

BEFORE THE METRO COUNCIL

APPROVING THE NATURAL AREAS ACQUISITION
REFINEMENT PLAN FOR THE WESTSIDE TRAIL
TARGET AREA

RESOLUTION NO. 07-3835

Introduced by Chief Operating Officer
Michael J. Jordan, with the
concurrence of Council President
David Bragdon

WHEREAS, on March 9, 2006, the Metro Council adopted Resolution No. 06-3672B “For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection,” recommending submission for voter approval a general obligation bond to preserve and protect natural areas, clean water, and fish and wildlife (the “2006 Natural Areas Bond Measure” or “Measure”); and

WHEREAS, at the election held on November 7, 2006, the voters approved Ballot Measure 26-80, the 2006 Natural Areas Bond Measure; and

WHEREAS, the Westside Trail Target Area was identified in the Measure as one of 27 regional target areas for land acquisition; and

WHEREAS, as provided in the 2006 Natural Areas Bond Measure, Metro has undertaken a public refinement process to establish specific acquisition strategies, goals, objectives, and a confidential tax-lot specific acquisition target area map for each of the 27 target areas; and

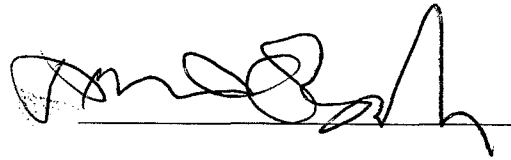
WHEREAS, Metro’s refinement process included the compilation of available information about each target area; biological field visits and expert analysis of maps; interviews with key stakeholders including natural resource experts, property owners, representatives from state and local government agencies, and advocates from water quality, fish, and wildlife preservation interest groups; and eight public open houses at sites throughout the region and a “virtual” open house available via the internet, at which draft refinement plans were made available for public review and participants could share their target area priorities either in-person or electronically; and

WHEREAS, on March 1, 2007, the Council approved Resolution No. 07-3766A, “Authorizing the Chief Operating Officer to Purchase Property with Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan,” authorizing the Metro Chief Operating Officer to acquire properties identified on a Council-approved target area “confidential refinement map;” and

WHEREAS, the Council has reviewed the draft refinement plans and considered information it has received from citizens, scientists, advocates, and state and local governments; now, therefore

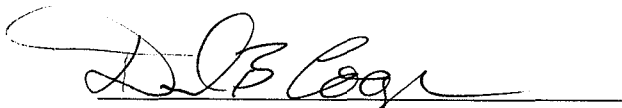
BE IT RESOLVED that the Metro Council adopts the Westside Trail Refinement Plan attached hereto as Exhibit A, including the confidential tax-lot specific map reviewed by the Council in Executive Session on September 4, 2007, and signed by Council President David Bragdon on that date, and hereby authorizes the Chief Operating Officer to acquire properties in the Westside Trail Target Area consistent with the Council-approved Acquisition Parameters and Due Diligence Guidelines of the Natural Areas Implementation Work Plan.

ADOPTED by the Metro Council this 6th day of September 2007.

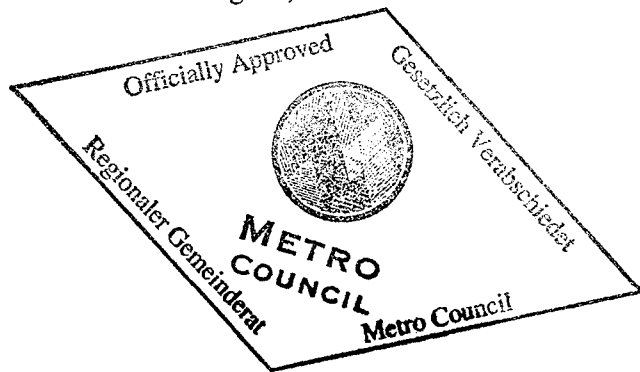


David Bragdon, Council President

Approved as to Form:



Daniel B. Cooper, Metro Attorney



**2006 NATURAL AREAS ACQUISITION PROGRAM
WESTSIDE TRAIL TARGET AREA REFINEMENT PLAN**

Background

The 2006 Natural Areas bond states:

This 16-mile north/south alignment stretches from the Tualatin River in Tigard north through Beaverton, unincorporated Washington and Multnomah Counties through Forest Park to the Willamette River. The corridor, located within one mile of over 120,000 residents, and near numerous parks, schools, regional centers and the MAX line, could become a primary westside recreation and commuter spine.

