

October 2022 Coalition Update



Oregon Outdoor Recreation Summit

In Partnership with the Oregon Trails Summit

October 27–29, 2022 • Mt. Hood



OREC
OREGON OFFICE OF
OUTDOOR RECREATION



**TRAVEL
OREGON**

Oregon Outdoor Recreation Summit

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October 27–29, 2022 • Mt. Hood



Friday, Oct. 28th:

- **Coalition Annual Meeting**
- **Trail (Coalition) Mix(er)**



Summit In-Field Experiences

- Transit to Mt. Hood Workshop
- Landscape Photography Hike
- Wilderness Ambassadors Training
- Trillium Lake Trail Brushing
- You Need A Mule Workshop

Trail Stewardship Coordination Workgroup



TKO - NWTA - COTA -
USFS - ODF - BCHO -
BLM - OMRA - OPRD -
NYC - OMBC - OET -
WMHCTA - ONDA -
OTTA - FPC - and you?

Next meeting: Wednesday, Oct. 19th

Trail Stewardship Training





Backcountry First Aid - CPR & AED

Hybrid Delivery 2021/22

Backcountry First Aid Course Registration

Please complete the following form.

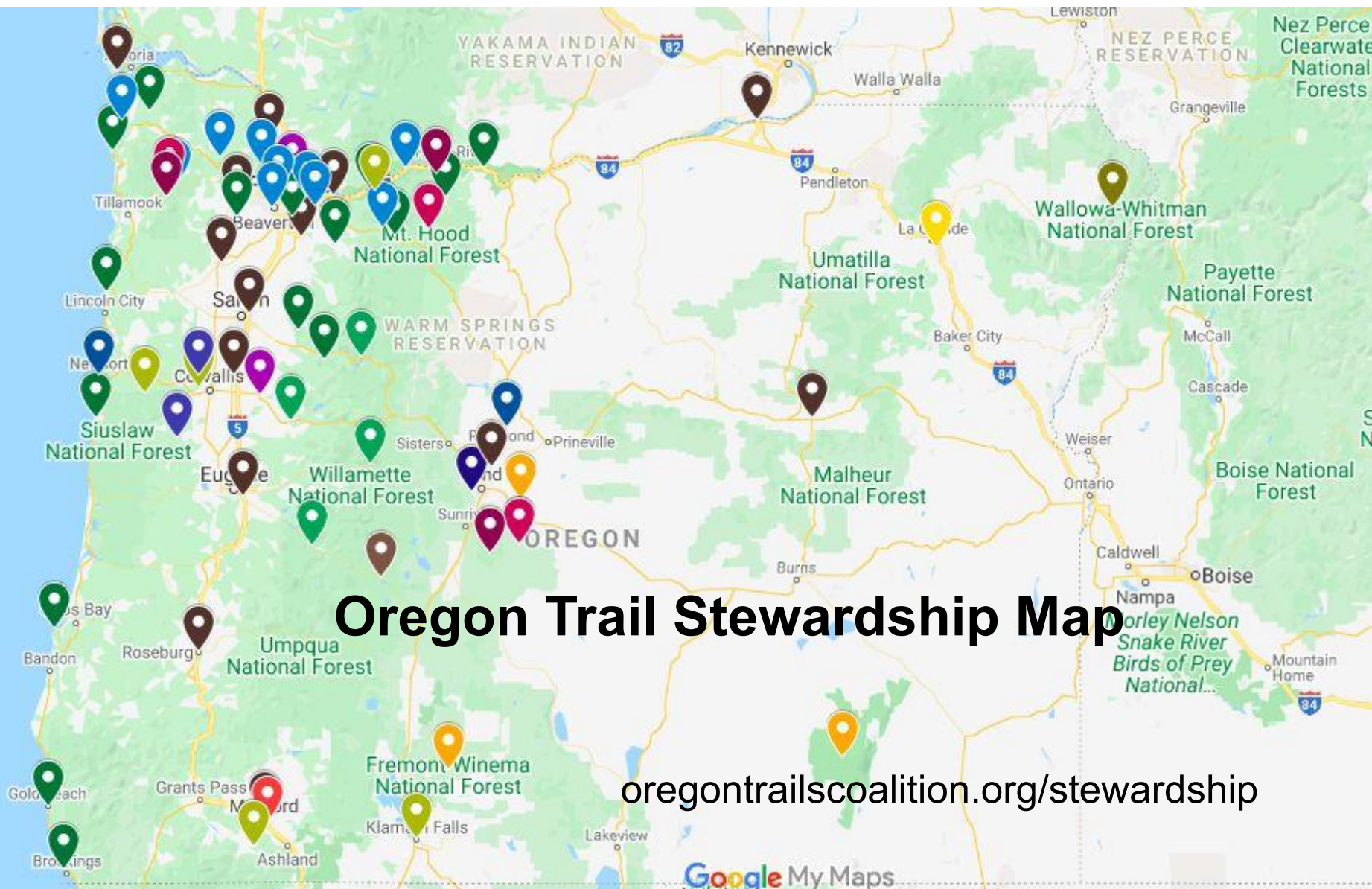
All information will be kept private & secure for
Clackamas Community College records.

