

**A G E N D A**

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736



**METRO**

TEL 503-797-1540 FAX 503-797-1793

**MEETING: BLUE RIBBON COMMITTEE FOR TRAILS**

**DATE:** Monday, June 2, 2008

**DAY:** Monday, 4:00-6:00 p.m.

**PLACE:** Metro Council Chamber/Annex

NO	AGENDA ITEM	PRESENTER	ACTION	TIME
	CALL TO ORDER	Yaden		
1	Committee communications of non-agenda items	All	Discussion	4:00 p.m.
2	Approve meeting summary. Questions / comments about homework or agenda <ul style="list-style-type: none"><li>• May 5, 2008</li></ul>	Yaden	Discussion	4:05 p.m.
4	Lay of the Land Part II: funding opportunities and committee charge	Wetter	Presentation/ Discussion	4:10 p.m.
5	Exercise: costs, benefits and funding sources for regional trails packages	All	Group exercise/ Discussion	4:35 p.m.
6	Break-out groups report back	All	Presentation/ Discussion	5:30 p.m.
7	Summarize conclusions	Yaden/All	Discussion	5:50 p.m.
8	Closing comments and questions	Yaden/All	Discussion	5:55 p.m.
9	Adjourn	Yaden		6:00 p.m.

**UPCOMING MEETINGS:**

Monday, July 7, 4-6 p.m. Metro, Council Chambers

Monday, August 4, 4-6 p.m., Location TBA

For agenda and schedule information, call Lake McTighe at 503-797-1560. e-mail: lake.mctighe@oregonmetro.gov

# Blue Ribbon Committee for Trails Outcomes by Meeting

May 16, 2008

**Meeting 1:** May 5<sup>th</sup>, 4-6 p.m., Reception at 6:00 p.m., Metro, Council Chambers

At the end of meeting 1, committee members should understand something about the values and benefits of trails and how their personal values relate to the trails network. They will understand why they have been convened and something of the challenges and opportunities they will encounter.

**Meeting 2:** June 2<sup>nd</sup>, 4-6 p.m. Metro, Council Chambers

At the end of meeting 2, committee members should be able to describe to a curious citizen something about the trail system we are trying to build, the basic benefits and values from such a system, the major barriers we face and some of the funding opportunities available. Each member should feel comfortable talking about benefits of several specific trail segments and of the trail system as a whole.

**Optional Field Trip:** North Portland Greenway Bike Ride: Saturday, June 11<sup>th</sup>  
4:30 to 7

At the end of the field trip, committee members will better understand the trails network, benefits, barriers and costs of trails, and how trails are developed over time.

**Meeting 3:** July 7<sup>th</sup>, 4-6 p.m. Metro, Metro, Council Chambers

At the end of meeting 3, committee members should have a firm grasp of the regional trails network and its costs and benefits. The committee will have identified the values that are most important to them and those that they believe are most important to the community. They should either determine whether or not they believe the region should accelerate development of the trails network in this meeting or be prepared to do so in meeting 4.

**Optional Field Trip:** Westside Willamette Greenway (Steel Br. to Fremont Br)  
July 9<sup>th</sup> 11:30 am 1p.m. – Walk

At the end of the field trip, committee members should better understand the trails network, benefits, barriers and costs of trails, and how trails are developed over time.

**Optional Field Trip:** July 11th - Oregon Policy Makers Ride (Optional) Friday, July 11th, Washington County

At the end of the field trip, committee members will better understand the political, policy and funding environment that is the context for the committee's work on an implementation strategy.

**Meeting 4:** August 4th, 4-6 p.m. Location TBD (Trail walk to start meeting off)

At the end of meeting 4, the committee will have determined whether the region should accelerate trail development and have begun work on a case statement for why development should be accelerated. The committee should have also identified near term funding opportunities to approach.

**Optional Field Trip:** August 20th – Westside Willamette Greenway (Steel Br. To Sellwood Br.) 5 – 7 p.m. – Bike

At the end of the field trip, committee members should better understand the trails network, benefits, barriers and costs of trails, and how trails are developed over time. They should better understand the political, policy and funding environment that is the context for the committee's work on an implementation strategy.

**Meeting 5:** September 15th, 4-6 p.m. Metro, Council Chambers

At the end of meeting 5, the committee will have completed a case statement for why trails should be a regional priority and begun drafting a funding strategy and policy agenda.

**Optional Field Trip:** Wednesday, September 17th – Sullivan's Gulch 11:30 a.m. – 1 p.m. – Walk/ MAX

At the end of the field trip, committee members will better understand the trails network and its relationship to transit. They should better understand the political, policy and funding environment that is the context for the committee's work on an implementation strategy.

**Meeting 6:** Monday, October 6th, 4-6 p.m., THPRD Nature Park (Trail walk to start meeting off)

At the end of meeting 6, the committee will have completed a funding strategy and policy agenda

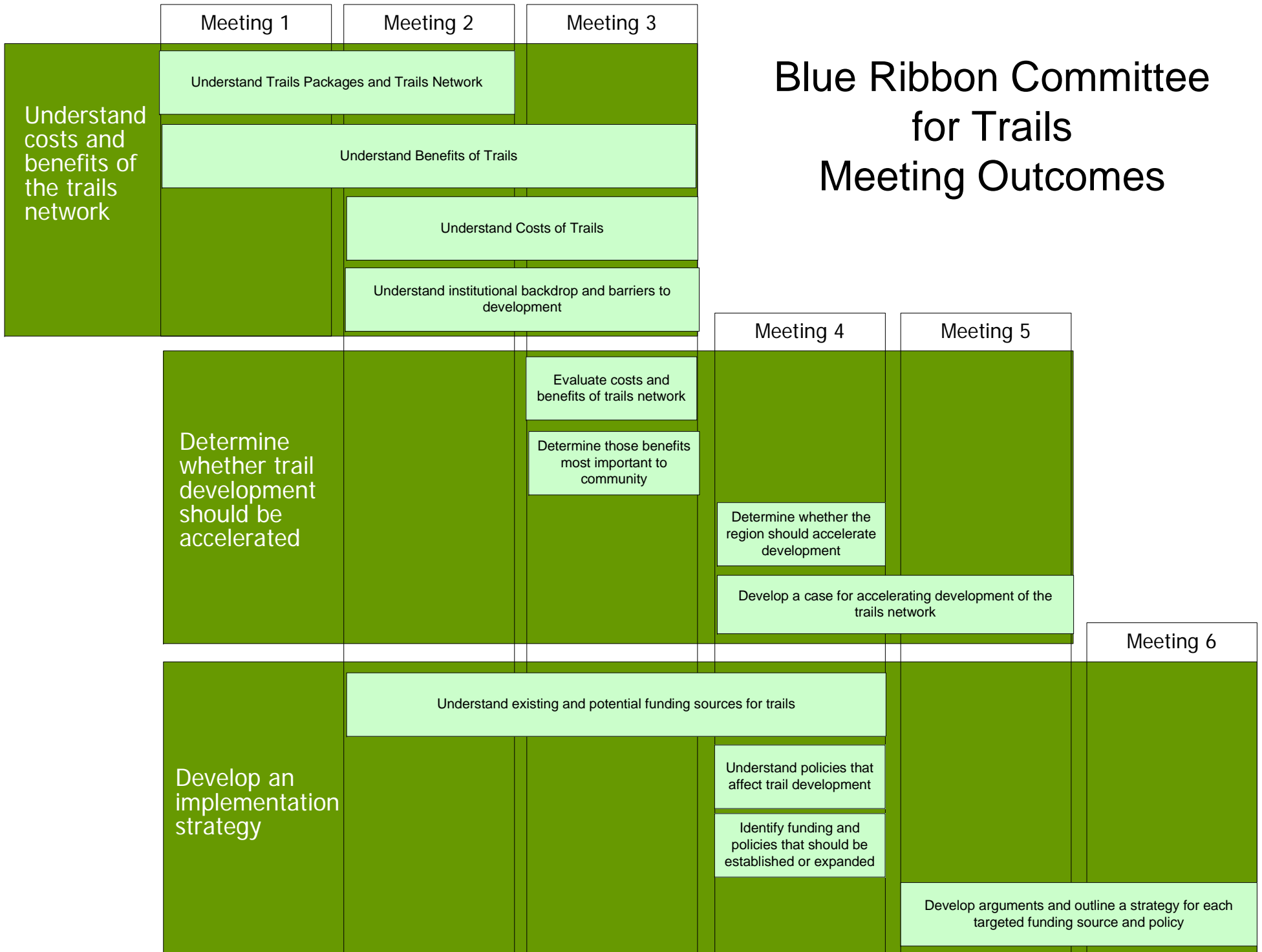
**Optional Study Tour:** two European Cities, One week in September / October  
TBD

