Chapter 2: Existing Conditions

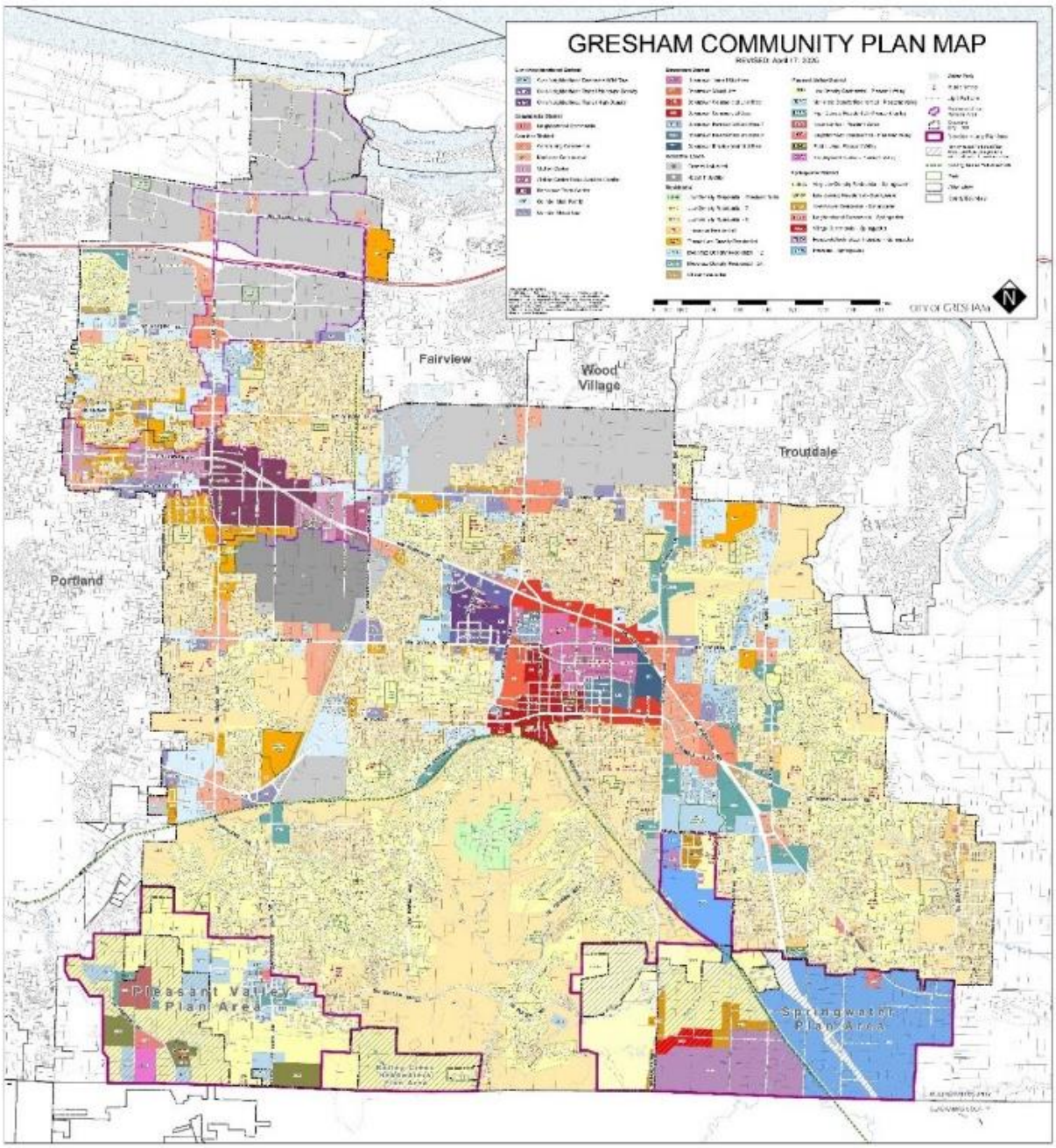
What our transportation system looks like determines not only how people get around—it determines the travel experience. Is it safe? Does everyone have access? Does it support our goals to reduce greenhouse gas emissions and improve air quality for everyone? The following pages provide an inventory of 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. The city has three urban centers—Rockwood, Civic Neighborhood, 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 that will eventually become part of Gresham. TSP policies, programs, and projects apply to these plan areas as they are annexed into the city.

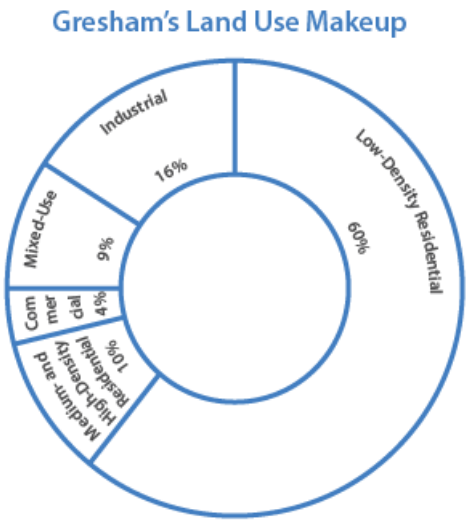
LAND USE AND TRANSPORTATION

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 (Map 1).



Map 1. Community Plan Map

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, we have seen more development in our 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, more cars, and more congestion in our neighborhoods—but it also means more opportunity to think about how we support development with our transportation system and provide a variety of modes across the city.

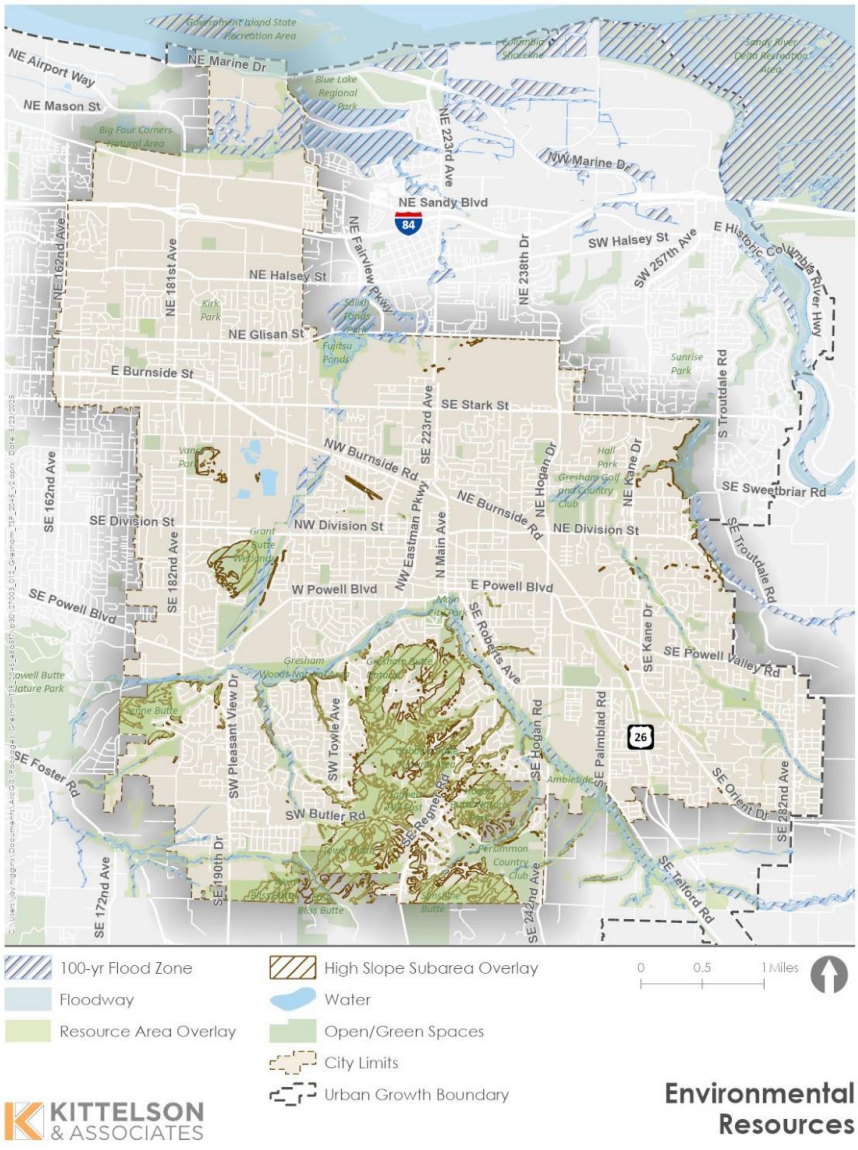
Plan areas

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 with the aim of creating a 1,532-acre "complete community" with a mix of land uses, transportation options, and natural resource areas. The area includes a planned Town Center at the future intersection of Giese Road and 172nd Avenue that will primarily serve the needs of the local Pleasant Valley community and include a mix of retail, office, civic, and housing opportunities. When the Pleasant Valley Plan District was incorporated into the City's Comprehensive Plan in 2005, a Transportation System Plan was created as part of that process and adopted into this document in 2014. A revision of some streets in Pleasant Valley were considered in 2019 and adopted into this document in 2020.
- **Springwater plan area:** Most of Springwater's 1,272 acres were added to the Urban Growth Boundary in 2002_to mainly address the short supply of industrial employment land in Gresham and region. The area is located southeast and adjacent to Gresham, along US Highway 26. Springwater is planned as a community with 4,500 residents and a focus on industrial/high-tech campuses that attract business and bring an infusion of 15,000 new jobs to Gresham. A master plan for the area was adopted in 2005 and included a Transportation System Plan. In 2011, an amendment to that Transportation System Plan was adopted by Gresham City Council. The amendment, an Interchange Area Management Plan, identified a preferred alternative for the location of an interchange near the intersection of US Highway 26 and 267th Avenue and associated road, bicycle and pedestrian networks. These plans were adopted into this document in 2014.
- **Kelley Creek Headwaters plan area:** The Kelley Creek Headwaters Plan Area encompasses 163 acres and its urbanization plan applies low-density residential zoning with natural resources protection and steep slope development restrictions to the entire area.

Natural resources

Gresham has many important natural resource areas that provide important ecological functions and contribute to a quality living environment. The TSP policies preserve, restore, and enhance natural resources as the city develops its transportation system. Natural resource protections exist through environmental overlays that are mapped across the city and its plan areas. Different environmental protections apply to different areas, such as habitat areas, hillside areas, wetland and floodplain areas. The environmental overlays are shown in the map below (Map 2). 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.



Map 2. Environmental resources in Gresham

Metro Plan areas

Gresham's TSP includes regional goals and objectives identified by the Metro Urban Growth Management Functional Plan (UGMFP) to support growth in the Portland metro region. The following parts of the city receive unique planning consideration.

Regional and Town Centers

The Portland Metro region, which includes Gresham, has identified regional and town centers as areas of focus for investment and forecasted growth. Regional centers are intended for commerce and local government services, serving a market area of hundreds of thousands of people. Regional centers are also focus areas for transit, bicycle, pedestrian and roadway improvements. Town centers are meant to provide localized services to tens of thousands of people and be well served by transit as well as bicycle and pedestrian facilities.

- **Gresham Regional Center:** This center encompasses the Downtown and Civic Neighborhood Plan Districts. The Downtown area's vision is to be one of the region's great urban settings – a lively, diverse and appealing place to live, work, shop and play. It incorporates intensive commercial, residential and mixed-use development and provides a bicycle and pedestrian-oriented, transit supportive environment. Civic Neighborhood is west of and adjacent to Downtown. It is conceived as an extension of Downtown as a mixed-use and transit-oriented neighborhood.

- **Rockwood Town Center:** The Central Rockwood Plan Area is an important neighborhood center in Gresham. It is envisioned as a "live work" district, where jobs, commercial services, and a variety of housing is encouraged. The organizing principle for the area consists of a central core at the triangle formed by NE 181st Avenue, Burnside Street and Stark Street and a strong orientation to MAX stations within the center (181st Avenue, 188th Avenue and 197th Avenue).

