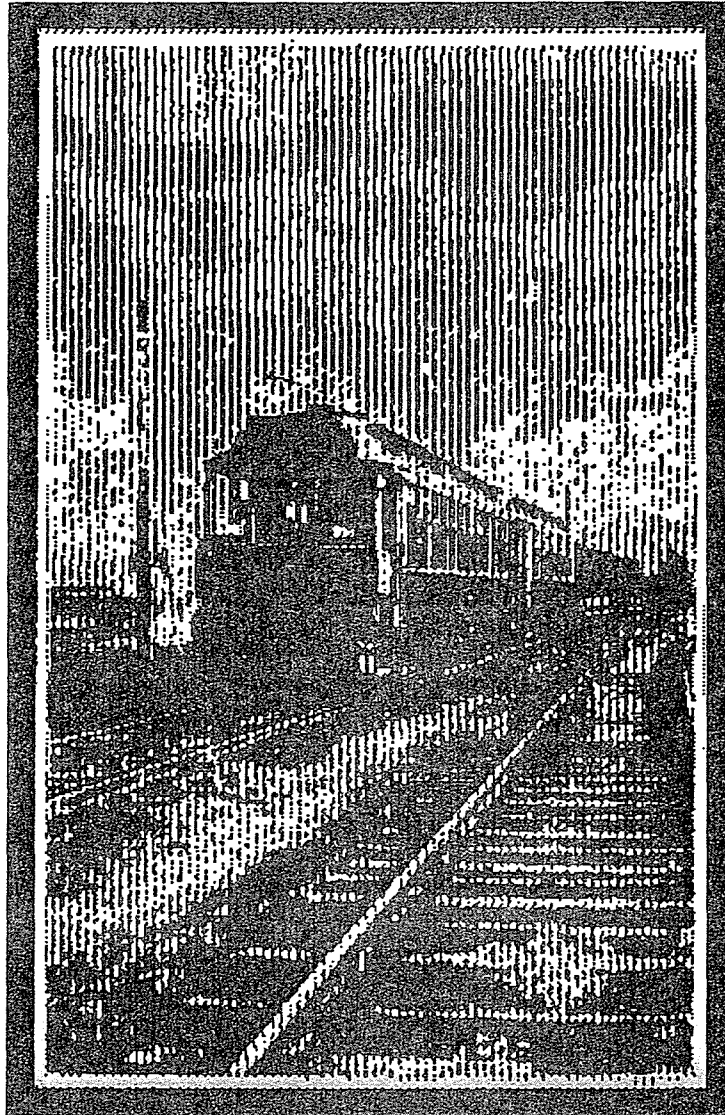


MASTER PLAN  
FOR THE GRESHAM SECTION OF THE  
**SPRINGWATER  
TRAIL  
CORRIDOR**



**SPRINGWATER DIVISION LINE  
OF THE  
PORTLAND TRACTION COMPANY  
RAILROAD**

1903 - 1990

SEPTEMBER 1991

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## ACKNOWLEDGEMENTS

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Andrew M. Myers, Jr.

Jerry Novotny

---

## ACKNOWLEDGEMENTS



### CITY OF GRESHAM

**J. Michael Casey**  
City Manager

**Greg DiLoreto**  
Department of Environmental Services Director

**Julee M. Conway**  
Parks and Recreation Division Manager

**Phil Kidby**  
Landscape Architect / Parks Planning and Development Program

**Shirley Kempster**  
Parks and Recreation Division Secretary

**Richard Ross, AICP**  
Transportation Planner

**Dave Rouse**  
Transportation Engineer

### COOPERATING PARTICIPANTS

**City of Portland Parks and Recreation**  
**The 40-Mile Loop Land Trust**  
**Multnomah County Engineering Division**  
**Multnomah County Parks Services Division**

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# INTRODUCTION



The Gresham section of the Springwater Trail Corridor being developed within the abandoned Portland Traction Company railroad right-of-way will form a significant segment of the 40 Mile Loop regional trail system, and is designated as an Oregon State Recreational Trail. In addition to the recreational opportunities provided by the trail itself, it will also form an important spine linking other Gresham community facilities, parks, and trails. The new use of the former Springwater Division Line, as a recreation trail and major pedestrian link in the network of trails being developed in the Portland Metropolitan area, is technically an interim use. Rail-banking the right-of-way assures its availability for future transportation needs.

## NATURAL SETTING

Contained by buttes to the south, the Johnson Creek drainage basin was deeply scoured more than 14, 000 years ago by the Ice Age era Missoula Floods. Other remnants of these inundations are major features in the area including Powell Butte, Gresham Butte, Gabbert Hill, Towle Butte, Butler Ridge, Jenne Butte, Grant Butte, Hogan Butte and others visible from within the city. There are likely erratics in the Gresham area which should be identified and interpreted in explanation of the catastrophic events which contributed to the shaping of this unique landscape.

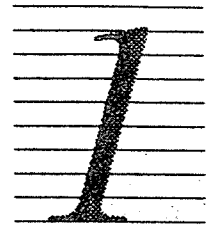
The scenery visible from the trail alignment varies from riparian wetlands and flood plain meadows to upland woodlands. The trail will closely follow the alignment of the railroad embankment through the Johnson Creek drainage basin. By staying on the railroad embankment the newly developed trail will avoid disturbance of the wetlands and riparian zone associated with Johnson Creek.

