



METRO

April GTAC/Quarterly Trails Meeting Announcement

Wednesday, April 10, 1 to 3 p.m.
Metro Regional Center, Room 370

AGENDA

1 – 1:15
(15 min)
Introductions and announcements

1:15 – 1:40
(25 min)
Fanno Creek Greenway Trail: virtual tour and announcement of open houses and the RFP for an action plan
Mel Huie and Bob Bothman

1:40 – 1:55
(15 min)
Lewis and Clark Discovery Trail update
Gregg Everhart, Portland Parks and Recreation

1:55 – 2:05
(10 min)
Trail design, construction and maintenance best management practices
Jennifer Budhabhatti and the Trail BMP subcommittee

2:05 – 2:20
(15 min)
MTIP funding update
Ted Leybold, Metro Transportation

2:20 – 3:00
(40 min)
Regional Trails priorities discussion

Parks and Greenspaces in the Regional System

Audubon Society of Portland

Audubon Society of Portland, 140 acres

City of Cornelius

Steamboat Park, 0.78 acres

City of Durham

Durham City Park, 39 acres

Tualatin View Greenway Trails, 4.22 acres

City of Fairview

Salish Ponds Park, 70 acres

North Lake Shore Park, 5 acres

Handy-Nachakokee Park, 1.06 acres

Langley Park, 0.45 acres

Stone Park, 0.22 acres

Gumdrop Park, 0.06 acres

City of Gladstone

Meldrum Bar Park and Dahl Beach, 100 acres

Cross Park, 4.58 acres

High Rocks Park, 1.55 acres

City of Gresham

Open Space 67 Becker Estate, 80.50 acres

Southwest Community Park, 37.18 acres

Open Space 83 Hunters Highland II, 31.36 acres

Open Space 40 Walters Hill, 24.64 acres

Open Space 82 Hunters Highland Ff, 23.18 acres

Open Space 11 Johnson Creek, 22.16 acres

Open Space 77 Van Gorder, 19.98 acres

Open Space 81 Hunters Highland, 19.21 acres

Open Space 101 Leomark Strong, 18.47 acres

Open Space 142 Hunters Highland VII, 18.06 acres

Main City Park, 17.50 acres

Open Space 66 Kelly Creek, 16.69 acres

Southeast Community Park, 16.10 acres

Open Space 146, Wells Fargo, 15.32 acres

Open Space 93 Chambers, 14.96 acres

Open Space 84 Leenders & Moore, 14.45 acres

Open Space 70 Dawn Crest Estates, 13.94 acres

Open Space 138 Farah, 13.76 acres

Open Space 43 Dawn Crest Estates B, 12.65 acres

Open Space 36 Squire Brook I, 10.67 acres

Open Space 89 Wilson, 10.49 acres

Open Space 61 Grant Butte, 10.25 acres

Open Space 12 Butler Creek, 9.71 acres

Kane Road Neighborhood Park, 9.50 acres

Open Space 108 Whispering Heights A, 9.43 acres

Open Space 133 Fairway Heights A, 9.08 acres

Open Space 41 Childrens World, 9.06 acres

Open Space 71 Runyan, 9 acres

Open Space 38 Meadowgreen Park A, 8.74 acres

Open Space 68 Mg Forest Products, 8.21 acres

Open Space 12 Houser, 7.20 acres

Open Space 85 Childrens World, 7.15 acres

Open Space 42 Childrens World 21 3, 7.04 acres

Open Space 69 Tpl Kk, 7 acres

Open Space 75 Karrick, 6.68 acres

Open Space 103 Van Zyl, 6.43 acres

Open Space 79 Robinson, 6.16 acres

Open Space 46 Dawncrest A, 5.83 acres

Open Space 31 Johnson Creek, 5.73 acres

Open Space 13 Binford Lake A, 5.56 acres

Thom Neighborhood Park, 5.50 acres

Open Space 113 Molthu, 5.43 acres

Open Space 39 Johnson Creek, 5.07 acres

Open Space 139 Hogan, 5 acres

Open Space 73 Allen, 4.97 acres

Open Space 53 Kelly Creek Greenway, 4.52 acres

Open Space 137 Olson, 4.29 acres

Open Space 35 Squire Brook A, 4.28 acres

Open Space 7 Hunters Highland C, 4.05 acres

Butler Creek Neighborhood Park, 3.60 acres

Open Space 33 Meadowgreen Park B, 3.50 acres

Open Space 94 Chambers Donation 94, 3.31 acres

Open Space 60 Kelly Creek, 3.26 acres

Open Space 2 Hunters Highland B, 3.15 acres

Open Space 147 Baltz, 3.01 acres

Open Space 118 Hunters Highland LL, 2.99 acres

Open Space 25 Willowbrook P, 2.98 acres

Open Space 30 Cistina Bush Park A, 2.94 acres

Open Space 37 Johnson Creek, 2.92 acres

Open Space 76 Cook, 2.80 acres

Open Space 78 Jones & Johnson, 2.58 acres

Open Space 3 Hunters Highland D, 2.25 acres

Open Space 107 Dawn Crest Estates D, 2.24 acres

Open Space 141 United Properties, 2.20 acres

Open Space 80 Cascade Glen C, 2.15 acres

Open Space 74 Popma, 2.07 acres

Open Space 55 Kelly Creek, 2.04 acres

Open Space 15 Butler Creek, 2.02 acres

Open Space 16 Butler Creek, 2.02 acres

Open Space 64 Blaine Road, 2 acres

Open Space 110 Malcom, 1.86 acres

Open Space 59 Kelly Creek Place C, 1.72 acres

Open Space 1 Hunters Highland A, 1.70 acres

Open Space 106 Shady Cove Lot 2, 1.68 acres

Open Space 87 Camp, 1.66 acres

Open Space 88 Hovgaard, 1.65 acres

Open Space 32 Squire Brook F, 1.60 acres

Open Space 22 Willowbrook V, 1.58 acres

Open Space 63 Hogan Trailhead, 1.58 acres

Open Space 111 Ranes 1995, 1.43 acres

Open Space 26 Willowbrook D, 1.33 acres

Open Space 20 Willowbrook O, 1.30 acres

Open Space 86 Chambers Donation 93, 1.26 acres

Open Space 95 Cascade Glen 2 D&E, 1.19 acres

Open Space 19 Northslope G, 1.17 acres

Open Space 115 Hunters Highland AA, 1.07 acres

Open Space 105 Ranes 1994, 1.06 acres

Open Space 54 Kelly Creek, 1.06 acres

Open Space 122 Hunters Highland Y, 1.05 acres

Open Space 58 Knollbrook Estates D, 1.05 acres

Open Space 47 Crimson.Park A, 1.02 acres

Open Space 44 Childrens World 27 1, 1.01 acres

Open Space 45 Dawncrest B, 0.98 acres

Open Space 51 Marwin Terrace A, 0.95 acres

Open Space 140 Bass, 0.85 acres

Open Space 143 Green, 0.84 acres

Open Space 28 Willowbrook Q, 0.81 acres

Open Space 123 Hunters Highland Z, 0.57 acres

Open Space 126 Lima Moran A, 0.57 acres

Open Space 57 Brookfield A, 0.53 acres

Open Space 21 Willowbrook W, 0.52 acres

Open Space 72 Kelly Creek Estates, 0.48 acres

Open Space 130 Giese Dlc, 0.44 acres

Open Space 65 Powell South, 0.38 acres

Open Space 6 Hunters Highland H, 0.37 acres

Open Space 120 Hunters Highland NN, 0.20 acres

Open Space 56 Kellycrest A, 0.17 acres

Open Space 4 Hunters Highland E, 0.09 acres

Open Space 5 Hunters Highland F, 0.09 acres

Open Space 91 Shimmering Pines F, 0.08 acres

Open Space 134 Dawncrest C, 0.07 acres

Open Space 129 Willowbrook Additn I, 0.06 acres

Open Space 102 El Camino Lot 18, 0.05 acres

Open Space 104 Kelly Creek Pekrul, 0.05 acres

Open Space 14 Binford Lake Walkway, 0.04 acres

Open Space 127 Northslope B, 0.03 acres

Open Space 8 Hunters Highland G, 0.03 acres

Open Space 135 Childrens World Walk, 0.02 acres

Open Space 149, Asbahr Property, ? acres

City of Happy Valley

Wetland Park, 31 acres

Happy Valley Park, 2 acres

City of Hillsboro

Rood Bridge Park, 61 acres

Noble Woods Park, 38 acres

Rock Creek Greenway, 31 acres

Drake Lane Properties, 26 acres

Dairy Creek Park, 24 acres

Middle Rock Creek Properties, 21.50 acres

Nofziger Property, 21 acres

Enschede Estates, 19.10 acres

Upper Rock Creek Parcels, 10.50 acres

Rock Creek Bike Path, 10.30 acres

Beaverton Creek Properties, 4.50 acres

Lower Rock Creek Properties, 4.50 acres

Jackson Bottom Wetlands Preserve, 650 acres

City of Johnson City

Johnson City City Park, ? acres

City of Lake Oswego

Luscher Farm, 67.30 acres

Waluga Park, 53.20 acres

Springbrook Park, 52.14 acres

Iron Mountain Park, 42.11 acres

Cook's Butte Park, 41.92 acres

Lake Oswego Golf Courses, 38.92 acres

George Rogers Parks, 27.10 acres

Canal Acres Natural Area, 27 acres

Lake Oswego Indoor Tennis Center, 17.34 acres

Bryant Woods Park, 16.18 acres

River Run Park, 11.50 acres

Open Space, 9.72 acres

South Shore Open Space, 9.12 acres

Hallinan Creek Open Space, 3.80 acres

Roehr Park, 2.98 acres

Adult Community Center, 2.80 acres

Open Space, 2.19 acres

Open Space, 1.93 acres

Open Space, 1.88 acres

Open Space, 1.84 acres

Open Space, 1.37 acres

Open Space, 1.22 acres

Open Space, 0.63 acres

Greentree Park, 0.40 acres

Open Space, 0.26 acres

Open Space, 0.24 acres

Ellen Bergis Reserve, 0.21 acres

Open Space, 0.07 acres

City of Milwaukie

Milwaukie Riverfront, 2.90 acres

City of Oregon City

Mountain View Cemetery, 54 acres
 Clackamette Park, 21.76 acres
 Old Canemah Park, 8.21 acres
 Barclay Hills Park, 6.76 acres
 Atkinson Park, 5.60 acres
 Sportcraft Landing, 2 acres
 Straight Cemetery, 0.40 acres
 Canemah Park, 0.34 acres

City of Portland

Forest Park, 4836.17 acres
 Forest Park Expansion 6.023, 31.41 acres
 Delta Park West, 632.56 acres
 Powell Butte Nature Park, 574.28 acres
 Hoyt Arboretum, 214 acres
 Oaks Bottom Wildlife Refuge, 163 acres
 Eastmoreland Golf Course, 149.59 acres
 Washington Park, 129.51 acres
 Terwilliger Blvd Parkway, 102.90 acres
 Kelley Point Park, 96 acres
 Marquam Nature Park, 77.83 acres
 Forest Park Expansion 6.046, 51.71 acres
 Westmoreland Park, 47.05 acres
 Pittock Mansion and Acres, 46.24 acres
 OMSI To Springwater Corridor Trail, 44.23 acres
 Council Crest Park, 42.12 acres
 Waterfront, Gov Tom McCall Park, 36.59 acres
 Forest Park Expansion 6.029, 35 acres
 Himes George Park, 35 acres
 Woods Memorial Park, 31.93 acres
 Willamette Park, 30.40 acres
 Marshall Park, 23.25 acres
 Marquam Woods 204, 18.80 acres
 Cathedral Park, 17.50 acres
 Lower Powell Butte Floodplain, 16.50 acres
 Sellwood Park, 16.37 acres
 Kelly Albert Park, 15.57 acres
 Johnson Lake, 15.46 acres
 East Buttes/Boring Lava Domes 2.021, 15.45 acres
 Elk Rock Island, 15 acres
 Overlook Park, 12.12 acres
 Powers Marine Park, 12 acres
 Willamette Moorage (Butterfly Park), 11.29 acres
 Duniway Park, 11.14 acres
 Tryon Creek Linkages 141, 11 acres
 Hamilton Park, 10.19 acres
 Moore Island (Temporary Name), 9.86 acres
 April Hill Park, 9.79 acres
 Tryon Creek Linkages 142, 9.60 acres
 Sellwood Riverfront Park, 8.75 acres
 Madrona Park, 8.46 acres
 Maricara Nature Park, 8.23 acres
 Forest Park Expansion 6.031, 7.52 acres
 Wright Island (Temporary Name), 6.80 acres
 Dickinson Park, 6.68 acres
 Governors Park, 6.05 acres
 Tideman Johnson Park, 6.01 acres
 Leach Botanical Garden, 5.25 acres
 Whitaker Ponds 201, 5.07 acres
 Crystal Springs Rhododendron Garden, 5 acres
 Whitaker Ponds 279, 4.81 acres
 Forest Park Expansion 63, 4.75 acres
 Fulton Park, 4.73 acres
 Forest Park Expansion 6.027, 4.12 acres
 Bundy Kingsley D Property, 3.74 acres
 Eastridge Park, 3.53 acres

Tenino Property, 3.42 acres
 Forest Park Expansion 67, 3.30 acres
 Kerr Peter Property, 3.27 acres
 Taylor Woods Property, 3.24 acres
 Forest Park Expansion 6.033, 3.10 acres
 Forest Park Expansion 6.024, 3.08 acres
 East Buttes/Boring Lava Domes 2.024, 3 acres
 Thomas & 53rd, 2.95 acres
 Forest Heights, 2.93 acres
 Johnson Creek, 2.89 acres
 Harbor View Property, 2.73 acres
 Errol Heights Property, 2.66 acres
 Norris House & Property, 2.63 acres
 West Portland Park, 2.50 acres
 Jensen Property, 2.24 acres
 Whitaker Ponds 278, 2.10 acres
 Tryon Creek, 2.07 acres
 Fanno Creek Natural Area, 1.95 acres
 Reed Community Garden, 1.90 acres
 Forest Park Expansion 61, 1.70 acres
 Forest Park Expansion 6.041, 1.59 acres
 Overlook House Community Center, 1.54 acres
 East Buttes/Boring Lava Domes 2.059, 1.50 acres
 Toe Island (Temporary Name), 1.40 acres
 Riverside Property, 1.26 acres
 Butterfly Park, 1.22 acres
 Kingsley Property (Fp), 1.14 acres
 Lotus Isle Park, 1.11 acres
 Cottonwood Bay, 1.01 acres
 Ash Creek Headwaters, 0.86 acres
 Forest Park Expansion 6.044, 0.71 acres
 Tryon Creek 27.013, 0.69 acres
 Whitaker Ponds 272, 0.60 acres
 Whitaker Ponds 273, 0.60 acres
 Whitaker Ponds 274, 0.60 acres
 Bybee Bike Path, 0.57 acres
 Forest Park Expansion 6.017, 0.55 acres
 Tryon Creek Linkages 145, 0.17 acres
 Adams Community Garden, ? acres
 Adams Property (Fp), ? acres
 Eastmoreland Playground, ? acres
 Fulton Community Garden, ? acres
 Fulton Park Community Center, ? acres
 Heron Lakes Golf Course, ? acres
 Holman Property (Fp), ? acres
 Int'l Rose Test Garden, ? acres
 Japanese Gardens, ? acres
 Linnton Park (Fp), ? acres
 Macleay Park (Fp), ? acres
 New Children's Museum/Forestry Cent, ? acres
 Sckavone Stadium, ? acres
 Sellwood Park Pool, ? acres
 Vietnam Veterans of Oregon Memorial, ? acres

