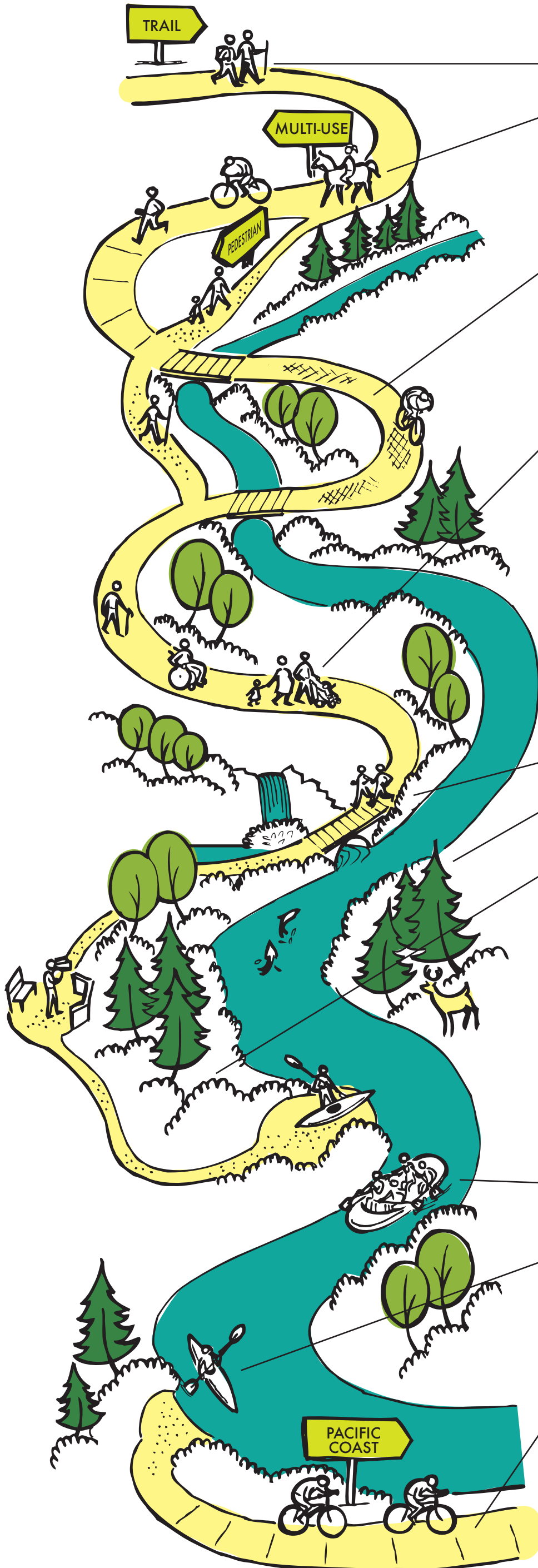


Glossary of Terms

Regional Trails and Greenways Plan



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,* or have been master planned but remain unbuilt.
- 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 planned or 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.

Water 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.)

Note:

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

Criteria for Determining Regionally Significant Trails and Greenways

Regional Trails and Greenways Plan

adopted by Metro Council on May 31, 2001, edited by Robert Spurlock on April 19, 2011

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

*Trails primarily in the public street right-of-way that are not separated from vehicular traffic by a vegetative buffer, e.g., bike lanes, sidewalks, or bike boulevards, are addressed by the regional bike and pedestrian systems in Metro's Regional Transportation Plan (RTP).

