 **Metro** | *Agenda*

Meeting: Metro Council
Date: Thursday, May 15, 2014
Time: 2 p.m.
Place: Metro, Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATION

3. CONSENT AGENDA

3.1 Consideration of the Council Minutes for May 8, 2014

3.2 **Resolution No. 14-4502**, For the Purpose of Updating the Metropolitan Transportation Planning Area Boundary to Reflect the Year 2010 U.S. Census Bureau Urbanized Area Designation.

3.3 **Resolution No. 14-4525**, For the Purpose of Authorizing the Chief Operating Officer to Enter into an Intergovernmental Agreement for Levee Analysis Cost-Sharing.

4. RESOLUTIONS

4.1 **Resolution No. 14-4522**, For the Purpose of Approving the Westside Trail Master Plan.

Kathleen Brennan-Hunter, Metro
Mark Davison, Metro
Robert Spurlock, Metro

5. ORDINANCES – FIRST READ

5.1 **Ordinance No. 14-1330**, For the Purpose of Annexing to the Metro District Boundary Approximately 24.55 Acres Located Along NW Brugger Road and NW Kaiser Road in the North Bethany Area of Washington County.

6. CHIEF OPERATING OFFICER COMMUNICATION

Martha Bennett, Metro

7. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for May 15, 2014 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Thursday, May 15</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> Sunday, May 18, 7:30 p.m. <i>Date:</i> Monday, May 19, 9 a.m.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> Monday, May 19, 2 p.m.</p>	<p>Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Saturday, May 17, 11 p.m. <i>Date:</i> Sunday, May 18, 11 p.m. <i>Date:</i> Tuesday, May 20, 6 a.m. <i>Date:</i> Wednesday, May 21, 4 p.m.</p>
<p>Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

Metro’s nondiscrimination notice

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Agenda Item No. 3.1

Consideration of the Council Minutes for May 8, 2014

Consent Agenda

Metro Council Meeting
Thursday, May 15, 2014
Metro, Council Chamber

Agenda Item No. 3.2

Resolution No. 14-4502, For the Purpose of Updating the Metropolitan Transportation Planning Area Boundary to Reflect the Year 2010 U.S. Census Bureau Urbanized Area Designation.

Consent Agenda

Metro Council Meeting
Thursday, May 15, 2014
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF UPDATING) RESOLUTION NO. 14-4502
THE METROPOLITAN)
TRANSPORTATION PLANNING AREA)
BOUNDARY TO REFLECT THE YEAR
2010 U.S. CENSUS BUREAU
URBANIZED AREA DESIGNATION

WHEREAS, the Federal Highway Act of 1962, as amended, and the Urban Mass Transportation Act of 1964, as amended, provides for an urban transportation planning process; and

WHEREAS, Metro is the Metropolitan Planning Organization (MPO) for the Portland, Oregon urbanized area, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council has the specific responsibility to direct and administer the continuing urban transportation planning process; and

WHEREAS, Metro Council adopted the Metropolitan Planning Area Boundary by Resolution No. 03-3380A and as approved by Governor Kulongoski on January 20, 2004

WHEREAS, the boundaries of the Portland, Oregon urbanized area have been recently redefined by the U.S. Census Bureau as part of the year 2010 Census; and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141) and related Federal, State and local laws and programs requires MPOs to define a Metropolitan Planning Area (MPA) within which the MPO will focus its required transportation planning and programming activities; and

WHEREAS, Federal transportation planning guidance directs MPOs to include, within their respective Metropolitan Planning Area, all lands as “urbanized” by the U.S. Census Bureau and all other adjacent or nearby lands as forecasted by the MPO to become urbanized within the next 20 years; and

WHEREAS, it is recognized that some of the transportation facilities are located in areas designated as rural by state and local planning regulations but are designated as urban by the U.S. Census Bureau for federal transportation planning purposes; and

WHEREAS, Metro and Clackamas, Multnomah, and Washington Counties jointly adopted urban and rural reserves that sets the framework for where the region will and will not urbanize for the next 40-50 years; and

WHEREAS, the “Proposed Planning Area Boundary” of Exhibit A, dated March 26th, 2014, includes all the U.S. Census Bureau year 2010 defined urbanized area, includes areas that are within the Metro jurisdictional boundary, includes areas that are within the Metro Urban Growth Boundary, includes Metro Urban Reserves, includes areas with significant transportation facilities, and includes those adjacent or nearby areas that are likely to become urbanized in the immediate future (i.e., the next 20 years); and

WHEREAS, the development of the Metropolitan Planning Area took place as the result of meetings of Metro staff, the Transportation Policy Alternatives Committee, and the Joint Policy Advisory Committee on Transportation; now, therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the year 2004 Metro Metropolitan Planning Area Boundary to reflect the year 2010 U.S. Census Bureau urbanized area and other areas shown in Exhibit A to this resolution.

BE IT FURTHER RESOLVED that the Metro staff is instructed to transmit this adoption to the appropriate State and Federal agencies.

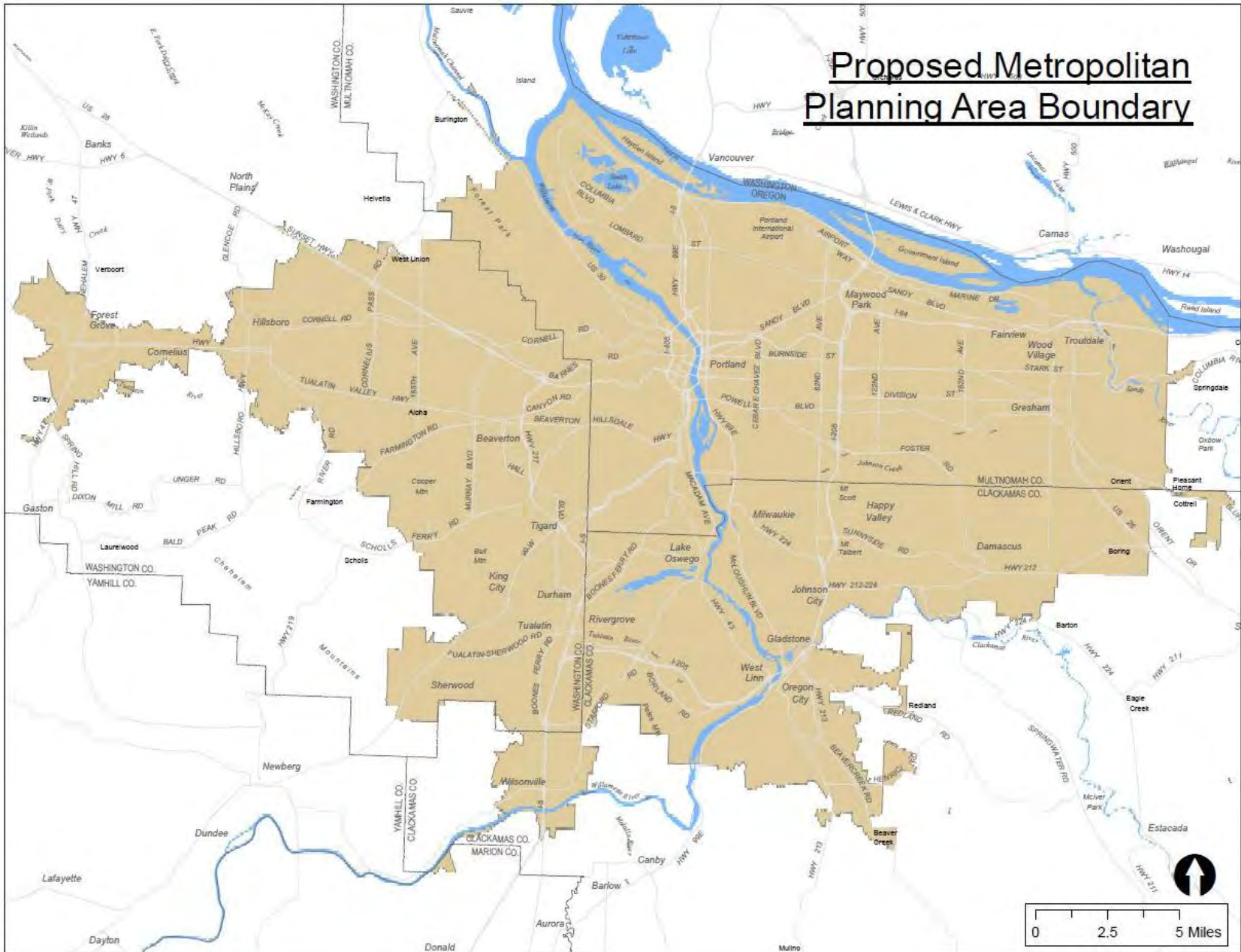
ADOPTED by the Metro Council this _____ day of _____, 2014.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Metro Attorney

EXHIBIT A



STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14-4502, FOR THE PURPOSE OF UPDATING THE METROPOLITAN PLANNING AREA (MPA) BOUNDARY TO REFLECT THE YEAR 2010 U.S. CENSUS BUREAU URBANIZED AREA DESIGNATION.

Date: April 16th, 2014

Prepared by: Clinton (CJ) Doxsee & Ted Leybold

BACKGROUND

The MPA boundary is a federal requirement for the metropolitan planning process and is established by individual Metropolitan Planning Organizations (MPOs) according to federal metropolitan planning regulations. Metro is the MPO for the Portland, Oregon urbanized area and has the responsibility to direct and administer the continuing metropolitan planning process (23 USC 134(b) AND 49 USC 5303(c)).

Each MPA boundary is required to include:

- At a minimum, an area encompassing the existing urbanized area (UZA) and the contiguous area expected to become urbanized within a 20-year forecast period;
- May further be expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.

The Census Bureau designates a new list of UZAs every 10 years following the conclusion of each census. A UZA represents a densely developed area encompassing residential, commercial, and other non-residential urban land uses. The MPA boundaries are reviewed and updated as necessary after each Census by the MPO in cooperation with State and public transportation operators and submitted to the FHWA and the FTA.

The 2010 Census issued the list of 2010 urban areas in a *Federal Register* Notice on March 27th, 2012. Boundaries of current MPOs should be updated no later than the next scheduled Metropolitan Transportation Plan (MTP) update after October 1st, 2012, or within four years of the designation of the 2010 UZA boundary, whichever comes first.

To address this guidance on updating the Metro area MPA boundary, an MPA boundary is proposed to utilize existing planning boundaries and a limited number of boundary extensions to include significant transportation facilities. The purpose is to include programs and facilities specific to the Portland metropolitan area to form a comprehensive area for administering the federal metropolitan planning process. Specifically, the proposal includes:

1. The U.S. Census Bureau year 2010 defined urbanized area, based on the UZA boundary detailed in the March 27, 2012 Federal Register Notice;
2. Areas within the Metro Jurisdictional Boundary as of May 1, 2014. Metro has state and home-rule charter responsibilities to manage growth for everything within the Metro boundary and should be coordinating this growth management responsibility with the federal MPO planning responsibility for those areas;

3. Areas within the Metro Urban Growth Boundary (UGB) as of May 1, 2014. According to State law, Metro is responsible for managing the Portland metropolitan region's UGB. This boundary controls urban expansion onto farms and forest lands and includes a 20-year supply of land for future residential development;
4. Metro Urban Reserves as of May 1, 2014. Urban Reserves are lands that are designated through cooperative agreement of Clackamas, Multnomah and Washington Counties and Metro, and recent state legislation, as best suited to accommodate future urban development. They are identified for potential inclusion within the Urban Growth Boundary through 2060 and as such should be coordinated with the federal MPO planning process;
5. Areas with significant transportation facilities (i.e. interchanges and intersections) that are adjacent to and serve significant transportation function to the urban area. Some significant interchanges and intersections are only partially included in the UZA boundary. Including facilities only partially included in the urban areas or when the function of those facilities exist primarily to serve or provide access to the metropolitan area will simplify and allow a more holistic transportation planning process. Areas with detailed explanation include the following:
 - Jackson School Road
 - Along Highway 26 and Jackson School Road, MPA Boundary includes full interchange footprint to the north of Jackson School Road. Extent of boundary is to the edge of the interchange right-of-way.
 - Intersection of I-5 and Highway 551
 - At the intersection of I-5 and Highway 551 (Portland-Hubbard Hwy) MPA Boundary includes interchange of I-5 and Highway 551.
 - Intersection of Highway 26 and Highway 212
 - MPA Boundary includes Highway 26 and Highway 212 interchange.
 - Sauvie Island and NW St. Helens Road
 - MPA Boundary includes full extent of right of way at the Sauvie Island Bridge Interchange.
 - At the intersection of NW St. Helens Road and NW Cornelius Pass Road. Extent of boundary is to the edge of the intersection right-of-way.

ANALYSIS/INFORMATION

1. **Known Opposition** Marion County staff and Board of Commissioners have expressed concern about Metro performing planning functions within its jurisdictional boundary. The boundary proposal has clarified that the MPA boundary designation within Marion County applies only to the federal transportation planning function and not any other planning functions conducted for state or local purposes. This MPA designation within Marion County is limited in scope as described below in “Anticipated Effects” and is federally required due to a portion of Marion County being within the Census Bureau designated Portland metropolitan urbanized area (UZA).
2. **Legal Antecedents** Metro Council Resolution No. 03-3380A For the Purpose of Designation of the 2004 Regional Transportation Plan as the Federal Metropolitan Transportation Plan to Meet Federal Planning Requirements.
3. **Anticipated Effects**

Adjustment to the MPA boundary will impact the following MPO Programs

Regional Transportation Plan (RTP): For the current 2014 RTP update, additional projects in the newly designated planning areas need to be identified for inclusion. Projects in the RTP project list that have been submitted that are now outside the proposed MPA boundary need to be identified as well.

Capital Improvement Program (MTIP): Projects located within the MPA boundary are eligible for urban-STP, CMAQ and TAP funding distributed through the MPO. Projects outside the boundary are eligible only if it can be demonstrated that they have a significant impact on the transportation network within the MPO boundary. Any regionally significant project or projects receiving ODOT administered funding (Enhance or Fix-It) or federal transit funding must be included in the MTIP if they are located within the MPA boundary. The impact of being within the MPA boundary has little to no impact on projects receiving those funds – it is primarily a project and air quality modeling coordination effort.

Adjustments to the UZA and resulting MPA boundaries will impact the following FHWA Programs

Highway Functional Classification: The highway functional classification system distinguishes both by type and roadway facility and whether the facility is located in an urban or rural area. A specific type of roadway facility may have different design criteria depending on whether it is in a rural or urban area, but highway design criteria are not applied strictly according to an urban versus rural boundary designation. Once adjustments to UZA boundaries are adopted, highways that are impacted by the new boundaries must be functionally reclassified.

Highway Performance Monitoring System (HPMS) Reporting: FHWA’s HPMS requests States to report annual highway statistics by highway functional classification, including urban versus rural areas. Several tables in FHWA’s annual Highway Statistics Report also summarize information by urban versus rural classification.

- Adjusted UZA boundaries adopted by the State and MPOs should be used for Highway Performance Monitoring System (HPMS) reporting at the earliest time possible (within 2 to 3 years maximum) after the adoption decision.
- Any changes to the rural/urban roadway location and functional class that result from adjustments to UZA boundaries should be reported in HPMS Data Items 1 (Functional System Code) and 2 (Rural/Urban Designation) respectively.

- The size of the urban area is determined based on the latest decennial Census (or special inter-decennial census) designation, not on the population within the Adjusted UZA. Refer to the HPMS Field Manual, page 4-16 for guidance on reporting Urbanized Area codes for HPMS Data Items 1 and 2.

Distribution of Surface Transportation Program (STP) Funds: This provision only affects where funds may be spent within a State, not how much money the State receives. STP funds are sub-allocated within each State between UZAs with a population over 200,000 and the rest of the State, in proportion to their relative share of the total State population. Each UZA with a population over 200,000 receives a share of the funds sub-allocated for such areas, based on the area's share of the total population in all areas with over 200,000 residents in the State. 23 USC 133(d)(3)(B) guarantees that a minimum of 110% of the funds apportioned to the State in FY 1991 for the Federal-aid secondary system must be spent in rural areas. A rural area is defined as any area of the State that is outside of the Adjusted UZA boundaries.

STP Apportionment Formula: 23 USC 104(b)(3) includes, as part of the apportionment formula for STP funding, lane-miles and VMT on Federal-Aid highways within the state. Federal-Aid highways include all highway functional classifications except local roads and rural minor collectors. Expanding the boundary of urban areas within the state may change some rural minor collectors to urban collectors, making them eligible as Federal-Aid highways. However, the impact on apportionment of federal aid funding is insignificant.

Control of Outdoor Advertising: The Outdoor Advertising Control Program (23 USC 131) uses the UZA definition in 23 USC 101(a)(36) to specify the boundary between locations where signage can be placed beyond 660 feet and be intended to be read from the highway. States will continue to use the Census Incorporated Place data to map and control signage as it relates to places of 5,000 or more in population, in the manner defined by 23 CFR 750.153(t) and 750.703(m).

Attachment 1, "Boundary Descriptions" provides descriptions and functions of MPA and related boundaries. Attachments 2 and 3 provide maps of considered boundaries and significant transportation facilities. Attachment 4, "Proposed Metropolitan Area Boundary" illustrates the Metropolitan Planning Area. Attachments 5 through 8 further illustrates the relationship between the proposed MPA boundary and related boundaries. Attachment 9 provides documented responses to work group discussion questions. Upon adoption of the Resolution No. 14-4502, Metro staff will transmit this adoption to the appropriate State and Federal agencies for final approval

4. **Budget Impacts** Resolution 14-4502 does not have budget impacts for Metro.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 14-4502

Boundary Descriptions

Urbanized Area Boundary

The urbanized area is one component of the urban-rural classification defined by the Census Bureau. For the 2010 Census, an urban area is considered to have a densely settled core of census tracts/blocks that meet minimum population density requirements. Urbanized areas can also include non-residential urban land uses and areas with low population density that link outlying densely populated areas. Rural areas are considered all population, housing, and territory not included within an urban area.

Federal transportation legislation allows for the outward adjustment of Census Bureau defined urban boundaries (of population 5,000 and above) as the basis for development of adjusted urban area boundaries for transportation planning purposes, through the cooperative efforts of State and local officials. By Federal rule, these adjusted urban area boundaries must encompass the entire census-designated urban area (of population 5,000 and above) and are subject to approval by the Secretary of Transportation (23 USC 101(a) (36) - (37) and 49 USC 5302(a) (16) - (17)).

For the purposes of the boundary adjustment process, the term "adjusted urban area boundaries" refers to the FHWA boundary adjustment process in all areas of 5,000 population and above.

During the time between the release of the Census Bureau boundaries and the formal approval of the new adjusted boundaries, the previously developed and approved adjusted urban area boundaries remain in effect. For FHWA and State DOT planning purposes, if a State DOT chooses not or is unable to adjust the urban area boundaries, the most recent unadjusted census boundaries will take effect. This could cause a roadway previously considered to be urban to now be considered rural, which may affect federal aid funding eligibility.

To avoid this situation, States are encouraged to work with their FHWA Division Office and their local planning partners to go through the process of developing the adjusted urban area boundaries within the recommended timeframe. See:

http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section06.cfm

Function

- Establishes the area for a wide variety of uses, including the baseline area for defining the boundaries of Metropolitan Planning Areas.

Metropolitan Planning Area

The MPA boundary is a federal requirement for the metropolitan planning process and is established by individual Metropolitan Planning Organizations (MPOs) and the Governor according to federal metropolitan planning regulations. The Metropolitan Planning Area Boundary must encompass at least the existing urbanized area and the contiguous areas expected to become urban within a 20-year forecast period. Other factors may also be considered to bring adjacent territory into the MPA boundary, and may be expanded to encompass the entire metropolitan statistical area or combined statistically area as defined by the federal Office of Management and Budget.

Function

- Establishes the area in which the Metropolitan Planning Organization (MPO) conducts federally mandated transportation planning work, including: a long-range plan (RTP), the 4 year capital improvement program (MTIP), a unified planning work program (UPWP), a congestion management process (CMP), and conformity to the State Implementation Plan for air quality for transportation related emissions.

Metropolitan Planning Area (cont.)

Notes: Metro has an agreement with the Southwest Washington Regional Transportation Council (SWRTC) to coordinate metropolitan planning activities. Metro leads administration of the MPO process for the portion of the Portland-Vancouver metropolitan area within the State of Oregon. SWRTC leads the MPO process for the portion of the Portland-Vancouver metropolitan area within the State of Washington.

Metro's Jurisdictional Boundary

The Metro boundary, encompassing urban portions of Multnomah, Washington, and Clackamas Counties, defines where the agency performs functions as defined by its home rule Charter, approved by the region's voters in 1992 and 2000. The charter charges Metro with providing planning, policy-making and services to preserve and enhance the region's quality of life. The land inside the Metro boundary has elected representation on the Metro Council and is subject to Metro's regulatory and taxing authority. ([Metro](#))

Function

- Planning to meet state comprehensive planning requirements (including a transportation element)
- Services to preserve/enhance region's quality of life (waste management, zoo, cemeteries, etc.)

Urban Growth Boundary

Under Oregon law, each city or metropolitan area in the state is required to have urban growth boundary (UGB) that separates urban land from rural land. Metro is responsible for managing the Portland metropolitan region's urban growth boundary.

The urban growth boundary is a land use boundary dividing the urban area within the boundary from rural areas outside. The rural areas are protected from urban-type land uses such as commercial or industrial activities or subdivisions on lots smaller than two acres.

State law charges Metro with the authority to manage the urban growth boundary. Metro is responsible for maintaining sufficient inventory of available buildable land inside the urban growth boundary, which may necessitate expansions of the boundary. Updates to the UGB occur every five years through an assessment of population capacity and approved by Metro Council.

Notes: For land outside the urban growth boundary but inside the Metro Jurisdictional boundary, transportation planning work can identify rural planning facility designations and projects consistent with rural goals. Metro does not have land use authority outside the Metro boundary. For land inside the MPA boundary but outside the Metro boundary, JPACT/Metro can adopt facility designation or projects for federal planning purposes but those projects/designations are not recognized by Oregon planning law and therefore a County would not be required to reflect those projects or designations in their comprehensive plans.

Function

- Define urban and rural land for state comprehensive planning purposes, including the transportation element of the comprehensive plan.

Urban Reserves

A subset of boundaries related to the Urban Growth Boundary collaboratively identified as priority areas for future expansion of the urban growth boundary. Urban Reserves are areas outside of the UGB that were designated through intergovernmental agreements between Metro and Clackamas, Multnomah, and Washington counties.

Oregon Legislature's SB 1011 provides Metro the ability to identify and designate areas outside the current UGB. The purpose of designating urban reserves is to maintain an identified supply of land that can accommodate expansion of the UGB through 2060. Urban reserves were formed in 2010 through intergovernmental agreements between Metro and local counties.

Function

- Land identified for future expansion of the urban growth boundary.

Air Quality Management Area (AQMA) Boundary

This boundary establishes the area in which the US Department of Transportation must approve that regional transportation plans and programming within that area conform to state and federal air quality rules established by the Oregon Environmental Quality Commission and the federal Environmental Protection Agency. Metro, as the MPO, is the lead agency in developing the emissions analysis that demonstrates that regional transportation plans and programming do conform to air quality rules, coordinates with the regulatory agencies and submits the conformity determination to USDOT for approval. The boundary for the Metro area was established in the Second Portland Area Carbon Monoxide (CO) Maintenance Plan. This Plan defined the Metro jurisdictional boundary as the geographic extent of concern for which emissions budgets were created.

Previously, the Portland metropolitan area was non-compliant and then a maintenance area for ozone precursor pollutants. The metropolitan area is now in compliance for these pollutants and is no longer required to, but voluntarily reports on, the transportation emissions of these pollutants. The boundary of geographic extent of concern for these pollutants was larger than the CO maintenance plan boundary, and included portions of rural Washington County and Columbia County.

Function

- Protects health by ensuring transportation emissions do not exceed harmful levels.

Metropolitan Statistical Area / Combined Statistical Area Boundary

Geographies defined by the Office of Management and Budget (OMB) for use in tabulating statistical data about metropolitan areas. Metropolitan statistical areas (MSAs) consist of the core counties surrounding an Urbanized Area, plus adjacent counties with strong commuting patterns to and from the core counties. A combined statistical area combines an MSA and one or more adjacent additional statistical areas defined by OMB.

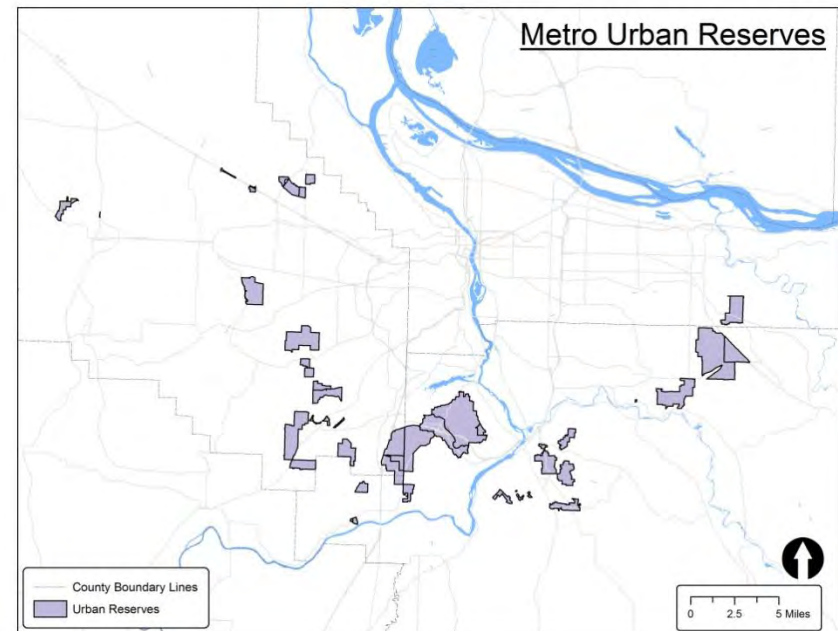
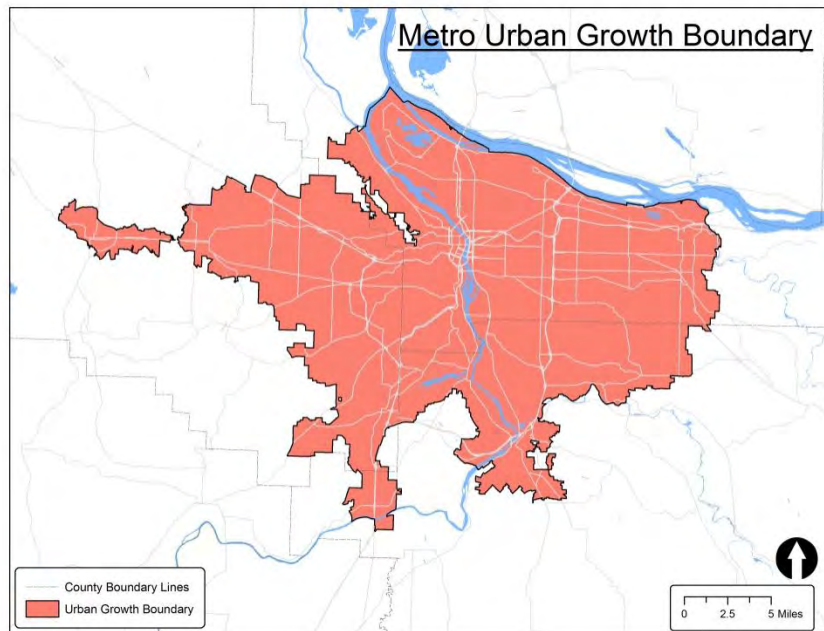
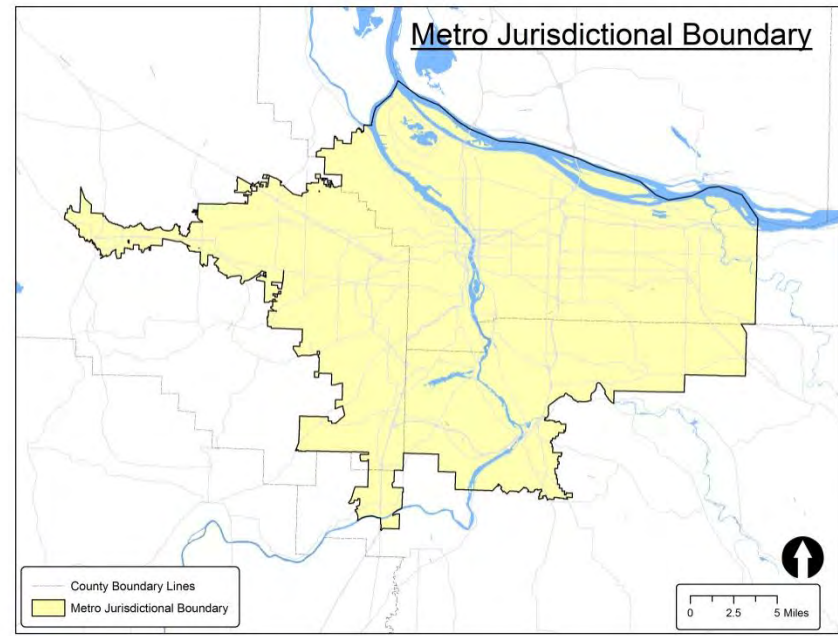
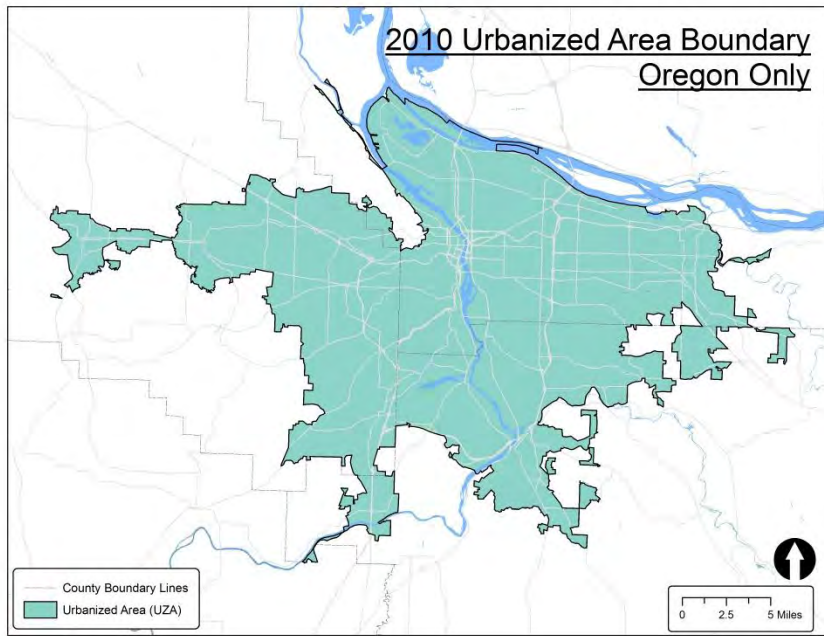
Function

- Provides geographical area definition for federal reporting, primarily on economic related data, for metropolitan areas.

For more information on the relationship between designated boundaries and the federally required transportation planning process, see:

http://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/faq/page01.cfm

ATTACHMENT 2

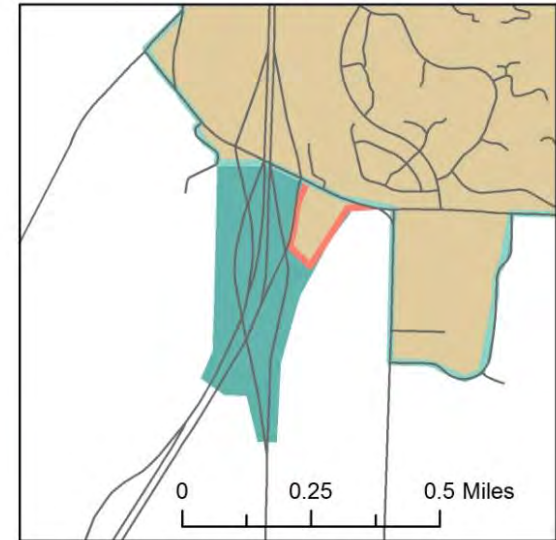
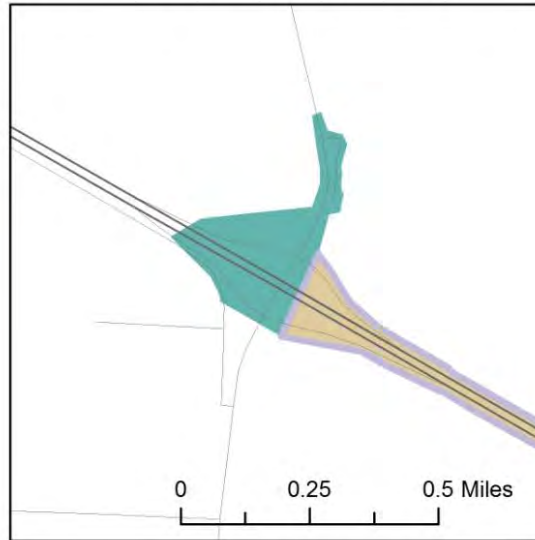
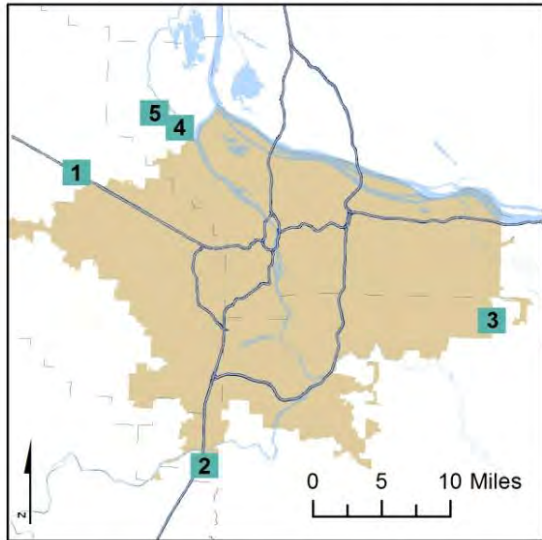


Significant Transportation Facility
Proposed MPA within Existing Boundary

Significant Transportation Facilities

1. Jackson School Road

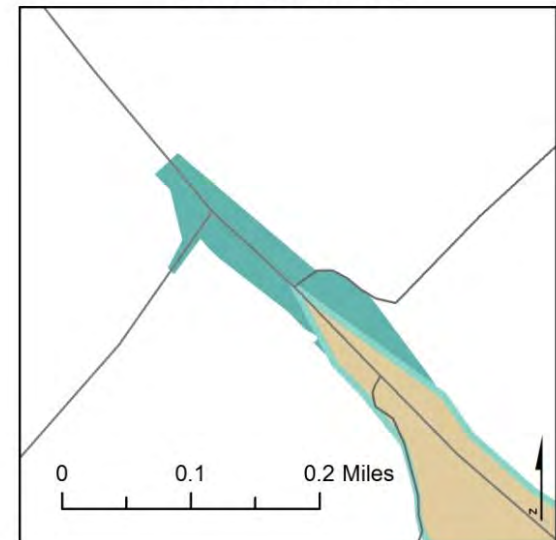
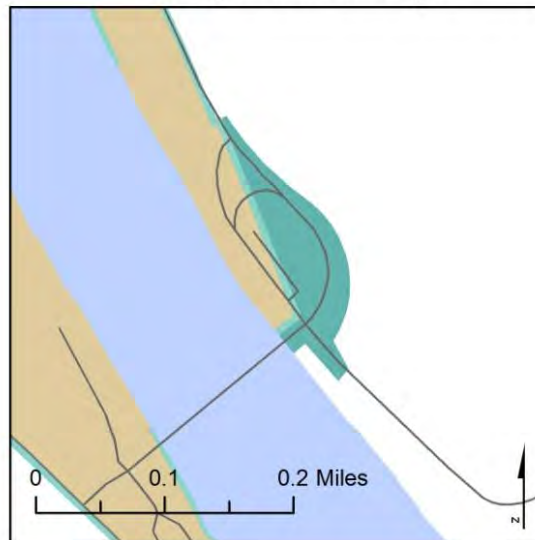
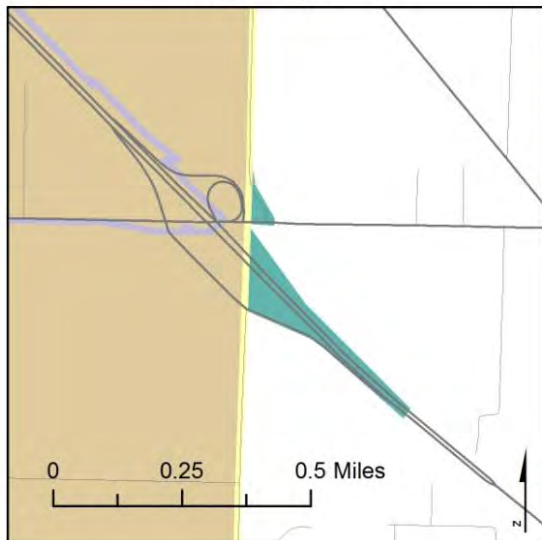
2. I-5 & Highway 551



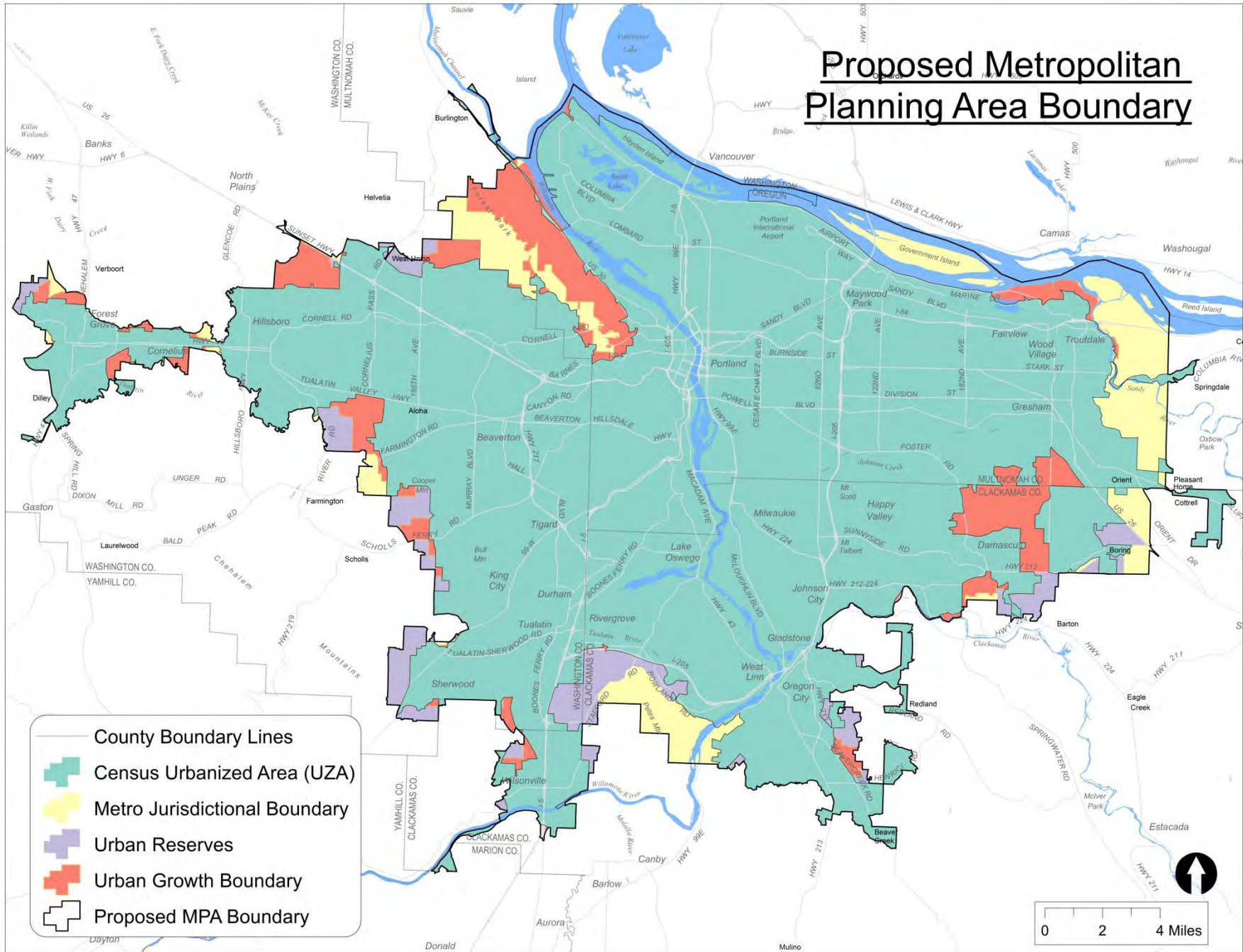
3. Highway 26 & Highway 212







4. Sauvie Island Bridge Interchange

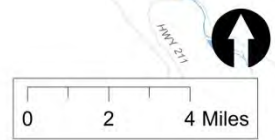
5. Highway 30 & Cornelius Pass



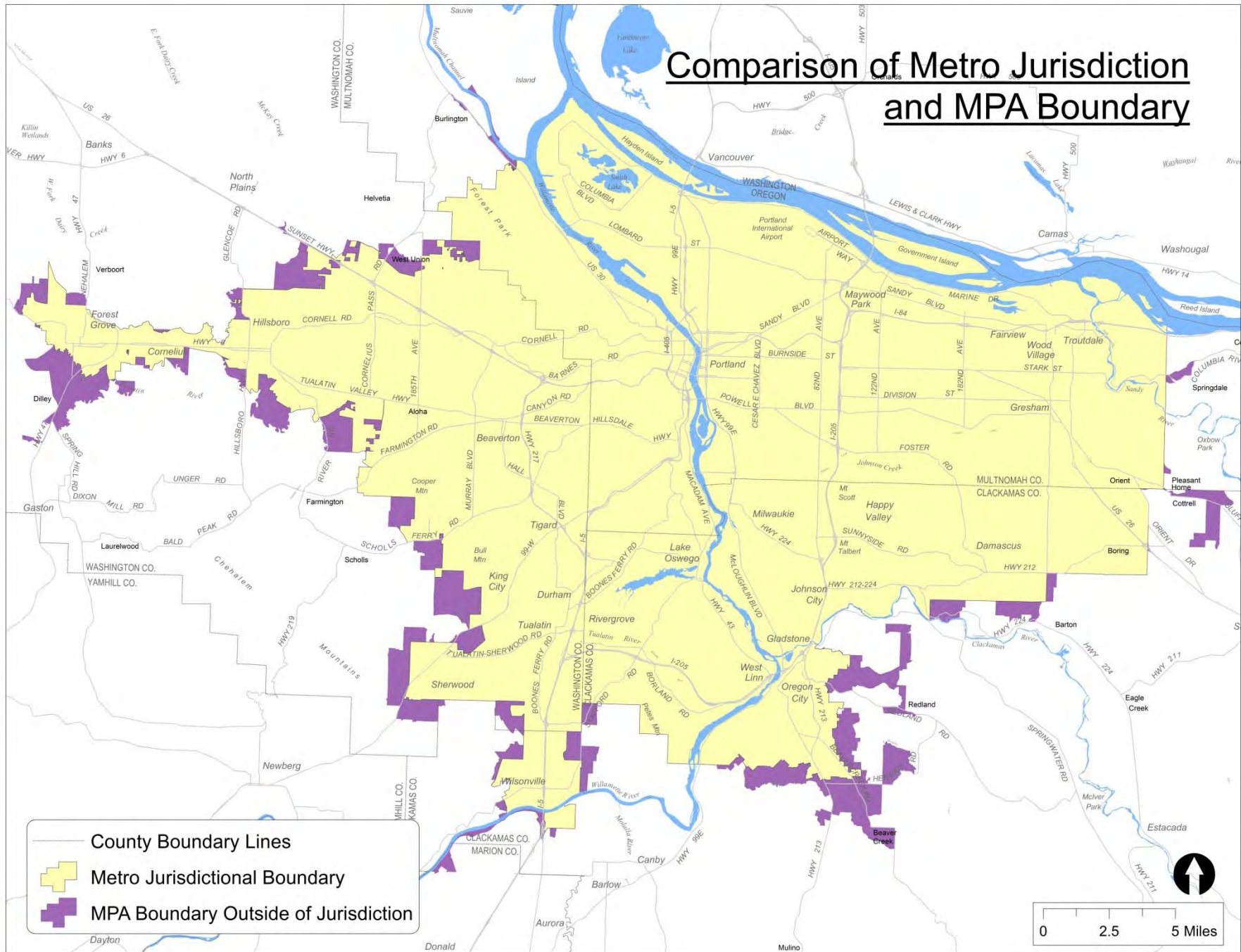
Proposed Metropolitan Planning Area Boundary



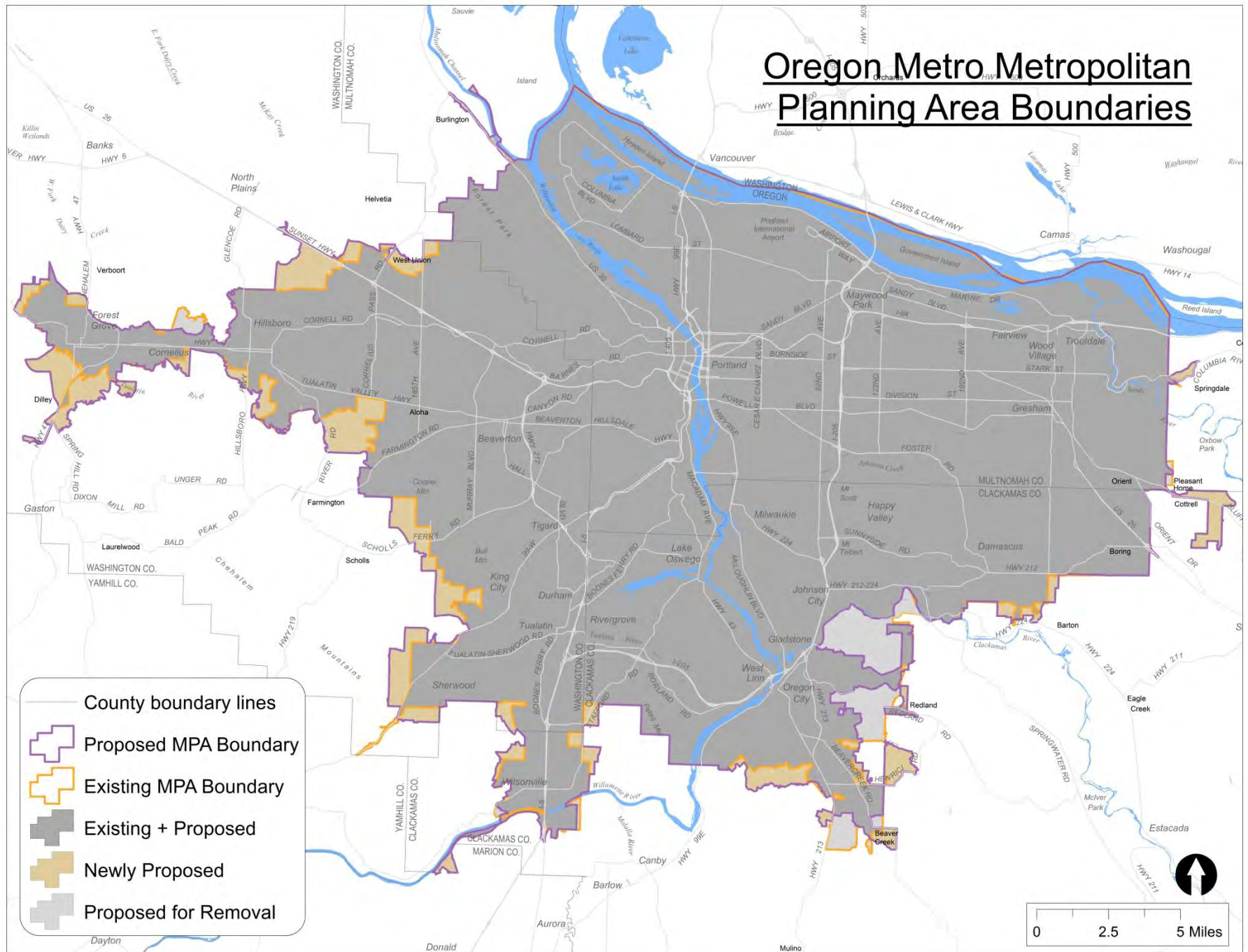
-  County Boundary Lines
-  Census Urbanized Area (UZA)
-  Metro Jurisdictional Boundary
-  Urban Reserves
-  Urban Growth Boundary
-  Proposed MPA Boundary

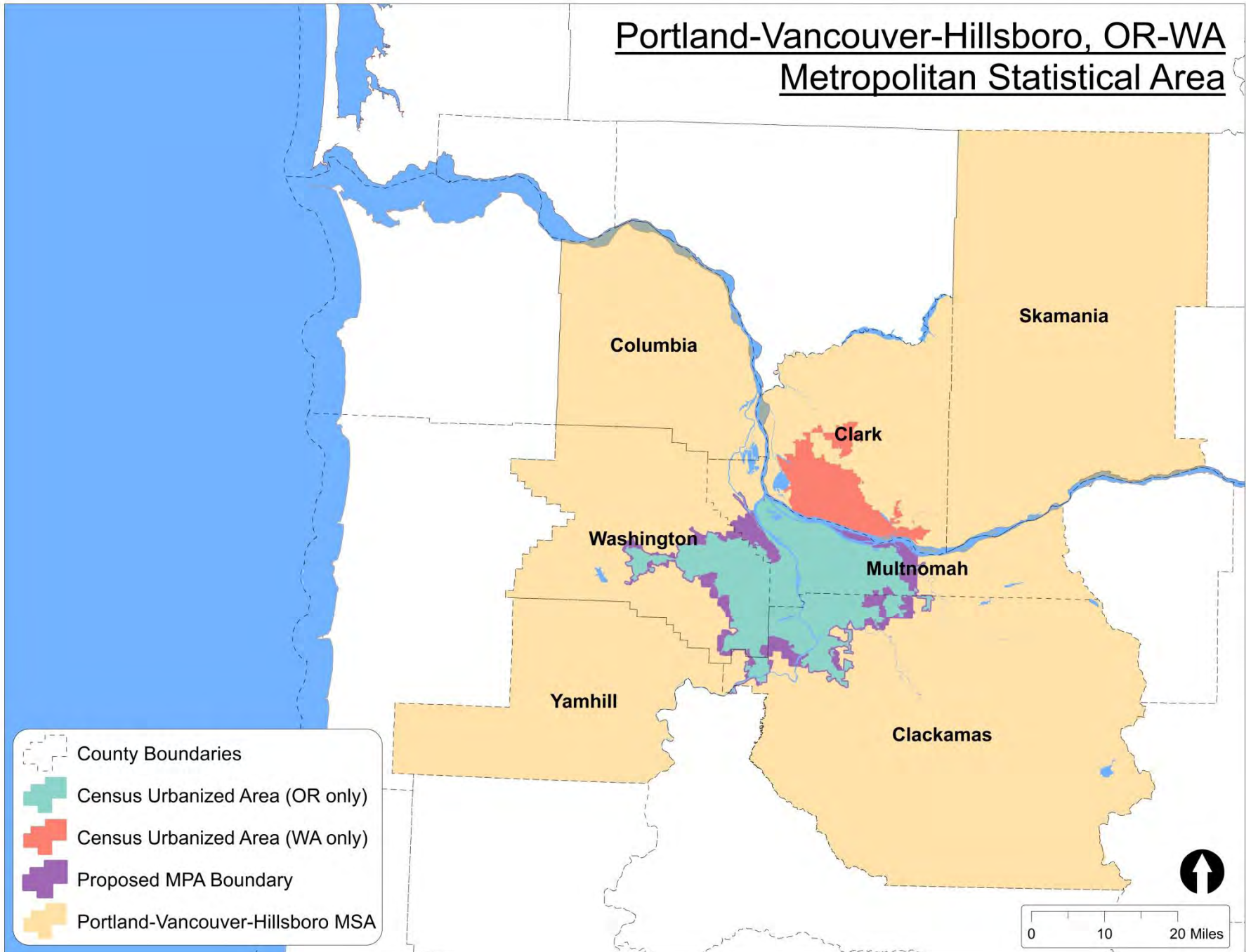


Comparison of Metro Jurisdiction and MPA Boundary



Oregon Metro Metropolitan Planning Area Boundaries





MPA Work Group Questions & Answers

The change to the MPA boundary as proposed will only have minor impacts to the federal MPO planning processes conducted by Metro. Federal MPO planning processes conducted by Metro include the RTP, MTIP, UPWP, CMP. It's important to note that certain MPO processes such as the RTP also serve state MPO planning processes. The proposed boundary will also have minor impacts in rural reserve areas.

Is there an appeal process for federally designated urbanized areas (UZAs)?

No, there is not an appeal process for federally designated urbanized areas (UZAs). All federal literature clearly specifies that the UZA must be included in the MPA boundary. We have confirmation from the Census Bureau that there is no appeal process for reducing the size of the UZA boundary – only the ability to propose adjusting outward.

What are the impacts to how Metro conducts the Regional Transportation Plan (RTP)?

The MPA boundary as proposed will have a minor impact to the RTP. For the current 2014 RTP update, additional projects in the newly designated planning areas need to be identified if the local jurisdiction wants them to be included. Projects in the RTP project list that have been submitted that are now outside the proposed MPA boundary need to be identified as well. Please notify Metro if there is a need and financial constraint issue if such projects are still to be listed under the financially constrained RTP list.

What are the impacts to how Metro conducts the 4 capital improvement program (MTIP)?

The MPA boundary as proposed will have a minor impact to the MTIP. Projects located within the MPA boundary are eligible for urban-STP, CMAQ and TAP funding distributed through the MPO. Projects outside the boundary are eligible only if it can be demonstrated that they have a significant impact on the transportation network within the MPO boundary. Any regionally significant project or projects receiving ODOT administered funding (Enhance or Fix-It) or federal transit funding must be included in the MTIP if they are located within the MPA boundary. The impact of being within the MPA boundary has little to no impact on projects receiving those funds – it is primarily a project and air quality modeling coordination effort.