City of Portland & City of Gresham

Springwater Corridor, 190.02 acres

City of Rivergrove

Rivergrove Park, 1.11 acres

City of Sherwood

Community Campus Park, 2.20 acres
 Stella Olsen Memorial Park, ? acres

City of Tigard

Cook Park, 79 acres
 Summerlake Park, 23.80 acres
 Fanno Creek Park, 21.80 acres
 Englewood Park, 14.97 acres
 Cache Creek Park, 11.68 acres
 Bonita Rd/Industrial Park, 7.31 acres
 Lowery, 6.80 acres

Dick's Landing, 6.40 acres
 Berkely Creek/Cooper Creek 1 and 2, 6.39 acres
 Sw 135th and Scholls Ferry, 5.07 acres
 Leron #3, 5.01 acres
 Meadowglade, 4.10 acres
 Summer Hills Park, 4.01 acres
 Dover Landing, 3.39 acres
 Tigard St Addition, 3.31 acres
 Woodard Park, 3.26 acres
 74th/76th Ave, 3.14 acres
 Winter Lake Drive, 3.03 acres
 Riverview Estates, 2.82 acres
 Renaissance Woods, 2.74 acres
 Windsor Place, 2.63 acres
 Fanno Creek, 2.14 acres
 Capstone, 2.13 acres
 Black Bull Park, 2 acres
 Shady Lane, 1.96 acres
 Pathfinder, 1.80 acres
 Gentle Woods, 1.27 acres
 Merestone, 1.25 acres
 Rebecca Park, 0.88 acres
 Castle at Brittany, 0.78 acres
 113 Place Greenway, 0.63 acres
 Morlan Plumbing, 0.50 acres
 Tualatin Drive, 0.42 acres
 Tualatin River Country Club Tracts, 0.42 acres
 Clydesdale, 0.30 acres
 Main Street Park, 0.25 acres
 135th Ave, 0.24 acres
 Ye Old Windmill Park, 0.15 acres
 Greenburg Rd, 0.11 acres
 Tualatin River Hickox Property, 0.09 acres

City of Troutdale

Beaver Creek Greenway, 22.80 acres
 Sandee Palisades Iv Greenway, 19.03 acres
 Glen Otto Park, 11.90 acres
 Lewellyn Greenway, 4.53 acres
 Kiku Park, 2.75 acres
 Depot Park, 2.70 acres
 Lewellyn Park, 2.39 acres
 Strawberry Meadows Greenway, 1.94 acres
 Mountain Vista Greenway, 0.22 acres

City of Tualatin

Brown's Ferry Park, 28.33 acres
 Tualatin Community Park, 27.11 acres
 Ibach Park, 19.40 acres
 Atfalati Park, 13.27 acres
 Tualatin River Access Points 11.014, 8.53 acres
 Jurgens Park, ? acres
 Stoneridge Park, ? acres

City of West Linn

Wilderness Park, 64.73 acres
 Hidden Springs Open Space, 37.67 acres
 Willamette Park, 19.05 acres
 Cedar oak Boat Ramp, 16.90 acres
 Tualatin River Open Space, 13.75 acres
 Burnside Park, 13.22 acres
 Interstate Tractor Open Space, 10.85 acres
 Swift Shore Open Space, 9.44 acres
 Cedar Island, 9.10 acres
 Troon Open Space, 6.16 acres
 Bernert Landing, 2.25 acres
 Marylwood Ct, 2 acres
 Renaissance Open Space, 1.91 acres
 River Bluff Open Space, 1.70 acres
 Mark Lane Tot Lot, 0.10 acres

City of Wilsonville

Memorial Park (West), 56.84 acres
Memorial Park (East), 41 acres
Merryfield Neighborhood Park, 9 acres
Boones Ferry Park, 6 acres
Boones Ferry Park (West), 3.88 acres
Montebello Park, 0.21 acres
Boones Ferry To Memorial Park Trail, ? acres

Clackamas County

Eagle Fern Park, 300 acres
Stonegate, 165 acres
Metzler Memorial Park, 138 acres
Barton Park, 113 acres
Billy Goat Island, 20.60 acres
Hebb Memorial Park, 13 acres
Carver Park, 9.90 acres
Boones Ferry Marina, 3.50 acres
Feldheimer Road Boat Ramp, 0.67 acres

Friends of the McLean House

McLean House/Westbridge Open Space, 7.38 acres

Metro

Smith and Bybee Lakes Wildlife Area, 2000 acres
Oxbow Regional Park, 1040 acres
Clear Creek Canyon 121, 342.02 acres
Sandy River Gorge 4.017, 236.63 acres
Columbia River Shoreline 101, 219.41 acres
Blue Lake Park, 185 acres
Larch Mountain Corridor, 185 acres
Sandy River Gorge 43, 160 acres
Sandy River Gorge 42, 158.11 acres
Forest Park Expansion 68, 152.05 acres
Multnomah Channel 231, 148 acres
Tualatin River Access Points 111, 147.81 acres
Gary & Flagg Islands, 132 acres
Cooper Mountain 51, 121.50 acres
Multnomah Channel 232, 116 acres
Forest Park Expansion 62, 115 acres
Tualatin River Access Points 113, 114 acres
Gales Creek 93, 112.50 acres
East Buttes/Boring Lava Domes 2.055, 73 acres
Chinook Landing Marine Park, 67 acres
Indian John Island, 64 acres
Oregon Zoo, 64 acres
East Buttes/Boring Lava Domes 2.042, 59.54 acres
Tonquin Geologic Area 203, 57.68 acres
Sandy River Gorge 4.012, 57.10 acres
Clackamas River Greenway 18.014, 51.50 acres
East Buttes/Boring Lava Domes 2.013, 51.10 acres
Gales Creek 95, 51 acres
Willamette Narrows 223, 49.30 acres
Clackamas River Greenway 183, 46 acres
Gales Creek 9.016, 45 acres
Multnomah Channel 235, 45 acres
Newell Creek Canyon 32, 45 acres
Gales Creek 91, 43.11 acres
East Buttes/Boring Lava Domes 25, 43 acres
Sandy River Gorge 410, 40 acres
Sandy River Gorge 41, 39.85 acres
Canemah Bluff 213, 39 acres
Clear Creek Canyon 123, 32 acres
Rock Creek 131, 31.10 acres
Beaver Creek 195 (Easement), 30 acres
Cooper Mountain 5.014, 30 acres
Willamette Narrows 226, 29.30 acres
Tonquin Geologic Area 8.014, 28.19 acres
Tonquin Geologic Area 82, 27.30 acres
Willamette Cove 205, 27 acres

Cooper Mountain 5.010, 24.58 acres
Canemah Bluff 211, 22.48 acres
Tonquin Geologic Area 86, 22.05 acres
Willamette Narrows 225, 20.89 acres
Sandy River Gorge 4.013, 20.59 acres
Beggars-Tick Wildlife Refuge, 20.50 acres
Willamette Narrows 228, 20.16 acres
Willamette Narrows 229, 20 acres
Cooper Mountain 5.019, 19.82 acres
Clear Creek Canyon 126, 18.92 acres
Sandy River Gorge 4.020, 18.77 acres
Multnomah Channel 236, 16.64 acres
Newell Creek Canyon 3.027, 13.49 acres
Multnomah Channel Property, 11 acres
Newell Creek Canyon 33, 10.47 acres
Bell View Point, 10 acres
Newell Creek Canyon 34, 9.16 acres
Newell Creek Canyon 3.016, 8.80 acres
Newell Creek Canyon 3.025, 8.72 acres
Tryon Creek Linkages 143, 8.53 acres
Newell Creek Canyon 3.026, 8.40 acres
Cooper Mountain 5.018, 7.50 acres
Cooper Mountain 5.013, 6.80 acres
Phillipi Property, 6.38 acres
Tualatin River Access Points 114, 6.25 acres
Tualatin River Access Points 112, 6.19 acres
Burlington Boat Ramp/Mult Channel, 6.18 acres
Newell Creek Canyon 3.028, 6.11 acres
Tualatin River Access Points 117, 5.85 acres
East Buttes/Boring Lava Domes 2.065, 5.12 acres
East Buttes/Boring Lava Domes 2.064, 5.01 acres
East Buttes/Boring Lava Domes 26, 5 acres
East Buttes/Boring Lava Domes 27, 5 acres
East Buttes/Boring Lava Domes 28, 5 acres
Newell Creek Canyon 3.023, 5 acres
Newell Creek Canyon 37, 4.70 acres
Oxbow - Sandy River Access Site 4, 4.26 acres
Gales Creek 9.013, 4 acres
Newell Creek Canyon 3.020, 3.96 acres
Newell Creek Canyon 39, 3.50 acres
East Buttes/Boring Lava Domes 2.057, 3.29 acres
Mason Hill Park, 3 acres
Newell Creek Canyon 3.044, 2.90 acres
Newell Creek Canyon 3.019, 2.85 acres
East Buttes/Boring Lava Domes 2.062, 2.64 acres
East Buttes/Boring Lava Domes 2.056, 2.50 acres
Gales Creek 9.020, 1.80 acres
Newell Creek Canyon 3.038, 1.38 acres
Newell Creek Canyon 36, 1.15 acres
Forest Park Expansion 6.013, 1.13 acres
Oxbow - Sandy River Access Site 5, 0.74 acres
Canemah Bluff 21.012, 0.25 acres
Canemah Bluff 21.011, 0.23 acres
Oxbow - Sandy River Access Site 1, ? acres
Oxbow - Sandy River Access Site 2, ? acres
Oxbow - Sandy River Access Site 3, ? acres

NCPRD

Mt Talbert, 114 acres
District Park, 85 acres
North Clackamas Park, 46 acres
Ann-Toni Schreiber Park, 6.72 acres
Spring Park, 6.32 acres
Rivervilla Park, 5 acres
Highland Summit, 3.90 acres
Kellogg Lake Property, 3.90 acres
Southern Lites Park, 3.50 acres
Heddie Notz Park, 2.64 acres
Jefferson St Boat Ramp, 2.10 acres
Milwaukie Pioneer Cemetery, 2 acres

East Buttes/Boring Lava Domes 2.046, 1.32 acres
Mill Park, 1 acres
Unnamed Neighborhood Park, 1 acres
Dogwood Park, 0.80 acres
Willamette Dr, 0.60 acres
North Clackamas Aquatic Park, ? acres
The Milwaukie Center, ? acres

ODFW

Sauvie Island Wildlife Area, 12000 acres
Burlington Bottoms, 417 acres
Sandy River - Cedar Creek Access, 225 acres
Sandy River - Blue Hole Access, 80 acres
Sandy River - Blue Hole Tract, 25.84 acres
Sandy River - Davis Access, 1.30 acres

Oregon Trail Foundation

End of the Oregon Trail Interp Cntr, 8.40 acres

Port of Portland

Bluff Above Swan Island, 91.83 acres
McCarthy Park, ? acres
Portland Intermtl Ctr 40 Mile Loop, ? acres

Portland General Electric

Roslyn Lake Park, 35 acres
Faraday Lake, 10 acres

Portland General Electric

River Mill Park, 7 acres

Sellwood-Moreland Imprvmnt League

Oaks-Pioneer Church & Park, 0.60 acres

State of Oregon

Government Island, 2200 acres
McIver State Park, 968.38 acres
Tryon Creek State Natural Area, 645 acres
Molalla River State Park, 566.28 acres
Lemon Island McGuire Island, 265 acres
Wapato Access, 183.54 acres
Mary S Young State Park, 137.60 acres
Dabney State Park, 135 acres
Rock Island Landing, 95.50 acres
Bonnie Lure State Park, 83.58 acres
Fish Eddy, 76.85 acres
Lewis and Clark State Park, 56 acres
Coalca Landing, 15.13 acres
Pete's Mountain Landing, 10.72 acres
Lang Property, 7.30 acres
Peach Cove, 5.20 acres
Sandy River Gorge 4.019, 4.70 acres
Peach Cove Landing, 4.20 acres
Oswego Outlet, 0.65 acres

The Nature Conservancy

Sandy River Gorge: Partridge Tract, 500 acres
Sandy River: Diack Tract, 170 acres
Keller Woodland, 39.50 acres
Camassia Natural Area, 27 acres
Coffee Lake, 28 acres
Hedges Creek Marsh, 20 acres
Nyberg Creek, 13 acres
Pascuzzi Pond, 11.60 acres
Cedar Mills, 11 acres
Minthorn Springs, 6.70 acres
Apache Bluff, 5.94 acres
Knez Wetland, 2 acres
Windsor Place, 2 acres

THPRD

Tualatin Hills Nature Park, 194.67 acres
Greenway Park, 19.34 acres
Chantal Village Park, 15.37 acres
Beaverton Creek Wetlands Park, 14.76 acres
Bethany Meadows Park, 14.69 acres
Koll Center Wetlands Park, 12.78 acres
Springville Meadows Park, 12.60 acres
Lowami Hart Woods Park, 9.61 acres
Jordan Park, 7.18 acres
Hiteon Meadows Park, 6.10 acres
Willow Creek Nature Park, 5.87 acres
Bronson Creek Park, 5.31 acres
Madrona Heights Park, 5.08 acres
Deerfield Park, 4.53 acres
Meadowbrook Park, 4.30 acres
Lexington Park, 4.22 acres
Tokola Wetlands Park, 4.07 acres
Emerald Estates Park, 4.05 acres
Sutherland Meadows Park, 3.92 acres
Salix Park, 3.89 acres
Hideaway Park, 3.40 acres
Payless Park, 3.21 acres
Spyglass Park, 3.01 acres
Brookhaven Park, 2.99 acres
Rock Creek Park, 2.76 acres
Willow Creek Park, 2.70 acres
Hart Meadows Park, 2.67 acres
Morrison Woods Park, 2.65 acres
Northshore Estates Park, 2.65 acres
Thornbrook Park, 2.46 acres
Bethany Wetlands Park, 2.42 acres
Stonemist Park, 2.41 acres
Morgan's Run Park, 2.37 acres
George Foegue Park, 2.31 acres
Apollo Ridge Park, 2.09 acres
Vendla Park, 2.09 acres
Stonegate Phase III Park, 2.06 acres
Fanno Creek Park, 2 acres
Seminole Park, 2 acres
Winthrop Park, 1.90 acres
Wanda Peck Memorial Park, 1.85 acres
Vista Brook Park, 1.75 acres
Whispering Woods Park, 1.68 acres
Aspen Crest Park, 1.57 acres
Ben Graf Meadows Park, 1.52 acres
Shadow Creek Park, 1.50 acres
Summercrest Park, 1.40 acres
Moshofsky Woods Park, 1.37 acres
Alohawood Park, 1.19 acres
Kaiser Ridge Park, 1.13 acres
Cedar Mill Woods Park, 1.10 acres
White Fox Park, 1.06 acres
Bethany Lake Park, 1.04 acres
Arleda Park, 1.02 acres
Fanno Farmhouse, 1 acres
Pheasant Park, 0.79 acres
Oregon Electric Right of Way Path, 0.75 acres
Bauman Park, 0.73 acres
Bluegrass Downs Park, 0.48 acres
Summercrest West Park, 0.45 acres
Hubert Cain Park, 0.40 acres
Quatama Powerline Path, 0.40 acres
Ce Mason Wetlands Park, 0.39 acres
Peppertree Park, 0.34 acres
Brookview Park, 0.31 acres
Murrayhill Powerline Park, 0.11 acres
Crystal Creek Park, 0.08 acres
Vale Park, 0.05 acres

Burntwood Powerline Park, 0.02 acres

Commonwealth Lake Park, 0.02 acres

Spruce Woods Park, 0.02 acres

Rock Creek Open Space Park, ? acres

Unified Sewerage Agency

Forest Grove West Zurcher Property, 362 acres

Wetlands at Forest Grove Wastewater, 243 acres

Wetlands at Durham Wastewater, 30 acres

Wetlands at Rock Creek Wastewater, 30 acres

US Fish and Wildlife Service

Tualatin River Ntnl Wildlife Refuge, 805 acres

Washington County

Scoggins Valley Park/Hagg Lake, 2600 acres

Metzger Park, 7 acres

YMCA

YMCA, 7.20 acres

Place
Stamp
Here

INTERNATIONAL
Discovery Walk
PO Box 2009
Vancouver, WA 98668

6TH ANNUAL INTERNATIONAL **Discovery Walk** FESTIVAL

April 19-21, 2002

Washington State, USA

- Two Marathons and 5, 10, 21, 32 and 42 km Walks
- 25 and 50 km Bikes • 2 Swims • Health and Fitness Workshops

*SPONSORS: International WalkFest, City of Vancouver, USA
and the International Marching League*



Directions to the Discovery Walk Festival at the Red Lion Hotel at the Quay:

I-5 SOUTH BOUND: Take the Mill Plain exit and keep right, westbound, Mill Plain changes to 15th St. Continue west. Turn left onto Columbia Street. Proceed south on Columbia Street for about a mile. Hotel will be on the right next to the I-5 Bridge. **I-5 NORTH BOUND:** Take Exit 1B "CITY CENTER". Loop around and merge into the left lane. Turn left at the 6th Street exit. Go three blocks to Columbia Street and make another left. The hotel will be on the right.

