

## Appendix A

# MEETING NOTES

**DATE:** 4.27.2016  
4-6P

**PROJECT:** Troutdale to Springwater Trail Master Plan

**SUBJECT:** Stakeholder Advisory Committee / Technical Advisory Committee Meeting  
Mt Hood Community College

**ATTENDEES:** Robert Spurlock, Metro Project Manager  
Craig Ward, Troutdale City Manager  
Kelly Clarke, City of Gresham Senior Transportation Planner  
Robin Wilcox, PLACE Project Manager  
Charles Brucker, PLACE Principal in Charge

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Jessie Maran, 40-Mile Loop Land Trust  
Matthew Barney, Gresham Area Chamber of Commerce  
Jessie Hinton, Gresham City Council  
Greg Olson, Gresham Transportation Subcommittee  
Charles Teem, Kelly Creek neighborhood  
Charles George, Mt Hood Community College  
Barb Adams, Oregon Equestrian Trails  
Joe Lagerstrom, Powell Valley neighborhood  
John Wilson, Troutdale City Council  
Charlie Foss, Troutdale Parks Advisory Committee  
Shirley Prickett, Troutdale Planning Commission  
Bob McDonald, West Columbia Gorge Chamber of Commerce

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Kate Holleran, Metro  
Barbara Edwardson, Metro  
Kathy Majidi, Gresham  
Joanna Valencia, Multnomah County  
Becky Bodonyi, Multnomah County  
Sandra Hikari, ODOT

### Introductions (*All*)

#### Review Project Scope and Schedule; SAC Roles and Responsibilities (*Robert*)

- 2<sup>nd</sup> meeting will be a tour; likely need 3 hours for this meeting
- Meeting time may shift to 5 to 7pm to accommodate those volunteers on the committee with a day job; Robert will notify the group

#### Project Vision Exercise (*PLACE*)

- Charlie led the group through an individual exercise to help the PMT and consultant team learn more about the priorities of the group regarding this project.
- 4 Questions:
  - What is special about this area?
  - How do you see this trail being used?
  - What are your project concerns?
  - What are your aspirations for the trail?
- See next page for a summary of input

#### Presentation – Task 2 Deliverables (*Robin*)

- Review of background documents
- Photos of the project area
- Opportunities and challenges identified to-date
- Materials will be available for SAC/TAC review

#### Design Criteria Discussion (*Robin*)

- Robin presented 4 cross sections currently being considered for the trail corridor
  - Shared Use Path in a designated ROW
  - Trail with parallel bike facility and sidewalks along a road ROW
  - Share Use Path within a road ROW

- Equestrian accommodations (widened natural surface shoulder)
- The group asked questions and provided input on each of the cross sections
- Robin led a group activity evaluating each of the cross sections; the group answered the following questions:
  - Where have you been on a similar trail?
  - Where within this corridor do you think this trail section would be most appropriate?
  - What are the challenges with this cross section?
  - What are the positive features of this cross section?
- Group feedback is summarized on subsequent pages.
- Results of the Group Discussions:
  - The trail or pathway needs to be family friendly
  - Protection of natural features is important
  - Transportation and recreation are both important
  - Cross sections prioritized as follows, from most- to least-preferred:
    1. Shared use pathway in a designated right of way
    2. Shared use pathway along a road with an on-street bikeway
    3. Share use pathway along a road
    4. Trail corridor with a parallel on-street bike facility and sidewalk

**Next Steps** (*Robert*)

- Provide feedback to Task 2 deliverables
- Provide feedback to Task 3 draft deliverables
- Next meeting: June 1 – site tour

## 40-Mile Loop: Individual Input Summary

### 1. What is special about this area?

- Natural Features and Connection to Nature
  - Beaver Creek Watershed
  - Beaver Creek Canyon
  - Wildlife habitat
  - Wetland Environment
  - The green wild space is a wildlife habitat corridor
  - The riparian areas and stream are wildlife habitat
  - Salmon - high salmon counts in Kelly and Beaver Creeks
  - The natural areas/streams of the Sandy River, Beaver Creek, Mt. Hood (Beaver Creek; Kelley Creek); hope the trail will follow these beautiful areas.
  - Connectivity to natural areas
  - Neighbors have opportunities to touch wild space and salmon habitat
  - Connection from the upper watershed to the Sandy River for wildlife and natural areas and parks.
- Views
  - Scenic views
  - Views of Mt. Hood
- Places
  - It is our home
  - Donald Robertson Park in Wood Village (location of Gorge hub)
  - Edgefield
  - College Campus with educational purpose and sustainability council
  - MHCC resources
    - Pool
    - Athletics
    - Baseball
    - Events
  - History of MHCC as partners with city of Gresham and Troutdale
  - Riverwalk along the Sandy River through the URA connecting to the Columbia River Hwy to downtown or continuing to Discovery Park and Glen Otto Park.
- Remote/Quiet
  - Relatively remote
  - Quiet
- Others:
  - Safe route is off road
  - Likely will traverse/connect neighborhoods and open spaces
  - Dynamic rate of change
  - Potential to knit the E-W trail access along the Columbia with the E-W access along the spring water to close our largest and most problematic gap.

Beaver Creek  
watershed

Relatively Remote

The green wildspace  
is a wildlife  
habitat corridor

The natural creek  
streams  
1. Sandy River  
2. Beaver Creek  
3. Mt Hood - Beaver  
Creek; Kelley Creek  
Hops the trail with  
follow these beautiful  
trails

- Historic Columbia  
River Highway

Gateway to Columbia  
River Gorge

The farm riparian  
areas and  
are wildlife  
habitat

HIGH SALMON  
COUNTS IN KELLY  
AND BEAVER CREEKS

- SALMON -

Scenic views  
and route 18  
wildlife habitat  
quality

Connectivity to  
natural areas  
dynamic  
rate of change

Beaver Creek

Wetland  
Environment

College Campus  
by educational  
purpose + sustainable  
Council

likely will traverse  
riverside neighborhoods  
and open spaces

Donald Robertson  
Park in  
Wood Village  
(location of  
Gorge Hub)

Edgefield

Neighbors have  
opportunities to  
touch wildspace  
and salmon  
habitat

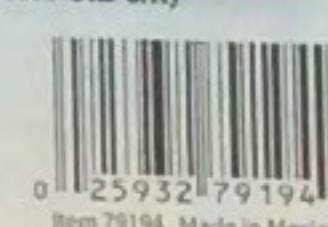
Connection from  
the upper  
watershed to  
the Sandy River  
for wildlife and

- Natural  
Areas  
- Parks

Potential to knit  
the B-W into  
trail access along the  
Columbia w/ the  
B-W access along  
the Spring is a  
to close our largest  
and most problematic  
gap.

Riverwalk along  
the Sandy River  
through the URA  
connecting to the  
Columbia River Hwy  
to seek towns or  
continuing to disengage  
Park and Glendale  
Parks

(63.5 cm x 76.2 cm)



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VIEWS OF  
MT. HOOD

MHCC resources  
- Pool  
- Athletics  
- Baseball  
- Events

HISTORY OF  
MT. HOOD COMM  
COLLEGE AS  
PARTNERS w/ CITY  
OF GRESHAM AND  
TROUTDALE

① WHAT IS SPECIAL  
ABOUT THIS AREA?

IT IS OUR HOME

## 2. How do you see this trail being used?

- Recreation (5)
  - Multi-use: Exercise (4), Hikers in the daytime, Walking (3), Biking
  - Helping people be more physically active
  - Stop for swimming or fishing
  - To allow groups and individuals circumambulate the Portland region at will
  - Stroll through the developed URA in Troutdale
- Transportation
  - Alternative transportation option (3)
  - Safe routes to school
  - Safe bicycle access between Portland and many east county assets
  - Non-motorized
  - Both local and long distance options
  - Functional connection to
    - School
    - Work (2)
    - Shopping
    - Destinations
- Connections for all ages and abilities
  - Safe (car free) walking north and south in local neighborhoods
  - Long metro area bike route
  - Community connection
  - Community interaction
  - Exploration
  - Provide safe cycling options to connect trails
  - Connecting places (2)
  - Connecting with nature (2)
  - Connect Troutdale to Gresham
  - Connecting people to places they need/want to go
  - Family use/activities (3)
  - Encouraging families to get outside and exercise
  - Easily accessible for families
  - Barrier-free experience
  - All ages, all abilities
- Tourism
  - Use by residents and visitors
  - Promote tourism to Gorge, Mt. Hood, Clackamas County
- Education
  - Opportunity for education and conservation
  - Learning trail
- Others:
  - Nature preserve
  - bad – camps

Good: Recreation

Bad: Camps

Transportation  
and recreation

Provide safe  
Cycling options  
to connect trails

Used by residents  
and visitors for  
transit between areas  
and connecting whatever.

Connecting  
places

RECREATION

Transportation

Connectivity

exercise +  
recreation

Multi use  
path

Connecting people to  
the places they  
need/want to go

Helping people be more  
physically active

Hiked Daytime  
Bikes/stop  
for swimming or  
fishing.  
stroll through the  
developed URA  
in Troutdale

- Exercise
- Recreation
- Alternative  
Transportation  
Option
- Community  
Connection &  
interaction

Safe bicycle  
access between  
Portland & many  
East County Assets

Connect people  
to nature.  
Opportunity for  
education and  
conservation.

FAMILY  
ACTIVITIES

Cycling  
Walking  
family use  
exploration  
Transportation

to allow groups &  
individuals circum-  
navigate the Portland  
region as well

LEARNING  
TRAIL

- Family Access
- Bikes & walk  
enthusiasts
- Nature  
preserve

family connection  
promotes tourism  
to the gorge, Portland  
Washington County  
safe connection  
route to school

② HOW DO YOU SEE THIS  
TRAIL BEING USED?

Recreation, yes,  
but also functional  
connections to  
school, work, shopping  
destinations

- All ages all  
abilities
- All modes but  
expect mostly  
bikes & peds

Barrier-free  
experience

Easy access for  
families

families enjoying  
being outside +  
getting exercise  
long, new and  
bike route

Purpose:  
tourism -  
exercise - walk, bike  
for  
connected Troutdale  
& Gaston

Commuting  
exercise

Safe (car free)  
Walking North +  
South in  
local neighborhood

### 3. What are your project concerns?

- Financial
  - Cost (4)
  - Funding
  - Lack of money
  - High cost but few users
- Maintenance (5)
  - Keeping it clean
  - Littering
  - Type of tread
- Safety
  - Keep vehicles off the path
  - Crime (3)
  - Policing
  - Abuse
  - Homeless camps (4)
  - Off-road if possible
  - Safe crossings
  - Physical
  - Perceived safety
  - Proper usage of trail safety
  - Being sure that it is off-street (or protected) for all of its alignment
  - Safety concerns similar to issues surrounding Springwater Trail
  - Lack of bike path
  - Intersections with existing transportation
- Environmental
  - Impacts on habitat connections from the trail
  - Ecological impact (negative)
  - Environmental sensitivity
  - Environmental impact cost
  - Impact of trail alignment on wildlife such as:
    - Noise
    - Dogs
    - Habitat fragmentation
  - Steep grades (topography)
  - Protection of Kelley/Beaver Creek
- Design, planning, prioritization
  - Making sure as many voices as possible are heard:
    - Young people
    - Seniors
    - People of color
    - People with disabilities
  - Completion time (3)
  - Priority among other pressing Metro needs

- How to prioritize
  - How to encourage community involvement
  - Lack of public support
  - Lack of land owner support
  - Maintaining support for the long term
  - Implementation of the route
  - Doesn't tie into neighborhoods
  - Lack of water
  - Restrooms
  - Capacity
  - Connection into MHCC
- Other:
  - User education

- COST/FUNDING
- CRIME/ABUSE
- MAINTENANCE

High cost, but few users

Impacts on habitat corridors from the trail

ance

social impact (negative)  
ex. Homeless Camps

Impact of trail alignment on wildlife  
noise  
dogs  
habitat fragmentation

Concern #1  
that this connector not be overwhelmed by homeless camping

- Homeless issues
- Maintenance
- Crime prevention
- Expense

- Safety
  - ▲ off road if possible
  - ▲ safe crossings
  - Capacity
  - Environmental sensitivity

Attracting homeless camps is crime

- Priority among other pressing metro needs
- how to prioritize
- how to encourage community involvement

intersections with existing transportation

Steep grades (topography)

Safety concerns, similar to issues surrounding Springwater trail.

Making sure as many <sup>as possible</sup> voices are heard  
- young people  
- seniors  
- people of color  
- people of disabilities

Safety along trail physical/perceived

Completion TIME

Time to completion

The trail taking long time to construct

Lack of bike path

CONNECTION INTO RT AND CAN COLLECT?

Environmental impact cost  
Regeneration of trail safety maintenance

Keep vehicles off of path  
don't tie into neighborhoods  
lack of water resources

Being sure that it is off street (or protected) from all or 3 of its alignment.

Concern:  
Lack of public support  
Lack of land owner support

maintaining support over the long term

PROTECTION OF KEMP/BEAR CREEKS

implementation of the route

Costs

Safety —  
cost —  
keeping it clean —

lack of

③ WHAT ARE YOUR PROJECT CONCERNS?

#### 4. What are your aspirations for the trail?

- Complete the trail:
  - A completed, no-vehicle bike trail
  - Multi-use trail
  - Intuitive trail route
  - Improvements to:
    - Sandy River area
    - Parking
    - Infrastructure
    - Signage
    - Connection to existing trails
  - A complete plan for a functional and attractive fully connected trail that can begin to be constructed.
  - Complete 40-mile loop section in east county
  - Access hybrid tie into historic Columbia River Hwy
  - Local use either close in or as connector to other trails
- High Quality Plan
  - An implementable plan
  - A plan strategic for funding
  - Achieve support of:
    - Public
    - Troutdale City Council
    - Gresham City Council
  - Need to have a feasible alignment re: width, intersections design
  - Communication plan to continue knowledge and support
- Trail Becomes a Community Asset
  - Increased non-car access for Gresham = better livability and higher property values
  - A beautiful trail that has art along the way (i.e. Visionary Park) inviting its use everyday
  - That it be constructed to a high level of quality and service and be well used
  - High usage rate
  - Utilization of trail
  - World-known cycling tourism destination/tourism (from the entire loop and Columbia River Hwy)
  - A benefit to the community
  - A means to increase tourism and economic benefits
  - To have a safe (way) for families to enjoy (what) the trail has to offer.
  - A more cohesive community
  - Community connections and involvement
  - Families outside
  - Reaching as many end user requests as possible
  - Residents are more physically active
- Safety for Trail Users
  - A safe trail that is enjoyed and supported by the community it serves

- A safe and high quality corridor that attracts users
  - Give families a safe way to access the SW
  - Safety for the public
  - Safe, smooth movement of trail users
  - Ultimately a user friendly safe connection within our lifetimes
  - Clear path to security and safety for the trail
- Minimize Impacts to Natural Resources
  - Protecting native areas and Kelly/Beaver Creeks
  - Low impact on natural resources
  - A well-designed trail that protects water and wildlife habitat
- Others:
  - Efficient and cost effective
  - FEMA
  - Community understanding and support
  - Success:
    - Articles in travelogues, newspapers, TV reports stating what a wonderful addition this segment makes to our trails.

A completed  
NO VEHICLE  
Bike TRAIL  
4  
livability & higher  
property values

PROTECTING  
NATIVE AREAS  
AND KELLY/BEAVER  
CREEKS 4

Advocacy:  
① public,  
② Trail Use City  
Council  
③ Graham City Council 4

Ultimately,  
A user friendly  
SAFE CONNECTION  
within our  
lifetimes! 4  
LOCAL  
either use in  
or as connector  
to other trails.

A more cohesive  
community 4

Multi-use  
trail 4

that it be  
constructed to  
a high level  
of quality and  
service -  
and be well used! 4

utilization of trail  
safety for the public  
equipment, movement of  
trail users  
benefit to the  
community  
economic growth, recreation,  
benefit to

Community connections  
and communication  
A well designed  
trail that connects  
water and land  
resources 4

A beautiful trail  
that has art  
along the way  
(i.e. Visionary Park)  
inviting its use  
everyday. 4

A COMPLETE PLAN  
FOR A FUNCTIONAL  
AND ATTRACTIVE  
FULLY CONNECTED  
TRAIL THAT CAN  
BEGIN TO BE  
CONSTRUCTED 4

Low impact  
to Natural  
Resources 4

4

Safe for Dogs 4  
- efficient &  
not expensive  
trail  
- Wildlife friendly  
endless possibilities  
to explore

Residents are more  
physically active  
4

HIGH USAGE  
RATE 4

World - Known  
cycling tourism  
destination/tourism  
(from the entire  
loop + Columbia  
River Hwy) 4

- Community endorsement  
and support 4  
- Clear path to  
safety and safety  
for the trail  
- Communication  
plan to continue  
knowledge & support

A trail that  
is enjoyed and  
supported by the  
community it serves 4

a safe and  
high quality  
corridor that  
attracts users 4

have a name  
a feasible  
alignment re:  
width, intersection  
design 4

complete 40 mile  
loop section in  
east county 4  
give families a  
safe way to access  
the art district & provide  
tie into Historic  
Columbia River Hwy

Success: articles in  
trailblazer, newspapers,  
TV reports, stories about  
a wonderful addition to  
the region makes to our  
trails 4

④ WHAT ARE YOUR  
ASPIRATIONS FOR THE TRAIL?

Improvements to  
Sandy  
River area  
infrastructure  
parking, signage,  
connection to existing trails 4

## 40 Mile Loop: Trail Cross Section Group Activity Summary

### **Shared Use Path in Road R.O.W.**

1. Where have you been on a similar trail?
  - Moody Ave and south waterfront
  - Sun River
  - Historic Hwy
  - Columbia Gorge
  - Marine Dr. – Rivergate
  - North Lombard – Rivergate
  - Portland Rd. – Peninsula Crossing Trail
  - Gresham-Fairview Trail – North of 1-84/south of Sandy, 201<sup>st</sup> north of Sandy
  - Not too many of these in east county
2. Where within this corridor do you think this trail cross section would be most appropriate
  - Residential areas in Gresham
  - Troutdale Rd. (heavy traffic, narrow in places)
  - Places where a bike lane already exists
  - Places where a car lane could be de-activated
  - Built environments where R.O.W. is available/or could be
3. What are the challenges with this cross section?
  - Not in designated north south connectors (freight routes on 257<sup>th</sup>)
  - Sometimes the R.O.W. is not wide enough
  - Not a great experience (noise, proximity)
  - User conflict (kids, commuters, pets)
  - A lot of driveway crossings can be an issue
  - Maintenance (blackberry nuisance)
  - Conflict with cars, wider distance between road is better
4. What are the positive features of this cross section?
  - Sometimes it is the only feasible alternative that is separate from the road
  - R.O.W. property is not privately owned – thus available
  - Where R.O.W. allows, and additional bike land on-street would be ideal (but not in lieu of path) – potential to have facility for fast cyclists adjacent to trail
  - Provides the connection especially through constrained areas

### **Hiking Trail & On-street Route**

1. Where have you been on a similar trail?
  - Forest Park
  - Tayon Creek State Park
  - Eugene City trail system
  - Whistler, B.C.
2. Where within this corridor do you think this trail cross section would be most appropriate
  - Beaver Creek Canyon North and South of Division
  - Arrow Creek

- Tight areas near Sandy Blvd.
  - Areas where topography is challenging
3. What are the challenges with this cross section?
    - Topography
    - More land impacts and easements – cost
    - Trail connectivity
    - More maintenance
    - Roads are discouraging for family cycling
    - Safety and security on trails
  4. What are the positive features of this cross section?
    - Separation of uses
    - More transportation oriented
    - Options for everyone – equestrians
    - Variety for trail runners and training
    - Minimized traffic impacts between users
    - Nicer hiking experience for hikers

### **Shared Use Path adjacent to Road**

1. Where have you been on a similar trail?
  - Marine Drive – Troutdale Path
  - Troutdale – Drive
  - 257<sup>th</sup>
2. Where within this corridor do you think this trail cross section would be most appropriate
  - 257<sup>th</sup>
  - Troutdale Rd.
  - Sandy Rd.
3. What are the challenges with this cross section?
  - Expensive R.O.W. purchase
  - User conflicts
4. What are the positive features of this cross section?
  - Separate from vehicular traffic

### **Equestrian Trail**

1. Where have you been on a similar trail?
  - McIver State Park
  - Springwater Trail
  - Sandy River Delta
  - Powell Butte
  - Stub Stewart State Park
  - Mollala River Corridor
  - Klickitat Trail
2. Where within this corridor do you think this trail cross section would be most appropriate
  - Beaver Creek

3. What are the challenges with this cross section?
  - Pedestrian experience
  - Split Trail
  - Slow pace
4. What are the positive features of this cross section?
  - People from neighborhood with horses have a local place to ride
  - Equestrian volunteer

# MEETING NOTES

**date:** 6/1/2016

**project:** 40 Mile Loop

**subject:** Van Tour

Overall the stakeholders were very positive about the potential alignments. They seemed to prefer the alignments that went through more natural areas ex. (Troutdale, Sandy, 2/3); however, there was no mention of disliking the alignment through downtown Gresham.

## Comments:

- Goals did not put enough emphasis on beauty and nature. Experience should be more important.
- Can we lower the speed on Kane rd.
- Kane is very often dirty and not a good experience to ride on.
- Positive response to Sandy Rd alignment and idea of making it a one-way for vehicles and making the other lane a shared use path – or making it cyclists and pedestrian only.
- Concern about erosion on Sandy.
- Troutdale Rd. does have a good amount of traffic. Counts would be helpful.
- Positive response to Troutdale Rd. with the wide ROW and connections to parks/schools/public transit.
- Alignment 2 has the opportunity to connect to Llewellyn Park by the Sandy River
- Great “million dollar” view of Mt. Hood from Troutdale Rd.
- Possible short term alignment on Salquist Rd. to connect from 282<sup>nd</sup> to Palmquist. This could connect to SE Community Park and has existing bike lanes.
- Goal of the 40 mile loop board is to connect all of the missing links and to provide many opportunities to connect to larger networks.
- Johnson Creek floods “a lot” each year.
- Concern about user numbers if the trail is set too far east. It would be more for tourists and not for the general community.
- Positive attitude towards the Springwater Plan and connecting to it if possible.

**PLACE**

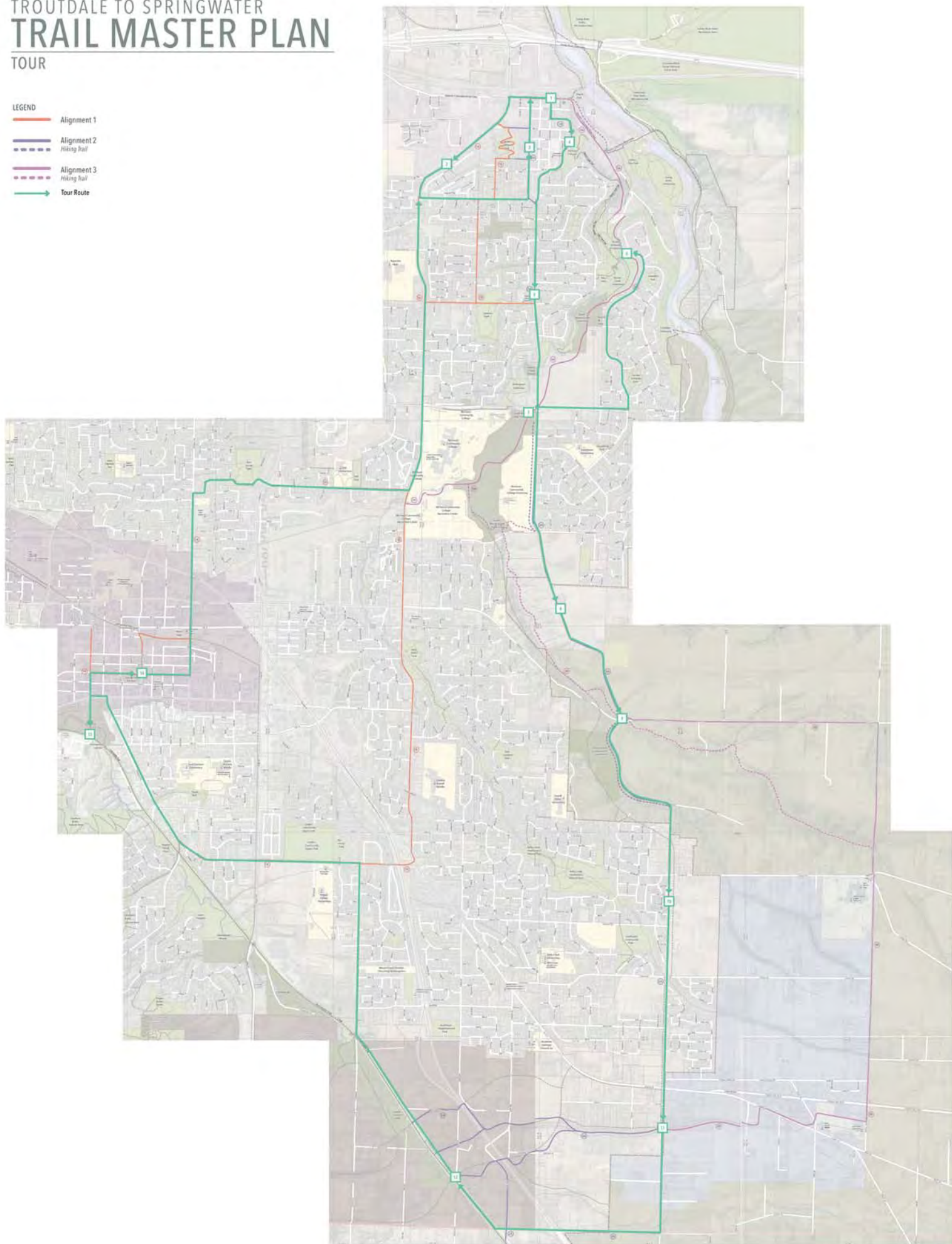
735 NW 18th Avenue Portland OR 97209 503.334.2080 place@place.la [www.place.la](http://www.place.la)

NAME OF PROJECT / DATE OF MEETING / NAME OF MEETING / Page 1 of 1

*Note: We believe these notes to be an accurate summary of discussions and conclusions. Please notify the sender of any additions or corrections.*

40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
**TRAIL MASTER PLAN**  
TOUR

- LEGEND
- Alignment 1
  - Alignment 2
  - Hiking Trail
  - Alignment 3
  - Hiking Trail
  - Tour Route





## Metro | Meeting minutes

Meeting: Troutdale to Springwater Trail SAC meeting #3  
Date/time: Tuesday, August 2, 2016 6 to 8 p.m.  
Place: Mt. Hood Community College, Town and Gown Room  
Purpose: Discuss alignment evaluation, community engagement, and next steps

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### **SAC, TAC and Project Management Team members present**

Robert Spurlock, Charles George, Matt Barney, Greg Olson, Barbara Edwardson, Charlie Foss, Julie DiLeone, Allison Boyd, Chris Damgen, Ryan Krueger, Tina Osterink, Charles Teem, Shirley Prickett, Craig Ward, Sandra Hikari, Joe Lagerstrom, Bob Akers, John Wilson, Shirley Craddick, Robin Wilcox, Charlie Brucker

### **Others present**

Paul Wilcox, Ernest Hayes, Lisa Goorjian

### **Meeting Summary**

- Committee member signed in, got refreshments, and mingled
- The meeting began with introductions
- Robert reviewed the scope and schedule, including work completed to date. Robert explained that the schedule had been extended by three months and the scope would be expanded to more closely address community concerns about homelessness and illegal camping along the Springwater Trail.
- Robert informed everyone that the previously scheduled August 5 and 6 outreach events would not be happening because the July 16 and 23 events were so successful.
- Robert presented a summary of the June 29 public open house and July 16 and 23 outreach events at the Gresham Farmers Market and Troutdale Summerfest.
- Robin explained the addition of a new route option that was added since the June 29 open house. The route follows existing streets through Gresham and avoids the steep, constrained section of Troutdale Road between Division and Powell Valley Road.
- Shirley Prickett expressed that she believed the trail route should follow streets and be in front of people's houses. She gave the example of New Orleans and how this approach is popular there.
- Councilor Wilson expressed that he believes the route should follow Buxton Road and Troutdale Road through Troutdale.
- Bob mentioned that his phone number is listed on the 40-Mile Loop website and he has been getting a lot more phone calls about safety along the Springwater Trail.

- Greg said that he reads crime reports and believes that crime along the Gresham portion of the Springwater isn't as bad as the perception.
- Tina responded saying that Gresham has a new task force looking at homelessness in the community and along the trail.
- Robin presented the evaluation methodology and results.
- Matt asked what the grade is along Buxton and Sandy Ave. Robin didn't know the exact grade but said that we would get back to the group with this info.
- Julie pointed out that the geology and slope stability in Beaver Creek canyon would be very difficult for a trail. Robert agreed and said that was one reason that Alignment 3 didn't score as high in the evaluation.
- Councilor Craddick asked if Kane's designation as a freight route in the East Metro Connections Plan was considered. Robin said that it was and that the evaluation criteria included consistency with adopted plans and user experience and that Alignment 1 did not score as well because of this.
- Charlie Teem shared concerns with the potential route through Kelley Creek Headwaters. The culvert floods and neighbors aren't allowed to develop near the creek.
- Bob pointed out that the 40-Mile Loop was always intended to be off-street.
- Joe suggested that Williams might not have enough right-of-way width and asked what the proposed cross section would be. He also said that traffic calming would be good for Williams.
- Barb described Metro's land acquisition process.
- Chris pointed out that the church on the corner of 3<sup>rd</sup> and Harlow is on the national register.
- Councilor Wilson said that converting Sandy Ave to one-way car traffic would conflict with driveways.
- Tina mentioned ODOT's 282<sup>nd</sup>/Boring bridge project and the committee discussed whether these bridge improvements would serve as a suitable crossing for the trail across Hwy 26. The committee felt that it was too out of direction to serve as the long term solution, but could be useful as a connection in the short term until a new bridge across the highway could be built.
- Councilor Craddick mentioned that MHCC will have a BRT station.

#### **Next Steps**

- Robert is scheduling individual meetings and site visits with stakeholders to determine the exact alignment along specific trail segments such as Troutdale, MHCC, and Kelly Creek Headwaters.
- Project team will begin the next phase, Concept Design.
- Third and final open house is tentatively scheduled for Wednesday, December 14 at MHCC.

#### **Next meeting (Tentative)**

Wednesday, November 16, 6 to 8 p.m.

Mt. Hood Community College, Town and Gown Room

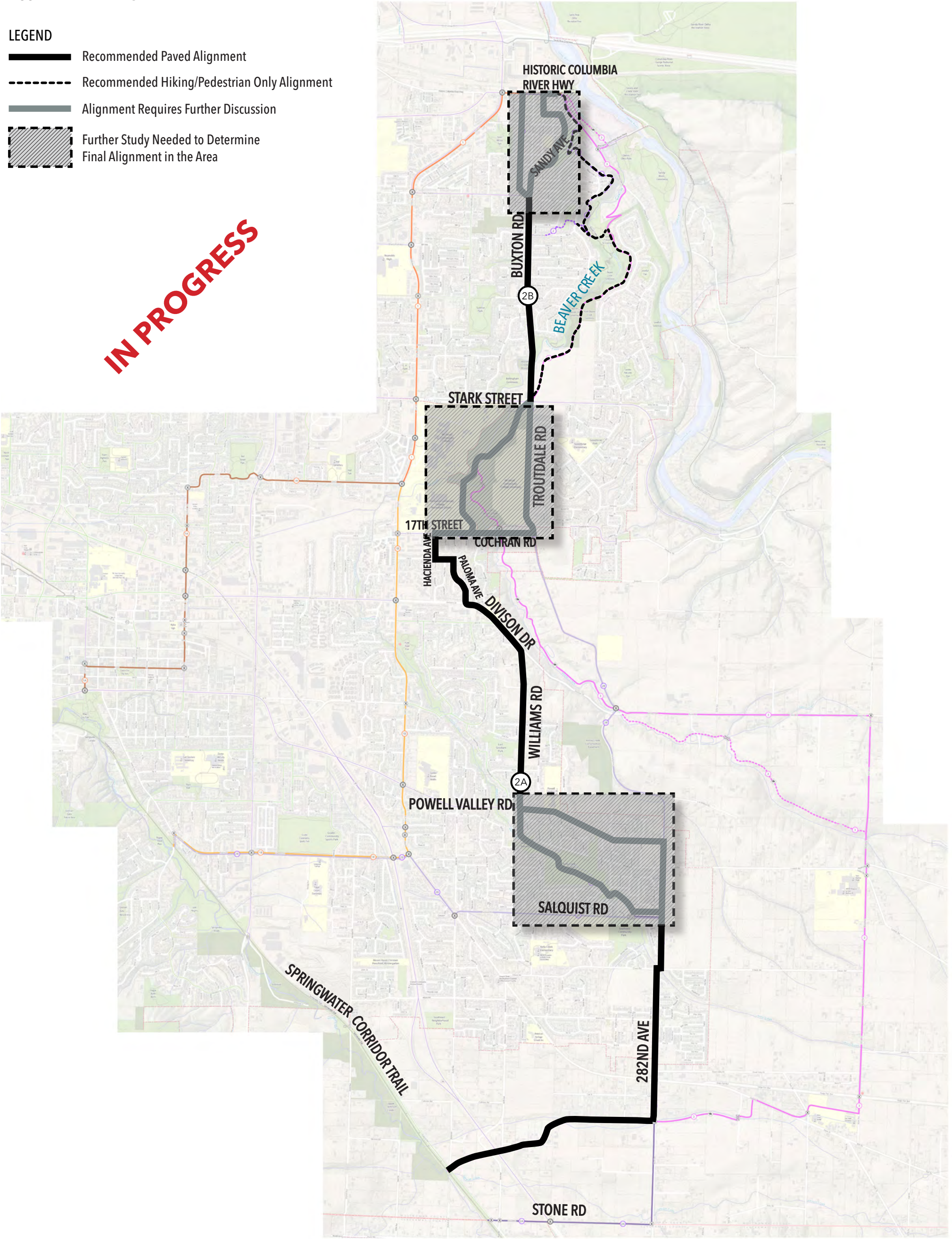
Agenda: Review recommended alignment, discuss concept design, prepare for final public open house

40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
TRAIL MASTER PLAN

RECOMMENDED ALIGNMENT

- LEGEND
- Recommended Paved Alignment
  - Recommended Hiking/Pedestrian Only Alignment
  - Alignment Requires Further Discussion
  - Further Study Needed to Determine Final Alignment in the Area

IN PROGRESS





## Metro | *Meeting minutes*

Meeting: Troutdale to Springwater Trail SAC meeting #4  
Date/time: Wednesday, January 4, 2017 5 to 7 p.m.  
Place: Mt. Hood Community College, Town and Gown Room

---

### **SAC, TAC and Project Management Team members present**

Shirley Prickett, Greg Olson, Robert Spurlock, Matt Barney, Charles George, Julie DiLeone, Brendon Haggerty, Allison Boyd, Kristen Kibler, Sandra Hikari, Mike Wallace, Charles Teem, Bob Akers, Shirley Craddick, Kate Holleran, Tina Osterink, Chris Damgen, Barbara Edwardson, Jerry Hinton, Charlie Brucker

### **Others present**

Susan Ainsworth Smith, Sue Ruonala, Carol Rulla, Mel R., Rod Wojtanik, Ken Koblitz, Geoff Gibson

### **Meeting Summary**

5:05pm Introductions

5:08 Agenda – Robert Spurlock

- Past meeting was delayed due to ice.
- This meeting to be used to bring people up to speed on the work completed so far.
  - Briefing of routes through Gresham and Troutdale.
  - Alignment on MHCC's campus.
- What is coming next:
  - Cost estimates
  - Phasing strategies

5:10 Updates from SAC members

- Charles George – Presented path concept to MHCC w general agreement from board.
- Greg Olsen – Transportation subcommittee meeting held with interest from Powell Valley residents and councilors

5:12 Schedule of upcoming events – Robert Spurlock

- Gresham workshop planned for January 19<sup>th</sup>
- Troutdale workshop tentatively planned for February 22<sup>th</sup>
  - Robert will confirm date and time
- Next stakeholder committee meeting in a couple months
  - Tentative schedule
- April will be the final public open house community engagement meeting
- Go to city council's for adoption after April
  - May – June?

