

M E T R O R E G I O N A L P A R K S A N D G R E E N S P A C E S

Greenspaces Technical Advisory Committee

Meeting Notice and Agenda: Quarterly Trails Meeting
January 10, 2001
1 to 3 p.m.
Metro Regional Center, rm 370

Welcome and introductions – Charlie Ciecko

1 – 1:10 (10 minutes)

Regional Trails Plan – Mel Huie

1:10 – 2:30 (80 minutes)

- Regional trails criteria - discussion and approval
- Addition of four new regional trails - discussion and approval
- Review of Regional Trails Plan comments and proposed changes

Update on MTIP - Metro transportation staff

2:30 – 2:40 (10 minutes)

Annual GTAC roster review and update - Charlie Ciecko

2:40 – 2:50 (10 minutes)

Included in this mailing:

Trails packet

- Memo and outline of trails materials from Mel Huie
- Glossary of terms
- Draft criteria for determining regionally significant trails and greenways
- Proposed additions to criteria for determining regional significance
- Proposed additions to the Regional Trails and Greenways Map
- Comments on the Regional Trails and Greenways Map
- Schedule and attendance for public meetings held to discuss the Greenspaces Protection Plan
- Draft Regional Trails and Greenways Map

Also

- Summary minutes for December 13 GTAC Regional System Subcommittee meeting
 - Greenspaces Regional System – outline of questions involved in defining what it will mean to be part of the system
 - Metropolitan Transportation Improvement Program information sheet
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Next GTAC Meeting: February 14, 1 to 3 p.m., Metro Regional Center

REGIONAL TRAILS and GREENWAYS MAP

Metro Regional Parks and Greenspaces Department
in cooperation with local, state and federal parks
providers and nonprofit environmental organizations

Comments from Public Agencies and Nonprofit Organizations April - December 2000

The Regional Trails and Greenways Map, adopted by the Metro Council in 1992, is currently being updated. The only change to the 1992 map was the addition of the Peninsula Crossing Trail in 1993. All the existing and proposed trails and greenways from the original 1992 map will be included in the updated map. Changes to these trails & greenways will be made if appropriate. These trails are off-road trails.

Proposed changes which are technical changes or housekeeping items:

add: (many ordinal hillsboro)
technical adds

Map #	proposer	recommendation	Metro staff recommendation	rationale
1	Oregon State Parks	Add "Banks-Vernonia Rail to Trail" as an existing Inter-Regional trail	Agree	The trail has been completed and is owned and maintained by Oregon State Parks
3	Metro Parks and Portland Parks	Change trail designation from proposed to existing for Springwater Corridor from Palmbiad Rd. to Rugg Rd.	Agree	Trail was completed in September 2000. Trail now complete to Clackamas County line.
20	City of Happy Valley	Move trail alignment of proposed Mt. Scott Trail closer to Mt. Scott Creek	Agree	Technical realignment of trail to be closer to the creek per city parks and trails plan.
34	City of Tualatin	Make technical corrections to show where trail has been built along the Tualatin River	Agree	City of Tualatin has built sections of the trail since the Greenspaces Trails and Greenways map was adopted in 1992.
39	Columbia Slough Watershed Council	Add portion of trail built along Columbia Slough (NE 158th to Marine Dr. Trail) (Change from dotted green-line to solid red line.)	Agree	Trail has been built and should be added to the Regional Trails and Greenways Map
47	Metro Regional Parks and Greenspaces	Map needs to reflect existing trail on the 40-Mile Loop between Terwilliger Blvd. at SW Capitol Hwy. south to Tryon State park	Agree	Multi-use Path and Bike Lanes have been installed since 1992
48	Portland Bureau of Environmental Services	40-Mile Loop Trail from Kelley Point Park heading south along Leadbetter Point is shown as an existing trail, but is actually not built yet. Make change on map to reflect this.	Agree	Housekeeping Item

approved

reflect correct alignment

Proposed changes which Metro staff agree with:

approved

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2	U.S. Forest Service, Clackamas County Parks, Oregon State Parks	Add "Springwater Corridor Trail from Estacada east to Mt. Hood National Forest trails and Pacific Crest Trail as a proposed "Inter-regional Trail"	Agree	Oregon State Parks, Portland Parks, Gresham Parks, Estacada, U.S. Forest Service and PGE would like to make this future trail connection. Clackamas Co. Parks or Oregon State Parks to take lead on this effort. A feasibility study is the next step.
5	City of Portland Parks	Columbia River Trail Add proposed trail segment near the river between Fairview and mouth of the Sandy River	Agree	As industrial uses leave the area, a future trail is possible. Metro has purchased land in this area. Work with Mult. Co. Drainage District.
12	Port of Portland & Portland Bureau of Environmental Services	40-Mile Loop Trail in North Portland Move proposed trail alignment from along the Columbia River to N. Marine Dr. between the Peninsula Crossing Trail, Smith and Bybee Lakes, and Kelley Point Park.	Agree	Marine terminals along the Columbia River preclude a trail along the river's edge. City of Portland and Port of Portland are planning a Bike/Ped. Path along Marine Dr. Portland Parks supports the change.
13	Port of Portland	W. Willamette River Greenway Trail between Steel Bridge and St. Johns Bridge: Remain on the river's edge north to NW Nicolai St., then go west to NW Front (e.g. away from the river), and then go north along NW Front to Wacker Siltronic Facility on the river (just north of the BN Railroad Bridge). At this point, the trail would go back to the river's edge for this property and then go back to NW Front to head north to the St. Johns Bridge along Hwy. 30 which is the connection for the 40-Mile Loop Trail. Change the greenway designation to a future trail (dotted red line) in this corridor. As non-river dependent development occurs along the shoreline, a trail along the river's edge is encouraged. The Portland Bureau of Planning is encouraged to designate this section of the Willamette River in the City's comprehensive plan as a trail.	Agree	Portland Parks agrees. Proposed trail alignment in the city's Comprehensive Plan would be followed.
18	Oregon City Mayor and Council member and Parks staff	Add a connection between Canemah Bluffs Regional Park to Willamette River Greenway and downtown Oregon City	Agree. If an off-road connection can be made. It also meets three of the six criteria.	Oregon City should take the initiative to make the trail connection.

Proposed additions to criteria for determining regional significance:

*(comments from park providers and nonprofit organizations
April – December 2000)*

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NA	Portland Parks (relates to criteria for determining regional significance)	Trail Usage Add another Criterion for Determining Regional Significance: Minimum Number of Projected Trail Users per year	Disagree	Too difficult to determine and is subjective.
NA	Portland Parks (relates to criteria for determining regional significance)	Historical Sites Add another Criterion for Determining Regional Significance: Trail provides access to historical sites such as Lewis & Clark routes	Further Discussion Needed	These trail connections could be spur trails or local trails.
NA	Portland Parks (relates to criteria for determining regional significance)	Also Define "Off-Road" Trails to include "Non-functioning streets" which could become a trail. Certain ROW corridors may be paper streets (i.e. streets that were never built) which could accommodate trails (e.g. Peninsula Crossing Trail)	Further Discussion Needed	Extensive research would need to be conducted. It really should be on a case by case basis whether to determine if trail is appropriate in the ROW. In some cases, the agency in charge of the ROW may need to vacate the street in order to site a trail.
NA	Portland Parks (relates to criteria for determining regional significance)	Inter-Regional Trail Connections Add another Criterion for Determining Regional Significance: Trail connects to inter-regional, state or federally designated trails.	Disagree	Already is recommended: Criterion D (of proposed Criteria) Connects to Other Regional Trails already in place
4	City of Portland Parks	Columbia River Trail Add another Criterion for Determining Regional Significance: Trail (land based) located along Columbia River	Disagree. This criterion doesn't need to be added because a trail is already proposed along many parts of the Columbia River.	The 40-Mile Loop Trail along the Columbia River is on the regional trails map. There is a proposed change (from Port of Portland) to move the trail from the river to Marine Dr. between the Peninsula Crossing Trail and Kelley Point Park. Portland Parks agrees to the change.
6	City of Portland Parks	Sandy River Trail Add another criterion for Determining Regional Significance: Trail (land based) located along the Sandy River	Disagree. This criterion doesn't need to be added.	Sandy River has been designated as a river trail (e.g. use boats) The area is too environmentally sensitive for a land based multi-use path. Also, this would be inconsistent with the state adopted Scenic Waterways Act.

