

**METRO REGIONAL PARKS AND GREENSPACES
ADVISORY COMMITTEE (RPAGAC)
MEETING NOTICE**

Date: Tuesday, May 7, 2002
Time: 6:30 - 8:00 PM
Place: Metro Regional Center, 600 NE Grand Ave, Portland, Room 270

AGENDA

- I. Introductory comments and announcements
(10 minutes)
- II. Recognition of service to Rick Charriere, Julie Garver and Seth Tane
(5 minutes) (Charles Ciecko)
- III. Council resolution to seek future additional acquisition funding
(25 minutes) (Charles Ciecko and Jim Desmond)
Committee review, discussion and approval of staff recommendation
- IV. Newell Creek Canyon utility easement
(15 minutes) (Laurie Wulf)
Committee review, discussion and approval of staff recommendation
- V. Amendments to the Regional Trail System
(30 minutes) (Mel Huie)
Committee review, discussion and approval of staff recommendation
- VI. Report to the committee on the "Where do we go from here?" conference
(5 minutes) (Ron Klein)
- VII. Adjourn

Next RPAGAC meeting will be June 4, 2002, Metro Regional Center, 6:30PM

March 6, 2002

Carl Hosticka, Presiding Officer
Metro Council
600 NE Grand Ave.
Portland, OR 97232

Dear Metro Councilors:

On behalf of Metro's Regional Parks and Greenspaces Advisory Committee (RPAGAC), I am writing to urge your support for Ordinance No. 02-939. In the past few years, the RPAGAC has been deeply concerned about the need to identify and secure long term, stable funding to sustain and build on the success of Metro's parks department. A funding source of this kind has not been found and as a consequence the programs, planning and management of the region's parks and greenspaces are now at risk.

Department staff have worked hard to reduce expenses and find new revenue sources. However, the department's responsibilities have significantly outpaced its ability to find adequate funding to provide basic program services and manage its growing inventory of land (4,100 acres to 11,000 in the last 6 years). The department is forced to draw on its Park Fund balance at an alarming rate to make ends meet and could deplete this source as early as FY 2003-04.

Ordinance No. 02-939 would modestly raise the solid waste excise tax to help sustain Metro's Regional Parks and Greenspaces Department. We believe the citizens of the Metro region would be willing to provide this level of support to keep our current programs viable and to protect the investments made to date. It's expected to increase the cost of curbside garbage service by about 5¢ per month for a 32-gallon can. We think it's a small price to pay.

As you know, this is only a temporary remedy to a serious threat that would hamper or reverse the work that has been accomplished to build a green legacy for the fish, wildlife and people of the region. It's a remedy that will offer Metro Council the time necessary to work with local governments, community leaders and citizens to identify a long-term solution to adequately support our parks, greenspaces and trails. The RPAGAC urges a yes vote for Ordinance No. 02-939.

Sincerely,

Jay Hamlin, Chairman
Metro Regional Parks and Greenspaces Advisory Committee

Presiding Officer Carl Hosticka

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1549 | FAX 503 797 1793



METRO

March 12, 2002

Jay Hamlin
Metro Regional Parks and Greenspaces Advisory Committee
600 NE Grand Avenue
Portland, OR 97232

Re: Proposed Increase in Solid Waste Excise Tax

Dear Mr. Hamlin:

Thank you for your recent correspondence regarding the proposed increase in the solid waste excise tax to help fund parks programming. Your comments are important to Council, and will be entered into the public record.

Council will be considering this proposal at several public hearings:

Natural Resources and Solid Waste Committees: Wed, March 20, 2:30 pm
Council Regular Session: Thursday, March 21, 2:00 pm
Council Regular Session: Thursday, March 28, 2:00 pm (if not approved on March 21)

Parks funding is an issue we need to address. We are looking at additional ways to address long-term issues.

We appreciate your input, and hope that you will continue to participate in Metro's important decision-making processes.

