Blvd**	**Eastman Pkwy**	**N/A**	**X**	**$175,000**	**10**	**5**	**10**	**5**	**10**	**40**
C23	**Crossing enhancement**	**Powell Blvd**	**Cleveland Ave**	**N/A**	**X**	**$175,000**	**10**	**0**	**10**	**6.7**	**10**	**36.7**
C24	Crossing enhancement	Cleveland Ave	25th St	N/A		$175,000	0	0	0	5	5	10
C25	**Crossing enhancement**	**Stark St**	**Kane Dr**	**N/A**	**X**	**$175,000**	**5**	**0**	**5**	**6.7**	**5**	**21.7**
C26	Crossing enhancement	17th St	La Mesa Pl	N/A		$175,000	5	0	5	1.7	5	16.7
C27	Crossing enhancement	Division St	Cochran Dr	N/A		$175,000	0	0	5	5	5	15

Project #	Main Facility Type	Location	Cross Street	Length (feet)	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
C28	**Crossing enhancement**	**Division St**	**Hogan Dr**	**N/A**	**X**	**$181,000**	**10**	**0**	**7.5**	**5**	**5**	**27.5**
C29	Crossing enhancement	1st St	Kane Dr	N/A		$175,000	5	0	2.5	3.3	0	10.8
C30	Crossing enhancement	Kane Dr	Powell Valley Rd	N/A		$175,000	5	0	5	3.3	5	18.3
C31	Crossing enhancement study	US26	Palmquist Rd	N/A		$175,000	5	0	0	8.3	0	13.3
C32	Crossing enhancement	Hogan Rd	Roberts Rd	N/A		$175,000	10	0	2.5	6.7	0	19.2
C33	Crossing enhancement	Orient Dr	Hillyard Rd	N/A		$175,000	5	0	0	3.3	0	8.3
C34	Crossing enhancement	SE 5th Street	Williams Road	N/A		$175,000	10	0	0	3.3	0	13.3
S1	**Sidewalk infill**	**201st Ave**	**Glisan St to Holladay St**	**1400**	**X**	**$2,326,000**	**5**	**10**	**5**	**5**	**5**	**30**
S2	**Sidewalk infill**	**Burnside Rd**	**West of Eastman Pkwy**	**2000**	**X**	**$3,323,000**	**5**	**10**	**5**	**6.7**	**10**	**36.7**
S3	**Sidewalk infill**	**176th Ave**	**Division St to Yamhill St**	**4100**	**X**	**$6,813,000**	**5**	**10**	**5**	**8.3**	**5**	**33.3**
S4	**Sidewalk infill**	**176th Pl**	**Division St to Marie St**	**4100**	**X**	**$6,813,000**	**5**	**10**	**0**	**10**	**5**	**30**
S5	**Sidewalk infill**	**190th Ave**	**North of Division St**	**2000**	**X**	**$3,323,000**	**5**	**10**	**2.5**	**6.7**	**5**	**29.2**
S6	**Sidewalk infill**	**Birdsdale Ave**	**North & South of Division S**	**1600**	**X**	**$2,659,000**	**5**	**10**	**5**	**5**	**5**	**30**
S7	Sidewalk infill	Division St	Birdsdale Ave	840		$4,533,038	0	0	7.5	5	5	17.5
S8	**Sidewalk infill**	**Division St**	**Kane Dr to Centurion Dr**	**1500**	**X**	**$2,493,000**	**5**	**10**	**0**	**1.7**	**5**	**21.7**
S9	**Sidewalk infill**	**Powell Valley Rd**	**Williams Rd**	**3500**	**X**	**$5,816,000**	**5**	**10**	**0**	**1.7**	**5**	**21.7**
S10	Sidewalk infill or multi-use path on east side	US 26	Powell Blvd to Palmquist Dr	7000		$11,632,000	5	10	0	8.3	5	28.3
S11	**Sidewalk infill**	**Highland Dr**	**11th St to Springwater Corridor**	**500**	**X**	**$831,000**	**5**	**10**	**0**	**10**	**5**	**30**
S12	**Sidewalk infill**	**Butler Rd**	**Towle Ave to Rodlun Rd**	**1700**	**X**	**$2,825,000**	**5**	**10**	**0**	**3.3**	**5**	**23.3**
S13	**Sidewalk infill**	**17th St**	**La Mesa Pl**	**200**	**X**	**$332,000**	**5**	**10**	**5**	**1.7**	**5**	**26.7**

BICYCLE PROJECTS



Urban Growth Boundary

City Limits

Plan Areas

Project Number

Funded Bicycle Projects (20yr)