What are the impacts to how Metro conducts the unified work program (UPWP)?

The MPA boundary as proposed will have a minor impact to the UPWP. The description of planning activities that are funded will change based on how they apply to areas within the MPA boundary. Any needed updates to the UPWP planning descriptions will take place with the development of the 2015-2016 UPWP

What are the impacts to how Metro conducts the congestion management process (CMP)?

The MPA boundary as proposed is anticipated to have no impact to the CMP. The CMP analysis includes forecasts of trip from the regional TAZ model system. This includes forecasts and even some (but not necessarily all) anticipated projects outside the current MPA boundary. So much of the area proposed to now be included in the MPA boundary is already accounted for in the analysis that leads to the strategies portion of the CMP. During the next update of the CMP analysis, adjustments to model inputs (such as project impacts on facility capacity) will be re-evaluated and any new information about projects within the MPA boundary will be updated at that time.

What are the impacts to how Metro conforms to the State Implementation Plan for air quality and transportation related emissions?

The MPA boundary as proposed is anticipated to have no impact to the State Implementation for air quality and transportation related emissions. Projects should already be accounted for with the regional travel model's TAZs. Any project within newly added MPA boundary will be subject to the RTP and MTIP being regionally conformed prior to eligibility for federal funds. Given recent air quality models results, we do not anticipate any issues conforming the RTP or MTIP in the future.

What are the impacts to highway functional classification?

ODOT will be leading the update process for federal functional classification designations (Title 23, Section 103, USC). The regional transportation planning work to functionally classify facilities for state land use planning purposes only has authority within the Metro boundary, not the MPA boundary. Therefore, you would not need to update the functional classification of any facility outside the Metro Boundary to maintain consistency with the RTP for state planning purposes.

What is the impact on rural reserves and rural land that are now included within MPA boundary?

The impact on transportation facilities in rural areas of being included in the MPA boundary is expected to be minimal. Even though the federal functional classification of a transportation facility may change due to the MPA boundary, it does not change state requirements and limitations. Transportation facilities in rural areas as defined by the state - areas outside of the Metro jurisdictional boundary - but included within the federally recognized Metro area MPA boundary will still be required to meet the State Transportation Planning Rules, in particular 660-012-0065 and 660-012-0070. TPR rule 660-012-0065 defines what type of transportation facilities are permitted on rural lands, which are primarily limited to safety enhancements. TPR rule 660-012-0070 defines the process and limitations set in place for exceptions rural land transportation improvements. However, the authority to implement these state planning functions resides with the governing local agency in coordination with the state, and is not impacted by the federal MPA area designation or the federal functional classification.

Agenda Item No. 3.3

Resolution No. 14-4522, For the Purpose of Approving the
Westside Trail Master Plan.

Consent Agenda

Metro Council Meeting
Thursday, May 15, 2014
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE) RESOLUTION NO. 14-4522
WESTSIDE TRAIL MASTER PLAN)
) INTRODUCED BY COUNCILOR
) KATHRYN HARRINGTON

WHEREAS, on July 23, 1992, the Metro Council adopted Resolution No. 92-1637, “For the Purpose of Considering Adoption of the Metropolitan Greenspaces Master Plan”, which included the Regional Trails and Greenways Map (amended December 1992, July 2002 and October 2008); and

WHEREAS, the 1992 Metropolitan Greenspaces Master Plan and Regional Trails and Greenways Map identified the Powerline Trail (now known as the Westside Trail) as a regionally significant trail connecting the Willamette and Tualatin Rivers and the cities of Portland, Beaverton, Tigard, King City, and parts of Multnomah and Washington Counties; and

WHEREAS, over ten miles of the Westside Trail are already built in Tualatin Hills Park & Recreation District (THPRD) and the City of Portland; and

WHEREAS, on November 7, 2006, voters approved Metro’s Natural Areas Bond Measure, authorizing Metro to issue \$227.4 million for bonds to purchase land in 27 regional target areas, including the Westside Trail target area; and

WHEREAS, pursuant to Metro’s Natural Areas Bond Measure, Metro will only acquire interests in private property for the Westside Trail from willing sellers; and

WHEREAS, in 2007, Metro, in partnership with THPRD and the City of Tigard, applied for and was awarded a planning grant from Metro’s Metropolitan Transportation Improvements Program to retain consultant services to conduct the Westside Trail master planning process; and

WHEREAS, the Westside Trail project advisory committee was created in 2012 and included staff and citizens from Multnomah and Washington counties, the cities of Portland, Tigard, and King City, THPRD, Bonneville Power Administration and Portland General Electric, to advise Metro and the consultant team throughout the master planning work; and

WHEREAS, Metro and its partners conducted extensive public outreach during the master planning work in order to identify a potential trail alignment and trail design that is widely supported by the trail partner jurisdictions and residents throughout the trail study area; and

WHEREAS, the Westside Trail master plan has been successfully completed and received approval from the project advisory committee; and

WHEREAS, the Metro Council’s endorsement of the Master Plan via this Resolution does not establish a final trail alignment and is not intended to be a final land use decision that creates binding requirements on local governments, but rather provides a set of recommendations to guide Metro staff and other jurisdictions as they explore trail acquisition and continue design work on the Westside Trail; and

WHEREAS, the Westside Trail Master Plan will be considered for approval by Tigard City Council on May 13, 2014, and was approved by King City City Council, the THPRD Board of Directors, and the Boards of Commissioners of Multnomah and Washington counties in April and May 2014, and

those jurisdictions will subsequently decide whether to implement the trail through the adoption of final land use decisions that include a final Westside Trail alignment in their transportation system plans; now therefore

BE IT RESOLVED that the Metro Council hereby approves the Westside Trail Master Plan, appended hereto as Exhibit A.

ADOPTED by the Metro Council this ____ day of _____, 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

MAKING A
GREAT
PLACE



Westside Trail Master Plan

Connecting Westside Communities
Between the Tualatin and
Willamette Rivers

March 2014

ABOUT METRO

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ACKNOWLEDGMENTS

The Westside Trail Master Plan project team appreciates the efforts of the stakeholders and area residents who participated in the development of this plan. Their creativity, energy, and commitment were a driving force behind this master planning effort. In addition, the following project stakeholder advisory committee and project team members contributed to the development of this plan.

Stakeholder advisory committee

Joe Barcott	Tualatin Hills Park & Recreation District Trails Advisory Committee
Joy Chang	Washington County
Carol Chesarek	Forest Park Neighborhood Association
Crista Gardiner*	Metro
Steve Gulgren	Tualatin Hills Park & Recreation District
Lisa Hamilton	Citizens Participation Organization No. 4
Andrew Holtz	Multnomah County Bicycle and Pedestrian Citizen Advisory Committee
Katherine McQuillan	Multnomah County
Barbara Nelson	Forest Park Conservancy
Jill Nystrom	Bonneville Power Administration
Kevin O'Donnell	Citizens Participation Organization No. 7
Allan Schmidt	City of Portland
Greg Stout	City of Tigard
Tina Tippin	Portland General Electric
Doug Vorwaller	Tigard Resident
Dick Winn	City of King City

*Ex officio

The project team greatly appreciates Doug Vorwaller's volunteer efforts providing photodocumentation of trail sites, field trips, stakeholder advisory committee meetings, and public open houses. Doug generously permitted the use many of his photographs to illustrate the master plan, including the cover showing Westside Trail Segment 1 and Bull Mountain from the south bank of the Tualatin River.

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Parametrix

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- B Plan Report No. 2, Trail Corridor Analysis
- C Plan Report No. 3, Design Framework
- D Plan Report No. 4, Implementation Strategy
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- F Public and Stakeholder Involvement Program
- G Public Involvement Summary
- H SAC Roles Responsibilities and Protocols

CHAPTER 1: INTRODUCTION

Project history and context

A continuous parkway corridor spanning from north to south along the west side of our region has long been memorialized in the region's plans. In fact, even the historic 1904 Olmstead Plan for Portland reflects the desire for a west side trail in proposing a continuous north-south parkway along the West Hills in what was at the time the edge of the city.

The growth of our region in subsequent decades has pushed the limits of continuous urbanization miles to the west of that original Olmstead parkway. Nonetheless, reflecting the same impulse behind the Olmstead Plan, the 1992 *Metropolitan Greenspaces Master Plan* identified the opportunity to create an urban regional trail on the west side using electrical power utility corridors in Washington County, initially called the Beaverton Powerline Trail.

The availability of the power corridor for trail development opens up the opportunity to establish a 25-mile-long trail, though highly developed urban lands, serving recreational and commuter bicyclists, pedestrians and, in some areas, equestrians. The trail will connect neighborhoods to major west side commercial and employment areas and to schools and open spaces. The major parks and natural areas connected by the Westside Trail will include the Tualatin River National Wildlife Refuge, Tualatin River Greenway, Tualatin Hills Nature Park, Terpenning Recreation Center, Bronson and Rock Creek Greenways, Forest Park, and the Willamette River Greenway, as well as numerous local parks.

Today this route is named the Westside Trail. The Westside Trail will establish a regional active transportation link between the Willamette and Tualatin Rivers while enhancing local pedestrian and bicycle connectivity within and between these communities. The development of the trail will also pioneer a new concept for the region's network of bicycle and pedestrian routes – the explicit use of the trail corridor for enhancing and preserving wildlife habitats and movements.

Location

Located in the western portion of the metropolitan Portland region, the Westside Trail corridor stretches from the Tualatin River on the south to Bethany on the north, and then turns east toward Portland's Forest Park and the Willamette River. The trail corridor crosses urbanized and rural portions of Washington County and Multnomah County and passes through the cities of King City, Tigard, Beaverton, and Portland, as well as the jurisdiction of the Tualatin Hills Park & Recreation District (THPRD). Spanning these urban and rural areas, the study corridor includes lands both inside and outside the regional urban growth boundary, as well as within and outside of incorporated municipalities. A map of the entire study corridor is included (see Map 1).

Planning zones

The trail corridor consists of 13 planning segments comprising four zones. Trail segment numbering is adapted from a system developed by THPRD. Trail segments either already developed or funded for development by THPRD (primarily Zone B) were not included in the master planning effort. All illustrated trail alignment alternatives are plan level. Recommended alignments and

crossings have not been subject to survey, final design or engineering. More information on the assumptions and parameters used in determining and estimating costs for different trail alignments are part of Plan Report No. 2, Trail Corridor Analysis (Appendix B). Updates to alignments, assumptions and costs are in Plan Report No. 4, Implementation Strategy (Appendix D).

Zone A

From the Tualatin River to SW Barrows Road, the trail is primarily within a 200- to 225-foot-wide corridor owned or controlled by the Bonneville Power Administration (BPA) and Portland General Electric (PGE). This zone crosses Bull Mountain and includes portions of the city of King City, unincorporated Washington County, and the city of Tigard. This zone includes Segments 1, 2 and 3.

Zone B

From SW Barrows Road (Segment 4.01) north to the TriMet MAX Blue line (Segment 4.11), the Westside Trail is already constructed and operated by THPRD. Segments 4.01, 4.04, and 4.07 are under construction in 2013. Segment 4.11 is under design and should be constructed in 2014. Mapping for this zone is included (see Map 6).

Zone C

From the TriMet MAX line to the Rock Creek Trail the trail is primarily within a 100-foot-wide corridor owned by BPA. The trail follows the street edge of about 1.5 miles of SW 158th Avenue and SW Walker Road through densely developed commercial areas of Beaverton. The trail returns to the power corridor through residential neighborhoods in Beaverton and unincorporated Washington County. Significant portions are within the current jurisdiction of THPRD. This zone includes Segment 4.12 through Segment 4.18.1. Segment 4.18.2 was not included in the study corridor as that segment will be constructed by THPRD in 2014. Mapping is, however, included (see Map 13).

Zone D

The fourth zone – Segments 4.20 to 6 – turns east at the Rock Creek Trail and approximately follows a BPA power line easement across private lands before exiting THPRD jurisdiction and climbing into the West Hills through Multnomah County and entering the city of Portland and Portland’s Forest Park. Steep slopes, woodlands, and the absence of suitable power corridors characterize this zone.

The trail exits the east side of Forest Park and connects to the US 30 (St. Helens Road). This zone includes two short stretches of developed trail (Segment 4.20 and 4.22) and existing trails through Forest Park (Segment 6). Portions of Segment 4.21 may be built as part of private residential development in 2014.

Project goals and process

Goals and objectives

The Westside Trail Master Plan recommends a comprehensive strategy for the completion of an uninterrupted south-north regional trail corridor from the Tualatin River to the Willamette River. Specific objectives included:

- Engage local jurisdictions, power utilities, property owners, citizens, businesses, and other stakeholders in master plan development.
- Collect and summarize baseline information on the existing conditions within the trail corridor and immediately abutting areas.
- Analyze specific trail segments within the trail corridor addressing major crossings, midblock crossings, steep slopes, and other opportunities and limitations, to best assure segments can be constructed to regional trail standards.
- Recommend a trail design framework.
- Recommend tools and policies for habitat and wildlife restoration and conservation improvements.
- Develop an implementation and phasing strategy identifying potential barriers such as insufficient capital funds, lack of local jurisdictional authority or commitment to build and manage the trail, and uncertainty of right-of-way acquisition.
- Produce a draft master plan document available for jurisdictional, stakeholder, and public review and distribution.
- Produce a final master plan guiding Metro and local jurisdictions in the planning, design, permitting, and development of the trail.

The Westside Trail Master Plan Project Plan details overarching master plan project goals, objectives and processes (Appendix E).

Stakeholder and community engagement

Development of the Westside Trail Master Plan was supported by a public involvement program including outreach to affected public and private landowners, potential trail users, neighborhood associations, utilities, jurisdictional partners, and the general public. Appendices F and G include the public involvement plan and a summary of the public involvement efforts conducted for this master plan, respectively. The following public involvement goals were adopted in the Westside Trail's public involvement plan, created at the beginning of the planning process in 2011:

- Ensure effective coordination and communication between jurisdictional partners and stakeholders and related projects taking place within the trail corridor.
- Engage local jurisdictions, power utilities, neighborhoods, property owners, citizens, bicycle and pedestrian advocates, area nonprofits, businesses, and other stakeholders directly in master plan development.

- Guide Metro and jurisdictional partners on future planning, design, permitting, and development of the trail.
- Host activities and provide tools that will add value to the project and genuinely engage the community in an open and transparent process.
- Keep the public informed with accurate, up-to-date information.
- Build trust and a long-term relationship with the community.
- Maintain a level of flexibility with the process.

Two community open houses were held at each of three major project plan milestones: existing conditions, trail alignment alternatives, and implementation strategy. Postcards were delivered to approximately 18,000 households in advance of each round of project open houses. Open houses were held at Stoller Middle School in the Bethany neighborhood and at Deer Creek Elementary School in King City.

- The May 2012 open houses reviewed master plan goals and existing conditions within the study corridor. Public input on concerns and ideas for trail development was recorded. Approximately 167 individuals attended these sessions and/or provided comments.
- The November 2012 open houses reviewed the preliminary set of trail alignment alternatives and solicited public comments and suggestions for additional alternatives. Approximately 156 individuals attended or provided comments.
- The May 2013 open houses included presentation on the preferred trail route alternatives and reviewed costs, development phasing and implementation actions. Approximately 98 individuals attended or provided comments.

Supplementing the community open houses, the project team met with individual stakeholders throughout the planning process, ranging from local jurisdictions to neighborhood associations to individual property owners. Metro hosted a project website providing opportunities for interested parties to participate at their convenience. Website materials included online surveys and “virtual open houses.” The project team also conducted extensive outreach in a variety of formats to further solicit public input and feedback, including publications in local newsletters, feature articles in local and regional newspapers, and information published in Metro’s GreenScene publication and disseminated through Metro’s social media channels.

Open House Comments

“I really like that it will become a corridor for nature lovers.”

“We use the trail now (built section under power lines) and like it a lot. Can’t wait for more!”

“Highway 26 bridge will be great for pedestrians walking to work.”

“Very excited to see trail here! Great for bike commuting.”



Image 1 May 2013 project open house

Photo credit: Doug Vorwaller

Stakeholder advisory committee

The Westside Trail Stakeholder Advisory Committee (SAC) helped to guide the master planning effort. The SAC met six times in the course of the planning effort timed to coincide with the completion of major draft deliverables. The SAC reviewed a full draft master plan at its sixth meeting in late July 2013. SAC membership included representatives from:

- Counties (Washington, Multnomah)
- THPRD
- Municipalities (Portland, Tigard, King City)
- Power utilities (BPA, PGE)

- Citizen Participation Organizations (CPO) and neighborhood associations (CPO 4, CPO 7, Forest Park Neighborhood Association)
- Local nonprofit (Forest Park Conservancy)
- Citizen advisory committees (Multnomah County, THPRD, Tigard)
- Metro (ex officio representing the Southwest Corridor Plan)

The SAC reached consensus-based recommendations at key decision milestones including the public involvement plan; evaluation criteria and measures; preferred trail alignments; trail design recommendations; and implementation. The SAC's role was to:

- Advise the project team (Metro and project consultant) on constituency and community concerns and issues.
- Assist in public outreach by providing advice and using personal networks to disseminate information.
- Serve as a forum to provide information and contacts to help advance the master plan.
- Review and evaluate master plan findings and deliverables.
- Assist in considering options and alternatives.
- Build consensus recommendations as to draft and final master plan recommendations and conclusions.

More information on the SAC is included as Appendix H, SAC Roles, Responsibilities, and Protocols.

CHAPTER 2: EXISTING CONDITIONS

For a complete review of the existing conditions cataloged as part of the Westside Trail Master Plan process see Appendix A, Plan Report No.1, Existing Conditions.

Existing plans

The development of the Westside Trail is impacted by a wide range of regional and local plans and policies including transportation, parks and natural areas, land use, and other trail plans. Various jurisdictions have adopted policies that may serve as important sources of baseline information or direction for the master plan, such as surface water management and active transportation initiatives. In addition to information in this Existing Conditions chapter, Chapter 6, Implementation Strategy, details the probable implications for trail development in applying some of these plans and policies.

Overall, regional and local plans are essentially 100 percent consistent with development of the Westside Trail within the power corridor. The Westside Trail is included in multiple transportation and land use planning documents as a greenway corridor and/or pedestrian and bicycle facility. Local jurisdictional and regional planning and land use documents consistently support the use of the BPA/PGE power corridor as a greenway and/or pedestrian and bicycle facility.

Regional plans

Metro's 1992 *Metropolitan Greenspaces Master Plan*,¹ 2008 *Regional Trails and Greenways*,² the current *Regional Transportation Plan*,³ and THPRD's 2006 *Comprehensive Plan*⁴ all identify and support the Westside Trail. THPRD's *Trails Plan*⁵ (2006) includes the Westside Trail and THPRD has already built several trail sections. THPRD has scheduled additional trail construction projects through 2014. Metro's recently adopted *Ice Age Tonquin Trail Master Plan*⁶ also shows connections to the Westside Trail across the Tualatin River.

Local plans

The City of Portland's Forest Park Natural Resources Management Plan identifies a North Management Unit and a Central Management Unit. A regional multiuser trail would not be allowed to pass through the North Management Unit; therefore, the Westside Trail study corridor was modified to avoid any use of the North Management Unit. The trail corridor passes through the

¹ http://library.oregonmetro.gov/files//doc10_794_metropolitan_greenspaces_master_plan.pdf

² <http://library.oregonmetro.gov/files/trailsgreenways.pdf>

³ <http://www.oregonmetro.gov/index.cfm/go/by.web/id=137>

⁴ <http://cdn1.thprd.org/pdfs/document18.pdf>

⁵ <http://www.thprd.org/pdfs/document19.pdf>

⁶ <http://www.tualatinoregon.gov/sites/default/files/fileattachments/advisorycommittees/calevents/14176/iattmp.pdf>

Central Management Unit which allows multiuser trails. Portland's future Willamette Greenway Trail connects to the Westside Trail on the east side of Forest Park.

The Westside Trail is referenced or supported in several other local jurisdiction master plans, including the City of Tigard's *Park System Master Plan*⁷ and *Tigard Greenways Trail System Master Plan*;⁸ and Washington County's *North Bethany Subarea Plan*.⁹

Resource protection plans and policies

The Westside Trail study corridor passes through or by several natural resource and park areas that have associated resource management plans and/or to which resource protection policies or practices apply. Several segments are in unincorporated county areas. Various county comprehensive plan policies, zoning classifications, and other land use regulations may apply to trail development in these unincorporated areas. More detail can be found in Chapter 6, Implementation Strategy, and in the associated plan report (Appendix D).

Environmental conditions

The Westside Trail Master Plan proposes a major bridge across the Tualatin River, a smaller bridge across a ravine on Bull Mountain, and crossings of several creeks (Willow Creek, Rock Creek, and Bannister Creek, and other unnamed drainages). Wetland and riparian areas are associated with these systems. Several wetland areas created by prior disturbance of natural surface water drainages by agricultural use or urbanization also will be crossed by the trail.

Steep slopes across Bull Mountain, and steep slopes and wooded areas in the West Hills, will challenge trail development. Most of the trail corridor has the potential for habitat restoration or conservation supporting pollinators, mammals, songbirds, and other wildlife. Prairie grassland restoration is highly feasible within many trail segments, particularly those within BPA- and PGE-controlled lands under power lines.

Key environmental conditions and impacts are summarized in the following table and in Plan Report No.1, Existing Conditions (see Appendix A).

⁷ http://www.tigard-or.gov/community/parks/psmp/docs/park_master_plan.pdf

⁸ http://www.tigard-or.gov/community/parks/docs/trail_system_master_plan.pdf

⁹ http://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/upload/A-EngOrd739_PRINT_web.pdf

Key environmental conditions and impacts

Condition	Impact
Wildlife movement	The numerous high speed/high traffic road crossings are significant challenges to wildlife movement. Mammals populate and use the trail study corridor, particularly segments surrounded by and near to rural lands and wooded areas. Crossings used by larger wildlife may represent dangerous collision hazards for trail users and passing motorists.
Hazardous materials and slopes	There are only very limited and isolated areas within or near to the trail corridor with hazardous material or unstable slope issues. The one major exception is the petroleum cleanup site on the south bank of the Tualatin River near to Segment 1 but outside of the actual study corridor.
Steep slopes	Steep slopes along Bull Mountain (Segments 2 and 3) and the West Hills (Segments 4.21 and 5) create significant challenges for trail development with respect to providing the most direct trail routes and achieving Americans with Disabilities Act (ADA)-compliant trail grades.
Stormwater runoff	Steep slopes may also contribute to special challenges with stormwater runoff and associated erosion and pollutants.
Flooding	There is flooding potential within the trail corridor, most likely from the Tualatin River (Segment 1). Intermittent winter flooding occurs along Segments 4.20 and 4.21.
Stream crossings	Permitting and design for crossing the Tualatin River and other named and unnamed creeks and drainages may be challenging and potentially costly.
Cultural and archeological resources	There are no documented cultural or archeological resources within the study corridor.
Viewpoints	Steep slopes also represent opportunities for enhancing the trail user experience with the addition of viewpoints and pullouts.
Noise	Higher speed/high traffic road crossings may generate adverse noise impacts.

Trail development opportunities and challenges

Existing conditions within the study corridor present a wide range of opportunities and challenges for trail development. These relate to existing development, property ownership and control, physical features, design, permitting and management of the trail, and to habitat restoration and wildlife conservation.

Ownership, jurisdiction, and existing development

Opportunity	Challenge
<p>Power corridor – BPA directly owns most of the south-north power/trail corridor between the Tualatin River and the Rock Creek Trail, excepting property owned by Nike, Inc. PGE controls, by easement, a corridor parallel to BPA-owned land between the Tualatin River and SW Barrows Road. This power corridor is a unique opportunity to extend the trail through highly urbanized areas.</p> <p>Connections to existing trails – Multiple jurisdictions will need to invest in building and maintaining portions of the Westside Trail, but all will benefit from connections to the existing trail segments built and maintained by THPRD and from connecting trails already built and maintained by other local jurisdictions.</p>	<p>Utility requirements – Trail alignments and structures will need to avoid both overhead and underground utilities. Trail alignment will be more challenging in parts of the power corridor with multiple power lines, existing nonutility development, and/or narrower power corridor width.</p> <p>Ownership – The underlying ownership and/or terms of usage for all utility easements may complicate trail alignments and increase development costs as a result of land acquisitions. The west-east power corridor approaching Forest Park is controlled by BPA only through easement.</p> <p>User-neighborhood conflict – The Westside Trail will link to nearby parks, natural areas, residences, schools, and businesses; however, these connections may also generate conflicts between trail users and abutting residents and businesses.</p> <p>Extra-corridor alignments – Adjacent land uses, land ownership, and nearby or intersecting roadway configurations may require consideration of trail alignment options that are outside of the power corridor.</p> <p>Jurisdictional limitations – Several segments are in unincorporated county areas. Multnomah and Washington Counties do not provide parks services. Alternative providers for building and maintaining these trail sections will have to be identified.</p>

Physical features

Opportunity	Challenge
<p>Compelling scenery – The trail corridor has the potential to provide access to interesting views including the Tualatin River, Willamette River, Bull Mountain, and larger landscapes as seen from higher elevations and steeper areas. Natural areas, smaller stream corridors, parks, and cemeteries are possible points of interest as well.</p> <p>Partner to make improvements – Trail crossings and intersections are an opportunity to improve trail functionality and connectivity and to leverage trail and transportation improvements in partnership with the applicable local road, transit or parks authority.</p>	<p>Balance natural and built environment needs – Enhancing wildlife habitat in segments of the trail corridor will require investments in restoration and revised municipal and utility maintenance agreements that meet and balance the needs of trail users, local neighborhoods and businesses, and wildlife.</p> <p>Balance vegetation and utility requirements – Revegetation and habitat restoration to improve appearance, screen neighbors, frame views, and support wildlife must not interfere with overhead or underground utilities.</p> <p>Steep slopes – Trail alignments and construction across the steeper areas of Bull Mountain and the West Hills may be more complex and expensive than for other segments, requiring retaining walls, trail meanders, and/or the use of areas outside of the power corridor to provide accessible routes.</p> <p>Mode intersections – Trail intersections with roadways, railways or other transportation modes may generate conflicts between trails users and the users and infrastructure standards of these other modes.</p>

Roadway crossings and intersections

Chapter 3 of this master plan evaluates specific trail alignment options and crossing treatments for major roadways (arterial or collector classification) and the TriMet MAX line. Plan Report No. 2, Trail Corridor Analysis (Appendix B), provides additional detail. In addition, fifteen local or neighborhood streets are crossed by the Westside Trail. Specific crossing locations and treatments will be determined based on the applicable local jurisdiction standards. The major transportation routes crossed or followed by the trail are (south to north):

SW Beef Bend Road	Segments 1 and 2
SW Bull Mountain Road	Segment 2
TriMet MAX Blue Line	Segment 4.11
SW 158th Avenue	Segment 4.12
SW Jenkins Road	Segment 4.12
SW Jay Street	Segment 4.12
SW Walker Road	Segment 4.14
US 26	Segments 4.14 and 4.15
NW Cornell Road	Segments 4.15 and 4.16
West Union Road	Segments 4.17 and 4.18.1
NW Kaiser Road	Segments 4.18.1 and 4.18.2
NW Springville Road	Segment 5
NW Skyline Boulevard	Segments 5 and 6
US 30	Segment 6

Utility corridors

Electrical power corridors

Large electrical power transmission towers and poles challenge trail development alignments, particularly where the power corridor narrows to 100 feet and where steep slopes are present. Both the physical placement and size of the structures and utility maintenance requirements can dictate trail routing. Lattice tower and single-pole footing locations are shown on the segment-by-segment maps included in this master plan. There are also aboveground utility buildings and other small structures along the corridor. Such buildings are few in number and should not pose a significant challenge to trail development.

The Westside Trail corridor within Washington County is primarily a south-north trending BPA-owned power transmission corridor. A PGE power corridor parallels the BPA corridor between the Tualatin River and SW Barrows Road, including lands within King City and Tigard and unincorporated Washington County. The PGE corridor is primarily secured by easement. Use of the PGE corridor for trail development may be less feasible than with the BPA-owned corridor due to

underlying property rights. A separate BPA power corridor crosses Segments 4.20 to Segment 6 including areas within Multnomah County and the Portland. This corridor is secured by easements over private lands.

Other utilities

Underground natural gas lines and a major petroleum pipeline traverse the study corridor in several locations. Trail alignments and surfaces, as well as habitat restoration, will have to assure continued accessibility to these pipelines for maintenance and replacement purposes. Use permissions from the petroleum pipeline operator (Kinder-Morgan) and natural gas operators may be necessary. The petroleum pipeline in particular is buried at shallow depths, and special considerations may have to be made in trail development to assure the integrity of this line.

Just outside of the south end of the study corridor on the south side of the Tualatin River, the Oregon Department of Environmental Quality (DEQ) has a longstanding petroleum fuel spill cleanup underway. This cleanup could influence the siting of any bridge spanning the river and connecting the Westside Trail to the future Ice Age Tonquin and Tualatin Greenway trails.

CHAPTER 3: TRAIL CORRIDOR ANALYSIS

Overview

Working with the SAC, jurisdictional stakeholders, property owners, area residents, and BPA and PGE, an extensive process was undertaken to identify and evaluate trail alignment alternatives.

A set of trail segments was identified to organize the trail alignment analysis. The initial set of Westside Trail segments included in the study corridor were identified in late 2011 based on a review of background information, property research, and input from jurisdictional stakeholders. Built trail sections operated by THPRD or planned for development by 2014 (Segments 4.01 to 4.11 and Segment 4.18.2) were *not* included in the master plan study corridor but maps are included in this master plan report for reference purposes (see Map 6 and Map 13).

Two major mid-study adjustments were made to segments.

- Two segments leading into the North Management Unit of Portland's Forest Park were eliminated from the study in early 2012, as Portland management policies for this portion of Forest Park do not allow multiuser trails.
- Based on discussions with THPRD and Washington County in early 2013, Segments 4.18.3 and 4.19 north of Rock Creek were eliminated from the study corridor. These segments will be developed by THPRD as community-scale trails or as part of North Bethany residential development.

Methodology

The information developed in Plan Report No. 1, Existing Conditions (Appendix A) provides the essential background and context to the trail corridor analysis. Geographic information system (GIS) and other mapping data developed in the master plan's existing conditions phase, and preliminary property ownership information developed by Metro with the assistance of the project partners (particularly BPA and PGE) were used extensively. Additional technical assistance was provided by THPRD, the Oregon Department of Transportation (ODOT), TriMet, Washington County, Multnomah County, and the cities of Tigard and Portland.

All illustrated trail alignment alternatives are plan level. Recommended alignments and crossings have not been subject to survey, final design, or engineering. More information on the assumptions and parameters used in determining and costing different trail alignments are part of Plan Report No. 2, Trail Corridor Analysis (Appendix B). Updates to alignments, assumptions and costs made subsequent to Plan Report No. 2 are included in Plan Report No. 4, Implementation Strategy (Appendix D).

The key parameters in order of preference guiding the selection of trail alignment alternatives were:

- Establish conceptual alignments with longitudinal slopes of 5 percent or less meeting ADA requirements.

- Stay within the 100-foot-wide BPA-owned power corridor (except for those portions of Segments 4.21 and 5 for which there is no BPA-*owned* corridor).
- For other segments where 5 percent slopes cannot be achieved within the BPA-owned power corridor, use easement areas under PGE power towers and lines.
- If 5 percent slopes still cannot be achieved within the BPA-PGE power corridor, use abutting public open spaces or private vacant lands.
- If 5 percent slopes still cannot be achieved within the BPA-PGE power corridor or within abutting public or private lands, or if achieving 5 percent slopes result in extended sections of sharp switchbacks and retaining walls, and/or extensive cut and fill, use an average 8 percent slope standard.
- Where multiuser/bicycle-pedestrian options meeting ADA requirements still cannot be achieved, use shared roadway or bike lane solutions for road bicycles combined with pedestrian-only alternatives and/or facilities such as short bridges or steps.

Washington County standards for determining the location and features for midblock road crossings were applied to crossings in Washington County. Multnomah County standards for NW Springville Road and City of Portland standards for NW Skyline Boulevard were the basis for those conceptual crossing treatments and costing.

Preferred trail alignments

Plan Report No. 2, Trail Corridor Analysis (Appendix B) details the processes, technical influences, and opportunities and challenges that yielded one to four multiuser trail alignment alternatives for each Westside Trail segment, as well as other options such as shared roadway facilities, bike lanes, soft-surface trails, and street-edge trails. See Chapter 4 for definitions and details. Plan Report No. 2 also details the underlying assumptions that went into trail alternatives and costing.

Based on the information developed in Plan Report No. 3, Design Framework (Appendix C) and input from the SAC, public open house, and other public and jurisdictional interactions, modifications were made to some of assumptions and alignment alternatives reported in Plan Report No. 2. These changes are detailed in Plan Report No. 4.

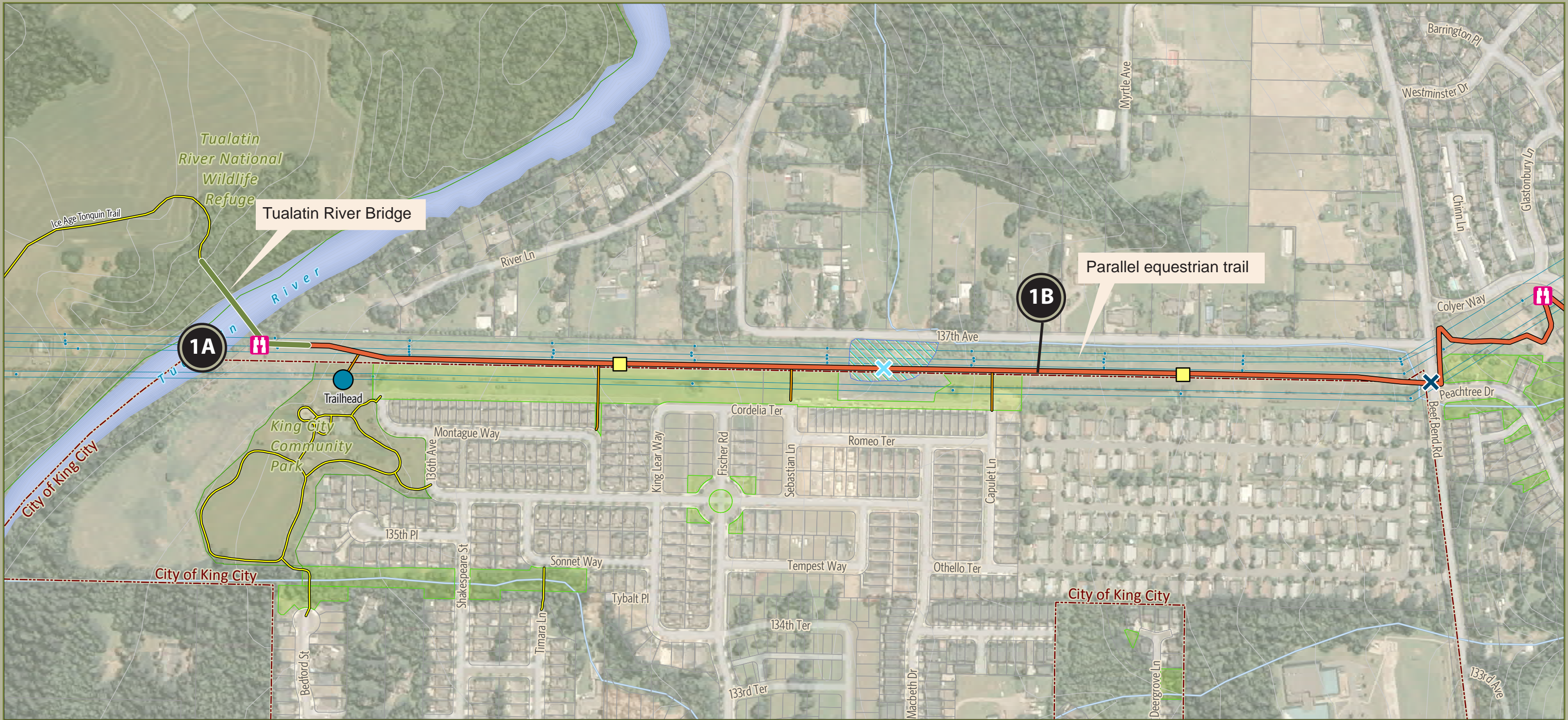
After a second round of SAC review and the third round of public open houses in May 2013, a set of preferred trail alignment alternatives were selected. Following are mapping and summaries of the key elements of each preferred trail alternative south to north.

Table 1 Segment 1: Tualatin River to SW Beef Bend Road

1A Tualatin River crossing	
<p>Design: three-span bridge with approach ramp under 5% grade, steel/concrete construction, 18'-wide bridge deck</p> <p>Use: pedestrians, bicycles, equestrians</p> <p>Jurisdiction: City of King City, City of Tualatin</p> <p>Length: 330'-long bridge plus 200'-long north side ramp</p> <p>Cost: \$3,844,000</p> <p>Priority: near term</p>	<p>Bridge crosses the Tualatin River west of the power corridor; north approach ramp to be built within power corridor; north ramp on piers to avoid impeding floodwaters; connects to other trails and wildlife refuge on south side of river and to Segment 1 and King City Community Park on north side; wildlife habitat features are to be included in bridge design.</p>
1B Tualatin River crossing to SW Beef Bend Road	
<p>Design: asphalt, 10' to 12' wide, up to 5% grades; soil with gravel, 6' to 8' wide, up to 5% grades.</p> <p>Use: pedestrians, bicycles, equestrians</p> <p>Jurisdiction: City of King City</p> <p>Length: 0.74 mile</p> <p>Cost: \$3,153,000</p> <p>Priority: near term</p>	<p>Within power corridor; two parallel trails – one paved multiuser, one equestrian; relatively flat corridor, no switchbacks required; one wetland crossing requiring boardwalk; trailhead at King City Park; prairie restoration with wetland enhancement and restoration.</p>

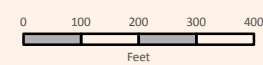
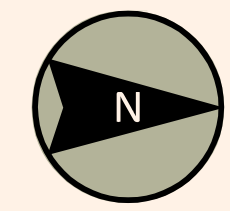
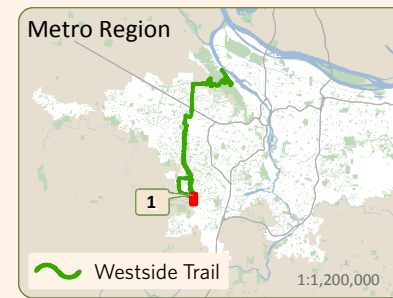
Westside Trail Master Plan

Map 2 Segment 1
Tualatin River to Beef Bend Rd



Westside Trail Recommended Alignment

- | | | | | |
|------------------------------------|-------------------------|--------------------------------|--------------------------------|---------------------|
| Multi-user | Existing Westside Trail | Schools | Wetlands | Powerlines & Towers |
| Soft surface | Other Trails | Potential Viewpoints | Taxlots | Streams |
| On-street | Midblock Crossings | Potential Trailheads | Parks and natural areas | 10 foot contours |
| Bridge | Wetland Crossings | Potential Prairie Restorations | Privately owned | City Boundaries |
| Recommended Access Connector Paths | Minor Stream Crossings | Subsegment number | Publicly owned | County Boundaries |



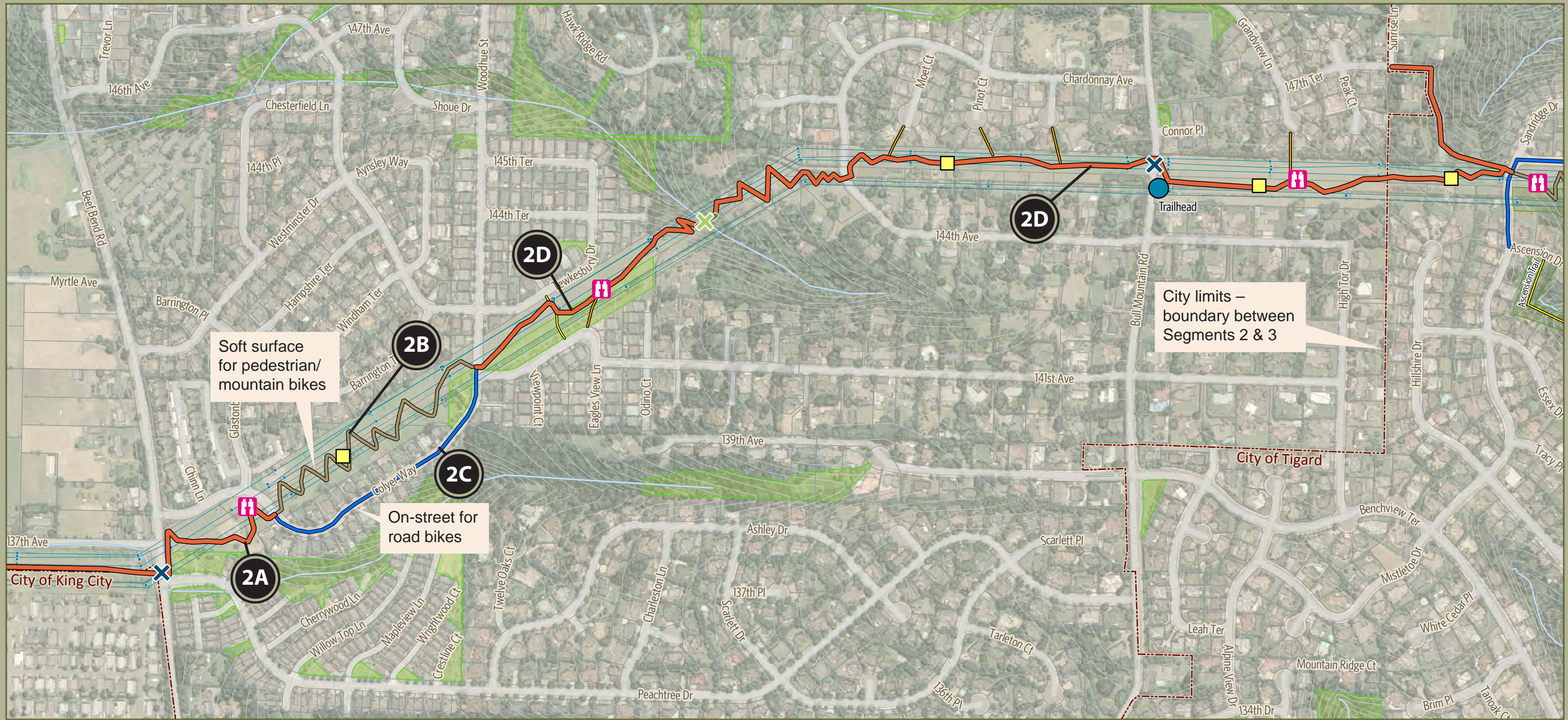
All illustrated alignments subject to change based on final design, permitting, and engineering.

Table 2 Segment 2: SW Beef Bend Road to Tigard city limits

<p>Jurisdiction: Washington County Total Length: 1.52 miles Total Cost: \$4,653,500</p>	<p>Alignment responds to steep slopes and cross slopes. Short shared roadway road bike sections and parallel soft-surface trail mitigate for steep slope impacts. See Map 5 for a secondary route around Bull Mountain that avoids steep slopes. Total length excludes shared roadway section.</p>
<p>2A SW Beef Bend Road to SW Colyer Way</p>	
<p>Design: asphalt, 10' to 12' wide, up to 8% grades. Use: pedestrians, bicycles Length: 0.16 mile Cost: \$869,000 Priority: medium term</p>	<p>Multiuser trail within power corridor; includes midblock crossing of SW Beef Bend Road using flashing beacon signals and center refuge island; two to three switchbacks; prairie habitat restoration.</p>
<p>2B SW Colyer Way to SW Woodhue Street</p>	
<p>Design: soil with gravel, 6' to 8' wide, up to 8% grades Use: pedestrians, mountain bikes Length: 0.38 mile Cost: \$472,000 Priority: medium term</p>	<p>Within power corridor; soft-surface option in steepest section of segment; 12 switchbacks; prairie habitat restoration.</p>
<p>2C SW Colyer Way</p>	
<p>Design: shared roadway Use: road bicycles Length: 0.25 mile Cost: \$11,000 Priority: medium term</p>	<p>Existing street paralleling east side of power corridor; shared roadway solution for road bicycles; add wayfinding signage; add sharrow pavement markings.</p>
<p>2D SW Woodhue Street to Tigard City Limits</p>	
<p>Design: asphalt, 10' to 12' wide, up to 8% grades; Use: pedestrians, bicycles Length: 0.98 mile Cost: \$3,301,500 Priority: medium term</p>	<p>Multiuser trail within power corridor; 100' bridge span across ravine; midblock crossing of SW Bull Mountain Road using flashing beacon signals and center refuge island; trailhead at SW Bull Mountain Road; 16 switchbacks; possible property acquisition; prairie habitat restoration with possible woodland conservation and stream restoration at ravine.</p>

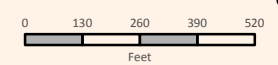
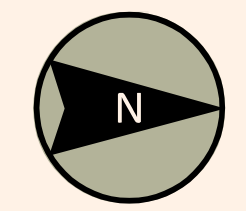
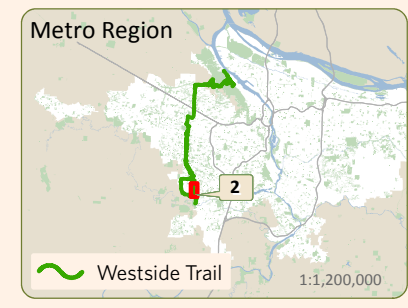
Westside Trail Master Plan

Map 3 Segment 2
Beef Bend Rd to Tigard city limits



Westside Trail Recommended Alignment

- | | | | | |
|------------------------------------|-------------------------|--------------------------------|-------------------------|---------------------|
| Multi-user | Existing Westside Trail | Schools | Wetlands | Powerlines & Towers |
| Soft surface | Other Trails | Potential Viewpoints | Taxlots | Streams |
| On-street | Midblock Crossings | Potential Trailheads | Parks and natural areas | 10 foot contours |
| Bridge | Wetland Crossings | Potential Prairie Restorations | Privately owned | City Boundaries |
| Recommended Access Connector Paths | Minor Stream Crossings | Subsegment number | Publicly owned | County Boundaries |



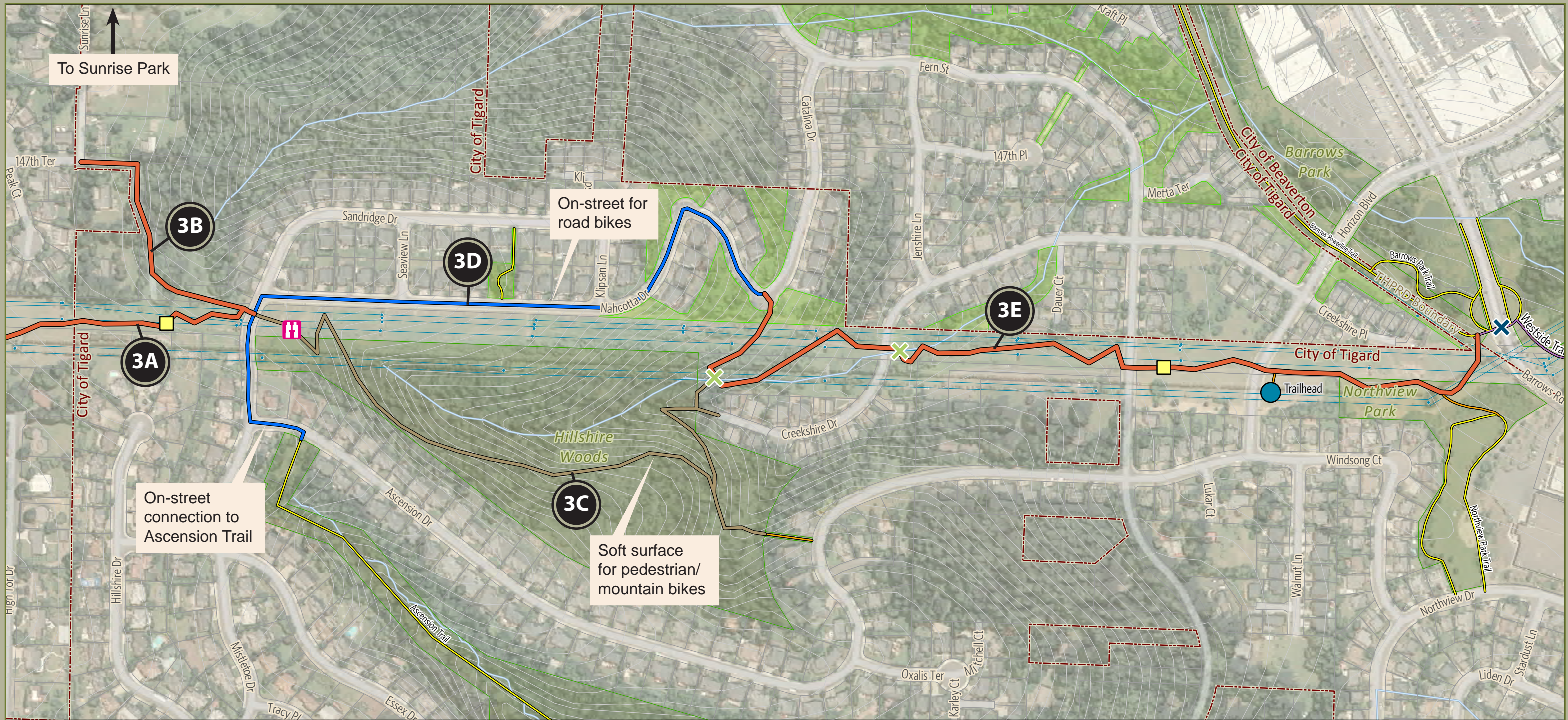
All illustrated alignments subject to change based on final design, permitting, and engineering.

Table 3 Segment 3: Tigard city limits to SW Barrows Road

<p>Jurisdiction: City of Tigard Total length: 1.26 miles Total cost: \$2,525,000</p>	<p>Trail alignment responds to steep slopes and cross slopes. Short shared roadway section for road bikes and soft-surface pedestrian trail through adjacent natural area mitigate for steep slope impacts. See Map 5 for a secondary route around Bull Mountain that avoids steep slopes. Total length excludes shared roadway section.</p>
<p>3A Tigard city limits to SW Mistletoe Drive</p>	
<p>Design: asphalt, 10' to 12' wide, 5% to 8% grade Use: pedestrians, road bikes Length: 0.12 mile Cost: \$215,000 Priority: medium term</p>	<p>Multuser trail within power corridor; grades primarily less than 5%, some intermittent sections up to 8%; three switchbacks; one local street crossing; prairie habitat restoration.</p>
<p>3B Sunrise Park</p>	
<p>Existing asphalt multuser trail on private property connecting to Tigard's Sunrise Park; will require acquisition; 0.18 mile length; may require some upgrades to meet design standards; woodland restoration opportunities; near-term priority; not costed or included in total segment length.</p>	
<p>3C Hillshire Woods – SW Mistletoe Drive to SW Creekshire Drive and SW Ascension Drive</p>	
<p>Design: soil with gravel, will vary from 4' to 7' wide, up to 8% grades Use: pedestrians, mountain bikes Length: 0.55 mile Cost: \$370,000 Priority: near term</p>	<p>Within Tigard's Hillshire Woods; soft-surface primarily 5% or less, some intermittent sections up to 8%; three trail spurs on north end connect to power corridor, SW Creekshire, and SW Ascension; steps may be required to SW Ascension; woodland habitat conservation.</p>
<p>3D SW Nahcotta to SW Ascension via SW Mistletoe</p>	
<p>Design: shared roadway Use: road bikes Length: 0.47 mile Cost: \$17,000 Priority: medium term</p>	<p>Existing street paralleling west side of power corridor; shared roadway solution for road bicycles; add wayfinding signage; add sharrow pavement markings. Also includes designation of a shared roadway route connecting the trail and SW Nahcotta to the Ascension Trail.</p>
<p>3E SW Catalina to SW Barrows</p>	
<p>Design: asphalt, 10' to 12' wide, up to 8% grades Use: pedestrians, bicycles Length: 0.59 mile Cost: \$1,923,000 Priority: medium term</p>	<p>Multuser trail within power corridor; grades primarily less than 5%, some intermittent sections up to 8%; eight switchbacks; three minor stream crossings with low, short bridges (final design may reduce number of crossings); three local street crossings; trailhead at Horizon Blvd; prairie habitat restoration.</p>

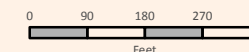
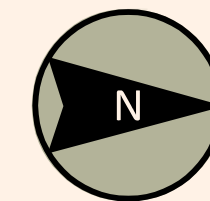
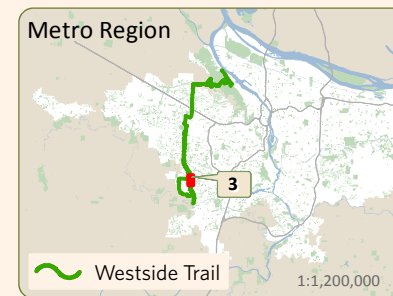
Westside Trail Master Plan

Map 4 Segment 3
Tigard city limits to Barrows Rd



Westside Trail Recommended Alignment

- | | | | | |
|------------------------------------|-------------------------|--------------------------------|--------------------------------|---------------------|
| Multi-user | Existing Westside Trail | Schools | Wetlands | Powerlines & Towers |
| Soft surface | Other Trails | Potential Viewpoints | Taxlots | Streams |
| On-street | Midblock Crossings | Potential Trailheads | Parks and natural areas | 10 foot contours |
| Bridge | Wetland Crossings | Potential Prairie Restorations | Privately owned | City Boundaries |
| Recommended Access Connector Paths | Minor Stream Crossings | Subsegment number | Publicly owned | County Boundaries |



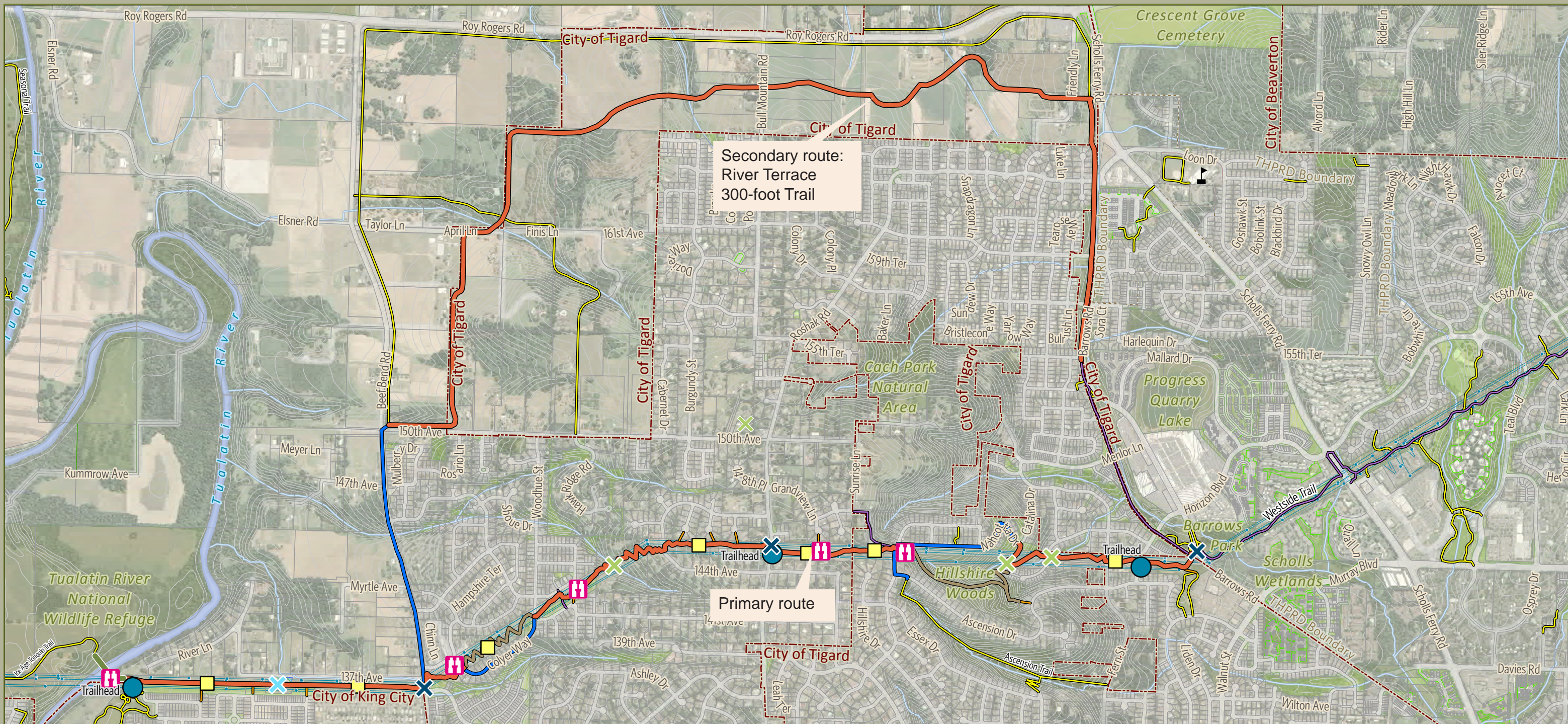
All illustrated alignments subject to change based on final design, permitting, and engineering.