Land uses along the trail are predominantly low density residential with some higher density development currently under construction. There are also several commercial establishments visible from the trail.

## TRAIL IMAGERY

The railroad is a captivating icon to most people, a reflection of a bygone era which has all but disappeared from our present reality.

# INTRODUCTION



The Portland Traction Company railroad was a relatively small line with a single track which served many uses through the years as both a passenger and freight line (see section 2F, Cultural Resources). It was equipped primarily with hand operated mechanisms activated at the time and location required by users positioned along the route. Some of these elements, such as hand-thrown switches, have survived and will be integrated as interpretive opportunities along the trail. The embankment itself is an interesting industrial archeological artifact and will be described along sections where the form can be best observed.

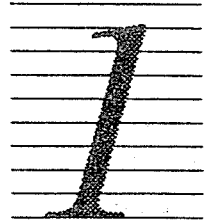
The image of the railroad was the theme most often selected by citizen participation groups. The long curves and straight sections associated with this use will be maintained in the trail alignment for both imagery and practical considerations. Additional opportunities for interpreting the former use are being incorporated into the design including Linnemann Station Trail Head which utilizes the historic station building as a small railroad museum. It is also proposed to perpetuate the identification with the former railroad at street crossings with rail-trail logo signs.

## GRESHAM AND THE 40 MILE LOOP

The Gresham section of the Springwater Trail Corridor will form a major southeast segment of the 40 Mile Loop; the system of 140 miles of trails which has been planned and partially developed in the Portland Metropolitan area. In a larger context the trail will ultimately provide access to regional and national trails which pass nearby including the Columbia River Gorge National Scenic Area trails, the Sandy River Gorge Trail, the Pacific Crest Trail, and Mt. Hood National Forest trails.

Within Gresham, the trail will allow many potential connections within the City to other facilities which attract the use of local citizens. These include parks, schools and retail centers. Development of a safe trail will encourage access to these opportunities by non-motorized means of transportation. This will especially benefit young people who might not have access to other forms of conveyance.

A number of public open spaces are accessible from the trail through other corridors owned by the city. These are along



## INTRODUCTION

drainages into Johnson Creek or along utility corridors. There are also connections to neighborhoods through planned linkage paths which will provide safe access to the trail and associated recreation areas even by quite young children.

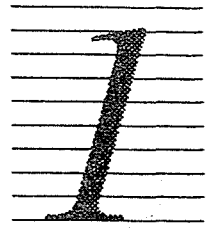
### PUBLIC SUPPORT FOR TRAIL DEVELOPMENT

A 1988 survey conducted in the City of Gresham concerning preferred activities of residents showed Walking for Pleasure the most popular of all other activities in the City. Ranked third and fourth were Bicycling and Nature Walks. With three of the top four activities specifically trail related, trails were identified as a priority for development in the 1988 City of Gresham Park and Recreation Plan. The Johnson Creek Open Space was recognized in this report as having great potential for trail development once the railroad line was abandoned.

### GREENWAY PARCELS

In addition to the potential offered by the railroad corridor itself, the City has acquired 8 individual parcels along the line totalling over 55 acres. These greenway parcels offer potential in a number of recreation and nature oriented strategies which could enhance the trail users experience and also benefit the environment in Gresham. Some portions of these properties may be utilized in the overall master plan for water quality enhancement projects in the Johnson Creek basin. Human-made wetlands for water detention and passive treatment of the stream will alleviate flooding downstream and improve water quality of the overall creek. The Corps of Engineers has identified seven areas in Gresham which will be further studied for conversion to this use.

Most of the wetlands along the trail are included in greenway parcels owned by the City. Enhancement of wetland and riparian resources will provide habitat for a diversity of wildlife within the corridor. This will make the corridor a rewarding and educational place to visit.



## **PURPOSE OF THIS DOCUMENT**

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This document is the guideline for future development of the Gresham section of the Springwater Trail Corridor. It also provides a record of reasons for decisions made during the master planning and design phases of the project. Recommendations regarding pedestrian walking, jogging, and bicycling as well as other related trail uses will be examined with respect to safety and conflicts. Considerations for road crossings, security along the trail for users and adjacent land owners, and lighting will be discussed as well as other trail use issues.

