

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE) RESOLUTION NO. 23-5332
REGIONAL TRAILS SYSTEM PLAN MAP)
) Introduced by Chief Operating Officer Marissa
) Madrigal in concurrence with Council President
) Lynn Peterson

WHEREAS, the Metro Council adopted the Greenspaces Master Plan in July 1992, which included a Regional Trails and Greenways Map, depicting proposed regional and multi-jurisdictional trails and greenways that would connect, among other things, natural areas and parks, regional centers and town centers, light-rail stations, and historical and scenic sites; and

WHEREAS, in May 2001, by Resolution 01-3068, the Metro Council approved the Criteria for Determining Regionally Significant Trails and Greenways for updating the Regional Trails and Greenways Map; and

WHEREAS, in July 2002, October 2008, July 2014, and most recently in June 2018, the Metro Council approved changes and additions to the Regional Trails and Greenways Map (now referred to as the “Regional Trails System Plan Map”); and

WHEREAS, in February 2016, by Resolution 15-4670, the Metro Council adopted the Parks and Nature System Plan, which outlines a mission-critical strategy to convene, plan and build a regional trail system; and

WHEREAS, the Metro Strategic Plan to Advance Racial Equity, Diversity and Inclusion identifies the goal of convening and supporting regional partners to advance racial equity, and Metro conducts its regional trail planning efforts in close collaboration with regional partners, thereby providing an opportunity to advance racial equity through regional trail planning; and

WHEREAS, Metro Parks and Nature staff propose to revise the Criteria for Determining Regionally Significant Trails and Greenways (now referred to as “Criteria for Determining Regionally Significant Trails”) for consistency with current language and best practices;

WHEREAS, local partner agencies have proposed segments of twenty-seven trails to be added or otherwise updated on the Regional Trails System Plan Map, and Metro’s natural areas and transportation planning staff reviewed these updates for consistency with Metro’s planning efforts; and

WHEREAS, these twenty-seven trails are consistent with local, state and federal plans, meet the Criteria for Determining Regionally Significant Trails, and have been vetted through public planning processes; and

WHEREAS, the newly updated Regional Trails System Plan Map will be used to inform updates to Metro’s Regional Transportation Plan, Active Transportation Plan, Metro Parks and Nature planning efforts, and local, state and federal partner trail planning efforts and initiatives; now therefore,

BE IT RESOLVED that the Metro Council hereby approves the revised Criteria for Determining Regionally Significant Trails, as described in Exhibit A, and the updated Regional Trails System Plan Map, as described in Exhibit B and mapped in Exhibit C.

ADOPTED by the Metro Council this 22nd day of June 2023.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

Regional Trails System Plan Map

Criteria for Determining Regionally Significant Trails

The following is the screening process used to add new trails to the Regional Trails System Plan Map. Both levels must be met before a new trail can be added.

First Level to Be Met

Trail must be primarily separated from roads and streets (at least 75% of length).

Examples of off-street corridors include:

- trails in former or existing rail corridors, e.g., Springwater Trail.
- rights-of-ways which were never developed into streets, e.g., Peninsula Crossing Trail.
- trails separated from the street by a vegetative buffer or swale, e.g., Terwilliger Boulevard Trail.
- trails and greenways in riparian corridors separated from roads, e.g., Fanno Creek Trail.
- trails in utility corridors, e.g., Westside Trail.
- trails and greenways on levees, e.g., Marine Drive Trail.
- trails in exclusive corridors adjacent to highways, e.g., I-205 Trail.
- water trails, e.g., Columbia Slough Water Trail.
- trail within parks, PUDs, or campuses, e.g., Wildwood Trail.

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 15.
- B. Multi-jurisdictional, including Washington State.
- C. Connects regionally significant parks and natural areas.
- 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 high-frequency transit service.
- F. Likely that the trail will receive use, including use by residents from various areas of the region.

EXHIBIT B

Regional Trails System Plan Map Description of new trails added or modified in 2023.

Beaverton Creek Trail

A new segment was built in downtown Beaverton.

Butler Buttes Trail

The Gabbert Butte segment of this trail was upgraded from conceptual to existing.

Cazadero Trail

The Goose Creek gap was completed in 2018.

Clackamas River Greenway

A new segment was built in the Carver area of Happy Valley. A conceptual trail was added to the map from Gladstone to Carver, consistent with Happy Valley's and North Clackamas Parks and Recreation District's local plans.

