



METRO

**MEETING SUMMARY OF THE BLUE RIBBON COMMITTEE FOR TRAILS
MEETING 2**

Monday, June 2, 2008, 4:00-6:00 p.m.
Metro Council Chamber/Annex

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

Members Absent: Nichole Maher, Al Jubitz

Chair Dave Yaden convened the Blue Ribbon Committee for Trails at 4:06 p.m.

1. Committee communications of all non-agenda items

Chair Yaden invited members absent at the last meeting to introduce themselves and tell a story about their favorite trail or trail experience.

Chris Enlow told of hiking in Bulgaria where there were no “No Trespassing” signs. He enjoyed the openness of it and would like to bring that concept to regional parks/trails here

Dave Underriner told of hiking on the coast with his father. It rained the entire time but was great because of the experience and spending it with his father

2. Approval of meeting summary questions and agenda

The Committee approved the meeting summary from meeting 1 and had no additional agenda items or questions on homework

Dave Yaden invited the committee to produce a compelling report to the region about what kind of trails system should be pursued and how they ought to arrive at that goal. He emphasized that the committee should get a handle on what it is they are trying to do and why.

3. Lay of the Land Part II: funding opportunities and committee charge – Mike Wetter and Randy Tucker

Mike Wetter reiterated the committees' charge and scope and emphasized the major deliverables.

Meeting 4 – Weighting the benefits and cost committee will determine if the region should accelerate trail system development. If yes, the committee will identify most compelling benefits and being to make case statement.

Meeting 6 – Committee will provide proposed funding sources and strategy

Randy Tucker gave a presentation detailing how trails have been funded in the past; context for the size of the investment and an introduction funding opportunities on the horizon the committee will look at in more detail in later meetings

*See attached PowerPoint document

The committee members asked for more details as to how figures were arrived at

*See questions for Meeting 2 document

Tucker reiterated that that the numbers are rounded and that the staff tried to include as much as possible in the cost estimate rather than scale back. He let the committee know that staff would be go into further detail in upcoming meetings.

Rod Monroe commented that he sits on the State Transportation Task Force that will look at funds from \$800 million to \$1 billion for highway and road needs, the range for alternative transportation being 20 % to 50%. Everyone is convinced that the package needs to have major non-highway component and done by the legislature not by a ballot vote

5. Exercise: costs, benefits and funding sources for regional trails packages

The committee formed break out groups based on regional trail areas, east side trails, west side trails, south trails and central trails. The members discussed the benefits and concerns associated with individual trails, as well as for reach trail area (e.g. eastside trails).

* See attached individual notes for break out session

A spokesperson for the breakout group was selected and reported the findings back to the committee as a whole.

6. Break-out groups report back

A spokesperson for the breakout group was selected and reported the findings back to the committee as a whole.

South Trails Group

Commissioner Leonard informed the committee that the South trails group has huge potential but is largely undeveloped and will require a large amount of resources to complete

He added that the greatest assets include proximity to bodies of water, their rural nature, and the access to the south side of the region they provide .

Commissioner Leonard also stated that Congressman Blumenauer has already found good funding opportunities for the Trolley trail

Eileen Brady commented that tourism and recreation dollars could be a potential for trails like Oregon City Loop

Central Trails Group

Senator Rod Monroe stated that the group discussed the need for right of way acquisition for trails sited along rivers and streams, old rails (rail-to-trail) utility right of ways and along major highways.

He added that the central trails group would increase the livability for neighborhoods and increase real estate values, serve as both recreational and commuter trails (some more of one then the other) provide access to natural features, and connect to some major employers in the region.

Senator Monroe also made the point that trails such as Sullivan's Gulch and North Portland Greenway would increase the bike/ ped mode split and fulfill a need not being met, providing downtown access to a huge population of people who would be willing to commute on trails.

Monroe commented that we need better connections to bike friendly bridges

West Side Trails

Scott Bricker stated that the west side group was urban/suburban to rural, many trails go through the cities of Washington County and one goes to the Pacific Ocean so they provide a wide range of uses.

Bricker commented that the group had identified some key aspects including user experience or design of trails, standards and expandability and the cost benefits associated with them.

He added that there needs to be consistency of high quality in addition to creating a system that can expand to meet future demands and cost and benefit associated with this.

Bricker stated that the committee should look at how to “sell” the package (e.g. cost per person as opposed to cost per mile) and explore whether there are public concerns that are not being addressed e.g. trails not providing access to Washington County’s “crescent” of activity or a direct route from Beaverton to Hillsboro, or farther north.

East Side Trails

Dick Schouten stated that Gresham/ Fairview is a major commuter piece, direct, flat and ties to a couple important facilities.