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7	City of Portland Parks	Clackamas River Trail Add another Criterion for Determining Regional Significance: Trail (land based) located along the Clackamas River	Disagree. This criterion doesn't need to be added.	Clackamas County's comprehensive plan for this area calls for a greenway, not a trail. A river trail (e.g. use of boats) with river access points is the designation by Metro Parks for the corridor.
8	City of Portland Parks	Tualatin River Trail Add another Criterion for Determining Regional Significance: Trail (land based) located along the Tualatin River	Disagree. This criterion doesn't need to be added.	A river trail (e.g. use of boats) with river access points is the designation by Metro Parks for the corridor. Local jurisdictions may add land-based trails at their own discretion.
9	City of Portland Parks	Fanno Creek Greenway Trail Add another Criterion for Determining Regional Significance: Trail located along Fanno Creek	Disagree. Greenspaces Trails and Greenways Map already designates a greenway / trail for the corridor.	Metro is working with local park providers and friends groups to plan a multi-use path. The trail will need to meet Metro Title 3 and Goal 5 guidelines.
11	City of Portland Parks	Johnson Creek Trail Add another Criterion for Determining Regional Significance: Trails located along creek.	Disagree. This criterion doesn't need to be added.	Springwater Corridor Trail is parallel to the creek. Another trail is not needed.
22	Portland Parks, Portland Planning, City of Gresham, City of Beaverton	Connections to MAX Lines Add another Criterion for Determining Regional Significance: Trail provides direct access to Light Rail , including future Air Max and IMAX lines	Further Discussion Needed	Connecting Trails to Light Rail and bus lines is a goal. Provides for multi-modal opportunities. These trail connectors tend to be locally significant rather than regional.

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54	City of Forest Grove	Trail connections from the city to the open space along Gales Creek	Further Discussion Needed	Would this be a local trail vs. being part of the regional system? City owns the local utilities. Trails could be in these utility corridor ROWs.
55	THPRD, April Olbrich and Friends of the Westside Greenway	Power Line Trail (north – south) from Willamette River through Forest Park, Beaverton and just west of King City to the Tualatin River is on the current plan and map. The feasibility of a future trail should be investigated.	Further Discussion Needed	BPA has issued regulations permitting trails within power line corridors. There was a moratorium.
56	City of Milwaukie, City of Gladstone, NCPRD	PTC Trail (old Portland Traction Co. streetcar line) Milwaukie to Gladstone) needs to be purchased and converted into a trail (e.g. Rail to Trail). ROW currently owned by Union Pacific RR. Could this become a trail owned by local jurisdiction(s) or Metro?	Further Discussion Needed as to which agency will own and operate the trail. The current proposal has the North Clackamas Parks District as the future trail owner and operator. It is on the regional trails plan.	Gladstone has purchased the PTC ROW in its city limits and has converted it to a trail. N. Clackamas Parks District has funding from Metro's Local Share program to purchase the ROW from Union Pacific RR Co.
57	Oregon City	Purchase old Railroad ROW near Oregon City connecting Environmental Learning Center at the community college to Abernethy Creek	Further Discussion Needed	Is this a regional or local trail?
58	Oregon City	Add the old Railroad Corridor from Oregon City to Mollala	Further Discussion Needed	Research needs to be undertaken to see if the ROW still is intact
59	Milwaukie City Council member, Ardenwald Neighborhood Association, City of Portland	Complete the missing link in the Springwater Corridor Trail between the Sellwood Bridge and the existing trail just east of McLoughlin Blvd. near SE Ochocco St.. Seek TEA-21 federal transportation funding for the three trail bridges needed.	Further Discussion Needed	Metro and local partners are working on this missing segment. Portland Parks is taking the lead on seeking funds to build the three trail bridges. Metro is planning to purchase ROW. The trail could also follow streets if necessary.
60	City of Fairview	Seek other north-south trail connections in east Multnomah Co. (e.g. N.E. 223 rd Ave. with a bike/ped. way could connect the city to Blue Lake Park)	Further Discussion Needed	There are two proposed trail corridors for east county in the regional plan now (Gresham – Fairview Trail and 40-Mile Loop Trail from Springwater Corridor north to Troutdale.)

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25	Unified Sewerage Agency (USA) of Washington Co.	Keep Bronson Creek as a wildlife corridor. Don't designate it as a trail	Agree	Keep as a corridor- links two regionally significant sites
26	City of Tualatin Parks	Add future Fanno Creek Trail Bridge over Tualatin River which would be next to the railroad bridge	Agree	The Fanno Creek Greenway Trail is intended to connect to the city of Tualatin on the south side of the river.
28	City of Lake Oswego	Change greenway designation to future land based trail in Lake Oswego from Terwilliger Blvd. south to city limits with West Linn	Agree	Lake Oswego Open Space Program has designated a trail for this corridor.
29	City of West Linn	Change greenway designation to future land based trail from LO city limits south to mouth of the Tualatin River	Agree	West Linn Parks and Trails Master Plan calls for a land based trail for this corridor.
33	Same as above	Re-designate all of Fanno Creek Greenway Trail from greenway to land-based trail (red solid line where trail exists, and red dotted line where trail is proposed.) The trail will connect the Willamette River at Willamette Park to the Tualatin River where Fanno Creek ends, and where the city of Tualatin begins.	Agree	Fanno Creek Greenway Trail is intended to be a land based trail
38	City of Troutdale	Re-designate Beaver Creek Greenway to land based trail (solid red line where completed and dotted red line where proposed) from SE Stark St. north to Glenn Otto Park at the Sandy River)	Agree	City of Troutdale is building the trail in the corridor
40	City of Portland, Metro Parks and Greenspaces	Add N. Willamette River Greenway Trail (Steel Bridge north to St. Johns Bridge)	Agree	Meets 4 Regionally Significant Criteria
41	Portland Parks, Lake Oswego, Three Rivers Land Conservancy, Metro Parks and Greenspaces	Designate the Willamette Trolley Shoreline Trail Corridor (Riverplace in downtown Portland to Lake Oswego) as a land based trail.	Agree	Meets 5 Regionally Significant Criteria. Feasibility Study is the next step. Should be studied as a "Rail with Trail" corridor.
42	Portland Parks, Gresham Parks, Metro Parks and Greenspaces	Add East Buttes Loop Trail in east Multnomah County area	Agree	Meets 4 Regionally Significant Criteria. Coordinate with Pleasant Valley area planning efforts.
43	Portland Parks, Metro Parks and Greenspaces	Add Sullivan's Gulch / I-84 Trail (Eastbank Esplanade east to I-205 Bike Path and NE 207 th on I-84)	Agree	Meets 3 Regionally Significant Criteria. Coordination with Union Pacific RR and Tri-Met.
49	Portland Bureau of Environmental Services	Columbia Slough Greenway Trail will connect to Peninsula Crossing Trail and N. Marine Dr. Trail (40-Mile Loop) adjacent to Portland International Raceway (PIR) and the Blue Heron Golf Course. Make map change to reflect this.	Agree, pending confirmation with City plans	Metro Parks staff will meet with Portland Parks and BES staff

Map #	proposer	recommendation	Metro staff recommendation	rationale
50	Clark County and Vancouver Parks	Map Regionally Significant Trails and Greenways in Clark Co. on Metro's regional map.	Agree	Even though Metro has no jurisdiction in Washington State, we will add the trails layer to show Inter-Regional Trail connections

Proposed changes which need further discussion or which Metro staff disagree with:

map #	proposer	recommendation	Metro staff recommendation	rationale
NA	Metro Councilor Bill Atherton	Create a Trunk System of off-road Regional Trails for multi-use. Recreational and commuter usage. The corridors would also serve as linear parks. Metro would design, build, own and operate the system. Funding would need to be found.	Further Discussion Needed	Conceptual routes for the trunk system are already on the regional trails and greenways plan and map. Input from the public and local park providers would be needed. Funding is not currently available.
NA	Congressman Earl Blumenauer	Save all former Railroad lines and ROW for potential trail and transportation corridors	Further Discussion Needed	Metro has initiated an inventory of railroad lines, which are still in use, no longer in use, or "abandoned" in the region.
NA	Congressman Earl Blumenauer	Estimate the cost for completing the regional trails and greenways system (acquisition, design, engineering and construction)	Further Discussion Needed. (Metro staff may be able to estimate costs for certain trails that are more likely to become a reality in the next five years.)	Rep. Blumenauer would like this information for potential future federal assistance. He is a member of the Congressional Bike Caucus and Livable Communities Movement.
NA	City of Wilsonville	Work to implement trails in the suburban areas, not just in urban areas.	Further Discussion Needed	Metro and local partners are planning and building trails throughout the region (both urban and suburban areas).
10	City of Portland Parks	Add a trail located along Tryon Creek In southwest Portland.	Further Discussion Needed (Check against the criteria to determine if trail would qualify as regionally significant)	Tryon Creek is a sensitive area and environmentally protected riparian corridor. Any land-based trail would still need to be planned and approved by local agencies. Would this be a local trail or a regional trail?
14	Trust for Public Land	Add proposed trail connection from the Willamette River Greenway to Canby	Further Discussion Needed	Trail connection to Molalla State Park is possible.
15	Trust for Public Land	Add Proposed Trail Connection between Canby and Molalla	Further Discussion Needed	An off road / former logging road could be developed into a trail near Canby.