At the end of the study tour, committee members will understand the impact of a complete trail network on transportation, recreation, health, the environment, urban form and lifestyle in a major metropolitan area. They will understand the challenges, successes and failures faced by two European cities in developing and implementing such systems.

**Optional After Meeting 6:** October on

Committee members can serve as invaluable advocates for the funding strategy and policy agenda with the region's congressional and legislative delegations, the media, and in other venues.

# Blue Ribbon Committee for Trails Meeting Outcomes





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**Trails Blue Ribbon Committee  
Meeting Dates**

Meeting 1

Monday, May 5<sup>th</sup>, 4-6 p.m., Reception at 6:00 p.m., Metro, Council Chambers

Meeting 2

Monday, June 2<sup>nd</sup>, 4-6 p.m. Metro, Council Chambers

Meeting 3

Monday, July 7<sup>th</sup>, 4-6 p.m. Metro, Council Chambers

Meeting 4

Monday, August 4<sup>th</sup>, 4-6 p.m. Metro, Council Chambers

Meeting 5

Monday, September 15<sup>th</sup>, 4-6 p.m. Metro, Council Chambers

Meeting 6

Monday, October 6<sup>th</sup>, 4-6 p.m., Metro, Council Chambers

Study Tour of Copenhagen and Amsterdam (Optional)

Dates in October TBD

**Trails Field Trips and Activities (Optional)**

Oregon Policy Makers Ride

Friday, July 11th, Washington County (By Invitation)

Connecting Green Trail Tours

Wednesday, June 11<sup>th</sup> – North Portland Greenway Bike Ride, 4:30 – 7 p.m.

Wednesday, July 9<sup>th</sup> – Northwest Willamette Greenway Stroll, 11:30 a.m. – 1p.m.

Wednesday, August 20<sup>th</sup> – Southwest Willamette Greenway Bike Ride 5 – 7 p.m.

Wednesday, September 17<sup>th</sup> – Sullivan’s Gulch Corridor Stroll and MAX ride 11:30 a.m. – 1 p.m.



**METRO**

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**MEETING SUMMARY OF THE BLUE RIBBON COMMITTEE FOR TRAILS MEETING 1**

Monday, May 5, 2008, 4:00-6:00 p.m

Metro Council Chamber/Annex

Members Present: Eileen Brady, Scott Bricker, Rex Burkholder, Steve Faulstick, Jay Graves, Cynthia Haruyama, Al Jubitz, Julie A. Keil, Richard Kidd, Randy Leonard, Nichole Maher, Rod Monroe, Rick Potestio, Dick Schouten, Philip Wu, Ian Yolles and Dave Yaden

Members Absent: John Russell, Chris Enlow, Dave Underriner

Chair Dave Yaden convened the Blue Ribbon Committee for Trails at 4:04 p.m.

1. Metro Council President David Bragdon welcomed the committee. He set the context for the committee with brief remarks and a reading from E.M. Forster's Howard's End, emphasizing connectivity.
2. Chair Dave Yaden empanelled the committee members and asked members to introduce themselves and tell a story about their favorite trail or trail experience.

Committee members introduced themselves and told a story about their favorite trail or a trail experience that was special to them.

3. Regional trails video presentation

Metro Parks and Greenspaces Director Jim Desmond introduced the video and thanked the committee members for their participation. He explained that some of the material the committee will be reviewing in months to come could be very technical or complex and that staff would be on hand throughout to provide assistance. He also added that committee members should feel free to seek out staff for clarification or any other help needed.

The video highlighted the benefits of trails and the need for additional trails through interviews with trail users and footage of trail usage.

4. The history, status, and future of regional trails presented by Mia Birk of Alta Planning & Design and Mike Wetter, Senior Policy Advisor, Metro.

Mia Birk of Alta Planning and Design presented a PowerPoint about the benefits of trail systems using examples of existing trails and proposed trails from around the region.

Mike Wetter reemphasized specific benefits and values of trails. Mike noted that at our present rate of completion, the regional trail system would not be built out until 2098. He asked the committee to look over the trail packages that Metro staff, trail advocates, and other local agencies had prepared and determine what level of commitment the region should have for completing these trail packages – including pace and funding strategies.

5. Situational analysis presented by Mike Wetter, Planning Manager Mary Anne Cassin, Metro Parks and Greenspaces, and Transportation Planning Manager Tom Kloster..

Mary Anne Cassin informed the committee that the 20 selected packages vary in design, completion level, length, cost, geography and usage but are geographically distributed and would connect the region. The common denominator is that they have trails “champions”, are inspirational, and would reinforce each other in completing the network.

Tom Kloster discussed the opportunity to frame how trails fit into transportation planning and the upcoming timeline for funding opportunities including (Metropolitan Transportation Improvement Program) MTIP and the 2009 Federal Transportation Reauthorization Bill.

Mike Wetter discussed the Rails to Trails Conservancy Active Transportation federal funding application. He advised the committee that while this application is due June 30, 2008 and staff are already working on it, one purpose of the application is to favorably position this region in time for the 2009 Federal Transportation Reauthorization Bill. The committee can refine the proposal based on the committee’s defined trail priorities.

Eileen Brady asked if most the funding discussed would be a one-time capital investment or ongoing for operations and maintenance of trails. Mia Birk confirmed that what we are discussing it is a one-time investment.

Senator Rod Monroe expressed that we always need a local match.