There are several regionally significant natural areas adjacent to or nearby the Westside Trail corridor including Forest Park at the northern end, Cooper Mountain Nature Park in the middle near Beaverton and the Tualatin River Greenway to the south. Preserving this connection is important for both people and wildlife throughout the region. Some right-of-way necessary for completion of the trail is in public ownership, and some remains to be acquired. Securing this right-of-way is the primary focus within the Target Area.

Target Area Description

The Westside Trail will be located primarily within a scenic 16-mile utility corridor stretching from the Tualatin River in Tigard through Beaverton. Mostly owned by the Bonneville Power Administration (BPA), the corridor averages 225 feet in width, approximately 25 feet of which will be needed for the trail.

The corridor presents a unique opportunity to develop a critical piece of the regional trails system serving as the primary recreation and alternative transportation connection for people getting to jobs, services and recreation areas throughout the most densely populated and fastest growing portion of Washington County. The trail will connect major trails and natural areas in Washington County to the region's largest natural area, 5,000-acre Forest Park, and the Willamette River to the north. To date, nearly 3.5 miles of the trail have been built or are under construction.

Refinement Process

During the refinement process, Metro staff compiled available information about the Westside Trail target area and analyzed maps. Individuals were interviewed representing various government agencies, property owners, interested friends groups and natural resource experts. The key concerns expressed during the interviews are summarized in Attachment 1.

A public open house to discuss the proposed Refinement Plan was held on June 12, 2007 at the Portland Community College Rock Creek Campus and on June 14, 2007 at Metro Regional Center, two of eight such open houses held throughout the region. Notices of the open houses were mailed to area residents and other interested citizens. Metro also conducted a "virtual" open house by making target area informational materials, including maps, available "online" via the internet and allowing participants to share their target area priorities electronically. A total of 527 people attended the regional open houses, and the online open house had 6,363 visits from 3,419 unique visitors. More than 700 target surveys were submitted either in person or online. Forty people completed the Westside Trail survey. A copy of the survey questionnaire is included as Attachment 2. The map associated with the questionnaire for this target area is included as Attachment 3, and complete survey results are included as Attachment 4.

Findings

- The Westside Trail will be the only north/south regional trail to provide connections from the Tualatin River north to Forest Park and east to the Willamette River and 40-Mile Loop Trail.
- Recreation and commuter needs will be met by the trail. It will be a multi-modal trail and be accessible to the disabled in many sections.
- The Westside Trail crosses many sensitive habitats, wetlands, riparian buffers and sensitive lands which will benefit from restoration and stewardship. Trail segments that include wide buffers or other habitat-friendly features can also protect native plants and wildlife.
- There are several regionally significant natural areas adjacent to or nearby the Westside Trail corridor including Forest Park at the northern end, Tualatin Hills Nature Park and Cooper Mountain Nature Park in the middle near Beaverton and the Tualatin River Greenway to the south. Multiple parks, open spaces, greenways and trails are adjacent or near the Westside Trail alignment, providing multiple opportunities for pedestrian and bicycle access.
- A Bike/Ped crossing bridge is planned for the southern reach of the trail corridor over the Tualatin River and will provide connection to the Tonquin Trail and the Tualatin River National Wildlife Refuge. The City of King City is located along the north side of the river. The future bridge could be on King City Park land on the north side of the river, and Metro land on the south side of the river.
- An existing active rail line (e.g. Burlington Northern Rail with Trail) north of Forest Park could serve as an accessible trail route to cross the Tualatin Mountains; however a trail easement may not be available from ODOT and the Portland & Western Railroad Company.
- The northern extent of Forest Park, which is governed by the City of Portland's "North End Management Unit," is not available for trail implementation. The "Central Management Unit" of the park is available for the Westside Trail corridor alignment.
- The cities of Portland, Tigard, and Beaverton, Tualatin Hills Park and Recreation District, Washington and Multnomah Counties, and PGE are all supportive of Metro's desire to secure the necessary right-of-way for the Westside Trail.
- Metro and its partners need to work cooperatively with homeowner's associations and private landowners with agricultural easements and/or fee interests in developing the trail.
- Acquisition within the power line corridor will require planning coordination, cooperation and an official trail permit application to the Bonneville Power Administration to obtain a land use agreement for the trail.
- Acquisition of parcels not necessary for the right-of-way should be limited to those directly adjacent to the trail, which will improve the experience of trail users.
- Miller Creek has high water quality due to the surrounding forest.
- The Abbey Creek watershed area has high water quality and natural resource value, in addition to providing habitat connectivity between the Forest Park and Rock Creek target areas.
- Multiple wetlands are present within the trajectory of the proposed alignment, which will require mitigation for trail construction.
- Projected Westside Trail alignment north of Springville Road is currently used as an elk corridor. Much of the western slope of Forest Park is an elk migratory area.
- Ancient Forest Preserve in Forest Park is a bald eagle nesting site to be protected.