Sincerely,

A handwritten signature in black ink, appearing to read 'C. Hosticka', written in a cursive style.

Carl Hosticka, Presiding Officer
Metro Council



METRO

March 29, 2002

Greetings RPGAC Member,

I have already notified you of the cancellation of the April 2 meeting. Rather than wait until the next meeting on May 7, I am sending you a copy of the March 12 letter sent to RPGAC Chair Jay Hamlin from Council Presiding Officer Carl Hosticka. In it he thanks the Committee for its comments regarding the proposed increase in the solid waste excise tax. The Parks staff also wants to express its appreciation for your letters, phone calls and e-mails sent to Council members and Executive Officer Burton in support of the proposal. You have all made a difference!

We are happy to report that Ordinance No. 02-939A to amend the Metro Excise Tax to provide revenues for Metro's Regional Parks & Greenspaces programs was adopted on March 28. This increase will raise the excise tax on solid waste by one dollar (\$1) per ton to provide an additional \$1.2 million in revenue in FY 2002-03.

The vote was unanimous - seven Councilors in favor, none in opposition.

I am also enclosing a letter from Jane Hart offering you a copy of the final report of the Blue Lake Regional Park Economic Feasibility Study and Facility Design Concept adopted by Metro Council in December 2001.

Hope you are able to get outdoors during these early days of Spring to enjoy "the nature of the region".