Course Registration

Please complete the form to the left.

Clackamas Community College needs to collect your information to register you in our
system to archive the course roster. All information is kept private and secure.





THE SIGNATURE TRAILS VISION

WHY
SIGNATURE
TRAILS?

CREATING
THE
EXPERIENCE

INTERNATIONAL
SIGNATURE
TRAILS



Signature Trails Inventory Focus Trails

- **Applegate Ridge Trail-Jack-Ash Trail**
- **Blue Mountain Trail**
- **Cascades to Caves route**
- **Corvallis to Sea Trail**
- **Deschutes River Paddle Trail**
- **Gorge Towns to Trails**
- **Historic Columbia River Highway State Trail/ Marine Drive Trail/ North Portland Greenway**
- **Joseph Branch Trail**
- **Morrow County ATV Area**
- **Oakridge-West Fir MTB Center**
- **Oregon Desert Trail**
- **Oregon Coast Trail**
- **Oregon Timber Trail**
- **Pacific Crest Trail (Oregon Section)**
- **Salmonberry Trail**
- **Willamette River Water Trail**

Get in Touch



Email:

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Web:

<https://www.oregontrailscoalition.org/>

Google: Oregon Outdoor Recreation Summit. Look for “In-field experiences” under “Program”



Yamhelas Westsider Trail Overview

A locally driven grassroots effort to create a safe bicycle, pedestrian and equestrian route linking Yamhill County communities to each other and to a network of trails and natural areas

Vision

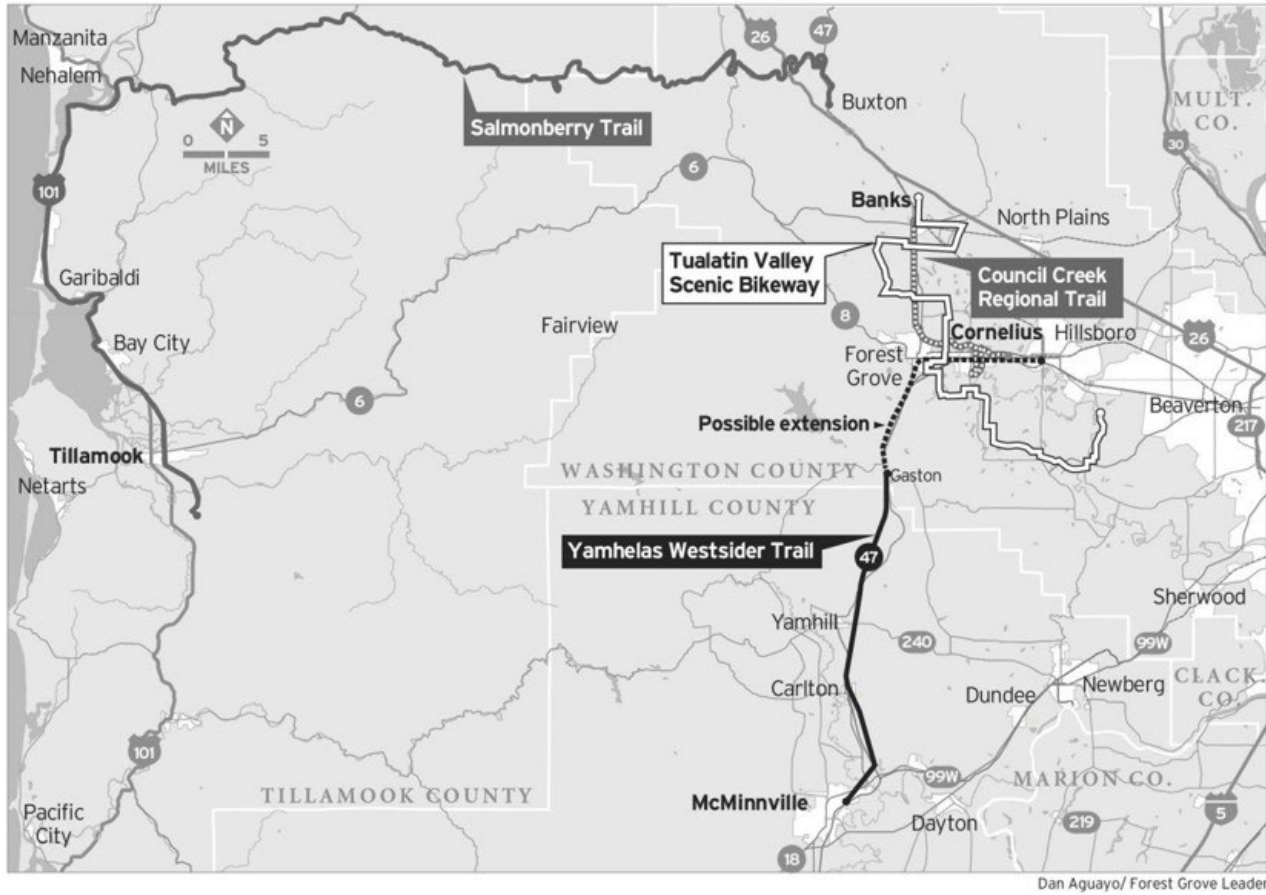
- A 17 mile multi-purpose recreation path in the heart of the Yamhill County, preserving an important public resource
- Creates a new, healthful transportation option for local commuters and visitors, connecting rural towns
- The first regional trail in Yamhill County, connecting to a network of trails and natural areas throughout Northwest Oregon
- Connects trail users to local communities, boosting local economy
- Celebrates the history and culture of the Yamhill Valley