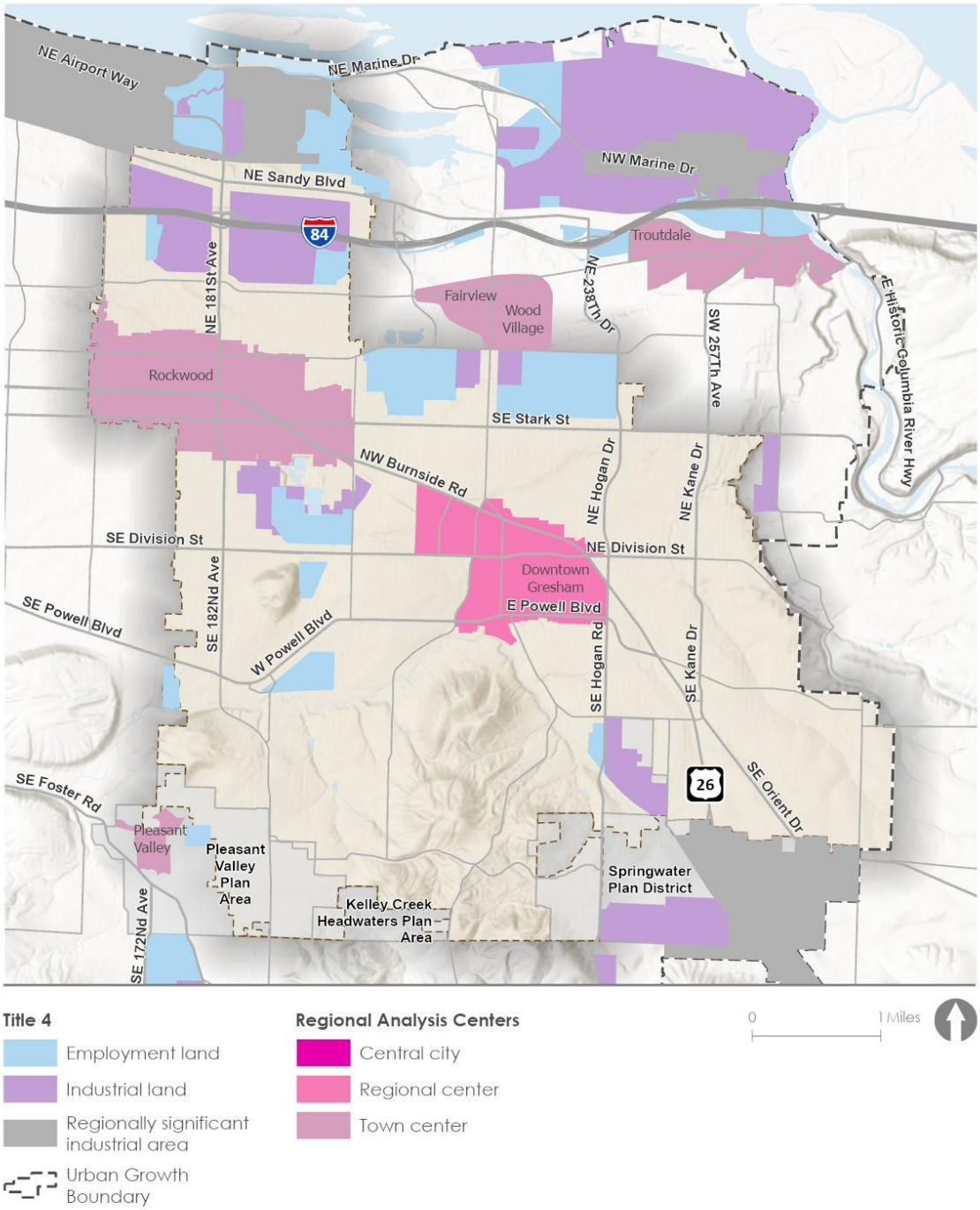
- **Pleasant Valley Town Center**: The planned Pleasant Valley Town Center will primarily serve the needs of the local Pleasant Valley community and will include a mix of retail, office, civic and housing opportunities. It will be located at the intersection of Giese Road and 172nd Avenue.

Transit Corridors and Light Rail Station Centers

Transit Corridors are identified along high frequency transit lines while station centers are areas within one-quarter mile of a light rail station. Both corridors and station centers are planned with a high-quality pedestrian environment and provide convenient access to transit. Typical new developments in these areas include row houses, duplexes, one to three story office and retail buildings and mixed commercial and residential developments.

Industrial and Employment Land

The City includes 19,900 acres of industrial and employment land, also known as "Title 4" land, which is a protected supply of sites for these land use types. Gresham includes two Regionally Significant Industrial Areas (RSIAs) which are located near the region's most significant transportation facilities for the efficient movement of freight. The two RSIAs in Gresham are north of Sandy Boulevard around I-84 and in the Springwater Plan area east of Telford Road around Highway 26.



Map 3: Metro Planning Designations

Who We Plan For

Gresham is growing and diversifying, putting fresh demands on the transportation system. Its Transportation System Plan (TSP) is designed to serve the people who live, work, and travel here every day. As it grows, 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 longtime 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

111,634
population

6,040
more people live here in 2023 (compared to 2010)

$76,205
median household income

12.1%
live in poverty

42%
rent their homes vs. 58% own

22%
under 18

15%
age 65+

69%
of people drive alone

15%
hold a bachelor's degree

24%
speak a language other than English at home

36%
non-white

Planning for transportation equity

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.

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 wholistic approach that is supported by policies across the Transportation System Plan.

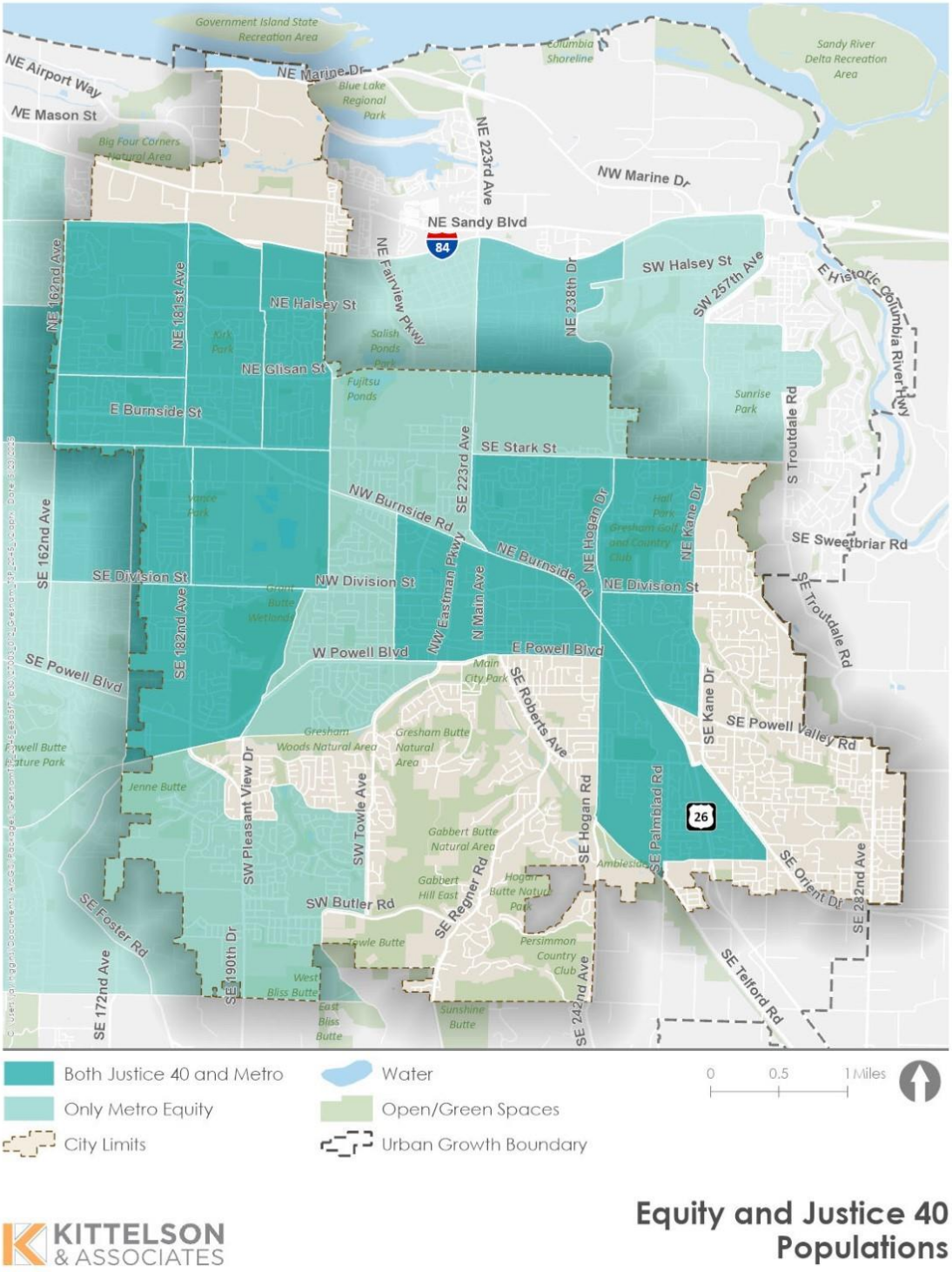
Equity means giving people the resources they need to succeed by prioritizing resources for people who have the greatest disparities. In car-dependent places like Gresham, those without access to a vehicle—especially people of color, low-income

Population by race	
White	64.1%
Black/African American	5%
American Indian or Alaskan Native	0.5%
Asian	6.9%
Native Hawaiian or Other Pacific Islander	0%
Other	9.4%
Two or more races	14.1%

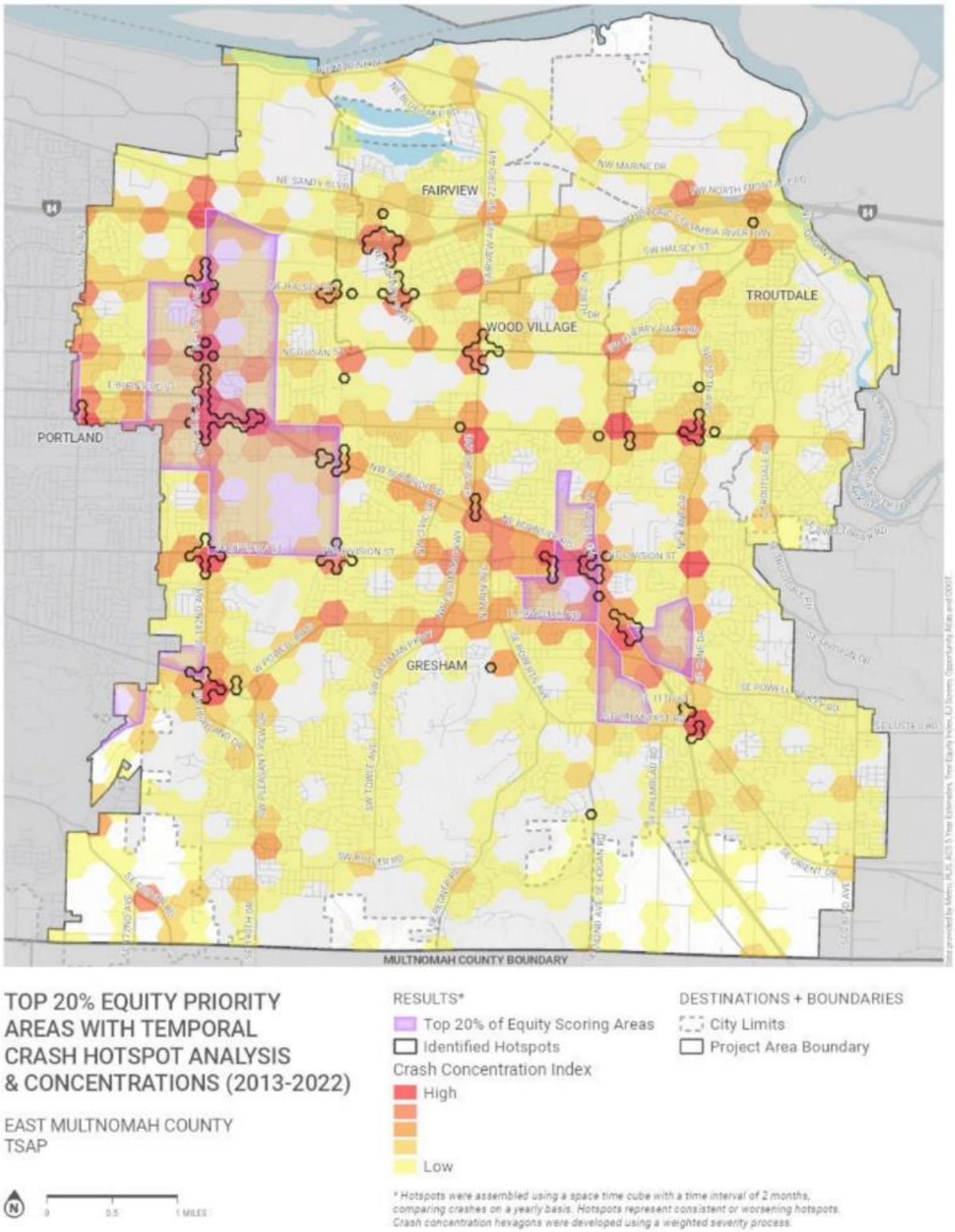
residents, people with disabilities, and younger and older people—face barriers to accessing jobs, healthcare, food, and recreation. These transportation challenges can lead to poor health outcomes, particularly in communities already affected by chronic diseases like diabetes. In Multnomah County, for example, the diabetes rate among the African American and Black community is double that of White residents (13.6% vs. 6.2%). 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. 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% 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% of equity census tracts were then compared with crash data trends to create the equity priority and hotspot analysis. 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.



