

Project purpose and need

The Gresham-Fairview Trail currently stops at NE Halsey Street, creating a barrier to pedestrians and bicyclists headed north to key destinations, including jobs in the NE Sandy Boulevard industrial corridor and recreational opportunities on the Marine Drive Trail and Blue Lake Park. Currently NE 201st Avenue has no sidewalks along most of its length. NE 201st Avenue’s average daily traffic is 7128 vehicles, with a posted speed of 35 mph and is a high-injury corridor.

Closing this gap is important to Gresham’s active transportation network because there are few alternative routes available under the I-84 freeway and the railroad line just south of the freeway. The Gresham-Fairview Trail is also an important north-south connecting route between other regional trails, such as the Marine Drive Trail, the Wy’East Way, and the Springwater Trail, which all run west to east.

The two adjacent census tracts have higher than the regional rate of People of Color and Limited English Proficiency. The tracts also have a lower life expectancy at birth and were found to have a higher diabetes rate than the County during Active Transportation Plan analysis in 2016. Diabetes rates are directly related to overall health and communities of color experience higher rates of chronic diseases like diabetes. In addition, the tract in Gresham is located more than a ½ mile from a grocery store, which makes access to healthy food

challenging. By extending the Gresham-Fairview Trail, more people of color will have easy access to the path and can access local and regional destinations along the path without using a vehicle.

Proposed design

This project will construct a 12-foot pervious pavement multi-use path across NE Halsey Street and along the west side of NE 201st Avenue for .6 miles to 1130 feet south of NE Sandy Boulevard. The project will connect to existing the Gresham-Fairview Trail on both ends and construct a new RRFB crossing to connect to the I-84 multi-use path. The path will be separated from traffic by a 6-foot planter strip where possible and will follow the route of several easements purchased for the project in 2012-2014. At the underpass of the railroad tracks, the roadway will be shifted to the east and lowered to accommodate a 10-foot path width on the west side between the existing railroad bridge piers.

Request:	\$4,167,722.99
Match:	\$735,480.53

Total project cost:	\$4,903,203.52
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