He was concerned that attention must be paid to the crossing significant arterial streets in a cost effective way

Steve Faulstick stated that the Scouter Mt/Mt Scott Loop and East Buttes Loop would meet a significant void in their area, giving people commuting options (connection to Springwater) as well as access to phenomenal recreation areas and creating national and international responsible tourism opportunities.

Rod Monroe commented that if the Gresham – Fairview trail could get built early on it would help get others built.

He added that a connection to Max is an incredible amplifier to get a trail built.

7. Summarize Conclusions

Dave Yaden summarized the regional system as a whole pointing out the major transportation opportunity, diversity of the system and power of the connectivity the system could provide the community.

He added that the trail system would open up and highlight “small gems” in region to citizens that might otherwise get lost, including Smith and Bybee Lake, Swan Island, Sandy River, outside connections (wine country) and cultural/historic areas (Native American Youth and Family Center and pre-contact trails)

Ian Yolles commented that while all trails had compelling aspects there would be finite resources and the committee might need to prioritize and set criteria

He also asked for clarity on whom the audiences would be and how to prioritize and present the committee’s findings to them?

Philip Wu commented that the committee needed to be explicit about health benefits and not assume the community makes the connection between trails and health benefits.

The committee asked if staff could develop a matrix on the importance level of benefits and how they could be related to funding options.

Mike Wetter responded that staff was working on that information.

Eileen Brady asked for information on the percentage of cost that is in interchanges and if it is policy requirements.

Dave Yaden commented that it was possible to forget the source and start with the package decided on and take that package to leaders in congress and ask them to help figure out what funding sources are applicable.

8. Closing Comments and Questions

Dave Yaden asked the committee for any closing comments and questions.

Rex Burkholder stated that some early victories such as the Trolley Trail could help feed public opinion and create excitement.

Dave Yaden gave more specifics on the Amsterdam trip and reminded to the committee to respond to staff regarding their availability.

9. 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

Break out session - Blue Ribbon Committee for Trails Mtg #2 6/2/08

Central Trails Group

Facilitator: Heather Kent

Note-taker: Kristin Blyler

Group members & trail assignments:

Rod Monroe (RM) – Columbia Slough Trail

Ian Yolles (IY) – Willamette Greenway North

Julie Keil (JK) Sullivan's Gulch Corridor Trail

Phillip Wu (PW) – Portland Maximum Mode Split

Dave Yaden (DY) – 40Mile Loop

Discussions of each trail – Benefits, Concerns, Comments, Questions

North Portland Greenway

Benefits

May connect to Washington via the Columbia River Crossing

Connects to Sauvie Island, Swan Island and University of Portland

Connects to the North Portland neighborhoods

Both recreational and commuter

Scenic/ follows river

Opens up waterfront

Connects to Adidas and Kaiser

Connects Linnton to downtown

Primarily separated from vehicle traffic

Flat route

Busiest bike route is N. Vancouver/ N. Williams, people would come off that route and connect to the Crossing Trails and Columbia Slough Trail

Strong Rail Connection

Sullivan's Gulch

Benefits

Rail with Trails (both a pro and a con)

Major East West transportation corridor

Large existing bike commuter group

Has established advocacy group

Already a place for it along the North side row

Would connect Mt. Tabor to downtown, a route that is currently lacking

Essential to the region have an auto free commuter route

Connection to many employers – Providence, Gateway, Hollywood, Lloyd Center

Connection to MAX – adds flexibility for commuters to use both bike/ped and MAX

Concerns

Possible environmental concerns

Displace homeless camps

Comments:

MJ Coe added that this area has the highest projected population growth

RM – If you look at the way I 84 is built, every overpass on the North side is an extra arch that is not being used

DY – Only Bike path that might need a speed limit

RM – Could we get the city of Portland to put this trail into long range planning

Questions:

Barbara Walker asked if there was a Rail funding connection?

Columbia Slough**Benefits**

Part of 40 Mile Loop

Parallel to Marine Drive – major route

Nature and water feature

Creates all kinds of natural opportunities with little loops. – Incredible amount to see in the small microcosms

Connects to North Greenway

Circles the airport

Could connect to golf course

Mostly recreational but commuter value to those who use Marine Drive and Peninsula Crossing trail

Give access to nature for NE residents who are lacking greenspace – especially children

Historical and Cultural connection to W. Valley tribes and Lewis and Clark Trail of Discovery – passes NAYA

40 Mile Loop**Benefits**

Emblematic and Iconic of our aspirations – It would be a statement to finish it

Signature Brand for our region

Historical/ Cultural – Olmsted

Biking and hiking beltway

Both Commuter and Recreational

HUB for Trails

Connects to many town centers such as Troutdale, Fairview, Gresham

Comments:

DY - Need to complete the NP Greenway to 40 Mile Loop to allow bikes to do full loop

DY- At the current rate of spending it would take 20 – 40 years to complete

Question:

How many trails actually connect to the 40 Mile Loop?

