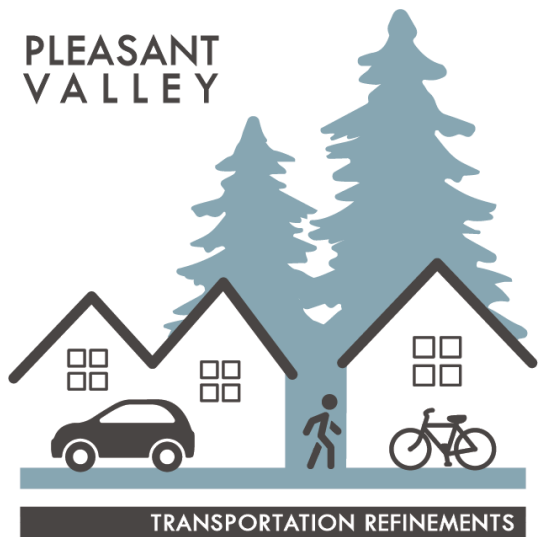


Pleasant Valley TSP Refinement

• CAC Meeting #5

CITY OF
GRESHAM
OREGON

 **KITTELSON**
& ASSOCIATES



Agenda

Welcome

Updates Since Last Meeting

Phasing Options

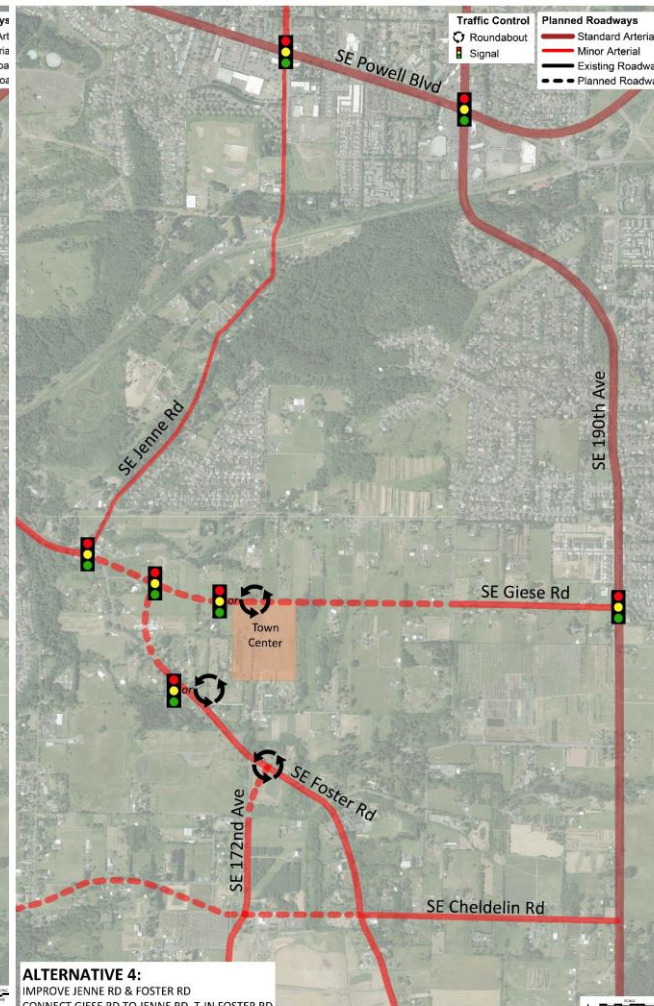
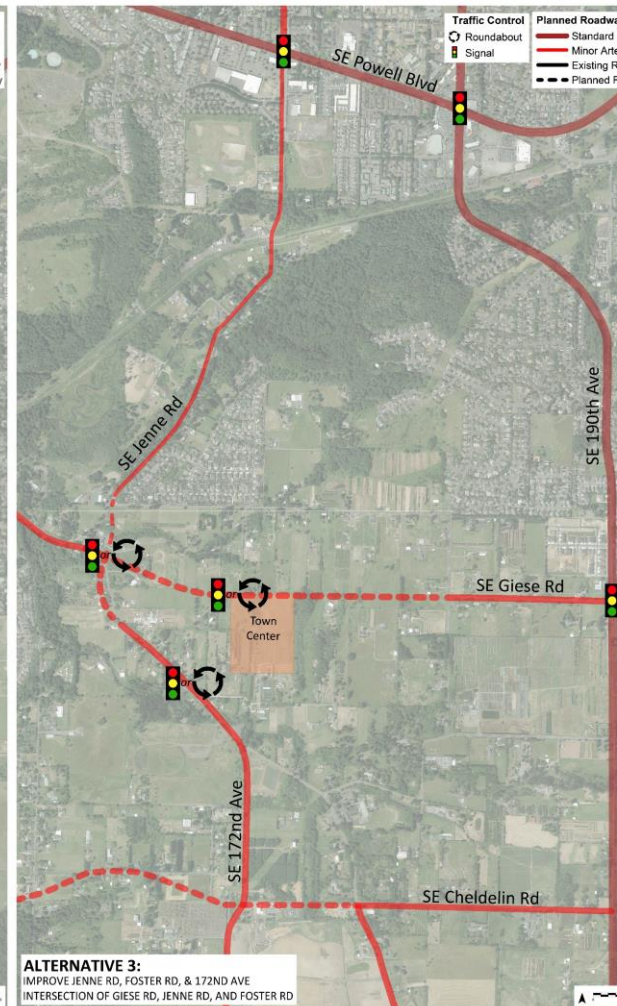
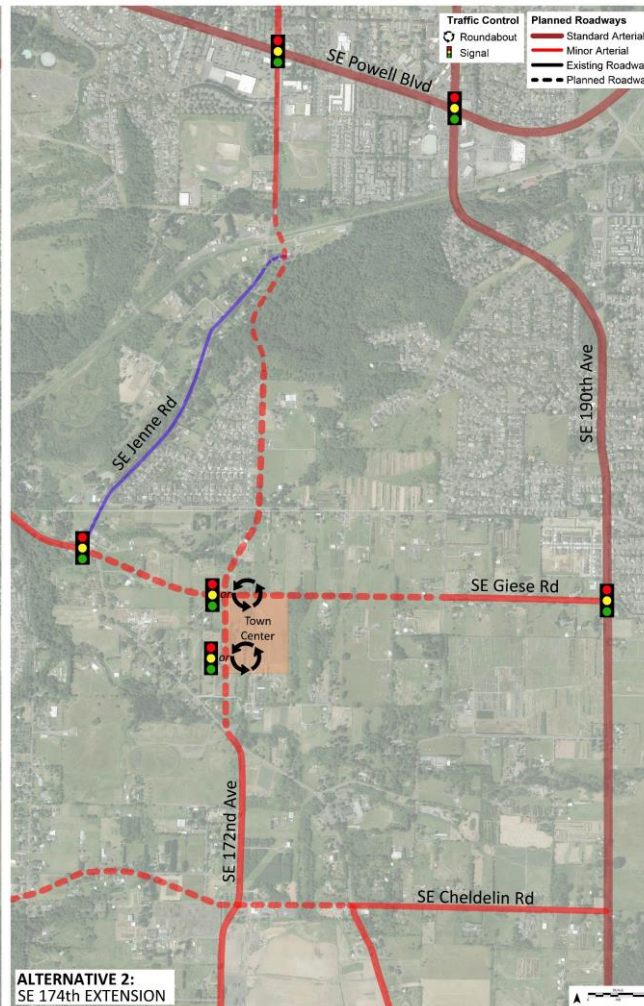
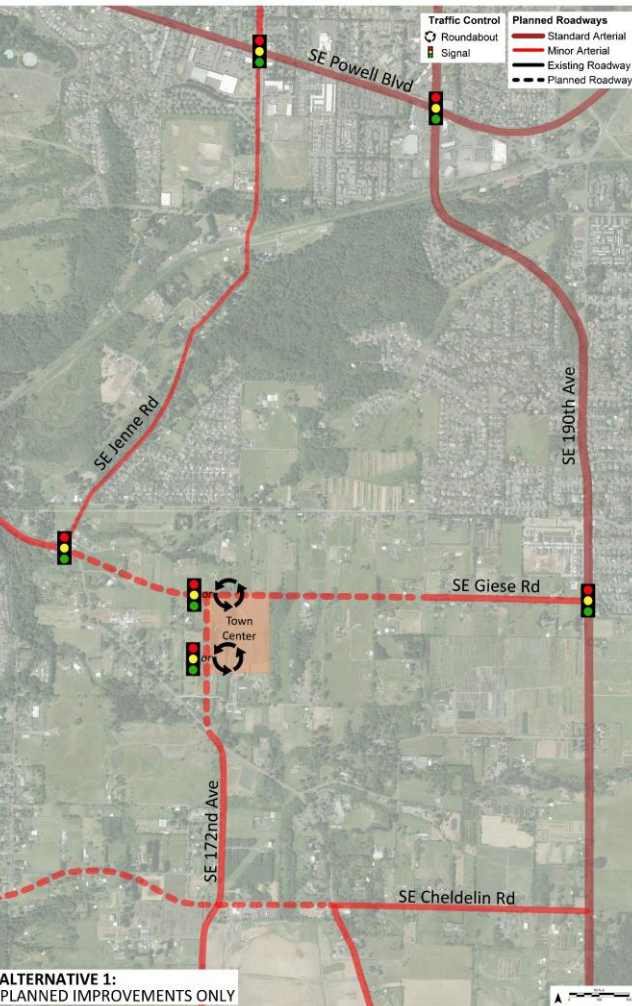
Remaining Project Activities

Public Comment

Next Steps

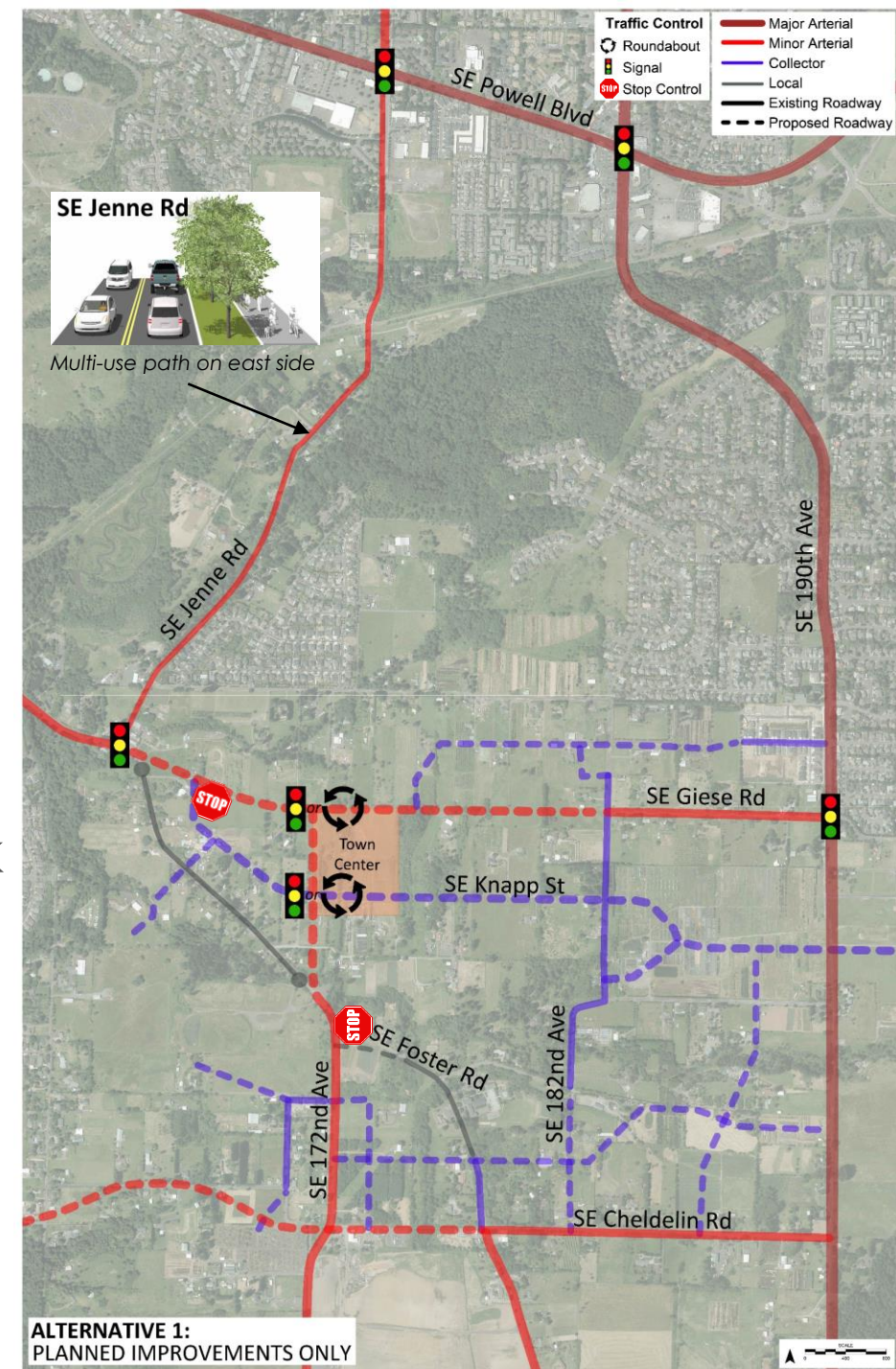
• CAC Meeting #4 – October 11, 2018

- Reviewed four design concepts and further assessments
 - Traffic Operations
 - Environmental Impacts
 - Property Impacts
 - Cost Estimates

