

BEFORE THE METRO COUNCIL

AMENDING THE GREENSPACES MASTER  
PLAN BY UPDATING THE REGIONAL  
TRAILS SYSTEM MAP

RESOLUTION NO. 08-3954

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

WHEREAS, the Greenspaces Master Plan was adopted by the Metro Council in July 1992, which included the Regional Trails System Map; and

WHEREAS, the Regional Trails System Map was last updated in July of 2002; and

WHEREAS, the ten nominated regional trails are conceptual in nature (e.g., the exact alignments are to be determined); and

WHEREAS, the trails were nominated and are supported by local jurisdictions and trail partners, and have been reviewed by Metro's Trails Working Group; and

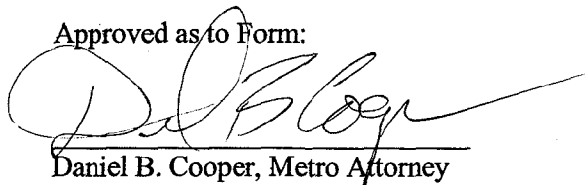
WHEREAS, the nominated trails will be coordinated with the "Connecting Green Trails" initiative and local trail planning efforts, now therefore,

BE IT RESOLVED that the Metro Council approves amending the Greenspaces Master Plan and Trails System Map as described in Exhibit "A" and mapped in Exhibit "B."

ADOPTED by the Metro Council this 2nd day of October, 2008.

  
David Bragdon, Council President

Approved as to Form:

  
Daniel B. Cooper, Metro Attorney

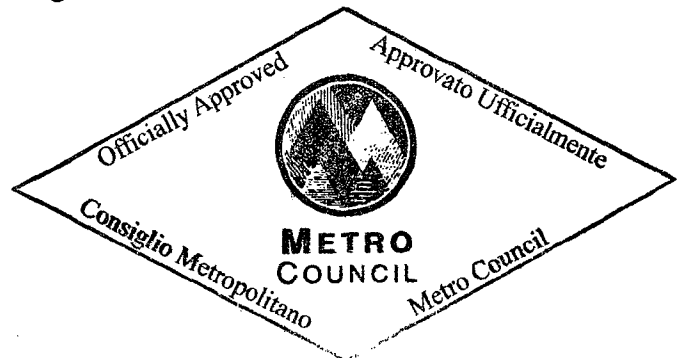


EXHIBIT A  
Resolution No. 08-3954  
Description of Nominated Trails  
Regional Trails System Map

All Trails Are Conceptual  
Alignments Have Not Been Determined  
September 2008 Update

**1. Crown Zellerbach (CZ) Trail:**

The trail follows a 20-mile former railroad right-of-way and logging road and is owned by Columbia County. The county parks department manages the trail corridor. When fully built out, the trail will accommodate hikers, joggers, bicyclists and equestrians. The CZ Trail connects to the “Path to the Pacific Trail” (via the Banks to Vernonia Trail), which is a trail package of the “Connecting Green Trails” initiative.

The trail also connects to the Hwy. 30 Bike Route to the Oregon Coast and Columbia River at Scappoose and the Banks to Vernonia (BV) Trail. The popular 21-mile BV Trail is in a former railroad corridor and is owned and maintained by Oregon State Parks. It bisects the new L.L. Stub Stewart State Park. The park has an additional 15 miles of trails within its 1,650 acres. Campsites, cabins, trails and equestrian facilities are available. A new 41-mile trail loop northwest of the metro area is now available to the region’s citizens.

Trail champions include: Columbia County, City of Scappoose, Scappoose Park and Recreation District, Port of St. Helens, City of Vernonia, Scappoose Bay Watershed Council, Oregon State Parks and Portland United Mountain Pedalers

| :

**2. Powerline Corridor: Rock Creek Greenway to Tualatin River**

| This is a proposal for a north-south regional trail via an existing 10-mile powerline corridor. The trail would be multi-modal for hikers and bicyclists. It would connect the Rock Creek Greenway Trail, including Orchard Park in Hillsboro south to the Tualatin River. It would cross the Westside Max Line. It would also provide future trail access to Cooper Mt. Nature Park via the proposed Cooper Mt. Trail and be in the vicinity of the Jenkins Estate, ~~Park~~ which is owned by the Tualatin Hills Park and Recreation District (THPRD).

