



GRESHAM / FAIRVIEW TRAIL MASTER PLAN

Adopted February 5, 2002

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The City of Gresham's programs, services, employment opportunities and volunteer positions are open to all persons without regard to race, religion, color, national origin, sex, age, marital status, disability, or political affiliation.

The City of Gresham,
with help through citizen involvement,
is developing and operating a very successful
parks, recreation, trails, and open space system.
This success is built on the philosophy
established in the stated Mission of the
Gresham Parks and Recreation Division...

*“To offer facilities and programs that invite the public’s use.
Our efforts shall enhance Gresham’s quality of life through the significant benefits provided by recreation.
We take an active role in delivering park and recreation services in a cost-effective manner.
We strive to offer fully accessible services in partnership with others, encouraging volunteer involvement.”*



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Executive Summary

The Gresham/Fairview Trail is a regionally significant project which will provide many benefits to the community. The trail was identified in the 1995 Gresham Parks, Recreation and Open Space Master Plan, the 1996 Gresham Trails Master Plan, as well as the Metropolitan Greenspaces Master Plan and the Regional Bike Plan as a regional multi-use trail.

A survey of Gresham residents identified “walking for pleasure” as the most popular of recreation activities. Bicycling and nature walks were rated third and fourth in this survey. The Gresham/Fairview Trail will provide improved opportunities for these activities.

The Gresham/Fairview Trail will:

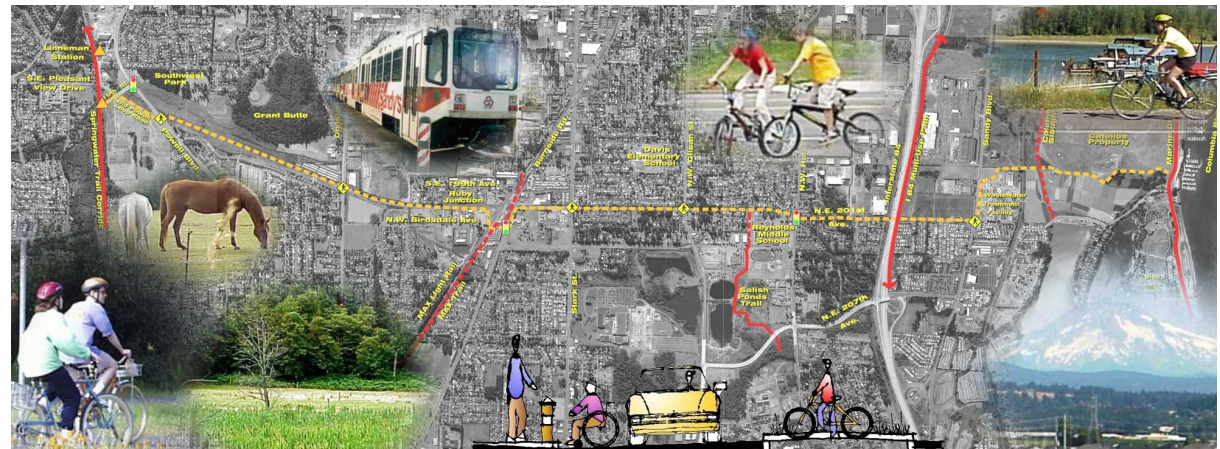
1. provide opportunities for rest and relaxation through trail-related recreation;
2. reduce auto dependency and contribute to the environmental health of the community;
3. improve access to parks and recreational areas and link homes, workplaces, neighborhoods, and other community facilities;
4. provide a much-needed place to walk, ride a bike, run, roller skate or skateboard, observe nature, take a hike, or commute;
5. be fully accessible to the disabled and to trail users of all ages.

The Gresham/Fairview Trail will link neighborhoods to employment centers, schools, parks, natural areas, and industrial areas. The trail will be within walking distance of bus stops and light rail stations, thus providing a link to transit use. It will connect to natural areas along Johnson Creek, Fairview Creek, Columbia River Slough and the Columbia River. It will also greatly enhance the existing on-street bicycle network.

This 5.2 mile long multi-use paved trail, separated from motorized traffic, will provide a safe north/south alternative route of travel for commuters, recreationalists, bicyclists and pedestrians. The trail will provide safe pedestrian and bicyclist crossings at seven arterial streets (Powell, Division, Burnside, Stark, Glisan, Halsey and Sandy). The trail will also provide a safe crossing of the MAX light rail transit tracks and beneath the Banfield Freeway I-84 and the Union Pacific and Burlington Northern railroad tracks.

The Gresham/Fairview Trail will serve as a major north/south connector between two regionally significant and heavily used trails: The Springwater Trail and the 40-Mile Loop at Marine Drive. The trail will provide the missing link between neighborhoods and these two important regional trails. It will also connect with the Columbia River Slough Greenway walking/hiking trail; the I-84 multi-use bike/pedestrian path; the Salish Ponds Trail; the MAX Trail; and will help connect with Metro’s Blue Lake Regional Park.

During the trail planning process, several route options were identified and evaluated at various meetings with interested citizens, property owners, city officials and staff, other local agency staff, and the trail planning team. The preferred trail route was determined based on user safety, ease of use, land ownership, cost effectiveness and public involvement.

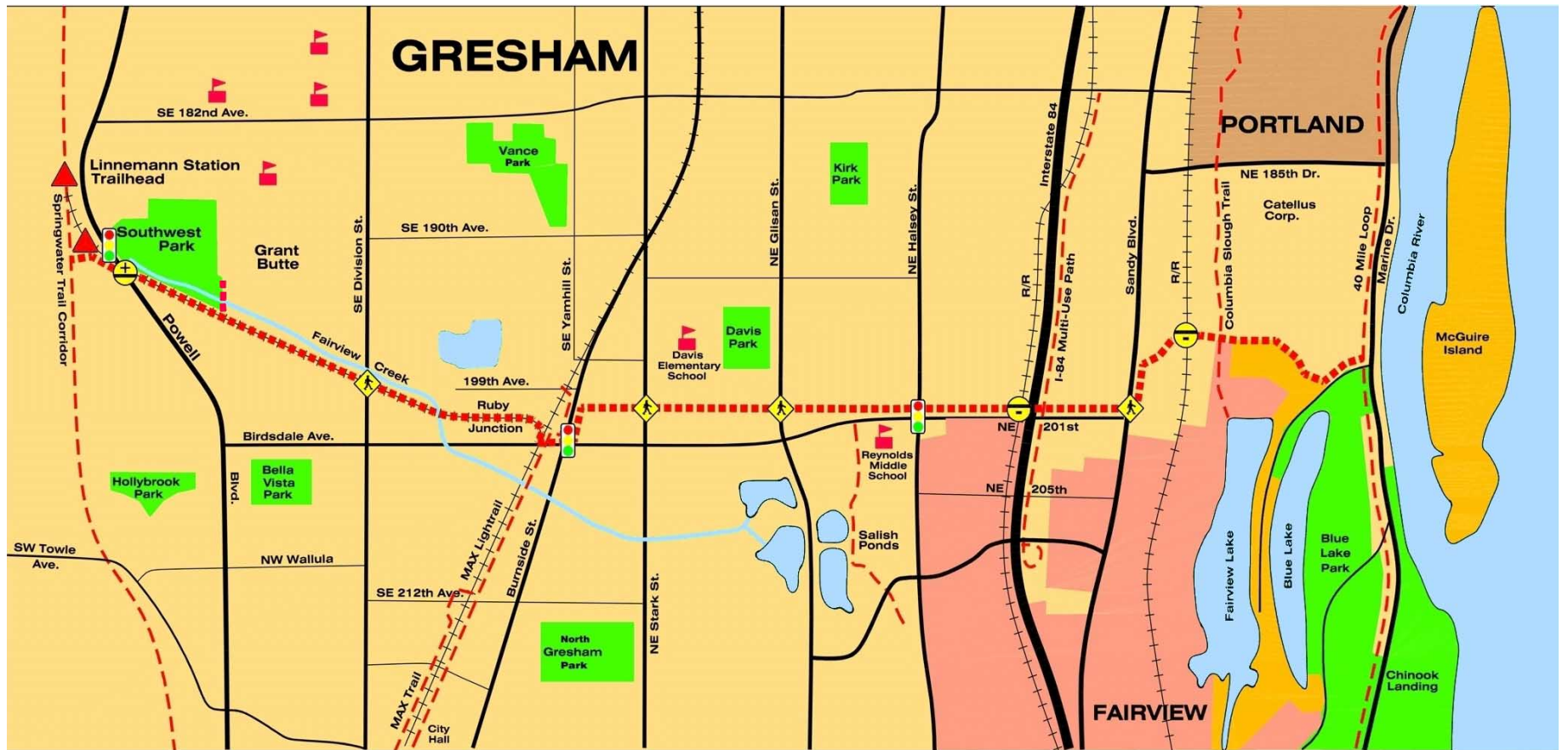


Chapter 1: Recommended Trail Route

The trail route was determined based on a variety of factors including user safety, ease of use, land ownership, cost effectiveness, and public involvement.

The trail route, in general, begins at the Springwater Trail, runs north along the vacated 10th Street, continues north along an abandoned railway right-of-way adjacent to Fairview Creek, and through Tri-Met's Ruby Junction Light Rail maintenance facility. The trail continues north through an existing PGE power corridor west of Birdsdale Avenue and 201st Avenue, to Halsey Street. The trail then parallels 201st Avenue to Sandy Boulevard. At Sandy Boulevard, the trail turns west along the frontage of Gresham's wastewater treatment plant for a short distance. Just west of the treatment plant, the trail turns northward across the railroad tracks and along the east edge of the Catellus Corporation industrial facility to Marine Drive where it connects to the 40-Mile Loop. For purposes of the Master Plan, the trail is divided into segments A through E which are described in more detail on the following pages.





LEGEND

- - - Proposed Gresham / Fairview Multi-Use Trail
- - - Existing Trails
- Streets
- Railways
- Schools
- Proposed Crossing Signals
- Existing Crossing Signals
- Proposed Pedestrian Over-Crossing
- Proposed Pedestrian Under-Crossing
- Lakes, Rivers
- Creeks & Streams
- City of Gresham
- Multnomah County
- City of Fairview
- City of Portland
- Parks

Gresham / Fairview Trail Master Plan

North

Scale in Miles

Gresham/Fairview Trail Map

Segment A: Springwater Trail to Division Street

Segment A begins at the intersection of the Springwater Trail and vacated 10th Street. A trailhead parking lot will be built in the future at this location when funding is available. The trailhead will have good automobile access from Powell Boulevard. Trail users will be able to access either the Gresham/Fairview Trail or the Springwater Trail from this trailhead. Another trailhead just to the west is also planned as part