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16	Gresham Comm. & Economic Dev. Dept.	MAX line: Ruby Jct. to Cleveland Station Add Multi-Use Path	Further Discussion Needed	Connections to Light Rail bus transit and 2040 Centers.
17	Clackamas Co.Parks, City of Happy Valley & Clackamas River Watershed Council	Add a connection between the existing Scouter Mt. Trail and the proposed East Buttes Loop Trail	Further Discussion Needed	Would provide direct trail access to east Multnomah County, Gresham and East Buttes from urban portions of Clack. Co.
19	City of Wilsonville	Add a trail connection from Tonquin Trail to "Wilsonville Tract" which is currently owned by the state of Oregon.	Further Discussion Needed. (generally agree to this proposal)	Tonquin Trail already is connected to Wilsonville. Could add a spur trail from the Tonquin Trail to the Wilsonville Tract on the regional map. This would add a connection to the future Natural Area and 2040 Town Center. The state of Oregon and Metro are still negotiating the terms of a sale of this property.
21	City of Happy Valley	Extend southward from Gresham , a PGE powerline trail corridor to Pleasant Valley . This would connect to the future Gresham to Fairview Trail.	Further Discussion Needed	Appears to meet three of the criteria. Also, the areas are already connected by the Mt. Scott Trail, Scouter Mt. Trail, and the Springwater Corridor Trail, thus adding a new trail may not be necessary.
23	THPRD Trails Advisory Committee	Add a Cedar Mill Trail connection to Fanno Creek Greenway Trail.	Disagree	Locally Significant Trail. THPRD should take the lead.
24	THPRD Trails Advisory Committee	Add Willow Creek Trail from Beaverton Creek to Forest Park	Further Discussion Needed	Would this be a regional or local trail?
27	Lake Oswego, West Linn, Tualatin & Three Rivers Land Conservancy	Create a West Side trail loop – Bringing the 40-Mile Loop west of the Willamette River.	Further Discussion Needed	There are few off road trails and pathways on the west side. Planning is underway for the Fanno Creek Greenway Trail to connect the Willamette River to the Tualatin River.
30	West Linn, Lake Oswego, Tualatin, Three Rivers Land Conservancy	Add proposed land based trail designation from mouth of Tualatin River west to west side of Tualatin city limits . Maintain greenway corridor and river trail designations as well.	Further Discussion Needed	Additional trail opportunities need to be explored for the west side.
31	Same as above	Add future land based trail designation from West Linn to Wilsonville along the north side of the Willamette River . Also keep the greenway designation.	Further Discussion Needed	Same as above

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32	Lake Oswego West Linn Three Rivers Land Conservancy	Add future land based trail designation along the west side of the Willamette River between Sellwood Bridge and City of Lake Oswego (where Terwilliger Blvd. ends at Hwy. 43)	Further Discussion Needed	This corridor is currently a trolley / rail corridor in public ownership and should be studied as a potential "Rails with Trail" project
35	Three Rivers Land Conservancy	Add a future trail from Lake Oswego: Willamette River at Terwilliger west to Fanno Creek Greenway Trail at the Tualatin River. Trail would be on the south side of Oswego Lake.	Further Discussion Needed	There are few off road trails and pathways on the west side.
36	Lake Oswego, West Linn, Tualatin, Three Rivers Land Conservancy	Add a future land based trail from the Tonquin Trail east to West Linn (e.g. from Sherwood east through Tualatin to West Linn)	Further Discussion Needed	There are few off road trails and pathways on the west side.
37	City of Hillsboro, Portland Parks	If Burlington Northern Rails to Trail project becomes infeasible, what is an alternate trail route to connect Forest Park and the Willamette River to the Tualatin Valley?	Further Discussion Needed	Short Line RR Operator is currently using the corridor, thus precluding a trail.
44	Portland Bureau of Environmental Services	Columbia Slough Greenway should also be designated as a proposed land based trail (e.g. red dotted line). Entire length of the slough.	Further Discussion Needed	Environmentally sensitive area. Generally, very narrow width in the riparian zone. Industrial uses may be incompatible with trail use.
45	Portland Bureau of Environmental Services	Columbia Slough Greenway Land Based Trail should connect to Blue Lake Park, Johnson Lake, Delta Park, Whitaker Ponds, and Airport Way.	Further Discussion Needed	Spur Trails could be added to the Regional Trails and Greenways Map, but with same constraints as listed above.
46	Portland Bureau of Environmental Services	Connect Gresham to Fairview Trail to Columbia Slough Greenway Trail on the west side of Fairview Lake and Blue Lake	Further Discussion Needed	Additional discussion with Gresham, Fairview & Metro staff, and 40-Mile Loop Land Trust needed. A trail connection does make sense.
51	Port of Portland	Smith & Bybee Lakes and old St. Johns landfill area: Make proper connection from Leadbetter Peninsula south to Columbia Blvd. and city neighborhoods.	Further Discussion Needed	Port of Portland staff will describe the proposed alignment change at the Jan. 2001 GTAC meeting. A mini-master plan for trails is proposed for this area.
52	City of Forest Grove	Add a land based trail between Forest Grove and Haag Lake. Current proposal is a greenway along the Tualatin River.	Further Discussion Needed	Land based trails to connect the Metro region to the coast and Tualatin Valley are needed.
53	City of Forest Grove	Look at the potential for a trail connection between Haag Lake and McMinville	Further Discussion Needed	Land based trails to connect the Metro region to the Tualatin Valley are needed.

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Proposed changes which need further discussion or which Metro staff disagree with:

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NA	Metro Councilor Bill Atherton	Create a Trunk System of off-road Regional Trails for multi-use. Recreational and commuter usage. The corridors would also serve as linear parks. Metro would design, build, own and operate the system. Funding would need to be found.	Further Discussion Needed	Conceptual routes for the trunk system are already on the regional trails and greenways plan and map. Input from the public and local park providers would be needed. Funding is not currently available.
NA	Congressman Earl Blumenauer	Save all former Railroad lines and ROW for potential trail and transportation corridors	Further Discussion Needed	Metro has initiated an inventory of railroad lines, which are still in use, no longer in use, or "abandoned" in the region.
NA	Congressman Earl Blumenauer	Estimate the cost for completing the regional trails and greenways system (acquisition, design, engineering and construction)	Further Discussion Needed. (Metro staff may be able to estimate costs for certain trails that are more likely to become a reality in the next five years.)	Rep. Blumenauer would like this information for potential future federal assistance. He is a member of the Congressional Bike Caucus and Livable Communities Movement.
NA	City of Wilsonville	Work to implement trails in the suburban areas, not just in urban areas.	Further Discussion Needed	Metro and local partners are planning and building trails throughout the region (both urban and suburban areas).
10	City of Portland Parks	Add a trail located along Tryon Creek in southwest Portland. <i>Needs more information</i>	Further Discussion Needed (Check against the criteria to determine if trail would qualify as regionally significant)	Tryon Creek is a sensitive area and environmentally protected riparian corridor. Any land-based trail would still need to be planned and approved by local agencies. Would this be a local trail or a regional trail?
14	Trust for Public Land	Add proposed trail connection from the Willamette River Greenway to Canby	Further Discussion Needed	Trail connection to Molalla State Park is possible.
15	Trust for Public Land	Add Proposed Trail Connection between Canby and Molalla	Further Discussion Needed	An off road / former logging road could be developed into a trail near Canby.

Natural Areas, Trails and Greenways of Regional Significance.

Natural Areas of Regional Significance



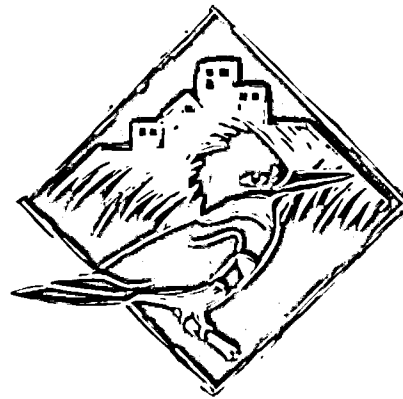
The master plan identifies 57 greenspaces of regional significance. These have been chosen by consensus as being important to the natural and ecological future of the metropolitan region. A few may be small in area, but protect rare and valuable habitat or cultural heritage. In locations identified as being deficient in natural areas, the program will seek opportunities to re-create patches of sustainable habitat.