- Master planning for the Westside Trail will begin in the Fall of 2009 to determine the final alignment, easements, and right-of-way access needed, and cost to design and construct. Master planning efforts will be funded by the Metropolitan Transportation Improvement Program (MTIP) of the Federal Highway Administration.
- Forty people responded to the Westside Trail questionnaire. Additional commentary was provided orally at the open house, most of which was consistent with the written responses. In rank order, the public priorities matched the order they appear on the map areas:
 1. *Map area A* – Securing a regional trail corridor for recreational and commuter uses for the entire Westside Trail corridor.
 2. *Map arrows B* – Connecting the Westside Trail and the communities along the trail to Forest Park.

Goal

Develop a continuous trail corridor from the Tualatin River north to and east through Forest Park to connect to the Willamette River Greenway and 40-Mile Loop Trail.

Objectives

A target area map showing the tiered objectives described below is included as Attachment 5.

Tier I Objective

- Develop a continuous trail corridor by acquiring needed right-of-way and easements for a regional trail that connects the Tualatin River to the Willamette River and onward to the 40-Mile Loop Trail (at St. Johns Bridge).

Tier II Objective

- Acquire properties that directly enhance the use of or access to the Westside Trail corridor. Acquisition of these properties will be subject to a 50% match from a local partner.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3835, APPROVING THE NATURAL AREAS ACQUISITION REFINEMENT PLAN FOR THE WESTSIDE TRAIL TARGET AREA

Date: September 6, 2007

Prepared by: Jim Desmond
Kathleen Brennan-Hunter

BACKGROUND—REFINEMENT PROCESS

The Natural Areas Bond Measure (Resolution No. 06-3672B, “For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection,” adopted by the Metro Council March 9, 2006) provided that Metro would undertake a “Refinement Process” to “gather additional information about each individual target area and begin zeroing in on particular parcels that would be valuable to acquire” (Exhibit A to Resolution No. 06-3672B). In addition, the Natural Areas Implementation Work Plan (Resolution No. 07-3766A, “Authorizing the Chief Operating Officer to Purchase Property with Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan,” adopted by the Metro Council on March 1, 2007) authorized the Metro Chief Operating Officer to acquire properties without further Council approval if they have been identified on a Council-approved target area “confidential refinement map.” To implement those directives, the Refinement Plans for each target area contain overall target area objectives and confidential tax-lot specific target area maps identifying priority properties for acquisition, enabling Metro staff to begin the acquisition of property and property rights as detailed in the Natural Areas Implementation Work Plan.

Additional background information, target area information, a description of the specifics of the refinement process regarding this target area, and the refinement plan’s findings, goals, and objectives are described in further detail in Exhibit A to this resolution, the Westside Trail Target Area Refinement Plan.

ANALYSIS/INFORMATION

1. **Known Opposition**

None.

2. **Legal Antecedents**

Resolution No. 06-3672B, “For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection,” adopted on March 9, 2006.

The voters’ approval of Metro’s 2006 Natural Areas Bond Measure at the general election held on November 6, 2006.

Resolution No. 07-3766A “Authorizing the Chief Operating Officer to Purchase Property With Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan,” adopted by the Metro Council on March 1, 2007, established the Acquisition Parameters and Due Diligence Guidelines for the purchase of properties as part of the 2006 Natural Areas Bond Program.

