

GRESHAM TRANSPORTATION SYSTEM PLAN 2045 UPDATE

SAC Meeting #3 Notes

Thursday, September 12th, 2024

6:00 p.m. – 8:00 p.m.

Participants

In attendance:

- Frank Stevens, Planning Commission Liaison
- Peyton Blackwell, Transportation Subcommittee Member
- Bill Bailey, Transportation Subcommittee Member
- Jay Higgins, City of Gresham Staff
- Molly McCormick, ODOT
- Susan Wright, Kittelson & Associates, Inc.
- Krista Purser, Kittelson & Associates, Inc.
- Sutapa Banerjee, Kittelson & Associates, Inc.

Meeting Notes

Overview

- Susie gave some context and background about the project so far and its upcoming schedule.

Project Lists

- Bill asked about Springwater - Are Springwater projects still there in the TSP? Have they dropped off? Jay said that the City has not received any investment since the pandemic and therefore no action has been taken yet. They are not very marketable, no development pressure, need to assess if it will be developed or not.

General Discussion

- Jay shared the interactive map, showed the multi-use paths in Gresham and beyond.
- Burnside multiuse path
 - Connect the existing Burnside path to 181st Ave – Fill the gap between with ped-bike infrastructure (multi-use path or other).
 - Bill - This plays into equity and priority. Access to the neighborhoods of Rockwood and the connection to Portland would achieve priority based on equity.
 - Peyton said that currently that area has the need for bike infrastructure and bike repair shops, She agrees with the need for a connection.
 - How can you enhance Yamhill Street and have a better social environment? This was discussed in prior meetings. Burnside and Yamhill both need to be prioritized.
 - Yamhill to be developed into a friendly neighborhood route. Currently has high speed vehicular movements.
- Rockwood is the hub that we need to break out from- it opens up the north-south route and the access to the business district.

- Question to Peyton: Have you encountered constant infrastructure requests from schools?
 - Not per se, but many consider the existing infrastructure unsafe. Woodlawn school does not participate in walk/roll events due to the proximity to high-speed, high-volume arterial roadway. Opportunity to develop a walking school bus which increases safety. A simple small infrastructure project like a flashing beacon can also be implemented to make it relatively safer.
- How old is our street classification data? How did pandemic affect travel behavior? Is this the new normal? Or are we going back to the way things were? Are we tracking social changes and changed outcomes based on post pandemic behavior?
 - Data would be relatively recent, ex. Metro RTP done in 2023.
 - Susie noted the enhanced review process can also evaluate data at a refined level to ensure the improvement is still needed.

Action Item: Overlay greenways and multi-use paths on top of the project maps. Replot maps.

Meeting adjourned at 8:00 pm