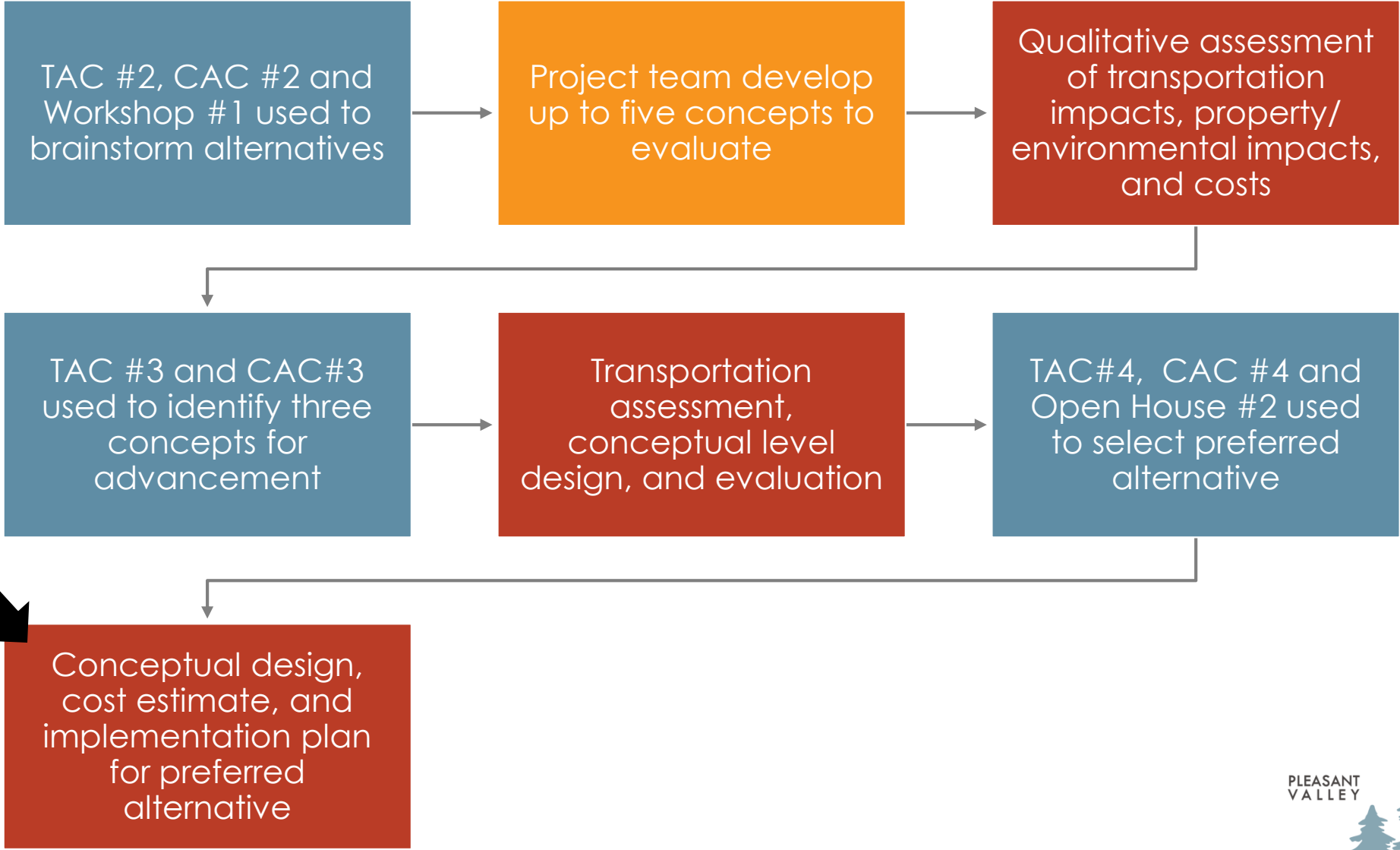


Updates Since Last Meeting

- CAC Meeting #4
 - Recommended removal of alternative 2
 - Suggested combination of alternatives 3 and 4 (3B)
 - Provided feedback on other alternatives
- Gresham City Council Input
 - Reviewed Alternatives 1, 3, 3B, 4, and 5
 - Alternative 1 (PV TSP) identified as preferred alternative
 - Recommended a closer look at Foster Road
- TAC Meeting #5 – May 20, 2019
 - Provided feedback on phasing options
 - Provided further insights on environmental and utilities/development



Alternative Development Process



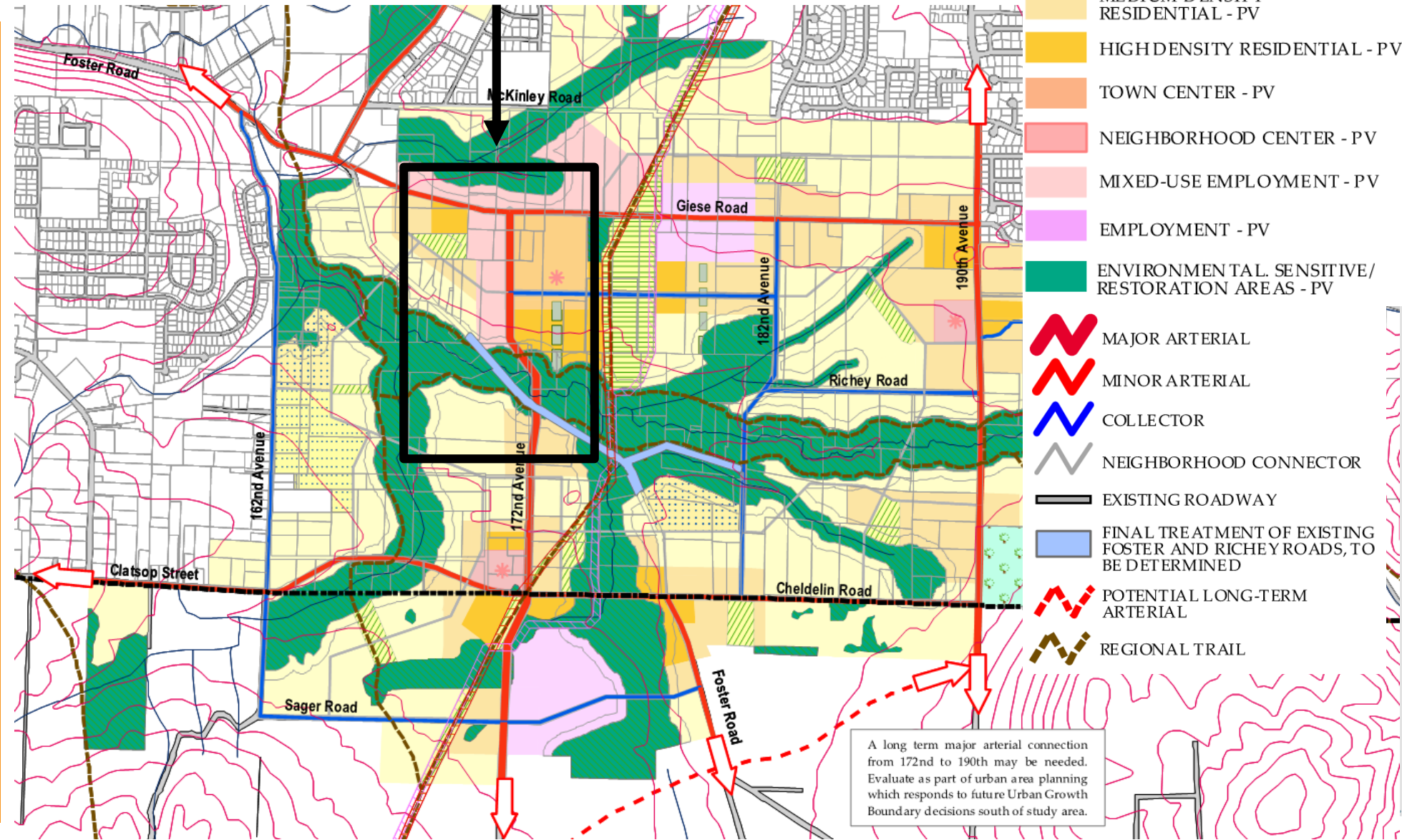
Phasing Options

Phasing options consider:

- Land Use Plan
- Anticipated timing of development and associated roadway improvements
- Potential near-term improvements at 172nd/Foster

