

FREQUENTLY ASKED QUESTIONS (CONTINUED)

Is the City of Gresham working on this project?

The project partnership originally included the City of Gresham and explored a possible route to close a longer 6-mile gap. The City of Gresham has decided not to continue work on the Gresham portion of trail at this time. The previously approved East Metro Connections Plan calls for a future trail connection between Mt. Hood Community College and the Springwater Trail.

Why decide on a trail location years before anything will be built?

Documenting the trail location now allows other related land use or transportation changes to take into consideration the future trail. For example, if the City is looking at making a road improvement or sidewalk infill project in the future, they can plan connections with the trail or build a portion of the trail at that time. A private developer or business may choose to locate in proximity to future trail access or even contribute to the development of the trail. At this time, there is no funding for construction, but being ready for opportunities can make the difference for a City's long-term success.

How much will it cost?

Cost estimates will be produced for the final route once it is selected. The costs of the route options under consideration now are generally similar. Trails are generally built in phases, as funding is available. Trails are typically paid for with federal money. It would be up to Troutdale officials to decide when to proceed with construction and to apply for federal grants.

Will people lose private property?

Nearly all of the trail routes being looked at are adjacent to public streets and fit within the publicly owned right-of-way. However, route options 3A and 3B include two short sections through private property. The project team has communicated with these property owners. In the future, the City or Metro could work with the property owner to purchase property that may be needed for the trail.

What benefits would Troutdale residents see from this regional trail project?

The trail would allow Troutdale neighbors of all ages safer ways to move about their community. Kids on bikes, families with strollers, neighbors with disabilities, and residents walking their dogs can all benefit from safer access around the community and especially when traveling along or crossing busy streets.

Will the trail be good for business?

Trails have been shown to have a positive impact on the economy, jobs, and tourism. The trail is likely to draw avid cyclists and runners from all over the region. Bicycle tourism in the area can bring cyclists downtown on bike trips, who then return for shopping or dinner trips. New businesses looking to locate in the region are asking for improved bike and pedestrian access for quality of life amenities for employees and for flexible commutes. For more information, visit the East Multnomah Cycling Hub at www.bikeemc.com.

Will the trail impact on-street parking along the Historic Highway in downtown Troutdale?

None of the options shown propose any changes to the downtown stretch of the Historic Highway. If selected, Route Option 1 (see map inside) would impact on-street parking spaces along Buxton Road.

When would the trail be built and who will pay for it?

Trails in the region have been planned, designed, and constructed over decades. Construction of the trail does not occur immediately after a plan is adopted; it will take years to build. The trail would likely be built in phases as new development occurs or other transportation improvements happen. The plan allows the City to incorporate the trail over time and be ready as private and public funding and opportunities come up. Adopting a master plan for the trail allows the City to manage the implementation of the future trail and ensure it benefits the local community.

Share your thoughts on a preferred route for the future trail. Take this online survey by March 6:
www.surveymonkey.com/r/Troutdale40MileLoop


Additional materials available at:
oregonmetro.gov/troutdaletrail

For more information about this project, please contact:
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COMMUNITY OPEN HOUSE

Share your thoughts on a preferred route for the future trail

We are glad you're here! We welcome your feedback on the trail routes being explored.

- Learn more about planning for a future 40-mile Loop Trail in Troutdale
- Provide feedback on possible trail route options – see inside for a map of the routes
- Discuss ideas and concerns for the trail today and in the future
- Submit your comments tonight or online by March 6:  www.surveymonkey.com/r/Troutdale40MileLoop

FREQUENTLY ASKED QUESTIONS

What is this project?

This project is a planning effort to select a preferred route for an approximate 3-mile trail in Troutdale between downtown and Mt. Hood Community College. The City of Troutdale, Multnomah County and Metro are working together to create a "master plan," a document that outlines where and how to build a future trail, as funding and opportunity allow. The trail would be part of a greater regional trail network known as the 40-Mile Loop.

Is this a new idea?

The idea of a regional trail network is more than a hundred years old, and closing a key gap in Troutdale has been discussed for decades. East county community members also identified the need for this trail in the East Metro Connections Plan, which was approved in 2012 by the Metro Council and the Troutdale City Council. The trail was also affirmed in the City's Transportation System Plan, adopted in 2014.

What is the 40-Mile Loop?

