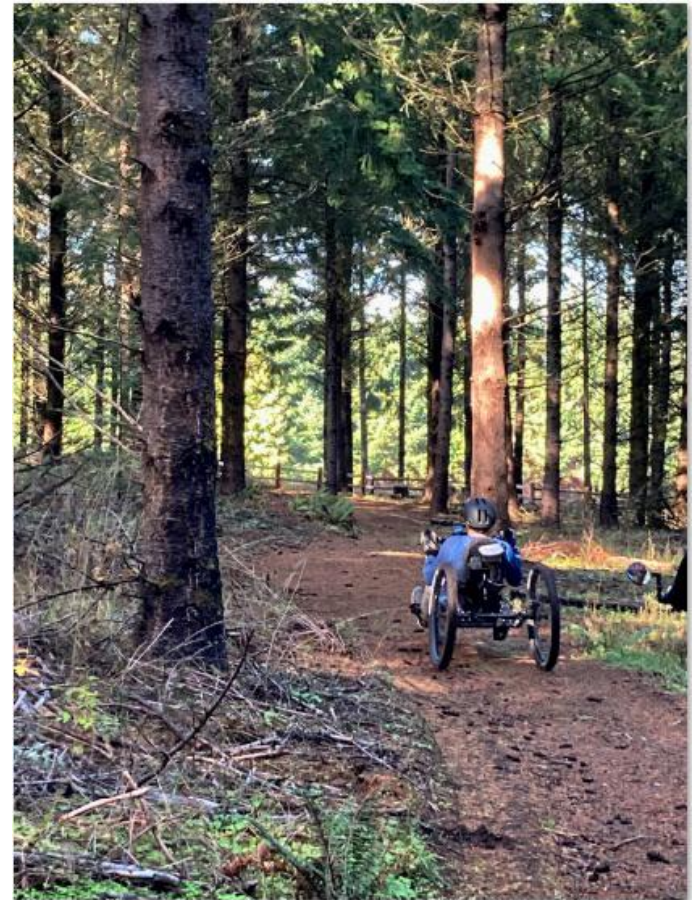


Adaptive Mountain Biking



Mobility Device

People with mobility, circulatory, respiratory, or neurological disabilities use many kinds of devices for mobility.

Some use walkers, canes, crutches, or braces.

Some use manual or power wheelchairs or electric scooters.



Adaptive Mountain Bikes (aMTB) aka Off-Road Handcycles



CROSS-COUNTRY (RECUMBENT / COMBINED CRANK & STEERING):

- **One wheel in the front** and two in the back
- Front wheel drive
- Seating – recumbent type seating with legs straight ahead
- Full or no suspension depending on brand



ALL-MOUNTAIN (RECUMBENT / COMBINED CRANK & STEERING):

- **Two wheels in the front** and one wheel in the back
- Rear wheel drive
- Seating – recumbent type seating with legs straight ahead
- Full suspension or rear suspension only depending on brand



ALL-MOUNTAIN (KNEELING / HANDLEBARS W/ SEPARATE CRANK):

- Two wheels in the front and one wheel in the back
- Rear wheel drive
- Seating – kneeling with cranks below you and handlebar above
- Full suspension or rear suspension only depending on brand



BOWHEAD ALL ELECTRIC

- Two wheels in the front and one wheel in the back
- Articulating front end
- Full electric with hand twist throttle; no crank; Rear wheel drive
- Seating – recumbent type seating with legs straight ahead
- Full Suspension



Is it a bike or a wheelchair?



aMTB are our bikes!



aMTB are our legs for hiking and are, therefore, also allowed on pedestrian-only hiking trails!

American with Disabilities Act (ADA)

Title II – covers state and local government programs
-protects qualified individuals with disabilities from discrimination on the basis of disability in services, programs, and activities

Title III -- prohibits discrimination on the basis of disability in the activities of places of public accommodations. Requires newly constructed or altered places of public accommodation to comply.

Architectural Barriers Act (ABA)

Federal agencies -- requiring new or altered facilities to comply with accessibility guidelines and the

1973 Section 504
Rehabilitation Act

Requires that qualified people with disabilities are not denied participation, unless allowing that participation would result in a fundamental alteration of the program.

Importance of ADA and ABA

Where did funding come from for your trail project?

Federal Grant? State Grant? Metro Grant? Private doner?

Are there specific standards you should be following?

Contractual agreements...

If no, are there best practices or guidelines?

E.g., State and local governments and private entities may, however, use the provisions for guidance when designing trails or trail sign information.

Exceptions

1- Compliance is not practicable due to terrain. The phrase “not practicable” means not reasonably doable.

2- Compliance cannot be accomplished with the prevailing construction practices.

3- This condition recognizes that public lands provide a wide variety of recreational experiences, from highly developed areas to wilderness areas that appear unchanged from primeval times and provide opportunities for people to experience primitive and challenging conditions.

4- Any Federal, State, or local law, the purpose of which is to preserve threatened or endangered species; the environment; or archaeological, cultural, historical, or other significant natural features



aMTB Challenges

Gates!







- ▶ No, we are not going to meet ADA or ABA standards on every trail.
- ▶ There is still a need to create and design environments to the highest extent practicable, giving more opportunity to all.
- ▶ Community engagement!

Cascadia Adaptive Mountain Bikers (CAMBers)



- ▶ Adaptive Mountain Bikers (aMTB) in Oregon and SW Washington working together to improve access to the outdoors, educate others on barriers to nature, support trail projects, and have some fun riding trails.