Unfunded Bicycle Projects

Existing Bike Lane or Wide Shoulder

Existing Off-Street Multi-Use Path

0 0.5 1 Miles

FIGURE 40. BICYCLE PROJECTS

Project #	Main Facility Type	Streets	Start (S or W)	Finish (N or E)	Length (miles)	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
BR1	**Bike boulevard**	**176th/172nd/169th**	**NW Division St**	**I-84**	**2.9**	**X**	**$4,785,000**	**10**	**5**	**10**	**10**	**10**	**45**
BR2	**Multi-use path along road**	**185th Ave**	**NE Halsey St**	**NE Marine Dr**	**2.5**	**X**	**$2,900,000**	**10**	**5**	**5**	**6.7**	**5**	**31.7**
BR3	**Bike boulevard**	**Holladay/Pacific/ Multnomah/Hassalo/ Holladay**	**NE 162nd Ave**	**NE 201st Ave**	**2.3**	**X**	**$1,740,000**	**5**	**5**	**7.5**	**10**	**5**	**32.5**
BR4	**Bike boulevard**	**187th/188th**	**SE Yamhill St**	**NE Hassalo St**	**1**	**X**	**$1,450,000**	**5**	**5**	**10**	**8.3**	**10**	**38.3**
BR5	**Bike boulevard**	**Main/Yamhill/ Wy'East Way**	**SE Main St**	**NE Hogan Dr**	**2.1**	**X**	**$4,785,000**	**5**	**5**	**10**	**10**	**10**	**40**
BR6	**Separated bike lane**	**Division St**	**SE 176th Ave**	**Gresham-Fairview Trail**	**1.5**	**X**	**$435,000**	**5**	**5**	**0**	**10**	**5**	**25**
BR7	Bike boulevard	212th/214th/219th	NW Burnside Rd	NE Glisan St	1.4		$1,595,000	5	5	2.5	5	5	22.5
BR8	**Bike boulevard**	**Florence/Wallula**	**Springwater Corridor Trail**	**NW Burnside Rd**	**1.4**	**X**	**$1,595,000**	**5**	**5**	**2.5**	**6.7**	**10**	**29.2**
BR9	**Bike boulevard**	**Battaglia/5th/1st/2nd**	**Gresham-Fairview Trail**	**N Main Ave**	**1.8**	**X**	**$508,000**	**5**	**5**	**5**	**5**	**10**	**30**
BR10	**Bike boulevard**	**2nd/Cleveland/ Powell/1st Street**	**N Main Ave**	**NE Scott Dr**	**1.9**	**X**	**$4,350,000**	**5**	**5**	**2.5**	**8.3**	**10**	**30.8**
BR11	**Bike boulevard**		**SE 212th Ave**	**NE Kane Dr**	**2.6**	**X**	**$2,962,000**	**5**	**5**	**5**	**5**	**5**	**25**
BR12	**Bike boulevard**	**Main Ave/Salmon Dr**	**Springwater Corridor Trail**	**SE Salmon Ct**	**1.3**	**X**	**$1,160,000**	**5**	**5**	**10**	**6.7**	**10**	**36.7**
BR13	Trail	Powerline Trail/14th/ Pleasant View	City limits (South) Corridor Trail	Springwater	2.3		$2,620,000	5	5	2.5	3.3	5	20.8
BR14	Trail	Kelley Creek Trail	Springwater Corridor Trail	Kelley Creek Trail end	2.7		$3,076,000	5	5	0	3.3	5	18.3
BR15	Bike boulevard	Brittany/23rd/ Willow/31st	Powerline Trail	SW 33rd St	2		$2,279,000	5	5	2.5	3.3	5	20.8
BR16	Bike boulevard	14th/Heiney/ Wonderview/Angeline	SW Pleasant View Dr	SW 33rd St	1.7		$1,937,000	5	5	0	0	0	10
BR17	Trail	Butler Creek Greenway Trail	Kelley Creek Trail	Springwater Corridor Trail	2.2		$2,506,000	5	10	2.5	0	5	22.5

Project #	Main Facility Type	Streets	Start (S or W)	Finish (N or E)	Length (miles)	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
BR18	Trail	Trail/Blaine/Walters	SW 33rd St	Springwater Corridor Trail	2.1		$2,393,000	5	5	5	0	0	15
BR19	**Multi-use path along road**	**Hogan Rd**	**Powell Blvd**	**City limits (South)**	**2.7**	**X**	**$3,076,000**	**10**	**5**	**7.5**	**8.3**	**5**	**35.8**
BR20	Bike boulevard	Anderson/Chase/ Williams/Greenway/ Scott/8th/Hacienda	SE Callister Rd	NE 17th	3.7		$4,215,000	5	5	5	0	5	20
BR21	**Bike boulevard**	**Regner/Roberts/ Palmquist/ 11th/10th Dr**	**Springwater Corridor Trail**	**SE Wendy Ave**	**1.8**	**X**	**$2,051,000**	**5**	**5**	**0**	**8.3**	**5**	**23.3**
BR22	Bike boulevard	School property/22nd/ Ironwood/16th	SE Baker Way	SE Old Woods Loop	1.7		$1,937,000	5	5	2.5	0.0	5	17.5
BR23	**Bike boulevard**	**Hillyard/Welch**	**Hwy 26**	**SE 282nd Ave**	**1.2**	**X**	**$1,367,000**	**5**	**5**	**2.5**	**6.7**	**5**	**24.2**
BR25	Multi-use path along road	Planned streets	SE 242nd Ave	SE 282nd Ave	2.3		$2,620,000	5	5	0	1.7	0	11.7
BR26	Crossing enhancement study	Hwy 26	SE Palmquist Rd	SE Kane Dr	0.1		$114,000	5	5	0	6.7	5	21.7
BR27	**Separated bike lane**	**181st Ave**	**I-84 bike path**	**I-84 bike path**	**0.2**	**X**	**$228,000**	**5**	**10**	**2.5**	**10.0**	**0**	**27.5**
BR28	**Multi-use path along road**	**Burnside Street**	**SE 181st Avenue**	**SE 197th Avenue**	**0.9**	**X**	**$1,050,000**	**5**	**5**	**10**	**6.7**	**5**	**31.7**
BR29	Multi-use path along road	SE 282nd Avenue	SE Orient Drive	SE Troutdale Road	1.4		$1,634,000	5	5	0	1.7	0	11.7