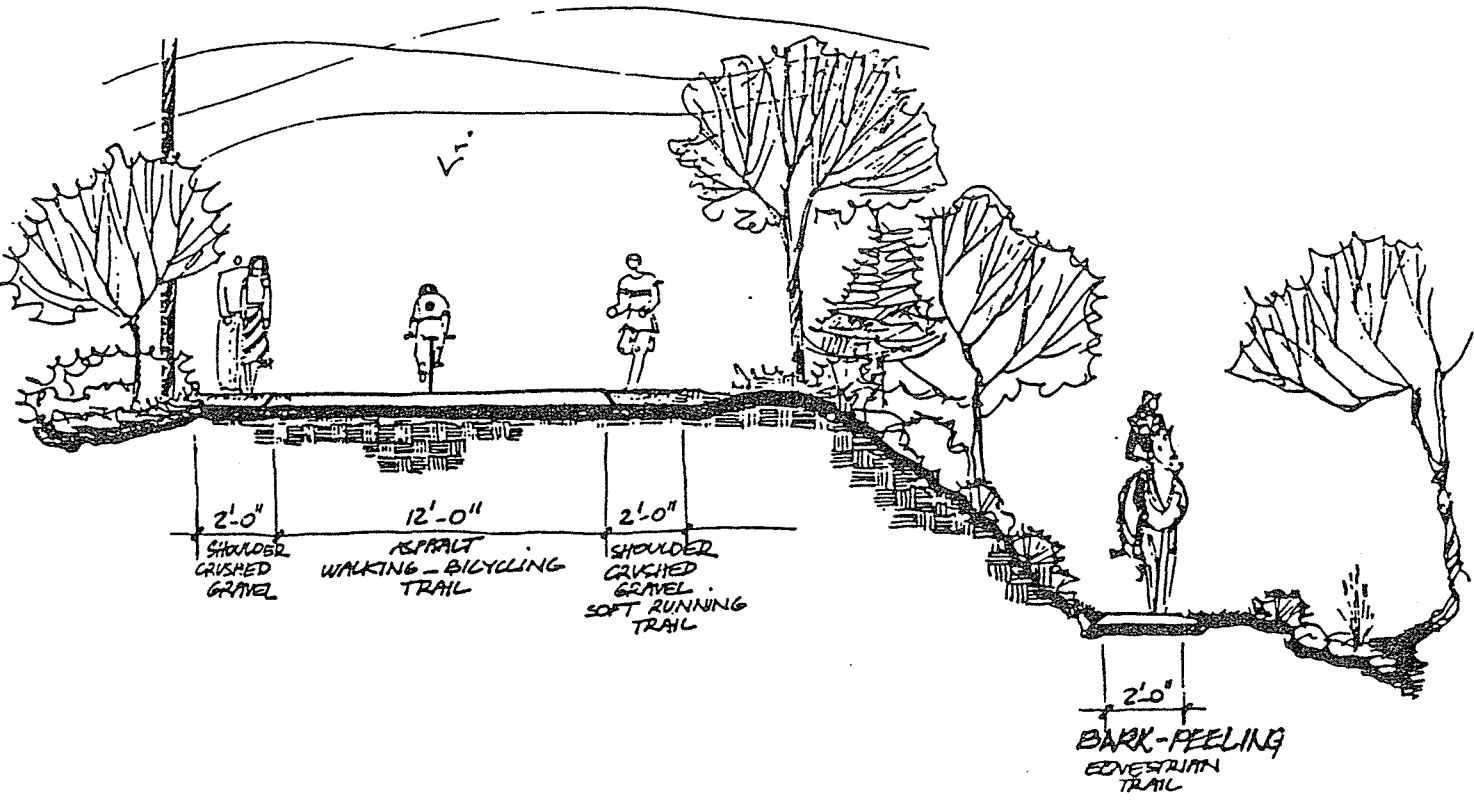
In addition to the overall trail layout plan, this document contains a description of trail types and critical detail areas, trail heads, trail furnishings, cost estimates and phasing schedule.

Management of the fully constructed trail will also be addressed with specific recommendations for policies and strategies for the long-term success of the trail.

Although the Trail will be built in phases due to fiscal constraints, issues which relate to the entire Gresham Section are addressed as part of the Master Plan. Issues related to the Gresham section of the Springwater Trail in the overall context of the 17 mile Corridor and the 40 Mile Loop, of which it is an integral part, are also considered.