- 5:14            Rundown of upcoming engagement – Robert Spurlock
- Walking tour with neighbors on January 10<sup>th</sup>
  - Meeting with Reynolds SD Safe Routes to Schools representative
  - Board meeting with West Columbia Gorge Chamber of Commerce
- 5:17            Kelly Creek Neighborhood Route review – Robert Spurlock
- On road route alignment is preferred
    - Presented to neighborhood association committee in October
  - Powell Valley Church design options
    - Use some of church's property to go behind church
      - Easement would be purchased from the church only if they are a willing seller
    - Go in front of church and stay on/near 282<sup>nd</sup>
  - Charlie Teem – Safety is preferred
  - Shirley Craddick – Driveways are a concern for residents
    - Robert Spurlock – Path is on the southside of the road where there are fewer driveways, minimizing conflict risks.
    - Many examples of trails where there are already driveways.
    - Striping it like a crosswalk or add stop signs for trail users could be an option
    - Photos taken of existing trails within the metro area where this already exists
    - Greg Olsen – Further examples in both Washington and California that addresses this issue
- 5:27            Mount Hood Community College route – Robert Spurlock
- Site visit in September and October
    - Opportunities and challenges surveyed in Sept
    - In October we dialed in what would be a good route
  - Route avoids the floodplain
    - No deep canyon route
  - Trail would be built on the east side of campus, but behind any future development that would be built there in the future
  - Use of switchbacks to get across the canyon is a possibility
  - Trail can't go on Cochrane Rd. due to it being far too steep (18.5% grade)
  - County is designing a future bridge that might be able to accommodate the trail.
    - Prefabricated design
    - Allison Boyd – Bridge trail path would be anywhere from 9-11 ft.
  - Charlie Brucker – Experience of staying within nature is important for this trail
    - This segment might be the primary portion of this trail that has this sort of nature trail experience
  - How does this fit in with MHCC's future plans?
    - Charles George – No current plan for the east side yet. Open area, however, is flat.
  - Shirley Craddick – What are the ADA accessibility issues regarding steep areas?
    - Robert Spurlock – Federal requirements impose a 5% maximum grade, or 8.5% if there are periodic landings

- THPRD has made steeper grades by only using local money
- Presented to Beaver Creek Partnership
  - Well received.

5:48

#### Troutdale Route Evaluations – Robert Spurlock

- Routes scored based on criteria.
  - First route (1) – Buxton road
    - Steep, county road.
    - Varying grades, sometimes over 8%
  - Route 2A/2B
    - Follows Sandy Rd.
    - 2A would require putting in fill on the downhill side to build trail.
      - Expensive.
    - 2B removes one lane of traffic converting Sandy into a one-way road and using the other lane for the trail.
      - <100 cars per day of traffic already
  - Route 3A/3B
    - Historic Columbia Hwy
      - Fairly steep
      - Robins Way Trail sets a good precedent
      - Challenge of 3A is that it would go behind people's back yards, though on public property.
      - 3B would go in front of people's houses on a shared roadway.
        - Public right of way

5:56

#### Route Criteria for Troutdale– Robert Spurlock

- Criteria used
  - Cost
  - Traffic volume
  - Crossing conflicts
  - On street parking
  - Steepness
- When all tallied up 2B was the highest ranked, route 1 was the lowest.
- Regarding 2B
  - Geotechnical report pointed out that Sandy will need some serious maintenance soon anyway otherwise the outer lane may no longer be viable for cars in the future
  - Presented to neighbors as an option, reception was not overly negative
  - Shirley Prickett
    - Troutdale is not a transit city
    - The more conflicts you create for cars and cyclists, the more you're going to anger people.
    - Taking away a lane of traffic, people are going to further feel the pinch of an already increasing bicycle traffic

- Sandy might work, but might not. Expect a fight from neighbors.
  - Older people who can't bike or walk will have a big disadvantage
- Julie Dileone
  - Which direction would the one way be?
  - Chris Damgen – Suggested that the uphill direction would be the best one to make one way, but weather will be an issue.
- Charlie Teem
  - Route over Buxton thoughts?
  - Chris Damgen – Commercial districts are only 3 blocks away and if you take a lane of parking from the merchants they'll lose business.
  - Robert Spurlock – It's important to keep this an off street path.
- Charlie Teem
  - 3A and 3B both have high marks for parking, why?
  - Robert Spurlock – Evans street is a shared use street, people would share it like a bike boulevard.
  - Charlie Teem – Not in the vision of the 40 mile loop though.
  - Robert Spurlock – Already precedents for this though in SW Portland and Sellwood. Evans St has low enough traffic counts and ultimately it could be a moot point because the higher scoring route is Sandy.
- Greg Olsen
  - Where would the one way begin on Sandy?
  - Robert Spurlock – This isn't yet determined, but open to suggestions.

6:21

#### Gresham Route Evaluation – Robert Spurlock

- Feedback taken from summer outreach.
- Going along 282<sup>nd</sup> makes the most sense, but the Division/Troutdale Rd area is very constrained.
- Williams Road route might make the most sense overall, but is no longer the recommended route as the neighbors are vehemently against it.
- Focus has shifted to Troutdale Rd as a possible alternative
- Scott Str might make for a low stress bike option
- Bob Akers
  - His organization would oppose anything that's on streets.
- Matt Barney
  - Are there any bikeways or greenways that already connect to these options? Or what opportunities does it provide?
  - Robert Spurlock – Gresham active transportation plan is working on this.
- Councilor Jerry Hinton
  - Already received blowback about the Williams route.
- Julie Dileone
  - Concerns about people using the new trail to camp (homelessness)
  - Important to tie in choices and decisions to mitigate this risk.
  - Robert Spurlock
    - This is a recurring theme and gathering as much data as possible is important.

- Gresham has done a much better job at addressing camping on their portion of the Springwater than Portland.
- Shirley Craddick
  - There needs to be a regional discussion about trail policies regarding camping
  - How do we work together to monitor trails and keep them safe?
  - You don't see homelessness in the Troutdale trails system
- Robert Spurlock
  - Same with Hillsboro
- Julie Dileone
  - These are important points to get across.
  - Fear of homeless camping along trails is a big issue that people are genuinely worried about.
- Shirley Prickett
  - Multnomah County only clears out their areas once per year.
  - People are constantly being pushed to the edges of the metro area because they can't afford anywhere else.
- Kate Holleran
  - Research about funding of different trail management systems are needed.
- Ken Koblitiz
  - How do we make decisions for trails locations long term when these problems could just be short term issues?
  - Shirley Craddick
    - Focus on the experience of the trails
    - Trails are tourist attractions but because of current homeless issues they are a concern
    - These discussions need to happen separately
- Tina Osterink
  - At the last meeting there was a table of police and sheriffs to address safety issues.
  - Gresham is working on keeping their trails clean and at the January workshop they can further explain how they are focusing and monitoring the issue
- Robert Spurlock
  - Balance is to bring both the experience but also discourage camping.
  - This is not a Springwater extension as some have been calling it.
- Bob Akers
  - Homelessness is a national issue right now, not just a Portland metro region problem
  - We need to listen to the people who live off Sandy
  - Robert Spurlock – Intent is to consider all concerns. Williams Rd. neighbors were very effective in organizing but they're not the only neighbors we've been listening to.

6:55

#### Public Commentary Period

- Powell Valley resident – Sue Ruonala
  - Sudden route changes are concerning for us (Williams Rd)
  - Routes don't seem conducive to walking to cycling
  - Lots of opposition on NextDoor and Facebook
  - No input was asked for
  - Trails are supposed to be tranquil and this doesn't happen on current route options
  - Really confusing process regarding route selection
    - Started off on a bad foot and seems to be continuing that way
  - If it's going to be a trail make it a true trail, or make it an economic benefit to businesses
  - Mayor of Gresham is opposing the trail expansion on his personal Facebook page
- Carol Rulla
  - Maybe we should be looking at local "spokes" rather than a whole new trail
  - Getting into a lot of trouble with the current trail vision

7:00pm

#### Next Steps – Robert Spurlock

- Gresham Neighborhood workshop in January
- Chris Damgen
  - Perception from neighbors is that the Jan meeting is the final meeting. It is not.
  - Robert Spurlock – Project is nowhere near finished.
- Charlie Teem
  - Need closure between this trail and Gresham's mayor.
- Robert Spurlock
  - Important to get across that this is a partnership between Metro, Gresham, and Troutdale. This is not just a Metro project.

**Next meeting TBD**

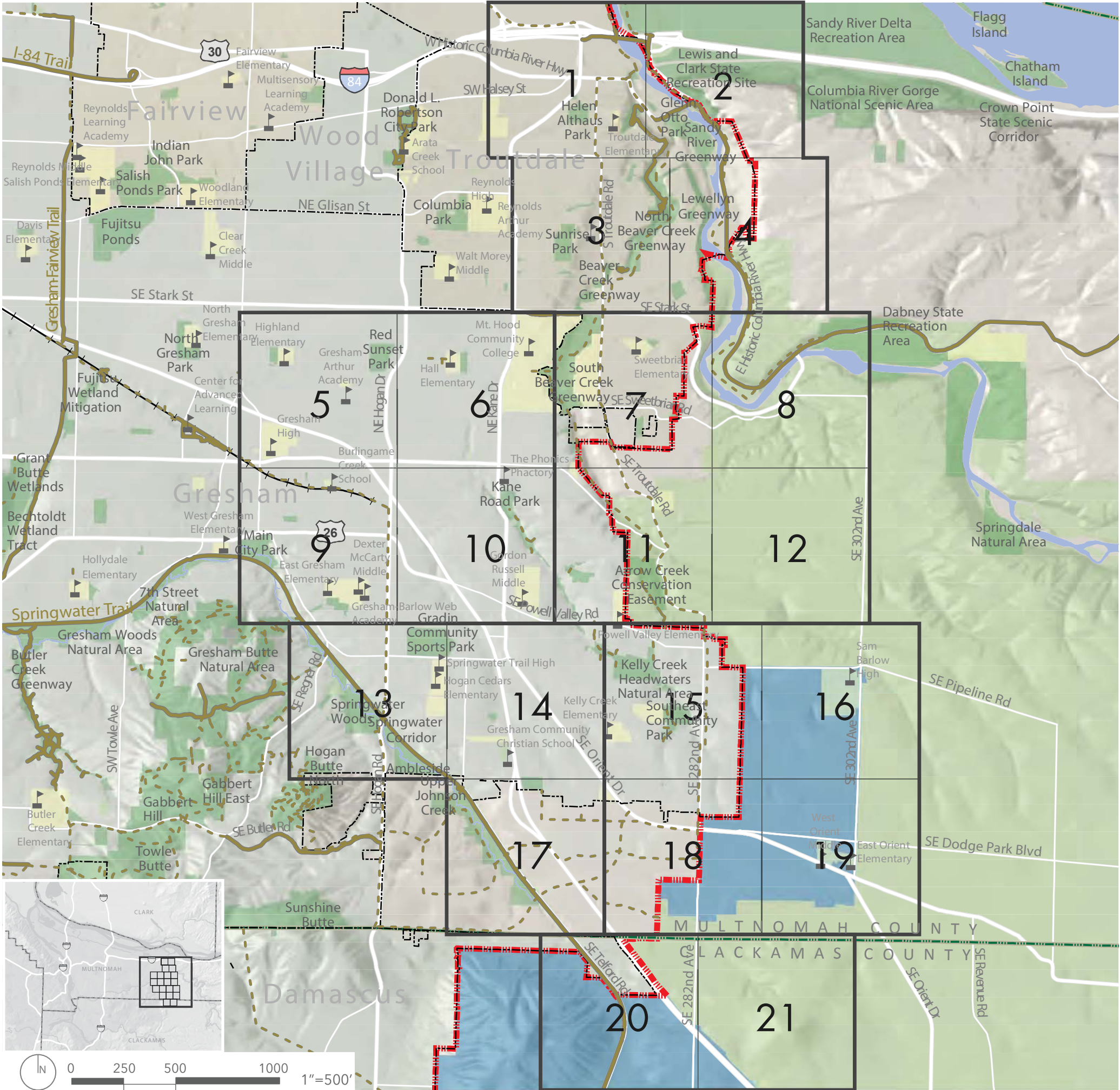
## APPENDIX B – EXISTING CONDITIONS MAP BOOK

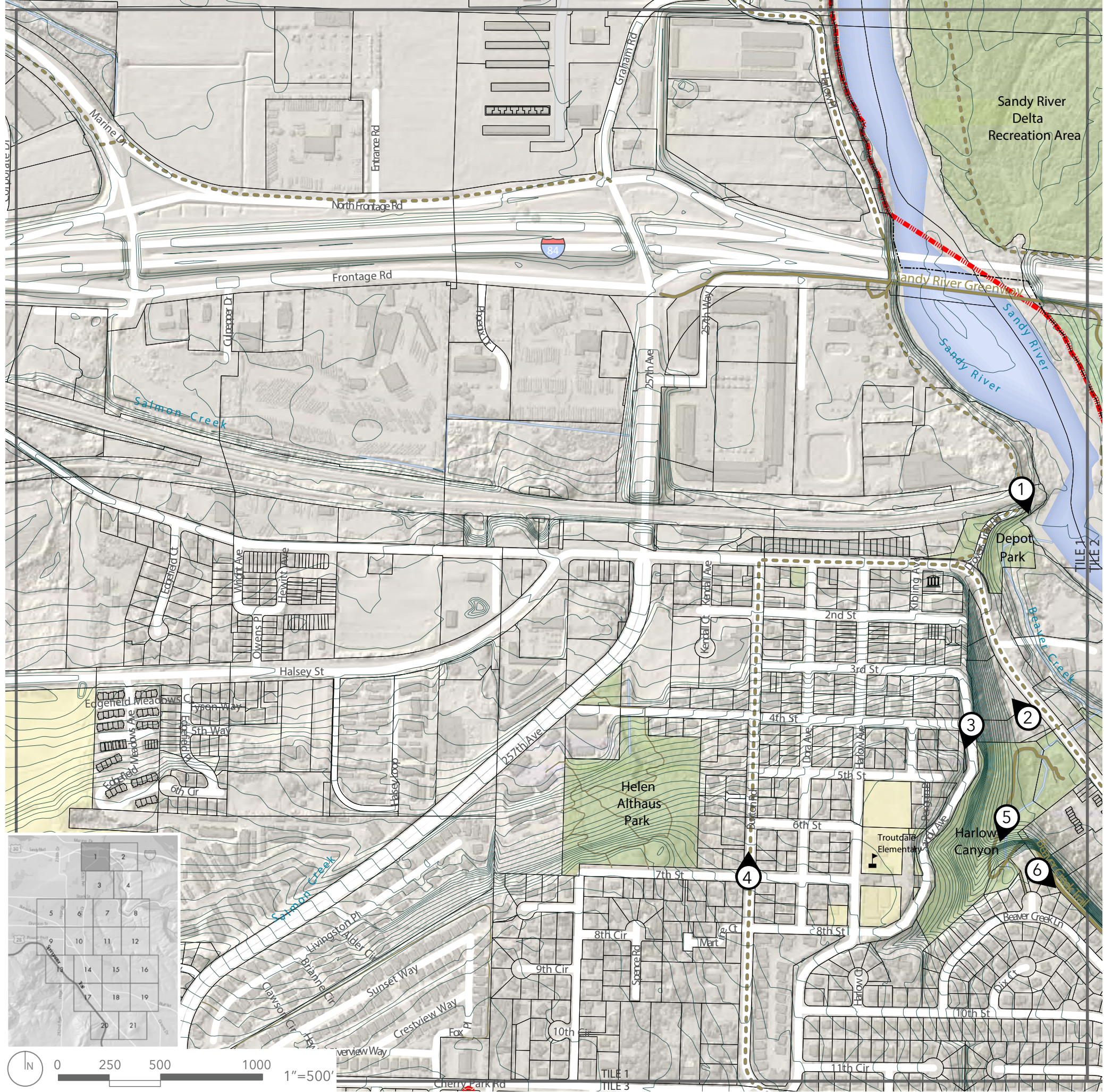
40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
TRAIL MASTER PLAN

SUMMARY OF EXISTING CONDITIONS | PROJECT AREA

LEGEND

- EXISTING TRAILS
- PROPOSED TRAILS
- CITY BOUNDARIES
- COUNTY BOUNDARIES
- URBAN GROWTH BOUNDARY
- EXISTING MAX LINE
- SCHOOLS
- PARKS/NATURAL AREAS
- SCHOOL LANDS
- RURAL RESERVES
- URBAN RESERVES





# 40 MILE LOOP: TROUTDALE TO SPRINGWATER TRAIL MASTER PLAN

SUMMARY OF EXISTING CONDITIONS | TILE 1



Union Pacific Railroad bridge crossing & northern connection to 40 Mile Loop



Existing sidewalk and shoulder on East Columbia River HWY



Sidewalk and views of the Columbia River Gorge & Cascade Mountains from SE Sandy Avenue



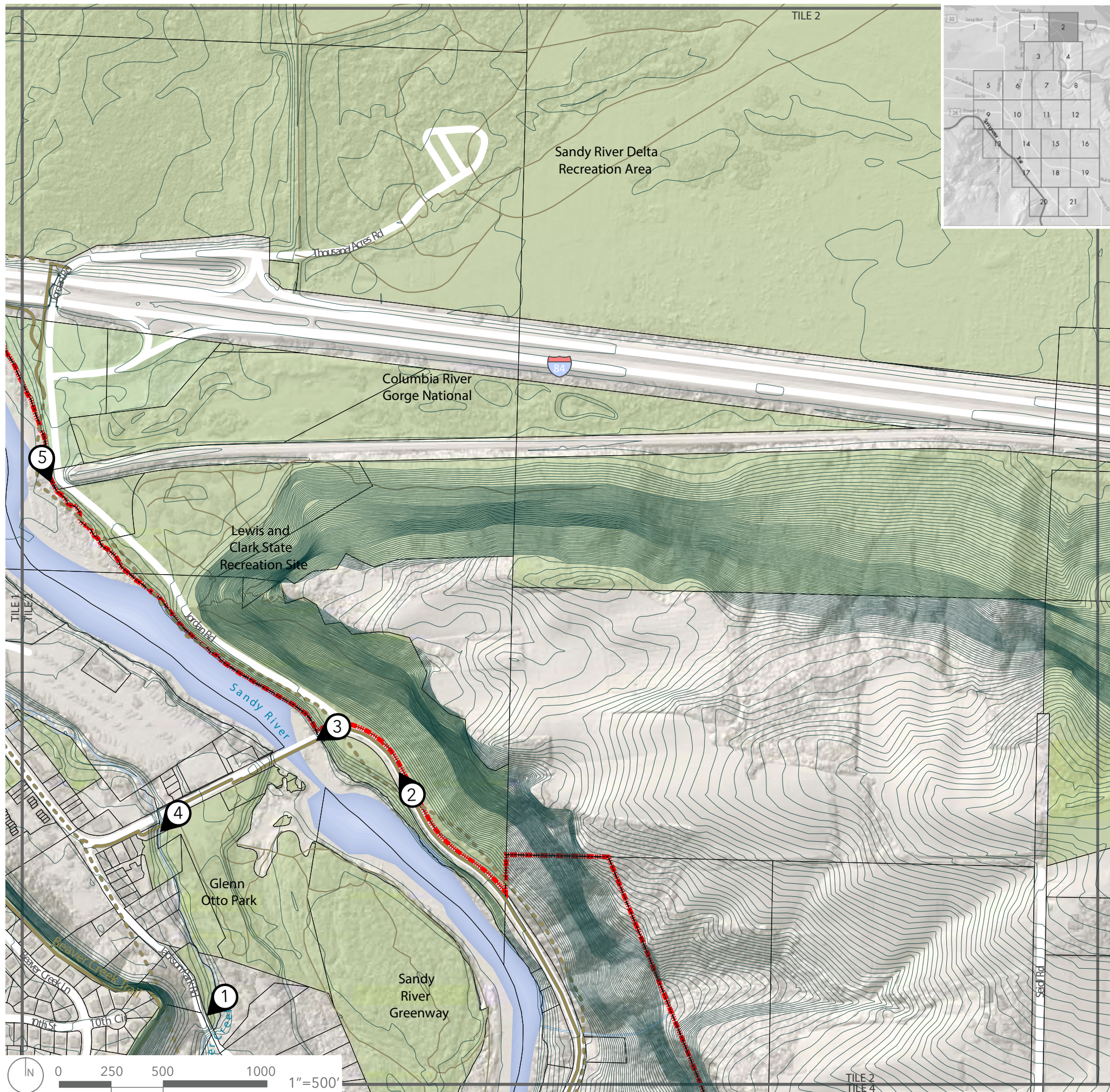
Sidewalks and wide travel lanes on Buxton Road connect Troutdale Road to downtown Troutdale



Robin's Way Trail connection between Troutdale Elementary and the Sandy River through Harlow Canyon



Beaver Creek Trail at the rim of Beaver Creek Canyon behind private residences



# 40 MILE LOOP: TROUTDALE TO SPRINGWATER TRAIL MASTER PLAN

SUMMARY OF EXISTING CONDITIONS | TILE 2



Private drives at Jackson Park Road, entrance to Beaver Creek Canyon



Historic Columbia Gorge Highway Trail Southeast of the Sandy River bridge



Sandy River bridge sidewalk on the south side

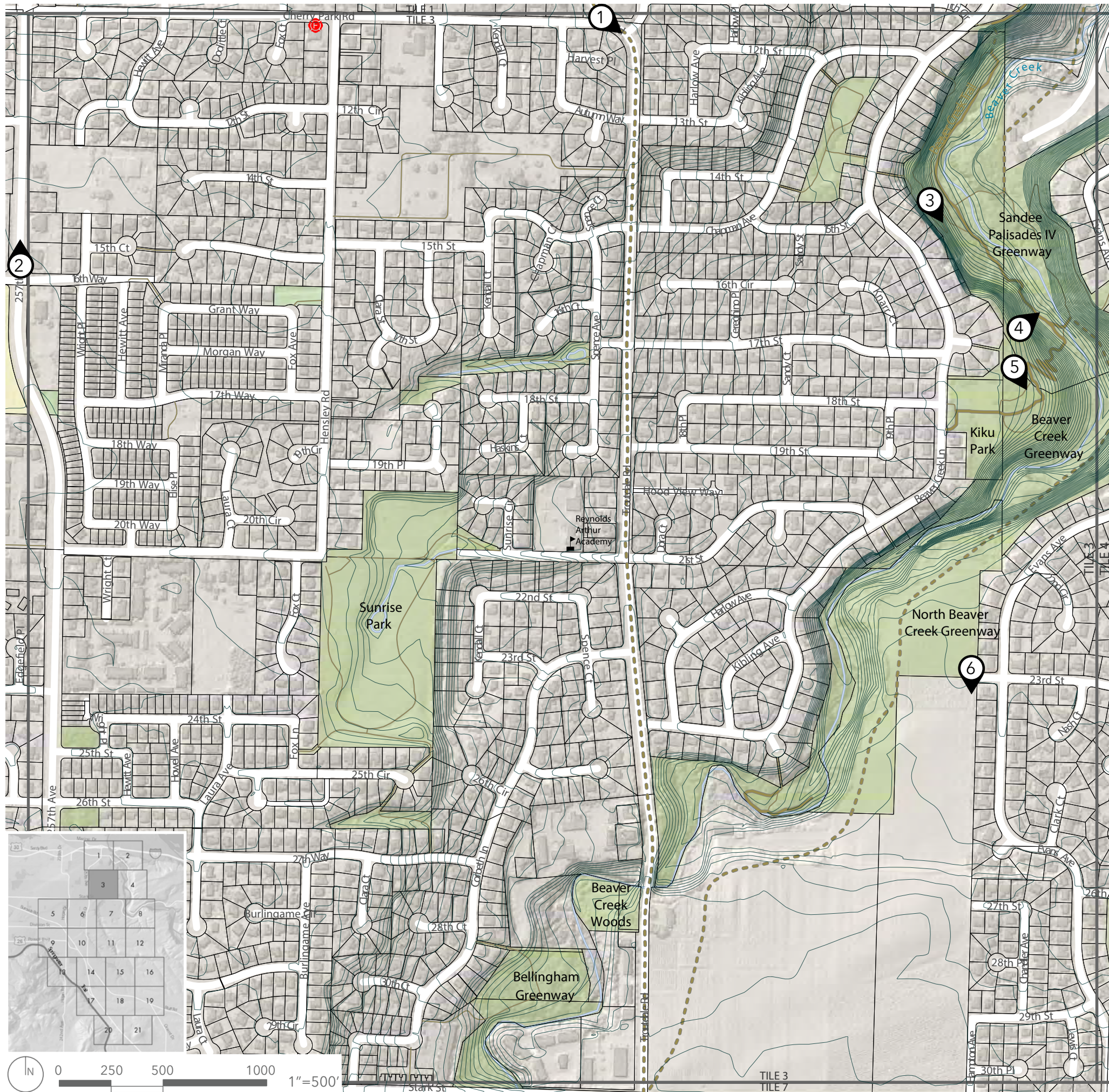


Bicycle and pedestrian bridge between Troutdale and the Historic Columbia River Gorge Highway



Pathway along Historic Columbia River Highway west of Lewis and Clark State Park

legend on page 1



# 40 MILE LOOP: TROUTDALE TO SPRINGWATER TRAIL MASTER PLAN

SUMMARY OF EXISTING CONDITIONS | TILE 3



Troutdale Road, Cherry Park Road, and Buxton Road intersection south of downtown Troutdale



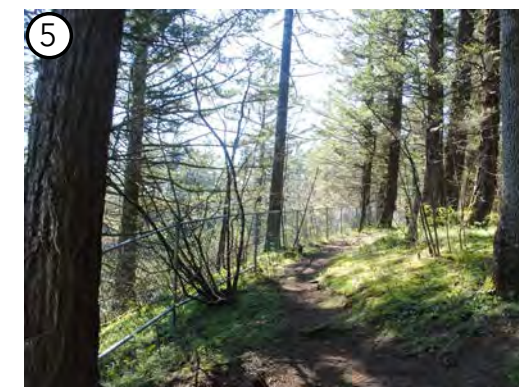
Bike lanes and curb tight to the sidewalk along 257th & Kane Road south of downtown Troutdale



Natural surface trails along Beaver Creek, through Beaver Creek Canyon



One of the damaged or missing bridges across Beaver Creek

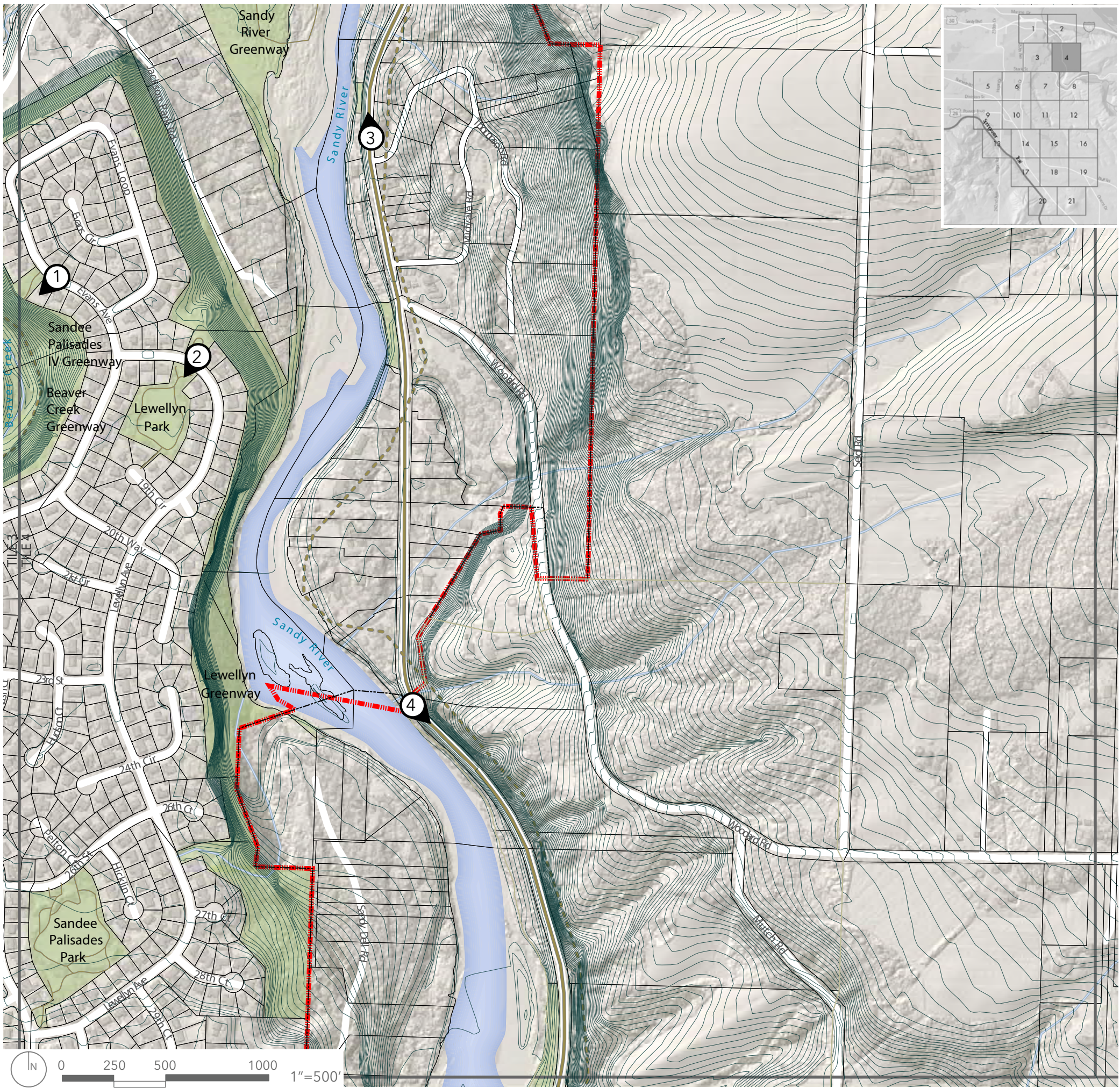


Beaver Creek overlook trail in Kiku Park



Existing raspberry farm between Beaver Creek Greenway and Stark Street. Potential property acquisition

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40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
**TRAIL MASTER PLAN**

SUMMARY OF EXISTING CONDITIONS | TILE 4



Trail head to Sandee Palisades Greenway on the eastern rim of Beaver Creek Canyon



Lewellyn Park connection to Lewellyn Greenway along the Sandy River



Historic Columbia River Highway along the Sandy River, southeast of Troutdale



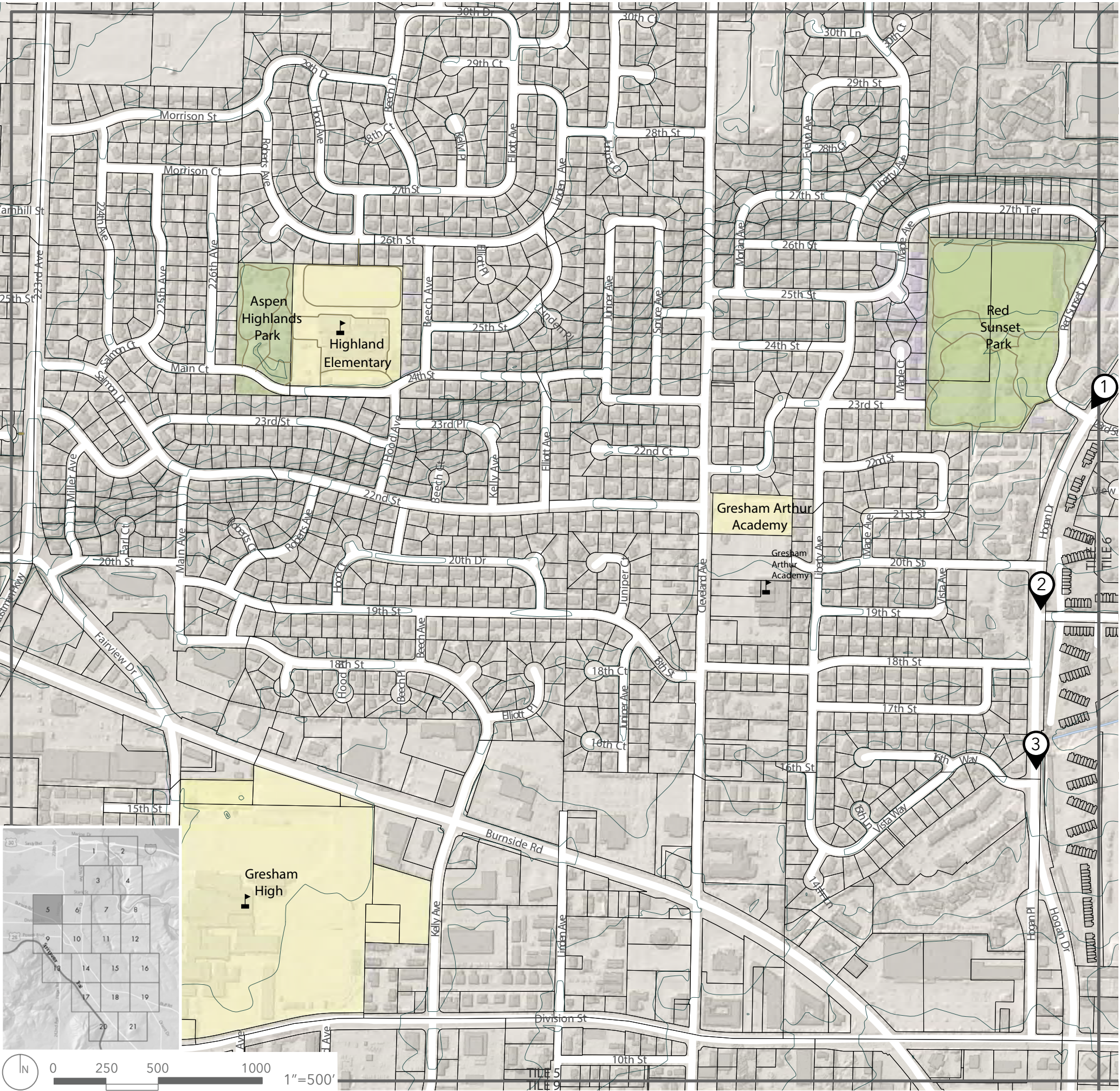
Historic Columbia River Highway, designated a state trail route between Troutdale and Hood River

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40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
**TRAIL MASTER PLAN**

SUMMARY OF EXISTING CONDITIONS | TILE 5



Hogan Drive at 23<sup>rd</sup> Street and connection to Red Sunset Park



Existing bike lanes and curb tight sidewalks along Hogan Drive



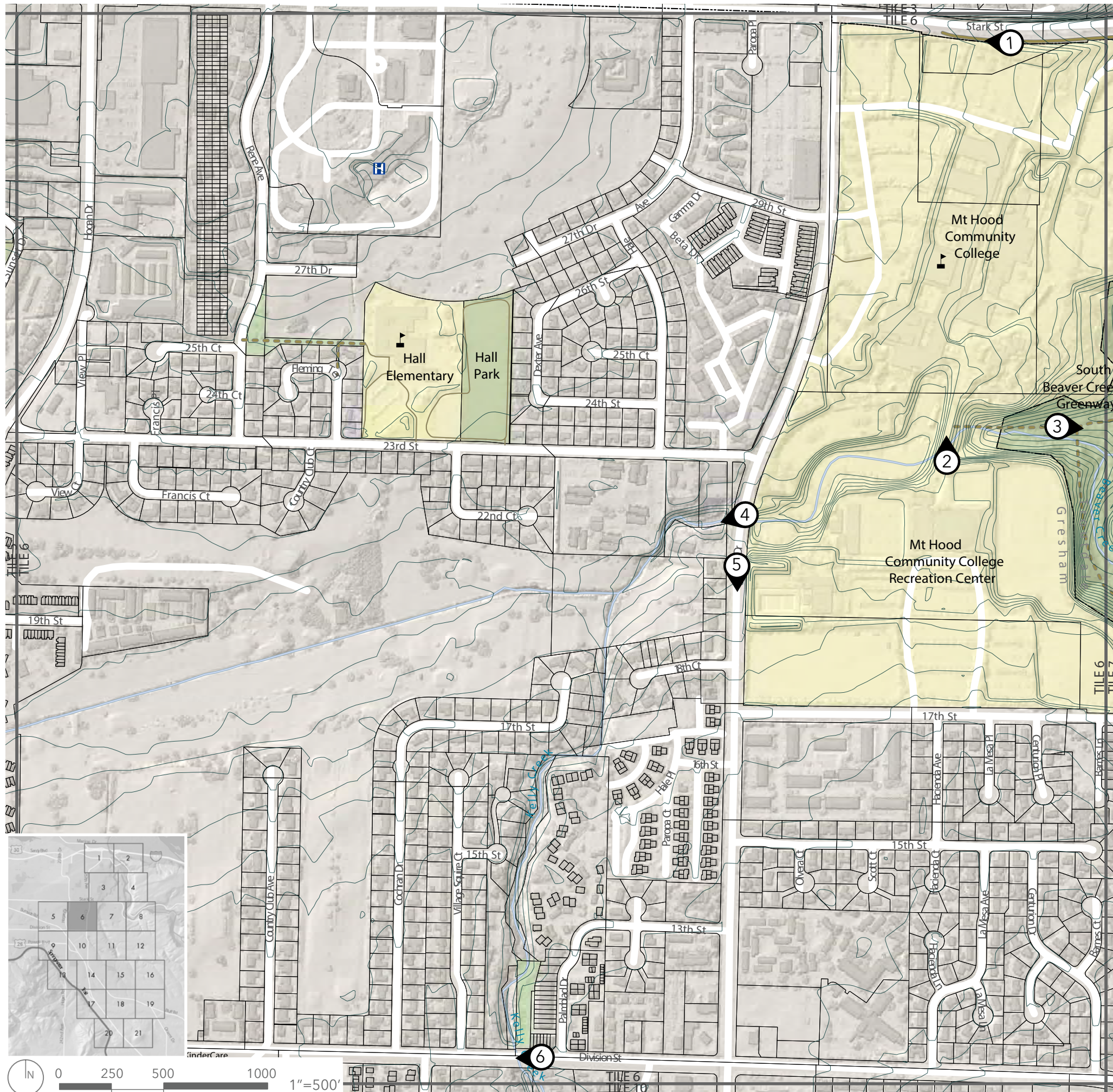
Western edge of Gresham Golf Course and Boring Creek crossing of Hogan Drive