Tom Kloster responded that maintenance is a problem for all transportation. He stated that one goal is that trails would fall under the transportation umbrella or be considered an extension of the traditional transportation system, so that trails could receive funding for maintenance through transportation dollars

Mary Anne Cassin informed the committee that a state funding measure, Measure 66, which dedicates Oregon Lottery proceeds to State Parks and salmon recovery, is required to be reauthorized before 2014. State Parks is considering putting this question before voters as soon as 2010. It is therefore important to get in early with priorities to potentially qualify regional projects for state funding.

6. Chair Dave Yaden discussed the committee's charge included in their committee packet.

Chair Yaden asked the committee if they understood the charge or if they had any objection or questions.

Scott Bricker commented on fragmentation and the need to include trail connectivity to regional centers, schools, and transit. He described trails as the "platinum condition" of the bicycle system but suggested that local connectors are equally important. Chair Yaden asked if Bricker was comfortable that this was included in the committee's charge. Bricker responded yes.

Senator Rod Monroe commented that the committee needed to look at the state legislative funding mix and how the various pieces could and should fit together.

Chair Yaden added that included in the committee's charge is to look into alternative forms of funding and new funding (growing the pie).

Commissioner Dick Schouten commented that it was important to make sure trails in rural and suburban areas were included.

Al Jubitz asked if barriers to completing the trails would be covered in the later meetings, which was confirmed by Mike Wetter.

Councilor Rex Burkholder commented that the committee needed to think about the connection to Clark County, Washington both in terms of projects and strengthening support for federal funding efforts.

Mary Anne Cassin added that Lisa Goorjian, the trails planner for Clark County was present at the meeting. Metro is working collaboratively with them on a parallel track with assistance from a National Park Service technical grant program to coordinate our two plans into one comprehensive whole.

Rick Potestio asked to what degree the committee would be asked to look at the character of the trails (in terms of prioritizing) and if the group of trail packages was complete or if the committee would be asked to evaluate and craft additional trail packages.

Mike Wetter responded that additional trails would be open for discussion but what is being presented to the group was developed by local partners and already has support. He added that the committee would not be asked to prioritize the trails but look at the qualities they each represent.

Cynthia Haruyama asked how the knowledge of barriers to completing trails learned in the past 10 years would be incorporated.

Jim Desmond responded that the issue is really two-fold. Trail advocates would be able to offer detailed information on this for the individual packages and the more overall historic barriers dealing with funding would be presented to the committee in greater detail in subsequent meetings.

#### 8. Final Questions

Chair Yaden asked the committee if there were any final questions regarding the charge, meeting schedule or logistics. The committee had no additional questions.

Chair Yaden invited the committee to participate in the upcoming field trips to learn more about and to experience first-hand some of the individual trails.

#### 9. Introduction to Trail Packages presented by Derek Robbins of the City of Forest Grove.

Derek Robbins invited the committee to speak to the trail champions of each trail package at the reception.

Al Jubitz asked whether the committee could assume that the trail corridors (trail packages) had been agreed upon. He also asked whether the committee could assume that the trail packages included the voter approved Greenspace Initiative (Metro bond measure) and whether there were any debate over where the trails should be located or debate over land acquisition.

Jim Desmond responded that the packages are somewhere between conceptual and literal but Metro was confident with the overall feasibility of the trail packages. He added that Metro's Natural Area bond program would be able to fund some of the acquisitions. Desmond also invited committee members to speak to the individual trail champions for more details about this issue.

Mayor Richard Kidd reiterated the importance of connectivity in the packages.

Chair Dave Yaden thanked the staff for the presentations.

#### 10. Adjourn

There being no further business to come before the Blue Ribbon Committee for Trails, Chair Dave Yaden adjourned the meeting at 6:06 p.m.

Prepared by Kristin Blyler  
Temporary Administrative Specialist

## **Blue Ribbon Committee For Trails Meeting One Questions and Follow Up**

Metro staff responses to summarized questions asked by committee members on May 5<sup>th</sup>, 2008.

### **1. What are the barriers to completing individual trails and the trail network as a whole system?**

*The largest barrier is funding. The largest single source of funding over the last 8 years or so has been federal transportation funding, which has provided an average of ~\$3.5 million per year for capital construction. With trails costing anywhere from \$100,000 to several million per mile (for complicated ones with bridges or other engineered structures), the rate of completing these trails is slow. On average, only one new trail section is added across the region each year. Even when federal funds are available, a local match of up to 20% must be found and are typically for design and construction (not acquisition).*

*Another barrier is the complexity of some of the projects. With multiple (sometimes dozens or more) property ownerships in play, technical issues such as roadway and rail crossings, wetland and other natural resource issues, coordination with multiple jurisdictions, and design issues, completion of these projects takes a combination of fortitude, skill, and patience.*

*Acquisitions can take years. In some cases, a trail alignment is truly flexible as long as it serves target locations and maintains appropriate gradient. But in most cases, the alignment is narrowly defined and assembling the necessary agreements with neighbors and owners is a waiting game. Metro bond funds are a major source of funding for trail right-of-way acquisition and that is a "willing seller" program, which means that condemnation will not be used to secure these trail alignments. Many trails are opportunity driven: they come to life because a rail line is being abandoned or a utility has secured a corridor.*

*Last but not least, neighbors are not always excited about living next to a trail. Unhappy neighbors can delay a project for years. Fears about crime and vandalism usually disappear after a trail is constructed, especially if the trail is designed well. Evidence is now emerging that trails increase the value of adjacent properties, which may help with some neighbors in future trail planning.*

**2. What sources of knowledge and types of data on barriers to completing the trail network will be available to the committee?**

*The “trails champions” have a deep knowledge of the specifics for each of the proposed packages. The trails champions are local volunteers, non-profit or municipal staff who are helping to lead the development of particular trails. Staff has compiled extensive information on each of the trail packages and can also research and present reports for questions posed by the committee. There is a wealth of information available from various sources.*

**3. To what degree will the committee be expected to evaluate the character of individual trails?**

*The primary task of the committee is to evaluate the costs and benefits of the regional trails network as a whole. To accomplish this, the committee will need to understand something of the character of the individual trails that make up the system. Committee members are not expected to prioritize or judge the merit or specific alignment of trail packages.*

*However, a broad understanding of the trails’ characteristics will help the committee strategize funding opportunities that relate to the trails. Different trail characteristics may suggest different funding approaches. For example, Mount Hood Connections is a strong recreation concept and funding that emphasizes health, active living, and enjoyment of nature would be appropriate. However, funding that targets getting people to bicycle to work would not be appropriate for this trail.*

**4. Will the committee focus solely on the twenty trail packages that have already been identified or will the committee identify new or additional trail packages?**

*It is not beyond the realm of possibility that additional trails may emerge as priorities from the committee’s work or from local initiative. However, identifying new priority trails, or even prioritizing the existing set of trails, is not central to the committee’s scope. The twenty trail packages that are the subject of the committee’s work have been identified as priorities by local municipalities, nonprofit organizations and citizen groups as well as by Metro. They have been many years in development and have been extensively vetted and studied. The committee’s primary task is to evaluate the costs and benefits of the twenty proposed trails, determine whether the region should make them a higher priority, and if so, develop a strategy for how to proceed.*