How many trails connect to each trail package?

Max Mode Split

Benefits

Parts of other trails – From Downtown Portland trails fan out like a star (ex: Sullivan’s Gulch, SW Willamette)

Increase Multi – use modes (MAX + BIKE)

Strongest like between bike Blvds. to trails

Connects to Intel

Connect Lincoln High School that is missing a stop downtown

Share users at different times of the day

Many people are only comfortable in an off street situation - Help to get more new bikers into the system

Can fulfill both modes (ped /bike)

Comments

Gregg Everhart: commented that 6 % of commuters bike or walk “crafted by the City of Portland” - If we got 50 million how could we double that.

Questions:

How do we forecast mode split numbers?

Is there a strategy to increase mode split?

Comments

Gregg Everhart commented that 6 % of commuters bike or walk “crafted by the City of Portland” - If we got 50 million how could we double that.

Brad Perkins commented that it is a very healthy step for the Transportation Department to look at Trails

Summary of the major points about this set of trails

Scenic - proximity to water and rivers

Access to Nature

The group of trails feeds into the central Core of Portland and to areas beyond just as Washington and the Gorge

Group would serve both recreation and commuter needs

Safety – separation for bike and ped. from cars

Highest level of access and people contact

Unifies and networks more population

Connects largest number of centers

Connects people to culture and history

Connects people to jobs

Major transportation link

Health benefits

Raises real estate values

Comments:

Barbara Walker added that they create a desirable way of life

Brad Perkins added that bicycle oriented Development is growing

Questions:

The group would like more data on the impact on real estate values

South Trails Group

Facilitator: Tom Kloster

Note-taker: John Mermin

Group members & trail assignments:

Rex Burkholder (RB) – Tonquin Trail

Eileen Brady (EB) – Oregon City Loop

Rick Potestio (RP) – Tualatin River Greenway

Randy Leonard (RL) – Willamette Greenway South

Chris Enlow (CE) – Trolley Trail & 17th Ave Connection

Denise Kai (DK) Oregon City Parks Director (DK) – no assignment

Discussions of each trail – Benefits, Concerns, Comments, Questions**Tualatin River Greenway****Benefits:**

Connects 2 major green open areas in region (just outside UGB)

Connects to Westside trail

Connects to Willamette River

Connects to Boones Ferry Rd/Tryon Creek area

Connects to City of Tualatin – new library, high-density housing clusters, Tualatin city center, and parks on both sides of Tualatin River.

Brings together high density uses in a much safer way than the auto dominated routes, i.e.

Tualatin/Sherwood Rd

The Tualatin River is hidden. This project creates more awareness of its presence.

Concerns:

Getting across the river is challenging (I-5, Boones Ferry, only one existing bike/ped bridge)

Flood plain issues

Ownership issue – challenging acquisition, i.e. Country Club

Currently very conceptual (not much on ground right now)

David Bragdon (watching from audience):

Benefits:

Major nodes – campground potential along the Tualatin River.

“Water trail” connection – canoeing, navigable to Forest Grove, several parks, federal holdings, opportunities for “pearls on a string”

Trolley Trail**Benefits:**

Lots of people live close to it.

It connects to Portland

Great commuting potential

Addresses two of the Dutch bikeway principles – Cohesiveness & Directness (from “City of Portland mode split” Story in their packet)

Great option for the “interested but concerned” group of the population (from the “4 Types of Cyclists” Story from their packet). This is a large portion of population that is scared of cars.

It serves a low-income population

Metro already owns the ROW

It’s ready to go!

Benefits/Concern:

Coordination with Milwaukie Light Rail project (one of the alignments goes to Park Ave). IT could be tough to squeeze together the trail and LRT tracks in the same ROW.

Comments:

RB - There is a map issue. The Trolley Trial construction is only funded to Park Ave (Blumenauer earmark), but the map label says that it’s funded for the entire extent of the trail.

Questions:

EB - Is it Commuter or is it Recreation?

Tonquin Trail

Benefits:

This route is critical as there are very few N/S alternatives in this area (I-5 and a few arterials)

Connects Tualatin, Sherwood, Wilsonville

Connects great regional parks, i.e. Graham’s Oak, many areas of public ownership

Connects lots of jobs (Wilsonville) to housing in the other cities

I-5/99W Connector Project could help pay for a lot of the links of this trail

Concerns/Question:

It goes outside UGB, is that a problem? (Tom Kloster thinks that this is okay – the trail could drop down to rural design standards – but staff should look into this...)