Land Use Plan

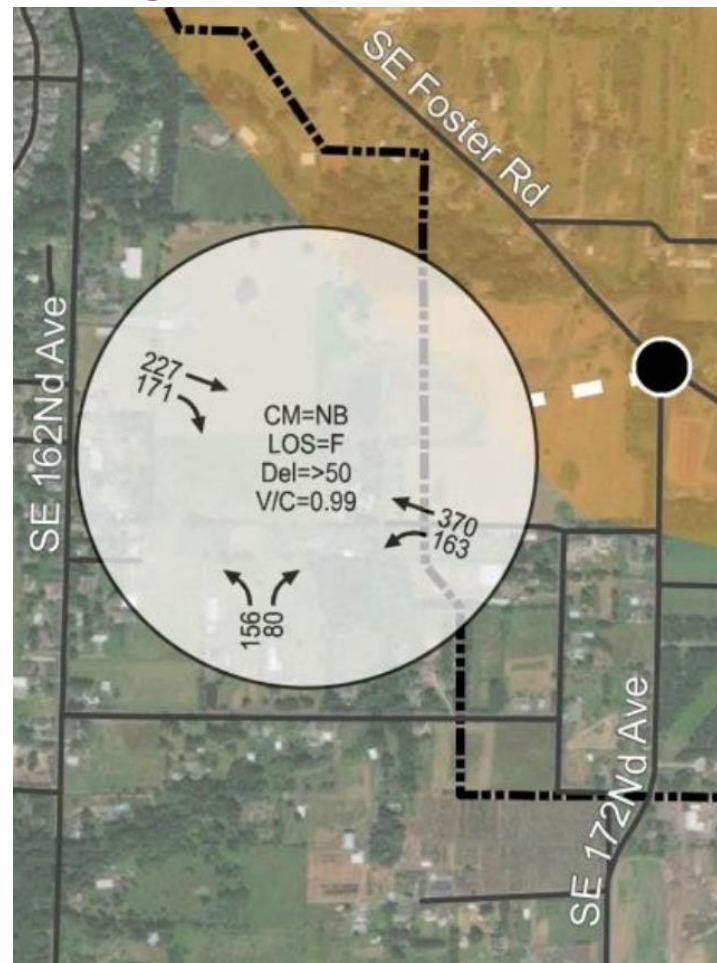
Focus on options for this area



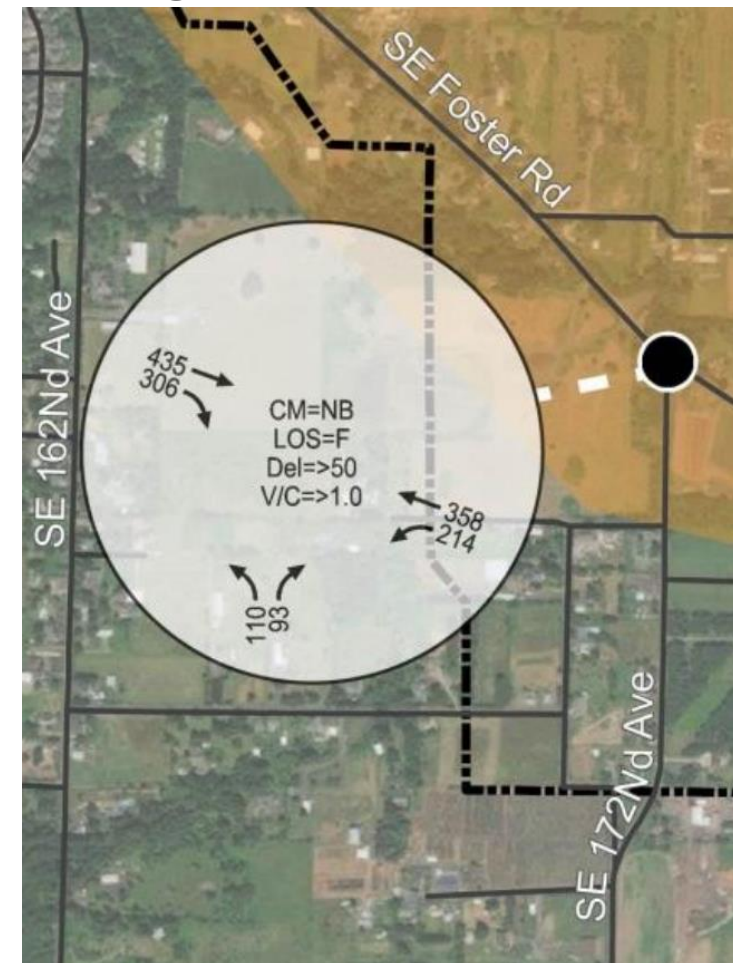
Near-Term Improvements

- Multnomah County assessing options at SE Foster Rd/SE 172nd Avenue intersection
- Operating over capacity and at level of service (LOS) F

Existing Weekday AM Peak Hour



Existing Weekday PM Peak Hour



Near-Term Improvements

Three potential concepts that meet County standards:

1. Additional turn lanes and signalization
2. Single-lane roundabout
3. Single-lane roundabout with eastbound right-turn lane

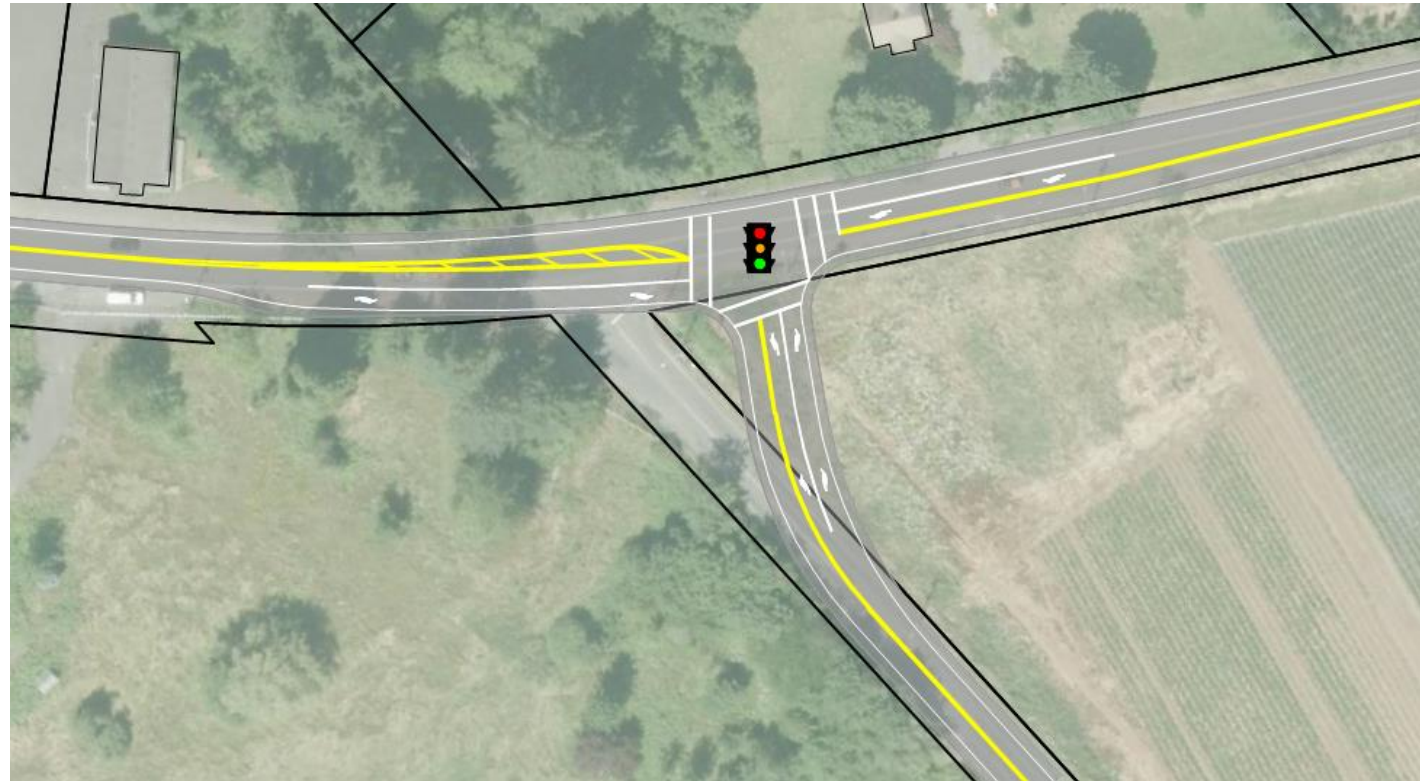
Roundabout concepts have greater ROW impact
Roundabout concepts provide better safety performance

Signal and roundabout concepts were considered in phasing plan

Near-Term Improvements

Three potential concepts that meet County standards:

1. Additional turn lanes and signalization



*Projected to operate at LOS A under existing and future conditions
Can accommodate >40% growth in volumes*

Near-Term Improvements

Three potential concepts that meet County standards:

2. Single-lane roundabout



Projected to operate at LOS A/B under existing conditions, but not future conditions

Can accommodate ~10% growth in volumes before reaches LOS D

Near-Term Improvements

- Three potential concepts that meet County standards:
3. Single-lane roundabout with eastbound right-turn lane



*Projected to operate at LOS A under existing and future conditions
Can accommodate ~50-55% growth in volumes before reaching LOS D*

Phasing for Pleasant Valley Improvements

1. Near-Term Foster Road/SE 172nd Avenue – implement a signal or a roundabout

- Addresses safety and operational concerns in the near-term
- Compatibility with long-term roadway network further explored