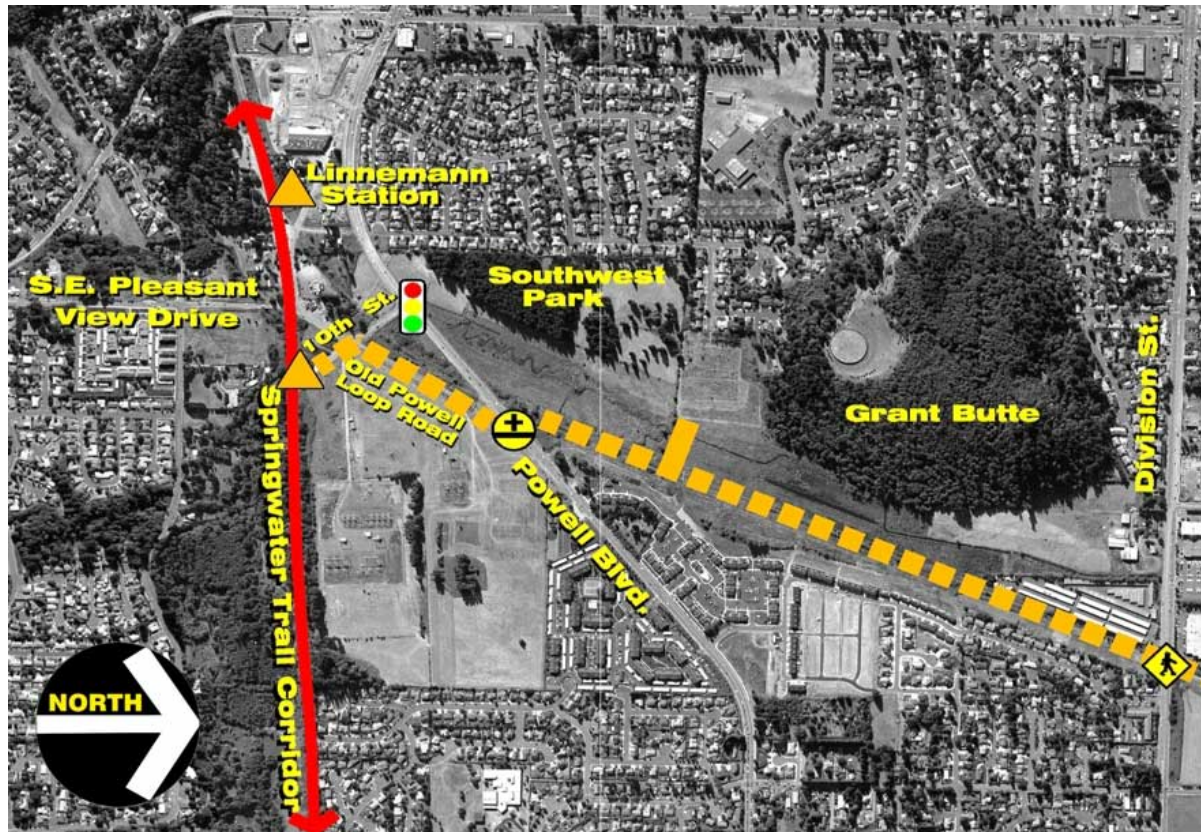
of the Springwater Trail Master Plan.

From the proposed 10th Street trailhead, the trail will travel north along the Old Powell Loop Road towards Powell Boulevard.

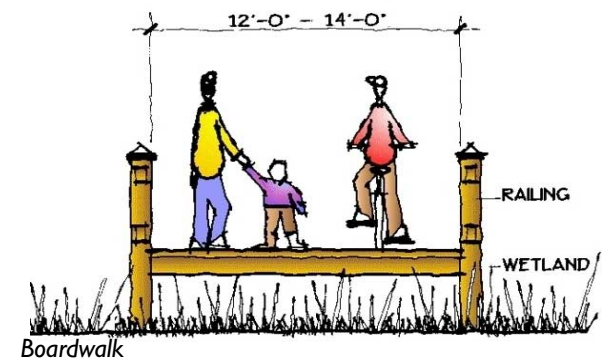
The City of Gresham owns the approximately 1.1-mile former railroad alignment between the Springwater Trail and Division Street. The trail route would follow Old Powell Loop Road and cross Powell Boulevard to the old railroad bed. A separated over-crossing ramp over Powell

Boulevard would be used.

The trail would then continue north on the old railroad bed toward Division Street. About half way to Division Street, a boardwalk over wetlands would be built from the trail as a link to the neighborhood and Southwest Community Park. The boardwalk crossing of the wetlands would replace an existing hard-packed, dirt farm road which passes directly through the wetland. The boardwalk would be constructed as part of the trail development. In the Gresham-Fairview



Powell Blvd. Crossing Location



Boardwalk

Segment A

Trail Natural Resource Documentation and Impact Analysis, Fishman Environmental Services, LLC, found that placement of a boardwalk in this area would provide an excellent opportunity for wetland enhancement and improvement of aquatic quality through removal of the existing culvert and road fill, in addition to providing access between the trail and the neighborhood and planned park to the west.

There are wonderful views across the wetlands to the community park and to several buttes of volcanic origin.

From the boardwalk north, the trail would continue on the old railroad bed to Division Street. The trail would then cross Division with a full, at-grade, crossing.

The anticipated trail user group will include slower and inexperienced users such as beginning cyclists, children, people with disabilities, and families with strollers. Based on the effective use of signalized crossings of the Springwater Trail Corridor and to insure a high degree of safety, a full pedestrian-activated signal, high-visibility “ladder” stripe cross walk, bollards, center-raised median refuge, landscaping, night lighting, extended curbs, and curb ramped crossing are the preferred trail crossing road improvements. The Gresham to Fairview Trail Crossing Analysis report prepared by DKS Associates recommends similar improvements at the trail’s intersections with Powell, Division, and Burnside. The signal should be synchronized with other traffic signals on Division Street.

The Gresham to Fairview Trail Crossing Analysis by DKS Associates also considered grade separated overhead and below grade trail crossings at Division Street. The report does not recommend using either of these grade separated crossing options due to the potential for trail users to cross at grade to avoid the inconvenience of grade separated crossings; the safety risks of overhead and below grade crossings; and the additional expense of constructing grade separated crossings.



Old Farm Road



Grant Butte



10th Street/Powell Blvd. Intersection

Segment B: Division Street to Burnside Street through Tri-Met's Ruby Junction Light Rail Maintenance Facility

After crossing Division Street, the trail will continue along the old railroad bed to Tri-Met's Ruby Junction light rail transit maintenance facility. The trail will go through the maintenance facility grounds. An easement, for access through the east side of the facility, is being obtained from Tri-Met, at no cost to the City. The maintenance facility is in operation 24 hours a day, 7 days a week. It is well lit, as will be the trail due to Tri-

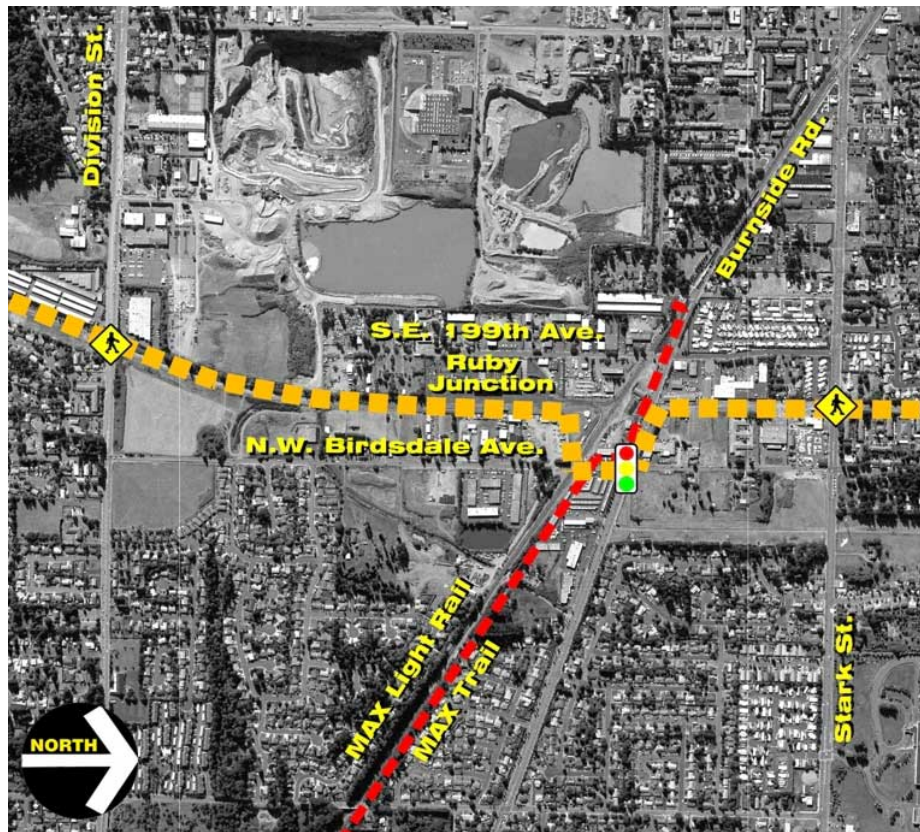
Met's lights.

The maintenance work on train cars and trolleys at the Ruby Junction facility is fascinating. This is a great opportunity for interpretive signage, which could discuss the regional MAX light rail transit system and the purpose and function of the facility.

From Ruby Junction, the trail jogs to the east to Birdsdale Avenue. The trail then crosses the MAX tracks and the proposed MAX Trail at Burnside Road. The proposed MAX Trail will

connect to the Ruby Junction MAX Station at S.E. 197th Avenue and to points to the east in downtown Gresham

The Gresham/Fairview Trail will continue north across Burnside Street at the existing Birdsdale/ Burnside signal crossing. Recommended crossing treatment at the trail's intersection with Burnside includes a combination of wider sidewalk/pathway, roadway illumination, signing, bicycle loop detectors, pedestrian detectors, wide curb ramps, a high visibility "ladder" cross walk and a curved path approaching the crossing.



Segment B



Ruby Junction



MAX Rail Crossing

Segment C: Burnside Street to Halsey Street

After crossing Burnside Street, the trail turns west for about half a block to access a 100-foot wide powerline corridor owned by Portland General Electric. The City of Gresham is seeking to acquire, at no cost, an approximately 1.19 mile public access easement to locate the trail within the corridor. The trail, in this segment, may be designed with a larger 14-foot width to not only accommodate pedestrian and bicyclists, but also to accommodate PGE's maintenance vehicles which will occasionally need to access the

corridor. Locked, removable bollards will limit access to only authorized motorized vehicles.

This segment of the trail will improve connections to and between two schools in this area, Davis Elementary School and Reynolds Middle School.

The trail will cross Stark and Glisan Streets with at-grade crossings similar to the crossing at Division Street. Traffic signals will be installed when warrants are met.

South of Halsey Street, the Gresham Fairview Trail comes very close to the Salish Ponds Trail. A trail connection could be planned through Reynolds Middle School connecting the two trails and could be constructed by the City of Fairview. The Salish Ponds Trail leads through a natural area and connects to Fairview City Hall and Multnomah County's Fairview Library.

At Halsey Street the trail will cross to 201st Avenue at the existing crossing signal. The Halsey Street crossing will be improved similar to the Burnside Street crossing.



Segment C - North of Ruby Junction



PGE Corridor at Glisan Street



PGE Corridor



201st Avenue and Halsey Street

Segment D: Halsey Street Along 201st Avenue to Sandy Boulevard

After crossing Halsey Street, the trail will continue north along 201st Avenue. This section of 201st is currently very narrow. Additional right-of-way will be acquired to construct either an on-street bike lane with sidewalks or a separated multi-use pathway. The trail also crosses below the railroad at an existing overpass. The railroad

overpass is currently very narrow and allows two lanes of traffic with approximately one- to two-foot wide shoulders to the curb. Future plans to improve 201st Avenue and possible changes to the railroad trestle should include adequate access for the Gresham/Fairview Trail. A temporary 6-foot wide trail could be built, outside the curb, until a permanent trestle solution is available.

The trail then continues north beneath Interstate 84 to Sandy Boulevard. The Gresham / Fairview Trail will provide a connection with the I-84 Multi-Use Path.

A pedestrian-activated signal and crossing will be required at Sandy Boulevard similar to Burnside and Halsey Streets.



