



Appendix D: Community Engagement Reports



Summary of second round of trails engagement

2019 Parks and Nature Bond Refinement

November 2021

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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Background

The first round of engagement for the trails for walking and biking program of the 2019 parks and nature bond measure took place in April 2021 and focused on Black, Indigenous and other people of color. Participants in the April engagement gave input that influenced which factors would be used to prioritize trail investments. A complete summary of the first round of engagement is available [here](#). After incorporating the input received in April, Metro hosted a second round of community engagement in November 2021.

Audience

In contrast to the first round's focus on Black, Indigenous and other people of color, the second round of engagement was geared toward a general audience, including stakeholders such as local agency staff and trails advocacy groups. Metro invited participants through the same channels as the first round, while also distributing the invitation more broadly to reach a wider audience, through channels such as the Metro bond newsletter, and Metro's email lists of regional trails stakeholders and local government staff. 59 individuals attended the three virtual open houses. We did not offer stipends in the second round.

Engagement goal

The goal was to report back on the first round of engagement and to ask people familiar with their community's trails to review the draft prioritization results and spot check our work to flag any places where the draft results seemed inconsistent.

Format

Metro hosted three virtual open houses and published an online Storymap, provided in English and Spanish, showing preliminary results of the trail prioritization tool. We collected input on the prioritization tool via an electronic survey, which was open for three weeks. The first two open houses followed identical formats but were scheduled at different times of day to accommodate people's schedules. Spanish interpreters were available at both events.

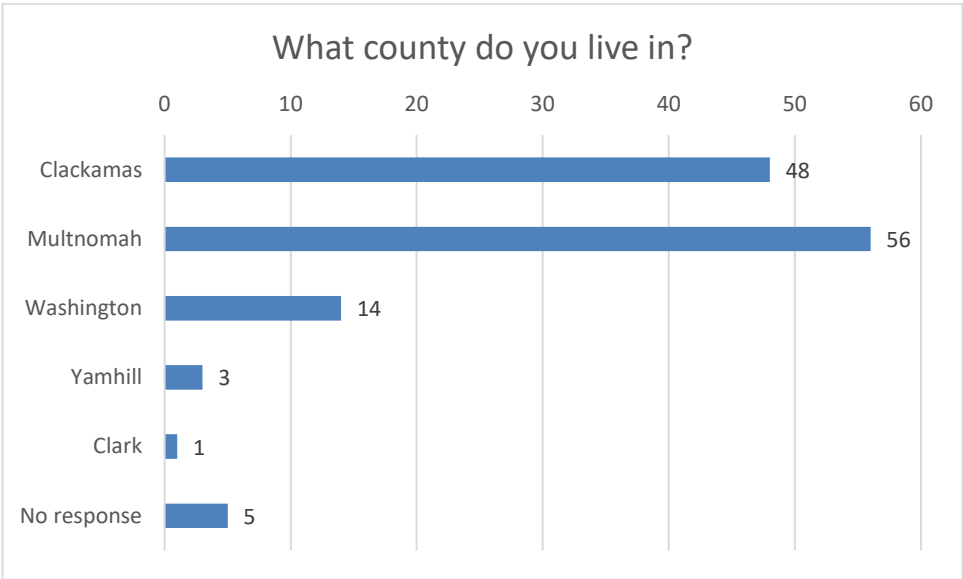
Metro staff presented a summary of the feedback from the first round of engagement, an outline of the tool methodology, led breakout groups through a preview of the draft prioritization results for each of the six factors, and finished with a general Q&A session. The third virtual open house followed a condensed format and was tailored specifically to local agency staff.

Summary of survey responses

The electronic survey was open for three weeks and 127 people submitted responses. Although the survey was available in Spanish, we only received responses to the English version of the survey.

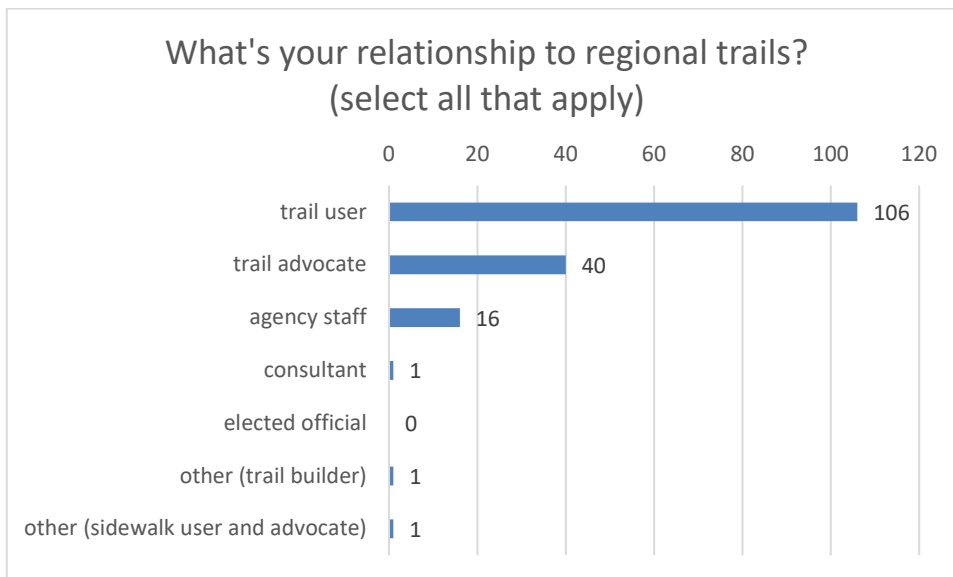
Question 1: What county do you live in?

The most populous county, Multnomah, accounted for the most representation, with 56 survey takers. However, the second most populous county, Washington, inexplicably only accounted for 14 respondents, while Clackamas, the third most populous county, provided 48 survey participants. An additional eight respondents either did not report their county of residence or lived outside the three-county metro area.



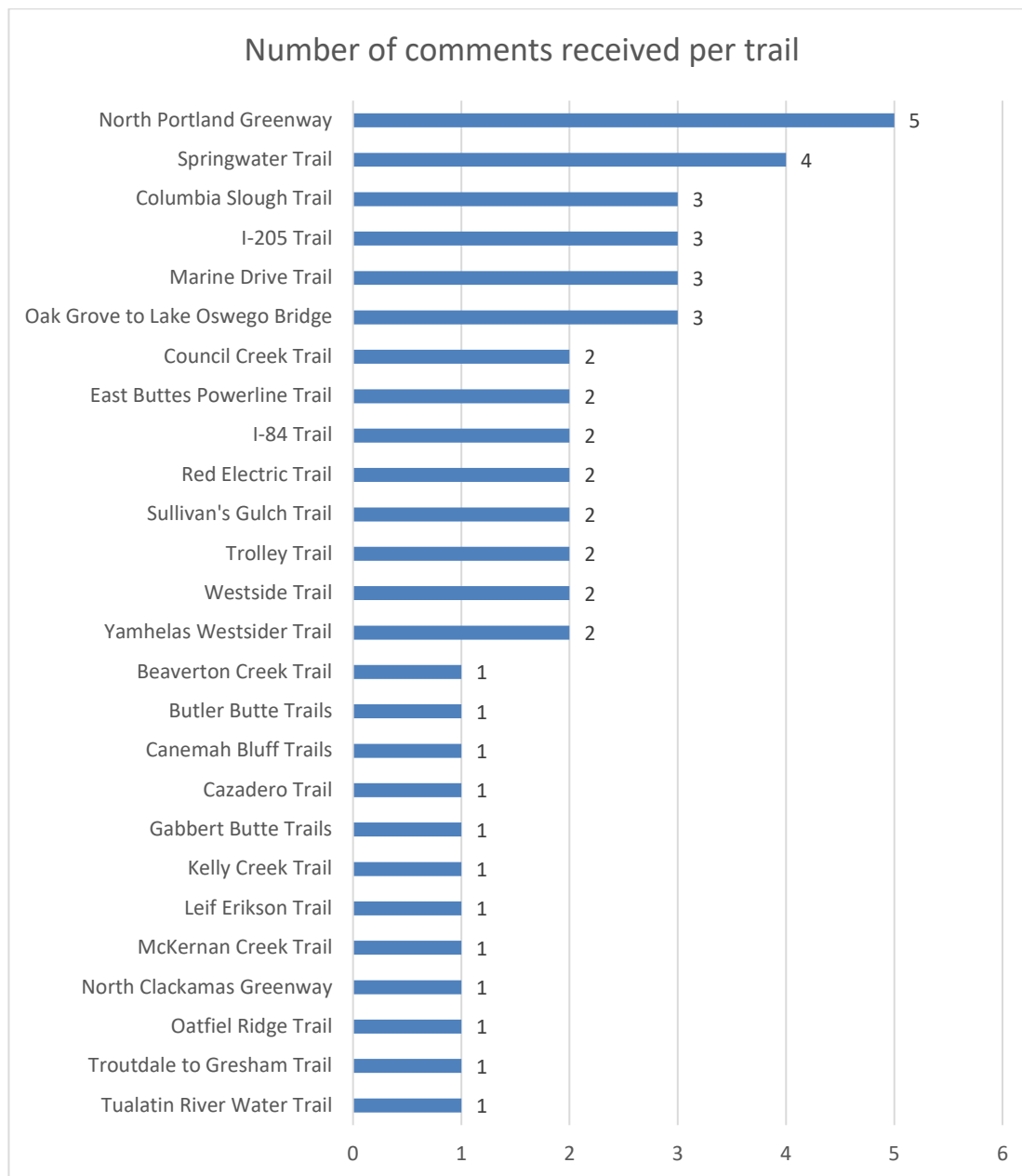
Question 2: What's your relationship to regional trails? (select all that apply)

The responses to this question show that 83% of participants identify as trail users, 31% identify as trail advocates, and 13% work for parks or transportation government agencies. Percentages add up to more than 100 because participants could select more than one response. Surprisingly, only one respondent identified themselves as a consultant. The actual number of consultants who completed the survey was likely much higher, so this could also mean that the other responses are skewed by misreporting.



Question 3: Do you have feedback on a specific trail?

The survey asked respondents to name the specific trail or trail segment for which they were providing feedback. This question elicited comments on 26 different trails from 31 respondents. The North Portland Greenway received the most comments (5) of any specific trail, while most trails received one or two comments each.



Question 4: What would you like us to know about the trail?

The nature of these comments ranged from advocating for higher prioritization scores to increasing operations and maintenance efforts. In a few cases, survey respondents identified inaccuracies in the maps and anomalies in the prioritization scores. We incorporated these edits into the final tool. Themes that emerged include:

- Opportunities to improve connectivity and traffic safety for non-motorized travel.
- Concerns related to – and sympathy for – people experiencing houselessness living along trails. Related concerns include crime and personal security, and trash along trails.
- Need for improved trail amenities for safety and comfort, such as lighting and restrooms.
- Need for coordination with wildlife habitat conservation efforts.
- Impatience with the slow pace of completing new trails.

Question 5: Is there anything else we should be considering as we score and prioritize all of these potential trail investments?

Many of the same themes from Question 4 also emerged in responses to Question 5. This question received 60 responses, which included concerns related to people who are experiencing houselessness living along trails, and suggestions for which of the six factors to give more weight to.

- Eleven (11) comments voiced support for a new ferry service along the Willamette River. It should be noted that investments in ferry transportation are not eligible for trails funding through the bond measure.
- Seven (7) comments related to people experiencing houselessness living along trails. Related concerns included waste and drug paraphernalia along the trails; personal safety of trail users, particularly women; and physical barriers within the trail right-of-way that impede commuters.
- Four (4) comments emphasized the importance of prioritizing trails that connect to specific kinds of destinations, such as underserved neighborhoods, bus stops and health care.
- Three (3) comments pertained to the desire to protect wildlife habitat.
- Three (3) comments stressed the importance of ensuring that trails are accessible for people with disabilities.

- Three (3) comments urged Metro to prioritize needed trail investments in new urban growth areas and parts of the region where more people will live in the future.
- Three (3) comments highlighted traffic safety as a major issue that should be used to prioritize trails, stating that investments in new trails and improvements in existing trails can be effective ways to make personal travel safer.
- Three (3) comments identified the need to provide adequate car parking at trailheads.

VERBATIM RESPONSES TO QUESTION 4 (SORTED BY TRAIL):

Beaverton Creek Trail

THPRD requests that Metro staff consider increasing the Transportation Potential score of Beaverton Creek Segment (BCT) #4 as this segment connects downtown Beaverton – an employment area containing several tier-1 and -2 destinations - to developed portions of the Westside Trail extending from SW Scholls Ferry Rd to the HMT complex at the 158th and Merlo MAX station adjacent to the Tualatin Hills Nature Park. THPRD requests that Metro staff consider increasing the Gap Completion score of BCT #4 as this trail segment connects downtown Beaverton to developed portions of the Westside Trail network, creating a seamless connection. Finally, THPRD requests that Metro staff consider increasing the Nature score of BCT #4 as the trail segment crosses the Beaverton Creek and creates a direct connection to the Tualatin Hills Nature Park natural area.

Butler Buttes Trails

Trails connecting Towle Road and Regner Road are heavily used. These can easily connect to Springwater. They need to be completed. Much work has already been done in terms of community meetings and planning.

Trail from SW 33rd to Saddleback Trail is very steep. There needs to be switchbacks built to make the trail safer.

Please consider the value of the work already done. There have been lots of community input and planning with coordination with City of Gresham. Improving access to these trails would provide access to other parks as well.

Canemah Bluff Trail

Vested user of Canemah Bluff and know that 95% of this beautiful natural area cannot be seen or accessed and a simple trail extension going under the bluff and behind the cemetery would be used and enjoyed and become a very valuable asset.

Cazadero Trail

Close the gap. Create safe passage from Barton / Eagle Creek to Estacada along the old trolley line.

Estacada is a top destination for cyclists. Unsafe to ride along Hwy 224.

There is plenty of interest to put the plan into action from City of Estacada, Chamber, Travel Oregon, OMT, Hood Territory and local outfitters.

Outdoor recreation is safe and recommended during these uncertain times. This trail will be a huge boost to rural community of Estacada.

Columbia Slough Trail

It would be really nice to have the trail actually established eastward from N Vancouver Ave. Especially if it had access back into the NE neighborhoods south of NE Columbia Blvd

If we can't extend the trail east of N Vancouver, we at least need a safe route up to the Marine Drive trail

Connecting Marine Drive trail back through Smith and Bybee wetlands would be amazing and eliminate the need to travel on the N Lombard sidewalk to complete the loop around the wetlands.

Council Creek Trail

We cannot wait a long time more for this trail. It is a matter of safety because travelling along western part of TV Hwy is so lethal and 57 bus often has no available bike racks. Please open the trail asap even if it is only dirt and gravel, so we can get where we need to go without navigating dangerous traffic.

Council Creek Trail between Forest Grove and Hillsboro does not have to be perfect to be useable. Please prioritize having legal access asap even if the surface is not finished with asphalt until later. We really need the access now even if it is dirt and gravel only.

The Council Creek Trail from Forest Grove to Hillsboro is a desperately needed safety measure for walkers and bike commuters to keep us from getting killed in traffic on TV Hwy.

Walkers and bike commuters are injured and killed because we have no safe route to Hillsboro and the traffic just keeps getting worse and worse. Please prioritize our safety.

Please open it ASAP even if you cannot fund perfect concrete or asphalt. Even just pour trail base on it if that is all we can afford. We need a safe walking and biking route between Forest Grove and Hillsboro today, not in ten years, because walkers and bikers are in danger today.

Please prioritize places where walkers and bike riders are seriously in danger due to increased car traffic, and have no safe route, like for example between Forest Grove and Hillsboro.

For the Council Creek Trail segments, I was curious why the safety score was not higher as Council Creek would be a clear alternative to TV-HWY which is a high crash corridor.

East Buttes Powerline Trail

The trail intersects with a east west community trail that in the future will hopefully bisect the Mt Scott Scouter Loop at Pfeifer Park (already constructed from 152nd to 142nd and a small section on the west side of Pfeifer). The intersection of these two Trails (Sunnyside village and Powerline) west of 142nd and territory is a high priority not just for the powerline but for the Rose creek Trail - AKA Sunnyside Village. A bridge or two are needed in this area to cross Sieben Creek. The new Sunrise corridor is proposing a transit hub at 142nd (west side) and 212/224. The Powerline Trail will provide bike ped safe access this new transit hub. There are two large mobile home parks at this location as well.

I'm just looking at potential for transportation connections, this looks a winner. While I live near downtown Portland- I recall being a car-free person living on the fringes of the region- I think I'll benefit personally- if folks distant from me have better and healthier connections close to their homes- It would have helped me at 30 and 40 years- with a tight budget..

Gabbert Butte Trail

Please finish the trail plan. Currently access from some trail heads are exceedingly steep and unsafe.

I-205 Trail

i205 Multi-Use Path - Please use some of the money to move people from camping on the trail so we can actually use it.