# THE TRAIL PLAN

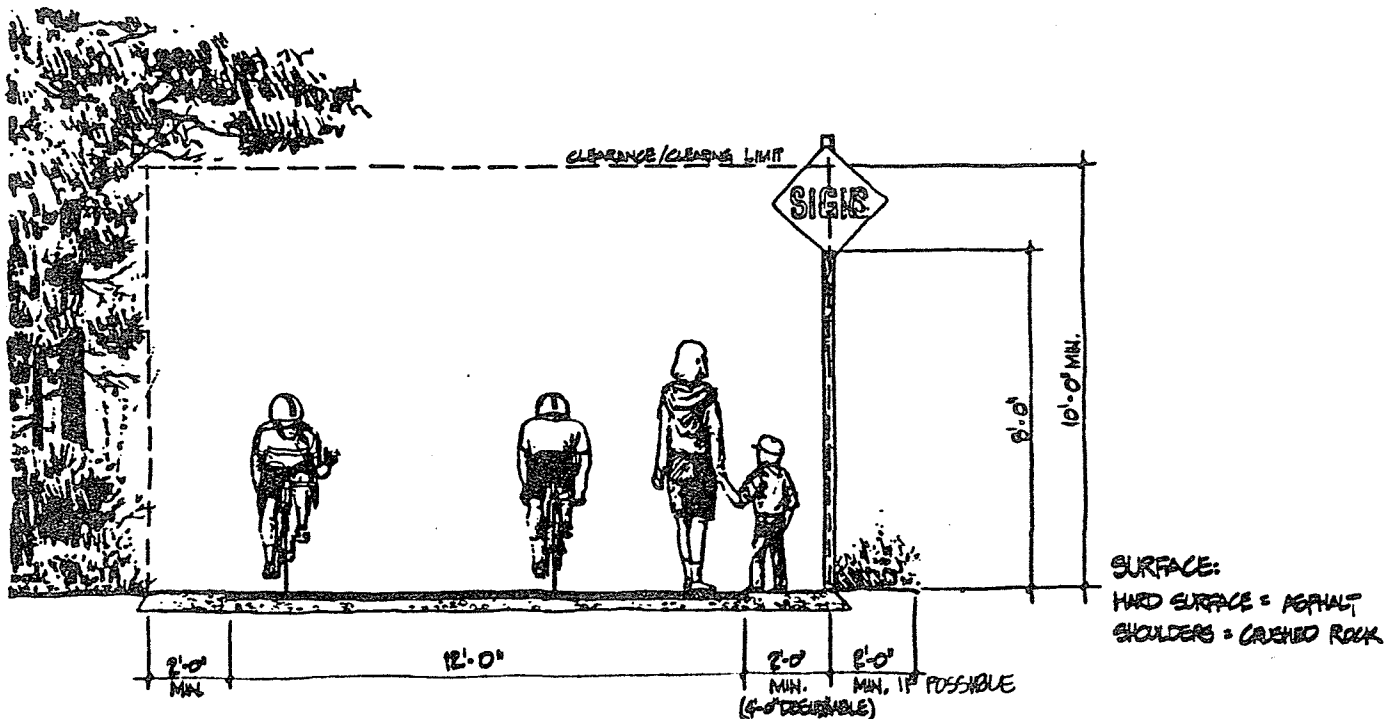


# PRIMARY TRAIL

The Gresham Section of the Springwater Trail Corridor is discussed in this document and is shown at larger scale on the enclosed map.

Ideally the Primary Trail should be a 12 foot wide, asphalt-surfaced facility as shown in the figure below. In some areas, however, the trail width may have to be narrowed to accommodate the constraints of topography, and the reduced width of the trestle crossings. Where possible, the trail will have a 2 foot wide crushed rock shoulder on both sides, although site conditions may require this to narrow in some areas. In addition, the railway embankment may need to be cut to a level which will accommodate the full width of the trail for its entire length.

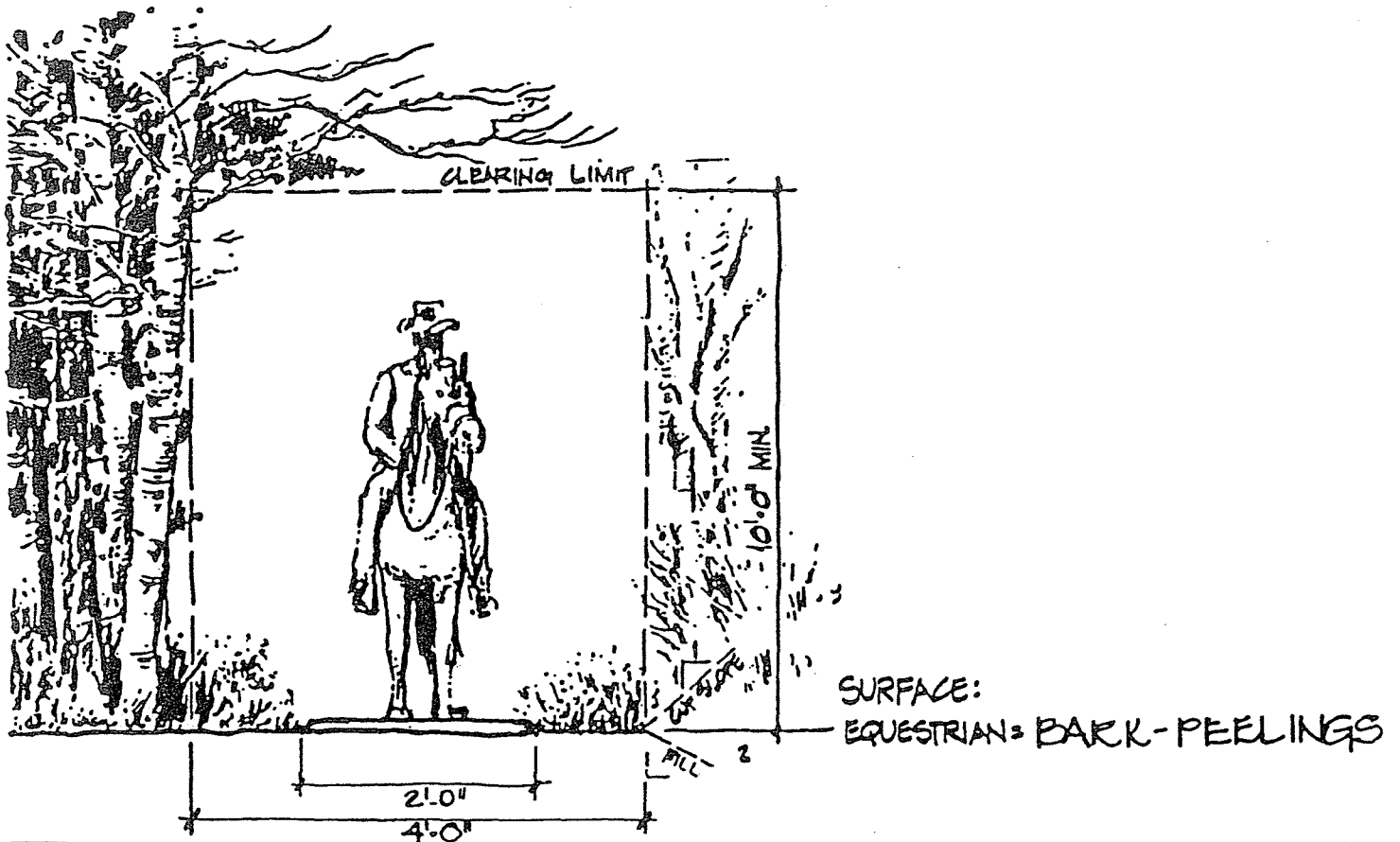
On narrow trail segments where the equestrian trail must be adjacent to the asphalt trail (due to constraints on width and at road crossings), one shoulder will be widened to 4 feet.