Concern:

Requires a lot of expensive bridges/crossings due to the wetlands/water in the area

Mel Huie (watching from audience):

Concern:

A lot of acquisition is needed, including easements for Railroads.

Adjacent property owners may have existing easements on parts of the corridor

Oregon City Loop

Benefits:

It defines Oregon City

Connects historic sites, i.e. Oregon trail ending pt

Creates lots of recreational opportunities

The trail plan (she read the 2004 plan) does a good job of presenting the context of regional and local trails as an integrated system

The river section of the trail is intriguing

Parts of the trail have commute benefit, i.e. northern section connects to the rest of the region

Connects to high school and College

Concerns:

Parts of the trail are more conceptual – not as fully developed as some other trails

Topographical constraints

Comments:

DK- She sees it mainly as recreational more so than commuter

DK - after tourism \$ rather than transportation dollars

DK - There are some commuters from Portland to Oregon City (via I-205 trail to Hwy 213)

Willamette Greenway South

Benefits:

Huge commuting route – W.Linn/L.Oswego to Portland

Outstanding recreational route along Willamette River

Offers alternative to driving a very congested route – Macadam

Provides safer alternative to biking on Macadam

Connection to employment in Wilsonville / Oregon City to Newberg

Reinforces the river – river trail connection (canoeing)

Avoids Pete’s Mountain (creates easier cycling route)

Concerns:

No parts of trail are currently developed

Needs bridge across Tualatin River

Jonathan Nichols (watching from audience)

Benefits:

Key gateway to Oregon wine country

Comments:

EB - The Wilsonville to W. Linn section is more recreationally focused

Questions:

How to do transit and trail along the same corridor between Lake Oswego and Portland

Summary of the major points about this set of trails

- 1) These trails are still very conceptual (except for Trolley Trail). They are largely virgin territory with huge potential
- 2) Water features along all of these trails offers opportunities to uniquely integrate major waterways)

- 3) The trails connect urban to rural
- 4) The Trolley Trail is ready to go
- 5) These trails are mostly recreational, but have good commuter possibilities, and offer great potential for different funding sources

East Side Trails Group

Facilitator: Janet Bebb

Note-taker: Robert Spurlock

Group members & trail assignments:

Steve Faulstick (SF) – Scouter Mountain/Mt. Scott Loop

Dick Schouten (DS) Gresham Fairview Trail

Jay Graves (JG) Sandy River Connections

Not present:

Al Jubitz

Nicole Maher

Introductions of non-BRC members present:

Kathleen Walker – Mt. Hood Nat'l Forest

John Anderson – Troutdale

Phil Kidby – Gresham

Mark Gharst – Metro

Discussions of each trail – Benefits, Concerns, Comments, Questions

Gresham/Fairview Trail

Benefits:

Intersects MAX

Destinations along MAX

Intersects major arterials using best design practices

Serves as a collector with connections to bike lanes

Flat, straight & direct for commuting

“Low-hanging fruit”

It's cheaper than most trails

Concerns:

Signals are expensive

Graffiti

Scouter Mountain/Mt Scott Loop:

Benefits:

Connections w/ a developing community

Engage fast growing community

Connections to Springwater Corridor, Clackamas River

Area is developing quickly

Scenic beauty in context of buttes

Concerns:

Varying topography
Uncertainty of costs
Integrating w/developers who already started

Sandy River Connections

Benefits:

Economic development
ODOT is currently rebuilding the I-84 bridges

Concerns:

Not a lot of jobs or schools nearby
It's primarily recreation
Looking at funding, Jay feels transportation is more important
Doesn't like riding on the freeway
Availability & attainability of land acquisitions

Mt. Hood Connections

Benefits:

Connects to Springwater, to Government Camp, to Mt. Hood
Tourism, timberline lodge
Health. It's a long journey
Acquisition is easier
Bike tourism

Comments:

Forest Service and Sandy working in partnership to build Tickle Creek, 6ft. packed gravel

East Buttes Loop

Benefits:

More suburban
Loops are very important
High population growth area
Getting in before development

Summary of the major points about this set of trails

Benefits:

Safety
More inviting than bike lanes

Concerns:

Bringing all the players and pieces together
Working with diverse jurisdictions and funding
Maintenance, graffiti

Comments:

JG - Look to Europe cities for examples. They try to get cyclists away from cars as quickly as possible.

People won't ride their bikes for transportation if the trip is greater than 5 miles

High growth areas

Rivers, buttes, Mt. Hood

WEST SIDE TRAILS

Facilitator: Mary Anne Cassin

Notetaker: Lake Mctighe

Dave Underriner (DU)– Hillsdale to Lake Oswego Trail

Scott Bricker (SB)– Westside Trail

Cynthia Haruyama (CH)– Fanno Creek Greenway

Derrick Robbins (DR) – Path to the Pacific (non committee substitute)

Richard Kidd (RK)– Rock Creek Greenway

Additional present

Hal Bergsma – THPRD – new planning director

Hal Ballard

Citizen that spoke about the need for trail access to Linnton.

