

GTAC/Quarterly Trails Meeting Notice

To: Greenspaces Technical Advisory Committee

When: July 12, 2000
Wednesday
1:00 pm to 3:00 pm

Where: Fairview City Hall *
City Council Chambers, 2nd Floor
1300 NE Village St.
Fairview, OR 97024-0337

* see directions below

AGENDA

1:00 - 1:30 pm

Update: Trail Construction projects (30 min.)

All participate

1:30 – 1:45 pm

Update: Gresham-Fairview Trail Planning (15 min.)

Phil Kidby

1:45 – 2:30 pm

Discussion: Draft criteria for determining “regionally significant” trails (45 min.)

Heather Nelson Kent

2:30 pm

Walk: Salish ponds and trail (1.5 mi.)

John Andersen

* Directions to Fairview City Hall:

From Portland, take exit 14 on I-84, south on I-207 to Halsey St., left on Halsey to Village St., right on Village, straight ahead to City Hall.

D R A F T

Criteria for Determining Regionally Significant Trails and Greenways

and

Proposed Additions to the Regional Trails and Greenways Component of the Regional System Plan

Metro Regional Parks and Greenspaces

April 2000

The Greenspaces Master Plan, which was adopted in July 1992 by the Metro Council, included a regional trails and greenways component and system map. This map is proposed to be incorporated into Metro's new Regional System Plan (RSP) 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 RSP.

The screening process to add additional trails and greenways:

First Level to Be Met

Trail or Greenway Corridor must be primarily off-road (e.g. at least 75% of the trail's length). The Greenspaces Program deals with primarily off-road trails.

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

Second Level to Be Met

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

- A. Located along the Willamette Greenway (state LCDC guideline)
- B. Multi-Jurisdictional
- C. Connects Regionally Significant Parks & Greenspaces
- D. Connects to Other Regionally Significant Trails (e.g. forms a loop system)
- E. Connects Regional Centers, Town Centers and Main Streets
- F. Significant Habitat Area / Wildlife Corridor

Proposed Additions to the Regional Trails and Greenways System Map

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:

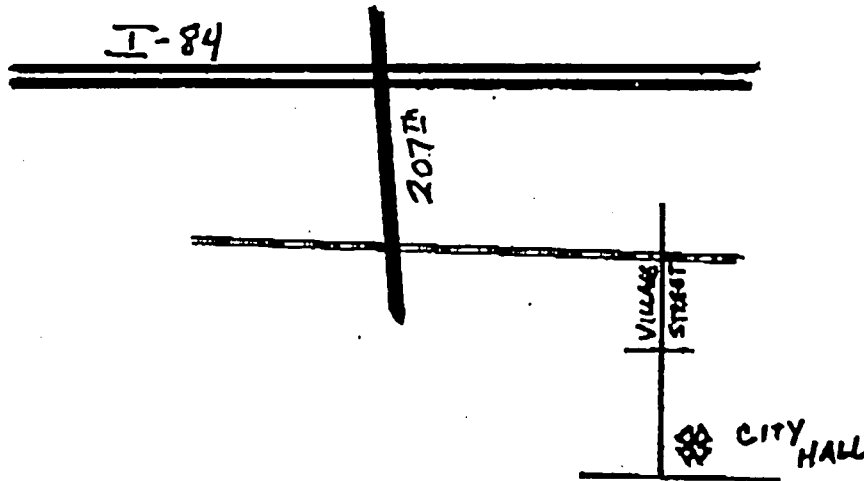
A, B, D, E

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.

Questions or more information: Mel Huie at Metro, 797-1731 or huiem@metro.dst.or.us

MAP TO FAIRVIEW CITY HALL



DIRECTIONS: Go east along I-84 to Exit 14 (207th Ave.). Right on 207th (south) to Halsey, which is the first light. Left onto Halsey (east) and go to the first light (Village Street). Right onto Village Street and City is straight ahead.

July 00

GREENSPACES TECHNICAL ADVISORY COMMITTEE

Please sign in . . .

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