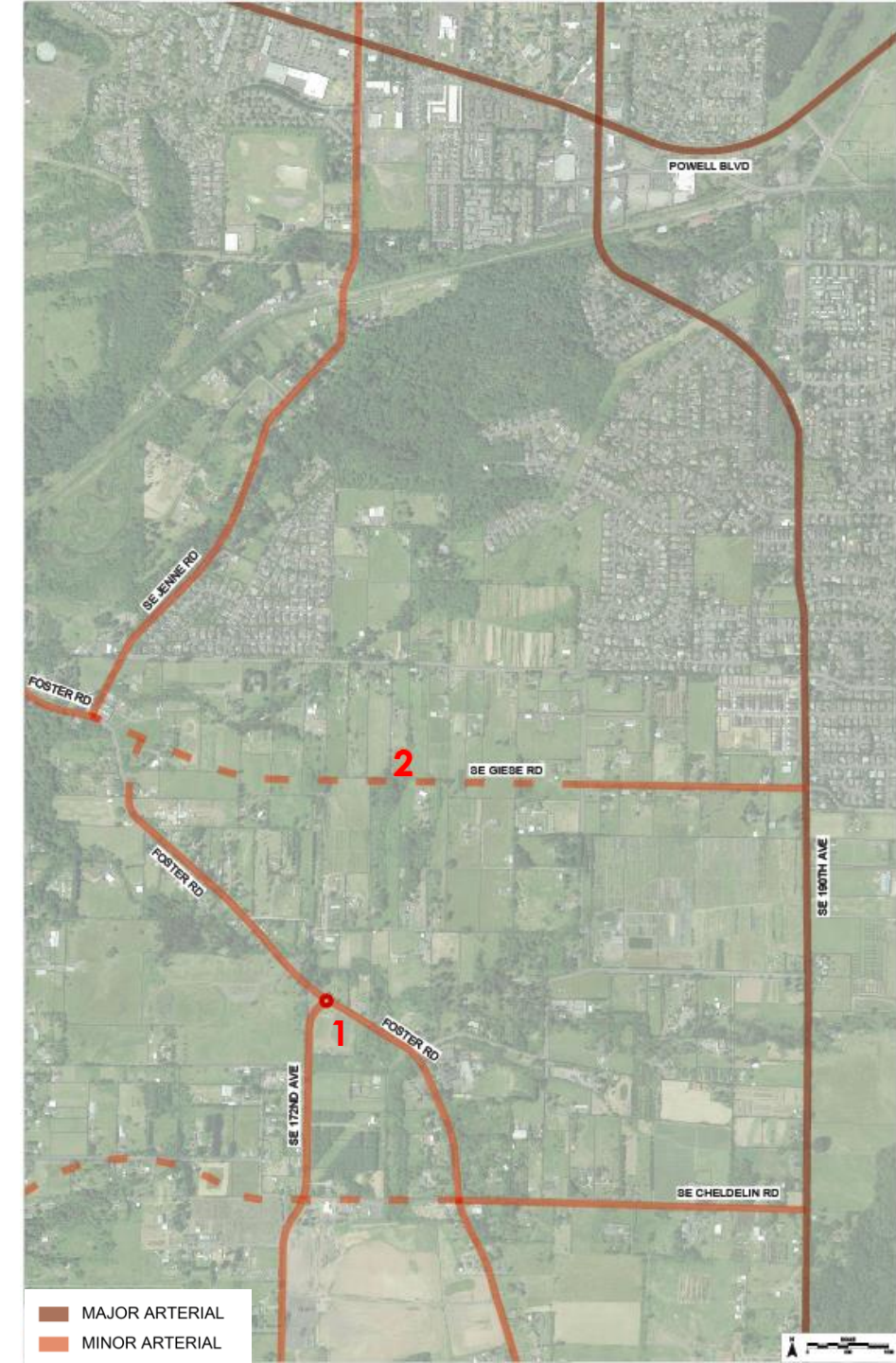


Phasing for Pleasant Valley Improvements

1. Near-Term Foster Road/SE 172nd Avenue

2. Giese Road Extension – widen SE Giese Road and extend it to SE Jenne Road/Foster Road

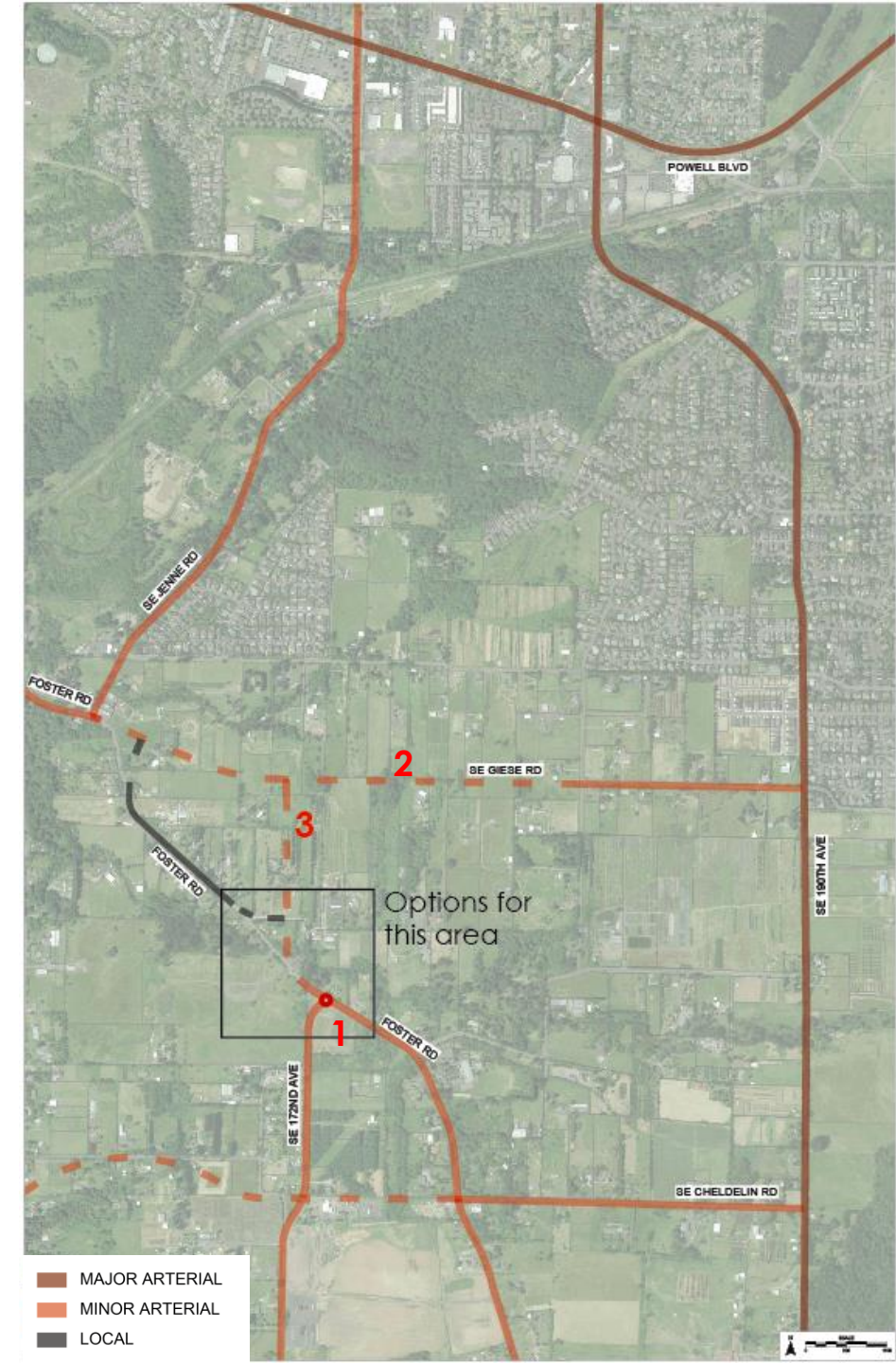
- Options for Foster Road realignment at Giese Road (closely spaced and coordinated signals or further spaced intersections to allow for queue storage)
- Provides an alternative route during construction of the SE 172nd Avenue extension and construction impacts at Foster Road/SE 172nd Avenue

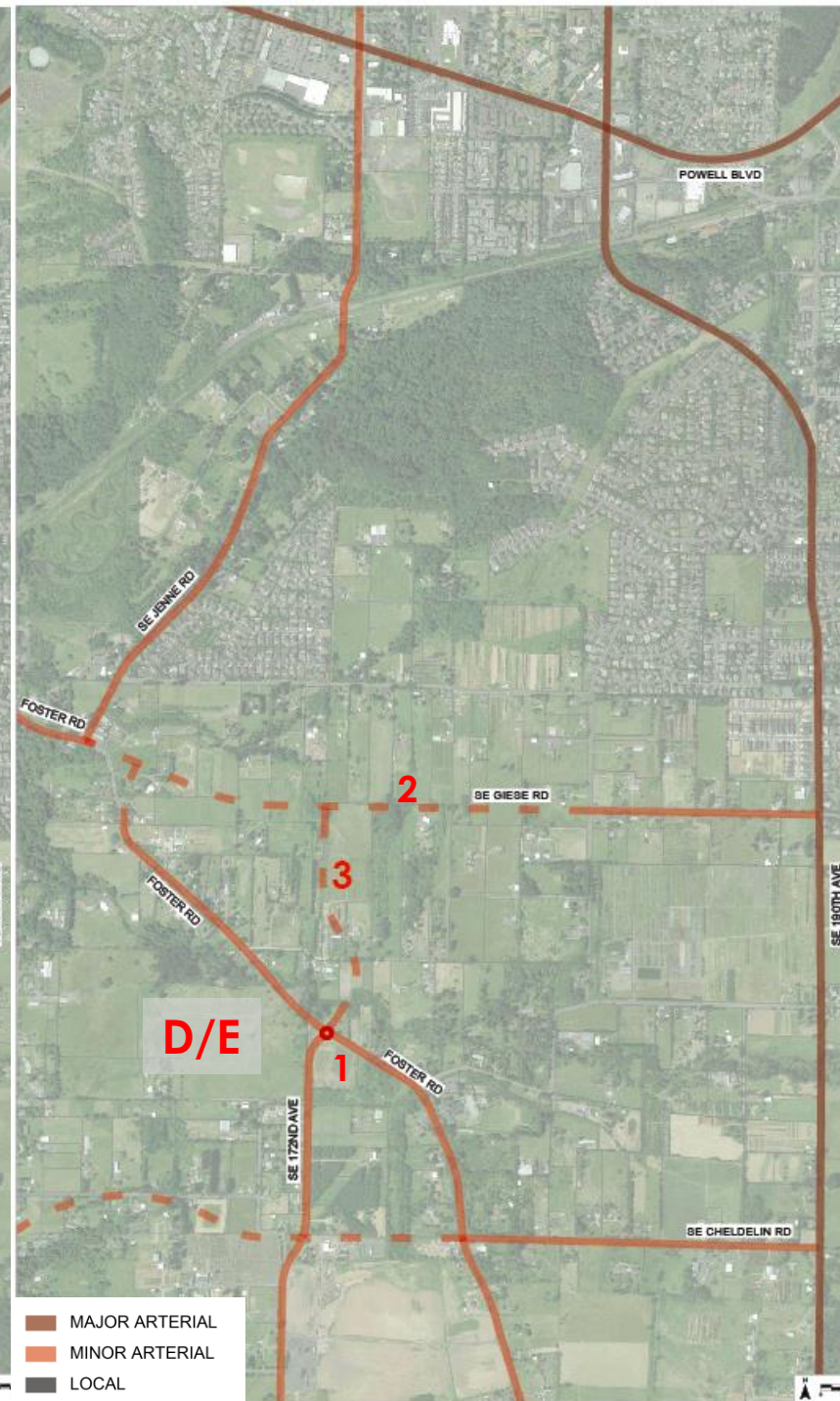
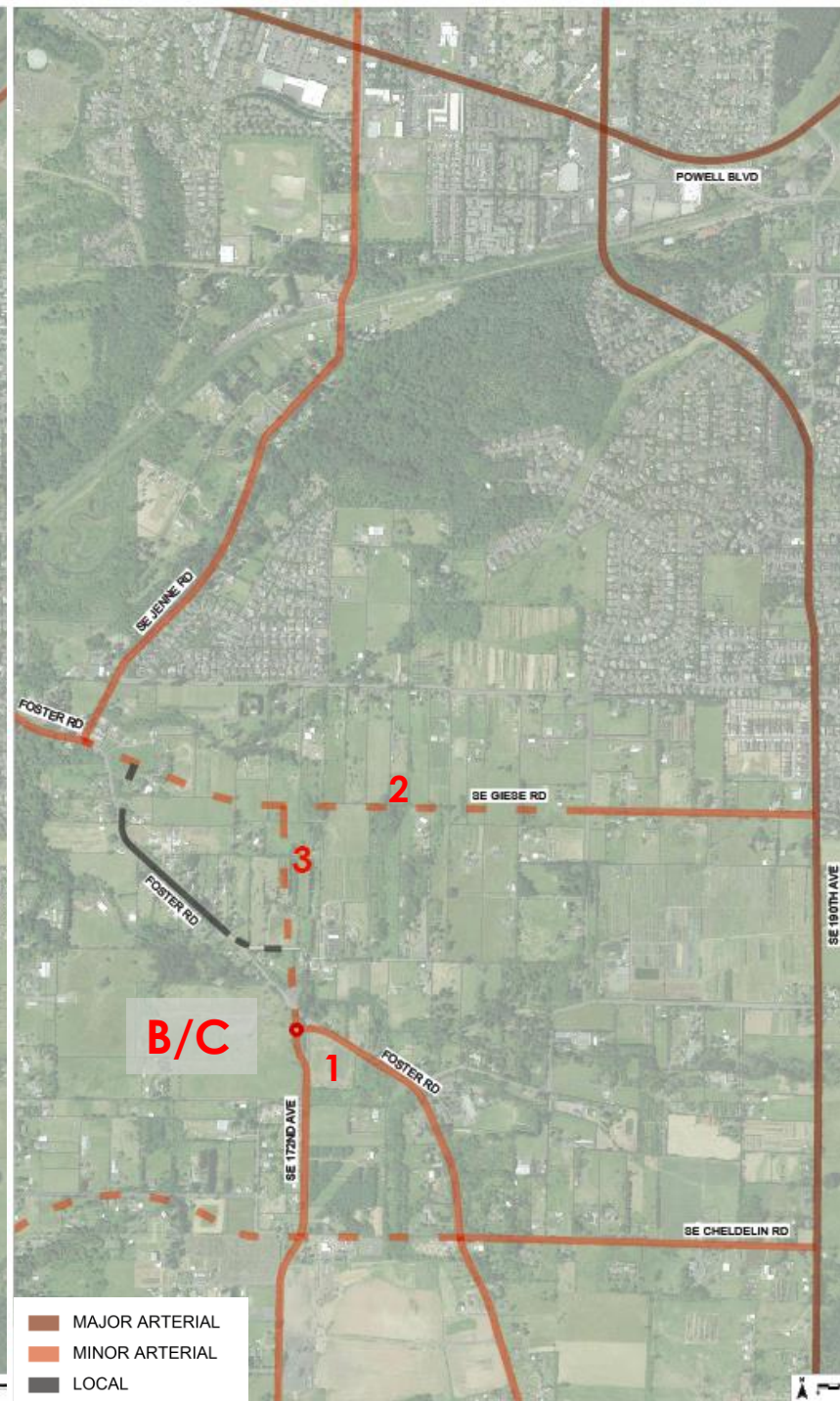
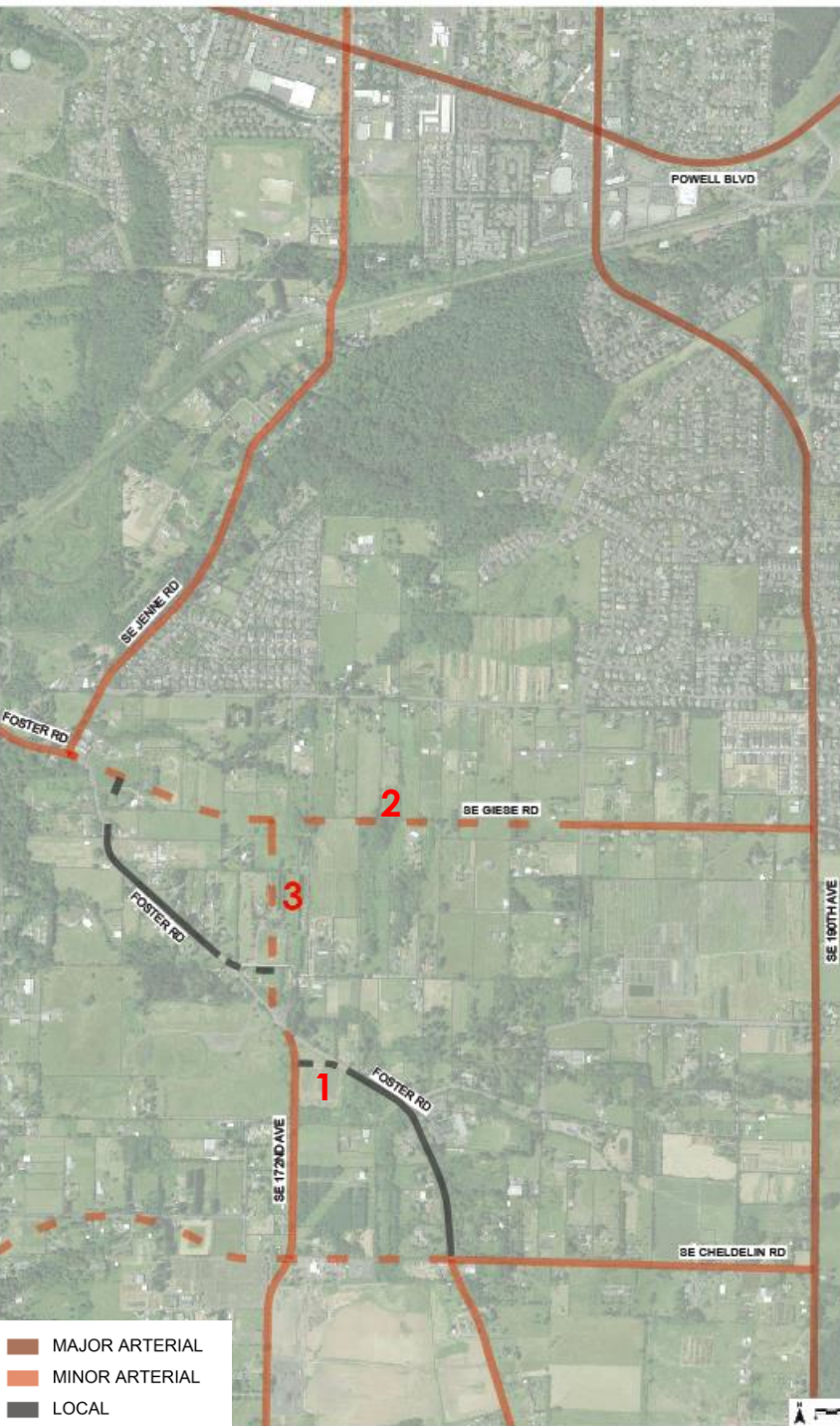