Map 3. Equity and Justice 40 populations



Map 4. Equity areas with crashes

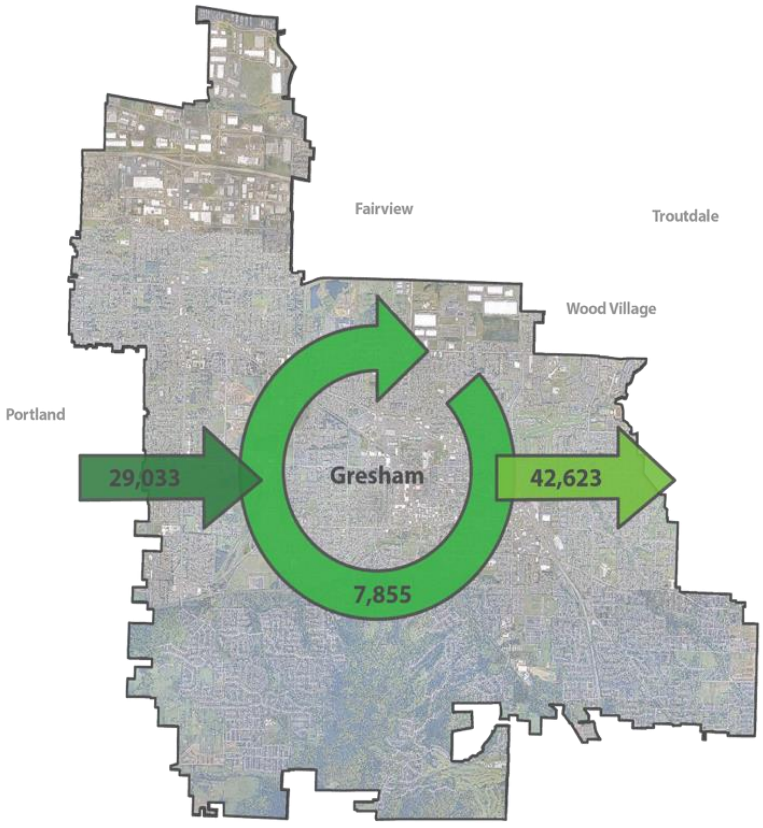
How We Travel

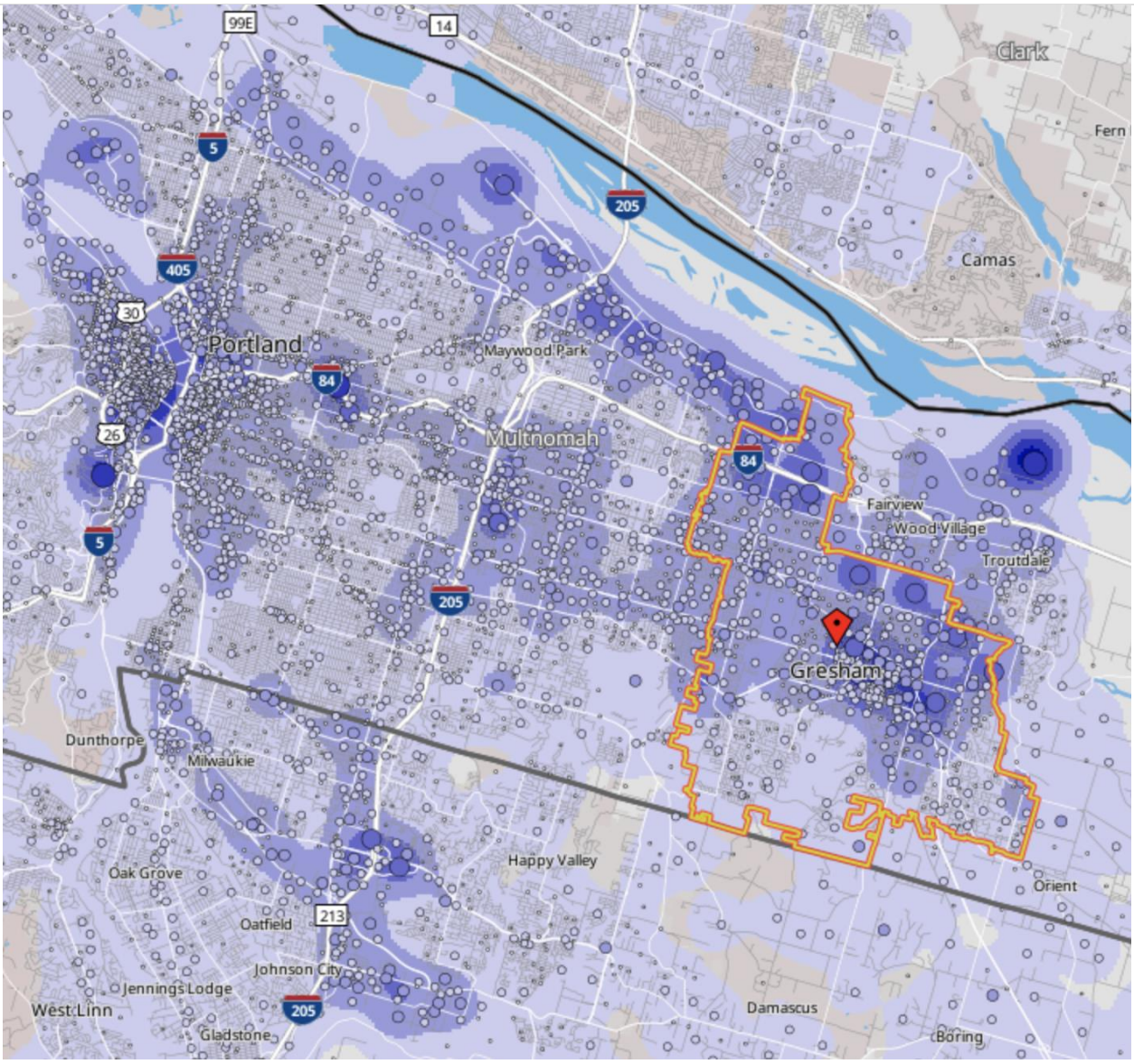
The way most people get around in Gresham is by vehicle, because local destinations and job commutes are pretty spread out. Gresham's commercial centers and these areas continuing to develop and densify, we are seeing a greater need for other modes like walking, biking, and public transportation As Gresham grows and becomes more urban, travel needs are beginning to shift. This local trend reflects what we are seeing across the Portland metro area, where more people are exploring alternatives to driving alone—whether by choice or necessity.

While most people (70%) drive alone to and from work in the Portland metro area, many are choosing alternative travel modes or telecommuting (ACS, 2023). After single-occupancy vehicles, carpooling, transit, and telecommuting are the most common modes of commuting.

- 9.25% carpool (12% in Gresham)
- 7.89% work from home (11% in Gresham)
- 6.69% take public transit (4% in Gresham)
- 3.28% walk (3% in Gresham)
- 2.3% bike (0% in Gresham)

Commute sheds describe where people live and where they are employed. This graphic 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% commute to Portland for their job, 15.8% work in Gresham, and the remaining travel throughout the Metro region and other locations for their work. Graphic 1 below shows the direction of commutes across the region. 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.





Graphic 1. Where Gresham residents commute to (2022)

Our 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 develops 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.

301 miles (centerline) of streets classified from local to arterial (City of Gresham)

4.5 miles (centerline) of streets classified as Freeway (I-84) and Highway (US26) (ODOT)

12 bridges (+ at least 2 in PV and Springwater plan areas)

9,095 streetlights

108 traffic signals

22,421 street signs and bicycle/pedestrian wayfinding and directional signs

5,556 on-street markings in the form of sharrows to indicate shared automobile and bicycle roadways

475.9 miles of sidewalk

8,345 curb ramps

Street Network

At the core of Gresham's transportation system is its street network 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.