**5. Can the committee assume that the trail corridors (twenty trail packages) have been agreed upon by the stakeholders?**

*Yes, the twenty trail packages that are the subject of the committee's work have been identified by stakeholders as priorities and alignments are agreed to conceptually. In many cases, local stakeholder groups have been working on these trails for decades. These stakeholders are eager for the support of the Blue Ribbon Committee in taking their vision for a regional trails network to the next level of development.*

**6. Can the committee assume that Metro's 2006 Natural Areas bond measure is represented in the trail packages?**

*Yes, the voter-approved bond measure included several trails as target areas available for acquisition funding. (Note that bond money is only available for acquisition, not construction). The following trails are part of the program:*

- *Cazadero Trail*
- *Columbia Slough\**
- *Fanno Creek Greenway*
- *Gresham-Fairview Trail*
- *Rock Creek Greenway*
- *Springwater Corridor\**
- *Tonquin Trail*
- *Westside Trail*
- *Willamette River Greenway (north and south)*

*\*part of the 40-Mile Loop trail package*

**7. Is there any debate about where the trails should be located? Is there any debate about land acquisition for trails?**

*Most trails are so far along in their planning that their exact location is known. Others are only in a conceptual phase, so there is some flexibility as to their final location. We are aware of some locations where there is a legitimate discussion about best final location. Further analysis and discussion with stakeholders will identify the best outcome. For the regional system we are currently studying, only a few of the alignments are conceptual:*

- *Tonquin Trail*
- *East Buttes Loop*
- *Mount Hood Connections*
- *Path to the Pacific*
- *Oregon City Loop*
- *(parts of) the Westside Trail*
- *(parts of) the Willamette River Greenway (particularly in the West Linn to Wilsonville section)*

*There is no debate, per se, regarding land acquisition, but some properties are not currently available. Metro's bond measure is a "willing seller" only land acquisition program and no use of eminent domain to acquire property for trail right of way is allowed with Metro funds.*

**8. Are the funding sources being considered by the committee one-time or ongoing sources of funding, and are they primarily for capital investments or maintenance and operations?**

*Both one-time and ongoing sources of funding will need to be considered. Existing funding available on an ongoing basis is minimal for trails and trail maintenance. In order to create the regional trail system, planning, design, construction and maintenance funding is needed. Maintenance costs for trails tend to be relatively minor compared to maintenance of parks, road or bridges, for example.*

## Spandex yielding to new cycling styles

BY VIVIAN MCINERNEY | THE OREGONIAN

### Portland likes bikes.

The city just bumped from bronze to platinum status with the League of American Bicyclists; the Portland Office of Transportation celebrates "Bike to Work" month with a free breakfast on the public square Wednesday, and Oregon Ballet Theatre has a "Bike to the Ballet" promotion in the works.

Our politicians pose with bicycles as often as with babies. Even when cameras aren't around.

People sitting in cars during rush-hour traffic are punished by a parade of pedaling neon, Lycra, padded tushes.

**Fill up on fuel**  
Celebrate Bike to Work Month with an early breakfast, 7:30-9 a.m. Wednesday, at Wheeler Place, Courthouse Square. Info: [www.portlandonline.com/smartlines](http://www.portlandonline.com/smartlines), 503-823-7191

That might be fair, but it's not right. Those skintight, quick-wicking, aerodynamic outfits are essential for long, hard rides, but some cyclists find simple street clothes are fine for everyday commuting. It's purely practical. They don't have time to change,

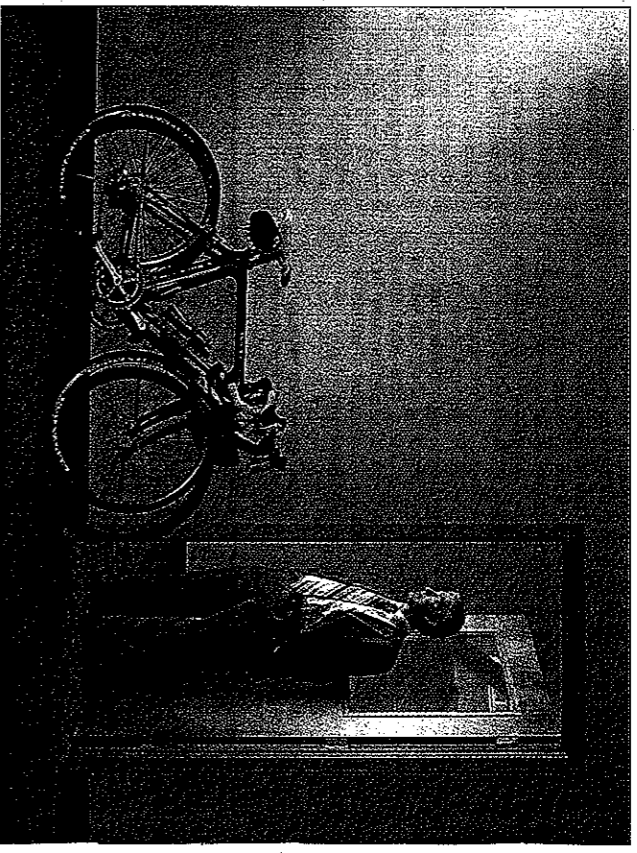
clothes every time they hop on their bike, which can be several times a day. They don't want to show up for business meetings wearing embarrassingly tight shorts. Not even Lance Armstrong looks good in those things. And they aren't willing to sacrifice professional polish with a pair of machine washable jeans.

Clothing companies are catching on. Bike shops now offer designs in stretch silks and merino wools meant to work as well on a bicycle as in a boardroom. Jackets feature backflaps to protect from street spray when a cyclist is bent over the handlebars, then fasten to hip length for the office. Saddle and messenger bags convert to purses for carrying around town. It's a start. But it's not quite fashion yet.

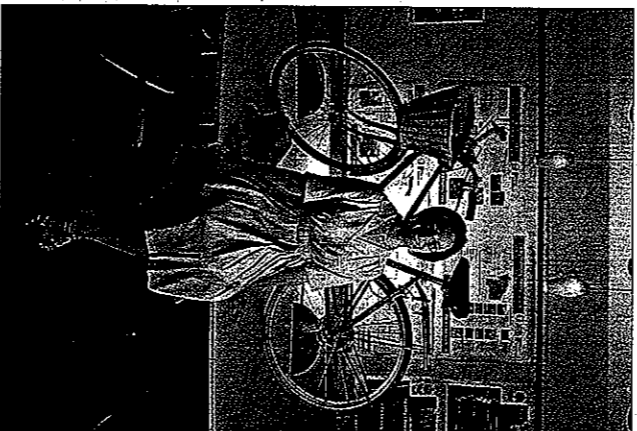
In the meantime, some commuters hit the road wearing Italian suits and ties, push-peds after donning their favorite high heels, or ride their step-through bikes with floral print dresses flowing behind them.