For Additional Information

Call Toll Free: 1-877-269-2009

Local: Bill Byrd (360) 892-6758, Wendy Bumgardner (503) 692-3994

Email: info@discoverywalk.org • FAX: 360-604-8026

Web: <http://www.discoverywalk.org>

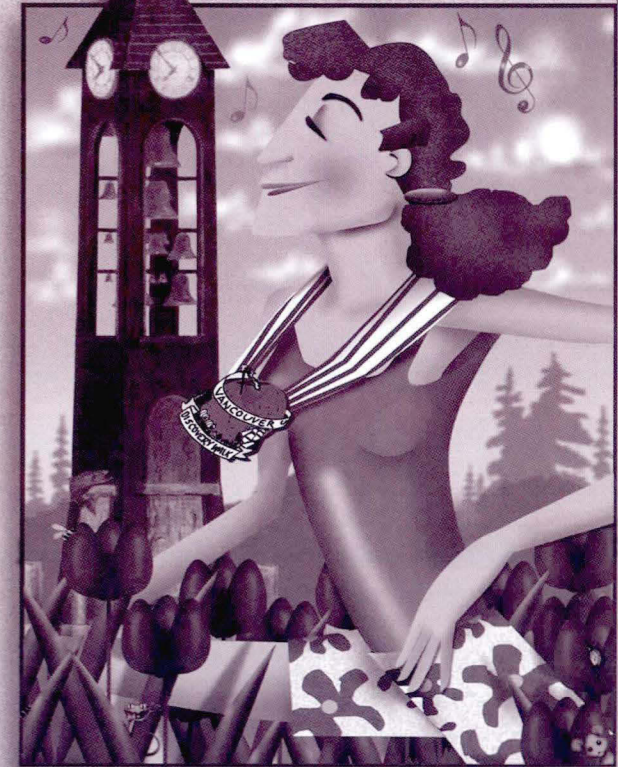
Discovery Walk Festival, PO Box 2009, Vancouver, WA 98668

INTERNATIONAL
Discovery Walk

PO Box 2009, Vancouver, WA 98668

2002

6TH ANNUAL INTERNATIONAL **Discovery Walk**



FESTIVAL

APRIL 19-21 2002



www.discoverywalk.org

IMPORTANT: To determine award, circle the previous years you participated in the Discovery Walk:

1997 1998 1999 2000 2001

Please check the events in which you'd like to participate:

FRIDAY, APRIL 19 - Mayor's Friendship Walks

☐ 5 km ☐ 10 km

SATURDAY, APRIL 20 - Lewis & Clark Walks

☐ 5 km ☐ 10 km ☐ 21 km

☐ 32 km ☐ 42 km

Lewis & Clark Swims

☐ #1 ☐ #2 ☐ 25 km ☐ 50 km

SUNDAY, APRIL 21 - Lt. Broughton Walks

☐ 5 km ☐ 10 km ☐ 20 km ☐ 42 km

NAME

BIRTH DATE

ADDRESS

CITY/STATE/ZIP

PHONE

EMAIL

ITEM

PRICE/PERSON
Postmarked by 3/1/02

PRICE/PERSON
Postmarked AFTER 3/1/02

Enclose check or

money order, payable
in U.S. Dollars to:
"International Walkfest"

3 Days' Walks
3 Days' Walks AND Saturday Bike
Single Walk OR Bike

Single Swim

Child 12 & Under - Any Event

Saturday Pasta Dinner (price includes tax & tip)

T-Shirt (Circle size: S M L XL XXL)

*With no credit or award. Must be
accompanied by registered adult participant.

TOTAL ENCLOSED \$

Mail by April 10, 2002 to:
Discovery Walk Festival
P.O. Box 2009
Vancouver, WA 98668

FRIDAY, APRIL 19

Mayor's Friendship Walk

Start times: Anytime 4 - 6 pm. Finish by 9 pm.

Enjoy an easy 5 or 10 km walk seeing historic and scenic areas of Vancouver. Opening ceremonies at 6:30 pm and continuing into the evening with music, food, and meeting friends old and new.

SATURDAY, APRIL 20

Lewis & Clark Walk, Swims & Bikes

Choose your distance - Marathon 42K, 32K, 21K, 10K or 5K. Trail rated 2 on paved and gravel surfaces with some hills, suitable for wheelchairs and strollers with some route adjustments. The walk visits Vancouver parks, tours the Renaissance Trail along the Columbia River, and historic areas of Vancouver. Two 300 meter swims in the afternoon.

- 42K Marathon start 7 am - 7:30 am.
- 32K start 7:30 am - 8 am.
- 21K start 8 am - 10 am,
- 5K/10K start 8 am - 1 pm.
- 25K/50K Bike start 9 am - 1 pm (helmets required)
- Swims start 1:30 pm - 4 pm, All Finish by 4 pm.

SUNDAY, APRIL 21

Lt. Broughton Walk

Choose your distance - Marathon 42K, 20K, 10K or 5K. Walk through downtown Vancouver to the rural areas and bird sanctuaries lining Vancouver Lake and bordering the Columbia River. Closing Ceremonies at 4 pm (Sunday start/finish times same as Saturday above).

Health and Fitness Workshops

Free workshops at the Red Lion Hotel at the Quay Saturday and Sunday afternoon. Presenters include Rob Sweetgall who has walked across the USA seven times and is an expert in fitness and nutrition. Workshops include:

- Motivation to Move - 10 Walking/Physical Activities to Slow Aging and Reduce Heart Disease and Diabetes Risk
- Walking Off Weight and the Art of Taking Up Less Space on Planet Earth
- Walk on the Well Side - A Journey Across America and the Big Picture of Why We Walk
- Sunday morning 7 am: Walking Wellness Workshop - 5 Ways to Improve your Walking Program and Flatten Your Stomach Simultaneously
- Get a Life, America! with Leonard Meese
- The Right Shoes for Walking
- Southwest Washington Medical Center health information and health checks.

Welcome to the Discovery Walk Festival!

The sixth annual International Vancouver Discovery Walk Festival invites you to three days of non-competitive walking events, entertainment, and meeting walking friends from around the world.

The Discovery Walk Festival, Vancouver USA is a yearly walking festival sponsored by AVA's International Walk Fest Club and the City of Vancouver, Washington to foster international friendship. We expect to greet walkers from many different nations and will see military units participate.

The event is sanctioned by the International Marching League as one of their program of yearly walking events around the world. Walkers earn credit towards awards as an International Master Walker. It is also sanctioned by the IVV for volkssport credit toward lifelong achievement awards (Sanctions NW02/015, 016, 017, 018, 019, 020).

Along the Walk Checkpoints will be available along the walking routes to provide water, restrooms, and a first aid kit for your use. Selected checkpoints will have snacks for sale. Emergency medical technicians on bicycles will patrol the routes, courtesy of the Vancouver Fire Department Paramedics. The Clark County Amateur Radio Club provides communication support. Trail support will be provided by the Boy Scouts and community volunteers.

Vancouver, USA This all-American city is a surprising blend of scenic beauty, rich heritage, festive excitement and small town charm. Vancouver is the gateway to Washington State leading to the Mt. St. Helens National Volcanic Monument, Columbia River Gorge, Mt. Hood and the Washington/Oregon coastline. Vancouver is a river city situated on the North shore of the mighty Columbia River adjacent to Portland, Oregon.

Available Hotels Red Lion Hotel at the Quay, 100 Columbia Street, Vancouver, WA 98660, Telephone: (360) 694-8341. Other hotels available in the area. Travelers should fly into Portland, Oregon's International Airport, just minutes away.

Locations Registration, walks, and socials will be at the Red Lion Hotel at the Quay, Centennial Center, 100 Columbia St., Vancouver, WA. Swims will be at the Hough Pool, Hough Elementary School, 1900 Daniels, Vancouver WA 98660, with shuttle provided.

Vancouver Farmer's Market The festival continues at the Vancouver Farmer's Market at Esther Short Park. Come enjoy hot food selections including country breakfast, teriyaki, bbq chicken and pork, Asian food, hamburgers and hot dogs, and more. Browse the stalls for arts and crafts of Vancouver and the Northwest, fresh produce, country

preserves and more. Enjoy live local entertainers. Open 9-3 Saturday and 10-3 on Sunday. Also visit <http://www.vancouverfarmersmarket.com>

Social Activities In addition to the Vancouver Farmer's Market, at the finish at the Red Lion Inn at the Quay, enjoy music, food, drink, and a place to meet and talk with old and new friends. Shop for walking items from New Balance and our other vendors.

Friday's social will start immediately following the Opening Ceremonies. Saturday's social includes a pasta dinner in the evening \$16 (includes tax and tip). Closing ceremonies will be at 4:00 pm Sunday.

Awards All receive a Mayor's Walk award and certificate. The Lewis and Clark, the Lt. Broughton Walks and Bike: all receive a certificate and the Discovery Walk award. If it is your first year or sixth year, you receive the medal as shown; your second, third and fifth, sixth year, you receive a pin to attach. Marathon finishers also receive a patch. Swim and Bike receive IVV credit. Bike receives an award. A special "Try-Athalon" patch if you walk, swim and bike.

Registration Walk registration fee includes awards/certificates, IVV Credit and IML Credit. Record Books for both IVV (\$5) and IML (\$4) will be available for purchase. International Marching League credit is earned by completing at least 20K each day on Saturday and Sunday. IML achievement medals and country bars will be available for sale to those achieving award levels. IVV credit is given for distances walked. Discount registration rate available until March 1, 2002. Registration not refundable. Pre-registration by mail must be postmarked by April 10, 2002. Day of event registration is available at the Red Lion Hotel at the Quay Centennial Center Friday Noon - 6 pm and on Sat. & Sun. from 7 am - Noon.

Stipulations All participants must sign a waiver and with registration accept the guidelines of the AVA and will adhere to the directions of the event personnel. The AVA is not liable for loss, theft, damage, or injury.

All Ages Are Welcome Family participation is encouraged; however, children under 12 years of age are FREE and must be accompanied by an adult. All trails will be clearly marked. Pets must be leashed and "scooped" and not allowed inside. All participants must register. These events are sanctioned by the American Volkssport Association (AVA). New Walker Packets are available for \$5.00 to get our new friends started in the IVV Individual Achievement Award program.



JACK PEASLEY

Vice President of Field Services

16850 SE Bel Air Drive • Clackamas, Oregon 97015

503-658-7185 • e-mail: vpfieldservices@oregonequestriantrails.org

STATEMENT OF PURPOSE

Oregon Equestrian Trails' purpose is to promote trail riding and the development and maintenance of equestrian trails and camps throughout the state of Oregon.

OET cooperates to make sure all state and federal fish, game and forest laws are enforced fairly, and to help improve the regulations that govern activities in the back country

and wilderness areas.

OET links horse people together by relaying news about the activities, objectives and problems of its members, and helps solve those problems whenever it can.

Above all, OET encourages and works for the preservation of the forests, the wildlife and natural resources of the Pacific Northwest.



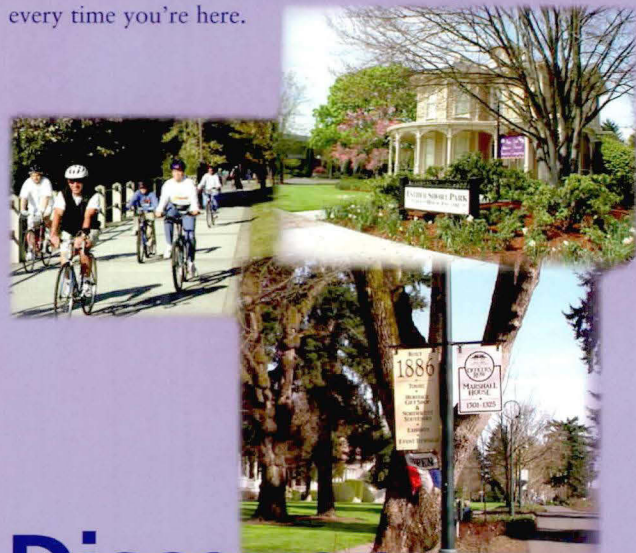
Welcome...

Enjoy your tour of Discovery Historic Loop!

Few places in America offer so many historic and scenic attractions in such close proximity as this inviting urban trail. It's made for walking, and you'll feel great for the experience.

Plus, you'll get to know Vancouver. Lewis & Clark called this "the only desired situation for a settlement . . . on the west side of the Rocky Mountains." Today it is an urban oasis, steeped in history but focused on the future.

You're invited to share the many facets of Vancouver – its notable people, historic structures, breathtaking views and heritage trees. Take the time to enjoy it all at a leisurely pace. And come back again. You'll find something new to discover every time you're here.



Discover the heart of Vancouver.

WALK! THANKS FOR VISITING!

Discovery Historic Loop reflects the increased vitality in downtown Vancouver, thanks to the positive efforts being made by many community partners. Building on our rich history and natural resources that rank among the best in the Pacific Northwest, Vancouver is fast becoming a more pedestrian-friendly urban center – a great place to live, work and recreate. Contact our community partners to find out more about the sites shown in this brochure, or to take an active role in Vancouver's future progress.

Visitor Information

City of Vancouver
www.ci.vancouver.wa.us Parks:www.vanclarkparks-rec.org
 Heritage Tree Program 360-735-8836
 Trails Program/Volunteer Opportunities 360-696-8173
 Special Events 360-696-8031
 Vancouver-Clark Parks & Recreation 360-696-8171
 Bike and Pedestrian Program 360-696-8290
 Clark County 360-397-2232
www.co.clark.wa.us

Discovery Walk Festival 360-892-6758
www.discoverywalk.org

Fort Vancouver National Historic Site
www.nps.gov/fova 360-696-7655, x17 / 800-832-3599

Southwest Washington Visitors & Convention Bureau
www.southwestwashington.com 360-750-1553 / 877-600-0800

Business Associations

Greater Vancouver Chamber of Commerce 360-694-2588
www.vancouverusa.com

Identity Clark County 360-695-4116
Community and economic development.

Vancouver's Downtown Association 360-693-2978
Comprehensive downtown revitalization program.