Trail champions include: City of Hillsboro and Tualatin Hills Park and Recreation District

**3. Cooper ~~Mountain~~ Trail**

| This is a proposal for an east-west trail of about 4 miles connecting the “Rock Creek Greenway to Tualatin River Powerline Corridor” to the “Westside Trail”. Metro’s Cooper Mountain Nature Park would be adjacent to the trail. The trail will most likely be a combination of off street and on street segments.

| Trail champions include: Tualatin Hills Park and Recreation District, City of Hillsboro and Metro Parks ~~&-and~~ Greenspaces

#### 4. Tonquin Trail Extension to Tualatin

This is a technical amendment to the Tonquin Trail, which is already on the Regional Trails System Map. The current conceptual alignments connect Wilsonville and Sherwood, but not Tualatin. The city of Tualatin participated in a trail feasibility study in 2004 with Metro and local partners and wishes to be connected to the Tonquin Trail. The completion of the new bike/ped bridge over the Tualatin River in summer of 2007 makes a direct connection between the Tonquin Trail and Fanno Creek Greenway Trail. The city of Tualatin has built additional bike lanes and sidewalks and plans to build more connecting to the Tonquin Trail. This section of trail will be approximately 4 miles when completed.

Trail champions include: Cities of Tualatin, Sherwood and Wilsonville, Washington County, Clean Water Services, Clackamas County, Villebois Housing Development/Costa Pacific Homes and Metro.

#### 5. Lake Oswego to Milwaukie Trail

A bike/ped crossing of the Willamette River is proposed. A bike/ped facility would either be attached ~~on~~to the existing Union Pacific Railroad Bridge (similar to the Steel Bridge cantilevered retro-fit) or a new bike/ped bridge could be built in the vicinity. The bike/ped bridge would connect Lake Oswego's Foothills Park to ~~North-~~ Clackamas Park's River Villa Park on the eastside of the river. The trail could follow the exiting railroad right-of-way or ~~on~~ public streets to the Trolley Trail. This corridor ~~could~~ would entail be 2.4 miles. It should be noted that there is no adequate bike/ped bridge crossing of the Willamette River from the Hawthorne Bridge in downtown Portland to the old Willamette River Bridge-crossing in downtown Oregon City. The Ross Island and Sellwood bridges allow bike/ped use, but they are not substandard. The Sellwood bike/ped crossing is very inadequate and unsafe. Multnomah County; and local partners are studying bridge replacement options for the Sellwood Bridge with bike/ped options. Metro, through MTIP, has funded a technical feasibility study of the bike/ped crossing on the existing Union Pacific Railroad Bridge between Lake Oswego and Milwaukie. The study will start in early 2009.

The UP Railroad bridge is also being looked at by Metro's Transportation Corridor Planning Division as a potential crossing for high capacity transit (e.g., commuter rail, light rail, and streetcar).

Trail champions include: Cities of Lake Oswego and Milwaukie, ~~North-~~ Clackamas Parks and Recreation District, Clackamas County and Metro.

#### 6. Gresham MAX Path

This is a two-mile "Rail with Trail" multi-use path to run parallel to the light rail tracks from Ruby Junction Station to the Cleveland Ave. Station in downtown Gresham. The trail would be very complementary to the new mixed use d, Transit Oriented Development (TOD), commercial development and housing in the Gresham Regional Center.

Trail champions include: City of Gresham, Gresham Downtown Development Association, Rockwood Action Plan, TriMet and Metro.

## 7. Tickle Creek Trail

This is a proposed 9-mile trail connecting the Springwater Corridor and Cazadero Trail to the city of Sandy, Oregon. This would be a key regional trail and is coordinated with the “Connecting Green Trail: Mt. Hood Connections” trail package. The city of Sandy has a sewer easement along Tickle Creek and proposes a trail in the corridor as well. The corridor is very well vegetated and serves as a greenbelt. The future trail would go through the city on a separated trail right-of-way and at times along a street right-of-way. The trail would connect to the Sandy River and the 124-acre Sandy River Park and fish hatchery. Other parks along the trail route include: Tickle Creek, Double Creek, Knollwood, Nicholas Glen Greenway, Barlow Ridge Park, and a future park (Timberline).

Trail champions include: City of Sandy, Clackamas County Parks and Oregon State Parks.

## 8. City of Sandy to Bull Run/Dodge Park

This is a key proposed regional trail corridor of approximately 5.2 miles. This trail would connect the city of Sandy north to the Portland Water Bureau’s Dodge Park on the Sandy River. Much of the route would be on or adjacent to the public right-of-way. The city of Portland is in the process of renovating this very historic and scenic park. Trail users from Pioneer Courthouse Square could bike along the Springwater on the Willamette Trail, Springwater Corridor and future Tickle Creek Trail to Sandy and then head north to Dodge Park. It would be a destination point for bicyclists and hikers. Trail users would have a unique environmental experience and learn about the source of Portland’s drinking water. Dodge Park is located at the edge of the Bull Run Watershed. A watershed observation post may be built in the park along the river. An old trolley line from Portland, Gresham and Troutdale used to run to Dodge Park.