They improve the environment, and not just in a carbon-emissions way, but a fashion way. And for that, many are grateful.

Vivian McInerney, 503-294-4076  
[vinchenry@news.oregonian.com](mailto:vinchenry@news.oregonian.com)



Photos by BETH NAKAMURA/THE OREGONIAN  
Most efficient: tucking his pants into his socks. "I'm all over the city," he says, "almost like a bike messenger."



Jessica Roberts goes retro with her wicker basket and Raleigh bicycle — and her haircut goes with her helmet. Her cycle-commuting advice: "You have to test drive your skirt to see what files up."

#### A Jessica Roberts, planner, Alta Planning + Design

**Gearred to go:** "I have a cute old Raleigh, brown and cream with a wicker basket. It's just so cute. I want to make sure I look cute riding it. It's my summer-dress bike. I bought a vintage housewife dress from the same era. I figured they'd get along."

**Life cycle:** "My bike is my main form of transportation. That's not OK if I have to dress like a schlob."

**Bike tricks:** "You have to test drive your skirt to see what files up."

**Changing gears:** "I love to show up to the opera or ballet wearing really ugly rain clothes and peel them off and have something nice underneath."

**Helmet head:** "I chose my haircut to go with my helmet!"  
**Chain, chain, chain:** "This is totally unscentific, but I'm convinced it's true. When the weather is warm and I am dressed, I swear, drivers are nicer to me. Maybe a girl in a skirt on a bike makes them nostalgic for the '50s so they're in a better mood. Or maybe I am."

#### A Rick Potesio, architect

**Gearred to go:** "I wear suits, usually. You never have to decide what to wear. It's easy to maintain."

**Life cycle:** "I'm 52 and only owned a car for about six years. I've always lived in dense, inner-city neighborhoods whether it was Boston, Cambridge or Portland. I go up and down town six times a day. I'm all over this city almost like a bike messenger. I ride a racing-style bike — not a commuter — but I fender it up for fall."

**Cycle tone:** "The last thing you want to do is show up at a construction site in Lycra. I'd get laughed off the job site."

**Backpedaling:** "I used to have gaiters to try to keep spray water from my suit pants, but it's not that big of a deal. A good suit sheds the water, and even if you're a little damp, you look better than you would showing up in some geek attire."

**Hit the brakes:** "The most efficient way is to tuck your pants into your socks. No, that's not geeky."

**Easy rider:** "You can coast most of downtown, so I wasn't getting any exercise (when he lived on the east side), so I walked my bike across the bridge and used that time to talk on the phone, then had my bike for commuting between meetings."  
**Helmet hair:** "I have Sicilian hair, and it does what it's going to do. I keep it really short."

**Spokes-man:** "Avoid backpacks and knapsacks that sit on the back because they make you sweat. Go for shoulder bags that sit on the hip — bike messengers know what they're doing. Wear whatever you have to to ride a bike and feel safe."

**Chain, chain, chain:** "It's really dumping rain, sometimes you just have to hop a cab."

For more cyclists,  
please see  
CYCLING 101

# Cycling: Ignore the rain and pay dearly when ride ends

Continued from Page D1

**Michelle Poyourow,**  
Bicycle Transportation Alliance  
advocate, educator

**Gearred to go:** "I like to wear dresses when I bike, and my preferred footwear is cowboy boots because they keep feet dry and look cool."

**Bike tricks:** Shuns her racing bike to pedal a cruiser. "The kind of bike you rode as a kid!"—because the upright design is "amiable for dressing up."

**Cycle tone:** "When I go out in my burly rain pants and tech gear, I'm an 'other,' and drivers can't relate. When I'm a girl in a dress in heels ... I get a whole lane to myself."

**Spokes-woman:** "Leggings are a good secret. I went to the ballet last weekend and wore a nice A-line skirt with leggings, then just yanked them up so they didn't show."

**Backpedaling:** "I have gone out in a rain skirt and had to stand up for the entire trip or pull it up around my waist to ride."

**Chain, chain, chain:** "I was raining when I left the house, and I willfully ignored it. By the time I got back at the end of the night, I was so wet that I took off my boots, turned them upside down and about a cup of water came out of each."

**Mia Birk,**  
Principal, Alta Planning +  
Design

**Gearred to go:** "I don't wear spiky heels anywhere, but I wear a good bicycling heel all the time—even when riding."

**Life cycle:** "When I grew up in Texas, I got in the car and that's



**Mia Birk bicycles in "a good two-inch heel" — although she leaves the spiky ones at home. She drops her kids off, cycles downtown and then back to school to pick them up.**

BETH NAKAMURA/THE OREGONIAN

Just what you did. Now, I'm that way with a bike."

**Pedal pusher:** "I drop my kids off, ride downtown and then back to school to pick them up. (Her daughter rides in a sidecar, her son pedals his own bike.) I ride to meetings during the day."

**Bike trick:** "I use a medical clip, like you would use to clip off a medical vein," to hold flowy skirts or pants out of spokes' harm."

**Backpedaling:** "I was wearing a pair of those really flowy pants from Anthropologie, and the fabric got caught in my brakes. I was standing there, and I couldn't

get them out. There are a few limits to what you can wear."

**Helmet head:** "My helmet has pink decorations on it. I like to match my outfits."

**Changing gear:** "Wear different breathable layers ... then layer up or strip down."

**Chain, chain, chain:** "Padded shorts can never be sexy."

**Spokes-woman:** "We get our exercise! But we're not getting sweaty."

**Catherine Ciarlo,**  
executive director, Oregon  
Women Lawyers

**Gearred to go:** "When I work downtown, I wear what I am going to wear. I have little kids and meetings and schedule things closely, so it's not practical to change into a completely different outfit. So, yeah, I wear heels when I bike to be practical."

**Life cycle:** "There are times when I get on my bike and people's faces register surprise. I like that. I don't mind being unpredictable."

**Bike tricks:** "When it's really raining, it's no fun if you are aware of the fact that the clothes you just sent to the cleaner are going to have to go again. Rain pants are a key part of the whole deal. You can pull rain pants over a skirt as long as it's fluid enough."

**Amsterdam it:** "Talk about riding bikes in tight, short skirts! They all have fabulous bodies in Amsterdam, but there's only so far you want to push it."

**Helmet hair:** "I recently got a haircut that requires less perfection. On days when I have a big event and feel my hair needs to look perfect, I take the bus."

**Spokes-woman:** "If you are riding your bike in heels and a dress, you are not interested in going fast."

**Chain, chain, chain:** "In the pouring rain, you are going to have to do something about makeup when you get to work."



# Connecting Green | Trails

## Meeting 2 Homework

To make most effective use of meeting time and achieve our objectives in only six meetings, we are asking each committee member to review some key material between meetings. This should take no more than 60 minutes.