Segment D



201st Avenue



201st Avenue Railroad Overpass

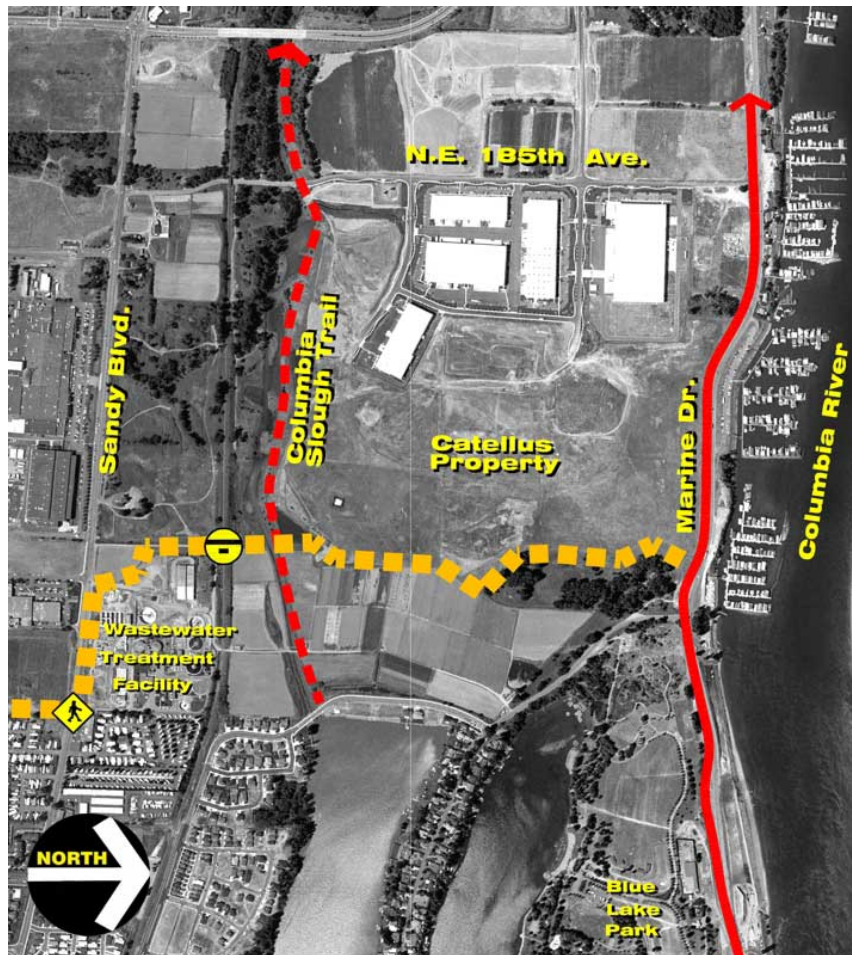
Segment E: Sandy Boulevard to Marine Drive

Much of this section of the trail may be developed as part of future commercial development in the area. Eight thousand people will eventually be employed within the Catellus property and many more within adjacent lands yet to be developed. The trail will provide a valuable

alternative transportation connection and recreation opportunity.

After crossing to the north side of Sandy Boulevard, the trail will turn west along the frontage of Gresham's wastewater treatment facility. This existing 1,000 foot long portion of the trail has the distinction of being the first constructed trail section. At the western property boundary of

the treatment plant, the trail will turn northward again along the route of an existing dirt road towards the Columbia Slough.



Segment E



Trail Along Wastewater Treatment Facility Frontage



Dirt Road West of Wastewater Treatment Facility

The trail will cross Union Pacific Railroad tracks where a below-grade tunnel will be required. The trail will then cross the Columbia Slough where a bridge will be required. The Gresham/Fairview Trail will connect with the Columbia Slough Trail at this location.

The Gresham/Fairview trail will then continue northward along the east edge of the Catellus Corporation industrial facility to Marine Drive. The City of Gresham is currently seeking a public access easement, at no cost, across the Catellus and other properties.

The trail will continue northward to a connection with the 40-Mile Loop along Marine Drive. It is expected that the 40-Mile Loop will be relocated to the bottom of the dike on the south side of Marine Drive. To the east, the 40-Mile Loop reaches Metro's Blue Lake Regional Park in less than a quarter mile. Metro's Chinook Landing boat launch facility is one mile to the east.



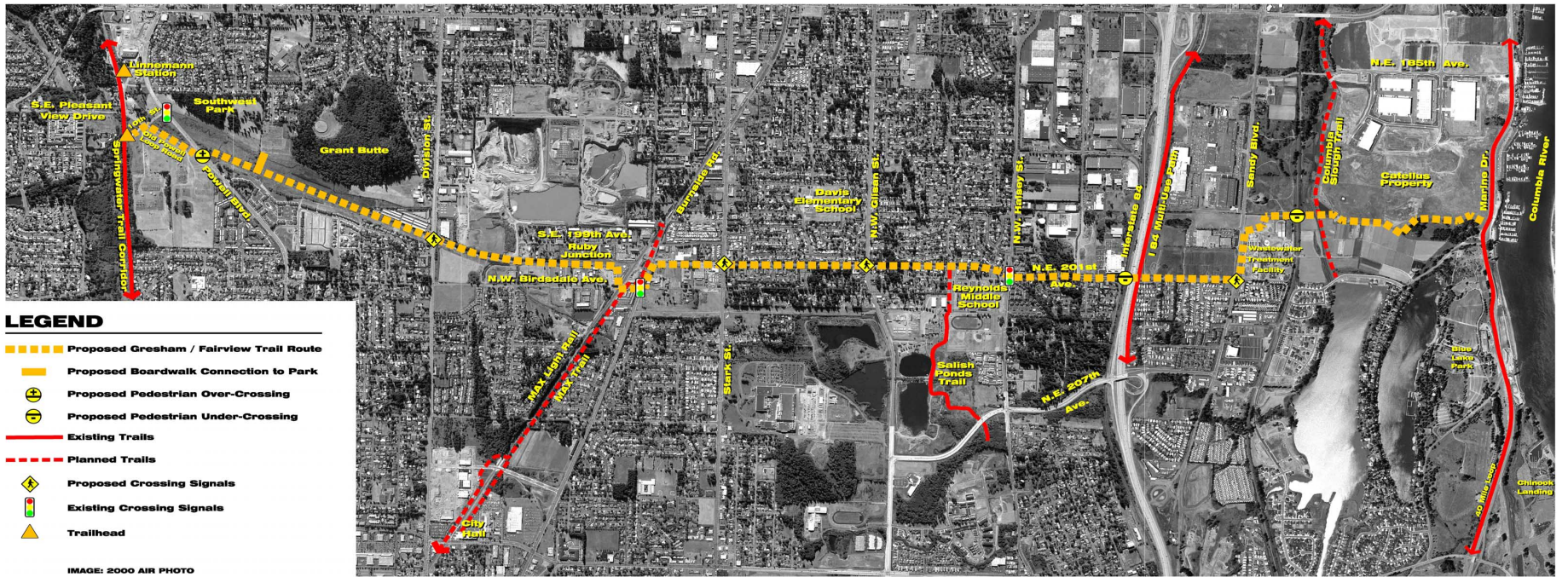
Catellus Property Beyond Railroad



Columbia Slough



Marine Drive



NORTH
 0 300' 600' 1200'
 APPROXIMATE SCALE
 January 29, 2001

GRESHAM / FAIRVIEW TRAIL MASTER PLAN

Parks and Recreation Division, City of Gresham

PRELIMINARY TRAIL ALIGNMENT 

Chapter 2: Natural Resources And Trail Facilities Along the Gresham/Fairview Trail

The Gresham/Fairview Trail will be developed within and in close proximity to natural resources and will provide connections to other existing trail systems. The natural resource areas include wetlands and riparian greenways of Fairview Creek and the Columbia Slough. The trail alignment provides views of Grant Butte, Jenne Butte, and other nearby buttes of volcanic origin. The trail also will provide a connection between the Springwater Trail Corridor and the Columbia River portion of the 40-Mile Loop Trail. All of these resources and facilities offer excellent opportunities for interpretive and directional signage along the trail.

These resources and facilities are addressed below from south to north.



Fairview Creek/Southwest Community Park

Johnson Creek

As one of the region's last free-flowing urban creeks, Johnson Creek is a valuable resource for the community. The Creek is also home to federally listed steelhead, making it one of the few urban waterways in the nation with a listed species.

Springwater Trail Corridor

The 4.8-mile segment of the Springwater Trail Corridor (STC), within Gresham's city limits, is the most popular existing public trail. Completed in 1996, Gresham's segment of the STC is a 10 to 12-foot wide asphalt-paved multi-use path which parallels Johnson Creek.

The STC is part of the region-wide Metro Greenspaces Program aimed at protecting and preserving open space and creating recreational trails. The STC was the first urban rails-to-trails conversion project in Oregon, and is part of the '40-Mile Loop' regional trail system, which includes over 140 miles of planned and already developed trails.



Springwater Trail

In 1993, an estimated 376,000 user trips were made on the STC. It is projected that by 2001, more than 1,000,000 user trips will be made annually on the STC.

Linnemann Station Trailhead

The Linnemann Station trailhead is located at the site of a former railway station at the junction of the Springwater Division rail line and another short line, which extended to the north to the Columbia River. The station was constructed circa 1903. The trailhead, currently under design, will primarily serve the Springwater Trail Corridor. Users will also be able to access the Gresham/Fairview Trail from this trailhead. Design and construction is being funded in part through a \$532,000 Metro grant.

Southwest Community Park

The City intends to develop a community park on approximately 18 acres of property west of the wetlands and north of Powell Boulevard. This property is partially wooded and slopes towards the creek. The future park includes two



Linnemann Station

tree groves which have recently been designated as Significant Tree Groves by the City of Gresham. These groves include a Douglas fir forest and a western red cedar mixed grove. The proposed Gresham/Fairview Trail will provide an opportunity for access to this future park.

Fairview Creek

Fairview Creek flows northward to Salish Ponds from the City-owned wetlands and open space existing between Powell Boulevard and Division Street and eventually to Fairview Lake. This open space area provides valuable fish and wildlife habitat, which is being preserved and enhanced as part of the City's open space conservation effort.

Grant Butte

Grant Butte is one of eight dormant volcanic formations which are natural landmarks within the Gresham area. Grant Butte rises to an elevation of 602 feet and has upland forest vegetation with second growth conifer trees. Dominant species are Douglas fir, red alder, and

bigleaf maple. The forest cover provides important wildlife habitat, watershed protection, and aesthetic benefits. The Gresham/Fairview Trail provides scenic views of Grant Butte, as well as views of other buttes in the southern end of the city.

MAX Trail

The MAX Trail is a proposed off-street multi-use trail connecting Tri-Met's Cleveland station to the Ruby Junction station.

Salish Ponds Trail

Located between Halsey and Glisan streets and opened in October 1999, the 70-acre Salish Ponds Wetlands Park is Fairview's largest city park.

I-84 Multi-Use Bike/Pedestrian Path

The I-84 Path parallels the interstate highway from NE 122nd to 207th. The path is 10 to 12-foot wide and is maintained by the state of Oregon.

Columbia River Slough Greenway Hiking Trail

The Columbia Slough extends 18 miles between Fairview Lake on the east to the Willamette River at Kelley Point Park on the west. A portion of the Columbia Slough crosses through the north end of Gresham. The Columbia Slough Trail is planned to parallel the Slough from Fairview Lake to Kelley Point Park.

40-Mile Loop

The 40-Mile Loop along Marine Drive is part of the regional trail system. This existing trail consists of designated bike lanes along both shoulders of Marine Drive.

Metro's Blue Lake Regional Park

Metro's Blue Lake Regional Park is located along the north shore of a 64-acre natural lake. Blue Lake Park provides opportunities for boating, fishing, swimming, picnics, community events and special programs throughout the year.



Grant Butte



MAX Light Rail



Columbia Slough

Chapter 3: Trail Master Plan Development

Public Involvement

During the trail planning process, many route options were identified and evaluated at meetings with interested citizens, property owners, city officials and staff, other local agency staff, and the trail planning team. The preferred trail route was determined based on user safety, ease of use, land ownership, cost effectiveness, and public involvement.