Segments 2 and 3 secondary route: SW Beef Bend Road to SW Barrows Road

Not all trail users may want to use the steep sections that cross Bull Mountain along the power corridor. Development on lands newly annexed to Tigard along the west edge of Bull Mountain will eventually provide a secondary route taking users around Bull Mountain. As part of private development, a series of trails and bikeways will be included in the River Terrace subdivision. One subdivision trail, termed the 300-Foot Trail as it approximately follows the 300-foot elevation line, will provide for a multiuser south-north trail connecting SW Beef Bend Road and SW Barrows Road. With the addition of new bike lanes and sidewalks along SW Beef Bend Road and SW Barrows Road, a longer but relatively flat route around Bull Mountain will be available. This secondary route is illustrated on Map 5.

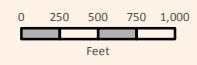
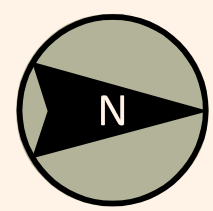
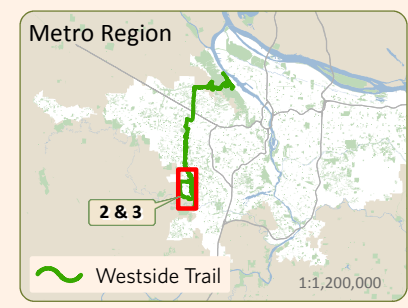
Westside Trail Master Plan

Map 5 Segment 2 & 3 Secondary Route Beef Bend Rd to Barrows Rd



Westside Trail Recommended Alignment

- | | | | | |
|------------------------------------|-------------------------|--------------------------------|--------------------------------|---------------------|
| Multi-user | Existing Westside Trail | Potential Trailheads | Wetlands | Powerlines & Towers |
| Soft surface | Other Trails | Potential Viewpoints | Taxlots | Streams |
| On-street | Midblock Crossings | Schools | Parks and natural areas | 10 foot contours |
| Bridge | Wetland Crossings | Potential Prairie Restorations | Privately owned | City Boundaries |
| Recommended Access Connector Paths | Minor Stream Crossings | | Publicly owned | County Boundaries |



All illustrated alignments subject to change based on final design, permitting, and engineering.

Segments 4.01 to 4.11: SW Barrows Road to Tualatin Hills Nature Park (THNP)

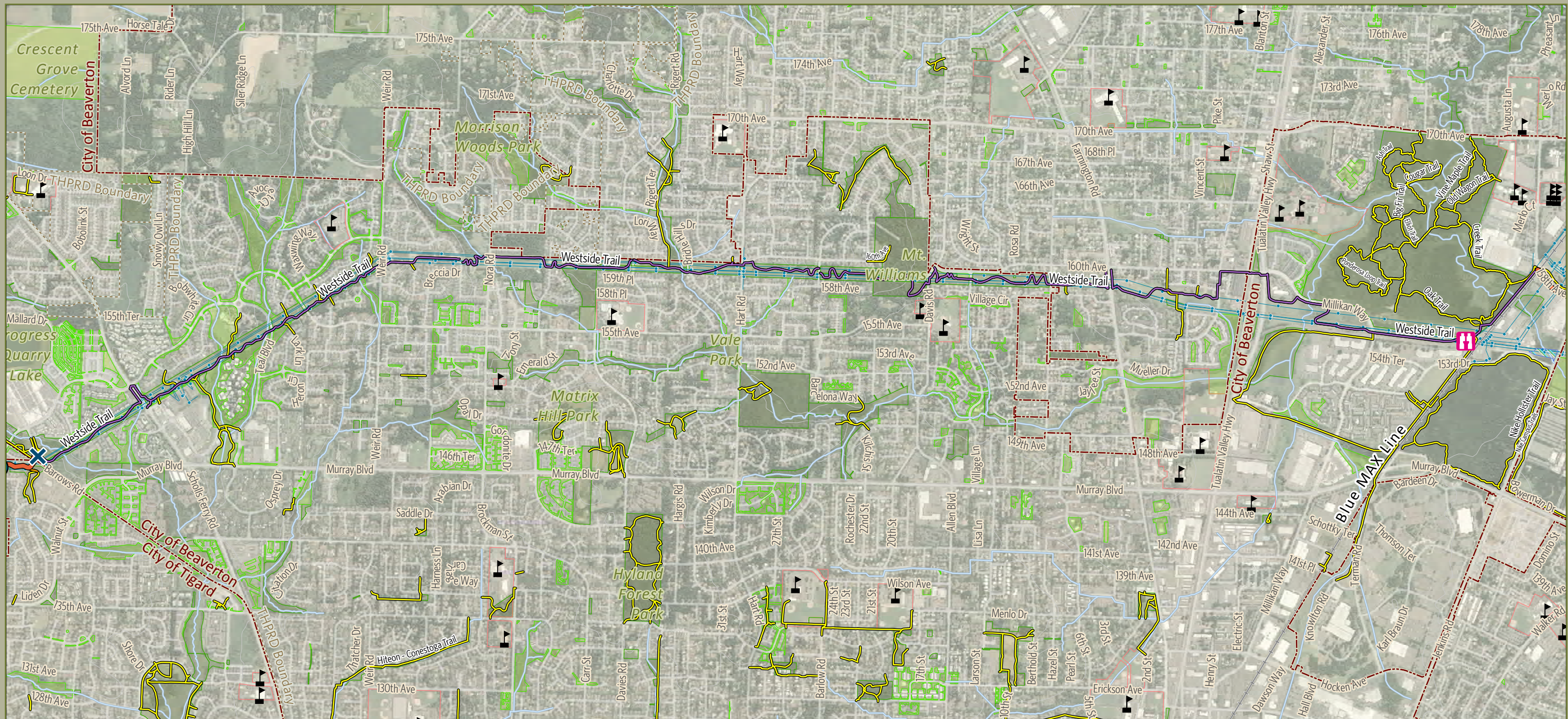
These segments are already built or are scheduled for construction. Segments 4.01, 4.04, and 4.07 were completed by THPRD in 2013. Segment 4.11 is under design with construction probable in 2014.

Westside Trail Master Plan

Map 6

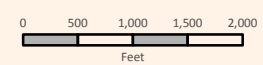
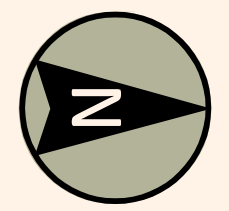
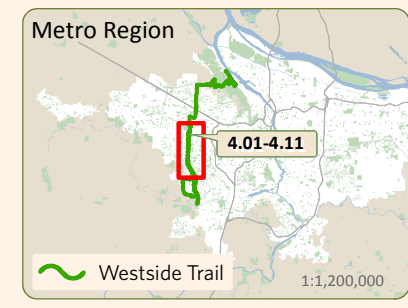
Segment 4.01-4.11

Barrows Rd to Tualatin Hills Nature Park



Westside Trail Recommended Alignment

- | | | | | |
|------------------------------------|-------------------------|--------------------------------|-------------------------|---------------------|
| Multi-user | Existing Westside Trail | Potential Trailheads | Wetlands | Powerlines & Towers |
| Soft surface | Other Trails | Potential Viewpoints | Taxlots | Streams |
| On-street | Midblock Crossings | Schools | Parks and natural areas | 100 foot contours |
| Bridge | Wetland Crossings | Potential Prairie Restorations | Privately owned | City Boundaries |
| Recommended Access Connector Paths | Minor Stream Crossings | | Publicly owned | County Boundaries |



All illustrated alignments subject to change based on final design, permitting, and engineering.

Table 4 Segments 4.12 to 4.13: Tualatin Hills Nature Park (THNP) to SW Walker Road

4.12 THNP to SW Walker Road

<p>Design: asphalt, 10' to 12' wide, plus 3' to 5' wide buffer from street Use: pedestrians, bicycles Jurisdiction: Washington County Length: 0.82 mile Cost: \$1,355,000 Priority: long term</p>	<p>Replace existing sidewalk along east side of SW 158th Avenue with a street-edge trail; property acquisition will be required; existing landscaping will have to be removed and replacement may be required.</p>
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4.13 SW Walker Road: 158th to Power Corridor

<p>Design: asphalt, 10' to 12' wide, plus 3' to 5' wide buffer from street Use: pedestrians, bicycles Jurisdiction: Washington County Length: 0.48 mile Cost: \$794,000 Priority: medium term</p>	<p>Replace existing sidewalk along south side of SW Walker Road with a street-edge trail; crosses to north side at SW 150th Avenue; property acquisition will be required; planned widening to SW Walker Road may build this section.</p>
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Westside Trail Master Plan

Map 7

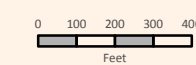
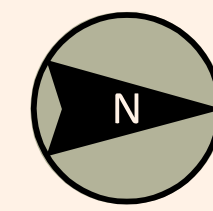
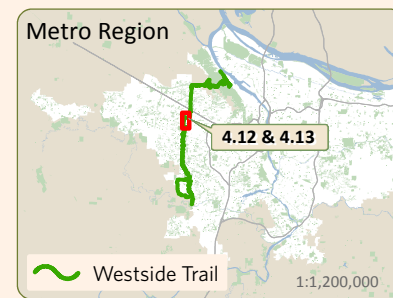
Segment 4.12 & 4.13

Tualatin Hills Nature Park to Walker Rd



Westside Trail Recommended Alignment

- | | | | | |
|------------------------------------|-------------------------|--------------------------------|--------------------------------|---------------------|
| Multi-user | Existing Westside Trail | Schools | Wetlands | Powerlines & Towers |
| Soft surface | Other Trails | Potential Viewpoints | Taxlots | Streams |
| On-street | Midblock Crossings | Potential Trailheads | Parks and natural areas | 10 foot contours |
| Bridge | Wetland Crossings | Potential Prairie Restorations | Privately owned | City Boundaries |
| Recommended Access Connector Paths | Minor Stream Crossings | | Publicly owned | County Boundaries |



All illustrated alignments subject to change based on final design, permitting, and engineering.

Table 5 Segment 4.14: SW Walker Road to US 26

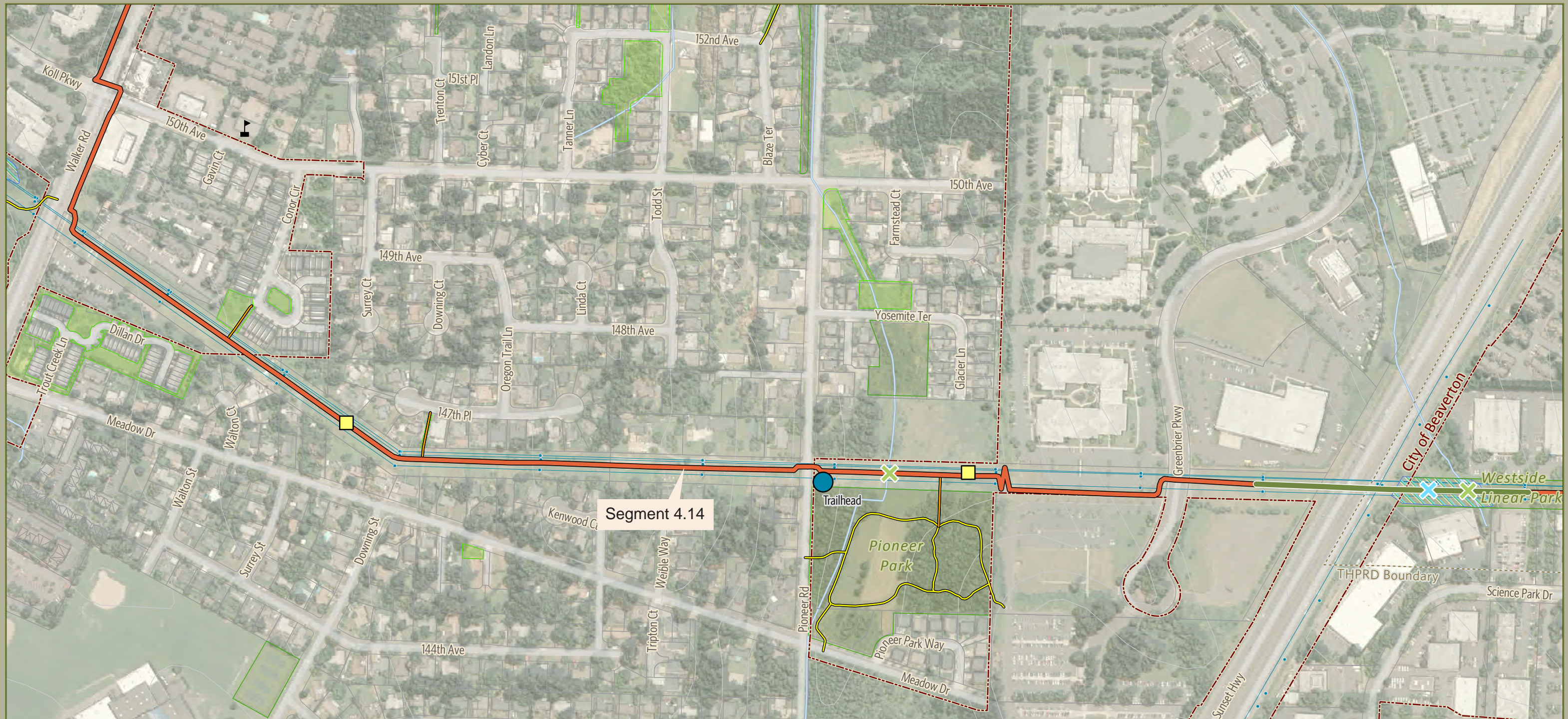
<p>Design: asphalt, 10' to 12' wide, up to 5% grades. Use: pedestrians, bicycles Jurisdiction: THPRD Length: 0.90 mile Cost: \$2,320,000 Priority: medium term</p>	<p>Multuser trail within power corridor; if US 26 bridge precedes Segment 4.14, short multuser trail section connecting bridge ramp to Greenbriar Parkway needed; includes trailhead near Pioneer Park; two switchbacks; one minor stream crossing; all prairie habitat restoration</p>
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Westside Trail Master Plan

Map 8

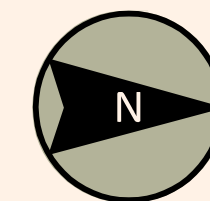
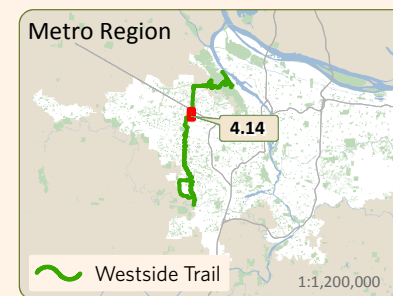
Segment 4.14

Walker Rd to Sunset Highway



Westside Trail Recommended Alignment

- | | | | | |
|------------------------------------|-------------------------|--------------------------------|--------------------------------|---------------------|
| Multi-user | Existing Westside Trail | Schools | Wetlands | Powerlines & Towers |
| Soft surface | Other Trails | Potential Viewpoints | Taxlots | Streams |
| On-street | Midblock Crossings | Potential Trailheads | Parks and natural areas | 10 foot contours |
| Bridge | Wetland Crossings | Potential Prairie Restorations | Privately owned | City Boundaries |
| Recommended Access Connector Paths | Minor Stream Crossings | | Publicly owned | County Boundaries |



All illustrated alignments subject to change based on final design, permitting, and engineering.

Table 6 Segment 4.15: US 26 to NW Cornell Road

4.15A US 26 crossing

<p>Design: two-span bridge; switchback north approach ramp; straight south approach ramp; both ramps 5% grade; concrete/steel construction, 18' wide Use: pedestrians, bicycles Jurisdictions: ODOT, THPRD Length: 230'-long bridge; 175'-long north ramp; 340'-long south ramp Cost: \$5,430,000 Priority: near term</p>	<p>Bridge crosses US 26 at slight angle within the power corridor; north side power pole relocations probably necessary; north ramp on piers to mitigate wetland impacts; north ramp switchbacks may be needed to avoid conflict with industrial service roadway; wildlife habitat features to be included on the bridge.</p>
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4.15B US 26 to NW Cornell Road

<p>Design: asphalt, 10' to 12' wide, up to 5% grades Use: pedestrians, bicycles Jurisdiction: THPRD Length: 0.20 mile Cost: \$1,701,500 Priority: near term</p>	<p>Multiuser trail within power corridor; relatively flat, no switchbacks required; trailhead on south side of NW Cornell; midblock crossing of Cornell with signal and refuge island; prairie restoration for balance.</p>
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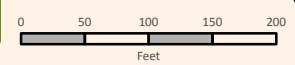
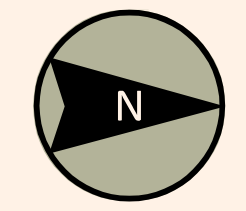
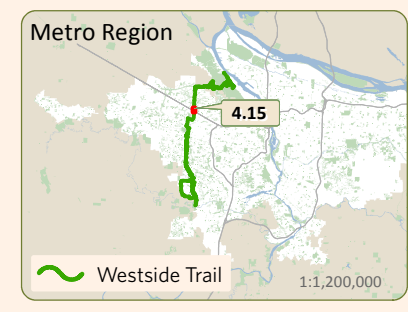
Westside Trail Master Plan

Map 9 Segment 4.15
Sunset Highway to NW Cornell Road



Westside Trail Recommended Alignment

- | | | | | |
|------------------------------------|-------------------------|--------------------------------|-------------------------|---------------------|
| Multi-user | Existing Westside Trail | Schools | Wetlands | Powerlines & Towers |
| Soft surface | Other Trails | Potential Viewpoints | Taxlots | Streams |
| On-street | Midblock Crossings | Potential Trailheads | Parks and natural areas | 10 foot contours |
| Bridge | Wetland Crossings | Potential Prairie Restorations | Privately owned | City Boundaries |
| Recommended Access Connector Paths | Minor Stream Crossings | | Publicly owned | County Boundaries |



All illustrated alignments subject to change based on final design, permitting, and engineering.

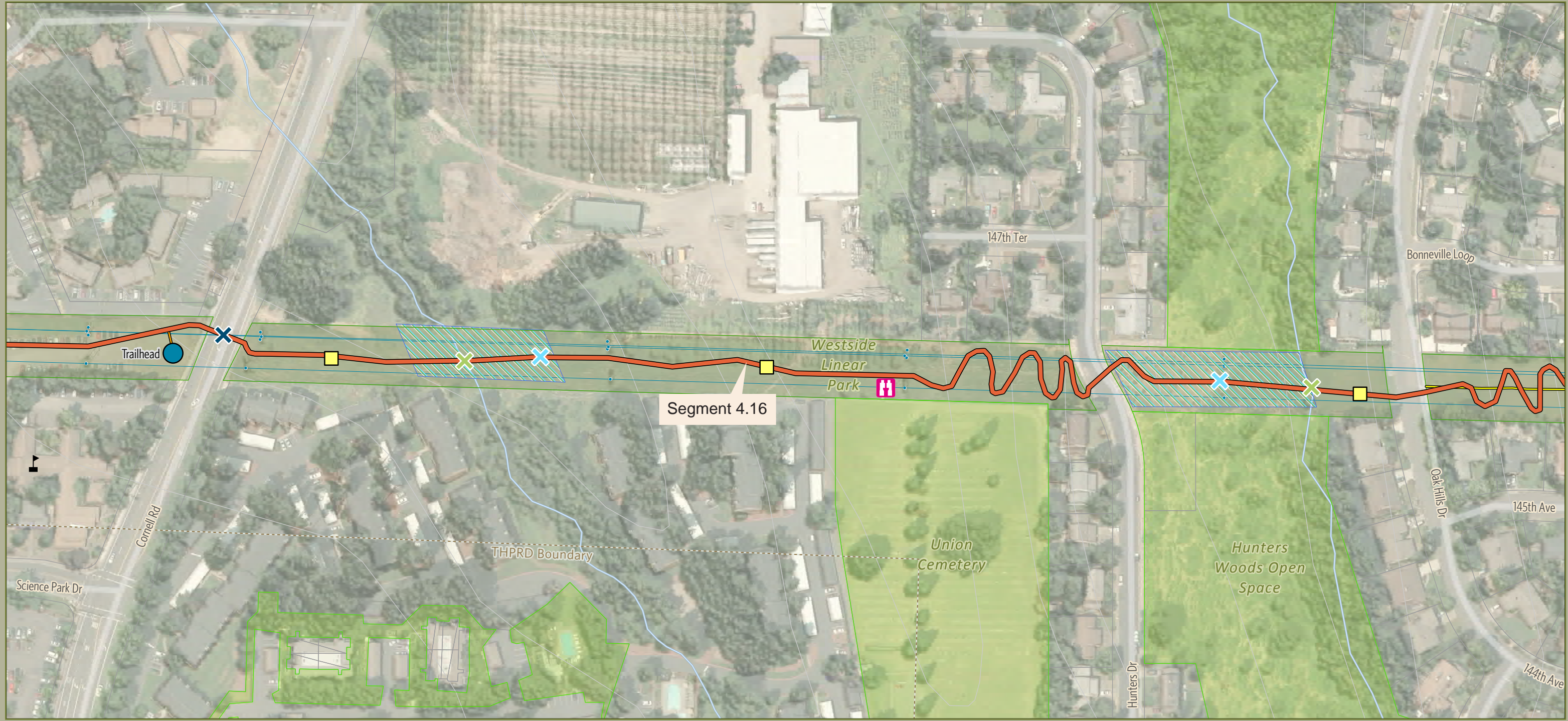
Table 7 Segment 4.16: NW Cornell Road to NW Oak Hills Drive

<p>Design: asphalt, 10' to 12' wide, up to 5% grades Use: pedestrians, bicycles Jurisdiction: THPRD Length: 0.41 mile Cost: \$1,318,000 Priority: medium term</p>	<p>Multuser trail within power corridor; passes west side of Union Cemetery and crosses Hunters Woods open space; seven switchbacks south of NW Hunters Drive; two wetland/minor stream crossings requiring boardwalks and short, low elevation bridges; prairie restoration with wetland enhancement and restoration at wetland crossings.</p>
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Westside Trail Master Plan

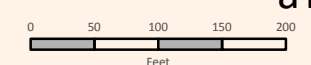
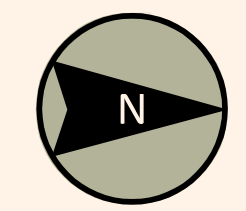
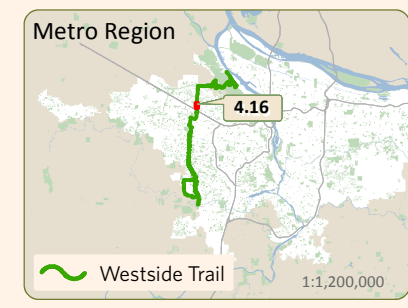
Map 10

Segment 4.16
Cornell Rd to Oak Hills Dr



Westside Trail Recommended Alignment

- | | | | | |
|------------------------------------|-------------------------|--------------------------------|--------------------------------|---------------------|
| Multi-user | Existing Westside Trail | Schools | Wetlands | Powerlines & Towers |
| Soft surface | Other Trails | Potential Viewpoints | Taxlots | Streams |
| On-street | Midblock Crossings | Potential Trailheads | Parks and natural areas | 10 foot contours |
| Bridge | Wetland Crossings | Potential Prairie Restorations | Privately owned | City Boundaries |
| Recommended Access Connector Paths | Minor Stream Crossings | | Publicly owned | County Boundaries |



All illustrated alignments subject to change based on final design, permitting, and engineering.

Table 8 Segment 4.17: NW Oak Hills Drive to NW West Union Road

<p>Design: asphalt, 10' to 12' wide, up to 5% grades Use: pedestrians, bicycles Jurisdiction: THPRD Length: 0.49 mile Cost: \$881,000 Priority: long term</p>	<p>Multuser trail within power corridor; existing private trail does not meet Westside Trail width or grade standards; 8 switchbacks at south end of segment required to maintain 5% grades; connections to private trail network in neighborhood subject to homeowners association consent; all prairie habitat restoration.</p>
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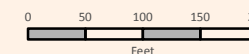
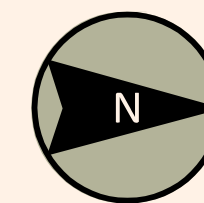
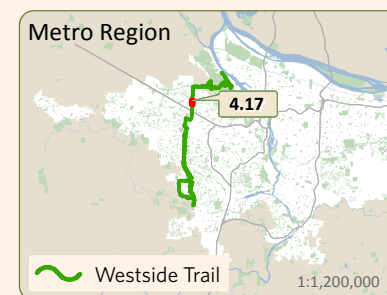
Westside Trail Master Plan

Map 11 Segment 4.17
Oak Hills Dr to West Union Rd



Westside Trail Recommended Alignment

- | | | | | |
|------------------------------------|-------------------------|--------------------------------|--------------------------------|---------------------|
| Multi-user | Existing Westside Trail | Schools | Wetlands | Powerlines & Towers |
| Soft surface | Other Trails | Potential Viewpoints | Taxlots | Streams |
| On-street | Midblock Crossings | Potential Trailheads | Parks and natural areas | 10 foot contours |
| Bridge | Wetland Crossings | Potential Prairie Restorations | Privately owned | City Boundaries |
| Recommended Access Connector Paths | Minor Stream Crossings | | Publicly owned | County Boundaries |



All illustrated alignments subject to change based on final design, permitting, and engineering.

Table 9 Segment 4.18.1: NW West Union Road to NW Kaiser Road

Design: asphalt, 10' to 12' wide, up to 5% grades Use: pedestrians, bicycles Jurisdiction: THPRD Length: 0.27 mile Cost: \$1,600,000 Priority: medium term	Multiuser trail within power corridor; relatively flat, two wide switchbacks near NW Kaiser needed to maintain 5% grades; midblock crossings at West Union Road and NW Kaiser with flashing beacons and center refuge islands; prairie habitat restoration
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Westside Trail Master Plan

Map 12

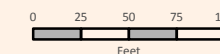
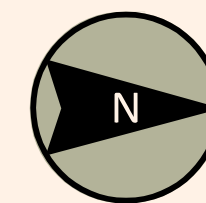
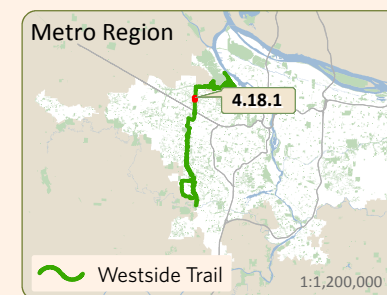
Segment 4.18.1

West Union Rd to Kaiser Rd



Westside Trail Recommended Alignment

- | | | | | |
|------------------------------------|-------------------------|--------------------------------|--------------------------------|---------------------|
| Multi-user | Existing Westside Trail | Schools | Wetlands | Powerlines & Towers |
| Soft surface | Other Trails | Potential Viewpoints | Taxlots | Streams |
| On-street | Midblock Crossings | Potential Trailheads | Parks and natural areas | 10 foot contours |
| Bridge | Wetland Crossings | Potential Prairie Restorations | Privately owned | City Boundaries |
| Recommended Access Connector Paths | Minor Stream Crossings | | Publicly owned | County Boundaries |



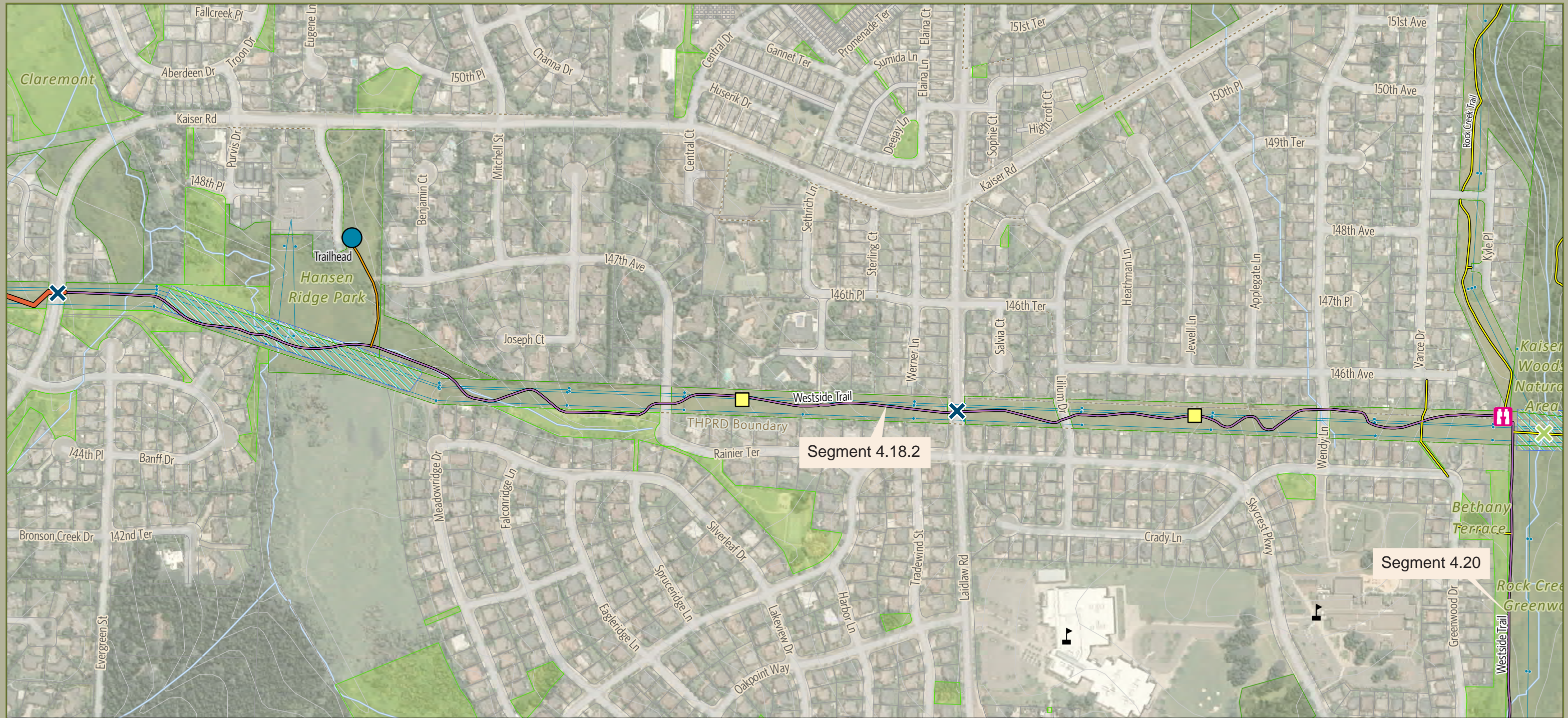
All illustrated alignments subject to change based on final design, permitting, and engineering.

Segment 4.18.2: NW Kaiser Road to Kaiser Woods Park

THPRD will construct this multiuser trail in 2015 (see Map 13).

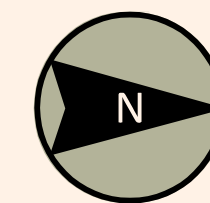
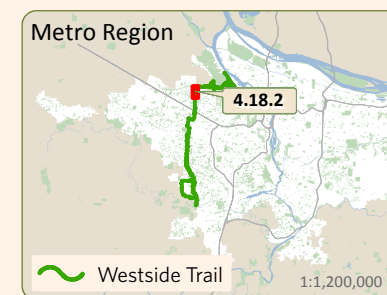
Westside Trail Master Plan

Map 13 Segment 4.18.2
Kaiser Rd to Kaiser Ridge Natural Area



Westside Trail Recommended Alignment

- | | | | | |
|------------------------------------|-------------------------|--------------------------------|-------------------------|---------------------|
| Multi-user | Existing Westside Trail | Schools | Wetlands | Powerlines & Towers |
| Soft surface | Other Trails | Potential Viewpoints | Taxlots | Streams |
| On-street | Midblock Crossings | Potential Trailheads | Parks and natural areas | 10 foot contours |
| Bridge | Wetland Crossings | Potential Prairie Restorations | Privately owned | City Boundaries |
| Recommended Access Connector Paths | Minor Stream Crossings | | Publicly owned | County Boundaries |



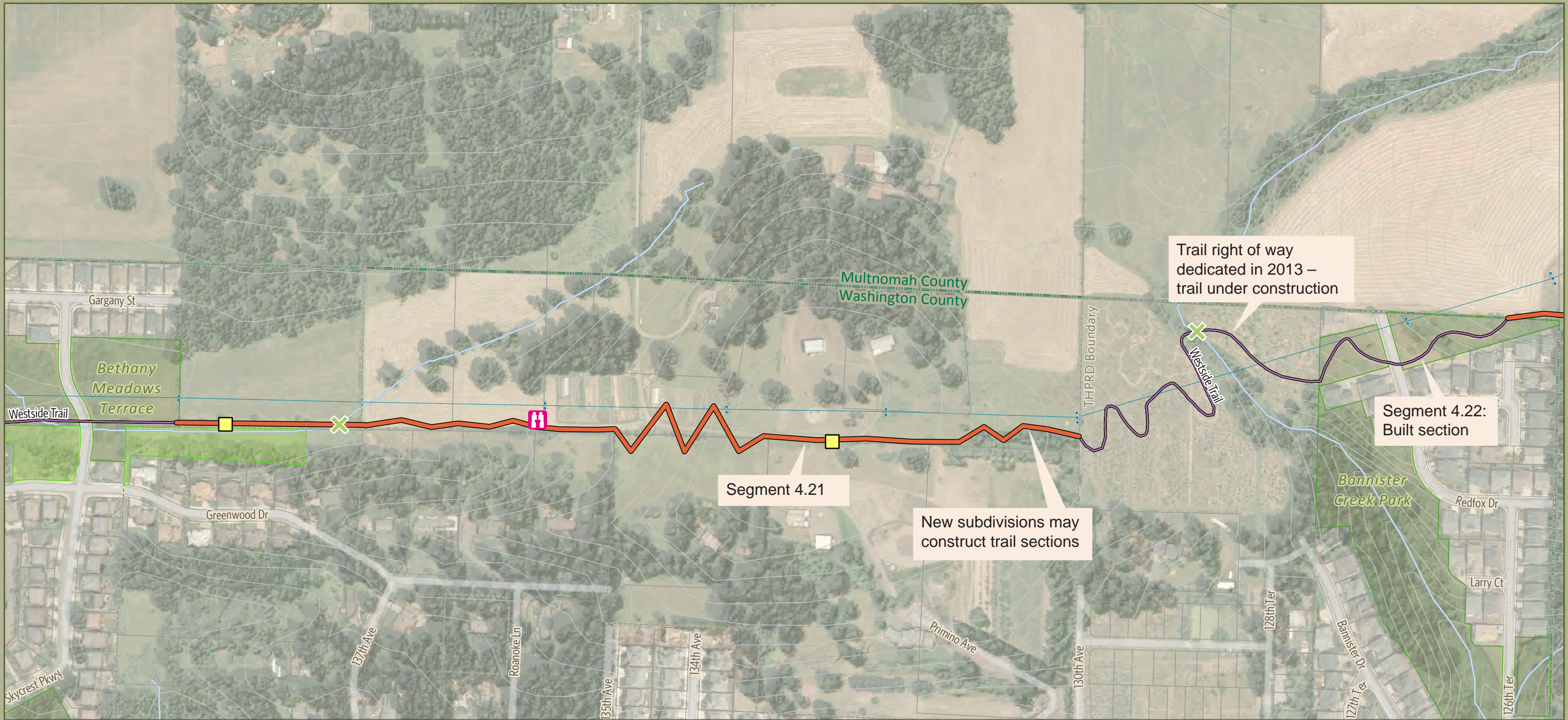
All illustrated alignments subject to change based on final design, permitting, and engineering.

Table 10 Segment 4.21: NW Skycrest Parkway to county line

<p>Design: asphalt, 10' to 12' wide, up to 8%+ grades Use: pedestrians, bicycles Jurisdiction: THPRD Length: 0.55 mile Cost: \$1,015,000 Priority: medium term</p>	<p>Multiuser trail follows power transmission lines crossing private property; acquisition will be required; 9 switchbacks required to maintain 8% grades, grades may exceed 8% for intermittent sections; 1 minor stream crossing with nearby wetlands; otherwise all prairie habitat restoration.</p> <p>The east end of Segment 4.21 is being constructed as part of a planned residential subdivision and is not included in the cost estimate. Map 14 shows the built trail section (Segment 4.22) that takes the system to the county line. These two built/under construction sections are not included in the overall segment length.</p> <p>Newly emerging residential development plans west of this area may result in other trail sections in Segment 4.21 being privately constructed.</p>
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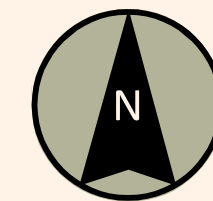
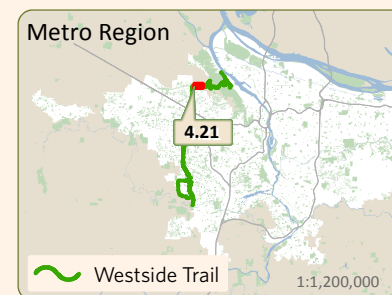
Westside Trail Master Plan

Map 14 Segment 4.21
 Skycrest Pkwy to Multnomah Co. line



Westside Trail Recommended Alignment

- | | | | | |
|------------------------------------|-------------------------|--------------------------------|--------------------------------|---------------------|
| Multi-user | Existing Westside Trail | Schools | Wetlands | Powerlines & Towers |
| Soft surface | Other Trails | Potential Viewpoints | Taxlots | Streams |
| On-street | Midblock Crossings | Potential Trailheads | Parks and natural areas | 10 foot contours |
| Bridge | Wetland Crossings | Potential Prairie Restorations | Privately owned | City Boundaries |
| Recommended Access Connector Paths | Minor Stream Crossings | | Publicly owned | County Boundaries |



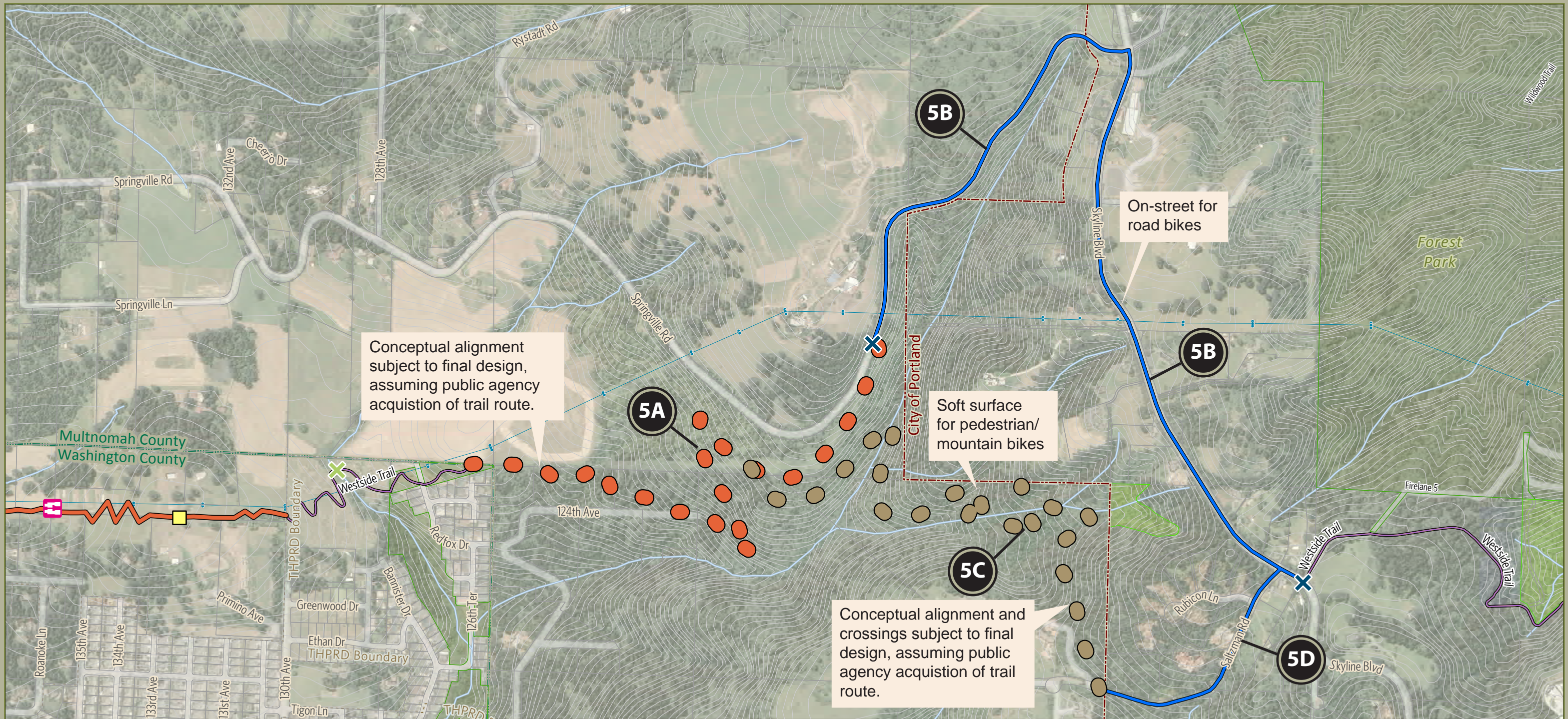
All illustrated alignments subject to change based on final design, permitting, and engineering.

Table 11 Segment 5: County line to NW Skyline Boulevard

<p>Total Trail Length: 2.11 miles Total Cost: \$6,013,000</p>	<p>Split-mode alignments mitigate for steep slopes and conserve woodland habitat. Multiuser trail for part of route; a narrower soft-surface trail for other users is routed through woodlands; shared roadway sections accommodate road bicycles.</p>
<p>5A County line to NW Springville Road (multiuser pathway section)</p>	
<p>Design: asphalt, 10' to 12' wide, up to 8% grades. Use: pedestrians, bicycles Length: 0.94 mile Cost: \$2,214,500 Priority: medium term</p>	<p>Multiuser trail; includes five switchbacks; low retaining walls; cost of intersection with NW Springville includes crossing treatments; final crossing type and design is subject to County warrant study at the time of construction; prairie habitat restoration and woodland conservation.</p>
<p>5B NW Springville Road to NW Saltzman Road (shared roadway section)</p>	
<p>Design: shared roadway Use: road bicycles Length: 1.27 miles Cost: \$2,384,000 Priority: long term</p>	<p>Add 4'-wide shoulders on both sides of NW Springville and NW Skyline Blvd; add wayfinding signage; retaining walls required for approximately 25% of length; possible need for improved stormwater conveyance and treatment; possible ROW acquisition.</p>
<p>5C NW Springville Road to NW Saltzman Road (soft-surface section)</p>	
<p>Design: soil with gravel, 4' to 6' wide, up to 5% grades Use: pedestrians, mountain bikes, equestrians Length: 1.17 miles Cost: \$916,000 Priority: medium term</p>	<p>Five minor stream crossings; woodland habitat conservation; alignment subject to final design.</p>
<p>5D NW Saltzman Road (shared roadway section)</p>	
<p>Design: shared roadway Use: pedestrians, mountain bikes, equestrians Length: 0.20 mile Cost: \$498,500 Priority: medium term</p>	<p>Shared roadway solution connecting soft-surface trail (5C) to shared roadway section (5B) at entry to Forest Park; add wayfinding signage; add sharrow pavement markings; potential sidewalk improvements (not costed); midblock crossing of NW Skyline includes a flashing beacon and no refuge island, final crossing design is subject to City determination at the time of construction.</p>

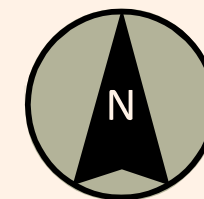
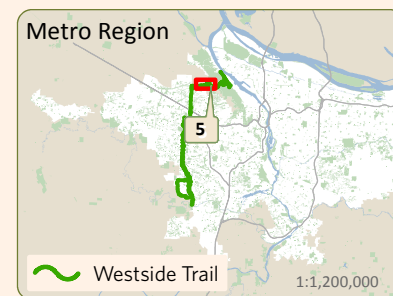
Westside Trail Master Plan

Map 15 Segment 5
Washington Co. line to Skyline Blvd



Westside Trail Recommended Alignment

- | | | | | |
|------------------------------------|-------------------------|--------------------------------|--------------------------------|---------------------|
| Multi-user | Existing Westside Trail | Schools | Wetlands | Powerlines & Towers |
| Soft surface | Other Trails | Potential Viewpoints | Taxlots | Streams |
| On-street | Midblock Crossings | Potential Trailheads | Parks and natural areas | 10 foot contours |
| Bridge | Wetland Crossings | Potential Prairie Restorations | Privately owned | City Boundaries |
| Recommended Access Connector Paths | Minor Stream Crossings | Subsegment number | Publicly owned | County Boundaries |



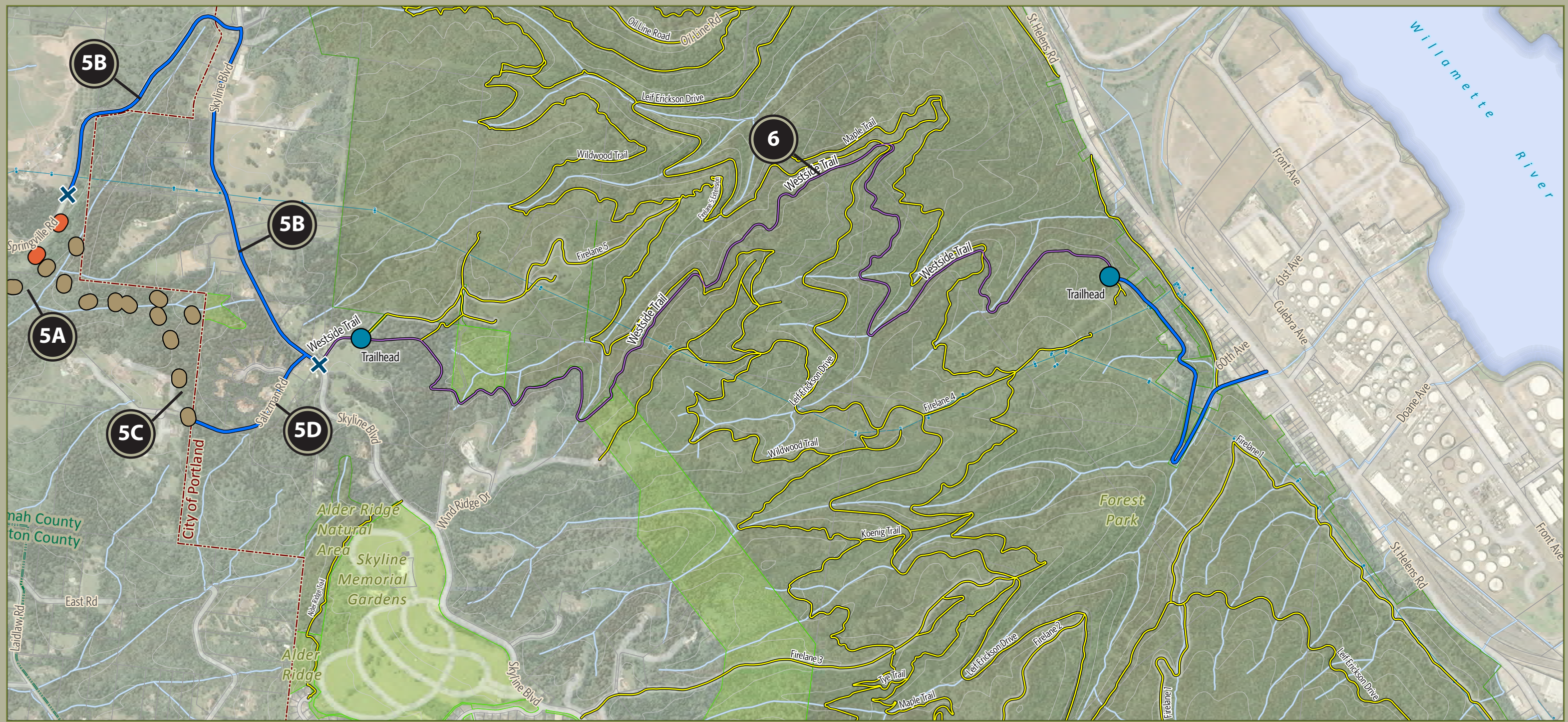
All illustrated alignments subject to change based on final design, permitting, and engineering.

Segment 6: NW Skyline Boulevard to US 30 (St. Helens Road)

The Segment 6 route from NW Skyline Boulevard through Forest Park to the lower Saltzman Road gate will utilize Saltzman Road, an existing City of Portland trail. The current condition (width, grade, and surface) of the Saltzman Road trail through Forest Park is adequate for all trail users, including road bicyclists, and improvements are not required. Trail lighting will not be installed in Forest Park. From the Lower Saltzman Gate to US 30, a shared roadway solution will be used.

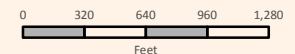
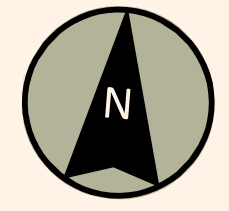
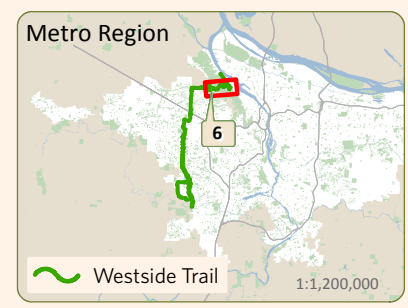
Westside Trail Master Plan

Map 16 Segment 6
Skyline Blvd to St. Helens Rd



Westside Trail Recommended Alignment

- | | | | | |
|------------------------------------|-------------------------|--------------------------------|--------------------------------|---------------------|
| Multi-user | Existing Westside Trail | Schools | Wetlands | Powerlines & Towers |
| Soft surface | Other Trails | Potential Viewpoints | Taxlots | Streams |
| On-street | Midblock Crossings | Potential Trailheads | Parks and natural areas | 100 foot contours |
| Bridge | Wetland Crossings | Potential Prairie Restorations | Privately owned | City Boundaries |
| Recommended Access Connector Paths | Minor Stream Crossings | Subsegment number | Publicly owned | County Boundaries |



All illustrated alignments subject to change based on final design, permitting, and engineering.