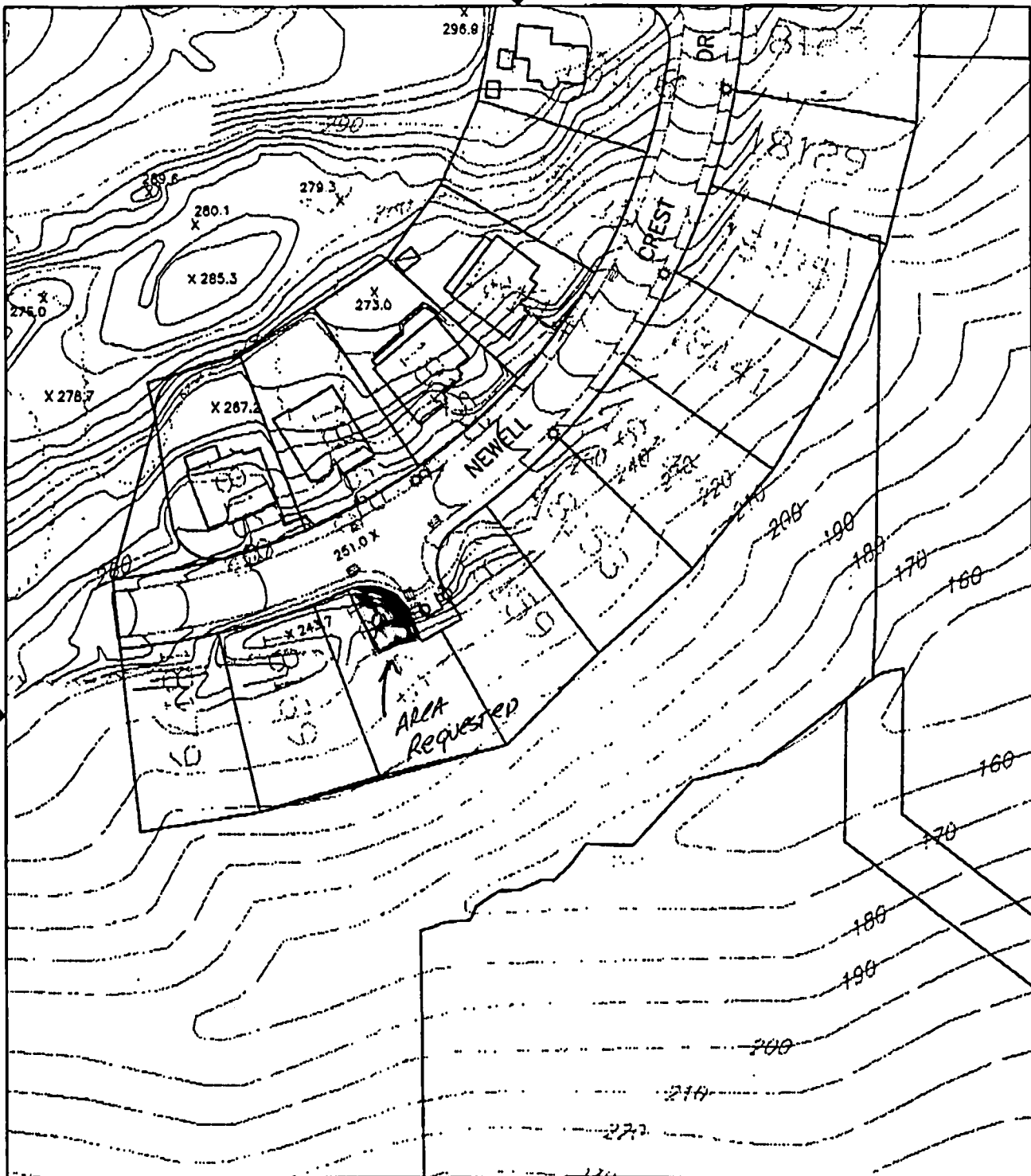
Best regards,

Patricia Sullivan
Metro Regional Parks & Greenspaces Dept.

SUBJECT: The City of Oregon City Public Works Department has applied for a permanent utility easement on a section of Metro owned property in the Newell Creek area.

SUMMARY: The City of Oregon City currently has a wastewater pump station located on Newell Crest Drive in Oregon City. The City is requesting a 20' by 30' utility easement adjacent to the current pump station to build a generator enclosure for an auxiliary power source. This auxiliary power source would supply the sewage lift station with power during power outages to prevent overflows into Newell Creek Canyon.

RECOMMENDATION: The City of Oregon City has turned in an application for an easement by proving information as written in 13A of the Metro Easement Policy for non-park uses. The application was reviewed and found to have only a positive impact on Metro owned property by preventing any raw sewage from entering Newell Creek, which lies below the wastewater pump station. Metro will receive monetary fees based on staff time spent on the easement process. The recommendation is to approve this easement proposal.