Discussions of each trail – Benefits, Concerns, Comments, Questions

Rock Creek Greenway (Kidd noted that he has not use this trail)

Benefits

A portion of the trail has already been constructed. The portion already constructed may or not meet trail standards.

Creates connectivity between businesses, job sites, recreation and homes, and completion of the trail would facilitate home to work connection.

The trail is adjacent to employment areas.

Questions:

What are the standards that are used for trail construction?

What is the policy on using existing Greenspace property for trails?

Can we use Bond money that is not already committed for property acquisition?

Fanno Creek Greenway:

Benefits:

Would give walking access to the Willamette River

Commuter – Gets cars off the road

Kids could use to get to school

Provides a transportation option

Comments:

Need to look at “Standards” of trail construction.

We should avoid framing the discussion in cost/mile (more than million/mile). Instead the discussion should be framed along the lines of one time cost \$752.00 per person for those people with in ¼ mile of the trail. Less than an annual gym membership.

Need to frame the benefits of trails in another way. Public won’t relate to maps, too much information, and the cost of the trails will be horrifying.

Path to the Pacific**Benefits**

127 miles – would benefit the entire region

Connects four counties and large trails that are already built

Council creek segment Connects to Stub Stewart Park and several cities

Public (Wash County transportation poll) is 60% in favor of Bike and PED

Connects to University Campuses

HCT Corridor

Comments:

The trail goes outside the Metro boundary. This creates opportunities to get creative about state and federal funding sources: Oregon State Parks, NW Act (federal funding pot).

Hillsdale to Lake Oswego**Benefits**

Shorter trail with large portion completed – “Why not finish it”

The trail goes through a beautiful area, a lot of people would use it (a lot of people already do use it).

Already has large usage and would increase with build out

Connection to Lake Oswego

Concerns:

4.7 miles left = 10 million dollars – It is a big expense for what is left

Impacts less residents because the trail goes through a state park

Comments:

The trail parallels Terwillger that already has bike lanes that; is there a balance between using the existing trail segments and the bike lanes on Terwilliger to balance the cost?

Could be extended to connection around Lake

Hal Ballard: Using the example of 42nd and 53rd in North Portland - Do not usually consider

Parallel routes for cars as substitutes for trails.

Westside Trail**Benefits:**

Very significant for region as it connects the entire west side

Fair amount of work already done

Over 21 miles crossing 5 town centers and multiple jurisdictions

Up & down entire Westside of the region

Avoids busy streets
Strong community support
Key connections
Open up new connections
Avoids busy streets
Strong community support

Questions:

How do you deal with numerous jurisdictions assessing/maintaining segments?
How do you deal with numerous jurisdictions managing network ?

Comments:

Should hone in on “ Bang for Buck” balancing the easiest to complete vs the most important especially connections of networks
A TriMet approach for region management could be used in the case of multiple jurisdictions managing a network
People do not want to interact with streets. Need over crossings for streets.

Summary of the major points about this set of trails

Benefits:

Resolve conflict with busy streets
Variety of purposes and destinations: sell both points equally
Network provides for a variety of experiences – need to sell both points
Connections north to Linnton and Sauvie Island
Need to identify barriers (stopping point – dead end for families)

Concerns:

Committee needs to weigh balance of creating a system that will truly work out for future generations building in expandability instead of obsolesce – this should be considered during the acquisition phase
East west connections are slim, bikers won’t go further than 2 miles out of their way to use a trail. Walkers even less. The Pathway to the Pacific and mid Rock Creek
Need to consider safety in the broadest sense
Users need to have assurance of safety as a pedestrian or bicyclist
Need to look at safety issue of isolation on the trail, volume of traffic (vulnerable areas of each trail)
Need to balance safe trail vs environmental impact – eg trail width impact on safety and habitat impact.

Comments:

There are different rationales for completing different trails, and different language needs to be use dot talk about each one.
There are different funding sources for different types of trails (ties into how each trail is described/labeled)
People do not like trail crossings at non- signal street crossings – need to go under or over.

Questions:

The Committee would like to look at design and weigh/balance creating a system that will work for future generations. Do not want to build in obsolescence. Want to build a system that can be expanded upon. There is a trade off on how much you invest.

Can the group influence on some high level ie. trail widths?

Should more east west connections be considered?



Meeting Two Committee Questions and Follow Up

Written responses to questions asked by committee members on June 2.