3. **Anticipated Effects**

Acquisition of natural area properties in the Westside Trail target area to achieve the goals and purposes of the 2006 Natural Areas Bond Measure.

4. **Budget Impacts**

The FY 2007-08 budget includes budgetary authority to purchase \$35 million in natural area lands, with an additional \$15.4 million in contingency, if necessary. It is estimated, based on historical spending patterns, that this authority will be sufficient to cover the anticipated acquisition activity for this fiscal year. Additional unappropriated fund balance (\$64 million) exists for land acquisition in future years, along with the authority to issue up to an additional \$102 million in General Obligation bonds in support of this program.

RECOMMENDED ACTION

Staff recommends adoption of Resolution No. 07-3835.

Summary of Comments from Stakeholder Interviews for Westside Trail Target Area

Stakeholder(s) Interviewed:

Jim Sjulín, City Nature North Zone Manager, Portland Parks & Recreation, City of Portland
Shannon Buono, City Planner, Planning Bureau, City of Portland
Kendra Smith, Water Resources Program Manager, Clean Water Services
Keith Hobson, THPRD
Steve Gulgren, Superintendent, THPRD
Bob Wayt, THPRD
Joe Barcott, THPRD Trails Advisory Committee
Chuck Beasley, Senior Planner, Multnomah County
Dick Schouten, County Commissioner, Washington County
Andrea Vanelli, Senior Planner, Washington County
Aisha Willits, Senior Planner, Washington County
Juntu Capistrano, PUMP (Portland United Mountain Pedalers Club)
Amy Singmaster, PUMP Club
Tom Archer, PUMP Club
Barbara Freyer, City of Beaverton
Margaret Middleton, City of Beaverton
Duane Roberts, Associate Planner, City of Tigard
Jim Emerson, Forest Park Neighborhood Association
Carol Chesarek, Forest Park Neighborhood Association
Jerry Grossnickle, President, Forest Park Neighborhood Association
Bob Melbo, Rail Planner, Rail Division Oregon Department of Transportation
Mike Livingston, Manager, Property Services, PGE
G. Rob Butenschoen, Supervisor, Property Services, PGE
Bob Bothman, 40 Mile Loop Land Trust
Dawneen Dostert, Realty Specialist, Bonneville Power Administration
Oral Lee Rose, Realty Specialist, Bonneville Power Administration
Joan Kendall, Realty Specialist, Bonneville Power Administration

Key Themes Discussed:

Water Quality

- Miller Creek is the best example of water quality for an urban stream in the City of Portland.
- The Abbey Creek watershed area has high water quality at the headwaters of the stream corridor.
- Multiple wetlands are present within the trajectory of the proposed alignment which will require mitigation for trail construction.

Wildlife Habitat

- Projected Westside Trail alignment north of Springville Road is currently used as an elk corridor. Entire western slope of Forest park is an elk migratory area.
- Ancient Forest Preserve in Forest park is a Bald Eagle nesting site to be protected.
- Peregrine Falcons use Willamette Greenway area for hunting and habitat.

Land Use / Urban/Rural Form

- The alignment north of Springville Road falls within the EFU zoning of Multnomah County, which as an agricultural zone requires limited development.
- The West Hills Rural Area Plan requires a zoning change or a conditional use permit to allow for trail construction north of Springville Road through Multnomah County. The goal of the West Hills Rural Area Plan is to preserve the rural character of the area.
- The northern extent of Forest Park, the North End Management Unit which is protected by the Forest Park Natural Resource Management Plan, is not available for trail implementation. The Central Management Unit is available and accessible for Westside Trail corridor alignment.