CHAPTER 4: TRAIL DESIGN FRAMEWORK

Overview

Lengthy multijurisdictional trails such as the Westside Trail face changing opportunities and constraints. Three partner jurisdictions – Tigard, Portland, and THPRD – have trail design standards in place or in development. The region’s parks and open space coalition – the Intertwine Alliance – includes these three jurisdictions as members and has initiatives underway to develop unifying design themes and practices that could apply to regional trails. Most other jurisdictions have prior transportation, trail and/or park developments that define local preferences. Design standards should accommodate local jurisdictional preferences and conditions, but should also assure that overall design themes and trail improvements create a uniform sense of place.

Different jurisdictions may want segments of the trail to be consistent with local standards and maintenance practices. Trail width, slope treatments, surface materials, and structures may need to vary to accommodate neighboring development, vegetation, drainage, topography, and roadway patterns. Given this complexity and the length of the trail (almost 25 miles), consistency in trail design themes and features is crucial. A consistent design framework provides trail users with certainty and a sense of place with respect to the trail sections they use and experience. A design framework also provides trail developers and operators with a common template creating economies in both construction and maintenance.



Figure 1 Conceptual view of Segment 1

Illustration credit: Gregg Everhart

This design framework chapter presents recommended design guidelines for the Westside Trail. The design framework accounts for the wide range of conditions through which the Westside Trail will pass, and the treatments that may be necessary to cross steep slopes, roadways, streams, and rail lines. This chapter is in five sections:

- **Trail typology** establishes the basic standards for designing and building different trail types that are compatible with the varying landscapes along the trail corridor.
- **Trail themes** describes two unifying themes and how these themes will be reflected in trail signage, interpretive facilities, amenities such as benches, and in trail surfaces and structural features such as retaining walls.
- **Structural and amenity features**, such as bridges, boardwalks, signage, lighting and trail furniture, make the route accessible, safe, and pleasant to use. These features support an overall trail design framework that communicates a unified sense of place, appearance, and experience.
- **Trail crossings** include conceptual guidelines for crossings at intersections, midblock, and grade-separated crossings employing bridges. Specific treatments should be determined on a case-by-case basis with full design and engineering.
- **Special design requirements** address power utility requirements and ADA compliance.

The design framework for the Westside Trail also addresses three special features of the corridor, one built and two natural.

- **The Westside Trail corridor is primarily within a transmission-level power corridor**, except for the segments entering the West Hills and Forest Park. Power utility requirements for access and vegetation maintenance will greatly influence the alignment and design of the Westside Trail.
- **The Westside Trail crosses Bull Mountain (Segments 2 and 3) and climbs into the West Hills and Forest Park (Segments 4.20 to 6)**. The steep slopes and cross slopes and significant natural features in both these areas pose significant challenges with respect to making the trail fully accessible to all potential users. Solutions meeting both habitat conservation and ADA goals are crucial to the success of the Westside Trail.
- **The Westside Trail will serve as a corridor supporting wildlife as well as human use**. Careful consideration of a variety of habitats in trail design and location will enliven the overall trail experience and help sustain urban wildlife populations. The power corridor is a unique opportunity to establish a continuous open space through urbanized areas that is supportive of wildlife. Chapter 5 addresses wildlife corridor development.

Trail typology

The following design typology recommendations (Table 12) are based on a review and merging of the several jurisdictional guidelines and standards detailed in Plan Reports No. 2 and No. 4. The recommendations reflect local conditions and jurisdictional preferences combined with an

estimated level of Westside Trail use extrapolated from traffic count records for nearby local trails and other regional trails.

This design framework chapter and any applicable Metro and Intertwine guidelines should be used to support overall consistency in Westside Trail design and construction. At the time of actual design and engineering of particular trail segments, current standards and updated trail use information should be reviewed. Appropriate changes to the trail typology recommendations in this master plan should be made based on such reviews.

Between the Tualatin River and SW Barrows Road, City of Tigard trail standards should be used along with this design framework chapter and design typology. THPRD standards and practices should apply from SW Barrows Road to the Rock Creek Trail. Between the Rock Creek Trail and Forest Park, those segments within THPRD jurisdiction should also reflect THPRD design preferences. Segments 5 and 6 within Multnomah County and City of Portland jurisdiction will use Portland standards and practices.

Table 12 Trail typology

Trail segment or section	Jurisdiction	Width	Surface	Longitudinal slope	Cross slope	Notes
1B	King City	10'–12' (2' gravel shoulder)	Asphalt	0–5%	2%	• 4'- to 8'-wide parallel equestrian
2A	Washington County	10'–12'	Asphalt	0–8%	1%	
2B	Washington County	6'–8'	Soil with gravel as needed	0–8%	2%	
2D	Washington County	10'–12'	Asphalt	0–8%	1%	• Includes bridge across ravine
3A, 3B, 3E	Tigard	10'–12'	Asphalt	0–8%	2%	
3C	Tigard	4'–7'	Soil with gravel as needed	0–8%	2%	• Rolling grade to avoid erosion and minimize tree impacts
4.12–4.13	THPRD	10'–12'	Asphalt	0–5%	1%	• Along 158th Ave. and SW Walker Rd.

Trail segment or section	Jurisdiction	Width	Surface	Longitudinal slope	Cross slope	Notes
4.14–4.18	THPRD	10'–12'	Asphalt	0–5%	2%	• All in BPA corridor
4.21	THPRD	10'–12'	Asphalt	0–8%	2%	• May need some short sections at 10–12%
5A	Multnomah County	10'–12'	Asphalt	0–8%	2%	
5C	Multnomah County/City of Portland	4'–6'	Soil with gravel as needed	0–5%	2%	
6	City of Portland	10'–12'	Asphalt	0–5%	2%	• Partly on-street

Multiuser trail

Multiuser trails are separated from roads. This trail type is designed to accommodate a full range of users – including recreational and commuter bicyclists, walkers, runners, and users with mobility devices – at high volumes of usage, at accessible grades, and in all seasons.

The Westside Trail will primarily utilize 10- to 12-foot-wide multiuser paved trails located within the power corridor and separate from vehicular roadways. Key elements of this primary Westside Trail solution are:

- 10- to 12-foot-wide trail surface with 2-foot-wide compacted crushed stone shoulders.
- 5 percent or less trail grade
- 2 percent maximum cross slope (slope running perpendicular to the trail)
- Permeable asphalt surface treatment, though conventional concrete or asphalt treatments may be used.

Major exceptions to this preferred treatment are:

- Over Bull Mountain (Segments 2 and 3) where, soft-surface and shared roadway options are used to address ADA and power utility access requirements.
- Along 158th Avenue and SW Walker Road (Segments 4.12 and 4.13) where a street-edge trail is the preferred alternative.
- In the West Hills (Segment 5) where a combination of multiuser trail, shared roadway and soft-surface sections are recommended to meet the needs of all users.

Refer to AASHTO's *Guide for the Development of Bicycle Facilities* for further guidance on geometric design, especially regarding sight distances and curve radii.

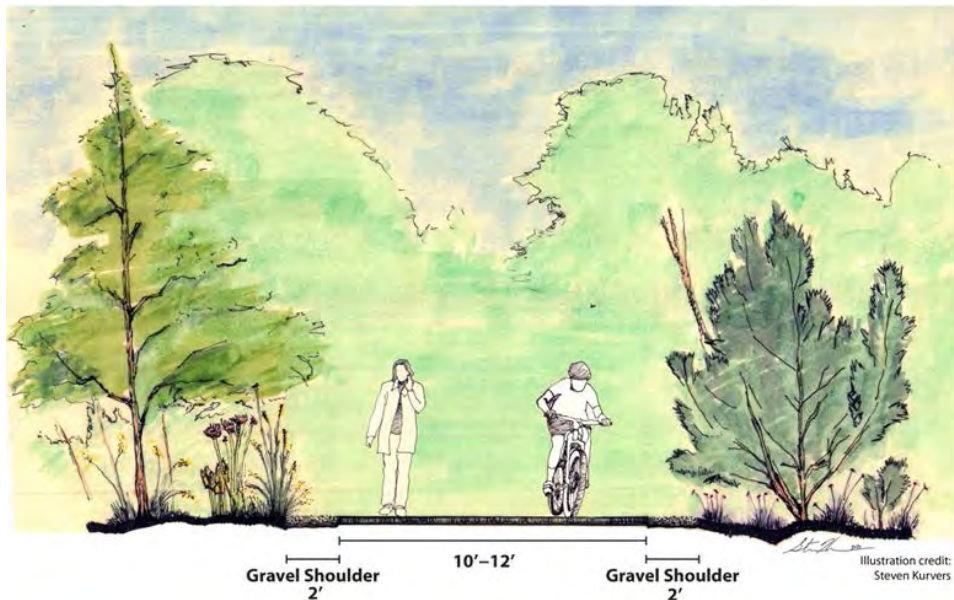


Figure 2 Multiuser trail

Multiuser street-edge trail

A variation of the multiuser trail is the street-edge trail. Street-edge trails accommodate the same types and volumes of users. They follow the edge of built roadways and are separated by a 3- to 5-foot-wide landscaped buffer. This trail type is used where prior development makes siting of a multiuser trail difficult and/or where high traffic volumes render roadways not suitable for shared roadway or bike lane solutions.

Property ownership considerations and existing land uses may limit the feasibility of building multiuser trails within separate corridors. Locating multiuser trails along the edge of road right of way or immediately outside of the right of way may be more feasible. Street-edge solutions should generally not be used where numerous driveways are crossed. For the Westside Trail, street-edge trails will be used along SW 158th Avenue and SW Walker Road in Beaverton.

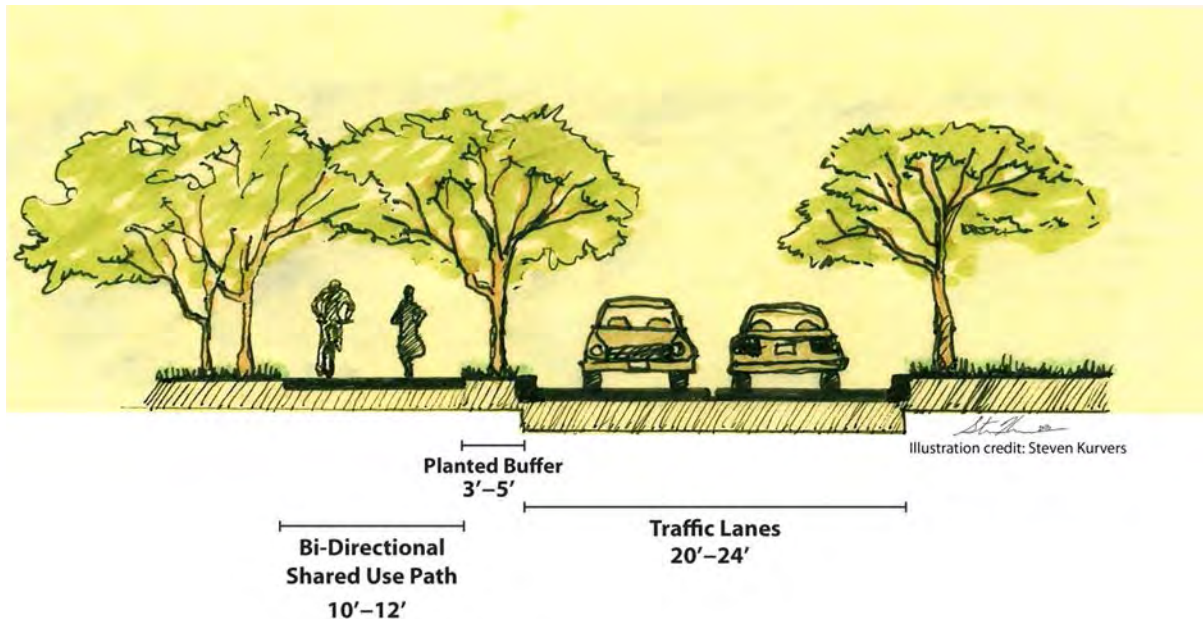


Figure 3 Multiuser street-edge trail

Soft-surface trail

Soft-surface trail sections are recommended along the Westside Trail where steep slopes and habitat preservation considerations make multiuser trails difficult to site. The narrower width and unpaved surfaces provide more options in routing and building trails to avoid adverse habitat impacts. This trail type is always associated with a nearby shared roadway solution to accommodate road bikes and to improve accessibility choices.

The Westside Trail proposes soft-surface trail sections in conjunction with shared roadway options for road bicycles in Segments 2, 3, and 5. These trails are expected to accommodate both pedestrian and mountain bike users and some equestrian use, with road bicycles directed to nearby streets. Westside Trail soft-surface pathways vary between four and eight feet wide, with surface treatments of soil reinforced with compacted gravel to improve trail durability and allow year-round use. The wider (7- to 8-foot) section may be used at intersections with roads and other trails to facilitate maintenance access and reduce congestion.

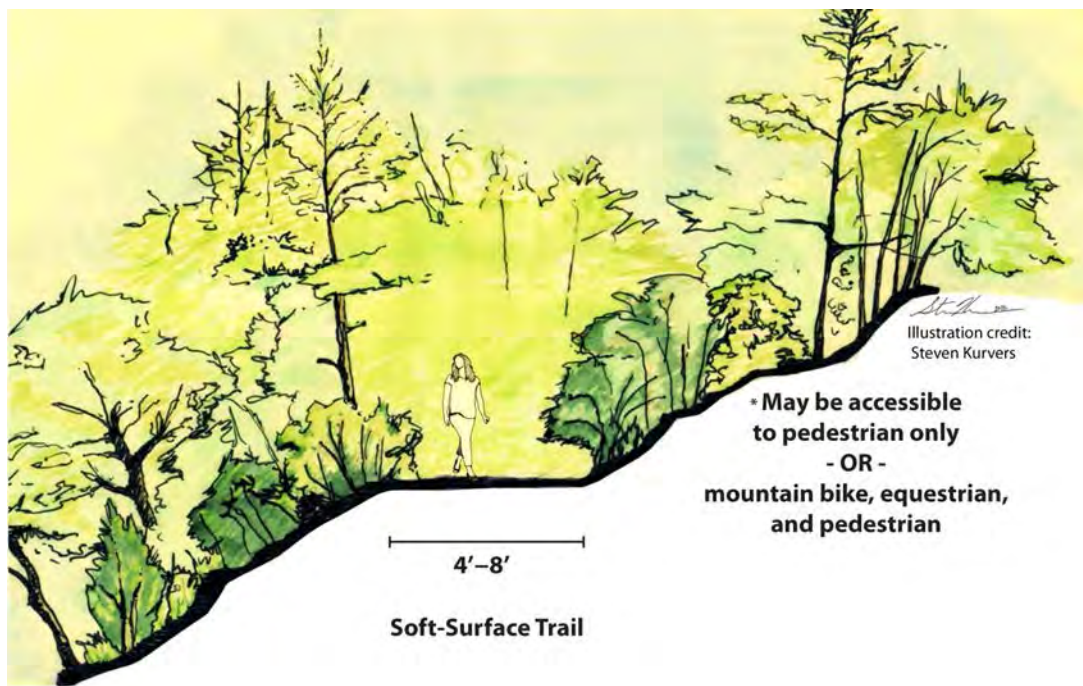


Figure 4 Soft-surface trail

Equestrian trail

The equestrian trail uses essentially the same specifications as the soft-surface trail. In areas of high equestrian use where the trail corridor is wide enough, this trail type is designed to parallel the multiuser trail to provide a more suitable surface for horses and avoid conflicts with bicyclists and pedestrians.

An equestrian trail paralleling a multiuser pedestrian/bicycle path is planned for the Westside Trail segment immediately north of the Tualatin River (Segment 1). In portions of Bull Mountain (Segments 2 and 3) soft-surface trail sections may be designed to accommodate pedestrians, mountain bicycles, and horses.

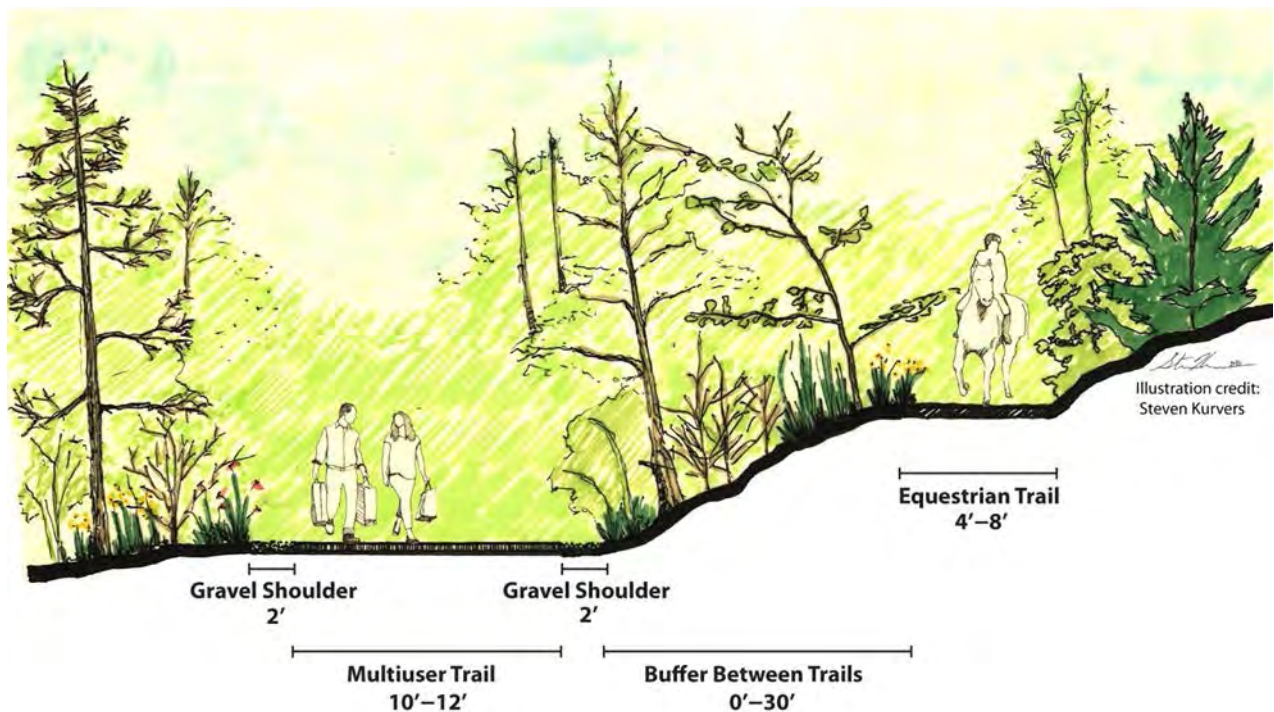


Figure 5 Multiuser trail with parallel equestrian trail

Shared roadway

Shared roadway solutions, through the use of signing and street markings, route bicycle traffic to lower-traffic road surfaces. These lower-volume roads may not have sidewalks. Shared roadways are also used to provide accessible paved surface alternatives for all users in steeply sloped areas and to balance user demands on soft-surface trail sections. The illustration below shows one of many possible variations to shared roadway solutions.

Road bicycle traffic over Bull Mountain (Segments 2 and 3) and from the Lower Saltzman Gate to US 30 (Segment 6) will be accommodated by short shared roadway sections running parallel to trail sections within the power corridor.

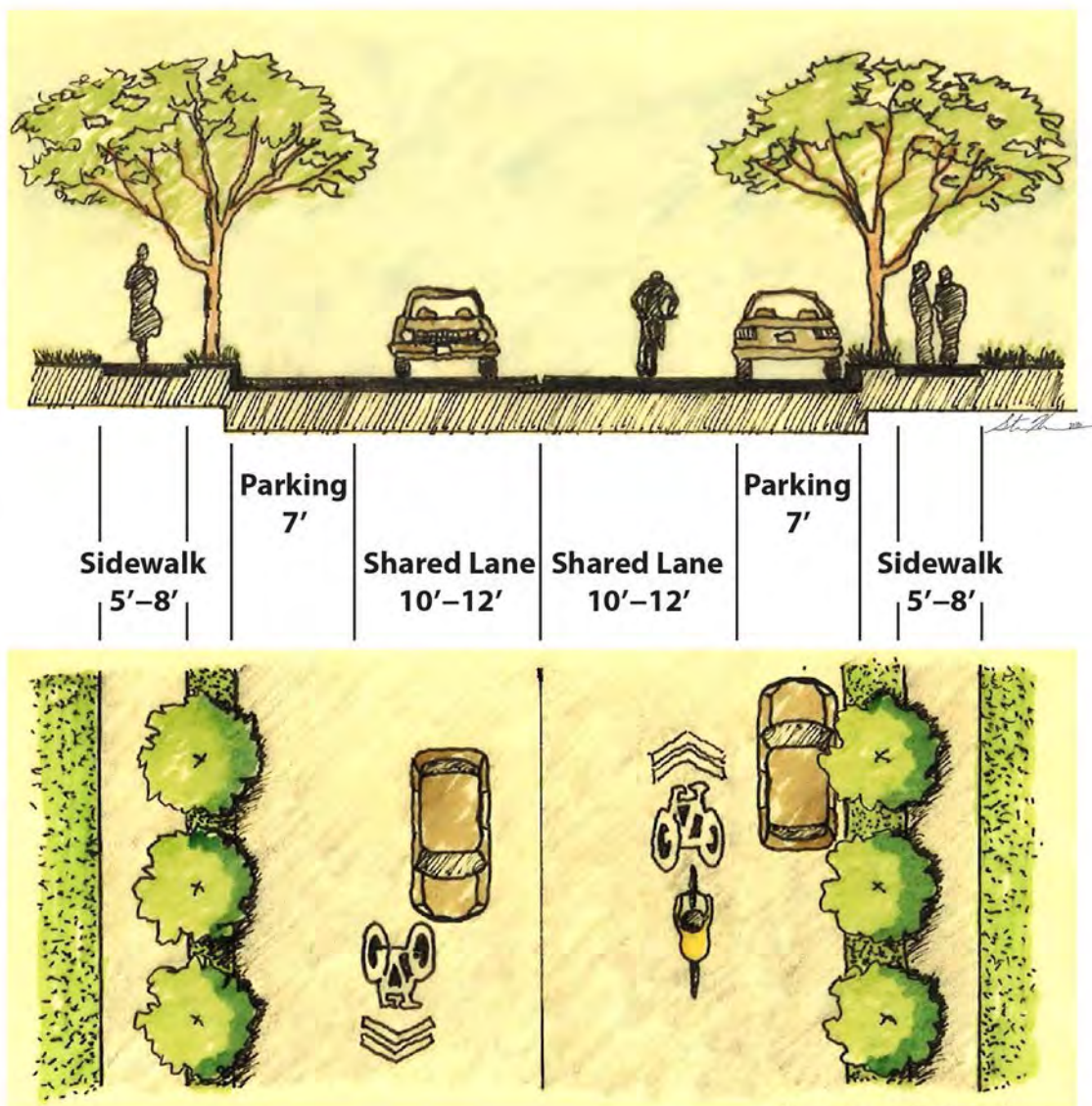


Illustration credit: Steven Kurvers

Figure 6 Shared roadway

Sidewalk-bicycle lane/shoulder widening

Conventional sidewalk-bike lane combinations or shoulder widening are used along higher-traffic roadways where shared roadway solutions would raise safety concerns and multiuser trail solutions are not feasible. This solution ideally includes sidewalks on both sides of the road and bike lanes designated by striping and signing with the street section.

- Recommended solutions around (not over) Bull Mountain (Segments 2 and 3) assume conventional sidewalk-bicycle lane treatments.
- In the West Hills, road bicycle traffic will be accommodated on NW Springville Road and on NW Skyline Boulevard with widened asphalt shoulders on both sides of these roadways.

Trail themes

Two unifying themes are suggested for the Westside Trail: wildlife power and lines. These themes will be reflected in trail signage, interpretive facilities, amenities such as benches, and in trail surfaces and structural features such as retaining walls. Referencing design features and structures already in place, or those proposed for other intersecting regional trails – Ice Age Tonquin Trail, Tualatin River Greenway Trail, Willamette Greenway Trail, and the Rock Creek Trail – and for significant local trail systems connecting to the Westside Trail, will also support a unified trail theme.

Design should also reflect the physical amenities and features in the many major parks, greenways and open spaces along the trail – the Tualatin River National Wildlife Refuge, King City Park, Tigard’s Sunrise Park and Hillshire Woods, Tualatin Hills Nature Park, Pioneer Park, Bronson Creek Greenway, Kaiser Woods Park, Forest Park, and so forth.

Wildlife and open spaces

The Westside Trail will be a corridor for people and wildlife. The corridor’s restored habitat will be a unique south-north linear open space through highly urbanized communities. Wildlife habitat and open space themes can be emphasized in trail signage, benches, interpretive facilities and graphics, and enhancements to the design of prominent structures such as bridges and retaining walls.

Power lines

Although power towers and lines are a challenge and constraint to trail development, power infrastructure is also a unifying thematic element. The original name of the Westside Trail was the Beaverton Powerline Trail. BPA lines are part of the history of a crucial element in the development of the Pacific Northwest and the metropolitan Portland region – the Columbia River hydropower system. Trail designers and builders should evaluate ways to reflect this inescapable visual part of the trail experience in amenities such as signage and other improvements.



Image 2 Power lines near the Tualatin River

Photo credit: Doug Vorwaller

Structural and amenity features

The Westside Trail will include a variety of structures and improvements making the route accessible, safe, and pleasant to use. These features can support an overall trail design framework that communicates a unified sense of place, appearance, and experience. The photograph at right illustrates the simplicity of making strong thematic statements even with relatively utilitarian structures. A viewing platform is on the Tualatin River in Sherwood, Oregon, with animal tracks imprinted in the concrete platform surface.



Image 3 Viewing platform: Tualatin River NWR

Photo credit: Jim Rapp

Major bridges

The Westside Trail Master Plan includes conceptual specifications for three major bridge crossings: the Tualatin River, US 26, and a ravine on Bull Mountain. The bridge illustrated opposite is an example of a simple but aesthetically pleasing span as might be used to cross the ravine. Other bridge examples are illustrated elsewhere in this master plan and in associated plan reports.



Image 4 Short bridge span

Photo credit: Gregg Everhart

The master plan identifies key major bridge structural design and engineering features, but does not detail aesthetic and design enhancements. In designing and constructing these bridges, enhancements should reflect the power line and wildlife themes established along the trail, and accommodate wildlife passage. Solutions that suggest the possibilities for thematic and wildlife-friendly bridge enhancements are illustrated in this master plan under Chapter 5: Wildlife Corridor and in associated plan reports.

Minor bridges and boardwalks

Several minor streams and wetlands will be crossed by boardwalks and bridges. The image (opposite) is an example of a small wooden bridge crossing connecting to a narrower soft-surface trail.

Other materials such as concrete and steel are options where wider streams or wetlands are crossed, particularly where the boardwalk or bridge connects to multiuser trail sections. THPRD and City of Portland standards may be referenced for details on these types of structures.

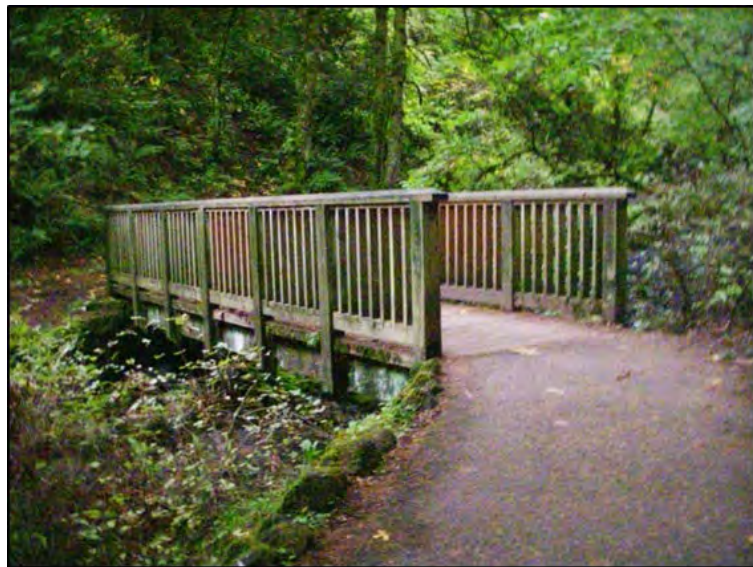


Image 5 Wooden bridge across minor stream

Photo credit: Gregg Everhart

The following two illustrations show wooden and steel/concrete solutions connecting wider multiuser trail sections.

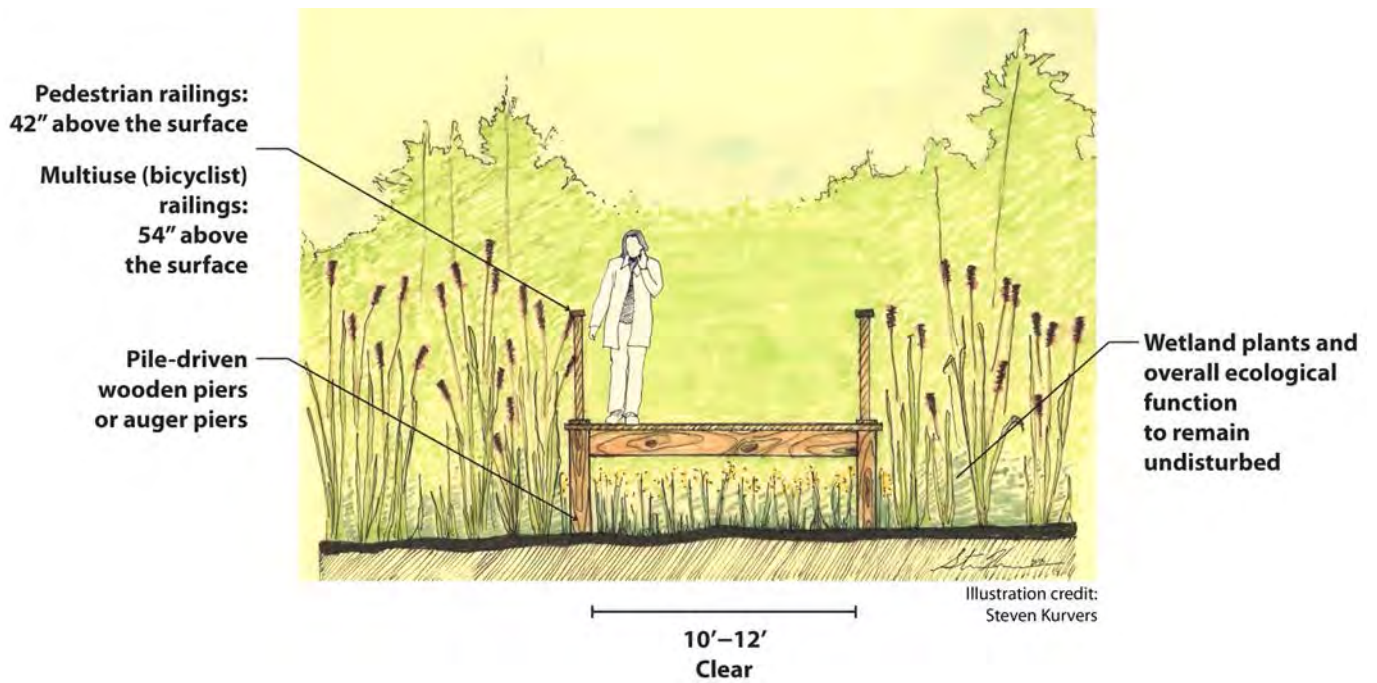


Figure 7 Environmentally friendly boardwalk design



Figure 8 Steel and concrete structure showing anchoring and thematic elements

Courtesy: Ryan Abbots

Steps

Steps may be required or desirable in some steeper trail segments to reduce grades and limit the number of switchbacks, particularly when trail sections will primarily serve pedestrian users. Cost estimates in the Westside Trail Master Plan assume concrete stairs with safety railings on one side and a bike wheel gutter on the opposite side to accommodate the walking of bicycles up and down the steps. Along soft-surface or steeper trail sections, wooden crib steps may be the better choice. The City of Portland has developed wooden step treatments for use within natural areas that could apply to all trail segments (see below and Appendix C).

Retaining walls

The Westside Trail Master Plan assumes concrete retaining walls will be used for multiuser trail switchbacks, ramps, and landings. Large expanses of such walls can be made more visually pleasing and support the trail's thematic elements by using surface designs that reflect the trail's wildlife and habitat or the overhead power line infrastructure. Along soft-surface or narrower trail sections, wood or rock retaining walls may be the better choice. The City of Portland has developed wood retaining wall standards for use within natural areas that could apply to all trail segments (see Appendix C).

Trailheads

The Westside Trail Master Plan conceptually locates trailhead facilities in Segments 1, 2, 3, 4.14, and 4.15. THPRD has identified a trailhead location in Segment 4.18.2. Additionally, a trailhead should be located in or near Segment 4.21 with final siting based on the opportunities that emerge from the pattern of new residential development starting up on the south side of the preferred trail alignment. Conceptual trailhead locations are based on road access (arterial and collector roadways preferred), accessibility to major trail features (for instance the Tualatin River bridge), and the potential for shared use (for example an existing apartment parking lot in the BPA power corridor near NW Cornell Road).

The trailhead could include facilities such as paved or gravel vehicle parking lots; bicycle racks; rest rooms; shelters and picnic areas; information kiosks and signage; and drinking fountains, benches, trash receptacles, pet waste bag dispensers, etc.

Viewpoints

Several potential viewpoints are identified on master plan segment maps. In many areas improvements may simply consist of paved or gravel off-trail pullouts, benches, and signage. In other areas, such as at the Tualatin River, additional features are possible. The viewing platform shown opposite overlooks the river in the nearby Tualatin River National Wildlife Refuge.



Image 7 Viewing platform in the Tualatin River NWR

Photo credit: Jim Rapp

Signage

Wayfinding signage on the Westside Trail should follow the Intertwine's *Regional Trails Signage Guidelines*.¹⁰ Intertwine guidelines will support a consistent look and feel as the Westside Trail moves through multiple jurisdictions. Metro's *Signage Manual* is also recommended for new and retrofitted educational and interpretive signage. Using Metro's signage guidelines for these types of signs will create a consistent look throughout the trail corridor. Regulatory and warning signs should conform to AASHTO's *Guide for the Development of Bicycle Facilities* and coordinate with municipal signage systems.

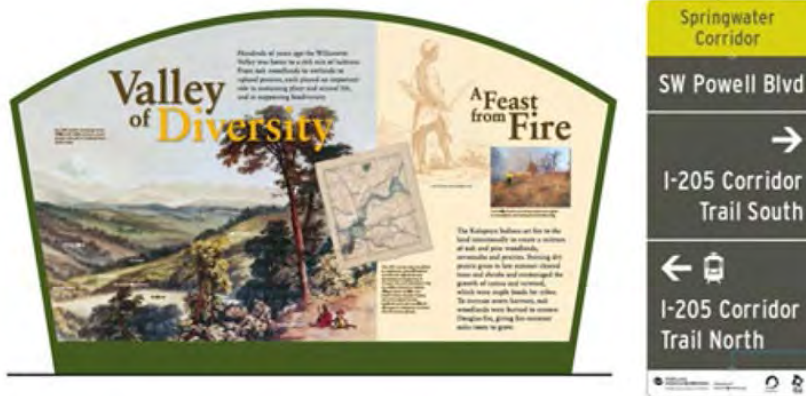


Figure 9 Trail signing

Source: Metro

Lighting

¹⁰ http://theintertwine.org/sites/default/files/file_attachments/Intertwine%20Regional%20Trail%20Signage%20Guidelines.pdf

THPRD has increasingly provided safety and security lighting where trails cross public streets. According to THPRD, this is being done at the request of local road authorities. Lighting may be inappropriate in natural areas, given visual impacts and potential disturbance to wildlife and habitat values. In the wooded West Hills or Tigard’s Hillshire Woods, lighting solutions specially adapted for woodland settings may be more applicable.

Another consideration to improve the trail user experience is to utilize “dark sky” compatible lighting. Dark sky lighting illuminates trail surfaces while minimizing upward light pollution. This improves vistas of the night sky. See the lighting section under the Chapter 5 for discussion on the impacts of lighting on wildlife.

Trail furniture

The style of trail furniture already used by THPRD for the extensive areas of the Westside Trail passing through power corridor grasslands can be used for most of the balance of the trail within the power corridor. Furniture should reflect power corridor or wildlife themes whenever possible. The photograph (opposite) shows a themed trail bench in the Tualatin River National Wildlife Refuge, which is close to the south end of the Westside Trail. THPRD’s *Trails Plan* includes furniture illustration and specifications. In the wooded West Hills or Tigard’s Hillshire Woods, other trail furniture solutions may be more applicable. For instance, rocks and logs can be used for sitting and resting purposes instead of manufactured benches, which are vulnerable to vandalism and deterioration in wooded areas.



Image 8 Themed bench in the Tualatin River NWR

Photo credit: Jim Rapp

Trail crossings

The following sections provide design guidance for a variety of roadway and other trail crossings. The guidelines are conceptual. Specific treatments should be determined on a case-by-case basis with full design and engineering. Plan Report Nos. 2 and 4 provide additional detail on the underlying assumptions and variables for recommended treatments.

Intersection crossings

Where trail crossings at four-way intersections are required, signalized treatments are preferred, particularly for arterial and collector classification roads. Local street intersections will be controlled with four-way stop signs, or with pedestrian activated beacons for more heavily trafficked streets. Appropriate road surface markings and signage indicating shared bicycle and pedestrian use will be installed.

The Westside Trail only uses road intersection crossings between Segments 4.11 to 4.13. The trail will follow SW 158th Avenue and SW Walker Road using a street-edge asphalt pathway. This trail section will cross a series of major streets at signalized intersections – SW Jenkins Road, SW Jay Street, and SW Walker Road.

Midblock crossings

The Westside Trail is primarily within a linear power corridor and crosses numerous roadways midblock. The usual standard for midblock crossings used for the Westside Trail is the Washington County *Pedestrian Mid-block Crossing Policy*.¹¹ AASHTO standards were also referenced. For NW Springville Road and NW Skyline Boulevard the recommended crossing treatments were modified in consultation with Multnomah County and the City of Portland.

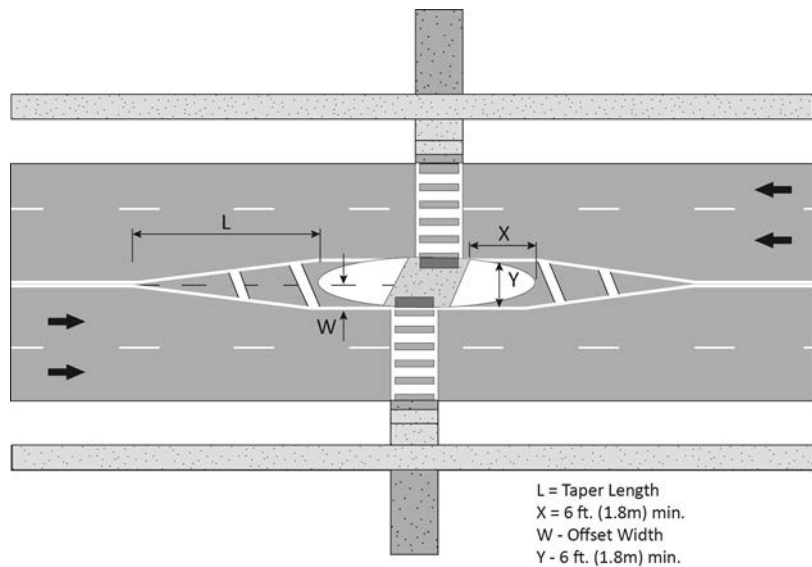


Figure 10 AASHTO midblock crossing treatment

Source: AASHTO

There are seven arterial or collector roadway midblock crossings along the trail corridor including NW Skyline Boulevard, which is a City of Portland special designation local street. Up to 15 other local or neighborhood streets will also be crossed midblock by the trail. All Westside Trail arterial and collector midblock crossing solutions include a center-lane refuge island, except for the crossing of NW Springville Road and NW Skyline Boulevard where the existing right-of-way width may be insufficient to accommodate an island.

The basic recommended typology and estimated costs for each midblock arterial or collector roadway crossing in the Westside Trail corridor are in the preferred trail alternatives tables in Chapter 3 and in Plan Report Nos. 2 and 4. Possible enhancements to midblock crossing to improve wildlife passage are discussed in the Wildlife Corridor chapter of this master plan.

¹¹ <http://www.co.washington.or.us/LUT/upload/MidblockCountyPolicy2010.pdf>

Proposed midblock arterial and collector crossings are:

- SW Beef Bend Road Segments 1 and 2
- SW Bull Mountain Rd Segment 2
- NW Cornell Road Segments 4.15 and 4.16
- West Union Road Segments 4.17 and 4.18.1
- NW Kaiser Road Segments 4.18.1 and 4.18.2
- NW Springville Road Segment 5
- NW Skyline Blvd Segments 5 and 6

The primary factor distinguishing Westside Trail collector and arterial midblock crossing solutions is whether a flashing beacon or pedestrian-activated signal is used. Flashing beacons are recommended for collectors. Pedestrian-activated signals are recommended for arterials. Midblock crossing costs for NW Springville Road and NW Skyline Boulevard assume flashing beacons but not refuge islands. This notwithstanding, the City of Portland and Multnomah County will need to conduct warrant studies at the time of construction to determine the appropriate midblock treatment.

For local streets or neighborhood route midblock crossings, the standard used is high visibility marked pavement crossings and warning signage.

Grade-separated crossings

The Westside Trail includes three major grade separated crossings:

- Tualatin River
- Unnamed ravine in Segment 2 (Bull Mountain)
- US 26

All three crossings use bridge solutions. A US 26 undercrossing was also evaluated, but cost and construction complexity were too high.

Special design requirements

Power utilities

BPA and PGE require unimpeded access to power utility infrastructure for maintenance and emergency purposes. This may create significant challenges in developing the Westside Trail in steeper areas such as Bull Mountain (Segments 2 and 3). Although ADA-compliant grades can be achieved for these segments by using extensive trail switchbacks that avoid the actual footprint of power poles and towers, the necessary retaining walls, safety railings, and slope cuts to achieve trail grades of less than 5 or even 8 percent would greatly restrict utility maintenance vehicle access. Soft-surface and split-mode solutions are recommended to avoid utility access conflicts. Trails surfaces if used for maintenance access also need to meet minimum vehicle load-bearing requirements established by both utilities.

Access requirements

BPA disclaims liability for damage to trail property and facilities or injury to trail users during maintenance, reconstruction, or future construction of BPA facilities within the power corridor. PGE retains the right to enter the power right of way or easement “to erect, maintain, repair, rebuild, operate and patrol the power lines, telecommunication lines, structures and appurtenant signal or communications and all uses directly or indirectly necessary to perform its operations.” PGE also requires that “for safety reasons, no impediments may be added to the right of way that impede the ability to traverse the right of way with maintenance vehicles on a 24-hour-per-day 7-day-per-week basis.” Like BPA, PGE also disclaims any liability with respect to trail user injury or trail or property damage that might occur during maintenance, reconstruction, or future construction of PGE facilities.

Load-bearing requirements

BPA requires that paved asphalt trails be constructed to withstand the loading of vehicles with the front axle carrying 8,000 pounds and the rear axles each carrying 32,000 pounds.¹² PGE requires that paved asphalt trails be constructed to withstand up to a 60,000-pound vehicle weight. Adequate turning radius for such vehicles must also be accommodated.

Accessibility

Meeting ADA standards and providing for the accessibility of a wide range of trail users with different abilities should not be a problem in most segments of the Westside Trail. Paved accessible surfaces and longitudinal slopes of 5 percent or less can be achieved with, at most, a limited number of switchbacks.

The exceptions include some steep trail sections in Segments 2 and 3 (Bull Mountain) and in Segments 4.21 to 5 approaching and entering the West Hills. In Segments 2 and 3, topography and utility access are the primary challenges. In some parts of Segments 4.21 to 5, topography and woodland habitat conservation are the primary constraints. The combination of ADA grade requirements, power utility maintenance access stipulations, and habitat restoration and conservation goals require alternative solutions to constructing multiuser paved trails with numerous switchbacks.

Another approach to ADA compliance involves using nearby developed vehicular streets with sidewalks and/or bicycle lanes. Such streets are in effect “grandfathered.” National guidelines state that “the grade of pedestrian access routes within sidewalks is permitted to equal the general grade established for the adjacent street or highway.”¹³

¹² View an illustration of an HS20 truck and trailer at <http://precast.org/2010/07/h193-truck-loads-vs-hs20-truck-loads/>.

¹³ Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way, July 2011, Architectural and Transportation Barriers Compliance Board, <http://www.access-board.gov/prowac/nprm.htm>

- For Bull Mountain, accessibility challenges within or near to the corridor are addressed with soft-surface paths combined with shared roadway solutions on adjacent existing streets. A secondary, flatter route in the West Bull Mountain area using a trail being built by private development is also recommended.
- In the West Hills, the combination of a multiuser trail, a soft-surface pedestrian and mountain bicycle trail, and a separate shared roadway bicycle route is proposed.

National guidelines

The U.S. Department of Transportation (DOT) published *ADA Standards for Transportation Facilities* in 2006. These standards are based on 2004 U.S. Access Board *Accessibility Guidelines*. Together with the 2010 U.S. Department of Justice *ADA Standards for Accessible Design*, these documents form the basis for compliance with the ADA and the associated Architectural Barriers Act. ODOT suggests consulting AASHTO's *Designing Sidewalks and Trails for Access*¹⁴ where site conditions preclude compliance with the recommendations for average and maximum grade.

U.S. Forest Service guidelines suggest exemptions from ADA requirements that are particularly relevant to the steeper portions of the Westside Trail on Bull Mountain and in the West Hills where trail grades exceeding 8 percent may be necessary to avoid habitat degradation and impeded access to utility infrastructure. The U.S. Forest Service rules state “compliance would cause substantial harm to cultural, historic, religious, or significant natural features or characteristics; substantially alter the nature of the setting or purpose of the facility; require construction methods or materials that are prohibited by federal, state, or local regulations or statutes; or be infeasible due to terrain or the prevailing construction practices.”¹⁵

Local approaches

A central consideration of trail design is that federal funding comes with a requirement for ADA compliance. Some flexibility is possible if local jurisdictions have ADA compliance review processes. Variance processes must be followed to establish that a given design or alignment accommodates accessibility by other means and/or that there are extenuating circumstances. If local jurisdictions use their own funds for trail construction, accessibility and the degree of ADA compliance becomes a matter of local policy. The approaches used by three Westside Trail jurisdictional partners are summarized below.

City of Portland

The City of Portland's ADA compliance guidelines are approved by the Portland Citizen's Disability Advisory Committee (PCDAC). These guidelines state “public process and PCDAC review helps to determine what type and amount of use is likely and appropriate to each site.”¹⁶ PCDAC can approve trails that are not accessible or that are very challenging.

¹⁴ http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/index.cfm, publication FHWA-EP-01-027

¹⁵ <http://www.portlandoregon.gov/parks/38306?a=250105>, *Trail Design Guidelines for Portland's Park System*, p. 7

¹⁶ *Trail Design Guidelines for Portland's Park System*, p. 6

Portland’s trail design guidelines include a table showing three different sets of accessibility criteria. One column in this table – Accessible Trail – provides criteria by which trail slopes, cross slopes and other features can vary from baseline ADA requirements. This column is adapted as Table 13 below. Slopes greater than 5 percent are allowable under certain circumstances, for instance 8.33 percent for a maximum run of 50 feet at which point slopes need to return to lesser grades and/or landings must be provided. This City of Portland standard is based on State of Minnesota guidelines originally derived from the U.S. Forest Service guidelines referenced above.

Table 13 Portland technical provisions for accessible trails

Surface	Firm and stable (<i>Exception*</i>)
Maximum running slope	1:20 [5%] (for any distance) 1:12 [8.33%] (for max. 50') 1:10 [10%] (for max. 30') 1:8 [12.5%] (for max. 10') (<i>Exception: 1:7 [14.3%] for 5' maximum for open drainage structures or when * applies</i>)
Maximum cross slope	1:20 [5%] (<i>Exception: 1:10 [10%] at the bottom of an open drain where clear tread width is a minimum of 42 inches.</i>)
Minimum clear tread width	36" (<i>Exception: 32" when * applies</i>)
Tread obstacles	2"-high maximum (<i>Exception: 3" maximum where running and cross slopes are 1:20 [5%] or less.</i>) (<i>Exception*</i>)
Passing space	Every 1,000' where clear tread width is less than 60", a minimum 60" X 60" space, or a T-shaped intersection of two walks or corridors with arms and stem extending minimum of 48". (<i>Exception*</i>)
Resting intervals	60" minimum length, width at least as wide as the widest portion of the trail segment leading to the resting interval and a max. slope of 1:20 [5%] (<i>Exception*</i>)

*The provision may not apply if it cannot be provided, because compliance would cause substantial harm to cultural, historic, religious, or significant natural features or characteristics; substantially alter the nature of the setting or purpose of the facility; require construction methods or materials that are prohibited by Federal, state, or local regulations or statutes; or be infeasible due to terrain or the prevailing construction practices.

Adapted from Trail Design Guidelines for Portland’s Park System, based on a table in Trail Planning, Design, and Development Guidelines: Shared Use Paved Trails, Natural Surface Trails, Winter-Use Trails, Bikeways by Minnesota Department of Natural Resources Trails and Waterways, 2006.

THPRD

THPRD ADA trail development guidelines are included in the THPRD *Trails Plan*. The THPRD guidelines are based on 1991 U.S. Department of Justice *ADA Standards for Accessible Design*. These standards were revised in 2010. The THPRD guidelines also reference the U.S. Access Board's *Accessibility Guidelines* last updated in 2004. The THPRD *Trails Plan* includes the following table:

Table 14 THPRD ADA trail development guidelines

Item	Recommended treatment	Purpose
Trail surface	Hard surface such as asphalt, concrete, wood, compacted gravel	Provides a smooth surface that accommodates wheel chairs
Trail gradient	Maximum of 5% without landings Maximum of 8.33% with landings	Greater than 5% is too strenuous
Trail cross slope	2% maximum	Provides positive trail drainage, but avoids excessive gravitation to side of trail
Trail width	5' minimum	Accommodates a wide variety of users
Trail amenities, phones, drinking fountains, ped-actuated buttons	Place no higher than 4' off ground	Provides access within reach of wheelchair users
Detectable pavement changes at curb ramp approaches	Place at top of ramp before entering roadways	Provides visual cues for visually impaired
Trailhead signage	Accessibility information such as trail gradient/profile, distances, tread conditions, location of drinking fountains and rest stops	Supports user convenience and safety
Parking	Provide at least one accessible parking area at each trailhead	Supports user convenience and safety
Rest areas	On trails specifically designated as accessible, provide rest areas/widened areas on the trail optimally at every 300'	Supports user convenience and safety

Adapted from Table 2, *Trails Plan for the Tualatin Hills Park & Recreation District*

City of Tigard

The City of Tigard is another local example for managing trail accessibility. Tigard recommends signage explaining trail features that are not standard for accessible trail, and stipulates that if steeper segments are incorporated into a multiuser trail, that less than 30 percent of the total trail length can exceed 8.33 percent slope. Table 15 summarizes recommended Tigard treatments with respect to differing slopes.

Table 15: City of Tigard trail slope standards

Longitudinal slope	Maximum length	Landings
5% max	N/A	N/A
5–8.5%	200'	Every 20'
8.5–10%	30'	Every 30'
10–12.5%	10'	10'

Source: *Tigard Greenways: Trail System Master Plan*

CHAPTER 5: IMPLEMENTATION STRATEGY

Overview

The estimated overall cost of constructing the undeveloped sections of the Westside Trail is approximately \$36,608,550. Segment-by-segment costs are provided in Chapter 3. Table 16 provides a detailed breakdown of the factors and assumptions embedded in the cost estimates. The pace and pattern of trail development will be driven by funding availability, jurisdictional priorities, and surrounding development, and may take a decade or longer to complete. An overall implementation and phasing plan will assure that the trail will be developed in the most strategically and thematically consistent and cost-effective manner.

This implementation strategy chapter will provide the developers and operators of the trail with essential tools and guidance in securing funding and anticipating development challenges. This implementation strategy outlines planning and permitting requirements that may have to be satisfied. This implementation strategy is presented in two major sections:

- **Phasing strategy** applies criteria that address jurisdictional authority, connectivity and functionality, and relative benefit/cost, and recommends near-, mid- and long-term priorities. This section also includes information on possible trail construction funding sources.
- **Implementation actions** summarize the planning and permitting requirements and other permissions that may apply to trail development and management. In addition, jurisdictional authority challenges that will be faced in developing the Westside Trail are discussed.

Additional information on the phasing strategy and full details on probable implementation actions can be found in Plan Report No. 4, Implementation Strategy (Appendix D).



Figure 11 Conceptual view of Segment 5

Illustration credit: Gregg Everhart

Phasing strategy

Many factors will influence the actual sequence in which individual Westside Trail sections are built. Property acquisition and construction funding will be two primary drivers. Viable funding opportunities that may emerge as time passes should be pursued irrespective of an overall phasing plan. This notwithstanding, a phasing strategy is important for providing guidance in balancing options and effectively pursuing funding.

Phasing criteria and recommendations

The following phasing criteria (see Table 17) are suggested for use in arriving at decisions prioritizing the development of individual trail sections. The criteria are not in order of importance nor are they weighted. These criteria should be used as a series of questions to ask when determining priorities. Phasing criteria, and overall phasing plans and rankings, should be regularly revisited as trail sections are built and other circumstances change.

Recommendations for the phasing of trail segments and sections are included in the summary tables accompanying the segment maps in Chapter 3. Plan Report No. 4 provides a detailed summary of the trail phasing criteria used to arrive at the phasing recommendations.