Regional Trail Connections

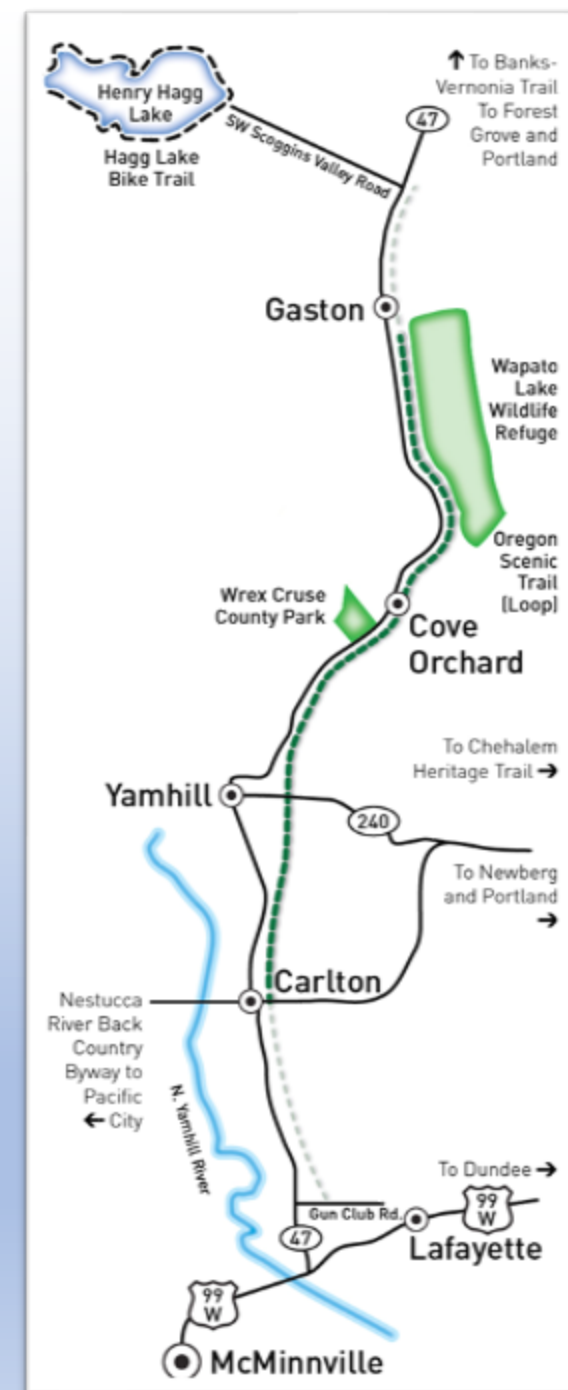


- | | | | | | | | | |
|----------------------------------|------------------------------|---------------------------------|-------------------------------------|------------------------------|-----------------------------------|--------------------------------|-----------------------------|-------------------------------|
| 1. Banks-Vernonia Trail | 8. Butler Buttes Trail | 15. Crown Zellerbach Trail** | 22. Highway 47 Trail | 29. Ice Age Tanquin Trail | 36. Oregon City Loop Trail | 43. River Terrace Trail | 50. Stafford to Canby Trail | 58. Trolley Trail |
| 2. Beaver Creek Trail | 9. Cazadero Trail | 16. East Buttes Powerline Trail | 23. Hillsboro to Banks Trail | 30. Kelley Creek Trail | 37. Oregon Electric Railway Trail | 44. Rock Creek Trail | 51. Stafford Trail | 59. Tualatin River Greenway |
| 3. Beaver Lake Trail | 10. Clackamas River Greenway | 17. Fanno Creek Trail | 24. Hillsdale to Lake Oswego Trail* | 31. Marine Drive Trail | 38. Pacific Greenway Trail | 45. Rosemont Trail | 52. Sullivan's Gulch Trail | 60. Tualatin Valley Trail |
| 4. Beaverton Creek Trail* | 11. Columbia Slough Trail | 18. Gales Creek Trail | 25. Historic Barlow Road Trail | 32. Marquam Trail | 39. Peninsula Crossing Trail | 46. Salmonberry Corridor Trail | 53. Sunrise Corridor Trail | 61. Waterhouse Trail |
| 5. Beaverton to Milwaukie Trail | 12. Cooper Mountain Trail | 19. Gresham-Fairview Trail | 26. Historic Columbia River Highway | 33. McKay Creek Greenway | 40. Red Electric Trail | 47. Sandy River Greenway | 54. Sunshine Valley Trail | 62. Westside Trail* |
| 6. Bridgeport to Milwaukie Trail | 13. Council Creek Trail | 20. Hagg Lake Trail | 27. I-205 Trail | 34. Mount Scott Trail* | 41. Reedville Trail | 48. Scouters Mountain Trail* | 55. Terwilliger Trail | 63. Wildwood Trail |
| 7. Bronson Creek Trail | 14. Crescent Park Trail | 21. Helvetia Trail | 28. I-84 Trail | 35. North Clackamas Greenway | 42. Richardson Creek Trail | 49. Springwater Trail | 56. Tickle Creek Trail | 64. Willamette River Greenway |
- * Alignments shown on map are simplified for cartographic purposes. Additional on-street segments are shown in individual trail master plans.
- ** Not shown on map. Located in Columbia County, Oregon.



Trail Right-of-Way

- 12.48 miles owned by Yamhill County
- County purchased ROW from Union Pacific RR in 2017
- Approx. 3 miles in Washington County
- Five parcels privately owned-Carlton private parcels have granted easements for trail



2021 Chehalem Park and Recreation District Public Opinion Survey

- Do you personally support development of the Yamhelas Westsider Trail:

64% Favored

16% Opposed

20% Not Sure

- After hearing about benefits and concerns:

69.3% Favored

22.5% Opposed

8% Not Sure



2021 CPRD Public Opinion Survey

- 33% say # of parks, trails, scenic byways in Yamhill County are inadequate
- 52% had not heard, read or seen information about the Yamhelas Westsider Trail
- 78% favor YWT as long as farmers' concerns are addressed

Actions to date

- 2009: YWT added to City of Carlton Transportation Plan
- 2012: YWT added to Yamhill Co Transportation System Plan
- 2017: County purchased 12.48 miles of ROW with ODOT/Oregon Parks & Rec grants
- 2017: Concept Plan completed, with grant from National Park Svc
- 2019: ODOT and OR Parks & Rec grant for bridges awarded, project nearly completed when County stopped process in 2021
- 2019: ODOT grant for Master Plan. MP was 2 months into process when County stopped all work
- 2022: The ROW remains intact