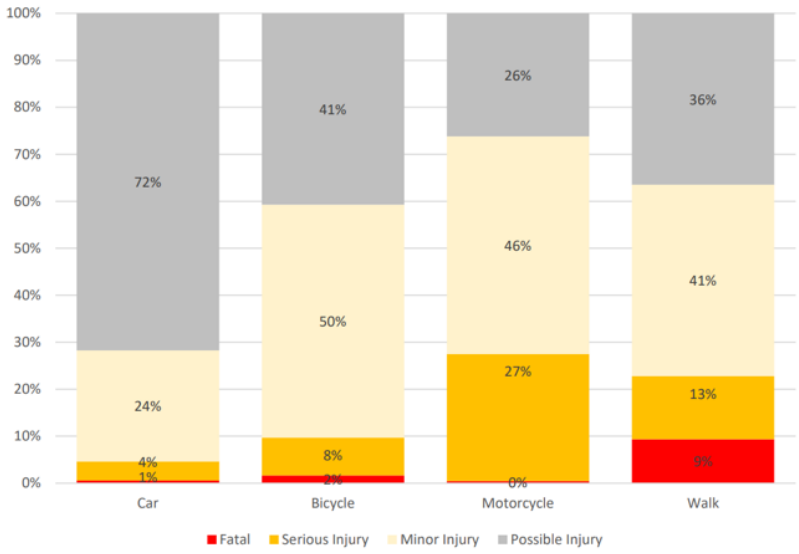
Safety

Connectivity

Quality Environment

Safety

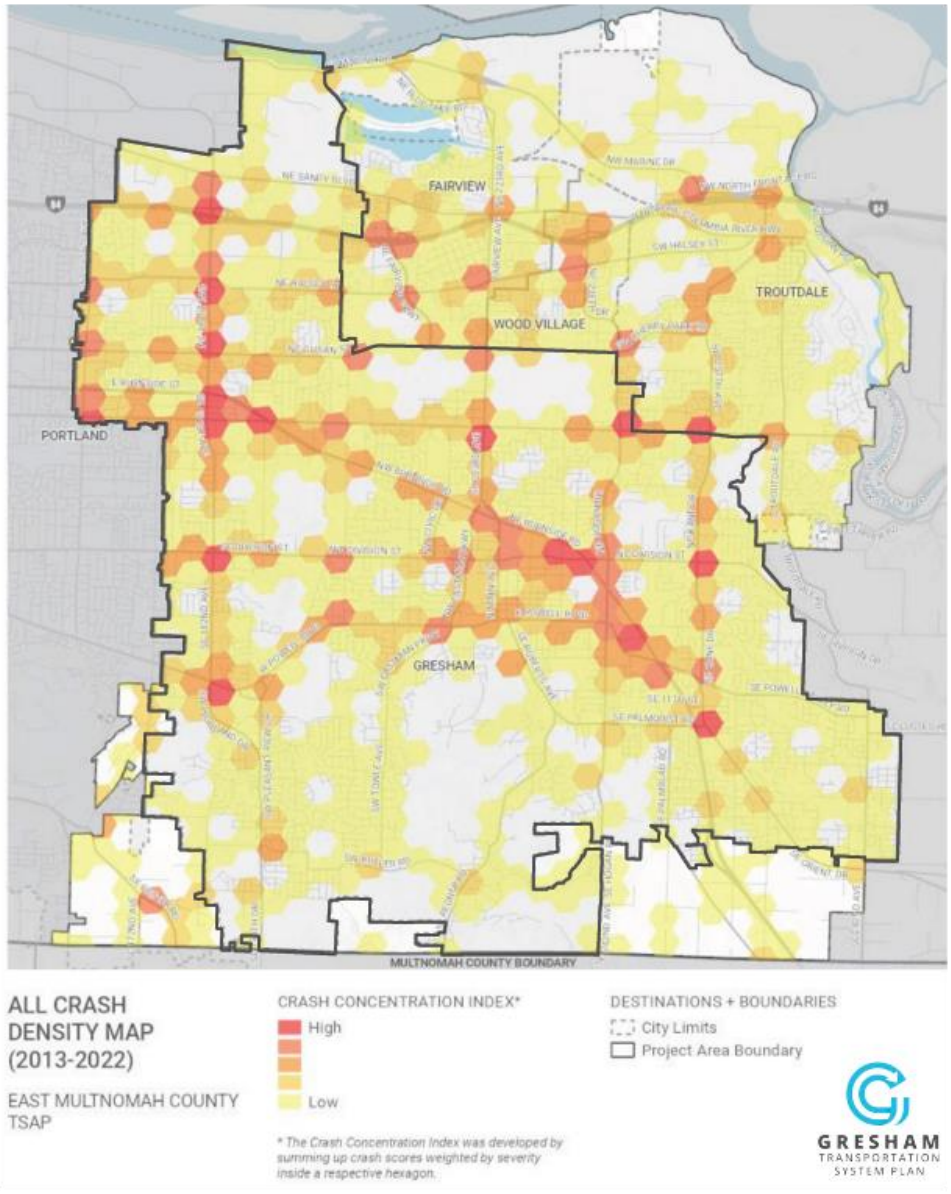
Safety is a critical foundation for an accessible and inclusive transportation system. In East Multnomah County from 2013 to 2022, there were 8,474 crashes. Compared to vehicle crashes, vulnerable road users (people walking, biking, or using a motorcycle) were more likely to be involved in a serious injury or fatal crash, as shown below.



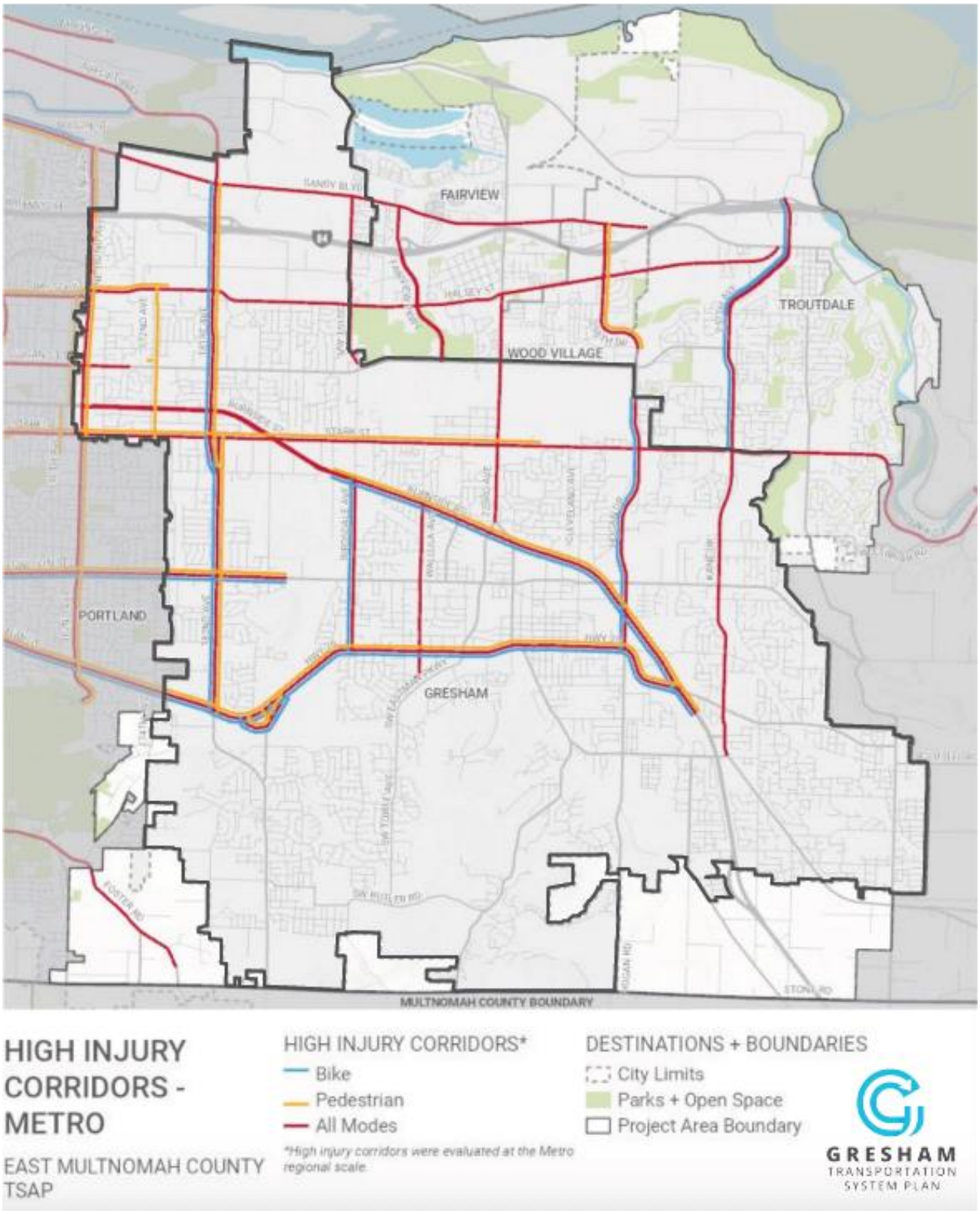
A safe transportation system is essential not only for reducing crashes, but also for making sure all users feel safe and comfortable using Gresham streets. Safety influences whether someone choose to walk to school, bike to work, or take transit. While there are crashes on every thoroughfare in Gresham, certain streets are more dangerous than others, especially for pedestrians and bicyclists. Map 5 shows where the most vehicle crashes occur in Gresham. Map 6 identifies "high injury networks" where the most fatal and serious injury crashes occur based on mode. These maps help us understand where safety needs to be

improved on our streets. For instance, Burnside Road is highlighted as an area of crash concentrations and appears 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.



Map 5. Crash density map

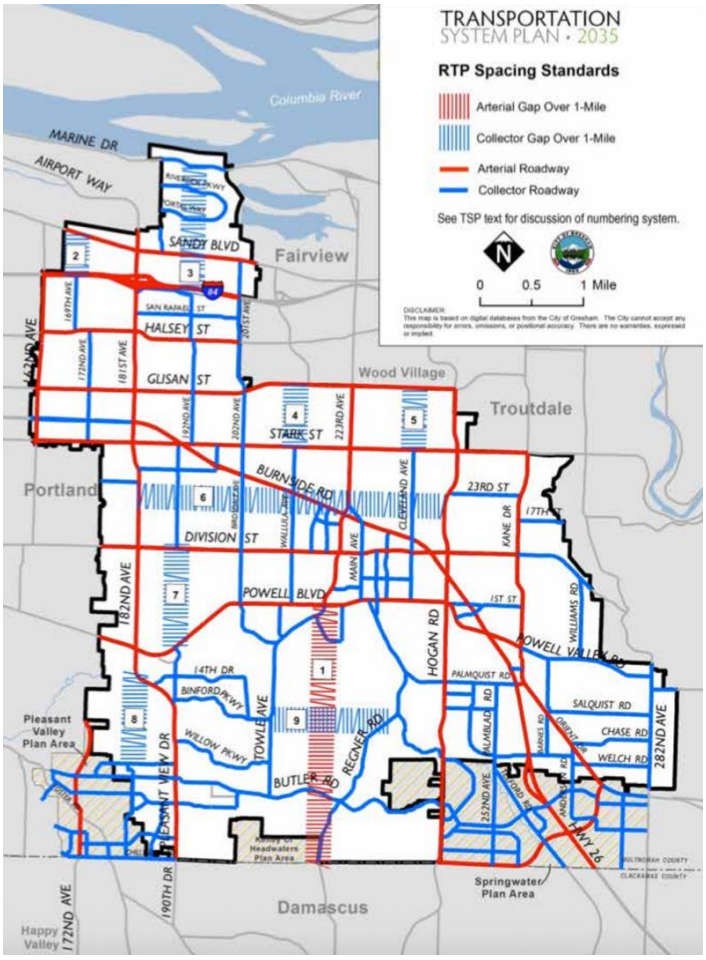


Map 6. High injury corridors

Connectivity

A well-functioning transportation system is not only about moving people efficiently—it's also about how the network connects, how neighborhoods interact with it, and how it shapes the experience of public space. 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" (Map 7) 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 too, with older grid-style neighborhoods near Downtown offering better connectivity than newer subdivisions with cul-de-sacs and dead-ends. To improve street connectivity and local access, the City uses Neighborhood Circulation Plans to maintain reasonable access to adjacent land uses and support more connected neighborhoods.

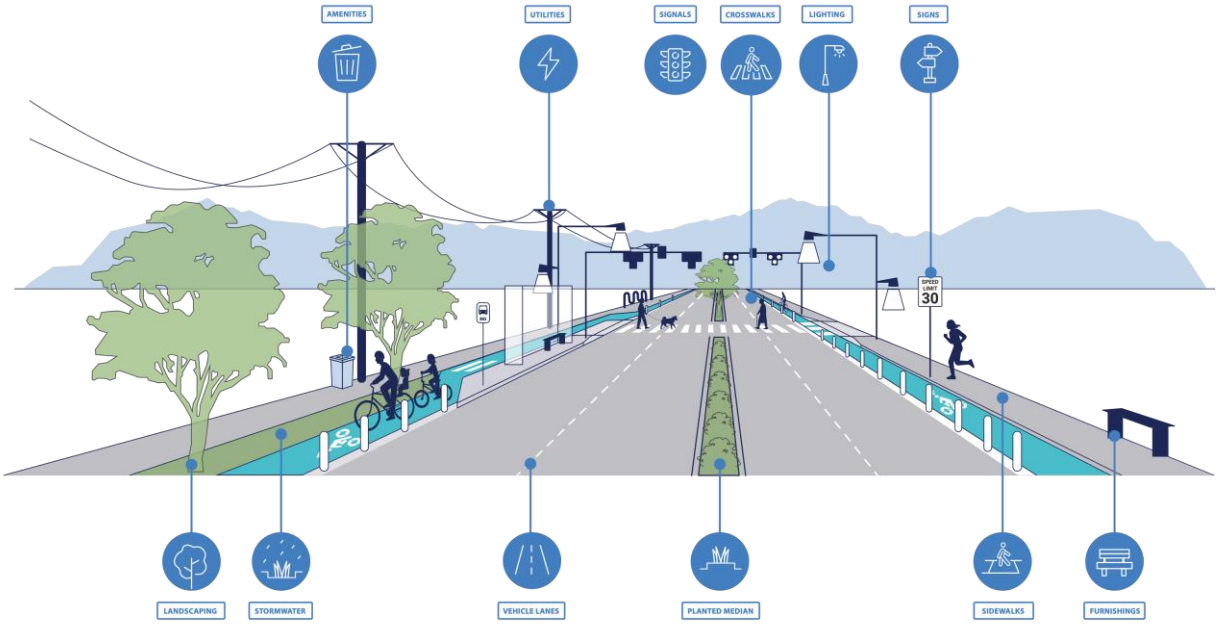


Map 7. Metro RTP spacing standards

Quality Environment

The quality of the environment of Gresham's streets is also important as it influences how people experience their city. A well-designed street has features that influence the experience of traveling through a space. Main Avenue in Downtown Gresham offers a human-scale street cross-section with street trees, special lighting, decorative paving, and benches that establishes a sense of place for the Downtown, while Powell Boulevard has a heavily landscaped center median to provide a lush green environment and a refuge for people crossing the street. However, other streets lack these features, highlighting the need for consistent attention to visual quality. Together, safety, connectivity, and aesthetics form the foundation of a transportation system that is not just functional, but also livable, welcoming, and reflective of Gresham's identity.