Additional Resources

CAMBERS Facebook Resources Page
facebook.com/columns/712686303434561

Ashley Schahfer
TakeAhike@EmpoweringAccess.com
EmpoweringAccess.com

Quinn Brett
National Park Service
Wilderness, Accessibility, Outdoor Recreation
Quinn_Brett@nps.gov

Kootenay Adaptive Sport Association
Adaptive Mountain Biking Trail Standards
kootenayadaptive.com/adaptive-mountain-biking-trail-standards/

International Mountain Bicycling Association
Trail Solutions
imba.com/resource/trail-solutions



Red Electric Bridge Construction Update

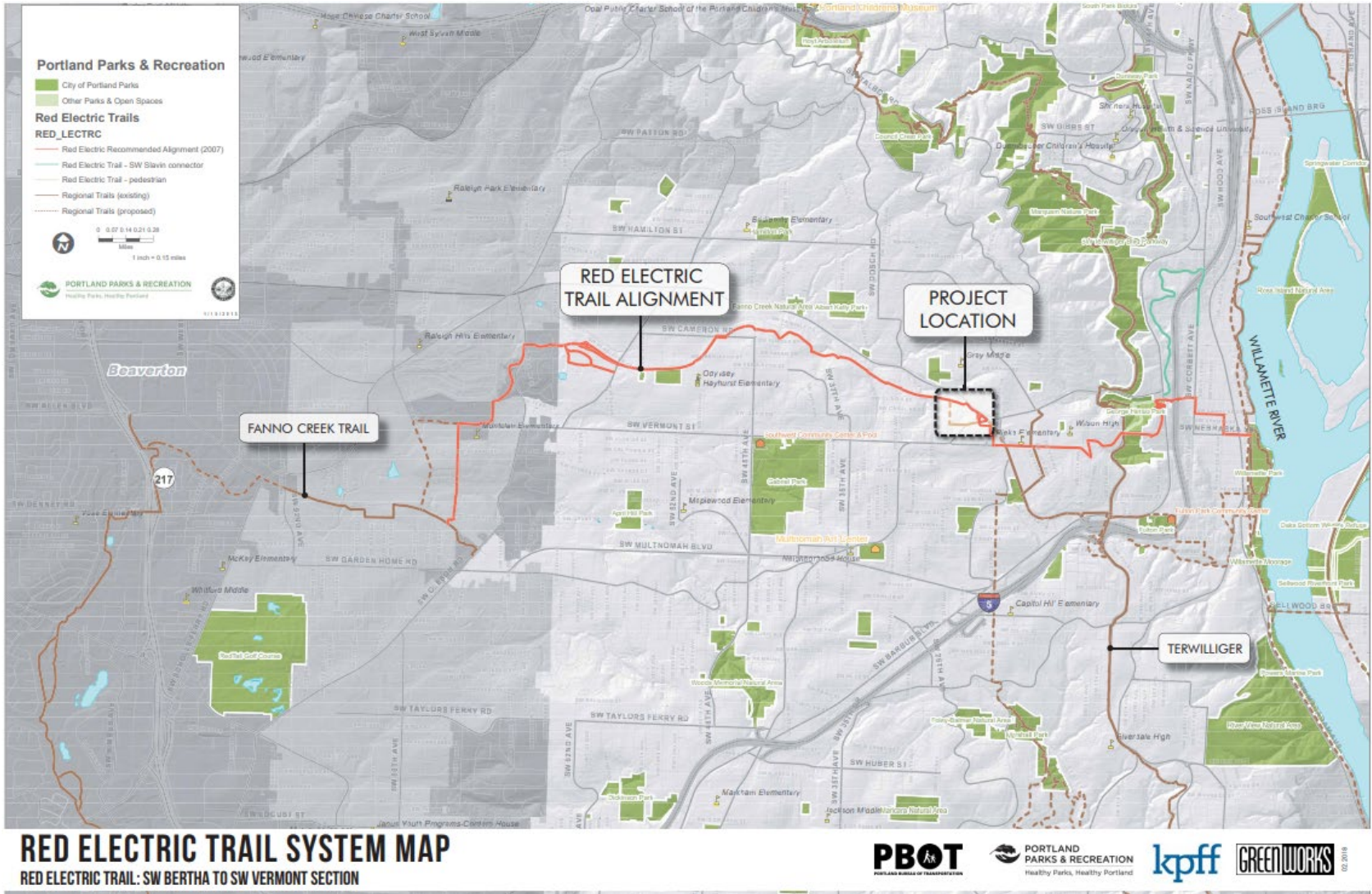


Metro Quarterly Trails Forum - June 13, 2022



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Red Electric Trail Location



Project Location

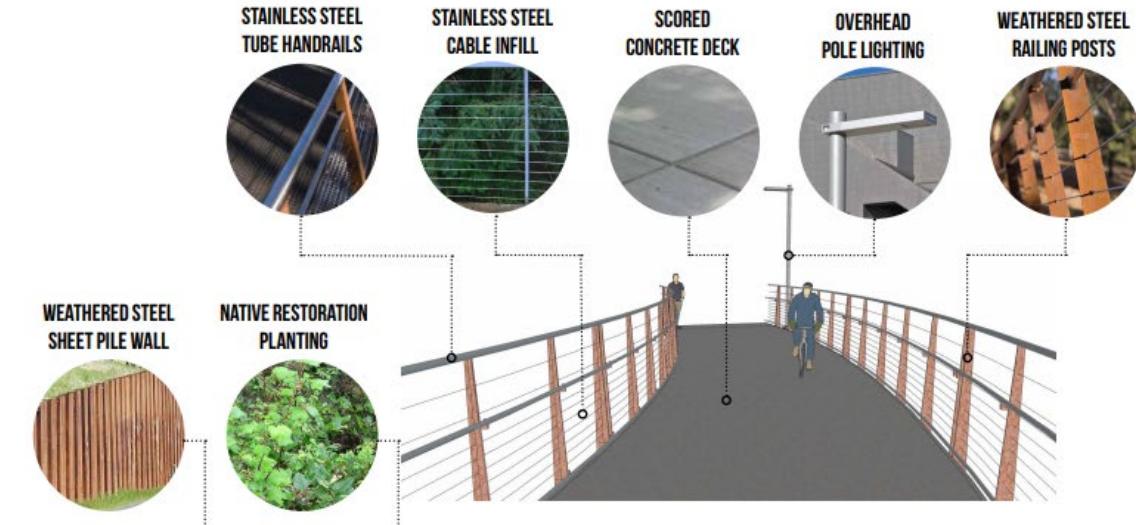


Red Electric Trail History



Red Electric Project History

MATERIALS



RAILING CONDITIONS



CONDITION 1 - ON BRIDGE



CONDITION 2 - AT WALL



CONDITION 3 - ALONG SLOPES



TRAIL MATERIALS

RED ELECTRIC TRAIL: SW BERTHA TO SW VERMONT SECTION



Red Electric construction







OVERSIZED LOAD

RTI
FABRICATION
ESTD 1986

TEREX





NORTH
10 TO 99W
Hillsdale Business Dist.
LEFT LANE ONLY









NORTH
10 TO 99W
Hillsdale Business Dist.
LEFT LANE ONLY

STAR RENTALS











Questions?