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# 40 MILE LOOP: TROUTDALE TO SPRINGWATER TRAIL MASTER PLAN

SUMMARY OF EXISTING CONDITIONS | TILE 6



1 Sidewalk along Stark Street right of way north of Mt. Hood Community College



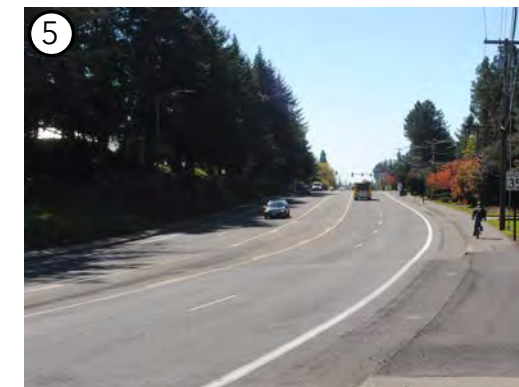
2 Pathway on top of Kelly Creek Dam at Mt. Hood Community College



3 Trail along Kelly Creek between the dam and Beaver Creek Greenway



4 Kane Dive crossing of Kelly Creek west of Mt. Hood Community College

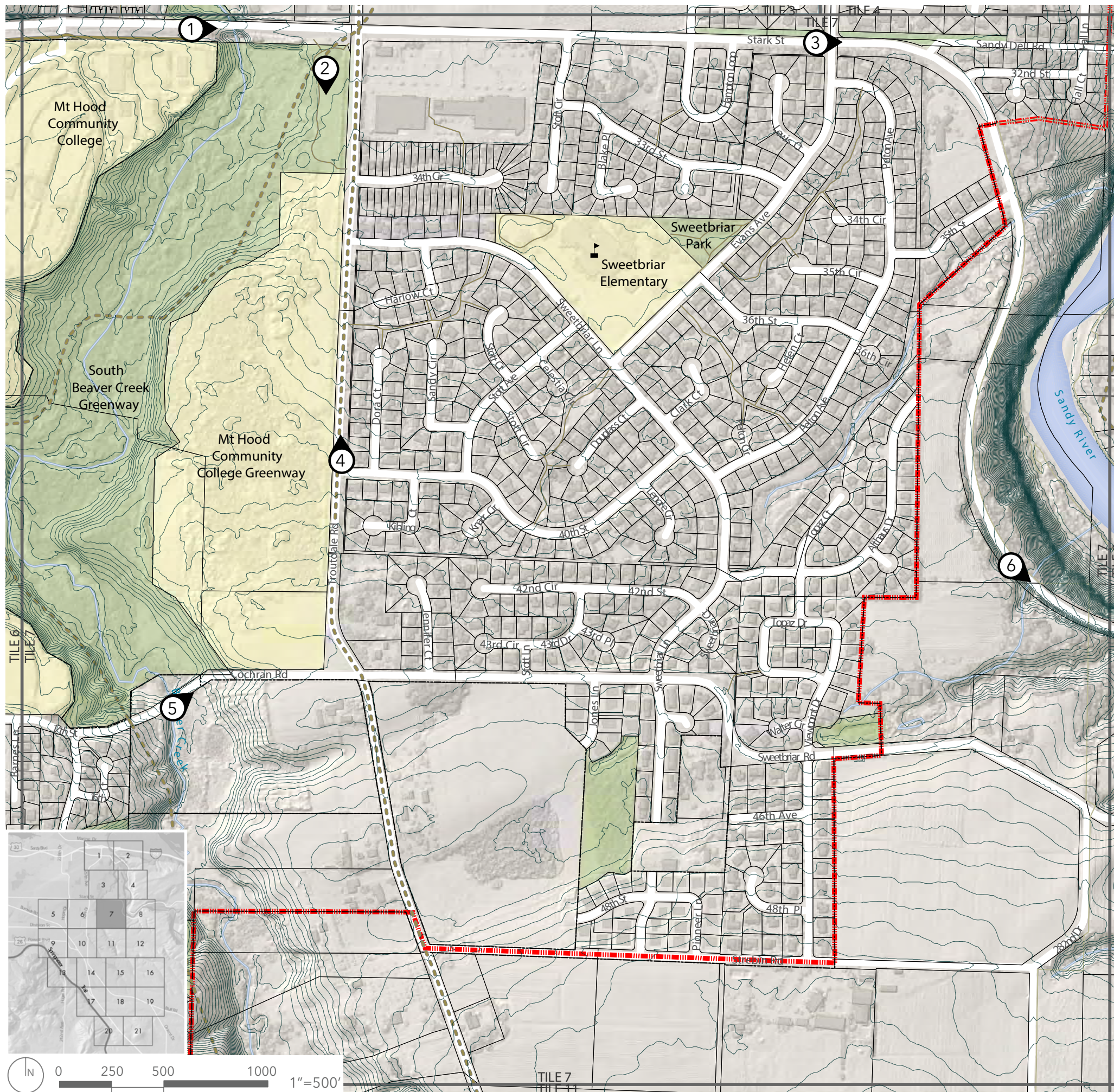


5 Bike lanes and curb tight sidewalks along Kane Drive west of Mt. Hood Community College



6 Bike lanes and curb tight sidewalks along Division Street at Kelly Creek crossing

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# 40 MILE LOOP: TROUTDALE TO SPRINGWATER TRAIL MASTER PLAN

SUMMARY OF EXISTING CONDITIONS | TILE 7



1 Narrow Road with no sidewalks along Stark Street east of Mt. Hood Community College at the Beaver Creek crossing



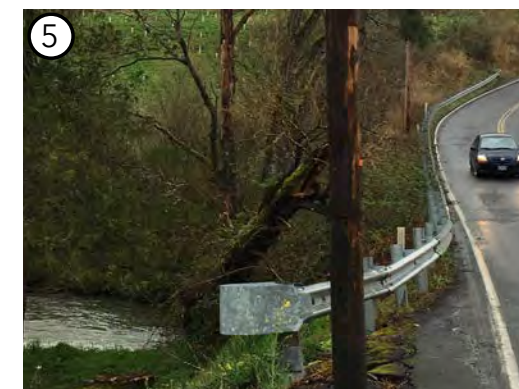
2 Mt. Hood Community College Nature Park Trail near the Beaver Creek Greenway



3 Bike lanes and curb tight sidewalks along Stark Street at Evans Avenue



4 Existing sidewalk along the east side of Troutdale Road with tree lined planting buffer



5 Planned Beaver Creek Greenway crossing of Cochran Road



6 Stark Street viaduct connection to the Historic Columbia River Gorge Highway southeast of Troutdale

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40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
**TRAIL MASTER PLAN**

SUMMARY OF EXISTING CONDITIONS | TILE 8



Stark Street bridge sidewalk on the northeast side



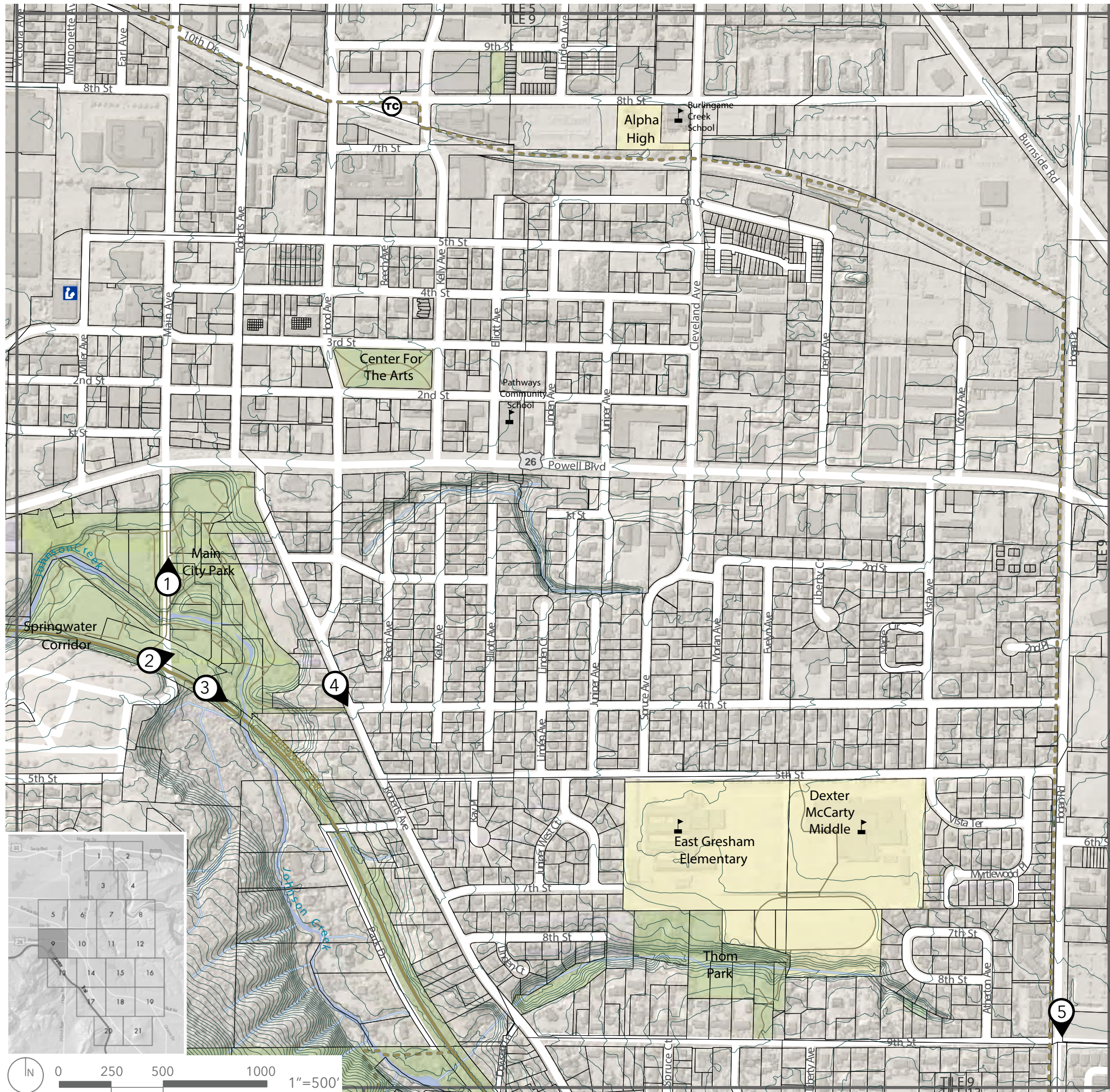
Historic Columbia River Gorge Highway near the Stark Street bridge



Stark Street connection to Historic Columbia River Gorge Highway and state trail

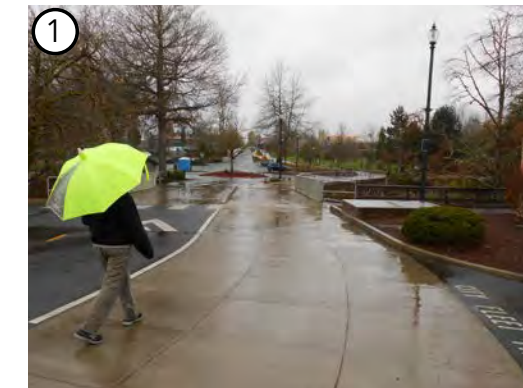
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# 40 MILE LOOP: TROUTDALE TO SPRINGWATER TRAIL MASTER PLAN

SUMMARY OF EXISTING CONDITIONS | TILE 9



1 Main City Park Springwater Trail connection to Downtown Gresham



2 Springwater Trail gateway in Main City Park



3 Springwater Trail

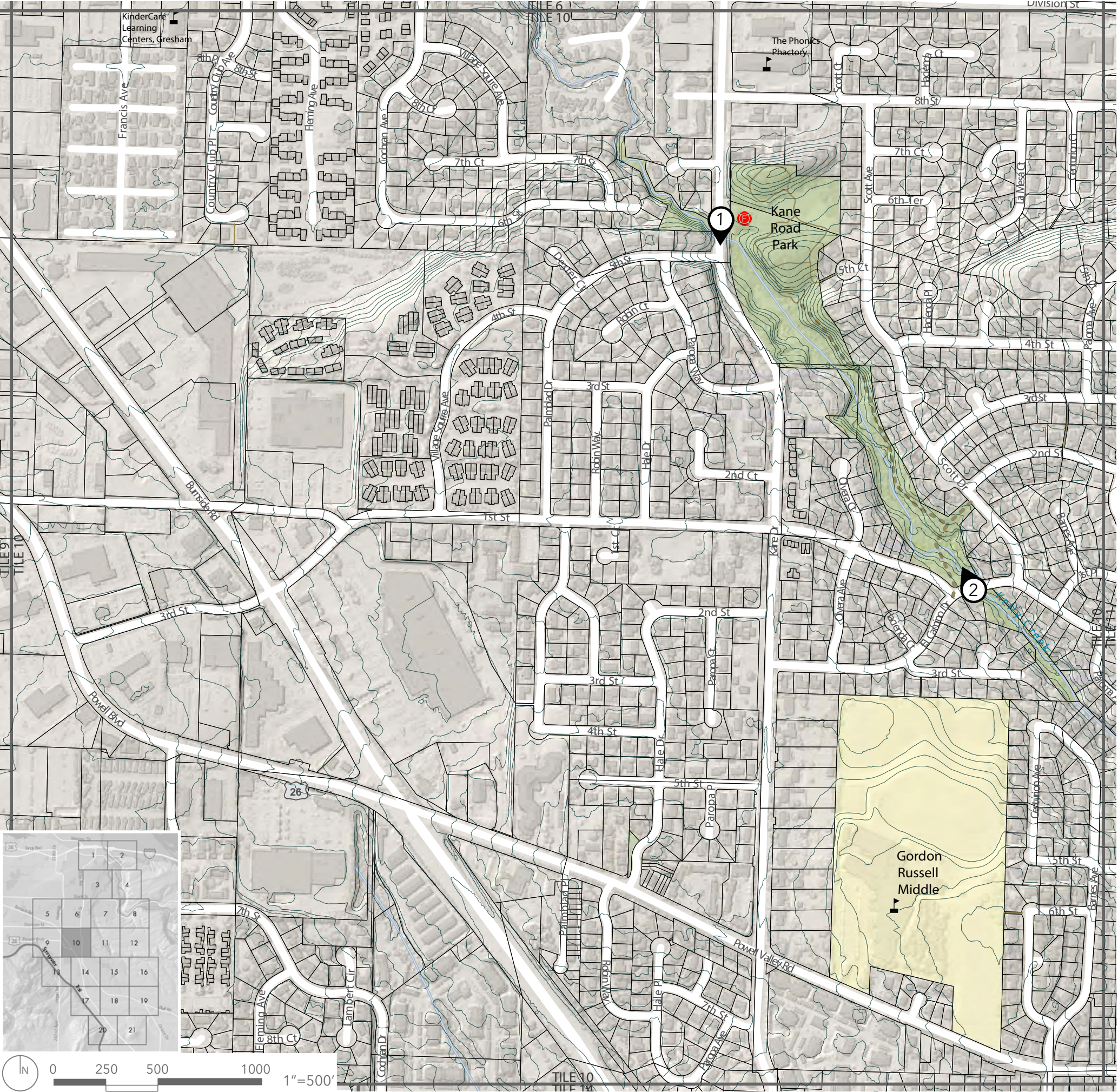


4 Roberts Ave trail head to the Springwater Trail at 4th Street



5 Bike lanes on Hogan Road at 9th Street intersection

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40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
**TRAIL MASTER PLAN**

SUMMARY OF EXISTING CONDITIONS | TILE 10

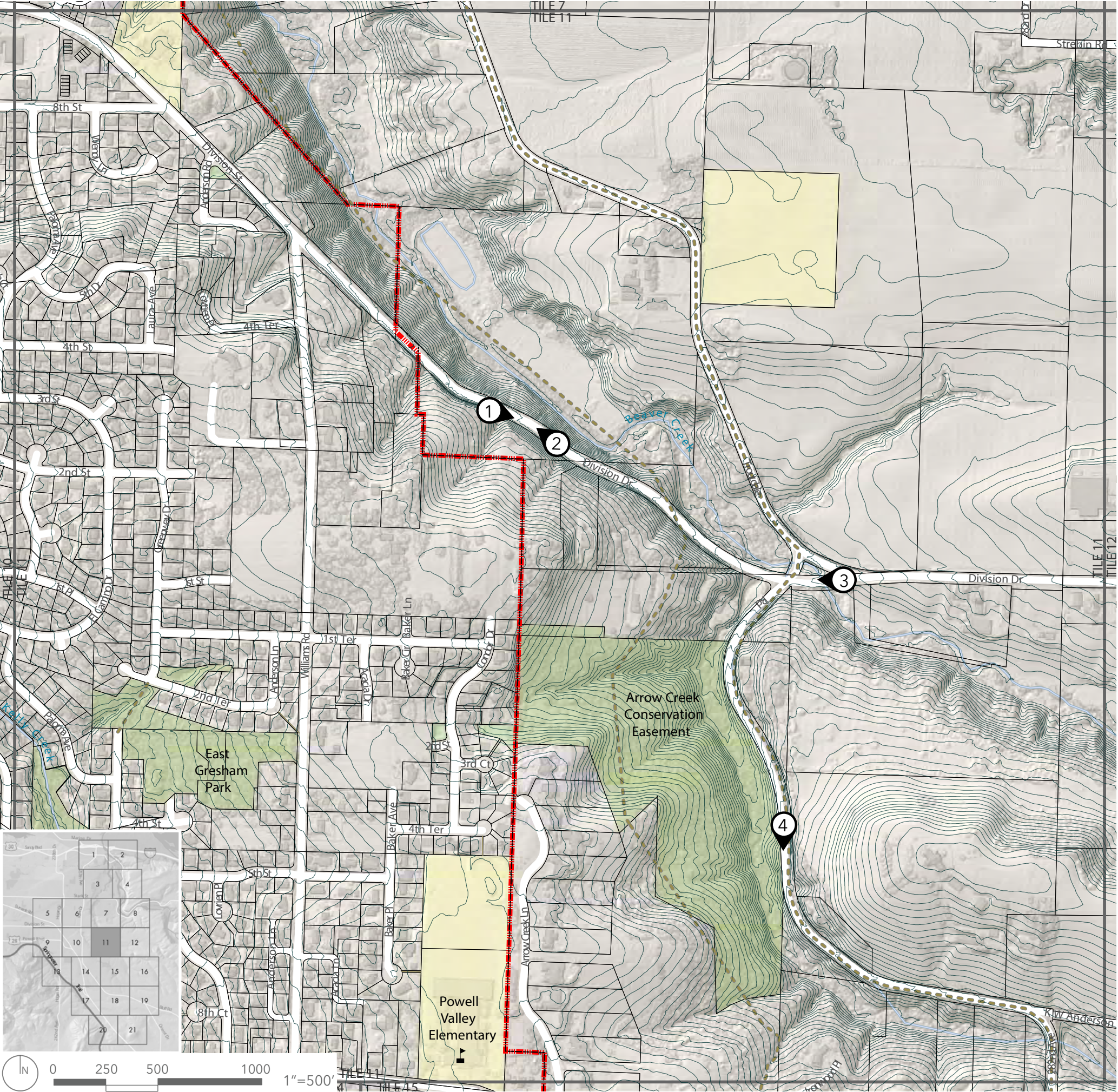


Kane Drive crossing Kelly Creek west of Kane Road Park



Kelly Creek south of Kane Road Park

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40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
**TRAIL MASTER PLAN**

SUMMARY OF EXISTING CONDITIONS | TILE 11



Division Drive north of Arrow Creek Conservation Easement



Steep Slopes on both sides of Division Drive between Beaver Creek Greenway and Arrow Creek Conservation Easement



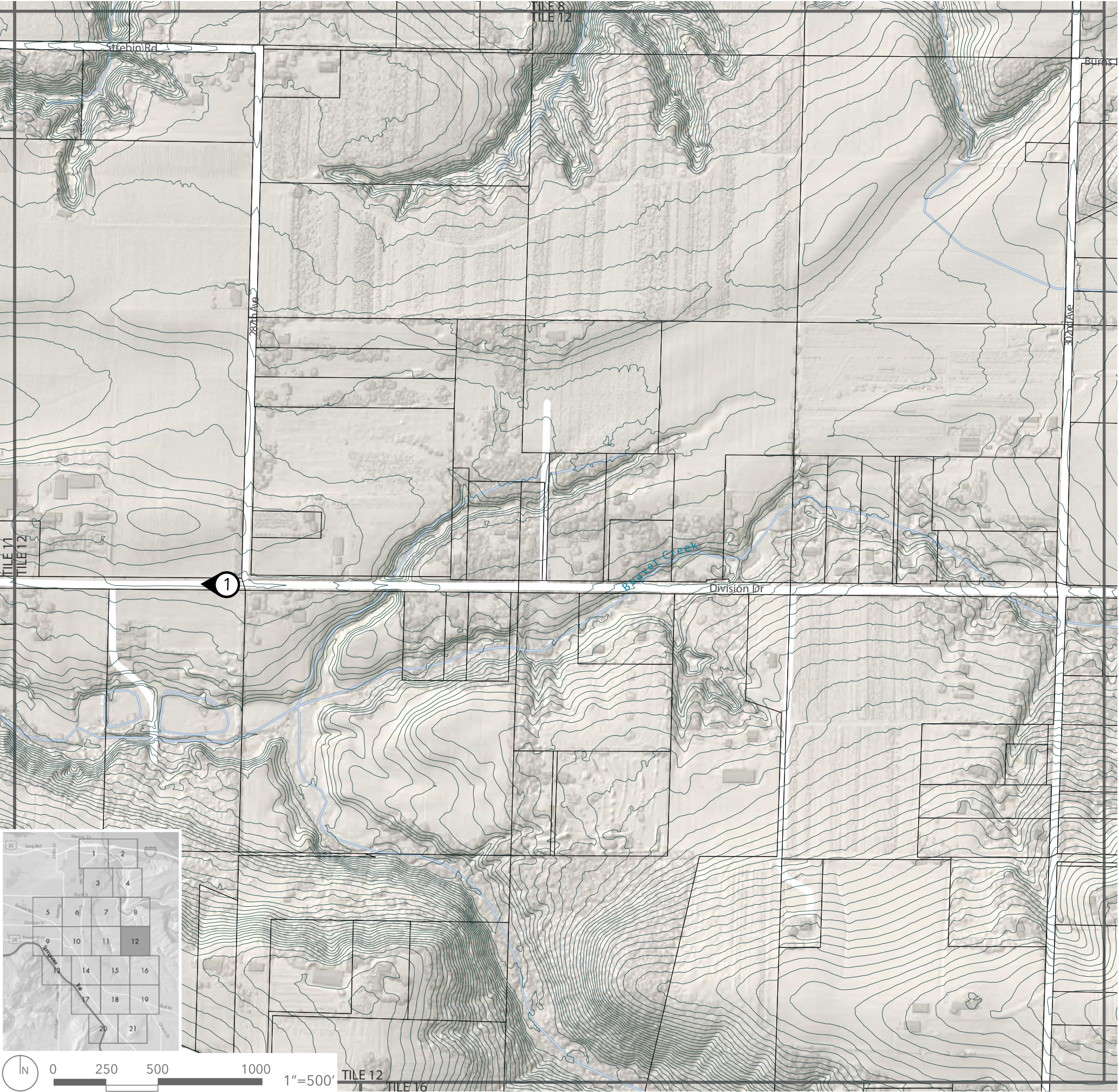
Division Drive and Troutdale Road intersection and Beaver Creek crossing



Troutdale Road east of Arrow Creek Conservation Easement

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40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
**TRAIL MASTER PLAN**

SUMMARY OF EXISTING CONDITIONS | TILE 12



Agricultural land uses adjacent to Division Drive near Beaver Creek



40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
**TRAIL MASTER PLAN**

SUMMARY OF EXISTING CONDITIONS | TILE 13



Roberts Drive and Regner Road intersection near the Sprigwater Trail



At grade Springwater Trail crossing SE Regner Road



Hogan Road & Palmquist/Roberts Drive intersection, current route shown on 40 Mile Loop maps



Multi-use pathway in Gradin Community Park north of Palmquist Road



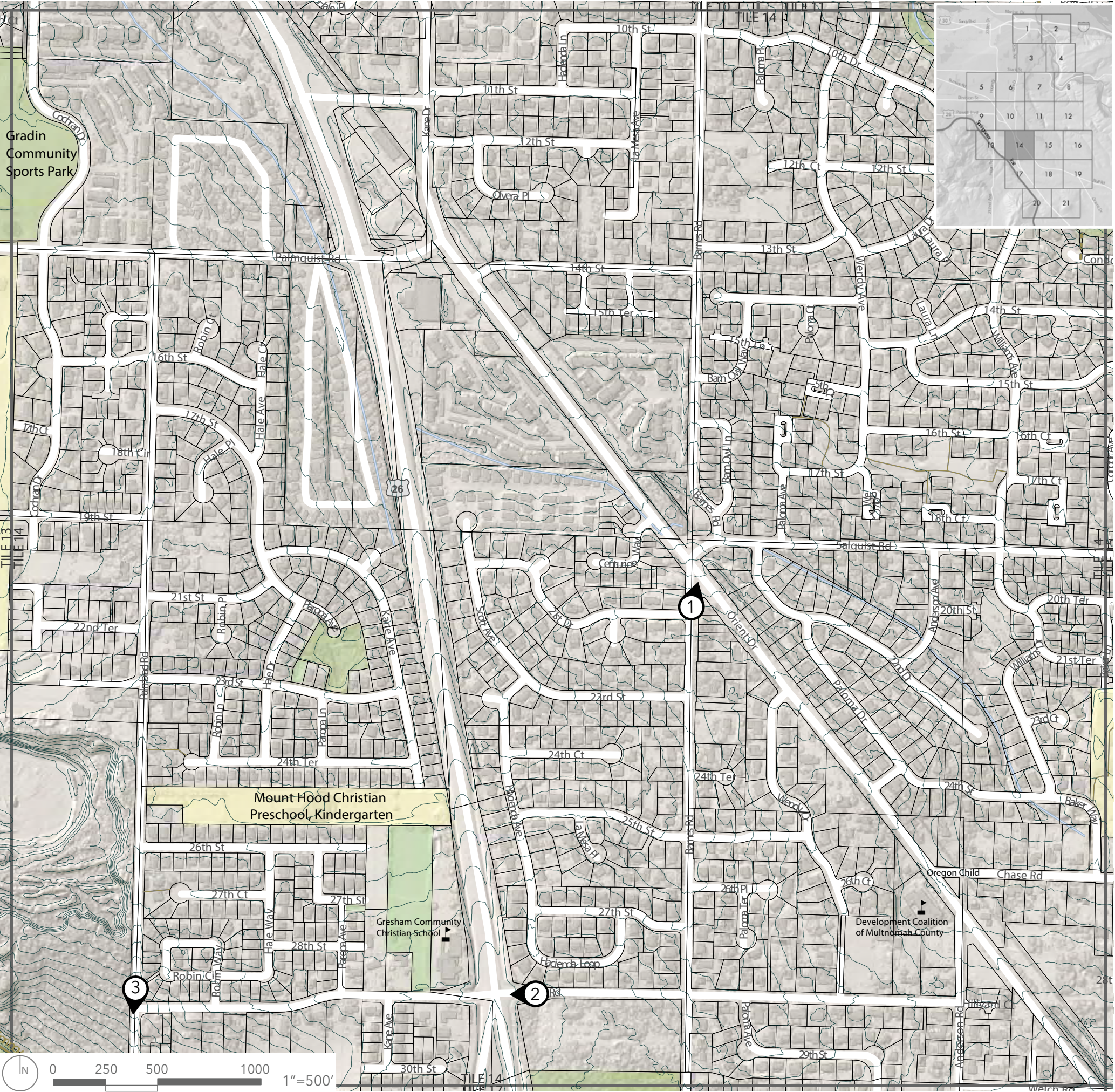
Springwater Trail underpass crossing at Hogan Road



Springwater Trail at grade crossing at Hogan Road

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40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
**TRAIL MASTER PLAN**

SUMMARY OF EXISTING CONDITIONS | TILE 14



1  
Orient Drive and Salquist Road/Barnes Road intersection



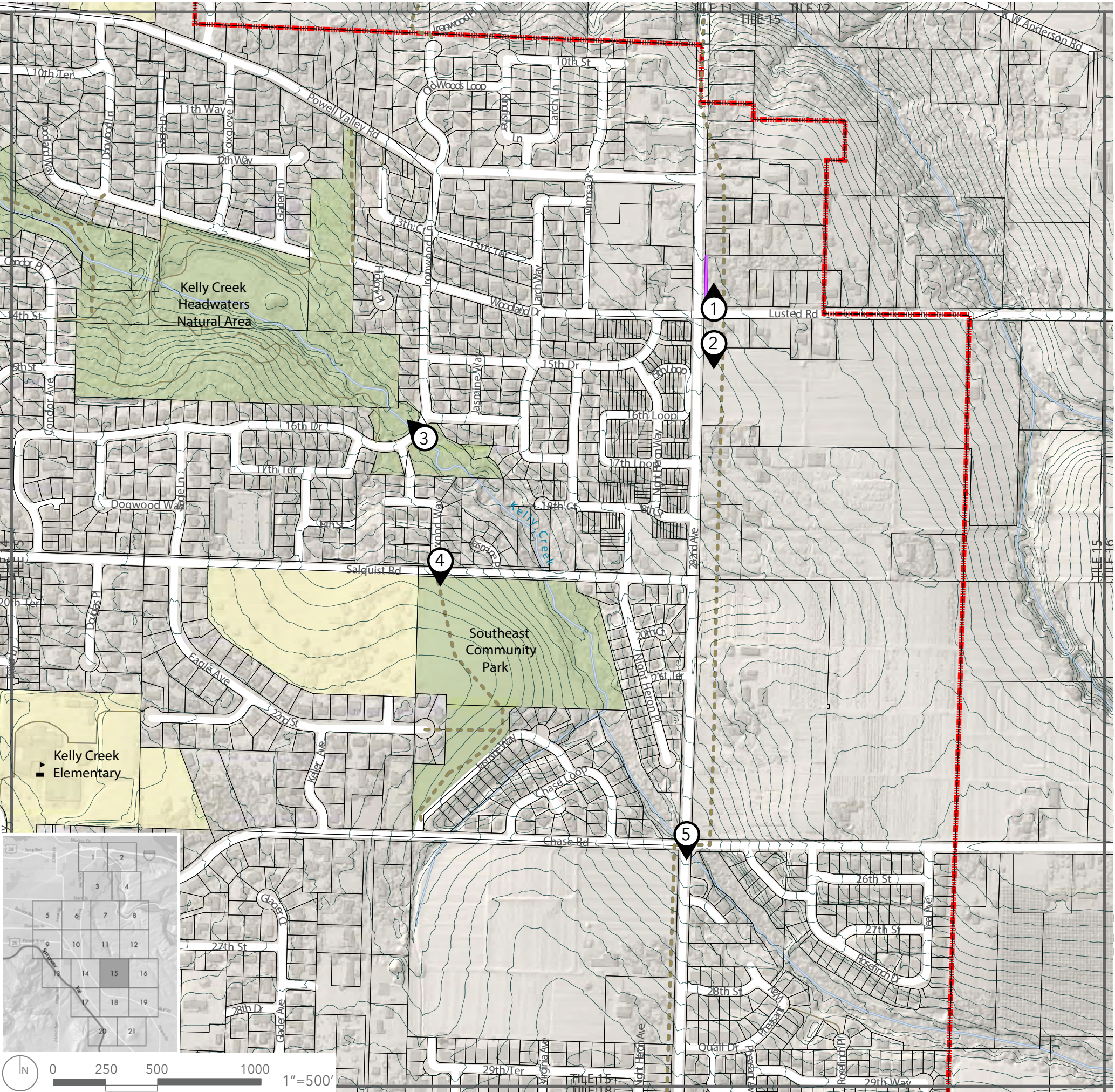
2  
Hillyard Road crossing of Highway 26



3  
Palmblad and Hillyard Road intersection east of the Springwater Trail

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40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
**TRAIL MASTER PLAN**

SUMMARY OF EXISTING CONDITIONS | TILE 15



Existing trial easement along 282<sup>nd</sup> Avenue north of Lusted Road



Looking south at planned trail alignment along 282<sup>nd</sup> Avenue



Kelly Creek Headwaters Natural Area just north of 16<sup>th</sup> Drive



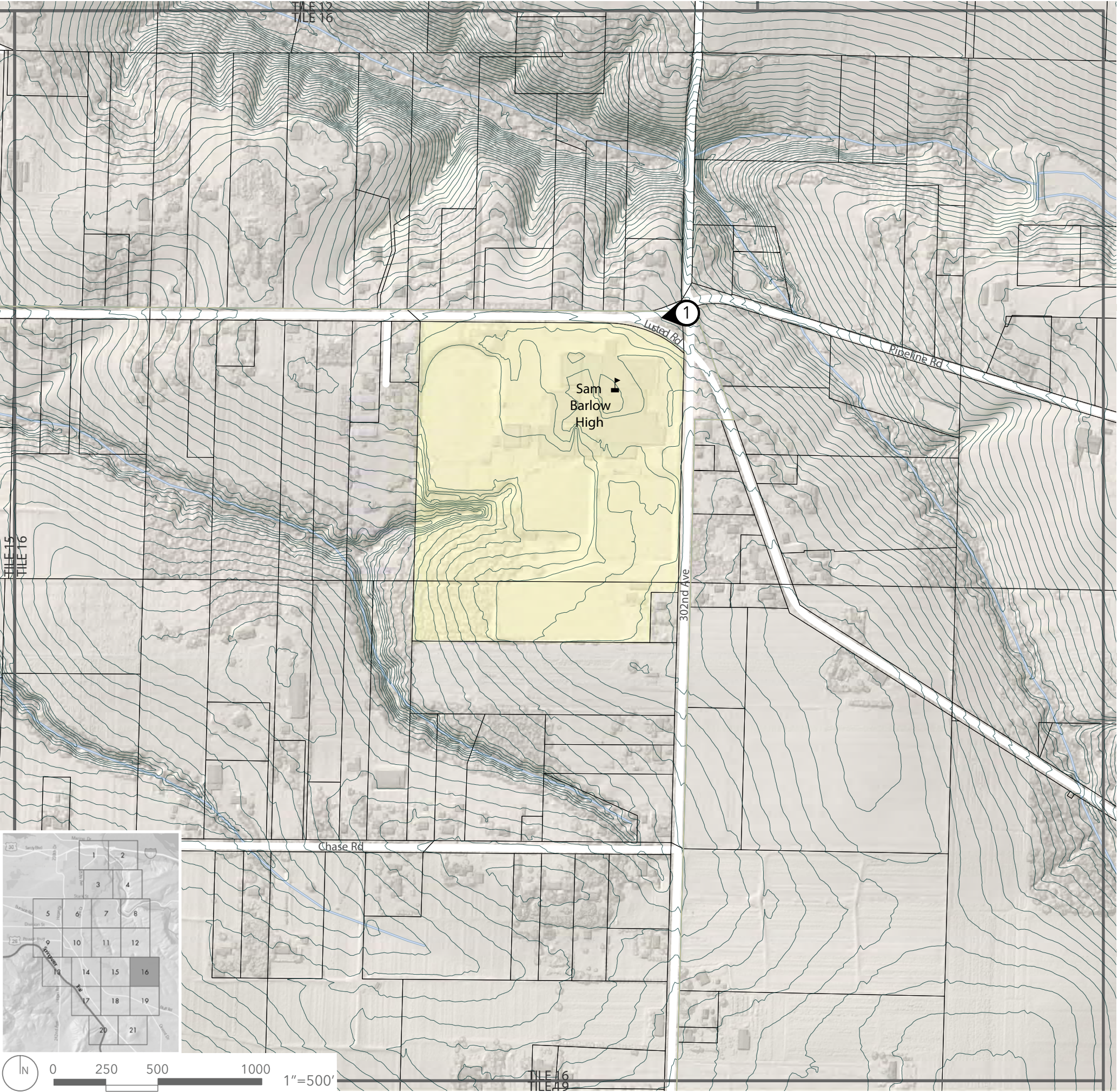
Proposed trail through Southeast Community Park



282<sup>nd</sup> Avenue and Chase Road where proposed trail shifts from the east of 282<sup>nd</sup> to the west side

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40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
**TRAIL MASTER PLAN**