Vancouver National Historic Reserve Trust 360-992-1800
Preserves, enhances and supports the Reserve for public benefit.

Community Gifts

Contributions, memorial benches and planters, public art for a more beautiful Vancouver.

Community Foundation for Southwest Washington
www.cfsww.org 360-694-2550

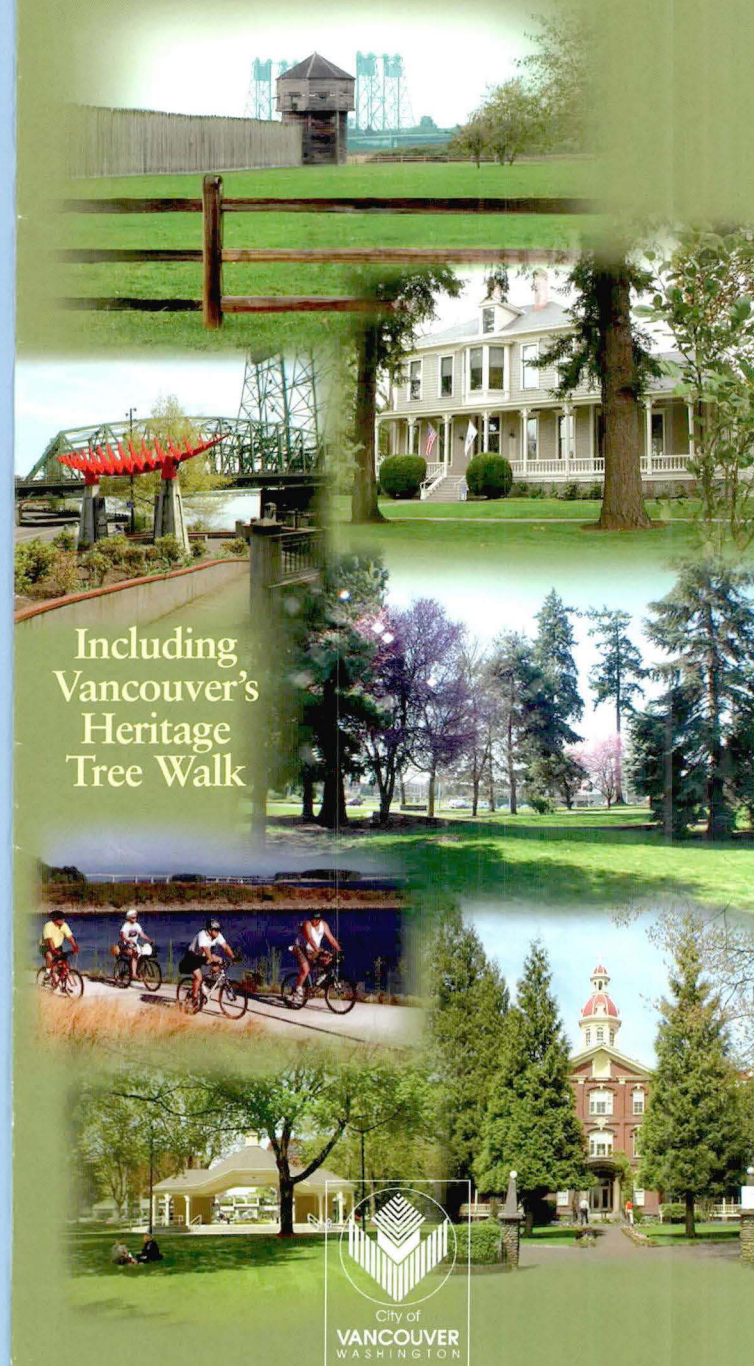
Evergreen Arboretum Committee 360-696-8171

Vancouver-Clark Parks & Rec. Foundation 360-693-7050

VANCOUVER-CLARK
PARKS & Recreation

WALK! DISCOVERY HISTORIC LOOP

One of America's great urban trails



Including Vancouver's Heritage Tree Walk

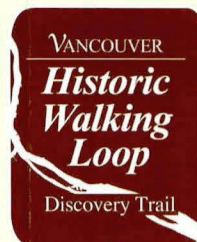




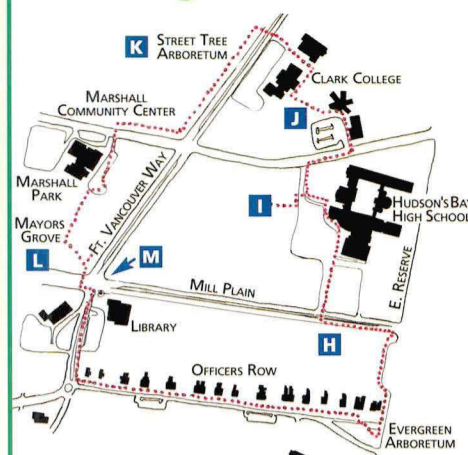
Just two blocks from Discovery Historic Loop, St. James Catholic Church at 218 W. 12th is one of Vancouver's premier architectural structures and the oldest Catholic church in Washington.



Explore our rich history in maps, photos and exhibits at the Clark County Historical Museum at 1511 Main St. Open Tues-Sat from 12:30-4:30 p.m. (360) 695-4681.

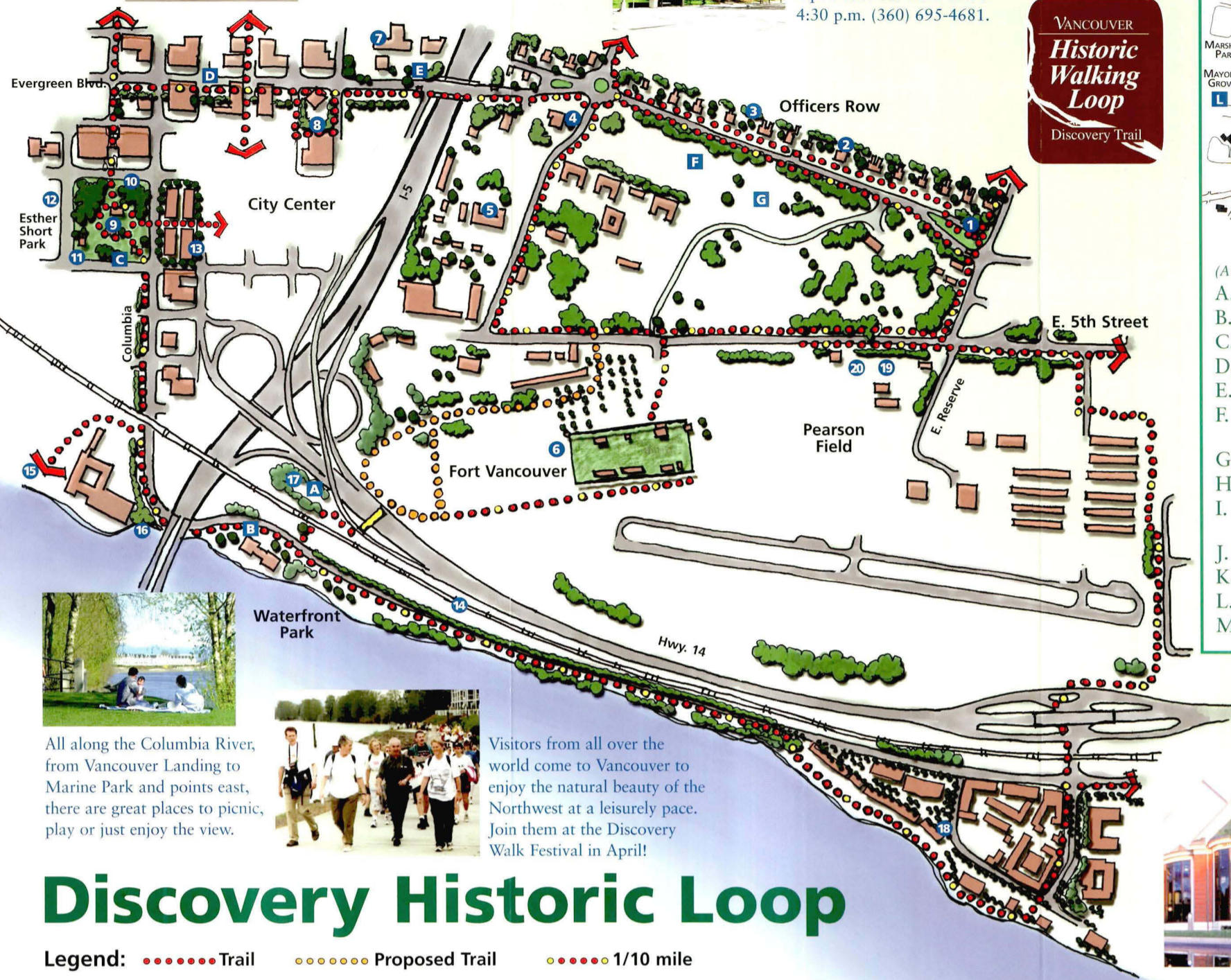


Heritage Tree Walk



(A through G can be located on the larger map.)

- A. Old Apple Tree
- B. Witness Tree (marker)
- C. Esther Short Park Heritage Trees
- D. The Columbian Street Trees
- E. The Academy Oak
- F. Officers Row Maples and Centennial School Planting
- G. Parade Ground Oregon Oak
- H. David Douglas Fir
- I. Patrons Grove (Hudson's Bay High School)
- J. Centennial Cherries (Clark College)
- K. Street Tree Arboretum
- L. Mayors Grove
- M. Heritage Silk Tree



All along the Columbia River, from Vancouver Landing to Marine Park and points east, there are great places to picnic, play or just enjoy the view.



Visitors from all over the world come to Vancouver to enjoy the natural beauty of the Northwest at a leisurely pace. Join them at the Discovery Walk Festival in April!

Discovery Historic Loop

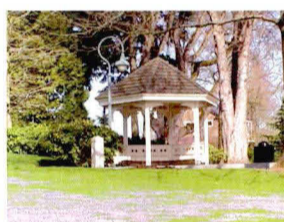
Legend: ●●●●● Trail ●●●●● Proposed Trail ●●●●● 1/10 mile



Vancouver's Water Resources Education Center at 4600 S.E. Columbia features interactive exhibits, a rotating art gallery, sturgeon aquarium, computer game room and wetlands overlook. Open Mon-Sat, 9 a.m. - 5 p.m. (360) 696-8478.

1. Evergreen Arboretum

This "living" memorial in the heart of Vancouver's historic district has grown and developed over the years thanks to contributions made by residents in memory of loved ones and friends.



2. George C. Marshall House

Built in 1886, The Row's most elegant Queen Anne Victorian replaced the Grant House as home for the commanding officer of Vancouver Barracks. It was the residence of General George C. Marshall from 1936 to 1938. Open to the public on weekdays during office hours and on selected weekends. Guided tours available. (360) 693-3103.



3. Ulysses S. Grant House

This log building, now covered with siding, is the oldest remaining building at Vancouver Barracks, constructed in 1849 as the first commanding officer's home. Ulysses S. Grant, who served as quartermaster at Fort Vancouver in 1852-53, returned to visit

Vancouver in 1879 after serving as U.S. President. The house was named for him at that time. Today it houses the popular Grant House Restaurant. (360) 696-1727.

4. O.O. Howard House

Faithfully restored to its former glory in 1998, this Victorian jewel at the west end of Officers Row was built in 1879 by Gen. O.O. Howard, who served in Vancouver from 1874-80. It serves as the Visitors Center for both the Vancouver National Historic Reserve and the Southwest Washington Visitors & Convention Bureau. (360) 992-1820, www.vancouverhistoricsreserve.org



5. Vancouver Barracks

American troops arrived here in May 1849 to establish Camp Vancouver as the first U.S. military post in the Oregon Territory. The complex of officers' homes and soldiers' barracks became the regional command of the Army's Department of the Columbia, encompassing all of Oregon, Washington, Alaska and much of Idaho. Renamed Vancouver Barracks by the Army in 1985, it remained an active military post until 2000.



6. Fort Vancouver National Historic Site

Re-live a slice of Northwest history at this reconstruction on the site of the original Fort Vancouver – the fur trade center of

the West Coast. Tour ten reconstructed buildings and authentic 1845 garden. Guided tours, cultural demonstrations and video

available. Visitor's center/gift shop on premises. Open daily, 9 a.m.-5 p.m. from March through October and 9 a.m. to 4 p.m. from Nov. to Feb. (360) 696-7655, www.nps.gov/fova

7. Providence Academy

Designed and built in 1873 by Mother Joseph, a Catholic nun, the Academy in its day was the largest building north of San Francisco. It held Clark County's first orphanage, school and hospital.



8. Sculpture Garden on Broadway A fine collection of contemporary sculptures located in the Ninth Street Plaza, sponsored in partnership with the Community Foundation for Southwest Washington.

9. Esther Short Park This 5-acre site is the oldest public square in the Northwest, dedicated in 1855. The first Clark County Fair was held here in 1868. The Victorian Rose Gardens, park benches, drinking fountain and lights are reminiscent of the culture of late 19th Century Vancouver. Esther Short Park Plaza, located at 8th and Columbia, was completed in 2001 and features a bell tower and interactive fountain.

10. Pioneer Mother Statue Sculpted by Averd Fairbanks, this beloved monument in Esther Short Park is dedicated to the memory of the brave women who helped settle the Oregon Territory.



11. Slocum House This historic home is one of the few remaining houses from Vancouver's early residential neighborhoods. It was moved from its original site to the southwest corner of Esther Short Park and today is home to the Slocum House Theatre. (360) 696-2427.

12. Vancouver Farmer's Market

Every Saturday from the first week of April to the last week in October, more than 70 vendors sell fresh produce, plants, crafts and food. 9 a.m.-3 p.m. Also open Sundays in August and September, 10 a.m.-3 p.m.



13. Vancouvercenter

This mixed-use development is a cornerstone of Vancouver's 20-year, \$800 million redevelopment. The complex of four buildings includes residential, office and retail spaces, plazas, parking and gardens.

14. Columbia River Waterfront Fourteen-foot wide concrete trail offers access to sites of historic interest and scenic beauty along the Columbia River, linking downtown to the shoreline with its restaurants, shops, parks and attractions such as Kaiser Viewing Tower and Shipyards, Water Resources Education Center, Marine Park Wetlands, Tidewater Cove and Wintler Park.



15. Vancouver Landing This outdoor amphitheater/ boat dock adjacent to the Red Lion Inn at the Quay provides the venue for concerts and special events, with lovely views of the Columbia River.

16. Capt. Vancouver Monument Dedicated in 1992, the monument is a stylized replica of the first vessel to ply the waters of the Columbia. British Lieutenant William Broughton manned the 24-foot long boat and charted the area in honor of England and his captain, George Vancouver.

17. The Old Apple Tree Park

The park was dedicated in 1984 to honor the Old Apple Tree, the oldest apple tree in the Pacific Northwest. Planted in 1826 under the direction of Dr. John McLoughlin, Chief Factor of Fort Vancouver, it still bears fruit today.



18. Ilchee Plaza Dedicated in 1994, the plaza and statue honor the people that have inhabited this region for thousands of years. Ilchee, the daughter of a Chinook chief, sits watch on the Columbia, a beautiful representative of our area's glorious Native heritage.

19. Pearson Air Museum at Jack Murdock Aviation Center

Pearson Air Museum celebrates the rich history of Pearson Field – the oldest continually operating U.S. airfield dating back to a dirigible landing in 1905. Major exhibits focus on great moments in aviation history, with vintage aircraft, films, computer learning center and gift shop. 10 a.m.-5 p.m., Tuesday-Sunday, admission. (360) 694-7026, www.pearsonairmuseum.org



20. Chkalov Society Transpolar Monument Dedicated in 1975, the Chkalov Monument celebrates the world's first non-stop transpolar flight. Three Russian aviators flying from Moscow landed at Pearson Field on June 20, 1937.