HOW WE DELIVER TRANSPORTATION

The City of Gresham considers how we deliver a transportation system that works better for everyone by advancing safety, access, and mobility through both capital projects and ongoing operations, programs, partnerships, and strategic investments. Delivering a safe and reliable transportation system is not just about construction — it's also about how our streets are managed, how people are supported in making travel choices, and how new tools and technologies are thoughtfully introduced.

The City already works to improve safety, access, and mobility through ongoing programs and partnerships. From better traffic signal coordination and real-time technology to safer crosswalks and community education programs, these efforts help reduce congestion, improve emergency response times, and make it easier for people of all ages and abilities to get around.

We're also looking ahead. New options like micromobility (think e-scooters and bike share) and mobility hubs can make it easier to connect from your neighborhood to transit, work, school, or shops. By carefully exploring and introducing these tools in ways that reflect community priorities, Gresham can expand travel choices and support a more equitable transportation system.

Children practicing bike safety and handling skills at the Davis Park traffic playground.

OPERATING AND OPTIMIZING THE EXISTING SYSTEM

TRANSPORTATION SYSTEMS MANAGEMENT OPERATIONS & INTELLIGENT TRANSPORTATION SYSTEMS

Transportation Systems Management and Operations (TSMO) and Intelligent Transportation Systems (ITS) are strategies that improve the efficiency, safety, and reliability of transportation networks by using advanced technology, data-driven solutions, and real-time management techniques. These approaches help maximize the capacity of existing infrastructure without requiring major expansions, making transportation systems more efficient and sustainable.

Transportation System Management Operations focuses on optimizing the performance of transportation networks through proactive, coordinated, and real-time operational strategies.

Key strategies include:

- Traffic Incident Management (TIM): Quick detection, response, and clearance of crashes or breakdowns to minimize congestion.
- Active Traffic Management (ATM): Dynamic lane controls, variable speed limits, and ramp metering to improve flow.
- Work Zone Management: Reducing delays and improving safety during road construction or maintenance.
- Transit Signal Priority (TSP): Adjusting traffic signals to give priority to buses and other transit vehicles.
- Traveler information systems: Real-time alerts on road conditions, congestion, and alternative routes (e.g., highway message boards, mobile apps).
- Freight & goods movement efficiency: Managing truck traffic, dedicated freight corridors, and logistics coordination.
- Bicycle & pedestrian systems integration: Enhancing non-motorized transportation through improved infrastructure and safety measures.

Intelligent Transportation Systems is the use of advanced technologies — such as sensors, communication networks, and automation — to improve transportation safety and mobility.

Key technologies include:

- Adaptive traffic signals: Traffic lights that adjust based on real-time demand to reduce congestion.
- Connected & Autonomous Vehicles (CAVs): Vehicles that communicate with infrastructure and each other to improve safety and efficiency.
- Smart parking systems: Real-time data on parking availability to reduce search time and emissions.
- Weigh-in-Motion (WIM) systems: Technology that allows trucks to be weighed while moving, reducing stops and improving freight efficiency.
- Integrated Corridor Management (ICM): Coordination of freeways, arterial roads, and transit systems for redundancy and to optimize movement.
- Real-time transit tracking: GPS-based systems that provide arrival times for buses, trains, and rideshare services.

WHAT DO THESE SYSTEMS DO?

Support equity outcomes: Improve access and reliability for underserved areas without displacement.
Reduce congestion: Help traffic move more efficiently without needing major infrastructure expansion.
Increase safety: Reduce crashes and incidents through real-time monitoring and automated responses.
Improve travel time reliability: Enhance predictability for commuters and freight movement.
Cost-effective: Maximize existing infrastructure instead of costly road widening projects.
Environmental benefits: Reduce emissions by improving traffic flow and promoting eco-friendly transportation.

CROSSING IMPROVEMENTS PROGRAM

During the Active Transportation Plan, safe crossings were identified as a need for a complete pedestrian system. Gresham has been prioritizing installation of enhanced crossings of arterials that meet the crash criteria of the ODOT All Roads Transportation Safety (ARTS) grants. A more refined effort is needed to formalize a crossing policy, to estimate the total crossings needed to complete the pedestrian system, and to prioritize those crossings for funding.