# THE PRIMARY TRAIL

# EQUESTRIAN TRAIL

The trail for equestrian use will, inasmuch as possible, be a separate alignment to accommodate this use. Other uses of the equestrian trail will be discouraged, such as by mountain bikes or runners as the primary trail is reserved exclusively for their use.



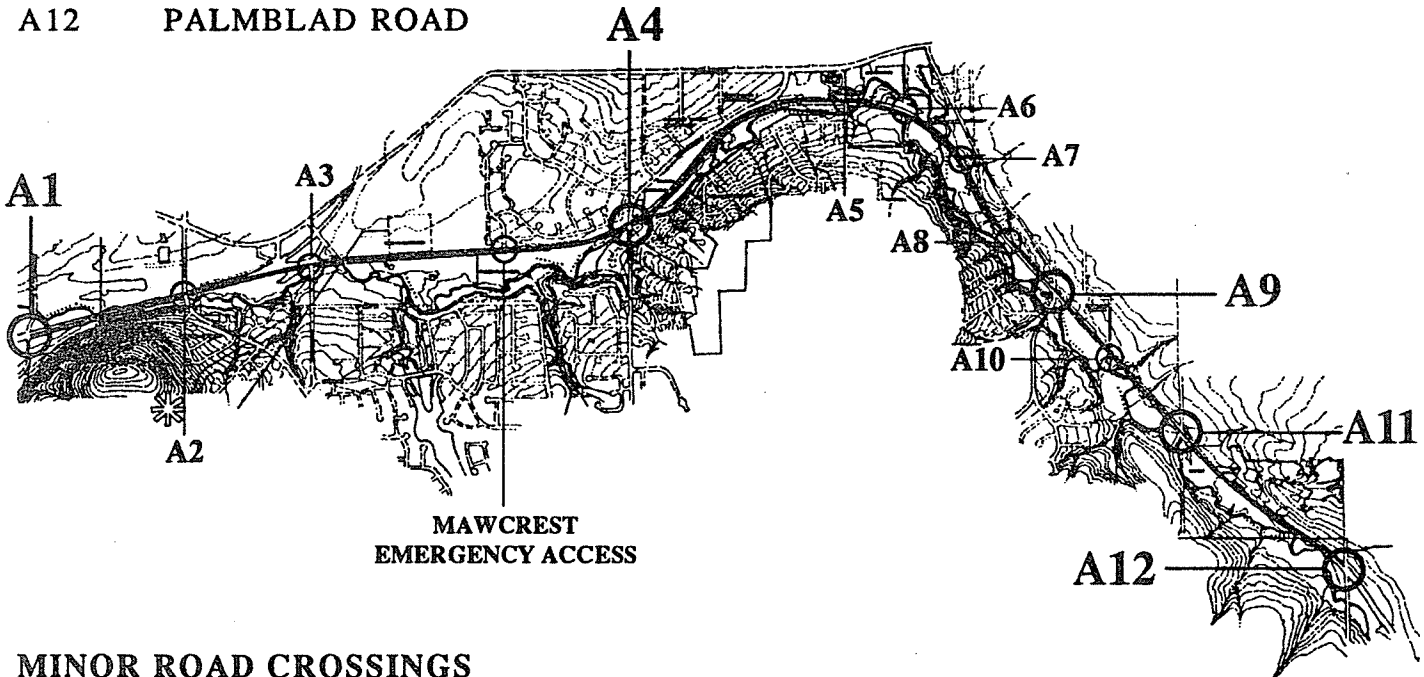
## DETAIL AREAS

- 
- 2A Road Crossings  
Signage and Traffic
  - 2B Bridge Crossings
  - 2C Trail Heads
  - 2D Greenway Parcels
  - 2E Natural Features and Sensitive Areas
  - 2F Cultural Features