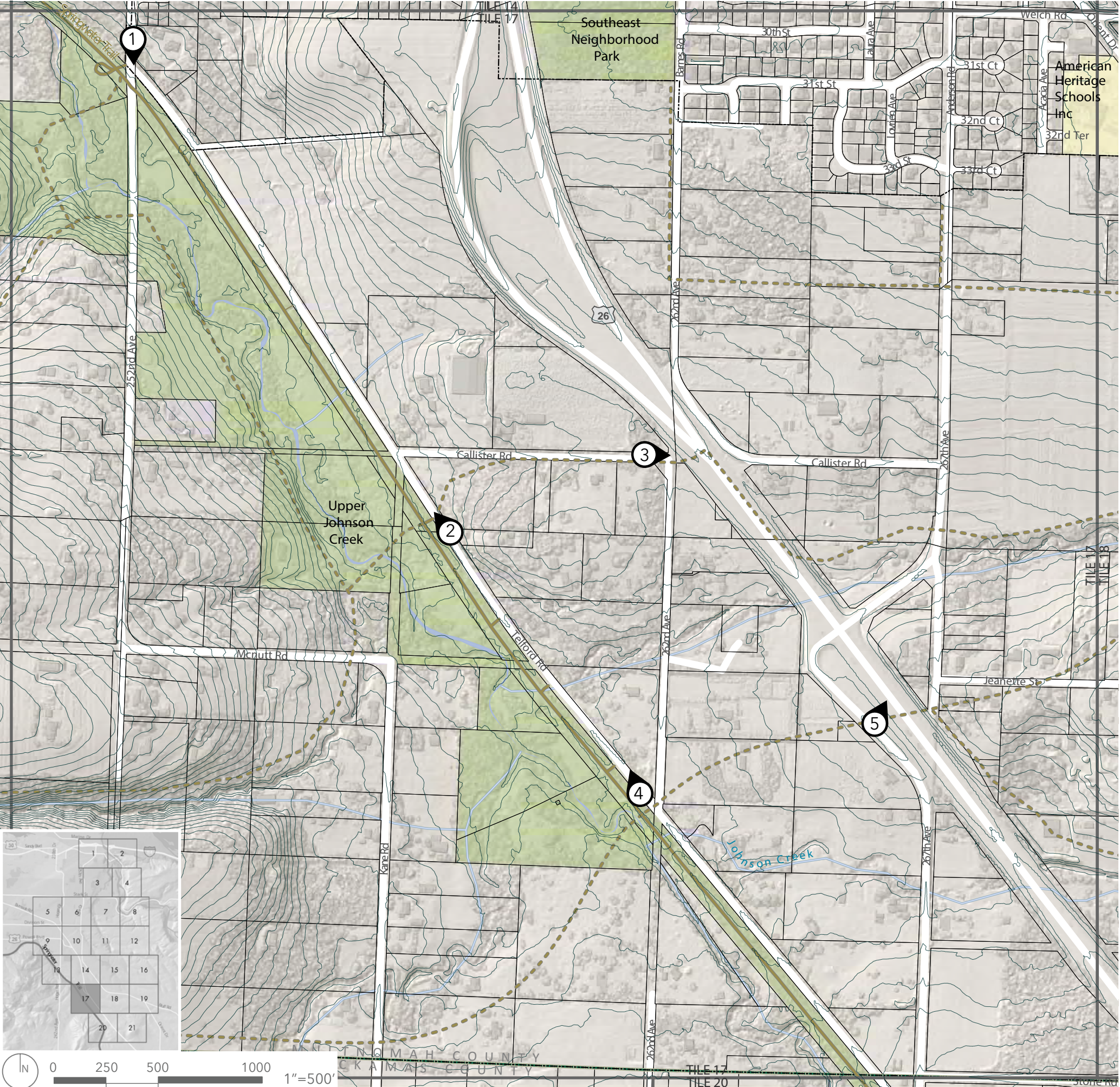
SUMMARY OF EXISTING CONDITIONS | TILE 16



Lusted Road and 302 Avenue intersection looking west adjacent to Sam Barlow High

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40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
**TRAIL MASTER PLAN**

SUMMARY OF EXISTING CONDITIONS | TILE 17



Springwater Trail at grade crossing of 252<sup>nd</sup> Avenue at Telford Road



Proposed connection to Springwater Trail



Looking east across Highway 26 at Callister Road and 262<sup>nd</sup> Avenue. Trail crossing would require a bridge over Highway 26



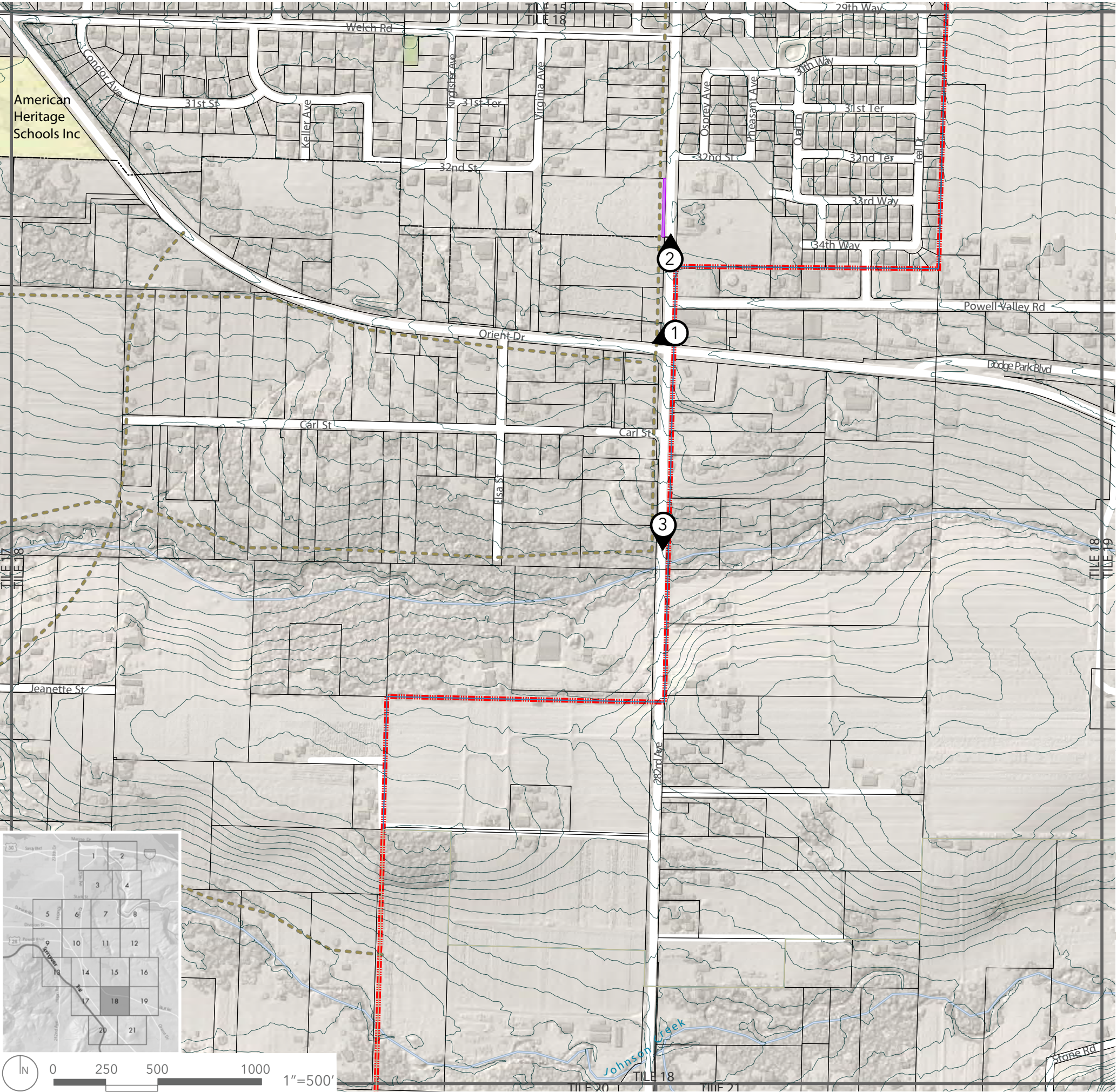
262<sup>nd</sup> Avenue and Telford Road planned trail connection to Springwater Trail



Highway 26 near 267<sup>th</sup> Avenue, where a trail crossing would require a bridge

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40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
**TRAIL MASTER PLAN**

SUMMARY OF EXISTING CONDITIONS | TILE 18



282<sup>nd</sup> Avenue and Orient Drive showing location of planned trail on the west side of 282<sup>nd</sup> Avenue



282<sup>nd</sup> Avenue north of Orient Drive showing easement for planned trail



282<sup>nd</sup> Avenue crossing upper Johnson Creek

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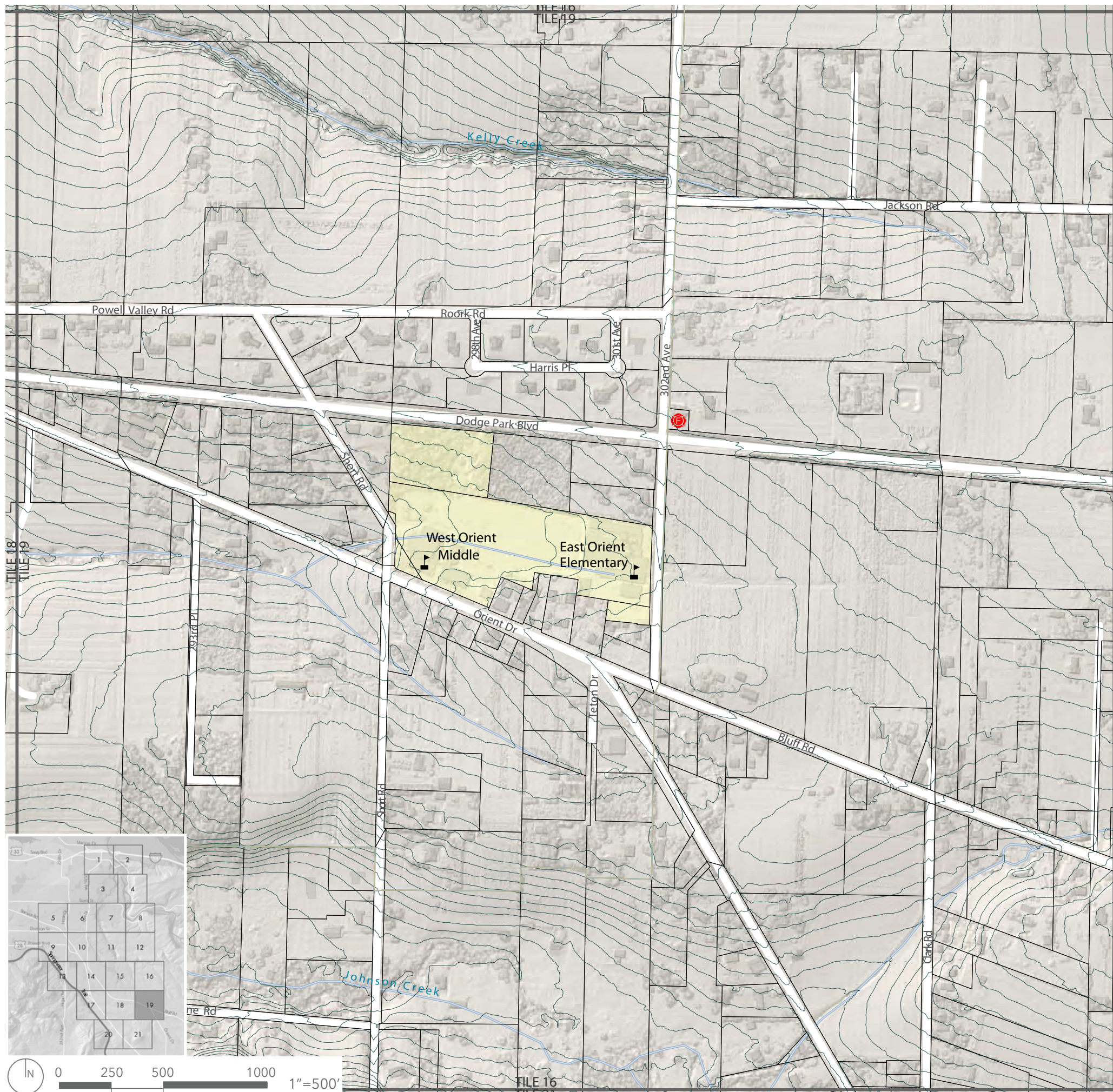
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# 40 MILE LOOP: TROUTDALE TO SPRINGWATER TRAIL MASTER PLAN

SUMMARY OF EXISTING CONDITIONS | TILE 19

No planned trails identified on tile 19

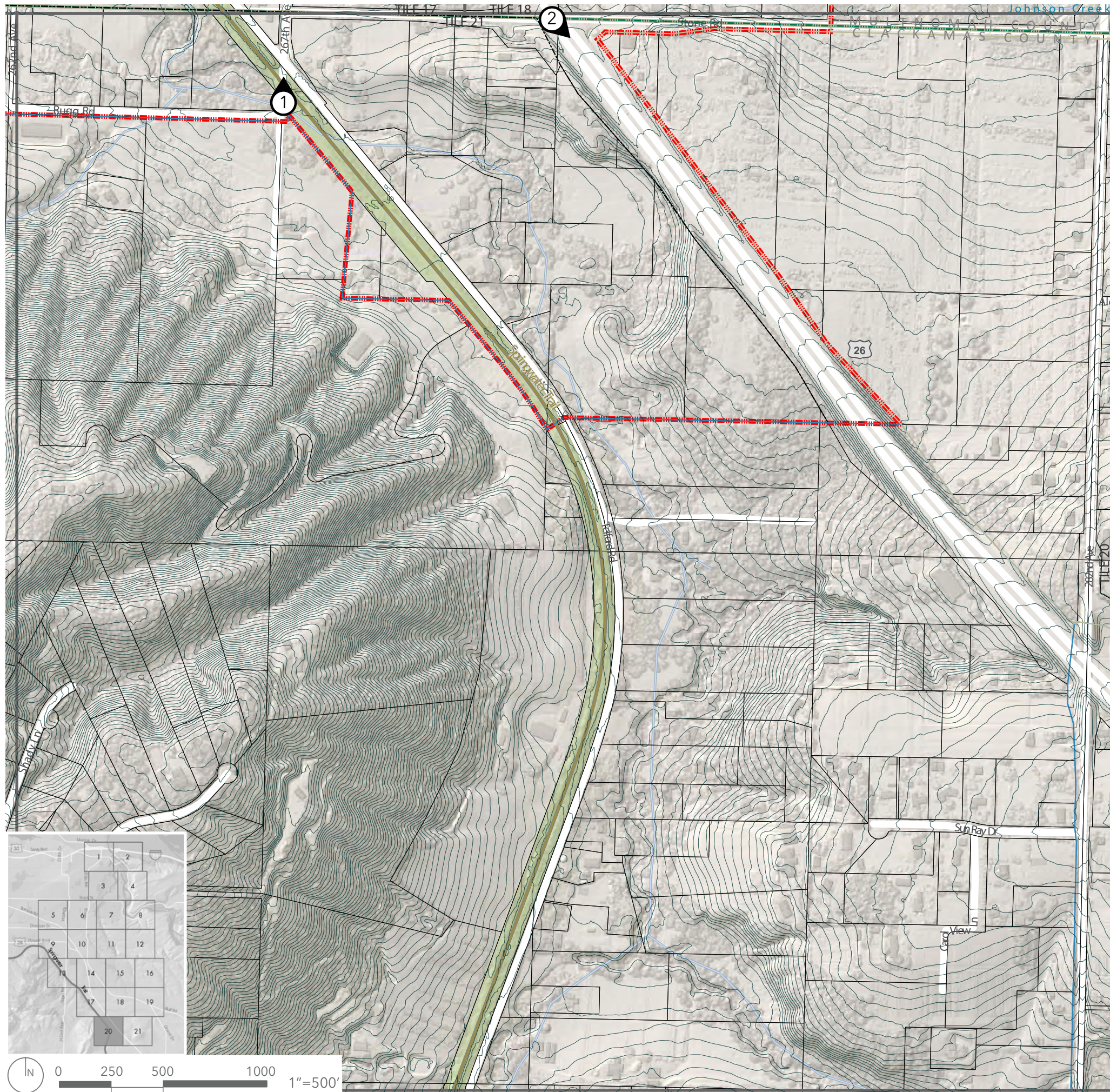


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# 40 MILE LOOP: TROUTDALE TO SPRINGWATER TRAIL MASTER PLAN

SUMMARY OF EXISTING CONDITIONS | TILE 20

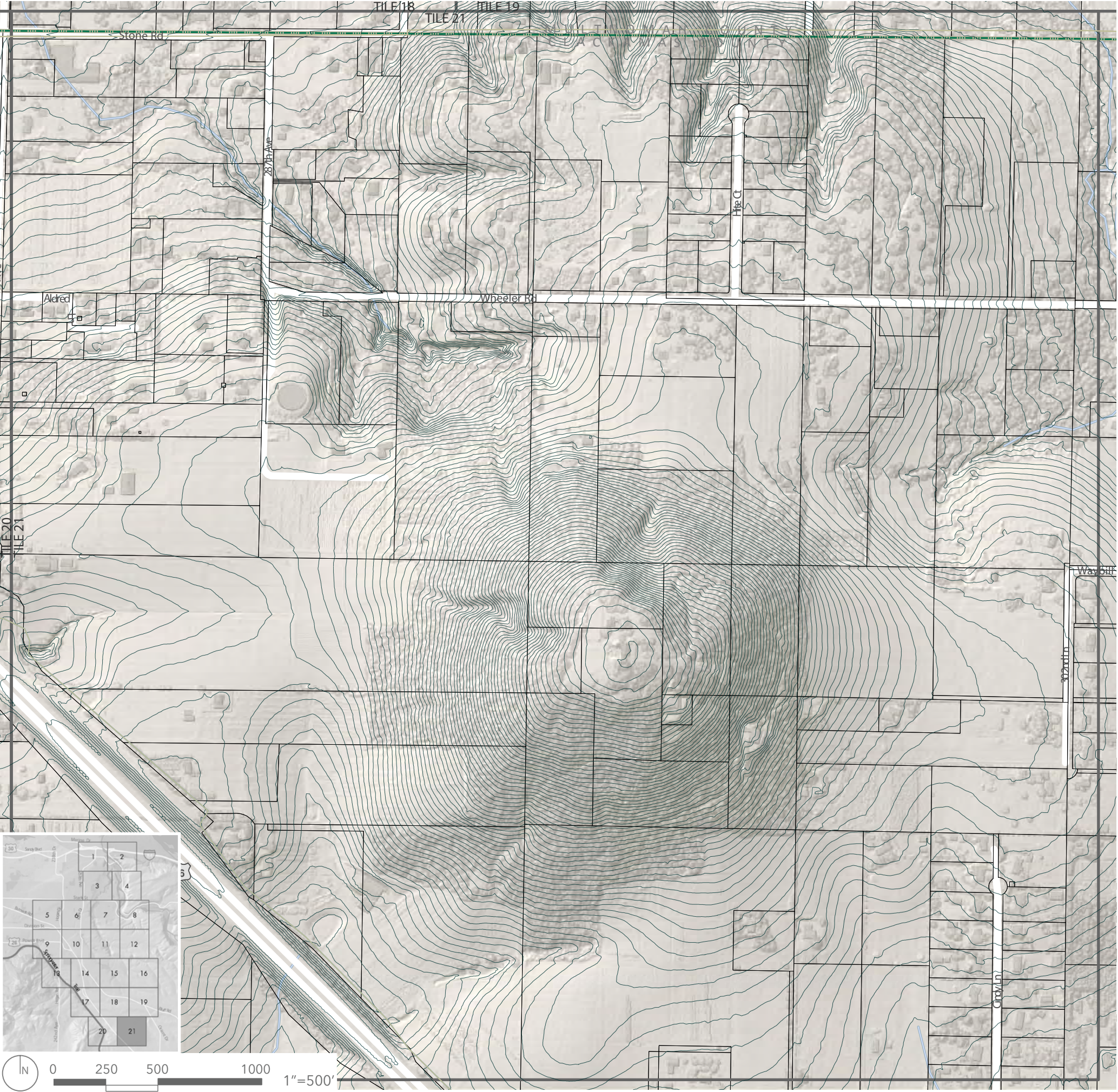


Springwater Trail crossing Rugg Road at 267<sup>th</sup> Avenue/Rugg Road and Telford Road/Stone Road intersection



Stone Road crossing Highway 26

legend on page 1



40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
**TRAIL MASTER PLAN**

SUMMARY OF EXISTING CONDITIONS | TILE 21

No planned trails identified on tile 21

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## APPENDIX C – OPPORTUNITIES AND CHALLENGES MAP BOOK

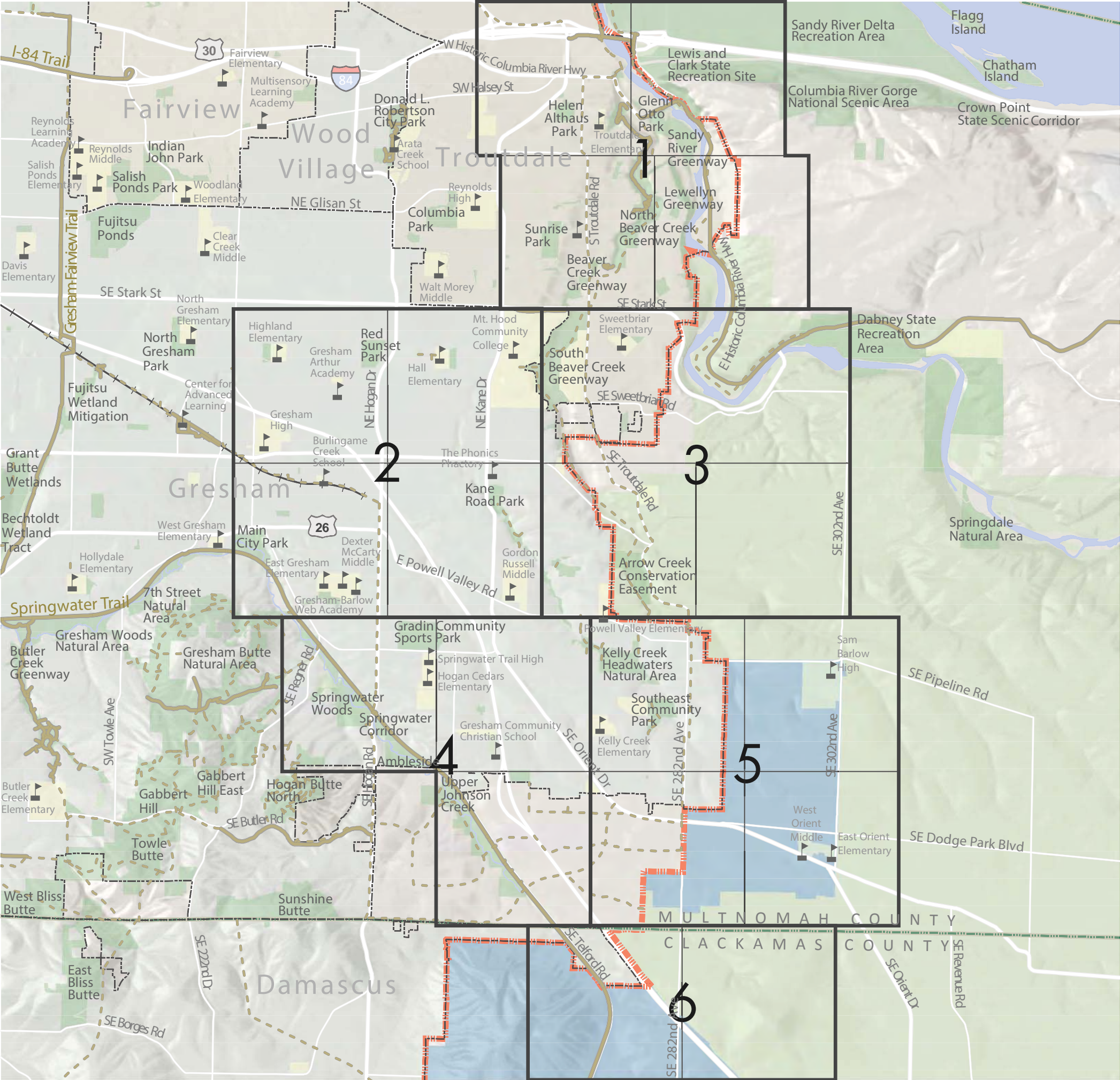
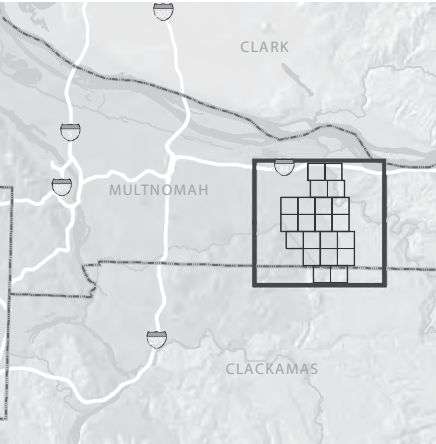
40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
TRAIL MASTER PLAN

OPPORTUNITIES & CHALLENGES | PROJECT AREA

LEGEND

- OPPORTUNITY
- NEUTRAL
- CHALLENGE
- PROPOSED TRAIL
- EXISTING TRAIL
- MT HOOD GAP
- HIGHWAY 26
- STEEP SLOPE

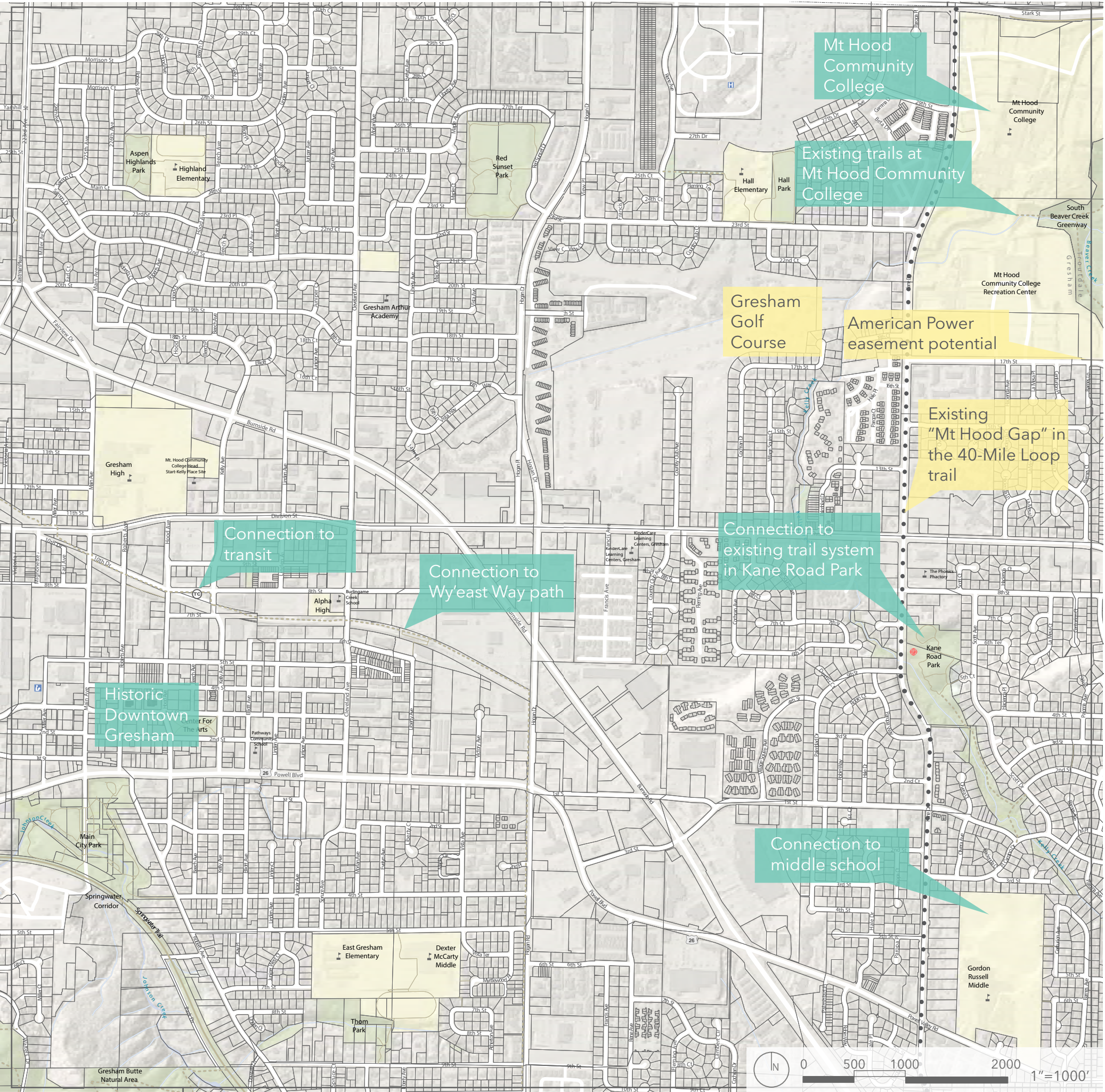
LOCATION MAP



## OPPORTUNITIES & CHALLENGES | TILE 01

-  OPPORTUNITY
-  NEUTRAL
-  CHALLENGE
-  PROPOSED TRAIL
-  EXISTING TRAIL
-  MT HOOD GAP
-  HIGHWAY 26
-  STEEP SLOPE

A grayscale map of a study area in the Glacama Forest. The map shows a network of roads, including Highway 1 and Highway 2, and various geographical features like hills and valleys. Six specific regions are highlighted with black outlines and numbered 1 through 6. Region 1 is a small area in the upper right. Region 2 is a larger area in the center-left. Region 3 is a small area in the center-right. Region 4 is a large area in the lower-left. Region 5 is a large area in the lower-right. Region 6 is a small area at the bottom center. The map also shows labels for 'Glacama Forest' and 'Glacama Creek'.