Questions in response to finance PowerPoint

- 1. What are the acquisition costs per trail (breakdown per package)**
See attachment 1 for a table showing acquisition costs for each package. The total estimate is just over \$500 million.

- 2. What accounts for the difference between the 420 million and 1 billion cost estimates for completing the 20 trail packages?**
The \$420 million figure only covers construction costs, while the \$1 billion figure is a rough estimate that includes land acquisition costs. The acquisition cost estimate is very rough, and the actual cost could be significantly less.

- 3. Does the \$1 billion include funds for the operation and maintenance of trails?**
No, the cost estimates only include land acquisition and capital construction including soft costs like permitting and design and engineering. They do not include operation and maintenance.

- 4. How will operations and maintenance be funded? Would it be funded by individual jurisdictions?**
The operations and maintenance (O&M) would most likely be funded by individual jurisdictions unless a regional source for O&M can be identified and funded. This is consistent with the historic pattern followed to date for regional trails and transportation projects.

- 5. What is the build out rate for the trail system?**
Looking backward, the region has been able to build one or two segments each year with many more in the planning stages. Looking forward, the pace can accelerate, stay the same, or decline; we're looking to the committee to decide if the pace should be accelerated.

6. If the cost is \$1 million per mile average is there a “plan B” of a modified system resulting in less than \$1 million per mile.

There could be less expensive design options but we are not likely to know if costs can be reduced until the project design phase. At the planning phase we use very general project estimation. Often, reducing the cost would mean eliminating essential or important amenities and features.

7. How did we arrive at \$1 billion?

We used a cost-per-mile figure, then added multipliers for sections of trail with known constraints, such as steep terrain, bridges, or wetlands. The total also includes \$517M for acquisition. We calculated the cost of purchasing 50-ft wide right-of-way at \$15 to \$30 per square foot, depending on the location within the region. We removed parcels within public rights-of-way from our calculations. We additionally estimated \$14M for the administrative costs of purchasing parcels.

8. What is the Federalized impact on the cost of completing the trail system?

There is an estimated 30% premium when projects are federally funded. The cost is associated with additional work, such as theoretical alternative solutions, as well as additional paperwork. Streamlining these federal requirements would have a significant cost savings for trails.

Questions in response to breakout group discussions

1. How many other trails actually connect to each trail discussed? (Central)

All the trails are interconnected by a system of loops. N. Portland Greenway connects the Columbia Slough Trail and Sullivan's Gulch/I-84 Trail. Portland's Maximum Mode Split with its numerous bike boulevards in north and NE will connect the neighborhoods to these regional trails. The east and west sides of the Willamette River Greenway Trail are connected via the Steel Bridge River Walk Trail on the lower deck and Broadway Bridge Bike Lanes/Sidewalks. A future bike/ped structure could be cantilevered onto the existing Burlington Northern RR Bridge just south of the St. Johns Bridge. This potential river crossing would connect to Metro's Willamette Cove property and trail and the University of Portland's riverfront property and future trail on the eastside of the river. The 40-Mile Loop trail routes also inter-connect these trails.

2. What information is available on the impact of trails on surrounding real estate values? (Central)?

The effect on property values of a location near a park, trail or open space has been the subject of several studies. Many studies have found the potential for an increase in property value depends upon the characteristics of the open space and

the orientation of surrounding properties. Property value increases are likely to be highest near those greenways that highlight open space rather than highly developed facilities, have limited vehicular access and which have effective maintenance and security.

In a study done for the Carolina Thread Trail, Econsult Corporation estimates a 4% increase in property value, which equates to \$1.7 billion, for the zone 5,000 ft from the 500 miles of planned trail.

[http://www.carolinathreadtrail.org/assets/files/CTT Economic Study.pdf](http://www.carolinathreadtrail.org/assets/files/CTT_Economic_Study.pdf)

3. How do we forecast mode split numbers? (Central)

They are generated using our regional travel demand model. The model is calibrated with detailed surveys of actual travel patterns in the region, and this information is used to test how new travel investments affect travel decisions (choice of mode is among those decisions, followed by route).

4. Is there a strategy to increase mode split? (Central)

Yes, the RTP has a specific policy to reduce the share of drive alone trips in the region, with specific targets from non-single occupant vehicle trips.

5. Is the Trolley Trail a commuter or recreational trail? (South)

The Trolley Trail is both a commuter and recreational trail. It will connect town centers in Milwaukie and Oregon City. It is complementary and adjacent to the planned Milwaukie Light Rail line. Many jobs, schools, shopping centers, retirement homes and parks are along the trail corridor. A string of parks and greenspaces are also adjacent to the trail. The Trolley Trail connects to the Springwater Corridor in the north.

6. Is it a problem if the trail extends outside the urban growth boundary (UGB)? (Tonquin trail) (South)

No. We recognize some of the most important connections are out side the Metropolitan Region including Mount Hood, The Columbia River Gorge, and the Oregon Coast.