**CITY OF
OREGON CITY**

320 WARNER MILNE ROAD
OREGON CITY, OREGON
97045

NEWELL CREST PUMP STATION

SIZE A	PROJECT NO.	DWG NO.	REV
SCALE 1:100	SHEET 1 OF 1		



PROPOSED REGIONAL TRAILS AND GREENWAYS PLAN AND MAP AMENDMENTS

<p>These “numbered” trails are conceptual trails proposed by GTAC as additions to the Greenspaces Master Plan and the Regional Trails and Greenways Plan and Map. All alignments are conceptual.</p>	
1.	<p>Council Creek Trail: Westside MAX to Banks</p> <p><i>Description:</i> End of MAX line in Hillsboro west to Banks via Cornelius, Forest Grove and unincorporated Washington County, with an additional short trail extension south to the Tualatin River.</p> <p><i>Sponsor:</i> City of Cornelius – Richard Meyer</p> <p><i>Affected Jurisdictions:</i> Cornelius, Hillsboro, Forest Grove, Washington County</p>
2.	<p>Surf to Turf Trail: Rail with Trail (2A and 2B)</p> <p><i>Description:</i> From downtown Lake Oswego through Clackamas and Washington counties to the Oregon coast via the Banks/Vernonia Trail. This conceptual alignment runs parallel to Burlington Northern Railroad and Portland and Western Railroad lines, and incorporates portions of the Fanno Creek Greenway Trail.</p> <p><i>Sponsor:</i> Metro Councilor Bill Atherton</p> <p><i>Affected Jurisdictions within metro area:</i> Lake Oswego, Hillsboro, Cornelius, Forest Grove, Washington County</p>
3.	<p>Washington Square Regional Center Loop Trail</p> <p><i>Description:</i> Eastside of Hwy 217 at Washington Square with connection to Fanno Creek Greenway Trail.</p> <p><i>Sponsor:</i> City of Tigard – Duane Roberts</p> <p><i>Affected Jurisdictions:</i> Tigard, Washington County, Beaverton</p>
4.	<p>North Willamette River Greenway Trail</p> <p><i>Description:</i> Parallel to the Willamette River from the Steel Bridge north to the St. Johns Bridge along the east bank of the river.</p> <p><i>Sponsor:</i> Portland Parks – Jim Sjulín</p> <p><i>Affected Jurisdictions:</i> Portland, Port of Portland</p>
5.	<p>Hillsdale to Lake Oswego Trail</p> <p><i>Description:</i> From Hillsdale Town Center in southwest Portland south to downtown Lake Oswego with a connection to the Willamette River Greenway Trail</p> <p><i>Sponsor:</i> Portland Parks and SWTrails Group – Jim Sjulín and Don Baack</p> <p><i>Affected Jurisdictions:</i> Portland, Lake Oswego, Oregon State Parks.</p>
6.	<p>Willamette Shoreline Trolley: Rail with Trail</p> <p><i>Description:</i> Starting at the Riverplace in downtown Portland south to downtown Lake Oswego along the rail corridor. This is a proposed Rail with Trail project.</p> <p><i>Sponsor:</i> Portland Parks – Jim Sjulín</p> <p><i>Affected Jurisdictions:</i> Willamette Shoreline Consortium including Portland, Multnomah County, Lake Oswego, Clackamas County, Tri-Met and Metro</p>

7.	<p>Willamette River to Tualatin River Trail (River to River Trail)</p> <p><i>Description:</i> Land based trail connecting the Willamette and Tualatin rivers via Wilson Creek and/or Pecan Creek. Trail starts in Lake Oswego and ends in Tualatin.</p> <p><i>Sponsor:</i> Three Rivers Land Conservancy - Jayne Cronlund</p> <p><i>Affected Jurisdictions:</i> Lake Oswego, Clackamas County</p>
8.	<p>Stafford Trail</p> <p><i>Description:</i> Land based trail though the Stafford Basin from the Tualatin River (near Stafford Road) south to the Willamette River.</p> <p><i>Sponsor:</i> Clackamas County Parks – Mary Cook Swanson</p> <p><i>Affected Jurisdictions:</i> Clackamas County</p>
9.	<p>Willamette Narrows Greenway Trail</p> <p><i>Description:</i> Westside of the Willamette River from mouth of Tualatin River south of Willamette Park to land purchased by Metro (Weber Farm) near the Canby Ferry.</p> <p><i>Sponsor:</i> Metro Regional Parks and Greenspaces - Jim Morgan</p> <p><i>Affected Jurisdictions:</i> Clackamas County, Oregon State Parks and Recreation Department</p>
10.	<p>Oregon City Loop Trail (a.k.a. Little Beaver Creek Trail)</p> <p><i>Description:</i> Circular connection between the Willamette River east to Canemah Bluffs; east and north to Newell Creek Canyon; north via Beaver Lake Trail connecting to the existing Bike/Ped bridge over the Clackamas River and I-205 Bike/Ped trail.</p> <p><i>Sponsor:</i> City of Oregon City - Dee Craig</p> <p><i>Affected Jurisdictions:</i> Oregon City, Clackamas County</p>
11.	<p>Phillips Creek Trail</p> <p><i>Description:</i> Trail loop around Clackamas Town Center connecting to I-205 Bike/Ped Trail and North Clackamas Greenway, following Phillips Creek.</p> <p><i>Sponsor:</i> Clackamas County Land Use and Transportation – Karen Buehrig</p> <p><i>Affected Jurisdictions:</i> Clackamas County, North Clackamas Parks & Recreation District</p>
12.	<p>East Buttes Power Line Corridor Trail</p> <p><i>Description:</i> Continues the north to south connection through the Gresham area that begins with the Gresham Fairview Trail. Begins on south side of the Springwater Corridor extending south to the Clackamas River Greenway.</p> <p><i>Sponsor:</i> Pleasant Valley Planning Group (Metro, Portland, Gresham) – Kim White (Metro)</p> <p><i>Affected Jurisdictions:</i> Portland, Gresham, Happy Valley, Clackamas County, Multnomah County</p>
13.	<p>Scouter Mountain Trail Extension (to East Buttes Trail)</p> <p><i>Description:</i> Starting at the southernmost point of the East Buttes Trail Loop heading west through Happy Valley and southwest to the Clackamas River Greenway. Located south of Springwater Trail Corridor.</p> <p><i>Sponsor:</i> Clackamas County Parks - Mary Cook Swanson</p> <p><i>Affected Jurisdictions:</i> Clackamas County, Happy Valley</p>