Community involvement was an integral part of this trail planning process. Two public meetings were held at Gresham City Hall to gather input from interested citizens. To advertise these public meetings, over 18,000 flyers were mailed to residents living within the surrounding neighborhood associations. Citizens and businesses were contacted within the Hollybrook, Centennial, Northwest, Rockwood, and North Gresham neighborhood associations.

In addition, trail planning coordination meetings included two meetings with a subcommittee comprised of citizens interested in the trail, and three meetings with a Technical Advisory Committee (TAC) made up of representatives from Multnomah County, Oregon Department of Transportation, City of Fairview, Portland General Electric, Pacific Power & Light, Tri-Met, and City of Gresham Transportation Engineering and Transportation Planning staff.

The Plan was also presented to the Parks &

Recreation Council Advisory Committee, the Transportation System Council Advisory Committees, the BIKE-PED Task Force, and the Gresham Planning Commission.

Community Concerns

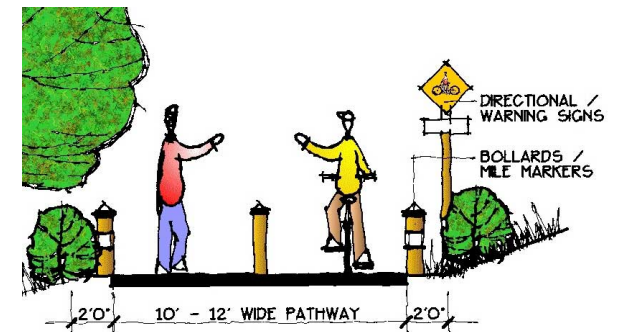
Residents who attended the public meetings expressed the following concerns:

- The trail segment as a multi-use path along the west side of Birdsdale Avenue would pose negative impacts to existing residential and business properties. It was also stated that this trail segment would be dangerous because of the high speeds and heavy volumes of traffic on this street. Neighbors suggested that an off-street route should be considered, such as through Tri-Met's Ruby Junction maintenance yard.
- The trail could have adverse impacts on the valuable wetlands and wildlife habitat existing along Fairview Creek.
- Routing the trail through the future Southwest Community Park site would be premature and should be determined as part of the park's master planning process.
- The trail north of Stark Street should be screened or buffered with landscaping and/or fencing to minimize impacts to adjacent private residential properties.

Responses to Community Concerns

These concerns were addressed as part of the trail master plan process.

- It was determined that the trail would be better located through the Ruby Junction facility than along Birdsdale Avenue. An easement through Ruby Junction is being negotiated with Tri-Met.
- The potential impacts upon wetlands and wildlife habitat have been addressed by Fishman Environmental Services' *Natural Resource Documentation and Impact Analysis*.
- The trail alignment is not routed through Southwest Community Park.
- The trail through the PGE Corridor will not be closer than 30 feet from adjacent properties and will be screened with plant material to protect the privacy of the adjacent property owners.



Typical Trail Section

Meetings

The following is a summary of meetings which have been held for the Gresham/Fairview Trail Master Plan:

September 24, 1998 - TAC Meeting No. 1. Planning workshop was held.

October 6, 1998 - Trail route options were presented to trails subcommittee.

October 20, 1998 - Public Meeting/Open House No. 1. Trail route options were presented.

October 29, 1998 - Trail presentation to the Bike-Ped Task Force.

November 4, 1998 - TAC Meeting No. 2. Review of options and preferred trail route.

November 12, 1998 - Public Meeting/Open House No. 2. Preferred trail route was presented.

November 18, 1998 - Trail presentation was made to the Gresham Parks and Recreation Council Advisory Committee (PRCAC).

December 14, 1998 - Trail presentation was made to the Gresham Planning Commission.

December 16, 1998 - Pre-application conference was held with City planning and

development engineering staff regarding Phase I trail construction project.

December 23, 1998 - Gresham Transportation Planning Section memo regarding City staff review comments.

January 5, 1999 - Trail project was discussed with the Columbia Slough Watershed Council.

January 7, 1999 - Trail project was discussed at the Gresham TSCAC meeting.

January 19, 1999 - Meeting with City's trails maintenance staff regarding Phase I trail design and construction.

January 20, 1999 - TAC Meeting No. 3.

January 26, 1999 - Council workshop to discuss trail alignment between Powell Boulevard and Division Street.

January 28, 1999 - Trail presentation. Meeting with Centennial Neighborhood Association to discuss trail alignment north of Powell Boulevard.

February 9, 1999 - Second meeting of the trail's subcommittee.

February 16, 1999 - Trail presentation was made to the Gresham City Council.

March 3, 1999 - North Gresham Neighborhood Association Meeting - trail presentation.

March 15, 1999 - Trail presentation to the Neighborhood Coalition.

March 16, 1999 - Master Plan and Phase I trail construction project was presented to the Gresham City Council for their approval. Master Plan and Phase I Design tabled pending further public meetings/input.

April 29, 1999 - Meeting with Bike-Ped Task Force to discuss trail alignment north of Powell Boulevard.

August 18, 1999 - PRCAC trail update and review of request for funding for Statewide Enhancement Grant.

October 5, 1999 - City Council review of Statewide Enhancement Grant proposal for funding the trail.

October 12, 1999 - Updated memo sent to Johnson Creek Watershed Council (requested a memo rather than an update at their meeting).

October 13, 1999 - Update memos sent to Bike-Ped Task Force and TSCAC (requested a memo rather than a meeting).

November 9, 1999 - TAC meeting No.4 to discuss new options for the trail alignment.

November 17, 1999 - PRCAC update regarding funding, trail alignment options.

December 1, 1999 - Meeting with Fairview Creek Watershed Council to discuss trail alignment options.

December 9, 1999 - Public Workshop No.3 - discussed potential new alignments, outstanding issues, etc.

January 10, 2000 - Neighborhood Coalition - update meeting, discussion of options.

January 25, 2000 - Council policy development meeting to discuss the Springwater Trail to Division Street alignment via Birdsdale Avenue .

February 9, 2000 - Meeting with Gresham Parks and Recreation Committee concerning comments and direction on the trail master plan.

March 9, 2000 - Joint meeting of Centennial and Southwest Neighborhood Associations - update on planning and development of trail.

May 3, 2001 - Joint meeting with Gresham Transportation Council Advisory Committee and Gresham Bicycle Pedestrian Task Force. Review of Powell and Division crossing options and preferred alternatives.

May 8, 2001 - TAC meeting review of Powell and Division crossing options and preferred alternatives.

May 16, 2001 - Meeting with Gresham Park and Recreation Council Advisory Committee concerning Powell and Division crossing options and preferred alternatives.

June 18, 2001 - Meeting with Gresham Parks and Recreation Council Advisory Committee concerning Powell crossing options and natural resource and documentation and impact analysis.

June 27, 2001 - Meeting with Scott Forrester and Reita Hribernick concerning Powell crossing analysis and natural resource documentation and impact analysis.

July 2001 - Centennial Neighborhood Association meeting update presentation concerning trail master plan.

August 22, 2001 - Met with Fairview Creek Watershed Conservation Group to discuss trail alignment north of Powell Boulevard.

November 14, 2001 - Gresham Parks and Recreation Council Advisory Committee. Update on trail master planning and tentative recommendation of approval.

November 26, 2001 - Gresham Planning Commission. Review and discussion of draft trail master plan.

January 14, 2002 - Gresham Neighborhood Coalition. Recommended crossing Powell Blvd. at the railroad bed.

January 16, 2002 - Gresham Parks and Recreation Council Advisory Committee. Recommendation of approval.

January 23, 2002 - Fairview Creek Watershed Council. Recommended crossing Powell Blvd. at the railroad bed.

February 5, 2002 - Gresham City Council. Reviewed and adopted the draft trail master plan.

This totals approximately 47 meetings held over a three-year period.



Coordination With Other Planning Efforts

In developing the Master Plan for the Gresham/Fairview Trail, the following plans, guidelines and handbooks were consulted.

Americans with Disabilities Act Accessibility Guidelines

The Gresham/Fairview Trail will be made accessible per applicable outdoor recreation standards, best practices and guidelines.

Gresham Parks, Recreation & Open Space Master Plan (1995)

The Gresham/Fairview Trail will provide access to many other trails, open spaces, parks, and schools.

Gresham Trails Master Plan (1996)

The proposed Gresham/Fairview Trail is consistent with the Goals set forth in the 1996 Gresham Trails Master Plan.

Springwater Trail Corridor Master Plan (1991)

The Gresham/Fairview Trail will link the Springwater Corridor Trail with several other regionally significant trails. It will enhance access and add variety to the Springwater Trail. Design standards for the Gresham/Fairview Trail will be similar to the Springwater Trail to provide visual and functional cohesiveness between the two.

Oregon Bicycle and Pedestrian Plan (1995)

Design safety standards for the trail will be consistent and comply with accepted practices and standards.

Metro 2040 Plan (1991)

The Gresham/Fairview Trail will provide alternative transportation links consistent with Metro's 2040 Plan.

Metro Greenspaces Master Plan (1992)

The Gresham/Fairview Trail is consistent with and meets the goals of Metro's Greenspaces Master Plan by interconnecting regional parks, natural areas, trails and greenways for fish, wildlife and people.

40-Mile Loop Master Plan (1983)

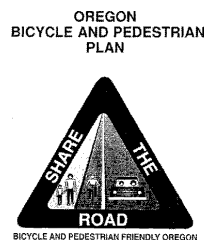
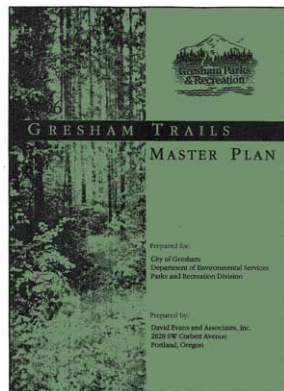
The Gresham/Fairview Trail will link the 40-Mile Loop with several other regionally significant trails. Access to the 40-Mile Loop will become safer and more convenient.

Columbia South Shore Slough Trail Master Plan (1993)

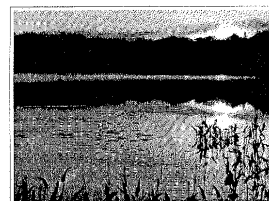
The Gresham/Fairview Trail will link the Columbia South Shore Slough Trail with several other regionally significant trails.

Tri-Met Planning and Design for Transit Handbook

Trail connections to Tri-Met's transit facilities will be provided to allow safe and convenient off-street access.