In addition to the trail sections mentioned above, there are other existing trail segments that are significantly unsafe and are essentially gaps today. In the traffic safety category, one example is the I-205 trail from Glisan to Washington Stark. While it was done as part of the freeway construction, I think many people consider it unsafe and do not use it. Another factor, is the sense of personal safety (and here gender is an issue- what is felt by women is different than for men). While out riding I have several times been told by women that they do not feel safe going into certain trail segments--even as bike riders or runners. This issue has become worse with the trail camps since the pandemic, but it was mentioned before that as well.

The 205 bike path has a gap at the Milwaukie freeway and no way to access the path from Webster without riding in circles

I-84 Trail

Since the existing section between 122 and 148 Aves is hazardous from a personal safety standpoint, you rarely see anyone on this path. So, I think your gap completion value is way high for its neighbor. Also, there are alternative street paths that could be used on the high side (south side) of the freeway.

I think there is potential here if transit service improves in this area. Also, I'm aware of deaths on Marine Drive- though this is not Marine drive- if it gives any alternative to that route, then this wins

Kelly Creek Trail

This trail would make it feasible for me to get to the Springwater Trail without driving and parking, which is a huge deterrent because of limited parking options in an area where I'm not comfortable leaving a car, plus driving to get to bike is a cognitive disconnect for me! Access to the neighborhoods perched in the buttes is still a challenge, though, because of the steep hills and having to negotiate roads without shoulders like SE 162nd Ave and much of Foster Rd. It would be really helpful to have a bridge from the large neighborhood on Clatsop Butte across Kelly Creek to the trail, though I'd probably risk the walk down to Foster and pick up the trail there. If bridge costs limited the amount of trail, I'd prioritize more trail.

Leif Erikson Trail

Connection from Leif Erikson trail to St Johns Bridge(I could not find your name/number system on the map at all)

This trail is assumed to exist, but it is hard to find, poorly surfaced (especially dangerous for bicycles) and therefore needs improvement. It would also give people in North Portland access to a completely different natural experience than that available on the peninsula itself

Marine Drive Trail

I was curious why nature score wasn't higher for clear increase in access to Columbia River, especially for trail segments on North side of Marine Dr.

McKernan Creek Trail

The McKernan Creek Trail is an important regional trail that will be a critical transportation and recreation feature for the Cooper Mountain and South Cooper Mountain areas. Beaverton currently is planning for this urban growth boundary expansion area and currently planning for a minimum of 3,760 homes (with one alternative showing up to 6,000 homes) in this 1,200-acre area. South Cooper Mountain also is rapidly developing. Between the two recent UGB expansion areas, Beaverton is planning for a small city in the southwest corner of Beaverton close to Aloha. It also is an important element for natural resource protection and access to nature. The prioritization system ignores the planned

population and destinations in the urban growth boundary expansion areas, even though development is under way nearby and will be occurring in Cooper Mountain over the next five to 10 years. Failing to consider impending growth means this is a missed opportunity to provide essential trail infrastructure to the homes and businesses in these areas. The StoryMap does not include detailed information about how the transportation potential is calculated, but the future destinations in an urban growth boundary expansion area should be used to evaluate trails in these areas. The South Cooper Mountain Community Plan contains the needed information, and the Cooper Mountain Community Plan alternatives to be released in January will provide additional information about potential future development rules. The project also includes a transportation analysis. The destinations evaluation also ranks this trail very low (and includes only one destination in the entire Community Plan area), even though Beaverton is planning for commercial areas, apartments, middle housing, parks and other uses inside Cooper Mountain that will provide many destinations for trail users (not to mention the Cooper Mountain Nature Park). Ignoring future development also penalizes UGB trails and means the region is failing to prepare for these growth areas in a proactive manner. The gap analysis also seems to ignore the need for trails at the region's edge. There is a huge regional trail gap in Cooper Mountain, but the trail portions outside of the UGB are unlikely to be built because urban development does not occur outside the UGB boundary. The traffic safety evaluation also doesn't quite work for UGB areas because they are unlikely to have existing streets. In short, the evaluation criteria don't seem to contemplate UGB expansion areas and their characteristics. The prioritization process would benefit from a rethink about how trails in UGB expansion areas are scored so they are not dismissed because of the nature of UGB areas and can fairly compete with other projects in the region.

As noted in a previous answer, the prioritization system makes it highly unlikely a UGB expansion area trail would score well. It appears the prioritization criteria were created without acknowledging the inherent characteristics of growth areas. The prioritization process should consider the future state of the area at planned build-out rather than the current rural state of the area.

North Clackamas Greenway

It is currently not on the bond map, please place it back on the map and please use the off road alignment that connects 205 with Oak Bluff (Costco) Trail and then through 3-Creeks Natural Area.

North Portland Greenway Trail

Hurry up and build it! I've lived here in St Johns at least 7 years and would like to be able to use it before I'm elderly! It's taking too long.

It should be north Portland's turn!

Areas along the North Portland peninsula experience high traffic volumes resulting from a funnel-effect of the area's geography and roadway network. This has resulted in a

dangerous roadway through Arbor Lodge and Overlook neighborhoods - both for residents living in the “funnel” as well as the 54,000+ residents, employees, and customers whose day-to-day activities bring them in contact with N Greeley and Willamette Avenues. As Portland’s Comprehensive Plan is implemented and density increases city-wide, I hope to see Metro address the impacts of increasing demand by focusing on trail connectivity that helps people get from the city core to areas north and west of N Greeley Ave. As our roadways see increasing demand, I’ve experienced first-hand excessive morning and evening congestion along entire corridor from the Interstate north to Lombard Street, along with dangerous motorist behaviors. As motorists look for alternatives to avoid congestion on Greeley, cut-through traffic has created hazardous roadway conditions for residents along streets paralleling Greeley Ave, particularly Atlantic, Villard and Burrage Avenues, as well as Willamette Blvd, a neighborhood greenway. A connected trail network would ease congestion and provide people who choose to walk, bike or roll a safe alternative for traveling to and from the city center from North Portland. Neighborhoods along I-5/Interstate/Greeley feature fantastic bus and lightrail access and have higher incomes. However, the areas to the north have higher equity scores, and geography limits the number of options for travelling east and west. People living in the area must travel through and along N Greeley/Willamette, Lombard or Columbia to get home. Lombard and Columbia are the opposite of pedestrian or cyclist safe. In just 2.6 miles, N Greeley looks as different as the many purposes it serves. The southernmost 1.1 miles of Greeley looks and feels like a rural highway with a 45 MPH speed limit and an onramp to I-5 Southbound. This also serves as a connection to Hazelnut Grove, an organized camp for the houseless. Improbably, there is also a bike lane in both directions, sparsely used because it feels and is dangerous. Travelling north, there is an intersection with the main entrance to industrial Swan Island, N Going Ave, which also connects to I-5 just ¼ mile to the east and is a major freight corridor. At 1.4 miles is the North American headquarters of adidas, and an abrupt change to a neighborhood connector with pedestrian, cyclist, and turning traffic. At 1.6 miles is N Killingsworth, an intersection that is growing as we speak with mixed use development underway and potential for more. At 2.1 miles is the intersection with Rosa Parks, where traffic going further west to St. Johns turns off to connect with Willamette Blvd. - this is roughly half the traffic and creates incentives for running yellow lights. The last half mile includes the crossing where a man was killed crossing the street, and has many “best practices” according to PBOT including curb bump-outs and medians. At 2.6 miles is the terminus of Greeley at Lombard, an intersection that is zoned for high-density residential and could easily see that based on existing uses and the pace of development along N Interstate and in St. Johns. Greeley is used by people traveling from as far west as St. Johns and as far north as the Columbia Highway and Slough, not to mention Washington residents seeking a shortcut around congested traffic on I-5. Greeley Ave also serves a route for intermodal traffic from the ports, industries and businesses along the Columbia River and on Swan Island. This is balanced by the fact that Chief Joseph Elementary School pulls some portion of its population from the west side of Greeley, meaning that at morning and afternoon rush hour there are dozens of children and families trying to cross the street. I’m sharing this information, pulled together by neighbors in an effort to limit deaths along

the corridor, in hopes that you might be able to use it in developing reasoning for safe, separated connectivity on trails adjacent to N Greeley Ave. PBOT is developing a comprehensive North Portland Traffic Plan and a regional trail network could serve as a complement to that longer-term vision.

The Columbia Slough Trail and North Portland Greenway Trail should be connected.

This trail needs to support a part of Portland that has long been treated unequally by the city. This trail also needs to connect people with access to nature. Finally, supporting this trail can also support neighborhood safety, as the trail would connect areas that are considered undeveloped, and unnecessary to maintain, by the city.

North Portland has long been an important place for culture and wildlife. Currently, the Smith Bybee area is a valuable place for wildlife on the east side of the river. While Forest park provides shelter and space for animals, the Smith Bybee wetlands give important support to wildlife driven out of most areas of the city. The same is true for the North Portland Greenway, which needs to be available to support wildlife along a river too often developed in favor of shipping and industry.

These trails should be considered one project, with importance for neighborhood demographics, access to nature, traffic safety and connectivity to destinations.

As mentioned above, this area has long been disregarded as an area of residence. Portland citizens have the city locate less desirable facilities to North Portland again and again, though St Johns is one of the oldest communities in Portland. Further, this area provides valuable support to wildlife, especially in the east side of the river where shipping and industry have polluted sections of the river. By prioritizing these two trails, the city can push for neighborhood equity and access to nature and give residents and wildlife hope that the city will support diverse neighborhoods and diverse purpose to city life.

Oak Grove to Lake Oswego Bridge

A bicycle pedestrian bridge over the Willamette River between Oak Grove and Lake Oswego would be optimum. So many people were looking forward to such a connection and then for some reason it seems to be tabled.

Cross River Travel between Milwaukie (Oak Grove) and Lake Oswego

There should be a bike/ped bridge over the Willamette River between Lake Oswego and Oak Grove.

Oatfield Ridge Trail

Please place a linear trail following the Oatfield ridge (east side within the natural area) from Jennings to Oatfield/Aldercrest

Red Electric Trail

This trail deserves more resources/higher priority because it provides a link from Terwilliger Parkway to the South Waterfront neighborhood/Willamette Park without the need to cross major roads and freeways. Making it safer for all users by improving trail surfaces, width, and removing invasive plants would help to make it more usable.

It looks to me like you have done your homework. I would certainly recommend that you consult with SW Trails on the Red Electric Trail. It seems like you have made some previous commitments to them which need follow through.

Springwater Trail

Spring Water Trail - Please use some of the money to move people from camping on the trail so we can actually use it.

Unfortunately parts of it are homeless camps. No easy answer as to how to solve that but it makes the trails less than pretty and potentially unsafe.

It used to be great-easy biking to downtown or east Now it is filthy and dangerous. It is heartbreaking to be barred from biking through Oak Bottom or out to Damascus, as doing so risks life and limb. Portland is incompetent.

Getting the east side of the river connected to the west side is really, really important. This trail moves that forward. But how do we then get to the long trail system (Terwilliger, etc.) that runs down the west side of the river? The lack of connection there is daunting.

Sullivan's Gulch Trail

Needs property acquisition and construction.

Connects Portland area to Columbia Gorge

When will Metro purchase land

Needed for zero pedestrian deaths in Portland

Currently badly junked

There is an important criteria lacking in the evaluation of this trail (and maybe others as well). We should not repeat the mistake of the I-84 trail east of I-205. It is in a very unpleasant environment (noisy, smelly, etc) and it is also an unpleasant physical object (concrete and block walls for miles). As a result it is rarely used. Unless the Banfield/Sullivan Gulch trail can be given a different character, it will have same outcome of underuse. Better to get people through it on the MAX where you are out of the smell and noise.

Trolley Trail

Need more bathrooms. Nighttime lighting Better traffic barriers

Troutdale to Gresham Trail

Combined with TG.06, TG.04 could create a destination trail that would bring people to this underserved area and create economic opportunity.

Tualatin River Water Trail

It is not currently include in the evaluative process

Per Robert Spurlock's comments during the recent forum, Let's initiate work on a process to get our water trails included in the evaluative process. Equitable access to them is important.

Westside Trail

THPRD requests that Metro staff revise the trails prioritization map, splitting Westside Trail Segment (WST) #12 into WST #12 and #13 and marking WST #12 as complete. Per THPRD's 2016 Trails Functional Plan, WST #12 starts at the Merlo Road MAX station and ends at the intersection of SW 158th Ave and SW Jenkins Road. WST #13 then continues north along SW 158th Ave from SW Jenkins Road to its terminus at the intersection of SW 158th Ave and SW Walker Road. WST #12 has been built and an interim, curb-tight segment of WST #13 was built from SW Jay Street to the intersection of SW 158th Avenue and SW Walker Road.

The map shows an undeveloped segment of Westside Trail Segment (WST) #14 as WST #13. Per THPRD's 2016 Trails Functional Plan, WST #14 starts at the intersection of SW 158th Avenue and SW Walker Road and ends where the nearby Bonneville Power Administration powerline corridor intersects NW Greenbrier Parkway. THPRD requests that Metro staff revise the trails prioritization map by merging what is currently labeled as WST #13 into WST #14. Once revised, THPRD requests that Metro staff consider increasing the destination score of Westside Trail Segment (WST) #14 due to the trail's proximity and on-street connection to the Howard M. Terpenning Community Recreation Complex (HMT), which functions similarly to the "community center" locations included as tier-1 destinations. Also, WST #14 will connect to tier-1 TriMet bus stops along SW Walker Road and will also create on-street connections to Meadow Park Middle School and the adjacent employment area, considered tier-2 destinations. Finally, THPRD requests that Metro staff consider increasing the Gap Completion score of WST #14 as THPRD has won an Oregon Community Paths grant to concept plan WST Segments #14-18 and will be seeking funding to construct those segments concurrently to seamlessly complete the largest gap within the WST Regional Trail network, creating connections to numerous tier-1 and -2 destinations across the district.

THPRD asks Metro staff to consider increasing the Traffic Safety score for Westside Trail Segment (WST) #15 because it crosses US-26 and the current alternatives force cyclists and pedestrians to cross US-26 on busy highway interchanges along NW Cornell and NW Murray Roads, which are high-volume/accident corridors. THPRD requests that Metro staff consider increasing the Nature score assigned to the WST #15 because environmental

studies performed as a part of the recent Westside Trail Bridge feasibility study show that WST #15 will bridge an un-named tributary to the Willow Creek as well as a 1.02-acre wetland. THPRD requests that Metro staff consider increasing the Gap Completion score of WST #15 as THPRD has completed a feasibility study to construct WST #15 and is currently seeking funding to concept plan and construct WST #15. Additionally, THPRD won an Oregon Community Paths grant to concept plan the segments surrounding WST #15 and will be seeking funding to construct those segments concurrently with WST #15, seamlessly completing the largest gap within the WST Regional Trail network and creating connections to numerous tier-1 and 2 destinations across the district. Finally, THPRD requests that Metro staff consider increasing the Destinations score of WST #15 due to the trail's proximity and on-street connection to tier-1 destinations such as TriMet bus stops along NW Cornell Road and Sunset High School. Also, WST #15 will provide an on-street connection to the Sunset Swim Center (HMT), which functions similarly to the "community center" locations included as tier-1 destinations. Finally, WST #15 will provide an on-street connection to the Cedar Mill Town Center employment area and a grocery store within the employment area, both identified tier-2 destinations.

THPRD requests that Metro staff consider increasing the Nature score assigned to Westside Trail Segment (WST) #16 because it crosses Willow Creek. THPRD requests that Metro staff consider increasing the Gap Completion score of WST #16 as THPRD has won an Oregon Community Paths grant to concept plan WST Segments #14-18 and will be seeking funding to construct those segments concurrently to seamlessly complete the largest gap within the WST Regional Trail network, creating connections to numerous tier-1 and -2 destinations across the district. Finally, THPRD requests that Metro staff consider increasing the Destinations score assigned to WST #16 as this segment will connect cyclists and pedestrians to tier-1 TriMet bus stops along NW Cornell Road and will create an on-street connection to the Cedar Mill Town Center employment area and a grocery store within the employment area, both identified tier-2 destinations.

THPRD asks that Metro staff add the Oak Hills portion of Westside Trail Segment (WST) #17 (NW Oak Hills Dr to NW Perimeter Dr) to this map. Segment #17 is not built and the prioritization map excludes this portion of trail, treating it as if it is not part of the Westside Trail network. The existing 4ft-wide path in this area is owned by the Oak Hills HOA, is not available for public use, and does not comply with THPRD or Metro Regional Trail design standards. Once revised, THPRD asks that Metro consider increasing the Nature score assigned to WST #17 as the start of this segment is less than 150-feet from Willow Creek and, as shown, the end of this segment is less than 700-feet from Bronson Creek. Finally, THPRD asks that Metro staff consider increasing the Gap Completion score assigned to WST #17 because, as shown, this segment connects to developed portions of WST #18 which, in turn, connects to the Rock Creek Trail and Crescent Park Regional Trail networks, as well as the Waterhouse Community Trail network. Also, WST #17 would provide an on-street connection to the Oak Hills Recreation Center, a tier-1 destination, as well as, the Oak Hills Elementary School, a tier-2 destination. Finally, THPRD has won an Oregon Community Paths grant to concept plan WST Segments #14-18 and will be seeking funding to construct

those segments concurrently to seamlessly complete the largest gap within the WST Regional Trail network, creating connections to numerous tier-1 and -2 destinations across the district.