Miscellaneous Comments

- Steep grades in the trail alignment between Springville Road and Highway 30 will be difficult for ADA access; this portion of the trail may solely be recreational.
- Multiple crossings of difficult intersections such as Highway 26 and the Max Line will present difficulty in securing safe trail alignment.
- Develop partnership agreements with THPRD, the City of Tigard, the City of Portland, Washington County, and Multnomah County for cooperative management of sites, land trades, monitoring, restoration and maintenance of trail.
- Washington County and PGE are fully supportive of the Westside Trail.
- Leverage opportunities with Clean Water Services to develop supportive policies to maintain and enhance riparian areas. There are numerous wetlands within the alignment and floodplains that will require wetland mitigation for trail construction.
- Pursue opportunities with THPRD for sharing alternate trail resources for temporary phasing of the Westside Trail using the Waterhouse Trail.
- Connect to publicly owned lands along the corridor including THPRD Parks, Metro regional trails, and the City of Portland Parks & Recreation and provide connectivity to existing neighborhoods.
- The rail line north of Forest Park has an accessible route to cross the Tualatin Mountains; however easement acquisition may not be available with ODOT and Portland & Western.
- Various homeowner's associations and private landowners with agricultural easements may oppose public use in proximity to private property.
- Acquisition within the Westside Trail Corridor will require an application process and cooperation with the Bonneville Power Administration (U.S. Department of Energy) to obtain a land use agreement for the BPA right of way.

QUESTIONNAIRE

TARGET AREA: WESTSIDE TRAIL

In November 2006 voters directed the Metro Council to extend a regionwide program and acquire between 3,500 and 4,500 acres of additional natural areas to protect water quality and fish and wildlife habitat and to provide future generations opportunities for greater access to nature. Now it's time for the Metro Council to refine priorities in the 27 regional natural areas and trail corridors targeted for acquisition.

The Metro Council wants your ideas and input. We've been talking with scientists, land-use experts, groups and individuals who have special knowledge about the natural resource values and community visions for these areas. With this information Metro has begun to identify the potential strategies and opportunities that will achieve the best results. Now we need to know: Do we have it right? What have we missed? What is most important to you?

2006 NATURAL AREAS BOND DESCRIPTION FOR THIS TARGET AREA

This 24-mile north/south alignment stretches from the Tualatin River in Tigard north through Beaverton, unincorporated Washington and Multnomah Counties through Forest Park to the Willamette River. The corridor, located within one mile of over 120,000 residents, and near numerous parks, schools, regional centers and the MAX line, could become a primary westside recreation and commuter spine.

QUESTIONS

- 1. Beginning in 2009, a master plan will be developed for the Westside Trail providing more specifics about the future trail alignment. The Metro Council has two main priorities in this target area. Rank in order of importance to you with 1 being the most important.**
 - _____ Securing a regional trail corridor for recreational and commuter uses for the entire Westside Trail corridor. **(Map area A)**
 - _____ Connecting the Westside Trail and the communities along the trail to Forest Park. **(Map arrows B)**
- 2. In addition to securing the trail corridor, what else should be emphasized in the Westside Trail target area? Rank in order of importance to you from 1 to 3, with 1 being the most important and 3 being the least important.**
 - _____ Preserving natural areas along the trail to enhance the experience for trail users.
 - _____ Creating buffers between private property owners and the trail corridor.
 - _____ Providing access to the trail for people at regional or local trailhead locations.

**3. Are there other priorities that the Metro Council should consider in the Westside Trail target area?
Please be specific.**

4. Do you have suggestions about partnerships Metro should pursue or other innovative ways to leverage regional funding and enhance this natural area?

5. Are you interested in participating in Metro's Natural Areas program by selling or donating your property or selling or donating a trail or conservation easement on your property?

Yes No If yes, please be sure to provide your contact information below.

6. Do you have any other comments about this target area?

Please add my name to the Westside Trail target area mailing list for future information, public meetings and events.