- 1 **Beaver Lake** – Includes a 25-acre reservoir surrounded by forested hills and active farms. A fish ladder at the dam aids salmon migration.
- 2 **Beggars Tick Marsh addition** – Opportunity to add wildlife habitat and feeding areas for migratory and wintering waterfowl in Johnson Creek floodplain.
- 3 **Boring lava domes** – Group of extinct volcanic lava domes provides high-quality habitat close to rapidly urbanizing areas. Cloaked with second-growth forests and headwaters for several urban creeks.
- 4 **Bull Mountain** – High point in the Fanno Creek and Tualatin River watersheds contains remnant forest lands threatened by residential areas.
- 5 **Burlington Bottom addition** – Remnant wetland across the Multnomah Channel from Sauvie Island. An addition would enhance ecological links to the Nature Conservancy preserve.
- 6 **Canemah Bluffs** – Willamette River bluffs with large forested areas where the river carved through basalt to join the wetlands at foot of cliffs.
- 7 **Cedar Mill** – Large stand of Western red cedar and limited patches of upland forest in an area where much of forest cover has been lost or severely altered.
- 8 **Clackamas River** – World-class salmon and steelhead stream originates in the Cascades and links a number of major sites together.
- 9 **Clear Creek Canyon** – Canyon, carved by Class 1 stream, includes second-growth forests of mixed conifers and deciduous cover.
- 10 **Columbia shoreline** – Multnomah County's most extensive riparian and wetland habitats. Excellent potential for wetland restoration and linkage with Sandy River Gorge.

- 11 **Columbia River Island reserves** – Represent important wildlife refuges (osprey, bald eagles, herons) and potential recreational resources on Gary, Flagg, Government and West Hayden islands.
- 12 **Columbia Slough wetlands** – Floodplain containing remnant wetlands that have escaped alteration for agriculture, industrial or commercial uses.
- 13 **Cooper Mountain** – One of highest points in the Fanno Creek watershed that includes some rare ponderosa pine stands. Forested headwaters of several streams.
- 14 **Council Creek** – Parallel to the city limits of Cornelius and Forest Grove, creek displays narrow and fragmented riparian vegetation.
- 15 **Deep Creek Canyon** – Originating in the Boring lava domes and flowing to the Clackamas River, it has retained much of its natural character.
- 16 **Fairview Creek ponds and wetlands** – Provides an important linkage between Columbia River, Columbia Slough and buttes in Gresham.
- 17 **Fairview Lake/Blue Lake addition** – Mixed deciduous, riparian and forested wetland areas. Active farmlands near valuable wildlife habitat are under pressure for residential uses.
- 18 **Fanno Creek Greenway** – This 14-mile creek runs through residential, commercial, forested and industrial lands.
- 19 **Finley Nature Reserve** – Natural area reserve maintained by one family for past 100 years; includes the Finley house and plant specimens.
- 20 **Forest Park inholdings** – Privately owned lands are still scattered through the largest protected natural area in metropolitan region. Also provides an ecological connection between Columbia River and the Tualatin Valley.
- 21 **Four Corners** – Several hundred acres of wetland, riparian and forested habitat. Site of future wetland and wildlife habitat mitigation resulting from industrial development along South Shore.
- 22 **Gales Creek** – One of the headwater streams combining to form the Tualatin River. Although it retains its mountain stream character in upper reaches, agricultural uses predominate.

- 23 **Hagg Lake** – This reservoir was formed by impounding a tributary of the Tualatin River for agricultural irrigation. Surrounded by a Washington County park, it provides access to recreational opportunities as well as connections to the Coast Range.
- 24 **Hedges Creek** – One of Washington County's largest and most diverse wetlands including shrubby and forested wetlands, open fields and forests.
- 25 **Heron Lakes** – Great blue heron rookery adjacent to the city of Portland golf course combines wildlife viewing with important nesting site. Connection to 40-Mile Loop, nearby Force Lake and adjacent wetlands.
- 26 **Holcomb Trail Ruts** – Evidence of settlers who traveled along the Barlow Trail still exists within four miles of the end of the Oregon Trail. Area is hilly and forested.
- 27 **Jackson Bottom addition** – Would add to protected wildlife and waterfowl habitat in lowland areas associated with the Tualatin River.
- 28 **Johnson Creek Canyon/Tideman Johnson addition** – Lower reach of Johnson Creek flowing through a dramatic steep-sided canyon. Enlarging Tideman Johnson Park would increase access to natural areas in this densely populated area.
- 29 **Johnson Creek addition** – Purchase of the Springwater Corridor for trail combined with greenway parcel could expand riparian enhancement projects and water-quality efforts.
- 30 **Johnson Lake** – Site attracts large numbers of wintering waterfowl. Provides a natural buffer to I-205 and glass recycling plant. Accessible by bicycle.
- 31 **Kelly Butte East Slopes addition** – Prominent lava butte located in heavily urbanized area. Forested peak and steep walls provide drama to urban landscape.
- 32 **Little Four Corners** – Clear spring feeding into Columbia Slough at this site provides habitat for hundreds of migratory and resident waterfowl.
- 33 **McKay/Dairy Creek confluence** – Significant wetland habitat enhancement projects under way here as part of Jackson Bottom master plan.
- 34 **Milwaukie Riverfront** – Confluence of Johnson and Kellogg creeks with the Willamette River. Juncture of four regionally significant trails. Provides urban access to the Willamette River.

35. **Mt. Scott** – Outstanding views of Portland skyline. Wooded slopes of the volcanic butte provide wildlife habitat, as well as green backdrop to east side of urban area.
- 36 **Mt. Talbert** – Undeveloped, distinctive hill and valley terrain provides a diversity of wildlife habitats and green landmark on eastern edge of the urban area.
- 37 **Northeast/Southwest Portland restoration opportunities** – Opportunities to restore open and green spaces within densely urbanized areas.
- 38 **Newell Creek Canyon** – Nearly pristine canyon area including large, old trees and great habitat diversity. One of the highest quality stream canyons in southeast side.
- 39 **North Peninsula** – Wildlife habitat and great blue heron nesting colony. Access to 40-Mile Loop with connections to Kelley Point Park, Smith and Bybee lakes and Fairview Lake.
- 40 **Pete's Mountain** – Remnant forest and stream corridor habitat for raptors, including osprey. Marks confluence of Tualatin and Willamette rivers.
- 41 **Powell Butte addition** – Would add to protection of green backdrop for the city. Provides linkage between protected habitat on Powell and Jenne buttes and Johnson Creek, which flows between them.
- 42 **Rock Creek and Sieben Creek** – Both creeks flow through forested canyons with mature cedar and fir. Wetlands and riparian vegetation provide high-quality wildlife and fisheries habitat.



METROPOLITAN Greenspaces

*A Cooperative Regional System of Natural Areas,
Open Space, Trails and Greenways
for Wildlife and People*

- 43 **Rock Creek (Washington County)** – Several tributaries pass through largely agricultural lands. City of Hillsboro and Tualatin Hills Park and Recreation District manage some natural areas along this system.
- 44 **Rock Creek wetlands** – Wetlands restoration projects under way by Washington County Educational Service District and Cascadia Nature Landscape Center.
- 45 **Rocky Butte addition** – Important for its prominence as a Portland landmark. Remaining forested sites are subject to increasing residential development.
- 46 **Ross Island complex** – Scenic and natural riparian habitat on four-island complex in Willamette River. Adjacent to Oaks Bottom Wildlife Refuge near downtown. Nesting sites for belted kingfishers and more than 55 great blue heron pairs.
- 47 **Sandy River Gorge** – Diverse wildlife habitat including elk, bear, deer, coyote, beaver, osprey and bald eagle; noted for native salmon and steelhead. Adjoins Columbia River Gorge National Scenic Area and extends scenic waterway systems.
- 48 **Sandy River tributaries** – Would add important riparian and forest habitat for fish and wildlife, including steelhead, trout and salmon. Would provide critical ecological link between Mt. Hood and Columbia River.
- 49 **Sauvie Island/Bybee Howell Marsh** – Valuable wildlife habitat in low-lying marshy lands at site of historical significance.