Addressing Misinformation

- Misinformation: LUBA killed the trail and continuing work on it was illegal
- Fact: The Land Use appeal process was ongoing when county commissioners pulled the plug. The county could have responded to the latest LUBA remand but chose not to.
 - Most importantly, LUBA did NOT say the trail couldn't be built, and in fact declined to reverse the CUP decision and said "We do NOT find the trail to be illegal."
- Misinformation: Trails are illegal in EFU zoned areas
- Fact: Trails are allowed in EFU zones with a conditional use permit

Next Steps

- Increase public outreach to educate the 52% who don't know about the trail effort
- Advocate for the following actions if the County Board of Commissioners' position on the trail changes:
 - Complete Master Plan-include extensive outreach to neighboring landowners and trail user groups
 - Re-apply for conditional use permit
 - Acquire grants to fund construction
 - Raise funds and acquire grants for maintenance

Recent & in-progress

- ✓ OCF grant to help fund a Project Coordinator
- Redesign website, newsletters, social media, build membership, committees for Diversity/Equity/Inclusion/Accessibility, and Communications
- Fundraising
- Outreach to Washington County, Gaston officials, US Fish & Wildlife Service

Friends of the Yamhelas Westsider Trail

- <https://www.yamhelaswestsidertrail.com/>
- **Contact:** info@yamhelaswestsidertrail.com



Visioning the Future Columbia Slough Trail in Cully

Background

- In 2012 Verde launched Living Cully Walks to enhance pedestrian and bicycle access to neighborhood parks and greenspaces and build capacity for community members to educate policymakers about needed infrastructure improvements in Cully.
- Through Living Cully Walks, Verde led 21 walk, bike, bus and skate trips to 6 park/green space destinations, serving 219 participants (88% Latino, 67% youth, 94% Cully residents).
- Participants found significant barriers to accessing the parks using active transportation.
- In 2018, PBOT will bring needed transportation infrastructure improvements to Cully which will help alleviate many of the barriers to access.