Phasing for Pleasant Valley Improvements

1. Near-Term Foster Road/SE 172nd Avenue
2. Giese Road Extension
3. 172nd Avenue Extension – extend 172nd Avenue to Giese Road and reconfigure the 172nd Avenue/ Foster Road intersection

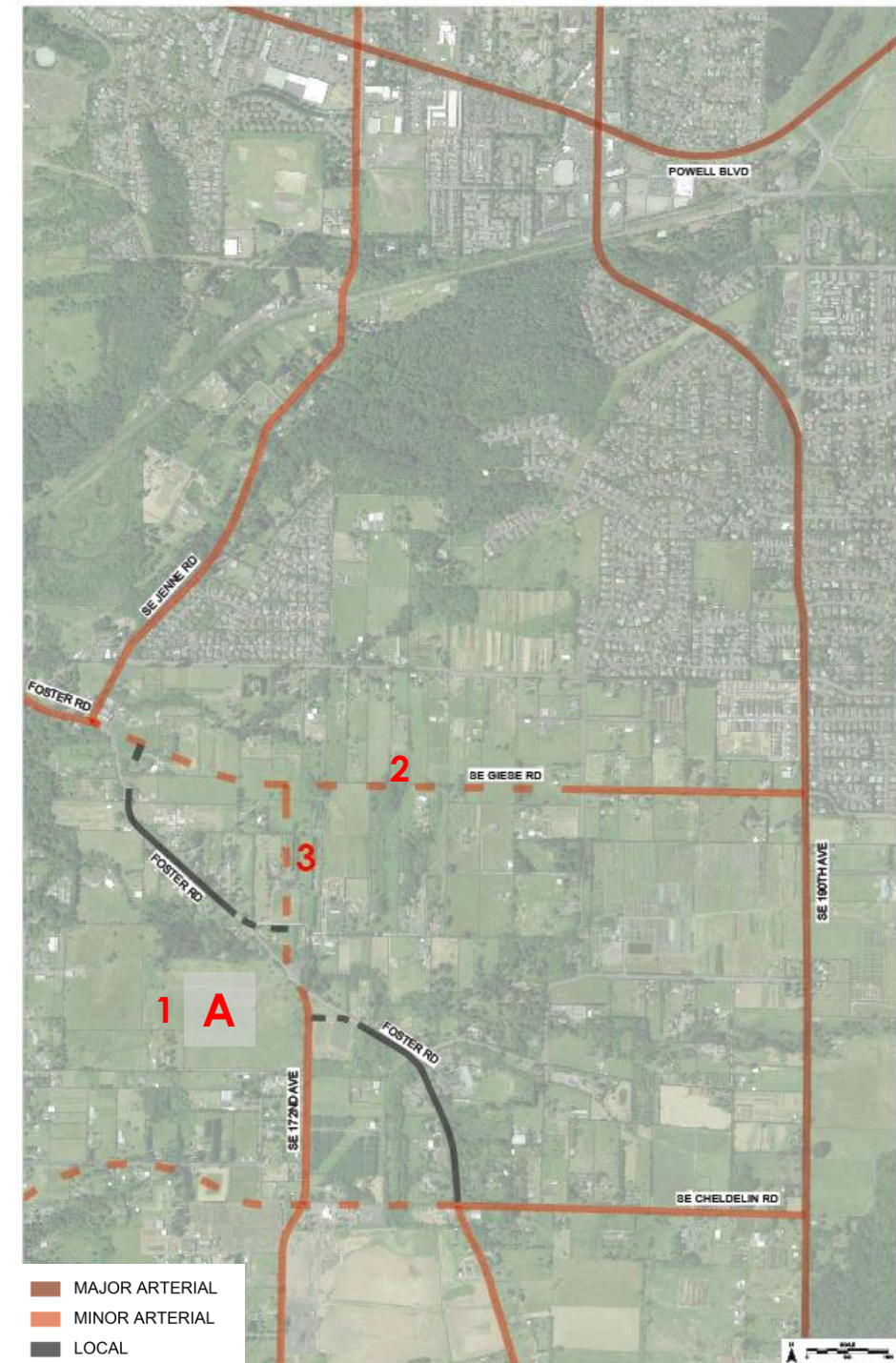
Options A-E for intersection and alignment





Phasing for Pleasant Valley Improvements

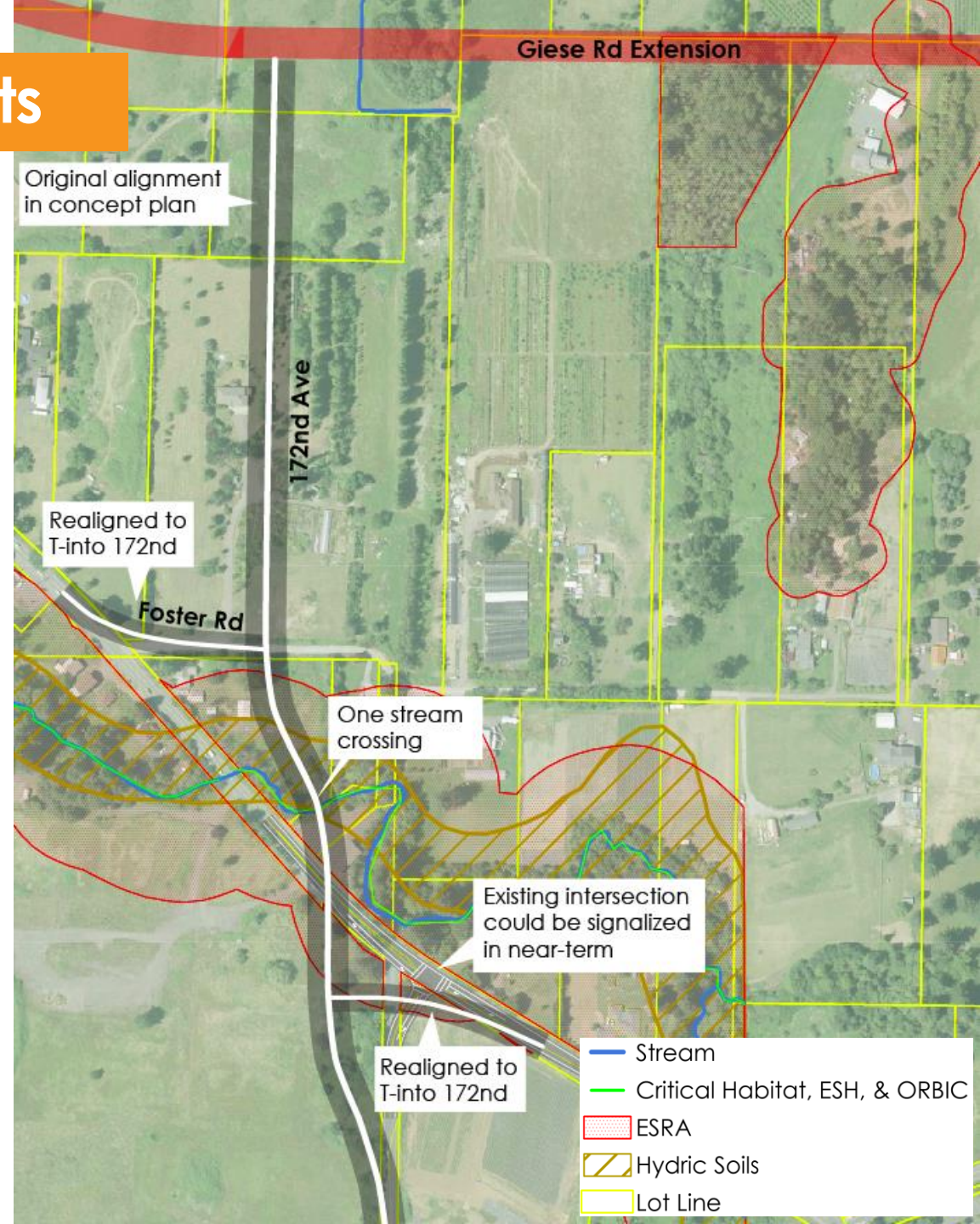
1. Near-Term Foster Road/SE 172nd Avenue
2. Giese Road Extension
3. 172nd Avenue Extension – extend 172nd Avenue to Giese Road and reconfigure the 172nd Avenue/Foster Road intersection
 - A. Realign the west and east legs of Foster Road as side-street stop-controlled approaches to 172nd Avenue.



Phasing for Pleasant Valley Improvements

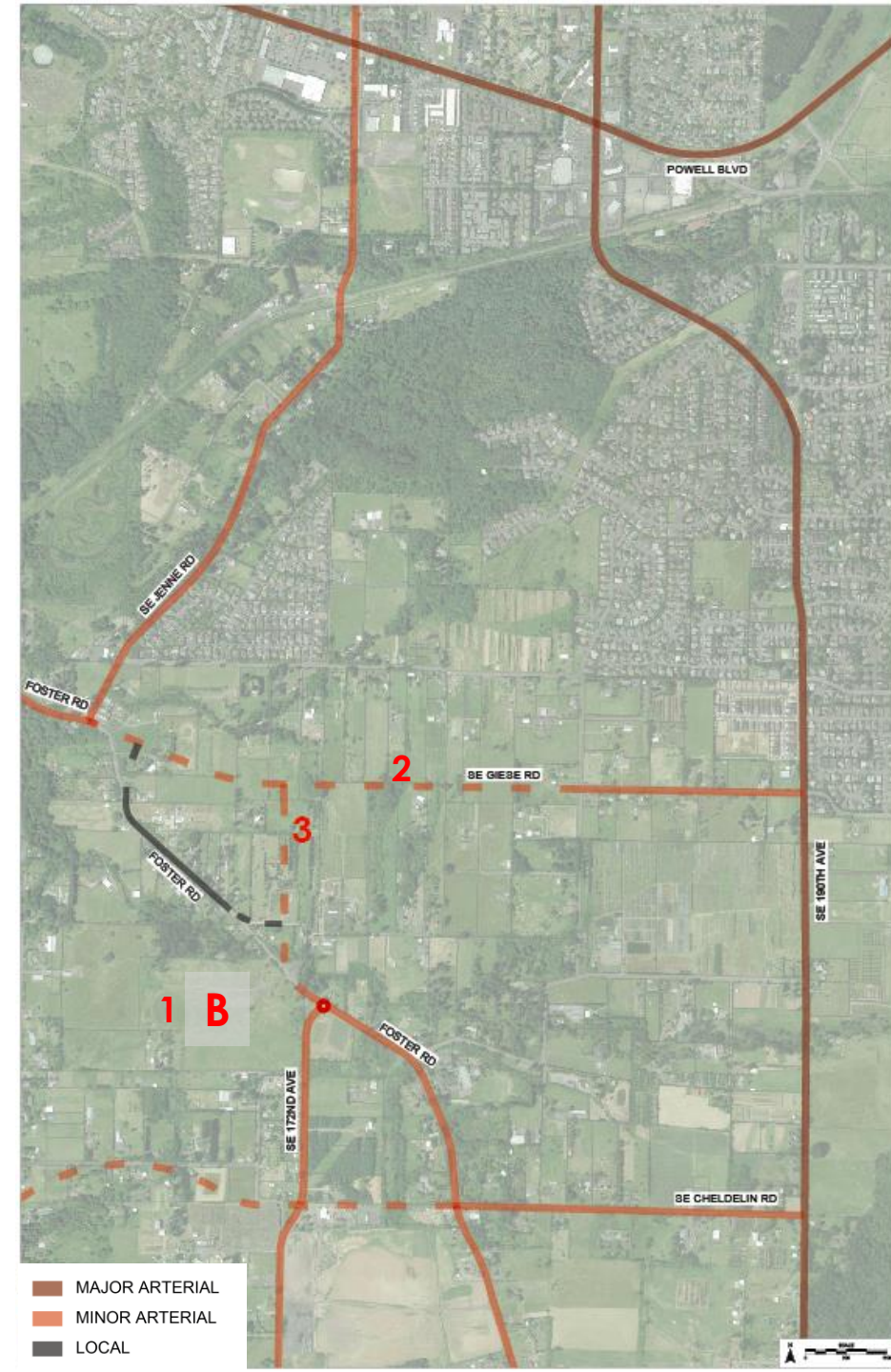
172nd Avenue Extension (Option A)

Realign the west and east legs of Foster Road as side-street stop-controlled approaches to 172nd Avenue (Consistent with Current Plan).