Take a stroll through time.

Experience the colorful early days of the Northwest's first non-Native American community on Discovery Historic Loop. Stroll through the tranquil environment of the Vancouver National Historic Reserve, discover the sights of old downtown, and feel the excitement of modern-day Vancouver – named one of “America’s Most Walkable Cities” by *Walking* magazine. In a community studded with outstanding parks and trails, Discovery Historic Loop is the crown jewel.



Every April, Discovery Historic Loop is a focal point for visitors from all over the world who gather in Vancouver for the Discovery Walk Festival. Other walks are held throughout the year.

Among the highlights:

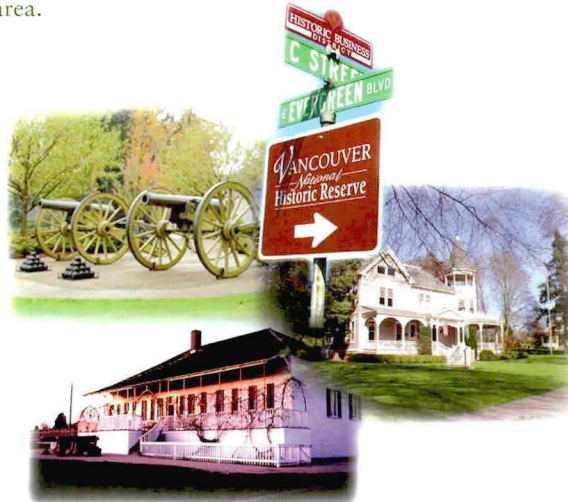
Fort Vancouver National Historic Site

Fort Vancouver was the Northwest base of operations for the London-based Hudson's Bay Company, controlling 700,000 square miles stretching from Russian Alaska to Mexican California, and from the Rocky Mountains to the Pacific Ocean. As a center of activity and influence, the Fort had a profound effect on the development of this region and remained an active post until 1860. Today, costumed interpreters re-enact the past in ten reconstructed buildings, providing an authentic slice of life from Fort Vancouver's heyday.



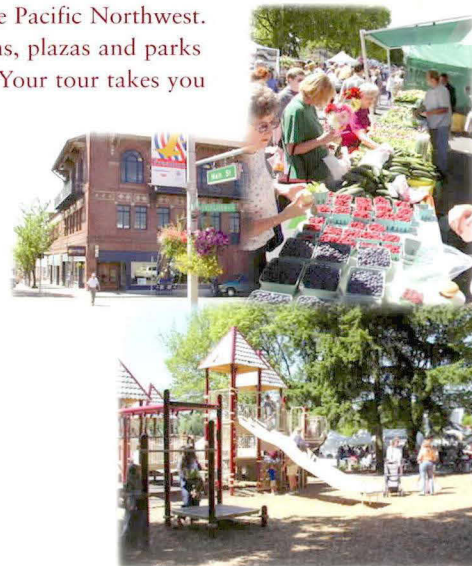
Officers Row National Historic District

Officers Row is one of the oldest neighborhoods in the Northwest and one of Vancouver's great historic treasures. The 21 exquisitely preserved Victorian-era homes built for U.S. officers represent the architecture style common to the Army, while reflecting unique Pacific Northwest modifications. Over the years the Row has been home to such military notables as Ulysses S. Grant, George C. Marshall and Omar Bradley. Historic markers tell the story of the area.



Downtown Vancouver

Rich in history and full of surprises, downtown Vancouver is a great place to live, work . . . and walk. The influence of the city's founding pioneers is felt in prominent downtown structures, monuments, and the oldest public square in the Pacific Northwest. Public art, fountains, plazas and parks add to the appeal. Your tour takes you past historic attractions such as Providence Academy, built in 1873, as well as exciting examples of urban redevelopment, including Vancouvercenter and Esther Short Park Plaza.



Columbia River Waterfront

Since 1991, Vancouver's waterfront has undergone an amazing renaissance with the development of a four-mile scenic trail connecting the downtown area to the city's long-neglected shoreline. Discovery Historic Loop links to the trail at the foot of Columbia Street and takes you past the waterfront's many historic, cultural and scenic attractions, plus shops, restaurants, and great places to picnic, play or just enjoy the view.



Heritage Tree Walk

Significant and heritage trees grace several sites on or in close proximity to Discovery Historic Loop. A heritage tree (as designated by the City of Vancouver) is either a tree of large size, a unique specimen, or a tree with a special relationship to an historic event. They include the Old Apple Tree (1826), the “great grandfather” of the Washington State apple industry, plus the many trees of Officers Row, the Mayors Grove and Street Tree Arboretum.



Fanno Creek Greenway Trail

Connecting the Willamette
and Tualatin rivers



Enjoy the Fanno Creek Greenway Trail

Take a stroll along the greenway trail. Walk near the calming waters of Fanno Creek. Discover the hidden neighborhood treasures of a corridor that welcomes people, and at the same time, gives nature a place to breathe.

*For more information and scheduled events, visit Metro's web site
www.metro-region.org*



Plan to complete the trail

Local project partners are developing an action plan for the completion of the trail. Your ideas and input are needed. For more information or to participate in the development of the plan, call:

Metro's Regional Parks and Greenspaces
Department, (503) 797-1731
Portland Parks and Recreation, (503) 823-2223
Tualatin Hills Park and Recreation District,
(503) 645-6433
City of Beaverton, (503) 526-2424
City of Tigard, (503) 639-4171

Project partners

The Fanno Creek Greenway Trail is a partnership project involving many public and private organizations:

- City of Beaverton
- City of Durham
- Metro
- City of Portland (Portland Parks and Recreation, Office of Transportation and Bureau of Environmental Services)
- City of Tigard
- City of Tualatin
- Tualatin Hills Park and Recreation District
- Washington County
- Clean Water Services (formerly Unified Sewerage Agency)
- Audubon Society of Portland
- Fans of Fanno Creek
- 40-Mile Loop Land Trust
- National Park Service Rivers and Trails Program
- SWTrails Group of Southwest Neighborhoods, Inc.
- Three Rivers Land Conservancy

The Fanno Creek Greenway Trail

The Fanno Creek Greenway Trail corridor gracefully weaves through five cities and two counties. On its way to becoming one of the premier urban greenway trails in the Portland metropolitan region, this 15-mile corridor is a neighborhood dream come true. The recreational and commuter trail will take people from the shores of the Willamette River in Southwest Portland to the confluence of Fanno Creek and the Tualatin River.

Trail to the future

A multi-use trail for walkers, runners, bicyclists and trail enthusiasts of all ages, the trail will be accessible to people with disabilities. As the community continues to grow, this valuable greenway trail will:

- link neighborhoods, parks, schools, community centers and businesses
- provide an environment for learning about local history
- provide safe corridors for walking and biking to school and work

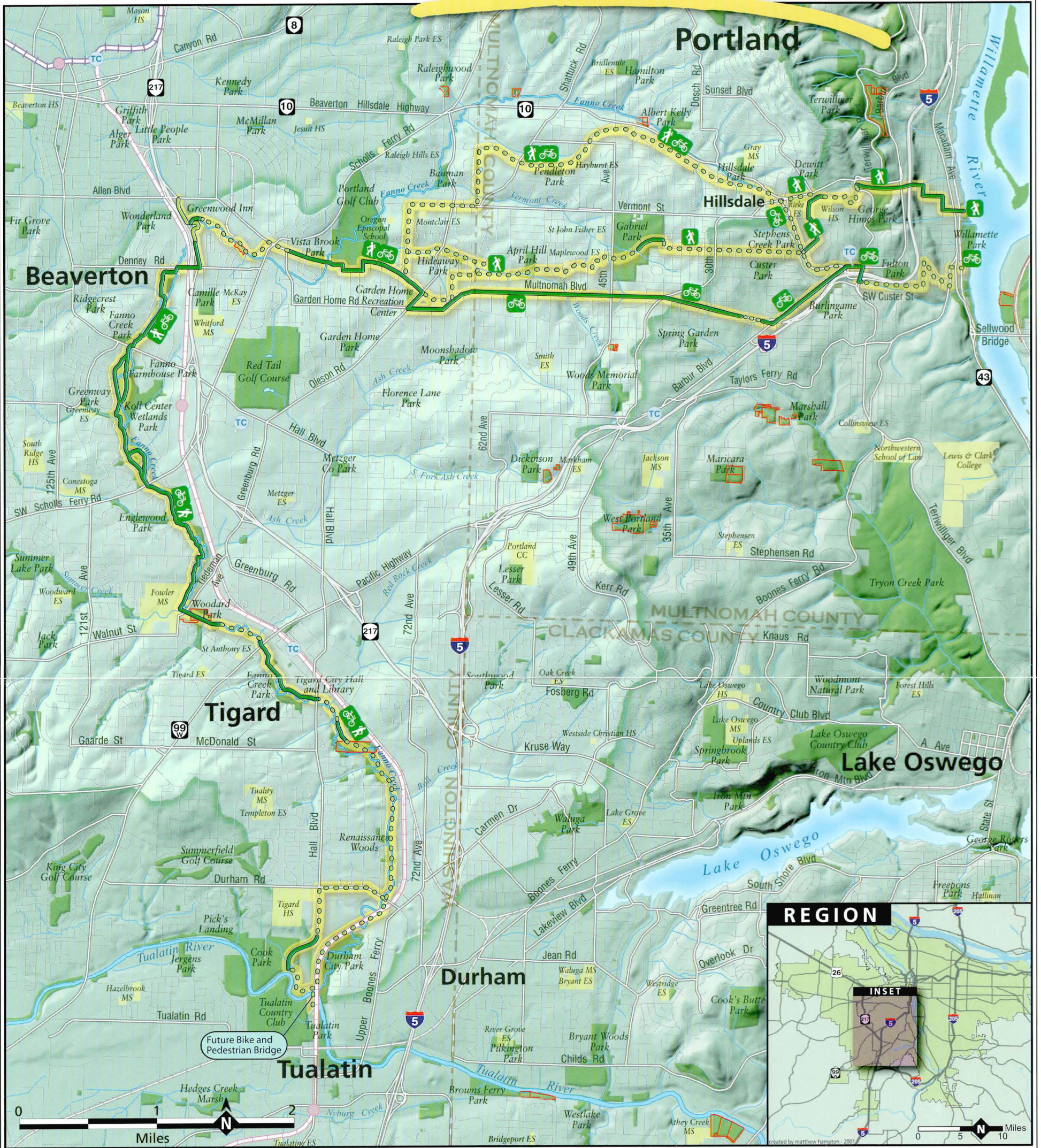
- connect trails and parks for walking, biking, in-line skating, running, strolling and bird watching
- provide much needed habitat for fish and wildlife
- improve air and water quality by filtering runoff, holding floodwaters and reducing auto use.

A work in progress

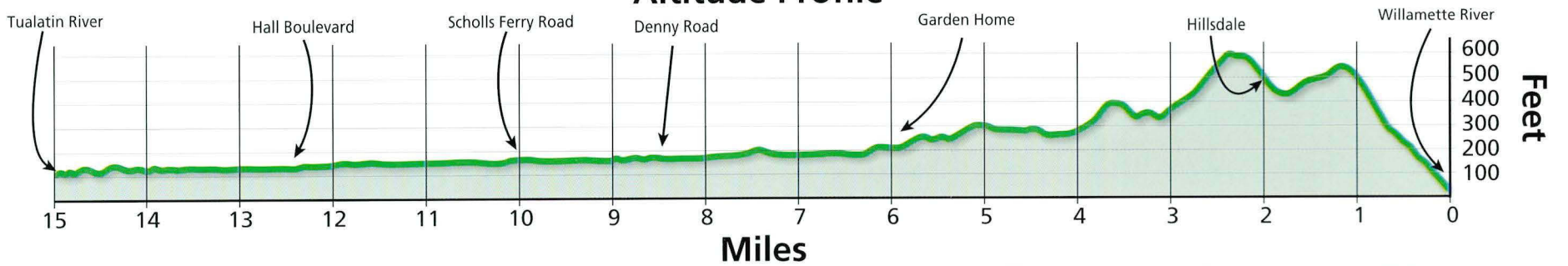
Together with local residents and citizen groups, Metro, Portland, Beaverton, Durham, Tigard, Tualatin, Washington County and the Tualatin Hills Park and Recreation District have worked to provide trail access and protection to nearly half of the Fanno Creek greenway. There still is challenging work ahead. While recent land acquisitions have secured key pieces for the trail and protected important habitat, there are critical links missing, including a trail bridge crossing the Tualatin River. Once the remaining areas are secured, funds will be needed for trail construction. Communities will continue to acquire trail easements and purchase land in the corridor as opportunities arise.

Fanno Creek Greenway Trail

Connecting the Willamette and Tualatin rivers



Altitude Profile



Completed trail



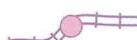
Scheduled for construction
(to be completed by Dec. 2002)



Proposed trail
(alignments are conceptual)



Transit center
Light-rail transit and station



Future commuter rail
and station



Railroad tracks

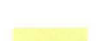


Fanno Creek watershed

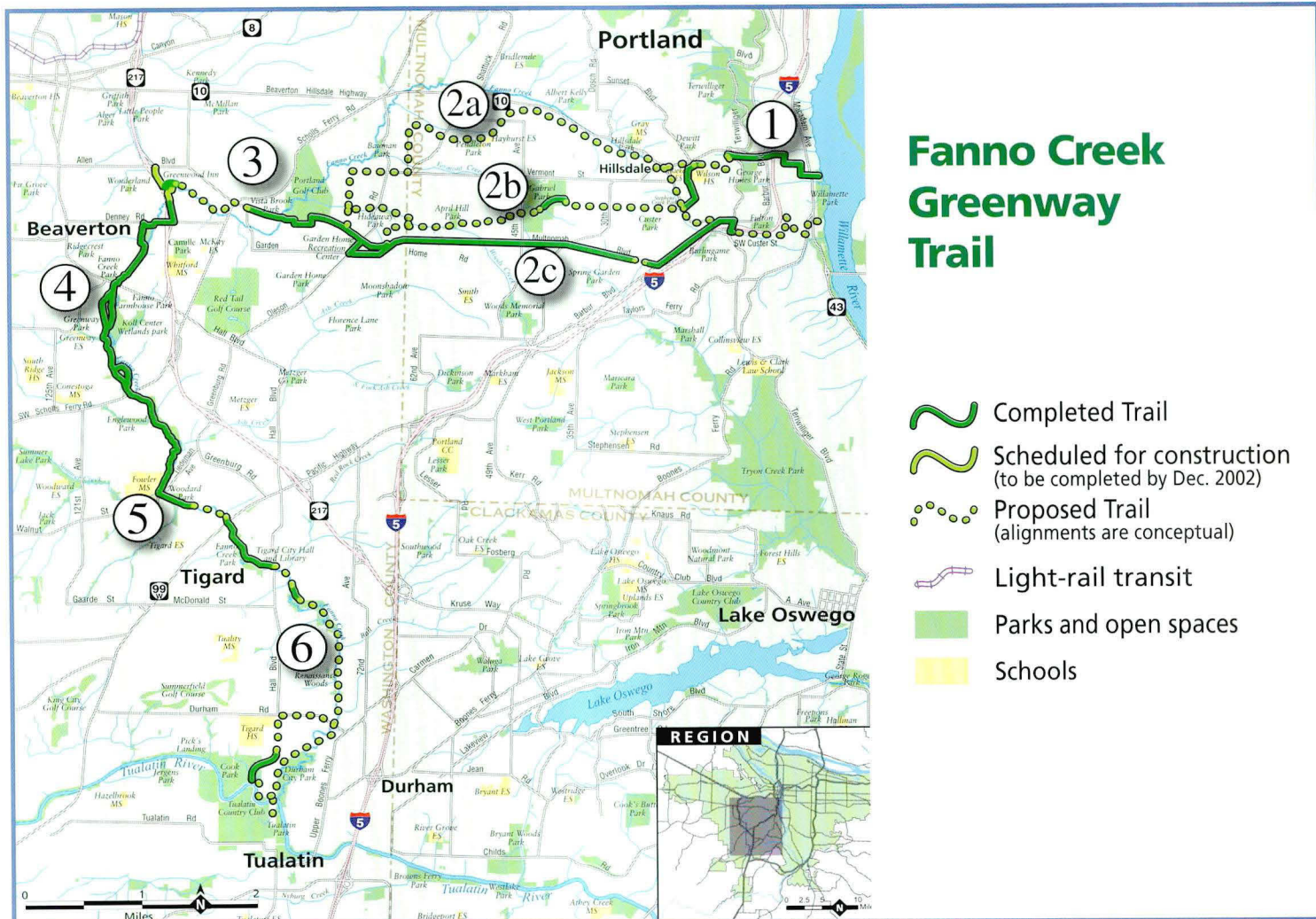


Parks and open spaces

(red indicates Metro bond measure acquisition to 12/14/01)



Schools



Fanno Creek Greenway Trail

-  Completed Trail
-  Scheduled for construction (to be completed by Dec. 2002)
-  Proposed Trail (alignments are conceptual)
-  Light-rail transit
-  Parks and open spaces
-  Schools

The trail begins at Willamette Park on the Willamette River Greenway, just south of downtown Portland, stretches 15 miles west and south through Beaverton, Tigard and Durham, and ends at the Tualatin River Greenway in Tualatin. The trail is divided into six segments with access to a series of local neighborhoods and trail heads.