### Part I

There is no comprehensive research on the benefits of trails. However, there are many stories, studies and results that shed light on the value of a trails network. Your meeting packets, including this one, will contain three to five stories or case studies that we think are most illustrative of key trail benefits. This month:

- *Explosions in Bicycling in Portland, America's First Platinum City*
- *4 Types of Transportation Cyclists*
- *Doctors Prescribe specific Workout to Fight Fat Part II*
- *How to Build a Trail: Springwater Corridor*

### Homework Assignment

- Review case studies detailing the benefits of trails.
- Use the enclosed materials to understand the benefits and costs associated with your assigned trail package. Identify any concerns or questions you have.
- Review other material in the packet.

One of the committee's primary tasks is to help determine if development of the regional trails network should be accelerated. The committee will address that question in meeting 4. In preparation for that task, meeting 2 will give you the opportunity to more fully understand the network that is being proposed and specific costs, benefits, and barriers to its development. We are asking each committee member to review one trail package in advance of meeting 2 and come prepared to represent that trail package in an exercise with your colleagues.

Your trail package is the \_\_\_\_\_

Please review the enclosed material and consider:

- What do you think are the most important benefits of this trail package?
- What is its estimated cost?
- Do you have any concerns, issues or questions associated with this trail?

To assist you in your evaluation, we have included in this packet a “Trail Characteristic Table,” which summarizes key information about each trail package. We also have included annotated trail maps for each trail package. Already in your notebooks is a trails system map and a copy of the trail posters.

If you have questions about your trail package or would like to explore it more fully, please contact the trail’s “champions”:

Trail champions are local government or nonprofit staff or volunteers who have been working on the trail package for years and have in depth knowledge of the trail. They are aware you may be calling.

If you have questions about this homework assignment please contact Mike Wetter at [wetterm@oregonmetro.gov](mailto:wetterm@oregonmetro.gov) or (503) 797-1538.

# Connecting Green | Trails

Case study 1

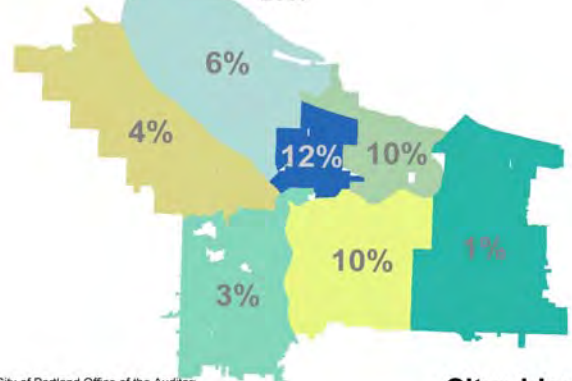
## Explosion in bicycling in Portland, America's first "Platinum" rated large city

### What?

Bicycle use in the city of Portland has climbed steadily over the past 15 years and continues to grow as a means of transportation for citizens.

- Citywide, 6 percent of all Portlanders identify bicycles as their primary means of commuting to work. Another 10 percent identify it as a secondary means.
- In inner neighborhoods between 20-28 percent of Portlanders use a bicycle as their primary or secondary means for commuting to work.
- The bicycle crash rate in Portland has declined as ridership has increased in recent years.

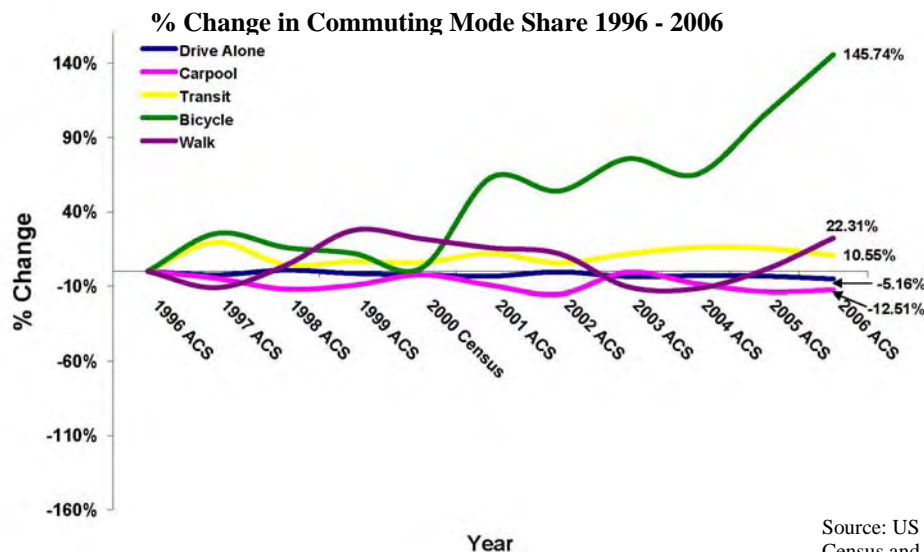
People Reporting the Bicycle as their Primary Commute Vehicle  
2007



Source: City of Portland Office of the Auditor, Service Efforts & Accomplishments Report 2006-07

Citywide: 6%

This map shows how bicycle mode share for commuting varies throughout the City.



Source: US Dept of Commerce, US Census and American Community Surveys

This chart shows that Portland's bicycling mode share for commute trips has increased much faster than other modes since the late 1990s.

## **Why?**

### **“If you build it they will come.”**

Between 1992 and 2007 Portland more than tripled its developed bikeway network from 83 miles to 270 miles.

### **“If you tell them about it, they will ride”**

The City has employed extensive education and encouragement programs and events to demonstrate biking options, techniques, and safety measures.

### **The City has followed the five Dutch bikeway principles:**

1. comfort
2. safety
3. attractiveness
4. directness
5. cohesiveness

The most successful trails in the Netherlands are well integrated with the on-street system

To increase bicycle mode share, trails must allow you to get to destinations.

- The Springwater Trail connects to on-street bike routes including Spokane/Umatilla streets in Sellwood.
- The Eastside Esplanade connects directly to the Hawthorne Bridge and other bridges.
- The South Waterfront trail (under construction) will connect with the Portland aerial tram.



Case study 2

## Four types of transportation cyclists

**Strong and fearless**

**Enthusied and confident**

**Interested but concerned**

**No thanks**

less than 1 percent of population

7 – 10 percent of population

~ 60 percent of population

~ 30 percent of population



**Strong and fearless**

**Enthusied and confident**

**Interested but concerned**

**No thanks**

- Will ride regardless of facilities
- Trip distance is not an issue

- Comfortable in traffic with appropriate facilities
- Prefer shorter trip

- Not attracted by bicycle lanes
- Not comfortable in traffic
- Will ride in low volume, low speed conditions (off-street trails, bike boulevards)

- This framework has proven to be an effective way to understand the existing and potential cyclist population in Portland.
  - It's not based on exact science – the sizes of each group are not precise and there is likely some blurring between groups.
  - Bicycle professionals from around the country and local surveys have confirmed that this framework is generally accurate.
  
- The “**Enthused and confident**” and the “**Strong and fearless**” riders account for Portland's increase in bicycling over the last 15 years.
  
- The “**Interested but concerned**” riders are the type most commonly found in the world's best bicycling cities.
  - The City is shifting its designs and layouts to target this group. This type of riders is needed to increase Portland' bike mode share to world-class levels (20-30 percent of the population).
  
