



PLEASANT VALLEY TSP REFINEMENT

>>> Draft Goals and Objectives

DRAFT GOALS AND OBJECTIVES OVERVIEW

This document provides the draft goals and objectives for the Pleasant Valley TSP Refinement project, as well as background on development of the metrics and next steps for determining a best alternative. In order to inform the draft goals and objectives, the Pleasant Valley Concept Plan and Transportation System Plan were reviewed. In addition, other relevant plans for the study area were reviewed, with a complete summary provided in the *Background Document Review* (attached for reference).

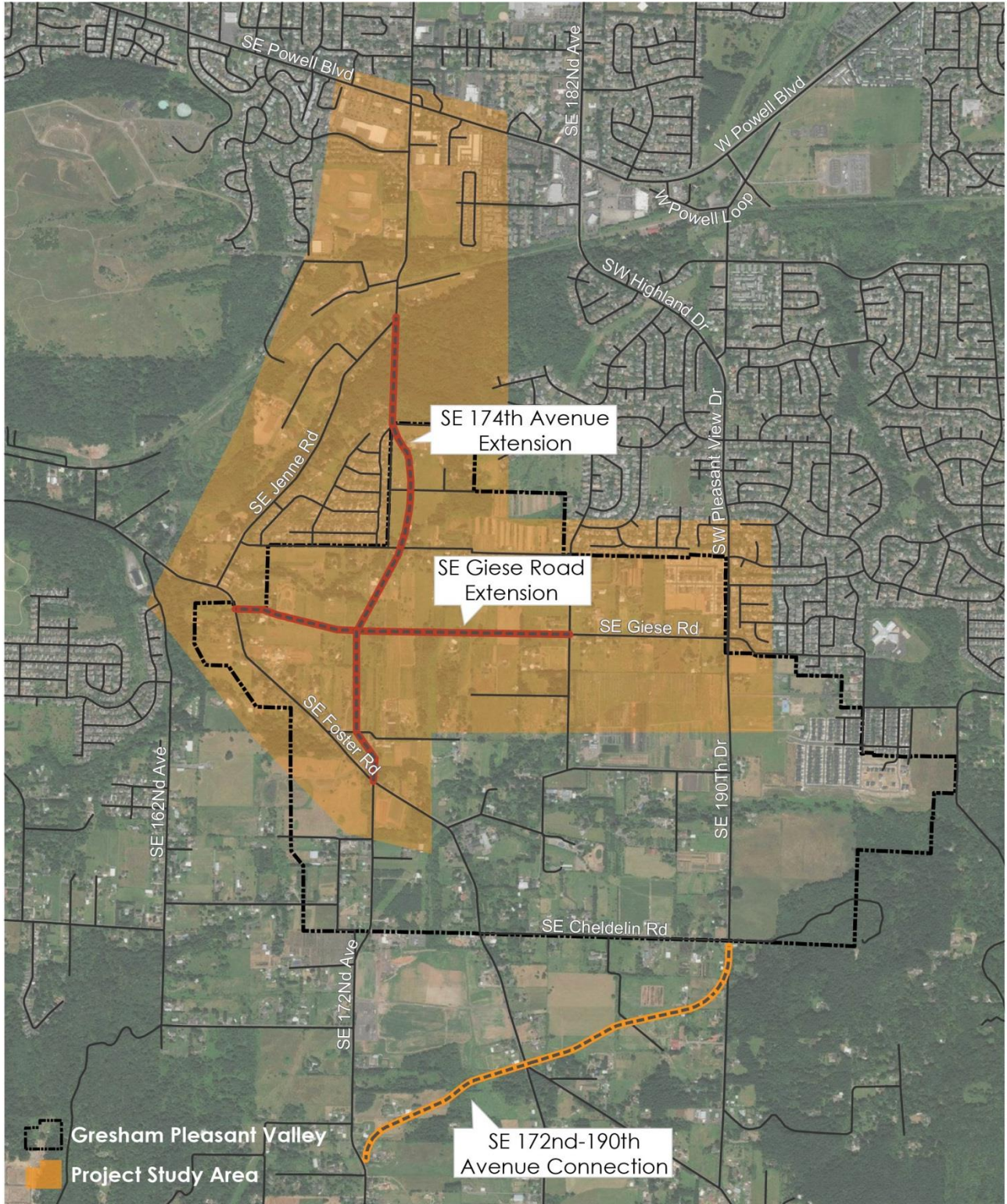
PROJECT BACKGROUND

The City of Gresham is beginning a process to review the transportation facilities in the Pleasant Valley Transportation System Plan (TSP) with primary focus on determining how the system can function adequately in the future. Alternatives that include and exclude a potential new arterial extension of SE 174th Avenue to connect between SE Giese Road and SE Jenne Road will be analyzed to understand the impacts of that connection on the overall function of the Pleasant Valley street network. The SE 174th Avenue extension was originally identified in the planning for the Powell-Foster corridors and is included in the current Metro Regional Transportation Plan (RTP) project list. A preferred alternative will be incorporated into an updated Pleasant Valley TSP and identify the long-term vision for the area as well as near-term solutions to address community concerns and support growth of the area. In addition, it will identify how improvements can be phased and their costs, right-of-way needs, and impacts.