Recommended Crossing Spacing

Industry-recommended considerations for crosswalk spacing include block length, street width, building entrances, and traffic signals, which provide a spatial framework for crosswalk placement. Critically, crosswalks should be implemented on all legs of signalized intersections unless pedestrians are prohibited from the roadway. Although marked crosswalks are not required at unsignalized intersections, they are permitted at all intersections with professional judgment. Other optional considerations include infrastructure and network factors such as the pedestrian network, surrounding built environment, and desire lines. For instance, higher pedestrian volumes typically warrant more frequent or more protected crossings. In areas with high pedestrian activity, such as downtowns or commercial districts, crossing spacing should be designed to provide frequent and convenient crossing opportunities for pedestrians. In areas with lower pedestrian demand, such as suburban or less densely populated areas, longer crossing spacing may be acceptable.

METRO'S DESIGNING LIVABLE STREETS AND TRAILS GUIDANCE

2040 Land use design type	Design classification	Pedestrian design
Any	Freeways	Crossings every 200 to 1,200 feet
Any	Highways	Crossings every 200 to 1,200 feet
Centers, station communities, and some main streets	Regional and community boulevards	Crossings every 200 to 530 feet (1-2 blocks)
Corridors, neighborhoods, some main streets, employment and industrial centers	Regional and community streets	Crossings every 200 to 530 feet (1-2 blocks)
Employment and industrial centers	Industrial streets	Crossings every 200 to 530 feet (1-2 blocks)

Recommended Crossing Treatments

Recommended treatments at pedestrian crossings can be determined based on review of quantitative characteristics, such as pedestrian volume, street crossing width, traffic volume, and traffic speed.

Curb extensions

Refuge islands

Raised crosswalks

Rapid rectangular flashing beacons (RRFBs)

- Marked crosswalks use high-visibility crosswalk markings.
- Pedestrian refuge islands provide a safe place for pedestrians to stop halfway across the street.
- Curb extensions reduce the crossing distance and improve visibility.
- Rectangular Rapid Flashing Beacons (RRFBs) allow user-activated lights that enhance pedestrian visibility at crossings.
- Pedestrian Hybrid Beacons (HAWK Signals) are traffic control devices that provide a signalized crossing for pedestrians when activated.
- Advanced stop lines and yield markings are lines painted further back from the crosswalk to encourage vehicles to stop farther back, improving pedestrian safety.

SUPPORTING SAFE TRAVEL CHOICES

OUTREACH AND EDUCATION

Transportation Management Associations (TMAs)

A TMA is a nonprofit, member-based organization that works to improve transportation options, reduce traffic congestion, and enhance mobility in a specific geographic area, such as a business district, neighborhood, or region. TMAs are often formed by a coalition of local businesses, government agencies, developers, and community groups to address transportation challenges collectively. TMAs can serve the following functions:

- **Commuter services:** Provide programs like carpool/vanpool matching, shuttle services, and incentives for public transit use.
- **Employer programs:** Help businesses develop commuter benefits, such as pre-tax transit passes, bike-to-work incentives, and telework options.
- **Traffic & congestion management**: Advocate for traffic signal improvements, parking management strategies, and alternative transportation modes.
- **Bicycle & pedestrian support**: Promote bike-friendly infrastructure, walking initiatives, and Safe Routes to School programs.
- **Public transit advocacy**: Work with transit agencies to improve service, increase accessibility, and expand transit coverage.
- **Sustainability & air quality improvements**: Encourage green transportation initiatives, such as electric vehicle adoption and emissions reduction programs.

Safe Routes to School (SRTS)

SRTS programs are community-driven initiatives that promote safe, accessible, and active transportation options for students traveling to and from school. These programs aim to make walking and biking to school safer and more appealing for children, while also addressing traffic congestion, public health, and environmental concerns. SRTS programs exist at local, state, and national levels, often receiving funding from government agencies, schools, and non-profit organizations.

WHAT DO THESE PROGRAMS DO?

- **Advance equity and access**: Expands affordable transportation options, reduces barriers to education and employment, and addresses air quality impacts that disproportionately affect underserved communities.
- **Improve safety**: Reduces pedestrian and bicyclist injuries through safer infrastructure, education, and awareness.
- **Enhance mobility**: Improves access to jobs, schools, and essential services. Reduces traffic congestion: Encourages alternatives to single-occupancy vehicles and decreases vehicle traffic around key destinations like schools and workplaces.
- **Promote health and well-being**: Supports active transportation, improving physical health and reducing pollution-related health risks.
- **Deliver cost savings**: Helps families, commuters, and employers save on fuel, parking, and transportation expenses.
- **Improve air quality**: Lowers emissions by shifting trips to cleaner, more sustainable transportation modes.
- **Strengthen communities**: Supports economic vitality, livability, and community engagement through more connected and resilient transportation networks.

EXPANDING TRAVEL OPTIONS

As Gresham grows and travel needs evolve, expanding travel options will be essential to improving equity, access, and mobility, and inculdes thoughtfully integrating new mobility tools, services, and technologies that complement walking, biking, transit, and driving. New options such as micromobility and mobility hubs can help residents connect from neighborhoods to everyday destinations — particularly for short trips and first- and last-mile connections.

When exploring new mobility strategies, the City will apply the following framework:

1. Identify mobility gaps and determine service needs.
Gaps and needs can be gathered via community input and potential private and public partners, with particular emphasis on impacts to underserved populations and equity outcomes.

2. Determine technology that best suits the community's needs.
The City will first define the problem to solve before identifying the appropriate technology. Solutions will be tailored to the community context rather than driven by trends.