- The “**No thanks**” portion of the population represents citizens who do not have interest in biking as a mode of transportation under any circumstances.

### Case study 3

## Doctors prescribe specific workouts to fight fat

Lee Marriner, Associated Press

Excerpts from USA Today, Feb. 27, 2005

It may sound like an unusual prescription, but it's an increasingly common one in which physical fitness is part of doctor's orders for patients battling obesity. The effort is the result of an unusual partnership between physicians and hiking enthusiasts. Just a few months old and already earning praise, the program involves several dozen **doctors writing detailed, albeit symbolic, prescriptions for getting fit and then giving patients trail maps to accomplish it.**

"The idea is to make a more specific explanation," said Dr. Charles Brackett, Dartmouth-Hitchcock Medical Center. You can say, 'Walk this trail near your house twice a day,' as opposed to, 'You're supposed to exercise more.'



**Personalization is key.** In weight-obsessed America – where two-thirds of adults are overweight or obese – follow-through on fitness and nutrition can be as much a problem as ignorance.

Dr. JoAnn Manson, Brigham and Women's Hospital in Boston said, "If a prescription for medication could reduce the risk of heart disease, stroke, Type 2 diabetes and osteoporosis by 40%,

everyone would be clamoring for it. Well, a prescription for brisk walking has the potential to do just that..."

At Dartmouth-Hitchcock, exams of overweight and sedentary patients end with **the doctor writing fitness advice on a prescription-like form, then offering a booklet of trail maps**...Eventually the hospital hopes to offer maps of more advanced trails so patients can progress to more challenging walks. The first map focuses on easy, level, sometimes even paved, hikes and paths...So far the program has cost only about \$14,000, including printing costs and Brackett's time. Much of that has been covered with a grant by Upper Valley Trails, with help from the National Parks Service.

Dr. Cedric Bryant, chief exercise physiologist for the American Council on Exercise, said programs like this are badly needed because **efforts to get Americans to treat exercise as recreation rather than a lifestyle generally have failed**. But he says a doctor's intervention could make a tremendous difference.

## Connecting Green | Trails

### Case study 4

## How to build a trail: Springwater Corridor

**It has taken more than fifteen years and approximately \$11 million in investments to acquire the land and build the 20-miles of trail that now comprise the Portland metropolitan region's Springwater Corridor.**

**The Springwater has been a vital transportation corridor for more than a century.**



The Springwater Corridor was formerly a rail corridor that linked communities including Sellwood, Eastmoreland, Lents, Boring and Estacada. The Springwater Division Line was first established in 1903 and was used primarily as a way to transport workers up the Clackamas River to build hydroelectric plants. The corridor also served commuters in southeast Portland. By 1910, Portland General Electric and the Portland Railway Light and Power Company operated 161 miles of rail region-wide, serving six electric plants

and carrying 16,000,000 passengers each year. Passenger service was discontinued in 1958 and freight rail service continued very infrequently through the late 1980s.

### **Trails require a champion**

Many individuals played important roles but, "every trail needs a forceful personality to shepherd it from drawings on a map to asphalt on the ground, and Barbara Walker was there for the Springwater." <sup>1</sup> Barbara and members of the 40-Mile Land Trust continue to champion the vision of a 40-Mile Loop, of which the Springwater is a part.

### **Trails are often developed opportunistically**

After years of planning, a major opportunity presented itself in the late 1980s with a proposal to widen McLoughlin Boulevard. The law required that the railroad bridge be widened and replaced as part of the project. Rather than spending \$2.5 million to replace the bridge, the 40-Mile Loop Land Trust and the City of Portland proposed that the rail corridor be purchased at its appraised value of \$1.5 million. An initially skeptical

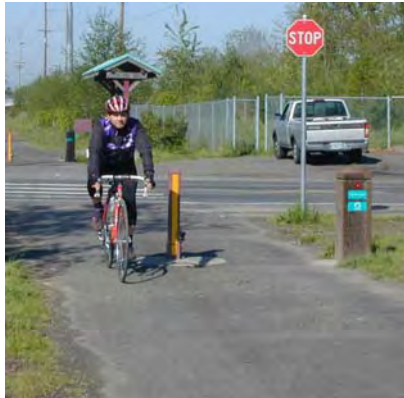
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<sup>1</sup> excerpt from Rails to Trails magazine, Summer 2006  
Blue Ribbon Committee on Trails  
Materials for June 2, 2008 meeting

federal highway administration eventually agreed to a three-way agreement that turned the 16.8-mile corridor over to the City of Portland in 1990. Later that decade, Metro purchased right of way to the east of McLoughlin and along the Willamette River using funds from the 1995 Natural Areas Bond.

**Trails require a coalition**

Master planning for the Springwater Corridor began in 1991. The Portland Department of Transportation; Oregon Department of Transportation (ODOT); the cities of Gresham and Milwaukie; Metro; Clackamas and Multnomah counties; the 40-Mile Loop Land Trust; and the Johnson Creek Corridor Committee all contributed to the planning process. Additionally, adjoining neighbors were extensively involved in order to assuage any concerns community members had with living next to a trail.



The support of these bodies was critical in securing some of the first federal “transportation enhancement” ever committed to an “alternative transportation” project.

**Construction occurs one piece at a time, as funds allow**

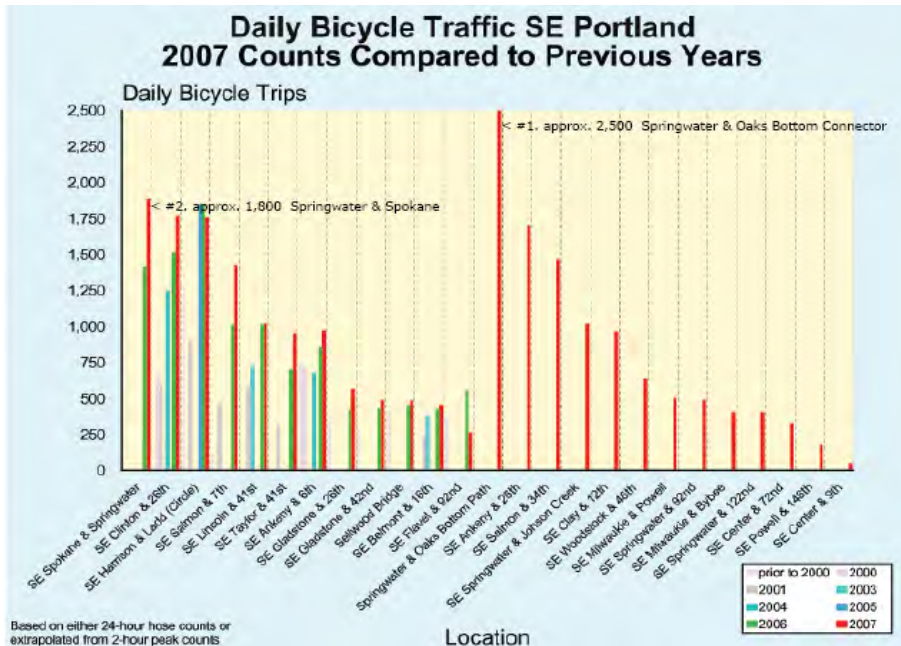
Construction began in the mid 1990s and has continued to date. The “Three Bridges” project at Southeast 19<sup>th</sup> Avenue (over McLoughlin Boulevard, railroad tracks and Johnson Creek), completed in 2005, is the most recent section to be completed. Federal transportation funds

have been the primary source but local parks funds have also played an important role. Only two gaps in the Springwater remain, both located in Sellwood.