40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
**TRAIL MASTER PLAN**

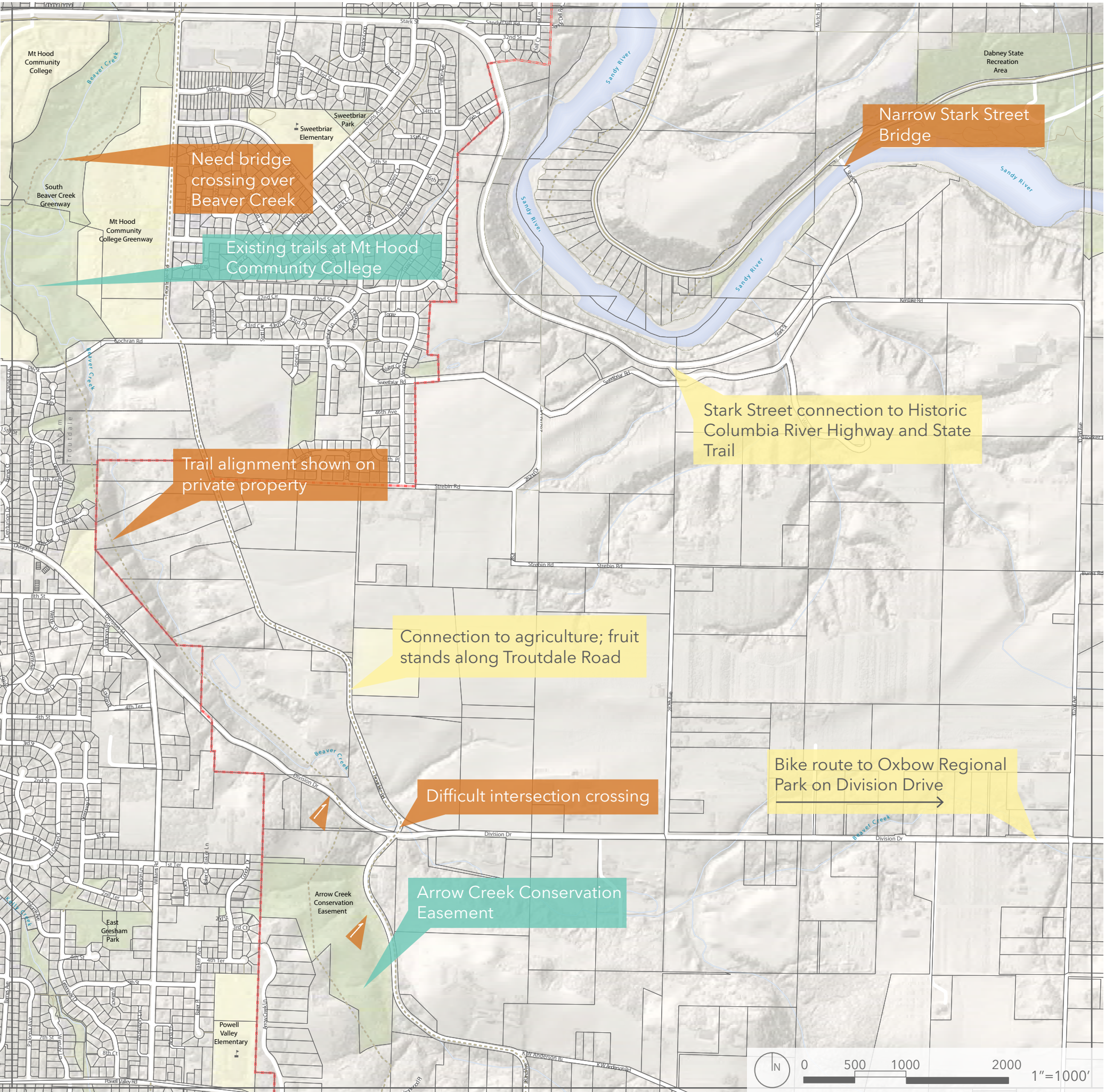
OPPORTUNITIES & CHALLENGES | TILE 02

LEGEND

- OPPORTUNITY
- NEUTRAL
- CHALLENGE
- PROPOSED TRAIL
- EXISTING TRAIL
- MT HOOD GAP
- HIGHWAY 26
- STEEP SLOPE

LOCATION MAP





40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
**TRAIL MASTER PLAN**

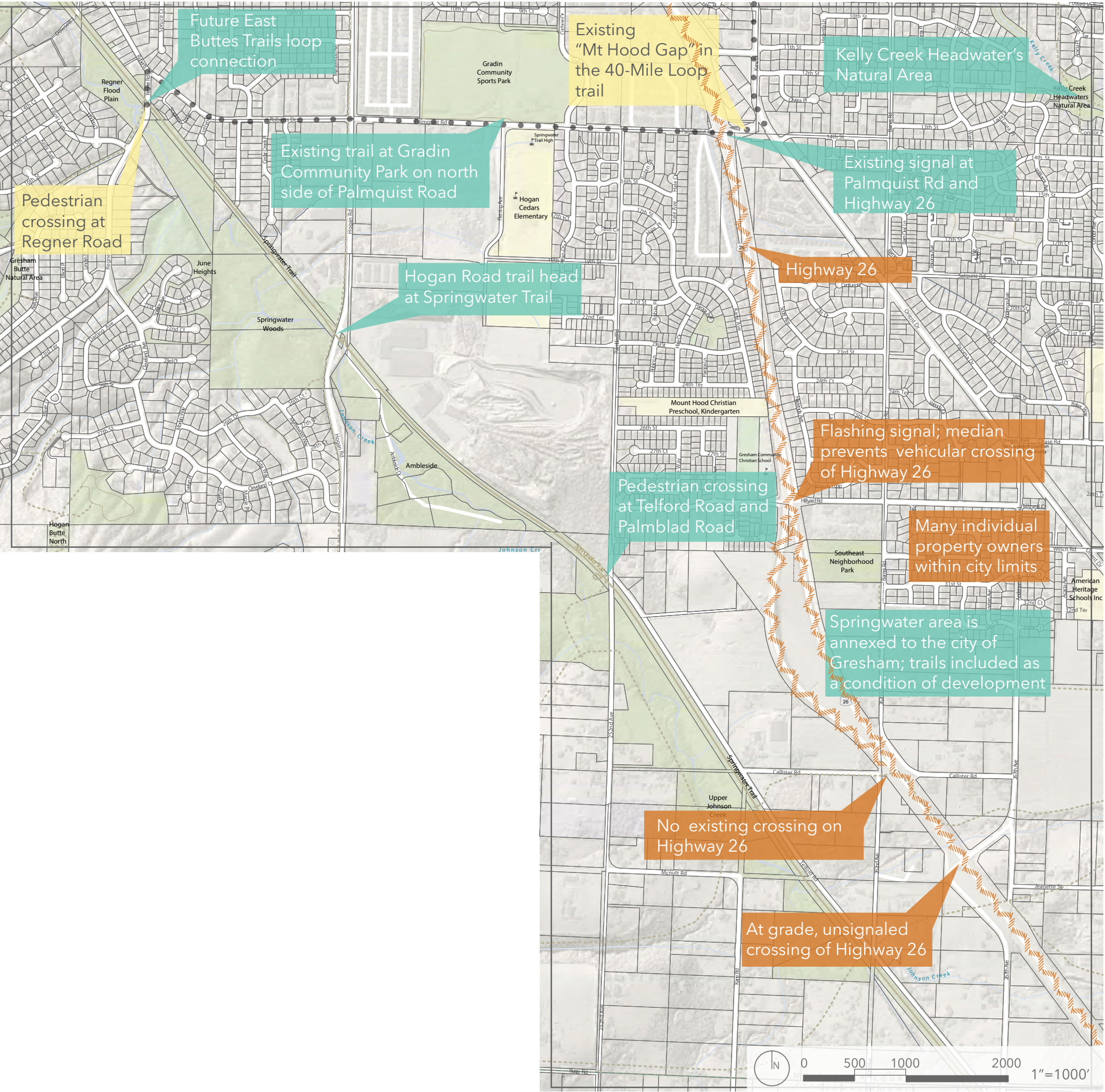
OPPORTUNITIES & CHALLENGES | TILE 03

LEGEND

- OPPORTUNITY
- NEUTRAL
- CHALLENGE
- PROPOSED TRAIL
- EXISTING TRAIL
- MT HOOD GAP
- HIGHWAY 26
- STEEP SLOPE

LOCATION MAP





40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
**TRAIL MASTER PLAN**

OPPORTUNITIES & CHALLENGES | TILE 04

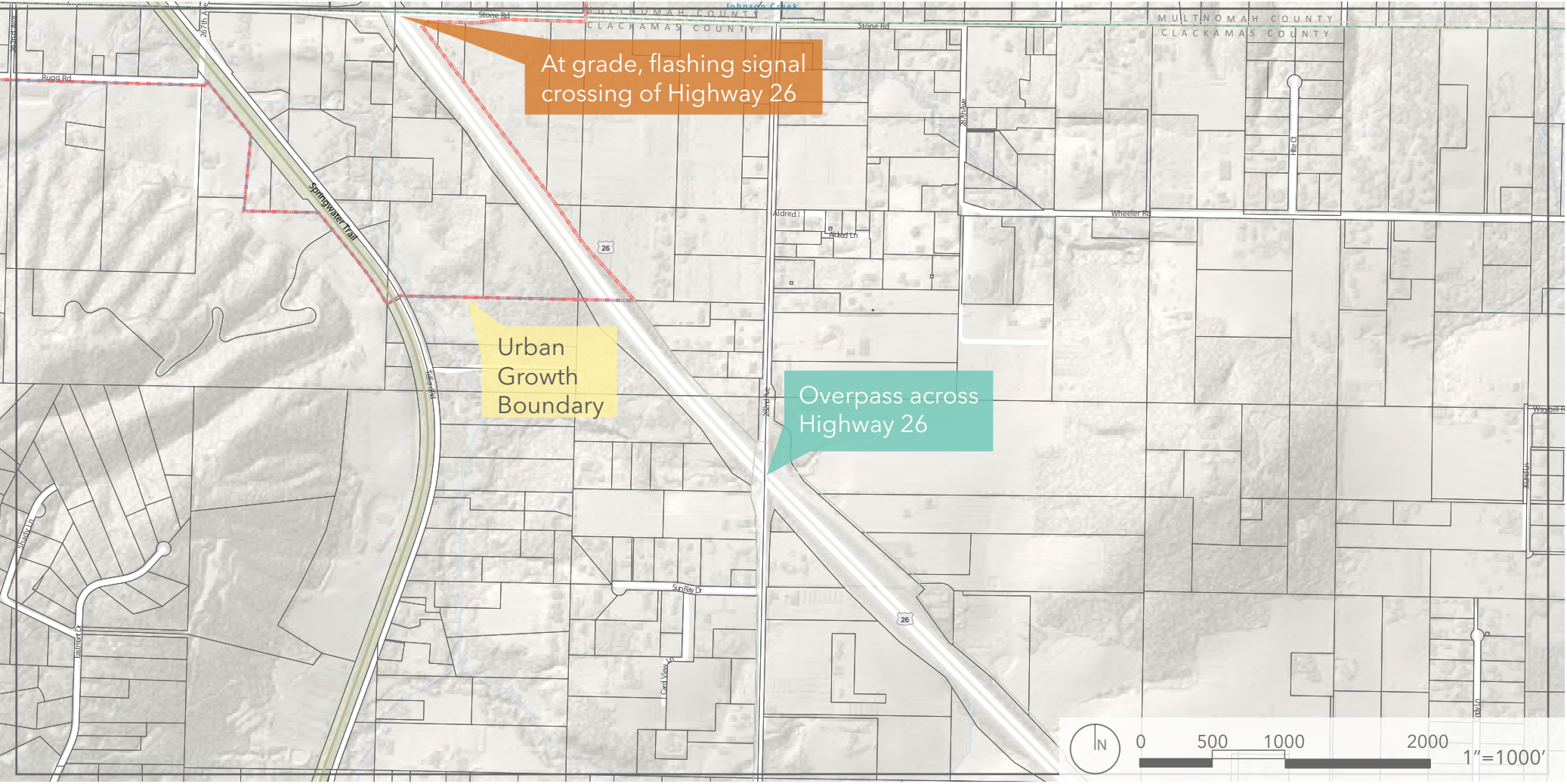
LEGEND

- OPPORTUNITY
- NEUTRAL
- CHALLENGE
- PROPOSED TRAIL
- EXISTING TRAIL
- MT HOOD GAP
- HIGHWAY 26
- STEEP SLOPE

LOCATION MAP







40 MILE LOOP:  
TROUTDALE TO SPRINGWATER  
**TRAIL MASTER PLAN**

OPPORTUNITIES & CHALLENGES | TILE 06

LEGEND

- OPPORTUNITY
- NEUTRAL
- CHALLENGE
- PROPOSED TRAIL
- EXISTING TRAIL
- MT HOOD GAP
- HIGHWAY 26
- STEEP SLOPE

LOCATION MAP



## APPENDIX D – ALIGNMENT ROUTE ALTERNATIVES AND EVALUATION

## MEMO

**DATE:** 7.15.2016

**PROJECT:** 40 Mile Loop – Troutdale to Springwater Trail Master Plan

**FROM:** Robin Wilcox, Sterling Rung, PLACE

**TO:** Robert Spurlock, Craig Ward, Tina Osterink, Katherine Kelly

**SUBJECT:** Alignment Alternatives and Evaluation Criteria

## INTRODUCTION

The following memorandum describes the draft alignment alternatives, establishes project goals, and summarizes draft evaluation criteria. Feedback will inform up to two rounds of refined alignments and future iterations of evaluation that will ultimately lead to the recommended alignment.

### Alignment Alternatives

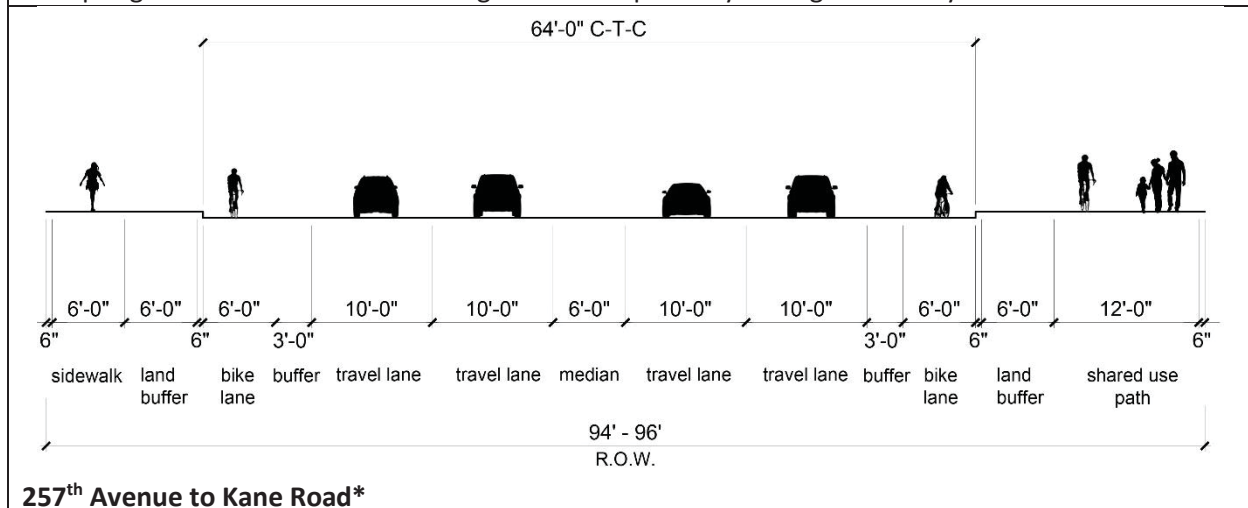
Three alignment options have been developed:

1. Gresham Downtown

As the alignment option leaves downtown Troutdale, it follows portions of the existing “Mt Hood Gap” on roadways with existing bike lanes, pathways, or designated bike routes. This is the shortest and most direct alignment option of the three, however, it utilizes truck routes and lacks connectivity to natural features. Both options follow 257<sup>th</sup> Avenue/Kane Road to Mt Hood Community College. 257<sup>th</sup> Avenue/Kane Road would be upgraded to include a shared use pathway within the road right-of-way (ROW).

#### Alignment 1A

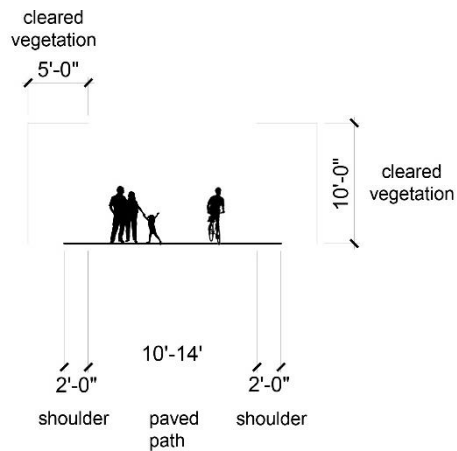
Connects Troutdale to Main City Park through downtown Gresham. The alignment option heads west on 23<sup>rd</sup> Street, a standard collector street from the Gresham Transportation System Plan (TSP), along the Gresham Golf Course. Per the TSP, a shared use pathway within the road ROW would be the recommended solution, however, this analysis assumes traffic volumes and available ROW on 23<sup>rd</sup> are more conducive to a shared roadway condition. Hall Park and Hall Elementary are both located immediately adjacent to the alignment. The route then passes through Red Sunset Park on a shared use pathway, continues through the neighborhood on a shared roadway, and connects to NE Cleveland Avenue on a shared use path within the ROW. Moving south, the alignment option goes through downtown Gresham on 3<sup>rd</sup> Street and Main Street using shared roadways, and connects to the Springwater Corridor on an existing shared use pathway through Main City Park.



## Alignment 1A

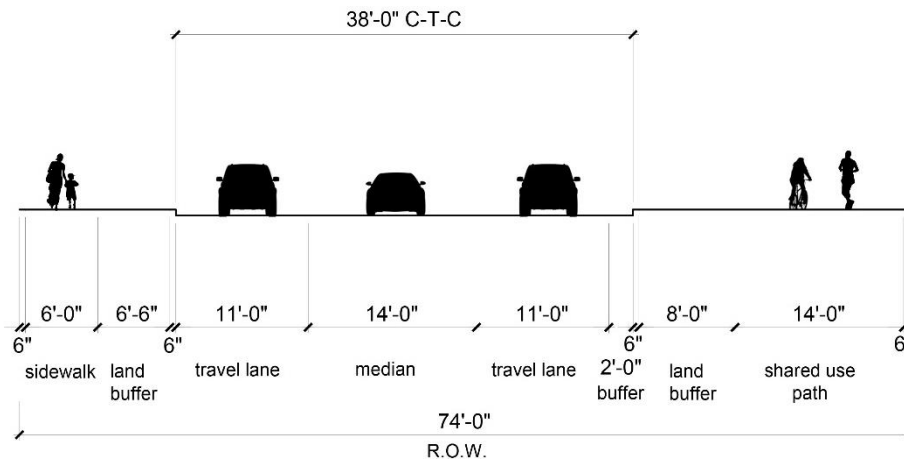
\*Note: 6' Median widens to 12' center turn lane at intersections and 3' buffer is dropped from buffered bike lane.

**23<sup>rd</sup> Street** – Shared on-street bike route with traffic calming to reduce vehicle speeds and volumes and improved sidewalks and wayfinding.



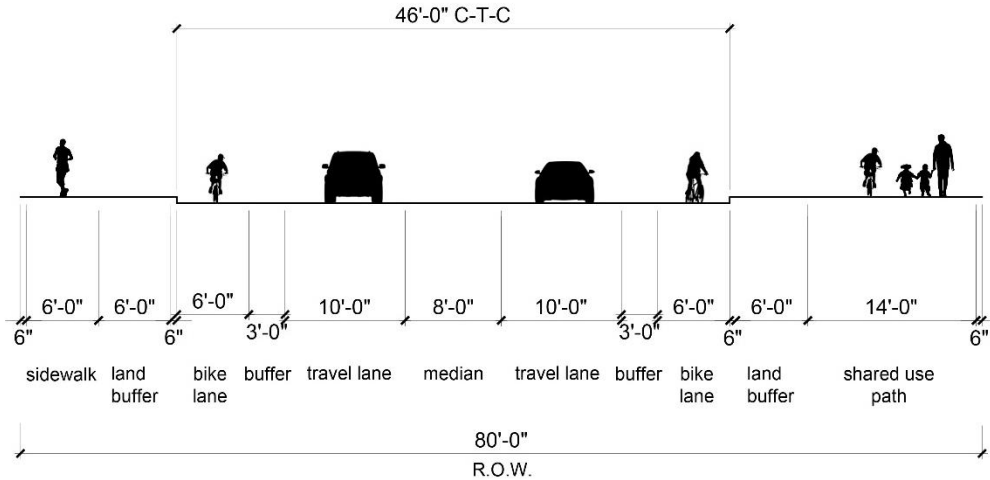
**Red Sunset Park** – Shared use path on the south side of Red Sunset Park

**23<sup>rd</sup> Street, Morlan Avenue, 22<sup>nd</sup> Street** – Shared on-street bike route with traffic calming to reduce vehicle speeds and volumes and improved sidewalks and wayfinding.



**Cleveland Avenue** – Standard cross section from the Gresham TSP for a Minor Arterial with a shared use path.

### Alignment 1A



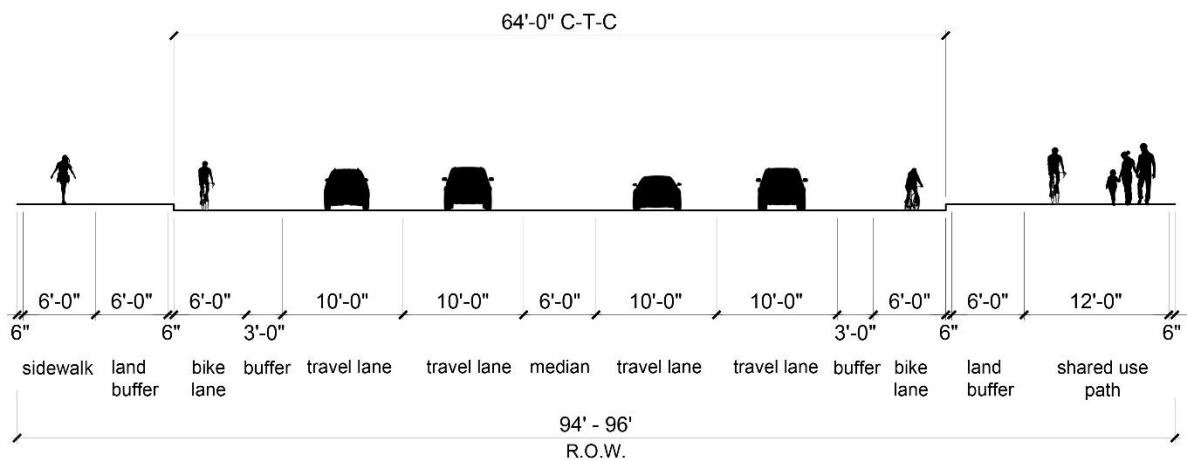
**Cleveland Avenue** – Optimal cross section based on desire for on-street bicycle facilities with a shared use path.\*

\*Note: 8' Median widens to 14' center turn lane at intersections and 3' buffer is dropped from buffered bike lane.

**3<sup>rd</sup> Street and Main Avenue** – Shared on-street bike route with traffic calming to reduce vehicle speeds and volumes and improved sidewalks and wayfinding.

### Alignment 1B

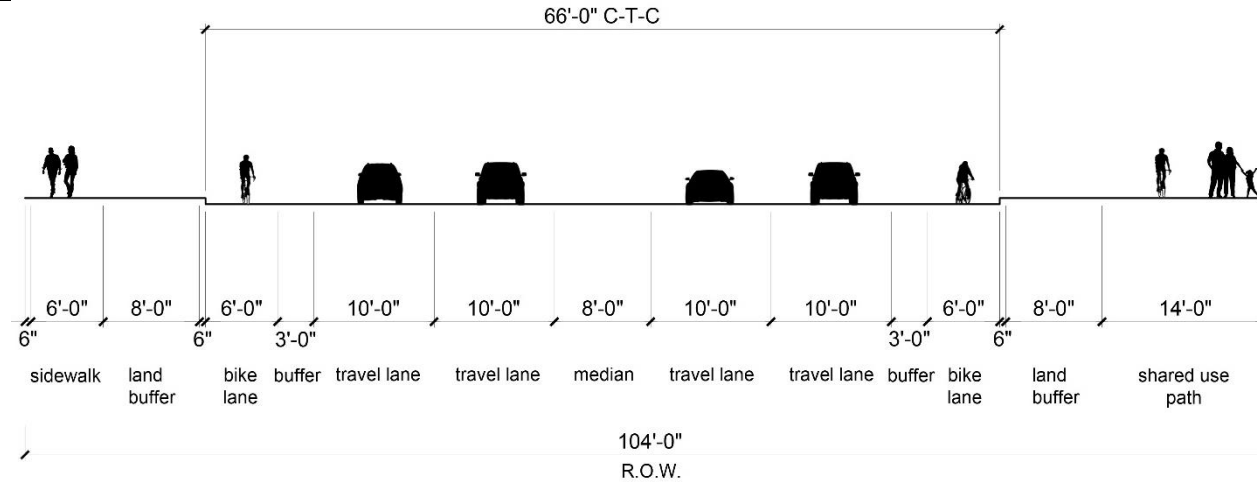
Connects Troutdale to the Springwater Trail at Regner Road. This alignment option continues south on a shared use path within the Kane Road ROW crossing Kelly Creek and passing by Gordon Russell Middle School. The route then crosses Highway 26 at the light on SE Palmquist Road and follows a shared road past Gradin Community Sports Park and Hogan Cedars Elementary. The connection to the Springwater Trail is at SE Regner Road.



**257<sup>th</sup> Avenue to Kane Road\***

\*Note: 6' Median widens to 12' center turn lane at intersections and 3' buffer is dropped from buffered bike lane.

### Alignment 1B



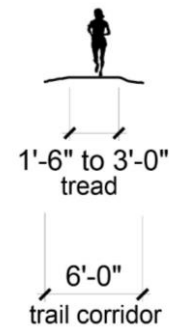
**Kane Road** - Optimal cross section based on desire for on-street bicycle facilities with a shared use path.\*

\*Note: 8' Median widens to 14' center turn lane at intersections and 3' buffer is dropped from buffered bike lane.

**Palmquist Road, Regner Road** – Shared on-street bike route with traffic calming to reduce vehicle speeds and volumes and improved sidewalks and wayfinding. The Gresham TSP describes a special cross section proposed for Palmquist Road based on the existing available ROW.

#### 2. Troutdale Road

This alignment option roughly follows Troutdale Road to Springwater, a large rural area in southeast Gresham with a robust network of planned trails and shared use pathways. The route provides a mixture of opportunities to connect with unique landscape features of East Multnomah County and is an efficient transportation route. There is an opportunity to improve the existing hiking trails in Harlow Canyon and Beaver Creek Canyon to create a hiking trail parallel to the on-street facilities. The majority of this alignment option through Gresham utilizes the route for the 40 Mile Loop already approved by the City of Gresham.



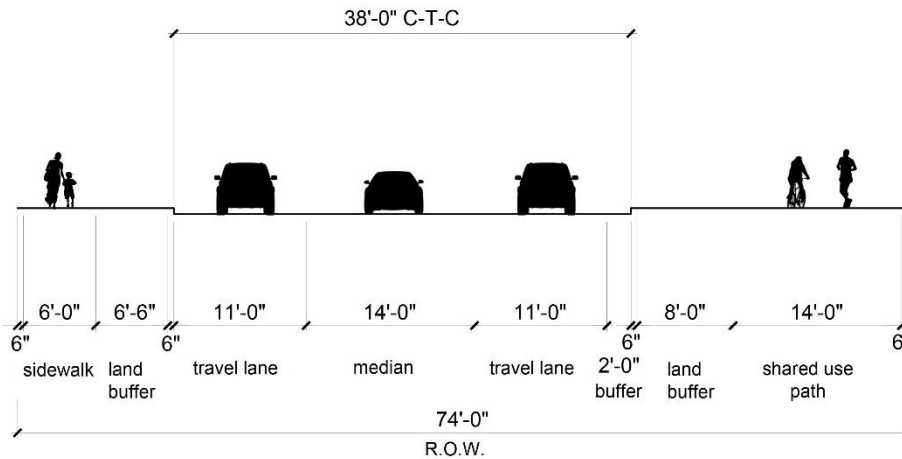
Harlow Canyon to Beaver Creek Canyon Hiking Trail

### Alignment 2A

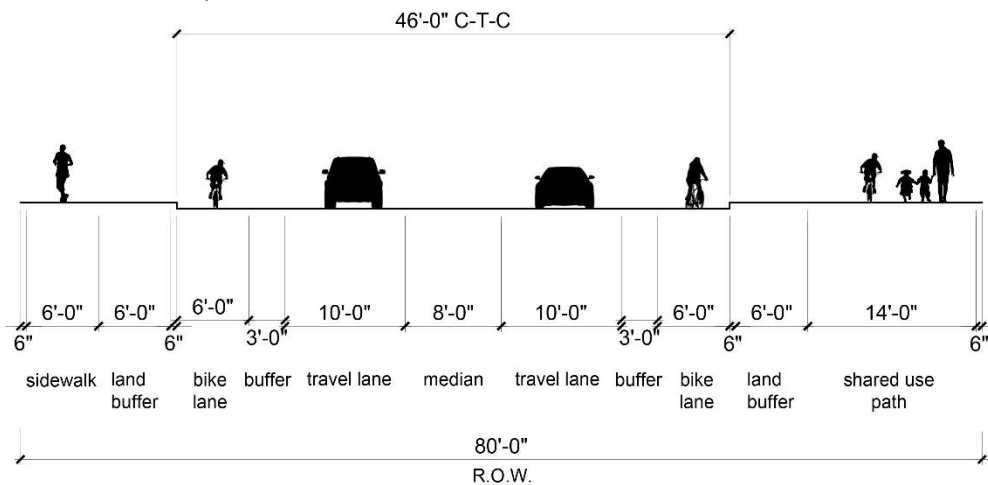
From downtown Troutdale, this option follows Buxton Road, an existing steep road that directly connects to Troutdale Road. As the alignment passes Mt Hood Community College, there is an opportunity to connect through campus via Beaver Creek. South of campus, the route follows existing on-street bike routes through the neighborhood to a shared use pathway along Division, a minor arterial in the Gresham TSP, and Williams, a standard collector in the Gresham TSP. Directly south of the Williams/Powell Valley Road intersection, the route follows Kelly Creek through the Kelly Creek Headwaters Natural Area to Salquist Road. A shared use path within the Salquist Road ROW leads toward the east, intersects 282<sup>nd</sup> Avenue, continues south on a shared use path within the 282<sup>nd</sup> Avenue ROW to Stone Road, and continues along Stone Road across Highway 26 to connect to the Springwater Trail. Currently, the Highway 26 crossing at Stone Road is unprotected; Stone Road has stop signs and an overhead flashing beacon and will be upgraded to a full signal with phases long enough to accommodate bicyclists and pedestrians.

## Alignment 2A

### Buxton Road – Buffered bike lanes and improved sidewalks and wayfinding.

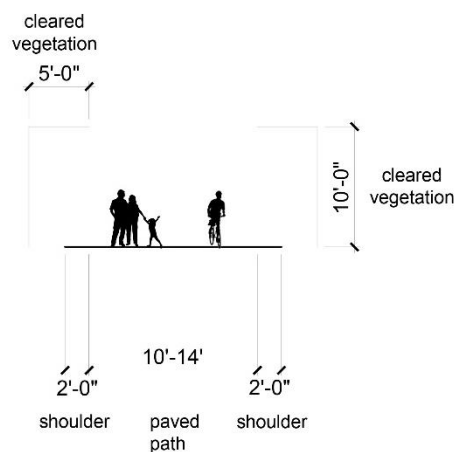


### Troutdale Road – Standard cross section from the Gresham TSP, adapted for Troutdale, for a Minor Arterial with a shared use path.



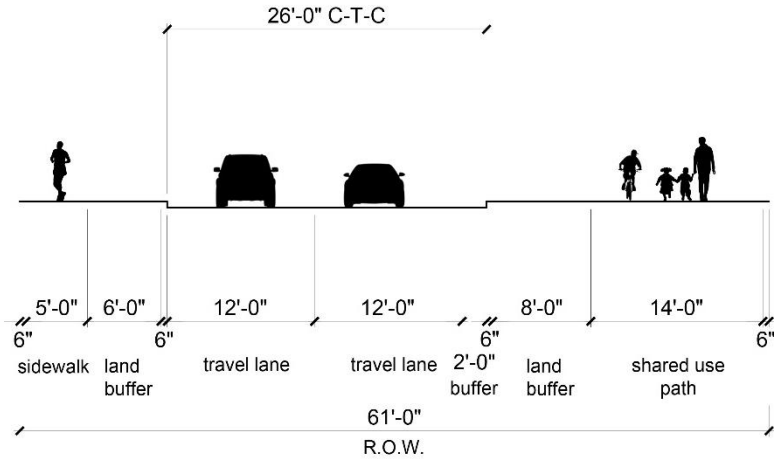
### Troutdale Road – Optimal cross section based on desire for on-street bicycle facilities with a shared use path.\*

\*Note: 8' Median widens to 14' center turn lane at intersections and 3' buffer is dropped from buffered bike lane.

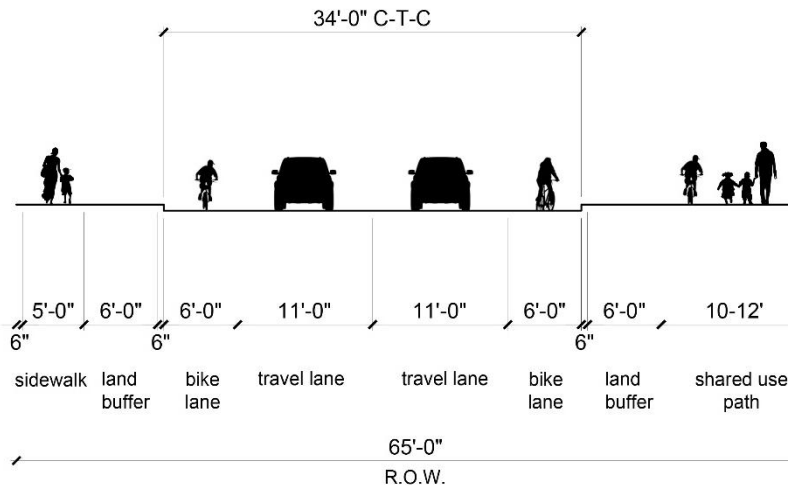


### Mt Hood Community College – Shared use path

## Alignment 2A



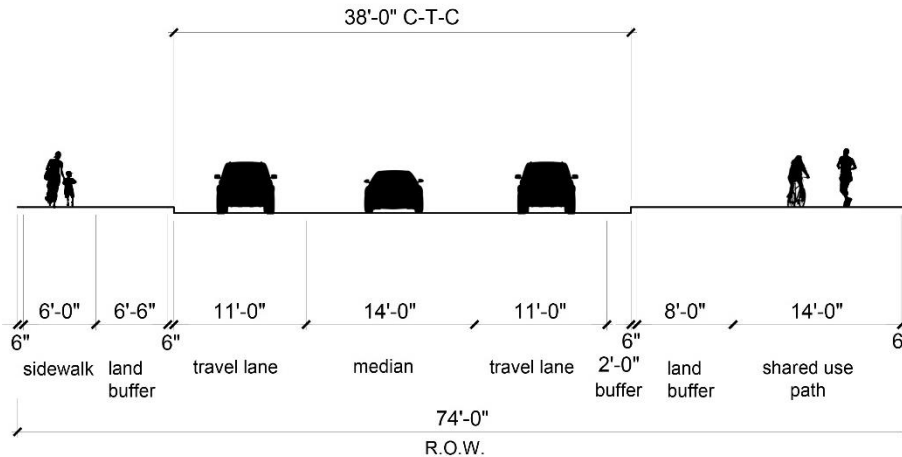
**17<sup>th</sup> Street** – Standard cross section from the Gresham TSP for a Standard Collector with a shared use path.



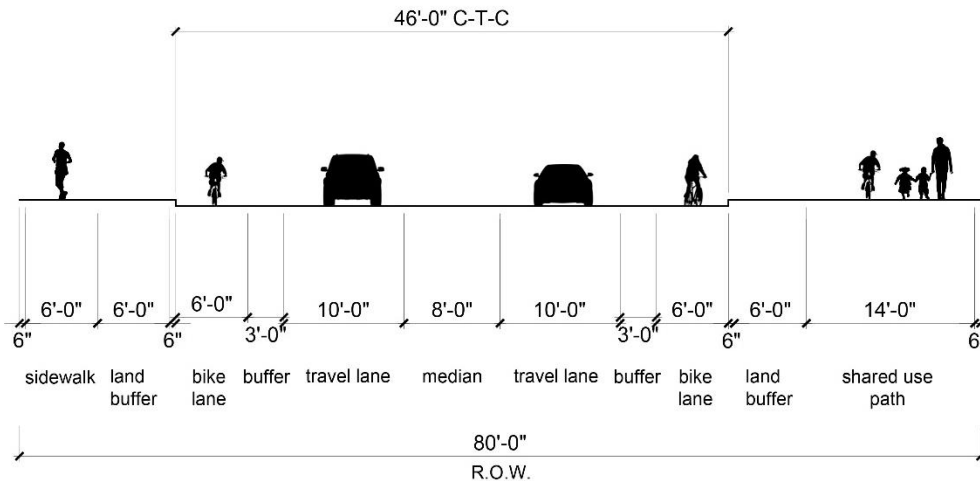
**17<sup>th</sup> Street** – Optimal cross section based on desire for on-street bicycle facilities with a shared use path.

**Hacienda Avenue, 15<sup>th</sup> Street, Centurion Drive** – Shared on-street bike route with traffic calming to reduce vehicle speeds and volumes and improved sidewalks and wayfinding.

## Alignment 2A

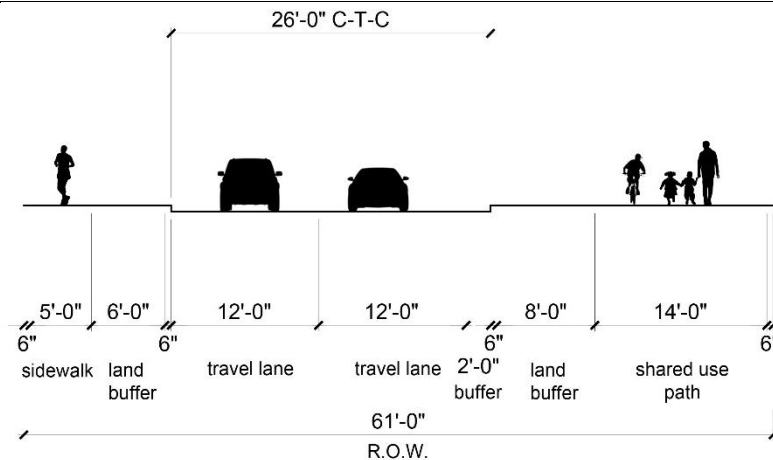


**Division Street** – Standard cross section from the Gresham TSP, adapted for Troutdale, for a Minor Arterial with a shared use path. See Troutdale Road, above.



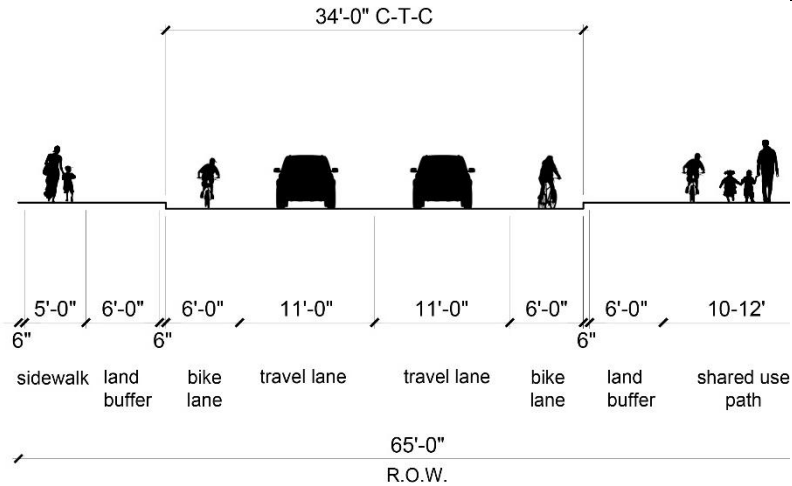
**Division Street Road** – Optimal cross section based on desire for on-street bicycle facilities with a shared use path.\* See Troutdale Road, above.