Phasing for Pleasant Valley Improvements

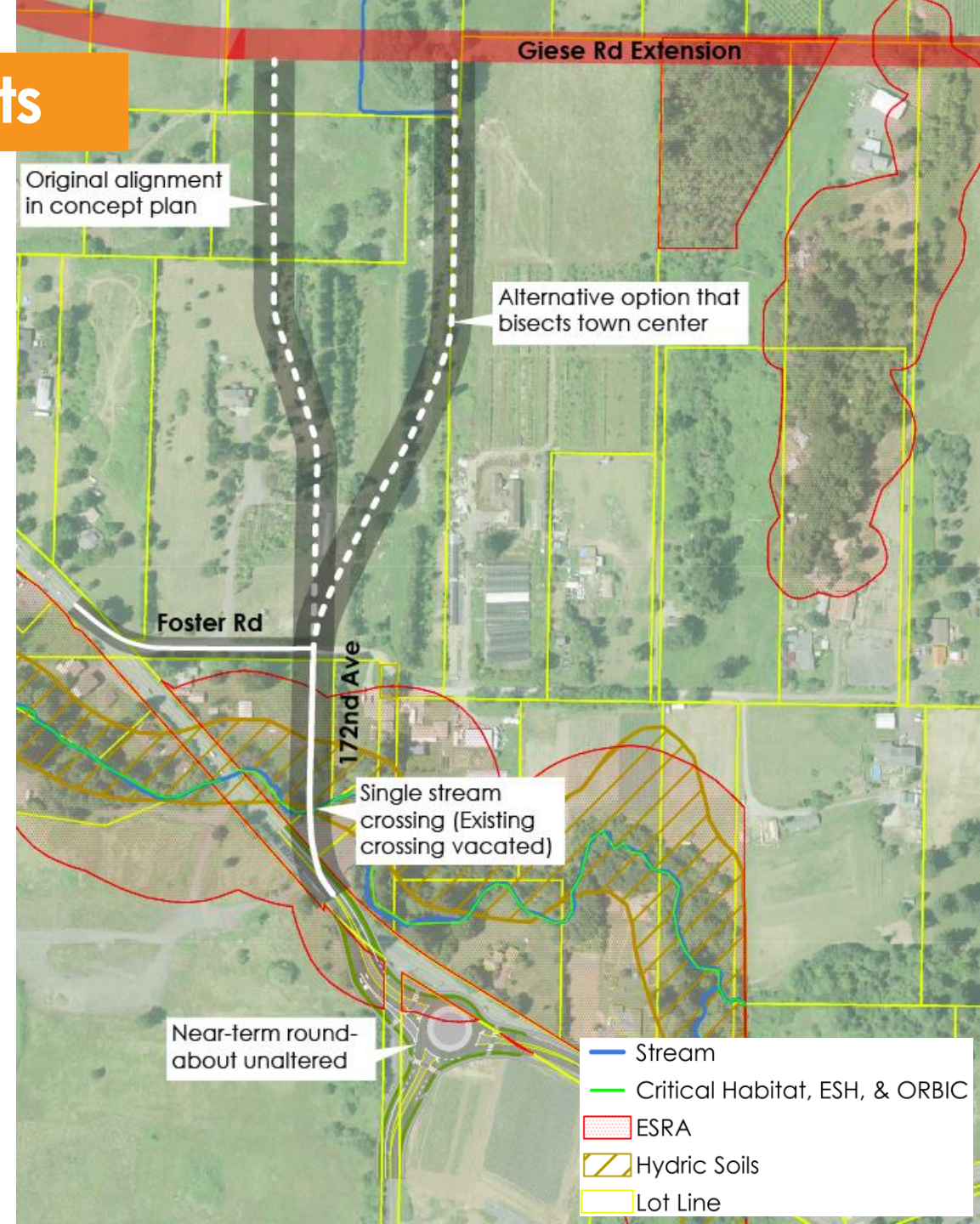
1. Near-Term Foster Road/SE 172nd Avenue
2. Giese Road Extension
3. 172nd Avenue Extension – extend 172nd Avenue to Giese Road and reconfigure the 172nd Avenue/Foster Road intersection
 - A. Realign the west and east legs of Foster Road as side-street stop-controlled approaches to 172nd Avenue.
 - B. Connect 172nd Avenue to the west leg of the roundabout. Realign Foster Road to T into 172nd Avenue.



Phasing for Pleasant Valley Improvements

172nd Avenue Extension (Option B)

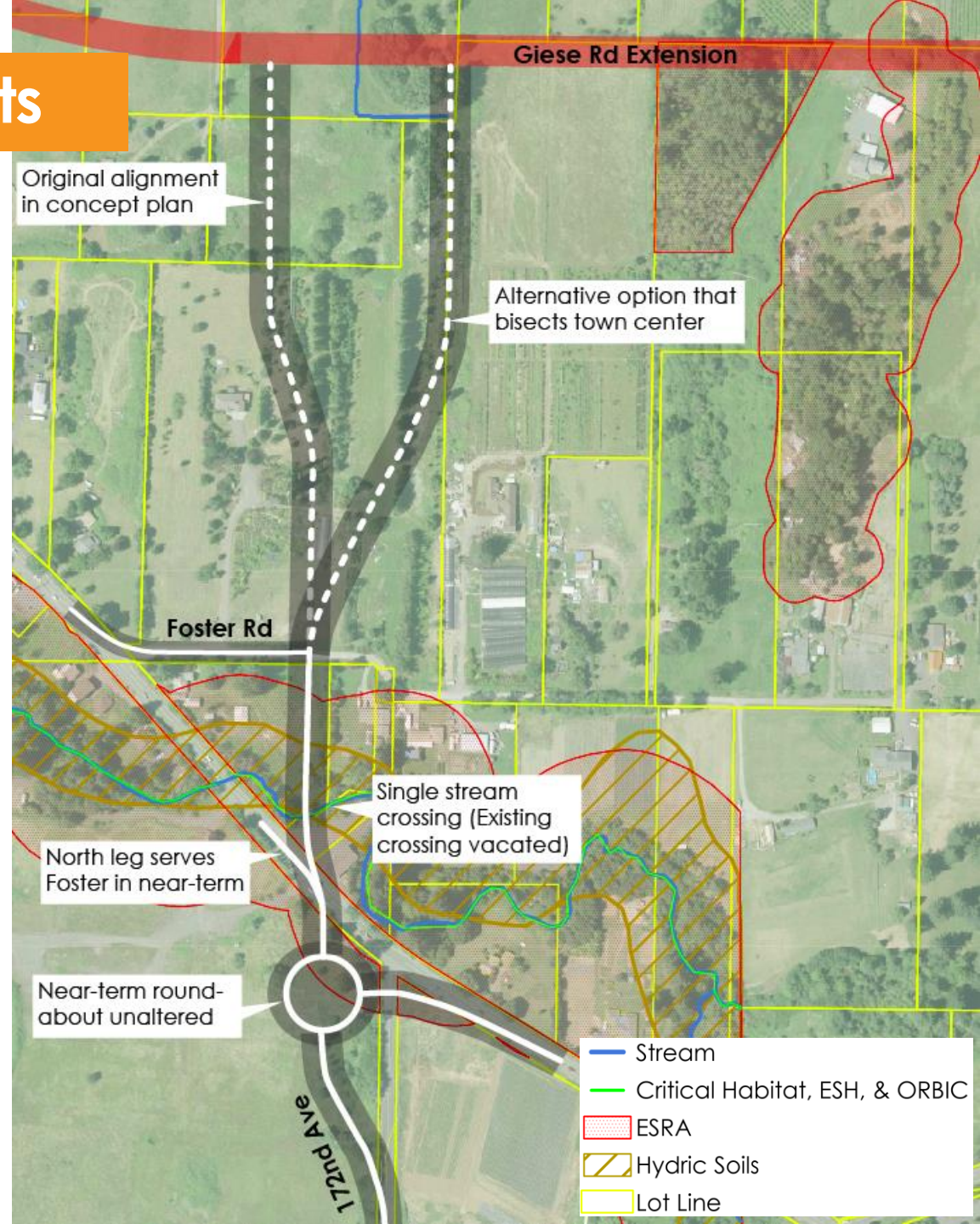
Connect 172nd Avenue to the west leg of the roundabout. Realign Foster Road to T into 172nd Avenue.



Phasing for Pleasant Valley Improvements

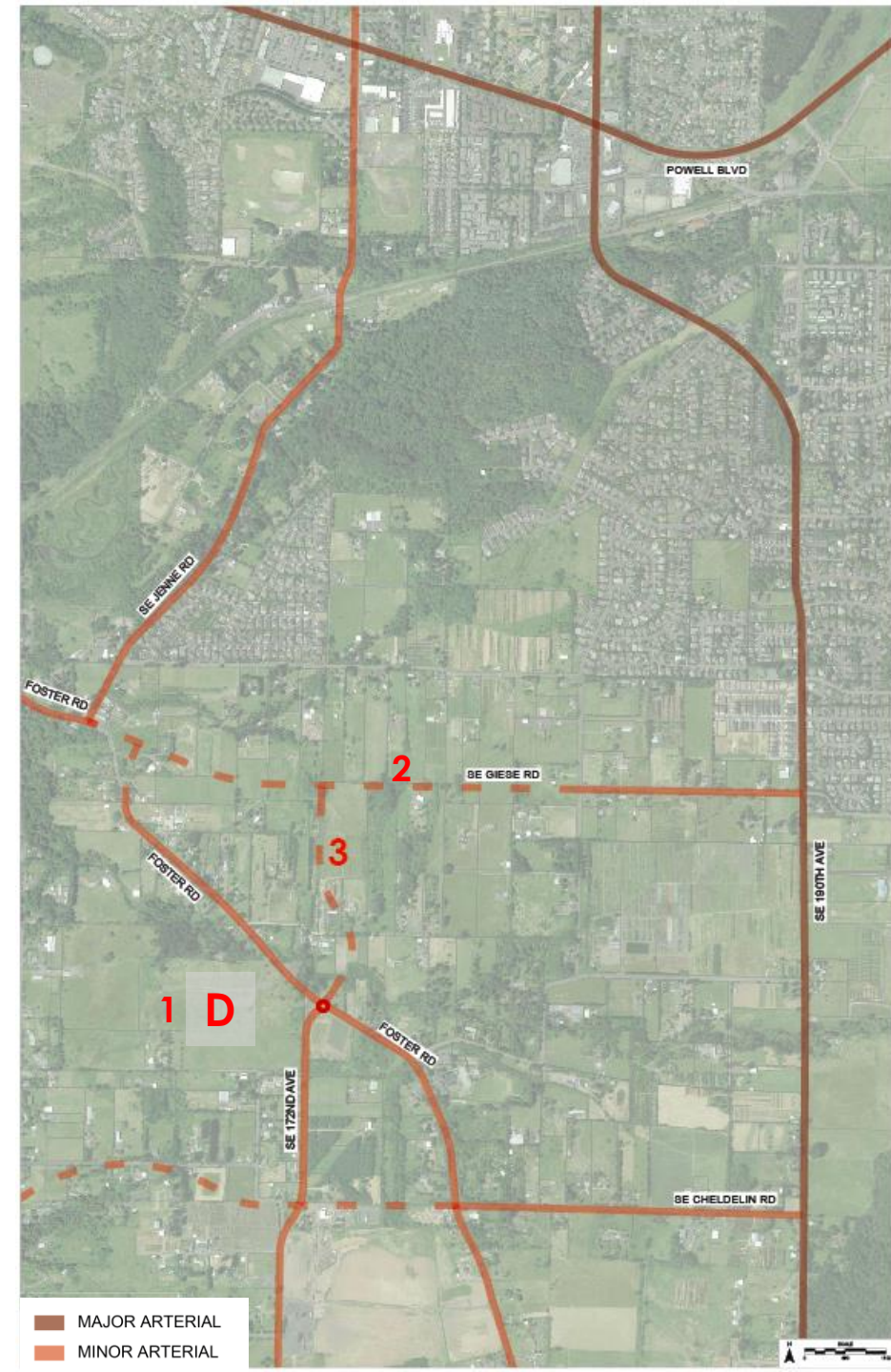
172nd Avenue Extension (Option C)

Connect 172nd Avenue to the north leg of the roundabout. Realign Foster Road to T into 172nd Avenue.