More than a hundred years ago, world-renowned landscape architect John Charles Olmsted proposed a 40-Mile Loop of parks and greenways encircling the Portland area for all to enjoy.

Today's 40-Mile Loop is in fact nearly 140 miles and includes many of the region's premier off-street trails for hiking, bicycling and jogging, such as the Wildwood Trail, Marine Drive Trail and Springwater Trail. When completed, the 40-Mile Loop will connect more than 30 parks along the Columbia, Sandy and Willamette rivers, Johnson Creek and the Tualatin Mountains.

See inside for more frequently asked questions about the process and the possible trail routes.



FREQUENTLY ASKED QUESTIONS (CONTINUED)

Has a Troutdale trail route been selected?

Not at this time. Several Troutdale routes have been looked at over the last year. Community feedback gathered over the past year at an open house, community events, meetings and other outreach events helped narrow the options to those under consideration now. Public feedback and suggestions are needed before the stakeholder advisory committee reviews and makes recommendations on a preferred route in spring 2017.

How were these route options selected?

Metro and Troutdale staff worked with technical experts and the stakeholder advisory committee to determine criteria for potential routes. Criteria included: connections to parks/ recreation/schools, directness of travel, topography, property ownership, economic impact, safety and security, existing plans, cost and ease of implementation, environmental impact and user experience. Community input was also an important consideration as route options were refined.

Have you considered putting the trail elsewhere?

Earlier in 2016, other routes were explored. For example, a route on 257th Avenue was closely examined. Current Multnomah County transportation plans prioritize 257th Avenue as a freight route, which is not ideal for walkers and bicyclists. Following the Historic Highway to the Stark Street Bridge was also explored, but there would not be enough space for the trail next to the road. The spacing of other regional trails was also considered. The trail in Troutdale would be one in a series of north-south trails moving east from the Willamette River: the Willamette River Greenway Trail, the Interstate-205 Trail, and the Gresham-Fairview Trail, and – in the future – a Troutdale trail.

How and when will a trail route be selected?

In spring 2017, staff from City of Troutdale, Metro, and Multnomah County will review this latest round of technical information and community input and share the findings with a stakeholder advisory committee. The committee will recommend a preferred route for the master plan. The plan will need to be considered by Troutdale City Council, Multnomah County Commission, Mt. Hood Community College Board, and Metro Council. This is anticipated for late spring or summer 2017.



Regional trails provide both recreation and transportation options. Each trail is unique to the local character of the community.

Do trails cause an increase in crime?

In many cases, building a new trail can actually reduce crime by attracting more positive activities to an area. Research shows that trails do not generate crime. If there is crime along a trail, it mirrors the crime patterns of the surrounding neighborhood at large. As part of this process, it will be important to determine if there are locations that experience higher levels of crime and how appropriate trail design elements can increase safety in these areas. For example, lighting, visibility to the public street, low landscaping and other design features can minimize opportunity for criminal activity.

Will illegal camping happen on this trail?

Camping is not allowed on trails managed by the City of Troutdale, Multnomah County, and Metro. Illegal camping and enforcement will be considered in the master plan. Project leaders recognize there have been problems with illegal camping on certain sections of the Springwater Trail. Most trails around the region do not experience these issues. Many communities are developing resources to better address illegal camping and underlying issues relating to affordable housing. The Multnomah County Sheriff’s Office has experience in developing community policing projects. For more information about the Multnomah County Sheriff’s Office’s efforts, you can contact Monte Reiser, Commander/Chief of Police at (503) 988-0352 or monte.reiser@mcso.us.

TROUTDALE 40-MILE LOOP TRAIL MASTER PLAN

TROUTDALE ROUTE OPTIONS

- 1 Buxton Road
- 2A Sandy Avenue retaining 2-way car traffic
- 2B Sandy Avenue converted to 1-way car traffic
- 3A Beaver Creek Canyon following canyon rim
- 3B Beaver Creek Canyon following Evans Avenue

Solid line indicates new shared-use path
Dashed line indicates shared roadway

Existing conditions

Recommended Route

Previously Evaluated Options

Existing 40-Mile Loop Trail

Planned 40-Mile Loop Trail

Other Existing Trail

Parks and/or Natural Areas

Streams

Railroads

City Boundaries

Urban Growth Boundary

School Lands