Cost estimate details by subsegment

Table 16 February 2014

Segment	Route	Total Length	Basic Paved Trail	Length with Switchbacks	# of Switchbacks	Soft Surface Trail (4')	Soft Surface Trail (8')	Length W/ Steps	# of Steps	Wetland Boardwalk	Minor Stream Crossing	Local/Neighborhood Midblock Crossing	On-Street Option (Sidewalks / Shared Use)	4' Paved Shoulders	Trailhead	Appurtenances per 1000'*	Segment Const Cost	PE	CE	Contingency	Total Segment Cost
1B	Tualatin River to Beef Bend Road	3913	3639							274					1	4	\$1,465,960	\$366,490	\$219,894.00	\$219,894	\$2,272,238
2A	Beef Bend to Colyer Way	832	284	548	3							1			1	1	\$197,800	\$49,450	\$29,670.00	\$29,670	\$306,590
2B	Colyer to Woodhue Street - soft surface	1991					1991					1				2	\$304,650	\$76,163	\$45,697.50	\$45,698	\$472,208
2C	Colyer to Woodhue - on-street	1312											1312			1	\$7,000	\$1,750	\$1,050.00	\$1,050	\$10,850
2D	Woodhue to Tigard city limits	5201	3129	2072	16							1			1	5	\$1,655,800	\$413,950	\$248,370.00	\$248,370	\$2,566,490
3A	Tigard city limits to Mistletoe	612	366	246	3							1				1	\$138,700	\$34,675	\$20,805.00	\$20,805	\$214,985
3C	Hillshire Woods - soft surface	2910				2706		204	1							3	\$238,950	\$59,738	\$35,842.50	\$35,843	\$370,373
3D	Ascension-Mistletoe-Nahcotta	2492											2492			3	\$11,000	\$2,750	\$1,650.00	\$1,650	\$17,050
3E	Catalina to Barrows	3105	2330	775	8						3				1	3	\$1,240,750	\$310,188	\$186,112.50	\$186,113	\$1,923,163
4.12	158th - THNP to Walker Road	4330	4330													4	\$874,000	\$218,500	\$131,100.00	\$131,100	\$1,354,700
4.13	Walker Road - 158th to Power Corridor	2532	2532								1					3	\$512,400	\$128,100	\$76,860.00	\$76,860	\$794,220
4.14	Walker Road to US 26 (Sunset Hwy)	4745	4531	214	2							2			1	5	\$1,496,700	\$374,175	\$224,505.00	\$224,505	\$2,319,885
4.15	US 26 to Cornell Road	1043	1043												1	1	\$710,600	\$177,650	\$106,590.00	\$106,590	\$1,101,430
4.16	Cornell to Oak Hills Drive	2146	1062	551	7					533	2	1				2	\$849,870	\$212,468	\$127,480.50	\$127,481	\$1,317,299
4.17	Oak Hills to West Union Road	2610	1877	733	8							2				3	\$568,650	\$142,163	\$85,297.50	\$85,298	\$881,408
4.18.1	West Union to Kaiser Road	1450	1122	328	2											2	\$310,400	\$77,600	\$46,560.00	\$46,560	\$481,120
4.21	Skycrest Parkway to THPRD line/130th Av	2889	1924	965	9						1					3	\$655,050	\$163,763	\$98,257.50	\$98,258	\$1,015,328
5A	County line to Springville	4951	2676	2275	5											5	\$1,113,950	\$278,488	\$167,092.50	\$167,093	\$1,726,623
5B	Springville & Skyline - on-street	6685												6685		7	\$1,538,180	\$384,545	\$230,727.00	\$230,727	\$2,384,179
5C	Springville to Saltzman - soft surface	6188				6188					5					6	\$591,100	\$147,775	\$88,665.00	\$88,665	\$916,205
5D	Saltzman to Skyline - on-street	1047											1047			1	\$7,000	\$1,750	\$1,050.00	\$1,050	\$10,850

*Note: Appurtenances per 1000' - includes benches, trash receptacles, wayfinding signs
 ** Note: Total costs shown on this table are rounded on Chapter 3 segment map summaries

Standalone Structures

	Const	25% PE	15% CE	10% Contingency	Subtotal	# Structures	TOTAL	
Segment 1: Parallel Equestrian Trail	\$586,950 LF EA	\$ 146,738	\$ 88,043	\$ 58,695	\$ 880,425	1	\$ 880,425	Note - Construction cost = 3,913 feet of soft surface at \$150/foot
Segment 1A: Tualatin River Bridge	\$ 2,745,444 EA	\$ 686,361	\$ 411,817	\$ -	\$ 3,843,622	1	\$ 3,843,622	Note - Construction cost includes a 30% Contingency
Segment 2: Ravine Bridge - 100 feet	\$ 115,000 EA	\$ 28,750	\$ 17,250	\$ 11,500	\$ 172,500	1	\$ 172,500	
Segment 4.15 A: US 26 Highway Bridge	\$ 3,878,438 EA	\$ 969,609	\$ 581,766	\$ -	\$ 5,429,813	1	\$ 5,429,813	Note - Construction cost includes a 25% Contingency
Arterial & collector midblock crossings								
With Beacon	\$ 375,000 EA	\$ 93,750	\$ 56,250	\$ 37,500	\$ 562,500	4	\$ 2,250,000	
With Signal	\$ 400,000 EA	\$ 100,000	\$ 60,000	\$ 40,000	\$ 600,000	1	\$ 600,000	
Without refuge Island	\$ 325,000 EA	\$ 81,250	\$ 48,750	\$ 32,500	\$ 487,500	2	\$ 975,000	

Segments not costed - built or special circumstances (See Chapter 3 segment map summaries)

- Segment 3B - Sunrise Park
- Segments 2 and 3 - Secondary Route
- Segments 4.01 - 4.11 - Barrows Road to Tualatin Hills Nature Park (THNP)
- Segment 4.18.2 - Kaiser Road to Kaiser Woods Park
- Segment 4.20 - Bethany Meadows Terrace
- East end of Segment 4.21 - THPRD boundary (130th Avenue) to Arbor Heights
- Segment 4.22 - Bannister Creek / Redfox Drive to County line
- Segment 6 - Skyline Blvd to US 30 (St. Helens Road)7

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Table 17 Trail phasing criteria

Criteria	Examples
Jurisdiction	
The trail segment or section is within a jurisdiction that has established authority to fund, develop, own and/or operate trails.	Segment 3 across Bull Mountain is within the City of Tigard city limits, and Tigard builds, owns and operates trails. In contrast, Segment 2 (also Bull Mountain) is within unincorporated Washington County. The County does not have or exercise a parks authority.
Connectivity	
The trail section or crossing structure has a positive impact on regional trail connectivity of the trail beyond the specific segment in which it is located or on the Westside Trail as a whole.	The Tualatin River Bridge (Segment 1), although at the south end of the Westside Trail, is essential to linking into two other regional trails (Tualatin River Greenway and Ice Age Tonquin Trail).
The trail section connects to major activity center(s) that could generate considerable local trail use – schools, regional open spaces, shopping centers, business parks, etc.	Segment 4.14 connects a major Beaverton corporate business park with a city park and considerable business and activities along SW Walker Road.
The trail section extends a built portion of the Westside Trail or other intersecting built trails.	Segment 4.21 extends and connects built portions of the Westside Trail (Segments 4.20 and 4.22).
The trail section connects to other transportation facilities – MAX, bus stops, park and rides – making use of such transportation and transit options more practical.	Improved transportation connectivity will result from building the short 4.11 segment, linking to the Beaverton Creek MAX station, 153rd bike lanes and sidewalks, and SW Jenkins Road transit lines.
Functionality	
Trail section is functional in and of itself.	The trail section between SW Beef Bend Road and SW Bull Mountain Road (Segment 2) would provide an off-street alternative for local bicycle and pedestrian traffic where none now exists.
Trail section or crossing structure is a crucial link, without which intersecting Westside Trail sections would not be functional.	Without a US 26 bridge, trail development in the north end of Segment 4.14 and all of Segment 4.15 would have less functionality.

Criteria	Examples
Benefit/cost	
The benefits of a given trail section are distinctly greater than the relative cost, complexity and/or length of the section.	A paved trail extension from the east end of the Bethany Terrace Trail (Segment 4.20) sets the stage for the more complex extension of the trail system into the West Hills.
Alternatives	
There are no practical or interim alternatives for one or more classes of trail users without constructing a particular trail section or crossing structure.	There is no practical off-street alternative to building trails through Segment 5 approaching the West Hills and Forest Park.

Implementation actions

The Westside Trail will pass through multiple jurisdictions including the cities of King City, Tigard, Beaverton and Portland; Washington and Multnomah Counties; and THPRD. These jurisdictions and the two power utilities that control much of the trail corridor will have to work together to fund, build, and maintain the Westside Trail. The relatively flat Segment 1 at the south end of the study corridor is along King City and includes a major bridge across the Tualatin River estimated to cost almost \$4 million. King City has few parks operations resources. The Ice Age Tonquin Trail and Tualatin River Greenway Trail will pass through the City of Tualatin and connect to the Westside Trail across the Tualatin River. Because of this connection, the City of Tualatin could also be a partner in development of the south end of the Westside Trail even though the Westside Trail will not pass through the city limits.

The remaining undeveloped Westside Trail segments are, in many respects, the most challenging to complete, regardless of jurisdictional authority. Segments across Bull Mountain (Segment 2) and into the West Hills (Segment 5) are partly within county jurisdictions that do not have parks authority. These same segments involve major crossing structures, steeply sloped trail corridors, and potentially significant private property acquisitions.

- Among the more important partnership actions will be ensuring that the Westside Trail Master Plan is adopted into local planning policies, such as comprehensive plans, transportation system plans, and trail system plans.
- Determining jurisdictional commitments to build and maintain the Westside Trail is the second crucial implementation action. Metro has regional parks authority. Many of the undeveloped trail segments north of the MAX line and US 26 are within unincorporated Washington County but could be annexed to THPRD. The City of Portland also has a significant trail network in place through Forest Park (Segment 6), and Tigard operates many trails near or on the northwest flank of Bull Mountain (Segment 3).

A variety of federal, state and regional regulatory agencies will have important roles in funding and permitting the Westside Trail. Additional coordination activities, permits and land.use.approvals to

those identified in this master plan may become evident during trail design and engineering. Local neighborhoods, businesses and property owners, and advocacy groups such as bicycling and open space groups will need to be consulted on an ongoing basis.

Ongoing formal and informal coordination in advancing trail development within this complex set of jurisdictional authorities and stakeholders is critical. The Westside Trail planning process will only end when the final mile of trail is open for traffic.

Permitting and compliance requirements

Engineering, permitting and construction requirements may vary greatly across the trail corridor based on the physical particulars of a given section, varying regulations between responsible jurisdictions, and the source of development funding. Table 18 lists the most likely public agency permitting and compliance processes that will impact trail development. More detail on the specific structures, crossings and other features that may need permitting can be found in Plan Report No. 4, Implementation Strategy (Appendix D).

Table 18 Probable permitting and approval processes

Agency	Method
Federal	
Federal Highway Administration	<ul style="list-style-type: none"> • National Environmental Policy Act (NEPA)
Executive Orders	<ul style="list-style-type: none"> • EO 11988 Floodplain Management Compliance • EO 11990 Protection of Wetlands Compliance • EO 12898 Environmental Justice Compliance
National Marine Fisheries Service	<ul style="list-style-type: none"> • Endangered Species Act Section 7 Consultation • Magnuson-Stevens Fishery Conservation and Management Act Consultation • Fish and Wildlife Coordination Act
U.S. Fish and Wildlife Service	<ul style="list-style-type: none"> • Endangered Species Act Section 7 Consultation • Migratory Bird Treaty Act Compliance • Fish and Wildlife Coordination Act Coordination
U.S. Army Corps of Engineers	<ul style="list-style-type: none"> • Clean Water Act Section 404 Permit
State of Oregon	
State Historic Preservation Office	<ul style="list-style-type: none"> • National Historic Preservation Act Section 106 Consultation
Department of Environmental Quality	<ul style="list-style-type: none"> • Clean Water Act Section 401: Water Quality Certification • Clean Water Act Section 404 Permit Review • National Pollutant Discharge Elimination System Program Construction • Stormwater Discharge Permit

Agency	Method
Department of State Lands	<ul style="list-style-type: none"> • Wetland Delineation Clearance • Removal-Fill Permit or General Authorization
Department of Fish and Wildlife	<ul style="list-style-type: none"> • Oregon Fish Passage Law Compliance • Oregon Endangered Species Act Compliance • Habitat Mitigation Policy
Department of Transportation	<ul style="list-style-type: none"> • Permit to occupy or perform operations upon state highways
Local government and special district jurisdictions	
Washington County, Multnomah County, King City, Tigard, Beaverton, Portland	<ul style="list-style-type: none"> • Land use permits and approvals (conditional use, development, and/or environmental) • Natural resource overlay zone reviews • Floodplain development permits • Roadway construction permits, ADA variances (in particular the cities of Tigard and Portland)
Clean Water Services, Portland Bureau of Environmental Services	<ul style="list-style-type: none"> • Environmental review, development review, stormwater permits

Surface water management

Trail development crossings near to water bodies, wetlands, and associated riparian areas involve many regulatory considerations. Water bodies and wetlands are particularly important as the incubators of many of the wildlife species that will make the Westside Trail corridor “home.” Surface water runoff, particularly from paved trail surfaces, will have to be managed for quantity and potentially for quality. Many local partner jurisdictions and state and federal agencies have policies and regulations that may apply to water bodies and wetlands.

The Westside Trail will cross two major stream corridors:

- Tualatin River (Segment 1) – A proposed 330-foot trail bridge span will cross the Tualatin River and connect to the Ice Age Tonquin Trail. Probable permitting agencies include, but are not limited to, the U.S. Army Corps of Engineers, National Marine Fisheries Service, DEQ, the Oregon Department of State Lands, and Clean Water Services.
- Bronson Creek Wetlands (Segment 4.18.2) – This crossing will be constructed by THPRD in 2014. All permitting will be THPRD’s responsibility.

Other wetlands and water bodies are within the trail corridor. See Plan Report Nos. 1 and 2 for locations and descriptions. Where impacts from trail construction cannot be avoided, mitigation and restoration or enhancement will have to be undertaken. Many local partner jurisdictions and state and federal agencies have policies and regulations that may apply to water bodies and wetlands. See Plan Report Nos. 3 and 4 for more information. The wetland and other water features crossed by the trail include those listed in Table 19 below.

Table 19 Wetlands, nonwetland waters, and 100-year floodplain crossings

Segment	Wetlands	Streams	Floodplains	Other
1	X	X	X	Tualatin River
2		X		
3		X		
4.14		X	X	
4.15	X	X		
4.16	X	X	X	
4.21	X	X	X	
5		X		

Clean Water Services (CWS) is the surface water management and stormwater regulatory authority for urban Washington County. CWS regulates and manages, and, in some cases, owns stream and riparian corridors, including some within or near the Westside Trail corridor. Trail development may trigger CWS requirements to protect and enhance sensitive areas and vegetated corridors during construction. In addition, mitigation and enhancement may be required.

*CWS Sensitive Areas and Vegetated Corridors*¹⁷ (Chapter 3 of the *Design and Construction Standards*) allows pedestrian or bike trail crossings of vegetated corridors. The standards require that trails be designed and constructed to protect water quality and mitigate any impacts to public stormwater systems. Vegetated swales and/or dry basins are required to provide on-site treatment of all stormwater runoff from paved trails. Paths up to 12 feet in width, including any structural embankments, are conditionally allowed. Paths between 12 and 14 feet wide are allowed if constructed using low impact development approaches in accordance with Chapter 4 of the *Design and Construction Standards (Runoff Treatment and Control* ¹⁸).

Portland Bureau of Environmental Services is the surface water management authority for the City of Portland. NW Skyline Boulevard, and a short portion of the proposed soft-surface trail within Segment 5, will be subject to City surface water runoff quality and quantity regulations.

Multnomah County is responsible for stormwater management for the private lands through which a portion of the proposed Segment 5 soft-surface trail may pass and for the multiuser paved trail proposed to connect Segment 4.21 to NW Springville Road. Multnomah County also has jurisdiction over NW Springville Road. The County’s Design and Construction Manual would apply stormwater management standards to the widening of NW Springville Road.

¹⁷ <http://www.cleanwaterservices.org/Content/Permit/DAndC%20Chapters/Chapter%203%20DC%20Amendment%20RO%2008-28.pdf>

¹⁸ <http://www.cleanwaterservices.org/Content/Permit/DAndC%20Chapters/Chapter%204%20Amendment%20RO%2007-20.pdf>

Multnomah County regulates stormwater on private lands through its land use code, Chapter 33 West Hills Rural Plan Area. Any development that constructs more than 500 square feet of impervious surface requires a stormwater review. The soft-surface trail would not fall under this stipulation. Chapter 33 may not apply if pervious asphalt surfaces are used for the multiuser trail.

Utility requirements

Power utility use permissions

The trail corridor in Washington County is within the power transmission corridor that traverses the eastern portion of the county from south to north. PGE's power transmission facilities are primarily secured by easement in Segments 1, 2 and 3. BPA owns the land underlying its power transmission poles and lines for most of the length of the entire south-north corridor. Where BPA owns the underlying corridor, formal use agreements with the utility will be required. The east-west segments of the trail corridor that approach and enter Forest Park are *partly* within a "branch" BPA power corridor easement. Agreements may be needed with BPA and with the underlying private property owners.

Power utility maintenance agreements

PGE and BPA follow their usual and customary maintenance practices in all undeveloped trail segments and sections. Maintenance practices suitable for undeveloped power corridors may not however be compatible with development for bicycle and pedestrian traffic, nor with the planned dual function of the trail corridor as a wildlife corridor. Plan Report No. 3 details baseline utility standards and limitations.

Existing corridor maintenance agreements between the power utilities and THPRD for developed trail segments should provide adequate precedence for future agreements with respect to basic maintenance, but not for practices compatible with wildlife corridors. Chapter 5 proposes wildlife habitat restoration and conservation principles and practices. These principles and practices will have to be translated to agreements between the power utilities and the jurisdictions that maintain and operate different trail segments (including for existing and planned THPRD operated and maintained sections).

Property ownership considerations

Much of the trail corridor across Bull Mountain (under PGE power lines) and into the West Hills (under BPA power lines), while reserved for power transmission purposes by easements, remains in private ownership. Power utility easements secured across private lands generally permit continued farming and ancillary residential uses provided that power infrastructure maintenance is not impaired. BPA and PGE do not have the right to grant trail development permissions where there is underlying private ownership. Options to acquire rights to privately owned power corridor lands include public access easements and fee title acquisition.

Table 20 Probable trail use permission or acquisition partners

Segment	Utility	TriMet	Public Road Authority	Home Owners Association	Private Owner	Developer
1	X		X	X		
2	X		X	X	X	
3	X		X	X	X	
4.12–4.13			X	X		
4.14	X		X			
4.15	X		X			
4.16	X		X			
4.17	X		X			
4.18.1	X	X				
4.21	X				X	X
5	X		X	X	X	

Construction and maintenance authority

Construction and maintenance agreements will need to be developed with partner jurisdictions, particularly where there is no current parks provider. Agreements may expand the responsibilities of a parks provider, change current maintenance practices, and/or outright assign trail construction or maintenance responsibility outside of usual jurisdictional authority. Two segments within the trail corridor are within county jurisdiction with no parks authority: Segment 2 (Washington County) and Segment 5 (Multnomah County).

Of particular importance is establishing agreements for modified maintenance practices for trail corridor habitat. The goals of restoring and conserving habitat for wildlife along the trail corridor will call for different maintenance practices that should cost less to carry out than conventional approaches.

Full-service parks providers

For trail segments where there are current parks providers and where the providers recognize the Westside Trail in jurisdictional plans, ongoing operation and maintenance agreements may not be required beyond acceptance of jurisdictional responsibility for a trail section. The exception may be for adoption of maintenance practices that establish and sustain wildlife corridor functions.

No parks service providers

Segments 2 and 5 are in unincorporated county areas. Neither Washington County (Segment 2) nor Multnomah County (Segment 5) is a parks provider. Washington County will partner with neighboring jurisdictions or other park providers to build and maintain Segment 2. The on-street

sections of Segment 5 will be built and maintained by Multnomah County and the City of Portland. The off-street sections of Segment 5 will be built and maintained through a partnership between neighboring park providers which could include Metro, Portland Parks and Recreation, and THPRD.

Funding sources

While local financial resources (such as the THPRD park bonds or parks and open space system development charges) may fund some trail construction, it is highly likely that federal and state funding will be the most usual and effective source of funding applied to trail construction.

Although other local jurisdictions and agencies may play significant roles in funding the construction of the Westside Trail, ODOT may be the largest single provider of funding, either directly or through a variety of “pass-through” programs with local jurisdictions.

The information included in the Westside Trail Master Plan with respect to alignments, design typology, and costs will be an essential aid in developing competitive and responsive grant applications to ODOT and other funders. ODOT requires that construction projects utilize a project prospectus as part of a request for project construction funding and development. The current (April 2013) ODOT Project Prospectus forms are included in Plan Report No. 4 (Appendix D).

Table 21 summarizes some of the major sources of design and construction funding currently available for trails. Other more locally sourced funds may be available. The terms and conditions of these sources will change from time to time, new programs may emerge or others may sunset, and funding cycles and levels of funds available will vary.

Table 21 Trail construction funding sources

Agency	Program	Funding Cycle	Local Match	Range of Funds Available
Washington County	MSTIP 3d – Opportunity Funds (may include bike/ped projects)	5-year cycle	Undetermined	\$5M Total
Metro	Metropolitan Transportation Improvement Program regional flexible funds (2016–2018)	3-year cycle	None	\$94.6M Total
Metro	Nature in Neighborhoods Capital Grants	Ongoing	Two times grant value	\$16,6000 to \$1M but no set top limit
Oregon Department of Transportation (ODOT)	Statewide Transportation Improvement Program – <i>Enhance</i> and <i>Fix-it</i> (2015–2018)	3-year cycle	10% (Enhance)	\$1.3B Total (\$720M <i>Fix-It</i> & \$227M <i>Enhance</i>)
FHWA (administered by the Oregon Parks and Recreation Department)	Recreational Trails Program	Annual	20%	Varies

The primary funding source for THPRD trail construction is that agency’s current voter-approved bond measure. Although limited to funding extra-capacity improvements to meet the demands generated by new development, transportation and parks system development charges would generally be available to use for regional trail construction. Funding may also be available to underwrite specific elements or types of trail construction or to provide enhancements or mitigation within the trail corridor. This is particularly germane to the Westside Trail’s function as a wildlife corridor as well as a trail corridor. Possible funding sources are listed in Table 22.

Table 22 Potential trail enhancement funding sources

Agency	Program	Funding Cycle	Local Match Percentage	Range of Available Funds
Metro	Restoration & Education Grants	Annual	100%	Varies
Metro	Nature in Neighborhoods Capital Grants	Annual	200%	Minimum of \$50,000
Metro	Natural Areas Bond Acquisition Funds	Varies	Varies	Varies
Metro	Regional Travel Options	Biannual	10%	Minimum of \$50,000
Oregon State Parks	Measure 66 lottery funds for parks and trails	Biannual	Varies	Varies
Oregon State Parks	Local Government Grant	Annual	20% to 50%	\$40,000 to \$1M
Oregon State Parks	County Opportunity Grant Program	Annual	25% to 50%	\$5,000 to \$200,000
Oregon State Parks	Recreational Trails Grants	Annual	20%	Minimum of \$5,000
Oregon State Parks	Land and Water Conservation Fund	Annual	50%	Minimum of \$12,500
Oregon Watershed Enhancement Board	Restoration Grants	Annual	25%	Varies
Oregon Watershed Enhancement Board	Small Grants	Annual	25%	Up to \$10,000
Oregon Community Foundation	Oregon Historic Trails Fund	Annual	N/A	Up to \$40,000
Oregon Community Foundation	Oregon Parks Foundation Fund	Annual	N/A	\$1,500 to \$5,000
Bikes Belong	Bikes Belong Grant	Quarterly	N/A	Up to \$10,000
Cycle Oregon	Cycle Oregon Signature Grant	Annual	N/A	\$50,000 to \$100,000
The Trail Keepers Foundation	The Trail Keepers Foundation Grant	Annual	N/A	Up to \$3,000

CHAPTER 6: WILDLIFE CORRIDOR

Overview

The Westside Trail will serve as a corridor supporting wildlife as well as bicyclists and pedestrians. Careful consideration of a variety of habitats in trail design and location will enliven the overall trail experience and help sustain urban wildlife populations. In general, the entire power corridor is highly altered from natural conditions as a result of power line maintenance practices, and also due to surrounding urbanization, road crossings, farming, and other activities. This notwithstanding, the power corridor is a unique opportunity to establish a continuous open space through urbanized areas that is supportive of wildlife.

The use of native vegetation can reduce water consumption and operational expenses (mowing, invasives control) in maintaining the trail corridor. The corridor's different combinations of soils, slope, exposure, and moisture can support a broad and diverse range of plants. Grasslands, shrub, riparian areas, woodlands and farmlands all have value for wildlife. Wetlands, smaller streams, and other natural features can be protected and even enhanced with thoughtful trail meanders and amenities and by the use of bridges and boardwalks.

This chapter provides guidance for restoring or conserving three primary habitat types that support wildlife and wildlife movements:

- Prairie grasslands
- Woodlands and forests
- Wetlands and riparian areas



Figure 12 Prairie grassland vegetation and wildlife

Source: Metro

This chapter also describes and illustrates the power utility maintenance requirements that will determine the types of habitat that are possible. Following sections outline approaches and practices for making a variety of trail crossing structures and features more wildlife-friendly. Standards for managing invasive species and general habitat restoration and conservation principles are followed by a prairie grasslands restoration toolbox. Separate sections on stewardship of forested lands and wetlands along the trail conclude the chapter. Plant lists for all three habitats are included in Plan Report No. 3 (Appendix C).

Utility partner standards

Between the Tualatin River and North Bethany, much of the Westside Trail will be within the power transmission corridor controlled by BPA and PGE. Even after the trail turns east and approaches Portland’s Forest Park, a substantial portion of the trail will be under or near BPA power lines. Any habitat improvements within the corridor must be compatible with power utility vegetation maintenance standards and access requirements. Vegetation under power lines must be low-growing and cannot exceed the maximum heights at maturity stipulated by BPA and PGE. There may be some trail sections with enough clearance under the power lines to accommodate woody plants, but most of the Westside Trail located under the power lines will be most suitable for prairie grassland habitat, as native grasses and wildflowers seldom reach more than three feet in height. The figure below graphically illustrates BPA and PGE standards for vegetation limits within the power corridor.

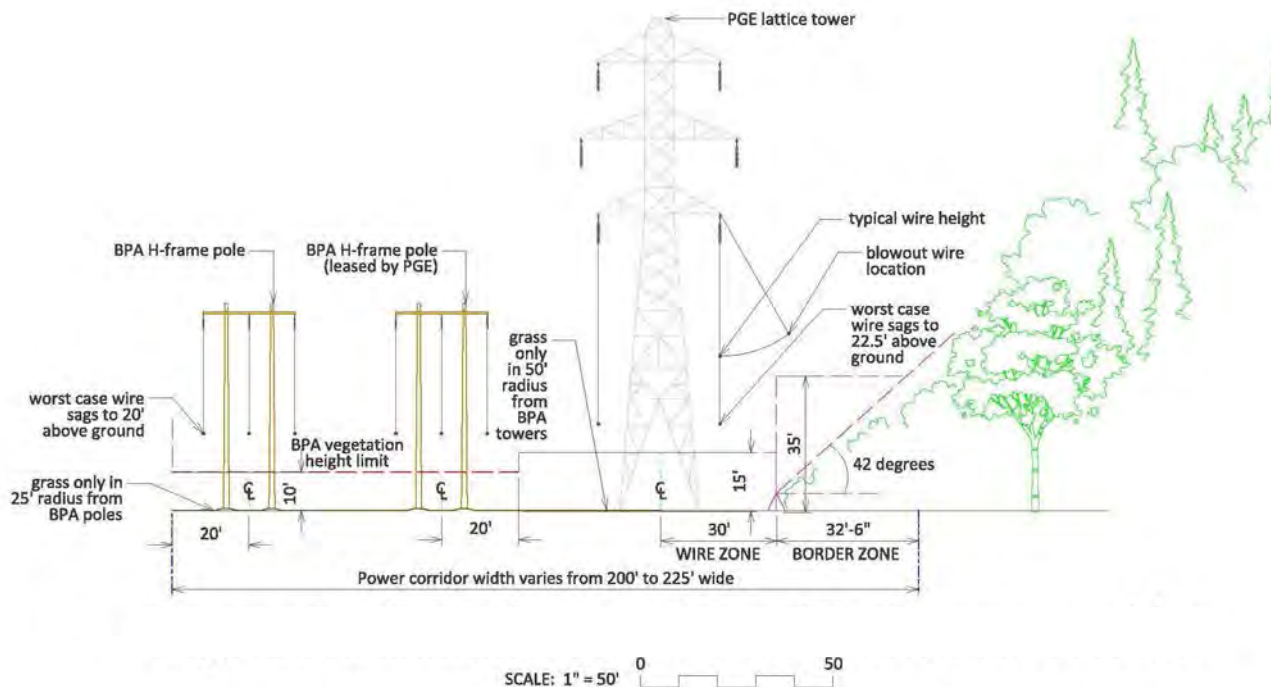


Figure 13 Vegetation limitations in BPA and PGE power corridor

Illustration credit: Gregg Everhart

Bonneville Power Administration

In 1993, BPA established guidelines¹⁹ for revegetation practices to mitigate impacts to visually and environmentally sensitive areas within BPA right of way. Vegetation plans for the Westside Trail will need to be approved by BPA. BPA guidelines include useful principles and plant lists for shrubs and small trees which should be referenced at the time of trail design and engineering and also as part of trail maintenance standards. The BPA list includes exotic plants that can be invasive; the best options for wildlife are the native species on the list.

BPA's Division of Facilities Engineering-Environmental Section is responsible for assessing the physical and visual impacts of transmission facilities. Heights of trees, shrubs, and groundcover in BPA right-of way are limited in order to maintain safe and reliable power transmission service. Reviews of Westside Trail plans with BPA staff in 2012 indicated that a 25-foot radius free from vegetation other than mowed grass should be maintained around wood power poles and a 50-foot radius from steel lattice towers. Utility standards specify grass but the primary parameter is "mowable." Mowable wildflowers and other low vegetation will satisfy utility requirements and greatly increase habitat values. No vegetation that can grow to over 10 feet tall and no tree species whatsoever can be planted in the BPA corridor. Exceptions are possible in areas where power line infrastructure crosses over deep ravines and gullies (such as in Segment 2).

The BPA Transmission Facilities Vegetation Management Program is responsible for management of vegetation in right of way. While the primary purpose of the program is to ensure reliable operation of the transmission system power, it also seeks to ensure public and worker safety, technical and economic efficiency, multiple uses of right of way, protection of environmental quality, and use of integrated pest management. Screening is sometimes allowed near private residences, recreational trail crossings, river and road crossings, or areas of high scenic value. The study states "it is desirable to retain vegetation wherever practical for its aesthetic value, wildlife habitat value, erosion control and other environmental benefits."

Portland General Electric

PGE does not have formal published standards for power corridor vegetation management. PGE's Forestry Department publishes a pamphlet titled *Trees and transmission lines: Planting and maintenance guidelines* aimed at private owners of land near to or under power lines. This pamphlet includes tables of acceptable native tree species and trees to avoid. These two tables are adapted and reproduced below.

¹⁹ BPA (Bonneville Power Administration). 1994. Revegetation guidelines for BPA rights-of-way study. Final document. Prepared by David Evans and Associates, Inc.

Table 23 PGE’s allowed trees

Common name	Botanical name	Height at maturity
Sitka willow	<i>Salix sitchensis</i>	15’
Coast willow	<i>Salix hookeriana</i>	15’
Red twig dogwood	<i>Cornus stolonifera</i>	6’
Red elderberry	<i>Sambucus racemosa</i>	15’
Vine maple	<i>Acer circinatum</i>	15’
Indian Plum	<i>Oemleria cerasiformis</i>	12’
Oceanspray	<i>Holodiscus discolor</i>	12’
Beaked hazelnut	<i>Corylus cornuta</i>	12’
Pacific ninebark	<i>Physocarpus apitatus</i>	12’
Mountain alder	<i>Alnus tenuifolia</i>	15’
Pacific wax myrtle	<i>Myrica californica</i>	15’
Mock orange	<i>Philadelphus lewisii</i>	8’
Western mountain ash	<i>Sorbus sitchensis</i>	15’
Douglas maple	<i>Acer glabrum v. douglasii</i>	12’

Table 24 PGE’s trees to avoid (many are nonnative or invasive)

Alder	Hawthorn	Pines
Ash	Fir	Austrian Black
Mountain	Douglas	Japanese Black
Oregon	Grand	Ponderosa
Beech	White	Scotch
Birch	Hemlock	Shore
Catalpa	Mountain	Sugar
Cedar	Western	White
Deodora	Locust	Redwoods/Sequoia
Incense	Maple	Spruce
Port Orford	Big Leaf	Sweetgum
Western Red	Red	Sycamore
Cherry	Norway varieties	Walnut
Most native cherry species grow too tall	Silver	Willow
Chestnut	Sugar	(most types)
Cottonwood/Poplar	Oak	
Black Cottonwood	Oregon White	
Lombardy Poplar	Pin	
Tulip Tree (Yellow Poplar)	Red	

PGE provided specification notes and drawings of lattice tower and H-frame power structures. These were combined with BPA information to create Figure 13.

Vegetation heights are limited as transmission power lines can sag between poles and lattice towers. For wooden H-frame poles, power lines can sag to 20 feet above the ground in worst-case operating conditions. Lattice tower power lines can sag to 22.5 feet above the ground. This input translates to the following principles for vegetation maintenance within PGE power corridors:

- Vegetation is restricted to a height of no greater than 15 feet at maturity within 30 feet of both sides from centerline of transmission towers and lines.
- Vegetation is restricted to a height of no greater than 35 feet at maturity from 30 feet to 62.5 feet of both sides from centerline of transmission towers and lines.

Danger trees are those that when falling could come within 30 feet of the centerline of transmission towers and lines. A sighting line that rises at a 42 degree angle, 30 feet away from the centerline is used to locate and check any tall trees that have obvious signs that indicate a potential failure risk.

Trail crossings

The Westside Trail crosses numerous roads, including US 26, and a light rail line. There will be many opportunities to improve habitat quality and connectivity and provide for safer wildlife movement as road crossings are built. Because accommodations for wildlife can greatly increase the cost of crossings, the implementation strategy for this master plan includes grant resources that could help defray costs. Practices for midblock road crossings, crossing lighting, and bridges and boardwalks are discussed below.

Road crossings

Except for US 26, all Westside Trail road crossings will be at-grade. At-grade crossings are typically the least desirable crossing type for wildlife because few effective enhancements are possible. Metro's *Wildlife Crossings: Providing safe passage for urban wildlife*²⁰ states "vegetation along roadways and in medians can have both positive and negative effects." Careful selection and management of vegetation can help to offset the negative effects. When crossings are made more wildlife-friendly, overall habitat connectivity is improved. Having both transportation planners and wildlife biologists on the trail design team can ensure that safety and connectivity are optimized for people and wildlife.

- Where power transmission infrastructure restrictions and trail user sight lines allow, existing habitat should be left intact or new habitat provided as close to the crossing as possible to provide for wildlife cover.
- Fencing can direct wildlife toward the safer areas to cross both at-grade and under roads and over bridges and boardwalks.

²⁰ <http://www.oregonmetro.gov/index.cfm/go/by.web/id=38104>

Undercrossings designed for wildlife passage using a variety of culvert designs can be very effective. Such undercrossings are not included in Westside Trail Master Plan midblock crossing concepts or cost estimates but could be considered on a case-by-case basis. One useful resource is the *Federal Highway Administration's Wildlife Crossing Structure Handbook*.²¹ Undercrossings of roads in highly urbanized areas may be essential to conservation of small animals that need to move along the corridor. Larger animals, such as deer and coyotes, are highly mobile and can navigate roads with relative ease, while small animals, such as turtles and salamanders, move more slowly and can be sensitive to artificial substrates such as asphalt.

Lighting at road crossings

Lighting at road crossing may be used to increase trail user and on-road vehicle safety. Many wildlife species, however, will avoid lighted areas or be more vulnerable to vehicle strikes from being temporarily blinded by lighting. Locating wildlife vegetation cover as far from crossing lighting as possible may provide better conditions for wildlife. This also means that wildlife will be less likely to use the area of the designated crossing where slowing vehicle traffic may reduce the odds of wildlife strikes, further emphasizing the value of safe undercrossings.

²¹ http://www.cflhd.gov/programs/techdevelopment/wildlife/documents/01_Wildlife_Crossing_Structures_Handbook.pdf

Major bridge and boardwalk crossings

Three major bridge structures are planned along the Westside Trail. All the bridges planned for the Westside Trail are described in the master plan as conventional structures, as are the numerous minor bridges and boardwalks (see Plan Report No. 2 and the Trail Design Typology chapter of Plan Report No. 3 for more details).

The Tualatin River and US 26 bridge crossings involve estimated spans of 330 feet and 230 feet, respectively, and approach structures. A bridge crossing across a ravine on Bull Mountain in Segment 2 will require a 100-foot bridge span.



Image 9 Ki-a-Kuts Bridge over the Tualatin River

Photo credit: City of Tualatin

The Ki-a-Kuts Bridge (see photo above) connects the cities of Tigard and Tualatin across the Tualatin River and is an example of an attractive and highly effective crossing that primarily accommodates human traffic. The proposed US 26 and Tualatin River bridges could include added design and habitat features to greatly improve wildlife passage. The bridge illustrated below shows how an otherwise conventional highway crossing bridge can also accommodate habitat for wildlife in a simple and straightforward manner.



Image 10 Wildlife friendly highway overpass

Photo credit: Marcel Huijser

Bridge design principles to benefit wildlife include:

- Incorporate contiguous habitat on bridge approaches and the bridge span itself. Plant native grasses and scattered shrubs, and do not mow the grass so it can provide cover.
- Lay small logs, rock piles, brush piles, or pipes along the length of the bridge to provide cover for small animals. Do not build a curb between the bridge's bicycle/pedestrian trail and wildlife habitat.
- There is a relationship between crossing length and willingness to cross – wildlife is more willing to cross short overpasses than long ones. Similarly, animals are more willing to use wide crossings than narrow ones. Make the crossing as wide and short as possible.
- Include natural structure and/or weave native materials into safety and security fencing and barriers along the bridge structure, particularly for birds and arboreal (tree-dwelling) mammals. Ropes or other similar structures extended from fencing or barriers to nearby trees and other natural features can also improve wildlife passage.

Other bridge and boardwalk crossings

Relatively short and low elevation bridges or boardwalks are planned to cross small streams or wetlands in several trail segments. These streams and wetlands are wildlife movement corridors that provide safe connections for wildlife between habitat patches. There are wildlife-friendly features that enhance trail bridges and boardwalks. Some of the ideas below may better and more practically apply to different spans and construction materials and techniques, and the type of area being crossed – wetland, seasonal stream, etc.

- Preserve existing cover habitat or create additional new habitat as close to each end of the crossing as possible.
- Cover habitat could include unmowed native grasses, scattered shrubs, or small logs, pipes, and rock and brush piles.
- Add natural structure to bridge or boardwalk safety fencing by weaving in native materials used by birds and arboreal mammals, and provide connections to adjacent off-bridge habitat in the form of ropes or other structures.
- Span the entire high-water floodway of the stream or wetland being crossed to allow wildlife passage under the bridge or boardwalk and to maintain the highest stream function.
- Maintain a 2-foot minimum width abovewater pathway for wildlife under bridges and a minimum clearance between the pathway and bridge underside of at least two feet.
- Retain as much openness and natural light under the bridge as possible, including grates or slots in the bridge deck to allow light to pass through.
- Retain or enhance native soils and natural flat benches under bridges, and retain or install structures such as boulders, to allow for wildlife passage during high water.
- If light, water, and soils allow, install shrubs and other native vegetation under bridges.

Invasive plant species

Invasive plants are a problem throughout the trail corridor, particularly in grassland areas which have been highly disturbed by prior development, utility maintenance practices, and human activity. Invasive plants can out-compete native species thus limiting or shrinking habitats supporting a wide range of wildlife.

- Efforts at invasive removal and eradication should always be paired with installing native species.
- Follow integrated pest management principles to control invasive plants.
- When working across large landscapes, consider phased removal of invasive plants to provide for continued wildlife cover and structure until restored areas become established.



Image 11 Invasive Himalayan blackberry

Photo credit: Jim Rapp

Habitat restoration and conservation principles

The Westside Trail corridor is a unique open space and wildlife habitat ranging from 100 feet to 225 feet wide and extending south to north across nearly the entire area of urbanized eastern Washington County and then eastward into Multnomah County and the City of Portland. The Westside Trail will be aligned within this corridor to minimize impacts to existing habitat, and trail management will include control of invasive species and establishment of native plant communities. Improved habitat will enhance the trail user experience by providing a pleasant visual appearance and opportunities to view wildlife.

There are existing habitat values to conserve in some segments, and the potential for restoration is substantial. More than 99 percent of the region's prairie habitat has been lost to development and land conversion. Height restrictions for vegetation under power lines make restoration of native prairie habitat elements a natural fit. Ten overarching habitat conservation principles should be followed during trail design, engineering, and construction:

1. Involve natural resources specialists or biologists in the trail design and engineering process, and conduct site visits to identify important habitat features and potential impacts to habitat connectivity.
2. Trail alignments and design should take into account the size (patch size) of existing valuable habitat to avoid adverse impact of fragmenting into narrow or small habitat patches.

3. Trails and trail amenities should be located in already disturbed or highly altered areas to the greatest extent possible.
4. Habitat restoration plans should be developed for all poorer quality habitat areas crossed by the trail.
5. Work closely with the power utilities to understand and comply with vegetation type, location and height limitations in order to establish higher quality habitat.
6. Trail alignments should act as a catalyst for habitat restoration and as opportunities for widening existing buffers – riparian, wetland, and other habitats.
7. Trail alignments should improve access to both restored habitat areas and areas with existing high-quality habitat, provided this habitat can be protected from inappropriate uses.
8. Consider wildlife species' ability to move through or across certain trail features. Certain types of trail surfaces, sun exposure, drying out from lower moisture, lack of cover for hiding from predators, and trail retaining walls are barriers to some species. Road crossings are especially problematic for wildlife, and the impacts of road widths, vegetation and lighting should be considered.
9. Provide interpretive signage along the trail and at crossings informing trail users about the values of wildlife and the restored habitat along the trail corridor, including encouraging trail users to keep pets on leash and providing “wildlife on trail” signage.
10. In woodlands and forested areas, trail alignments should maintain canopy connectivity and cover for arboreal species for shade and to retain moisture at the forest floor.

Prairie restoration toolbox

Prairie was once the dominant habitat type in the Tualatin River Basin through which most of the Westside Trail passes. Almost none of these original grasslands remain. The Westside Trail could provide fifteen or more linear miles of an almost continuous grassland corridor ranging from 100 feet to 225 feet wide. This translates to significant acreage that can support wildlife populations and movements among major natural areas such as the Tualatin River National Wildlife Refuge, Tualatin Hills Nature Park, and other local nature parks, and between east-west riparian corridors that the trail crosses such as Bronson and Rock Creeks.



Image 12 Unrestored prairie habitat in power corridor

Photo credit: Jim Rapp

Open areas within the power corridor can support a wide range of wildlife. Birds, small mammals, and pollinators such as butterflies and bees will take advantage of the restored habitat. Landscaping and habitat restoration activities in grassland habitats can incorporate swaths of wildflowers and shrub patches to provide food and cover for wildlife. The Chicago Wilderness Magazine's article *Power & Plants*²² describes a successful program.

The following habitat restoration guidelines and practices can be used by a variety of trail stakeholders and users ranging from a design/engineering team developing trail construction specifications to local community groups looking to improve their own particular patch of trail habitat. Figure 14 combines habitat patch concepts with power utility limitations.

Prairie restoration general guidelines

General guidelines for enhancing prairie habitat in the trail corridor include:

- When suitable habitat is already present, it should be preserved or replaced if impacted by the trail alignment.
- Use native plants in habitat patches, trailside landscaping, and in screening buffers at corridor edges that are appropriate to soil, exposure, and moisture conditions.
- Vary habitat patch size with an emphasis on larger patches. Wildflowers can be continuous along the trail, or habitat patches can be spaced and placed alongside other landscaping. Large patches are particularly desirable, and a few larger (half-acre or more) patches of suitable habitat should be incorporated into each trail segment.
- Pollinators benefit from large blocks of similarly colored wildflowers. An edging of mixed plantings could be placed around individual patches for a more natural appearance and to visually link the patch with other patches in the trail segment.
- Utilize nearby open spaces to increase patch size and improve function for wildlife. Include nearby parks, natural areas, and residential or commercial native landscaping in the overall restoration plan or activity. Locating new or enhanced habitat patches near to neighboring native plant landscapes will create bigger overall patches and additional foraging areas.
- Consider landscape maintenance needs in determining trail alignments and habitat restoration plans. Low-stature perennials survive mowing better than many annuals will, especially if mowing occurs early in the year before flowers set seed.

²² http://www.chicagowilderness.org/CW_Archives/issues/summer2005/comed.html

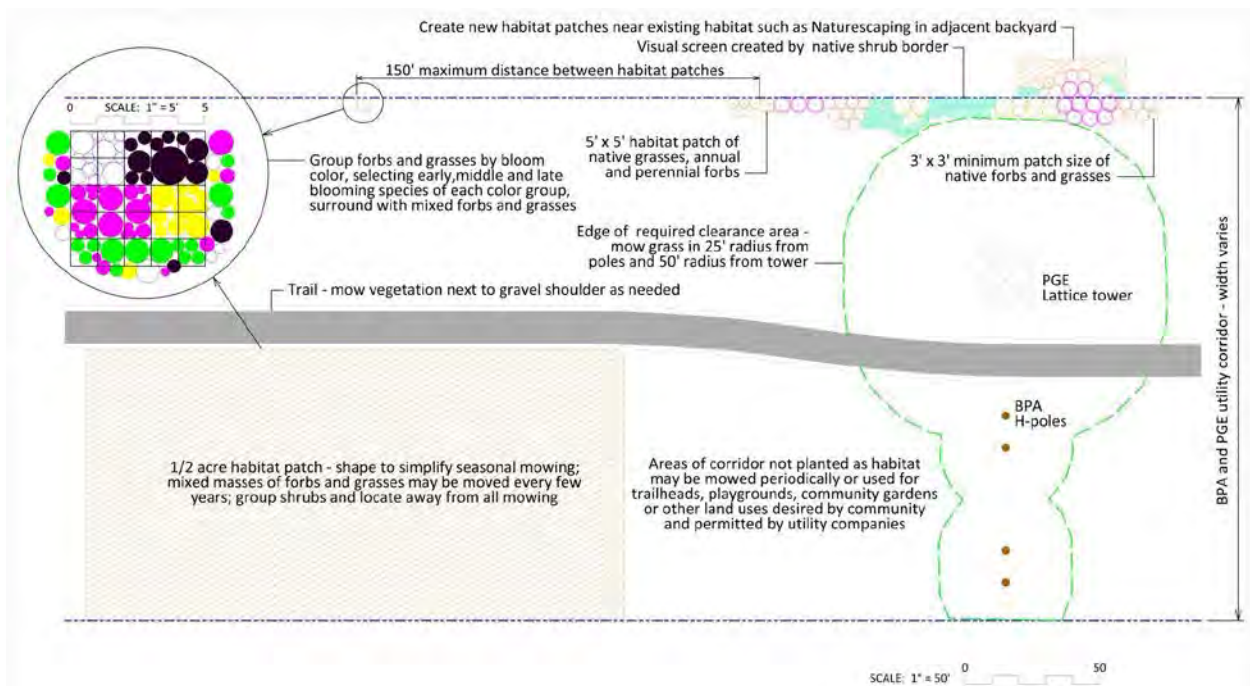


Figure 14 Habitat patches, screening and mowing in BPA and PGE corridor

Illustration credit: Gregg Everhart

Prairie habitat restoration practices and techniques

- The least mobile wildlife (such as bees and butterflies) are best accommodated by suitable habitat patches no more than 50 yards apart.
- A habitat patch that provides effective pollinator foraging habitat should include several flower colors to attract a variety of species.
- For pollinators, install native plants in clumps of a minimum size of three feet by three feet; greater than 25 square feet is better. Having many plants of a single species in a clump increases foraging efficiency.
- Within each color block, several species with different bloom times will provide pollen and nectar throughout the season.
- Retain or create areas of downed wood, rock piles or other similar features near prairie patches to provide nesting habitat for invertebrates, foraging habitat for birds and small mammals, and cover for small mammals and reptiles.
- Provide perches, nest boxes, and nesting structure for birds.
- Evergreen shrubs should be incorporated into habitat patches to provide shelter in winter months.

- Retain or create new unobstructed habitat on each side of the corridor where slopes require the use of switchbacks to meet acceptable trail grades. This provides an alternative route for small animals that do not navigate walls or paved surfaces.

Forests and woodlands conservation toolbox

Forests and woodlands are home to many kinds of wildlife, especially where surface water is available. Along the Westside Trail corridor, substantial stands of woodlands and forests are found in the northeasternmost trail segments approaching Forest Park. There are also woodlands on Bull Mountain. General guidelines for conserving and enhancing wildlife habitat in forest and woodland habitats include:

- Align the trail along forest edges rather than through forests wherever possible to reduce habitat fragmentation.
- Plant the nonforested side of the trail to expand forest habitat.
- If the trail must be aligned through a forested area, retain canopy connectivity to maintain forest climate (shade and moisture) and travel routes for tree-dwelling wildlife.



Image 13 Woodland trail in Forest Park

Photo credit: Gregg Everhart

- Design and engineer trail alignments and infrastructure and apply trail construction and maintenance methods that retain and preserve trees wherever possible.
- Consider using existing trails and pathways through forested areas, except where existing alignments create adverse impacts or widening and expansion of the existing pathway may create additional impacts.
- Trees felled during trail construction should be left in place for habitat enhancement.
- Retain or create forest habitat on each side of the trail where slopes require the use of switchbacks to meet acceptable trail grades.
- Use native plants when restoring habitat along trails in forested areas, including native evergreens to provide winter cover for wildlife.
- Retain or create forest floor shrub habitat.

Wetlands, streams, and riparian conservation toolbox

More than 90 percent of the metropolitan Portland region’s wildlife species use water-associated habitats at some point in their lives, whether for feeding, traveling, reproducing or other purposes.

Animals such as dragonflies and pond-breeding amphibians start their lives in wetlands and use uplands in their adult phases. Both adequate water and connections to adjacent uplands are important to wildlife lifecycles. General guidelines for conserving and enhancing wildlife habitat in wetland, stream, and riparian areas along the trail corridor include:

- Avoid wetland crossings whenever possible.
- Align the trail so there is a vegetated buffer between the trail and wetland. Buffers provide habitat for wildlife species and help reduce the potential for wetland and stream pollution generated by trail usage.
- If avoiding a wetland crossing is not possible, reduce impacts by using bridges and boardwalks.



Image 14 Bronson Creek wetlands

Photo credit: Jim Rapp

- If wetland views are desired, use viewing platforms or areas with appropriate barriers and signage to discourage off-trail wandering.
- As part of trail construction, enhance or restore degraded or impacted wetlands by removing invasive nonnative plants and replanting with appropriate native plants.
- Where forested areas or woodlands are adjacent to wetlands crossed by the trail, design and construct the trail to maintain functioning wetland and forest connectivity for wildlife species that use both habitats.
- Minimize stream crossings to protect riparian areas.
- Trails along streams should be restricted to one side of the stream outside of existing riparian areas, and the upland side of the trail should be planted to expand the riparian area.
- Provide occasional near-stream viewing areas so trail users desiring water views or access do not create informal trails.
- If a trail must cross a wetland or pass between a wetland and adjacent uplands, align the trail to minimize the crossing and maintain wetland connectivity.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14-4522, FOR THE PURPOSE OF APPROVING THE WESTSIDE TRAIL MASTER PLAN

Date: May 15, 2014

Prepared by: Robert Spurlock, 503-813-7560

BACKGROUND

The goal of the Westside Trail Master Plan is to recommend a comprehensive strategy for the completion of a 25-mile north-south trail from Forest Park to the Tualatin River. In many ways the west side's equivalent of Portland's popular Springwater Corridor, the Westside Trail has been anticipated since as early as 1992 as a major component of the regional trail system. Since that time, Tualatin Hills Park and Recreation District (THPRD) has built over six miles of the trail in Beaverton.

Project objectives include engaging project stakeholders, identifying a final trail alignment, and producing construction cost estimates necessary to extend the existing trail north to Portland and south to Tualatin. The master plan provides direction as local and regional partners embark on efforts to fund, design and build the trail.

The master planning process started in January 2012, and its \$334,000 budget comes from a Regional Flexible Funds grant from Metro, and matching funds provided by Tualatin Hills Park & Recreation District (THPRD) and the City of Tigard. A Stakeholder Advisory Committee made up of 14 members representing neighborhood groups and local agency staff met six times to review project deliverables and give feedback to staff.

The trail has garnered strong support from project partners including the cities of King City, Tualatin, Tigard, and Portland; Multnomah and Washington Counties; Bonneville Power Administration (BPA) and Portland General Electric (PGE); THPRD; and Metro. Public input and the participation of local community organizations has been a strong influence on refining and adapting the trail alignments and options illustrated in the master plan.

The project team engaged stakeholders and the public at 60 events over the course of 27 months. The project team directly engaged approximately 1,400 people at these events, and also distributed 18,000 postcards and received over 200 completed surveys. The extensive public involvement resulted in a master plan that is widely supported by the partner jurisdictions and residents of the region. The Draft Westside Trail Master Plan was available for public comment from February 6 to February 28, 2014. Comments are summarized in the public engagement summary available on the Metro website.