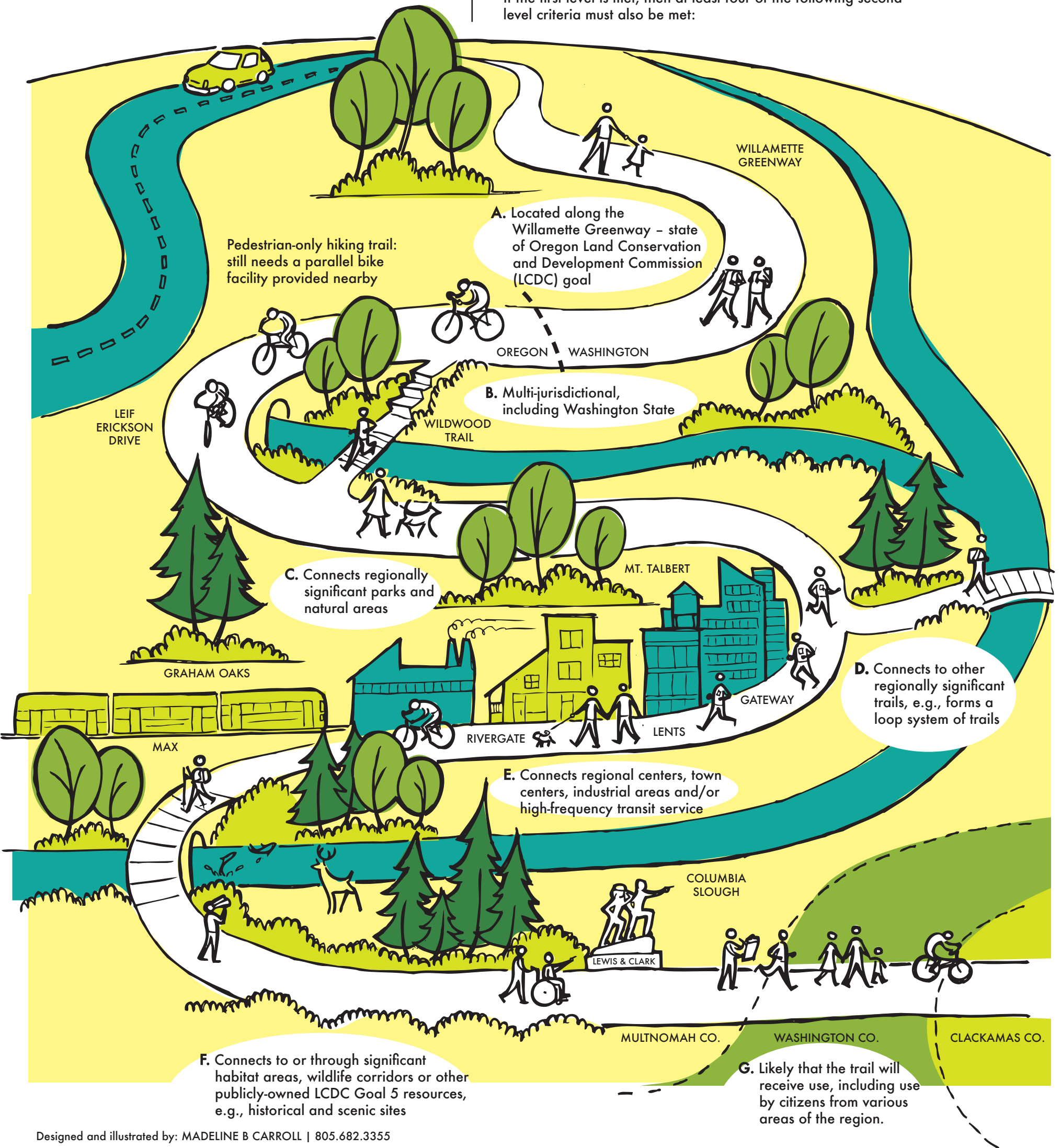
First Level to Be Met

Trail or greenway 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 dikes or levees, e.g., Marine Drive Trail
- trails in exclusive corridors adjacent to highways, e.g., I-205 Trail
- river trails, e.g., Columbia Slough Water Trail
- trail within parks, PUDs, or campuses, e.g., Wildwood Trail