14.	<p>East Buttes Loop Trail</p> <p><i>Description:</i> Located in the area south of Springwater Corridor Trail starting from Powell Butte looping east through a number of Metro and Gresham open spaces back to the Springwater.</p> <p><i>Sponsor:</i> Metro Regional Parks and Greenspaces and Metro Planning Department and Peasant Valley Steering Committee</p> <p><i>Affected Jurisdictions:</i> Portland, Gresham, Happy Valley, Clackamas County, Multnomah County</p>
15.	<p>Lewis and Clark Discovery Greenway Trail (Columbia River Trail Extension)</p> <p><i>Description:</i> North of Blue Lake Regional Park on the levee eastbound to mouth of the Sandy River and east into Troutdale connecting to the Beaver Creek Canyon Trail.</p> <p>Part of the 40-Mile Loop Trail</p> <p><i>Sponsor:</i> City of Troutdale Parks - Valerie Lantz</p> <p><i>Impacted Jurisdictions:</i> Troutdale, Fairview, Local Drainage District</p>
16.	<p>Cross Levee Trail (segment of the 40-Mile Loop Trail)</p> <p><i>Description:</i> North-south trail segment connecting the Lewis and Clark Discovery Greenway Trail to the Columbia Slough Trail near N.E. 143rd Ave.</p> <p>The trail segment is in the City of Portland's Comprehensive Plan.</p> <p><i>Sponsor:</i> Portland Parks – Jim Sjulín</p> <p><i>Affected Jurisdiction:</i> Portland</p>
17.	<p>Sullivan's Gulch / I-84 Trail</p> <p><i>Description:</i> Starting from the Eastbank Esplanade at the Willamette River east to I-205 Bike/Ped Trail, on north side of I-84, next to the Max Line and Union Pacific RR tracks. This trail runs along I-84 ending just east of Maywood Park.</p> <p>This trail has been already been added to Metro's Regional Transportation Plan (RTP).</p> <p><i>Sponsor:</i> Portland Parks – Jim Sjulín</p> <p><i>Affected Jurisdictions:</i> Portland</p>
18.	<p>Peninsula Canal Trail (segment of the 40-Mile Loop Trail)</p> <p><i>Description:</i> North-south trail segment connecting the Lewis and Clark Discovery Greenway Trail to the Columbia Slough Trail on the east side of the canal at approximately N.E. 18th Ave.</p> <p>The trail segment is in the City of Portland's Comprehensive Plan.</p> <p><i>Sponsor:</i> Portland Parks – Jim Sjulín</p> <p><i>Affected Jurisdiction:</i> Portland</p>

These “lettered” recommendations are technical changes to regional trails and greenways that were included in the 1992 Greenspaces Master Plan. In general, these changes are in designations from “greenway” (which indicates a trail *may* be included) to “trail” which indicates a future plan for a land-based trail to be added in these areas. Alignments are conceptual.