ROAD CROSSINGS

MAJOR ROAD CROSSINGS

- A1 JENNE ROAD / 174TH AVENUE
- A4 EASTMAN PARKWAY
- A9 REGNER ROAD
- A11 HOGAN AVENUE
- A12 PALMBLAD ROAD

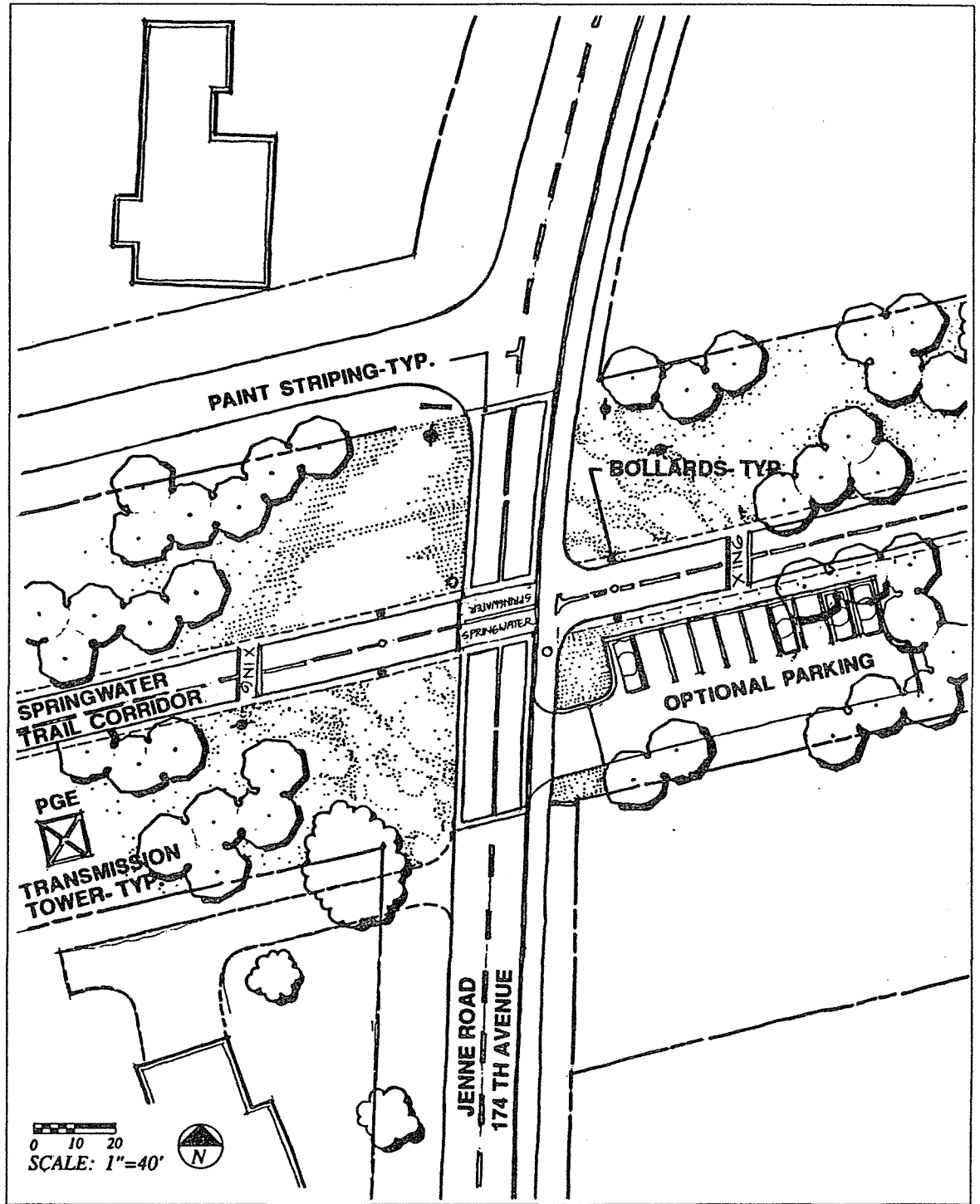


MINOR ROAD CROSSINGS

- A2 HIGHLAND DRIVE
- A3 PLEASANTVIEW DRIVE / 190TH AVENUE
- A5 WALTERS ROAD
- A6 MAIN AVENUE
- A7 PARK DRIVE
- A8 DOWSETT LANE
- A10 LIBERTY AVENUE