Name _____

Address _____

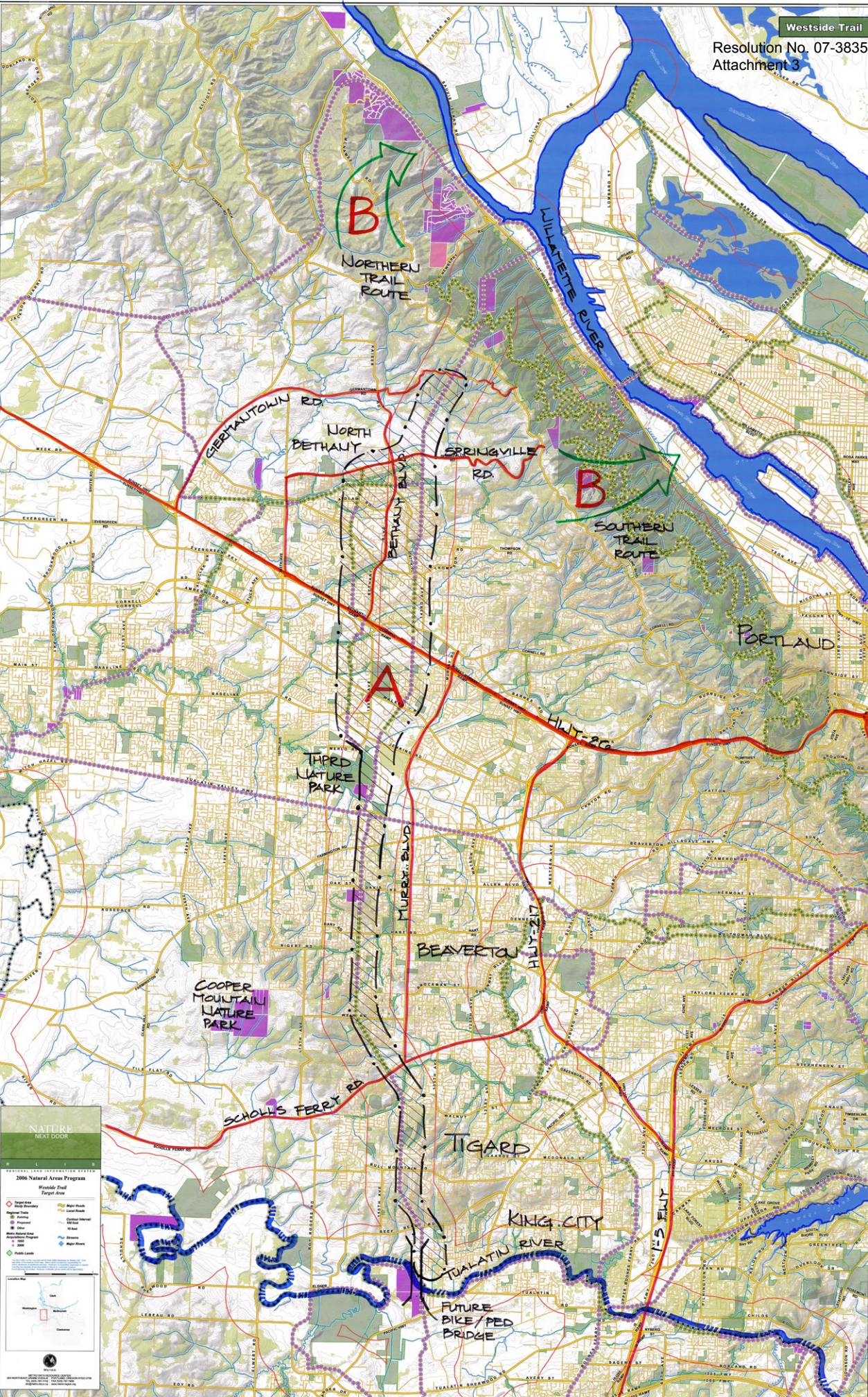
City/State/Zip _____

Phone _____

E-mail _____

**You may complete this questionnaire online at
www.metro-region.org/naturalareas**

or mail it to Metro at
600 NE Grand Avenue, Portland, OR 97232
(503) 797-1741



NATURE NEXT DOOR

REGIONAL LAND INFORMATION SYSTEM

2006 Natural Areas Program
Wildlife Plan
Target Area

Target Area	Major Road
Regional Trail	Local Road
Waterway	Interstate
City Boundary	State Road
Major Natural Area	County Road
Wildlife Plan Target Area	Other Road
Other Road	Other Road

Legend:

- Target Area
- Regional Trail
- Waterway
- City Boundary
- Major Natural Area
- Wildlife Plan Target Area
- Other Road
- Major Road
- Local Road
- Interstate
- State Road
- County Road
- Other Road

Scale: 1 inch = 1 mile

Map Date: 10/2006

Map Author: MDC

Map User: MDC

Map Title: Westside Trail

Map Scale: 1:25,000

Map Projection: NAD 83 UTM Zone 18N

Map Datum: NAD 83

Map SRS: EPSG:3147

Map Units: Meter

Map Contour Interval: 100

Map Contour Color: Green

Map Contour Width: 2

Map Contour Style: Solid

Map Contour Label: No

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Westside Trail Survey Results