\*Note: 8' Median widens to 14' center turn lane at intersections and 3' buffer is dropped from buffered bike lane

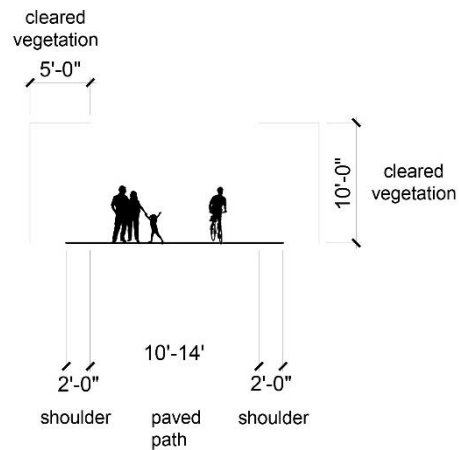


**Williams Road** – Standard cross section from the Gresham TSP for a Standard Collector with a shared use path.

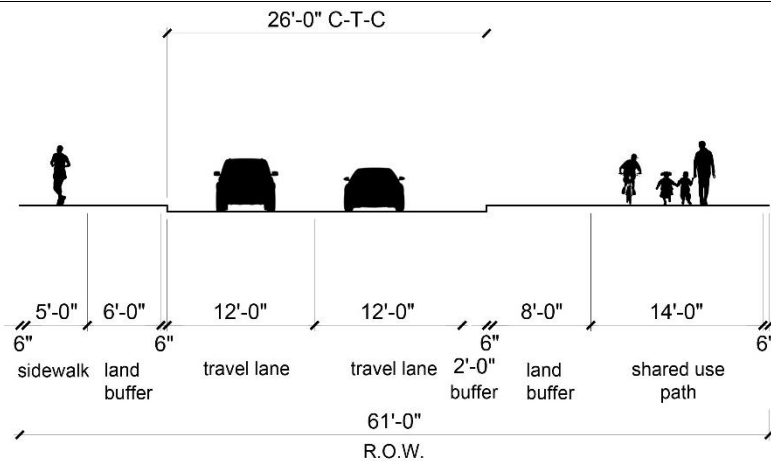
## Alignment 2A



**Williams Road** – Optimal cross section based on desire for on-street bicycle facilities with a shared use path.

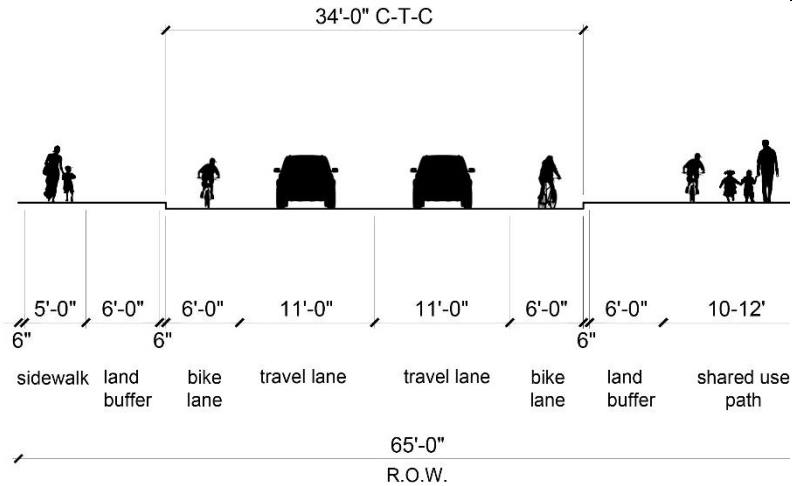


## Kelly Creek Headwaters Natural Area – Shared use path

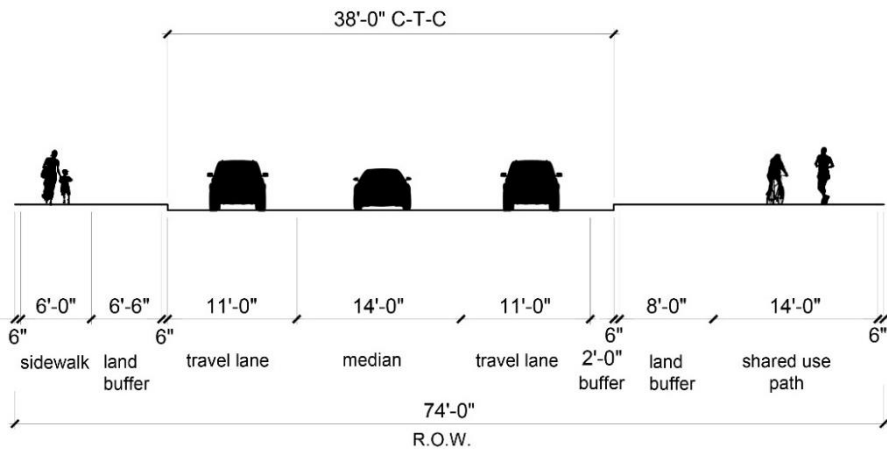


**Salquist Road** – Standard cross section from the Gresham TSP for a Standard Collector with a shared use path.

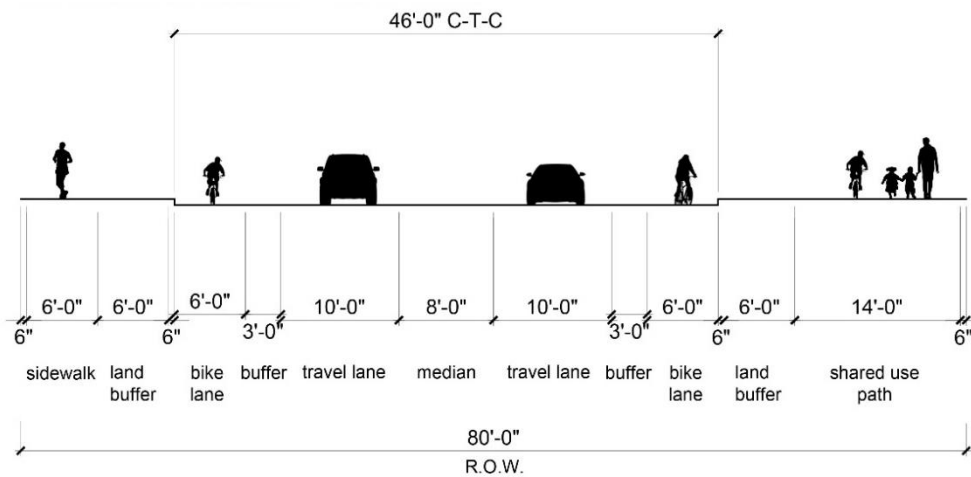
## Alignment 2A



**Salquist Road** – Optimal cross section based on desire for on-street bicycle facilities with a shared use path.



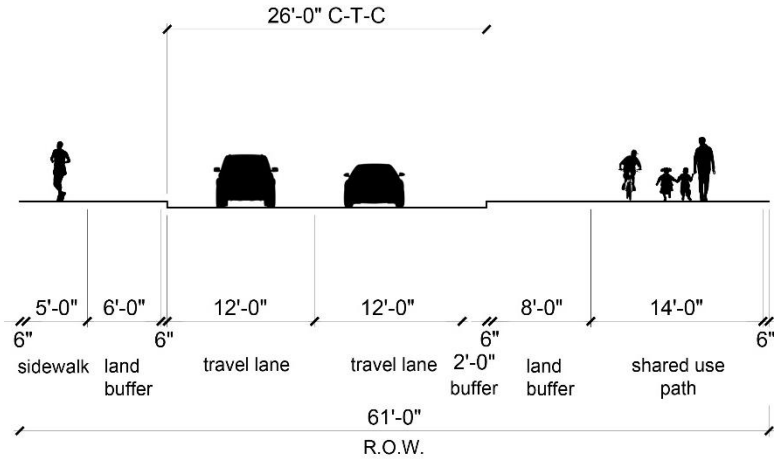
**282<sup>nd</sup> Avenue** – Standard cross section from the Gresham TSP for a Minor Arterial with a shared use path.



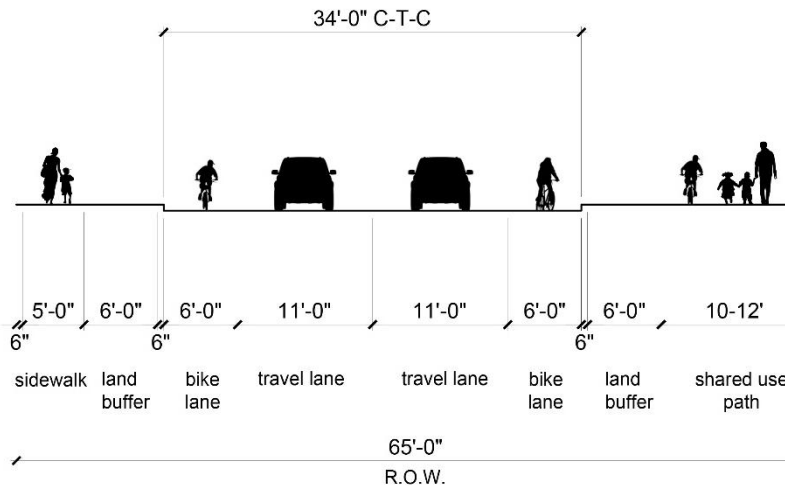
**282<sup>nd</sup> Avenue** – Optimal cross section based on desire for on-street bicycle facilities with a shared use path.\*

\*Note: 8' Median widens to 14' center turn lane at intersections and 3' buffer is dropped from buffered bike lane.

## Alignment 2A



**Stone Road** – Standard cross section from the Gresham TSP for a Standard Collector with a shared use path.



**Stone Road** – Optimal cross section based on desire for on-street bicycle facilities with a shared use path.

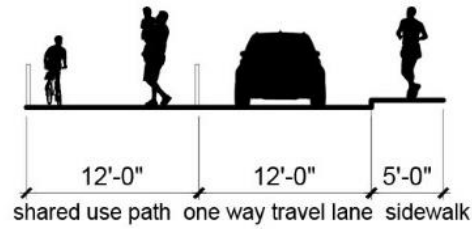
## Alignment 2B

Follows Harlow Avenue and 3<sup>rd</sup> Street using an on-street bike route to Sandy Avenue at the top of Harlow Canyon. Sandy Avenue has low traffic volumes and the adjacent topography and geologic conditions make widening the roadway expensive. However, there is potential to convert one vehicular traffic lane to a share use path and keep Sandy Avenue open to vehicles in one direction only. A shared use path continues to Troutdale Road toward the south, and continues to Salquist Road, a standard collector from the Gresham TSP. A shared use path within the Salquist Road and Orient Drive ROWs connects to Alignment 1 along Palmquist described above.

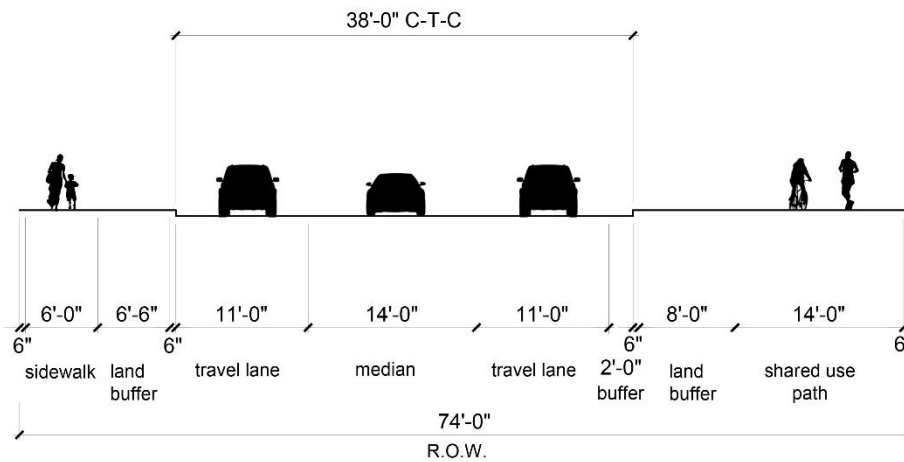
**Harlow Avenue, 3<sup>rd</sup> Street** – On-street bike facilities, improved sidewalks, and wayfinding.

\*Note: 6' Median widens to 12' center turn lane at intersections and 3' buffer is dropped from buffered bike lane.

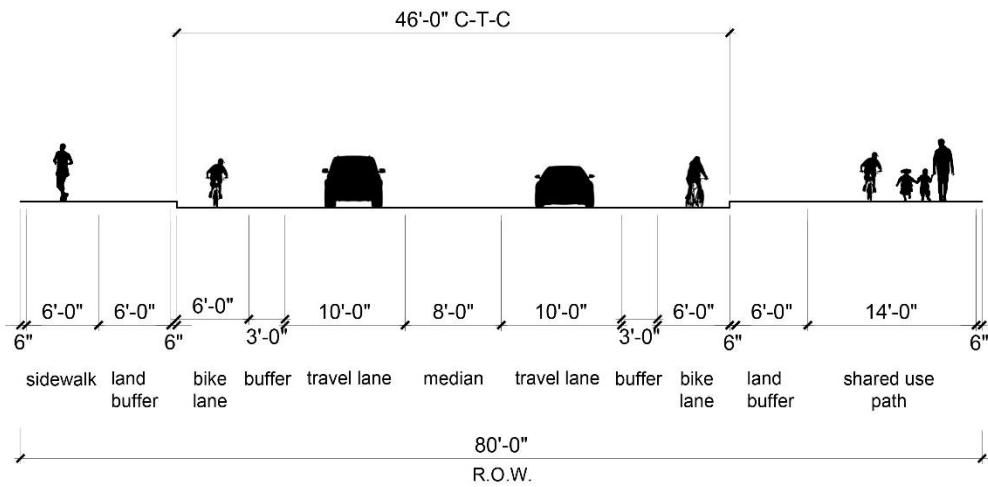
## Alignment 2B



**Sandy Avenue** – Convert one travel lane to shared use path; existing sidewalk to remain.

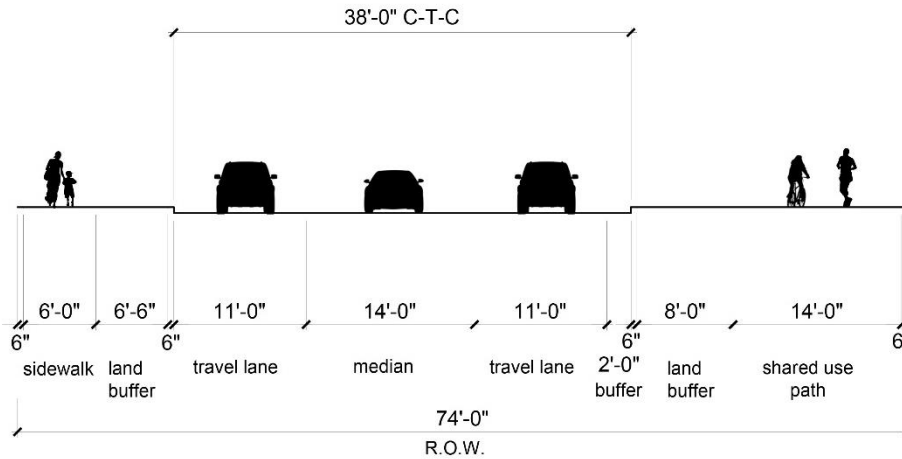


**Troutdale Road** – Standard cross section from the Gresham TSP, adapted for Troutdale, for a Minor Arterial with a shared use path.

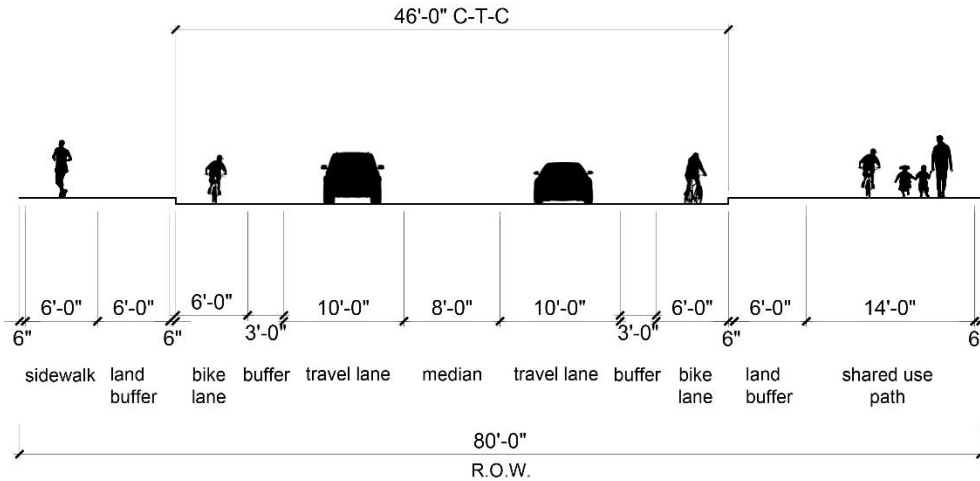


**Troutdale Road** – Optimal cross section based on desire for on-street bicycle facilities with a shared use path.\*

## Alignment 2B



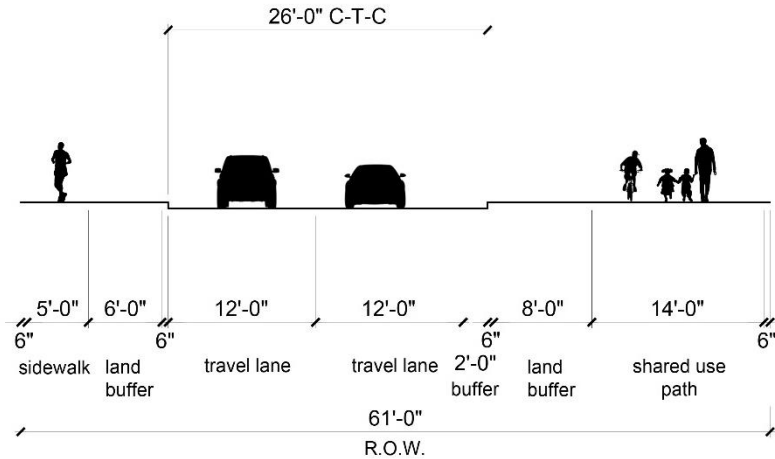
**282<sup>nd</sup> Avenue** – Standard cross section from the Gresham TSP for a Minor Arterial with a shared use path.



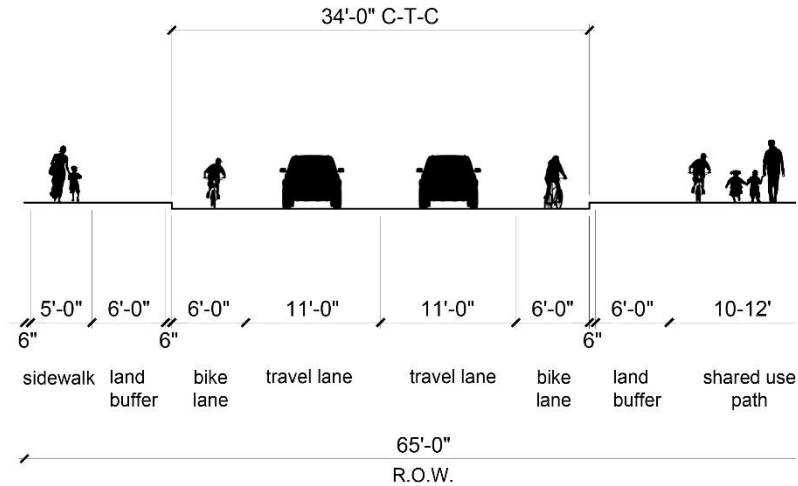
**282<sup>nd</sup> Avenue** – Optimal cross section based on desire for on-street bicycle facilities with a shared use path.\*

\*Note: 8' Median widens to 14' center turn lane at intersections and 3' buffer is dropped from buffered bike lane.

## Alignment 2B

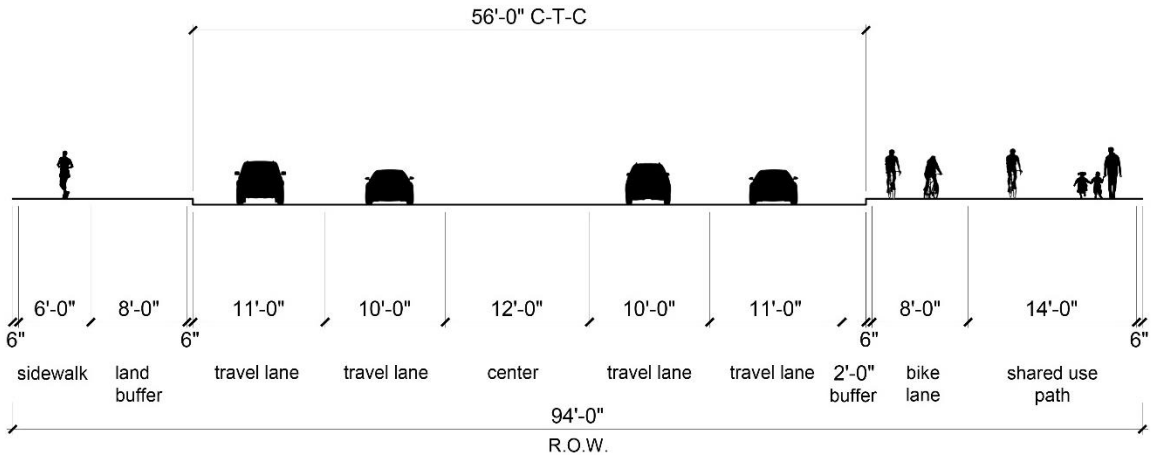


**Salquist Road** – Standard cross section from the Gresham TSP for a Standard Collector with a shared use path.

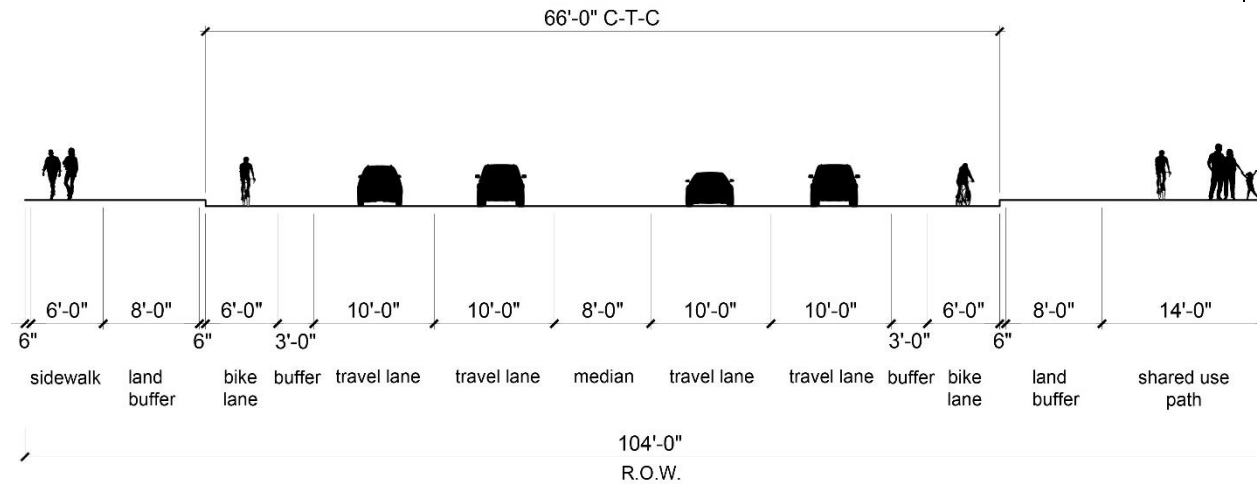


**Salquist Road** – Optimal cross section based on desire for on-street bicycle facilities with a shared use path.

### Alignment 2B



**Orient Drive Road** – Standard cross section from the Gresham TSP for a Standard Arterial with a shared use path.



**Orient Drive** - Optimal cross section based on desire for on-street bicycle facilities with a shared use path.\*

\*Note: 8' Median widens to 14' center turn lane at intersections and 3' buffer is dropped from buffered bike lane.

**Palmquist Road, Regner Road** – Shared on-street bike route with traffic calming to reduce vehicle speeds and volumes and improved sidewalks and wayfinding. The Gresham TSP describes a special cross section proposed for Palmquist Road based on the existing available ROW.

### 3. Beaver Creek and East Orient

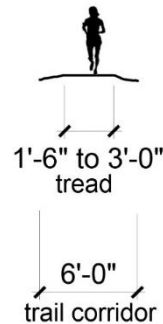
This alignment option connects Troutdale to more rural areas of East Multnomah County. The alignment utilizes an existing utility easement to access the eastern rim of Beaver Creek canyon. The route is very scenic with dramatic views of Mt. Hood and would connect trail users to the surrounding agricultural community and rural character of East Multnomah County. It also connects schools and offers recreational opportunities to accommodate a mixture of users.

### Alignment 3

The route follows, on-street bikeways, sidewalk upgrades, and a hiking trail through parcels east of the Columbia River Highway from downtown Troutdale, and requires an access easement for trail users on a private road, SE Jackson Road to connect to an existing hiking trail and utility easement on the eastern rim of Beaver Creek Canyon. The hiking path predominantly follows an existing utility

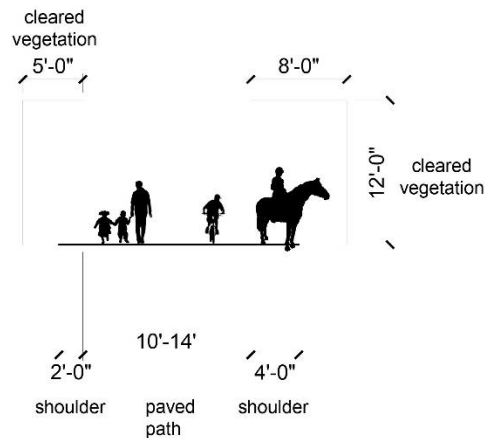
### Alignment 3

easement, but will require an easement through one private land parcel. The alignment crosses an existing berry farm north of Stark Street that has been procured and connects to the Mt Hood Community College Greenway through the campus. The crosses Cochran Road and continues south to parcels that are currently in private ownership along Beaver Creek toward the intersection Troutdale Road/Division Street intersection. From this intersection, a hiking and equestrian trail continues along Beaver Creek paired with an on-street bicycle facility along Division and 302<sup>nd</sup> Avenue. The route passes Barlow High School, transitions to a shared use path behind East Orient Elementary and West Orient Middle schools, crosses Orient Drive, and continues along Johnson Creek to a future roadway planned for the Springwater Area, and crosses Highway 26 on a future overpass.



**Historic Columbia River Highway-** Combination of on-street bike lanes, existing sidewalk along the Historic Highway, and a new hiking and equestrian trail along the banks of Beaver Creek.

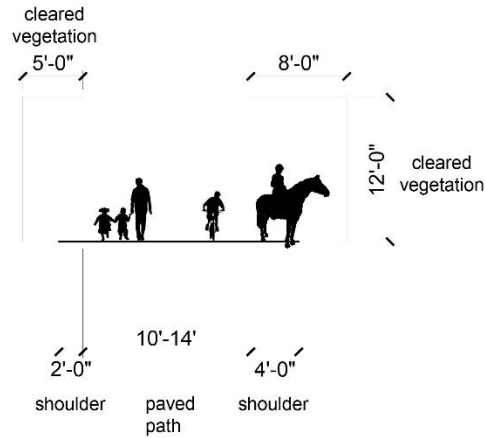
**Jackson Park Road** – An access easement for trail users could be negotiated with private property owners along Jackson Park Road. Wayfinding signs would be added to direct trail users.



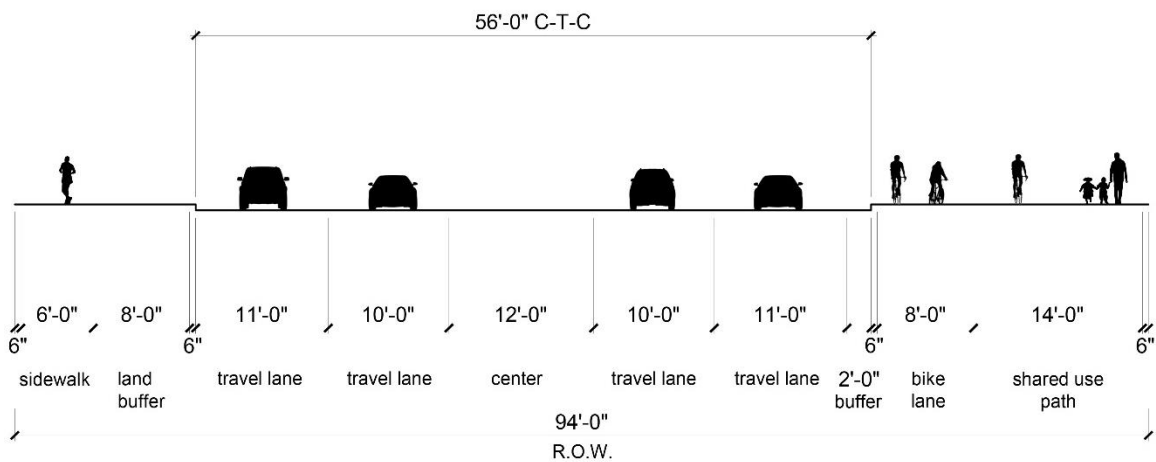
**Beaver Creek Canyon, South Beaver Creek Greenway, Mt Hood Community College** – Shared use path within an existing utility easement along Beaver Creek Canyon, through Mt Hood Community College

**Division Drive, 302<sup>nd</sup> Avenue** – On-street bike route with widened shoulders and wayfinding combined with a natural surface trail along Beaver Creek that would accommodate hikers and equestrians.

### Alignment 3

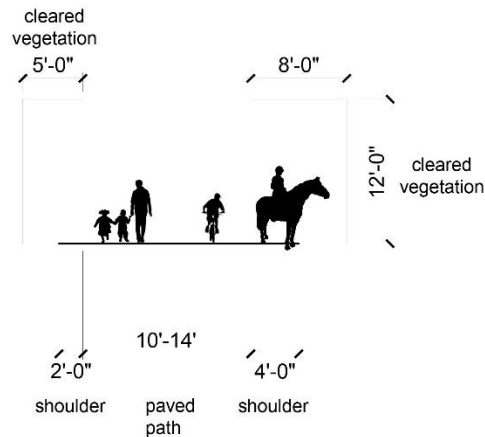


**East Orient Elementary and West Orient Middle School – Shared use path north of the two schools.**



**Orient Drive\*** - Cross section based on Standard Arterial from Gresham TSP.

\*Note: There is room to accommodate a shared use path along the existing cross section of Orient Drive; this portion of Orient Drive is beyond the Gresham city limit.



**South Fork Johnson Creek – Shared use path along Johnson Creek.** The Springwater Area Plan calls for a collector with a trail connection over Highway 26 and a Loop Trail Alignment along Johnson Creek.

### ***Project Goals***

In order to cultivate and refine the evaluation criteria for the alignment alternatives it is important to finalize the project goals. The following goals have been derived from the feedback we received from the first stakeholders meeting. As the planning process progresses, objectives will be developed to define measurable progress toward achieving each goal.

1. Mobility
  - Transportation – provide direct non-motorized connections to destinations
  - Recreation – provide a variety recreational opportunities for users of all ages and abilities
2. Experiences
  - Access to nature and key destinations
  - Opportunities for all users
  - Key views to natural resources
  - Family Friendly
3. Implementation
  - Constructability
  - Property ownership
  - Cost
4. Management
  - Safety
  - Operations and maintenance

### ***Evaluation Criteria***

The evaluation criteria outlined below is intended as a starting point toward selecting a preferred alignment. The following steps are anticipated:

1. Work with the project management team (PMT) to define the preferred evaluation criteria and potentially assign maximum scores or weighted values to the evaluation criteria
2. Develop project goals and objectives that will inform the appropriate evaluation criteria
3. Update the criteria based on feedback from the Stakeholder Advisory Committee (SAC)
4. Finalize the evaluation criteria and select a preferred alignment

Through each of the steps identified above the alignment alternatives and updated alignment alternatives will be evaluated against the criteria. The matrix below summarizes the evaluation criteria what will be used to select the preferred alignment. The top three criteria will be rated as highest value, the middle three are the next highest value, and the final four criteria will be given lowest point values.

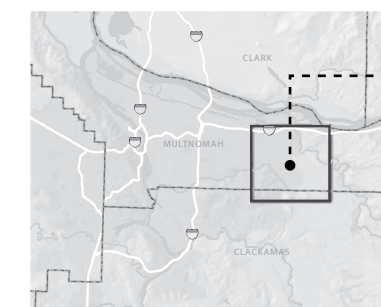
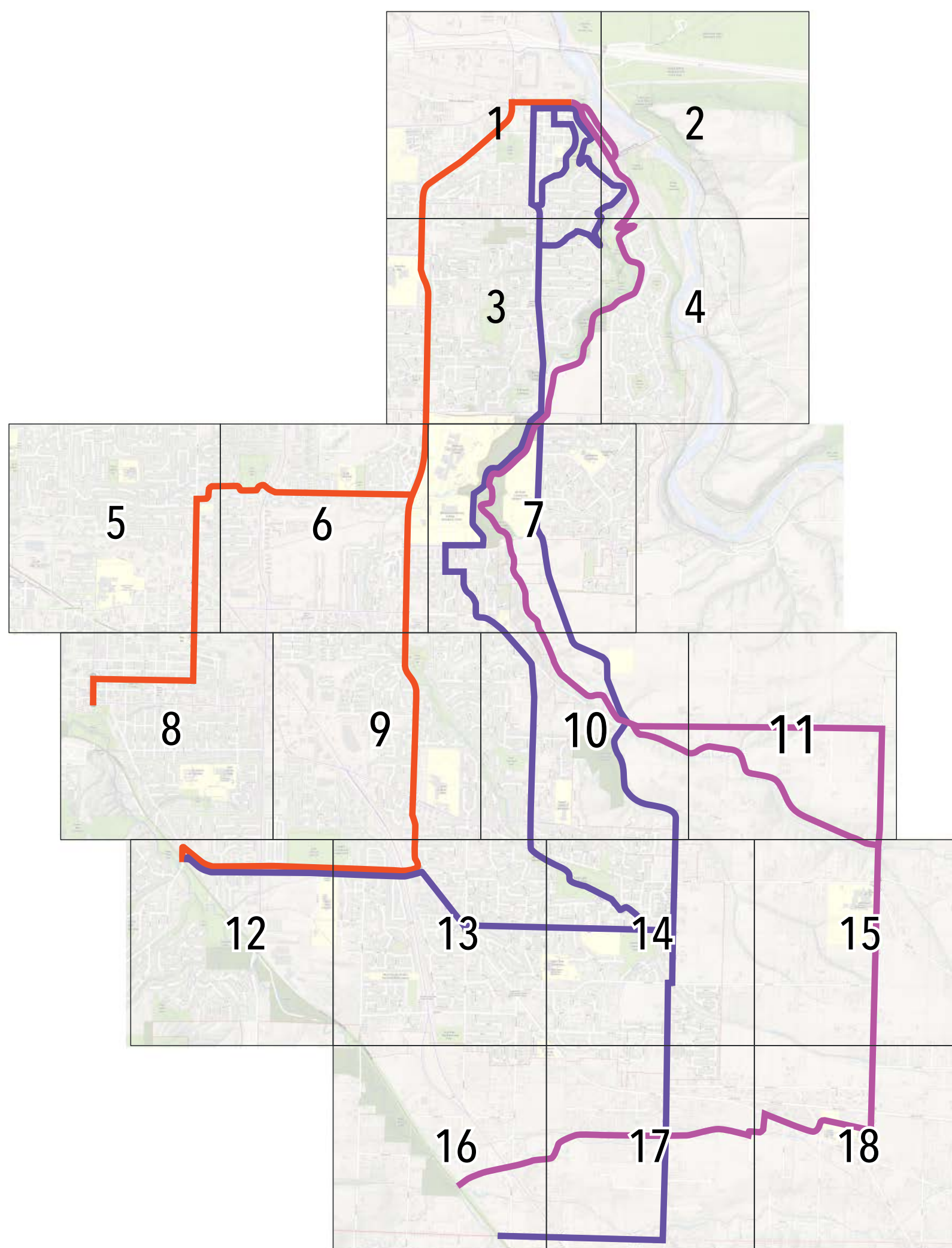
Draft Evaluation Criteria	
User Experience	<ul style="list-style-type: none"> <li>• Is the user able to directly access views that are otherwise unavailable or inaccessible?</li> <li>• Does the alignment provide opportunities for users of all ages and abilities, and does the alignment allow for a variety of user types?</li> <li>• Alignments that avoid noisy corridors with high volumes of vehicular and truck traffic will rank higher than those along roadway corridors</li> </ul>
Environmental Impact	<ul style="list-style-type: none"> <li>• Does the alignment enhance habitat connectivity?</li> <li>• Will the alignment potentially have an adverse impact on existing habitats or cultural resources?</li> <li>• Are there opportunities to create mitigation areas or to restore degraded areas?</li> </ul>
Connectivity to Parks, Recreation, & Schools	<ul style="list-style-type: none"> <li>• Will the alignment provide connections to parks and natural areas?</li> <li>• Are there opportunities for the alignment to provide safer access to schools?</li> </ul>
Cost / Ease of Implementation	<ul style="list-style-type: none"> <li>• Is the cost reasonable relative the expected user experience and community value of the project?</li> <li>• Is the cost per unit relative to similar scaled projects in the Portland region?</li> </ul>
Safety and Security	<ul style="list-style-type: none"> <li>• Is the alignment visible from adjacent properties</li> <li>• How challenging is emergency access?</li> <li>• Alignments that are visible and accessible will rank higher</li> </ul>
Conforms with Plans & Regulations	<ul style="list-style-type: none"> <li>• Is the alignment already part of a previously adopted planning document?</li> <li>• Will the alignment require extensive land use permitting?</li> </ul>
Economic Impact / Economic Catalyst	<ul style="list-style-type: none"> <li>• Does the alignment provide access to land that can support future trail-oriented development?</li> <li>• Will the alignment promote the development of catalyst projects?</li> </ul>
Property Ownership	<ul style="list-style-type: none"> <li>• Does the alignment fall within properties or rights-of-way already publically owned?</li> <li>• Fewer required property acquisitions or easement purchases will rank higher</li> <li>• If privately owned, anticipated amount of time before property will redevelop</li> <li>• Fewer individual property acquisitions will rank higher</li> </ul>
Directness of Travel	<ul style="list-style-type: none"> <li>• Will the alignment provide a direct connection to destinations?</li> <li>• Does the alignment directly connect to the 40-Mile Loop at both the northern and southern ends and minimize out of direction travel those using the Loop?</li> </ul>
Topography / Terrain	<ul style="list-style-type: none"> <li>• How steep is the alignment?</li> <li>• Alignments that do not exceed maximum thresholds for accessibility will rank higher</li> </ul>