The region's voters passed the Natural Areas Bond Measure in 2006, which identified acquisition priorities in the Westside Trail target area for the purposes of assembling a continuous trail corridor. Metro staff and project partners met with landowners where trail easements are needed to explain Metro's willing-seller program for trail acquisition and to gauge landowner interest in the project. Negotiations with landowners will continue on an as-needed, case by case basis.

In July 2011, Metro entered into an Intergovernmental Agreement (IGA) with the Oregon Department of Transportation (ODOT), whereby Metro managed a contract with a professional planning and engineering firm to conduct the master planning process and prepare the trail master plan. The Westside Trail Master Plan has been successfully completed and meets the intent of the IGA between ODOT and Metro.

The master plan recommends that partner jurisdictions (the three cities and two counties) amend their respective transportation system plans and that Metro amend its 2035 Regional Transportation Plan to include the master plan's recommended trail alignment in those documents. Adopting the trail alignment

in these and other land use and transportation plans will allow it to be eligible for local, regional, state and federal funding sources.

ANALYSIS/INFORMATION

1. Known Opposition

During the project advisory committee meetings, public open houses, stakeholder meetings and landowner interviews, concerns and issues were raised related to the trail's location and design, and adjustments in the alignment were made as appropriate. An extensive, thorough and transparent analysis was conducted to address these issues as they came up during the master planning process.

Following this initial process, at the request of the Forest Park Neighborhood Association (FPNA), staff committed project contingency funds and additional time to further analyze wildlife and stormwater impacts on the segment of the trail that links Bethany with Forest Park. Analysis findings show that the proposed alignment would have less impact than alternate routes.

Notice of the public review draft was widely distributed through e-mail, social media, and print advertising. Fifty public comments were received, mostly favorable about the project, with the exception of several comments from the FPNA voicing opposition. With the exception of the FPNA's representative, the project advisory committee unanimously endorses the resulting master plan.

King City, and Multnomah and Washington Counties passed resolutions in support of the plan in April. THPRD and Tigard will be voting on resolutions in early May. Portland submitted a letter supporting the plan.

2. Legal Antecedents

Metro Council Resolution No. 07-3835 approving the Westside Trail Target Area Refinement Plan and confidential tax lot specific map, adopted on September 6, 2007.

Intergovernmental Agreement (#27275) between the Oregon Department of Transportation and Metro, dated July 20, 2011, for administration of the federal grant to prepare the Westside Trail Master Plan.

3. Anticipated Effects

Located on the west side of the metropolitan Portland region, the Westside Trail will provide a regional active transportation link for pedestrians and bicyclists between the Tualatin and Willamette Rivers. Spanning approximately 25 miles, this trail will connect dozens of neighborhoods, businesses, schools and parks as it passes through King City, Tigard, Beaverton and Portland, as well as THPRD and unincorporated portions of Washington and Multnomah Counties.

The trail will provide a convenient, comfortable, and safe atmosphere for trail users of all types, ages, and abilities. Users will be able to recreate and commute using the trail, which has the potential to become an important corridor for wildlife habitat and movement. By primarily following the power transmission corridor owned or controlled by BPA and PGE, the trail will extend through highly urbanized areas with relative ease and few land acquisition costs.

The availability of the power corridor for trail development opens up the opportunity to establish a 25-mile-long trail, through highly developed urban lands, serving recreational and commuter bicyclists, pedestrians and, in some areas, equestrians. The trail will connect neighborhoods to major westside commercial and employment areas and to schools and open spaces. The major parks and natural areas connected by the Westside Trail will include the Tualatin River National Wildlife Refuge, Tualatin River Greenway, Tualatin Hills Nature Park, Terpenning Recreation Center, Bronson and Rock Creek Greenways, Forest Park, and the Willamette River Greenway, as well as numerous local parks.

The master plan proposes distinctive practices and standards for establishing the Westside Trail as a corridor for people and nature. Approaches to restoring and conserving habitats along the trail and within power corridors, as well as approaches to wildlife-friendly siting and design of trail pathways, crossings, bridges, and boardwalks, are an integral part of the master plan.

4. Budget Impacts

The Westside Trail is divided into 29 segments running south to north (see Map 1 of the master plan). 10.5 miles of the trail is built, leaving about 13.5 miles to build, including bridges and overcrossings where needed. The total cost to design and build the undeveloped sections of the trail is estimated at \$36.6 million. This represents a planning level cost estimate in 2014 dollars, and is intended to provide an order of magnitude opinion to inform future funding requests for trail development.

THPRD received a \$2.4 million grant from Metro's Regional Flexible Funds program to design and build a mile of the trail from Hansen Ridge Park to Kaiser Woods Park, with expected completion in 2015. Other jurisdictions will build remaining sections as funding becomes available.

Acquisition opportunities identified in proposed amendments to the Tonquin Geologic Area target area refinement plan would be funded primarily with funds from the 2006 Natural Area Bond Measure and grants that have been secured from other agencies.

RECOMMENDED ACTION

Chief Operating Officer Martha Bennett, with the concurrence of Metro Council President Tom Hughes, recommends approval of Resolution No. 14-4522.

Agenda Item No. 3.4

Resolution No. 14-4525, For the Purpose of Authorizing the Chief Operating Officer to Enter into an Intergovernmental Agreement for Levee Analysis Cost-Sharing.

Consent Agenda

Metro Council Meeting
Thursday, May 15, 2014
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING THE) RESOLUTION NO. 14-4525
CHIEF OPERATING OFFICER TO ENTER INTO)
AN INTERGOVERNMENTAL AGREEMENT) Introduced by Chief Operating Officer Martha
FOR LEVEE ANALYSIS COST-SHARING) Bennett in concurrence with Council
President Tom Hughes

WHEREAS, in 2013, Governor John Kitzhaber asked Portland Mayor Charlie Hales and Multnomah County Chair Marissa Madrigal to convene an Oregon Solutions team of stakeholders, including representatives of Metro, to address the de-certification and potential de-accreditation of the Columbia River levee system in the Peninsula 1 and Peninsula 2 Drainage Districts in Portland;

WHEREAS, de-accreditation of this levee system would have negative economic repercussions in the area protected by the levee, including potential loss of flood insurance and access to commercial financing for levee-protected property and projects;

WHEREAS, the Oregon Solutions Columbia River Levee Project Team agreed that an engineering evaluation is needed to identify what structural or system changes are required for the levee system in the Peninsula 1 and Peninsula 2 Drainage Districts;

WHEREAS, The City of Portland has offered to borrow funds from the State of Oregon’s Infrastructure Finance Authority for the amount needed to pay for the levee analysis, up to a maximum amount of \$1.4 million, provided that the City obtains assistance from the drainage districts, the Port of Portland, and Metro in repaying the loan;

WHEREAS, in the spirit of cooperation with Metro’s government partners in the region, Metro desires to contribute to the cost of the levee analysis in an amount up to \$300,000 plus interest over a potential seven-year loan term;

WHEREAS, the parties are negotiating an Intergovernmental Agreement to formalize each party’s contribution to the cost of the levee analysis; and

WHEREAS, Metro Code Section 2.04.020 requires Metro Council approval of contracts that obligate Metro to pay funds not previously appropriated through Metro’s budget process; now therefore

BE IT RESOLVED that the Metro Council authorizes Metro’s Chief Operating Officer to enter into an Intergovernmental Agreement, in the form approved by the Metro Attorney, that obligates Metro to contribute up to \$300,000 plus interest over a potential seven-year term to the cost of an engineering analysis of the levees within the Peninsula 1 and Peninsula 2 Drainage Districts, so long as the agreement is clear that Metro is voluntarily contributing these funds and its contribution does not imply any obligation for future repair or reconstruction of the levee system.

ADOPTED by the Metro Council this [insert date] day of [insert month] 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14-4525, FOR THE PURPOSE OF AUTHORIZING THE CHIEF OPERATING OFFICER TO ENTER INTO AN INTERGOVERNMENTAL AGREEMENT FOR LEVEE ANALYSIS COST-SHARING

Date: May 2, 2014

Prepared by: Scott Robinson x1605
Tim Collier x 1913

BACKGROUND

In 2013, Portland Mayor Charlie Hales and Multnomah County Chair Marissa Madrigal were asked by Governor John Kitzhaber to convene an Oregon Solutions team of stakeholders to address the recent de-certification and potential de-accreditation of the Columbia River levee system in the Peninsula 1 and Peninsula 2 Drainage Districts in Portland (Pen 1 and Pen 2, respectively).

De-accreditation of the levee system would trigger a re-mapping of the area protected by the levee, identifying it as an area of significant flood hazard by FEMA, which would have severe economic ramifications, including loss of flood insurance and access to commercial financing for levee-protected property and projects.

The first and most urgent step in the process to address this issue is to conduct an engineering evaluation that clearly identifies what structural or system changes are needed for the levee in Pen 1 and Pen 2 to at least meet the minimum 100-year flood protection standard, as well as the costs associated with those necessary improvements.

Members of the Oregon Solutions Columbia River Levee Project Team have worked toward developing an over-all finance plan for levee improvements through the Oregon Solutions process, with the intent of enabling payback of the Oregon Infrastructure Finance Authority (IFA) loan (discussed below) through that larger financing plan.

This collaborative approach has resulted in the following framework to proceed:

- A) The State of Oregon IFA will provide a low-interest loan for the entire amount needed for the levee analysis (\$1.4 million) to the City of Portland, funds available July 1, 2014.
- B) Loan Repayment over 7 years will be funded by the following members of the Columbia Levee Project Oregon Solutions Team, up to the following amounts (not including additional amounts to cover interest that may accrue):
 - Pen 1 District - \$100,000
 - Pen 2 District - \$100,000
 - Port of Portland - \$300,000
 - City of Portland - \$600,000
 - Metro - \$300,000
- C) An Intergovernmental Agreement to formalize the cost shares identified above as well as to expressly state that all parties agree that the agreement to share costs for completion of the

engineering evaluation is done in a spirit of cooperation and agreed-upon need to get the information for further planning. The Intergovernmental Agreement does not in any way imply and disclaims any similar responsibility to fund or share in the funding of the repair or capital costs expected for actual levee rehabilitation.

ANALYSIS/INFORMATION

1. **Known Opposition** None Known
2. **Legal Antecedents** Metro Code Section 2.04.020 (Requiring Metro Council approval of contracts containing a requirement that obligates Metro for payment of funds not previously appropriated by the Metro Council).
3. **Anticipated Effects** Adoption of this resolution will authorize Metro's Chief Operating Officer to enter into an Intergovernmental Agreement for Levee Analysis cost sharing. The agreement results in Metro taking on responsibility to pay up to 21.4286% of the accost of a \$1.4 million analysis of the Pen 1 and Pen 2 levee, up to a maximum amount of \$300,000 (plus interest of approximately \$85,000), which analysis will be funded initially by a loan to the City of Portland. Metro's payments would begin December 1, 2016, though the amount can be prepaid with no penalty, and conclude no later than December 1, 2023, concurrent with the City's loan repayment term. The contribution will allow for completion of the engineering analysis on the Peninsula 1 and Peninsula 2, which will frame the range of costs associated with potential remediation work.
4. **Budget Impacts** The maximum potential cost of the project is \$385,000. In the budget process for FY 2015-16, staff will determine if the full obligation can be paid in FY 2015-16, or if payments need to be spread through the repayment term authorized in the Intergovernmental Agreement. The Chief Operating Officer will provide a recommended repayment approach in the FY 2015-16 Proposed Budget.

RECOMMENDED ACTION

Staff recommends adoption of Resolution 14-4525

Agenda Item No. 4.1

Ordinance No. 14-1330, For the Purpose of Annexing to the Metro District Boundary Approximately 24.55 Acres Located Along NW Brugger Road and NW Kaiser Road in the North Bethany Area of Washington County.

Ordinances – First Read

Metro Council Meeting
Thursday, May 15, 2014
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE) Ordinance No. 14-1330
METRO DISTRICT BOUNDARY APPROXI-)
MATELY 24.55 ACRES LOCATED ALONG NW) Introduced by Chief Operating Officer
BRUGGER ROAD AND NW KAISER ROAD IN THE) Martha Bennett with the Concurrence of
NORTH BETHANY AREA OF WASHINGTON) Council President Tom Hughes
COUNTY)

WHEREAS, SFA Design Group has submitted a complete application for annexation of 24.55 acres (“the territory”) located along NW Brugger Road and NW Kaiser Road in the North Bethany area to the Metro District; and

WHEREAS, the Metro Council added the North Bethany area to the UGB, including the territory, by Ordinance No. 02-987A on December 5, 2002; and

WHEREAS, Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan requires annexation to the district prior to application of land use regulations intended to allow urbanization of the territory; and

WHEREAS, Metro has received consent to the annexation from the owners of the land in the territory; and

WHEREAS, the proposed annexation complies with the requirements of Metro Code 3.09.070; and

WHEREAS, the Council held a public hearing on the proposed amendment on May 29, 2014; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

- 1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.

- 3. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated May 2, 2014, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this ___th day of May, 2014.

Tom Hughes, Council President

Attest:

Approved as to form:

Troy Rayburn, Recording Secretary

Alison Kean, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 14-1330, FOR THE PURPOSE OF ANNEXING TO THE METRO BOUNDARY APPROXIMATELY 24.55 ACRES LOCATED ALONG NW BRUGGER ROAD AND NW KAISER ROAD IN THE NORTH BETHANY AREA OF WASHINGTON COUNTY

Date: May 2, 2014

Prepared by: Tim O'Brien
Principal Regional Planner

BACKGROUND

CASE: AN-0314, Annexation to Metro District Boundary

PETITIONER: SFA Design Group
9020 SW Washington Square Drive, #505
Portland, OR 97223

PROPOSAL: The petitioner requests annexation of four parcels to the Metro District boundary following the Metro Council's addition of the property to the Urban Growth Boundary (UGB) in 2002. The applicant is currently in the process of annexing the subject properties to the necessary service districts in Washington County.

LOCATION: The parcels are located in the North Bethany Area of Washington County, along NW Brugger Road and NW Kaiser Road. The area is 24.55 acres in size. A map of the area is included as Attachment 1.

ZONING: The property is zoned for residential use (R-6 NB & R-9 NB) by Washington County.

The proposal consists of four parcels. The land was added to the UGB in 2002 and is part of the North Bethany Subarea Plan that was adopted by Washington County. The land must be annexed into the Metro District for urbanization to occur.

APPLICABLE REVIEW CRITERIA

The criteria for an expedited annexation to the Metro District Boundary are contained in Metro Code Section 3.09.070.

3.09.070 Changes to Metro's Boundary

(E) The following criteria shall apply in lieu of the criteria set forth in subsection (d) of section 3.09.050. The Metro Council's final decision on a boundary change shall include findings and conclusions to demonstrate that:

- 1. The affected territory lies within the UGB;*

Staff Response:

The subject parcel was brought into the UGB in 2002 through the Metro Council's adoption of Ordinance No. 02-987A.

- 2. The territory is subject to measures that prevent urbanization until the territory is annexed to a city or to service districts that will provide necessary urban services; and*

Staff Response:

The conditions of approval for Ordinance No. 02-987A include a requirement that Washington County apply interim protection measures for areas added to the UGB as outlined in Urban Growth Management Functional Plan Title 11: Planning for New Urban Areas. Title 11 requires that new urban areas be annexed into the Metro District Boundary prior to urbanization of the area. Washington County also requires the land to be annexed into the appropriate sanitary sewer, water, park and road service districts prior to urbanization occurring. The applicant is currently moving forward with the necessary annexation requirements with Washington County. These measures ensured that urbanization would occur only after annexation to the necessary service districts is completed.

3. *The proposed change is consistent with any applicable cooperative or urban service agreements adopted pursuant to ORS Chapter 195 and any concept plan.*

Staff Response:

The property proposed for annexation is part of Washington County's North Bethany County Service District, established by the County Board of Commissioners on June 7, 2011. The proposed annexation is consistent with that agreement and is required by Washington County as part of a land use application. The inclusion of the property within the Metro District is consistent with all applicable plans.

ANALYSIS/INFORMATION

Known Opposition: There is no known opposition to this application.

Legal Antecedents: Metro Code 3.09.070 allows for annexation to the Metro District boundary.

Anticipated Effects: This amendment will add approximately 24.55 acres to the Metro District. The land is currently within the UGB in unincorporated Washington County. Approval of this request will allow for the urbanization of the parcel to occur consistent with the North Bethany Subarea Plan.

Budget Impacts: The applicant was required to file an application fee to cover all costs of processing this annexation request, thus there is no budget impact.

RECOMMENDED ACTION

Staff recommends adoption of Ordinance No. 14-1330.

Materials following this page were distributed at the meeting.

May 15, 2014

Council President Hughes, Metro councilors...my name is Amy and I am an animal keeper at the Zoo. I worked with Mitch for 19 years.

It is with great disappointment and sadness that we stand here before you today. Metro reported to Dr. Finnegan that they no longer had confidence in his ability to lead the veterinary department at the Oregon Zoo. We are here today to state emphatically that we, the animal care staff at the Oregon Zoo, are 100% confident in Dr. Finnegan's ability to lead.

On May 8th, Metro released the necropsy and pathology report as well as the veterinary procedure summary for Orangutan Kutai later in the week and, after reading through these documents, we feel they do not support the termination of Dr. Finnegan.

At the Zoo all staff meeting, Teri Dresler was asked if it was a Metro directive to fire Dr. Finnegan. She replied, "No". There were other disciplinary options but, despite 20 years of excellent service, the most severe punishment was dealt. Metro has informed staff the investigation was performed by lawyers and Metro managers. We believe strongly this investigation should also have been peer reviewed. Both the USDA and AZA have performed routine, thorough inspections of the zoo and veterinary department and neither has found any violations. Upon USDA inspection in February 2014, they were informed of Kutai's death and found no wrong doing.

Animal welfare was always a top priority for Dr. Finnegan. As Senior Veterinarian, Dr. Mitch oversaw the veterinary care of over 2000 animals. Dr. Finnegan was required to manage nine employees, including the Veterinary and Nutrition Services departments. He also managed the veterinary student internship program and multiple volunteers. As a manager, he was expected to perform annual staff evaluations and manage the veterinary department budget. He oversaw all animal quarantine procedures for the zoo, attended regular manager meetings and performed outside inspections for AZA. As a nationally respected veterinarian, he communicated with and advised other zoo professionals. Dr. Finnegan worked closely with the USDA and DEA to ensure compliance of federal regulations. The list of responsibilities goes on. He performed all of these high level tasks while fulfilling his full time job as a clinical zoo veterinarian and maintaining an open door policy for all animal keepers and employees.

We would like to ask that Metro take steps to better serve both parties with regards to the Metro Ethics Line and Formal Complaints. We are here today to request a more thorough investigation into the alleged complaint against Dr. Finnegan and we request this investigation include peers. We also request to know the reason Dr. Finnegan terminated.

We are the Oregon Zoo and we love what we do. We had a beloved, caring, passionate, intelligent, and well respected veterinarian as a leader in Living Collections. Metro's decision to terminate Dr. Finnegan has not only led us, but the community as well, to question Metro's reasons behind these firings. We are

committed to continued top-notch care of the animals at the Oregon Zoo, but do so under a cloud of distrust and disappointment.

Dr. Finnegan was a mentor and a man that will never be able to be replaced. Bringing Dr. Finnegan back is good for the zoo, but more importantly, it is what is best for the animals.

15 May 2014

TO: Martha Bennett, Chief Operating Officer
Scott Robinson, Deputy Chief Operating Officer
Jim Middaugh, Communicatoins Director
Suzanne Flynn, Metro Auditor
Tom Hughes, Metro Council President
Shirley Craddick, Councilor District 1
Carlotta Collette, Councilor District 2
Craig Dirkson, Councilor District 3
Kathryn Harrington, Councilor District 4
Sam Chase, Councilor District 5
Bob Stacey, Councilor District 6

Thank you for the opportunity to address this issue which is at the heart of how the Zoo operates. I have worked at the Zoo for 39 years, have seen many changes, good and bad, and am dismayed at what feels to me like Metro's growing disregard for how the Zoo operates and its needs. This now goes beyond just the inconveniences of procedures not suited to zoo operations, and has resulted in the loss of a highly qualified veterinarian and our Zoo director. To me, it appears this process has cost the zoo dearly: compromising animal welfare, creating difficulties for zoo staff, and playing into the hands of animal extremists currently attacking the zoo.

We are at a disadvantage, not having all the information leading to the termination of Kim Smith and Dr. Mitch Finnegan. We do know that the announcement issued to staff felt dismissive, showing no respect for staff or for Kim Smith or Mitch Finnegan, both deserving of Metro's respect.

Dr. Finnegan is highly regarded within the AZA and national wildlife community. Dr. Storms told me he had wanted to come to Portland to work with Mitch Finnegan. One of many similar reactions to the dismissal of Dr. Finnegan came from an AZA accredited related facility, not a zoo, stating they were "stunned. The Oregon Zoo must be crazy to fire the best veterinarian in the business. I feel very sorry for his replacement as no one could fill his shoes and I predict it won't be long before they realize what a terrible mistake they have made." And they ended by saying they felt Dr. Finnegan would be better off at a zoo that appreciates his talent and personality – as they do.

Dr. Finnegan's records give detailed information about Kutai's condition and the procedure, including that a hemorrhage could have been caused by the anesthetic procedure. In the real world, mistakes happen and there are problems with equipment, but in a 20+ year career that has earned Dr. Finnegan the respect of an entire industry, termination seems to many of us an extreme and unnecessary response.

The committee responsible for handling the confidential complaint from people who won't even identify themselves, did not include anyone with zoo or medical expertise. We work in a profession that has standards for veterinary care, veterinary review boards, and accreditation committees, yet none were consulted. Information about requirements to report such deaths to AZA and USDA were misrepresented and misleading; there are no such requirements for a death that is not due to gross negligence. There would not be any reason for AZA to review such a death, or to expect a report. The USDA was informed, contrary to Mr. Middaugh's statement in the Oregonian, as it is informed of all animal deaths. During unannounced inspections USDA

receives reports of all deaths and has the option of asking for full veterinary records and of talking with the veterinarians, but saw no need to inquire further into Kutai's death.

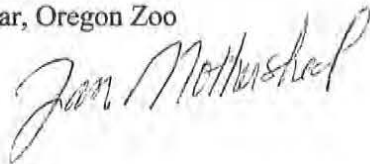
We know even less about events leading to termination of Kim Smith, Zoo Director. We do know she immediately wanted to get the zoo out in front of the animal extremists by getting correct, honest information to the public and to staff. She brought in a firm from Chicago she had worked with at Brookfield, and she understood the need for honesty in keeping media, public and staff informed about events around the zoo's elephants. These animals are part of the zoo family and part of the Portland area community; they should not become pawns in the disputes between zoos and extremists.

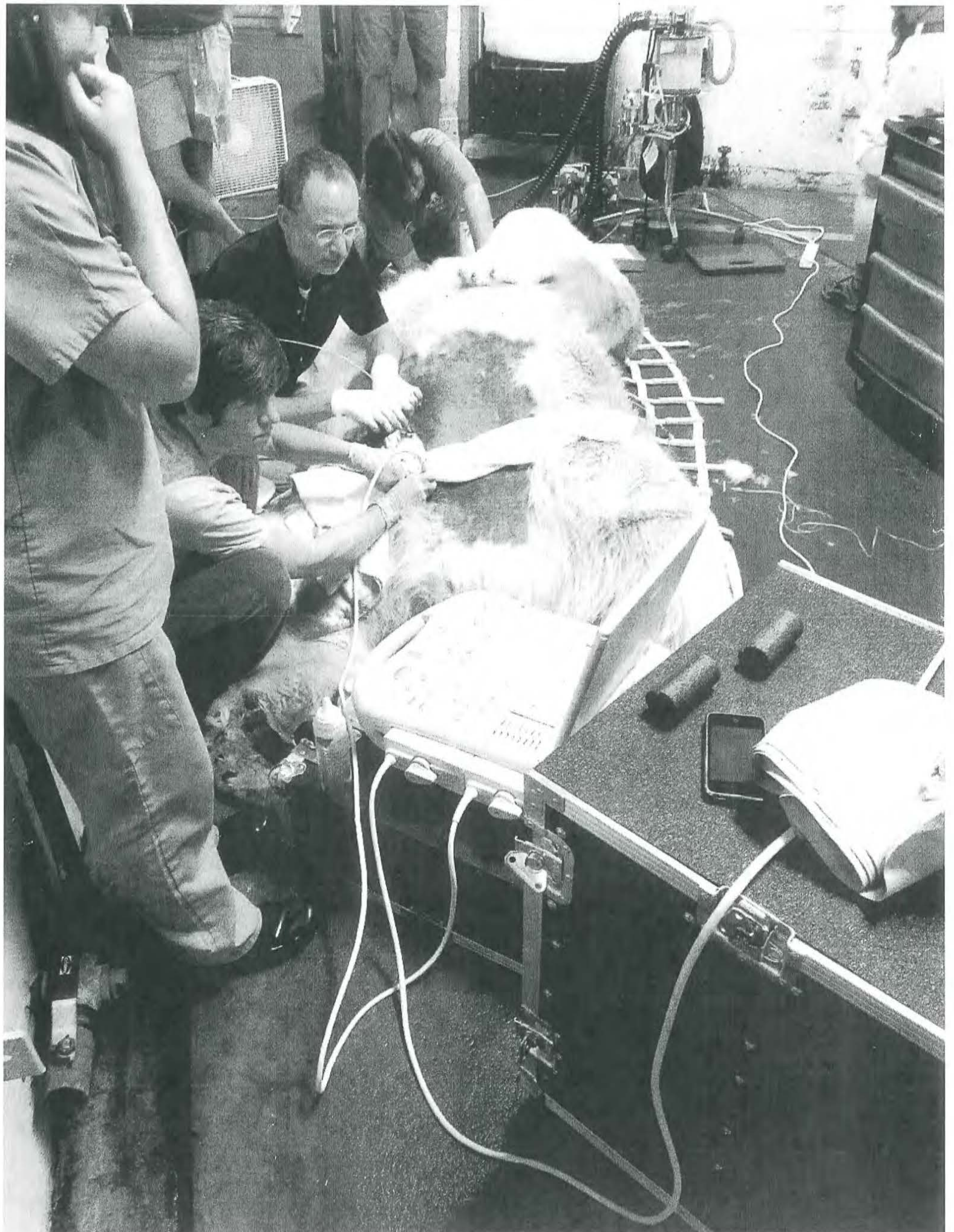
It does not inspire confidence in those of us with a long history at the Zoo to watch Metro take over more of the Zoo's operation, including marketing. Whether marketing or purchasing animal food, all functions benefit from the specialized knowledge and the passion many zoo folks bring to their jobs. Metro is an important agency, with a meaningful role to play in environmental and civic issues in the tri-county area. But Metro management are not hired or elected based on their zoo expertise, and they are not qualified, in my opinion, to run the zoo. Their role used to be, and should now continue to be, one of support and collaboration as needed. They need to step back and evaluate their role, and to evaluate an ethics "hotline" which can easily become a witch hunt. As a product of, or being connected to the Auditor, this ethics reporting procedure seems to me to need more refinement, more checks and balances, and more standards for how it operates.

I mean no disrespect to Metro staff when I say that they need to be reminded that the Zoo is not Metro. Our people are different, our schedules are different, our purchasing needs are different, we are not a corporate or government office, 9-5, Monday-Friday, and our appearance should be different. Our differences are what appeal to people. The Zoo should not be absorbed into or be literally taken over by Metro; it is not their area of expertise and they seem to have forgotten it is the differences, the animals and the humanity that should not be absorbed and eliminated but capitalized upon.

In forgetting they are not experts on zoos and wildlife care, Metro, in my opinion, has done a great disservice to the zoo and its animals in the firing of Dr. Finnegan and Kim Smith. Metro may feel they now lack confidence in Dr. Finnegan's ability to manage the veterinary department, but they should now be realizing his veterinary skills are not in question. Question Dr. Finnegan's management capabilities, but not his veterinary prowess, and demote him from manager; he would likely love such a change and the opportunity to be a vet. Why were there not other avenues of resolution explored, and other people with more working knowledge consulted? Many of us at the Zoo feel broken, discouraged, but Metro's credibility is also severely damaged and broken for many of us. There needs to be a better way.

Respectfully submitted,
Jan Mothershed
Zoo Registrar, Oregon Zoo





From: Bufalmaco@comcast.net
Subject: Fwd: Mitch
Date: May 14, 2014 at 8:07 AM
To: Curtis VanAlstine plotpoint3@gmail.com

Well ever since I meet Dr. Finnegan, I got respect for him. After suffering through Dr. Schmidt for many years in uncountable butcher surgeries and wrong diagnosis. Having the careful, scientific mind of Dr. Finnegan was a refreshing breath of air. His presence made more bearable the crazy rules that metro imposed on us. I saw him for years on end saving animals from the brink of dead. Explaining with a language understandable to less educated minds, very complicated issues. Having the dedication of pretty much putting his personal life on hold to dedicate uncountable hours, unpaid, and without any recognition at all. To have to come to be judge by people whom will never will have the minimum idea what a sacrifice mean.

----- Forwarded Message -----

From: bufalmaco@comcast.net
To: pam starkey <pam.starkey@metro.org>
Sent: Tue, 13 May 2014 21:44:01 -0000 (UTC)
Subject:

Hi Pam, this is Jesús Gonzalez. If you please could text or email me number is 503-473- 9277.

thanks

Jesús

Sent from XFINITY Connect Mobile App

From: **Rick Harvey** revpooka54@gmail.com
Subject: Dr. Mitch Finnegan
Date: May 14, 2014 at 11:59 AM
To: Curtis VanAlstine plotpoint3@gmail.com

My name is Rick Harvey and I have worked as a Public Safety Officer at the Oregon Zoo for 10 years. I had the distinct pleasure of working with Dr. Finnegan on a number of occasions; two of which were dealing with the unexpected deaths of two animals during my work shift. Dr. Finnegan handled both cases with the utmost professionalism and empathetic care for the deceased animals.

Dr. Finnegan was dedicated to his job and spent many a late night working in his office. I can't count how many times I saw him working late into the night, usually staying until 10 or 11 p.m. I threatened him with exclusion on a number of occasions in failed attempts to get him to leave to take care of himself.

I saw Dr. Finnegan shortly after the death of Kutai. He was emotionally distraught by the loss. I have no doubt that he did everything humanly and humanely possible to provide the best of professional care for Kutai.

Pity more managers/supervisors aren't as passionate, compassionate and dedicated as Dr. Mitch Finnegan! In reality, he wasn't a manager; he was a **LEADER!**

Metro Council
May 15, 2014

What happened on January 4th at the Oregon Zoo VMC? There's an open door policy - I could have stopped by and watched the procedure from the lobby. Or after the fact I can read the reports, which I have. They clearly detail what happened that day. The reporting person, Dr Mitch Finnegan's integrity is beyond reproach and from his report it is clear that the veterinary department was under staffed that day and there appears to have been human error as a result.

What happened on May 5th at Metro is a travesty. I am not sure what the intent was, but the result cannot be undone. That much is clear. While supposedly looking out for the welfare of our animal collection you have effectively removed the heart of this organization.

I have worked for/with Dr Finnegan as a zookeeper and as the hospital/quarantine keeper for a total of 18 years. I have also worked as a veterinary technician for several DVMS at private clinics prior to that time and as a keeper at two other AZA zoos for over 10 years previously. In my 28 years in animal care/welfare I have never observed a more skilled, caring, knowledgeable or humble Veterinarian. His dedication to the Oregon Zoo, its staff and animals is unquestionable.

One of my rolls with the Oregon Zoo and the AZA has been orphaned cougar placement. As such, several times a year I find myself calling Dr Finnegan at home late at night for permission to house and care for these animals at the Oregon Zoo's VMC. His answer without exception is "we will find room". And when I come in for late night feedings he is nearly always in his office doing paperwork. Yet he always comes into the animal holding area to assist or just to check in on the cubs' well being. If he was not already present it was not unusual, and oddly calming to hear the sound of his motorcycle pulling up to the VMC during a late night feeding. I have never observed such dedication or caring from another manager at the Oregon Zoo.

Every member of our keeper staff has witnessed Dr Finnegan's medical skill as he has performed life-saving operations as well as routine care with precision, time and again. I could go on and on describing my experiences working with or observing Dr Finnegan in his work at the Oregon Zoo.

What we have lost is the most skilled, caring and dedicated manager this zoo has known in recent times. He is also a patient teacher and a great leader, traits not common among Veterinarians. Those who know him well would follow his direction wherever he may lead. No questions asked.

To those who have 'dismissed' him - know this : it is YOU that have made a grave error in judgement. This is what you will be remembered for.

Dr Finnegan's legacy will be so much more.

Sincerely,

Michelle Schireman

Hello- Council President Hughes and Metro Councilors- Thank you for listening

Working with Dr. Mitch Finnegan:

I have been trying to think of one story that would really hit home about what an asset Dr. Mitch Finnegan is to the Oregon Zoo and the truth is there are so many times I was grateful that he was our vet.

One of my most memorable moments with Dr Finnegan was when our geriatric polar bear Yugyan was diagnosed with Renal Problems. Dr Mitch worked with myself and the Marine Life Area to manage her disease by changing her diet, managing any ailments and ultimately making the decision on her quality of life. When you are working with these animals every day, year after year you forge a deep bond and these kinds of decisions are not easy. Dr Finnegan was not only very concerned about both the Yugyan and her declining health but also took the time to talk with keepers and help them thru this very difficult time. He worked with keepers to make her final moments comfortable.

This is just one of the stories I could tell you about Dr Mitch Finnegan. He was supportive with research projects, he would stay at the Zoo over night to monitor animals and often give keepers a break so they could sleep, he would not give up until he exhausted his last possible effort and this is the kind of vet that is a great asset to any institution. He was admired and respected by all the staff and we truly feel this is a great loss for Metro and the Oregon Zoo

I would like to ask you to consider looking into the reasons of Dr Mitch's departure and if possible reinstate him as one of our Oregon Zoo Veterinarians.

Thank you

Julie Christie

7 May 2014

I was privileged to work alongside Dr. Mitch Finnegan as his technician for 20 years. I have met few people in my life who so quietly and fully have such a positive impact on others' lives. He shone with integrity, compassion, and respect for both the animals and the people with whom he worked. He not only possessed a vast wealth of veterinary and scientific knowledge, but was always eager to share it with others, whether showing a veterinary student how to do surgery, helping a keeper understand the medical condition of an animal in his/her care, or leading a group of community members on a tour through the veterinary hospital. He is able to communicate and connect with people from a vast array of backgrounds and professions, as he always seems to know the right questions to ask to make them comfortable and draw out their interests. His quiet demeanor, gentle humor, and abiding respect made him revered and accessible to all. He was honest and transparent at all times, apologetic when he felt he had stepped out of line or made a mistake and quick to forgive those who displayed the same integrity with him in owning their shortcomings.

As a veterinarian, I have not seen Mitch's equal. He singlehandedly transformed the zoo's veterinary program from a poorly managed elephant research facility that sometimes halfheartedly looked at dying animals as an afterthought to the top-notch state-of-the-art program it is today. He is comfortable working with any animal, from the smallest fish or bird to the largest carnivores and elephants, and his sharp intellect intuitively and creatively knows how to get the answers needed to diagnose and treat unusual conditions. The passion and reverence he holds for any animal is clearly evident in his dedication to providing the absolute best care possible and ensuring that his staff is equipped to do the same. He never worked less than a ten-hour day, trying to make sure that even after the direct veterinary, husbandry, and nutritional care of animals was completed for the day, his records were caught up, he was current in the latest recommendations of treatment, the keepers understood exactly what was going on with the animals in their care, all the hospital equipment was in working order, and his administrative duties as manager were fulfilled. The example he set inspired zoo employees and volunteers to a maximum effort in fulfilling their job duties and providing excellent care for the animals in the zoo.

His value as a zoo employee didn't end with his veterinary prowess. He was able to build and fix many types of equipment, which both kept the hospital running smoothly and efficiently and saved the zoo thousands of dollars in building and repair charges. He was a crucial member in the team that designed and built the zoo's new Veterinary Medical Center, making sure that the architects and contractors (who had little or no knowledge of how a zoo vet hospital should function) stayed on task to provide an outstanding facility for the institution.

That he be told at his termination that his leadership had failed is egregious. His training and passion prioritize the care of animals and at that he was superb. Over the years, however, the administrative expectations of his job grew at an alarming rate to include personnel management, administrative bookkeeping, husbandry consulting, commissary management, and a host of other tasks that in themselves would encompass more than 1 FTE. If he is not fit for leadership in this role, then perhaps

everything but the veterinary duties should have been taken from him, leaving him to excel at what he does and loves best: helping the zoo animals to be healthy and comfortable.

Metro has made a grave mistake in terminating the valuable resource and exceptional human being in Mitch Finnegan; with him went the faith of many in the manner in which Metro treats its employees and governs its constituents.

Sincerely,

Margot Monti, CVT, VTS (Zoo)

May 12, 2014

I started my Zoo career in April of 1973 at the Buffalo Zoo in New York. I met Dr. Proten shortly after I started working at the zoo and I was impressed with his knowledge and work ethics. When a procedure was to be done on an animal there was always someone taking notes for the pertinent information, drug dose, amount used and reaction time.

A medical cart was also brought down with all the material equipment needed for the procedure.

Very seldom if ever did anybody have to go back to the hospital for supplies.

In April of 1987, I had the opportunity to come to work at the Oregon Zoo. The keepers here were very professional but I was a little disappointed with the vet staff. The first thing I noticed was that there was no notes being taken and no cart with supplies in it.

The worst experience I was when a Camel needed treatment. Tim Brooks another keeper

and myself were working with the Camel and were told to meet the Vet at the Camel yard

at 12:pm. When Tim and I got there the Camel was already down with the vet working on him. Tim and I asked the vet if he wanted us to turn the Camel because his head was laying down hill. We were told no, this would not take long. Again there was no cart with supplies and no one taking notes. The vet tech ran back to the hospital three times to get supplies. After a while the Camel aspirated and the Vet said well I can't do anymore and left. Tim and I looked at each other and said "what the hell just happened", all we knew was we had a dead Camel on our hands.

This all started to change when Dr. Finnegan came to the Zoo. It was very refreshing to work with someone who shared his knowledge with you.

One of the first changes was there was always someone taking notes, also there was two carts brought down with all the supplies that were needed.

This was a learning time for us along with Dr. Finnegan. I cannot count the number of times that Dr. Finnegan brought in consultants to work on the animals. Dr. Finnegan took time to answer questions so you knew what was going on. Dr Finnegan also asked for your input on what your thoughts were about the situation because we were the ones working with that animal.

I know all the keepers had respect for Dr. Finnegan and he had respect for the staff.

I was saddened to hear that Dr.Finnegan was let go, not only for him leaving but also for

all of the animals.

When I retired I told Dr. Finnegan that in the 33 years I was there that the most positive change I saw was that of the animal care after he was hired.

Metro will be hard pressed to find a someone with the work ethnics not to mention his knowledge and compassion for the animals.

Former Hoofstock Keeper

Richard Grudzien

In regards to the firing of Dr. Mitch Finnegan:

- The dismissive way it was announced in the initial email from Metro i.e. "You should also be aware that veterinarian Mitch Finnegan is also no longer with the zoo. Existing zoo veterinarian staff will continue providing care to zoo animals." This denotes a lack of respect to not only the 20 years of dedicated service this man has provided the zoo but also to the implication ^{that} this has ~~not~~ ~~only~~ no effect on the animals under ^{his} care or the staff he has managed/worked w/on a daily basis.

- The way this was handled by Metro shows the disconnect between them and the zoo. A zoo is not like other businesses & should not be managed like other businesses. It is not just about the bottom line or profits. There are animal lives on the line here. In order to have a "world class zoo" you need to have a team that trusts each other. I have never trusted nor respected a vet more than Dr. Mitch. I have trusted him with our animals lives more times than I can count. Dr. Mitch would try and try beyond ~~what~~

the point when others would have given up hope. There are numerous animals currently at our zoo, that would not be alive today if it were not for Dr. Mitch. He was our rock. Always so cool, calm, & collected in high stress situations. If there was nothing more he could do I was confident in the fact that he had tried every possibility. He also listened & took keeper advice/info to heart. He understood that the keepers know their animals & he respected us. He was always willing to teach & knew how to explain things to different audiences. Seeing him with the blind children at our tiger physical exams was truly seeing Dr. Mitch. I don't feel ~~that~~ that Metro knew nor did they care to know any of this. We deserve the real reason Dr. Mitch was let go if they want us to trust again. The other important factor to having a "world class zoo" is having world class management. Dr. Mitch & Kim were on a

very short list of managers that we could not only trust but that had animal welfare as their top priority. I was finally feeling proud to be a part of the Oregon Zoo team with Kim as Director. She truly had an open door policy and made effective changes towards a better future. This whole situation has done irreparable damage to the Zoo's reputation. How can Metro expect us to repair the public image of Metro's relationship w/ ~~to~~ the Zoo if we have no more faith in Metro? How do we know that Metro truly has the Zoo's best interests in mind rather than their own? Politics don't belong in the Zoo. We are about building a better future for wild life through conservation and education. Metro needs to learn more about the Zoo and its mission.

My confidence in Metro's ability to manage the Zoo properly has been shattered.

Celene Zinda
ML Keeper

I have known Dr. Mitch since my Zoo career began as a volunteer & intern in 2003.

Council President Hughes and Metro councilors:

I am here today to tell you about my experiences working with Dr. Mitch Finnegan.

The first time I ever worked directly with Dr. Finnegan was when I was a temporary keeper at the Oregon Zoo. I was working the North America section and there was a scheduled female elk anesthesia procedure. This particular animal had been dealing with some leg swelling /medical issues. Dr. Finnegan performed surgery on the elk's leg and during surgery, the main blood vessel running the length of the leg kept rupturing. This went on for over 2 hours and the blood loss on this animal was substantial. Dr. Finnegan remained very calm throughout the surgery all the while lying on his back to perform the delicate surgery. Each time the vessel ruptured it would be in a new location and he would ask for another clamp to place on the vessel. At one point I remember counting over 2 dozen clamps on the elk's leg. I remember thinking, "How will this animal survive?" and if she survived, what would her recovery be like. Dr. Finnegan remained focused and it was at this time I experienced his calmness, patience and persistence. His mood was contagious. As I looked around the room, keeper and vet staff sat calmly and focused on their assigned jobs.

I am happy to tell you the elk did survive. Not only did she survive the surgery, she recovered and walked again lived for several more years. I know that Dr. Finnegan saved that animal's life that day. After working at the zoo for over 12 years, I have experienced Dr. Finnegan saving several animals' lives including the ones I work with today in Marine Life.

Dr. Finnegan is one of the top vets I have ever had the pleasure to work with in my 20 year career. I have always trusted any decision he has made with the animals I care for. Losing him as our vet is devastating to the staff and for the animals at the zoo. Thank you for listening to me today.

Nicole Nicassio-Hiskey

Senior Keeper of Marine Life

My name is Hannah Feral and I was with the Oregon Zoo for about eleven years. I held multiple positions throughout the zoo in this time and worked around and with Dr. Finnegan a lot during those years. My most recent position at the Oregon Zoo was as a temporary relief keeper. Dr. Finnegan was not only a pleasure to be around all the time, but he was truly an inspiration for me. His passion and dedication to the animals inspired my decision to go into an animal care career field. I first met Dr. Finnegan when I was 14 and started as an intern in the education department of the zoo. I was invited to shadow him and his veterinary team for a day in the veterinary hospital. He not only was passionate and knowledgeable about the work that he did, but he always loved sharing that knowledge. I learned so much in just that one day, and left it feeling even more motivated to work towards a career in the zoo field. In the years afterwards I continued to learn from him, he supported me and helped through my journey to get into this career field.

Now, almost twelve years after my experience with the Oregon Zoo began, I am working as a full time zoo keeper about three thousand miles away from Oregon, and still think of Dr. Finnegan on a regular basis. I have realized that his compassion, immense level of expertise, his devotion to all of the animals he cared for, and his extraordinarily humble nature has left me, for lack of better words, spoiled. I have no doubt that I will never have the pleasure of being able to work with another veterinarian like him. I watched Dr. Finnegan a number of times pouring his blood, sweat, and tears into his job. Not because he had to, but because he wanted to. He wanted to do everything he could to give every animal the best care possible.

I am very thankful for every day I was able to work with him and learn from him. He is truly irreplaceable in every meaning of the word.

-Hannah Feral

My name is Kristen Watson. I have worked with the zoo in multiple departments over the past seven years. Although I have never worked directly with Dr. Finnegan, I would like to share the impact that he made on me and my experience at the zoo.

I have worked in the restaurants, catering, warehouse and custodial in my time at the zoo. Regardless of whether I was serving him his food, or cleaning his office, he always went out of his way to treat me with a level of caring and respect that I didn't see from anyone else in similar position at the zoo. He had an honest level of caring for everyone that he was around. He would stop me while I was cleaning to ask how life was going, and truly cared about the answers he got. He didn't care about the fact that he was the head vet, and I was the person cleaning his office, he saw me as a fellow human being who deserved caring and respect. This type of personality is very hard to find, especially in someone with his job title.

He was one of the few people that always made everyone feel like they were all respected parts of the Oregon Zoo team, no matter what your job title was. He made everyone feel united in the goals and visions of the Oregon Zoo. Nobody was better than anyone else, everyone was treated with equal respect. My thanks goes out to Dr. Finnegan, and everything that he did in his over twenty years of service at the Oregon Zoo.

-Kristen Watson

May 9, 2013

To Whom it May Concern,

My name is Madison Denison and I write to you to express my deep concern and disappointment to hear the news of the firing of Mitch Finnegan. I spent almost 5 years at the Oregon Zoo as both an intern and employee. I have also worked at many different animal ranches and sanctuaries, vet clinics, and today I am a full time zookeeper at the Columbus Zoo and Aquarium. Of all the exposure I have had to different environments and veterinarians, I believe I learned the most and had the highest level of respect for Dr. Finnegan.

During my time at the working with Mitch, I quickly discovered his passion and knowledge for animals to be an invaluable asset to the zoo. He was not only very intelligent and proficient at his job, but he also showed a level of care, respect, and concern for the staff he worked with. He ALWAYS listened very careful to the people who were apart of the daily care for the animals. And he ALWAYS made an effort to communicate to them throughout the entire process of treatment. Whether it was a small issue to a severe illness, never have I met a vet who was so meticulous about details and keeping all the keepers informed. To find a vet who both has the clinical skills and personal skills such as Dr. Finnegan is a rarity.

Despite all that happened with Kutai and the mixed information that is being spread in the media there are a things I know to be fact. One: no one who took care of Kutai day in and day out blames Mitch for what happened. Two: I have never heard such disappointment and anger from the staff at the zoo. I continue to speak to several employees there because they became like family to me. And Mitch was a mentor and a family member to us all. Finally three: Mitch Finnegan is the most honorable, honest and hardworking veterinarian that I have ever had the pleasure of working with. In my 13 years of animal care, no one has even come close to meeting the high bare he set for medical care. I feel saddened that a man with such a legacy has been blasphemed and dishonored in such a way. You truly have lost one of the most impeccable human beings ever.

Sincerely,

Madison Denison

Heart of Africa Zookeeper

Columbus Zoo and Aquarium

believe this anymore.

Because of the fact that no information about this whole scene has been delivered to us here, you can imagine the speculation and rumors that are circulating. If there is any truth to them at all, I cannot help but feel very let down by metro on this decision. If what is circulating is correct, then metro's understanding of the situation here at the zoo, and our perspective of it are very very different. Through this I have lost a lot of faith in metro's ability to effectively manage the zoo. I am sure you are all very capable managers over all, and I mean no disrespect at all, but you are so far removed from the happenings of the zoo that it makes me wonder on the accuracy of the information you receive and base your decisions on?

Kim Smith was, in my opinion, a great manager as well and had been fostering trust and a positive work environment here at the zoo for the first time in so many years. It is too bad that we cant work with whatever the problem is in order to continue on this positive path.

I apologize if this is out of line. I mean no disrespect and I do realize that I do not know any of the details and the facts surrounding these two people. But I felt a great need to express how this affects the staff here at the zoo. I, for one, am devastated. I do not mean to speak for anyone else here, but have been inundated with responses from fellow staff members who feel similarly. It is hard to carry on with business as usual when it kind of feels like our heart and soul were just taken away from us.

Respectfully,

Kelli

Kelli Harvison, CVT
Veterinary Technician

Oregon Zoo | 4001 SW Canyon Road | Portland, OR 97221
503-220-2443
Kelli.harvison@oregonzoo.org

A better future for wildlife

From: Martha Bennett
Sent: Monday, May 05, 2014 5:25 PM
To: Martha Bennett
Subject: Changes and Looking Ahead

Metro employees -

I am writing to let you know that Teri Dresler, general manager of Metro Visitor Venues, is taking a leadership role at the zoo. She will be setting aside all other management duties and replaces Kim Smith effective immediately.

Many of you know and have worked with Teri. She is a 10-year veteran of the Oregon Zoo who has served in a number of roles, including as the zoo's deputy interim director. Since 2010 Teri has served as general manager of Metro Visitor Venues, which includes the Oregon Zoo.

You should also be aware that veterinarian Mitch Finnegan is also no longer with the zoo. Existing zoo veterinarian staff will continue providing care to zoo animals.

Clock

15 May 2014

TO: Martha Bennett, Chief Operating Officer
Scott Robinson, Deputy Chief Operating Officer
Jim Middaugh, Communications Director
Suzanne Flynn, Metro Auditor
Tom Hughes, Metro Council President
Shirley Craddick, Councilor District 1
Carlotta Collette, Councilor District 2
Craig Dirkson, Councilor District 3
Kathryn Harrington, Councilor District 4
Sam Chase, Councilor District 5
Bob Stacey, Councilor District 6

Thank you for the opportunity to address this issue which is at the heart of how the Zoo operates. I have worked at the Zoo for 39 years, have seen many changes, good and bad, and am dismayed at what feels to me like Metro's growing disregard for how the Zoo operates and its needs. This now goes beyond just the inconveniences of procedures not suited to zoo operations, and has resulted in the loss of a highly qualified veterinarian and our Zoo director. To me, it appears this process has cost the zoo dearly: compromising animal welfare, creating difficulties for zoo staff, and playing into the hands of animal extremists currently attacking the zoo.

We are at a disadvantage, not having all the information leading to the termination of Kim Smith and Dr. Mitch Finnegan. We do know that the announcement issued to staff felt dismissive, showing no respect for staff or for Kim Smith or Mitch Finnegan, both deserving of Metro's respect.

Dr. Finnegan is highly regarded within the AZA and national wildlife community. Dr. Storms told me he had wanted to come to Portland to work with Mitch Finnegan. One of many similar reactions to the dismissal of Dr. Finnegan came from an AZA accredited related facility, not a zoo, stating they were "stunned. The Oregon Zoo must be crazy to fire the best veterinarian in the business. I feel very sorry for his replacement as no one could fill his shoes and I predict it won't be long before they realize what a terrible mistake they have made." And they ended by saying they felt Dr. Finnegan would be better off at a zoo that appreciates his talent and personality – as they do.

Dr. Finnegan's records give detailed information about Kutai's condition and the procedure, including that a hemorrhage could have been caused by the anesthetic procedure. In the real world, mistakes happen and there are problems with equipment, but in a 20+ year career that has earned Dr. Finnegan the respect of an entire industry, termination seems to many of us an extreme and unnecessary response.

The committee responsible for handling the confidential complaint from people who won't even identify themselves, did not include anyone with zoo or medical expertise. We work in a profession that has standards for veterinary care, veterinary review boards, and accreditation committees, yet none were consulted. Information about requirements to report such deaths to AZA and USDA were misrepresented and misleading; there are no such requirements for a death that is not due to gross negligence. There would not be any reason for AZA to review such a death, or to expect a report. The USDA was informed, contrary to Mr. Middaugh's statement in the Oregonian, as it is informed of all animal deaths. During unannounced inspections USDA

receives reports of all deaths and has the option of asking for full veterinary records and of talking with the veterinarians, but saw no need to inquire further into Kutai's death.

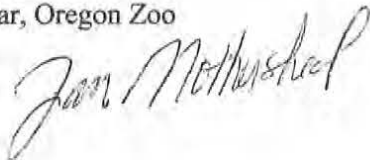
We know even less about events leading to termination of Kim Smith, Zoo Director. We do know she immediately wanted to get the zoo out in front of the animal extremists by getting correct, honest information to the public and to staff. She brought in a firm from Chicago she had worked with at Brookfield, and she understood the need for honesty in keeping media, public and staff informed about events around the zoo's elephants. These animals are part of the zoo family and part of the Portland area community; they should not become pawns in the disputes between zoos and extremists.

It does not inspire confidence in those of us with a long history at the Zoo to watch Metro take over more of the Zoo's operation, including marketing. Whether marketing or purchasing animal food, all functions benefit from the specialized knowledge and the passion many zoo folks bring to their jobs. Metro is an important agency, with a meaningful role to play in environmental and civic issues in the tri-county area. But Metro management are not hired or elected based on their zoo expertise, and they are not qualified, in my opinion, to run the zoo. Their role used to be, and should now continue to be, one of support and collaboration as needed. They need to step back and evaluate their role, and to evaluate an ethics "hotline" which can easily become a witch hunt. As a product of, or being connected to the Auditor, this ethics reporting procedure seems to me to need more refinement, more checks and balances, and more standards for how it operates.

I mean no disrespect to Metro staff when I say that they need to be reminded that the Zoo is not Metro. Our people are different, our schedules are different, our purchasing needs are different, we are not a corporate or government office, 9-5, Monday-Friday, and our appearance should be different. Our differences are what appeal to people. The Zoo should not be absorbed into or be literally taken over by Metro; it is not their area of expertise and they seem to have forgotten it is the differences, the animals and the humanity that should not be absorbed and eliminated but capitalized upon.