Phasing for Pleasant Valley Improvements

1. Near-Term Foster Road/SE 172nd Avenue
2. Giese Road Extension
3. 172nd Avenue Extension – extend 172nd Avenue to Giese Road and reconfigure the 172nd Avenue/Foster Road intersection
 - A. Realign the west and east legs of Foster Road as side-street stop-controlled approaches to 172nd Avenue.
 - B. Connect 172nd Avenue to the west leg of the roundabout. Realign Foster Road to T into 172nd Avenue.
 - C. Connect 172nd Avenue to the north leg of the roundabout. Realign Foster Road to T into 172nd Avenue in either or both of the locations shown.
 - D. Connect 172nd Avenue as the 4th leg of the roundabout.

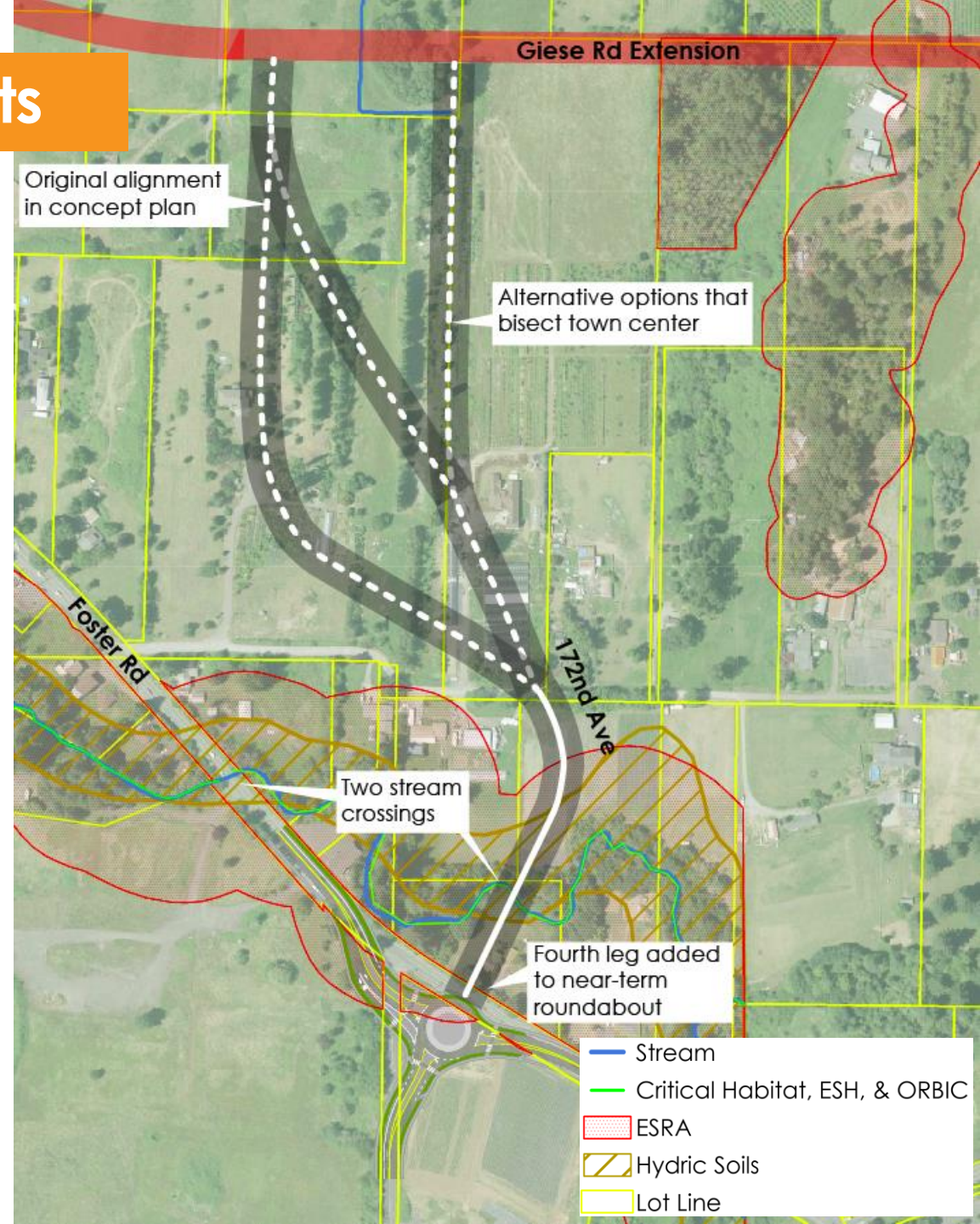


Phasing for Pleasant Valley Improvements

172nd Avenue Extension (Option D)

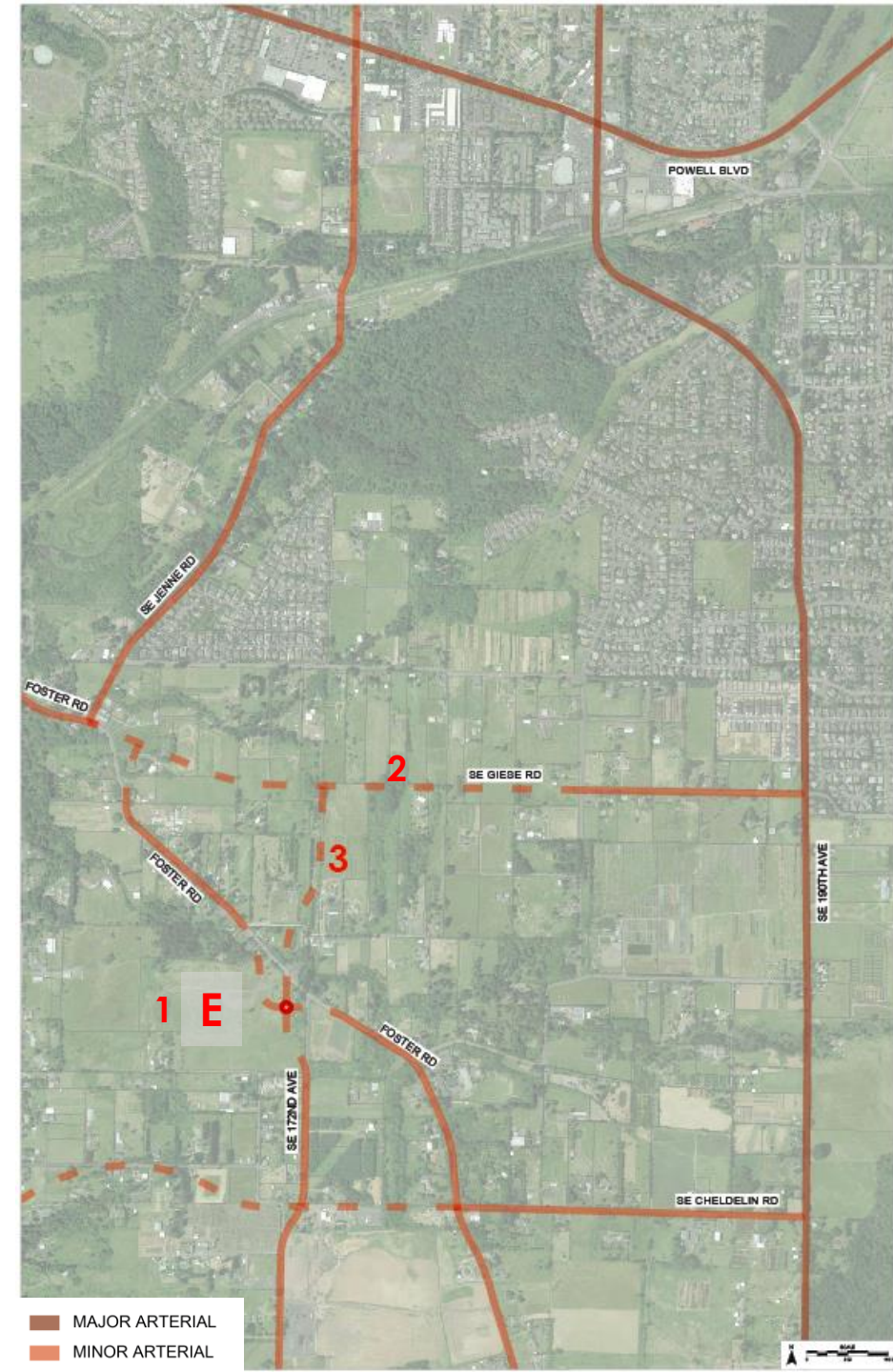
Connect 172nd Avenue as the 4th leg of the roundabout.

Foster Alignment maintained, which could lead to more through traffic on Foster and pressure at Foster Rd/Giese Rd intersection



Phasing for Pleasant Valley Improvements

- 1. Near-Term Foster Road/SE 172nd Avenue**
- 2. Giese Road Extension**
- 3. 172nd Avenue Extension** – extend 172nd Avenue to Giese Road and reconfigure the 172nd Avenue/Foster Road intersection
 - A. Realign the west and east legs of Foster Road as side-street stop-controlled approaches to 172nd Avenue.
 - B. Connect 172nd Avenue to the west leg of the roundabout. Realign Foster Road to T into 172nd Avenue.
 - C. Connect 172nd Avenue to the north leg of the roundabout. Realign Foster Road to T into 172nd Avenue in either or both of the locations shown.
 - D. Connect 172nd Avenue as the 4th leg of the roundabout.
 - E. Construct a new 4-leg roundabout to the west of the existing intersection.



