

BEFORE THE METRO COUNCIL

DESIGNATING COUNCIL PROJECTS AND) RESOLUTION NO. 08-3937
CONFIRMING LEAD COUNCILORS AND)
COUNCIL LIAISONS FOR CONNECTING) Introduced by Councilor Rex Burkholder
GREEN TRAILS)

WHEREAS, the development and/or implementation of certain Metro projects have policy implications that require the attention of the Metro Council; and

WHEREAS, some projects with policy implications are of a scope and complexity that, for purposes of efficiency, benefit from the focused attention of a subset of the Council; and

WHEREAS, members of the Council have identified such a project; and

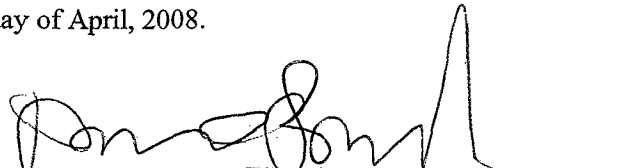
WHEREAS, the project identified has been defined and put forth in the form of a project proposal, included in Exhibit A; and

WHEREAS, the Council President, working with members of the council, has designated specific councilors to play lead and liaison roles on the project as specified in Exhibit A; now therefore

BE IT RESOLVED:

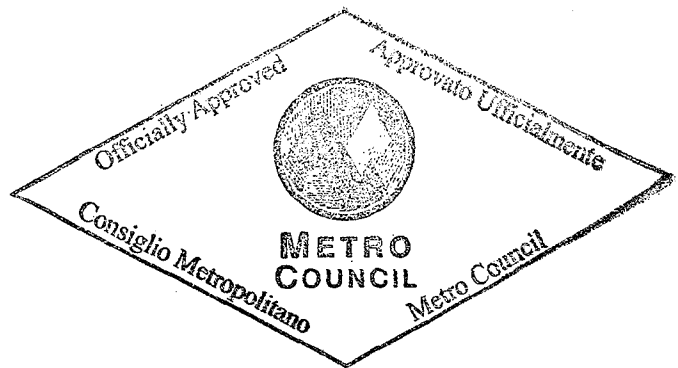
1. The Council confirms the project proposal, including the designation of the project, project definition, lead councilor assignments, and councilor liaison assignments as specified in Exhibit A for Connecting Green Trails.
2. The Council directs that Connecting Green Trails will sunset as a Council Project on December 31st, 2008.

ADOPTED by the Metro Council this 24th day of April, 2008.


David Bragdon, Council President

Approved as to Form:


Daniel B. Cooper, Metro Attorney



Metro Council Project Proposal

- 1) **Project Title:** Connecting Green: Trails
- 2) **Lead Councilor:** Burkholder
- 3) **Council Liaisons:** Bragdon
- 4) **Project Begin Date:** April 2008
- 5) **Estimated Date of Completion:** December 31, 2008

Project Description (What issue/problem will be addressed?):

The Council Project for Connecting Green directed staff to work with Council to “define and implement” Connecting Green. Connecting Green has been defined in terms of five elements: 1) natural area restoration; 2) trails development; 3) natural area acquisition; 4) regional parks system; and 5) conservation education. Some of these elements are further along in their development than others but in each case a strategy is taking shape to mobilize stakeholders behind an agenda to increase investment in the Connecting Green vision. Additionally, a broad-based Connecting Green Alliance is being organized to manage communications and the Connecting Green brand, as well as to create opportunities for hundreds of individuals and organizations to collaborate more closely.

The trails element of Connecting Green has progressed rapidly. Decades of work by dedicated residents and local leaders has resulted in a vision of a regional, multi-modal, off-road trail system that would extend to every corner of the region. Such a system, for example, would enable a resident of Lake Oswego to ride to work in Milwaukie on an off-street trail that is both fast and safe. Children in communities from Forest Grove to Gresham could walk or ride to school or to local parks without negotiating dangerous intersections or auto-clogged arterials. A Portland resident might ride her bike east on the Springwater Trail, descend

into Deep Creek Canyon, and then stay overnight in a campground along the Clackamas River. Nearby residents of all trails could walk, jog, and enjoy nature. Such a system would relieve congestion, reduce the need for costly new roadways and interchanges, create exceptional recreational experiences, promote tourism and economic development, encourage physical activity and health and keep our air and water clean.

Yet while such a system has been envisioned for more than a hundred years, only 194 miles of trail has been built towards a network envisioned at more than 900 miles. The existing trails "system" is a disjointed array of trail segments with many gaps. As a result, while bicycle and pedestrian travel is rising, it is still less than a tenth of what is achieved in many other countries.

There are several important funding opportunities on the horizon including that the federal transportation bill is reauthorized in 2010. There is a national movement afoot to increase the commitment to bicycle and pedestrian infrastructure as part of the federal reauthorization.

There are many individuals and grass roots organizations that have worked diligently for many years on a project or trail in their part of the region. This project builds on the excitement and commitment of these individuals and groups by bringing them together to work on the larger vision of a regional trails network.

6) Policy Questions (What major policy questions must be answered?)

What are the expected benefits of a regional trails network?

What elements of the regional trails network are most important to users?

Should the region accelerate the build-out of the regional trails system?

What means should the region employ to increase investment in the trails network?

What policy changes should the region employ to accelerate the development of the trails network?

7) Outcomes (What must be in place for policy development to be considered complete?)

A funding strategy for regional trails including identifying and executing on a few major funding opportunities or policy changes.

8) Connection to Council Goals and Objectives:

1.1 Natural areas, parkland and outdoor recreation infrastructure are accessible to all.

1.3 A diversity of artistic, cultural and recreational opportunities are available.

2.6 Residents' health is enhanced by exceptionally clean air and water.

9) Resources Required / Budget Implications:

No new funding required if approximately \$40,000 allocated to Connecting Green in the FY 07-08 budget that is projected to go unspent is carried over for the Connecting Green Trails project in FY 08-09.