3. Establish strategic partnerships.
Developing public-private partnerships is a critical step in implementation as service providers are needed to provide technology, software, and mobility platforms to address areas' unique transportation challenges.

4. Evaluate challenges, accessibility, and impacts.
Implementation considerations include affordability, ADA accessibility, access for people without smartphones and bank accounts, adequate broadband coverage, community trust and awareness, and long-term financial sustainability. The City will monitor outcomes to ensure new services benefit the intended populations.

5. Identify funding and implementation strategies.
Many technology services require operational funding rather than large capital investments. The City will identify potential funding both for initial and ongoing costs.

MICROMOBILITY

Micromobility devices–often collectively referred to as electric micromobility, e-micromobility, or micromobility–are typically defined as lower-weight, lower-speed vehicles that are operated through some combination of human power and an onboard battery and electric motor. The motor may provide power assistance to the rider as they pedal and/or independently propel the vehicle using a throttle. Most commonly, micromobility is used to refer to e-bikes and electric scooters, but may also refer to the devices below.

Types of Micromobility Devices

E-bikes
including cargo bikes, cargo tricycles, recumbents, and adaptive bikes for people with disabilities

E-scooters
including those with 2 or 3 wheels, with and without seats

Small personal electric vehicles (PEVs)
including electric unicycles, hoverboards, electric skateboards, and segways

Personal mobility devices
including wheelchairs and mobility scooters

Electric mopeds

Electric motorcycles

Ownership Models

Micromobility devices may be owned by individuals, shared in publicly accessible systems, or managed by a business or government entity. Each of these models caters to different use cases and provides different opportunities for programmatic involvement.

	Characteristics	Opportunities
Private	Devices owned by individuals. Users typically charge at home, occasionally at work; rarely in public.	Maximizes potential for GHG reduction through VMT substitution. Offers the most straightforward program evaluation and justification.
Shared	Devices are rented on a time basis. Current trend towards swappable batteries; charging occurs at an off-site location.Can have fixed docking stations or be "free floating". Systems typically have defined and geofenced service areas. Often serves as a supplement to public transit.	Higher rates of acceptance and use among communities without strong cycling traditions. and with barriers to individual ownership Simpler interface with public transportation systems. Many existing equity-focused initiatives.
Fleet	Dedicated devices used for business operations. Devices typically charged at a hub location. Can include delivery fleets to serve customer needs or internal fleets for organizational use supporting job functions	High potential for GHG reduction through VMT substitution. Emerging opportunity with demonstrated success, globally. Opportunities for direct partnerships; lower likely administrative costs compared to programs supporting individuals or households.

Micromobility Considerations for Gresham

If the City of Gresham moves forward with developing micromobility programs and related infrastructure, the following considerations can help guide future planning and investments. These items are intended to support equitable access, safe use, and successful adoption of micromobility.

Community Outreach + Education

- Engage residents through in-person events in neighborhoods across the city.
- Partner with community-based organizations to reach diverse populations.
- Offer incentives (such as gift cards, food, or stipends) to encourage participation.
- Provide materials in multiple languages and accessible formats.
- Offer education on how to safely use different micromobility devices.
- Create hands-on learning and demonstration opportunities
- Host programs in schools.
- Promote driver education and awareness of micromobility to improve safety.

Support for Shared Micromobility

- Reduce cost barriers by minimizing or eliminating upfront user fees.
- Provide financial assistance to increase access for lower-income residents.
- Support regional collaboration to improve access across city boundaries.
- Ensure options for people without bank accounts.
- Explore partnerships with local nonprofits.
- Consider integration with transit passes.
- Locate shared devices at or near transit stations.
- Pilot designated parking and charging locations.

Purchase Subsidies + Incentives

- Offer income-based or tiered incentives.
- Use existing income-qualified programs to verify eligibility.
- Provide point-of-sale rebates to reduce upfront costs.
- Include safety and security accessories (e.g., locks, helmets) in incentives.
- Establish a simple and timely reimbursement process for participating bike shops.

Infrastructure + Facilities

- Expand safe and comfortable bike lanes and shared-use paths for a range of uses.
- Design facilities to accommodate both powered and non-powered devices.
- Provide secure parking for micromobility devices, especially at housing and workplaces.
- Develop charging infrastructure in key public locations (such as parks, shopping areas, and transit hubs).
- Ensure public charging areas are secure and well-managed.
- Pair infrastructure investments with education and outreach to encourage use.

MOBILITY HUBS

Mobility hubs are strategically located places where multiple transportation options come together in one convenient and accessible location. They make it easier to transfer between travel modes and support seamless, multimodal trips. A mobility hub may include transit stops or stations, bike parking or bike share, micromobility parking or charging, car share or ride-hailing pick-up zones, wayfinding signage, real-time travel information, lighting, seating, and weather protection, and ADA-accessible design features.

Planning for Mobility Hubs in Gresham

As Gresham grows, mobility hubs should be located along high-frequency transit corridors, in town centers and neighborhood commercial areas, and near major employers, schools, and affordable housing. These hubs will bring together transit, biking, walking, and shared mobility options in one convenient place.