Columbia Slough Trail

A new segment was completed in Portland's Wilkes neighborhood. The planned alignment west of Portland International Airport was modified in accordance with local plans.

Crescent Park Trail

The status of this trail was changed from conceptual to planned, consistent with City of Hillsboro's local plans.

Fanno Creek Trail

The planned alignment of several segments of the Fanno Creek Trail in Tigard was modified to reflect recent local plans.

Gresham-Fairview Trail

A short gap near Ruby Junction was completed in 2023. A planned segment north of Sandy Blvd. was added in accordance with local plans.

I-205 Trail

A proposed car free crossing of the Willamette River in Oregon City/West Linn was added in accordance with ODOT's recent plans.

Ice Age Tonquin Trail

Several segments of the trail have been built recently, including along Coffee Lake Creek Wetlands in Wilsonville and Cedar Creek in Sherwood.

Kelley Creek Trail

A short gap was completed in Pleasant Valley in 2021.

Marine Drive Trail

A short gap and midblock crossing were completed in Portland's Wilkes neighborhood in 2019.

North Clackamas Greenway Trail

The proposed alignment was modified to reflect Clackamas County and North Clackamas Parks and Recreation District plans.

Red Electric Trail

A new bridge was built in Portland's Hillsdale neighborhood in 2021.

Reedville Trail

A short segment in Hillsboro was completed in 2020.

River Terrace Trail

Several short segments have been built in Tigard's River Terrace neighborhood since 2018.

Salmonberry Trail

The status of this trail changed from conceptual to planned, in accordance with state and county plans.

Scouters Mountain Trail

Several segments have been built in Happy Valley along Rock Creek and its tributaries since 2018.

Springwater Trail

The City of Portland completed part of the Sellwood Gap in 2019.

Stafford Trail

A short segment of Wilsonville's Boeckman Creek Trail was completed in the Frog Pond neighborhood in 2020.

Tigard to Lake Oswego Trail

The status of Tigard's portion of this trail was changed from conceptual to planned, consistent with local plans.

Troutdale to Gresham Trail

Three short segments of this trail were completed in Gresham's Kelly Creek neighborhood.

Troutdale to Salish Ponds Trail

In accordance with local plans, a new conceptual alignment was added to the map, extending the proposed "Wood Village to Salish Ponds Trail" to downtown Troutdale.

Tualatin River Greenway

Several map updates were made to this trail, reflecting local plans. In Cornelius, a new segment of the trail was completed in 2020, and a conceptual alignment was added to the map; the alignment in King City's Kingston community was modified and upgraded from conceptual to planned; and conceptual segments in Tualatin were upgraded to planned.

Tualatin Valley Trail

Within parts of Aloha and Beaverton, the trail was upgraded from conceptual to planned to reflect Washington County's recent planning efforts.

Westside Trail

Since 2018, new segments of the trail were built in North Bethany and next to the Nike campus.