1. Beginning in 2009, a master plan will be developed for the Westside Trail providing more specifics about the future trail alignment. The Metro Council has two main priorities in this target area. Rank in order of importance to you.

	most important	least important	Rating Average	Response Count
Securing a regional trail corridor for recreational and commuter uses for the entire Westside Trail corridor. (Map area A)	86.8% (33)	13.2% (5)	1.13	38
Connecting the Westside Trail and the communities along the trail to Forest Park. (Map arrows B)	14.7% (5)	85.3% (29)	1.85	34
	<i>answered question</i>			38
	<i>skipped question</i>			2

2. In addition to securing the trail corridor, what else should be emphasized in the Westside Trail target area? Rank in order of importance to you.

	most important		least important	Rating Average	Response Count
Preserving natural areas along the trail to enhance the experience for trail users.	50.0% (20)	27.5% (11)	22.5% (9)	1.73	40
Creating buffers between private property owners and the trail corridor.	2.6% (1)	44.7% (17)	52.6% (20)	2.50	38
Providing access to the trail for people at regional or local trailhead locations.	48.7% (19)	25.6% (10)	25.6% (10)	1.77	39
	<i>answered question</i>				40
	<i>skipped question</i>				0

3. Are there other priorities that the Metro Council should consider in this target area? If so, please specify.

A sufficient multi-use path to support and promote bicycle commuting to relieve congestion on West side roads and highways... or at least to relieve tension for the person who chooses to use it.

The "Arrows B, Southern Trail Route," from NW Springville Rd. at the BPA powerline, up the hill to Skyline Blvd./Springville Rd. entrance to Forest Park, makes lots of sense in that it completes as westside trail connection to and through Forest Park, to the St. Johns Bridge/40 Mile Loop, with just a short connection up along or near Springville Rd. Major water crossing at the Abbey Creek floodplain, and very steep slopes are avoided.

Save easy crossings over busy streets.

Please provide MAX Blue Line Station and Washington County Commuter Railroad station connections to the nearest stations to where the trail crosses the tracks.

The rail to trail conversion in the northern portion of the target area would make a tremendous contribution to the Metro trails network. I could see this linking Gresham to the coast, via Portland, and eventually becoming one of the best destinations for hiking and cycling in the country! Very exciting!

Early improvements or acquisition to make the most of our investment resulting in the greatest completion of a system as possible.

Because this trail will match the Wilsonville Commuter Train route, it will be critical to encouraging train commuters to bike to stations instead of driving, and allowing better connections to worksites once train commuters are in Wilsonville. Also, improving bike access along Boones Ferry Road south of the Bridgeport development is critical to regional bike connectivity and biker safety, and should be done ASAP.

Tek Woods, while probably very challenging to incorporate due to its ownership and political complications, is a unique opportunity in the Beaverton area and would give added value to the adjacent natural area.

2009!?! Accelerate the master plan and get this project built before I'm too old to use it...

Increase blob A to cover N. Bethany, Lori Waldo - I would love a response

Four season bicycle commuting options off roads. We love Forest Park but do not ride it in the winter to protect the trail.

A more appropriate name - "Westside" could be anywhere in Washington County.

Protect habitats for state and federal listed species and songbirds - create LARGE buffers!

Both are equally important. Has any consideration been given to the historical route(?) for Saltzman Rd. between Laidlaw and Skyline as an alternative/additional route for the Westside Trail.

Work with communities/cities to provide bike lanes to trail. Filling in the trails gaps - Bary trail alignment w/vegetation, follow contours, come closer to streams.

But keep out of wildlife areas!

Please leave dirt path for mountain bikers and trail runners.

Find a way to connect Cooper Mt. Natural area. Focus on filling gaps rather than building trail north of N. Bethany.

This could be the jewel of the westside, akin to the eastside's Springwater trail. the area it passes through is particularly challenging for cyclists & walkers, so a trail like this could be hugely popular. Plan & design the trail for very high levels of use, & to minimize user conflicts. Well-designed and safe arterial street crossings are also important.