# 40 MILE LOOP: GRESHAM FOOTBOLE & WATER TRAIL MASTER PLAN

PROJECT AREA

## LEGEND

- Option 1
- Option 2
- Option 3

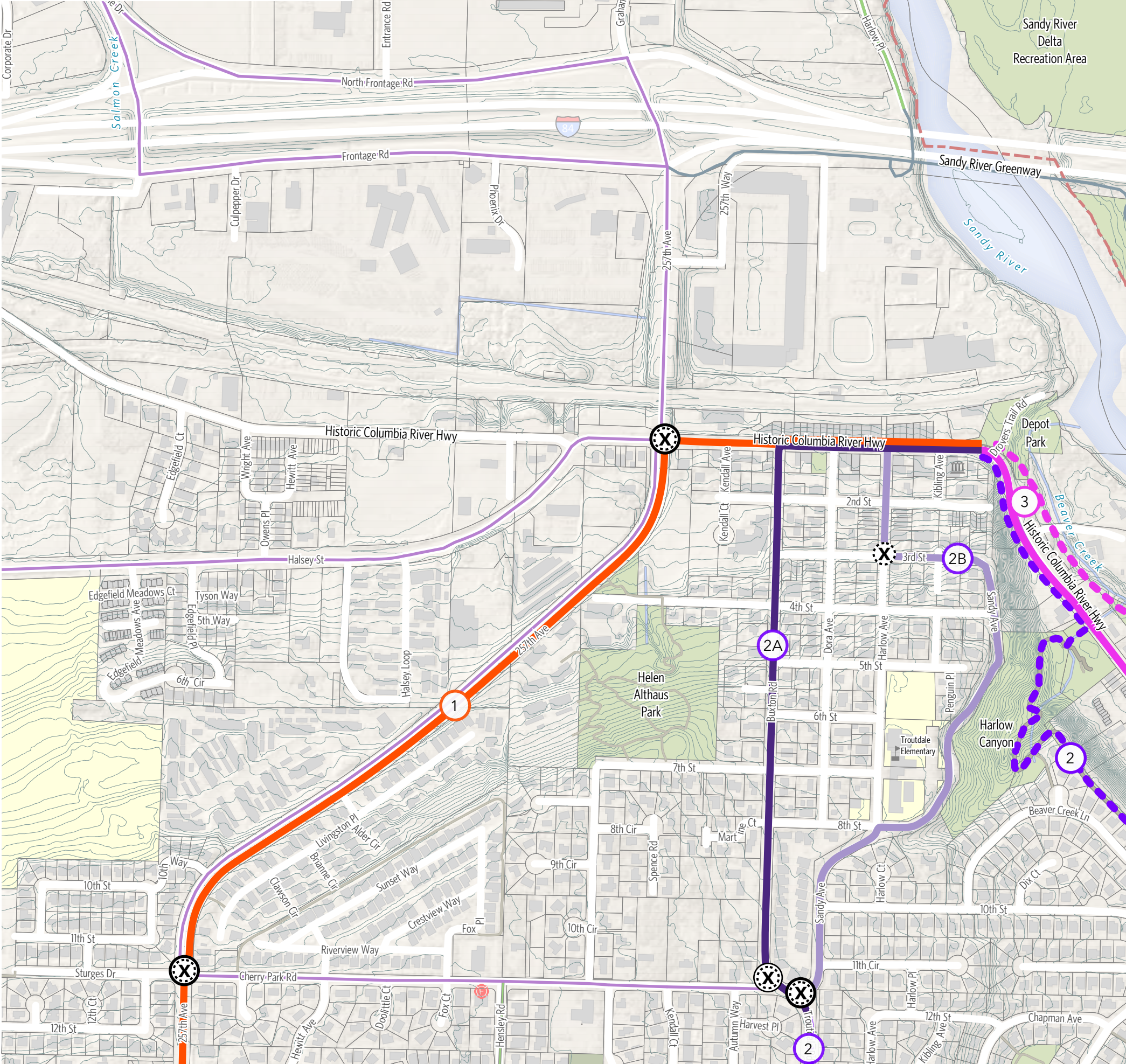
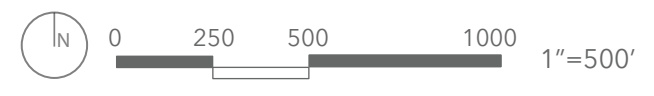


PROJECT AREA



CITY OF  
GRESHAM





# 40 MILE LOOP: GRESHAM FOOTBOLE & WATER TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES | TILE 1

## LEGEND

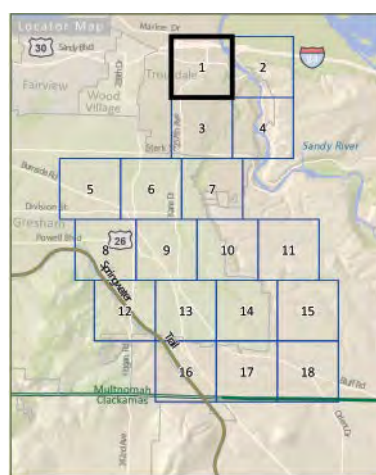
- Option 1
- Option 2
- Option 3
- Equestrian Trails

## CROSSING/INTERSECTION

- Low Level of Protection
- Medium Level of Protection
- High Level of Protection
- Creek Bridge
- Bridge Over Major Road

## EXISTING CONDITIONS

- Existing Bike Lane
- Existing Bike Friendly Street
- Existing Local Trails
- Existing Regional Trails
- Natural Areas
- Parks
- Schools
- City Limits
- Creeks
- 5' Contours

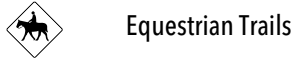


40 MILE LOOP:  
GRESHAM FOOTBOLE & WATER  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES | TILE 2

LEGEND

- Option 1
- Option 2  
Hiking Trail
- Option 3  
Hiking Trail

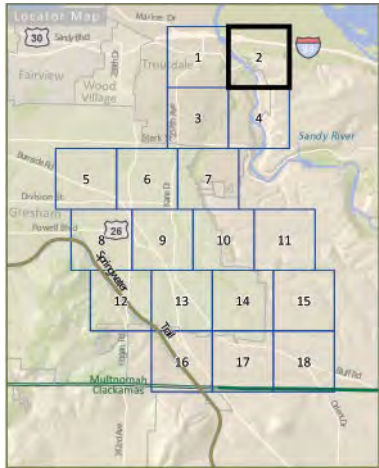


CROSSING/INTERSECTION

- Low Level of Protection
- Medium Level of Protection
- High Level of Protection
- Creek Bridge
- Bridge Over Major Road

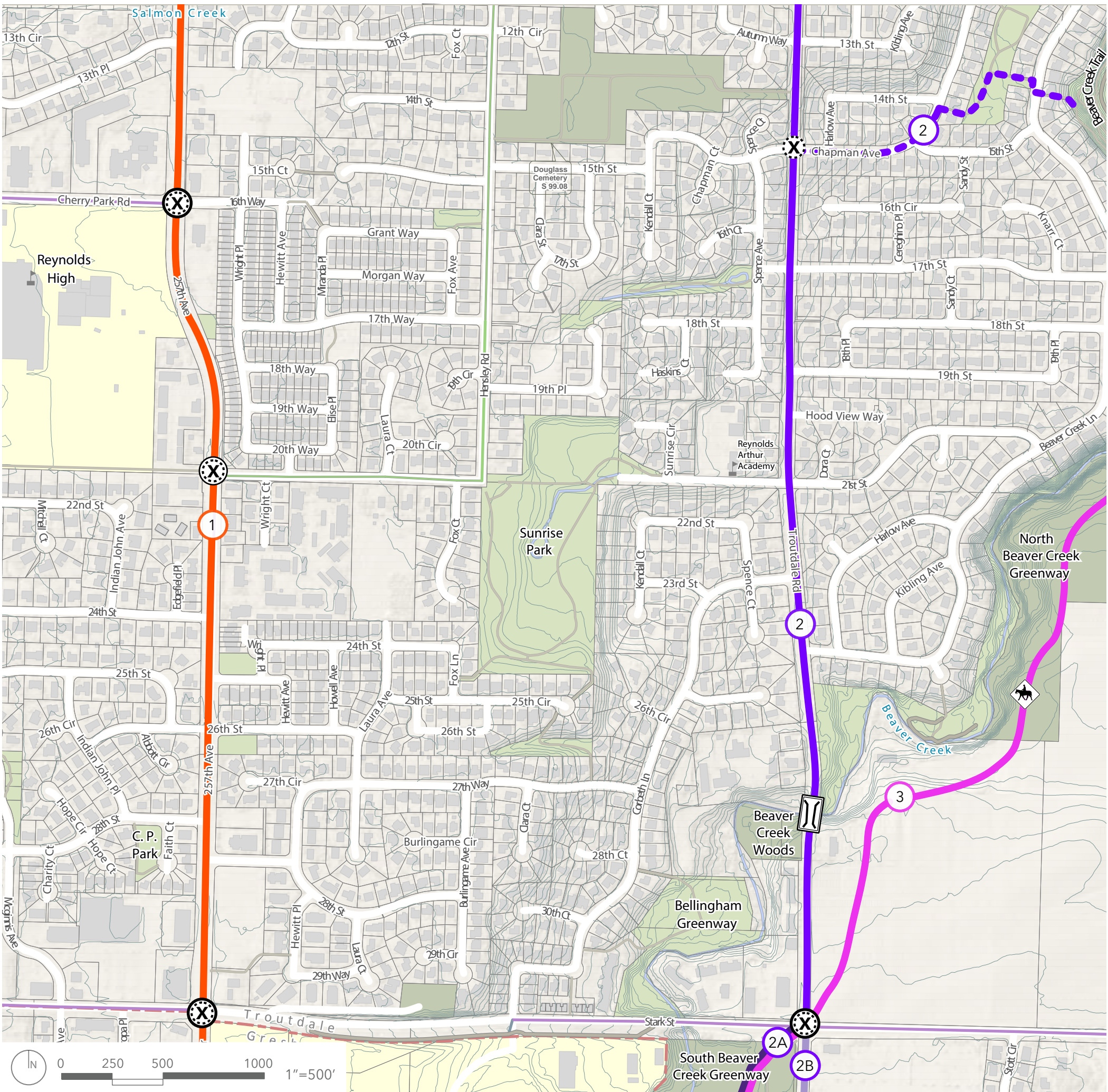
EXISTING CONDITIONS

- Existing Bike Lane
- Existing Bike Friendly Street
- Existing Local Trails
- Existing Regional Trails
- Natural Areas
- Parks
- Schools
- City Limits
- Creeks
- 5' Contours



CITY OF  
GRESHAM





# 40 MILE LOOP: GRESHAM FOOTBOLE & WATER TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES | TILE 3

## LEGEND

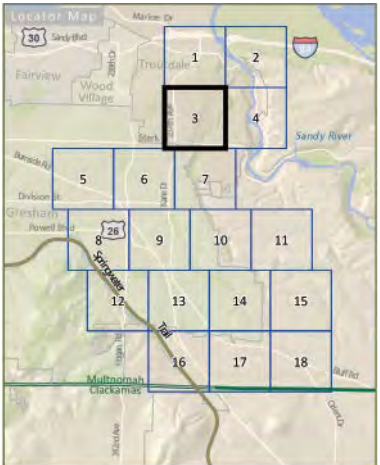
- Option 1
- Option 2  
*Hiking Trail*
- Option 3  
*Hiking Trail*
- Equestrian Trails

## CROSSING/INTERSECTION

- Low Level of Protection
- Medium Level of Protection
- High Level of Protection
- Creek Bridge
- Bridge Over Major Road

## EXISTING CONDITIONS

- Existing Bike Lane
- Existing Bike Friendly Street
- Existing Local Trails
- Existing Regional Trails
- Natural Areas
- Parks
- Schools
- City Limits
- Creeks
- 5' Contours



40 MILE LOOP:  
GRESHAM TO TROUTDALE  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES | TILE 4

LEGEND

- Option 1
- Option 2  
Hiking Trail
- Option 3  
Hiking Trail

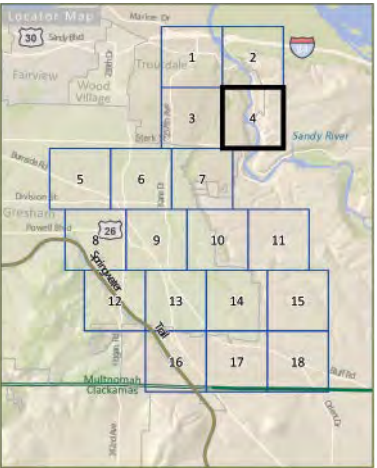
Equestrian Trails

CROSSING/INTERSECTION

- Low Level of Protection
- Medium Level of Protection
- High Level of Protection
- Creek Bridge
- Bridge Over Major Road

EXISTING CONDITIONS

- Existing Bike Lane
- Existing Bike Friendly Street
- Existing Local Trails
- Existing Regional Trails
- Natural Areas
- Parks
- Schools
- City Limits
- Creeks
- 5' Contours



40 MILE LOOP:  
GRESHAM TO TROUTDALE  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES | TILE 5

LEGEND

- Option 1
- Option 2  
Hiking Trail
- Option 3  
Hiking Trail

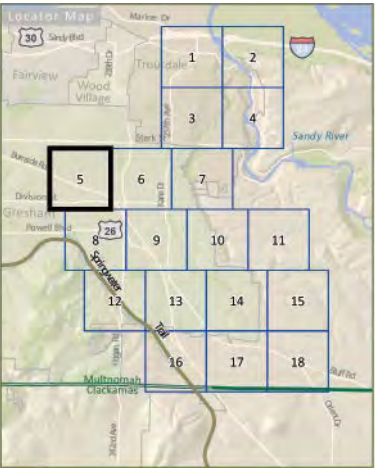
Equestrian Trails

CROSSING/INTERSECTION

- Low Level of Protection
- Medium Level of Protection
- High Level of Protection
- Creek Bridge
- Bridge Over Major Road

EXISTING CONDITIONS

- Existing Bike Lane
- Existing Bike Friendly Street
- Existing Local Trails
- Existing Regional Trails
- Natural Areas
- Parks
- Schools
- City Limits
- Creeks
- 5' Contours



40 MILE LOOP:  
GRESHAM TO TROUTDALE  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES | TILE 6

LEGEND

Option 1

Option 2  
Hiking Trail

Option 3  
Hiking Trail

Equestrian Trails

CROSSING/INTERSECTION

Low Level of Protection

Medium Level of Protection

High Level of Protection

Creek Bridge

Bridge Over Major Road

EXISTING CONDITIONS

Existing Bike Lane

Existing Bike Friendly Street

Existing Local Trails

Existing Regional Trails

Natural Areas

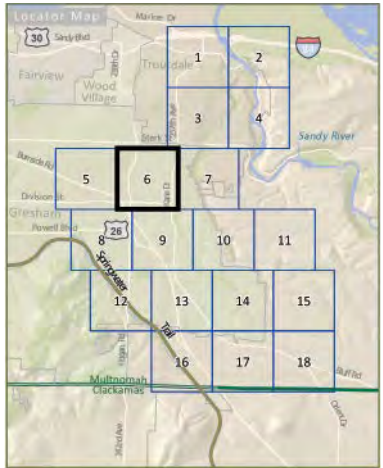
Parks

Schools

City Limits

Creeks

5' Contours



40 MILE LOOP:  
GRESHAM TO TROUTDALE  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES | TILE 7

LEGEND

- Option 1
- Option 2  
Hiking Trail
- Option 3  
Hiking Trail

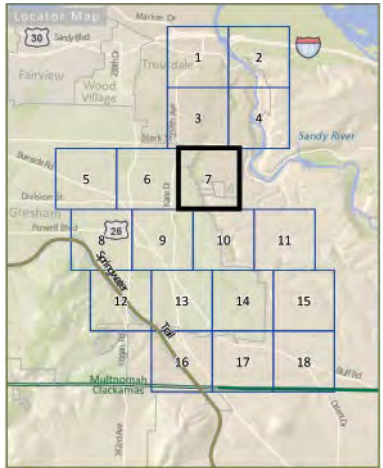
Equestrian Trails

CROSSING/INTERSECTION

- Low Level of Protection
- Medium Level of Protection
- High Level of Protection
- Creek Bridge
- Bridge Over Major Road

EXISTING CONDITIONS

- Existing Bike Lane
- Existing Bike Friendly Street
- Existing Local Trails
- Existing Regional Trails
- Natural Areas
- Parks
- Schools
- City Limits
- Creeks
- 5' Contours



CITY OF  
GRESHAM



40 MILE LOOP:  
GRESHAM TO TROUTDALE  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES | TILE 8

LEGEND

- Option 1
- Option 2  
Hiking Trail
- Option 3  
Hiking Trail

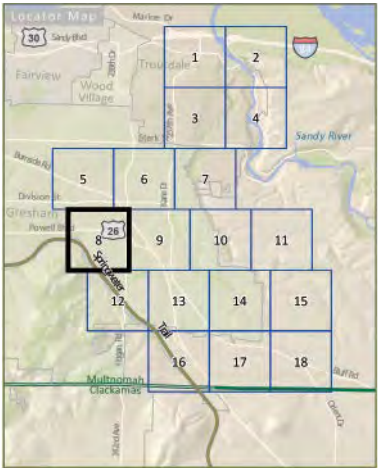
Equestrian Trails

CROSSING/INTERSECTION

- Low Level of Protection
- Medium Level of Protection
- High Level of Protection
- Creek Bridge
- Bridge Over Major Road

EXISTING CONDITIONS

- Existing Bike Lane
- Existing Bike Friendly Street
- Existing Local Trails
- Existing Regional Trails
- Natural Areas
- Parks
- Schools
- City Limits
- Creeks
- 5' Contours



40 MILE LOOP:  
GRESHAM TO TROUTDALE  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES | TILE 9

LEGEND

Option 1

Option 2  
Hiking Trail

Option 3  
Hiking Trail

Equestrian Trails

CROSSING/INTERSECTION

Low Level of Protection

Medium Level of Protection

High Level of Protection

Creek Bridge

Bridge Over Major Road

EXISTING CONDITIONS

Existing Bike Lane

Existing Bike Friendly Street

Existing Local Trails

Existing Regional Trails

Natural Areas

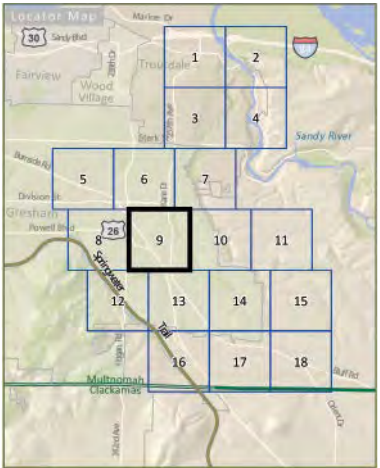
Parks

Schools

City Limits

Creeks

5' Contours



40 MILE LOOP:  
GRESHAM TO TROUTDALE  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES | TILE 10

LEGEND

Option 1

Option 2  
*Hiking Trail*

Option 3  
*Hiking Trail*

Equestrian Trails

Low Level of Protection

Medium Level of Protection

High Level of Protection

Creek Bridge

Bridge Over Major Road

EXISTING CONDITIONS

Existing Bike Lane

Existing Bike Friendly Street

Existing Local Trails

Existing Regional Trails

Natural Areas

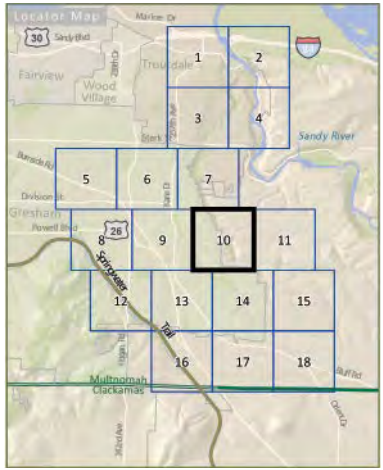
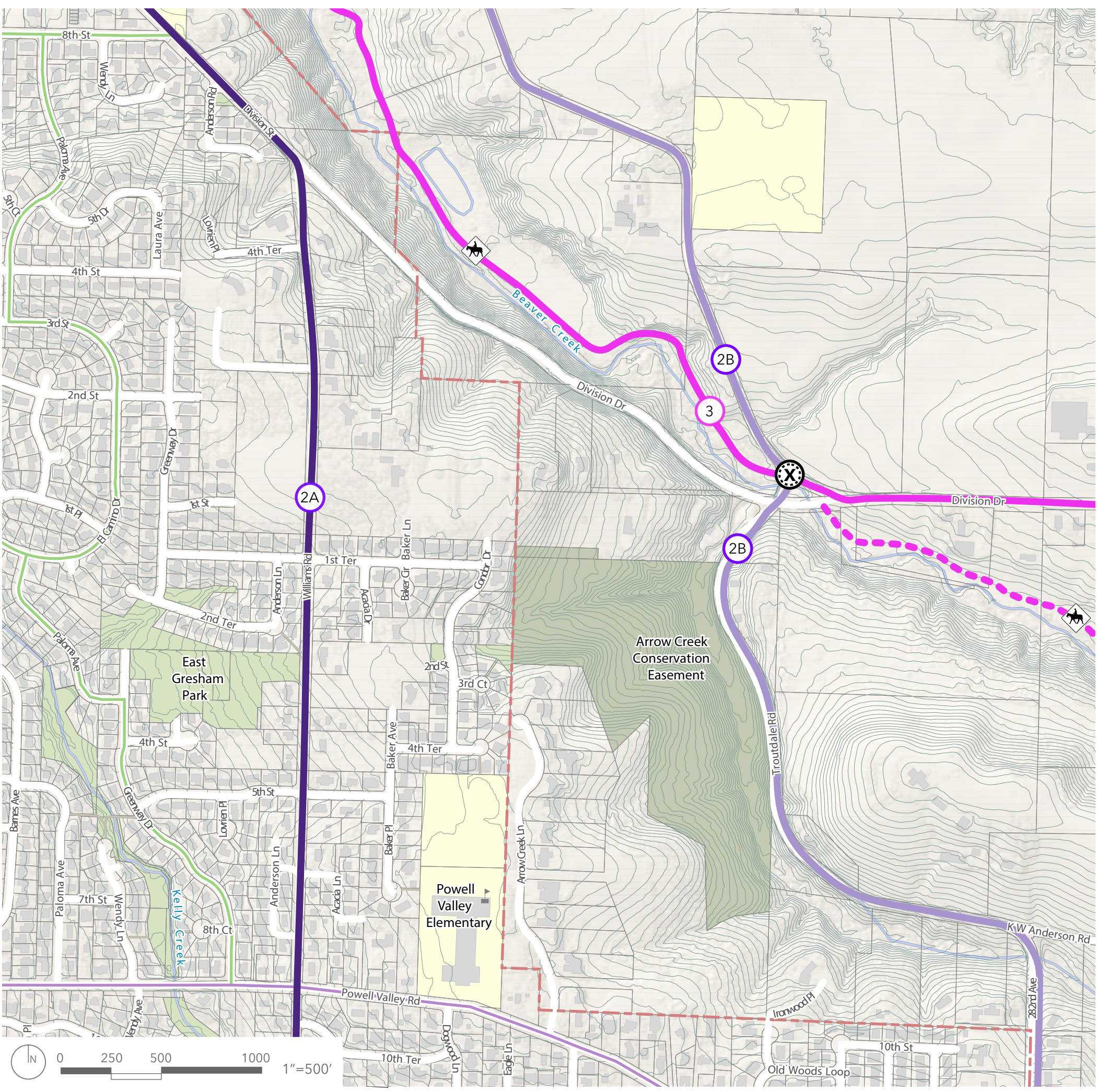
Parks

Schools

City Limits

Creeks

5' Contours

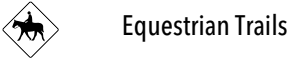


40 MILE LOOP:  
GRESHAM TO TROUTDALE  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES | TILE 11

LEGEND

- Option 1
- Option 2  
Hiking Trail
- Option 3  
Hiking Trail

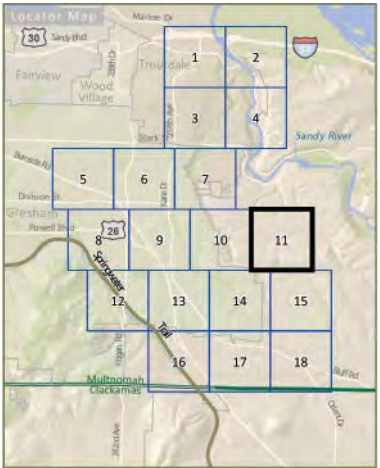


CROSSING/INTERSECTION

- Low Level of Protection
- Medium Level of Protection
- High Level of Protection
- Creek Bridge
- Bridge Over Major Road

EXISTING CONDITIONS

- Existing Bike Lane
- Existing Bike Friendly Street
- Existing Local Trails
- Existing Regional Trails
- Natural Areas
- Parks
- Schools
- City Limits
- Creeks
- 5' Contours



40 MILE LOOP:  
GRESHAM TO TROUTDALE  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES | TILE 12

LEGEND

- Option 1
- Option 2  
Hiking Trail
- Option 3  
Hiking Trail

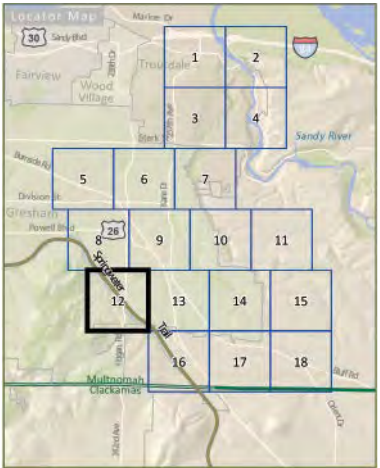
Equestrian Trails

CROSSING/INTERSECTION

- Low Level of Protection
- Medium Level of Protection
- High Level of Protection
- Creek Bridge
- Bridge Over Major Road

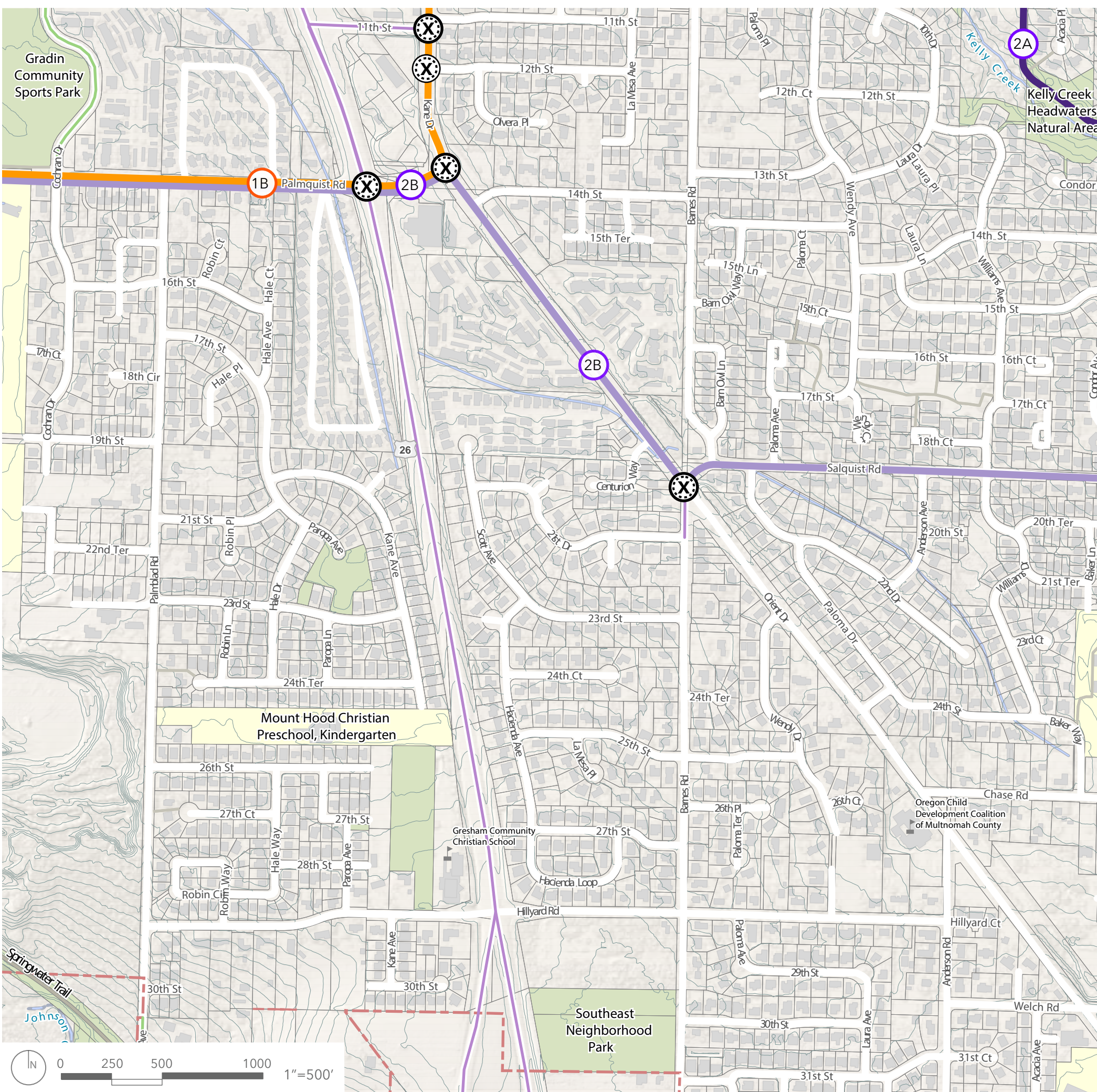
EXISTING CONDITIONS

- Existing Bike Lane
- Existing Bike Friendly Street
- Existing Local Trails
- Existing Regional Trails
- Natural Areas
- Parks
- Schools
- City Limits
- Creeks
- 5' Contours



CITY OF  
GRESHAM





# 40 MILE LOOP: GRESHAM TO TROUTDALE TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES | TILE 13

## LEGEND

- Option 1
- Option 2  
*Hiking Trail*
- Option 3  
*Hiking Trail*

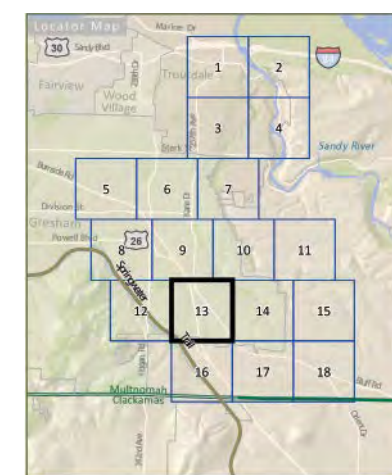
Equestrian Trails

### CROSSING/INTERSECTION

- Low Level of Protection
- Medium Level of Protection
- High Level of Protection
- Creek Bridge
- Bridge Over Major Road

### EXISTING CONDITIONS

- Existing Bike Lane
- Existing Bike Friendly Street
- Existing Local Trails
- Existing Regional Trails
- Natural Areas
- Parks
- Schools
- City Limits
- Creeks
- 5' Contours



40 MILE LOOP:  
GRESHAM TO TROUTDALE  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES | TILE 14

LEGEND

- Option 1
- Option 2  
Hiking Trail
- Option 3  
Hiking Trail

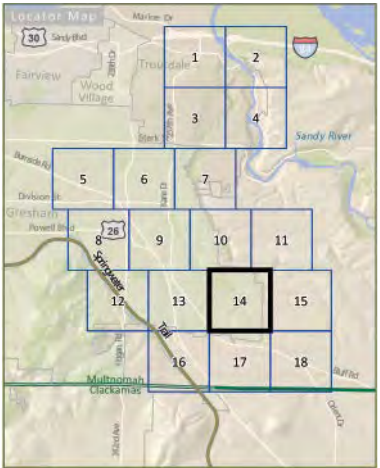
Equestrian Trails

CROSSING/INTERSECTION

- Low Level of Protection
- Medium Level of Protection
- High Level of Protection
- Creek Bridge
- Bridge Over Major Road

EXISTING CONDITIONS

- Existing Bike Lane
- Existing Bike Friendly Street
- Existing Local Trails
- Existing Regional Trails
- Natural Areas
- Parks
- Schools
- City Limits
- Creeks
- 5' Contours

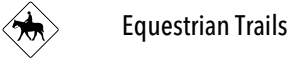


40 MILE LOOP:  
GRESHAM TO TROUTDALE  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES | TILE 15

LEGEND

- Option 1
- Option 2  
Hiking Trail
- Option 3  
Hiking Trail



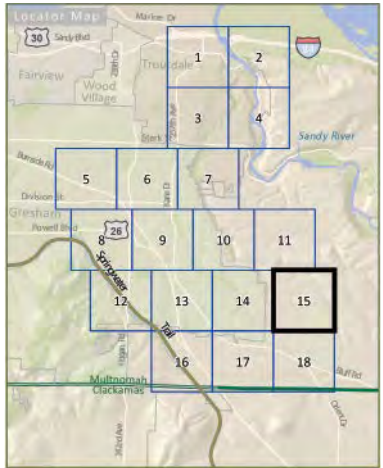
Equestrian Trails

CROSSING/INTERSECTION

- Low Level of Protection
- Medium Level of Protection
- High Level of Protection
- Creek Bridge
- Bridge Over Major Road

EXISTING CONDITIONS

- Existing Bike Lane
- Existing Bike Friendly Street
- Existing Local Trails
- Existing Regional Trails
- Natural Areas
- Parks
- Schools
- City Limits
- Creeks
- 5' Contours



CITY OF  
GRESHAM

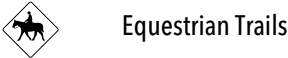


40 MILE LOOP:  
GRESHAM TO TROUTDALE  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES | TILE 16

LEGEND

- Option 1
- Option 2  
Hiking Trail
- Option 3  
Hiking Trail

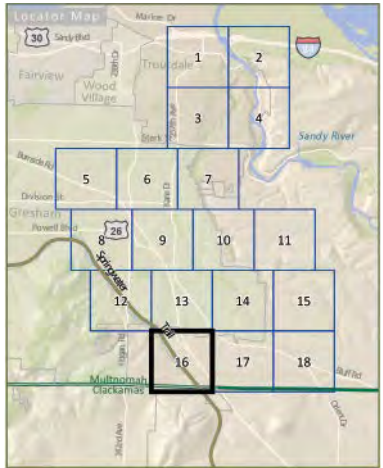


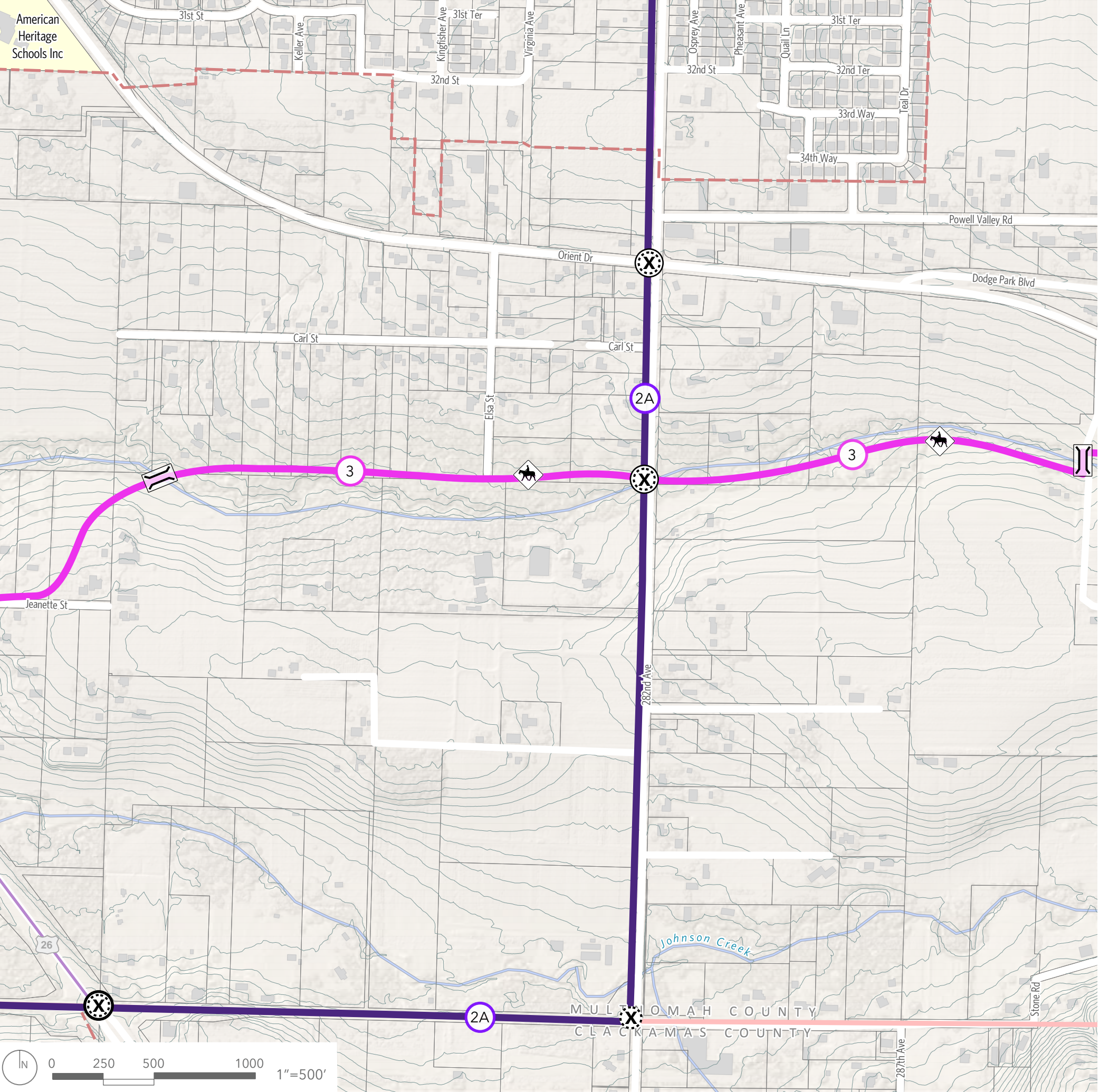
CROSSING/INTERSECTION

- Low Level of Protection
- Medium Level of Protection
- High Level of Protection
- Creek Bridge
- Bridge Over Major Road

EXISTING CONDITIONS

- Existing Bike Lane
- Existing Bike Friendly Street
- Existing Local Trails
- Existing Regional Trails
- Natural Areas
- Parks
- Schools
- City Limits
- Creeks
- 5' Contours