7. What are the possibilities for transit and trail along the same corridor between Lake Oswego and Portland? (South)

The Willamette Shoreline is a potential "Rail with Trail" project. A consortium of local governments, including Metro, already owns the corridor. A group of local governments and TriMet have been studying the option of a streetcar with a trail. It is narrow corridor and has a tunnel as well. So there are many design challenges. Metro and local partners will study a potential bike/ped bridge crossing of the Willamette River between Lake Oswego and Milwaukie at the south end of this corridor in 2009.

8. What are the standards that are used for trail construction? (Westside)

There are no published standards that we are aware of. Typical practice is a 12' wide trail made of asphalt with 2' shoulders that handle storm water.

Site conditions vary widely from boardwalks over wetlands to constraints imposed by adjacent highways, such as the Eastbank Esplanade. The width of a trail can also vary based on the anticipated volume of use. In some rural cases 8' is sufficient. In Portland's South Waterfront where use will be high, there will be one 12' trail for pedestrians and one 12' trail for wheels.

It's important to have trails respond to the sensitive environments through which they traverse. (See Green Trails: Guidelines, Metro.)

9. What is the policy on using existing Greenspace property for trails? (Westside)

Assuming there are no environmental, legal, or continuity issues, it is perfectly acceptable to use existing Greenspaces property for trails. In fact, a portion of the 1995 bond measure was used to purchase property for trails; for example the Sellwood Gap and Springwater on the Willamette were purchased for trail purposes.

10. Can we use Bond money for property acquisition? (Westside)

We can when the property is included in the target area plan adopted by Metro Council. Among the target areas that include trail aspirations are: Cazadero Trail, Columbia Slough, Fanno Creek linkages, Gresham-Fairview Trail, Springwater Trail, and Willamette River Greenway.

11. Could the NW Act be a funding source? (Westside)

The NW ACT does not directly fund anything. They advise the Oregon Transportation Commission on project funding priorities for ODOT administered funds within the NW ACT area (roughly rural Washington County). So they influence funding decisions but are not an actual source of the funding.

12. How do you deal with numerous jurisdictions having authority over different segments of the same trail? (Westside)

Metro will be leading a Master Planning Process for the entire Westside Trail starting in the summer of 2010. Funding is from a federal transportation grant through Metro's MTIP Program (Metropolitan Transportation Improvement Program). A working group of all the local partners (Tualatin Hills Park & Recreation District - THPRD, cities of Beaverton, Tigard and Portland, BPA, PGE, Washington Co., Multnomah Co., and Forest Park Conservancy) has been working on planning coordination for the trail over the past two years. The working group will also be involved in the master plan for the trail. Besides meetings, personal contact with each of the local jurisdictional staff is critical. Field trips along the corridor have been held to see where the trail might actually go. Inter-agency coordination is critical to plan a trail with similar

design standards (e.g. 12' wide paved with 2' shoulders, except in natural areas (Forest Park) where the trail may be compacted earth).

13. How do you deal with numerous jurisdictions managing the network?

(Westside)

The need for inter-agency coordination is crucial. Operating and managing the trail can be coordinated by the local partners meeting on a semi-annual basis and via email. Best management practices can be shared. The master plan for the Westside Trail will address this issue. The trails working group convened by Metro can also help on this task.

14. The Committee would like some general design guidance: cost and benefits -- What kinds of influence can the committee have in this regard i.e. trail widths? (Westside)

It is possible the committee will influence trail design and characteristics. For example, if the committee told us we should emphasize the development of a commuter network we might design trails a little differently than if the committee told us to optimize for family recreation. However, the committee's work is primarily focused on developing a funding strategy, not designing trails. That said, if individual committee members have ideas and suggestions, staff are always interested to hear them.

15. Should more east west connections be considered? (Westside)

Metro and the city of Portland are looking at an east-west connection to the Westside Trail via Forest Park (Saltzman Rd. is not very steep and its compacted earth trail is well maintained). The trail would then be connected to the Willamette River Greenway / Bike Lanes along Hwy. 30 and with a connection to the St. Johns Bridge and the 40-Mile Loop. A key connection to the Fanno Creek Greenway Trail via the proposed Tualatin River Greenway or proposed Turf to Surf Trail (adjacent to a RR line) may be studied in the Westside Trail Master Plan as well.