Preserve and protect wildlife – don't sacrifice good quality habitat for human recreation.

4. Do you have suggestions about partnerships Metro should pursue or other innovative ways to leverage regional funding and enhance this natural area? If so, please specify.

We assume you are coordinating with the State of Oregon and Multnomah County transportation to seek federal, state, and/or local transportation related (bike lane?) moneys. Could some later improvements to an alignment(?) be funded in an extended or renewed (with voter approval) bond, in 2015? What about lottery revenues? A program for wealthy "honored donors"? (There are a few instances of considerable wealth on "the hill", but they'd have to be asked appropriately).

Metro should partner with Portland Park and Recreation to enhance the local share investment with Metro, e.g. trail completion from the Willamette River to the Westside Trail at Stephens Creek Nature Park. An enhanced, year-round crossing over Stephens Creek whereby Metro partners with PP&R and provides an elevated pedestrian foot bridge along this trail and then the improvements to the trail leading west to the Westside Trail would be a great investment.

N. Bethany Planning & THPRD trail planning -Call Joe Dills @ OTAK.

North and south trail routes (Map arrows B) should be all weather surface.

Conservation easements.

Federal earmarks for Portland's regional trails. Leverage \$ from transit providers and large employers who will benefit from safer commute routes.

For the southern route, I would use the P...(?) trail the THPRD has started parallel to Springville Rd.

There are so many volunteer groups that would help build trails and plant trees etc. - Audubon.

5. Do you have any other comments about this target area? If so, please specify.

I have some concerns about the connection to/thru Forest Park, particularly if it to be fully accessible for roadbikes.

We agree that the Westside Trail (in its entirety) is a key goal for future regional health. Full implementation can be gradual.

I personally think nature next door sounds great in theory but should be balanced against the costs of other restoration. If it cost 50k per mile to restore a stream in the city but only 5k per mile to restore a stream in a clearcut, use the money in the clearcut. The water all goes to the same place and it's a much bigger bang for the buck. I would rather have a healthy planet than a healthy neighborhood. The neighborhood I can live without, the planet I can't.

Implement the improvements called out in the Red Electric Trail Planning Study, <http://www.portlandonline.com/shared/cfm/image.cfm?id=155483>. Implementation of both Metro's and Portland trail efforts via the Metro Natural Areas bond efforts is the greatest complement that I would see as a property owner and property tax investor.

Making a safe way for bicyclists to get around is the key to encouraging more bicycling - one of the cheapest and least environmentally impactful modes. As a former Wilsonville worker, I knew many people who risked their lives daily to bike to Wilsonville because it was important to them. And I knew many more people who would have biked to Wilsonville, either all or part of the way, if there had been a safer route.

Providing 'bridges' over the major roads in the area both for people and wildlife will be challenging, but is an important aspect in a greenspace's continuity.

We believe that a path along Abbey Creek is practical. This could connect Rock Creek Trail to Westside Trail and to Forest Park. Much of it is just outside the UGB. Best to move quickly.

Sincere thanks for considering Westside bicycle commuters!

To loath(?) the name "Westside Trail," a contest should take place to rename "Heads to Tails" (headwater to tail water). This is my contest submittal.

Start early to secure funding for trail overcrossings or undercrossings at major roadways - maintain smooth trail alignment.

Please, NO TRAILS over the westside of the Tualatin Mountains! This is designated as prime wildlife CORRIDOR for elk, etc.

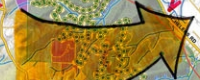
Would prefer more dirt trails and less paved trails.

It would be nice to find a route for the trail that could be used by bicyclists who commute over the hills, say from Bethany to Portland, I think the southern options near Springville would work better for users and for wildlife, and for park management.



TIER I

NORTHERN TRAIL ROUTE



TIER I

SOUTHERN TRAIL ROUTE

TIER I



SEPTEMBER 2007

NATURE NEXT DOOR

REGIONAL LAND-USE/INTEGRATION STRATEGIES

2006 Natural Areas Program

Wildland Trail Target Area

- High Peak
- Regional Trails
- Wildland
- Other
- Wildland Management Plan
- Other
- Wildland

Legend

Location Map

Map of Oregon showing the location of the Westside Trail area.