1. Willamette Park to Hillsdale (2 miles)

Great views from the Willamette River Greenway, including bald eagle and heron nests on Ross Island. The 40-Mile Loop jogs through the Corbett-Terwilliger neighborhood, through George Himes Park connecting to Terwilliger Parkway and Hillsdale town center.

2. Hillsdale to Garden Home Recreation Center (4 miles)

- 2a** A potential bicycle and pedestrian route along the old Red Electric Railroad alignment. Its feasibility will be determined through a public process.
- 2b** One of Portland's Southwest urban trails. This pedestrian route will be complete when soft surface pathways through three Portland parks and along undeveloped rights-of-way are connected to existing neighborhood sidewalks.
- 2c** Another Southwest urban trail alignment. This on-street bicycle route is complete and follows Southwest Barbur and Southwest Multnomah boulevards.

3. Garden Home to Denney Road (2.5 miles)

Special access to Fanno Creek, wetlands, greenway habitat and Vista Brook Park from trailhead at Tualatin Hills Park and Recreation District Community Center at Oleson and Garden Home roads. Trail is complete from the recreation center to Southwest 92nd Avenue. The city of

Beaverton and Tualatin Hills Park and Recreation District currently are planning and constructing the final portions of this segment.

4. Denney Road to Scholls Ferry Road (1.5 mile)

Trail access at both Denney Road trailhead just west of Highway 217 and Fanno Farmhouse on Southwest Creekside. Trail follows Fanno Creek through Fanno Creek Park and Greenway Park with access to wetland habitat viewing areas and recreational improvements.

5. Scholls Ferry Road to Hall Boulevard (2.5 miles)

From important habitat in Englewood Park, trail continues south in Tigard past the Tigard City Hall and Library.

6. Hall Boulevard to Tualatin (2.5 miles)

Fanno Creek enters the Tualatin River at Durham City Park. The 79-acre multi-purpose Cook Park is just upstream on a large meander of the Tualatin River. A future bike/pedestrian bridge over the river is planned.

Lewis & Clark Discovery Greenway Overview and Update

What: A National Urban Trails Model Partnership Project
A reach of the *National Trails Plan* (1964)
Lewis & Clark 2005 and Beyond Bicentennial
"A Nation-Building Legacy"

Where: Lewis and Clark's trek to the Pacific Ocean is one of the most important nation-building legacies in the history of our country. There were more Native Americans in the Portland/Vancouver area than in any other stretch of the journey. The Portland/Vancouver Metropolitan Area is the largest population (nearly two million people) to develop on the Lewis and Clark route over the last 200 years. Communities on both sides of the Columbia River have long planned to complete the riverside trails that will connect Lewis and Clark's 14 landing sites, as well as off-street trails that provide access to adjoining residents, to the nearby Portland International Airport, and to the light rail system. The Oregon side will allow travel from Rooster Rock to the Willamette River; the Washington side will stretch between Steigerwald Lake and Ridgefield National Wildlife Refuge.

When: Use existing Regional Trail Plans to design, bid, and construct the first phases in 2003-4, as a boost to the regional economy and in time for visitor use which is expected to peak November 2005-March 2006. National funding priorities have shifted so construction could be phased over ten years for a post-commemoration "Legacy Project." Two other significant shifts are increased demand for domestic, even local travel, as well as a strong focus on American achievements.

Why: As with President Jefferson's human-powered "Corps of Discovery," the **National Model Urban Trail System Plan** allows all citizens of this great nation to hike, bike, even boat between landing sites. The slower travel modes will enhance understanding of the Lewis & Clark experience in this Pacific Northwest landscape. Completing this unique route along our urban river's edge will offer an attractive destination for unique bi-state nationally recognized special events, enhance the region's livability and better link the two states by utilizing one of America's most scenic rivers, the mighty Columbia. The Lewis & Clark Discovery Greenway connecting 14 landing sites will become a significant national legacy on which to trace this important piece of our nation-building destiny by river, trail or auto.

How: This legacy will be realized through the cooperation, cohesiveness and coordination of its dedicated Partners: federal, two states, two counties, eight cities, Metro, and organizations, businesses, neighborhoods, institutions and individuals. Landing sites are in public ownership. Bridge connections and miles of trails already exist.

This Program would complement the Vision of the *National Trails Plan* prepared by the Department of Interior with input from the Department of Agriculture, the Department of Defense, Department of Commerce and the Smithsonian Institute that was published in 1964. The Department of Interior and its partners went on to publish *The National Lewis & Clark Trail Plan, A Proposal for development* in 1965.

Lewis & Clark Discovery Greenway Talking Points

❖ History of the Idea

- Lewis & Clark's Corps of Discovery traveled the Columbia River landing 14 times near Portland/Vancouver between November 1805 and March 1806 (bicentennial in 2005-06)
- Portland's lasting legacy for the Lewis & Clark Centennial Exposition is its park plan, commissioned in 1903 and written by John Charles Olmsted, son of Frederick Law Olmsted, outlining a "Systems of Parkways, Boulevards, and Parks for the City of Portland" (centennial in 2003)
- The *National Lewis & Clark Trail Plan* (1965) was a proposal by the Department of Interior and partner agencies to create a trail along the entire Lewis & Clark route.
- *40-Mile Loop Masterplan* (1983) was inspired by Olmsted plan and proposed a 140 mile loop of trails including a Columbia corridor stretch that connects Oregon's Lewis & Clark landing sites along the Columbia from the Sandy River to the Willamette River. Subsequent development of *Portland Bicycle Masterplan* and trails plans in adjacent Oregon cities has expanded the proposed network to approximately 170 miles.
- Vancouver's *Columbia River Renaissance Plan* (1992) for the waterfront proposed a continuous off-street trail from I-205 to Frenchman Bar and Vancouver Lake. This has since been expanded to connect Washington's landing sites from Washougal to Ridgefield.
- Trails are extremely popular in both Oregon and Washington. Oregon has Banks-to-Vernonia, Springwater Corridor, Willamette Greenway and Eastbank Esplanade. Washington has Seattle's Burke-Gilman Trail, King County's multiple trail network, Spokane's Centennial Trail; Wenatchee's Apple Capital Recreation Loop Trail
- A bi-state trail crossing both I-5 and I-205 bridges linking the 14 landing sites and both banks of the Columbia will provide a highly desirable national destination and local attraction and a worthy legacy of Lewis & Clark's inspiring journey. This project would complete XX miles of trail.

❖ Benefits

- Economic/Environmental
 - National and local tourist destination would contribute to short- and long-term economy of the two states with the highest unemployment rates in the country.
 - Design and construction expenditure would stimulate short-term local economy.
 - Reputation for being "livable cities" will be further enhanced, attracting more businesses and families.
 - Citizens can recreate close to home. Major portion of bicycle/pedestrian infrastructure in Portland/Vancouver area is completed. National visitors and citizens of both states can use entire system via I-5 and I-205 bridges.
 - Provides alternative to travel by auto reducing pollution. The trail is accessible from the Portland Airport and is accessible to bicyclists throughout the region that utilize MAX.
 - Focuses attention on banks of Columbia River should inspire riparian restoration efforts.
- Education/Health
 - Trail links landing sites. Their signage/interpretative exhibits improve historic and cultural understanding.
 - Biking/walking provides a better opportunity to see landscape as did Lewis & Clark.

- Use by families and schools to study topics such as Lewis & Clark journey, science, biology, botany, mapping, surveying, landscape then and now, Native American culture, history and perspectives, and commerce as defined by Jefferson and as manifested by two port cities in an increasingly global economy. Opportunity to review purpose of mission, America's destiny and learn from success and failure.
 - Opportunity to strengthen community and cohesiveness, cooperation and coordination of participating states, cities, counties, Metro and numerous local neighborhoods, institutions, businesses and organizations.
 - Opportunity to walk, run, rollerblade, cycle, paddle to improve fitness and health and to fight obesity, an emerging national health priority.
- ❖ Partners
- Federal government, two states, two counties, eight cities, Metro, various local organizations



The office of
Vera Katz
Mayor Portland Oregon The City That Works

March 29, 2002

The Honorable Patty Murray
United States Senator
500 West 12th Street
Vancouver, WA 98660

Dear Senator Murray:

On behalf of the citizens of Portland, I would like to express my support for the proposed National Lewis & Clark Discovery Greenway Legacy Trail Program. I urge you to do the same by proposing legislation that would provide funding in the amount of \$5 million a year for ten years in the Transportation Budget. This is a unique opportunity for our two states to commemorate the Lewis & Clark expedition with completion of the trail system on both sides of the Columbia River.

Please review the proposal presented to you by Lewis & Clark 2005 Inc. in conjunction with the Vancouver-Clark County Lewis & Clark Bicentennial Committee. This project has been developed by individuals and organizations representing seven cities (Ridgefield, Camas, Washougal, Portland, Fairview, Gresham and Troutdale), Clark and Multnomah Counties, and Metro. It would build a physical tribute to nation builders such as President Thomas Jefferson and explorers Meriwether Lewis & William Clark that citizens and visitors would use on a daily basis. It has special importance to Portlanders since 2003 marks the 100th anniversary of the Olmsted plan for interconnected parks and parkways in Portland that inspired our 40-Mile Loop. As you may know, John Charles Olmsted also worked in Seattle and Spokane where similar urban greenways have been developed and are very popular.

By leveraging your position of leadership in transportation, you can garner the support necessary within the U.S. Senate to realize ambitious plans for 80 miles of urban trails that connect the 14 campsites of Lewis & Clark within the Portland-Vancouver Metro area. With your guidance, we would ask our local delegations to provide assistance in the U.S. House. The uniqueness of this proposed bi-state multiple city partnership, with orchestration by the U.S. Congress, is in itself a model to be praised and emulated. Perhaps it will inspire further progress on other parts of the *National Lewis & Clark Trail Plan* of 1965.



The City of Roses

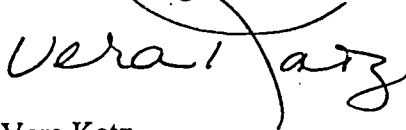
1221 SW 4th Avenue, Suite 340
Portland, Oregon 97204-1995
Phone: 503-823-4120 Fax: 503-823-3588
TDD: 503-823-6868 www.ci.portland.or.us/mayor/

This is not a new idea for Portland, Vancouver or our other partner cities. It has long been a vision to connect our communities to one another along the Columbia River. Both I-5 and I-205 bridges have bike and pedestrian facilities. More than 30 miles of heavily used and extremely popular urban trails have already been built along and across the river in the two states. In Vancouver, the five miles of Columbia River Renaissance Trail has stimulated millions of dollars in private investment in the community. The project will complete connections between the Ridgefield National Wildlife Refuge, Vancouver National Historic Reserve, Fort Vancouver National Historic Site (NPS), and Steigerwald Lake National Wildlife Refuge. On the Oregon side, trail users could travel from the Willamette to Sandy River, accessing Kelley Point Park, Smith and Bybee Lakes, and Blue Lake, as well as Portland International Airport and MAX for noteworthy intermodal transportation.

Please lend your leadership to this ambitious, visionary effort. Both Oregon and southwest Washington will benefit through design and construction work (in our slow economy), increased tourism, and improved alternative transportation infrastructure. In doing so, you will put an indelible mark on a project of significance that will be a legacy for future generations, not just here at home, but for the nation as a whole.

Thank you for your consideration.

With warm regards,

A handwritten signature in black ink, appearing to read "Vera Katz", with a large, sweeping flourish extending from the end of the name.

Vera Katz
Mayor

cc: Marge Kafoury, Government Relations

DRAFT

Regional Multi-Use Path System in Next Federal Transportation Authorization Draft White Paper – 4/10/02 by Bill Barber, Metro Alternative Modes Implementation Program

Highlights:

- A concept initiated by Congressman Blumenauer at a meeting of Portland region and Oregon bicycle planning professionals and activists in December 2000
- Opportunity to “think big” in preparation for next federal transportation reauthorization (Next TEA, TEA 3, Green TEA or whatever they decide to call it)
- Idea of “growing the system” with a phased approach, complete the multi-use path system over three federal transportation reauthorization periods (each period = six years)
- Possibility of bi-state support (Senator Patty Murray and Representative Brian Baird) if Lewis and Clark Bi-Centennial Discovery Trail and Clark County multi-modal trails are included
- Bring in the constituencies - opportunity for a broad range of local, regional and state support, including bicycle, pedestrian and trail activists, local jurisdictions and agencies, Metro and regional partners

18 Trails in 18 Years

1. Fanno Creek (including Red Electric segment and extension to Tualatin)
2. Gresham/Fairview
3. Springwater Corridor Gaps
4. Beaverton Powerline
5. PTC (Milwaukie to Gladstone)
6. Willamette Shoreline Rail and Trail
7. I-84/Sullivan's Gulch
8. Columbia Slough (Oregon (Metro area) side of Lewis and Clark Discovery Trail)
9. North (East) Willamette Greenway
10. Mt. Scott
11. Scouter Mountain
12. Rock Creek (Hillsboro)
13. Beaverton Creek
14. Phillips Creek/Clackamas Regional Center Trail
15. Lower Tualatin???

Three Other Promising Future Trail Connections:

- Pleasant Valley/Powerline
- East Buttes
- Tonkin (King City/Tualatin to Wilsonville)

Caveats:

- Must be designed and designated for multi-modal transportation (i.e. component of the regional bikeway system)
- Must be environmentally feasible

Next Steps:

- Metro Planning Department is in the process of preparing a “white paper” and map. The goal is to build major increments of the regional system – white paper and map could be used as a means of project “earmarking” as well as creating a special category for regional multi-use paths and bikeways.

DRAFT

April 2002

MTIP Stakeholder questionnaire

For more information
call Ted Leybold at
(503) 797-1759.