**The Springwater achieves record use**

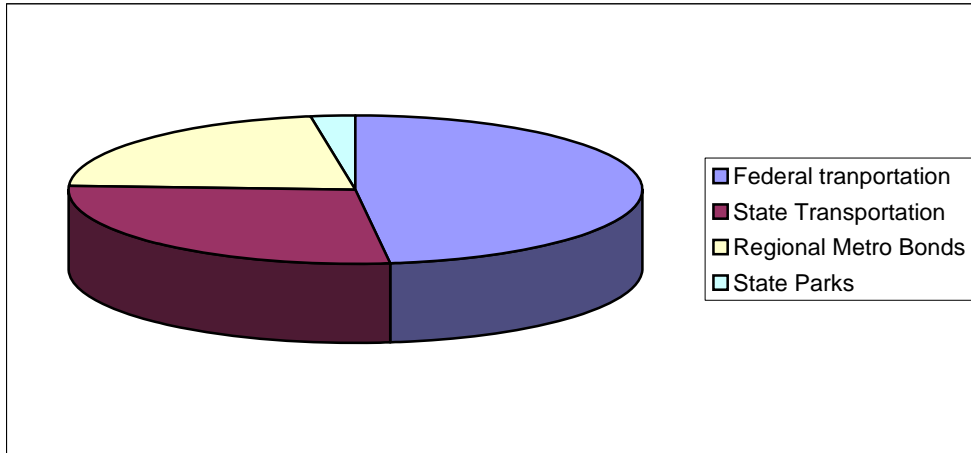
Use of the trail continues to increase. At 2,500 users per day recorded in 2007, the Springwater Corridor sees higher use than any other bicycling and pedestrian route

except the Willamette Greenway of Waterfront Park in downtown Portland. The City of Portland and City of Gresham have partnered to operate and maintain the trail.



## Investment in the Regional Trail System since 1993

Over the past fifteen years \$79 million has been invested in trails. Approximately \$60 million of this amount has been based on transportation funding, drawn from \$630 million invested annually in regional transportation.



### Federal

\$38M Federal flexible funds administered by Metro through the Metropolitan Transportation Improvement Program (MTIP); additional federal funding includes congressional earmarks.

### State

\$22M Transportation Enhancement Funds are federal funds that are administered by ODOT

\$2M Funding administered by Oregon State Parks include federal funds through Recreation Trails Program (RTP) Grants and Land and Water Conservation Grants. Additional funding includes Measure 66/Salmon Funds and County Opportunity Fund

### Regional

\$17M Regional Metro Bond Measures, 1995 and 2006 for both local and regional share

\$79M

### Local

Local funds have been expended over the past 15 years but are not compiled here. Sources include General Fund property taxes, System Development Charges on housing dedicated to parks, and bond measures

Private and corporate sponsorship funding has not been utilized to date.

Connecting Green: Trails								Access within 1/2 mile of trail**					
Trail Characteristics, May 2008	Location	Trail Length (miles)	% Complete	Dev't Stage	Potential dev't costs* (millions)	Estimated acquisition costs	Connects to Portland central city	Connects to Regional and Town Centers	Parks and Greenspaces (acres)	Residents	Jobs	Schools	Outstanding Character
Composite		509			478.3	tbd	yes	34	24,071	1,154,742	674,832	268	Varied!
Forty Mile Loop	Central	102	80	3	24.9	tbd	yes	6	11,753	256,756	276,283	60	Water
Columbia Slough Trail	N	21.4	28	2.2	12.6	tbd	no	0	2,907	13,855	26,833	4	Water
East Buttes Loop	E	12.7	0	1.3	16.4	tbd	no	1	1,569.50	15,877	1,266	4	Buttes
Fanno Creek Greenway	W	18.6	59	2.8	44.8	tbd	yes	5	1,538.20	59,566	38,779	32	Urban
Gresham/Fairview Trail	NE	5.7	56	3	4.1	tbd	no	1	494.7	22,247	4,853	7	Urban
Hillsdale to Lake Oswego Trail	Central	4.7	80	3	10.5	tbd	no	2	839.1	15,102	5,706	10	Wooded
Mt. Hood Connection	E	30.4	0	2.5	30.0	tbd	yes	0	193.6	1,017	390	3	Wooded
Oregon City Loop	SE	16.1	0	1.7	19.0	tbd	no	4	868.4	27,063	8,638	15	varied
Path to the Pacific	W	127.1	0	1.7	39.1	tbd	no	1	258.8	14,550	8,164	7	Agri., Wooded
Portland Maximum Mode Split	Central	34	0	2		tbd	yes	7	2,132	191,309	208,778	64	Urban
Rock Creek Greenway Trail	W	10.7	25	2.6	7.8	tbd	no	3	1,154.30	45,167	7,700	11	Water
Sandy River Connections	NE	4.9	0	2.8	11.2	tbd	no	1	873.8	3,297	1,138	1	Water
Scouter Mt. / Mt. Scott Loop	E	15.5	0	1	45.2	tbd	no	2	1465.4	27,227	7,379	5	Wooded
Sullivan's Gulch Corridor Trail	Central	7.4	0	2	15.8	tbd	yes	3	409.1	50,354	41,689	24	Urban
Tonquin Trail	SW	18.1	0	2.4	25.8	tbd	no	3	833.5	25,044	17,855	9	Rural Transition
Trolley Trail & SE 17th Avenue Connection	Central	7.4	0	3	3.5	tbd	yes	3	429.6	32,962	14,171	16	Urban
Tualatin River Greenway Trail	W	6	?	2.8	4.7	tbd	no	2	766.1	22,436	12,368	8	Water
Westside Trail	W	21.4	18	2.8	47.3	tbd	no	5	3,213.30	64,200	13,225	17	Urban
Willamette Greenway North	Central	22.9	0	varies	40.2	tbd	yes	2	2,346.35	42,539	116,754	19	Water
Willamette Greenway South	S	21.8	0	varies	75.4	tbd	yes	6	2,666	37,625	13,762	25	Water

\* Costs opinions are for magnitude of cost purposes only. Figures include administrative costs but do not factor in 30% additional cost if federally funded.

\*\*Due to overlap over the 1/2 mile buffers, the individual trail statistics do not add up to the composite.

4 = Master planned-level, funding secured, construction scheduled, or all property access secured

3 = Concept Alignment-level with little difficulties foreseen; minor property acquisitions needed

2 = Concept alignment-level with major difficulties foreseen; feasibility study-level with fairly clear choices; property access is

1 = Feasibility Study-level with multiple choices on a number of alignments; a line on a map