The map shows an undeveloped segment of Westside Trail Segment (WST) #18 as part of WST #17. THPRD requests that Metro staff revise the trails prioritization map to show the undeveloped portion of WST #18 between NW West Union and NW Kaiser Road as part of segment #18, not segment #17. Once revised, THPRD requests that Metro staff consider increasing the Gap Completion score of WST #18 as THPRD has won an Oregon Community Paths grant to concept plan WST Segments #14-18 and will be seeking funding to construct those segments concurrently to seamlessly complete the largest gap within the WST Regional Trail network, creating connections to numerous tier-1 and -2 destinations across the district. Finally, THPRD asks that Metro consider increasing the Nature score assigned to WST #18 as the undeveloped portion of WST #18 is less than 700-feet from the Bronson Creek and the developed portion of WST #18 crosses the Bronson Creek.

Yamhelas Westsider Trail

This should score higher on transportation potential, destination and safety! Right now there is no safe route anywhere along hwy 47 for peds/cyclists. This trail will connect several communities, and businesses in these communities are eager to welcome trail users.

The southwest corner of Metro territory is underserved by trails compared to much of the rest of the area. It should be a priority.

First, it is incorrectly placed on the map. It is not north of Gaston. It includes the Gaston area and runs 17 miles south to Gun Club Road between Carlton and McMinnville. The ranking it received for transportation viability was low which ignores studies that have been done over the last 15 years that showed the least expensive way to bring light rail south from the Metro area to the west valley is on this corridor. It is flat, it needs very few bridges and the bridge lengths that would be required are very short which means far less engineering and construction expense. The Westsider trail goes directly through the heart of the world class part of Wine Country. Instead of being low in connectivity to destinations it is in fact the only opportunity for a corridor that directly connects Metro with the increasingly important tourism that wine country creates.

VERBATIM RESPONSES TO QUESTION 5:

Accessibility for people with disabilities; engaging structures/play areas for kids; access by boat; indigenous perspectives; quality public art

It's not clear how the need for wheelchair access was incorporated into the prioritization criteria, if at all.

I would like to see demographic map extended to Troutdale city limits. Thank you!

I would have liked to see access to health care (hospitals, clinics) as a specific destination. Thinking specifically of biking access to health care.

Unfortunately your criteria favor improvements to a large extent in urban areas rather than taking into account growth factors which would favor more trail development on the outskirts of current development (planning for future growth and getting ahead of it)(getting cheaper land before future development drives its price up). These factors would add some weight to connecting trails on the borders and beyond current development.

A bike/ped electric ferry system! In some other parts of the country, cyclists and walkers are able to cross bodies of water and enjoy nature time (being right on the water instead of just near it or above it) by way of a non-car ferry system. The growing multi-modal orientation of the Metro Region will benefit from a ferry system (such as the non-polluting one being developed by non-profit Frog Ferry) that transports commuters and recreational cyclists and people on foot from Milwaukie Bay to OMSI, from Cathedral Park to the sky tram for OHSU, and from Willamette Falls to Vancouver, among other destinations. It should be part of the regional trail connectivity plan. It provides a unique, mood-elevating way to move from one end of the river, or one side of the river, to the other.

Ferry system could be a great way to add more accessibility across the river, connecting trails on both sides

It would be great to have the proposed ferry across the Willamette

I've been watching the development of Frog Ferry and think it would be an important element in the trail system, connecting the east side with the west side across the Willamette River.

Please consider the Frog Ferry as a transportation option to get around our area without using cars/trucks/etc

We need a ferry system. We are a city on the water but no water taxis or ferry's. Considering climate change and the need to reduce auto traffic, ferries would be a considerable asset...and a pleasant way to cross the river.

Leave more habitat investment areas devoid of trails. The disruption from people using trails on invasive spread and likelihood of specialist species using intact habitat patches is immense. I feel Metro uses habitat protection as a pretense. Opening up intact areas to invasives, camping, increased wildfire risk should not be considered habitat protection.

Safety. We have a lot of trails full of homeless and drug use that cannot be used because they aren't safe. Fix these first

How do we keep these trails clean and safe for us on an ongoing basis? Current non-motorized trail infrastructure such as the Springwater corridor and I-205 path have become dangerous and unwelcoming for users.

Be sure to add adequate parking; this especially includes current trails.

Prioritize trails in under-served areas and have access to public transportation.

Limit impervious surfaces and keep things natural

Is it possible to get counts of the current daily users on nearby trails, or on either side of gaps or trails that will be connected? It seems like if a trail with a gap has hundreds of daily users on either side of the gap it should be given higher priority than a trail with dozens of daily users on either side of the gap.

More a question than a critique: are any of the 6 areas/filters weighted more heavily than another? For example, let's say two trails get the same overall score, but it's based on different factors. What serves as a tiebreaker?

Wildlife impacts.

Connecting neighborhoods.

connections between multi-model and - connecting apartment dwellers with transportation - helping seniors remain mobile

It looks to me like you have done your homework. I would certainly recommend that you consult with SW Trails on the Red Electric Trail. It seems like you have made some previous commitments to them which need follow through.

Mainly traffic and the impact on the neighborhood and adjacent landowners

not that i am aware of

Portland needs many more miles of paved, segregated, safe biking trails & paths. All resources should be spent on that priority.

Southwest Portland, Beaverton, and Hillsboro areas need more safe bike routes. Just because these areas suburban and not inner city should not preclude our communities from having the same benefits as Portland.

This map is very confusing. What are

Whether people will understand from the maps what is going on there. I particularly had to laugh when the connectivity map popped up. Just looking at the tool does not tell me how I might be asked to participate.

A bicycle pedestrian bridge over the Willamette River between Oak Grove and Lake Oswego would be optimum. So many people were looking forward to such a connection and then for some reason it seems to be tabled.

Cross River Travel between Milwaukie (Oak Grove) and Lake Oswego

There should be a bike/ped bridge over the Willamette River between Lake Oswego and Oak Grove.

Are you looking at where populations are likely to shift over time, as the region continues to grow, and as the closer in parts of Portland, Beaverton, Hillsboro, etc. continue to gentrify and become more cost prohibitive?

corridor preservation

Great job! Thank you.

How quickly a project can be built.

impact on wildlife corridors cost of train construction and maintenance

More arenas for kids

I believe the idea of a Ferry between Milwaukie (Oak Grove) and other points north would be of great use to commuters and river-lovers

An electric ferry providing connection to both sides of the river.

Ferry crossing from Oak Grove to Lake Oswego.

I'm still supportive of the frog ferry concept. It's time to rethink infrastructure and how to move people. The ferry would utilize a beautiful natural resource which already has abundant public access. Let's consider this!

It really seems ridiculous to ask what the public on how to prioritize trail projects when the Elephant in the room is how they are now occupied by individuals claiming these public spaces for themselves for urban camping. And surprise surprise, the problem is greatest on the outer east side of the city, where the poorest residents live.

I've heard there is discussion of a possible ferry system to allow for crossing the Willamette in various places. That could be a great addition .

People that use trails to commute are being shut out of public spaces due to Metro neglect. No one cares, at all. I want to move someplace nicer, safer and more caring.

As I mentioned before, there must be maintenance of all trails before anything new is done which includes removal of trash, homeless, and tree roots in order to provide safe access for pedestrians and cyclists.

Please prioritize places where walkers and bike riders are seriously in danger due to increased car traffic, and have no safe route, like for example between Forest Grove and Hillsboro.

Parking at trailheads is inadequate in places - either insufficient, improperly maintained, or unsafe. This is a big deterrent to using the trails in an area where it isn't safe (traffic or terrain) to ride or walk there.

It should be north Portland's turn!

Where you spend money communicates which neighborhoods you value. As a resident of North Portland, I have seen the city prioritize more affluent neighborhoods with community services, while also proposing an end to North Portland services (e.g., Columbia Park Pool). I have seen the city hold public meetings in locations three hours from my home by public transportation. For years, the city's behavior has communicated that North Portland is not a priority. Where you spend the money communicates which neighborhoods you value.

Outdoor recreation is safe and recommended during these uncertain times. This trail will be a huge boost to rural community of Estacada.

In addition to the trail sections mentioned above, there are other existing trail segments that are significantly unsafe and are essentially gaps today. In the traffic safety category, one example is the I-205 trail from Glisan to Washington Stark. While it was done as part of the freeway construction, I think many people consider it unsafe and do not use it. Another factor, is the sense of personal safety (and here gender is an issue- what is felt by women is different than for men). While out riding I have several times been told by women that they do not feel safe going into certain trail segments--even as bike riders or runners. This issue has become worse with the trail camps since the pandemic, but it was mentioned before that as well.

Personal safety proximity to safe alternate street routes

Calculate the carbon emission savings from enhancing bicycle and pedestrian transit

THPRD asks that Metro staff consider community-level recreation and swim centers such as HMT, the Conestoga Recreation & Aquatics Center, Cedar Hills Recreation Center, Elsie Stuhr Center, Garden Home Recreation Center, Sunset Swim Center, Beaverton Swim Center, Aloha Swim Center, Raleigh Swim Center, and Harman Swim Center as tier-1 destinations as they function similarly to "community center" tier-1 destinations and serve as recreation destinations for patrons from across the region. It should be noted that there

is already precedent for this within the Trails Prioritization tool as the tool classifies the Oak Hills Recr The southwest corner of Metro territory is underserved by trails compared to much of the rest of the area. It should be a priority.

I believe it is critical to give higher value to those trails that allow for rail with trail. eation Center as a community center, designating it as a tier-1 destination.

The future build-out of UGB expansion areas rather than the existing rural conditions.

Per Robert Spurlock's comments during the recent forum, Let's initiate work on a process to get our water trails included in the evaluative process. Equitable access to them is important.

Please consider the value of the work already done. There have been lots of community input and planning with coordination with City of Gresham. Improving access to these trails would provide access to other parks as well.

transportation- and recreation- anything that keeps our young people and children happy and healthy and ready to envision a region less dependent on SOV's.



Summary of engagement with Black, Indigenous, and people of color

Walking and biking trails

April 27 and 28, 2021

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

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SUMMARY OF ENGAGEMENT WITH BLACK, INDIGENOUS AND PEOPLE OF COLOR, WALKING AND BIKING TRAILS

Prepared by Humberto Marquez Mendez

Audience overview

Metro staff engaged Black, Indigenous, and People of color (BIPOC) across the Portland metro region to learn more about their values and priorities for future trail investments through the 2019 Parks and nature bond measure. The refinement approach to the walking and biking trails program was segmented in two different rounds of community engagement. Metro engaged BIPOC communities in the first round to ensure that representation was high and that participants could provide honest and meaningful feedback. There were a total of 108 attendees at these meetings.

Engagement goals

The main objectives of the first round of engagement included:

- Collect qualitative information that can be used along with the trail prioritization tool and across bond programs
- Clarify what data the prioritization tool will use for nature, water bodies, and destinations
- Poll participants on which evaluation factors are most important
- Confirm direction and collect feedback on possible gaps in current evaluation factors

Engagement format

Metro staff held two community meetings via Zoom; each meeting was two hours long and both included Spanish interpretation, as requested by several community members. Each meeting included a presentation that covered general bond information, a trails program overview, a recap of the engagement so far, an overview of the prioritization tool, the purpose of this engagement, and a Q&A. After the presentation, Metro staff facilitated small group discussions where participants were invited to use Google Jam Board as the main tool for participation in addition to their mics and the chat feature. After 15 minutes of the small group discussions, participants reconvened and shared highlights from their small groups. Before each event ended participants were asked to complete an anonymous survey, provided in English and Spanish, which asked questions around the prioritization tool as well as an event evaluation and demographic form.

Event leads

- Humberto Marquez Mendez, engagement lead
- Melanie Reinert, administrative support
- Robert Spurlock, trails program lead

Small group facilitators and additional support:

- Matan Gold
- Loni Black
- Beth Cohen
- Isabel LaCourse
- Cory Eldridge
- Karen Vitkay

Attendance summary

There were a total of 108 attendees at these meetings. Of those attendees, 15 requested and used Spanish interpretation services. 53 attendees completed the evaluation survey and 48 answered some of the demographic questions provided at the end of the meetings (see Appendix 4 for demographic information).

Small group summary

Each Jam Board included four sheets and each had a different prompt. The prompts were as follows:

1. What do these factors bring up for you when you think about how you use trails?
2. What other information should be considered or incorporated into the current tool?
3. What comments or questions do you have about this process?
4. Is there anything else you'd like to share?

Although Google Jam Board was presented as the primary tool for participants to respond to these prompts, facilitators encouraged and welcomed the use of mics and the chat feature and for participants to share their perspectives beyond the four prompts. The purpose for this was to create multiple ways that participants could choose to contribute, and to provide a starting point for the discussions. The Jam boards are attached for reference (see Appendix 5) [note: on meeting 1, two different small groups used the same Jam Board, titled Group 1.A].

Discussion overview

The discussions in both the small and large groups went beyond the four prompts. The discussion summary is organized by themes that emerged through the discussion and not by the prompts. These themes highlight goals, opportunities, and priorities beyond the prompts and will be more applicable to future trail investments beyond the bond trails program. Our goal is that these findings can have a larger impact on future trail projects and a greater benefit to Black, Indigenous, and people of color across the region.

The following subsections are summaries of the overarching themes of the discussions.

Prioritize creating safe and welcoming spaces for Black, Indigenous, and people of color.

Participants expressed a great deal of concern around physical safety when visiting trails or other natural spaces. The need for safer spaces was expressed as a result of racialized fear perpetuated by white people and law enforcement.

Many expressed fear around being harassed or attacked by white people using the natural areas simply for the color of their skin. One participant said, “How can Metro let white people know that these trails are for everybody?” Another shared “We feel the need to carry protection in case we are attacked because of our race.” This fear stemmed from past experiences as well as the increase of documented hate crimes across the country. One participant expressed, “Safety is also important, especially during this time where we see a growth in Asian hate.”

Additionally, some comments identified the additional layer of fear that women and femmes of color experience when using these spaces alone. Responding to prompt 1, one participant commented, “Safety especially for women or female presenting individuals.”

Participants identified that making places safer did not mean increasing security or policing. “I am weary of the idea of adding more policing to these trails. That does not make me feel safe as a Brown person. I go on trails to get away from the idea of being profiled by armed law enforcement.”

Though there is not one solution given that safety is different for everyone across identities and lived experiences, a few participants shared feasible alternatives that park providers could implement that would move them in the right direction. Some solutions that were suggested emphasized design, programming, and marketing. Ideas around design included better lighting, more and better signage, easier access to parking, and safety buttons. One participant shared, “are there things like call buttons along the way?” Others suggested including signs in multiple languages, incorporating art that reflects the experiences of BIPOC and naming sites after BIPOC.

Suggestions around programming and marketing included increasing representation in marketing materials as a strategy to increase the number of BIPOC visiting these natural areas. “...there needs to be representation in marketing and media to normalize BIPOC and minority communities in the outdoors.” Diversifying the outdoors was emphasized as a critical step to address some of these safety concerns. “Exclusively white spaces, even if they are circumstantial, make me feel less welcome and more vulnerable.” Another participant shared, “Are there BIPOC users at these parks? If so, then I will usually feel more safe.”

Projects need to honor Indigenous people, land, history, culture and traditions.

These sessions were designed specifically for BIPOC, and participants emphasized the need to specifically engage with Indigenous communities in projects that impact the land and natural resources.

Participants shared the importance of naming and signs that honor Indigenous names and connection to the land and that recognize historical narrative of different areas. One participant recommended including “Interpretive signage that goes beyond land acknowledgements and clearly states that this is STOLEN land.” Another recommended including signs that share “indigenous cultural knowledge of the land and trails people are hiking.”

Beyond signs, folks brought up creating more space for Indigenous ceremonies, first foods and growing native plants. The protection of these cultural resources was a clear priority for many. Participants expressed concern around the harm that building new trails projects can have on land that may be culturally significant to Indigenous communities.

In response to what else should be considered in future trail projects, one participant shared, “Proximity to nature areas that are, in particular, thriving with indigenous plants. Ensuring that such areas are set aside would be great. Our community is hearing about a camas field in Eugene being paved over and it would be a shame for this to happen to local areas and local resources.” In response to the same prompt, another participant suggested to consider “Important Indigenous historical or cultural sites that need protection by not putting a trail in [it].”

Investments should focus on communities who do not have immediate access to trails or other natural spaces.

Amplifying what Metro staff have heard through previous community engagement, participants said Metro needs to create trails and natural areas where they do not currently exist: neighborhoods that are predominantly BIPOC and low-income.

Participants expressed concern that many of the communities living in East Portland do not have the option to use trails to safely commute. One participant shared, “East Portland desperately needs safer ways to reach downtown on bike. Speeding and poorly maintained streets make it unsafe.” Another commented, “East County has poor Trimet north/south

routes. More trails for this. To connect to transit and other locations such as schools and shopping, also medical.”