Please return completed
questionnaire no later
than May 24, 2002.



METRO

PEOPLE PLACES
OPEN SPACES

600 NE Grand Ave.
Portland, OR 97232

Metropolitan Transportation Improvement Program

Policy and process refinement

Another round of allocation of the regional flexible funds element of the Metropolitan Transportation Improvement Program (MTIP) will begin in fall 2002. The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council have directed staff to evaluate the program for effectiveness prior to the next allocation process.

This questionnaire is a first step in that evaluation. Along with research on transportation funding and public perspectives on transportation in the region, the results of this survey will be summarized in an MTIP issues report. The questionnaire is not a scientific survey; it is a tool to identify issues critical to improving the MTIP.

The issue report will inform a decision process that will adopt program objectives and policy direction for the federal funds under Metro Council and JPACT authority for allocation through the MTIP process. These funds include metro-area Surface Transportation Program (STP) funds, Congestion Management Air Quality (CMAQ) funds and Transportation Enhancement (TE) appropriations to the Portland metro region. It does not include Oregon Department of Transportation (ODOT) modernization funds, ODOT capital improvement bonding funds, Tri-Met funds or local cities and counties capital improvement funds.

The metro-area STP funds are eligible for most projects included in the Regional Transportation Plan. Approximately \$26 million of STP funds were allocated to projects in the previous MTIP.

CMAQ funds are intended to fund transportation projects that help implement federal air quality standards. Approximately \$24 million of CMAQ funds were allocated to projects in the previous MTIP.

Transportation Enhancement funds are dedicated to projects that meet one of 10 possible categories; including bike or pedestrian projects, historic preservation, scenic easements, landscaping, rail corridor preservation, archaeology efforts and control of road run-off and outdoor advertising. No TE money was available for allocation in the last MTIP but some money may be available in the next allocation. Approximately \$4 to \$5 million have been available in previous allocations.

In developing program objectives and policy guidance for the MTIP, it must be

understood that projects selected for funding must meet the eligibility criteria of the federal funding source.

Please answer the following questions and provide specific examples of how the program can be improved. As this questionnaire will be given to policy makers, agency staff and advocacy groups, please skip any questions not relevant to you.

I. Program objective

Consider the attached information on transportation funding in the metro region (Attachment 1) and rank the following statements on a scale of 0 (not important) to 5 (very important).

A. DEFINING OBJECTIVES

The objective of regional flexible funds allocated through the MTIP should be to:

1. ____ Assist planned development in priority 2040 land-use areas¹
2. ____ Increase access to and circulation within priority 2040 land-use areas¹
3. ____ Install intelligent transportation systems (ITS) that increase efficiency of existing facilities
4. ____ Provide funding to implement specific plans in corridors and centers
5. ____ Protect neighborhoods and rural areas from spillover traffic issues
6. ____ Increase safety of transportation facilities
7. ____ Help mitigate negative environmental impacts of transportation facilities
8. ____ Further develop the light rail system
9. ____ Rehabilitate deteriorated roads and bridges

Address congestion by:

10. ____ Providing alternative travel options to vehicular congestion (bike, pedestrian, transit, rideshare)
11. ____ Supporting programs that reduce peak-hour transportation demand (TDM² and TOD³ programs)
12. ____ Optimizing operations of an existing facility (real time sign boards, signal optimization, etc.)
13. ____ Providing new connections of local streets to major collectors and arterials
14. ____ Fixing road capacity bottlenecks (intersections, gaps in number of travel lanes)
15. ____ Providing new or additional capacity on parallel roads
16. ____ Adding freeway or highway capacity

¹ 2040 land-use areas are prioritized in three tiers: tier 1 includes the central city, regional centers and industrial areas (including inter-modal facilities); tier 2 includes town centers, main streets, station communities and corridors; and tier 3 includes inner and outer neighborhoods and employment areas (see attached map). Projects that are located in or provide access to higher priority land-use areas receive higher technical scores for implementing 2040 land-use objectives.

² TDM (transportation demand management) are programs that reduce the use of single occupant vehicles during the peak hour (e.g. carpool matching).

³ TOD (transit-oriented development) is the use of funding to leverage transit supportive elements in a development that otherwise may not be built such as additional density, building orientation and pedestrian improvements.

B. SETTING PRIORITIES

Review the three tiers of 2040 land uses shown and described in Attachments 2 and 4. Are these three tiers of land-uses the preferred method of categorizing land-uses for prioritizing transportation projects? Yes _____ No _____

If you chose no, how would you change the method of prioritizing land-use areas for evaluation of transportation projects?

II. Application process

In prior MTIP processes, local agencies and jurisdictions have received applications and supporting material from Metro approximately two months prior to the application deadline.

A. TIME PERIOD

1. Is the two-month period adequate to prepare applications? Yes _____ No _____
2. Have the application materials been understandable and helpful? Yes _____ No _____

B. IMPROVEMENTS TO SELECTION PROCESS

- Consider the following questions and provide any comments you may have regarding how the solicitation period could be improved:
 1. Does your agency have all of the information it needs to apply for project funding in a timely and competitive manner? Yes _____ No _____
 2. Does your agency have a good understanding of Metro's program objectives and technical ranking criteria when considering which projects to nominate for funding? Yes _____ No _____
 3. Do you receive timely response from program staff to your questions during the solicitation period?
 4. What could be done to make the application materials easier to understand or more helpful?

Additional comments:

III. Project categories

Following are the project categories for ranking projects and a description of other funding sources used to build them. Please indicate whether MTIP funding should continue to be used to fund these types of projects with a yes or no response.

A. EXISTING PROJECT CATEGORIES

1. **Road modernization** – State trust fund monies distributed to local jurisdictions and ODOT Region 1 are dedicated to road maintenance, reconstruction or modernization. Local funds (local gas tax, Washington County MSTIP) are also used for road modernization. Currently, approximately 55 percent of all non-MTIP money spent on transportation capital projects in the region (about \$83 million) are dedicated to road modernization or road reconstruction projects. Additional local funds are also spent on these categories. The road modernization and reconstruction projects included in the RTP Priority system will cost \$1.58 billion to complete.

Should MTIP funds be used for this category of projects? Yes _____ No _____

2. **Road reconstruction** – State trust fund monies distributed to local jurisdictions and ODOT Region 1 are dedicated to road maintenance, reconstruction or modernization. Local funds (local gas tax) are also used for road reconstruction. Finally, the state Legislature recently enacted a bonding program that included funds for road reconstruction projects and may implement similar programs in the future. Currently, approximately 55 percent of all non-MTIP money spent on transportation capital projects in the region (about \$83 million) are dedicated to road modernization or road reconstruction projects. Additional local funds are also spent on these categories. The road modernization and reconstruction projects included in the RTP Priority system will cost \$1.58 billion to complete.

Should MTIP funds be used for this category of projects? Yes _____ No _____

3. **Freeways** – State trust fund monies distributed to ODOT Region 1 are dedicated to road maintenance, reconstruction or modernization, including freeways. Approximately \$26 million per year of these monies are dedicated to capital projects. If maintenance and preservation are adequately funded, additional state trust fund monies may be used for freeway projects. Additionally, some federal grant programs are dedicated to or eligible for freeway capital projects that the region intends to pursue for funding. Finally, the state Legislature recently enacted a bonding program that included funds for freeway projects and may implement similar programs in the future. The freeway projects included in the RTP Priority system will cost \$2.1 billion to complete.

Should MTIP funds be used for this category of projects? Yes _____ No _____

4. **Bridges** – Federal sources allocate approximately \$4.6 million per year to bridge projects in the region. Additionally, local gas taxes contribute about \$0.6 million annually to bridges. The state Legislature recently enacted a bonding program that included funds for bridge projects and may implement similar programs in the future. The bridge projects included in the RTP Priority system will cost \$252 million to complete.

Should MTIP funds be used for this category of projects? Yes _____ No _____

5. **Freight** – Freight projects may be any type of project that improves access to or circulation within industrial areas or inter-modal facilities. The Port of Portland and some local jurisdictions provide funding to freight transportation projects but funding for these projects compete with other operational and capital needs of the Port and those jurisdictions.

Should MTIP funds be used for this category of projects? Yes _____ No _____

6. **Boulevards** – Boulevards retrofit streets in 2040 centers that were built without adequate pedestrian, bicycle and transit components. The retrofit projects are located to assist development in areas prioritized to accommodate most of the region's growth. Although local sources are sometimes spent on street reconstruction in these areas, no dedicated source of revenue exists to implement boulevard projects. The boulevard projects included in the RTP Priority system will cost \$166 million to complete.

Should MTIP funds be used for this category of projects? Yes _____ No _____

7. **Pedestrian** – One percent of all state trust fund money distributed to local jurisdictions and ODOT Region 1 must be used to construct or maintain on-street bicycle or pedestrian facilities (approximately \$2 to \$3 million per year for all agencies in the region). New construction of streets must include pedestrian facilities at urban standards. Reconstruction of state road facilities typically reconstruct or replace associated pedestrian facilities but not always to modern standards. The pedestrian and bicycle projects included in the RTP Priority system will cost \$237 million to complete.

Should MTIP funds be used for this category of projects? Yes _____ No _____

8. **Bicycle** – One percent of all state trust fund money distributed to local jurisdictions and ODOT Region 1 must be used to construct or maintain on-street bicycle or pedestrian facilities (approximately \$2 to \$3 million per year for all agencies in the region). No dedicated revenue exists for off-street bicycle or multi-use paths. The bicycle and pedestrian projects included in the RTP Priority system will cost \$237 million to complete.

Should MTIP funds be used for this category of projects? Yes _____ No _____

9. **Transit-Oriented Development** – TOD programs assist development in 2040 centers; areas prioritized to accommodate most of the regions growth. TOD programs compliment regulatory direction by using incentives to ensure development is done in a manner that meets regional growth goals, achieves mode split targets and supports transit ridership. There are no dedicated sources of funding for TOD programs.

Should MTIP funds be used for this category of projects? Yes _____ No _____

10. **Transportation Demand Management** – TDM programs develop alternatives to the use of single-occupancy vehicles during peak commute hours. There are no dedicated sources of revenue for TDM programs.

Should MTIP funds be used for this category of projects? Yes _____ No _____

11. **Planning** – Planning functions are required to ensure transportation projects meet various federal, state and regional laws and regulations so that the projects may become eligible for funding and are supportive of land-use policies. Regional planning, the largest component of MTIP planning allocations, was previously supported by voluntary dues from local jurisdictions.

Should MTIP funds be used for this category of projects? Yes _____ No _____

B. POTENTIAL NEW CATEGORIES

1. **Green Streets** – Demonstration projects to implement the design elements consistent with the Green Streets handbook could be funded to test the effectiveness of these designs in the metropolitan region. National Marine Fisheries Service supports the use of green street design practices in the development of projects in the RTP which may lead to safe harbor from ESA lawsuits if implemented. Green street designs mimic the hydrology of the landscape prior to development to protect stream corridors and the endangered species that rely on them for habitat. They also reduce the amount of stormwater needing to be treated at wastewater facilities. No other source of funding is dedicated to constructing Green Street design elements.

Should these projects be eligible for MTIP funding? Yes _____ No _____

2. **Culvert Repair** – More than 150 culverts on the regional road system are significant barriers to fish passage. The Endangered Species Act requires the region to have a plan that demonstrates how it will address recovery of endangered species and their habitat. No sources of revenue are dedicated to culvert repair, however some local jurisdictions are spending local funds and applying for limited grant funds to repair fish barrier culverts.

Cost to repair a problem culvert range from \$25,000 to \$2 million depending on the complexity of the site and the type of solution needed.

Should these projects be eligible for MTIP funding? Yes _____ No _____

3. **UGB Expansion Areas** – Periodic review of the land needed for expected growth in the region has recently and may soon again lead to a significant expansion of the urban growth boundary into areas without adequate transportation facilities to accommodate that growth. Significant investment in regional transportation facilities will be needed to adequately serve expected new development.

Should these projects be eligible for MTIP funding? Yes _____ No _____

4. **Regional Corridors and 2040 Center Plan Implementation** – Many 2040 center plans have been completed or are under way as are three regional corridor studies. While there may be sources of funding for some of the proposed strategies adopted by these studies, some needs do or will not have dedicated sources of revenue that could lead to fragmented implementation of the corridor or center strategy. Funding the implementation of a corridor or center study would allow the MTIP process to proactively identify projects for funding rather than strictly responding to applications for project funding. Furthermore, allowing a group of projects that result from a study to be funded as a package may lead to more efficient administration of MTIP funds.

Should corridor and center plan implementation be eligible for MTIP funding?

Yes _____ No _____

C. PROJECT CATEGORIES: GENERAL QUESTIONS

Consider the following questions and provide any comments you may have.

1. Are the existing categories of projects the best method of organization to ensure project applications that will implement the MTIP program objectives you described in section I? Yes _____ No _____
2. Are there too many categories? Yes _____ No _____
3. Are there project types that are not being fairly considered or considered at all?
Yes _____ No _____
4. Metro is considering combining some of the project categories. What suggestions do you have regarding the combining of project categories?

Additional comments:

IV. Technical ranking criteria

Attached are the technical ranking criteria for each project category (Attachment 3).

TECHNICAL RANKING: GENERAL QUESTIONS

1. Are these the criteria and proper scoring weight that should be used to rank the project applications in each project category?
Yes _____ No _____
2. Please explain any different technical criteria or scoring weight for ranking projects that you would suggest.
3. If you suggested a different method of organizing and rating project applications or new project categories, what project prioritization criteria should be used?
4. The 2040 growth concept is an agreement on where the regions jurisdictions and agencies have committed to implement different growth management strategies based on land-use designations. The MTIP has tried to support the 2040 growth concept by directing transportation improvements to support those areas where growth is planned to occur. How should the MTIP address the technical ranking of a project that is supportive of 2040 policies but is located outside of an existing 2040 priority land-use area (e.g., Boeckman Road extension to the Dammasch urban village site)?

5. In previous MTIP allocations, jurisdictions would seek funding for preliminary engineering (PE) as a means of getting a project in line for future allocations for construction. There has never been a policy discussion, however, regarding any prioritization a PE-funded project would receive in future allocations. (Projects that have recently received PE allocations have total construction costs greater than upcoming resources.) How should the MTIP approach this issue in future allocations?
- Limit the percentage of MTIP funds eligible to spend on PE? Yes _____ No _____
 - Limit the percentage of project construction costs eligible for MTIP funds?
Yes _____ No _____
 - Do not provide any technical or administrative benefit for projects seeking construction funding that have previously received PE funding?
Yes _____ No _____

Additional comments:

V. Process to select projects for allocation of funding

A. SELECTION PROCESS

After receiving project applications, the MTIP selection process proceeds through the following steps:

- Metro program staff rank project applications by category based on technical criteria and review these findings with TPAC. Administrative issues that are outside the technical criteria but of interest to decision makers are also noted for each project.
- Options are recommended to JPACT/Metro Council on an initial cut of projects, narrowing total project costs to approximately one and a half times the available funding.
- Options are recommended to JPACT/Metro Council on a final list of projects within the allocation budget.

Is this the preferred method for selecting projects for funding?

Yes _____ No _____

B. PROJECT SELECTION: GENERAL QUESTIONS

- Are project summaries and technical rankings clear and concise? Yes _____ No _____
- Have materials been distributed in a timely manner? Yes _____ No _____
- Is there specific information not provided in the past that would help you during the selection process? Yes _____ No _____
- What, if anything, would you change about Metro's project selection process?
- Please describe ways in which the technical material could be improved to better help you prioritize projects for funding.