Trail champions include: Portland Water Bureau, Portland Parks Bureau, Cities of Sandy and Gresham and Clackamas County Parks.

## 9. Gales Creek Connection Trail

This is a proposal for an 8-mile trail adjacent to Gales Creek on the western boundary of Forest Grove. It would connect the future Council Creek Trail, Forest Grove (in proximity to downtown and Pacific University) and the Tualatin River.

Trail champions include: City of Forest Grove, Pacific University, Oregon State Parks, Washington County, City of Cornelius, Tualatin Riverkeepers and Metro Parks and Greenspaces.

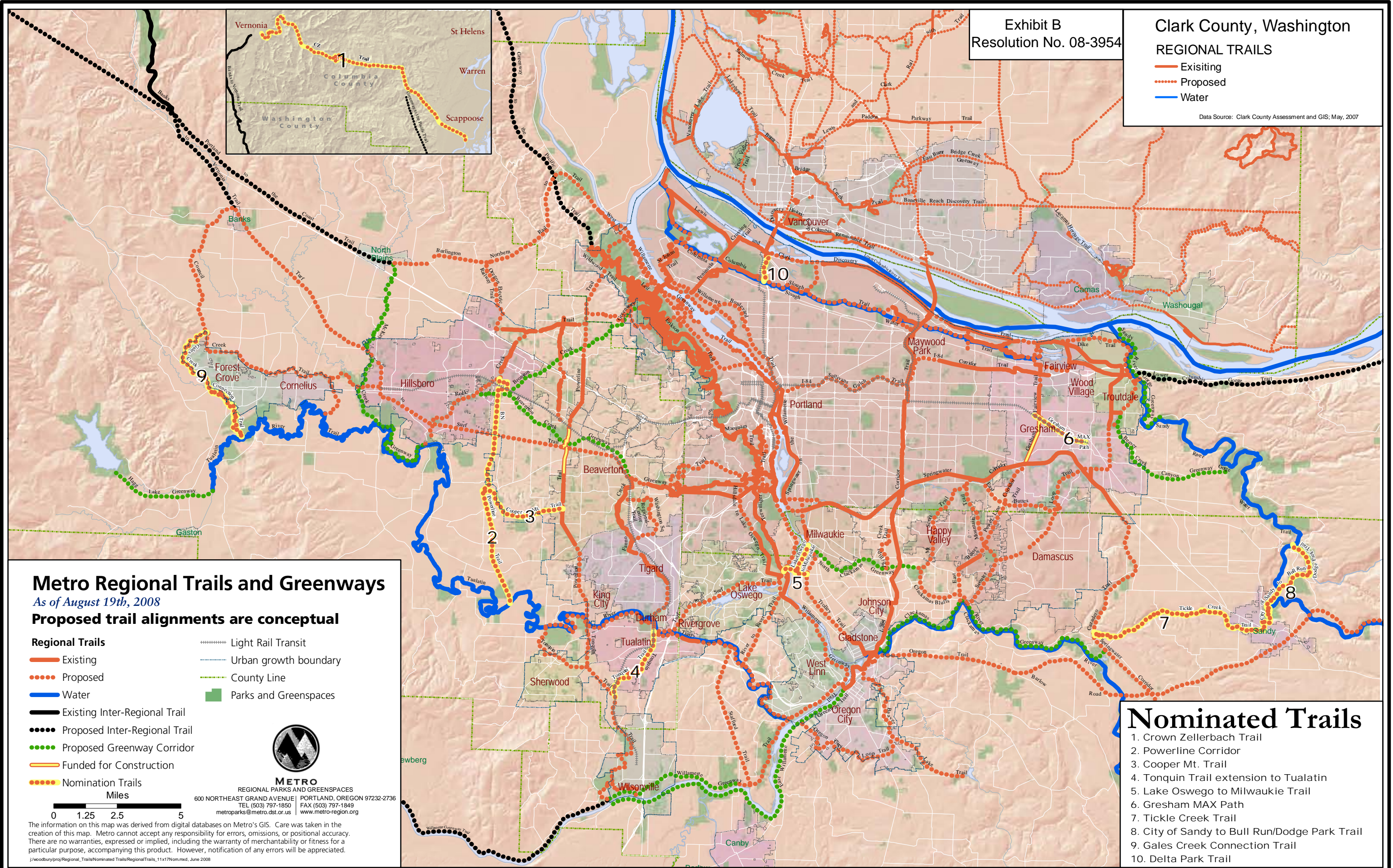
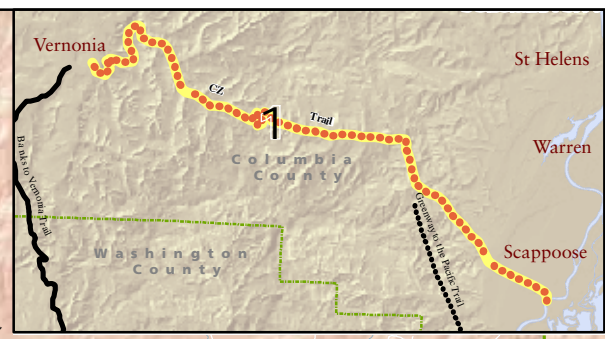
## 10. Delta Park Trail

