



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736

# Meeting minutes

Meeting: Troutdale to Gresham Trail Master Plan:  
Williams Road Neighbors Field Visit/Walking Tour

Date/time: Tuesday, Jan. 10, 2017 8 a.m. to 9:30 a.m.

Place: NE Williams Road, Gresham

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On Tuesday, January 10<sup>th</sup> a field visit/walking tour was held with neighbors to look at and discuss the Williams Road Route – one of the Gresham area route options being discussed in the Troutdale-Gresham Regional Trail Master Plan effort. The field visit was arranged at the request of several neighbors on Williams Road. Metro Project Manager Robert Spurlock and Metro Councilor Craddick, as well as some of the Advisory Committee members, project consultants, Gresham Councilors, and many neighbors met outside on Williams Road from 8:00 to 9:30 a.m. Just over 20 people attended. There had been several days of snow and ice, so the tour was cold with some ice remaining on the ground.

Robert Spurlock introduced the project planning process and shared that no option has been selected at this time. He also shared that the City of Gresham, City of Troutdale, and Metro began this effort in partnership and the City of Gresham would be a decision maker in any trail in Gresham. Metro helps coordinate, but the Cities build and manage the trails. An open house is being held next week [and has since been postponed indefinitely] but a decision is not being made on this option at that time.

The City of Gresham's approved Transportation System Plan shows a future vision of Williams Road with improved lanes and bike and pedestrian amenities being added in the 60-80' right-of-way. This was one reason that Williams Road has been considered as a route option between Mt Hood Community College and 282<sup>nd</sup> Avenue. Another option for this segment is the on-street route along Kelly Creek in Scott and Greenway Avenues, which is being explored in the City's Active Transportation planning efforts to improve local bicycling connections. The third option is along Troutdale Road outside of the City. The off-street options of Williams and Troutdale Roads would occur over time as properties are redeveloped. Sections of Williams Road are seeing more redevelopment. The Active Transportation/Scott/Greenway Avenue option assumes shared roadway with vehicles.

The focus of this meeting was on Williams Road. Many neighbors expressed concerns about the route option. Neighbors asked questions and expressed concerns about the process to identify routes and about Williams Road, specifically. The following are issues and concerns raised. Staff responses are shown in "[ ]", as possible.

## **Concerns/comments/questions from neighbors:**

- The right-of-way on this road is not appropriate for a regional trail. Trails like Springwater were placed in larger rail corridors and not in front of homes.
- There is concern that once a line is drawn on a map (approved as the route in the master plan), there may be negative impacts, limitations, or restrictions on properties.
- How wide is the path? [The path would be approximately 10-12' wide. The cross section schematics show as much as 14' to accommodate trees or other issues in the right-of-way.]
- Many neighbors expressed concern about bringing a trail routed through the neighborhood.
- Is a "no option" for a trail being considered?
- There are concerns about the homeless situation and campers being directed into the neighborhood via the trail. They did not want to re-create the illegal camping that has happened on the Springwater Trail. [Robert talked about the difference in city policy between Portland and Gresham. Portland had not enforced no camping, while Gresham had

and the Gresham section of Springwater did not experience the issues to the same degree. The Gresham section of Springwater has always remained a positive experience for users. Having the trail located within view of drivers and neighbors would put more eyes on the trail and also means there are not places to loiter. Research is consistent that crime rates on trails reflect crime rates in the neighborhoods. There is not an increase on the trail or due to the trail.]

- City of Gresham police are understaffed to monitor and enforce for illegal camping.
- There is illegal camping already taking place on and near Williams Road area.
- References were made to a murder at Main City Park [neighbors mentioned that this was not related to a homeless person] and a rape. There was a comment about not being able to feel safe riding light rail at night.
- There is concern that Metro hasn't taken care or been able to maintain the existing trails, such as Springwater.
- Who would maintain the trail? [The City of Gresham would maintain trail in Gresham.]
- There is nothing being done to maintain the undeveloped nature park area.
- Neighbors asked about the difference between the Greenway/Active Transportation option and the Williams Road option. [The Greenway option places cyclists in the road shared with vehicle traffic, while Williams is a separated path along the side of the road. Williams would use additional right-of-way that is currently undeveloped, while the road for the Greenway option is already in use by just vehicles.]
- Neighbors say vehicles speed on Williams Road; it is signed at 25 mph and nobody is going under 42 miles when recently monitored with a radar gun. [Robert mentioned a need for traffic enforcement.]
- There were some questions about when the trail might be developed on Williams. [Robert explained that it would likely be built in pieces as properties were developed in the future along Williams Road. It wouldn't be built without the road being upgraded, as planned in the City's Transportation System Plan (TSP)].
- How long would construction take on a project like this? [If it were fully funded, it would take about one construction season.]
- There was discussion on how a Williams Road option would connect with Division Street. There were concerns about the steep drop off along Williams and if that was buildable. [retaining walls and other design elements can be used to address steep slopes.]
- There was concern about the process and how the Williams Road option had come in later.
- Who makes the decision? [City of Gresham is the decision-maker on trails in Gresham.]
- Will trees be removed? [There are likely to be trees removed with any road widening. With a path, the path can meander as possible to avoid impact to some trees. Projects prefer to avoid trees as much as possible, but avoiding all trees is not possible.]
- Has it been determined which side it would be on, if on Williams? [No determination has been made yet.]
- Will there be lighting and security? [This would be up to the City of Gresham and would be determined during the design phase.]
- There is concern about sight distance given the grade on Williams Road.
- There were concerns about how residents would be able to exit driveways. There is not a sense of how many users would be on the trail and what that would be like when entering/exiting driveways.
- There was interest in seeing a cross-section of the Kelly Creek On Street/Greenway/Active Transportation option. [It would look exactly as it does today with bicycles sharing the street with vehicles.]

- There was concern about the labeling of Williams Road as a trail or giving it the label of the Springwater Trail. [The trail would not be the Springwater Trail. It would have another name similar to other trails around the region. It would provide a connection to the Springwater Trail, but this trail would not be the Springwater Trail.]

The group walked along a short section of Williams Road to observe and discuss the extent of the public right of way, traffic speeds, steep slope near Division Street, driveways, sight distance and other visibility issues. A map of the options being explored and sample cross sections were distributed. Robert invited everyone to the open house the following week, where more discussion could occur inside where it was warm. The visit formally ended after 9 a.m., but several people stayed and discussed the project.

[Note the January 19 workshop was later postponed indefinitely due to City of Gresham halting work on it.]