The Pleasant Valley TSP was adopted in 2005. Since that time, planning has occurred by Clackamas County, Portland, and Metro. These plans are based on the Pleasant Valley TSP, which includes an extension of Giese Road between SE Foster Road and SE 182nd Avenue. In addition, it includes the downgrading of Foster Road into a local access street (i.e., retain current two-lane configuration), with the potential to disconnect or vacate the street in the confluence area of Kelley Creek. For example, in 2012, Happy Valley and Clackamas County jointly adopted the 172nd Avenue/190th Drive Corridor Management Plan, including a new arterial connection between SE 172nd Avenue and SE 190th Drive (the “172nd-190th Connector”). That plan considered the constraints of Jenne Road and the 174th Extension and the need to provide a more robust connection to SE 190th Avenue to supplement north/south connectivity.

The Pleasant Valley TSP (PVTSP) Refinement project is needed to reassess the PVTSP based on the most recent transportation plans for the surrounding areas. It will validate planned projects in the TSP and assesses the need and feasibility of the 174th extension north of Giese Road. Figure 1 illustrates the Pleasant Valley Boundary as well as the SE 174th Avenue extension, SE Giese Road extension, and 172nd-190th Connector.

Figure 1 – Project Study Area



REFERENCE PLANS

The goals from the Pleasant Valley Concept Plan and Transportation System Plan were reviewed in order to inform the goals and objectives for this project. The goals for these plans were developed to reflect the vision and values of the community and were used to direct the planning process. For reference, the goals are documented below.

PLEASANT VALLEY CONCEPT PLAN

The Pleasant Valley concept plan outlines the following goals:

- A. Create a community
- B. Create a town center as the heart of the community
- C. Integrate schools and civic uses into the community
- D. Celebrate Pleasant Valley's cultural and natural history
- E. Preserve, restore and enhance natural resources
- F. Use "green" development practices
- G. Locate and develop parks and open spaces throughout the community
- H. Provide transportation choices
- I. Provide housing choices
- J. Provide and coordinate opportunities to work in and near Pleasant Valley

PLEASANT VALLEY TRANSPORTATION SYSTEM PLAN (TSP)

The Pleasant Valley TSP provides the following goal and policies.

GOAL: Pleasant Valley will be a community where a wide range of safe and convenient transportation choices are provided.

POLICIES:

1. Pleasant Valley will be a community where it is safe, convenient, and inviting to walk, ride a bike and use transit. The network of streets shall accommodate walking and biking, with special pedestrian features on transit streets.
2. The community will be served by a balanced transportation system that serves all modes of travel and is coordinated with Gresham, Portland, Happy Valley, Clackamas County, Multnomah County, TriMet, ODOT, Metro and other transportation service providers to provide effective regional connections to the Pleasant Valley community.
3. The community will be served by community level transit service that connects to regional transit service, and include street designs, land use types, patterns and densities and pedestrian and bicycle improvements that support transit.
4. An efficient, well-connected street system will be planned, using a variety of street types that reinforce a sense of community, provide adequate routes for travel by all modes and preserve adequate right-of-way to serve future transportation needs.
5. Existing transportation safety issues will be addressed.

6. The Pleasant Valley Plan District map will serve as the basis for providing opportunities for through-travel on arterial streets and local access to community destinations on collectors, neighborhood connectors and local streets.
7. The plan district will provide a bicycle and pedestrian system that provides for safe, convenient, attractive and accessible bicycle and pedestrian routes on all streets. These routes shall connect the multi-use trail and parks and open spaces system, and to major activity centers such as schools, civic uses, neighborhood centers, employment areas and the town center.
8. The plan district will provide a multi-use trail system to serve as important off-street bicycle and pedestrian connections to schools, parks, commercial areas and neighborhoods within the Pleasant Valley community, particularly in areas near the confluence of Kelley and Mitchell creeks where streams limit street connectivity.
9. Transportation plans will use green street designs, as described in Metro's handbook titled *Green Streets: Innovative Solutions for Stormwater and Stream Crossings* and *Trees for Green Streets* as a resource in the development and design of streets.

PROJECT GOALS, OBJECTIVES AND EVALUATION CRITERIA

In order to guide this project effort, goals, objectives and evaluation criteria will be established. These elements are defined as follows:

Goals: provide broad aspirations for the project.

Objectives: more refined and focused descriptions of goal statements, describing how a goal can be accomplished.

Evaluation Criteria: provide measurable achievements that help assess progress towards the project objectives.

This document provides draft project goals and objectives for review by the Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC). Once the project goals and objectives are finalized, draft evaluation criteria will also be developed for review and comment by the TAC and CAC. The evaluation criteria will provide clear metrics to indicate whether an objective is met. The first three goals are specific to the project process and are intended to provide a clear, feasible plan that effectively involves the community. The last three are related to the project outcomes and were developed based on the review of project plans within the study area, with elements drawn from other planning documents.

Table 1. Draft Project Goals and Objectives

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

NEXT STEPS

The project goals and objectives will be reviewed by the TAC and CAC. Comments and feedbacks will be reviewed by the project team and incorporated into the final goals and objectives. Draft evaluation criteria will then be developed for the final goals and objectives and presented to the TAC and CAC at the subsequent meetings.

Throughout the project, the goals, objectives and evaluation criteria will serve as a roadmap and measuring stick for assessing project alternatives.