PARTS OF THE STREET SYSTEM



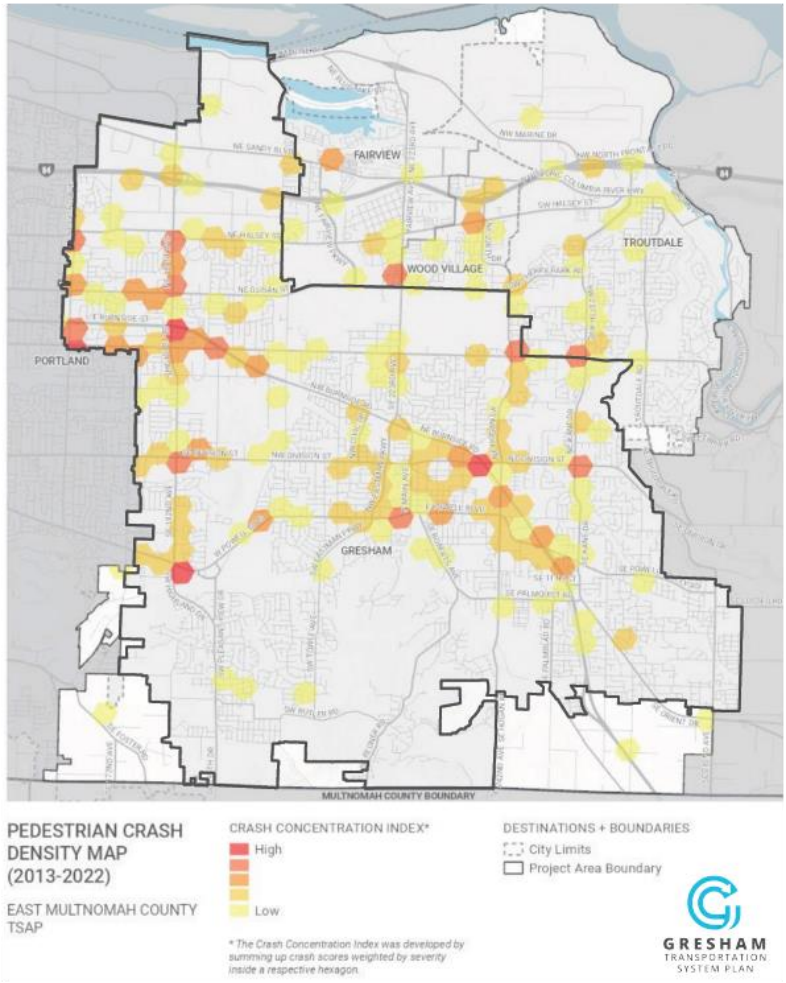
Vehicle lanes	Vehicle lanes provide space for the movement of cars, bicycles, and micromobility devices like scooters. Lane width supports different users. On freight routes vehicle lanes are wider to accommodate freight and vehicle lanes are designed narrower through business centers.
Sidewalks	Sidewalks are dedicated pedestrian paths 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	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 and they support walkability by reinforcing the pedestrian network across intersections and mid-block crossings.
Landscaping	Street trees and plantings enhance the visual appeal of streets, provide shade, and improve air quality. Landscaping 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 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. While they serve an important ecological function, a more appealing streetscape is created with these landscaped areas.
Lighting	Street 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.
Traffic signals	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.
Signs	Functional signs provide essential information for navigation, regulations, and safety, while decorative signage can reflect local identity and provide a sense of place.
Furnishings	Street furnishing, like seating and tables, offer comfort and convenience for pedestrians, encouraging longer stays and social interaction. They help activate public spaces and support community life.
Utilities	Infrastructure 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.
Amenities	Amenities like bike racks, trash and recycling bins, and drinking fountains support daily use of the street system.

Pedestrian System

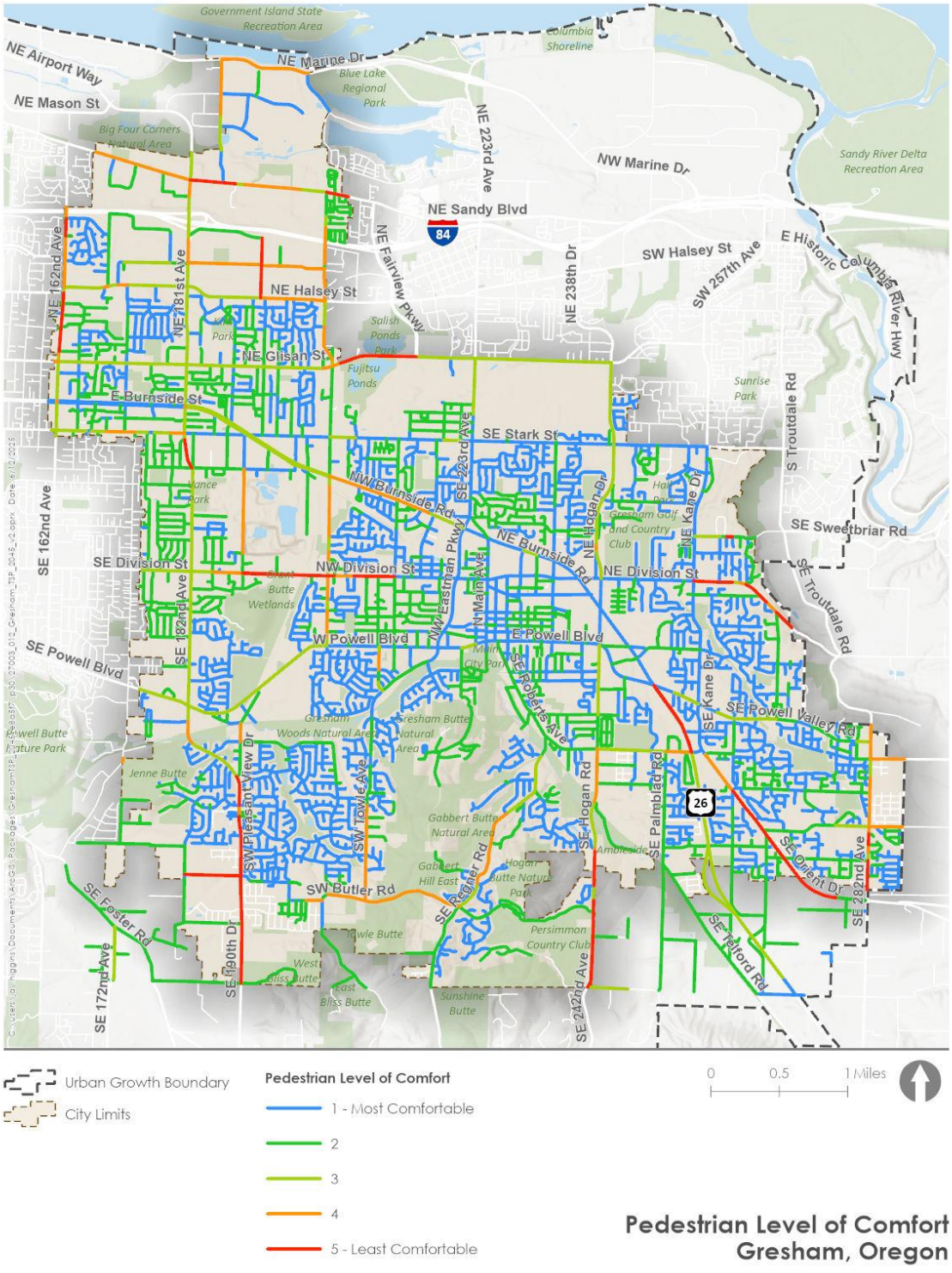
The pedestrian system is a vital component of Gresham's broader transportation network, supporting safe, accessible, and convenient travel for all. At some point in everyone's day they are a pedestrian, whether walking from the vehicle into the store or walking to the bus stop. Having a well-designed 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 (Map 8) 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.



Map 8. Pedestrian crash data

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 (Map 9). With high speeds, high volumes, and often curb tight sidewalks with little separation from vehicles, improvements to arterial streets is the focus for pedestrian safety in Gresham.



Map 9: Pedestrian Level of Comfort

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).

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 pedestrian and bicycle system that Gresham is actively involved in planning and implementing. The City is planning several future trails, including the Sandy River to Springwater Multimodal Corridor, the Kelley Creek Trail, and the East Buttes Loop 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.

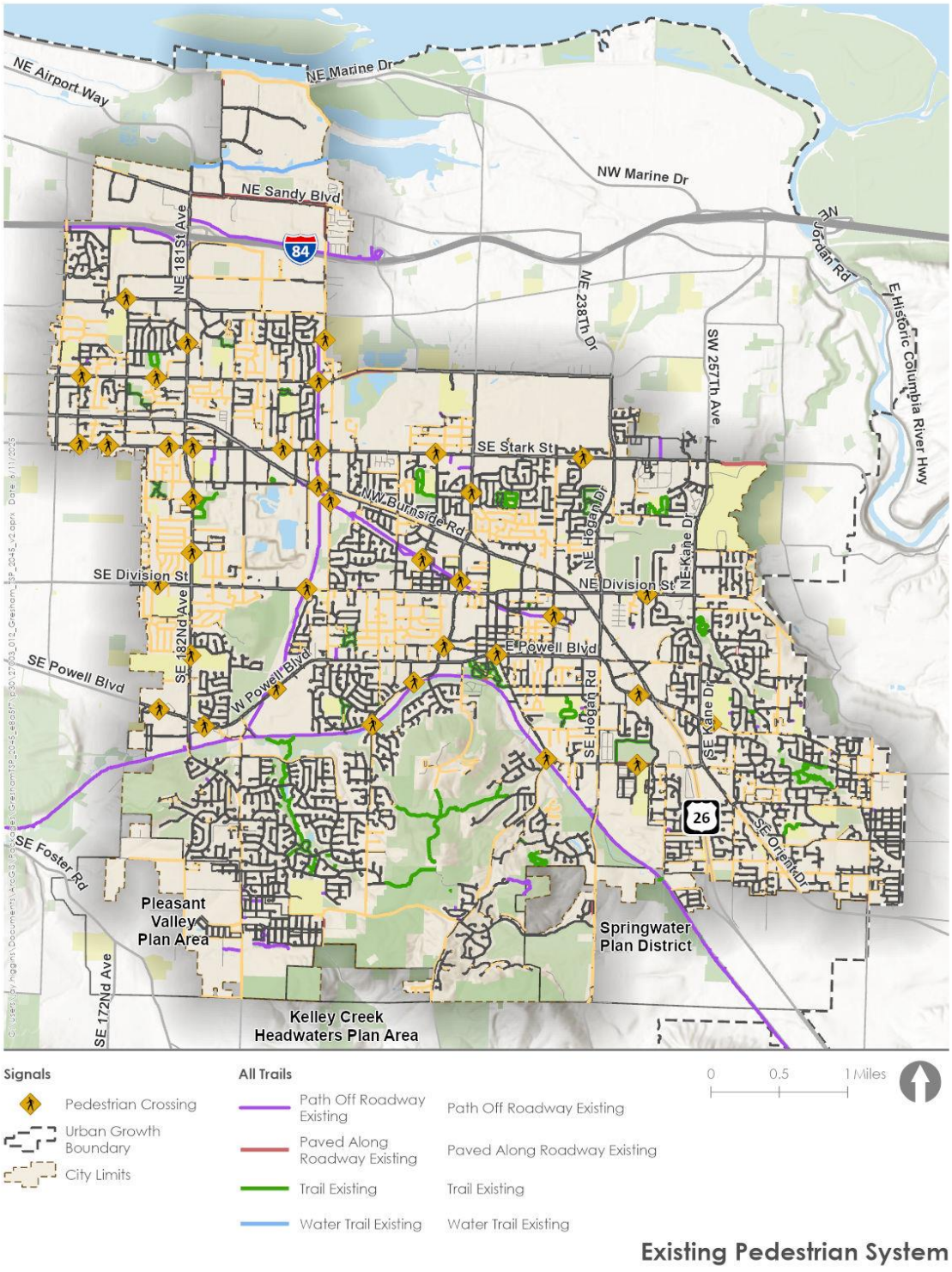
For areas between intersections, Gresham has added mid-block crossings, many equipped with Rectangular Rapid Flashing Beacons (RRFBs) that alert drivers when someone is crossing. These crossings help people safely cross wide or busy streets without needing to detour to an intersection with traffic signals.