To support this vision, the City will establish clear guidance to ensure hubs connect people to a range of transportation choices, while encouraging both personal and shared active travel. Gresham will coordinate with regional transit providers and community partners to identify priority locations and test pilot projects to refine design, operations, and funding before expanding citywide.

HOW WE PAY FOR THE PLAN

FUNDING FORECAST

The TSP's System Plans call for significant investment in the transportation system over the next 20 years. This investment will improve transportation choices, enhance neighborhood livability, and strengthen Gresham's economic competitiveness. Per the State of Oregon's Transportation Planning Rule, all TSP's must forecast how transportation projects may be funded over the next 20 years.

COST ESTIMATES

Project cost estimates from the prior TSP were updated to reflect the impacts of inflation and the rising costs of construction since 2013. Oregon Metro's 2023 Regional Transportation Plan (RTP) update provided recent cost estimates for select projects that were included in The City of Gresham's 2013 TSP. In comparing the 2023 RTP and 2013 TSP costs, project costs increased between 75-100 percent for projects whose scope remained relatively unchanged during that timeframe. This is also in line with national and local construction cost trends during this period. Consequently, corridor and intersection-based projects cost estimates from the prior TSP were updated to reflect a 90 percent increase from the 2013 estimates. The transportation systems management operations/intelligent transportation systems, outreach and education transportation projects were increased at the same rate.

Similarly, the pedestrian and bicycle projects in the City's 2018 Active Transportation Plan (ATP) were increased roughly 45 percent, consistent with industry trends. Not all active transportation projects had cost estimates in the 2018 ATP. Therefore, new cost estimates were developed by calculating an average cost-per-mile where estimates existed, then applying this factor to the other projects. Lastly, pedestrian crossing projects were assumed to cost between $150,000 - $200,000.

Cars stopped for a bike rider crossing Powell Boulevard.

FUNDING MECHANISMS

Gresham uses several funding mechanisms to pay for the transportation investments identified on the 20-year project list. This section documents current revenue sources and forecasts expected available funding through 2045.

2025-2045 TOTAL PROJECTED REVENUE: $498 MILLION

$207M - GAS TAX & VEHICLE REGISTRATION FEE
Primarily funds maintenance and operations
(1 percent of City's gas tax supports pedestrian and bicycle facilities).

$133M - COUNTRY ARTERIAL TRANSFER
County funding to maintain and improve arterials.

$80M - AGENCY PARTNER FUNDING
Contributions from partner agencies for shared projects.

$39M - SYSTEM DEVELOPMENT CHARGES
Development-based revenue used for infrastructure needed to support new growth.

$27M - PRIVATE DEVELOPER REQUIREMENTS
Developer-funded improvements to adjacent right-of-way.

$10M - GRANTS
Competitive funding for specific programs and projects.

$2M - URBAN RENEWAL/LOCAL IMPROVEMENT DISTRICTS
Property tax-based funding for targeted local improvements.

2025-2045 TOTAL FORECASTED EXPENDITURE: $302 MILLION

The City's maintenance and operations (M&O) efforts include road repair, traffic signal maintenance and optimization, sidewalk and bikeway enhancements, and roadway striping. The engineering, planning, and administration required for the work also falls under the scope of M&O. The primary funding source for M&O work is state gas tax and vehicle registration fees as well as County Arterial Transfer, which was forecasted to generate $340 million dollars through 2045. There is approximately a $38 million dollar excess. It should be noted that increased fuel efficiency has put additional strain on the future of gas tax revenue and raises an essential discussion about the stability of the City's M&O funding.

NEW POTENTIAL REVENUES

The tables on the next pages (Figures 35 & 36) show potential funding sources the City of Gresham could pursue to fund additional projects, a description of the purpose, and all entities that are eligible for that type of funding. Many of these programs were existing programs expanded by the federal Bipartisan Infrastructure Law (BIL), as well as new programs. The funding sources are divided into two categories:

FUNDING SOURCES FOR ROADWAY-FOCUSED PROJECTS

FUNDING SOURCES FOR ACTIVE TRANSPORTATION (TRANSIT, PEDESTRIAN, & BICYCLE) IMPROVEMENTS

As the BIL funding ends in FY26 and the Oregon state legislature 2025 transportation bill is undergoing potential change, the City of Gresham will need to monitor ongoing impacts to its federal and state funding sources. A more reliable source of transportation funding may be a local transportation fee, similar to Gresham's Police, Fire, and Parks fee.