A story map

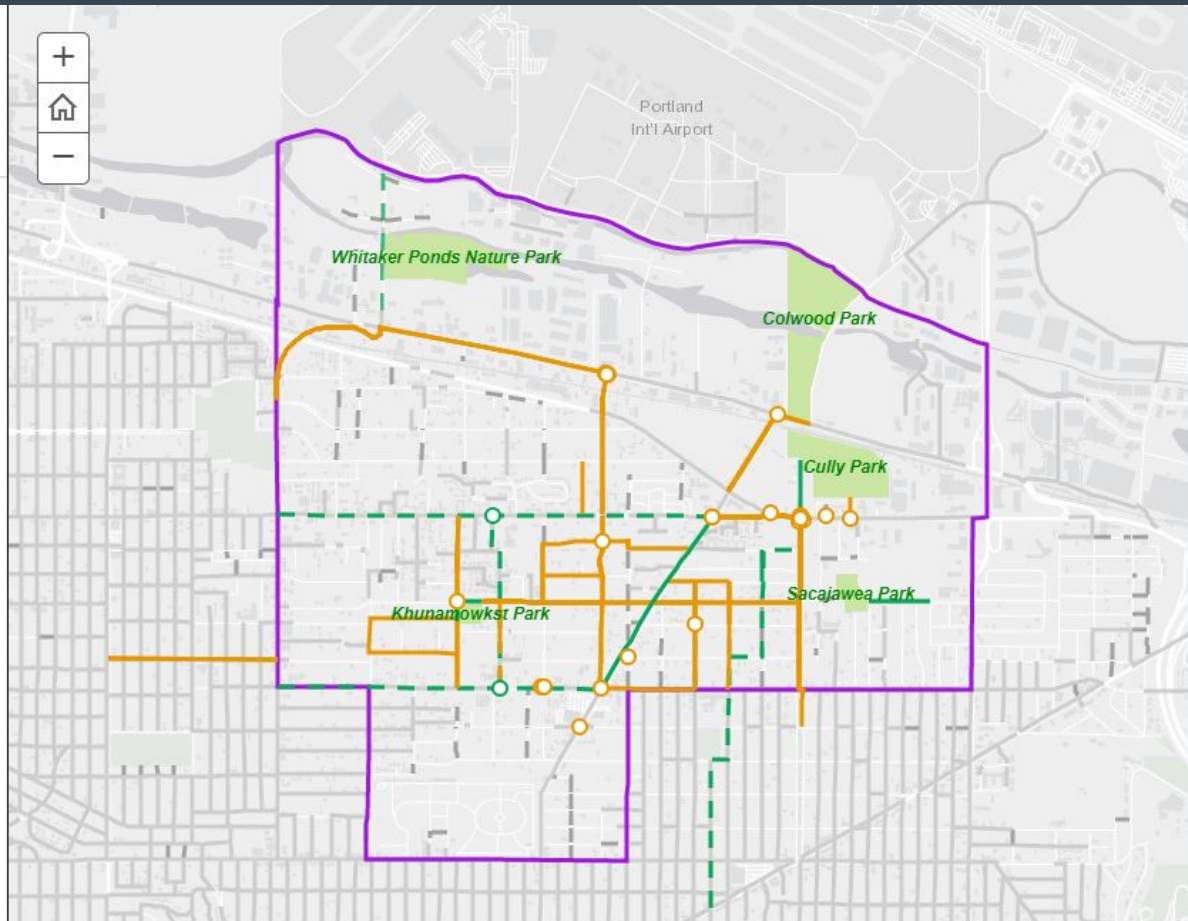


Living Cully Walks and Active Transportation in Cully

Transportation Gaps in Cully

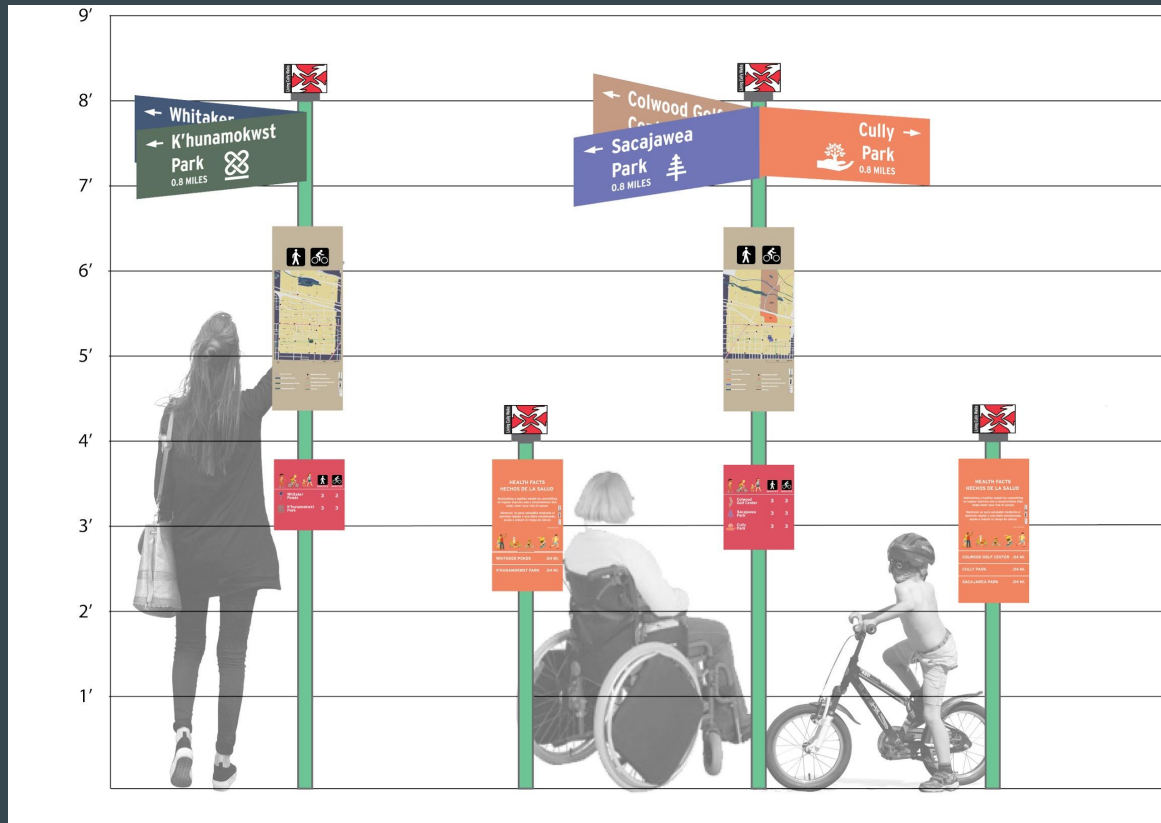


Completion of the Cully Main Street, LIDs, and the 72nd Avenue Green Street projects have addressed some of the deficiencies in Cully. However, these projects only scrape the surface for an area plagued by substandard active transportation infrastructure. With some projects already under construction and more funded in coming years, there is finally hope amongst neighbors. This map shows completed and scheduled projects compared to comments received during the Living Cully Walks events. Click on different lines and points to read about the projects that are scheduled to happen and where gaps in the network were identified during 30+ events.