- 50 **Sentinel Tree Park** – In forested ravine in Clackamas County, south of Lake Oswego. Characterized by giant Douglas fir estimated to be at least 300 years old.
- 51 **Terwilliger/Marquam addition** – Would protect integrity of Terwilliger Parkway and ensure connection between Terwilliger and Marquam Nature Park.
- 52 **Tonquin Geologic Area** – Unique geologic feature bearing 10,000-year-old scars from Bretz floods. Portions used for sand and gravel quarries.
- 53 **Tryon Creek link** – One of the major remaining free-flowing tributaries running from West Hills to the Willamette River. Tryon Creek Park provides natural vegetation and wildlife habitat in urban area.
- 54 **Tualatin Hills Nature Park addition** – Floodplain with adjacent wooded and grassy uplands that provide good wildlife habitat.
- 55 **Tualatin River Greenway and access points** – Originating in the Coast Range, the Tualatin River flows through a mosaic of agricultural, commercial and industrial land to the Willamette. Displays lush vegetation in some areas.
- 56 **Willamette Narrows** – Forested canyon between Pete's Mountain and Wilsonville, the Canemah district of Oregon City and Molalla River State Park. Willamette River Greenway addition.
- 57 **Willamette River island reserves** – Provides habitat for plant and animal species within increasingly urbanized area.

The Greenspaces Regional Trails System

The system of trails and greenways will provide links throughout the region for wildlife and people. Trails will provide recreation, connections to our natural and cultural legacy, as well as access to a network of transportation corridors. River trails offer another natural means of connection and take advantage of one of our greatest natural heritages.

Land-based trails

- 58 **Beaver Creek Canyon Trail** – Northern section of this trail forms part of the 40-Mile Loop through Troutdale, terminating at Oxbow Park.

- 59 **Beaver Lake Trail** – Could follow Newell Creek Canyon or Abernethy Creek from the proposed End of the Oregon Trail Center.
- 60 **Beaverton Creek Trail** – Route crosses the Tualatin Mountains joining the Marquam Trail near Council Crest.
- 61 **Bronson Creek Trail** – Trail begins at the confluence with Beaverton Creek.
- 62 **Cazadero Trail** – This extension of the Springwater Division Line is Oregon State Parks' highest priority for trails in Oregon.
- 63 **Clackamas Bluffs Trail** – Extends south along the ancient bluffs of the Clackamas River.
- 64 **North Clackamas Trail** – Beginning at the Milwaukie waterfront, this trail follows the Kellogg Creek watershed.
- 65 **Columbia Bikeway/Columbia Slough Trail** – Part of the 40-Mile Loop, it follows the Columbia River from Blue Lake to Kelley Point Park.
- 66 **Fanno Creek Greenway** – Links the Tualatin River Greenway Trail with Beaverton Creek, following Fanno Creek.
- 67 **Hagg Lake Trail** – Beginning at Hagg Lake, this trail follows Scoggins Creek to the Tualatin River.
- 68 **I-205 Corridor (bike route)** – Important for bicycle routes through Portland; links with Clark County.
- 69 **Marquam/Terwilliger Trails** – The Marquam Trail connects to Terwilliger Parkway and riverfront Willamette Park.
- 70 **McKay Creek Trail** – Extends north from the Tualatin River to the Coast Rails-to-Trails route.
- 71 **Mt. Scott Trail** – Extends north to join the Springwater Trail near Powell Butte.
- 72 **North Fork Trail** – Connects the North Fork of Deep Creek with Barton Park.
- 73 **Oregon Trail/Barlow Road** – Corridor will be laid out as close to the original pioneer route as possible.
- 74 **Portland to the Coast Trail** – A segment of this Oregon State Parks' proposed Rails-to-Trails project falls within the northern portion of the regional trail system. A spur to this line, the old Oregon Electric Railway, extends into the center of Beaverton.
- 75 **Portland Traction Line-Oregon City** – The southern extension of the Portland Traction Railroad Line from Milwaukie to Gladstone.

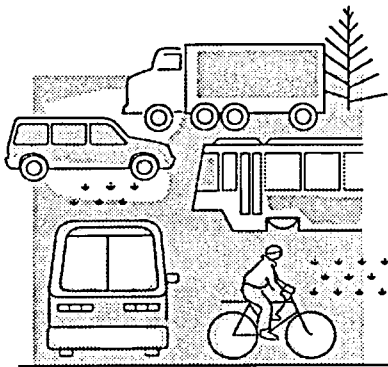
- 76 **Powerline Trail** – From the northern end of Forest Park to the newly proposed Tualatin River National Wildlife Refuge near Sherwood.
- 77 **Rock Creek Trail** – Parallels the stream to Beaverton Creek.
- 78 **Sandy River Gorge Trail** – Follows the Sandy River terminating at Dabney State Park.
- 79 **Scouters Mountain Trail** – Forms a north-south link between the Springwater Corridor and the Clackamas River Greenway Trail.
- 80 **Springwater Corridor** – Abandoned Springwater Line extends north to Oaks Bottom Wildlife Refuge and east as far as Boring.
- 81 **Tonquin Trail** – Trail connects the Tualatin National Wildlife Refuge to the Willamette River near Wilsonville.
- 82 **Lower Tualatin Trail** – Follows the Tualatin River from the proposed wildlife refuge to the Willamette River.
- 83 **Upper Tualatin Trail** – Follows the Tualatin River between Jackson Bottom and Rock Creek wetlands.
- 84 **Wildwood Trail** – Leads through Forest Park to Washington Park, Hoyt Arboretum and the Metro Washington Park Zoo.
- 85 **Willamette Greenway** – Provides a major north-south link with many trails and natural areas.
- 86 **Gresham to Fairview Trail** – Joins the Springwater Line at Linnemann Junction and continues north toward the Columbia River.
- 87 **Clackamas River** – Designated a scenic river east of Carver.
- 88 **Columbia Slough** – Navigable by canoe or kayak with occasional portage around some sections.
- 89 **Lewis and Clark Trail** – Follows the Columbia River through the metropolitan area.
- 90 **Sandy River** – Designated a scenic river between Dabney State Park near Troutdale and Dodge Park in Clackamas County.
- 91 **Tualatin River Greenway** – Opportunities for additional access points will be explored.

METRO

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Metropolitan Transportation Improvement Program

Implementing the regional transportation plan

WINTER 2000-2001

What is the Regional Transportation Plan?

Metro's 2000 Regional Transportation Plan is a blueprint to guide new transportation investments in the Portland metropolitan region during the next 20 years. The plan begins to implement Metro's 2040 Growth Concept to protect the livability of this region in the face of an expected 50 percent increase in population and a 70 percent increase in jobs by 2020. The goal of the plan is to expand choices for travel in the region. To this end, the plan sets policies for traveling by cars, buses, light rail, walking, bicycling and movement of freight by air, rail, truck and water.



METRO
Regional Services
Creating livable communities

Metro, the regional government that serves the 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area, provides planning and services that protect the nature of our region.

www.metro-region.org

Priorities 2002

Transportation project funding criteria ready for public review and comment

What is the Transportation Improvement Program?

The Transportation Improvement Program (TIP) is a funding allocation tool used by Metro and Oregon Department of Transportation. (Metro's program is called the MTIP; the state's is called the STIP.) The TIP tracks the allocation and expenditure of federal and state transportation funds to projects identified in the Regional Transportation Plan (RTP). The TIP also schedules phases of work needed to complete a project and identifies when funding will be available.

Why and how are funds allocated?

The need for transportation improvements greatly exceeds the available funding. Because the cost of all projects approved in the RTP exceeds available funds at any one time, Metro oversees a project nomination, ranking and selection process as new funds become available. The Joint Policy Advisory Committee on Transportation and the Metro Council, local jurisdictions and the public approve a project nomination and ranking process to select projects for funding in the MTIP.

How are projects nominated for ranking?

Only limited funds are available for this 2002 MTIP update. JPACT and

the Metro Council Transportation Committee have proposed that a list of highly ranked but unfunded projects left from the Priorities 2000 process be used as a base package of projects to begin the current ranking and funding cycle.

How can new projects be added?

JPACT and the Metro Council's Transportation Planning Committee have recommended that agencies each nominate one or two new projects for addition to the base package. Projects may be submitted on behalf of eligible sponsors by Metro, Tri-Met, Department of Environmental Quality ODOT, city of Portland, Port of Portland, Clackamas, Multnomah and Washington counties and their cities, and recreation districts. Any new projects should come from the Financially Constrained System of the 2000 RTP or have been the result of a recently completed planning activity, such as the Gateway Regional Center Plan. Projects added to the base package must meet Metro's requirements for public involvement.

How will projects be ranked?

Projects proposed in the 2002 MTIP update will be ranked based on technical evaluation of how well they meet regional goals for each type of travel. JPACT and the Metro Council will also consider such non-technical

factors as whether there is a past regional commitment to a project or whether significant matching funds are being offered. Information on the proposed technical and non-technical selection criteria is ready for public review and comment. You can request the material by calling (503) 797-1900 option 2 or (503) 797-1757, or see the web site at www.metro-region.org. Your comments on the project nomination, process and ranking criteria can be made until Jan. 16, 2001.