Tigard Heritage Trail

Quarterly Trails Forum
Metro
July 13, 2022



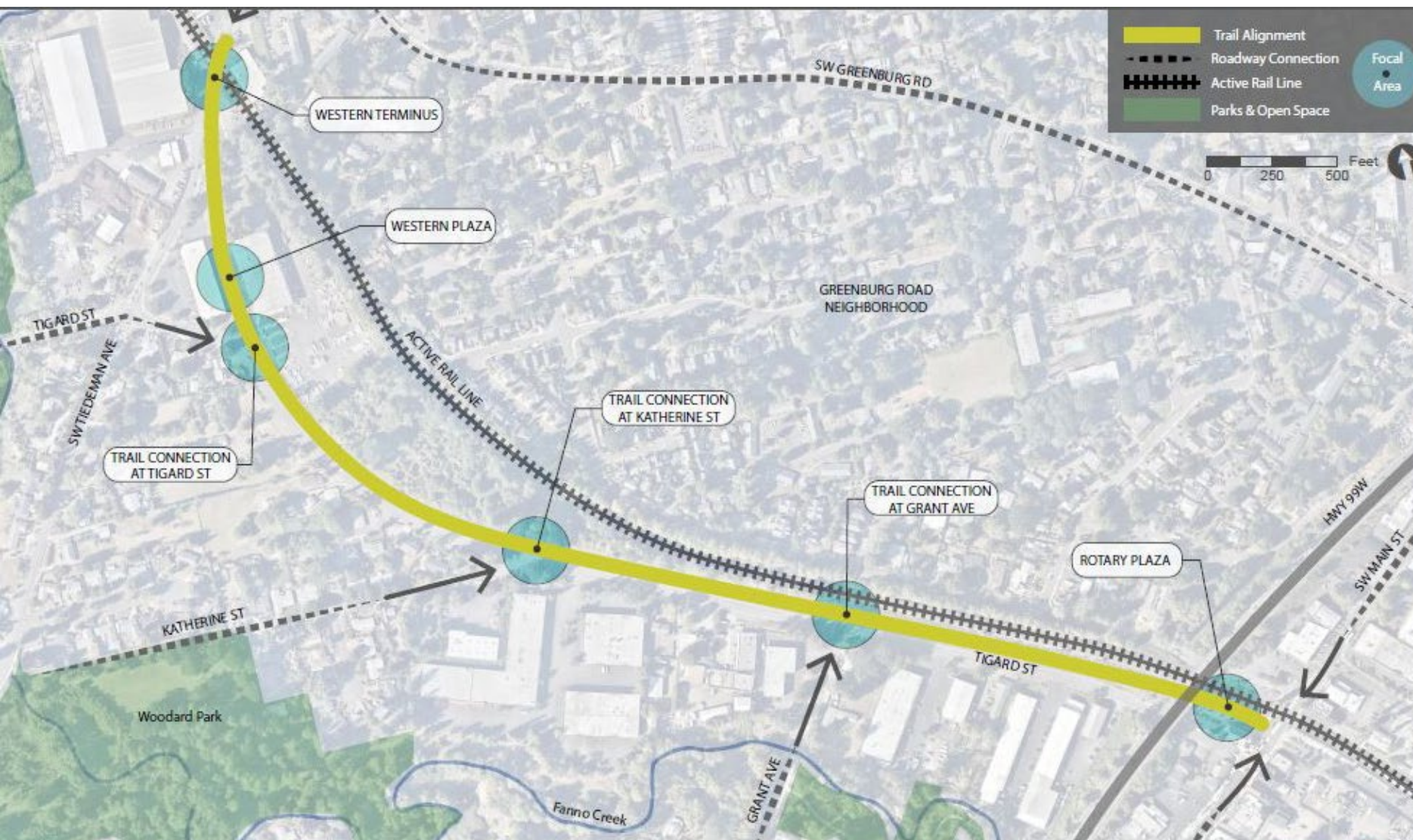
CITY OF
Tigard

Tigard Heritage Trail - History



Tigard Station of the Oregon Electric Railway

- Oregon Electric Railway - 1908
- Tigardville Station
- Passenger service ended 1933
- Line abandoned, sold, or donated



- Trail portion became $\frac{3}{4}$ mile spur
- Greton stop (Tigard St. and approx. Greenburg)
- Main Street

- Tracking removed sometime in early 2000s
- ODOT ownership, leased to BNSF
- Part of long-term vision for rail-to-trail project



Things Begin to Change

- ODOT agrees to 99-year lease; BNSF signs off
- ConnectOregon VI funding acquired
- Trail project included in MSTIP (WaCo Transportation fund)