FUNDING SOURCE	DESCRIPTION	ELIGIBILITY			
		MPO	COUNTY	CITY	DISTRICT
Surface Transportation Block Grant (STBG)	Federal flexible funding that may be used for projects to preserve and improve conditions on and performance of any federal-aid highway, bridge, or tunnel project on any public road; pedestrian and bicycle infrastructure; and transit capital projects, including intercity bus terminals. These funds are distributed through Metro's Regional Flexible Fund Allocation (RFFA), and projects are focused on four primary RTP investment priorities – Equity, Safety, Climate Smart Strategy, and Congestion.	■	■	■	
State Highway Fund	Revenue sources are: motor vehicle registration and title fees; driver license fees; motor vehicle fuel taxes; and weight-mile taxes. Fund expenditures are restricted to construction; improvement; maintenance; operation; and use of public highways, roads, streets, and roadside rest areas.		■	■	
Road Fund Serial Levy	Voter-approved property tax levied in addition to the permanent tax rate.		■	■	
Road Utility Fee	Monthly user fee with revenue dedicated to road operations. Enacted legislatively or by popular vote. This source is generally better suited to funding operations than capital improvements.		■	■	
Vehicle Registration Fee	An extra fee on all registered motor vehicles, enacted legislatively or by popular vote. This source could fund operations or capital programs.	■	■	■	
Local-Option Fuel Tax	Enacted legislatively or by popular vote. This source could fund operations or capital programs.		■	■	
Immediate Opportunity Funds	Enacted legislatively or by popular vote. This source could fund operations or capital programs.	■	■	■	
All Roads Transportation Safety (ARTS)	MAP-21 increased safety funding and emphasizes a focus on all roads. Because of this, ODOT offered a portion of its safety funds to improve safety on local roads, leading to the creation of the All Roads Transportation Safety (ARTS) program.	■	■	■	
General Fund	Property taxes from local agencies' permanent tax rate.		■	■	
Transportation Development Tax	Based on the estimated traffic generated by each type of development; revenue is dedicated to transportation capital improvements designed to accommodate growth. Eligible projects are on major roads, including sidewalks and bike lanes, as well as transit capital projects.		■	■	
System Development Charges (SDC)	A reimbursement fee, an improvement fee or a combination thereof assessed or collected at the time of increased usage of a capital improvement or issuance of a development permit, building permit, or connection to the capital improvement.		■	■	
Local Improvement District (LID)	Used as a method of financing capital improvements constructed by the local agency or utility district that provide a special benefit to the properties within the boundary of the LID.		■	■	■
Tax Increment Financing	Used to capture additional property taxes generated in the vicinity of transit-specific improvements or areas. This type of funding can also be used to capture a portion of property value increase caused by a particular investment.		■	■	
Urban Renewal Districts	Uses the future increase in property taxes from the rehabilitation of urban areas by renovating or replacing dilapidated buildings with new housing, public buildings, parks, roadways, industrial areas to finance infrastructure improvements within the district. This is a type of tax increment financing.		■	■	

FIGURE 35. FUNDING SOURCES FOR ROADWAY-FOCUSED PROJECTS

FUNDING SOURCE	DESCRIPTION	ELIGIBILITY			
		MPO	COUNTY	CITY	DISTRICT
Private/Public Sponsorships	Private/public sponsorships involve a private entity, such as a local business owner, working with the public agency to fund a project (e.g., bus stop shelter and sidewalk connection maintenance). In return for their investment in the community, these business owners often have recognition for their role, providing a marketing venue for the business.	■	■	■	■
Congestion Mitigation & Air Quality (CMAQ)	Federal flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. These funds are distributed through Metro's Regional Flexible Fund Allocation (RFFA), and projects are focused on four primary RTP investment priorities – Equity, Safety, Climate Smart Strategy, and Congestion.	■	■	■	■
STIP Enhance	Funds allocated to projects through a competitive grant application process. Eligible projects include public transit capital improvements.		■	■	■
Property Taxes	Tax assessed on the value of an owned property, a portion of which can be used to fund transit.	■	■	■	
Payroll Taxes	Taxes imposed on employers or employees, usually calculated as a percentage of the salaries that employers pay their staff and generated through deductions from an employee's wages or taxes paid by the employer based on the employee's wages.		■	■	
Business Taxes	Tax assessed on the net income of businesses near transit facilities/routes.		■	■	
Tax Increment Financing	Used to capture additional property taxes generated in the vicinity of transit-specific improvements or areas. This type of funding can also be used to capture a portion of property value increase caused by a particular investment.		■	■	
Tax Incentive Zones	Designated areas that provide an indirect avenue for transit funding by potentially increasing fare revenue, sponsorship revenue, etc. by providing tax incentives for businesses and residents near transit-oriented or transit-friendly developments.		■	■	
Multimodal Impact Fees	Similar to transportation system development charges (SDC), but focused on improvements to multimodal transportation options. In the event a TIF is established, the fixed-route service could work to allocate a portion of funds towards transit-enhancing improvements.		■	■	
ODOT Safe Routes to School Grant Program	Eligible projects include safety improvements that positively affect the ability of children to walk and bicycle to school. Projects must be within a public road right-of-way, consistent with jurisdictional plans, supported by the school or school district, within a one-mile radius of a school, and able to be constructed within five years of the application. Project examples include sidewalks, median refuge islands, rapid flashing beacons, etc. The minimum funding request is $60,000, and the maximum is $2 million.		■	■	■
Metro Grant Programs	Metro provides grant opportunities for various transportation-based projects. One such opportunity is the Regional Travel Options (RTO) grant, which includes Infrastructure and Innovation grants to support light infrastructure that make it easier, more convenient, or safer for people to get around using travel options and Safe Routes to School grants.	■	■	■	■
Innovative Mobility Program	The Innovative Mobility Program is a new initiative that aims to improve historically underserved communities' access to public and active transportation. Program goals also include reducing the number of trips Oregonians make by car and reducing greenhouse gas emissions. The Innovative Mobility Program is designed to increase social equity and mobility while reducing the effects of climate change. The core objectives of the program are to: 1. Improve historically underserved communities' access to public and active transportation. 2. Reduce the number of drive-alone trips. 3. Reduce greenhouse gas emissions. The term "historically underserved communities" refers to populations sharing a particular characteristic, as well as geographic communities, whose access to resources and opportunities have been historically limited due to systemic barriers. This includes, but is not limited to, communities who have been historically underserved or under-resourced due to age, disability status, language, income, race/ethnicity, immigration status, or gender.	■	■	■	■