COLUMBIA SOUTH SHORE SLOUGH TRAIL MASTER PLAN

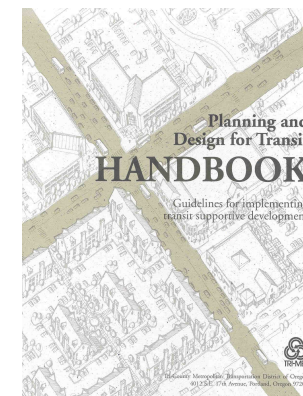


STAFF RECOMMENDATIONS TO CITY COUNCIL

PORTLAND PARKS AND RECREATION
BUREAU OF PLANNING
PORTLAND DEVELOPMENT COMMISSION

CITY OF PORTLAND

JULY 2, 1993



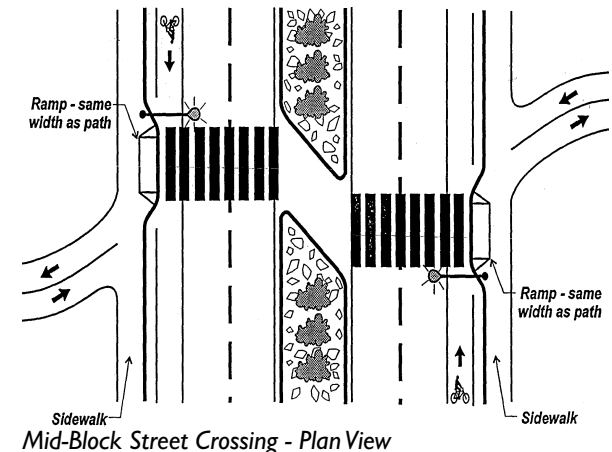
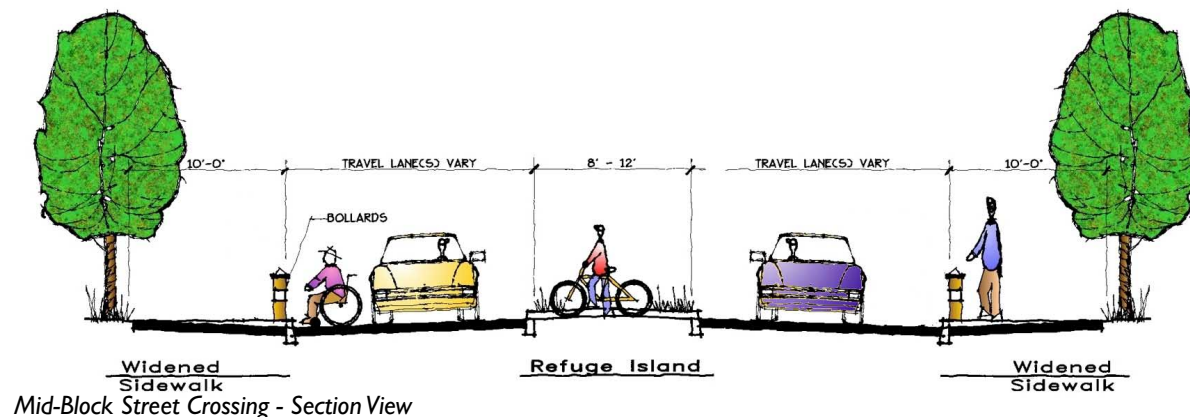
Chapter 4: Trail Improvement Recommendations

The following describes the master plan recommendations based on the input received from citizens, City staff, the Technical Advisory Committee, and other public agencies. These recommendations are organized into five general categories: trail improvements, corridor easement/acquisitions, management and maintenance, and signage overview.

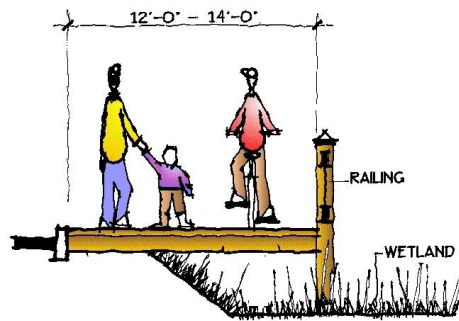
Recommended Trail Improvements:

- Trail surfacing material should be concrete or asphaltic concrete pavement over a compacted gravel base. The paved trail width should be a minimum of 10 feet wide to a maximum of 14 feet wide (preferred width), with 2-foot wide gravel shoulders. These improvements are necessary to assure that the trail will accommodate wheel chairs, strollers, maintenance vehicles, and emergency vehicles as well as bicyclists, skaters, and pedestrians
- Boardwalks are proposed for trail crossings of wetlands to avoid filling the wetlands. Anti-slip surfaces with drain holes may be used to allow light to penetrate below the surface to benefit vegetation and to also reduce the possibility of injury from slipping during wet or icy conditions.

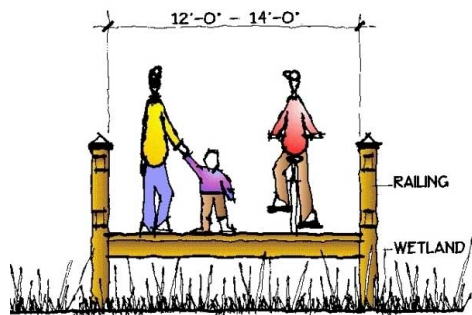
- The trail will be designed and installed to applicable accessibility standards, best practices, and current guidelines at the time of implementation.
- Median refuges, high-visibility “ladder” crosswalks and other striping specific to mid-block crossings, trail user-activated pedestrian signals, signage, overhead lighting improvements, wide curb ramps, specialized paving, bollards, and curb extensions are recommended for the trail mid-block crossings of Division, Stark, and Glisan Streets for trail user safety. Signals will be installed as traffic warrants are met.
- Construction of the trail adjacent to 201st Avenue between Halsey Street and Sandy Boulevard is recommended to be part of future roadway and sanitary sewer improvement projects.



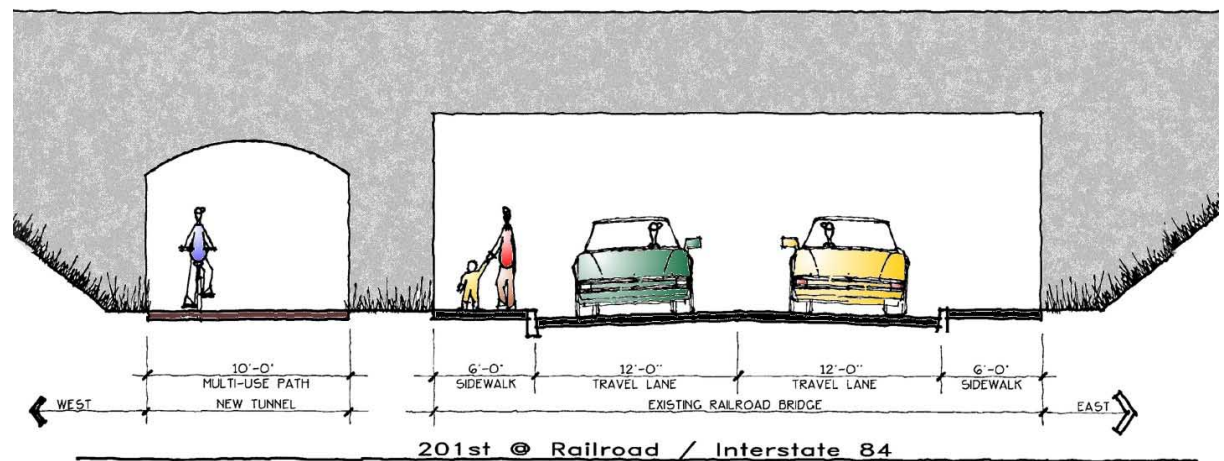
- A trailhead is recommended at the Gresham/Fairview Trail's connection to the Springwater Trail. It is anticipated that the City's Linnemann Station along the Springwater Trail and Metro's Blue Lake Park will also serve as trailheads with parking for users of this trail.
- Trail user improvements are recommended for Burnside, Halsey, and Sandy intersections and may include bollards, pedestrian/bicycle detection systems, roadway illumination, "ladder" type crosswalks, signing, 10-foot wide curb ramps, and "no right turn on red" for east bound vehicles.
- A consistent theme of orientation, regulatory, and interpretive signs should be implemented along the trail route.
- It is anticipated that equestrians will not use the trail because of the seven arterial boulevards/streets the trail crosses.
- Due to increasing traffic on Sandy Boulevard, a new automobile and trail user signal is recommended for the intersection at 201st and Sandy Boulevard. Improvements may include bollards, pedestrian/bicycle detection systems, roadway illumination, "ladder" type cross walk, signing, wide curb ramps, and a curved path approaching the crossing.
- A new box culvert or new tunnel is recommended for the trail crossing under the existing Union Pacific Railroad tracks north of Sandy Boulevard.
- Toilet facilities (either porta-potties or restrooms) at trailheads should be provided for trail users at both ends of this trail and at a mid-point along the trail.



Boardwalk Adjacent Street



Boardwalk over Wetland



Proposed Trail Opening at Railroad Overpass

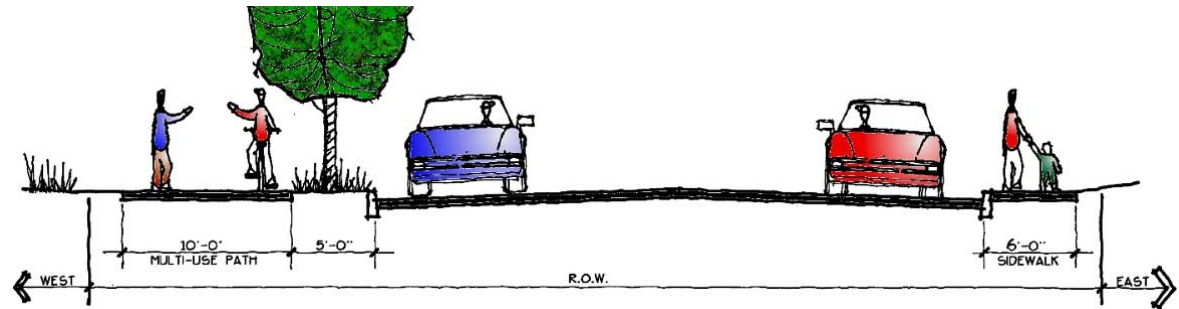
Recommended Trail Corridor Easements/ Acquisitions:

The City will need to acquire property or access easements for the trail corridor. Portions of the corridor are currently owned by Tri-Met, Portland General Electric, and private landowners.

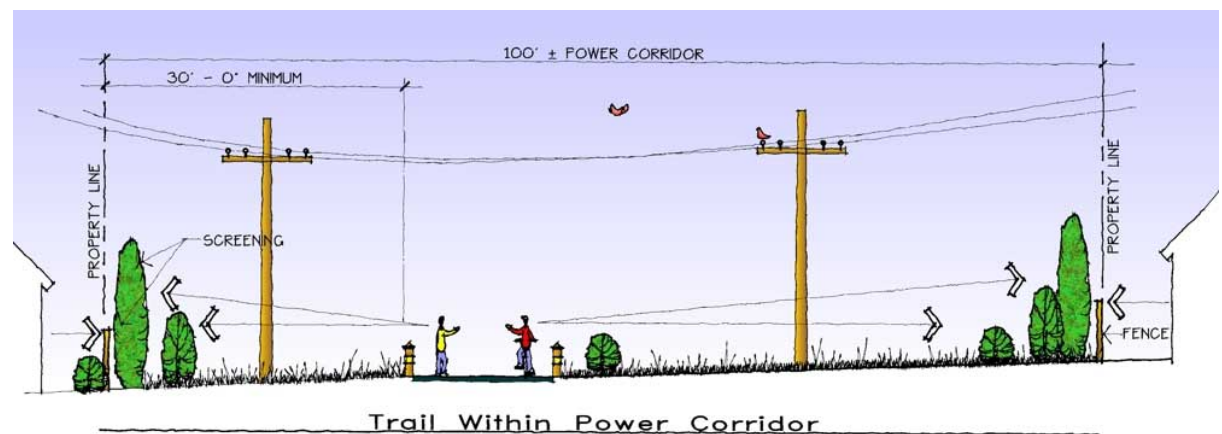
- The City has acquired land from Tri-Met for this trail to be developed between Powell Boulevard and Division Street.
- An easement is being obtained for access through Tri-Met's Test Track and Ruby Junction maintenance facility.
- The City of Gresham is seeking to acquire an approximately 1.19-mile easement, at no cost, to locate the trail within Portland General Electric's 100-foot wide power line corridor. The corridor is located west of 202nd Avenue between Burnside and Halsey Streets. The trail will be designed to accommodate maintenance vehicles. The trail within the PGE corridor will improve connections to two schools in this area, Reynolds Middle School and Davis Elementary School.
- South of Halsey Street, the Gresham/ Fairview Trail comes very close to the Salish Ponds Trail. A connection may be possible through Reynolds Middle School to the Salish Ponds Trail. The Salish Ponds Trail leads through the natural area and eventually to Fairview City Hall.