This one-mile trail will connect the Columbia Slough Trail with the Marine Drive Trail. It is a key north – south trail and ties to Delta Park. It is on the city of Portland’s Comprehensive Plan and Recreational Trails Strategy: A 20-Year Vision for Portland’s Regional Trail System.

Trail champions include: Portland Parks Bureau, 40-Mile Loop Land Trust, Columbia Slough Watershed Council, Kenton Neighborhood Association and Bridgeton Neighborhood Association.

- Existing
- - - Proposed
- Water

Data Source: Clark County Assessment and GIS; May, 2007



### Metro Regional Trails and Greenways

As of August 19th, 2008  
Proposed trail alignments are conceptual

- Regional Trails**
- Existing
  - - - Proposed
  - Water
  - Existing Inter-Regional Trail
  - - - Proposed Inter-Regional Trail
  - - - Proposed Greenway Corridor
  - Funded for Construction
  - - - Nomination Trails
- Light Rail Transit  
 - - - Urban growth boundary  
 - - - County Line  
 ■ Parks and Greenspaces



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### Nominated Trails

1. Crown Zellerbach Trail
2. Powerline Corridor
3. Cooper Mt. Trail
4. Tonquin Trail extension to Tualatin
5. Lake Oswego to Milwaukie Trail
6. Gresham MAX Path
7. Tickle Creek Trail
8. City of Sandy to Bull Run/Dodge Park Trail
9. Gales Creek Connection Trail
10. Delta Park Trail

## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION NO. 08-3954 AMENDING THE GREENSPACES MASTER PLAN BY UPDATING THE REGIONAL TRAILS SYSTEM MAP**

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Date: September 18, 2008

Prepared by: MaryAnne Cassin and Mel Huie

## **BACKGROUND**

This resolution would amend the “Metro Greenspaces Master Plan - 1992” adopted via Resolution No. 92-1637 on July 23, 1992, (“For the Purpose of Considering Adoption of the Metropolitan Greenspaces Master Plan”). It would also amend the Master Plan’s Regional Trails System Map to include ten additional trail corridors. The trails are conceptual (exact alignments have yet to be determined) and were nominated by local jurisdictions and trail partners. The Regional Trails System Map was last updated on July 23, 2002 via Resolution 02-3192, (“For the Purpose of Amending the Greenspaces Master Plan and Updating the Regional Trails and Greenways Plan and Map”). The trail nominations have been reviewed by the Metro Trails Working Group of local, state and community-based trail partners.

See Exhibit A for a description of the trails and Exhibit B for the Trails System Map.

## **ANALYSIS / INFORMATION**

### **Known Opposition**

None

### **Legal Antecedents**

Metro Resolution No. 92-1637 (“For the Purpose of Considering Adoption of the Metropolitan Greenspaces Master Plan”) adopted July 23, 1992

Metro Resolution No. 93-1872 (“For the Purpose of Amending the Greenspaces Master Plan and Map of Natural Areas, Trails and Greenways of Regional Significance By Adding the Peninsula Crossing Trail in North Portland”) adopted December 23, 1993

Metro Resolution No. 01-3068 (“For the Purpose of Preparing Recommendations for Updating the Regional Trails and Greenways Map”) adopted May 31, 2001

Metro Resolution No. 02-3192 (“For the Purpose of Amending the Greenspaces Master Plan and Updating the Regional Trails and Greenways Plan and Map”) adopted July 23, 2002”

### **Anticipated Effects**

The ten nominated trails would add 69 miles of proposed trails to the Regional Trails System. The current system has 673 total miles (188 existing miles and 485 proposed miles). The new trails would be coordinated with the “Connecting Green Trails” initiative and local and state partners’ trail planning efforts.

**Budget Impacts**

Adoption of the resolution to update the Regional Trails System Map has no budget impact at this time. There will be costs associated with the planning, design, construction and maintenance of the trails in the future. These costs will be shared by local, regional and state partners.

**Recommended Action**

Staff recommends the approval of Resolution No. 08-3954.