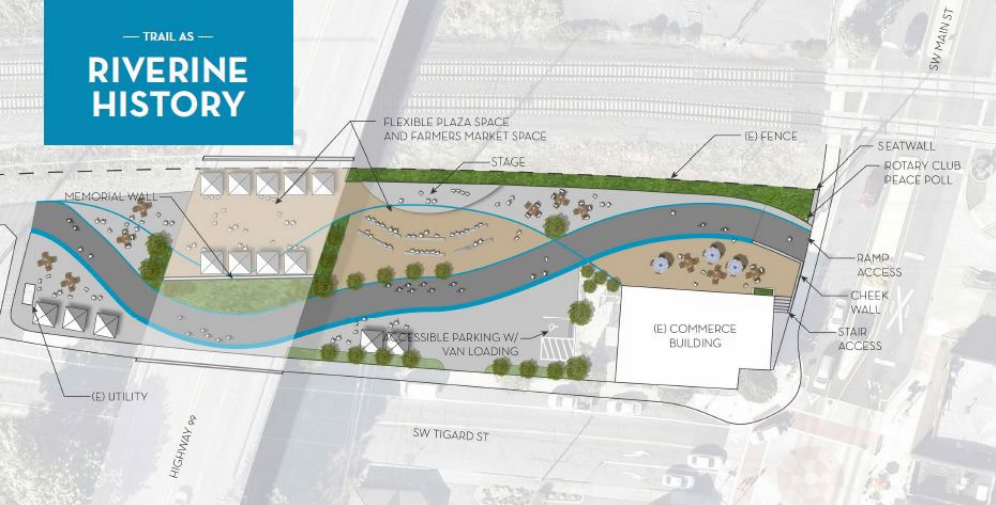
Design Begins

- ALTA Planning and Design selected as designer
- Suenn Ho part of team, first proposed museum concept
- Original plan - agrarian, natural, and settlement history
- Lots of public involvement, plenty of stakeholders

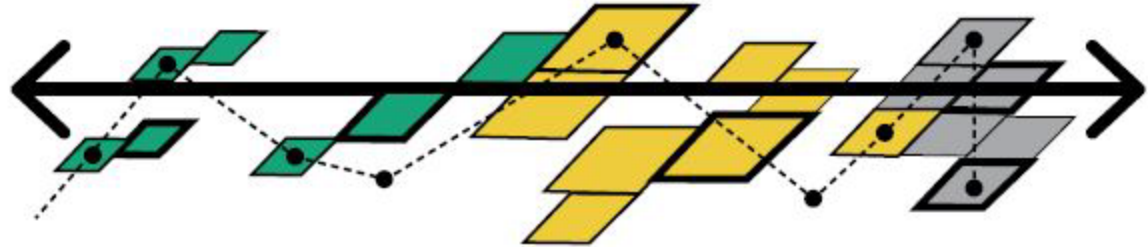
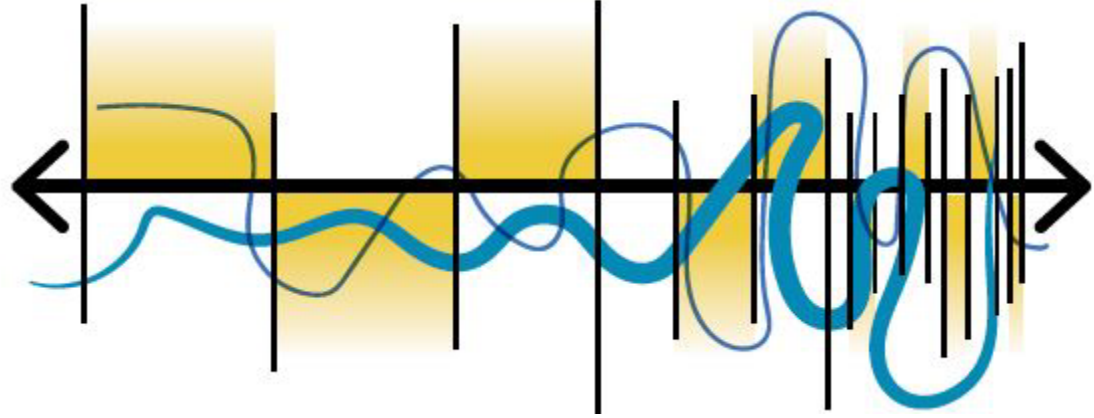
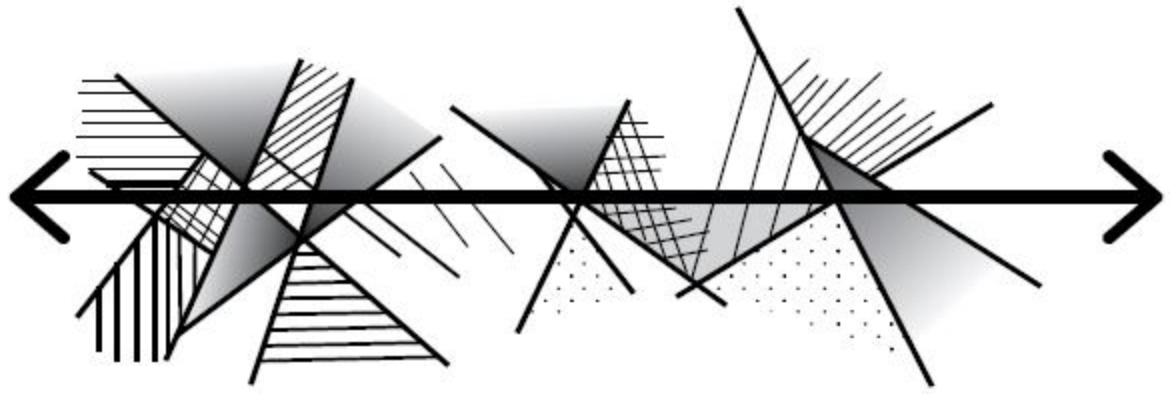
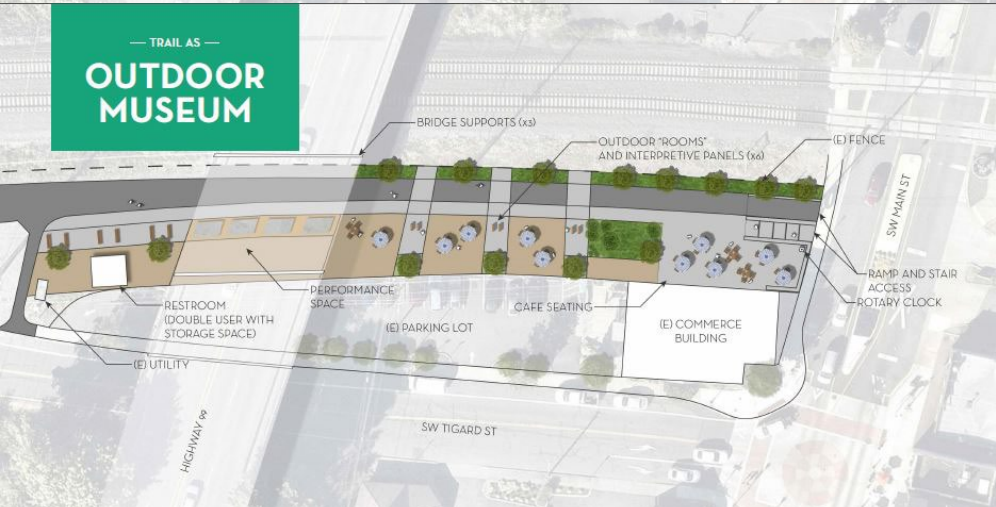
— TRAIL AS —
TIMELESS RAILWAY