- Additional right-of-way will be required to construct the trail section along 201st Avenue, between Halsey Street and Sandy Boulevard. The existing road is narrow and the terrain steep. Current conditions will not allow for a separated multi-use trail or on-street bike lanes. Future plans for redevelopment of 201st Avenue should include the addition of a multi-use trail. The trail right-of-way will also be coordinated with Gresham Wastewater Services Division as they acquire easements for sanitary sewer lines.

- The City of Gresham is seeking an easement for the trail along the east edge of Catellus' Southshore Corporate Park industrial development south of Marine Drive. Eight thousand people will eventually be employed within the area so this connection will provide excellent alternative transportation to those who will work there.



Future 201st Avenue



PGE Corridor

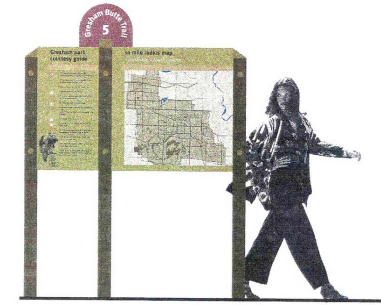
Trail Management & Maintenance Recommendations:

The management and maintenance strategy for the Gresham/Fairview Trail is described in detail in Chapter 10 of the 1996 Gresham Trails Master Plan report.

Signage Overview

Signage will play a crucial role in ensuring the successful use of the Gresham/Fairview Trail. Residents and visitors alike will require orientation, guidance, and information about permissible trail uses. Trail users will also appreciate interpretive information about the many natural, historical, and cultural features found along and in proximity to this trail.

Signage guidelines were developed as an integral part of the city-wide Gresham trails planning process. These signage guidelines were summarized in the *1996 Gresham Trails Master Plan* document and described in detail in a separate report, the *1997 Gresham Trails Signage Guidelines*.



November 14, 1997

Sea Reach Ltd.
PO Box 112
Rose Lodge, OR 97372

Studio Reedijk
5206 SW Cluster
Portland, OR 97219



Orientation, Directional, Warning Signs

Chapter 5: Implementation Phasing and Funding Summary

The City has \$1,517,000 available for construction (\$1,076,000 Federal Grants and \$441,000 City Funding) for this trail. The City will have to acquire additional funds for trail construction to complete the project. At this time it has not been decided which Segment will be selected as the first phase of implementation and construction.

Segment A - Springwater Trail to Division Street	\$2,815,426
Segment B - Division Street to Burnside Street	\$483,538
Segment C - Burnside Street to Halsey Street	\$1,694,761
Segment D - Halsey Street along 201st Avenue to Sandy Blvd.	\$381,070
Segment E - Sandy Blvd. to Marine Drive	\$2,024,438
Preliminary Estimated Total	\$7,399,233*

* These figures include construction, architecture, engineering, contingency, and administration but do not include land acquisition costs for Segments D and E, Halsey Street along 201st Avenue to Marine Drive.



Blackberries Found Along the Trail



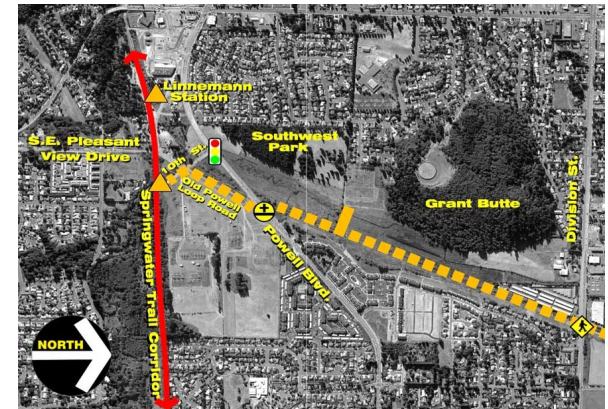
Trail Provides Opportunities for Nature Study



Preliminary Trail Construction Estimate, Segment - A
Springwater Trail to Division Street

Approximate trail length of Segment A = 5,650'

Mobilization & Permits	\$ 48,670
Site Preparation Work	\$ 35,000
Grading Work – Trail Surface	\$ 35,000
Gravel Base for Trail Surface	\$ 98,875
Asphalt Paving	\$ 70,625
Boardwalk at Farm Road	\$ 152,460
Separated Over-Crossing Ramp Over Powell Blvd.	\$814,500
Erosion Control Seeding	\$ 6,900
Wetlands Mitigation Plantings (along trail)	\$ 11,500
Trail Facilities (signs, benches, bollards)	\$ 10,000
Trailhead	\$ 368,000
Division Street Mid-Block Crossing with Signal	\$ 270,000
Estimated Sub-Total	\$ 1,921,530
Architecture and Engineering, 20%	\$ 384,306
Contingency, 10%	\$ 230,584
Administration, 11%	\$ 279,006



Segment A



View to SW Community Park from Existing Farm Road

Preliminary Estimated Total with Separated Over-Crossing Ramp \$ 2,815,426

Preliminary Trail Construction Estimate, Segment - B

Division Street to Burnside Street

Approximate trail length of Segment B = 4,100'

Mobilization & Permits \$ 26,365

Demolition \$ 25,000

Site Preparation Work \$ 34,500

Grading Work – Trail Surface \$ 20,500

Gravel Base for Trail Surface \$ 71,750

Asphalt Paving \$ 41,000

Pedestrian Crossing Signal Modifications at Burnside Street \$ 80,000
(crosswalk striping, curb, and pedestrian crossing signals)

Erosion Control Seeding \$ 5,900

Trail Facilities (signs, benches, bollards) \$ 25,000

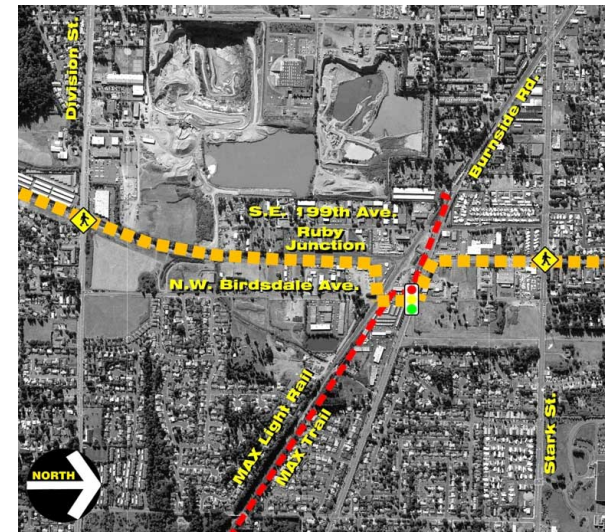
Estimated Sub-Total \$ 330,015

Architecture and Engineering, 20% \$ 66,003

Contingency, 10% \$ 39,602

Administration, 11% \$ 47,918

Preliminary Estimated Total \$ 483,538



Segment B



Tri-Met's Ruby Junction Facility

**Preliminary Trail Construction Estimate, Segment - C
Burnside Street to Halsey Street**

Approximate trail length of Segment C = 6,650'

Mobilization & Permits	\$ 98,000
Site Preparation Work	\$ 50,000
Grading Work – Trail Surface	\$ 39,900
Gravel Base for Trail Surface	\$ 179,550
Asphalt Paving	\$ 139,650
Stark Street Mid-Block Crossing with Signal	\$ 270,000
Glisan Street Mid-Block Crossing with Signal	\$ 270,000
Erosion Control Seeding	\$ 9,576
Trail Facilities (signs, benches, bollards)	\$ 20,000
Pedestrian Crossing Signal Modifications at Halsey Street	\$ 80,000
Estimated Sub-Total	\$ 1,156,676
Architecture and Engineering, 20%	\$ 231,335
Contingency, 10%	\$ 138,801
Administration, 11%	\$ 176,949
Preliminary Estimated Total	\$ 1,694,761



Segment C



PGE Corridor Looking North

**Preliminary Trail Construction Estimate, Segment - D
Halsey Street along 201st Avenue to Sandy Blvd.**

Approximate trail length Segment D = 3,950'

Mobilization & Permits	\$ 30,100
Site Preparation Work	\$ 50,000
Grading Work – Trail Surface	\$ 37,000
Gravel Base for Trail Surface	\$ 69,125
Asphalt Paving	\$ 49,375
Erosion Control Seeding	\$ 9,480
Trail Facilities (signs, benches, bollards)	\$ 15,000
Estimated Sub-Total	\$ 260,080
Architecture and Engineering, 20%	\$ 52,016
Contingency, 10%	\$ 31,210
Administration, 11%	\$ 37,764
Preliminary Estimated Total	\$ 381,070



Segment D



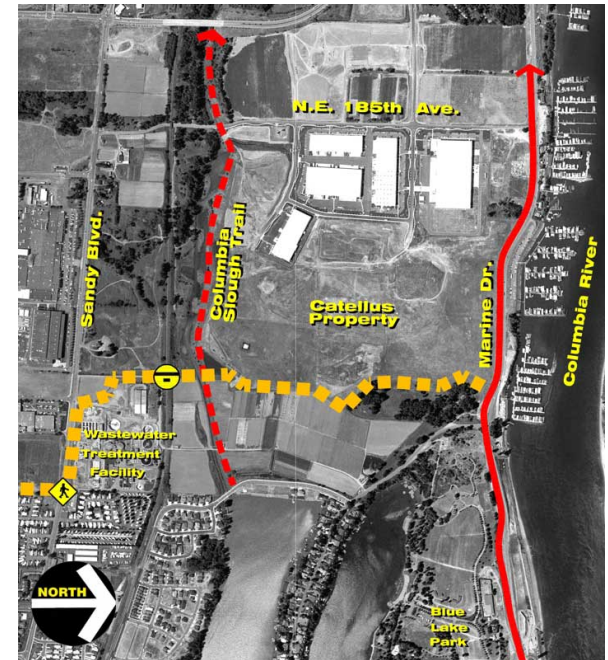
201st Avenue Looking North

Preliminary Trail Construction Estimate, Segment - E
Sandy Blvd. To Marine Drive

Approximate trail length of Segment E = 5,650'

Mobilization & Permits	\$52,900
Demolition	\$25,000
Site Preparation Work	\$34,500
Grading Work – Trail Surface	\$22,000
Gravel Base for Trail Surface	\$82,250
Asphalt Paving	\$58,750
Pedestrian Crossing Signal at Sandy Blvd.	\$270,000
Erosion Control Seeding	\$11,280
Trail Facilities (signs, benches, bollards)	\$25,000
Tunnel under Railroad	\$600,000
Clearspan Pedestrian Bridge across Columbia Slough	\$200,000
Estimated Sub-Total	\$ 1,381,680
Architecture and Engineering, 20%	\$276,336
Contingency, 10%	\$165,802
Administration, 11%	\$200,620
Preliminary Estimated Total	\$2,024,438

The Type III review and approval process for this project will include:



Segment E



View to Mt. Hood from Catellus Property

Chapter 6: Trail Development Approval Process

Gresham's Community Development Plan defines a multi-use path as a Type III community service use. Approval of the trail as a community service use will require a public hearing and approval by the Planning Commission. The multi-use path will also require site design review as part of the Type III development permit. Portions of the trail will need to be reviewed for compliance with applicable regulations of the natural overlay zoning district, the floodplain overlay zoning district, and the open space overlay zoning district. Portions of the trail corridor are located within each of these overlay zoning districts.

The trail development approval process provides many opportunities for public input. The following describes this trail development approval process:

- Neighborhood meetings
- Prepare concept trail design
- Parks and Recreation Council Advisory Committee meeting (public input)
- Pre-application conference
- Site survey (if needed)
- Finalize trail design plan
- Application for development permit



Appendix A

Gresham/Fairview Trail Letters of Comment



Fairview Creek Watershed Council

February 1, 2002

Charles Becker, Mayor
City of Gresham
1333 NW Eastman Parkway
Gresham, OR 97030

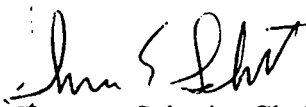
Dear Mayor,

The Fairview Creek Watershed Council would like to offer a letter of support for Option #1 for the proposed Fairview Trail. We feel that this option would increase access to the creek while having the least impact on the watershed. We encourage the council to support this option in its vote.