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.

Pedestrian Accessways

Not every destination connects easily by road. Where a street connection is not feasible, pedestrian accessways are a reasonable alternative. These short paths fill in the gaps, linking residential and commercial areas to parks, schools, transit stops, and shopping areas. Gresham's development rules

require these paths wherever a street connection is not possible, ensuring neighborhoods stay connected for pedestrians.



Map 9. Existing sidewalks, paths, and crossings

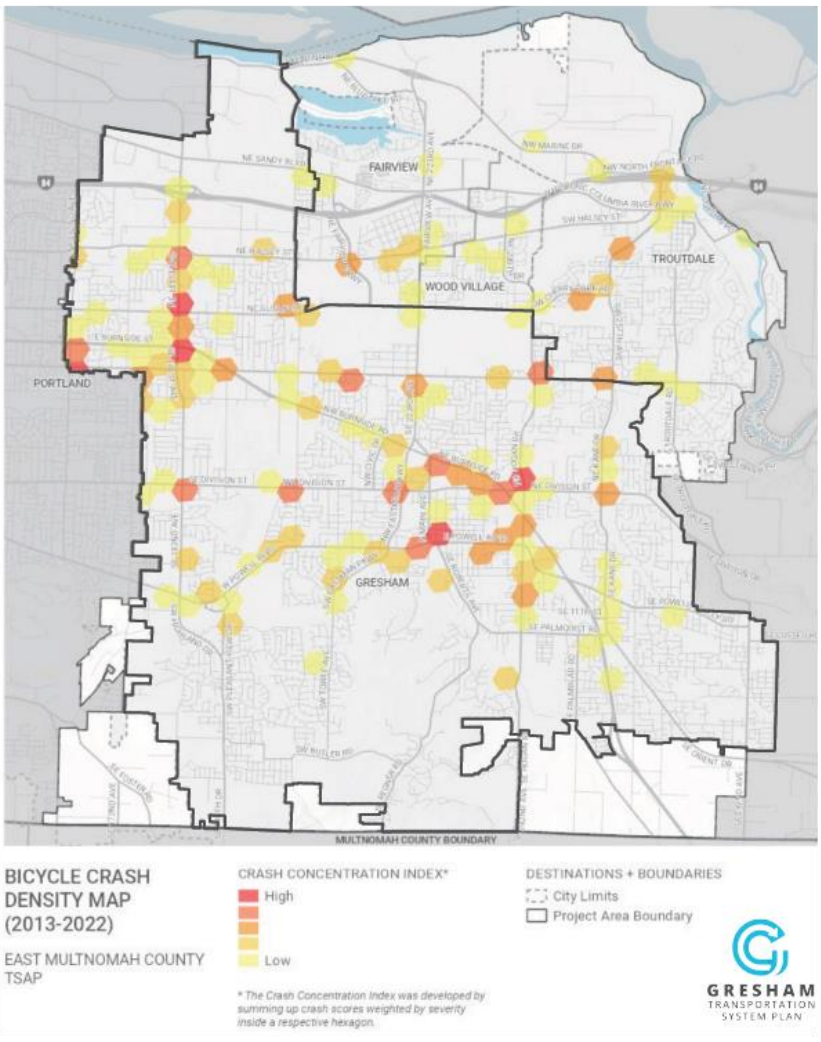
PARTS OF THE PEDESTRIAN SYSTEM

Sidewalks and walkways	Sidewalks and walkways are the primary paths for pedestrian travel, offering designated safer space separate from vehicle traffic.
Street crossings	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.
Curb ramps	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.
Planting strips	Planting strips between sidewalks and roadways provide a buffer from vehicle 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.
Traffic calming	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	Pedestrian-scale lighting improves visibility and safety at night to encourage walking at all times of day.
Transit connections	Every transit rider is also a pedestrian. Investments in pedestrian improvements to access transit not only promote walking but also increase the cost effectiveness of large public investments in transit systems. Gresham is working to improve its pedestrian connections to light rail and primary bus routes through the Pedestrian-to-MAX program.

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 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 Multnomah County Transportation Safety Action Plan (TSAP) used updated bicycle crash data to perform a recent bicycle crash analysis that shows the same results (Map 10). Bike crashes are concentrated in a few corridors, particularly along 181st Avenue, Burnside Road, Powell Boulevard, and Glisan Street.

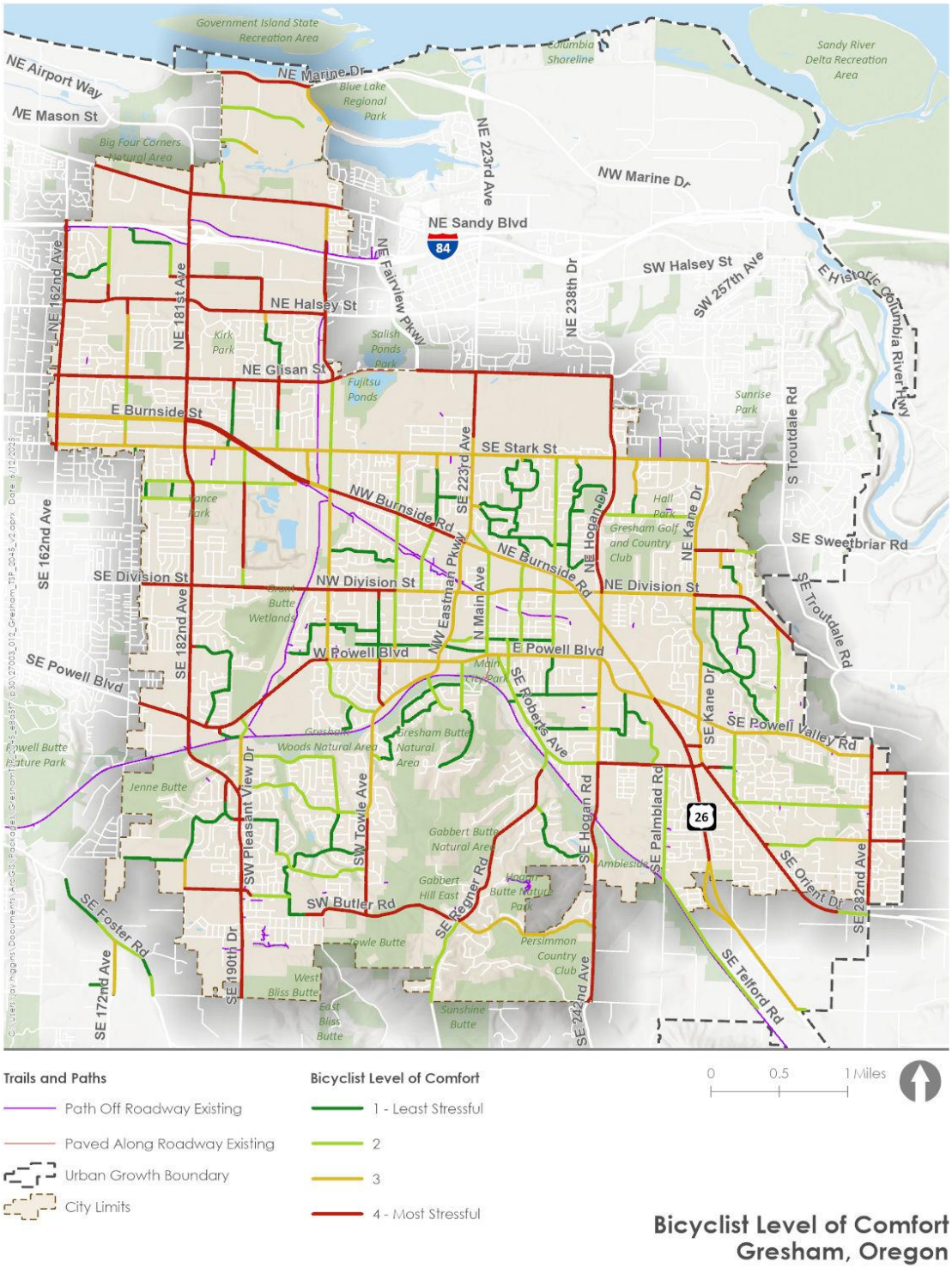


Map 10. Bicycle crash density

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 (Map 11) 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.



Map 11. Bicycle Level of comfort

Types of Riders

A common typology breaks cyclists into four categories depending on the type of street they feel confident using when bicycling for everyday transportation. These categories are: Strong and Fearless, Enthused and Confident, Interested but Concerned, and No Way No How

People in the Strong and Fearless category are willing to ride on any street, no matter the traffic speed or volume. The Enthused and Confident are very comfortable cycling on high traffic streets when there are bike lanes present. The Interested but Concerned are not comfortable on high traffic streets with only bike lanes. The No Way No How group is not interested in cycling on the street but do cycle for recreation on off-street paths.

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 more comfortable and safer, 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

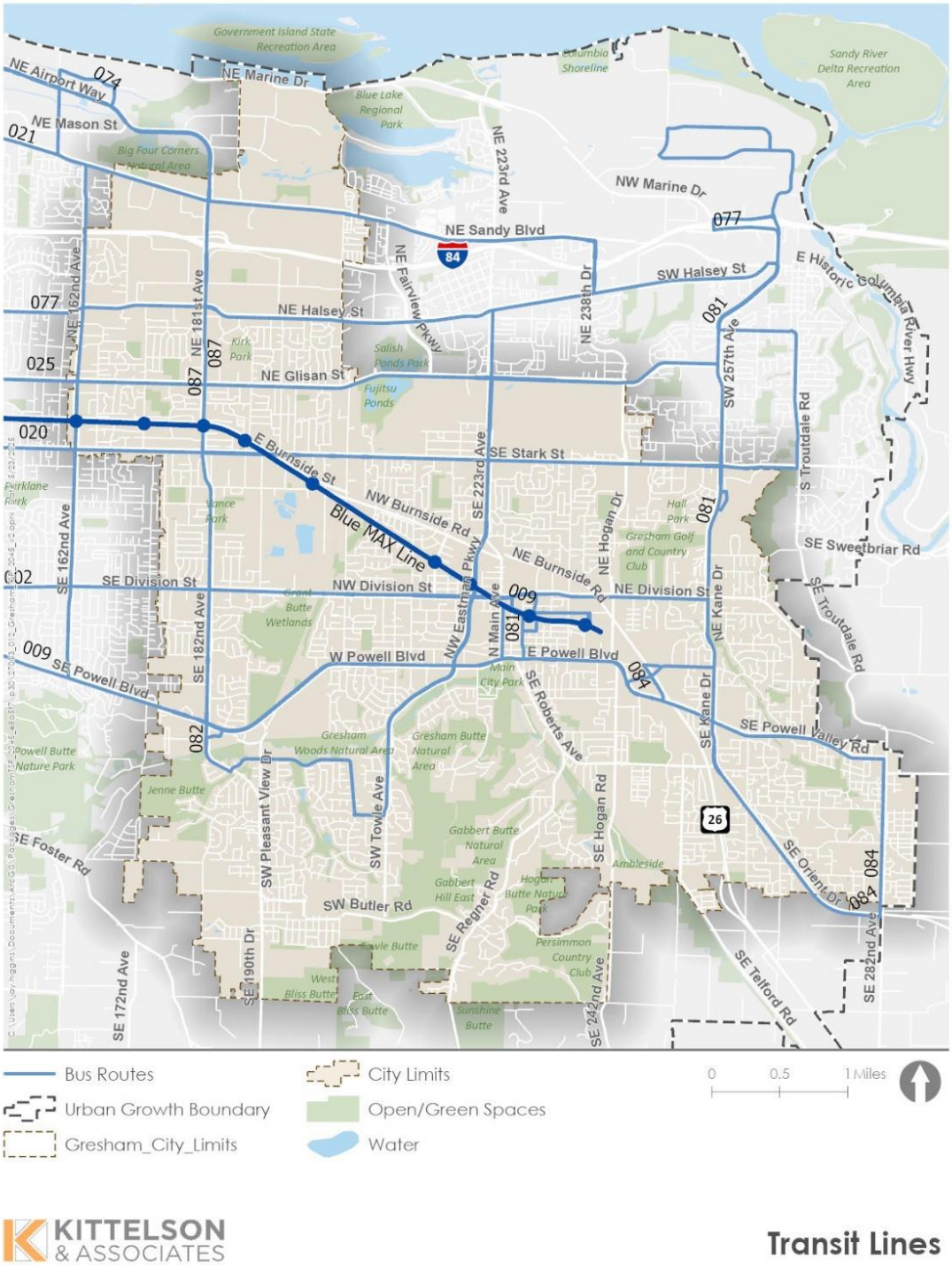
To make these streets feel safe and welcoming, Gresham is working to add traffic calming, enhanced crossings, and protected bike lanes where needed. The City has prioritized improvements for the top ten Greenway routes—having installed several routes already with more to come.