Others shared their own experience living in different neighborhoods across the city of Portland where they see these inequities, such as Cully and Parkrose neighborhoods. Responding to the Regional Trails System map that displayed current and proposed trail projects, one participant said, “The map revealed a disconnect.”

Participants also emphasized that trails can serve as a mode of transportation to other natural areas for the same communities who do not have immediate access to them. One participant shared, “Blue Lake Park needs to have a safe trail to Fairview and Gresham area. So close but not accessible without a car. Youth in our Indian Education Program could not take advantage of summer work experience programs there.” Another talked about their aspirations for the youth they work with, “I work with a youth organization that we are trying to get youth of color outdoors and enjoying nature. Connecting their school to trails and nature would be great.”

Beyond trails as a safe alternative for commuting, others emphasized the importance of having trails be accessible via public transportation for folks who are not able to drive or have access to a vehicle. One participant asked, “Do I feel that I can access these trails and make my way to nature and water features without a vehicle?”

Use multiple methods to communicate about the regional trail system and trail amenities to ensure everyone can learn about, stay informed and use trails in the region, including those without access to the internet.

Several participants expressed that this was the first time they had heard about the trails network and questioned how Metro is intentionally reaching out to BIPOC and other communities that do not know about these opportunities. As one participant put it, “information about trails/paths should be equitably disseminated.”

Attendees highlighted how many communities are not being engaged because they may not have access or know how to use the internet. One participant shared how this has worsened through the COVID-19 pandemic. “The technology gap has been highlighted more than ever during the pandemic. How can we meet people where they're at when it comes to sharing information?” Participants recommended expanding the way that Metro shares and displays information about the regional trails system, such as distributing maps at culturally-specific venues, adding interpretive signs in multiple languages with information about trail connections and amenities, and organizing way finding projects in specific neighborhoods. Many also shared how knowing what amenities are and are not available at each trail would be helpful for them before and while using it. In recognition of most information being available online, one participant suggested that Metro set up Wi-Fi hot spots at its parks and trails to help with this.

Projects should implement strategies to prevent displacement and gentrification that can result from building new trails or parks.

Participants acknowledged the impact that these projects have on neighboring communities. Many shared their concerns and questioned what Metro was doing to prevent or mitigate this.

One participant said, “I am also concerned about gentrification due to trails - they are a combination of transportation infrastructure and parks - both of which are known factors in gentrification. It takes a lot of work to stabilize community before transportation infrastructure comes in. Lessons from MAX in North Portland.”

Although no strategies were recommended, it was a clear concern for participants given the questions and acknowledgement of this issue. Moreover, most comments showed that Metro, as well as other government agencies, need to be proactive and prioritize strategies to prevent further displacement of more communities. “When talking mitigation of gentrification, how is the city doing this differently this time? Thinking of Max corridor and how the city dropped the ball at end of 10 year protection.”

Invest in infrastructure that supports accessibility and multiple uses for communities who have different abilities and needs.

Many participants talked about the importance of having different structures and amenities available so different communities could access these spaces and use them in a way that was most beneficial for them. Specific to physical access, participants emphasized the need for trails to be usable for people with different physical abilities including folks who use wheelchairs. Additionally, participants suggested building benches, covered rest areas and water fountains for people to sit and rest along the trails.

One participant mentioned the importance of having these available for elders. Others also recognized the importance of having open spaces to gather for BIPOC, with many sharing their reason for using trails and natural spaces was to spend time with family. As one participant put it, “often times BIPOC access nature to rest with families.”

Additionally, one participant asked about space for Indigenous ceremonies, “Is there space designed in these trails to practice Indigenous ceremonies?” BIPOC communities might have different cultural reasons to use trails and natural areas and participants emphasized the need for Metro to create projects that meet them.

Engagement with BIPOC needs to continue and improve, and agencies need to listen and follow-through on feedback.

Throughout these meetings, participants expressed gratitude for these BIPOC-only events, while emphasizing that they need to be more frequent. Some were curious as to when and how they could expect to be re-engaged. “What are the next steps for BIPOC involvement in

this process?” One community member suggested establishing a BIPOC community committee for ongoing oversight, specifically for Indigenous folks to lead. A few others mentioned the specific challenges facing different communities and suggested Metro host different roundtables for specific cultural groups.

One participant expressed concern about these meetings being a check-box for Metro. “I don't want to see these two Trails Community Meetings just be a box to check off to continue work on these trails without more outreach in the different communities.” Some pointed out the lack of opportunity to engage for folks who do not have access to internet or technology and suggested that Metro use other ways and tools to get their input.

The impacts of past harm perpetuated by government agencies surfaced at these discussions. Aside from additional engagement, community members questioned how Metro would implement their input. “What does the accountability process look like for Metro?” Another participant commented that they were “concerned that BIPOC comments/input could be overwritten by influential/biased neighborhood organizations with deep resources, or by politics.” These questions point out the mistrust of BIPOC with previous Metro processes and the need to improve and lead with more transparency and consistency.

Prioritize the engagement of houseless communities and address their needs in the design of future trail projects.

While this theme was not as prevalent in the discussion as other themes in this report, we feel it is important to highlight it in acknowledgement that Metro has not provided the space to hear from people experiencing houselessness who are living along regional trails. Some participants emphasized that people experiencing houselessness use the trails system and will therefore be impacted by future trail projects. One participant shared, “We do have a lot of homeless neighbors who live on or near trails and they should be considered in these questions/included in these conversations as well.” Another asked, “How are houseless folks going to be engaged?”

Engaging houseless communities in future processes was identified as an important step so Metro understands their needs and priorities and the appropriate ways to address them. As a participant put it, “How can these trails be developed in a safe way for those that will use them for recreation and those that live there?” Participants shared structural ways that trails and natural spaces could already be moving towards meeting some of those needs. They suggested sheltered areas, access to drinking water, and generally building these spaces to be welcoming to houseless folks and, as one participant put it, “making sure architecture isn't anti-houseless.” Another participant suggested, “Eliminating those benches with the weird half bars that don't allow folks to sleep on them, etc.”

Outcome of engagement goals

These meetings met the objectives set forth by Metro staff. Below are evaluations of the outcomes of each objective.

- **Collect qualitative information that can be used along with the trail prioritization tool and across bond programs:** The discussions at these meetings led to valuable information that will be used alongside the prioritization tool. As presented in the discussion summary, the themes that emerged from these engagements are valuable insights that will support equitable processes and investments for the trails program and other programs across the bond. Additionally, this report will be shared with other partners to amplify the goals, priorities, and concerns shared by participants.
- **Clarify what data the prioritization tool will use for nature, water bodies, and destinations:** Metro staff shared a link to a survey that asked participants to select which types of nature, water bodies, and destinations should be factored in to the tool. The survey also asked how long people would travel using a trail to get to nature or a water body. The responses were limited to existing data sets available to Metro. 88 participants responded to the survey. Metro is using the survey results to select which input data layers to use in the trail gap prioritization analysis (see Appendix 3 for survey results).
- **Poll participants on which evaluation factors are most important:** Metro staff shared a link to a survey that asked participants to rank the 6 factors considered in the trail prioritization tool: access to nature, neighborhood demographics, transportation potential, traffic safety, gap completion and access to destinations. This survey was intended to collect data on how participants ranked these factors from most to least important when making future trail acquisitions. 88 participants completed the survey. Metro is using the survey results to prioritize some trail gaps over others by giving more relative weight to the gaps that score high on the criteria favored by the survey respondents, while giving less relative weight to the criteria that survey respondents deemphasized (see Appendix 3 for survey results).
- **Confirm direction and collect feedback on possible gaps in current factors:** Feedback collected on the prioritization tool reaffirmed what Metro staff have heard from previous engagement and confirmed the direction of the tool. This feedback did also highlight gaps the tool is not addressing and, given its limitations, will not be able to address. However, the gaps that were identified are aligned with the first objective of these meetings and serve as additional information that might not fit within the current data-driven approach but can still be used as an added layer of information after the prioritization tool produces a list of priority projects.

Conclusion

In summary, these community meetings were successful in meeting the main objectives outlined by Metro staff. The feedback that was collected on the prioritization tool will be critical as the team continues to refine it and eventually implement. Moreover, the lessons learned from the overarching themes that rose from these discussions have been the most impactful outcome.

These themes are valuable insights into the priorities of some BIPOC across the Portland metro region and will be critical as Metro leads more equitable processes and investments for parks and natural areas moving forward. These key takeaways, along with the raw data captured through Jam Boards, will be used alongside the trails prioritization tool to ensure bond dollars have a greater benefit to BIPOC. It is important to recognize that given the limited scope of the bond trails program, some of these findings cannot be followed through on with this funding. However, this report will be shared with our local partners who are responsible for building and managing the regional trails and can benefit from these takeaways. We will also be making this report available to other programs across Metro so this information can be applied whenever possible to other projects and processes beyond the bond.

This report is an attempt at summarizing the discussions at the engagement sessions and we recognize the limitation that exists with this approach. This report does not capture the many contributions and emotions of every individual who participated. Despite this limitation, these themes are immensely valuable to Metro and for other agencies working towards building trail projects that are more equitable in outcome and process.

Organizing these engagement events was a significant attempt at connecting with and learning from BIPOC. However, as many participants indicated, it should not be the end. It is important that these types of events continue and improve, in process and accountability. Although there was an incredible amount of participation, these individuals do not represent the experiences of all BIPOC across the region. Engagement needs to continue to so BIPOC who are disabled, who are queer, who have low-incomes, or are living at any other intersections of other marginalized identities, can participate in these conversations to share their perspective and shape future investments to benefit their communities.

APPENDIX 1: PRIORITIZATION TOOL SURVEY TEMPLATE IN ENGLISH AND SPANISH

Title: Trails prioritization tool survey

1. What should future trail projects connect to? [intro text to next three questions]

a) Connections to nature [check all that apply]

- ☐ Large natural areas
- ☐ Small natural areas
- ☐ Regional parks
- ☐ Neighborhood parks
- ☐ Golf courses
- ☐ Cemeteries
- ☐ School yards
- ☐ Other? [open ended]

b) Type of water bodies [check all that apply]

- ☐ Rivers
- ☐ Creeks/streams
- ☐ Lakes/ponds

c) Connections to destinations [check all that apply]

- ☐ K-12 schools
- ☐ Bus stops
- ☐ MAX stations
- ☐ Community centers
- ☐ Places of worship
- ☐ Grocery stores
- ☐ Libraries
- ☐ Employment areas
- ☐ Town centers
- ☐ Other? [open ended]

2. How long would you walk or bike on a trail to connect to a nature or a water body?
[check all that apply]
- ☐ 15 minutes or less
 - ☐ 30 minutes
 - ☐ 45 minutes
 - ☐ 1 hour
3. Which factors do you think are most important for trails to serve? Rank the following from most important to least
- ☐ Neighborhood demographics
 - ☐ Access to nature
 - ☐ Transportation potential
 - ☐ Gap completion
 - ☐ Connectivity to destinations
 - ☐ Traffic safety

Titulo: Encuesta sobre la importancia de senderos

1. ¿A qué deberían conectarse los futuros proyectos de senderos? (introductory text to the following three questions)
- a) Conexiones a la naturaleza [Marque todo lo que corresponda]
- ☐ Grandes áreas naturales
 - ☐ Pequeñas áreas naturales
 - ☐ Parques regionales
 - ☐ Parques en vecindarios
 - ☐ Campos de golf
 - ☐ Cementerios
 - ☐ Patios Escolares
 - ☐ ¿Otros? [open ended]
- b) Tipo de cuerpos de agua [Marque todo lo que corresponda]
- ☐ Ríos
 - ☐ Arroyos
 - ☐ Lagos/estanques

c) Conexiones a destinos [Marque todo lo que corresponda]

- ☐ K-12 escuelas
- ☐ Paradas de autobús
- ☐ Estaciones de MAX
- ☐ Centros comunitarios
- ☐ Lugares de oración
- ☐ Tiendas de comida
- ☐ Bibliotecas
- ☐ Áreas de empleo
- ☐ Centros de ciudades
- ☐ ¿Otros? [open ended]

2. ¿Cuánto tiempo caminaría o andaría en bicicleta por un sendero para llegar a un área natural o a un cuerpo de agua? [Marque todo lo que corresponda]

- ☐ 15 minutos o menos
- ☐ 30 minutos
- ☐ 45 minutos
- ☐ 1 hora

3. ¿Qué factores cree que son más importantes en relación a los senderos? Clasifique lo siguiente de lo más importante a lo menos

- ☐ Demografía del vecindario
- ☐ Acceso a la naturaleza
- ☐ Potencial de otras maneras de transporte
- ☐ Completar la brecha
- ☐ Conexiones a destinos
- ☐ Seguridad de tráfico

APPENDIX 2: PARTICIPANT EVALUATION SURVEY TEMPLATE IN ENGLISH AND SPANISH

Meeting evaluation form

	Strongly agree	Agree	Neutral/Don't know	Disagree	Strongly disagree
Overall, I believe that this meeting was worthwhile	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I felt like I could provide honest input	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I understand how my input will impact the outcome of this project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The staff was engaging and welcoming	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would like to participate again	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Maybe <input type="checkbox"/>		

For future events, I would suggest:

Thank you for your feedback today. It will help us plan better meetings in the future.

These next questions help decision-makers at Metro know if we are hearing from a representative group of people reflecting the region's diverse communities and broad range of experiences.

1. What is your zip code? _____

2. Within the broad categories below, where would you place your racial or ethnic identity? (Select all that apply)

- | | |
|--|---|
| <input type="checkbox"/> Native American, American Indian or Alaska Native | <input type="checkbox"/> Native Hawaiian or Pacific Islander |
| <input type="checkbox"/> Asian or Asian American | <input type="checkbox"/> White |
| <input type="checkbox"/> Black or African American | <input type="checkbox"/> an ethnicity not included above (please specify) |
| | _____ |
| <input type="checkbox"/> Hispanic or Latina/o/x | <input type="checkbox"/> prefer not to answer |

3. Which of the following best represents the annual income of your household before taxes?

- | | |
|--|---|
| <input type="checkbox"/> less than \$10,000 (less than \$833 per month) | <input type="checkbox"/> \$50,000 to \$74,999 (\$4167 to \$6249 per month) |
| <input type="checkbox"/> \$10,000 to \$19,999 (\$834 to \$1666 per month) | <input type="checkbox"/> \$75,000 to \$99,999 (\$6250 to \$8333 per month) |
| <input type="checkbox"/> \$20,000 to \$29,999 (\$1667 to \$2499 per month) | <input type="checkbox"/> \$100,000 to \$149,999 (\$8333 to \$12499 per month) |
| <input type="checkbox"/> \$30,000 to \$39,999 (\$2500 to \$3333 per month) | <input type="checkbox"/> \$150,000 or more (\$12,500 or more per month) |
| <input type="checkbox"/> \$40,000 to \$49,999 (\$3334 to \$4166 per month) | <input type="checkbox"/> don't know/prefer not to answer |

4. Which of the following ranges includes your age?

- ☐ Under 18
- ☐ 18 to 24
- ☐ 25 to 34
- ☐ 35 to 44
- ☐ 45 to 54
- ☐ 55 to 64
- ☐ 65 to 74
- ☐ 75 and older
- ☐ Prefer not to answer

**5. How do you identify your gender?
(Select all that apply)**

- ☐ Man

- Woman
- Transgender
- Non-binary, genderqueer or third gender
- A gender not listed above (please describe) _____

- Prefer not to answer

6. Do you live with a disability? (Select all that apply) [Allow for multiple responses]

- Hearing difficulty (deaf or having serious difficulty hearing)
- Vision difficulty (blind or having serious difficulty seeing, even when wearing glasses)
- Cognitive difficulty (because of a physical, mental or emotional problem, having difficulty remembering, concentrating or making decisions)
- Ambulatory difficulty (unable or having serious difficulty walking or climbing stairs)
- Self-care difficulty (unable or having difficulty bathing or dressing)
- Independent living difficulty (because of a physical, mental or emotional problem, unable or having difficulty doing errands alone)
- A disability not listed above (please describe) _____
- No disability
- Prefer not to answer

7. What language or dialect is used most in your home? (Select one)

- ☐ American Sign Language
- ☐ Arabic
- ☐ Cantonese
- ☐ Chuukese
- ☐ English
- ☐ Japanese
- ☐ Karen
- ☐ Korean
- ☐ Mandarin
- ☐ Mon-Khmer
- ☐ Nepali
- ☐ Persian
- ☐ Romanian
- ☐ Russian
- ☐ Somali
- ☐ Spanish
- ☐ Tagalog
- ☐ Ukrainian
- ☐ Vietnamese
- ☐ A language or dialect not listed above
(please describe) _____
- ☐ Prefer not to answer

8. How do you describe your sexual orientation? (Select one)

- ☐ Heterosexual or straight
- ☐ Gay or lesbian
- ☐ Bisexual
- ☐ A sexuality not listed above (please describe) _____
- ☐ Prefer not to answer

Formulario de evaluación

	Totalmente de acuerdo	Estoy de acuerdo	Neutral/ No lo se	Estoy en desacuerdo	Totalmente en desacuerdo
En general, creo que esta reunión valió la pena	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sentí que podía ofrecer mi opinión honesta	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Entiendo cómo mis comentarios impactaran el resultado de este proyecto	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
El personal era amable y presento de una manera informativa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Me gustaría participar de nuevo					
Si	No	Tal vez			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			

Para eventos futuros, yo sugeriría:

Gracias por sus comentarios. Esto nos ayudara planear mejores reuniones en el futuro.