A. Rock Creek Greenway Trail

Description: Change designation from greenway to land based trail.

Show new alignment as described in the City of Hillsboro’s Parks Master Plan. This change in alignment includes deleting a portion of the Oregon Electric Railway Trail and replacing it with the Rock Creek Trail. A portion of this trail is already completed.

Sponsor: Hillsboro Parks – Scott Talbot

Affected Jurisdiction: Hillsboro

B. Fanno Creek Greenway Trail

Description: Change designation from greenway to land based trails; a technical change.

15-mile trail from Willamette Park in John’s Landing west through Portland then south to Beaverton, Tigard and into where Fanno Creek flows into the Tualatin River.

Note: a future trail bridge for pedestrians and bicyclists, over the Tualatin River is now explicitly listed as part of the overall trail alignment.

Sponsor: Metro Regional Parks and Greenspaces – Mel Huie

Affected Jurisdictions: Portland, Beaverton, Tualatin Hills Park and Recreation District, Washington County, Tigard, Durham and Tualatin

C. Lower Tualatin River Greenway Trail

Description: Change designation from greenway to land based trail along the Tualatin river from the confluence of the Tualatin and Willamette rivers in West Linn, west to the U.S. Fish and Wildlife Refuge in Sherwood.

Sponsor: Three Rivers Land Conservancy - Jayne Cronlund,

Affected Jurisdictions: West Linn, Rivergrove, Tualatin, Durham, Tigard, and Washington County.

D. Willamette River Greenway (west side of river: Lake Oswego to West Linn)

Description: Change designation from greenway to land based trail from Lake Oswego south through the city of West Linn to the mouth of the Tualatin River.

Sponsor: Three Rivers Land Conservancy – Jayne Cronlund

Affected Jurisdictions: Lake Oswego, West Linn

E. Beaver Creek Canyon Trail

Description: Change designation from greenway to land based trail within city of Troutdale. Outside Troutdale city limits the greenway designation remains.

Sponsor: City of Troutdale Parks – Valerie Lantz

Affected Jurisdictions: Troutdale

Regional Trails and Greenways Plan

Criteria for Determining Regionally Significant Trails and Greenways

recommended by the Greenspaces Technical Advisory Committee on Jan. 10, 2001 and adopted by Metro Council on May 31, 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.

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 separated from roads and streets (at least 75% of length).

Examples are trails in former or existing rail corridors; right of ways which were never developed into streets; trails separated from the street by a vegetative buffer or swale; trails and greenways in riparian corridors separated from roads, such as the Willamette River Greenway Trail, Fanno Creek Greenway Trail, and Beaver Creek Canyon Trail; trails in utility corridors; trails and greenways on dikes or levees; trails in exclusive corridors adjacent to highways (e.g. I-205 Bike/Ped Way); river trails; floating trails in water bodies; boardwalks; etc.)

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 four of the following second level criteria must also be met:

Second Level to Be Met

Criteria for Regional Significance (at least four 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/or 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)
- G. Likely that the trail will receive use, including use by citizens from various areas of the region.

Regional Trails and Greenways Plan

Glossary of Terms

recommended 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.)

Trails Separated from Roads and Streets (former term: Off-Road Trails)

Examples are trails in former or existing rail corridors; rights-of-ways which were never developed into streets; trails separated from the street by a vegetative buffer or swale; trails and greenways in riparian corridors separated from roads, such as the Willamette River Greenway Trail, Fanno Creek Greenway Trail, and Beaver Creek Canyon Trail; trails in utility corridors; trails and greenways on dikes or levees; trails in exclusive corridors adjacent to highways (e.g. I-205 Bike/Ped Way); river trails; floating trails in water bodies; boardwalks; etc.)