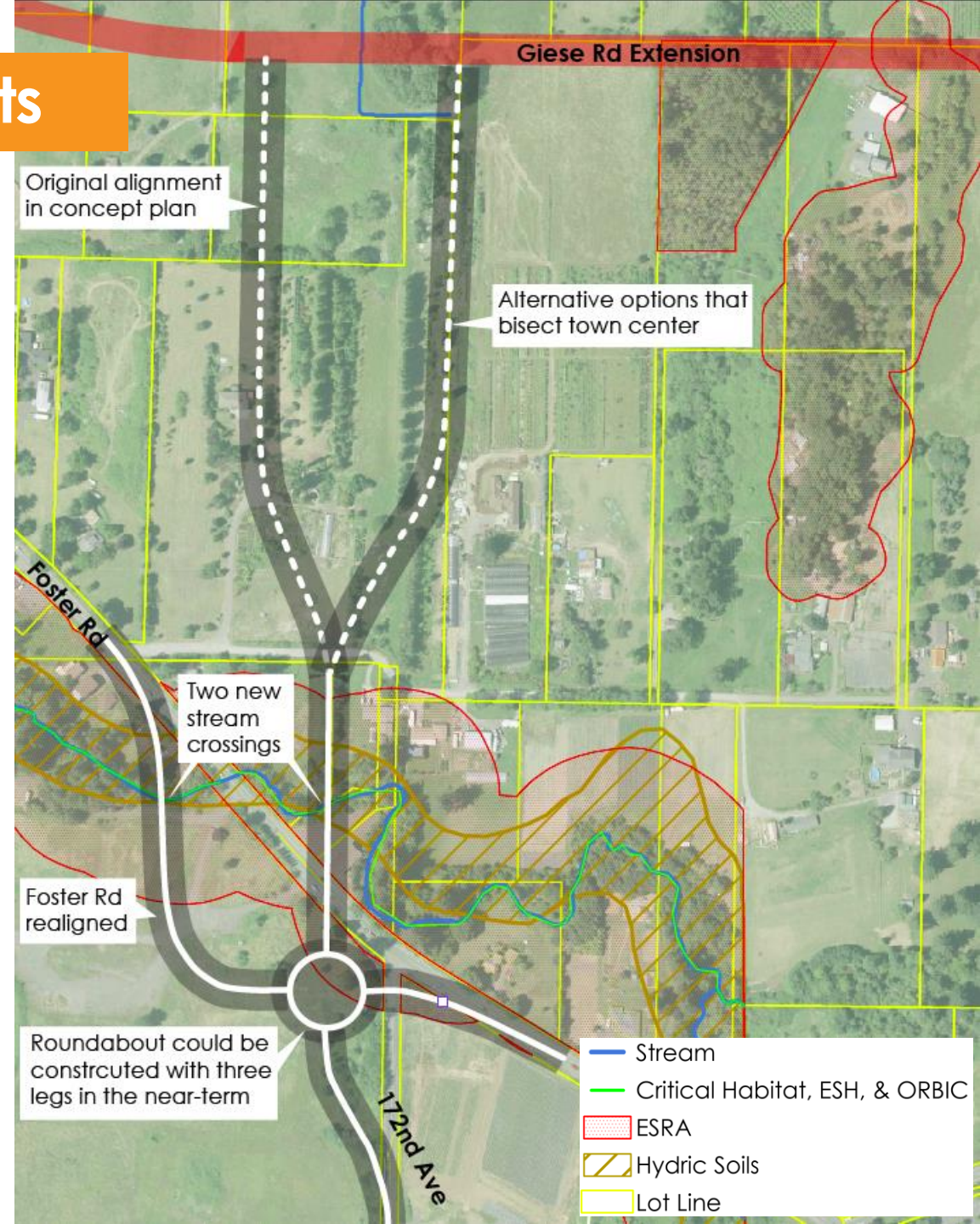
Phasing for Pleasant Valley Improvements

172nd Avenue Extension (Option E)

Construct 4-leg roundabout to the west of the existing intersection.

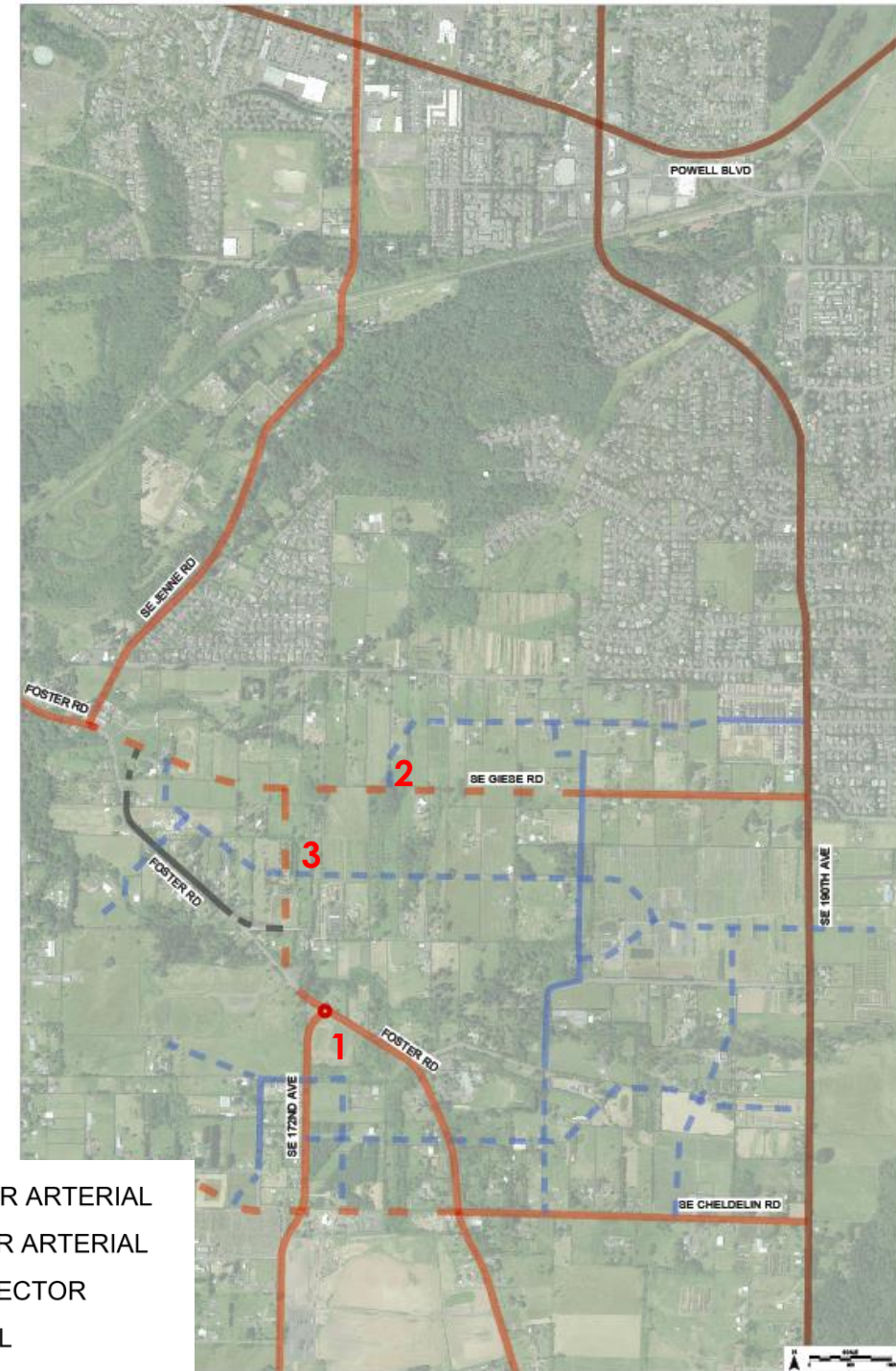
Foster Alignment maintained, which could lead to more through traffic on Foster and pressure at Foster Rd/Giese Rd intersection

Near-term improvement more expensive than option B, but less traffic impact during construction



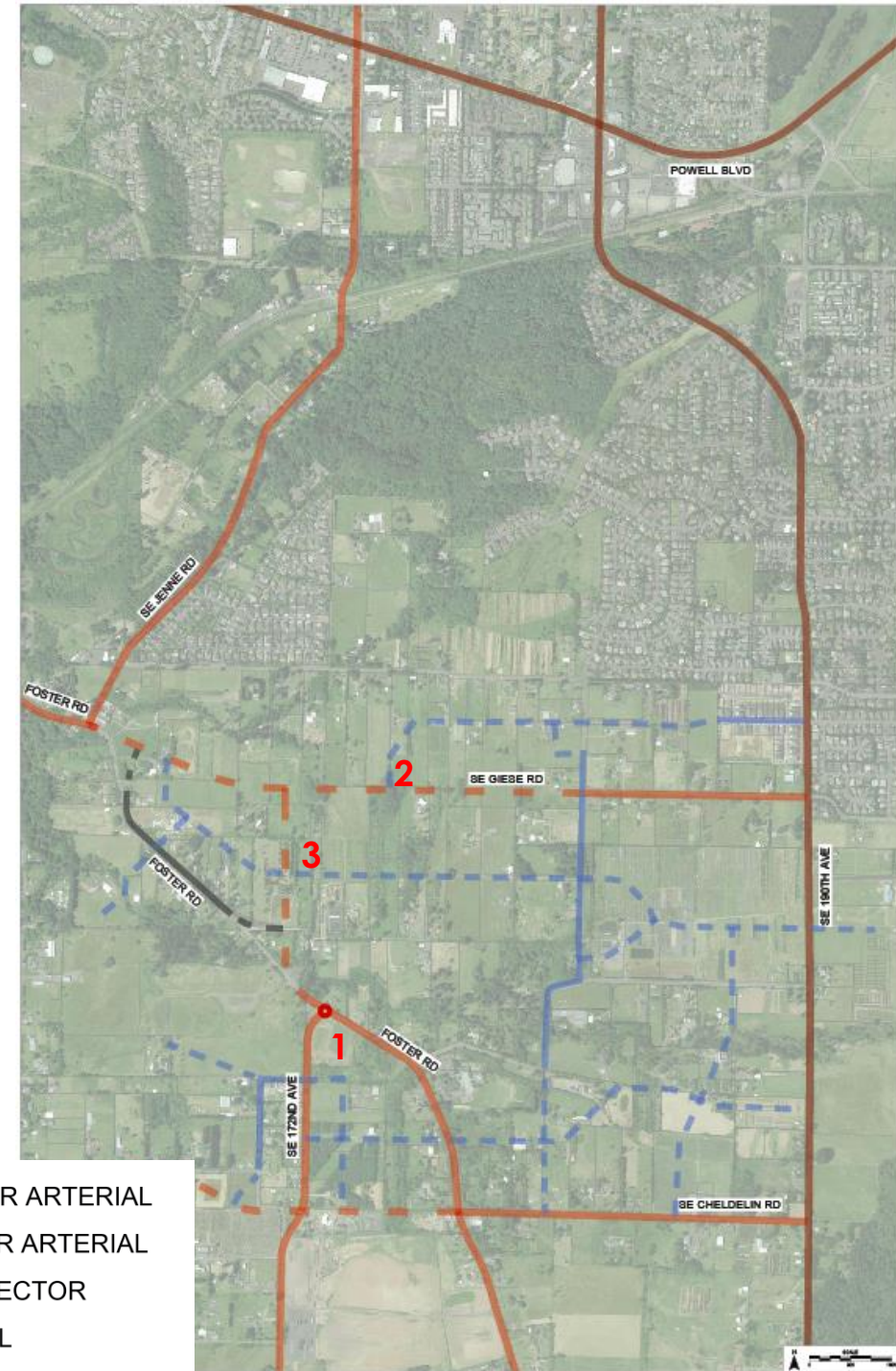
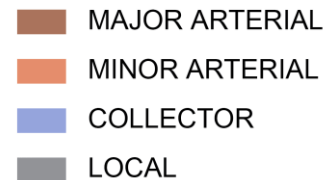
Phasing for Pleasant Valley Improvements

1. Near-Term Foster Road/SE 172nd Avenue
2. Giese Road Extension
3. 172nd Avenue Extension – extend 172nd Avenue to Giese Road and reconfigure the 172nd Avenue/ Foster Road intersection (Option B shown)
4. Collector roadways built as development occurs



Phasing for Pleasant Valley Improvements

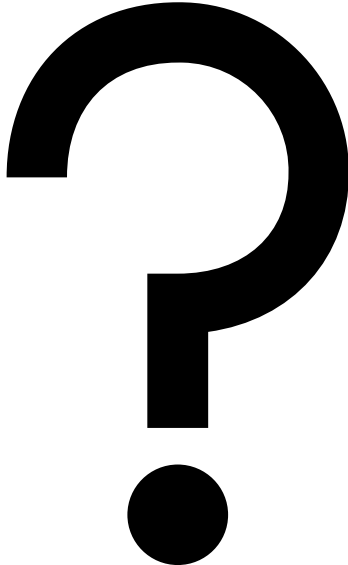
1. Near-Term Foster Road/SE 172nd Avenue
2. Giese Road Extension
3. 172nd Avenue Extension – extend 172nd Avenue to Giese Road and reconfigure the 172nd Avenue/ Foster Road intersection (Option B shown).
 - TAC stated the following:
 - Support for Options B and C (3-leg roundabouts)
 - Minimal support for Option A, which would have to replace a near-term improvement.
 - Against Options D and E (4-leg roundabouts), whose two stream crossings would be environmentally impactful and costly.
4. Collector roadways built as development occurs



Remaining Project Activities

- Refined conceptual design for study roadways
 - Approximate right-of-way requirements
 - Impacts to natural resource areas
 - Cross-sections
- High-level cost estimates for arterials
- Implementation strategy
 - Phasing
 - Potential capital improvement projects
- Final report documenting project activities and recommendations

Public Comment



Next Steps

- Final report for TAC review early July