Estas próximas preguntas ayudan al liderazgo de Metro a saber si estamos escuchando a un grupo de personas que es representativo de las diversas experiencias y comunidades de la región.

1. ¿Cuál es tu código postal? _____

2. Dentro de las categorías siguientes, ¿Qué diría que es su identidad racial o étnica? (Seleccione todo lo que corresponda)

- | | |
|---|---|
| <input type="checkbox"/> Nativo americano, indio americano o nativo de Alaska | <input type="checkbox"/> Nativo hawaiano o de otra isla del Pacífico |
| <input type="checkbox"/> Asiático o asiático americano | <input type="checkbox"/> Blanco |
| <input type="checkbox"/> Afroamericano | <input type="checkbox"/> Una identidad étnica no incluida (por favor especifique) |
| <hr/> | |
| <input type="checkbox"/> Hispano o latina/o/x | <input type="checkbox"/> Prefiero no responder |

3. ¿Cuál de los siguientes representa los ingresos anuales de su hogar antes de impuestos?

- | | |
|---|--|
| <input type="checkbox"/> Menos de \$10,000 (menos de \$833 al mes) | <input type="checkbox"/> \$50,000 a \$74,999 (\$4167 a \$6249 al mes) |
| <input type="checkbox"/> \$10,000 a \$19,999 (\$834 a \$1666 al mes) | <input type="checkbox"/> \$75,000 a \$99,999 (\$6250 a \$8333 al mes) |
| <input type="checkbox"/> \$20,000 a \$29,999 (\$1667 a \$2499 al mes) | <input type="checkbox"/> \$100,000 a \$149,999 (\$8333 a \$12499 al mes) |
| <input type="checkbox"/> \$30,000 a \$39,999 (\$2500 a \$3333 al mes) | <input type="checkbox"/> \$150,000 o más (\$12,500 o más al mes) |
| <input type="checkbox"/> \$40,000 a \$49,999 (\$3334 a \$4166 al mes) | <input type="checkbox"/> No lo sé/prefiero no responder |

4. ¿Cuál de los siguientes grupos incluye su edad?

- ☐ Menos de 18
- ☐ 18 a 24
- ☐ 25 a 34
- ☐ 35 a 44
- ☐ 45 a 54
- ☐ 55 a 64
- ☐ 65 a 74
- ☐ 75 o mayor
- ☐ Prefiero no responder

5. ¿Cómo identificas tu género? (Seleccione todo lo que corresponda)

- ☐ Hombre
- ☐ Mujer
- ☐ Transgénero
- ☐ No binario, genderqueer o tercer género
- ☐ Un género no mencionado (por favor describa) _____
- ☐ Prefiero no responder

6. ¿Vives con una discapacidad? (Seleccione todo lo que corresponda)

- ☐ Dificultad auditiva (sordo o con dificultad grave auditiva)
- ☐ Dificultad con la visión (ciego o con dificultad grave para ver, incluso cuando se usan gafas)
- ☐ Dificultad cognitiva (debido a un problema físico, mental o emocional, tener dificultad para recordar, concentrarse o tomar decisiones)
- ☐ Dificultad ambulatoria (incapaz o con dificultades graves para caminar o subir escaleras)
- ☐ Dificultad de cuidado personal (incapaz o con dificultad para bañarse o vestirse)
- ☐ Dificultad viviendo independiente (debido a un problema físico, mental o emocional, incapaz o con dificultades para hacer mandados solo)
- ☐ Una discapacidad no mencionada (por favor describa) _____
- ☐ No tengo una discapacidad
- ☐ Prefiero no responder

7) ¿Qué idioma o dialecto se utiliza más en su hogar? (Seleccione uno)

- ☐ Lengua de signos americanos
- ☐ árabe
- ☐ Cantonés
- ☐ Chúcese
- ☐ Inglés

- Japonés
- Karen
- Coreano
- Mandarín
- Mon-Khmer
- Nepali
- Persa
- Rumano
- Ruso
- Somalí
- Español
- Tagalo
- Ucraniano
- Vietnamita
- Un idioma o dialecto no mencionado (por favor describa)

- Prefiero no responder

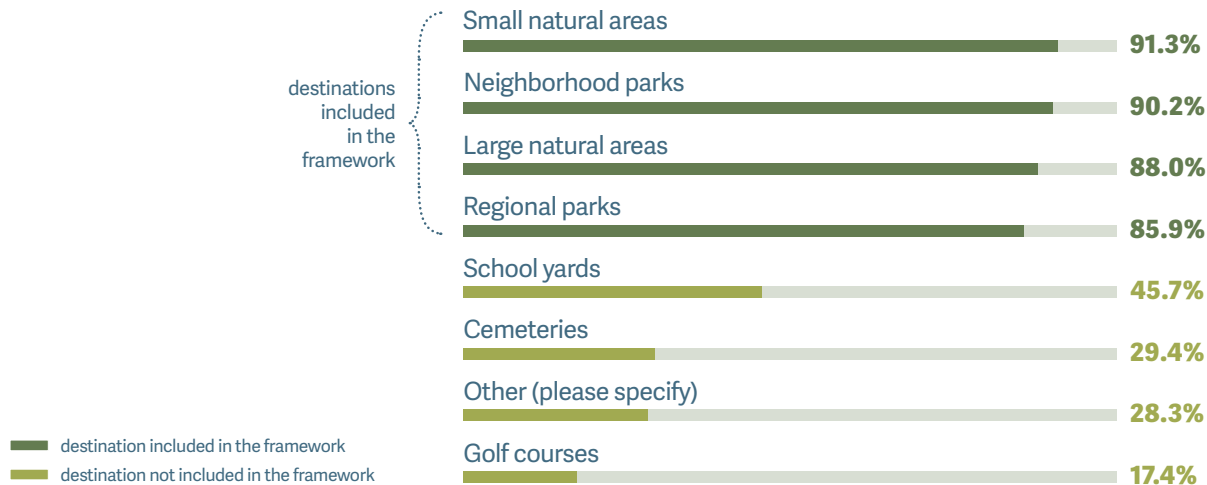
8. ¿Cómo describes tu orientación sexual? (Seleccione uno)

- Heterosexual
- Gay o lesbiana
- Bisexual
- Una sexualidad no mencionada (por favor describa)_____
- Prefiero no responder

APPENDIX 3: PRIORITIZATION TOOL SURVEY RESULTS

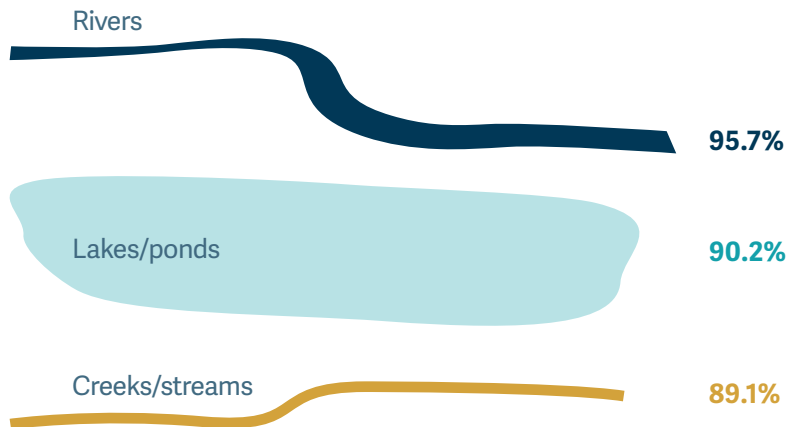
What type of natural areas would you like trails to connect to?

(88 respondents)



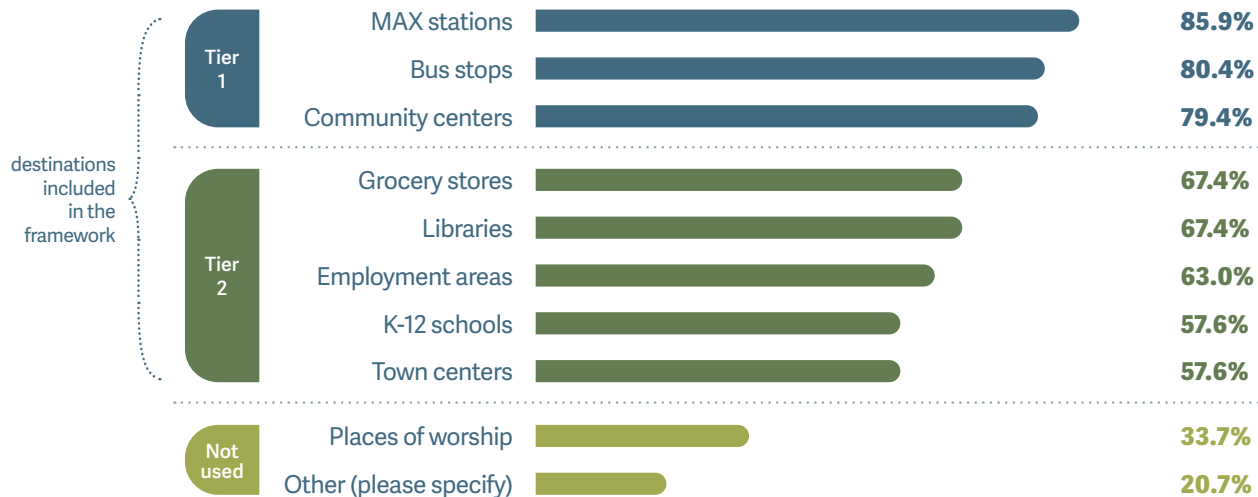
What kinds of water bodies would you like trails to connect to?

(88 respondents)









What are the most important destinations to connect with trails?

(88 respondents)



Which factors are most important for prioritizing trail projects?

(88 respondents)

	Ranking		Number of votes per ranking					
Prioritization Factor	Mode	Median	1	2	3	4	5	6
 Neighborhood demographics	1	2.8	30	16	7	6	16	7
 Access to nature	1	2.8	25	21	13	14	6	9
 Traffic safety	3	3.3	16	16	17	16	11	13
 Connectivity to destinations	3	3.9	2	18	21	14	16	17
 Transportation potential	4	4.0	4	9	20	23	15	16
 Gap completion	6	4.3	8	5	10	15	22	24

APPENDIX 4: PARTICIPANT EVALUATION SURVEY RESULTS

I believe that this meeting was worthwhile	
Agree	21
Neutral/Don't know	2
Strongly agree	25
(blank)	
Grand Total	48

I felt like I could provide honest input	
Agree	27
Neutral/Don't know	2
Strongly agree	19
(blank)	
Grand Total	48

The staff was engaging and welcoming	
Agree	15
Neutral/Don't know	1
Strongly agree	32
(blank)	
Grand Total	48

I understand how my input will impact the outcome of this project	
Agree	23
Neutral/Don't know	12
Strongly agree	12
Strongly disagree	1
(blank)	
Grand Total	48

I would like to participate again	
Maybe	5
Yes	43
(blank)	
Grand Total	48

Demographic questionnaire results

Within the broad categories below, where would you place your racial or ethnic identity?	
Native American, American Indian or Alaska Native	14
Asian or Asian American	13
Black or African American	7
Hispanic or Latina/o/x	15
Native Hawaiian or other Pacific Islander	4
White	7
an ethnicity not included above (please specify)	5
<i>Basque, Chicana, Portland, Indigenous MesoAmerican, Hispanic</i>	
Did not answer	4
Identified ONE racial or ethnic identity	29
Identified TWO or more racial or ethnic identities	15

Which of the following best represents the annual income of your household before taxes?	
Below 49,999	20
Above 50,000	20
Don't know/Prefer not to answer	4
Grand Total	44

Which of the following ranges includes your age?	
18-24	3
25-34	13
35-44	13
45-54	6
55-64	9
Grand Total	44

How do you identify your gender?	
Woman	28
Man	10
Transgender	0
Non-binary	3
Two-spirit	2
Prefer not to answer	1

Do you live with a disability?	
Lives with one or more disabilities	7
No disability	32
Prefer not to answer	2
Grand Total	41

What language or dialect is used most in your home?	
A language or dialect not listed above (please describe)	2 (<i>Tiwa, Maya Akateko</i>)
English	35
Mandarin	2
Spanish	5
Grand Total	44

How do you describe your sexual orientation?	
Bisexual	8
Gay or lesbian	1
Heterosexual or straight	29
Prefer not to answer	2
Grand Total	40

APPENDIX 5: JAM BOARDS

What do these factors bring up for you when you think about how you use trails?

¿En que piensas cuando ves estos factores y recuerdas en como usas los senderos?



What other information should be considered or incorporated into the current tool?

¿Que otra informacion se deberia considerar o incorporar en esta herramienta?

Safety for BIPOC folx. Often, I do not feel safe to be/access these spaces. How can Metro let white people know that these trails are for everybody?

Historical narrative of area.

Quantitative and qualitative assessment on impact of proposed plans

Multiple languages.

Indigenous names of the trails/land.

Indigenous cultural knowledge of the land and trails people are hiking. Respecting the spaces of the animals that live on the trails.

how and where to find park information? not everyone has access to internet to look things up

Is the current tool able to be flexible and shift as community needs change/more BIPOC input.

Interpretive signage that goes beyond land acknowledgements and clearly states that this is STOLEN land.

Naming more parks after BIPOC folx.

What comments or questions do you have about this process?

¿Que comentarios o preguntas tienes sobre este proceso?

agree with the blue sticky notes. symbols can have different meanings in different cultures.

have you included the indigenious/Native people/tribes of the area for a round table discussion as you are attempting with us today

Consider hosting different cultural specific group for inputs.

More ways to engage aside from jamboard - access for folks on the phone!

The symbols are helpful, but I feel like you could have an entire session for each one. It's a lot to process in one session and it's hard to remember what they all are

How did Metro engage with BIPOC communities to develop the tool? This is the first time I am hearing about all of this.

How are indigenous peoples of these lands included in this process? How can they lead this process?

I appreciate the process and hope there are more opportunities to engage at different days and times - and more opportunities for folks who dont have computer access

Let's not apologize for needing to provide interpretation in rooms. Having multi-lingual feedback is essential to this process and should be fostered and not shamed

Can we do pre-townhall check-in by providing questions for discussions ahead of time so we can also do our own research and discussions and come prepared for a discussion with the bigger group?

Is there anything else you want to share?

¿Hay algo mas que quieres compartir?

What are the next steps for BIPOC involvement in this process?

I'm involved in this conversation because I'm a community leader. Metro should reach out to community members with the support of community leaders like myself for a community education opportunity.

Can we break out actionable tasks in the process to define what equity means for each of these? Ex. How does equity in all processes feel/sound/look like in concrete actions or examples.

More time would be helpful with this meeting. These are incredible important conversations and it felt rushed.

roundtable for each community to deeply understand their needs and challenges

What do these factors bring up for you when you think about how you use trails?

¿En que piensas cuando ves estos factores y recuerdas en como usas los senderos?



What other information should be considered or incorporated into the current tool?

¿Que otra informacion se deberia considerar o incorporar en esta herramienta?

investments that
complement other
public health
benefits, like trees
along trails

Equity of funding.
What
areas/communities
have been
neglected when it
comes to funding
trails.

**Community
engagement,
beyond input
to use.**

**Safety for
marginalized
communities
beyond traffic
safety.**

What comments or questions do you have about this process?

¿Que comentarios o preguntas tienes sobre este proceso?

How are you
creating
accountability to
the communities
you are asking for
input

Is there anything else you want to share?

¿Hay algo mas que quieres compartir?

I own a VERY LONG tandem trike. Standard bike racks are not too usable. Same for folks with cargo bikes.

concerned that BIPOC comments/input could be overwritten by influential/biased neighborhood organizations with deep resources, or by politics.

DEFINITELY link in with region wide trail building efforts. The attempt to build a trail along the Banfield freeway has been going on for a while.

What do you think is missing up for you when you think about how you use trails?

y recuerdas en como usas los senderos?



What other information should be considered or incorporated into the current tool?

¿Que otra informacion se deberia considerar o incorporar en esta herramienta?

What comments or questions do you have about this process?

¿Que comentarios o preguntas tienes sobre este proceso?

Is there anything else you want to share?

¿Hay algo mas que quieres compartir?

What do these factors bring up for you when you think about how you use trails?

¿En que piensas cuando ves estos factores y recuerdas en como usas los senderos?



What other information should be considered or incorporated into the current tool?

¿Que otra informacion se deberia considerar o incorporar en esta herramienta?

**The safety of
BIPOC when
accessing
these trails.**

existing orgs that
are ideal for
promoting spaces. I
want to be able to
connect with nature
individually and
pass that on to our
communities.

What comments or questions do you have about this process?

¿Que comentarios o preguntas tienes sobre este proceso?

**People of
the global
majority.**

**just how
much input is
taken
seriously and
excuted.**

Is there anything else you want to share?