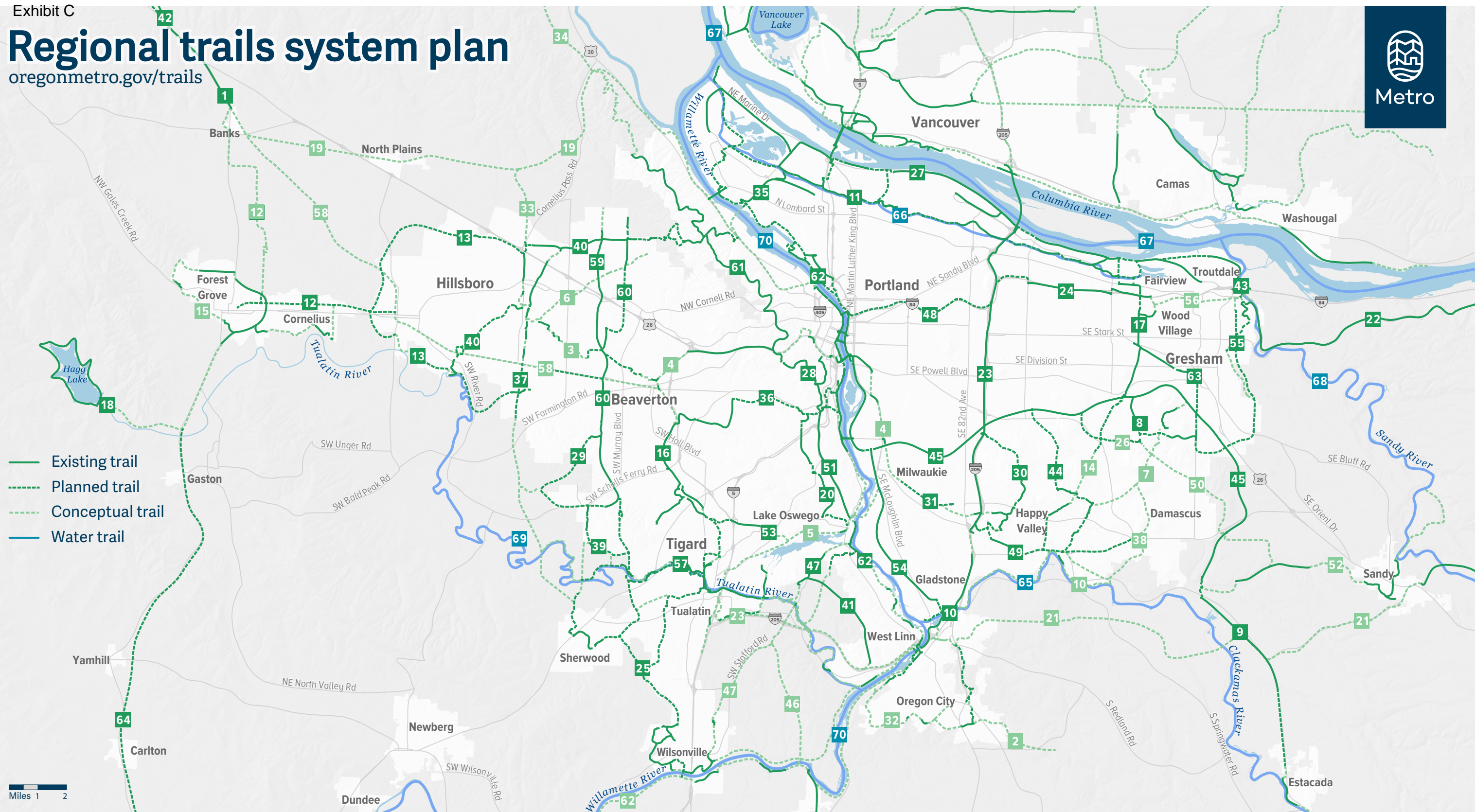
Willamette River Greenway

Since 2018, new segments of the trail were built in North Portland and Wilsonville. The planned French Prairie Bridge in Wilsonville was also added to the map.

Exhibit C

Regional trails system plan

oregonmetro.gov/trails



- | | | | | | | | |
|----------------------------------|---------------------------------|-------------------------------------|------------------------------|-----------------------------------|-----------------------------|-------------------------------------|--------------------------------------|
| 1. Banks-Vernonia Trail | 9. Cazadero Trail | 17. Gresham-Fairview Trail | 25. Ice Age Tonquin Trail | 33. Oregon Electric Railway Trail | 41. Rosemont Trail | 49. Sunrise Corridor Trail | 57. Tualatin River Greenway |
| 2. Beaver Lake Trail | 10. Clackamas River Greenway | 18. Hagg Lake Trail | 26. Kelley Creek Trail | 34. Pacific Greenway Trail | 42. Salmonberry Trail | 50. Sunshine Valley Trail | 58. Tualatin Valley Trail |
| 3. Beaverton Creek Trail | 11. Columbia Slough Trail | 19. Helvetia Trail | 27. Marine Drive Trail | 35. Peninsula Crossing Trail | 43. Sandy River Greenway | 51. Terwilliger Trail | 59. Waterhouse Trail |
| 4. Beaverton to Milwaukie Trail | 12. Council Creek Trail | 20. Hillsdale to Lake Oswego Trail | 28. Marquam Trail | 36. Red Electric Trail | 44. Scouters Mountain Trail | 52. Tickle Creek Trail | 60. Westside Trail |
| 5. Bridgeport to Milwaukie Trail | 13. Crescent Park Trail | 21. Historic Barlow Road Trail | 29. McKernan Creek Trail | 37. Reedville Trail | 45. Springwater Trail | 53. Tigard to Lake Oswego Trail | 61. Wildwood Trail |
| 6. Bronson Creek Trail | 14. East Buttes Powerline Trail | 22. Historic Columbia River Highway | 30. Mount Scott Trail | 38. Richardson Creek Trail | 46. Stafford to Canby Trail | 54. Trolley Trail | 62. Willamette River Greenway |
| 7. Butler Buttes Trail | 15. Emerald Necklace Trail | 23. I-205 Trail | 31. North Clackamas Greenway | 39. River Terrace Trail | 47. Stafford Trail | 55. Troutdale to Gresham Trail | 63. Wy'East Way Path |
| 8. Butler Creek Trail | 16. Fanno Creek Trail | 24. I-84 Trail | 32. Oregon City Loop Trail | 40. Rock Creek Trail | 48. Sullivan's Gulch Trail | 56. Troutdale to Salish Ponds Trail | 64. Yamhelas Westsider Trail |
| | | | | | | | Water Trails |
| | | | | | | | 65. Clackamas River Water Trail |
| | | | | | | | 66. Columbia Slough Water Trail |
| | | | | | | | 67. Lower Columbia River Water Trail |
| | | | | | | | 68. Sandy River Water Trail |
| | | | | | | | 69. Tualatin River Water Trail |
| | | | | | | | 70. Willamette River Water Trail |