In forgetting they are not experts on zoos and wildlife care, Metro, in my opinion, has done a great disservice to the zoo and its animals in the firing of Dr. Finnegan and Kim Smith. Metro may feel they now lack confidence in Dr. Finnegan's ability to manage the veterinary department, but they should now be realizing his veterinary skills are not in question. Question Dr. Finnegan's management capabilities, but not his veterinary prowess, and demote him from manager; he would likely love such a change and the opportunity to be a vet. Why were there not other avenues of resolution explored, and other people with more working knowledge consulted? Many of us at the Zoo feel broken, discouraged, but Metro's credibility is also severely damaged and broken for many of us. There needs to be a better way.

Respectfully submitted,
Jan Mothershed
Zoo Registrar, Oregon Zoo



10/20/21

Metro Council:

I write this letter in regards to Dr Mitch Finnegan. I first met Mitch when he was assigned as the veterinarian on the AZA panel for the re-accreditation inspection at Wildlife Safari over 10 years ago. At the time I was Senior Ungulate Ranger and spent a lot of time showing him around the facility. I found him to be a highly intelligent and friendly man who was not afraid to ask the hard questions to "drill down" to what you thought would make your facility a better place for the animals in your care. I remember thinking at the time that he must be a great vet to work with and how lucky the Oregon Zoo was to have him. Little did I know I would be given that opportunity.

In June of 2006 I was hired at the Oregon Zoo as a Temporary Keeper in the Africa and Elephant Departments and in July of 2007 was fortunate enough to be hired into a full time position as Animal Care Staff in the Elephant Department. I have worked closely with Dr. Finnegan throughout this time and have found him to be even more than I expected. Through good times and bad, births and illnesses he has been unflagging in his dedication to those elephants. Here on his days off, taking shifts during Samudra's birth so tired keepers could get some rest, holidays, late nights, cancelled vacations, tough questions from media and management, you name it, he's done it and done it with resolution. Let me tell you what else I know about this veterinarian, he's humble about how good he is at his job. In my 31 years of working with animals I have known and worked for/with some 20+ vets, humility is rare with that kind of skill. He doesn't do the great things he does so that people will think highly of him. He does great things because anything less would not be enough, really, it's that simple.

Here's something else he does that's rare. He's not too busy to send you an email telling you what a great job your doing. I know this because he's done this for me. He's not afraid to tell you he respects you or trusts you. I know this because he's said this to me. He involves keepers, mentors them, teaches them new things, helps them when they need help, pushes them and makes them stand on their own two feet when they don't. My respect, loyalty, friendship and admiration for this man goes beyond the pale. I know I am not alone in these regards. Unsurprisingly, he's done the same amazing things in every other department I know.

That said, imagine the surprise, dismay, outrage, disbelief, and the multitude of emotions we all experienced when we found out that Dr. Finnegan had been terminated. This man whom we've all held in such high regard? Unthinkable!! Never in a million years would I have believed it but, unfortunately, Metro made it real. The following media blitz with its hints at inappropriate behavior on both sides has made a horrible situation untenable.

I write all this to request to you to investigate the circumstances surrounding Dr. Finnegan's dismissal. I understand that much of the information cannot be released to us due to the need to protect the employee's privacy, but that does not apply to you. You can investigate this, see the original complaint, see the resulting investigation, find out why it was conducted by attorneys instead of peers and determine if the public trust has been upheld by this determination and if not right the wrong as you see fit.

I am also a loyal and staunch supporter of this Zoo. I love to talk to people about what a great job I have and how dedicated I am to making the lives of those elephants the best it can be every day. I also, like Dr. Finnegan, have invested and committed a lot of time and effort into this, not because I have to, not because I'm paid to but because they are a part of my life, they trust me and I respect them and they are definitely worth it. Every keeper I know is just as loyal to their charges and to this Zoo. To sit in a meeting with Teri Dressler and have her state she knew the additional negative publicity this would draw to the Zoo, had other options at her disposal that would not have had the same impact, willingly chose this option and would do so again, quite frankly scares me and makes me wonder what direction we're going in. Management is supposed to be driving us forward, not pushing us back. It just doesn't make any sense, no matter what little bits of information we're given.

I thank you for taking the time to read this and your consideration of the issues.

Pam Starkey
Animal Care Staff-Elephants
Oregon Zoo Elephant Barn

Simply stated- Mitch Finnegan is the best veterinarian I have worked with in my career. Losing his presence within our community is the toughest blow imaginable. If the constituency of council had any idea of the value Dr. Mitch brought to our community, it would truly need to be a "crime" committed that would end such a man's career. Knowing Mitch, that is improbable. I recognize that we are from two different worlds, yours being responsive to the public vote, ours responsive to the vote of confidence. Mitch earned our confidence, every day. I support him in every way. People make mistakes; these mistakes need to be weighed in many ways. One very important weight that need be taken is what an individual brings to the community. I know, by now, you must fully realize what Dr. Mitch Finnegan brought. We felt safe with him in charge of procedures. We felt secure in the knowledge that he was a fair, inclusive, kind and a brilliant veterinarian. The hole his absence has left in our zoo cannot be filled by simple replacement. If there were an irreplaceable employee in our world it is him. Had he chosen to retire, and was leaving after a teary farewell party, that is one thing. But this! It is very, very hard to take.

One last comment, I think that Doctors should be free of the typical managerial duties of the management group. Mitch's gift and time are better served as doctor. Seeing him haggard during review processes or by personnel issues, while maintaining his outstanding level of care for our collection of exotic animals was very difficult and I think being doctor should be enough. Perhaps those other duties would be better for filled by other, "non professional" management staff. Let doctors be doctors. All said as my humble opinion. Thank you for taking the time to read this heart filled truth.

If there were any way possible to bring him back, regardless of how difficult, that would go a very long way with me.

Hi Martha-

I am writing about the recent decisions to terminate the employment of Dr Mitch Finnegan and Director Kim Smith. I know there is reasons behind this and many are unknown, but, it is devastating to us here at the zoo. In my 13 years here, we have finally been headed up hill. We had a director that cared about her staff and also the animals. She was in it for the right reasons and her ethics on animal care were top notch. She will be truly missed

As for Dr Mitch Finnegan- From much of the media it seems we can piece more together about this situation. I know you all want quality animal care here and this literally is throwing an animal welfare blow full force at us. We have lost our vet who has the history of these animals, who was a great teacher, who continues to be innovative with his practices, who would encourage keepers to train for medical procedures, who cared equally about a newt to polar bear. I know it must be hard to think that there is not more vets out there like Dr Mitch but I have worked with 6+ vets while being in this industry and Mitch is one of a kind.

It is very disappointing that the disciplinary actions taken were so severe and the Oregon Zoo's animals were not taken into consideration.

This truly is a great loss to our Zoo.

I would hope in the future you would considering consulting the animal care peers when weighing in on animal care decisions.

Thank you for listening.

Julie

To whom it may concern

During my time at the Oregon Zoo as a PCC student I was fortunate enough to observe Mitch Finnegan during a few procedures. During these times Mitch was always professional and very welcoming to my observations and questions, many times answering questions before I even had the chance to ask them. He was very warm and welcoming to my position as a student and helpful in my desire to learn from his expertise and experiences. The news of Mitch's termination came at complete shock to me. His ability to encourage me as a student and his drive to deliver the best care to the animals as possible was clearly apparent during my time working with him. Furthermore his abrupt dismissal concerns me in regards to the well being of the animals here at the Oregon Zoo, for Mitch was the lead veterinarian and knows these animals better than anyone, he knows their history and their behaviors in a way that many could never understand and his abrupt departure jeopardizes animal welfare. I wish there had been a better way at handling the

Current situation, as there
were other options instead
of termination

Amber Morrow
PCC BMZA Student

I know that you have been hearing a lot about the zoo with the "changes" that have been made. I know you are hearing a lot of opinions from the public as well as the zoo.

I would just like to let you know that losing Mitch and Kim is a huge detriment to the zoo. Mitch is one of the best zoo vets I have ever worked with. He is an amazing person and vet and cares about every animal from elephant to tree frog. He is a wonderful teacher and cares about the knowledge base that the keepers have with the specific animals.

Kim is the first director that I have worked with that made it obvious her first priority throughout the zoo is the animal welfare. I respect and trust her.

I don't know what all played into the decision to let them go and I know that we will never know, but I wanted you to realize how big of a mistake most, if not all, of the animal care staff feel has been made.

Respectfully,
Becca

I have worked at the Oregon Zoo for almost 10 yrs. I have worked as a keeper in almost all of the area of the zoo. Mitch has never once made a decision that I felt was detrimental to the health and welfare of the zoo animals and conservation project. He has always supported staff with their concerns and questions. He has spent endless hours looking into the best ways to improve and care for our animals. He helped me through rough patches of mortality of the pygmy rabbit when I was the lead keeper. His reassuring words and information helped transform that project into successful reintroduction of a very endangered species. Now as the interim lead of the education animals he has supported and cared for all of animals (big and small) with the exact care of those exotic and in exhibits.

Mitch's personality has always been professional and polite, which has made it easier to communicate when hard decisions are to be made. I have never met a vet with such dedication and great people skills as Dr. Mitch Finnegan.

This is a huge and horrible loss for all of the animals and those who had the pleasure →

I've worked with Mitt for 9 1/2 yrs. Besides his amazing vet skills, he also has amazing people skills. I really appreciated the time he would take to explain everything he was doing. Not just to me, but to all the teen volunteers I have working in this area. Any time there was a procedure, he would include teens whenever he could. He answered questions, showed them different things he was doing and why. He was a great mentor and leader. He was an open book to the teens in all that he did. He inspired them to want to be vets. I feel so lucky to have worked with him. I never once felt that he was NOT listening or keeping something from me or the teens. He is the one that set the bar for open communication and dialog.

Thank you for reading

Gai Zate

Program Animal Staff

Metro council,

I hoped that I would never see the day when Dr. Mitch Finnegan would leave as the Oregon Zoo's senior veterinarian, but I knew that at some point he would retire. However, I never imagined that he would be fired in such an unexpected and unexplained way. Mitch Finnegan is one of the most respected people at this zoo. The uproar at his removal from the zoo team has been huge and I hope that the Metro council will listen to the people at the zoo, who have had the honor of working with Dr. Finnegan throughout his career. Morale and trust in metro at the zoo is already low, and by removing Dr. Finnegan without a full explanation you are causing morale and trust to drop dangerously low. No one at the zoo feels valued and this termination of a highly respected man just compounds the problem. The way in which Mitch was terminated feels as though there is an agenda within Metro and for some reason Mitch does not fit into that agenda. Please listen to those of us who know Mitch and the work he so passionately believes in.

I have known Mitch for over 8 years. I started at the Oregon Zoo as a volunteer back in early 2006. I have worked my way up at this institution to a full-time animal keeper job (currently as the late shift keeper). Throughout my time here, I have worked with Mitch countless times both as a volunteer interning with him at the hospital and also as a colleague. Before coming to the zoo, I have worked for a number of different veterinarians, all of whom I love dearly. I can honestly say that Dr. Finnegan is the best veterinarian I have ever worked with or known. He may also be the most intelligent person I have ever known. My experiences working with Mitch were always positive. There was never a time where he seemed too busy to explain certain cases or illnesses. He was so generous in the way he taught people and shared his knowledge with those who were here to learn from him. I also never saw someone better at working under pressure. When there were 50 sets of eyes watching as he treated an animal he was calm and collected. Dr. Mitch also may be the hardest working person at the Oregon Zoo. As the late keeper, I am on zoo grounds until 11PM. There were countless nights when Mitch was in his office well after 8 or 9PM still working on cases. He was also known to work after midnight on some nights. He was so passionate about the animals he worked with here at the zoo and was always working. He was always studying to learn more about difficult conditions. He seemed to be continually up to date on cutting edge studies that were taking place. Anytime during my shift when I would encounter an instance where an animal needed veterinary care, I could always count on Mitch to answer his phone and if need be, come in to check on an animal. The night that Kutai died, I was working. At 10PM, Mitch was still here working on the necropsy report. I went and talked with him at this time and he went over the entire necropsy report with me and showed me pictures of the compromised organs that may have lead to Kutai's death. He also informed me that the anesthesia also could have had an impact. He was as upset as anyone at Kutai's passing! Mitch was transparent with every case he was treating and was happy to address and explain any of his cases with keepers. The report that was released following the necropsy on Kutai seems to back this up. Mitch was very forthcoming in his summary after the necropsy and listed several possible causes of death including human error. I have never met anyone like him and it is devastating to lose a veterinarian like him.

I would like to say in closing that Mitch Finnegan is one of the most amazing veterinarians I have ever met. The Oregon Zoo will truly not be the same without him. His leadership in the veterinary department will be sorely missed as well as his guidance outside of the veterinary department. Unfortunately, the only ones who suffer by this loss are the animals. Mitch Finnegan cannot be replaced by another hire. You are losing someone with 20 years experience at this particular zoo. He knows all of the animals here and all of the medical history of these animals. This is not something that can be replaced. In addition, the little information provided about the investigation into Mitch and the Kutai incident seems incomplete. To only have legal people investigate a man and make a decision to remove him is not a smart decision. Why not consult experts within the veterinary and zoo field and find out if there was an error made and a good reason to terminate him? Check with other institutions and have them look at the information that surrounds the care Kutai received from vet staff. It also seems if there was wrong doing on Dr. Finnegan's part the punishment seems a bit harsh. It was even stated that other possible punishments could have been explored rather than termination. I must say that Metro is coming out of this looking worse than ever and if this was an attempt to gain favor with the public, I believe you have failed in that respect. I call for a full explanation from Metro detailing the facts surrounding his removal and a public statement praising Dr. Mitch Finnegan's work over the past 20 years. Thanks for your time.

Mitch Bergren

From: **Bree Boothe** beebeepuf@care2.com
Subject: For Mitch
Date: May 12, 2014 at 7:02 PM
To: Curtis VanAlstine plotpoint3@gmail.com

Thanks Curtis for taking all the emails! Let me know if you need any thing else!

I have had the pleasure of working with Mitch my whole career at the Oregon Zoo, the past 10 years. He has always had so much compassion for all the animals at the zoo. I have always had full confidence in his ability as a veterinarian. There was never a time that I doubted his decisions with our animal collection and any medical attention they may have needed.

I was never involved with any of the procedures with Kutai and do not know all the details that would have lead to Metro firing Mitch. It seems that there was a mistake that happened during a procedure and all of the sudden it is one strike you are out. This sets a new precedence at the zoo that I have been a part of for so many years. There have been many staff changes in my career and I have not seen such a severe choice made by Metro before regarding someone who had an outstanding record in his 20 year career with the Oregon Zoo. I am still unclear why there was not a probation period assigned or actual zoo staff involved with the investigation.

I think that Metro and the Oregon Zoo have lost a great asset and that many staff have lost their trust in Metro to make sound choices.

Sincerely,

Bree Boothe
Program Animal Specialist

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From: **Matthew Brooks** matthew.brooks88@gmail.com
Subject: Support for Mitch
Date: May 12, 2014 at 4:25 PM
To: Curtis VanAlstine plotpoint3@gmail.com

Hi Curtis,

Please let me know you received this. If not, I can print it for you.

Matt Brooks

Below is my statement of support for Mitch.

When I first arrived at this institution, I was lucky to find a colleague and friend in Dr. Mitch Finnegan. To me, he has not only been a boss, but a mentor. Although I have not been here as long as many others, I have learned so much from him. Above all, I have learned from his example. He was here at all hours, on his days off, and he was usually the last person here everyday, even after all the curators and keepers had left for the day. His dedication to this institution, the animals, and the people here was genuine. He would always take the time to listen to the people he worked with, even when he was so busy did not really have the time to spare to do so. He did it anyway. He is a knowledgeable, caring, and well respected veterinarian, coworker, and human being. I cannot really say enough good things about Mitch to convey the magnitude of respect I have for him.

But one thing I would like our institution to understand is this: On Monday, May 5th, when we got the news sent to us and the news outlet. That evening, less than 4 hours from the time we got the email. I was getting messages from across the globe (I do not exaggerate when I say this). People from institutions in Australia, Florida, Texas, Ohio, and Europe were all making inquires about what could possibly have happened that would cause anyone to lose confidence in Mitch. I had to tell them that, truthfully, I could not tell them or believe it myself (quite frankly, even with the information we do have, I still can't tell them because I cannot understand how such a misguided decision could be made).

These people were not looking for news on an upheaval in a zoos management, they were making specific inquires about Mitch, their friend and respected colleague. Most of the people in our global zoo community know Mitch, if not personally than by his stellar reputation. He is so respected in the zoo world that there has already been an outpouring of support for him in the world wide zoo community. People asking where they can send letters of support.

The truth is, Dr. Finnegan will have no trouble finding another position somewhere. In fact, I don't doubt that other institutions will be falling over themselves to hire him. But we as an institution have lost something that we will never get back. Not just a learned colleague and true friend, we have lost our credibility, our integrity, and our heart. The whole world is watching how Metro handled this. The whole world will be watching your next steps to see how/if the zoo can even recover from this, and we, as keepers and staff will be watching, too. This is a time now where the Zoo and Metro hopefully will make better decisions than it has just made.

May 12,

2014

I'm writing in support of Dr. Mitch Finnegan. I have worked with Mitch for almost 20 years at the Oregon Zoo. In those years, I have had experience with him as he has treated a range of animals in our show animal collection from a rat or a duck to a king vulture or a porcupine, with many more in between.

Mitch has always shown incredible compassion and respect when treating our animals. It always struck me as important that Mitch treated a rat or a duck with the same compassion, respect and care that he would an elephant or a tiger. He treats every animal as if it has value and importance. When a complex medical issue comes up, Mitch works hard to find a solution and treatment and has been quite creative at times in coming up with ways to help them. I can't imagine anyone working harder than Mitch, when it comes to animals in crisis or distress. Seeing Mitch on grounds late at night or on his days off was not uncommon through the years. His dedication to his patients is something we have treasured having at the Oregon Zoo for so long.

In addition to treating his animal patients with integrity and compassion, he treats the staff working with those animals respectfully and with honesty. He is very forthright when discussing our animals' health and always has their best interests in mind.

When we've lost animals to illness or old age, Mitch has

always treated us with compassion as we've grieved for our animals. His willingness to let us be involved with their medical treatment, even if just to watch from the sidelines, has been so important to me. I'm sure it was a great inconvenience at times having to deal with staff asking so many questions and needing answers to why a particular animal was sick. He always showed patience and kindness and we never felt like we were bothering him, although I'm sure many times we were.

Another thing I've always appreciated about Mitch is his dry sense of humor and wit. He can bring levity to a serious situation, unintentionally helping everyone to get through tough times.

Mitch is a man of integrity and compassion with an amazing work ethic. He is a great man and the animals and staff of the Oregon Zoo have lost a great veterinarian.

Sincerely,
Shannon LaMonica
Program Animal Staff

May 12, 2014

To whom it may concern,

I am writing on behalf of Mitch Finnegan who was recently fired from his veterinary position at the Oregon Zoo.

I have worked at the Oregon Zoo for four years with birds and other small animals and have worked with Mitch regularly throughout this time. Even though my animals are not the showy and media-friendly elephants and orangutans of the zoo, Mitch has never treated them as any less important. Whether it is an ageing kookaburra or a falcon with sensitive feet, his level of expertise, care, and attention to detail was always impressive and inspiring. He always involved our staff in decisions around an animal's care and prognosis. He was always compassionate and sensitive to our devotion and dedication to these animals. I never questioned his methods or ideas around animal care. I wholly trusted his judgment, knowledge, and expertise. If he did not know what was ailing an animal, he admitted it. Then he did ever more research and contacted his colleagues at other zoos for advice or experience with a similar challenge.

The firing of Mitch has been a devastating blow to the zoo. I know from speaking with my fellow employees and seeing the outpouring of support from other zoo professionals, that this tragedy will not slip away quietly.

In a sane world, Mitch Finnegan would have left this zoo on his own terms, whether for retirement or another professional opportunity. Under those circumstances, we would have celebrated his time here and been able to show him our gratitude, support, and respect. Instead he has been torn away in one afternoon that is summed up in a cold and insensitive sentence: "You should also be aware that veterinarian Mitch Finnegan is also no longer with the zoo." This statement shattered zoo staff morale and left us with no explanation, understanding, or trust for the decisions that Metro makes regarding zoo staffing. I do not know what happened and perhaps I never will. However, I am appalled that such a respected man would see such an abrupt end. I don't understand why there were not any zoo staff involved in the decision about his employment (besides the one filing the grievance). I don't understand why there were not other veterinarians or animal specialists involved. I don't understand why government officials and lawyers are deciding the fate of the man who has provided our zoo animals with impeccable care for twenty years. Mistakes happen and perhaps he made one – but that should not negate the years of service and the hundreds of animals that he has saved.

I hope that as time passes, Metro officials can hear out the staff that have been broken by this event and show some sensitivity to the loss and devastation we feel. It will take much time and patience to heal the wound and bridge the gap between Metro and the zoo, to build back trust. Please realize how much confidence zoo staff, professionals from other zoos, and the general public have lost in Metro through this action. There are great people in both the zoo and Metro and it saddens me that our work and decisions cannot be more democratic and inclusive. In the future, I hope we move in the direction of working together more, building trust, and involving more zoo staff in the decisions that impact the zoo. If we work together, we really can make a great place.

Thank you,
Amanda Stanford

May 12, 2014

I am writing to express my support for Mitch Finnegan, who has recently been fired from the Oregon Zoo.

I have worked at the Oregon Zoo for the past eight years and have gotten to know Mitch as he cared for the animals of all sizes and varieties. He has always shown the utmost compassion and professionalism when treating any animal. He made a point to include the keeper staff in any care given to an animal and always showed compassion for them as well. He is an incredibly patient person who always took the time to explain illnesses and procedures. I would often see him working well into the evening and be the first one in on many occasions. He has been such a dedicated employee that everyone looked up to.

Mitch's firing from the zoo has been incredibly hard to understand because he is such a beloved person. The way he was let go so suddenly came as a shock to the entire zoo community and very little was said as to why he was fired at the time. It will be a long struggle to regain, if ever, the trust of the employees and bring up the moral, which has taken away because of this firing.

Sincerely,
Theresa Rounds
Program Animal Staff

From: **Hazel Koonce** <hazelkoonce@gmail.com>
Date: Mon, May 12, 2014 at 7:58 AM
Subject: Injustice of the Highest Order
To: "plotpoints3@gmail.com" <plotpoints3@gmail.com>

I have worked for Dr. Mitch for 20 years, or thereabouts and I just want to shout to the rooftops; "What is happening?!!! You fired the cornerstone person of the zoo!!!!"

We have so many testimonies to the fact that Dr. Mitch is an exemplary person, a highly qualified veterinarian and an ethical professional. He is also the kind of manager that most working folks work best for. That is, he respects people enough to let them do what they know how to do. Dr. Mitch does not pretend to know everything and would ask questions. One always knows the smartest person in the room by the questions he or she asks and the fact that they don't have to tell you how intelligent they are. It is in the work. (We all have witnessed the artistry and craftsmanship of this man's work. Hence, all the geriatric animals in our collection.)

So, I have been fortunate to have him as my manager at the zoo and I would often hear from others how lucky I was because everyone knew that this man has integrity and empathy and does not have to pretend to know what is what. People just want the truth and to have direct conversations. He provided the support I needed to do my job well. He is the reason I could visualize the importance and impact of my work. Dr. Mitch was an advocate of the idea that no job is irrelevant but part of the whole community working together to take the best care of these animals that we possibly could under the circumstances. Dr. Mitch taught by example; taking his vocation very seriously and allowing us to see the complexities; though we could not know all of it. Only other medical professionals can appreciate the enormous responsibilities and nuances of caring for these exotic animals.

We are bereft. We worry that we work at an institution that functions reactively; making clumsy gestures based on imperfect knowledge for the sake of public relations and imperfect politics. This turbulence will not bring our Dr. Mitch back. This turbulence is in response to the jaw- dropping injustice and mind- numbing lack of foresight in this termination. This changes everything.

Thank you for your time.
Megan Koonce
Nutrition Technician I/Animal Commissary/Oregon Zoo

I remember the first time I met Dr. Funnegon. It was over twenty years ago. I was the Oregon Zoo's senior primate keeper and caring for a sick chimpanzee named Bathsheba. Early one morning a man came walking down the chimpanzee keeper access hallway and introduced himself as the new veterinarian. He had just been assigned Bathsheba's care and wanted all the information on her that I could provide.

From that moment on I was to experience a strong relationship between the veterinarian and keeper. Something I had never seen before. Mitch decided exploratory surgery was necessary in that we could not go on treating an animal in which we did not know what ailed her. He brought in a specialist to assist him.

During the procedure he called me at the Primate Building to tell me that what they were finding was very serious and most likely she would not survive. A few days after her passing, he was leaving the hospital to show and discuss her pathology report to the keepers. He was told not to proceed by the senior veterinarian in that the keepers would use the information against him.

He responded by saying that there was no way he was not going to include the keepers. And Dr. Finnegan has been doing this ever since. In fact keepers soon began to observe the medical procedures with the doctor explaining what was occurring.

As senior keeper of Primates I was here when Kutai arrived here from the Sedgwick County Zoo. I had the longest connection with the animal than anyone on staff. Although I am now in the zoo's Education Division, I was given access to Kutai's medical procedures. I asked for and was given the animal's pathology report. That report was very transparent even listing the possibility of medical human error. I could not tell ~~her~~^{you} the number of medical procedures I have participated over the years with Dr. Finnegan. Of course, I worked over each one and stayed with the animal through the procedure. To this day I would not want another veterinarian to care for the animals under my care. This includes Kutai.

With my forty years at the Oregon Zoo almost all of which was in the Primate Building, ^{I can say} the likes of Dr. Finnegan will not be seen for many years. His departure is a devastating loss for Living Collections, the Oregon Zoo, and the community.

From: **Deanna Sawtelle** deannas34@comcast.net
Subject: **Testimonial for Mitch Finnegan**
Date: **May 13, 2014 at 5:38 PM**
To: **Curtis VanAlstine** Plotpoint3@gmail.com

Metro Council Members,

As a past Show Performer (seasonal, full-time summer staff) for 20 years and teacher of the Saturday Academy/Oregon Zoo Birds-of-Prey class for many years, it was with shock and dismay that I read of the firing of Dr. Mitch Finnegan. Time and time again, Mitch has been an exemplary veterinarian helping keepers provide the very best care for their charges. You have made a terrible mistake; one which will make the Oregon Zoo's animals suffer and the staff's morale decline.

I was at the Zoo before Mitch and watched as Dr. Schmidt "experimented" with the care of show animals resulting in the loss of at least one bird. Dr. Finnegan was a welcome change. His professionalism and knowledge about all the Zoo's animals was nothing short of a miracle as far as the Zoo's animal staff was concerned. While captive, the animals at the Zoo still have their wild instincts, and those instincts don't allow them to show illness or weakness until it is often too late. Dr. Finnegan always did everything he could to help every animal from a sick show rat to an Andean Condor. At the same time, he couldn't ask his patients where it hurt. I cried and missed them if they did not survive; but, at no time did I ever question Mitch's knowledge or efforts on behalf of the animals that were a part of my life. In fact, it is because of Dr. Finnegan's expert care that the elderly Red-tailed Hawk, Turkey Vulture, and Bald Eagle are still performing in shows and visiting schools today while having a high quality of life.

I cannot stress enough that I sincerely hope you reconsider Mitch's dismissal. Getting advice from veterinarian organizations rather than lawyers, I'm confident, would have led to a different result, and Dr. Finnegan would still be working 24/7 to care of Oregon Zoo's animals.

Deanna Sawtelle

Mitch, I can't put into words how awesome it has been to have such a great bird vet resource. I don't have to tell you how awesome of a vet you are, but I will anyway - You actually are irreplaceable and OZ won't be the same without your mad vet skills and smart ass sense of humor. You answered every simple question we asked and went the extra mile to find answers to the unanswerable questions. Thanks for all the help, advice, laughs. I hope our paths cross again - you are already missed! Guen Hamis

~~Mitch,~~

Mitch -

As a new student from the PCC program

I ~~didn't~~ get a chance to meet you

(Bummer!) because all I ever heard was

how ~~amazing~~ great + wonderful you are! Hopefully

during my career (student or professional)

I will get the opportunity to meet a legend

such as yourself.

- For all you've done for the animals -

Yaman Hunter

MEMORANDUM OF UNDERSTANDING
BETWEEN METRO AND
SOUTH METRO AREA REGIONAL TRANSIT
IMPLEMENTING
MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT (MAP-21)

This MEMORANDUM OF UNDERSTANDING (MOU) is made and entered into by and between **METRO**, the Portland Urbanized Area Metropolitan Planning Organization (MPO), acting by and through its elected officials, hereinafter referred to as METRO, and the **SOUTH METRO AREA REGIONAL TRANSIT**, acting by and through its elected officials, hereinafter referred to as SMART, collectively referred to as the Parties.

WITNESSETH,

WHEREAS, by authority granted in ORS 190.110, units of local government or state agencies may enter into agreements for the performance of any or all functions and activities that parties to the agreement, or their officers or agents, have the authority to perform, and

WHEREAS, intergovernmental agreements defining roles and responsibilities for transportation planning between the MPO for an area and the public transit operator(s) for the area are required by MAP-21 and the Code of Federal Regulations (CFR), Chapter 23, Section 450.314; and

WHEREAS, METRO and SMART are mutually interested in the implementation of a multimodal transportation system and the Parties agree to consultation and coordination in the development of the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), Regional Travel Options (RTO) program, multi-modal corridor studies, Transit Environmental Impact Statements/ Preliminary Engineering, Unified Planning Work Program (UPWP), and SMART's short-term Transit Investment Plan; and

WHEREAS, the Metropolitan Transportation Planning program is in the mutual interest of METRO and SMART and they mutually agree to appropriate funding shares to support the program; and

WHEREAS, METRO and SMART have responsibilities for complying with Federal, State, and Local regulations related to transportation and the provision of public transit; and

WHEREAS, METRO and SMART acknowledge that SMART is represented by the position for the "Cities of Clackamas County" on the Joint Policy Advisory Committee on Transportation (JPACT) and the Transportation Policy Alternatives Committee (TPAC).

NOW THEREFORE, the premises being in general as stated in the foregoing, it is agreed by and between the Parties hereto as follows:

TERMS OF AGREEMENT

1. Pursuant to the authority above, METRO and SMART agree to define roles and responsibilities in carrying out the metropolitan transportation planning process, as further described in this MOU.
2. The term of this MOU will begin on July 1, 2014 and will terminate on June 30, 2017.
3. This MOU may be revisited and modified as needed, when the Parties so determine.

METRO Agrees to:

1. Adopt and maintain the RTP and the MTIP as required by the Oregon Transportation Planning Rule and for coordination of METRO and SMART public involvement processes.
2. Provide for a coordinated, cooperative, and continuing transportation planning and programming process.
3. Manage the operation of JPACT and TPAC.
4. Develop the Congestion Management Process that is inclusive of transit, transportation demand management, and traffic operations strategies as required by federal regulations.
5. Coordinate with the Oregon Department of Transportation (ODOT) to develop and maintain regional Intelligent Transportation Systems (ITS) architecture for traffic and transit operations.
6. Conduct multimodal corridor alternative analyses, in cooperation with SMART and affected local governments, in corridors needing a major transportation investment, as called for in local or regional transportation plans.
7. Be the federally designated lead agency for transit New Starts planning as prescribed by the process administered by the Federal Transit Administration through the conduct of a multi-modal corridor alternatives analysis and selection of a locally preferred alternative (or similar designation) as adopted by the METRO Council and other participating agencies. This will apply to major transit projects that have been identified in local or regional transportation plans and are expected to seek federal funds.
8. Lead the preparation of National Environmental Policy Act (NEPA) documents, including draft and final environmental impact statements in cooperation with SMART and affected local governments, in those corridors where a transit project has been designated as the locally preferred alternative or other similar designation by the METRO Council following completion of a multimodal corridor alternatives analysis or where a locally developed transit project anticipates seeking federal funding.
9. Prepare data as necessary to fulfill the requirements of the Federal Transit Administration's New Starts Reporting requirements.
10. Prepare for METRO Council adoption any ordinances, resolutions, and reports required to meet appropriate federal, state, and regional requirements in the development and advancement of federally funded major transit projects.
11. Conduct air quality conformity determinations for transportation plans, programs, and projects as required by federal and state regulations.
12. Develop, maintain, and analyze transportation-related data and GIS information for use in transportation planning studies.
13. Maintain and update regional travel forecasting models for the Portland metropolitan area, that provide base year and future year travel estimates for person trips, transit trips, and walk/bike trips.
14. Consult with SMART on development of the annual UPWP and include work elements of interest to SMART to the extent feasible within funding constraints.
15. Coordinate with SMART on early, ongoing, and responsive public involvement activities, as required by federal, state, and locally mandated rules and regulations, in the transportation planning and programming process.

SMART Agrees to:


1. Coordinate and consult with METRO on development of transit plans and programs as they relate to performance of the regional transportation system. These include but are not limited to: a short-term Transit Investment Plan, Employee Commute Trip Reduction Plans, ADA Paratransit Service Plans, transit management system planning, development of appropriate ITS architecture, SMART annual service plan, High Capacity Transit (HCT) planning, access to jobs and reverse commute programs, other transit services planning, pedestrian access to transit planning, and park-and-ride facility planning. SMART shall also provide program and policy development guidance and technical

assistance in preparing transit elements of the RTP that relate to the SMART system and its interface with the Tri-County Metropolitan Transportation District of Oregon (TriMet) and other public and private transit providers. This includes development of proposed transit networks for regional travel forecasting models.

2. Coordinate closely with METRO regarding transit system projects requiring a major transportation investment such as a New Starts or Small Starts projects, and the development of related transit Environmental Impact Statements/Preliminary Engineering. Such efforts may include but are not limited to assistance in route and transit system planning, design, and estimating capital and operating costs.
3. Cooperate with METRO to continue to improve the cost-effective delivery of planning and preliminary engineering services where required and to ensure planning and engineering work for New Starts projects are adequately funded.
4. Coordinate with METRO in collection and analysis of transit related data utilized to complete National Transit Database (NTD) reports.
5. Submit the following for review and/or consideration of adoption by JPACT and the METRO Council:
 - a. The short-term Transit Investment Plan with documentation of its consistency with the RTP.
 - b. The annual Paratransit Service Plan with documentation of compliance with Federal regulations and the RTP.
 - c. Projects for inclusion in the MTIP/STIP.
6. Consult with METRO on development of the annual UPWP to include work elements of interest to SMART to the extent feasible within funding constraints.
7. Assist METRO with preparation of the annual Regional Travel Options Report.
8. Coordinate with SMART's JPACT and TPAC representatives to address policy issues that affect transit in the region.
9. Provide annual funding toward work elements of interest to SMART in METRO's transportation planning work program.
10. Coordinate public involvement activities with METRO in the transportation planning and programming process, as required by state and federal planning regulations,

IT IS MUTUALLY AGREED:


The undersigned agencies in the State of Oregon, in accordance with CFR, Chapter 23, Section 450.314 (MPO Agreements) do hereby mutually agree to consult and coordinate in carrying out transportation planning and programming the Portland Urbanized Area as required by this Subpart.



 Martha Bennett
 Chief Operating Officer
 Metro

4/28/14

 Date



 STEPHEN A. LASHBROOK
 TRANSIT DIRECTOR
 SMART

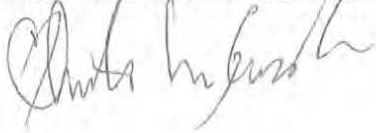
4/18/14

 Date

We the following denote our signatures as an official protest to the termination of employment of Dr. Mitch Finnegan as Senior Veterinarian at the Oregon Zoo. While we recognize Metro has the right to terminate employment for what it sees as "just cause", we feel that they have not considered the contributions Dr. Finnegan made to this organizations values and animal health and welfare. The statement by Martha Bennett of "You should also be aware that veterinarian Mitch Finnegan is also no longer with the zoo. Existing zoo veterinarian staff will continue providing care to zoo animals."in an email in what was perceived as an afterthought belittles the 20 years of service, dedication and commitment to the animal collection, staff, and mission goals of this institution. Many of us worked with Dr Finnegan closely and found him to be a man of integrity, compassion, caring, and for many of us, the cornerstone and driving force to our animal health and welfare system. We recognize this petition may not bring him back but feel it necessary to show in numbers and writing the impact Metro has made to us and the Zoo by making this decision. For those of us who do not feel a signature is enough, personal testimonials will be attached to this document as well.

A handwritten signature in black ink, appearing to be a stylized name, possibly "John" or "Jim", written in a cursive style.

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A handwritten signature in black ink, appearing to read "Shirley H. Jensen". The signature is written in a cursive style with a long, sweeping tail.

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- Rebecca SP Sloan

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A handwritten signature in black ink, appearing to read "M. Finnegan", is written over the end of the text.

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Greg Wilkes Jr

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Josh Kiser

5/12/14

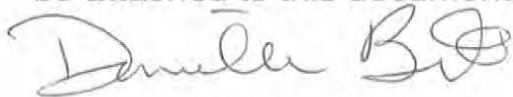
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Karen Eckenberger

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Bradley Baker


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A handwritten signature in cursive script, appearing to read "Daniel B. B.", written in black ink.

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Betty McLann

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A handwritten signature in black ink, appearing to read "Robby M. Buss", with a long horizontal flourish extending to the right.

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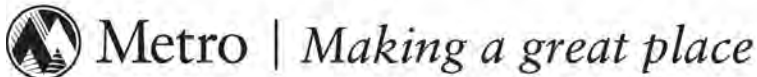
*Dorothy M. Zaccaro
volunteer over 25 years*

We the following denote our signatures as an official protest to the termination of employment of Dr. Mitch Finnegan as Senior Veterinarian at the Oregon Zoo. While we recognize Metro has the right to terminate employment for what it sees as "just cause", we feel that they have not considered the contributions Dr. Finnegan made to this organizations values and animal health and welfare. The statement by Martha Bennett of "You should also be aware that veterinarian Mitch Finnegan is also no longer with the zoo. Existing zoo veterinarian staff will continue providing care to zoo animals."in an email in what was perceived as an afterthought belittles the 20 years of service, dedication and commitment to the animal collection, staff, and mission goals of this institution. Many of us worked with Dr Finnegan closely and found him to be a man of integrity, compassion, caring, and for many of us, the cornerstone and driving force to our animal health and welfare system. We recognize this petition may not bring him back but feel it necessary to show in numbers and writing the impact Metro has made to us and the Zoo by making this decision. For those of us who do not feel a signature is enough, personal testimonials will be attached to this document as well.

Alex Griffin Alex Duffin
Paul Council Paul Cain

We the following denote our signatures as an official protest to the termination of employment of Dr. Mitch Finnegan as Senior Veterinarian at the Oregon Zoo. While we recognize Metro has the right to terminate employment for what it sees as "just cause", we feel that they have not considered the contributions Dr. Finnegan made to this organizations values and animal health and welfare. The statement by Martha Bennett of "You should also be aware that veterinarian Mitch Finnegan is also no longer with the zoo. Existing zoo veterinarian staff will continue providing care to zoo animals."in an email in what was perceived as an afterthought belittles the 20 years of service, dedication and commitment to the animal collection, staff, and mission goals of this institution. Many of us worked with Dr Finnegan closely and found him to be a man of integrity, compassion, caring, and for many of us, the cornerstone and driving force to our animal health and welfare system. We recognize this petition may not bring him back but feel it necessary to show in numbers and writing the impact Metro has made to us and the Zoo by making this decision. For those of us who do not feel a signature is enough, personal testimonials will be attached to this document as well.

Manson Aguilar
5/12/14



METRO COUNCIL MEETING
Meeting Minutes
May 8, 2014
Metro, Council Chamber

Councilors Present: Council President Tom Hughes, Deputy Council President Sam Chase and Councilors Carlotta Collette, Shirley Craddick, Craig Dirksen, Kathryn Harrington, and Bob Stacey

Excused: All Council Members Present

Council President Hughes noted a quorum was present and called the regular council meeting to order at 2:00 p.m.

1. INTRODUCTIONS

There were no introductions.

2. CITIZEN COMMUNICATIONS

Council President Hughes noted the large citizen attendance and proceeded to introduce the rules for citizen communication.

The Metro Council heard from approximately 42 citizens for one hour and a half (90 minutes) regarding the Oregon Zoo and the elephant program. Please see three sign-in sheets under Supplemental Information / Handouts at the end of the minutes for a list of names of those citizens who spoke under Citizen Communications.

All of the speakers were from the City of Portland and the metro region, including one Hillsboro, OR and Beaverton, OR, two from Vancouver, WA, and one from Washougal, WA.

Citizen comments primarily focused on concern with how the Oregon Zoo is managed as it relates to animal care, health, habitat, and personnel issues. Specific issues include:

- Packy the Elephant's age (52) and need for retirement,
- need for off-site animal sanctuaries,
- closing the elephant exhibit at the Oregon Zoo,
- health related issues due to the animals living in a wet and damp weather climate,
- noise pollution from the summer concert series at the zoo,
- examples of how animals were treated by past caregivers,
- use of the approved 2008 Zoo Bond monies,
- animal breeding programs, and
- recent dismissal of the executive director and senior veterinarian.

Councilor Chase acknowledged the many e-mails and other correspondence he had received by reading into the record a brief statement. Council President Hughes called for a five minute recess after Citizen Communications. Councilor Stacey was excused after Citizen Communications.

3. CONSIDERATION OF THE COUNCIL MINUTES FOR MAY 1, 2014

Council President Hughes called agenda item number three and asked for a motion. Councilor Dirksen moved the May 1 meeting minutes. Councilor Chase seconded. The motion passed unanimously, 6-0-0 (Councilor Stacey excused).

4. RESOLUTIONS

- 4.1 **Resolution No. 14-4515**, Adopting the Annual Budget for Fiscal Year 2014-15, Making Appropriations, Levying Ad Valorem Taxes, and Authorizing an Interfund Loan. (No action. Continued to June 12, 2014)

Council President Hughes asked the Council Administrator to read the Resolution into the record. The Resolution was read into the record by title only.

- 4.1.1 Council President Hughes opened a public hearing on Resolution No. 14-4515 and called for public testimony. Seeing no one, he closed the public hearing and noted that the resolution is carried over to Thursday, June 12.

- 4.2 **Resolution No. 14-4516**, Approving the FY 2014-15 Budget, Setting Property Tax Levies and Transmitting the Approved Budget to the Multnomah County Tax Supervising and Conservation Commission.

Council President Hughes asked the Council Administrator to read the Resolution into the record. The Resolution was read into the record by title only.

Council President asked for a motion to move the resolution. Councilor Dirksen moved Resolution No. 14-4516. Councilor Collette seconded.

Council President Hughes invited Metro's Director of Finance and Regulatory Services Tim Collier to come forward and present his staff report. Mr. Collier noted that the Resolution has three basic functions: (1) approve fiscal year 2014-15 budget, (2) set the maximum property tax rate to be levied in the coming year, and (3) direct Chief Operating Officer (COO) and staff to submit the proposed budget to the Tax Supervising and Conservation Commission for review.

Mr. Collier also confirmed that Metro proposes three tax levies: (1) one permanent tax rate for operation of 9.66 cents per thousand of assessed value, (2) a levy for the general obligation debt of approximately \$38.2 million, and (3) second year of the five-year local option levy for parks and natural areas of 9.06 cents per thousand of assessed value.

Mr. Collier concluded with noting the levies cannot be increased after approval, but may be decreased if necessary and the Multnomah County Tax Supervising and Conservation Commission will hold its hearing on June 5.

Council President Hughes asked Council if it had any questions or comments for Mr. Collier. He called on Councilor Harrington. Councilor Harrington read into the record her opinion of the timeline between the initial budget presentation and approval. She asked her colleagues on the Council to join her and request that the Chief Operating Officer build in more time for review by creating a four week period of time between the initial public presentation and approval starting next year. Councilor Harrington informed Council that she would not support Resolution No. 14-4516 due to the short time frame for review.

Council President Hughes asked if there were any other comments or questions. Seeing none, he called on the Council Administrator to call the roll. The motion passed 5-1-0 (Councilor Stacey excused)

4.3 **Resolution No. 14-4527**, For the Purpose of Accepting the 2014 Regional Transportation Plan Project List for Purpose of Air Quality Conformity Determination.

Council President Hughes asked the Council Administrator to read the Resolution into the record by title only and then called on Metro planner John Mermin to present a brief staff report. Mr. Mermin conveyed the purpose of the resolution and the tight timeline involved. He asked the Council to accept the project list so that Metro staff can run the air quality model to determine compliance with the Federal Clean Air Quality Act and require a 30 day public comment period on the analysis. He noted a new plan will need to be adopted in July and that plan will be submitted for federal and state review.

Council President Hughes asked Council if there were any questions or comments for Mr. Mermin. Councilor Harrington inquired about public comments received and the sequence of attachments to the staff report. Councilors expressed appreciation to Mr. Mermin for producing a great piece of work.

4.3.1 Seeing no further questions or comments from Council, Council President Hughes gavelled into a public hearing for Resolution No. 14-4527 and asked if there were any citizens in the audience who wished to testify.

Mara Gross, Lake Oswego, OR, identified herself as the Executive Director of the Coalition for a Livable Future and described the purpose of her organization. She noted Coalition for a Livable Future's values correspond with the goals of the Resolution and other Metro transportation plans, such as the Active Transportation Plan and climate related issues.

Wendy Kellington, Lake Oswego, identified herself as an attorney representing a group of industrial employers and noted a letter submitted identifying those industrial employers. Ms. Kellington stated that her clients and she have concern with the project list due to its lack of transparency and the process is not easy to follow. She also expressed concern with what appears to be intensive recreational facilities proposed for land zoned significant industrial. Ms. Kellington asked that the Ice Age Trail be removed from the project list.

Council President Hughes noted that no other names were on the testimonial sign-in sheet and declared the public hearing closed. He called for a motion. **Councilor Harrington moved Resolution No. 14-4527. Councilor Collette seconded. The Council Administrator was directed to call roll. The motioned passed unanimously, 6-0-0 (Councilor Stacey excused).**

5. ORDINANCES – SECOND READ

5.1 **Ordinance No. 14-1329**, For the Purpose of Amending Title 4 of the Urban Growth Management Functional Plan Regarding the Establishment of Trails and Accessory Facilities in Regionally Significant Industrial Areas.

Council President Hughes asked the Council Administrator to read into the record the Ordinance by title only and called on Legal Counsel Roger Alfred to present his staff report. Mr. Alfred explained that the Ordinance is a technical fix to Title 4, Metro's Functional Plan regarding establishment of trails and regionally significant industrial areas. He commented that the reason the Ordinance is a technical fix is because it clarifies Title 4's intention or use to mean trails are not permitted in regionally significant industrial areas. Mr. Alfred also highlighted Title 4's history and its context to the purpose of the technical fix proposed.

Mr. Alfred noted that the hardcopy of the Ordinance is redlined and labeled Ordinance No. 14-1329 "A" to address proposed revisions in response to concerns received from interested parties. Legal Counsel commented the primary concern is the list of examples associated with associated facilities including, but not limited to: trailhead amenities, parking areas, information kiosks, rest rooms, etc.

Mr. Alfred briefed the Council on legal counsel's interpretation of the law as it relates to Metro's authority under 2006 bond measure. Legal counsel does not believe Metro has the legal authority to include language in code that would regulate the means by which other jurisdictions might acquire property or a trail.

Mr. Rogers proceeded to outline the redlined amendments to the Ordinance; including Metro may only acquire trails from willing sellers. He concluded by reaffirming the purpose of the Ordinance is not to address attempts to realign a trail or specific site requirements such as width, location of a trail head, etc.

Council President Hughes asked if there were any comments or questions from Council. Seeing none, he gaveled in the public hearing for Ordinance No. 14-1329.

Six members of the public spoke to Ordinance No. 14-1329. Four of the testifiers were from Portland, OR, one from Tualatin, OR, and one from Lake Oswego, OR.

Citizen testimony primarily focused on:

- opposition to Ordinance No. 14-1329,
- potential land use zoning change(s)
- economic evaluation / impacts from the Ordinance,
- appropriateness of Metro's Ice Age Tonquin Trail Master Plan,

- impacts to regionally significant industrial areas,
- removing protections,
- no time to review redlined version, and
- shortage of industrial land.

Seeing no further testimony, Council President Hughes asked Metro Legal Counsel Alison Kean to provide direction. Ms. Kean noted that the best course of action would be to continue three weeks out to May 29, at which time Council will consider legal counsel findings, and reconsider adoption of the Ordinance.

Council President Hughes asked for a motion. Councilor Collette moved the motion proposed by Metro Attorney Alison Kean. Councilor Chase seconded.

He then asked Council if there were any questions or comments for Mr. Alfred. Council raised issues such as:

- land use zone change(s);
- no basis for transportation planning;
- to what degree does the Ordinance allow for the establishment of a trail, park, and trailhead;
- affects on other industrial areas;
- Metro's work with willing sellers vs. Metro's regional partners ability to use condemnation;
- how bond related monies can be used;
- impacts on trails in other industrial lands;
- ability to influence trail alignment; and
- addition of language regarding use of the 2006 Natural Areas Bond Measure and how local share monies can be used.

Mr. Alfred and Metro Attorney Alison Kean took care to answer each point Council raised. Ms. Kean confirmed the motion under consideration. **Council President Hughes called for a vote. The motion passed unanimously, 6-0-0 (Councilor Stacey excused).**

6. CHIEF OPERATING OFFICER COMMUNICATION

Ms. Bennett brought to the Council's attention an open house Metro will be hosting for businesses from around the region. It is an opportunity for businesses to learn about Metro's departments and the work they do and Metro's contracting opportunities. The open house is scheduled for 2:00 PM on May 20 here at the Metro Regional Headquarters. She also provided an update on the Residential Preference Survey.

7. COUNCILOR COMMUNICATIONS

Council President Hughes noted that Mayor Truax of Forest Grove was involved in an auto / scooter accident that involved severe injuries and life flight procedures. On behalf of the Metro Council, Council President Hughes wished their colleague a speedy recovery.

ADJOURN

There being no further business, Council President Hughes adjourned the regular meeting at 5:05 p.m. The Metro Council will convene in next regular council meeting on Thursday, May 15 at 2 p.m. at Metro's Council Chamber.

SUPPLEMENTAL INFORMATION / HANDOUTS:

- Public Testimony Sign-In Sheets for Agenda Items, Thursday, May 8, 2014
 - Citizen Communications * General Issues / Miscellaneous / Non-Agenda Items
 - Resolution No. 14-4516 * Budget
 - Resolution No. 14-4527 * Regional Transportation Plan (R.T.P.)
 - Ordinance No. 14-1329 * Urban Growth Management Plan / Title 4
- Testimony from Janet Conklin (handout)
- Testimony from Eileen Stark (handout)
- Aerial photograph of Concert Lawn * Elephant Enclosure (handout)
- Miscellaneous testimony "RE: Oregon Zoo" (handout)
- Retire Packy to a Sanctuary * Elephant Welfare? Zoo vs. Sanctuary (handout)
- Metro Hearing Talking Points * Metro's Broken Promises, Metro's Waste of Taxpayer Money and Free Packy (Handout * six pages printed front to back or double-sided)
- Testimony from Marot Voorhies Thompson and George Murray Thompson (electronic submittal)
- Testimony from Marilyn Evenson (electronic submittal)
- Metro Council Meeting Minutes, May 1, 2014
- FY 2014-15 Proposed Budget by the numbers (handout)
- Budget Message Overview from Chief Operating Officer Martha Bennett (handout)
- Sarah Erskine business card regarding budget information contract information
- Councilor Kathryn Harrington's budget state * Resolution No. 14-4516 (read into the record)
- Memo from Metro Project Manager John Mermin regarding 2014 Regional Transportation Plan (RTP), May 8, 2014 (handout)
- RTP Information Packet including resolution, staff report, and attachments
- Memo from Metro Communications Supervisor Clifford Higgins to Metro Project Manager John Mermin, May 6, 2014
- Climate Smart Communities Scenarios Project Online Public Comment Tool Report, March 21 to May 5, 2014
- Ordinance No. 14-1329A (Redline Version)
- Testimony from Lise B. Glancy, Port of Portland (handout)
- Testimony from Stu Peterson, Broker, Macadam Forbes (handout)
- Testimony from Benjamin Chessar, 2014 President of NAIOP, Oregon Chapter (handout)
- Testimony from Alex MacLean 2014 President Commercial Association of Brokers (handout)
- Economic Report: Comments Regarding the Establishment of Trails and Associated Facilities in Regionally Significant Industrial Areas, Eric Fruits, Ph.D., President & Chief Economist, May 8, 2014
- Testimonial Report from Wendie L. Kellington, Attorney at Law, P.C. (handout)



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HAND DELIVERY

May 15, 2014

Tom Hughes, President
Metro Council
600 NE Grand Ave.,
Portland, OR 97232-27361

Re: Westside Trail Master Plan; Testimony on Behalf of Mr. Walter Bowen

Dear President Hughes and Metro Councilors:

This office represents Mr. Walter Bowen. We are submitting this letter on behalf of Mr. Bowen for the May 15, 2014 Metro Council hearing on Resolution No. 14-4522 (the "Resolution") whereby Metro would "approve" the proposed Westside Trail Master Plan (the "Master Plan"). The Master Plan currently shows Segment 5 of the trail crossing Mr. Bowen's property, located at 11223 NW Saltzman Road (**Exhibit 1**).

Mr. Bowen opposes the trail on or adjacent to his property. He reserves his rights to appeal any and all decisions that support or implement the trail in its current alignment because it will have an adverse impact on his property.

The Westside Trail will adversely impact Mr. Bowen because it will adversely affect the safety and enjoyment of his property. Construction of Segment 5 proposes a trail that will be unobservable from a public right-of-way. The trail will provide the potential for trespass, littering, noise and other nuisances that will impact Mr. Bowen's quiet enjoyment of his property even if it does not cross his property.

Metro and its partner agencies can refine the Master Plan to avoid any impacts to Mr. Bowen's property. One way to do this is to realign the trail so that it is contained entirely within the NW Springville Road public right-of-way. Realignment will avoid negative impacts to private property.

May 15, 2014

Page 2

Finally, Mr. Bowen will not be a willing seller for an easement or right-of-way for the trail. To the extent that Metro wishes to eventually build this trail, Metro should establish an alternative trail route that avoids Mr. Bowen's property.