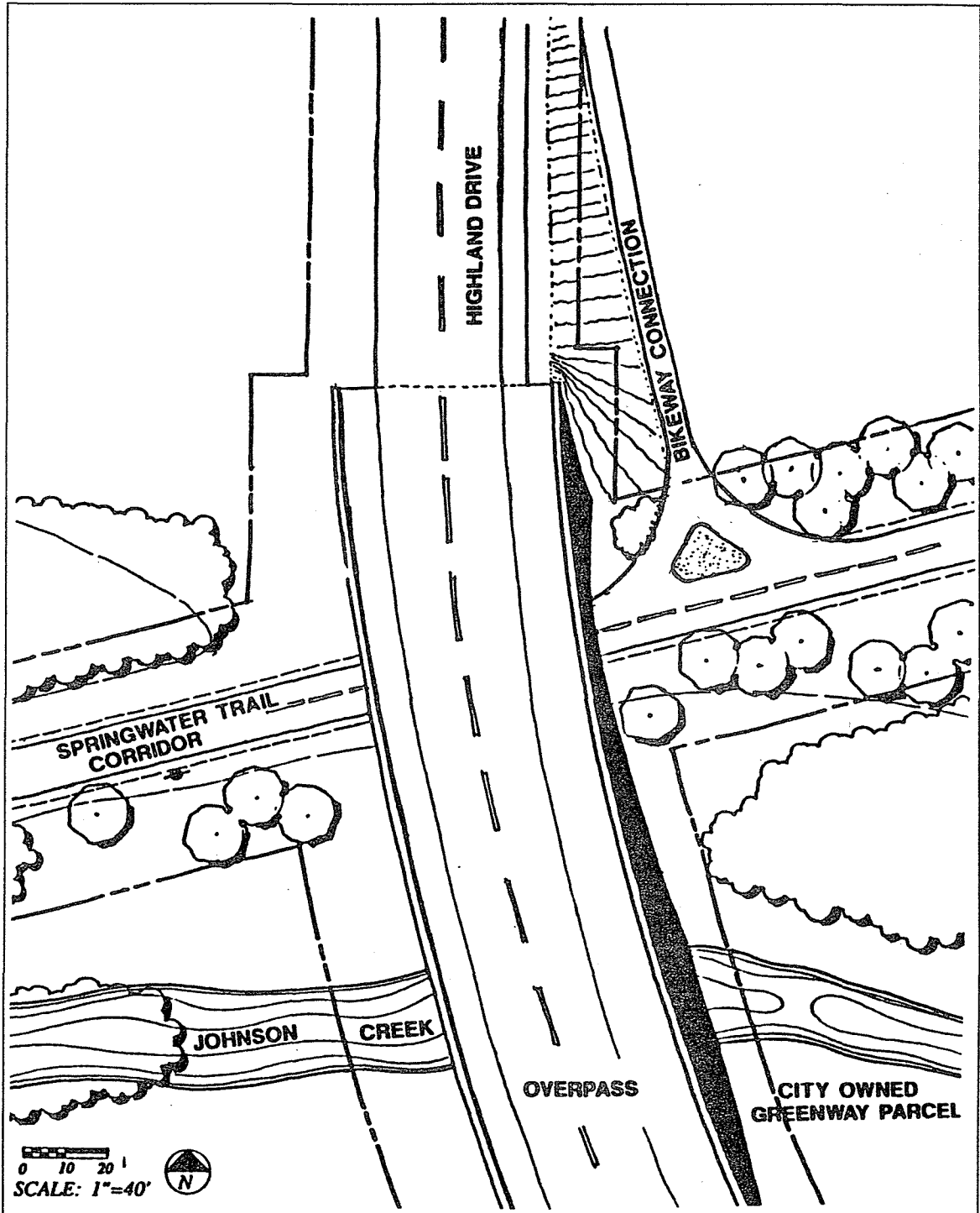
JENNE  
ROAD/  
174TH  
AVENUE

While this is not within the Gresham City Limits, it will still affect many residents of the city because of the connection to the Powell Butte recreation area used by many local people.



# HIGHLAND DRIVE

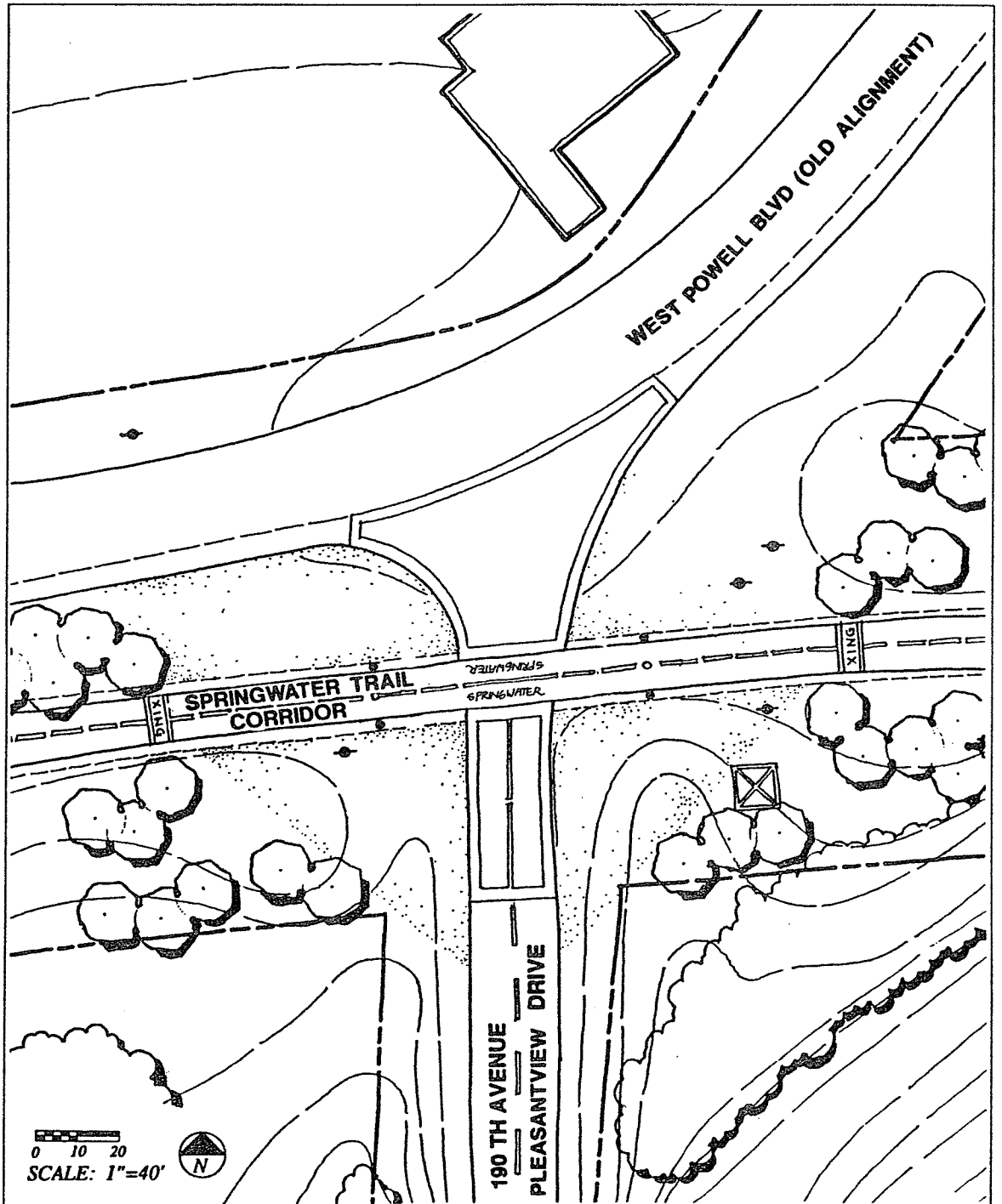
This overpass is the only road crossing which is not on grade with the trail. Highland Drive is a major bicycle route in Gresham, and a connection for cyclists, pedestrians, and emergency vehicles will be constructed in future trail phases.