PARTS OF THE BICYCLE SYSTEM

Bicycle routes	These 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.
Intersection/crossing treatments	Features 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.
Traffic calming	Traffic calming strategies, 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.
Lighting and visibility	Proper lighting and high-visibility markings enhance safety by making riders more visible to drivers, especially at night or in low-light conditions.
Wayfinding and directional signage	Signage 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.
Bicycle parking	Secure, convenient bike parking (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 connections	Safe and direct bike routes to and from transit stops 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.
Transit bike facilities	Accommodations like bike racks on buses and trains allow cyclists to combine biking with public transportation, supporting the reach of both modes and flexible trips.

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. 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.



Map 12. Transit lines

TYPES OF PUBLIC TRANSIT FACILITIES

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. 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

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 bus rapid transit line.
- Extension of Line 25 – Glisan/Troutdale Rd 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 cross walks, 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.

Table 18 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.

Bus Route	Frequency	Days of Service	Average Weekly Ridership in Gresham	Yearly Ridership in Gresham - 2024
FX2 - Division	15 min or better	W,S,Su	10,762	560,272
9 – Powell Blvd	15 min or better	W,S,Su	11,525	684,312
20 – Burnside/Stark	15 min or better	W,S,Su	25,729	1,340,384
21 – Sandy Blvd/223rd	30-min	W,S,Su	5,425	282,715
25 – Glisan/Troutdale Rd	30-min	W,S,Su	2,643	69,136
74 – Airport Way & 158th	20-30 min	W,S,Su	4,804	248,206
77 – Halsey	20-min	W,S,Su	3,673	190,986
81 – Kane/257th	30-min	W,S,Su	3,243	122,032

82 – South Gresham	Peak Hours Only	W	394	19,809
84 – Powell Valley/Orient Dr	Peak Hours Only	W	656	33,038
87 – Airport Way/181st	30-min	W,S,Su	6716	349,581

Park and Ride

There are four 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. Per TriMet inventory in 2024, this park and ride was 17% full, with some spaces leased for private parking.
- 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, which is scheduled to open in 2026.
- 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 & Ride into housing or other uses and expects redevelopment in the next few years if market forces remain strong.

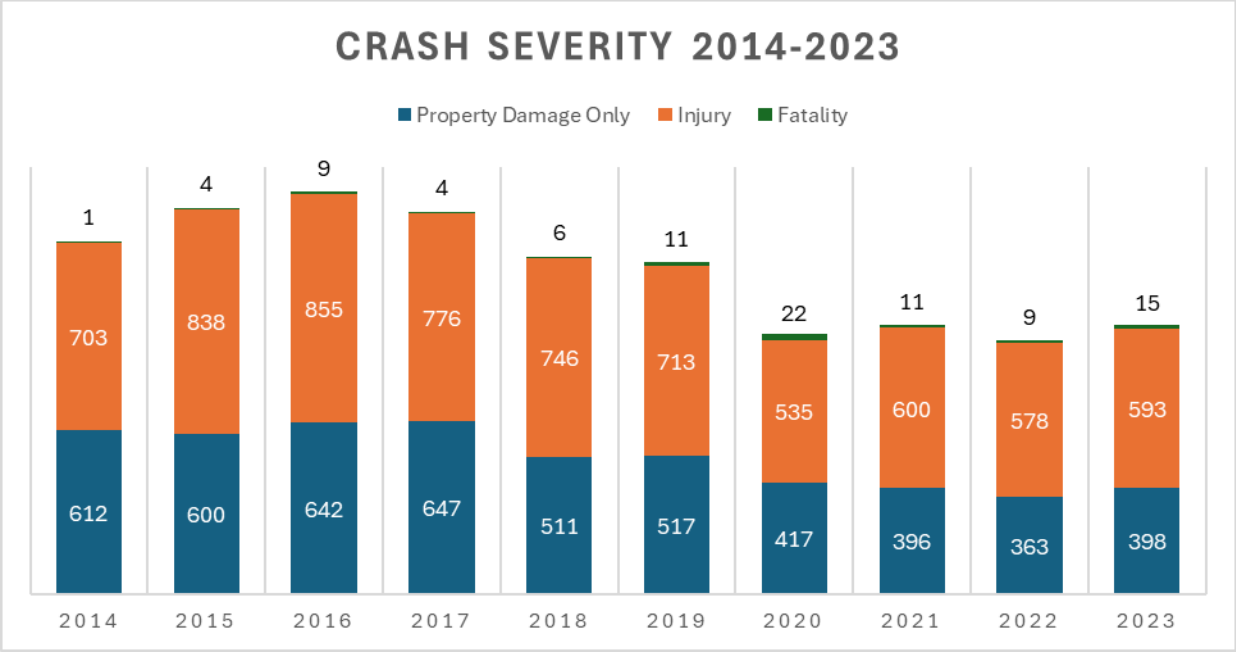
Shuttle Services

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.

Vehicles

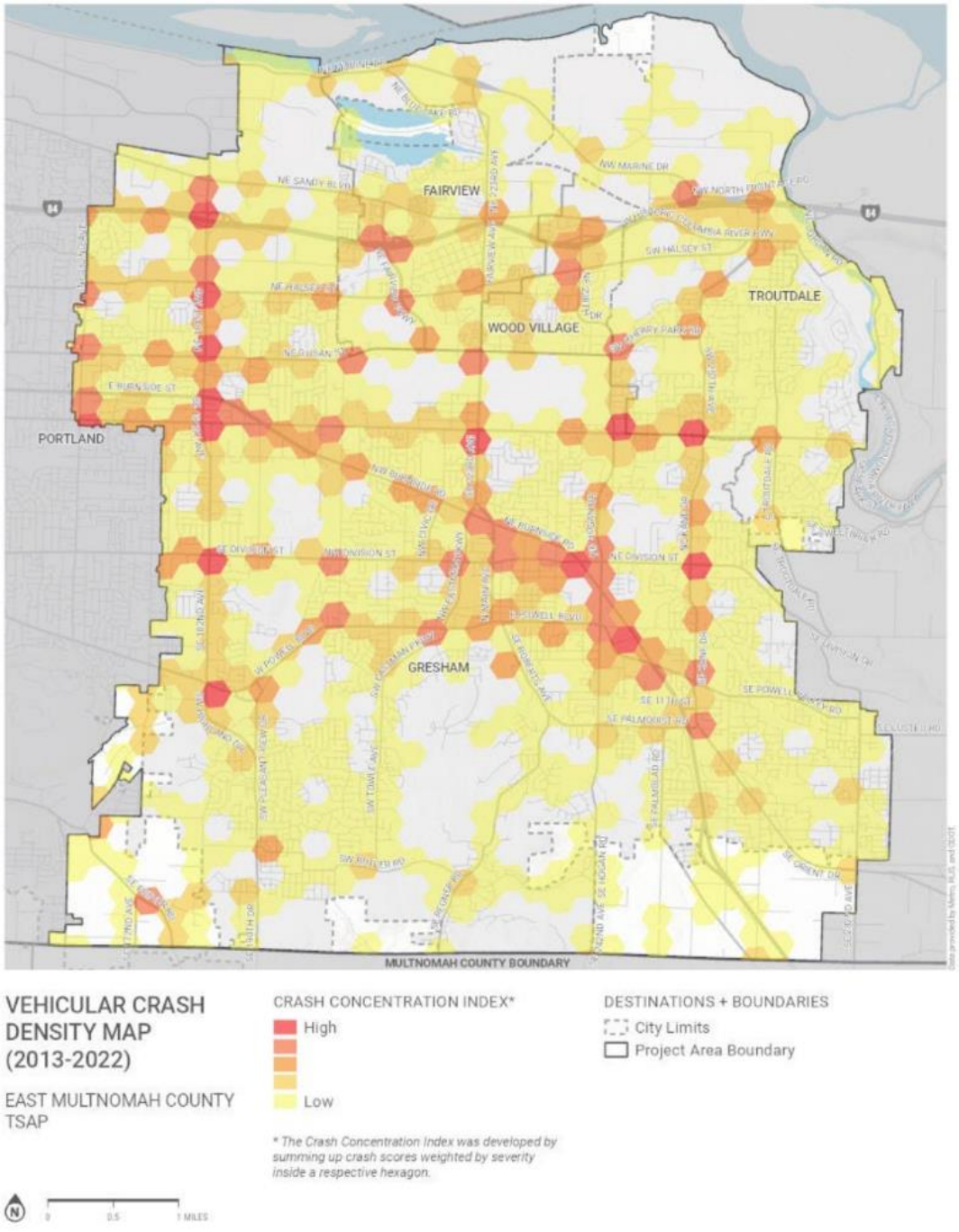
Private vehicles are the dominant means of travel in the Gresham area and will continue to be through 2045. Gresham has an extensive street network for vehicles to use, and vehicle travel is convenient to connect to destinations that are spread out across the City. While vehicles are a large part of American culture and have shaped our cities for nearly a century, not all of their impact is beneficial. Fossil fuel vehicles are a large contributor to climate change through tail pipe emissions; 24% of Gresham's local greenhouse gas impact comes from transportation use. Electric vehicle sales have been rising in recent years, which eliminates tailpipe emissions, but new vehicles are expensive and the availability of charging infrastructure plays a major role in choosing an electric vehicle. No matter the fuel type, vehicles contribute to safety risks and quality of life issues in communities, such as noise and health impacts from particulate matter.

It isn't clear if Gresham's streets are getting safer for vehicle drivers. The overall number of crashes has been declining over the past 10 years, which is good, even though Gresham's population and total number of drivers has increased. Injury crashes have remained fairly stable as a percent of overall crashes, around 60%. But while the total number of injury crashes has declined, the injury type from crashes have grown more severe, especially since 2021. Both moderate injuries and severe injuries have doubled. In 2023 this means 75 people had life-altering injuries, 398 people had moderate injuries, and 451 people had some pain from vehicle crashes. Unfortunately, the number of fatalities has also been increasing over the past decade.



Vehicle Crashes

From 2014 through 2023, 12,126 motor vehicle related crashes were reported in Gresham (Map 14). Most fatalities happen after dark, and of those after-dark fatalities, drug or alcohol impairment is involved in 83% 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.