— TRAIL AS —
RIVERINE HISTORY



— TRAIL AS —
OUTDOOR MUSEUM



TIGARD'S OUTDOOR MUSEUM



New Opportunities

- Our Town Arts Program - NEA
- Proposed a different kind of outdoor museum
- Mix of artwork and cultural histories of marginalized communities

New Team

- Suenn Ho design structural elements for museum content
- Five Oaks Museum researched and created content for museum
- Tualatin Valley Creates managed call for artist proposals
- Three artists selected:
 - MJ Lindo Lawyer and Joshua Lawyer – murals
 - Christine Clark – wire sculptures
 - Jennifer Kuhns – mosaics
- Completed during pandemic

New Team

- Suenn Ho design structural elements for museum content
- Five Oaks Musuem researched and created content for museum
- Tualatin Valley Creates managed call for artist proposals











The background image shows the exterior of Tigard City Hall at dusk. The building features a large glass facade reflecting the sky and interior lights. To the right, a sign for the Police department is visible. In the bottom right corner, there is a circular logo for the City of Tigard.

Thanks!

Schuyler Warren
schuylerw@tigard-or.gov
503.718.2437



CITY OF
Tigard

inspiration from Denmark

Robert Spurlock
july 13, 2022



outline

who, what, where
joy, freedom,
euphoria

similarities and
differences

challenges and
opportunities

inspiring lessons



Denmark

UO professional
study tour

eight Oregon
transportation
professionals

18 students

15 days



streets are for people, not cars





cycling as a way of life





network redundancy



bike parking



Bike&Ride Malmö C



traffic playgrounds



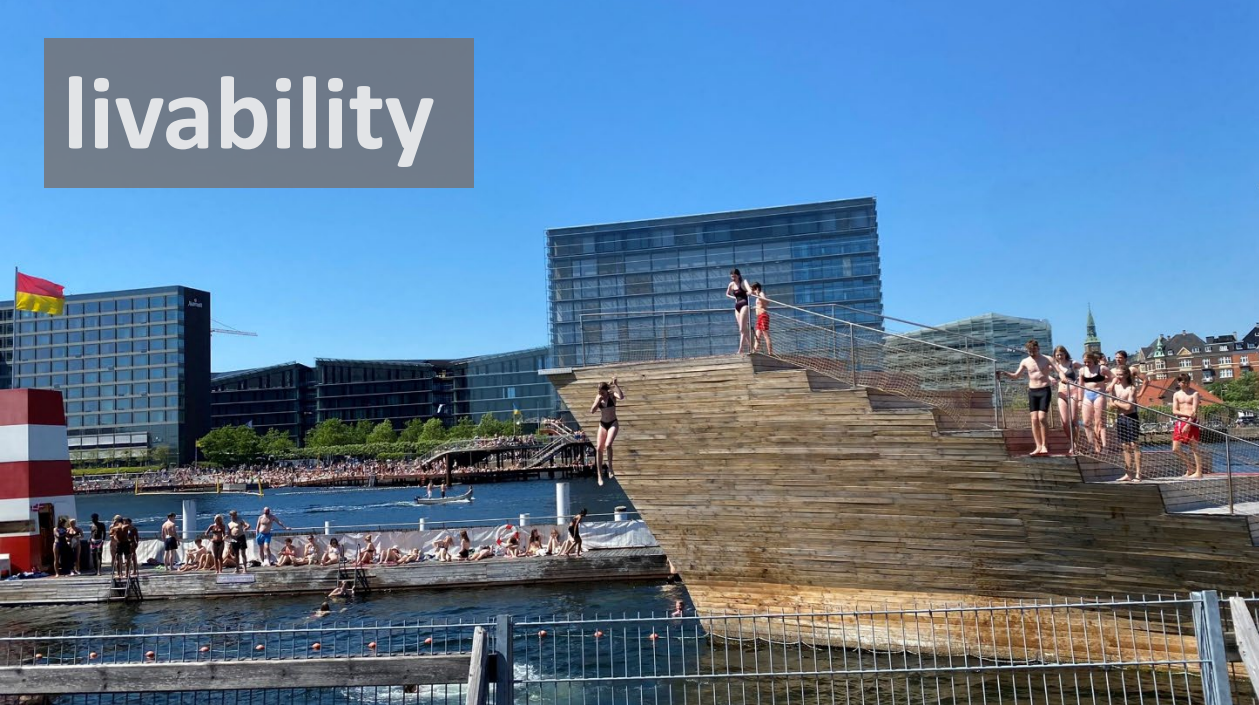


nature playgrounds

problems are opportunities



livability



thank you!

denmarkinspiration.wordpress.com





U.S. Department
of Transportation
Federal Highway
Administration



Oregon Parks and Recreation Department Recreation Grant Programs



OPRD Recreation Grant Programs

Recreational Trails Program (RTP)