Mr. Bowen respectfully asks that Metro (a) affirm that the non-public sections of the trail will be acquired only from willing sellers, and (b) develop an alternative route to ensure that the final alignment of the trail will not impact his property. Mr. Bowen also requests that Metro withhold any final approval of the trail until an acceptable final alignment is established.

The resolution explains that property interests necessary for construction of the trail will only be purchased from willing sellers and that a final alignment has yet to be established. Therefore, this resolution is not a final land use action and does not commit Metro or its partner agencies to a final trail alignment.

Please provide notice to Mr. Bowen and this office of any future hearings and decisions regarding the Westside Trail.

Very truly yours,



Michael C. Robinson

MCR:GHS

Enclosure

cc: Ms. Carol Chesarek (via email) (w/ encl.)
Mr. Walter Bowen (via email) (w/ encl.)
Mr. Garrett Stephenson (via email) (w/ encl.)

Currently-Proposed Segment 5 Alignment over Walter Bowen Property

Exhibit 1



Carol Chesarek
13300 NW Germantown Road
Portland, OR 97231

May 15, 2014

To: Metro Council

Re: Westside Trail Master Plan Resolution 4522

Council President Hughes and Councilors,

Thank you for the opportunity to provide a few comments on the Westside Trail Master Plan. I represented Forest Park Neighborhood on the Stakeholder Advisory Committee for the trail.

Our neighborhood includes Forest Park. The area around Springville Road, only 15 minutes from downtown, supports a herd of elk. Many reports document the value of the habitat and headwater streams on this land, and the importance of preserving wildlife connectivity to Forest Park. These hillsides are steep, mostly greater than 25% slope around the trail.

Forest Park Neighborhood supports the Washington County segments of the Westside Trail, but the proposed Segment 5 in our neighborhood would significantly harm important natural resources. We oppose this route, which is a double-whammy for wildlife – part runs through the middle of a large, virtually undisturbed high quality habitat area – the best we have on the west side of Skyline near Forest Park. The route along the road requires large retaining walls, at least 9 of them over 400' long, that will cut this habitat off.

I've participated in Forest Park Conservancy's Greater Forest Park Conservation Initiative. One of my strongest memory is the lecture by Metro's Jonathan Soll on why wildlife corridors are not adequate connections to Forest Park. He said it was critical that we maintain wildlife permeability, which is the ability for wildlife to move freely in the landscape to meet their basic needs.¹ Large retaining walls clearly aren't compatible with permeability.

Because of the neighborhood's concerns, last spring Metro's Mary Anne Cassin committed that Metro would do three studies. One was a cost-benefit analysis. That analysis was not done. The wildlife study and retaining wall study were done, but both were flawed.

Even though my main concern was retaining walls effect on wildlife, the wildlife interviewees were not told of the need for retaining walls, and they weren't asked about the effect of retaining walls. The retaining wall study underestimated the set-back required by Multnomah County, and also assumed that the county is willing to implement a piped stormwater system that will be very expensive to maintain. So the walls required will be larger than the report finds.

¹ Biodiversity Guide for the Greater Portland-Vancouver Region, The Intertwine, 2012, page 125

Metro has suggested mitigation measures, but can't guarantee that they can be implemented, or that they'd be effective. We believe that very little mitigation will be possible due to the topography and limited right of way, and that it won't come close to compensating for the harm done.

Wildlife undercrossings, for example, have been held up as an important solution for small wildlife. But every expert I've spoken with says that careful study and design are critical, because it's difficult to identify places where they'll be effective. They also require extensive fencing, which would impede movement of larger wildlife, even if private property owners allowed fences to be installed. I have no idea who'd be willing to maintain those fences, especially on private property. And I can only find 2 places where such crossings can be accommodated on the steep slopes. These undercrossings don't help medium and large animals.

None of the detailed reports concludes that the proposed route will have "less impact" on wildlife or water quality than the Laidlaw / Thompson alternative. The wildlife study didn't even compare the two routes. The reports do not support a conclusion that either route would have "less impact" on anything except perhaps construction cost -- there are too many unknowns.

I don't know of anyone who lives in this part of Multnomah County or City of Portland who supports this trail alignment. Most strongly oppose it, including many Springville Road residents, the neighborhood board, and the property owners on NW Saltzman will not provide trail easements, so the pedestrian trail is blocked.

Multnomah County's acknowledgement of the Westside Trail Master Plan was "conditioned on the understanding that moving forward, further refinement to the Westside Trail Master Plan, specifically Segment 5 through Multnomah County, will occur to address impacts to items such as wildlife and water quality prior to implementation of the final plan." Portland Parks & Recreation also requested that Metro complete a wildlife study prior to trail implementation.

So I was stunned to learn on Monday that Metro has a team of surveyors working on Segment 5 of the trail in Multnomah County. This appears to be a clear snub of the Multnomah County and Portland Parks & Recreation requests for further study before trail implementation.

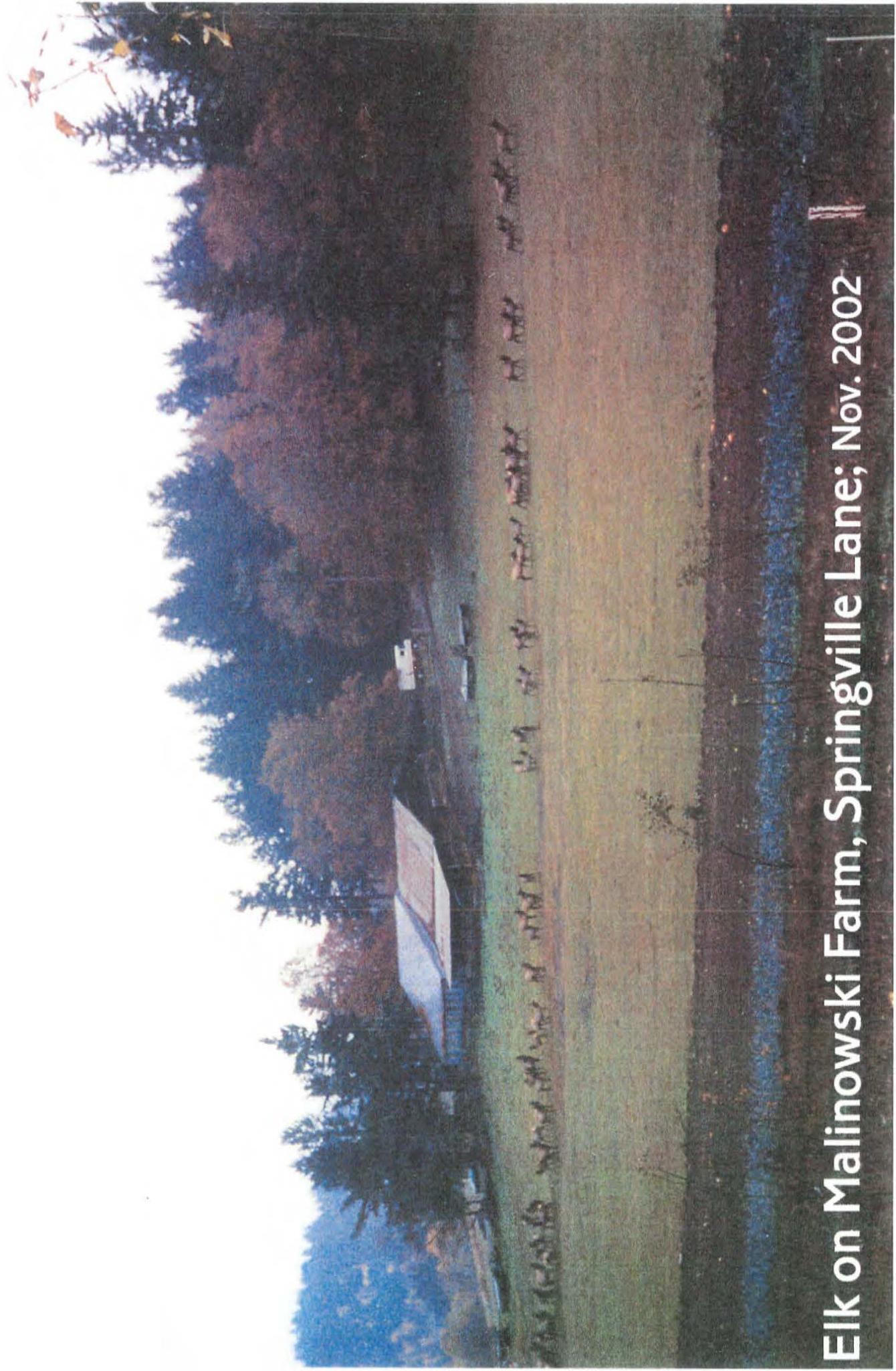
The neighborhood joins Multnomah County and Portland Parks & Rec in asking Metro to invest in more in-depth studies of the trail's effects on wildlife and stormwater, including an evaluation of potential mitigation measures, BEFORE you negotiate any trail easements in this area. We'd also like to see an open-minded search for alternative routes. FPNA believes that an alternative route can be found that will result in less harm to wildlife, will serve more people, and that will be both safe and buildable.

Thank you.



Carol Chesarek, Board Member

Forest Park Neighborhood Association



Elk on Malinowski Farm, Springville Lane; Nov. 2002

From the Multnomah County Agenda Placement Request for the April 18, 2014 Westside Trail Resolution:

“The Board’s vote of support is conditioned on the understanding that moving forward, further refinement to the Westside Trail Master Plan, specifically Segment 5 through Multnomah County, will occur to address impacts to items such as wildlife and water quality prior to implementation of the final plan.”

From Multnomah County April 18, 2014 Westside Trail Resolution:

“h. During the public outreach process, Metro and Multnomah County heard significant concerns regarding impacts to wildlife habitat and water quality with respect to one of the alternative proposed Westside Trail Segment 5 routes through unincorporated West Multnomah County.

i. Multnomah County Land Use Planning recommends that the County seek from Metro additional refinement to the study, analysis and resolution of these potential impacts at Westside Trail Segment 5 alignment prior to implementation of the Plan.”

From the Portland Parks & Recreation letter to Metro April 21, 2014:

“We look forward to working with Metro and the adjacent community to ensure that impacts to wildlife are minimized, and that the trail design does not adversely impact wildlife corridor connectivity in and adjacent to Forest Park. We recommend that Metro establish a baseline understanding of the wildlife utilization and movement in the area prior to any trail development in segments 5A and 5C, identify good points along the route for wildlife crossings, use wildlife-friendly culverts, minimize stream crossings, and avoid lighting on the trail.”

From the Intertwine’s Biodiversity Guide (2012):

“Anything that prevents or reduces the free movement of native organisms among appropriate habitat patches is a barrier. Barriers reduce landscape permeability, which refers to the ecological connectivity and an organism’s ability to move freely within the landscape to meet its basic life needs.”

From the Multnomah County West Hills Reconciliation Report Revised – May 1996:

Page V-9,10,11 (Wildlife Habitat):

“Finally, the West Hills’ relationship to Forest Park is critical to the West Hill’s significance... Forest Park, in isolation, is not large enough to support self-sustaining populations of medium and large size mammals, such as elk, bobcats, mountain lions ... and black bears [footnote: the implication is not that Forest Park should be managed exclusively for bear and elk; rather, the point is that managing Forest Park and the adjacent wildlife are for bear and elk will ensure sufficient habitat for smaller mammal and bird species that reside in the Portland region.] for which hundreds of square miles of habitat would be required..

...

Thus it is the quantity of the West Hills Wildlife Habitat Area in relation to its quality and location that are critical to this inquiry. High quality habitat elsewhere in Multnomah County cannot substitute for even medium quality habitat in the West Hills. It is because medium quality habitat is limited, and threatened by conflicting uses at a particular location, that makes the West Hills a significant Goal 5 resource.

4. Quality ...

a. WILD ABOUT THE CITY (Marcy Houle, 1990)

This report discusses the concept of contiguous areas of natural habitat for wildlife and the results of the fragmentation of habitat into "islands." In the latter instance, numerous biological studies (see bibliography for Wild About the City) have documented the diminishment and loss of native plants and animals due to a lack of connection to a larger ecosystem. Continued development in the West Hills wildlife area could result in the fragmentation, and therefore the degradation of both the West Hills' and Forest Park's natural systems, the loss of species diversity, the permanent loss of natural populations to catastrophe such as fire, and the weakening of plant and animal populations due to the lack of genetic diversity available in larger areas.



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

(Revised: 09/23/13)

Board Clerk Use Only

Meeting Date: 4/24/14
Agenda Item #: R.5
Est. Start Time: 11:10 am
Date Submitted: 4/14/14

Agenda Title: **Resolution Supporting and Acknowledging the Westside Trail Master Plan**

Note: Title should not be more than 2 lines but sufficient to describe the action requested. Title on APR must match title on Ordinance, Resolution, Order or Proclamation.

Requested

Meeting Date: April 24, 2014 **Time Needed:** 10 minutes

Department: Community Services **Division:** Land Use & Trans

Contact(s): Joanna Valencia, Senior Transportation Planner

Phone: 503-988-3043 **Ext.** 29637 **I/O Address:** 455/1/116

Presenter

Name(s) & Title(s): Joanna Valencia, Senior Transportation Planner and Robert Spurlock, Trails Planner for Metro

General Information

1. What action are you requesting from the Board?

Resolution Supporting and Acknowledging the Westside Trail Master Plan.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer this action affects and how it impacts the results.

The Westside Master Plan was led by Metro beginning in early 2012 and funded by a state of Oregon grant to begin developing the conceptual alignment and design of the Westside Trail. This trail has been identified as a regional priority since 1993 and included in the 2006 voter-approved Natural Areas Bond Measure. Since 1993, the vision for the Westside Trail has been to provide a north-south connection from the Tualatin River to the Willamette River, providing a separated paved trail for Washington County residents to recreate and commute through the urban areas and to provide a connection to the region's largest public park, Forest Park.

A short segment of the Westside Trail (identified as "Trail Segment 5" in the Plan) traverses through rural unincorporated Multnomah County and has been identified in the earliest planning stages as likely to be the most difficult alignment to plan due to topography and concerns about impacts to natural resources. For Trail Segment 5, the Plan recommends two alternative parallel routes through rural unincorporated Multnomah County. One route is an in road right of way along $\frac{3}{4}$ mile of NW Springville Road which is paved which pedestrians and bicyclists could use. The second route is an off-road, narrow, paththrough private property which Metro will need to acquire public right-of-way (ROW) for

which **pedestrians**, hikers and **trail bicyclists** could use. Metro applied leftover contingency funds to complete an in-depth biological and engineering analysis for the **alternative** alignments in Trail Segment 5 to fully understand the potential impacts to natural resources and to recommend implementation strategies to avoid, lessen, and mitigate for impacts.

A vote of support, acknowledges the planning effort conducted thus far including segments of the trail located within Multnomah County. The Board's vote of support is conditioned on the understanding that moving forward, further refinement to the Westside Trail Master Plan, specifically Segment 5 through Multnomah County, will occur to address impacts to items such as wildlife and water quality prior to implementation of the final plan.

3. Explain the fiscal impact (current year and ongoing).

There is no impact to the Transportation Planning and Roads Budget. Staff time is identified within the Planning budget that supports review of regional plans for consistency, including the Westside Trail Master Plan, to complete future land use and transportation plan updates.

4. Explain any legal and/or policy issues involved.

As noted above, the Westside Trail Master Plan proposes alternative trail alignments through unincorporated West Multnomah County that include a road right of way option along NW Springville Road for a trail option that will weave through what is currently private property zoned for farming and forest use. The road alignment is consistent with the Multnomah County Capital Improvement Plan, last updated 2012, which identifies a shoulder widening project to accommodate bicyclists on NW Springville Road. The off-street alignment will require Metro (or another trail agency) to acquire property and to undergo an extensive land use review through Multnomah County Land Use to ensure the trail details are consistent with Multnomah County zoning and code. The West Hills Rural Area Plan (1996) contains goals to support recreational values of Forest Park and adjacent areas, as well as to support and promote the placement of links within a regional trail system for the use of bicyclists and pedestrians in the West Hills. The Westside Rural Multnomah County Transportation System Plan (1998) contains the goal of developing a transportation system that supports the rural character of Multnomah County with the objective that the County work with Metro to coordinate multi-use trail transportation needs in the Westside of the County.

5. Explain any citizen and/or other government participation that has or will take place.

The Westside Trail Master Plan has undergone extensive public engagement. The Stakeholder Advisory Committee consists of agency staff and residents of the relevant neighborhood groups and communities, including the Forest Park Neighborhood Association, the Forest Park Conservancy, Portland Parks and Recreation, and the County's Bicycle and Pedestrian Citizen Advisory Committee. In the 27-month long planning process, the project directly engaged with 1,400 citizens through six open-houses, hard copy and online questionnaires, neighborhood meetings and other organization meetings. During the additional biological and engineering analysis completed for Trail Segment 5 at the end of the project, Metro completed nine interviews with "local" experts including several neighborhood residents and conducted a 5-hour site tour with the neighborhood association and staff to review and confirm study findings. It is anticipated that future project plan refinement and implementation will continue to require public engagement opportunities.

Required Signature

Elected
Official or
Department

Director:

Kim Peoples

Date:

4/14/14

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. _____

Supporting and Acknowledging the Westside Trail Master Plan.

The Multnomah County Board of Commissioners Finds:

- a. In 1992, the Metro Council adopted the Metropolitan Greenspaces Master Plan, including the Regional Trails and Greenways Map (amended December 1992, again in July 2002 and most recently in October 2008).
- b. The 1992 Metropolitan Greenspaces Master Plan and Regional Trails and Greenways Map identified the Powerline Trail as a regionally significant trail connecting the Willamette and Tualatin Rivers and the cities of Portland, Beaverton, Tigard, King City, and parts of Multnomah and Washington Counties.
- c. The Board of Commissioners of the Tualatin Hills Park & Recreation District ("the District") changed the name of the Powerline Trail to the Westside Trail.
- d. In December 2011, Metro, in coordination with Multnomah County, Washington County, (collectively referred to as "the Counties") the cities of Portland, Tigard, and King City (collectively referred to as "the Cities"); and retained the firm of Parametrix to lead Westside Trail master planning work.
- e. The Westside Trail Project Advisory Committee (the "Committee") was created in 2012 and included staff and citizens from the Counties, the Cities, the District, the Bonneville Power Administration and Portland General Electric; to advise Metro and Parametrix throughout the master planning work.
- f. Metro and Parametrix with the assistance of the Committee conducted extensive analysis on the impacts to natural resources as well as public involvement during the master planning work in order to identify a trail alignment and trail design that would be beneficial for public users of the new trail and supported by the all the governments and other entities identified herein.
- g. The Westside Trail Master Plan (the Plan) was completed and received approval from the Committee.
- h. During the public outreach process, Metro and Multnomah County heard significant concerns regarding impacts to wildlife habitat and water quality with respect to one of the alternative proposed Westside Trail Segment 5 routes through unincorporated West Multnomah County.
- i. Multnomah County Land Use Planning recommends that the County seek from Metro additional refinement to the study, analysis and resolution of these

potential impacts at Westside Trail Segment 5 alignment prior to implementation of the Plan

- j. Multnomah County will not build, install, maintain, operate or have any responsibility for the ownership or management of any non-public road sections of the Westside Trail installed, constructed or developed within the County.
- k. The proposed alternative public road Westside Trail alignment within Multnomah County identified in the Plan affects only one county road, NW Springville Road, and consistent with identified improvements to NW Springville Road in the County's Capital Improvement Plan.
- l. The proposed alternative non-public road Westside Trail alignment within Multnomah County is consistent with policies set forth in the Westside Rural Multnomah County Transportation System Plan to coordinate multi-use trail transportation needs with Metro (Goal 2, Objective A) and to the development of a transportation system that supports the rural character of West Multnomah County (Goal 3).
- m. The proposed alternative non-public road Westside Trail alignment within Multnomah County is also consistent with policies set forth in the West Hills Rural Area Plan to maintain and enhance recreational values of Forest Park and adjacent areas (Policy 15), and support and promote the placement of links within a regional trail system for use by pedestrians and bicyclists (Policy 16).
- n. Metro's 2006 Natural Areas bond measure provided funds to purchase trail easements for the Westside Trail from willing sellers, and the Metro Council's adoption of the Plan will allow that work to begin in earnest.
- o. The Plan will be considered for approval or acknowledged by the city councils of Tigard and King City, the Tualatin Hills Park & Recreation District Board of Commissioners, and the Washington County Board of Commissioners in April 2014.

The Multnomah County Board of Commissioners Resolves:

1. The Multnomah County Board of Commissioners hereby supports and acknowledges the Westside Trail Master Plan, appended hereto as Exhibit A.
2. Multnomah County Board of Commissioners directs staff to consider the Westside Trail Master Plan in its future land use and transportation plans.

DOPTED this ___ day of _____, 2014.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Marissa Madrigal, Acting Chair

REVIEWED:

JENNY M. MADKOUR, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By _____
Matthew O. Ryan, Assistant County Attorney

SUBMITTED BY:

Kim Peoples, Director of Department of Community Services

378
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226
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226
0488

May 13, 2014

Metro Councilors
600 NE Grand
Portland, OR 97232

Dear President Hughes and Members of Metro Council,

The Bicycle Transportation Alliance would like to express our support for the Westside Trail and we urge you to adopt the Westside Trail Master Plan. This trail would provide 25 miles of safe, off-street routes from the Tualatin River in King City to the Willamette River in Northwest Portland. When built, the trail will allow 120,000 people to bike and walk to their job, school, grocery store, transit hub, neighborhood park, and other necessary services. The Westside Trail is greatly needed in order to improve health, safety, and livability in our region.

The BTA creates healthy, sustainable communities by making bicycling safe, convenient and accessible. We envision a Portland-Metro region where people can meet their daily needs on a bicycle, and the Westside Trail is a crucial step towards achieving that vision for our Westside residents who lack safe, family-friendly travel routes. The Westside Trail is a BTA priority and was included in our 2013 Blueprint for World-Class Bicycling with strong community support. We have included with this letter signatures and comments from 424 people who support a complete Westside Trail.

Like Portland's Springwater Trail, the Westside Trail can become both a recreational destination and a daily transportation corridor that serves residents and tourists of all ages and abilities. We appreciate the time and effort that Metro staff and other regional partners have put into the Westside Trail Master Plan, and urge Metro Council to adopt this master plan so that work on the trail can move forward.

Sincerely,



Gerik Kransky
Advocacy Director



Petition in Support of the Westside Trail
April 24, 2014

36	Hugh	Bynum		97007	As a bicycle commuter who routinely rides from West Beaverton to Hillsboro, I strongly support completion of the Westside Trail as a safer alternative to the high-traffic (and high-speed) arterials that currently make up most of my route. The Westside Trail also provides better access to recreational cycling for all of us in Washington County.
37	catherine	holder	Portland	97239	
38	Craig	Collins	Portland	97218	
39	Kell	Shannon		97217-4141	
40	Angie	Brummitt		97212	
41	Frances	Poodry		97007	
42	Andrew	Greenberg	Portland	97223	W00t! More bike trails on the west side!
43	Kirk	Richardson	Portland	97209	I support the direction and designs for the Westside Bike Trail project as envisioned. This will be a huge catalyst to getting "connectivity" between current "island" communities connected. Let's go!
44	Alan	Scott	Portland	97202	
45	Aubrey	Trueb		97210	
46	Gerald	Rooney	Corvallis	97330	A significant connection in the greater picture.
47	Ray	Glur		97223	
48	Anne	Lee	Portland	97223	
49	Kristen	Connor	Portland	97223	
50	Troy	Liesinger	Tigard	97223	
51	Fred	Nilsen	Portland	97202	This will eventually connect through Forest Park & cross the Willamette. Part of "knitting" together all of greater PDX
52	Joe	Johnson	Portland	97212	
53	Hilary	Forrest		97215	
54	Eric	Moore	Portland	97210	
55	Dennis	Puetz	Portland	97214	I support the West Site Trail for bike and pedestrian use. Please accept my support. The Metro region needs more long distance regional trails! Part of this trail has already opened up near my house and made my commute much safer as I no longer need to ride on West Union. It is also a great place to ride with the grand children.
56	Robin	Wilcox		97211	
57	William	Jordens	Beaverton	97006	
58	Theresa	Heim-Stohler	Lake Oswego	97035	
59	Cheryl	O'Brien		97233	Make it safe for us to walk and bike. Some drivers in cars and trucks make it unsafe.



Petition in Support of the Westside Trail
April 24, 2014

60	Eric	Nace	Portland	97214	Trails like this create a more cohesive, connected and broader community. Allows us to share common spaces and feel good about the opportunity to contribute to our own quality of life.
61	Bert	Lutz	Tigard	97224	
62	Kevin	Cunningham	portland	97206	
63	Stephen	Keller	Portland	97203	<p>I am especially interested in the northern end of the Westside Trail and any effort that works toward safe cycling routes between Hillsboro and St. Johns.</p> <p>I bicycle commute from St. Johns to Hillsboro and back twice a week (rain or shine) and all routes, but especially winter routes are problematic. Getting home is most troublesome: Old Germantown Road, for example, requires a harrowing half-mile along the very busy Germantown from NW Kaiser to the cut off for Old Germantown. There are no shoulders on this stretch and lots of impatient drivers. Cornelius Pass Road is completely out of the question. Old Cornelius Pass Road to Skyline means trying to cross Cornelius Pass Road at Skyline during rush hour: treacherous on a bicycle. On the way home, once one is up at Skyline, getting down to St. Johns is a problem. The two best paved choices, Newberry and Germantown, are both high traffic routes with no shoulders or bike lanes. The unpaved Saltzmann isn't very suitable for road/commuter bikes, especially in the muddy middle of winter.</p> <p>Going up through the Zoo and Washington Park is mostly fine, but it means getting downtown from St. Johns, which adds 10 miles to the commute each direction. In the winter I often do this and add a MAX ride through the hills in order to keep the travel time reasonable.</p> <p>I'd probably ride Saltzmann year round if it were passable mid-winter on my commuter bike.</p> <p>Thanks and regards.</p>
64	Sara	Szymanski		97213	
65	Jim	Christensen	Portland	97229	



Petition in Support of the Westside Trail
April 24, 2014

66	Michael	Ard		97140	Providing a safe and robust system for bicycles allows people of all abilities to consider using bicycles for more than just recreation. Bicycle transportation requires less space, has less environmental impact, and positively benefits the health of individuals and the community. We can't build our way out of congestion in the Portland area, but we can change the way people move. Make a choice for a better, safer, cleaner, healthier option - for ourselves and our children.
67	John	Ingle	Portland	97212	
68	susan	remmers		97211	
69	Michael	Billings	Tigard	97223	This is very much needed!
70	Steven	Bischof	Portland	97229	
71	Mike	Henry		97089	I support the construction of this trail.
72	Nathan	Calies		97212	
73	Chris	Cooper		97210	
74	Rjobert	Todd	Portland	97219	
75	Kathryn E	Bailey	Beaverton	97008	I live on the west side near Washington Square. I would love to see more access to trails to get around in this area or at least some safe road side shoulders. Beaverton is really trying to introduce Cycling as a serious method of transportation within Beaverton it self as well as trying to emerge it self into the Portland Cycling World. Thanks so much for all you do and have done to make Cycling a wonderful experience for all levels of riding. Kathie Bailey
76	David	McCasker	Portland	97205	
77	Stephanie	Wilson		97124	Bikes are zero emissions! And promote health. Win-win. we really need this Trail. Let's do it!
78	Lori	Davidson	Portland	97225	
79	Dan	Gonzales	Happy Valley	97086	
80	Shirley	Ingram	Portland	97221	
81	Tom	Rousseau		97031	
82	Robin	Korybski	Aloha	97006	Having a continuous north-south route along non-arterials will make cycling a more enjoyable and approachable choice for those who are afraid of the major streets. More options will open up more space on existing roadways.
83	Michael	Donald	Portland	97215	
84	Mitchel	Auerbach	Portland	97213	
85	William	Johnson	Lake Oswego	97034	



Petition in Support of the Westside Trail
 April 24, 2014

86	Erik	Reynolds	Beaverton	97008	I can't wait to have this trail completed. It's a great asset to the community, promotes recreation and health and is a safe trail not adjacent to a heavily trafficked roads.
87	David	Beltz		97219	We need this!!!
88	Tanja	Olson	PORTLAND	97202	
89	LOU	STAGNITTO	PORTLAND	97232	
90	John	Rourke		97213	
91	Kimberly	Filer	Portland	97229	We need a safe place for our kids to ride.
92	Ryan	Spaulding	Portland	97212	
93	Brian	Lockhart	Portland	97213	
94	Dallas	DeLuca	Portland	97215	
95	Richard	Zucker		97210	
96	Curtis	Partridge	Portland	97212	This addition will enhance and encourage safe bicycling on the west side of the metro area.
97	Ray	Chirgwin	Portland	97206	
98	Garlynn	Woodsong	Portland	97211	This trail concept is great; it should be coupled with land acquisitions to better protect existing wild lands adjacent to the trail, especially on the west slope of the Tualatin Mountains (SW of Skyline Blvd). The construction of the trail should be completed ASAP.
99	Lindsey	Horenblas	Portland	97210	
100	Christopher	Delaney		97227	
101	Bruce H.	Schatmeier		97212	We use the trail such as it is presently and would use it more if completed.
102	Bill	Zale	Portland	97239	
103	Tom	Kielty	Portland	97229	I would like the master plan to show a continuous north south trail, there is still a section to be determined as it goes over skyline drive.
104	Alicia	Polacok		97232	
105	russ	brownyer	lk oswego	97034	
106	Sarah	Rosenberg		97239	I ride from Hillsdale to Lloyd District for work, and any improvements to that commute would be greatly appreciated.
107	Art	Shapiro		97202	
108	Jane	Wasson-Carter	Portland	97217	
109	Mike	Morrison	Portland	97202	The sooner the better.
110	Mary Lou	Engert		97239	Should be a great, safe improvement in transportation in SW Portland.



Petition in Support of the Westside Trail
April 24, 2014

111	George	Frye	Portland	97225	I assume this is an extension of the Fanno Creek Trail, which connects Beaverton to Tigard. If it is, there is also work to be done to create a remedy for the beaver infestation that keeps it a bit flooded, especially in the rainy season.
112	Daniel	Morgan	Beaverton	97006	This trail is greatly needed by 120,000 people across the region who want a family-friendly biking and walking route to jobs, schools, parks, grocery stores, transit hubs, and other services
113	Eric	Geisler	Hillsboro	97124	
114	Richard	Parker		97225	
115	Barry	Emmerling	Portland	97202	Well worth the investment. Would like to see more of these trails to expand and fill in the gaps in the metro area's cycling network, e.g., would also like to see a bike/pedestrian path along the RR tracks that run parallel to Hwy 43 from Portland to Lake Oswego.
116	Heidi	Weber	Portland	97202	
117	Ted	Magnuson	Portland	97224	I like and use some of the other trails and parts of the WST that have been completed in Beaverton.
118	ivan	meadors		97124	A pedestrian, skating & family cycling multi-use path would help to increase the overall livability and appeal of the western metro area. Connectivity of the existing multi-use trails would complete the routes, making it part of a great experience for all users.
119	Christine	Mallar	Portland	97218	
120	Scott	Gerwig		97229	
121	Devon	Snyder		97219	
122	Paul	Spindel	West Linn	97068	
123	dallas	dick		97212	
124	Holly	Carman-Fujioka	Portland	97209	
125	Mark	Lindau, MD	Portland	97210	
126	Troy	Theriot	portland	97225	Do it!!!!
127	Loran	Lamb-Mullin		97214	build it and they will come!
128	Julia	Harris	Portland	97239	We have the desire to bike commute, but do not have a safe route.
129	Robert	Ingersoll	Portland	97202	
130	John	Pierce	Portland	97229	
131	Devon	Lee	Portland	97209	
132	Allison	Zimmerman	Portland	97202	
133	Blaine	Ackley	Hillsboro	97124	



Petition in Support of the Westside Trail
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134	Jim	Cavanaugh	PDX	97219	It is simple - history has proved that if you build it, they will come! This will be a great addition to the west side and will enable and encourage more folks to exercise - a win for all concerned.
135	Rishard	Osmun		97202	
136	james	thompson		97210	
137	Tom	Cooper		97219	
138	Barbara	Brady	Bend	97701	Best of luck!
139	Jeffrey	Caudill		97232	
140	John	Mardis	Portland	97213	
141	Alexandra	Zublin-Meyer	Portland	97212	Yes!! The more miles of these trails we have, the better for our health, our environment, and our communities! Its time to connect the existing Westside Trail to Forest Park and beyond. Washington County Commissioner Dick Schouten
142	Dick	Schouten	Beaverton	97007	
143	Ian	Yolles		97209	
144	Bruce	Wolfe	Portland	97225	Necessary. Present street crossing specially problematic.
145	Matthew	Cohen	Portland	97202	
146	Gary	Zimmerman	Portland	97217	
147	Robert	Gaudin	Portland	97202	Please proceed at your earliest convenience.
148	Chris	Streight	Portland	97223	
149	Curtis	Gardner	PORTLAND	97214	This kind of infrastructure is on the whole a great investment for the entire community.
150	James	Thomas	Portland	97239	
151	Daniel	Brook	Portland	97219	
152	Rachel	Sakry		97214	
153	Michael	Mann	Portland	97216	This trail is a vital piece of transportation that will help ease congestion, promote health, and welcome tourism. This trail segment would be a terrific asset to many cyclists and walkers in western Mulnomah and all of Washington counties. I strongly support this Westside Trail.
154	Terry	Nobbe	Baeaverton	97008	
155	Jacob	Wry	Portland	97212	Biking is much better than driving and haveing great bike infistructure will help more people to ride. For health and transportation.
156	Claire	Poulin	Portland	97211	
157	Dea	Rizzo		97219	
158	Tom	Garnier		97070	



Petition in Support of the Westside Trail
April 24, 2014

159	Carl	Nielsen	Portland	97232	Even though I live on the east side, I would value this proposed trail and would use it.
160	Nancy	Kraemer	Portland	97221	I am in support of the Westside Trail for so many reasons I won't even start to describe them. Yes, please, keep going Washington County! Thank you so much Respectfully, Nancy Kraemer Raleigh Hills Native
161	Audrey	Bergsma	Portland	97239	
162	Joseph	Niski	Portland	97213-5014	
163	Kelly	Fair	Portland	97214	
164	Jim	Katancik	West Linn	97068	
165	Leigh	Dolin	Portland	97212-1804	
166	Clyde Alan	Locklear	Portland	97221	
167	Catherine	Wasilewski		97211	
168	Lenny	Dee	Portland	97212	
169	Scott	Dietrich		97202	
170	Linda	Boyd	Portland	97219	
171	David	Hawley	Lake Oswego	97034-3731	
172	Tom	Popowich	Portland	97239	
173	Terry	Walton	Portland	97202	
174	Gretchin	Lair		97236	Glad this is getting some attention! Please adopt the Westside Trail Master Plan.
175	Kjell	van Zoen		97212	
176	David	Burns	Portland	97223	
177	Simon	Bennett	Portland	97229	
178	Tom	Anderson		97201	
179	Bryan	Concannon	Portland	97239	
180	tony	blakey		97201	
181	john	schoning	portland	97242	Do it
182	john	schoning	portland	97242	Do it
183	john	schoning	portland	97242	Do it
184	Andrew	Frank	Portland	97210	
185	Ed	Kushner	Portland	97239	
186	Andrew	Holtz	Portland	97221	



Petition in Support of the Westside Trail
 April 24, 2014

187	Joshua	Mann	Portland	97211	
188	Carine	Arendes		97223	Research shows that off-road trails are utilized by users of all ages and abilities. This is a great amenity to bring to the West Side and will promote healthy active transportation. Thanks for supporting the West Side Trail.
189	Virginia	Hendrickson	Portland	97219	
190	Rachel	Hammer	Portland	97211	
191	Bruce	Ryan	Rhododendron	97049	
192	Lonnie	Morse	Portland	97211	
193	Paul D	Brent		97229	I personally would benefit from the completion of the Westside Trail as I commute from Skyline & Thompson to Aloha (185th & TV Hwy.) Riding on 170th, especially at the bridge Near Johnson. I would appreciate being able to bypass 170th.
194	Elton D	McQuery	Portland	97229	
195	Boyd	Osgood	Portland	97201	I was a member of the City of Beaverton Bicycle Task force for more than 20 years, and was active in transportation issues in the area for many years.
196	Brian	List		97225	
197	Bryce	Bederka	Portland	97215	
198	Julie	Bollermann	Portland	97211	
199	Pamela	Kane	Portland	97215	
200	David	Baumgarten		97224	
201	james	allard		97227	
202	Julai	Wayne		97214	



Petition in Support of the Westside Trail
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203 Larry Buchholz Hillsboro 97124

The completion of the Westside Trail will be a great asset to eastern Washington County. A continuous north-south trail will encourage more non-motorized trips for commute, errands, and recreation in a way that broken-up trail segments simply don't.

With that in mind, as a resident of Hillsboro, I also wish to advocate for completion of the Rock Creek Trail. There is currently no safe route from the north to south Hillsboro, and the Rock Creek Trail only traverses a portion (though it does offer the safest crossing of US-26 in the county).

Additionally, with no safe bicycle route from Hillsboro to Forest Grove currently, the Council Creek Trail is sorely needed (though would not serve as large of a population as the Westside or Rock Creek trails).

Thank you for your consideration.

204 Randy Patten Portland 97219
205 Brett Boyles Lake Oswego 97035
206 David Thompson Portland 97221
207 Lawrence Padden 97008
208 Paul Butler Portland 97225

Please do this.

Westside is way behind in bike versus car safety and I am getting fatter driving my car way too often.

The West Side has a large number of cyclists and pedestrians already using bike paths and trails already existing. Unfortunately, there are large disconnects between safe bike paths and trails that could feed into the bike paths and trails going from the Willamette River in the North, to the Willamette River to the south at the Boone Bridge. There are also gaps in the existing network which are often dangerous for both pedestrians and cyclists to navigate. The West Side Trail system will eliminate these problems and allow more people to navigate the North-South paths. This is also an opportunity to connect the trail systems being developed in the Marion-Yamhill, and Polk counties. The ability to link the Portland Metropolitan area with the State's Capitol is an opportunity not to be missed.

209 Roger Airo Portland 97211



Petition in Support of the Westside Trail
April 24, 2014

210	Tim	Hanrahan	Portland	97212	I've biked this trail and it's great. It's the kind of civic investment that shows returns in human terms. Happier healthier safer communities with spaces and ways created on a human scale. Maybe this is a model for real progress.
211	Christen	Eide	Portland	97239	
212	Tyler	Martell	Portland	97239	
213	Alice	Nayak	Portland	97202	
214	Robert	Schroeder		97267	The west side is not very bike friendly. Anything to make it better, particularly related to connectivity is greatly appreciated.
215	Megan	Van de Mark		97217	
216	Brad	Janeway		97124	
217	Susan	Watt	Portland	97231	
218	Faun	Hosey		971124	Bravo! For your advocacy and for this trail!
219	Barbara	Chapnick	Hillsboro	97124	
220	Carolyn	Hokanson	Portland	97035	
221	Janet	Schmidt	Portland	97212	I support the Westside Trail as both a user and from a business perspective.
		Hamilton			
222	Cynthia	Stubenrauch		97027	
223	Adam	Stonewall	Portland	97214	
224	Kathleen	Kercheski	Salem	97306	With all the gridlocked traffic and health concerns in our society, it is imperative that we do all we can to support cycling as both transportation and recreation. This trail would be a great asset to the communities it runs through.
225	sean	knighton	portland	97202	
226	Steven	Mayock	Portland	97218	
227	Brian	Beinlich	North Plains	97133	North-south connections are sorely lacking in WaCo, and the Westside Trail would be of great benefit.
228	Nathan	Kerr	Portland	97214	
229	ralph	goldstein	oregon city	97045	
230	Mitchel	Bulthuis	Baker City	97814	We need to support safe off highway routes for pedestrians and bicyclists. Hardly a day goes by where I do not pick up the paper and read where a bicyclist or a pedestrian was hit by a vehicle. We also need to reduce our dependance of fossil fuels and improve our health.
231	Aleson	Macfarlane	Portland	97206-1645	
232	Doug	Deaton		97218	
233	JACK	FRANK	Portland	97202	My support is firm for the Westside Trail.



Petition in Support of the Westside Trail
April 24, 2014

234	Roger	Averbeck	Portland	97219	Thank you for supporting this important trail connection.	
235	Mark	Gamba	milwaukie	97222		
236	Laura	Ohm		97211		
237	Roger	Jensen	Beaverton	97008		
238	Amy	Zlot		97212		
239	Charles	Kuttner	Portland	97221		This will help both cyclists and motor vehicle drivers to avoid collisions and congestion.
240	Alixi	Zwingle		97206		
241	Jim	Hawken		97206		
242	peter	parker		97213	Great plan.	
243	Geir	Eide		97239		
244	Bill	Klostermann	Sherwood	97140	Commuting by bike will become increasingly popular as urban density increases and the cost of auto fuel increases. Forward thinking at this point will come in very handy now and in two decades. I would love to be able to bike commute at least part way from my home in NE Portland to my job in Tigard	
245	Richard	Gibson	Portland	97229		
246	Anne	Trainor	Portland	97211		
247	ann	ciaverella		97140		
248	bryce	nurding	Astoria	97103		
249	Karl	MacNair		97206		Build it!
250	steve	scheel		97211		
251	Lori	Manthey-Waldo	Portland	97229		
252	Jeff	Weeks	Portland	97201	Please support the Westside Trail. As a regular bicyclist and walker I believe in the healthful benefits of regular exercise, yet sharing roads with motor vehicles poses hazards that could cancel the benefits of such exercise. To be able to exercise, commute and run errands by bike lessens my carbon footprint, helps me stay fit, and enhances my enjoyment of Portland as a place to live and work. Having designated safe routes for cyclists and pedestrians is an integral part of our city. Thank you.	
253	Sharon	Collison	Portland	97202		
254	Pat	McManus	Portland	97218		I walk and I bike so I am aware of difficulties of navigating town either way. I support the Westside Trail.
255	Jed	Lazar	Portland	97227		
256	Chas.	Bruske	Sherwood	97140		This would allow for a safe bicycle commuting option, especially during summer months.



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257	Jonathan	Rettmann	Portland	97232	
258	Anthony	Mason		97214	
259	Jane	Wallis	Portland	97217	We need this trail! I will use it all the time too. Please get it done!
260	Stephanie	Oliver	Portland	97212	The more we can keep bicyclist safe as they commute around the area - - which they do -- the better off we will all be.
261	Patrick	Bardel		97211	I have lived and biked in Beaverton--this area needs as much of a trail network as possible. It would be a great asset to the community and region.
262	LeeAnna	Rappleyea		97202	
263	Mark	Nordlund	Hillsboro	97124	That would be nice to have a dedicated trail to bring the family on and for commuting.
264	Scott	Killops	Portland	97215	
265	Sheilagh	Griffin	Portland	97214	This north south connection is so necessary to allow westsiders to safely get around!
266	CHARLIE	WEISS	Portland	97219	I would ride it every day.
267	Mac	Martine	Portland	97211	
268	philip	gunderson	portland	97209	extending off-highway trails for pedestrian and cyclists is always a good investment.
269	Chris	Ghormley		97232	I am a frequent cyclist, mostly on the east side of the city. Whenever I ride on the west side outside of downtown I feel much more vulnerable to automobile traffic. The quality of west-side bicycle infrastructure is poor and disconnected, especially along the river south of the South Waterfront district.
					We must continue to boost alternatives to cars. I support the Westside Trail Master Plan as a necessary upgrade to the regional transportation infrastructure.
270	Kimberly	Janci	Lake Oswego	97034	
271	Lee	Niner		97204	Please make this happen! Our family and close friends are car-free by choice. Oregon allows us this cost-effective and wonderful lifestyle, and we need increased and safe transportation options to continue.
272	Brian	Emerick	Portland	97204	
273	Emily	Hackett	Aloha	97006	
274	John	Shifflett	Aloha	97006	
275	Moss	Drake	Portland	97222	The sooner the better !!!



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276	David	Drescher		97219	Keep the great trail building momentum going! It's good the community.
277	Chris	Hedgpeth		97217	
278	Wade	Wisler	Milwaukie	97222	
279	Charles	Tomlinson		97201	
280	Rebecca	Clark		97203	
281	OLIVIA	MATOS	PORTLAND	97209	
282	Emily	Loberg		97301	
283	John	Elrod	Lake Oswego	97035	
284	John	Lynch	Portland	97212	
285	Bill	Garcia		97006	As a avid biker I have ridden over 6000 miles last year. This trail will be very valuable to bikers to access more parts of the city with avoiding dangerous roads. I really want to bike, live in SW and there are so few places where it feels safe. i so look forward to a trail network! The Westside Trail is a great idea!
286	Judith	Lienhard	Portland	97225	
287	Steve	Cook	Portland	97205	
288	Philip	Silverman	Portland	97225	
289	Christine	Bierman	Gresham	97030	
290	Sue	Staehli	Portland	97225	I have not ridden my bike since I moved to West Slope, and I used to be completely car-free.....scary even to walk over here! Famtastic opportunity for the West Side to become as dedireable a place to live as the east side!
291	Linda	Scott	Portland	97225	
292	Nuriya	Janss	Portland	97225	
293	Steve	Shearer	Portland	97219	
294	Ethan	Smith		97206	
295	Cynthia	Lundeen	West Linn	97068	
296	Minnette	Mueller		97225	
297	Cameron	Lien	Tualatin	97062	
298	Grace	Cho	Portland	97203	
299	Jesse	Stancil	Portland	97202	
300	Leanne	Buck		97211	
301	Laura	Hutchinson	Portland	97223	
302	Sarah	Heinicke		97227	Such a great investment in our future! let's do this!
303	Martha	Mattus	Portland	97202	
304	James	Dunn		97202	
305	Paul	Souders	Portland	97219	



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306	Cecily	Norris	Portland	97216	
307	Matthew	Waters	Portland	97216	
308	Juntu	Oberg		97239	I support this. I have live & do 95% of my business in this proposed area & it would be great to be able to use this trail as another option for transportation.
309	Bruce	McCormmach	Portland	97215	
310	Jim	Kutz	Portland	97210	
311	Christopher	White	Portland	97225	Many of our friends use bikes as much as possible to get to work and other places. The West side needs additional trails to provide better biking routes, and this one will be a big improvement, and this will also help us fight climate change.
312	Jordan	Norris	Portland	97216	I support safe biking on the west side of the metro region. Please build this trail .
313	Brian	Tuttle	Vancouver	98684	
314	Stephne	Kelly		97227	
315	Jesse	Burkett		97202	
316	Timothy	Klassen	Portland	97206	I am car-free by choice. However, co-existing with cars can be daunting. Trails like this are essential for a quality, sustainable transportation system!
317	jeff	mccarthy	Portland	97214	
318	jim	lubischer	hillsboro	97124	Our congested area needs many connecting bikeways. This is a start.
319	Markus	Albert	Beaverton	97007	
320	John	Beaston	Portland	97217	Until retirement I was a small business owner in Beaverton. The #1 reason mentioned by employees for NOT using alternative transportation to work was the lack of safe, separated cycling infrastructure. The Westside Trail helps improve the connectivity on the westside. Please support it!
321	Kristie	Veith	Beaverton	97006	As a resident of Oak Hills, it's very difficult to access bike trails that go very far. I have an 8 year old son. I would love to see this completed while we can take advantage of it as a family. Please approve the Westside Trail and get it built.
322	chris	brannen		98660	
323	David	Pex	Portland	97213	



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324	David	Austin	Portland	97212	
325	Robert	Bass		97218	
326	Chris	Mays	Portland	97219	We need more mountain bike single track trails in town. This trail sounds like a great idea especially with housing density becoming greater and traffic becoming worse.
327	Stephen	Noll	Portland	97217	
328	Reid	Hatch	Portland	97206	
329	Brian	Walker	Beaverton	97008	Unlike the eastern parts of Portland, Washington County does not have the benefit of a regular street grid. Instead, streets are based on an arterial and collector strategy which is more suited to automobiles than other modes of transportation. Off street trails, therefore, provide an essential connection for people on bike or on foot to travel without having to use busy, high-capacity roads that provide most of the transportation connectivity within the area. While the Tualatin Hills Park and Recreation District has completed most of the trail segments within the City of Beaverton, the remaining sections north of Hwy 26 are in hilly areas, is grossly underserved by public transit, and offer few safe roads for people on bikes or on foot. In some areas, The trail will provide the only means for people to travel safely without an automobile.
330	Steve	Burnett		97233	I support this 1000%!
331	Sandra	Doubleday	Gresham	97030	The Westside trial is one of many the region needs.
332	Matthew	Levin	Lake Oswego	97035	I would be much more likely to bike to work if there was a safe trail.
333	Kristen	Tabor	Tigard	97223	It's more important than ever to complete our non-motorized transportation corridors and to make it easier for residents to get to their destinations by foot or bike, in order to ease the crippling congestion and pollution afflicting the cities of Tigard, Tualatin, Sherwood, Beaverton, and Hillsboro.
334	g	stark		97068	separation of bicyclists and cars to the maximum extent possible is a plus for recreational and family cyclists and automobile drivers both. While many cyclists ride in traffic many who would ride with themselves and their families do not ride because of automobile exposure. There are the fast hard core riders who shun the paths, but there those of us who want to be separate from traffic to the max extent possible.
335	vincent	salvi	Portland	97209	Please support this trail as a vital aspect of enhancing livability in SW Portland.



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336	Joseph	Vasicek		97223	It's going to be a fantastic addition to the west side infrastructure! It will also make Portland a destination for tourists who want to ride or hike the trail.
					It's very appealing to think of a car free trail that I can bike or hike with my family all the way into downtown Portland.
337	Jennifer	Vasicek	Tigard	97223	
338	inger	easton		97225	Great work! Thanks!
339	Brad	Biddle	Portland	97211	I would be *much* more inclined to bike commute between my home in NE Portland and my employer in Hillsboro if this trail existed. The current route options are dangerous and unpleasant. One less car on the 26, or one less bike squeezing on to a crowded Max train.
340	Erica	Bolliger	Portland	97225	
341	James	Hayden	Lake Oswego	97034	
342	Tim	Beecher	Portland	97202	
343	Brenda	Allen	Portland	97232	yeah! more bikes
344	Seth	Moran	Portland	97217	
345	Grant	Humphries		97214	
346	Reuel	Kurzet	Portland	97223	
347	Colleen	Collins		97202	
348	LisaKaren	Donnelly	Beaverton	97005	
349	Jen	Sotolongo	Oregon City	97045	
350	Tigue	Howe	Portland	97202	This is a great opportunity to enhance the long neglected West side when it comes to active transportation.
351	Tonya	Davis		97005	
352	Kenn	Kochi	Vancouver	98665	
353	Cherie	Anderson			
354	Emily	Brown		97214	
355	Roberta	Jones			
356	Max	Torres			
357	Herman	D'Hooge			
358	Collin	Todd			
359	Kevin	Grossklans			
360	Shome	Merity			
361	Don	Mattos			
362	Paul	Brocha			



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363	Artem	Istomin		
364	Maggie	Uln		
365	Jason	Hosch	Portland	97229
366	Ume	Challa		
367	Yuguay	Xie		
368	Lee	Gruner		
369	Jeff	Sacco	Beaverton	97007
370	Robert	Donnelly		
371	Joel	Morrisette		
372	Rick	Andrews	Aloha	97006
373	Heather	Marly		
374	Gavin	Smith		
375	Parsa	Naderi		
376	Lisa	Hamilton	Tigard	97224
377	Dan	Schauer	Portland	97225
378	William	Pokorny	Portland	97229
379	Patricia	Smith		
380	Mary	Manseau		
381	Kevin	O'Donnell		
382	Donald	Baartz		
383	Greg	Malinowski		
384	April	DeBolt		
385	Heather	Hardin		
386	Lisa	Frank	Portland	97210
387	Aaron	Brown	Portland	97227
388	Will	Vanlue	Portland	97202
389	Brittani	Garner	Portland	97209
390	Stephanie	Noll	Portland	97217
391	Joel	Holly	Portland	97209
392	William	Francis	Portland	97202
393	Brittany	Brannon	Portland	97209
394	Madeline	Luce	Portland	97210
395	Robin	Wilcox	Portland	97211

The Westside Trail is poised to be a beautiful, important transportation corridor for Multnomah and Washington Counties. Please continue to work to ensure this project is fully planned, funded, and implemented.

Build the Westside Trail!
 Do it!
 I look forward to biking this.



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396	Sarah	Newsum	Portland	97212
397	Jess	Firestone	Portland	97202
398	Emily	Lai	Portland	97202
399	Jennifer	Stefanick	Portland	97217
400	Sarah	Levy	Portland	97205
401	Stephen	Sheie	Portland	97213
402	Arianna	Pineiro	Portland	97210
403	Amy	Frank	Portland	97210
404	Sally	Rosenfeld	Portland	97210
405	Ian	Stude	Portland	97201
406	Monica	Gunderson	Portland	97203
407	John	Brennan	Portland	97212
408	Jon	Wood	Portland	97205
409	Marian	Grebanier	Portland	97211
410	Sugata	Bhattacharya	Portland	97205
411	Marilyn	Lipko	Portland	97202
412	Allan	Rudwick	Portland	97212
413	Kate	Holly	Portland	97266
414	Kelsey	Ramsey	Hillsboro	97124
415	Adam	Amodio	Portland	97229
416	Elizabeth	Quiroz	Portland	97216
417	Joann	Noll	Saint Louis	63119
418	Stephen	Noll	Portland	97217
419	Chris	Cooper		97210
420	TJ	Millbrooke	Portland	97211
421	Simon	Springall	Wilsonville	97070
422	David	Hinkle	Portland	97225
423	Avis	McHugh	Portland	97213
424	Bradley	Brimhall		

Much needed to support bike transportation.

Bike paths should have equal funding that roads do.