How much money is available for projects?

Approximately \$38 million is expected to be available to fund new transportation projects in our region in 2004 and 2005. Of that amount, about half are Congestion Mitigation/Air Quality funds limited to projects that improve air quality. The other half are STP funds available to all projects. ODOT has already allocated approximately \$160 million to fund specific highway, bridge and freeway projects.

What types of projects are considered?

JPACT indicated a preference for *not* funding freeway projects. However,

there is flexibility on the issue of big projects vs. small projects. Past allocations have generally funded projects that are less than \$6 million, even when resources have been greater. Larger projects may be considered for the 2002 MTIP update.

How are projects selected?

JPACT and the Metro Council will select a "package" of projects for funding that support many forms of travel and regional land use objectives, consistent with priorities described in the Regional Transportation Plan. Priority will be given to a package of projects that will help provide geographic balance and meet air quality standards. The package will also need to address new federal environmental justice policies.

How can I learn more about the nominated projects and rankings?

To request a packet, leave a message on the transportation hotline (503) 797-1900 option 2 or send e-mail to trans@metro.dst.or.us. A copy of the base package, including brief descriptions and the currently recommended priority selection

criteria, are available at this time. A final list of project nominees and the final selection criteria will be available in early spring.

How and when can I comment on the 2002 MTIP update?

Comments are being taken on the 2002 MTIP project nomination process and ranking criteria from Dec. 18, 2000, to Jan. 16, 2001. Submit comments to Metro by any of the following methods:

- in person – attend a proposed public hearing on Jan. 16, 2001. Call the transportation hotline to confirm date and time.
- mail – Send to MTIP, Metro Transportation Department, 600 NE Grand Ave., Portland, OR 97232
- e-mail – trans@metro.dst.or.us
- phone – transportation hotline, (503) 797-1900 option 2
- fax – (503) 797-1949.

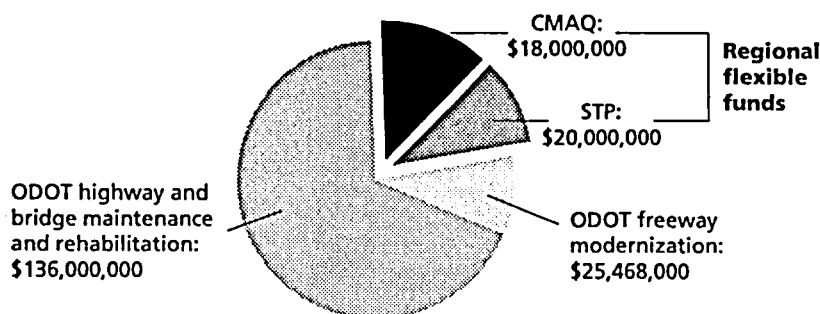
For more information

To speak with a staff member, call Metro during regular business hours at (503) 797-1757. Or leave a message on the transportation hotline, (503) 797-1900 option 2. The hearing impaired may call TDD (503) 797-1804.

What are the next steps?

After the Metro Council approves a project solicitation and ranking process, the base package of projects and project "adds" will be ranked and a draft selection recommendation will be released for public comment in the spring. Hearings will be held in June 2001 on the 2002 MTIP program, which will be adopted in the summer of 2001.

**Priorities 2002 MTIP Update/
2040 Implementation Program**
ODOT vs. regional flexible funding



Lake Oswego / Tualatin / West Linn Area

October 23 (Mon)

1:00 p.m. to 2:30 p.m.

Three Rivers Land Conservancy Office

398 10th St.

Lake Oswego, Oregon

GTAC Meetings at Metro

Spring, Summer and Fall 2000

Attendance

1. Beaverton
2. Cornelius
3. Durham
4. Fairview
5. Forest Grove (via phone)
6. Gladstone
7. Gresham
8. Happy Valley
9. Hillsboro
10. Lake Oswego
11. Milwaukie
12. Oregon City
13. Portland (Parks, Planning, Environmental Services, Transportation)
14. Sherwood
15. Tigard
16. Troutdale
17. Tualatin
18. West Linn
19. Wilsonville
20. Clackamas County
21. North Clackamas Parks & Recreation District
22. Multnomah County
23. Washington County
24. Unified Sewerage Agency of Washington County
25. Tualatin Hills Park & Recreation District
26. Port of Portland
27. Oregon State Parks
28. U.S. Fish and Wildlife Service
29. Columbia Slough Watershed Council
30. Clackamas River Basin Council
31. Portland Audubon Society
32. Bicycle Transportation Alliance (BTA)
33. Three Rivers Land Conservancy
34. 40-Mile Loop Land Trust
35. Metro Open Spaces
36. Metro Growth Management
37. Metro Transportation
38. Oregon Department of Fish and Wildlife
39. Clark County Parks

Metro's Greenspaces Protection Plan

Schedule of Meetings

Attend Only One Meeting. All Meetings Are the Same.
We have scheduled numerous meetings for your convenience.

Clackamas County Area

August 16 (Wed)
1:30 p.m. to 3:00 p.m.

Milwaukie City Hall
2nd Floor Conference Rm.
10722 S.E. Main
Milwaukie, Oregon
786-7555

Multnomah County Area

September 12 (Tue)
1:30 p.m. to 3:00 p.m.

Fairview City Hall
Conference Rm. next to Planning Dept.
1300 N.E. Village
Fairview, Oregon
665-7929

Washington County Area

August 23 (Wed)
10 a.m. to 11:30 a.m.

Fanno Farm House
8405 S.W. Creekside Place
Beaverton, Oregon
642-3855

Portland Central City Area

August 22 (Tue)
8:30 a.m. to 10:00 a.m.

or

September 20 (Wed)
1:30 p.m. to 3:00 p.m.

Metro Regional Center
Room 275
600 N.E. Grand Ave.
Portland, Oregon
797-1870

Metro Regional Center
Room 101
600 N.E. Grand Ave.
Portland, Oregon
797-1870

For more information and questions:
Mel Hule at Metro at 797-1731 or E-Mail: hulem@metro.dst.or.us

(continued on next page)

December 29, 2000

To: Greenspaces Technical Advisory Committee

From: Mel Huie, Senior Regional Planner
Metro Regional Parks and Greenspaces

Sub: Review and Update of Regional Trails and Greenways Definitions, Criteria and Map

A. Definitions for Trails and Greenways

- See Attached Glossary

B. Action Item - Approval of Criteria

Criteria for Determining Regional Significance

- See Attached

C. Action Item – Addition of Four Trails to the Regional Trails and Greenways System

- North Willamette River Greenway Trail
- Willamette Trolley Shoreline Trail (Rail with Trail)
- East Buttes Loop Trail
- Sullivan's Gulch / I-84 Corridor Trail
(See attached descriptions)

D. Regional Trails and Greenways Map

- Proposed Changes Which Are Technical Changes or Housekeeping Items

Action Item: Approval of These Changes

- Proposed Changes Which Metro Parks & Greenspaces Staff Agree With

Action Item: Approval of These Changes

- Proposed Changes Which Need Further Discussion or Which Metro Staff Disagree With
Informational at Jan GTAC Meeting / Approval at Feb or Mar GTAC Meeting

E. List of Meetings and Attendees

F. Draft Trails and Greenways Map

For more information:

Mel Huie, Metro Regional Parks & Greenspaces
(503) 797-1731 or huiem@metro.dst.or.us

Glossary of Terms

DRAFT

Existing Regional Trails

- Trails which have been built and open to the public.
- Generally these trails are multi-use (e.g. pedestrians, bicyclists, skateboarders, in-line skaters, and equestrian (where allowed)). Some trails may be environmentally sensitive though, thus only allowing pedestrians. These designations are locally determined.
- Surfaces of the trails are generally asphalt, chip seal or concrete. But again, in environmentally sensitive areas, soft surfaces (e.g. bark dust) or compacted dirt or gravel may be the trail surface. The selection of the surface material is a local decision.

Proposed Regional Trails

- Trails which are still in the conceptual stage.
- Descriptions for use and surfaces are the same as for existing regional trails.

Greenway Corridors

- Greenways are generally in a riparian corridor.
- Greenways may or may not allow public access.
 - In some cases, greenways may be a swath of green (plants and trees) with no public access.
 - In other cases, greenways may allow for an environmentally compatible trail.

Proposed Greenway Corridors

- Greenways which are still in the conceptual stage.
- Special permitting and environmental review processes may be necessary.
- Descriptions for use and surfaces are the same as for existing greenway corridors.