# 40 MILE LOOP: GRESHAM TO TROUTDALE TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES | TILE 17

## LEGEND

**Option 1**

**Option 2**  
*Hiking Trail*

**Option 3**  
*Hiking Trail*

**Equestrian Trails**

**CROSSING/INTERSECTION**

Low Level of Protection

Medium Level of Protection

High Level of Protection

Creek Bridge

Bridge Over Major Road

**EXISTING CONDITIONS**

Existing Bike Lane

Existing Bike Friendly Street

Existing Local Trails

Existing Regional Trails

Natural Areas

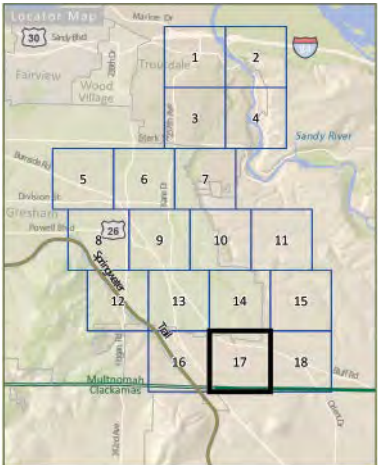
Parks

Schools

City Limits

Creeks

5' Contours

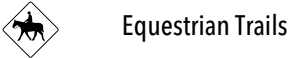


40 MILE LOOP:  
GRESHAM TO TROUTDALE  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES | TILE 18

LEGEND

- Option 1
- Option 2  
Hiking Trail
- Option 3  
Hiking Trail

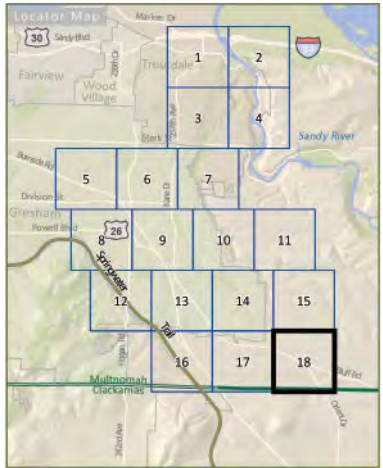


CROSSING/INTERSECTION

- Low Level of Protection
- Medium Level of Protection
- High Level of Protection
- Creek Bridge
- Bridge Over Major Road

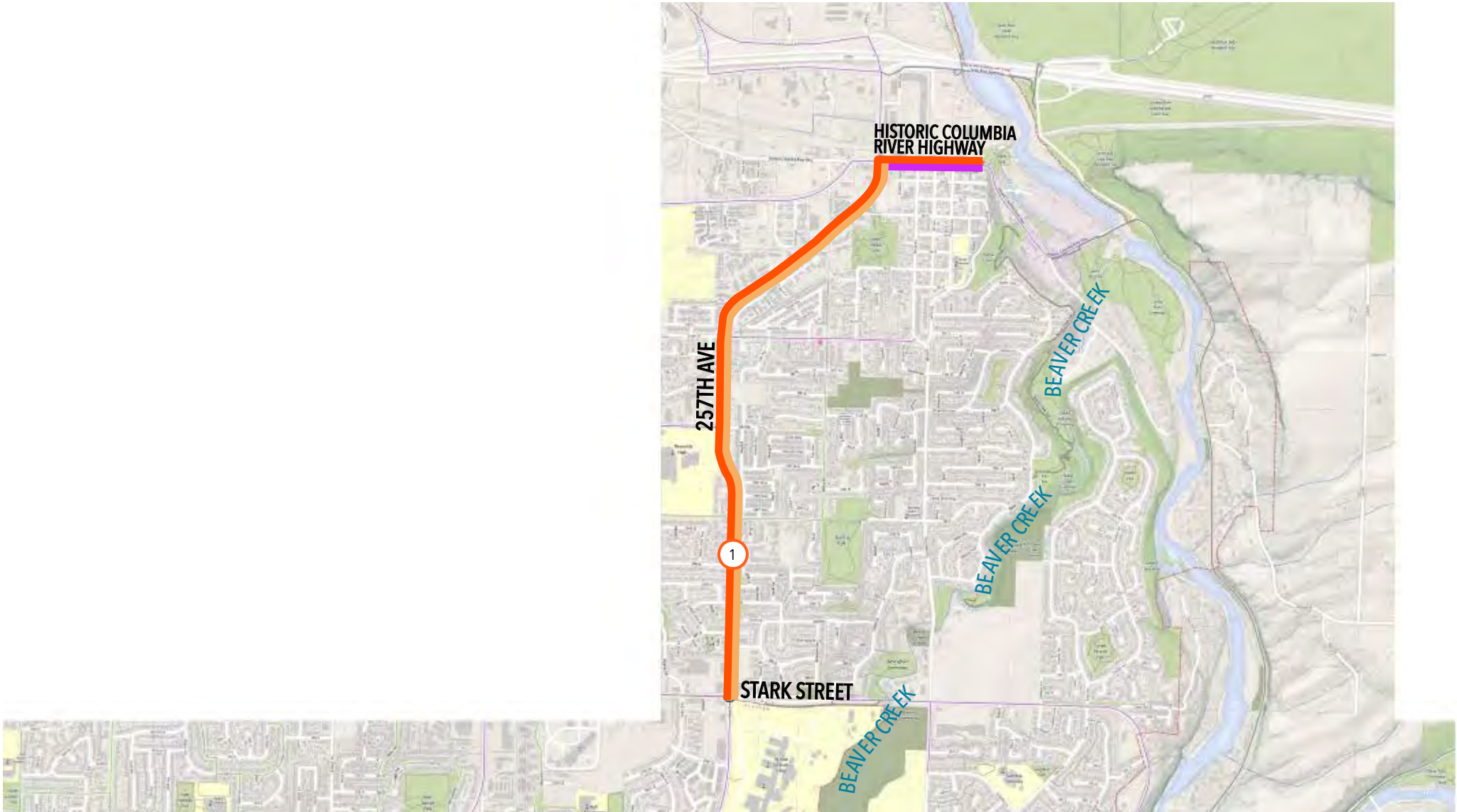
EXISTING CONDITIONS

- Existing Bike Lane
- Existing Bike Friendly Street
- Existing Local Trails
- Existing Regional Trails
- Natural Areas
- Parks
- Schools
- City Limits
- Creeks
- 5' Contours



40 MILE LOOP:  
GRESHAM TO TROUTDALE  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES - OPTION 1 NORTH



LEGEND

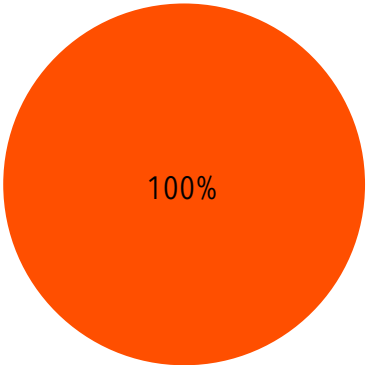
PROPERTY OWNERSHIP

- Public Property
- Private Property

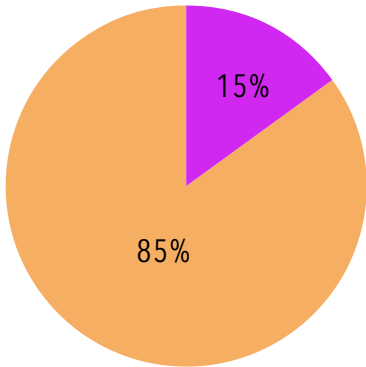
FACILITY TYPE

- Shared Use Path In Designated R.O.W.
- On Street Bicycle Facility & Sidewalk Improvements
- Shared Use Path Adjacent to R.O.W.
- Hiking Trail

PROPERTY OWNERSHIP



FACILITY TYPE



40 MILE LOOP:  
GRESHAM TO TROUTDALE  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES - OPTION 1 SOUTH

LEGEND

PROPERTY OWNERSHIP

Public Property

Private Property

FACILITY TYPE

Shared Use Path In Designated R.O.W.

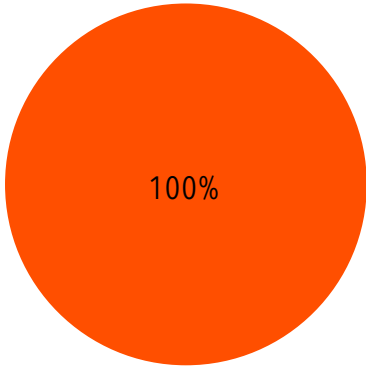
On Street Bicycle Facility & Sidewalk Improvements

Shared Use Path Adjacent to R.O.W.

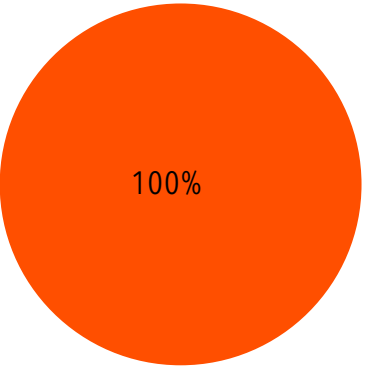
Hiking Trail

PROPERTY OWNERSHIP

2A

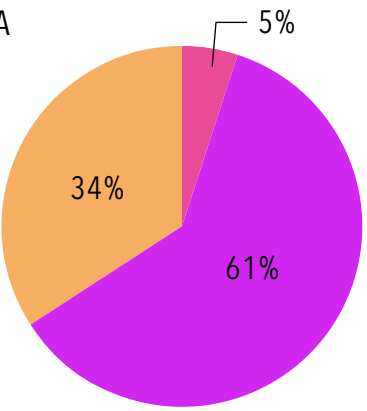


2B

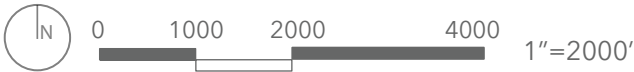
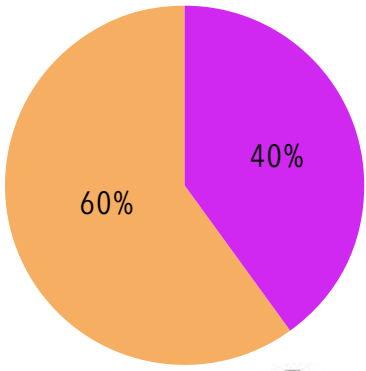


FACILITY TYPE

1A

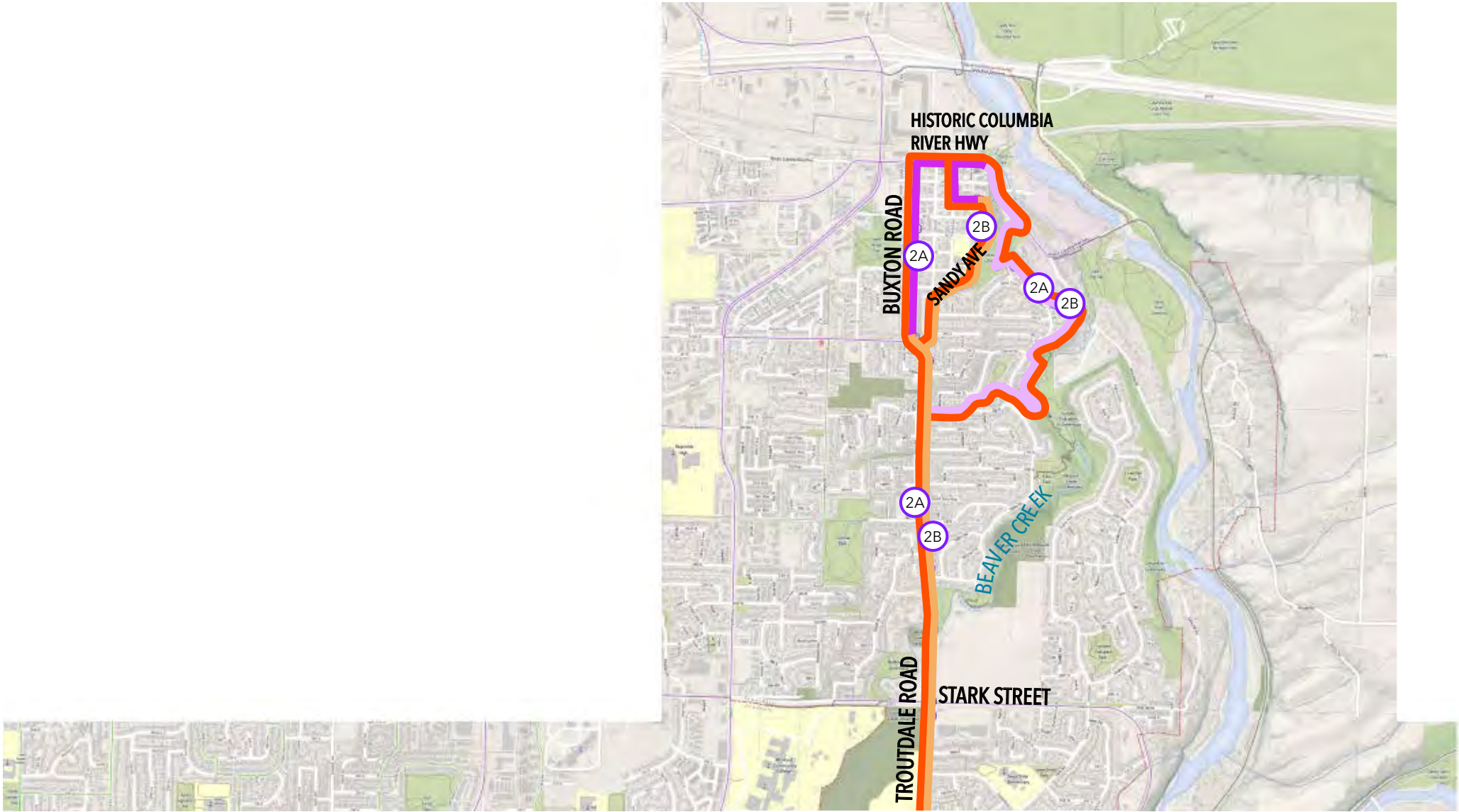


1B



40 MILE LOOP:  
GRESHAM TO TROUTDALE  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES - OPTION 2 NORTH



LEGEND

PROPERTY OWNERSHIP

Public Property

Private Property

FACILITY TYPE

Shared Use Path In Designated R.O.W.

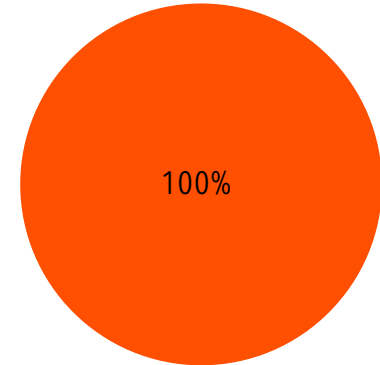
On Street Bicycle Facility & Sidewalk Improvements

Shared Use Path Adjacent to R.O.W.

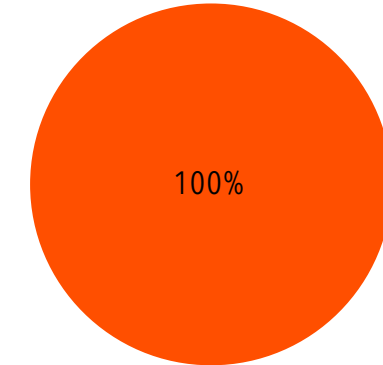
Hiking Trail

PROPERTY OWNERSHIP

2A

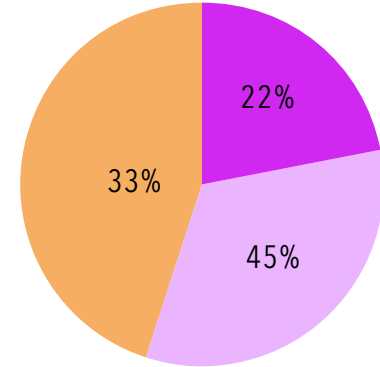


2B

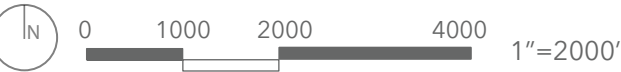
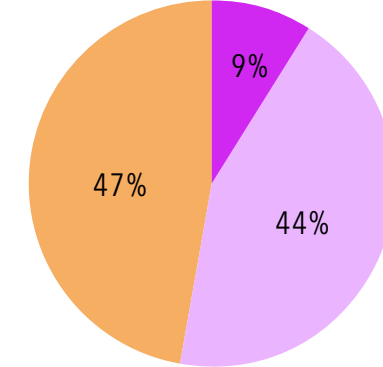


FACILITY TYPE

2A



2B



40 MILE LOOP:  
GRESHAM TO TROUTDALE  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES - OPTION 2 SOUTH

LEGEND

PROPERTY OWNERSHIP

Public Property

Private Property

FACILITY TYPE

Shared Use Path In Designated R.O.W.

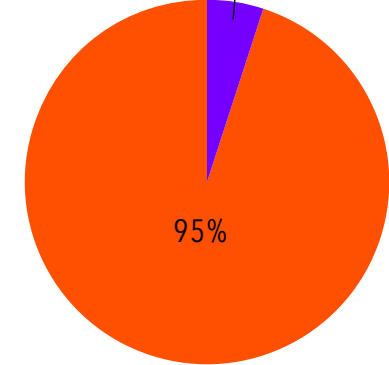
On Street Bicycle Facility & Sidewalk Improvements

Shared Use Path Adjacent to R.O.W.

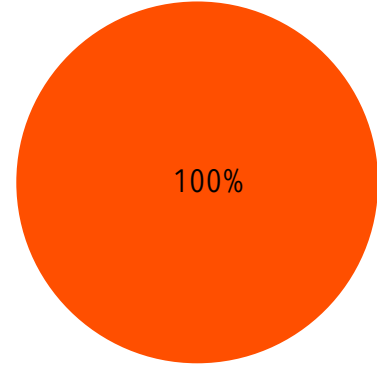
Hiking Trail

PROPERTY OWNERSHIP

2A

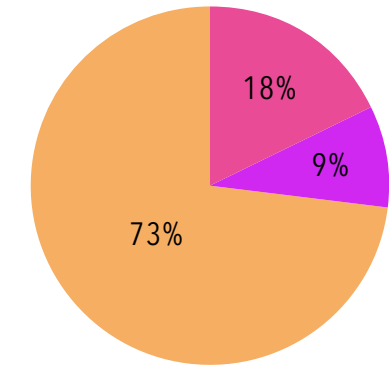


2B

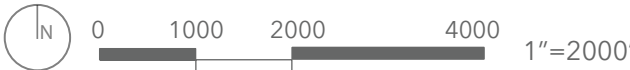
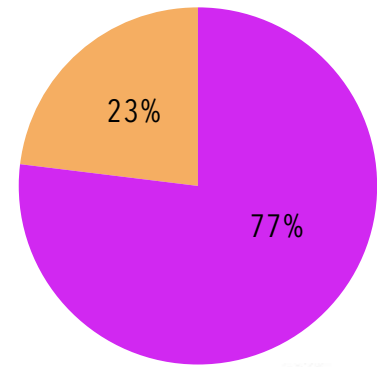


FACILITY TYPE

2A

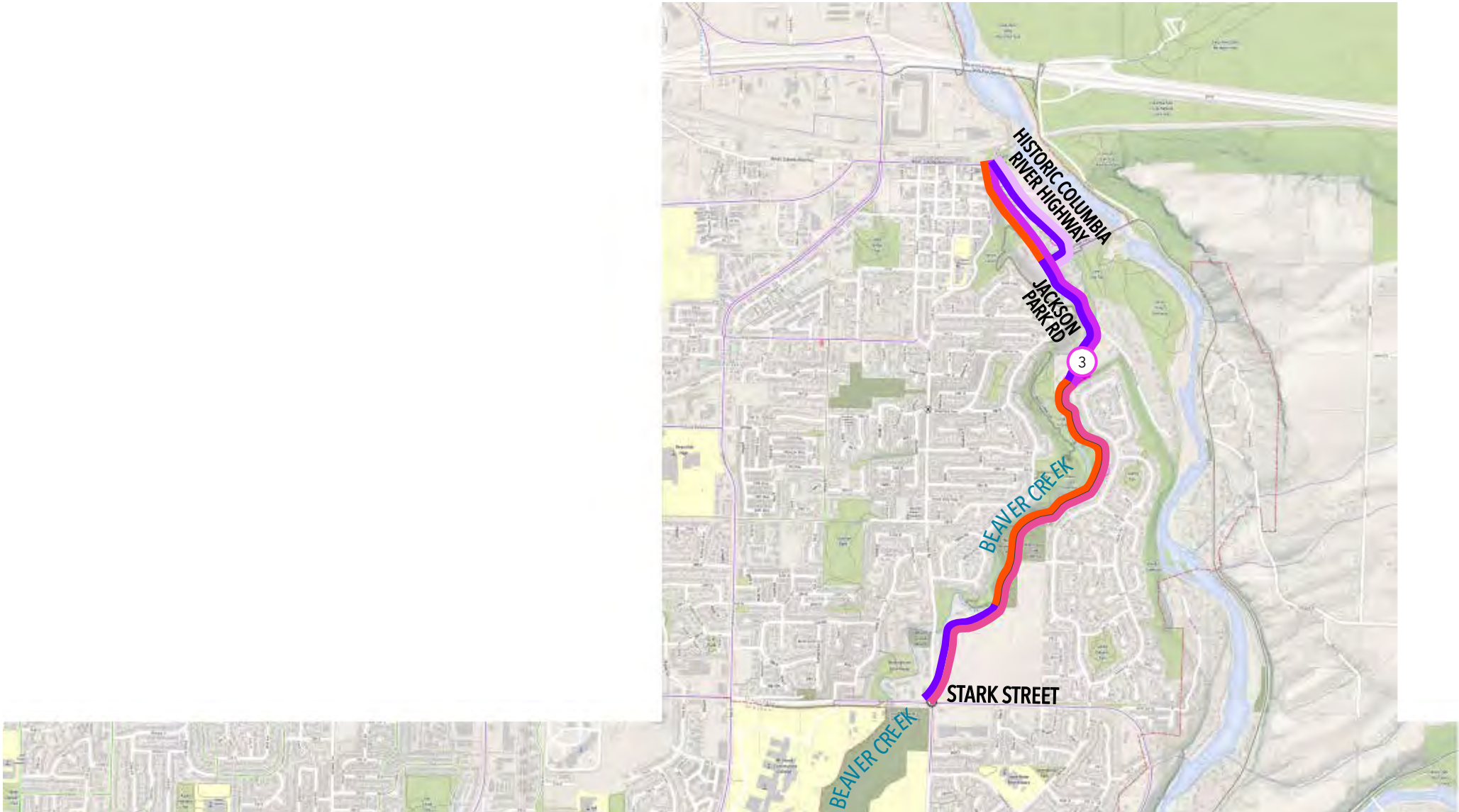


2B



40 MILE LOOP:  
GRESHAM TO TROUTDALE  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES - OPTION 3 NORTH



LEGEND

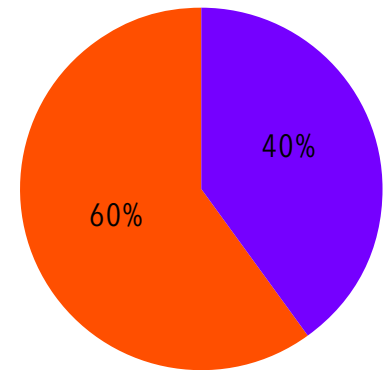
PROPERTY OWNERSHIP

- Public Property
- Private Property

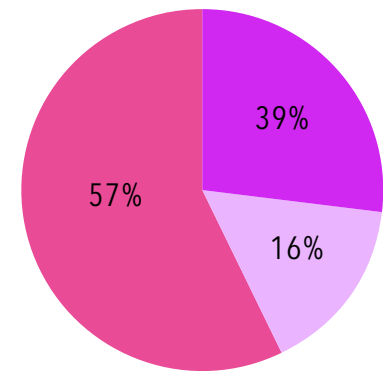
FACILITY TYPE

- Shared Use Path In Designated R.O.W.
- On Street Bicycle Facility & Sidewalk Improvements
- Shared Use Path Adjacent to R.O.W.
- Hiking Trail

PROPERTY OWNERSHIP



FACILITY TYPE



40 MILE LOOP:  
GRESHAM TO TROUTDALE  
TRAIL MASTER PLAN

ALIGNMENT ALTERNATIVES - OPTION 3 SOUTH

LEGEND

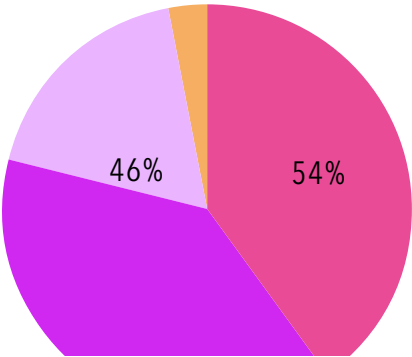
PROPERTY OWNERSHIP

- Public Property
- Private Property

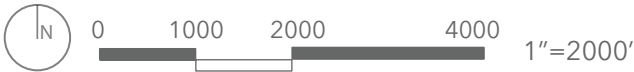
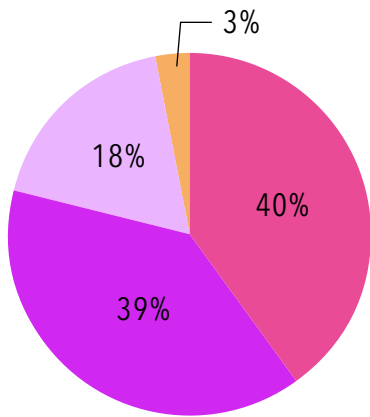
FACILITY TYPE

- Shared Use Path In Designated R.O.W.
- On Street Bicycle Facility & Sidewalk Improvements
- Shared Use Path Adjacent to R.O.W.
- Hiking Trail

PROPERTY OWNERSHIP



FACILITY TYPE



# 40 Mile Loop - Greshame to Troutdale

Alignment Alternative Analysis

2016.12.08 REV

Evaluation Criteria		Alignment Alternatives: North				Alignment Alternatives: South				
		Option 1	Option 2A	Option 2B	Option 3	Option 1A	Option 1B	Option 2A	Option 2B	Option 3
40 Mile Loop Priorities	User Experience (max 18)	6	12	15	18	6	6	12	12	15
	Environmental Impact (max 18)	6	6	9	15	6	6	9	3	15
	Connectivity to Parks, Recreation, and Schools (max 18)	7	16	18	12	10	8	10	14	6
	<b>Subtotal (max 54)</b>	<b>19</b>	<b>34</b>	<b>42</b>	<b>45</b>	<b>22</b>	<b>20</b>	<b>31</b>	<b>29</b>	<b>36</b>
Segment Priorities	Cost / Ease of Implementation (max 10)	4	10	10	6	6	4	8	4	5
	Safety and Security (max 10)	10	7	6	4	10	10	9	8	4
	Conforms with Local Plans (max 10)	3	4	8	4	4	6	8	5	3
	<b>Subtotal (max 30)</b>	<b>17</b>	<b>21</b>	<b>24</b>	<b>14</b>	<b>20</b>	<b>20</b>	<b>25</b>	<b>17</b>	<b>12</b>
Supplemental Evaluation - Segment Goals	Economic Impact (max 4)	2	2	1	1	4	1	3	2	1
	Property Ownership (max 4)	4	4	4	2	3	4	3	4	1
	Directness of Travel (max 4)	2	4	2	1	2	3	2	3	0
	Topography (max 4)	4	1	3	2	4	3	3	3	0
	<b>Subtotal (max 12)</b>	<b>12</b>	<b>11</b>	<b>10</b>	<b>6</b>	<b>13</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>2</b>
<b>Total Score (max 100)</b>		<b>48</b>	<b>66</b>	<b>76</b>	<b>65</b>	<b>55</b>	<b>51</b>	<b>67</b>	<b>58</b>	<b>50</b>
Recommended Alignment Option				Yes				Yes		

40 Mile Loop - Greshame to Troutdale									
Alignment Alternative Analysis - NOTES									
2016.12.08 REV									
Evaluation Criteria		Alignment Alternatives: North							
		Option 1		Option 2A		Option 2B		Option 3	
40 Mile Loop Priorities	User Experience (max 18)	Views - 0 AAA - 6 Avoid Noise - 0 Follows a noisy roadway; does allow for all user groups		Views - 3 AAA - 3 Avoid Noise - 6 Quieter street and hiking trail; on-street route not suitable for all users; new views from hiking trail		Views - 3 AAA - 6 Avoid Noise - 6 Quieter streets; majority of the route suitable for users of all ages and abilities; new views from the hiking trail and portions of Sandy		Views - 6 AAA - 6 Avoid Noise - 6 New view opportunieis of the Sandy River and in Beaver Creek canyon; suitable for all users; quite streets and mostly off-street	
	Environmental Impact (max 18)	Habitat 0 Adverse Impact 6 Mitigation Opps 0 No new habitat connections or opps. for mitigation; no adverse impacts to existing environment		Habitat 0 Adverse Impact 3 Mitigation Opps 3 No new habitat connections; opps. for mitigation in Beaver Creek; additional users to Beaver Creek could impact habitat		Habitat 0 Adverse Impact 6 Mitigation Opps 3 No new havitat connections; no new habitat impacts; mitigation opps in Beaver Creek canyon		Habitat 6 Adverse Impact 3 Mitigation Opps 6 Opps for habitat connectivity; increased user numbers in Beaver Creek canyon; opps for mitigation in Beaver Creek canyon	
	Connectivity to Parks, Recreation, and Schools (max 18)	Parks - 1 Schools - 3 Connects 1 park and 3 schools		Parks - 7 Schools - 1 Connect 7 parks and 1 school		Parks - 7 Schools - 2 Connects 7 parks and 2 schools		Parks - 1 Schools - 5 Connects 1 park and 5 schools	
Segment Priorities	Cost / Ease of Implementation (max 10)	Reasonable - 1 Comp to Region - 2 Ease of Imp - 1 Requires re-build of much of 257th		Reasonable - 2 Comp to Region - 3 Ease of Imp. - 5 Requires widening of ex. bridge on Troutdale Rd; on-street portion could be more expensive than others in the region		Reasonable - 2 Comp to Region - 3 Ease of Imp. - 5 Utilizes existing road bed for shared us path; similar to other cost in the region		Reasonable - 2 Comp to Region - 3 Ease of Imp. - 1 Given the width, terrain, and users served the cost is reasonable and compares favorably to elsewhere in the region; challenging to implement	
	Safety and Security (max 10)	Visibility - 5 Em. Access - 5 Entirely along the roadway; very visible and accessible		Visibility - 4 Emergency Access - 3 Roadway portions are very visible; emergency access to the hiking trail in Beaver Creek canyon may be a slight challenge		Visibility - 3 Emergency Access - 3 Roadway portions are visible, but less so than 2A; emergency access to the hiking trail in Beaver Creek canyon may be a slight challenge		Visibility - 1 Emergency Access - 3 Mostly off-street, adjacent to backyards and in Beaver Creek canyon; emergency access less convenient than on-street routes	
	Conforms with Local Plans (max 10)	Adopted - 2 Permitability - 1 Current route shown on 40 Mile Loop map; road built out to maximum capacity; would require obtaining additiona ROW		Adopted - 2 Permitability - 2 Beaver Creek trail currently shown as part of the 40 Mile Loop; roadway improvements are not Troutdale standard		Adopted - 4 Permitability- 4 Beaver Creek trail currently shown as part of the 40 Mile Loop; TSP designates Sandy as a "Planned Shared Roadway"		Adopted - 3 Permitability - 1 Beaver Creek trail currently shown as part of the 40 Mile Loop; permitting a paved trail in Beaver Creek canyon may be challenging	
Supplemental Evaluation - Segment Goals	Economic Impact (max 4)	2 Maximizes connection from 40 Mile Loop through downtown Troutdale; few businesses front 257th		2 Passes 1/2 of downtown Troutdale; no businesses along Buxton or near the entrances to Beaver Creek Canyon		1 Passes a portion of downtown Troutdale; few other develc		1 Opps. for economic development at the souther end of the alignment	
	Property Ownership (max 4)	4 100% public ownership		4 100% public ownership		4 100% public ownership		2 Portions of on-street route on private street; shared us path requires negotiation with private property owner	
	Directness of Travel (max 4)	2 Leaves from the far west end of Troutdale		4 Direct connection to Mt Hood CC		2 Route out of Troutdale is less direct than other routes		1 Least direct route from Troutdale	
	Topography (max 4)	4 Least steep route out of Troutdale		1 Most steep on-street route out of Troutdale to the south		3 Less steep than Buxton or Beaver Creek Canyon routes		2 Connection from Troutdale to the upper rim of Beaver Creek canyon may be very steep	

40 Mile Loop - Greshame to Troutdale											
Alignment Alternative Analysis - NOTES											
2016.12.08 REV											
Evaluation Criteria		Alignment Alternatives: South									
		Option 1A		Option 1B		Option 2A		Option 2B		Option 3	
40 Mile Loop Priorities	User Experience (max 18)	Views - 0 AAA - 3 Avoid Noise - 3	Follows a lower speed/volume roadways; on-street portions may be intimidating for some users	Views - 0 AAA - 6 Avoid Noise - 0	Follows a noisy roadway; does allow for all user groups	Views - 3 AAA - 3 Avoid Noise - 6	Quieter streets; new views of Kelly Creek; suitable for all ages, but some may be challenged by the on-street portion and crossing of 26 at Stone Rd	Views - 3 AAA - 6 Avoid Noise - 3	Few new access to views, but existing views are interesting; pathway suitable for AAA; follows roadways with mod. traffic	Views - 6 AAA - 3 Avoid Noise - 6	New views previously inaccessible; on-street portions will be challenging for some users; mostly low speed/volume streets and off-street path
	Environmental Impact (max 18)	Habitat 0 Adverse Impact 6 Mitigation Opps 0	No new habitat connections or opps. for mitigation; no new env. impact	Habitat 0 Adverse Impact 6 Mitigation Opps 0	No new habitat connections or opps. for mitigation; no new env. impact	Habitat 2 Adverse Impact 4 Mitigation Opps 3	Some opportunities to improve habitat connections; few negative impacts on habitat; opportunities for mitigation near Kelly Creek and along Williams Road.	Habitat 0 Adverse Impact 3 Mitigation Opps 0	No new habitat connections or opps for mitigation; follows ex. roads, but req. some additional impact	Habitat 6 Adverse Impact 3 Mitigation Opps 6	Some opps to improve habitat and mitigate; some areas of negative impact
	Connectivity to Parks, Recreation, and Schools (max 18)	Parks - 4 Schools - 1	Connects 4 parks and 1 school	Parks - 2 Schools - 2	Connects 2 parks and 2 schools	Parks - 3 Schools - 4	Connects 3 parks and 4 schools	Parks - 3 Schools - 4	Connects 3 parks and 4 schools	Parks - 0 Schools - 3	Connects 3 schools
Segment Priorities	Cost / Ease of Implementation (max 10)	Reasonable - 1 Comp to Region - 2 Ease of Imp - 3	Cost require rebuilding portions of a recently constructed roadways; downtown portion may be a challenge	Reasonable - 1 Comp to Region - 2 Ease of Imp - 1	Requires re-build of much of Kane	Reasonable - 2 Comp to Region - 2 Ease of Imp - 4	Requires new signal at Hwy 26 and new bridges across Beaver Creek and Kelly Creek;	Reasonable - 1 Comp to Region - 2 Ease of Imp - 1	Portions along Troutdale require extensive engineering	Reasonable - 2 Comp to Region - 2 Ease of Imp - 1	Portions through steep canyon and adjacent to waterways
	Safety and Security (max 10)	Visibility - 5 Emergency Access - 5	Entirely along the roadway; very visible and accessible	Visibility - 5 Emergency Access - 5	Entirely along the roadway; very visible and accessible	Visibility - 4 Emergency Access - 5	Mostly on-street; no emergency access challenges	Visibility - 3 Emergency Access - 5	Mostly on-street; no emergency access challenges; Portions of the existing roadway are fairly secluded	Visibility - 1 Emergency Access - 3	Mostly off-street and some portions challenging for emergency access
	Conforms with Local Plans (max 10)	Adopted - 2 Permitability - 2	257th/Kane is already at maximum buildout; Cleveland per Gresham TSP	Adopted - 3 Permitability - 3	Current route shown on 40 Mile Loop map; permitting challenges related to widening Kane	Adopted - 4 Permitability - 4	On-street portions per Gresham TSP and bike plan; some challenges to Kelly Creek section	Adopted - 3 Permitability - 2	Alignment adopted by Gresham; portions outside of Gresham and Troutdale city limits in areas with steep slopes	Adopted - 1 Permitability - 2	Portions of the route match the Springwater area plan; some portions will have permitting challenges
Supplemental Evaluation - Segment Goals	Economic Impact (max 4)	4	Direct connection through downtown Gresham	1	Little business frontage on Kane; little opp. on residential streets	3	Opps. for trail-oriented development along 282nd	2	Opps. for trail-oriented development along 282nd	1	Little opp for new development
	Property Ownership (max 4)	3	Additional ROW requires obtaining additional property	4	100% public ownership	3	95% public ownership	4	100% public ownership	1	54% private ownership
	Directness of Travel (max 4)	2	Direct route from MHCC to Gresham City Park, but less direct than 1B; several turns through neighborhood	3	Very direct route from MHCC to Springwater trail; final piece a little out of direction	2	Relatively direct; less direct through neighborhood	3	Direct route; final piece connecting to Springwater is a little out of direction	0	Most out of direction alignment option
	Topography (max 4)	4	Flatest route	3	Mostly flat	3	Mostly flat with a few hills	3	Mostly flat with a few hills	0	Portions along 302nd and adjacent to Beaver Creek are very steep