¿Hay algo mas que quieres compartir?

Can there be signage that is clear about teens using spaces so other adults don't throw shade? How to provide non-police assistance to folks in need.

It would be cool to have more biking trails to rivers

^^
agreed

What do these factors bring up for you when you think about how you use trails?

¿Pensas cuando ves estos factores y recuerdas en como usas los senderos?

importante de tener letreros en diferentes idiomas

seguridad y de conexiones a otros lugares

para pasar tiempo con la familia y disfrutar de la naturaleza

como nos involucramos en estos proyectos?

hay unos hombres que se juntan en un sendero cerca de mi, pueden hacer algo?

hay areas que no son seguros para caminar - se necesita senales o banqueta para caminar - en la vecindad de Cully

seguridad es muy importante para los ninos y las familias



sentir segura, especialmente como mujer, y tambien de disfrutar de la naturaleza y escapar de la contaminacion y ritmo de la ciudad

de-estresarse, mas retirados de la ciudad

Disfrutar la naturaleza y tener senderos seguro para nuestros niños

muy bonito para salir con los hijos y demostrarles como disfrutar de la naturaleza y de los animales

ensenar a los ninos los diferentes tipos de animales que viven en la naturaleza

I want to know that people who look like me will be safe and the trails will be designed with our needs in mind.

I think they're good aspirational factors but there are others missing.

Pedestrian crossings near trailheads are important.

What other information should be considered or incorporated into the current tool?

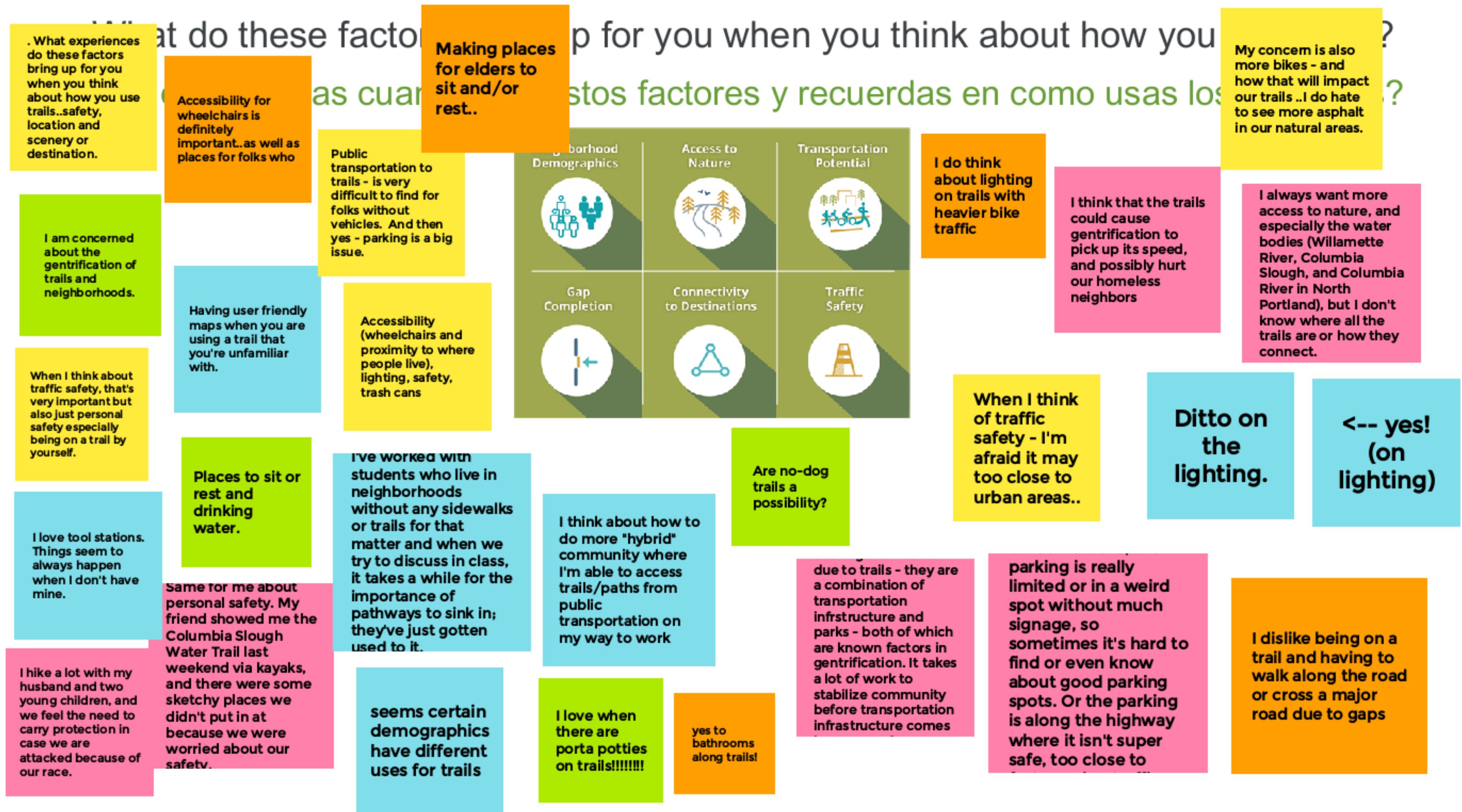
¿Que otra informacion se deberia considerar o incorporar en esta herramienta?

What comments or questions do you have about this process?

¿Que comentarios o preguntas tienes sobre este proceso?

Is there anything else you want to share?

¿Hay algo mas que quieres compartir?



What other information should be considered or incorporated into the current tool?

¿Que otra informacion se deberia considerar o incorporar en esta herramienta?

**How does the funding for these trails intersect with other Metro initiatives?
Examples: Willamette Falls project, Willamette Cove clean up, affordable housing bond, supportive housing services bond, etc.?**

How are you including lower income folks and BIPOCs at the decision-making and implementation stages (not just the feedback stage)?

We do have a lot of homeless neighbors who live on or near trails and they should be considered in these questions / included in these conversations as well

Personal safety is missing, but a lot of us are concerned with it (see first page).

My concern is about upkeep for the trails ...who will be responsible.. How can we encourage our youth to be part of these projects to learn about our natural areas - and be a part of the building?

Education around safe driving when it comes to new trails that start popping up in your 'hood.

What comments or questions do you have about this process?

¿Que comentarios o preguntas tienes sobre este proceso?

How transparent will this process be? How will you ensure that the communities most effected will be notified about the progress about the Trail Bond?

Is Metro prepared to offer non-cash incentives to property owners to accomplish trail connectors?

How will the BIPOC community help in the designing portion - to make sure our thoughts are considered.

How / Who is integrating all of this community input into the "tool?" How can you ensure equitable interpretation of what is being shared?

Does the funding cover new signage?

What's the timeline? This bond was passed in 2019 - how long before we see trails built in our communities?

I'm just concerned about the funding aspect. I've been in a similar feedback session with the Native community, and it was the same thing. Metro does great work, but the funding seems really limited compared to the need.

What does the accountability process look like for Metro?

Is there anything else you want to share?

¿Hay algo mas que quieres compartir?

no
wonder I -
LAKE

community members
once or twice is a
good (minimal) step --
but how can you have
a community
committee that is also
providing oversight
throughout the
duration of the
project(s)? Thinking
specifically of
Indigenous folks

continued
honorarium for
community
members or citizen
oversight
committee
members.

Online webmapping
application with
multiple layers for the
public to visualize and
prioritize: Existing,
planned, proposed
trails; water trails;
parks and natural
areas; neighborhoods
with prioritized
demographics; major

we're experiencing
along existing trails
and our unhoused
community members.
Peninsula Crossing
Trail is unusable as a
trail right now. How to
provide enough
housing and shelter to
make sure public
space is accessible to

Add art
to
trails!

advertising about
where trailheads
are...maybe some
wayfinding projects in
certain
neighborhoods, like
how they have in
Cully...would help
increase access. Just
knowing where things
are or that something
is even available is the

And if you're going to
include a BIPOC
community oversight
committee for the
duration of the
project - how can you
equitably compensate
them for their time as
"consultants?"

What factors do you think about for you when you think about how you use trails?
 ¿En qué factores piensas cuando piensas en cómo usas los senderos?

Safety for walking and cycling to connect to places such as Blue Lake Park.

Safe way to get to transit stations on foot and bike.

My neighborhood, Parkrose, lacks access in relation to these factors.

Access to nature, community demographics, safety, connectivity to destinations



Neighborhood demographics is the most important to me. To provide close trail access to the community most in need.

I'm interested in the safety factor of the trails.

I don't have a car and bike most places so it would be awesome if the entire city was connected by trails

As a female, and POC, I think of what I am wary of: I won't go alone on trails, think of transportation to and from trails, time of day, and access to cell, etc.

would love for there to be spots along the trail to fill up your water bottle and pump up your tires

Safe access and connectivity

Especially with 3 young nephews, I'm very interested in ensuring spaces are safe, clean, and well-maintained (well lit, not too remote).

accessible for disable people of all abilities

With my BIPOC cycling community.

I would love to be able to access the mountains for hiking via bike trails

would love more bike designated areas on the road for safety from traffic

When I look at which trails to use, I always check to make sure that there's not a gap where I will be walking alongside traffic.

it would be so nice to not have gaps between trails

I'd love to see some education on the trails.

accessibility to nature and safety

What other information should be considered or incorporated into the current tool?

¿Que otra informacion se deberia considerar o incorporar en esta herramienta?

Names for trails that do not honor colonizers. Especially those with history of exploiting BIPOC and other vulnerable people.

Looking at access through an equitable lens.

Schools who need safe routes.

connecting both people and wildlife trails / paths

Important Indigenous historical or cultural sites that need protection by NOT putting a trail in.

Are there sensitive plant or animal species that should be protected by NOT putting a trail through an area.

Potential for programming / education. I.e. indigenous plants and wildlife.

Lighting and safe entry points

meetings like this on a regular basis with the community, appreciate the accessibility accommodations

consistent space between waste receptacles so we can keep spaces and trails clear of debris

Lighting for sure on the trails from a safety perspective.

How about more opportunities to drink fresh water on the trails?

With future meetings like this, maybe some prep material people can scroll through to be more familiar with. Timeline of what steps came about when

Safety access

Could the trails incorporate commerce for underrepresented folks somehow? Food trucks from the BIPOC community? Just throwing ideas out there...

particular. thriving with indigenous plants. Ensuring that such areas are set aside would be great. Our community is hearing about a camas field in Eugene being paved over and it would be a shame for this to happen to

What comments or questions do you have about this process?

¿Que comentarios o preguntas tienes sobre este proceso?

I like the inclusivity and awareness of needs when reaching out to diverse community for input!

East Portland desperately needs safer ways to reach downtown on bike. Speeding and poorly maintained streets make it unsafe.

What is the timeline for getting natural areas opened? You have a number of properties are still not open. What is taking so long?

Is Rocky Butte something on Metros' radar?

Curious as to lack of proposed trails in the SE Portland (or. NE Portland) area(s) at large. This is where the majority of my local tribal community lives/works and it doesn't seem like the proposed trails are near communities.

Is there anything else you want to share?

¿Hay algo mas que quieres compartir?

Blue Lake Park needs to have a safe trail to Fairview and Gresham area. So close but not accessible without a car. Youth in our Indian Education Program could not take advantage of summer work experience programs there.

Thank you for giving us an opportunity to speak.

I am weary of the idea of adding more policing to these trails. That does not make me feel safe as a Brown person. I go on trails to get away from the idea of being profiled by armed law enforcement.

Thanks for the opportunity to participate, I'd love to be involved in future events. Brought up idea of Indigenous naming of trails, areas.

Thank you for this space. I like seeing accessibility to forums like this. Community outreach in different forms would be a huge impact.

I hope you all will be able to implement what you learn from these sessions.

Ability to bike safely to Whittaker Ponds.

East county has poor Trimet north/south routes. More trails for this. To connect to transit and other locations such as schools and shopping, also medical.

Promotion and programming for using these trails. Making sure there's implementation of bike and mobility sharing so ppl can use trails.

What do these factors bring up for you when you think about how you use trails?

¿En que piensas cuando ves estos factores y recuerdas en como usas los senderos?



What other information should be considered or incorporated into the current tool?

¿Que otra informacion se deberia considerar o incorporar en esta herramienta?

Other information to be considered will reveal it's self in time by use.

I'm interested in how trail development and increased access to nature will be handled given, in my personal experience, its signifier for the gentrification of an area.

<---- I agree with this one. Often greening spaces leads to gentrifying spaces.

balancing the number of city, county, or state parks that are already in the area

Whether and to what extent input in these community sessions comes from neighborhoods with fewer Metro assets.

More interpretive signage

wondering about frameworks & modalities - like critical race theory as a tool in the development

Ways to efficiently and validly gather data, create and share reports publicly, and using it for improvements

considering if trails could be made from environmentally supportive materials

how trails connect to urban agricultural spaces/community gardens

Concern for children's health around chemical weed management (spraying along roads and paths).

Transparency around pesticide use (round up or others) along trails that might be contaminating medicinal herbs that POC and other herbalists might otherwise cultivate/engage with (respectfully).

planting native/pollinator friendly plants around the trails instead of typical grass

We need to give more space to Indigenous first foods

What comments or questions do you have about this process?

¿Que comentarios o preguntas tienes sobre este proceso?

I think it's a beautiful idea for our community to be able to have sense of (though small) freedom

How Metro will alert surrounding areas of this new trail development? What will engagement look like during COVID? How it will make sure that this information is accessible to different racial/ethnic groups?

How do you know when you've gotten sufficient input from critical demographics and if they're from the neighborhoods that will be impacted by Metro taxes and development?

and new immigrants; business owners and employees; pedestrians, including those with a disability or other mobility issue; dog owners; environmental and climate activists; and any number of different communities

will you have? How will you engage different communities in different neighborhoods? I don't want to see these two Trails Community Meetings just be a box to check off to continue work on these trails without

timelines for checking in with the community along every step of the way

I know it's been named as a concern, however, bumping again being aware of how opportunities like this lead to gentrification

tools and timelines for assessing community need & flexibility to change course if things don't align with community need

How will you train contractors to interact with houseless communities?

Is there anything else you want to share?

¿Hay algo mas que quieres compartir?

creating spaces that aren't intensely anti-houseless. Eliminating those benches with the weird half bars that don't allow folks to sleep on them, etc.

I appreciate the intentionality and proactivity with gathering feedback and learning

It is programmed within us to not trust.

Access to nature is an important factor for people to connect to an area and be invested in its growth so seeing Metro being intentional and approach this with care makes me glad.

making sure architecture isn't anti-houseless

Once one's dignity is eroded, it is exhausting to continue to contribute.

maintain the trails in a beautiful manner

I can't wait for more wonderful weather and be adventurous with my family

What do these factors bring up for you when you think about using trails?

¿En que piensas cuando ves estos factores?

Neighborhood demographics: How to communicate with BIPOC folks about the potential impacts of gentrification on the community. Dealing with trash/damage to areas that allow through trails.