FIGURE 36. FUNDING SOURCES FOR ACTIVE TRANSPORTATION IMPROVEMENTS

PERFORMANCE MEASURES

REGIONAL REQUIREMENTS FOR PERFORMANCE MEASURES

Consistent with OAR 660-012-0900, -0905, and -0910, the City of Gresham will coordinate its planning process with the Climate Smart Strategy performance measures identified in Metro's 2023 Regional Transportation Plan.

The City will consider these measures during existing and future conditions analyses to establish baselines conditions, set targets where none currently exist (including required targets under -0905), and identify transportation needs. These measures will inform modal plan development and be used to evaluate future performance of the transportation system.

Wayfinding signage along the Gresham-Fairview Trail.

STATE REQUIREMENTS FOR PERFORMANCE MEASURES

Performance standards are selected from performance measures used to develop the TSP and contain specified thresholds. Performance standards are adopted metrics used to review comprehensive plan and land use regulation amendments and analyze transportation impacts as part of development review.

OAR 660-012-0215(3) requires Gresham to adopt at least two local transportation performance standards during a major TSP update. Historically, performance standards have been heavily focused on the accommodation of vehicular travel such as level of service (a vehicular delay-based standard) or volume to capacity (a roadway/intersection-based capacity standard). Under the new rules, at least one performance standard must support increasing transportation options and avoiding principal reliance on the automobile. Collectively, the performance standards must also support achieving the targets for the performance measures from the Climate Smart Strategy section of the Metro 2023 Regional Transportation Plan developed to address OAR 660-044 greenhouse gas reduction requirements. Additionally, the performance standards must collectively evaluate at least two of the following objectives for the transportation system, for any or all modes of transportation:

Safety	Providing a transportation system that reduces injuries and fatalities and that people feel comfortable using
Equity	Consideration for existing or proposed transportation-related disparities and barriers experienced by historically underserved populations
Accessibility	The ease of reaching (and interacting with) destinations or activities distributed in space
Mobility	The ability to move freely and easily
Reducing climate pollution	Creating feasible transportation options that reduce carbon emissions
Network connectivity	Modal networks that provide route options to users and minimize out-of-direction travel
Efficiency	The maximization of transportation services at the lowest possible cost
Reliability	Dependably provides users with a consistent range of predictable travel times

Gresham will adopt new performance measures after Metro finalizes the Regional Mobility Policy and the state completes its work on vehicle miles traveled (VMT) per capita. Until then, Gresham will continue to use the performance measures established in the Active Transportation Plan.

PERFORMANCE MEASURES FROM THE ACTIVE TRANSPORTATION PLAN (ATP)

As the City continues to expand its pedestrian and bicycle networks, it is important to regularly track and share progress toward the goals of the Transportation System Plan. Performance measures help show how the City is doing over time and highlight where improvements are being made.

To ensure transparency and accountability, the City should publish and regularly update this information on its website so residents can clearly track progress from year to year.

Some of the recommended targets for walking and bicycling trips and facilities are intentionally ambitious. Setting clear and challenging targets—and committing to the actions needed to achieve them—helps ensure that walking and bicycling are prioritized and that meaningful progress is made.

Below are goals from the ATP, how those goals are measured, and recommended targets for those goals.

GOALS	RECOMMENDED MEASURE	RECOMMENDED TARGET
Active Transportation	Commute trip mode share	Triple the share of trips completed by biking, walking, or transit by 2040.
Mode Share	All trip mode share	Triple the share of trips completed by biking, walking, or transit by 2040.
Connectivity	Network completion	Complete 25% of high priority pedestrian projects by 2040 and complete 50% of the Bike Routes for Everyone network by 2040.
Safety	Collision reduction	Reduce serious injuries and fatalities of bicyclists and pedestrians by 50% between 2017 and 2040.
Equity	Equity project completion	Projects with the top equity score are completed at an equal rate (or higher) as the network as a whole.
Transit Access	Routes to transit	50% of major transit stops are served by a Bike Route for Everyone by 2040 and 50% of all transit stops are along a comfortable walking route.

MOVING FORWARD

Together, the projects and strategies in this Transportation System Plan create a roadmap for a safer, more connected Gresham. By investing in streets, trails, transit access, and innovative transportation solutions, the City is preparing for growth while protecting the qualities that make Gresham a great place to live, work, and play. Over the next 20 years, this plan will help make it easier for people of all ages and abilities to get where they need to go — while strengthening neighborhoods, supporting local businesses, and expanding transportation choices.

Showing "multi-use" on the Springwater Trail.

GRESHAM
TRANSPORTATION SYSTEM PLAN