Second Level to Be Met

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



Regional Trail Development Process

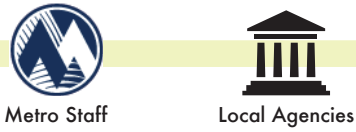
Regional Trails and Greenways Plan

Local agencies advance trails through the process:



REGIONAL TRAIL MAP

- ✓ Was adopted in 1992
- Trail alignments are conceptual
- local agencies apply for grant \$ to fund trails on the map

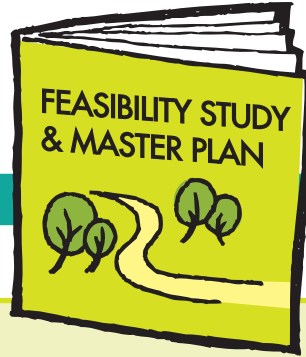


START: AMEND REGIONAL TRAIL MAP

- Regional Trail Map is periodically amended
- Local agencies nominate new trails
- Metro staff uses "Criteria for Determining Regionally Significant Trails or Greenways"
- ✓ Metro Council adopts amended map

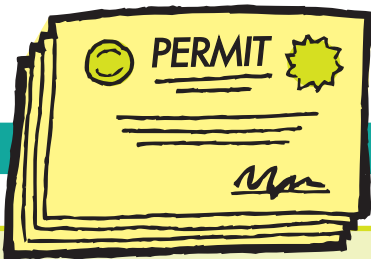


Secure funding for feasibility & master planning



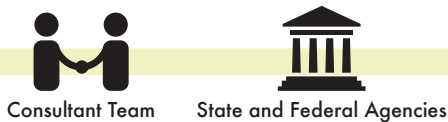
YEARS 1-3: FEASIBILITY STUDY and MASTER PLAN

- Evaluation criteria
- Natural Resource Assessment
- Cultural resources assessment
- Design guidelines
- Alignment alternatives analysis
- 1 ✓ Select preferred alignment
- 1 2 3 Phasing plan
- Cost estimate
- Mitigation needed



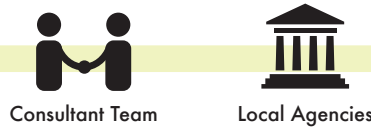
YEAR 7: LAND USE and BUILDING PERMITS

- ✓ Pre-applications
- ✓ Type I, II or III land use
- ✓ Army Corp, DSL
- ✓ NMFs NOAA Fisheries
- ✓ Local building permit
- ✓ DEQ 1200C



YEARS 4-7: DESIGN

- Refined preferred alternative
- Cost estimate
- Materials, width, signage
- 65% construction documents review
- 90% construction documents review
- Permit set



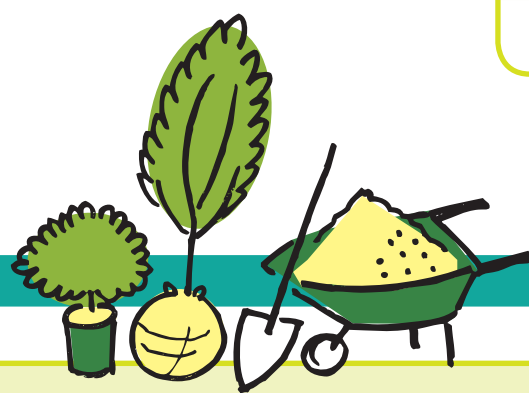
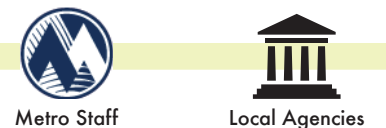
Secure funding for design & construction



YEARS 2-5: LAND ACQUISITION*

- Easements or fee-title sought from willing sellers (Can take several years)
- Key partners sought, e.g., developers, DOTs, utilities
- Donations sought
- Limited funding always an issue

* Acquisition sometimes happens prior to feasibility work



YEARS 8-9: CONSTRUCTION

- Site layout
- Rough grading
- Paving
- Site Furnishings
- Restoration
- Crossings
- Utilities



RIDE and WALK!