Comments:

VI. Public participation

Metro holds several public comment opportunities at key points in the MTIP process:

- Deciding process and selection criteria
- Technical and administrative ranking of projects
- Final project selection and recommendations
- Air quality conformity determination

The process involves announcing a kick off for the process, providing announced public comment periods before key decision points, holding meetings or other opportunities to solicit oral and written public comments, compiling compendiums of comments to assist in the decision making-process and maintaining a 24-hour hot line and web pages to supplement information availability.

For the past few MTIP selection processes Metro has hosted an informal time-certain public comment exchange. Interested persons/agencies/organizations sign up to meet with JPACT and Metro Council members to detail preferences, issues, concerns etc with regard to the list of projects identified for possible funding. Comments can also be submitted during the comment period in writing by mail, fax and e-mail, plus leave comments on the 24-hour transportation hotline.

1. Overall, do the methods above meet your needs for providing timely input into the MTIP process? Yes _____ No _____
2. Is the time-certain meeting with elected officials an effective method of soliciting and considering public opinion for the MTIP process? Yes _____ No _____

If no, how can public input most effectively be compiled and presented to JPACT and the Metro Council for decision-making? Please explain.

3. In addition to public testimony, do government staff members and/or elected officials need a separate opportunity to present project proposals to JPACT/Metro Council? Yes _____ No _____
4. Metro expects local governments to obtain public comments on proposed projects prior to submission for funding consideration. Is this process effective and reasonable? Yes _____ No _____

Additional comments:

VII. Post allocation follow up

POST ALLOCATION: GENERAL QUESTIONS

1. Should a jurisdiction or agency awarded funding be expected to provide follow up project information to demonstrate consistency with the original project application?
Yes _____ No _____
2. Should jurisdictions awarded funding for a project help educate the general public about the MTIP program by including funding information on project material such as site signage and public notice letters?
3. Should a commitment to provide information described in 1 or 2 be incorporated into the technical ranking process?

Additional comments:

VII. Comments

Are there any other comments or concerns you would like to share about the MTIP process?

Attachment 1

QUICK SUMMARY OF TRANSPORTATION FUNDING IN THE METRO REGION

Introduction

Amounts vary by year but the regional flexible fund element of the MTIP typically represents about 15 percent of the capital spending on regional transportation projects or about 4 percent of total annual spending on the regional transportation system (including operations and maintenance). Without additional resources for capital projects, the region will only construct about one third of the new capital facilities it needs to adequately serve the 2040 growth concept.

Regional Transportation System Needs

To fully fund the RTP Priority system, each year for 20 years the region would need to spend (in 1998 \$):

\$105 million on freeway and highway projects,

\$79 million on road projects,

\$12.6 million on bridge projects,

\$8.3 million on boulevard projects,

\$11.9 million on bike and pedestrian projects,

\$157 million on transit projects.

Other Expenditures on the Regional Transportation System

A recent forecast of transportation expenditures in the region showed that of approximately \$155 million per year of capital spending from other sources, more than 55 percent (\$79 million) is dedicated to roads, highways and bridges, more than 30 percent (\$47 million) is dedicated to transit capital, with the rest (\$25 million) flexible to any category of project but limited to projects within specific locations (such as within a particular county or urban renewal district).

Regional Flexible Fund Allocations

From 1992 through 2005, regional flexible funds have been allocated as follows:

29 percent to road, highway or bridge projects (\$7.2 million per year),

11 percent to freight projects (\$2.8 million per year),

34 percent to transit (\$8.1 million per year),

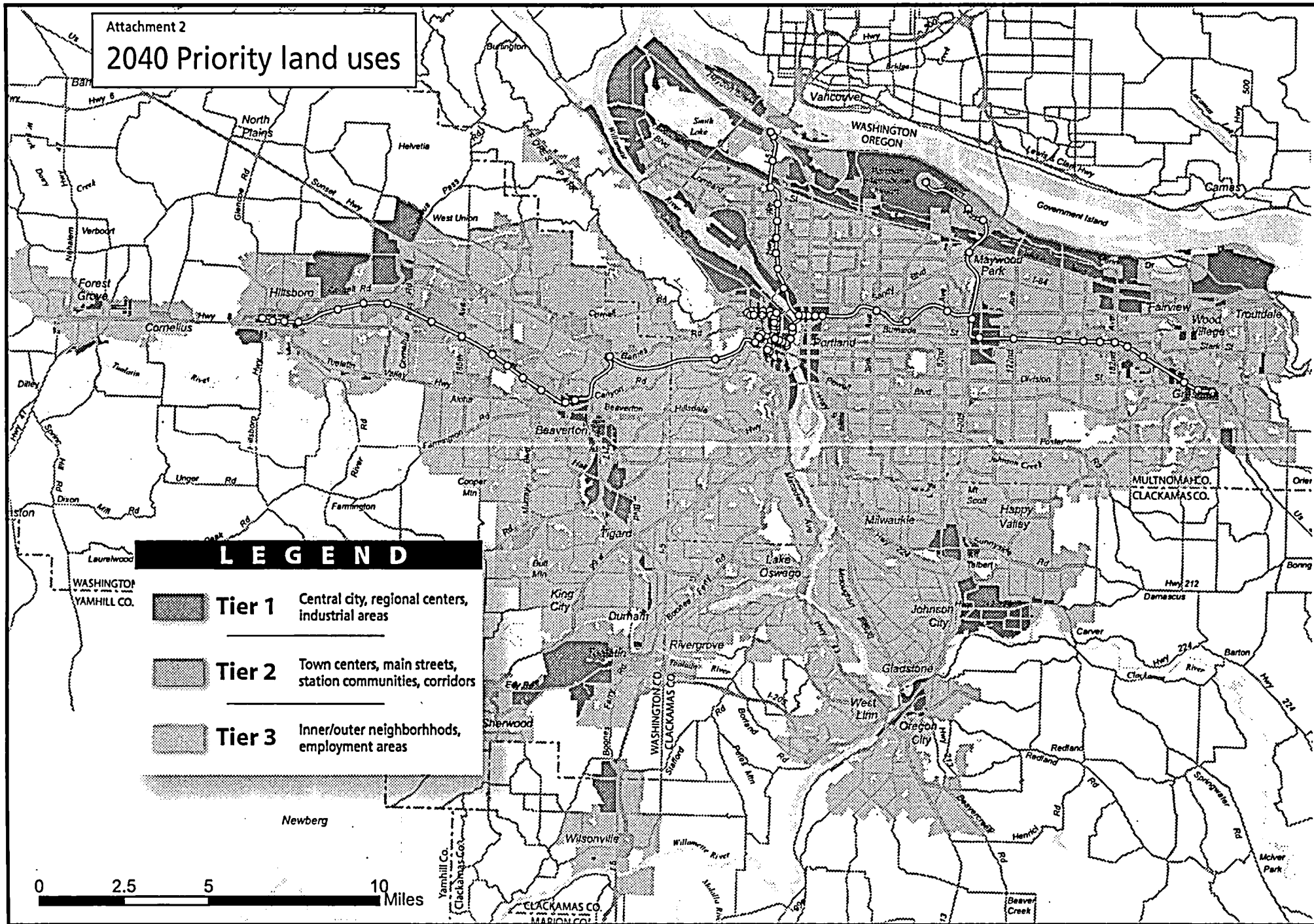
12 percent to pedestrian and bicycle projects (\$3.1 million per year),

4 percent to boulevard projects (\$1.0 million per year),

6 percent to TOD and TDM (\$1.5 million per year),

4 percent to planning (\$1.1 million per year).

2040 Priority land uses



Attachment 3

ROAD MODERNIZATION		ROAD RECONSTRUCTION	BLVD. DESIGN	FREIGHT	
GOAL: Address 2040 Land Use Objectives (40 points)		GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	
GOAL: Provide Mobility at Reasonable Cost (15 points)		GOAL: Provide Mobility at Reasonable Cost (15 points)	GOAL: Implement Blvd Design Elements for Least Cost. (15 points)	GOAL: Provide Mobility at Reasonable Cost (15 points)	
GOAL: Reduce Congestion (25 points)		GOAL: Bring Facility To Current Urban Standard Or Provide Long-term Maintenance (25 points)	GOAL: Slow vehicle speeds/enhance alt. mode access. (25 points)	GOAL: Reduce Delay of Freight & Goods Movement In/Thru the Region (25 points)	
GOAL: Safety (20 points)		GOAL: Safety (20 points)	GOAL: Safety (20 points)	GOAL: Safety (20 points)	
PEDESTRIAN		BICYCLE	TOD	TRANSIT	TDM
GOAL: Address 2040 Land Use Objectives (40 points)		GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)
GOAL: Provide Mobility at Reasonable Cost (15 points)		GOAL: Provide Mobility at Reasonable Cost (15 points)	GOAL: Reduce VMT at Reasonable Cost (15 points)	GOAL: Increase Ridership at Reasonable Cost (25 points)	GOAL: Reduce VMT at Reasonable Cost (25 points)
GOAL: Increase Walk Mode Share/Reduce Auto Trips (25 points)		GOAL: Ridership (25 points)	GOAL: Increase Non-Auto Mode Share (25 points)	GOAL: Increase Modal Share (35 points)	GOAL: Increase Modal Share (35 points)
GOAL: Safety (20 points)		GOAL: Safety (20 points)	GOAL: Increase Density (20 points)		

Attachment 4

GLOSSARY AND ACRONYMS

2040 land-use areas – Land uses defined and conceptually mapped in the 2040 Growth Concept. Land uses are prioritized inot three tiers to reflect importance in absorbing expected growth and meeting the goals and objectives of the growth concept. Tier 1 areas include the central city, regional centers and employment areas (including inter-modal facilities), Tier 2 areas include town centers, main streets, station communities and corridors, Tier 3 areas include inner and outer neighborhoods. Local plans will precisely define the boundaries of these land use areas.

MTIP; Metropolitan Transportation Improvement Program - A biennial alocation of federal transportation money to projects and programs of regional significance. Administered by Metro.

Preferred Transportation System – Transportation projects needed to fully implement the 2040 Growth Concept through 2020; defined in the 2000 RTP.

Priority Transportation System – Most critical transportation projects needed to implement the 2040 Growth Concept through 2020; defined in the 2000 RTP.

RTP; Regional Transportation Plan – Planning document that lists adopted transportation policies for the region. The RTP implements regional elements of State transportation policies and administrative rules and guides development of city and county transportation plans.

STIP; State Transportation Improvement Program - A biennial alocation of federal and state transportation money to projects and programs of state-wide significance, many of which are located in the metro area. Administered by the Oregon Department of Transportation.

ATTACHMENT 1 TRAILS

Audience: Park managers, trail planners, maintenance workers, regulatory personal and other citizen groups interested in trails in the region

The consultant will review and expand the outline for the user-friendly guidebook. The consultant will recommend designs based on practical knowledge and research of appropriate methods to plan, design, construct and maintain trails to reduce impact on natural resources. Consultant will design the contents in a user-friendly fashion to guide trail workers in the field to make a decision regarding placement of trails. Guidance should be given to rate areas on the field based on natural resource impacts and guide user to place a trail in the best practicable location where impacts are either avoided or minimized.

The consultant will research appropriate publications including documents summarizing biological research, and publications put forth by US Forest Service, National Park Service, etc. to gather appropriate information for the guidebook. Metro staff is in the process of collecting publications on trails that will be handed over to the chosen consultant.

GUIDELINES FOR TRAILS

PRE- PLANNING

1. Develop a permit flow chart. Illustrate pathways for permitting trail construction for federal, state and regional mandates.

PLANNING

2. To research and lists methods to identify the goals and objectives of the trails plan, and to consider its connection to transportation elements in the surrounding landscape. This includes determining the intended user, developing the desired difficulty level and determining the desired experience for the user. In addition, careful consideration should be given to ADA accessibility within the trail plan.
3. To identify methods to map the following:
 - Biological resources such as threatened, endangered, sensitive species habitat, areas with high erosibility, wet areas such as streams, wetlands, springs, floodplains and meadows.
 - Geologic constraints: slope, soil etc.
 - Cultural resources.
 - Scenic opportunities and points of human interaction.
 - Existing uses including trails, transportation, management plans, restoration projects, etc.
 - Existing and proposed transportation connections in the landscape.
4. To recommend placement of trails and trailheads in the watershed such that impact

to wet areas and sensitive areas are avoided, minimized and mitigated, in that order. Avoidance of impact includes maintaining a healthy vegetative buffer between the resource and the trail. For example:

- a) Setback distance from waters and habitat edge.
 - Wetlands
 - Streams
 - Meadows
- b) Setback distance for Threatened and Endangered and Sensitive Species Habitat. Including,
 - Eagle nest
 - Heron rookery
 - Peregrine Falcon nest
 - Red-legged frog habitat
 - Salamanders
 - Salmonid stream including critical habitat
 - Western pond turtle and painted turtle habitat

- 5. Trail use recommendation: trail usage that would protect sensitive areas from trail users and minimize impact.

DESIGN, CONSTRUCTION AND MAINTENANCE

- 6. To research and recommend trail design and construction guidelines that have a minimum impact on water quality, quantity and habitat.
 - a) Develop matrix and recommendations for width/grades for different types of trails
 - Willamette Greenway
 - Regional bike/pedestrian trails
 - Pedestrian only trails
 - Multi-use pathways
 - Major circulation route within specific site
 - Minor circulation path within specific site
 - Equestrian trails
 - ADA trails
 - b) Conduct Geotechnical and hydrologic assessment
 - Steep slope
 - Unstable slope
 - Soil type and erosion potential
 - Aspect
 - Vegetation
 - Hydrology (water quality and quantity)
 - c) Trail surface materials
 - Desirable
 - Avoid (as in certain preservatives that negatively impact the environment)

- d) Soft surface trails versus hard surface trail drainage
 - Vegetative filter strips
 - Swales
 - Infiltration trenches, etc
 - e) Landscaping
 - f) Crossings
 - Culverts
 - Bridges
 - Boardwalks
 - Techniques to assist wildlife crossing
 - Amphibians, others?
 - g) Engineering and construction techniques
7. To establish a list of maintenance guidelines to address vegetation, runoff, erosion issues and wildlife habitat. Develop program of maintenance activities. The maintenance program should include specific BMPs for the following:
- Seasonal inspection.
 - Seasonal light and medium-duty maintenance.
 - Damage response.
 - Brushing and pruning.
 - Culvert inventory and inspection.^{1, 2}
 - Maintaining culverts and culvert inlets.
 - Cleaning ditches and ditch turnouts.
 - Cleaning and maintaining sediment traps and dissipation aprons.
 - Water bar maintenance.
 - Maintenance of rolling grade dips.
 - Clearing rock falls and sloughing from cut banks.
 - Repairing "go-around," switchback shortcuts, bandit routes, and similar problems.³

Other BMP's could be added to the above list as needed. Other issues such as costs of maintaining trails could be discussed under this section.

EXAMPLES OF TRAILS THAT COMPLY WITH THE ABOVE OBJECTIVES

8. To list and show site examples of trails where trail planning and implementation is exemplary and show some of the characteristics mentioned above.

1,2,3 A word about culverts: Culverts should be used as little as possible in wildland trail design and construction, because they require maintenance and their failure can result in expensive damage and repair. Master planning for the park should include BMPs to evaluate replacement of existing culverts with other water crossing practices.

LIST OF REFERENCES, SOME OF WHICH WERE CITED IN THIS DOCUMENT, ARE AVAILABLE FROM PARKS AND GREENSPACES STAFF.

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Marty Mitchell, 2001. Letter to JB. Some Thoughts on BMP's for Natural Areas Trails.

US Forest Service. 2000. Trail Construction and Maintenance Notebook.

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