River Trails

- Trails that are actually in the water body. Canoes, boats, rafts are used to traverse the trail.
- Public access points (e.g. boat / canoe launch sites) would be available.
- The Tualatin River is a good example of a river trail.

Inter-Regional Trails

- Trails connecting the Metro region to other areas (e.g. Clark Co., Columbia River Gorge, Mt. Hood National Forest, Pacific Coast, Willamette Valley, etc.)

Note

All proposed trail and greenway corridors are conceptual only. Exact alignments have not been determined. Potential alignments would need to be thoroughly studied. Public involvement and local governmental review would be necessary prior to any final alignment designation. All necessary permits would need to be obtained before trail construction could begin.

Regional Trails and Greenways Plan

Criteria for Determining Regionally Significant Trails and Greenways

adopted by Greenspaces Technical Advisory Committee, Jan. 10, 2001

The Greenspaces Master Plan, which was adopted in July 1992 by the Metro Council, included a regional trails and greenways component and map. This map is proposed to be incorporated into Metro's new Greenspaces Protection Plan as the regional trails and greenways component. The existing and proposed 35 trails and greenways from the 1992 master plan will be grandfathered into the new Greenspaces Protection Plan.

The following is the screening process used to add additional trails and greenways to the Greenspaces Protection Plan. Both levels must be met before a new trail could be added.

Amendments to the regional trails and greenways component of the Greenspaces Protection Plan can be made whenever the plan is updated. In addition, amendments can be made by Metro Council action.

The following is the screening process used to add new trails and greenways to the Greenspaces Protection Plan. Both levels must be met before a new trail or greenway could be added.

First Level to Be Met

Trail or greenway must be primarily off-road (e.g. at least 75% of the trail's length).

Trails primarily in the public street right-of-way (e.g. bike lane on the side of a street) or on a sidewalk are addressed by the regional bike and pedestrian systems in Metro's Regional Transportation Plan (RTP).

If the first level is met, then at least three of the following second level criteria must also be met:

Second Level to Be Met

Criteria for Regional Significance (at least three must be applicable)

- A. Located along the Willamette Greenway – state of Oregon Land Conservation and Development Commission (LCDC) goal
- B. Multi-jurisdictional, including Washington State
- C. Connects regionally significant parks and greenspaces
- D. Connects to other regionally significant trails (e.g. forms a loop system of trails)
- E. Connects regional centers, town centers, industrial areas and light-rail station areas
- F. Connects to or through significant habitat areas, wildlife corridors or other publicly-owned LCDC Goal 5 resources (e.g. historical and scenic sites)

Regional Trails and Greenways Plan

Proposed Additions to the Regional Trails and Greenways Plan Map

approved by Greenspaces Technical Advisory Committee, Jan. 10, 2001

These four corridors have been previously discussed at GTAC meetings during the past year.

Trail Descriptions

- The trails are conceptual only.
- Exact alignments have not been determined. Alignments would need to be thoroughly studied (e.g. feasibility study).
- Public involvement and local governmental review would be necessary prior to any alignment designation.
- They have been discussed at previous GTAC meetings. No action was taken.

North Willamette River Greenway Trail – a six-mile multi-use trail adjacent to the eastbank of the Willamette River between the Steel Bridge and the St. Johns Bridge in Portland. The trail would connect to the Eastbank Esplanade and OMSI to Springwater Corridor Trail, Tom McCall Waterfront Trail, Peninsula Crossing Trail, 40-Mile Loop (Marine Dr.) and the proposed Sullivan's Gulch/Banfield/I-84 Corridor Trail.

The trail would connect Downtown Portland to the Oregon Convention Center, Rose Quarter Entertainment District, Lloyd District, and St. Johns Main Street/Business District. The trail would connect Waterfront Park to Willamette Cove and Smith and Bybee Lakes Natural Area.

Meets these Regional Criteria:

A, C, D, E

Willamette Trolley Shoreline Trail – a seven-mile "Rail with Trail" corridor along the westbank of the Willamette River between downtown Lake Oswego and River Place in downtown Portland. A consortium of governments (e.g. Portland, Lake Oswego, Tri-Met, Metro, etc.) currently owns most of the corridor for transit use. An excursion trolley currently runs in the corridor. The Consortium plans to carry out a "Rail with Trail" feasibility study in the near future if funding can be obtained.

The trail connects to Tom McCall Waterfront Trail, OMSI to Springwater Corridor Trail (at the Sellwood Bridge), 40-Mile Loop at Terwilliger in Lake Oswego, and the proposed Willamette Greenway Trail between Lake Oswego and West Linn (major segments in Lake Oswego are currently being designed and built).

The trail would be the region's second "Rail with Trail" project, offering multi-modes of transportation without using a car (e.g. walk, bike, transit). The corridor would connect the downtowns of Portland and Lake Oswego.

Tryon Creek State Park would be connected to the Willamette Greenway.

Meets these Regional Criteria:

A, B, C, D, E

East Buttes Loop Trail – a ten-mile trail system in east Multnomah County connecting regionally significant greenspaces purchased by Metro and the cities of Gresham and Portland on and around the east buttes. Metro has purchased 408 acres of open space adjacent or near the proposed loop trail. The loop trail system would connect to the Springwater Corridor Trail, Powell Butte Nature Park, Jenne Butte, Gresham Butte, Butler Ridge, Hogan Cedars / Ambleside and Gabbert Hill.

The trail would also provide connections to Clackamas County via the Springwater Corridor and proposed Scouter Mt. Trail.

Adjacent segments of the proposed corridor could provide habitat areas for wildlife corridors.

Meets these Regional Criteria:

B, C, D, F

Sullivan's Gulch / Banfield / I-84 Corridor Trail – a sixteen-mile urban trail which would parallel I-84 from the Willamette River in Portland to the planned Gresham-Fairview Trail. The proposed trail would connect the Eastbank Esplanade Trail and proposed N. Willamette River Greenway Trail to the I-205 Bike/Ped. Trail and east to the Gresham-Fairview Trail. Between the river and I-205 the trail would be on the north side of the freeway, MAX Light Rail Line and Union Pacific Railroad Line. East of I-205, the trail would be on the south side of the freeway connecting to an existing trail along the freeway.

The trail would provide a much-needed off-road trail corridor in the heart of the city of Portland. The trail could be the Springwater Corridor Trail for northeast Portland. Downtown Portland, northeast neighborhoods, Hollywood District, Parkrose, and Gateway District would all be connected to Gresham and Fairview. Trail users and bikers could easily transfer to the existing MAX line and the new Air MAX line at the Gateway Transit Center and future Interstate Max (IMAX) line at the Rose Quarter.

Even though the corridor is located in a narrow corridor, there does appear to be enough space to fit in a trail. To ensure safety, a fence could be built between the trail and rail lines. The corridor would provide both recreational and commuter trail access to a highly urbanized area which is currently under served by an off-road trail system.

Meets these Regional Criteria:

B, D, E

Other Nominations

Other trail nominations and one deletion were offered to the Metro Parks and Greenspaces staff at a Metro workshop on April 26. These are shown on a map available from Metro. These proposals will need additional analysis.

For more information, contact Mel Huie at (503) 797-1731 or huiem@metro.dst.or.us.

Regional Trails and Greenways Plan

Glossary of Terms

adopted by Greenspaces Technical Advisory Committee, Jan. 10, 2001

Existing Regional Trails

- Trails which have been built and are open to the public, and
- Generally these trails are multi-use (e.g. pedestrians, bicyclists, skateboarders, in-line skaters, and equestrian (where allowed)). Some trails may be in environmentally sensitive areas though, thus only allowing pedestrians. These designations are locally determined.
- Surfaces of the trails are generally asphalt, chip seal, boardwalk or concrete. In environmentally sensitive areas, soft surfaces (e.g. bark dust) or compacted dirt or gravel may be the trail surface. (Permeable surfaces should be used if possible.)* The selection of the surface material is a local decision.
- Accessibility to the trails for everyone, including people with disabilities, should be encouraged.*

Proposed Regional Trails

- Trails which are still in the conceptual stage, and
- Descriptions for use and surfaces are the same as for existing regional trails.

Regional Greenways

- Greenways generally follow riparian corridors, and
- Greenways may or may not provide for public access.
 - In some cases, greenways may be a swath of green (plants and trees) with no public access; or
 - In other cases, greenways may allow for an environmentally compatible trail, viewpoint or access point, or boat/canoe launch sites.

Proposed Greenways

- Greenways which are still in the conceptual stage.
- When public access is provided (e.g. trail, boardwalk, viewpoint, boat ramp, etc.) descriptions for uses are the same as for regional greenways.