Wednesday January 23rd members of the Fairview Creek Watershed Council approved supporting Option #1 of the trail, with a condition that the proposed boardwalk be constructed over the existing path crossing the Creek. We feel construction of this boardwalk will limit damage to the watershed and allow a conduit for pedestrians to safely cross the creek. The watershed council would like to see Option #1 with the boardwalk built for the following reasons:

1. Construction of the trail on the existing railway bed will limit the environmental impact of construction on Fairview Creek and the watershed.
2. The path will increase access to Fairview Creek and provide increased opportunities for watershed education and involvement.
3. The boardwalk will minimize the impact of pedestrians crossing the stream, protecting water quality and limiting crossings in wetlands or sensitive areas.

We are excited for the development of the Fairview Trail and the possibilities it will present for our watershed. Option #1, with the proposed boardwalk constructed, best meets our vision of a trail and lessens the impact on water quality. Thank you for your consideration.



Shannon Schmitt, Chairperson

Fairview Creek Watershed Council
P.O. Box 36 Fairview, OR 97024

Phone: (503)-231-2270 Fax: (503)-231-2271 (phones courtesy of East Multnomah SWCD)

Fairview Creek Watershed Council is committed to developing and implementing a plan to protect and enhance livability and natural resources within the Fairview Creek Watershed.

(a tax exempt charitable organization, EIN# 93-1294305)



January 28, 2002

City Council
City of Gresham
1333 NW Eastman Parkway
Gresham, OR 97030

Re: Gresham-Fairview Trail

The Sierra Club Columbia Group recommends the rail right-of-way (Option #1) for the trail alignment to connect the Springwater Trail through to Division Street. This alignment appears to have less potential impact than Option #2 on the adjacent wetlands area.

The Sierra Club Columbia Group recommends against any development of the Southwest Community Park alignment (Option #2) until a master plan is developed for the wetland area and future park, including a wetland impact analysis. We believe the master plan should assure connectivity between upland s and wetlands habitat for amphibians and reptiles, and should protect wetland water quality.

We also urge the City of Gresham to fully follow the NEPA process as planning proceed. for construction of this trail.

We thank you for the opportunity to comment on plans for the Gresham-Fairview trail.

Scott Chapman, Chair
Sierra Club Columbia Group

January 15, 2002

Mayor Chuck Becker
Gresham City Council
1333 NW Eastman Pkwy
Gresham, OR 97030

Dear Mayor Becker & Council,

On January 14, 2002 the Gresham Neighborhood Coalition discussed the upcoming Draft Parks Master Plan going before the Gresham City Council on February 5, 2002.

The Coalition has had several presentations regarding the Gresham Fairview Trail, along with a number of our Neighborhood Associations. The Coalition recognizes and acknowledges the number of hours staff, consultants and citizens have put into this document.

The discussion of the Master Plan itself centered on the two options that were discussed for the Powell Boulevard Crossing and the environmental issues attached to it. The Coalition is encouraging the Gresham City Council to support that portion of the Master Plan that favors Option #1 over Option #2.

The reasons for support of this option included:

- ❖ Most direct north-south route
- ❖ Avoids environmental issues at the future SW Community Park
- ❖ Allows for uninterrupted traffic flow along Powell Blvd.

We would encourage you to strongly consider the language in the Master Plan, as it may be some time before the Plan is carried forward to fruition. A number of other issues may, in the future, affect the width of the roadway, the construction of the future park or the environmental concerns along the trail. It is the intent of the Coalition to narrow the Option to #1 to give the clearest direction to those making the decisions in the future.

Thank you for your consideration on this issue.

Sincerely,



Mary Martin, Chair
Gresham Neighborhood Coalition

Northwest Gresham Neighborhood Association

Revised minutes of November 7, 2001 meeting

Call to Order:

Scott Forrester, President, called the meeting to order at 7:05 p.m. in the Barlow Trail Room in Gresham City Hall.

Officers Present:

Scott Forrester, President
Wally Thorsell, Vice President
Al Baresch, Treasurer
Barbara Panek, Secretary
Elizabeth Livingston, Land Use Chairman

Attendance:

Estimated at 20

New Business

Southwest Community Neighborhood Park

- Scott spoke about this proposed park, and the draft Gresham Fairview Trail Master Plan. We have been asked by the Centennial Neighborhood Association to join them in support of the proposal that would follow the old railroad track, and not disturb the wetland.
- Possible relocation of signal at Powell and 190th Av. Might re-open old Powell Loop.
- A motion was made and seconded to have Scott draft and send a letter stating our support, to Bruce Warner at ODOT, to City of Gresham Parks Division, and to City of Gresham Planning. (Laurie Monnes Anderson abstained.)

Adjournment

The meeting was adjourned at 8:35 p.m.

Respectively submitted,

Barbara Panek, Secretary

2/11/02

Removed references that were not pertinent to the Park issue.
Barbara Panek, Secretary

CENTENNIAL NEIGHBORHOOD ASSOCIATION

August 13, 2001
REVISED JANUARY 18, 2002

RECEIVED

FEB - 5 2002

CITY OF GRESHAM

Charles Becker, Mayor
City of Gresham
1333 NW Eastman Parkway
Gresham, OR 97030-3813

Dear Mayor:

At the Centennial Neighborhood Association (CNA) meeting of August 2, 2001, the members voted unanimously in favor of building the Gresham-Fairview Trail that will connect to the Springwater Trail by following the abandoned railway bed from Powell Boulevard to Division Street. In addition, the CNA recommends that the Powell Boulevard crossing only be at **OPTION 1***.

By using the railway bed the trail would already be half built, according to Don Robertson, Manager of the Gresham Parks and Recreation Department. Fishman Environmental Services, LLC also prefers **OPTION 1***. Please refer to Page 14 of the GRESHAM-FAIRVIEW TRAIL NATURAL RESOURCE DOCUMENTATION AND IMPACT ANALYSIS PREPARED FOR Dave Lewis and Phil Kidby, Landscape Architects for the Gresham Parks Department, July 9, 2001.

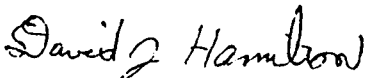
Our understanding is that using the old railway necessitates crossing Powell Boulevard east of 190th. With the City of Gresham, the Neighborhood Coalition and the adjacent Neighborhood Associations all supporting this option, we can work with ODOT to make a safe crossing at this location. Perhaps there is grant money available or a combination of funding sources that can be found to cross Powell at **OPTION 1***

There are 4 reasons for building the trail as recommended by our Association. They are:

1. It is the most aesthetic and scenic route
2. It is a straight trail which is safer and easier for bicycles, handicapped, etc.
3. It protects the Johnson Creek watershed and the wetlands
4. Permits to build on the abandoned railway bed are grandfathered in.

The Gresham City Council criteria are quality, safety and cost. By using the railway bed, all three of these criteria can be met. Thank you for your consideration of the recommendation of the CNA.

***THIS REVISED LETTER CONFORMS TO THE CURRENT DRAFT MASTER PLAN OPTION 1. CNA VOTED TO USE THE RAILROAD BED FOR THE TRAIL AND CROSSING AT POWELL. OPTION 2 SHOULD BE DELETED FROM THIS SEGMENT OF THE MASTER PLAN TO AVOID CONFUSION AND PROBLEMS IN THE FUTURE.**

Sincerely,


Dave Hamilton, President

Cc: Council Members: Thompson Lassen Butts Haverkamp Horner Hanna
ODOT.
Don Robertson

GRESHAM FAIRVIEW TRAIL – To be read at the Gresham Council meeting of 2/5/2002:

From: Anderson, Becky [mailto:randerson@water.ci.portland.or.us]

Sent: Monday, February 04, 2002 10:51 AM

To: Ocken, Rebecca

Cc: Siebenaler April (E-mail)

Subject: RE: Gresham Fairview Trail

The Gresham Fairview Trail is an important part of the Gresham Trails Master Plan because it is a much needed North/South link. It will allow commuter cyclists to travel North/South to connect the Springwater Corridor with the trails along the Columbia River. This will enable the cyclist to reach employment centers, schools, industrial areas, mass transit, and airport in a safe efficient manner.

Recreational cyclists will use the Gresham Fairview Trail to connect safely with bike routes leading to Multnomah Falls and the Columbia River, favorite destinations for recreational riders. They will also be able to connect with parks and other natural areas. Once the Springwater Trail connection to OMSI becomes a reality they will be able to use the Gresham Fairview trail to connect all the way to the East Bank Esplanade.

If we are serious about making Multnomah County a truly livable area, we need to be ever mindful to continue to fund and build our trail system, particularly those trails that serve as both commuter and recreational connections.

Respectfully,

**Rebecca Anderson
Multnomah County Bike/Ped Advisory Committee
City of Portland Bicycle Advisory Committee
Certified League of American Cyclists Effective Cycling Instructor
Ride leader for Portland Wheelmen Bicycle Club
Ride leader for Vancouver Bicycle Club
Ride leader for TNT Tandem Club
Member of PUMP mountain bike club, Salem Bike Club, Santiam Slow Spokes,
Medford Bike Club
Daily bike commuter
co-sponsor of www.blueberryrides.com, a recreational bicycle resource**

GRESHAM FAIRVIEW TRAIL - Record Copy

Sent: Tuesday, February 05, 2002 5:18 AM

Subject: Re: Gresham Fairview Trail

Rebecca:

Since it will be impossible for me to make such an early meeting, perhaps it would be possible for me to ask you to enter my e-mail comments into the record?

I have been on the Gresham Bike-Ped Task Force for seven years. Since long before my time, the Gresham Fairview Trail has been dreamed of and discussed. It would make a natural north-south connection between the two existing east-west portions of the Portland Metropolitan Area's 40 Mile Loop. Portland has already been called the best city in the United States for bicycling by Bicycling Magazine.

As the use of bicycles is exploding, Springwater trail is currently very heavily used both by bicycles and pedestrians, and this trail would serve a half million population. It would encourage bicyclists to stay off streets, thus adding to safety.

And just perhaps, as we one day run out of fossil fuels, we might look back on this as having been very far-sighted.

Dr. Chuck Hawkins



Oregon

John A. Kitzhaber, M.D., Governor

Department of Transportation

Highway Maintenance

District 2C

999 NW Frontage Road

Suite 250

Troutdale, OR 97060-9505

(503) 665-4193

PERMITS (503) 665-4006

FAX (503) 665-5419

RECEIVED
AUG 19 1999
CITY OF GRESHAM

August 17, 1999

FILE CODE:

Cynthia Bee, Parks Planner
Department of Environmental Services
City of Gresham
1333 NW Eastman Parkway
Gresham, OR 97030-3813

SUBJECT: Review of Design Alternatives for Gresham/Fairview Trail

Dear Ms. Bee:

After reviewing the three alternatives for crossing Powell Boulevard where it intersects with Powell Look Road, ODOT ranks them as follows:

ODOT Preferred – Alternative #1: Crossing at the existing signal and proceeding along the western edge of the wetlands. This option utilizes an existing signal that would make a safe crossing with minimal adjustments. Taking the trail along the western edge of the wetlands creates a pleasant experience for trail users compared with traveling along Powell Boulevard. Future widening of Powell Boulevard would not impact this alignment.