Connectivity to destinations: In this priority area, I would say connecting to destinations that are free or low cost to BIPOC could be a higher priority than spaces that have a cost associated.

unwritten and written rules about who can use trails/parks and who can use them after dark

Making more signage about trails located near or in the Portland Harbor Superfund site

White supremacy and racism on full display on waterways like Willamette (boats parked or going up and down with those flags, you know which ones) in clusters going up and down from St. Johns to Downtown

Gotta plan heavily when thinking about biking on trails, where I'm going, where I need to bail

houseless folks: How can these trails be developed in a safe way for those that will use them for recreation and those that live there?

matters. It is important to see people who are like you out using the trails, but in order for that to happen more commonly, there needs to be representation in marketing and media to normalize BIPOC and minority

Connecting both BIPOC communities to nature is very important. I work with a youth organization that we are trying to get youth of color outdoors and enjoying nature. Connecting their school to trails and nature would be

making trails don't generally think of these things, except for access to nature. which is totally a position of privilege.that makes me think that we should make these factors far more publicized so people can know that they

mind these are linked and it's helpful to be able to take a trail from one area to another without needing to divert into a busy roadway or having to figure out how to continue on a trail. I think it could also be helpful to have signage if there is an

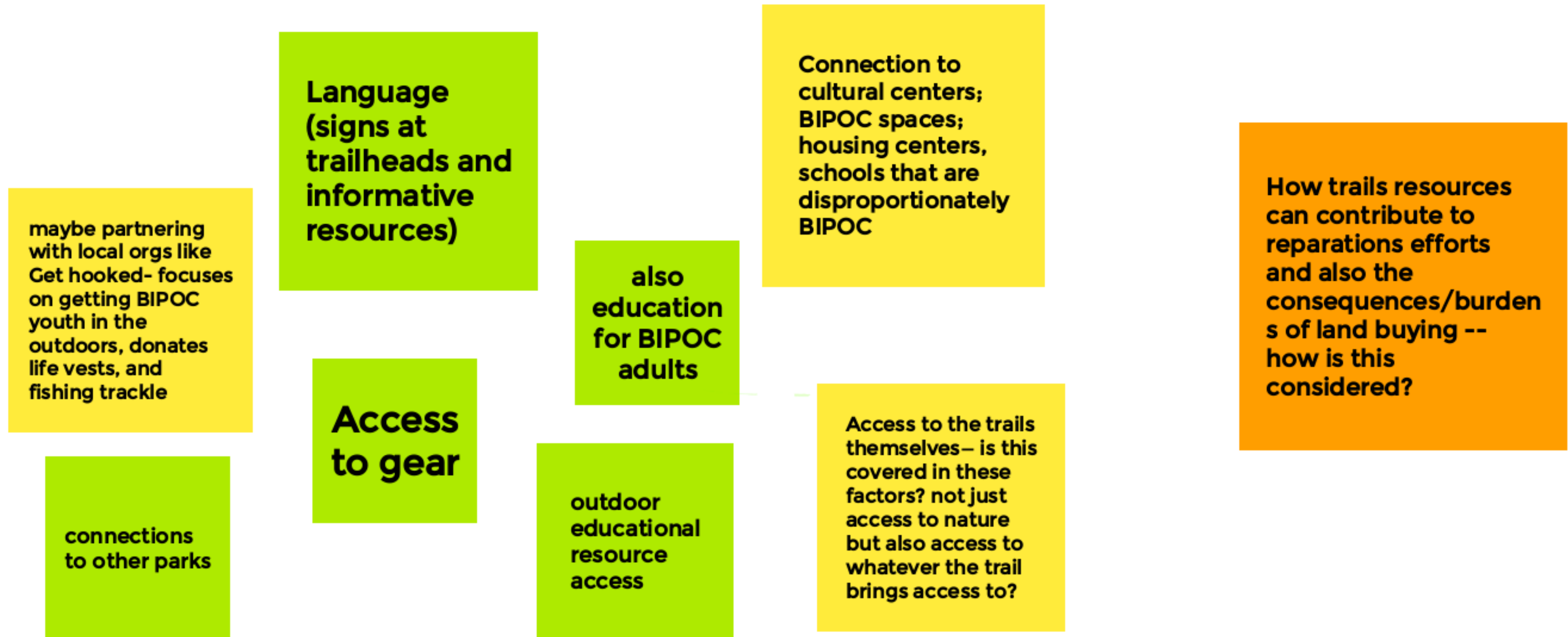
Street conditions in most neighborhoods are dismal, trails facilities are sometimes worse

signs that explain the trail's history/ scenery in other languages

Traffic Safety: Trails that are parallel to major highways or get you around the major roadways would be helpful so you're not going far out of the way to be able to make it to a place.

What other information should be considered or incorporated into the current tool?

¿Que otra informacion se deberia considerar o incorporar en esta herramienta?



What comments or questions do you have about this process?

¿Que comentarios o preguntas tienes sobre este proceso?

**Are we going
to keep
conducting
these forums?**

Is there anything else you want to share?

¿Hay algo mas que quieres compartir?

APPENDIX 6: VERBATIM COMMENTS

Question 1: What do these factors bring up for you when you think about how you use trails?

- Resources for folks who are houseless.
- Needle disposal bins in known areas of higher houseless population i.e. marine drive/205 trail.
- Safety - am I welcomed here? Are my communities welcomed here?
- How are we ensuring that cops aren't getting called on BIPOC using the trails?
- Community bike pumps along bike trails.
- Safe access for BIPOC to the river and older forest stands.
- +1 on safety along these trails (as an example, a young adult was obviously carrying a machete on the waterfront as I was walking with my kids one weekend).
- Trimet has large signage to show maps of bus routes, maybe the same sort of signage can be used to illustrate trail networks.
- Do my communities know where trails exist? Are they free? Is parking free?
- Food and rest are important with families recreating. Will trails lead us to opportunities to purchase food as nourishment and will these same trails have places to rest along the way?
- How are houseless folks going to be engaged?
- Map access distributed at cultural specific venues.
- A safe trail for all kind of people.
- Safety when walking along the big street where the trails are not connected.
- Will there be others who look like me also recreating at this same space?
- Do I have to walk 2 miles to access the only bathroom available, if any?
- How about leading with hospitality? Signs that say "you are welcome here"
- Are there garbage bins throughout the trail?
- Safety when hiking alone.
- Is there space designed in these trails to practice indigenous ceremonies?
- Is there art that represents my communities? Are signs in different languages?
- How can I afford bus tickets for my family of ____?
- Having good signages (wayfinding).

- Balance transportation potential with keeping community needs in balance.
- Public water fountains at rest areas along trails.
- Ensuring there are physical places to gather like a shelter, picnic tables, playground because often times BIPOC access nature to rest with families and not necessarily to do high aerobic activity that mostly require just a trail.
- Safe rest areas to take breaks/get out of the rain or sun along bike walking trails.
- Transportation potential/Traffic safety: Many people still have limited and unsafe options to get around. Using trails as an option to get people around the region is important.
- Are other BIPOC users like at these parks? If so, then I will usually feel more safe.
- How do we activate our trails that make them inviting and safe to BIPOC communities?
- I take walks in my neighborhood just to see the outdoors and connect with nature.
- I like to ride my bike with my son near the river.
- Safety is most importance 1- personal safety, like being hit by a car, 2- racial safety, stares from others, or racially profiled by others.
- Would feel safer with more BIPOC folks on trails, paths, in natural spaces. Exclusively white spaces, even if they are circumstantial, make me feel less welcome and more vulnerable.
- I also use trails to walk to public transportation since I don't bike.
- Safety is also important, especially during this time where we see a growth in Asian hate .
- Can I access the trail by foot/bike/transit? Having to drive to a trail really limits its use.
- People don't keep their dogs under control/don't clean up after them.
- Bikes can be expensive to acquire and maintain- it would be great to have low cost or free options to get bikes and bike maintenance to those who can't afford it.
- For page four. I know of a well-used bike route that has a stop sign placed inside a street ramp that a wheelchair user must use. I reported it to the city. They haven't moved it. Not much commitment to accessibility.
- Once built, money must be designated to maintain and clean trails.
- Transit access, do I feel that I can access these trails and make my way to nature and water features without a vehicle?
- I need to be able to get around on bicycle, the more trails the more likely I will be able to reach different parts of town. That can affect what jobs I look for.

- If a trail isn't connected and I am spit out onto the street, is there sufficient signage and possibly lower traffic speeds so I'm not feeling unsafe?
- Information about trails/paths should be equitably disseminated—do I see people like me on the trails? If all I see are white folks, I may not feel comfortable.
- Better first-and-last mile transportation from the max or the bus to places like Oxbow Regional Park.
- Access to nature.
- I have two small children, one that is in a stroller...I think about accessibility a lot!
- As a person of color/pre elder I want to be safe and not harassed by others for walking with my dog. People see signs that read no dogs; Signs do not state Service Animals only.
- Off-leash dogs are unsafe for some individuals.
- Can Metro partner with groups that meet to hike/bike/explore certain sites? That allows for more welcoming spaces.
- Neighborhood demographics.
- Better enforcement of keeping dogs on-leash (not sure how to do that).
- Accessing of information for all. The technology gap has been highlighted more than ever during the pandemic. How can we meet people where they're at when it comes to sharing information?
- Access to nature is important - break from the stress of work and congestion.
- Beautification is important - making sure that there are trash receptacles in BIPOC communities makes outdoor spaces feel taken care of and safe.
- Access is more than about geography. Need to feel welcoming and safe in parks and natural spaces.
- Wi-fi hotspots.
- More educational signage (for example, the nature patch in Columbia park teaches a lot about flowers and it makes me feel more engaged and encouraged to explore natural areas).
- Educational placards are great for engagement and learning. Plant identification, historical significance of place, etc.
- What are things that can make you uncomfortable? Dogs off leash, or unfamiliar circumstances. Especially important for trails in residential neighborhoods.
- 42nd Ave connecting to Columbia in cully is very dangerous, we need a trail!
- Have QR codes that you could scan at a site/trail to take you to maps.

- I am a Cully resident and frequently walk trails with my service animal. I like to be able to connect to other trails from my home.
- Disability access. Providing more places to sit for folks who need to take breaks or access to bathrooms
- Transportation potential.
- Nature walking only with no bikes.
- Staff who are available for in person information sharing (including maps, activity suggestions) and camaraderie.
- Gap completion.
- Digital connectivity hotspots in metro parks and trails.
- How do we provide information in other ways outside online? In person and packaged with other services.
- How do communities feel ownership over those?
- Things that make you feel unsafe, uncomfortable. What can we do to increase sense of belonging, being welcome in these spaces.
- I think it's important to create new paths in BIPOC communities. The map revealed a disconnect between the two.
- Can we expand traffic safety to safety in general?
- Safety first. Less crowded path.
- Not feeling safe on trails along. Are there things like call buttons along the way? Safety especially for women or female presenting individuals.
- Some of the paths I use need connection. Springwater and Fanno Creek for example.
- Traffic safety.
- Safety for women accessing trails and parks alone .
- Can we cultivate a sense of community ownership of trails, not neighborhood ownerhood ownership.
- Connectivity to destinations.
- I encounter a LOT of white people who have their dogs off-leash on trails natural areas, and there doesn't seem to be obvious ways to address this issue.
- Thinking of what is safe for some is NOT SAFE for others. When I see a lot of white folks... I don't feel "safe".
- Not knowing what amenities like bathrooms, benches if dogs are allowed etc. Makes going out harder. Better websites would help.
- Equity focus - low income, BIPOC, English Learners.

- For someone who didn't have a car, Gap completion and safety is very important. Access to Nature is nice but a lower priority.
- For cycling on paths, especially at night, I feel safer when there are reflectors or other visual cues in case my lights aren't extremely bright.
- Access to nature.
- Not being able to bring a dog on some trails feels vulnerable.
- Access to Nature. I think that the resources to direct people who use public transportation could be better integrated into a lot of the websites or pamphlets that share information about the area
- I worry about exploring trails that are in wealthy neighborhoods/suburbs (like Lake Oswego) I always feel unwelcome and like I'm not supposed to be there as Bipoc
- When talking mitigation of gentrification, how is the city doing this differently this time? Thinking of Max corridor and how the city dropped the ball at end of 10 year protection
- Gap completion.
- Safety in the outdoors is something that I have heard about from members of our group who have had negative experiences with others who aren't accustomed to encountering BIPOC in these spaces.
- Reflective paint on the lanes and to distinguish between bike and traffic lanes could be very helpful for Accessibility, in addition to reflective clear signage.
- Safety.
- What does Land Back mean to Metro? Why does the website have colonizer history (naming white architects but not native lands and plan forward).
- I bike a lot as I don't qualify to drive so having lit up paths is very important to me. Especially during winter and rain season.
- Importante de tener letreros en diferentes idiomas
- "important to have signs in different languages"
- Seguridad y de conexiones a otros lugares
- "security and connections to other places"
- Para pasar tiempo con la familia y disfrutar de la naturaleza
- "to spend time with my family and enjoy nature"
- Como nos involucramos en estos proyectos?
- "how do we get involved in projects?"

- Hay unos hombres que se juntan en un sendero cerca de mi, pueden hacer algo?
- Hay areas que no son seguros para caminar - se necesita senales o banqueta para caminar - en la vecindad de Cully
 - "There are areas that are not safe to walk - there needs to be signs or sidewalks in the Cully neighborhood"
- Seguridad es muy importante para los ninos y las familias
 - safety is very important to children and families"
- I want to know that people who look like me will be safe and the trails will be designed with our needs in mind.
- Disfrutar la naturaleza y tener senderos seguro para nuestros niños
 - "enjoy nature and have safe trails for our children"
- I think they're good aspirational factors but there are others missing.
- Sentir segura, especialmente como mujer, y tambien de disfrutar de la naturaleza y escapar de la contaminacion y ritmo de la ciudad.
 - "to feel safe as a woman, to enjoy nature, and escape the pollution of the city"
- Muy bonito para salir con los hijos y demostrarles como disfrutar de la naturaleza y de los animals.
 - "it's nice to go out with the children show them how to enjoy nature and animals"
- Pedestrian crossings near trailheads are important.
- De-estresarse, mas retirados de la ciudad.
 - "to relax, and get away from the city"
- Enseñar a los ninos los diferentes tipos de animales que viven en la naturaleza.
 - "teach children the different types of animals that live in nature"
- I am concerned about the gentrification of trails and neighborhoods.
- When I think about traffic safety, that's very important but also just personal safety especially being on the trail by yourself.
- I love tool stations. They seem to always happen when I don't have mine.
- I hike a lot with my husband and two children, and we feel the need to carry protection in case we are attacked because of our race.
- Accessibility for wheelchairs is definitely important, as well as places for folks who
 - *this comment is unfinished*
- Having user friendly maps when you are using a trail that you're unfamiliar with.

- Places to sit or rest, and drinking water.
- Same for me about personal safety. My friend showed me the Columbia Slough Water trail last weekend via kayaks, and there were some sketchy places we didn't put in at because we were worried about our safety.
- Public transportation to trails - is very difficult to find for folks without vehicles. And then yes, parking is a big issue.
- Accessibility (wheelchairs and proximity to where people live), lighting, safety, trashcan.
- Making places for elders to sit and rest.
- I've worked with students who live in neighborhoods without any sidewalks or trails for that matter and when we try to discuss in class, it takes a while for the importance of pathways to sink in; they've just gotten used to it.
- Seems certain demographics have different uses for trails .
- I think about how to do more "hybrid" commuting where I'm able to access trails/paths from public transportation on my way to work.
- I love when there are portapotties on trails!!
- Bathrooms along trails.
- Are no-dog trails a possibility?
- I am also concerned about gentrification due to trails - they are a combination of transportation infrastructure and parks - both of which are known factors in gentrification. It takes a lot of work to stabilize community before transportation infrastructure comes in. Lessons from MAX in North Portland...
- I do think about lighting on trails with heavier bike traffic .
- When I think of traffic safety - I'm afraid it may too close to urban areas.
- On some trails, the parking is really limited or in a weird spot without much signage, so sometimes it's hard to find or even know about good parking spots. Or the parking is along the highway where it isn't super safe, too close to fast-moving traffic.
- I think that the trails could cause gentrification to pick up its speed, and possibly hurt our homeless neighbors.
- My concern is also more bikes- and how that will impact our trails. I do hate to see more asphalt in our natural areas.
- I always want more access to nature, and especially the water bodies (Willamette River, Columbia Slough, and Columbia River in North Portland), but I don't know where all the trails are or how they connect.

- More lighting.
- I dislike being on a trail and having to walk along the major road due to gaps.
- Safety for walking and cycling to connect to places such as Blue Lake Park.
- My neighborhood, Parkrose, lacks access in relation to these factors.
- I don't have a car and bike most places so it would be awesome if the entire city was connected by trails.
- Accessible for disable people of all abilities.
- Access to nature, community demographics, safety, connectivity to destinations.
- As a female, and POC, I think of what I am wary of: I won't go alone on trails, think of transportation to and from trails, time of day, and access to cell, etc.
- With my BIPOC cycling community.
- Safe way to get to transit stations on foot and bike.
- I would love to be able to access the mountains for hiking via bike trails.
- Would love more bike designated areas on the road for safety from traffic.
- Neighborhood demographics is the most important to me. To provide close trail access to the community most in need.
- Would love for there to be spots along the trail to fill up your water bottle and pump up your tires.
- When I look at which trails to use, I always check to make sure that there's not a gap where i will be walking alongside traffic.
- It would be so nice to not have gaps between trails.
- I'm interested in the safety factor of the trails.
- Safe access and connectivity.
- I'd love to see some education on the trails.
- Especially with 3 young nephews, I'm very interested in ensuring spaces are safe, clean, and well-maintained (well lit, not too remote).
- Accessibility to nature and safety.
- More greenways on the East Side, past 82nd.
- A space to break away from the grind.
- Access to native plants.
- A space for friends & family to spend time...safely.
- Connected and safe bike paths for bike commuters on the eastside: students, people commuting for work and recreational riders.

- Safety not only on trails but at destinations (transport terminals, nature spots, etc.).
- A safe place to be in communion with nature.
- Intentional.
- Learning about native/indigenous plants and ecosystems.
- Access to my plant relatives.
- Instead of parks it needs to be community gardens with food being grown by community. More effective use of space.
- Trying to walk without traffic noise.
- Please utilize empty spaces for community gardens, trees, flowers, little gardens that are visually artistic especially near highways.....all that land is so wasted.
- Trails need to be wider for safety and more engaging with places to sit and relax openly and also for community engagement if needed.
- Access, freedom a place to embrace a more primal self. A needed experience.
- Health
- Get Away - Escape from the grind.
- Spaces to sit and think, benches, spots to sit down and chill.
- Breathe.
- Would like to freely walk on neighborhood trails and be safe but that does not happen.
- Neighborhood demographics: How to communicate with BIPOC folks about the potential impacts of gentrification on the community. Dealing with trash/damage to areas that allow through trails.
- Access to Nature - representation matters. It is important to see people who are like you out using the trails, but in order for that to happen more commonly, there needs to be representation in marketing and media to normalize BIPOC and minority communities in the outdoors.
- Access to nature: Connecting both BIPOC communities to nature is very important. I work with a youth organization that we are trying to get youth of color outdoors and enjoying nature. Connecting their school to trails and nature would be great.
- For me they bring up how much I don't realize what goes into making trails don't generally think of these things, except for access to nature. Which is totally a position of privilege that makes me think that we should make these factors far more publicized so people can know that they are being considered. So folks know they are being considered.