River Trails

- Trails that are actually in the water body (including necessary portages). Canoes, boats, rafts are used to traverse the trail.
- Public access points (e.g. boat / canoe launch sites) should be available.
- The Tualatin River is a good example of a river trail.

Inter-Regional Trails

- Trails connecting the Metro region to other areas (e.g. Clark Co., Columbia River Gorge, Mt. Hood National Forest, Pacific Coast, Willamette Valley, etc.)

Off-Road Trails

- Metro Parks and Greenspaces, Portland Parks and Portland Department of Transportation staff have been assigned to come up with a comprehensive and clear definition.

Note

Generally, "proposed trails" and "proposed greenways" are conceptual alignments. Potential alignments would need to be thoroughly studied. Public involvement and local governmental review would be necessary prior to any final alignment designation. All necessary permits would need to be obtained before trail construction could begin.

* Comments from a Tualatin Hills Park and Recreation District board member on 2/06/01.














To be determined



600 NE Grand Ave., Portland, OR 97232-2738
www.metro-region.org/parks/parks.html
parks@metro.dst.or.us
(503) 797-1850

Working Map for Proposed Changes Metro Regional Trails and Greenways

December 2000

-  Existing Regional Trail
-  Proposed* Regional Trail
-  River Trail
-  Proposed* Inter-Regional Trail
-  Proposed* Greenway Corridor
-  Metro Bond Measure Funded
-  County Lines
-  Urban Growth Boundary
-  Metro Boundary
-  Parks
-  Light Rail Lines
-  Clark County Trail (Proposed)
-  Clark County Trail (Existing)

- Proposed trail and greenway alignments are conceptual

JAN 01

GREENSPACES TECHNICAL ADVISORY COMMITTEE

please sign in...

name	organization
Louis Fontenot	PDC
Dawn Hartman	Tualatin Hills Parks & Rec.
Tom Bouillien	Port of Portland
Dee Creeg	Oregon City Parks & Rec
TIM O'BRIEN	CITY OF TREST GROVE
Margaret Hanson David Bragdon	Sallwood-Hawland Gap League
Kim White	Metro
SEAN LOUGHRAN	OPRD
Ernie Drapela	ORTAC / Gresham
Jazz Everhart	PDX Parks
KELLY PONTNEY	CITY OF VANCOUVER - CLARK
Jim Sjulin	PORTLAND PARKS
MEL HUCE	Metro Parks & Greenspaces

GREENSPACES TECHNICAL ADVISORY COMMITTEE

please sign in...

name	organization
RIC CATRON	CITY of GRESHAM
Brianne Dawson	40-Mile Loop
Chris Wayland	WASH. Co.
Nelene Lantz	City of Troutdale
Darlene Maddux	ODOT
KELLY PUNTSNEY	CITY OF VANCOUVER/CLARK
David Bragdon	Metro
JoAnn Herrigel	city of Milwaukie
Courtney Dale	city of portland
Jayne Lundund	TRILL

GTAC Regional System Subcommittee Meeting
Wednesday, December 13, 2000
Bridgeport Brewery
Summary minutes

Attendees: Steve Bosak, Chris Neamtzu, Mike Henley, Don Robertson, Heather Nelson Kent, Mel Huie.

Once we all had our pizza and glasses of root beer, the meeting began.

We started with a discussion of the outcome of various parks measures that were on the November ballot. Measures included funding for: THPRD, Atfalati Parks District (to form a new district in Tigard area), North Clackamas Parks District and Gresham Parks and Recreation. All measures failed. Some by large margins. North Clackamas the one exception, lost by less than 200 votes. We speculated on the reasons why these measures failed.

Heather Nelson Kent reviewed the discussion from the September GTAC meeting about "what it means to be in the regional system". Heather distributed the handout from that meeting that included a list of topics that might be part of the discussion. (Attached)

Mike Henley went through the list of items and offered some comments:

- Best management practices (BMP's) and natural resource management performance standards -- he suggested that each individual organization has BMP's and performance standards. To some extent, they are based on an agencies ability to pay. He did not think that standards should necessarily be applied across the board due to the financial limitations of some jurisdictions.
- Grants -- he thought that priorities between jurisdictions were too varied to coordinate grant requests.
- Resource evaluation criteria -- likes the idea of Metro providing that kind of technical assistance to other (maybe less experienced) agencies. Metro has done this for North Clackamas Parks District on the Mt. Talbert property acquisitions.
- He asked about Legislative Priorities.

Heather explained that "Legislative Priorities" referred to the idea of developing a coordinated legislative strategy among the region's park providers in order to have more clout in state decision making. Examples could be: initiatives related to SDC's, incentives for metro-area open space protection strategies, State Parks' local share grant program funding, etc.

Steve Bosak suggested that the discussion take a step back from the question "what does it mean to be in the regional system?" to the bigger question of "what is the regional system?" What does it mean when we say that?

He'd like to define the regional system in broad terms. Voluntary terms. Local control is an issue that is important in many areas, especially in Washington County. Need to identify Metro's role as separate from "regional parks". Maybe Metro needs to change it's name to "Metro Parks", get away from the "regional" in our name because regional parks are bigger than just Metro.

Mike Henley agreed that there is a fear that Metro is going to "take over" their parks. He pointed out that when citizens call with a complaint or question about a park or greenspace they don't care who it belongs to. Ownership is (and should be) invisible to the public.

Steve Bosak liked the idea of a seamless system. Public doesn't care who owns or operates, they just want it done and taken care of.

Mike Henley pointed out that regional funding would be great for all regional parks. He offered Mt. Talbert as an example. Development plans are estimated to cost about \$1.1 million. That is just for the capital investment, not for the ongoing maintenance which (as everyone here knows) is a bigger financial issue even than the development costs.

Mel Huie offered the example of the Regional Trails Plan and how successful that has been. It offers a good example of what role Metro can play and what role the local governments and park districts (and citizens) can play. In this case Metro isn't currently managing ANY regional trails (have turned management over to local jurisdictions in these cases) but has been instrumental at getting trails planned, establishing priorities, designing, funding and constructing them. Take this idea a step further to regional-scale public park lands.

Chris Neamtzu asked about the connection between the regional system and the Goal 5 "regional resources". Metro staff has been working on developing a good way to show how these two are related. This question will need to be discussed further.

Heather Nelson Kent provided an update on meetings that Charlie Ciecko and David Bragdon have been having with local park providers and their elected officials around the region. Understanding of the regional system is (no surprise) fuzzy but for the most part there is support for regional coordination and for Metro to play an important role.

More discussion followed about shaping a vision statement for what the regional system is. It was suggested by the group that Metro staff should take a shot at drafting this based on what we have learned and presenting this "straw man" draft to GTAC for comment at our February meeting.

Steve took a shot at drafting a definition:

A voluntary, public-private partnership for managing locally owned, but regionally significant, parks and greenspaces through "best management practices" for the benefit of the environment and natural resource dependent recreation and education.

It was suggested that future GTAC meetings also be held at the Bridgeport. Late afternoon meeting times with a social hour afterward.

Meeting adjourned.

**Next meeting: Quarterly GTAC/Trails meeting
1-3 p.m., Wednesday, January 10, 2001, Metro Regional Center**

GREENSPACES REGIONAL SYSTEM

sys-tem 1: a group or arrangement of parts, facts, phenomenon, etc., that relate to or interact with each other in such a way as to form a whole: the solar system; the nervous system

What is the Greenspaces Regional System supposed to accomplish?

According to the Regional Framework Plan (1997), the Regional System will:

- a) protect the region's biodiversity
- b) provide citizen's opportunities for, primarily, natural resource dependant recreation and education
- c) contribute to the protection of air and water quality
- d) provide natural resource buffers and connections between communities

How do you accomplish the goals of the Greenspaces Regional System?

What does it mean to be considered a part of the Greenspaces Regional System?

For Public Lands it may include one or many of the following measures:

- Natural Resource Management Plans/Master Plans
- Best Management Practices.
- Signage
- Funding
- Performance standards
- Consistent rules and regulations.
- Consistent user fees
- Regional System information phone line
- Clearing house for land based information (maps, GIS)
- Resource evaluation criteria
- Monitoring
- Site-specific standards (natural resources)
- Trail standards
- Grant prioritization
- Consistent delivery of Environmental Education/Interpretation
- Staff/equipment sharing
- Legislative agendas
- Funding initiatives

From the Regional Framework Plan: Chapter 3

Potential benefits of a cooperative, regional management approach:

- equitable distribution of facilities
- funding equity
- consistency in planning
- consistency in management and operations
- user benefits
- focus (regional/local)