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).

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.

Regional Trails and Greenways Plan

Nomination Form

to add a new trail or greenway to the map, to change alignment of a trail or greenway already on the map or to make a technical correction to the map

RETURN TO METRO BY JUNE 29, 2001

(fill out a form for each nomination, change or technical correction)

Date:	
Nominator Name:	
Title:	
Organization/Agency:	
Phone & Fax:	
E-mail Address:	

Signature: _____

1.	Name of trail or greenway:	
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2.	What type of change to the map is being proposed? (place an "X" next to the appropriate type)
<input type="checkbox"/>	add a new trail or greenway to the map
<input type="checkbox"/>	make a change to alignment on a trail or greenway already on the map
<input type="checkbox"/>	technical correction (e.g. section of trail has been built since last update, line on map was incorrectly mapped; trail or greenway actually is in a different location; comprehensive plan change; etc.)

NOTE: For technical corrections, you only need to describe the change and submit a map. Do not fill out the rest of the form.

3.	Description of trail or greenway (or description of technical change):

4.	Estimated length in miles:	
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5.	Trail or greenway is located in the following local jurisdictions and counties:

6.	List any groups or organizations supporting your trail nomination. Describe any public involvement activities and meetings that have been held related to this trail.

7.	Coordination with local, regional, state and federal plans:
Is the trail or greenway in the local comprehensive plan and local parks/trails master plans? Please describe.	
Is the trail or greenway in any regional trails or greenway plans? Please describe.	
Is the trail or greenway in the state trails plan or Willamette River Greenway? Please describe.	
Is the trail or greenway in any federal plans? Please describe.	

Regional Significance

To complete this section, please refer to "Criteria for Determining Regionally Significant Trails and Greenways".

8.	Is the trail or greenway primarily separated from streets and roads (at least 75% of the length)?	
9.	Please place an "X" next to the criteria met by the nominated trail or greenway (need at least four):	
	A. Located along the Willamette Greenway	
	B. Multi-jurisdictional, including Washington State	
	C. Connects regionally significant parks and greenspaces	
	D. Connects to other regionally significant trails	
	E. Connects regional centers, town centers, industrial areas and/or light-rail station areas	
	F. Connects to or through significant habitat areas, wildlife corridors or publicly-owned LCDC Goal 5 resources	
	G. Likely that the trail will receive use, including use by citizens from various areas of the region	
10.	Other comments:	

Other information

Attach a map of the trail or greenway.

Clearly denote in some fashion the proposed trail or greenway alignment or changes. The alignment should be conceptual. If your local planning department does not have mapping capabilities, a map can be purchased from Metro's Data Resource center (797-1742). A Thomas Guide map or other map may be substituted if cost is a consideration.

Attach an aerial photo of the trail or greenway.

Clearly denote in some fashion the proposed trail or greenway alignment or changes. The alignment should be conceptual. If your local planning department does not have the ability to get you an aerial photo, one can be purchased from Metro's Data Resource center (797-1742). **If this is too costly for your agency/organization, please call Mel Huie to discuss other options.**

DUE ON JUNE 29, 2001

(earlier would be appreciated)

Please feel free to fill out this form electronically, but you still need to submit a hard copy with the required attachments to Mel Huie, Metro Regional Parks and Greenspaces, 600 NE Grand Ave. Portland OR 97232. If you have any questions, please call 797-1731 or send e-mail to huiem@metro.dst.or.us.

2002 VI
To: Parks and Greenspaces Advisory Committee

From: Aleta Woodruff

Many thanks to Pat Sullivan and the Committee for arranging for me to attend the Metro sponsored all day meeting at the Convention Center on March 15th.