- Staff contact: Jodi Bellefeuille

Land & Water Conservation Fund (LWCF)

- Nohemi Enciso

Local Government Grant Program (LGGP)

- Mark Cowan

All Terrain Vehicle (ATV) Grant Program

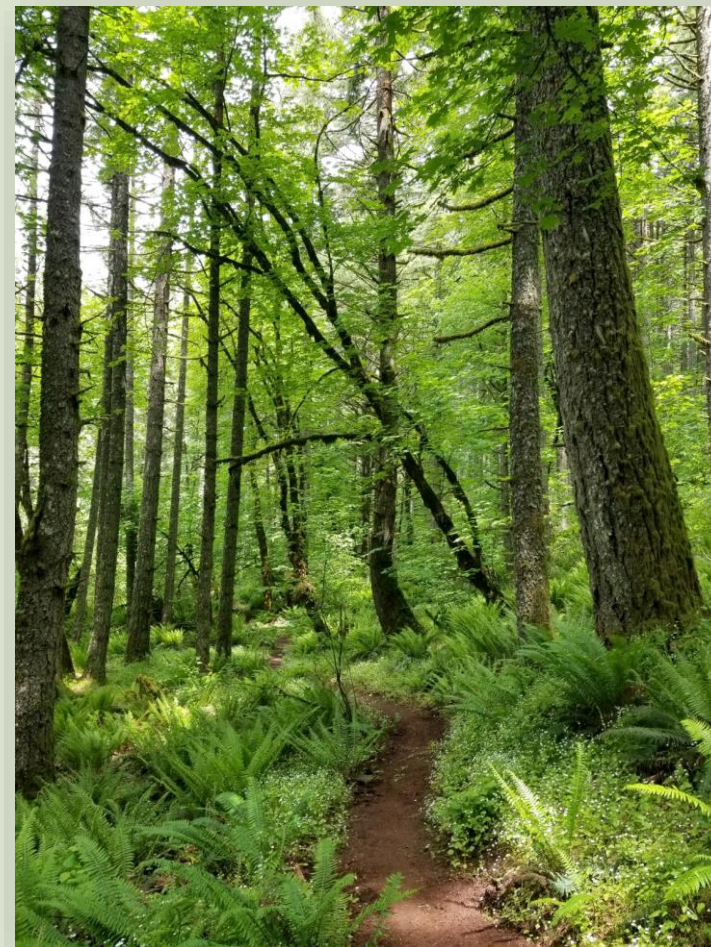
- Ian Caldwell, Mike Law

County Opportunity Grant Program (COG)

- Mark Cowan

<https://Oregon.gov/OPRD/GRA>

Detailed program information



*McDonald Forest, OSU
Trail development supported by RTP*





Recreational Trails Program (RTP)

Purpose: to provide, expand, and improve public recreational trails for motorized and non-motorized use.

Funding: Approximately \$1.5M/year

- 30% set aside for motorized trails
- \$10,000 minimum
- \$150,000 recommended maximum for non-motorized trail proposals
- No maximum for motorized proposals
- 20% match required

Grant cycle:

- Opens September 1, 2022
- Letters of intent due September 30, 2022
- Applications due November 15, 2022





Recreational Trails Program (RTP)

Applicant Eligibility:

- Local governments
- State agencies
- Federal agencies
- Tribal governments
- Other government land managers
- Non-profits
 - Must be registered with the Secretary of State for at least three years
 - Must have approval from the land manager

Project Eligibility (shovel ready):

- New trail construction
- Heavy restoration
- Trailhead facilities
- Water trails
- Land/easement acquisition
- Trail assessment for accessibility or maintenance
- Safety & education





Land & Water Conservation Fund (LWCF)

Project Types:

- Trails & a wide variety of outdoor recreation facilities

Funding:

- Approximately \$4M/year
- 60% of funds for local gov'ts, up to 40% for state agencies
- 50% match requirement

Applicants: local, state, and tribal governments

Public Use:

- Park boundary must be dedicated for public recreation use in perpetuity
- Trail projects within existing LWCF boundaries are a great fit