# PLEASANTVIEW

## DRIVE/ 190TH AVENUE

Visibility needs to be increased between pedestrian and automobile drivers which may require removal or thinning of vegetation on the SW corner of the intersection. The stop line should be located south of the Trail to assure cars will stop before entering West Powell Boulevard.

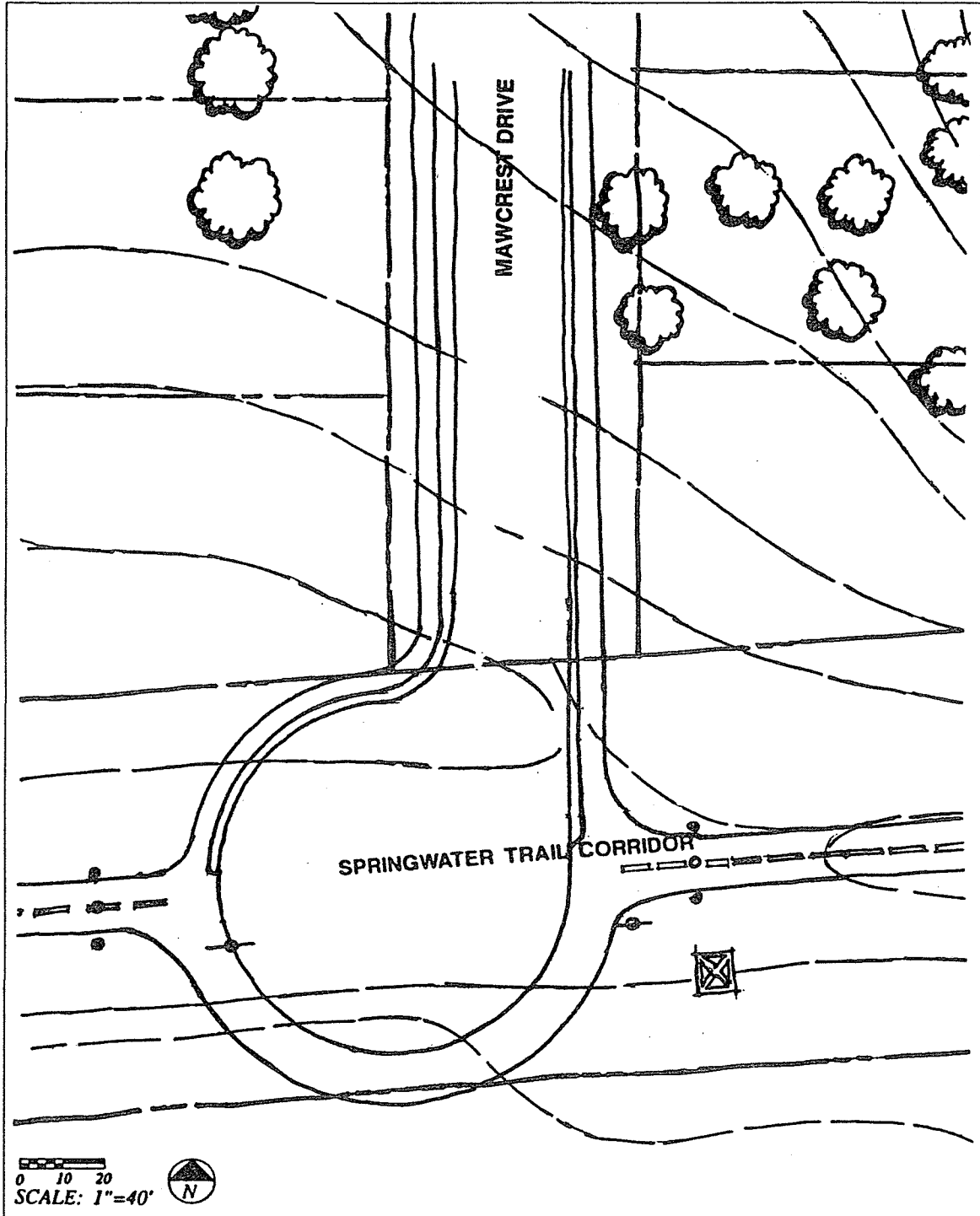




# MAWCREST

## DRIVE (EMERGENCY ACCESS)

Mawcrest will provide an access point for emergency vehicles at a point nearly midway between Pleasantview Drive and Eastman Parkway.



# EASTMAN

**PARKWAY** This major crossing will require special consideration in the first segment of trail construction. Road striping, a pedestrian refuge in the median strip, and a user activated signal are envisioned. A future undercrossing for cyclists and pedestrians might be considered desirable.