I attended the parks sectional meeting and found most speakers very supportive of Metro's parks programs. They seemed in favor of widening the Greenspaces Program where ever possible. Mike Houck of Portland Audobon Society was most eloquent in his praise of Metro and the work of the parks division. Mr. Moshofsky presented a dissenting view, but the speakers from the audience made up for that. They were highly in favor of the programs. Two especially note worthy audience members were Charlie Ciecko and Ted Kyle, Chair of Metro Committee for Citizen Involvement.

The reaction of the large audience of mostly elected officials seemed in general to be favorable for all the policies of Metro's several departments. Mr. Burton spoke extremely well and held his own in debate.

On March 16th, Metro presented the new film showing many of Metro's responsibilities at the "Let's Talk Portland" meeting at Cleveland High School. This was the third annual meeting sponsored by the Office of Neighborhood Involvement. The four city commissioners were in attendance as well as a few moments of Congressman Blumenauer's time. The Metro film presentation was a wonderful introduction to many of those attending who were not the least informed about Metro's place in regional government. Councilor Rex Burkholder gave a short speach as an introduction.

At two recent Wednesday meetings of the joint committees of the Natural Resource and the Regional Environmental Management Departments, the increase of \$1.00 in the excise tax on tipping fees was discussed at length.

On March 28th the full council voted unanimously in favor of his tonnage increase with proceeds designated for use by Parks and Greenspaces for maintenance of existing areas. A sunset clause limited this raise to two years.

At the Hollywood theater on April 3rd, Congressman Blumenauer hosted a state wide meeting for the public to speak out for more wilderness areas for Oregon. Oregon has a much lower percentage of wilderness areas than either Washington or California. Many of the audience spoke in favor of the road-

less areas remaining road-less. Many spoke of specific locations in danger of being logged.

In attendance to represent Metro was Councilor Carl Hostika, Chair of the Council. Also attending but leaving shortly were Dan Saltzman, Representative Wu and Representative Brown.

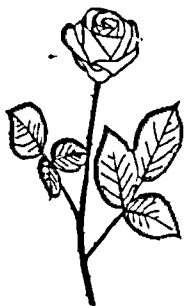
It was educational to see the fervor of the audience. Many interruptions occurred when people broke out in applause to show their approval of the speaker's message. There were no dissenting speakers. These people were whole-heartedly for Wilderness and many had travelled from the outer-limits of the state.

On April 4 I had the opportunity to visit with a group Champoeg State Park and Visitor Center. Their photographic presentations made by Portland Community College were impressive. One was on Champoeg's place in Oregon history and the second on steamboats on the Willamette. Children were in attendance at Pioneer School. Blue bird nesting boxes have been placed throughout the park. For intensive Oregon history, Champoeg rates with Flagstaff Hill Interpretive Center in Baker City and End of the Trail in Oregon City.

I spoke at the April meeting of Wilshire Garden Club on the need for more funds for Metro parks and Portland Parks. The ladies were mainly unaware of the transfer of County Parks and Cemeteries to Metro. Because of the average age of these women, they seemed not in favor of the City Parks Bond Measure coming up in May. Probably this is because of the slight increase in taxes.

After all of this home work--now may I please be excused from the May meeting?

Aleta Woodruff



A note from...

Aleta

Dear Charles,

Perhaps you might find
a place for this poetry
in the future.

And thank you for sending
me to the Conference. I
appreciate being able to
attend.

Sincerely,

Aleta Woodruff

Aleta Woodruff

I am a loyal supporter of the Cystic Fibrosis Foundation.

Ox Bow Park

Oh, mossy bearded cedar bough bend low
And drip clear drops collected from the fog.
Wildviolets and pink calypso, grow
and keep blooming by your water-reed filled bog
And let some whispered ancient secrets flow
First captured in the rings within this fallen log.

This is a green and gray and golden place.
I promise to leave nothing on the trail
Except my feeble footprints as they trace
My passing through this lovely misty vale
Addressing living creatures I embrace
Their beauty and that their wildness shall prevail.

Aleta Woodruff