

Gresham Butte Neighborhood Association

*November 9, 2016
Springwater Trail Room*

Officers present: Jim Buck, president; Sandy Davidson, vice-president; Theresa Tschirky, treasurer; Tracy Slack, land use chair; Lynn Saint, secretary.

7:00 p.m. Opening

President Jim Buck called the meeting to order and asked the 16 attendees to introduce themselves. Meeting focus: local bus routes and Gresham street conditions and repair needs.

7:03 p.m. Bus Route Changes

Vanessa Vissar, from Trimet Planning and Policy Development, presented changes taking place for the bus routes closest to Gresham Butte. She first asked who uses the Trimet bus system. Two attendees regularly use the bus. Bus 87 is closest to our neighborhood and goes to the Gateway Transit Center.

Two close-by bus routes include Line 4 traversing from the Gresham Transit Center, down Division and Line 9, traveling down Powell to 181st and making a loop back around to the Gresham Transit Center. Low ridership in this area necessitates more transit opportunities on 181st. Three hundred fifty new homes in Pleasant Valley could possibly result in increased usage.

Planners intend to ride the bus and talk with those who use this mode of transportation. Some lines arrive at Mt. Hood Community College – Lines 20, 80, 81. Higher frequency and longer hours of service reflect the service given by Line 20.

A new agreed-upon alignment requires that all buses stop at the Gresham Transit Center. Larger and longer buses with a distinctive brand will soon be implemented to provide a bus rapid transit along Division Street, providing two-three stops per mile instead of the common six stops per mile. Before starting with this option, the public will have time to review this proposal.

7:13 p.m. Gresham Butte Area Road Conditions

Chris Strong, City of Gresham Transportation Department Director, informed the gathering of city road maintenance goals. Road conditions have been an ongoing dilemma. Roads need to be maintained in such a way as to prevent water from undermining the roadway. Repairing all failed streets requires 60 million dollars. An allocation of three million dollars is available, yearly.

Chris shared a Gresham Butte road map, along with a synopsis page outlining the street maintenance program for the city (see summary attachment with minutes). The four-color-coded road map indicated the condition of Gresham Butte neighborhood roads. Over one-third the roads are in poor or failed condition. To better understand repair costs, one mile of roadway runs about \$700,000.

A new initiative to comply with the American with Disabilities Act will improve sidewalks, curbs and ramps. To come into compliance, the road repair office plans to partner with the utility companies to offset the expenses. Storm water revenues will comply with drainage issues.

Questions from participants	Responses from Chris
Tracy: Can repair be done all at once, instead of piecemeal?	It is preferable. However, that requires coordinated communication between utilities, storm water and the road crew.
Jim: What can be done about fissures?	These are hazardous for bicycle riders. Crack seal and slurry might help. A skin patch will last for a year.
Attendee: Who decides which company does the repair work on the roads?	The city accepts bids. Usually, three or four companies compete for road repair work.
Sandy: In reference to Blaine Court and the recent tower structure for communications, what about the damage done on a private street by the City of Portland?	The tower project belongs to the City of Portland. Address this with Portland. (Tracy has drafted a letter requesting intentionality of repair on the part of the city.)
Gentleman whose son has disabilities: Regner has dangerous curves and no sidewalks or bicycle paths. What is being done to correct this condition?	Regner does not meet code. There are anticipated future improvements. If redevelopment occurs soon, some resolution may occur.
Theresa: The intersection of Butler and Regner poses a true danger for vehicles. What motivates the city to change a traffic pattern? How can we address this?	When citizens complain. When there is sufficient data on accident and crash tracking. Look at sight lines and historical data.
Gentleman: Butler and Towle hold hazardous trees and often downed ones. Who is responsible?	Homeowners bear responsibility if the tree is from their property. The parks crew may clean up the fallen trees.
Jim: Traffic lights on Powell seem inordinately delayed. Is there a solution?	The city may have to recalibrate for evening and off hours.
Maryanne Buck: What are the criteria for determining which roads are repaired?	Basically, enough complaints and needs can push the issue.
Anne Nesse: Is there a program for having a carbon tax for deficits? Are there model countries with carbon taxes?	So far, we have not investigated this.

Solutions to problematic road conditions can depend upon the site. For example, accidents are not always the criteria for change. Because sight distance at Powell and Hogan did not meet standards, a prohibition of right turns on red lights has been established.

When reconstruction is anticipated, neighbors are told in advanced. The current legislative session in Salem should release more funds for road repair. Tax revenues will peak in two to three years with improvements in vehicles and gas consumption.

7:45 p.m. Minutes and Reports

Approval of Minutes. Jim Buck corrected a comment regarding the Hogan Cedar. The tree had been damaged by a disease but is starting to show significant signs of life.

Tracy explained the water tower adjacent to the Hogan Butte Nature Park presents a potential landslide risk. The city intends to remove the fill, along with some selected trees. Early

neighborhood notification will advise the residents of that vicinity when to expect this action.

Theresa reported the same treasury amount as last month: \$1081.91.

7:55 p.m. Old Business

Goal refinements for 2016-2017

Jim asked about the setting goals for the coming year. He mentioned the possibility of performing a survey of the Gresham Butte residents, undoubtedly through Next Door. The Southwest Gresham Neighborhood Association has experienced a solid response with this venue. To enhance Next Door GBNA notifications for meetings, Theresa suggested using links to the current minutes which are posted, monthly, on the city website.

A list of topics might help ferret out potential interests. Some possibilities include overcrowding of schools and volunteerism for improving public areas. Sandy offered to speak with Julie Larson, head of the parks department, to see if she knows of areas that need beautification.

One gentleman commented that Metro has provided assistance on maintaining his property to the street line. My Gresham has worked with him on this issue, also.

Jim communicated again about eradicating invasive plants, such as ivy and blackberries along the Springwater Trail. The improvement subject has been tabled for a later date.

Gresham Butte trees and tower

Two property owners, along with Mr. Tree, have cut over 330 select trees. The city attorney has now been engaged to address this problem. Potentially, a fine of \$500 per tree will be assessed. Someone also suggested notifying the Board of Contractors.

The El Khals have reached an agreement with the city to pay \$135,000 for tree cutting near their property at the top of Gresham Butte.

Jim recently checked out the tower project to evaluate progress. The landscaping has not been completed. The blue accessory building is still scheduled for removal.

8:23 p.m. Announcements

The Repair Café performed repairs on over 100 items.

On December 14, at the next meeting, Shirley Craddick will give an update on Metro. An overview of the Springwater trail will be presented, also.

The January meeting will feature either a mediation service or a councilor report.

8:32 p.m. Meeting Adjourned