ODOT Second Choice – Alternative #2: Crossing at the existing signal then following Powell. Of the two versions of this alternative (one utilizing a boardwalk and one utilizing the shoulder of Powell), the boardwalk would be preferable. Putting two-way bike traffic on the same side of a roadway is a dangerous practice that ODOT would not endorse. A major drawback to this location is that it is likely the boardwalk would have to be relocated in the event of future widening of Powell Boulevard.



Cynthia Bee, Parks Planner
August 17, 1999
Page Two

ODOT Not Allowed – Alternative #3: A ped-activated, mid-block crossing of Powell in order to utilize the old railroad right-of-way. Because this location is very near an existing signal and because the bike/ped traffic would not meeting the minimum pedestrian volumes required by the MUTCD, ODOT would not allow this option.

If you have any questions, please give me a call at (503) 665-4193.

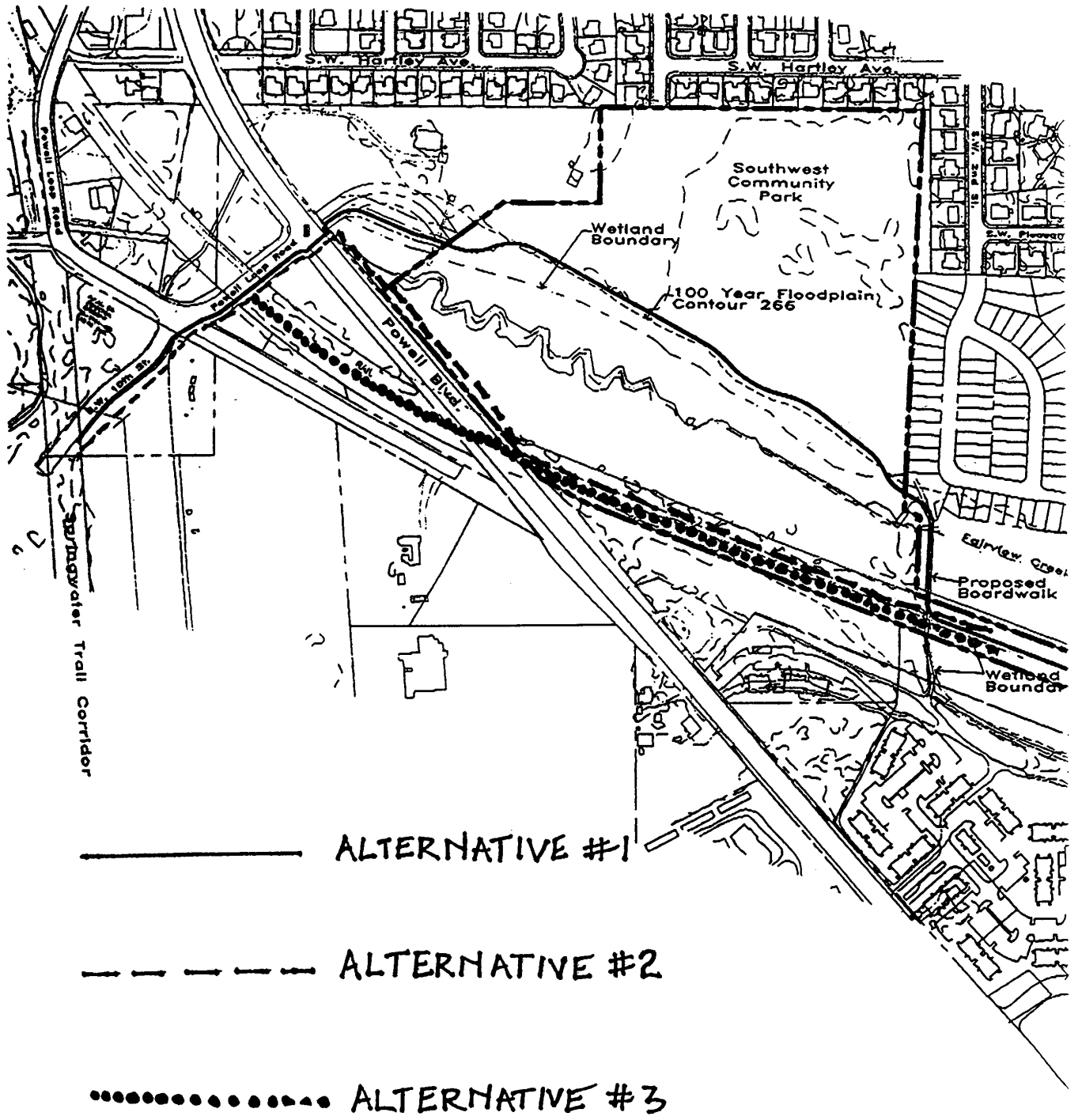
Sincerely,



Charles P. Sciscione
District 2C Manager

CPS

cc: Lee Gunderson, Assistant District 2C Manager
Darlene Maddux, Region 1 Bicycle & Pedestrian Coordinator
Lou Schwab, Region 1 Technical Support Manager
Dorothy Upton, Region 1 Traffic Investigations





CITY OF GRESHAM
Department of Environmental Services
1333 N.W. Eastman Parkway
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(503) 618-2525
Fax (503) 665-6825

To: Phil Kidby

From: Jay McCoy, P.E., PTOE.

Date: January 18, 2002

Re: Gresham Fairview Trail Xing at Powell Boulevard

On May 8th, 2001, a technical advisory committee meeting was held in which 3 design alternatives for the Powell Boulevard - Gresham Fairview trail crossing were presented and discussed. Those options have since been modified. This memo serves to document the Transportation Division's concurrence with the ODOT conditions (identified in their August 17th, 1999 memo), specifically in reference to operation of the transportation system and safety for the trail and transportation system users. Cost of facility construction was not a factor.

Due to the close proximity to the existing Powell Loop traffic signal, the Transportation Division does not support the proposal for a new signalized at-grade crossing of the Gresham-Fairview Trail at Powell Boulevard approximately 700 feet east, due to safety and operational concerns. The Transportation Division does however, support the proposal for a grade separated pedestrian overcrossing structure at the same location based on the fact that the safety and operational concerns are met by this option. Natural grade differences between Powell Blvd and the surrounding terrain supports this design option.

Options that utilize the existing traffic signal and either construct a trail to the west of the wetlands or along the north right-of-way of Powell Blvd are also acceptable, but not preferred.

Appendix B

Gresham/Fairview Trail Natural Resource Documentation
Executive Summary

Fishman Environmental Services



Fishman Environmental Services, LLC
CONSULTANTS IN ECOLOGY AND NATURAL RESOURCE MANAGEMENT

**GRESHAM-FAIRVIEW TRAIL
NATURAL RESOURCE DOCUMENTATION
AND IMPACT ANALYSIS**

Prepared for Dave Lewis, Landscape Architect,
and Phil Kidby, Landscape Architect,
City of Gresham Department of Environmental Services Parks & Recreation Division

Prepared by C. Mirth Walker, PWS, Wetlands Program Manager
with assistance of Christie Galen, Senior Ecologist,
Stacy Benjamin, Wetland Ecologist, and Steve Novotny, Fish / Aquatic Biologist I

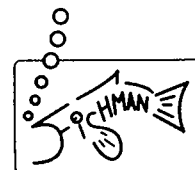
SUMMARY

At the request of the City of Gresham Parks & Recreation Division, Fishman Environmental Services, LLC (FES) conducted a document review, wetland determination and delineation, and sensitive species review for the proposed Gresham-Fairview Trail. A portion of the proposed 5.2 mile Gresham-Fairview Trail will connect the Springwater Corridor Trail south of Powell Boulevard with Division Street to the north, while providing pedestrian and bicycle access to the City's Southwest Community Park located south of Grant Butte (Figure 1). The trail will continue north from Division Street to connect with the 40-Mile Loop Trail at Marine Drive.

The area between Division and Powell contains a large wetland complex associated with an unnamed tributary to Johnson Creek in the south, and the headwaters of Fairview Creek in the north. The unnamed tributary discharges to Johnson Creek via a combined system of roadway culvert and piping. An abandoned railroad berm provides an upland path that connects Powell and Division near the eastern boundary of the wetland complex, and an existing foot trail crosses the wetland area in the vicinity of an old farm road consisting of compacted gravels with one culvert. The project area is located in T1S, R3E, Sections 8 and 17, W.M., Multnomah County, Gresham, Oregon (Figure 2).

Background information for this project includes several wetland delineations conducted by others in the trail alignment area (Palsa 1998). Delineated wetland boundaries were mapped by FES on an aerial photograph, together with our field reconnaissance results, to produce a composite map of wetland / upland boundaries for this project (Figure 3). (Figure 3 is in process and will be a digitized version of the aerial photograph overlay, originally prepared at 1 inch = 100 feet.)

Three alternative trail alignments were reviewed to evaluate potential impacts to wetlands and other natural resources. Option 1 (Figure 4) extends north from the Springwater Trail Corridor along the east side of SW 10th Street and crosses Powell Boulevard at the signal light intersection, and then utilizes the existing sewer line easement north of Powell Boulevard to the existing public gravel trail on the Bechtoldt Property / GSL Development site that connects to the old farm road wetland crossing. Options 2 and 3 (Figures 5 and 6) extend north from the Springwater Trail Corridor along



the east side of the abandoned portion of SW 10th Street to the existing abandoned paved road that goes east to connect to SW Powell Boulevard. The Option 2 trail would be located on either side of the upgraded road and this option requires a new signal light at the crossing of Powell Boulevard, as well as a slight realignment at the intersection with Powell to make a perpendicular connection with Powell. Option 3 utilizes the abandoned paved road bed for the trail; the crossing of Powell Boulevard is problematic at this time from a safety standpoint due to the lack of a signal light to provide safe pedestrian crossing. Both Options 2 and 3 then utilize the abandoned railroad berm north of Powell to Division Street.

Based on our analysis of the three trail alignment alternatives, it appears at this time that the trail can be constructed without impacting wetlands in any of the proposed alignments. It is our understanding that, if necessary, the trail south of Powell can be built on piers to avoid wetland fill in this area. There is a possibility that wetland impacts may occur along Option 1 to the north of Powell Boulevard if wetland conditions develop over time on top of the recently constructed sewer line, due to ponding of water on compacted soils. The Option 1 alignment is located within the 100 year flood plain.

Options 2 and 3, located on the abandoned railroad berm between Powell and Division, are located outside the 100 year flood plain (elevation 266 feet above sea level).

We recommend that a raised boardwalk be built across the old farm road in all three alignments. The old farm road crosses the wetland complex in its narrowest location (less than 350 feet wide). It is our understanding that constructing a boardwalk across wetlands is not usually considered wetland fill by the Oregon Division of State Lands (DSL) and the U.S. Army Corps of Engineers (Corps) provided that it is properly constructed. The placement of a boardwalk in this area also provides an excellent opportunity for wetland enhancement and improvement of aquatic habitat.

A road access to the SW Community Park may also be proposed as a part of this project, to be determined through the park master plan development scheduled in 2002-2003. The proposed road would be located opposite SW 10th Street at the stop light on Powell Boulevard, upslope of the existing sewer line to the west of the wetland complex north of Powell. The road would require the placement of fill within the 100 year flood plain. The road is estimated to be approximately 20 feet wide and would be adjacent to the paved trail located within the 25 foot wide sewer line easement (Option 1 alignment). The trail is proposed to be built at grade, in order to avoid disruption of surface flow, especially during flood conditions. It should be noted that an alternative road access exists from the neighborhood west of the SW Community Park at SW 5th Street.

Based on our review of sensitive species that have been documented in the project vicinity or that could potentially occur in the project area, and the trail alignments and proposed boardwalk crossing of the wetland area, we believe that no adverse impacts to sensitive species or their habitats will occur from the proposed project. The project is likely to result in an improvement of aquatic and wetland habitat due to the removal of the existing culvert and gravel fill from the wetland area beneath the proposed boardwalk crossing of the wetland.