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 23-5332 APPROVING THE REGIONAL TRAILS SYSTEM PLAN MAP

Date: June 1, 2023

Prepared by: Robert Spurlock, 503-813-7560

BACKGROUND

This resolution would approve updates to the Regional Trails System Plan Map and the accompanying Criteria for Determining Regionally Significant Trails. The map was originally part of the 1992 Metropolitan Greenspaces Master Plan and was last updated by the Council via Resolution No. 18-4884 on June 28, 2018. The criteria were originally adopted by Council via Resolution No. 01-3068 on May 31, 2001. This resolution would update the Regional Trails System Plan Map to depict recently built and newly planned trails and would update the Criteria for Determining Regionally Significant Trails to reflect current language and best practices. All trails were nominated by local jurisdictions and trail partners and conform to Metro Council adopted criteria for regional trails.

See Exhibit A for the Criteria for Determining Regionally Significant Trails, Exhibit B for a description of the 27 newly added or modified trails and Exhibit C for the Regional Trails System Plan Map.

ANALYSIS/INFORMATION

1. Known Opposition

None

2. Legal Antecedents

Metro Resolution No. 92-1637 (“For the Purpose of Considering Adoption of the Metropolitan Greenspaces Master Plan”) adopted July 23, 1992

Metro Resolution No. 93-1872 (“For the Purpose of Amending the Greenspaces Master Plan and Map of Natural Areas, Trails and Greenways of Regional Significance By Adding the Peninsula Crossing Trail in North Portland”) adopted December 23, 1993

Metro Resolution No. 01-3068 (“For the Purpose of Preparing Recommendations for Updating the Regional Trails and Greenways Map”) adopted May 31, 2001

Metro Resolution No. 02-3192 (“For the Purpose of Amending the Greenspaces Master Plan and Updating the Regional Trails and Greenways Plan and Map”) adopted July 23, 2002

Metro Resolution No. 08-3954 (“For the Purpose of Amending the Greenspaces Master Plan and Updating the Regional Trails and Greenways Plan and Map”) adopted October 2, 2008

Metro Resolution No. 14-4546 (“For the Purpose of Approving the Regional Trails and Greenways Map”) adopted July 10, 2014

Metro Resolution No. 18-4884 (“For the Purpose of Updating the Regional Trails System Plan Map”) adopted June 28, 2018

3. Anticipated Effects

The new Regional Trails System Plan Map will inform regional parks and transportation planning efforts and programs, such as the Regional Transportation Plan and right-of-way acquisition efforts

through the Metro Parks and Nature Bond Program. The map depicts a total of 779 miles of land-based trails, including 317 miles of existing trails, 176 miles of planned trails and 286 miles of conceptual trails. The map also includes 172 miles of water trails along the Metro region's five rivers and the Columbia Slough that provide paddling and non-motorized boating opportunities to the public.

4. Budget Impacts

Adoption of the resolution to update the Regional Trails System Plan Map has no budget impact at this time. There will be future costs associated with the planning, design, construction and maintenance of the trails over many years. These costs will be shared by local, regional, state and federal partners.

RECOMMENDED ACTION

Staff recommends the approval of Resolution No. 23-5332.

EXHIBIT C
Regional Trails System Plan Map