Map 13. Vehicle crashes

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 it as important to ensure economic competitiveness. However, parking takes up a lot of land, usually about 20% 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.

The amount of parking provided by the private sector is managed through the development code. Recent Climate Friendly and Equitable Communities (CFEC) rules by the Department of Land Development and Conservation removed parking requirements near frequent transit and required cities to either remove parking requirements for developments or to enact paid parking for 10% of the parking supply. To inform the discussion around the CFEC rules the City evaluated parking usage in the Downtown, Civic and Rockwood neighborhoods. A consultant also provided possible parking management actions the City could take if there are large parking impacts in these core areas.

Calculations show that 10% of the Gresham parking supply would be about 4000 parking spaces, which is more than the entire supply of parking in Historic Downtown. After discussion with Council about the feasibility of a paid parking program, Gresham decided to remove parking requirements and allow developments to build the amount of parking they assume their customers need. The City's role then is to monitor and manage the public supply of parking as is needed.

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 employee 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% occupancy across enough of the parking supply in the area to warrant more active parking management.

The 2023 downtown parking study assessed 854 on-street parking spaces and 375 parking spaces in 7 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.

Gresham has 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%, 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%, indicating low demand.

Freight

The movement of freight by truck and rail plays in 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 delay for freight vehicles. Thus, an important consideration for freight operators to monitor is the ability of the street system to provide for 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

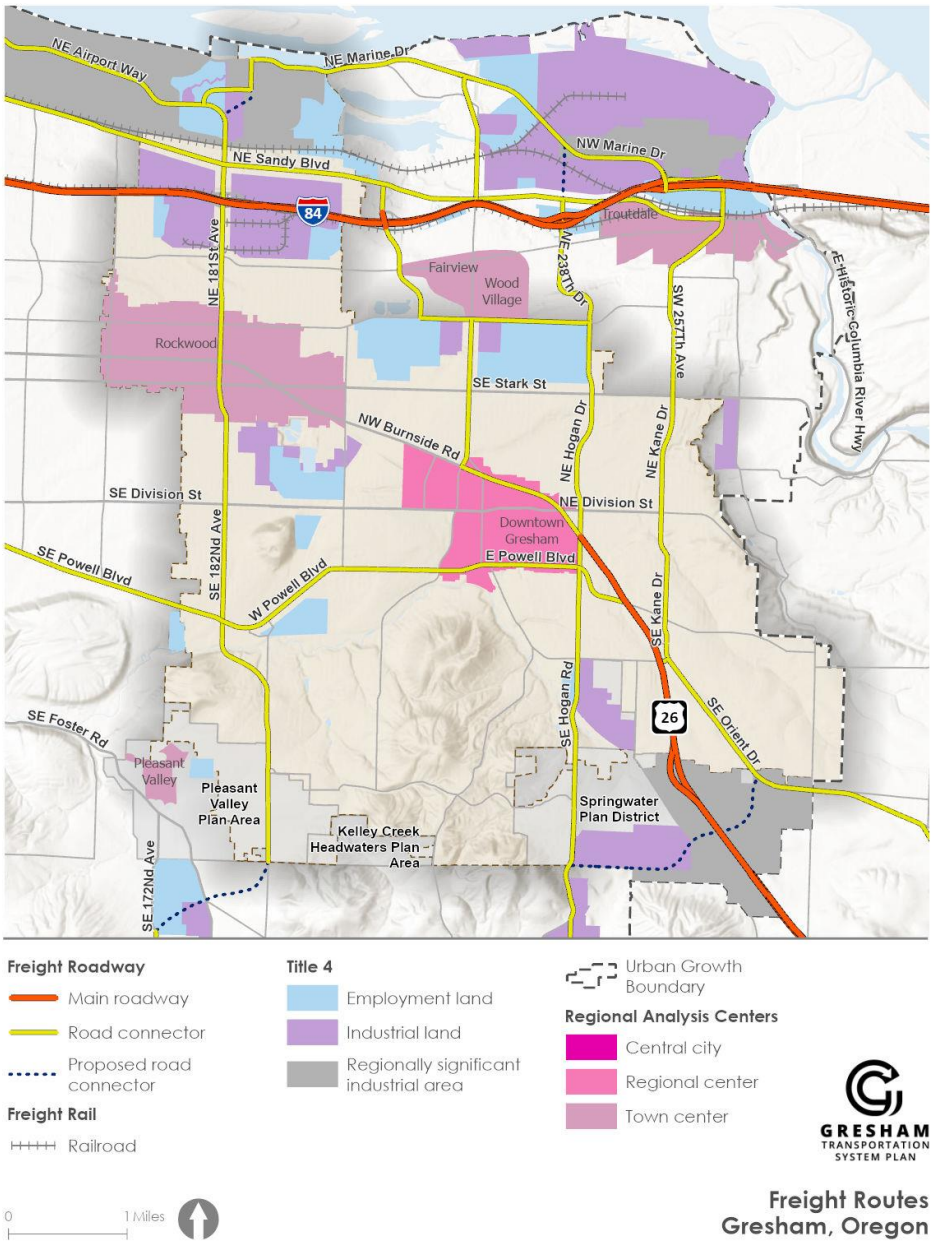
Truck Freight

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 (Map 15) 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 2020. 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.



Map 14. Freight routes

The U.S. Department of Transportation's National Highway System (NHS) consists of roadways important to the nation's economy, defense and mobility. 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 mainline 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 two at-grade heavy rail crossings: one at 181st Avenue between San Rafael and Halsey Streets (which is signalized but experiences minimal train traffic), 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. The 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 is 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 the 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 crossing Gresham within four corridors.

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" pipeline (built in 1964) runs almost entirely along Hogan Road, while a 30" pipeline (built in 1996) generally follows the PP&L utility corridor and passes through the eastern 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% 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' to 600' 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

A key piece of creating a stronger culture around walking and biking in Gresham is the development and support of programs that both 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 by making traveling to and from school safer through education, encouragement activities, and infrastructure improvements.

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 does provide 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

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.

Transportation Demand Management

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.

Transportation Demand Management (TDM) aims to reduce reliance on single-occupant vehicles to make the existing transportation 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**% 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.

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.

Transportation System Management and 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 all traffic signals within its city limits. The majority of these 62 signals run as an individual signal, timing the lights based on the traffic demand at that specific intersection. Twenty-three signals on 5 corridors operate as coordinated systems, utilizing the Sydney Coordinated Adaptive Traffic System (SCATS) that continuously adjusts cycle and phase times. This system maintains the coordination on the arterial corridor while minimizing delays to traffic on the side streets.

SCATS and coordinated signal-timing have been a cost-effective means of reducing congestion and vehicle hours of travel within Gresham. For example, an independent review performed by Portland State University of the impact of SCATS on Burnside Road in Gresham found that travel times along this corridor were reduced by at least 10% when compared to the optimized signal coordination that was in place previously. These systems reduce the need to widen intersections or build new roadways while maintaining and even improving the efficient movement of all vehicles.

Transit Signal Priority

Gresham works in collaboration with TriMet to enable traffic signals to pre-empt their normal operation to improve transit reliability for approaching transit vehicles. Gresham received a grant to upgrade all the signal controllers in the city over the next 2 to 3 years. These new controllers are compatible with the latest generation of Transit Signal Priority which is cloud based and can coordinate signals over a broad area rather than at only individual signals.

Real-time Traveler Information and Incident Management

The City provides drivers and transit riders with reliable information of traffic incidents, system delays, and suggested alternate routes by way of changeable message signs and posting on social media. The City has installed its first permanent variable message sign on Highway 26, south of Hillyard Road, to alert drivers about travel times through the city to I-84. Current travel information for most drivers is easily provided through smart phones and mapping apps, which are crowd sourced and updated more frequently than city data.

Access Management

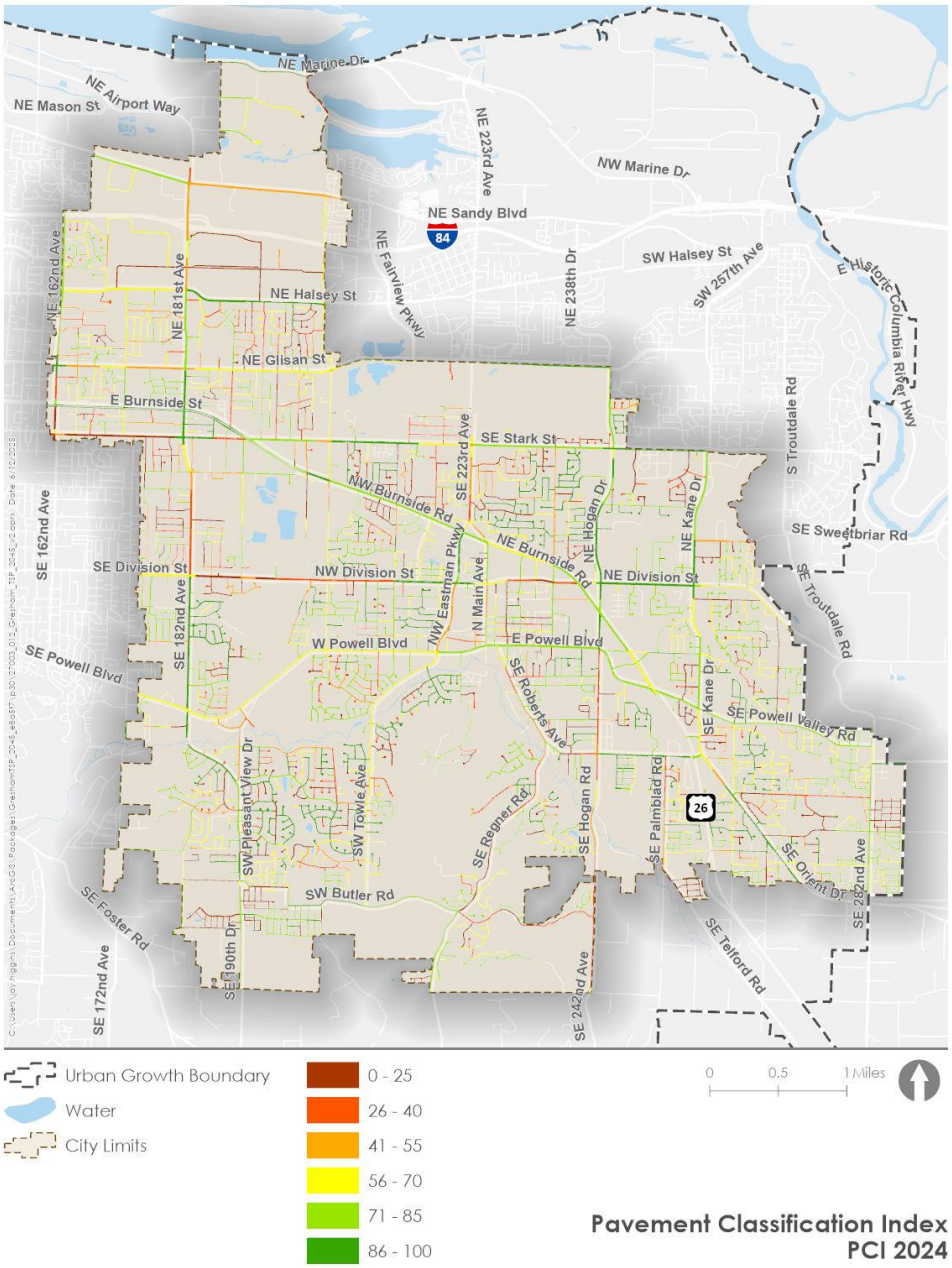
Managing access to roadways, including consolidating driveways and installing median barriers, can reduce delays and crash risks caused by turning vehicles. Street improvement projects and widening projects always consider access management. While treatments such as median barriers do have access impacts on local businesses fronting arterials, safety considerations outweigh access desires. The City aims to be responsive with projects and work with businesses to consider street design modifications that support community needs where appropriate.

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, striping, filling potholes, sweeping, preventive maintenance, emergency repairs, and signs to maintain.

The street system is constantly 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. The PCI is a number between zero (worse) 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 is 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.