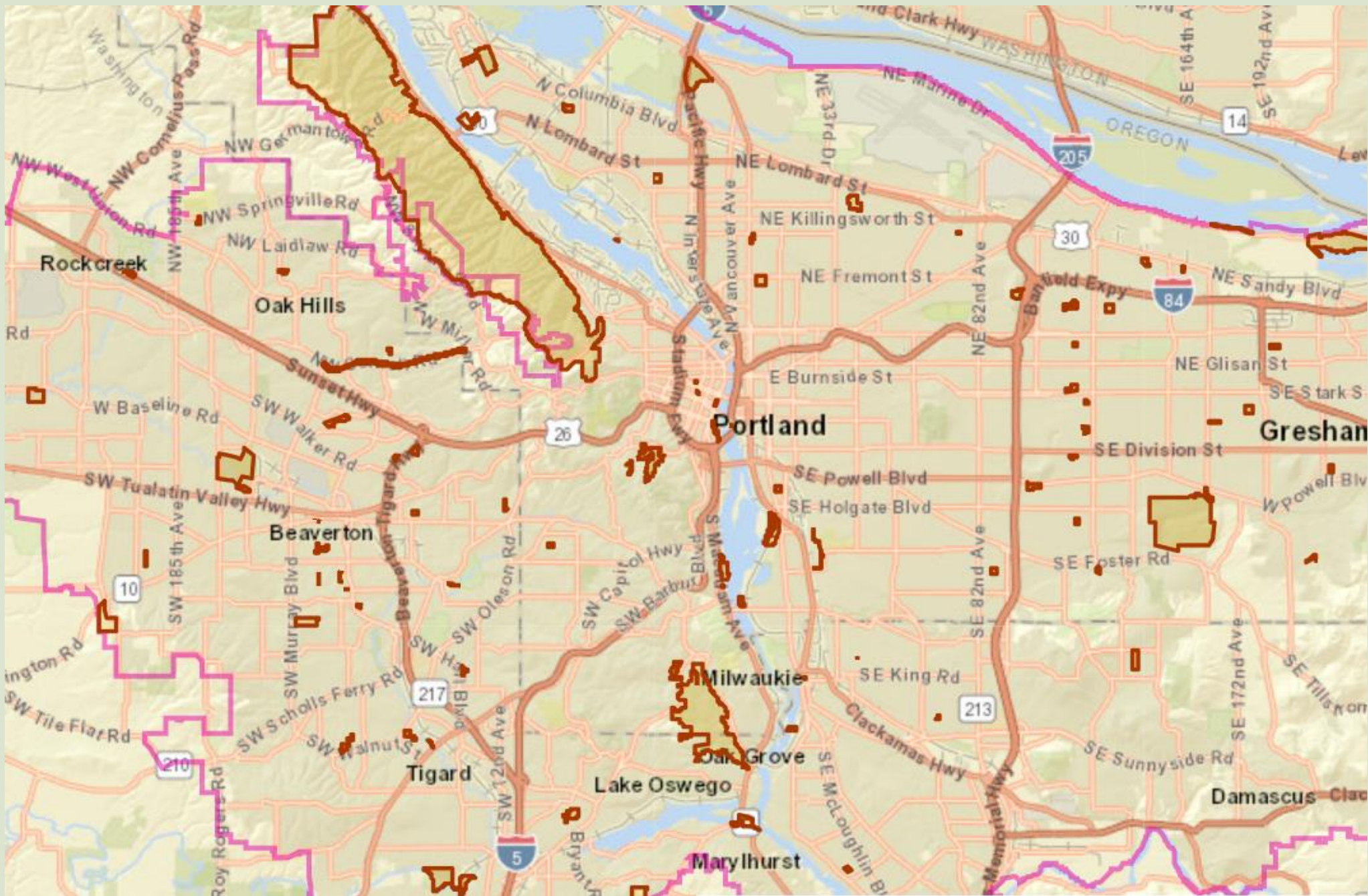
Grant Cycle:

- Opens September 1, 2022
- Applications due November 1, 2022



*Crowell Woods Neighborhood Park,
Tualatin Hills Park & Recreation District
Supported by LWCF*





Interactive Map of Oregon LWCF Sites





Local Government Grant Program (LGGP)

Project Types:

- Trails & a wide variety of outdoor recreation facilities

Funding:

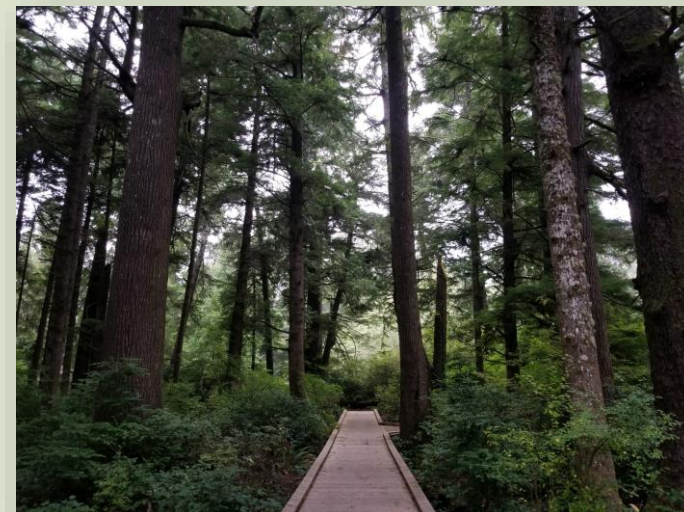
- Approximately \$12M/year
- Match requirement varies by population (20-50%)

Funding Categories:

- Small Grants: Up to \$75,000
- Large Grants: Up to \$750,000, \$1M for acquisition projects
- Master Planning: \$40,000 max, eligibility limited by population

Applicants: local governments, park districts, ports

Next Grant Cycle: January 2023



*Big Tree Trail in Rockaway Beach &
Ford's Pond in Sutherlin
Both supported by LGGP & RTP*





Technical Resources

Resources

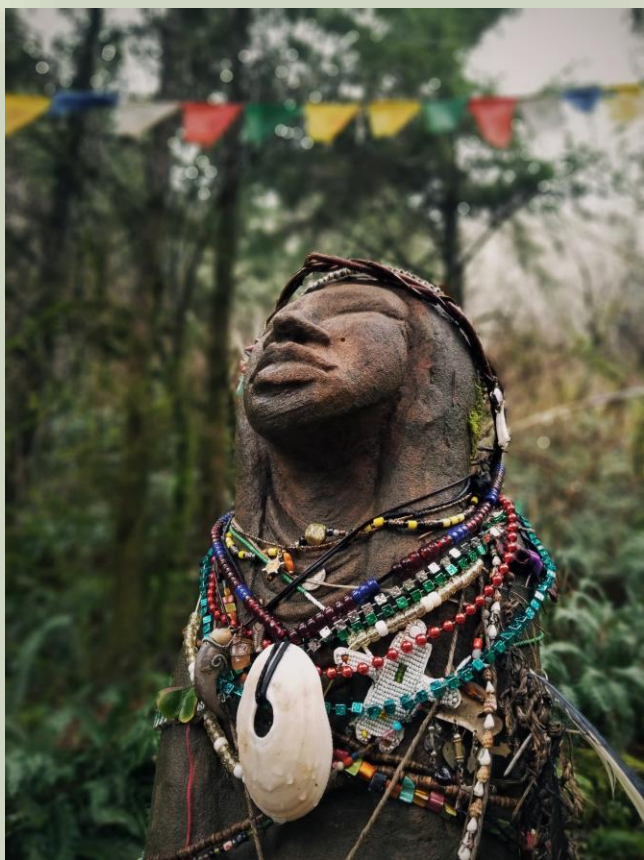
- [Online Grants System](#)
- [SCORP](#)
- [Statewide Trails Plan](#)
- [Parkland Mapping Project](#)
- [Potential Outdoor Recreation Funding Sources](#)
- [Potential Trail Funding Sources](#)
- [Non-Motorized Trail Cost Estimator](#)
- [Interactive Map of Oregon LWCF Sites](#)
- [PlayCore LWCF Resource Hub](#)

Each grant program's webpage hosts a variety of resources and technical guides





Heritage Grants



OPRD's Heritage division awards grants that conserve, develop, or interpret Oregon's heritage.