- Connectivity to destinations: In this priority area, I would say connecting to destinations that are free or low cost to BIPOC could be a higher priority than spaces that have a cost associated.
- White supremacy and racism on full display on waterways like Willamette (boats parked or going up and down with those flags, you know which ones) in clusters going up and down from St. Johns to Downtown.
- Transportation Potential/Gap Completion: In my mind these are linked and it's helpful to be able to take a trail from one area to another without needing to divert into a busy roadway or having to figure out how to continue on a trail. I think it could also be helpful to have signage if there is an end to a trail to sync back up to another trail.
- Unwritten and written rules about who can use trails/parks and who can use them after dark.
- Gotta plan heavily when thinking about biking on trails, where I'm going, where I need to bail.
- Street conditions in most neighborhoods are dismal, trails facilities are sometimes worse.
- Making more signage about trails located near or in the Portland Harbor Superfund site.
- Houseless folks: How can these trails be developed in a safe way for those that will use them for recreation and those that live there?
- Signs that explain the trail's history/scenery in other languages.
- Traffic Safety: Trails that are parallel to major highways or get you around the major roadways would be helpful so you're not going far out of the way to be able to make it to a place.

Question 2: What other information should be considered or incorporated into the current tool?

- Safety for BIPOC folx. Often, I do not feel safe to be/access these spaces. How can Metro let white people know that these trails are for everybody?
- Indigenous cultural knowledge of the land and trails people are hiking. Respecting the spaces of the animals that live on the trails.
- How and where to find park information? Not everyone has access to internet to look things up
- Historical narrative of area.
- Is the current tool able to be flexible and shift as community needs change/more BIPOC input?
- Quantitative and qualitative assessment on impact of proposed plans.
- Interpretive signage that goes beyond land acknowledgements and clearly states that this is STOLEN land.
- Multiple languages.
- Naming more parks after BIPOC folx.
- Indigenous names of the trails/land.
- Investments that complement other public health benefits, like trees along trails.
- Equity of funding. What areas/communities have been neglected when it comes to funding trails?
- Community engagement, beyond input to use.
- Safety for marginalized communities beyond traffic safety.
- The safety of BIPOC when accessing these trails.
- Existing orgs that are ideal for promoting spaces. I want to be able to connect with nature individually and pass that on to our communities.
- How does the funding for these trails intersect with other Metro initiatives? Examples: Willamette Falls project, Willamette Cove clean up, affordable housing bond, supportive housing services bond, etc.?
- Personal safety is missing, but a lot of us are concerned with it (see first page).
- How are you including lower income folks and bipocs at the decision-making and implementation stages (not just the feedback stage)?
- My concern is about upkeep for the trails ...who will be responsible? How can we encourage our youth to be part of these projects to learn about our natural areas - and be a part of the building?

- We do have a lot of homeless neighbors who live on or near trails and they should be considered in these questions/included in these conversations as well.
- Names for trails that do not honor colonizers. Especially those with history of exploiting BIPOC and other vulnerable people.
- Potential for programming / education. I.e. Indigenous plants and wildlife.
- With future meetings like this, maybe some prep material people can scroll through to be more familiar with. Timeline of what steps came about when.
- Looking at access through an equitable lens.
- Lighting and safe entry points.
- Safety access.
- Schools who need safe routes.
- Meetings like this on a regular basis with the community, appreciate the accessibility accommodations.
- Connecting both people and wildlife trails/paths.
- Consistent space between waste receptacles so we can keep spaces and trails clear of debris.
- Could the trails incorporate commerce for underrepresented folks somehow? Food trucks from the BIPOC community? Just throwing ideas out there...
- Important Indigenous historical or cultural sites that need protection by NOT putting a trail in.
- Lighting for sure on the trails from a safety perspective.
- Proximity to nature areas that are. In particular. Thriving with indigenous plants. Ensuring that such areas are set aside would be great. Our community is hearing about a camas field in Eugene being paved over and it would be a shame for this to happen to local areas and local resources.
- Are there sensitive plant or animal species that should be protected by NOT putting a trail through an area.
- How about more opportunities to drink fresh water on the trails?
- Other information to be considered will reveal its self in time by use.
- Wondering about frameworks & modalities - like critical race theory as a tool in the development.
- Transparency around pesticide use (round up or others) along trails that might be contaminating medicinal herbs that POC and other herbalists might otherwise cultivate/engage with (respectfully).

- I'm interested in how trail development and increased access to nature will be handled given, in my personal experience, its signifier for the gentrification of an area.
- <---- I agree with this one. Often greening spaces leads to gentrifying spaces.
- Ways to efficiently and validly gather data, create and share reports publicly, and using it for improvements.
- Planting native/pollinator friendly plants around the trails instead of typical grass.
- Balancing the number of city, county, or state parks that are already in the area.
- Considering if trails could be made from environmentally supportive materials.
- We need to give more space to Indigenous first foods.
- Whether and to what extent input in these community sessions comes from neighborhoods with fewer Metro assets.
- How trails connect to urban agricultural spaces/community gardens.
- More interpretive signage.
- Concern for children's health around chemical weed management (spraying along roads and paths).
- Maybe partnering with local orgs like Get hooked- focuses on getting BIPOC youth in the outdoors, donates life vests, and fishing tackle.
- Connections to other parks.
- Language (signs at trailheads and informative resources).
- Access to gear.
- Also education for BIPOC adults.
- Outdoor educational resource access.
- Connection to cultural centers; BIPOC spaces; housing centers, schools that are disproportionately BIPOC.
- Access to the trails themselves— is this covered in these factors? Not just access to nature but also access to whatever the trail brings access to?
- How trails resources can contribute to reparations efforts and also the consequences/burdens of land buying -- how is this considered?

Question 3: What comments or questions do you have about this process?

- Agree with the blue sticky notes. Symbols can have different meanings in different cultures.
- The symbols are helpful, but I feel like you could have an entire session for each one. It's a lot to process in one session and it's hard to remember what they all are.
- Have you included the indigenoius/Native people/tribes of the area for a round table discussion as you are attempting with us today.
- How did Metro engage with BIPOC communities to develop the tool? This is the first time I am hearing about all of this.
- Let's not apologize for needing to provide interpretation in rooms. Having multi-lingual feedback is essential to this process and should be fostered and not shamed.
- Consider hosting different cultural specific group for inputs.
- How are indigenous peoples of these lands included in this process? How can they lead this process?
- Can we do pre-townhall check-in by providing questions for discussions ahead of time so we can also do our own research and discussions and come prepared for a discussion with the bigger group?
- More ways to engage aside from jamboard - access for folks on the phone!
- I appreciate the process and hope there are more opportunities to engage at different days and times - and more opportunities for folks who don't have computer access.
- How are you creating accountability to the communities you are asking for input.
- People of the global majority.
- Just how much input is taken seriously and executed.
- How transparent will this process be? How will you ensure that the communities most effected will be notified about the progress about the Trail Bond?
- I'm just concerned about the funding aspect. I've been in a similar feedback session with the Native community, and it was the same thing. Metro does great work, but the funding seems really limited compared to the need.
- Is Metro prepared to offer non-cash incentives to property owners to accomplish trail connectors?
- How will the BIPOC community help in the designing portion - to make sure our thoughts are considered?
- How/Who is integrating all of this community input into the "tool?" How can you ensure equitable interpretation of what is being shared?
- What does the accountability process look like for Metro?

- Does the funding cover new signage?
- What's the timeline? This bond was passed in 2019 - how long before we see trails built in our communities?
- I like the inclusivity and awareness of needs when reaching out to diverse community for input!
- Curious as to lack of proposed trails in the SE Portland (or. NE Portland) area(s) at large. This is where the majority of my local tribal community lives/works and it doesn't seem like the proposed trails are near communities.
- East Portland desperately needs safer ways to reach downtown on bike. Speeding and poorly maintained streets make it unsafe.
- Is Rocky Butte something on Metros' radar?
- What is the timeline for getting natural areas opened? You have a number of properties are still not open. What is taking so long?
- I think it's a beautiful idea for our community to be able to have sense of (though small) freedom.
- Timelines for checking in with the community along every step of the way.
- How Metro will alert surrounding areas of this new trail development? What will engagement look like during COVID? How it will make sure that this information is accessible to different racial/ethnic groups?
- I know it's been named as a concern, however, bumping again being aware of how opportunities like this lead to gentrification.
- How do you know when you've gotten sufficient input from all critical demographics and if they're from the neighborhoods that will be impacted by Metro taxes and development?
- Tools and timelines for assessing community need & flexibility to change course if things don't align with community need.
- How will you train contractors to interact with houseless communities?
- How are you going engage with: homeowners, renters, and houseless individuals; English speakers, people for which English is their second language, and non-English speakers; long-time residents and new immigrants; business owners and employees; pedestrians, including those with a disability or other mobility issue; dog owners; environmental and climate activists; and any number of different communities or groups. Different groups have differing relationships to government, such as fear or distrust related to historical or generational trauma in some Indigenous, Black, refugee, and other communities.
- How many more community engagement meeting will you have? How will you engage different communities in different neighborhoods? I don't want to see these

two Trails Community Meetings just be a box to check off to continue work on these trails without more outreach in the different communities.

- Are we going to keep conducting these forums?

Question 4: Is there anything else you'd like to share?

- What are the next steps for BIPOC involvement in this process?
- I'm involved in this conversation because I'm a community leader. Metro should reach out to community members with the support of community leaders like myself for a community education opportunity.
- Can we break out actionable tasks in the process to define what equity means for each of these? Ex. How does equity in all processes feel/sound/look like in concrete actions or examples.
- More time would be helpful with this meeting. These are incredible important conversations and it felt rushed.
- Roundtable for each community to deeply understand their needs and challenges.
- I own a VERY LONG tandem trike. Standard bike racks are not too usable. Same for folks with cargo bikes.
- Concerned that BIPOC comments/input could be overwritten by influential/biased neighborhood organizations with deep resources, or by politics.
- DEFINITELY link in with region wide trail building efforts. The attempt to build a trail along the Banfield freeway has been going on for a while.
- Can there be signage that is clear about teens using spaces so other adults don't throw shade? How to provide non-police assistance to folks in need.
- ^^ agreed
- It would be cool to have more biking trails to rivers.
- No wonder I - LAKE
- I think gathering a group of BIPOC community members once or twice is a good (minimal) step -- but how can you have a community committee that is also providing oversight throughout the duration of the project(s)? Thinking specifically of Indigenous folks regarding land stewardship.
- Continued honorarium for community members or citizen oversight committee members.
- It would be great to create an ArcGIS Online web mapping application with multiple layers for the public to visualize and prioritize: Existing, planned, proposed trails; water trails; parks and natural areas; neighborhoods with prioritized demographics; major services (medical, grocery, etc.).
- And if you're going to include a BIPOC community oversight committee for the duration of the project - how can you equitably compensate them for their time as "consultants?"

- Thinking about what we're experiencing along existing trails and our unhoused community members. Peninsula Crossing Trail is unusable as a trail right now. How to provide enough housing and shelter to make sure public space is accessible to all?
- Add art to trails!
- I think just doing more signage and advertising about where trailheads are...maybe some wayfinding projects in certain neighborhoods, like how they have in Cully...would help increase access. Just knowing where things are or that something is even available is the first step to greater access.
- Blue Lake Park needs to have a safe trail to Fairview and Gresham area. So close but not accessible without a car. Youth in our Indian Education Program could not take advantage of summer work experience programs there.
- Ability to bike safely to Whittaker Ponds.
- Thank you for giving us an opportunity to speak.
- I hope you all will be able to implement what you learn from these sessions.
- East county has poor Trimet north/south routes. More trails for this. To connect to transit and other locations such as schools and shopping, also medical.
- I am weary of the idea of adding more policing to these trails. That does not make me feel safe as a Brown person. I go on trails to get away from the idea of being profiled by armed law enforcement.
- Thanks for the opportunity to participate, I'd love to be involved in future events. Brought up idea of Indigenous naming of trails, areas.
- Promotion and programming for using these trails. Making sure there's implementation of bike and mobility sharing so ppl can use trails.
- Thank you for this space. I like seeing accessibility to forums like this. Community outreach in different forms would be a huge impact.
- Creating spaces that aren't intensely anti-houseless. Eliminating those benches with the weird half bars that don't allow folks to sleep on them, etc.
- Making sure architecture isn't anti-houseless.
- I appreciate the intentionality and proactivity with gathering feedback and learning.
- Once one's dignity is eroded, it is exhausting to continue to contribute.
- It is programmed within us to not trust.
- Maintain the trails in a beautiful manner.
- Access to nature is an important factor for people to connect to an area and be invested in its growth so seeing Metro being intentional and approach this with care makes me glad.
- I can't wait for more wonderful weather and be adventurous with my family.

Community questions

- Will the prioritization tool be flexible and shift as community needs change/more BIPOC input?
- How did Metro engage with BIPOC communities to develop the tool?
- How are indigenous peoples of these lands included in this process? How can they lead this process?
- Can we do pre-townhall check-in by providing questions for discussions ahead of time so we can also do our own research and discussions and come prepared for a discussion with the bigger group?
- What are the next steps for BIPOC involvement in this process?
- Can we break out actionable tasks in the process to define what equity means for each of these? Ex. How does equity in all processes feel/sound/look like in concrete actions or examples.
- What areas/communities have been neglected when it comes to funding trails?
- How are you creating accountability to the communities you are asking for input?
- Concerned that BIPOC comments/input could be overwritten by influential/biased neighborhood organizations with deep resources, or by politics.
- Can Metro partner with groups that meet to hike/bike/explore certain sites? That allows for more welcoming spaces.
- Can we expand traffic safety to safety in general?
- How do we provide information in other ways outside online? In person and packaged with other services?
- Can we cultivate a sense of community ownership of trails not neighborhood ownership?
- When talking mitigation of gentrification, how is the city doing this differently this time? Thinking of Max corridor and how the city dropped the ball at end of 10 year protection.
- What does Land Back mean to Metro? Why does the website have colonizer history (naming white architects but not native lands and plan forward).
- Just how much input is taken seriously and executed.
- Can there be signage that is clear about teens using spaces so other adults don't throw shade? How to provide non-police assistance to folks in need.
- Como nos involucramos en estos proyectos?
- Are no-dog tails a possibility?

- How does the funding for these trails intersect with other Metro initiatives?
Examples: Willamette Falls project, Willamette Cove clean up, affordable housing bond, supportive housing services bond, etc.?
- How are you including lower income folks and bipocs at the decision-making and implementation stages (not just the feedback stage)?
- How can we encourage our youth to be part of these projects to learn about our natural areas - and be a part of the building?
- How transparent will this process be? How will you ensure that the communities most effected will be notified about the progress about the Trail Bond?
- Is Metro prepared to offer non-cash incentives to property owners to accomplish trail connectors?
- What does the accountability process look like for Metro?
- How/Who is integrating all of this community input into the "tool?" How can you ensure equitable interpretation of what is being shared?
- Does the funding cover new signage?
- What's the timeline? This bond was passed in 2019 - how long before we see trails built in our communities?
- Thinking about what we're experiencing along existing trails and our unhoused community members. Peninsula Crossing Trail is unusable as a trail right now. How to provide enough housing and shelter to make sure public space is accessible to all?
- I think gathering a group of BIPOC community members once or twice is a good (minimal) step -- but how can you have a community committee that is also providing oversight throughout the duration of the project(s)? Thinking specifically of Indigenous folks regarding land stewardship.
- And if you're going to include a BIPOC community oversight committee for the duration of the project - how can you equitably compensate them for their time as "consultants?"
- What is the timeline for getting natural areas opened? You have a number of properties are still not open. What is taking so long?
- Is Rocky Butte something on Metros' radar?
- How Metro will alert surrounding areas of this new trail development? What will engagement look like during COVID? How it will make sure that this information is accessible to different racial/ethnic groups?
- How do you know when you've gotten sufficient input from all critical demographics and if they're from the neighborhoods that will be impacted by Metro taxes and development.
- How will you train contractors to interact with houseless communities?

- How many more community engagement meeting will you have? How will you engage different communities in different neighborhoods? I don't want to see these two Trails Community Meetings just be a box to check off to continue work on these trails without more outreach in the different communities.
- How are you going engage with: homeowners, renters, and houseless individuals; English speakers, people for which English is their second language, and non-English speakers; long-time residents and new immigrants; business owners and employees; pedestrians, including those with a disability or other mobility issue; dog owners; environmental and climate activists; and any number of different communities or groups. Different groups have differing relationships to government, such as fear or distrust related to historical or generational trauma in some Indigenous, Black, refugee, and other communities.
- How trails resources can contribute to reparations efforts and also the consequences/burdens of land buying -- how is this considered?
- Access to the trails themselves— is this covered in these factors? Not just access to nature but also access to whatever the trail brings access to?
- Are we going to keep conducting these forums?