Questions in response to break out Summaries

1. How can we cross arterial streets in a cost affective way?

A pedestrian under or over pass is used for most dangerous, highest volume streets. This is clearly expensive and should only be used when necessary. Pedestrian signalization either mid-block or at corner is more cost effective. When the trail is incorporated into a proposed road, the trail costs, including intersection crossings, are substantially lower. See attachment #2 for photos of the intersections. (Portland Parks and Recreation photos)

2. How do we sell it?

Generally communication will include outreach to local and statewide media, public education and "call to action" campaigns, education and lobbying of local, regional, state and federal officials. These will likely all be necessary. If a new funding source is identified as necessary, voter approval or the passage of a tax or fee increase by a government body will be needed and the appropriate campaign or support for that funding approval will have to be developed and executed.

3. Who is the audience or multiple audiences and how should the committee prioritize them?

Local, state, regional and federal officials will likely be a key audience, along with citizen advocates who can help outreach to and educate potential decision-makers about the importance of regional trails to their business, lifestyle family and/or community.

4. How should the committee rate the importance of individual benefits?

One of the committee's primary tasks is to determine which benefits of trails you find most compelling. There are several viewpoints you may take on this question. The first is personal: what do you find most exciting about the trails system? We would also like you to consider what you think the region's residents would most value. Finally, you may look at the question with the future in mind and determine what benefits of trails you think are most important to the future of the Portland Metropolitan Region. The ultimate product of this exercise will be a "case statement" that makes the best case you can make for accelerating development of the trails network. You will determine which benefits to describe in the case statement and which to leave out.

5. Are there concerns about things not being addressed – example: the trails don't connect Hillsboro to Beaverton, what about farther North?

Like any other infrastructure, the trail network has and will continue to evolve over time in response to population shifts, new opportunities, and the emergence of new trail champions. The 20 packages presented to the Blue Ribbon Committee were not intended to be the final set of proposals for all time. Even if these packages are all built there will continue to be other needs for connections that emerge.

6. What is the percentage of the cost that is in "interchanges" and what is the nature of the policy? Can it be impacted to lower costs?

A trail crossing can require signals at intersections. The preliminary estimates for the 20 trail packages include 74 intersections for a cost of approximately 13M or 17% of total costs. Policies on intersections are governed by local transportation bureau standards. Note that some of the factors that impact costs include 40% contingency on direct construction costs due to "conceptual" alignments or lack of site-specific knowledge. The other key factor that inflates the cost is the 30% premium for federal funding.

Meeting Two Committee Questions and Follow Up

ATTACHMENT 1

Estimated Acquisition Costs 20 Trail Packages

Trail	Acquisition Estimate
40 Mile Loop Gaps	\$ 3,020,000
Columbia Slough Trail	required by zoning
East Buttes Loop	\$ 57,038,619
Fanno Creek Greenway	\$ 11,872,885
Gresham/Fairview Trail	\$ 6,934,835
Hillsdale to Lake Oswego Trail	\$ 971,424
Mount Hood Connections - <i>Cazadero</i>	within public row
Mount Hood Connections - <i>Barton Park to Estacada</i>	\$ 145,405
Mount Hood Connections - <i>Tickle Creek</i>	
Oregon City Loop	\$ 37,717,035
Path to the Pacific - <i>Council Creek</i>	\$ 55,500,810
Path to the Pacific - <i>Banks to Vernonia</i>	\$ 6,780,284
Path to the Pacific - <i>Tillamook Branch</i>	\$4 - 6 million
Path to the Pacific - <i>Crown Zellerbach</i>	
Rock Creek Greenway	\$ 16,528,487
Sandy River Connections	\$ 18,904,059
Scouter Mountain/Mount Scott Loop	\$ 54,525,257
Sullivans Gulch Corridor Trail	\$ 6,184,954
Tonquin Trail	\$ 37,073,929
Trolley Trail & 17th Avenue Connection	within public row
Tualatin River Greenway	\$ 30,187,851
Westside Trail	\$ 20,739,422
Willamette Greenway North - <i>North Portland Greenway</i>	\$ 25,814,461
Willamette Greenway North - <i>Northwest Willamette Trail</i>	\$ 55,044,718
Willamette Greenway North - <i>South Waterfront Greenway</i>	\$ 316,619
Willamette Greenway North - <i>Springwater on the Willamette</i>	\$ 808,000
Willamette Greenway North - <i>Sellwood Gap</i>	
Willamette Greenway South - <i>Willamette Shoreline Rail with Trail</i>	\$ 7,586,986
Willamette Greenway South - <i>Lake Oswego to Milwaukie Crossing</i>	within public row
Willamette Greenway South - <i>Lake Oswego to West Linn Trail</i>	\$ 33,560,010
Willamette Greenway South - <i>West Linn to Wilsonville Trail</i>	\$ 29,490,336
Totals	\$ 516,746,387

Meeting Two Committee Questions and Follow Up
ATTACHMENT 2



Springwater Trail at SE 92nd.



Springwater Trail at SE Foster.