Eight grant programs, some with the potential to overlap with or enhance recreation projects

<https://www.oregon.gov/oprd/GRA/pages/GRA-overview.aspx>





Metro

Regional Flexible Funds and Trails Grants update

Quarterly Trails Forum
July 13, 2022

29 applications received

Funding category	Number of applications	Amount requested
RFFA	14	\$65.9 million
Trails Bond	7	\$9.6 million
Either	8	\$29.4 million
Total	29	\$104.9 million*

Applications by subregion

Subregion	Number of applications	Amount requested
Clackamas	6	\$6.3 million
Multnomah	5	\$21.6 million
Portland	9	\$60.0 million
Washington	9	\$17.0 million

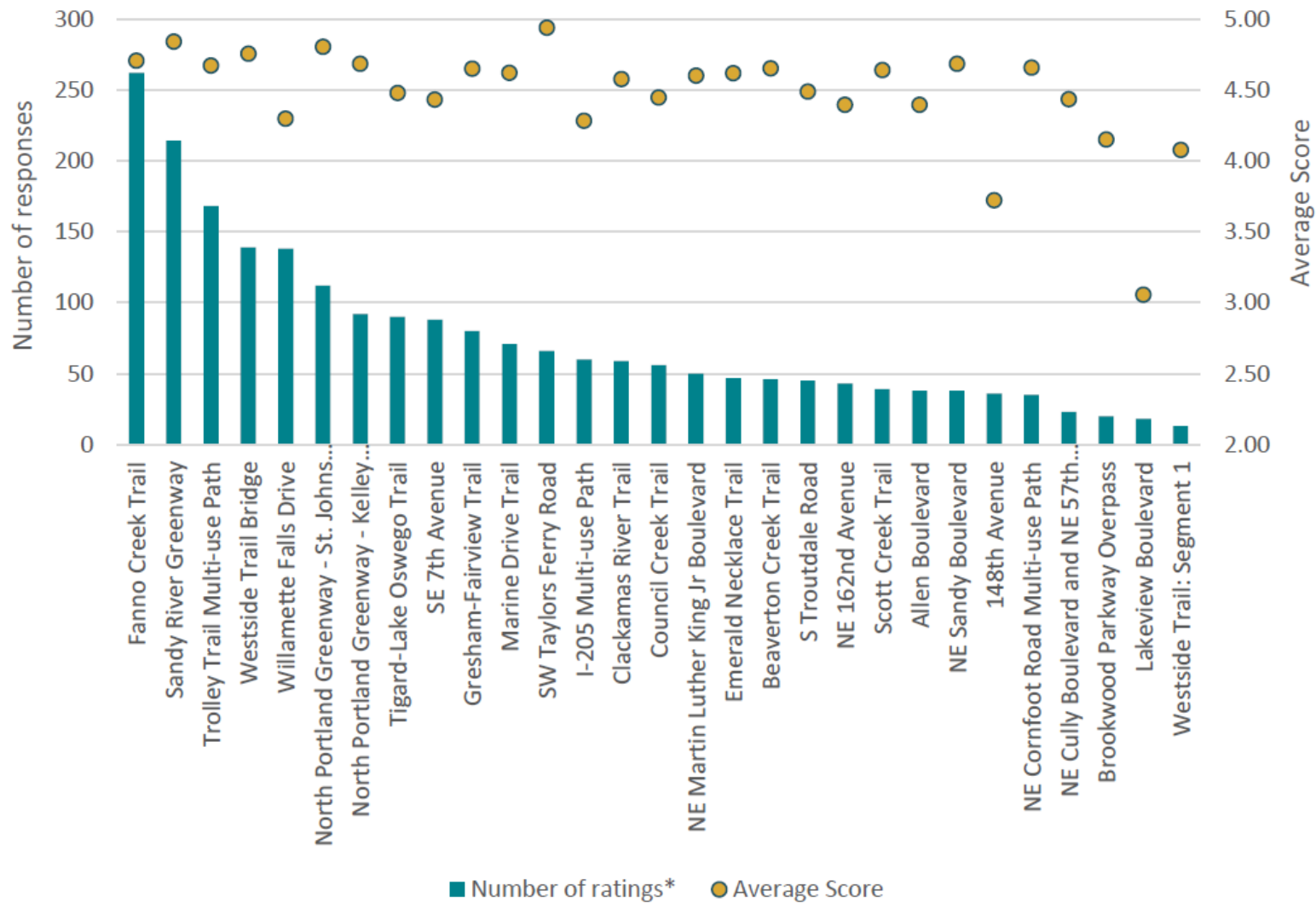
Two funding sources = \$67.3 million

RFFA:
\$47.3 million
(federal)

Trails bond:
\$20 million
(local)

Public comment report

- Online, multi-lingual survey: May 20 – June 21
- Over 1,550 responses, plus letters, email, etc.
- Includes detail by project, zip code, other demographics
- Used to help decision-makers understand level of public support and additional project benefits



Available information

- Outcomes Evaluation
- Risk Assessment
- Public Comment
- Coord. Comm. Prioritization
- RFFA process objectives
- Previous RFFA award
- Additional considerations

Process for selecting projects

RFFA:



Bond:



Schedule

- TPAC, JPACT discussions: July, August
- Staff recommendations for RFFA and Trails Bond projects: August
- TPAC recommendation, JPACT approval of RFFA projects: September
- Council adoption: October

For more information

www.oregonmetro.gov/rffa

Robert.Spurlock@oregonmetro.gov

Daniel.Kaempff@oregonmetro.gov