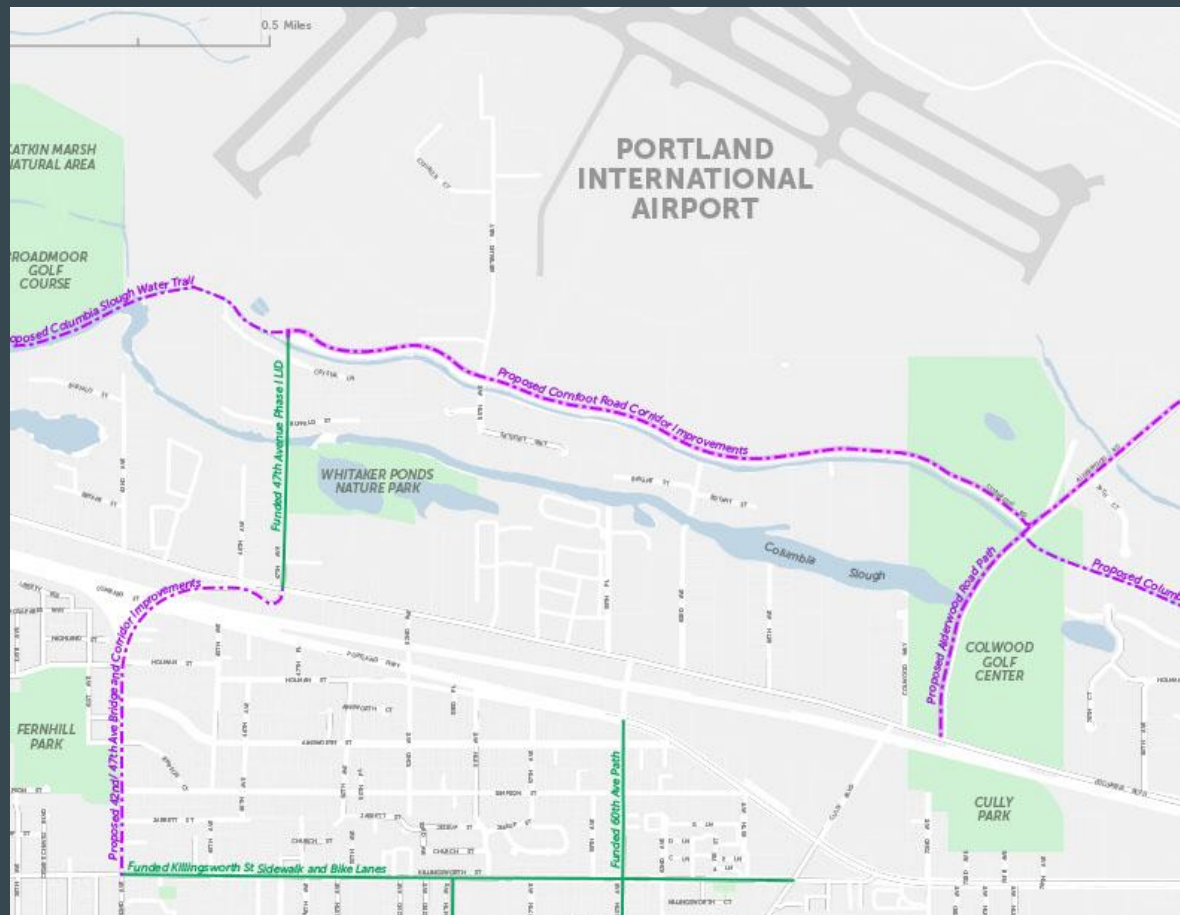


Background

- In Living Cully Walks phase 2, launched in 2015, Verde works on creating a system of community designed Wayfinding signs to help people access parks and open spaces in Cully.
- By building the Wayfinding System, Verde establishes a local trail network with hopes in the future to have connections to the Regional Trail System, ensuring that the regional active transportation network equitably serves all people
- In 2017 Cully neighbors help develop a vision for the completion of the Columbia Slough Trail in Cully, and build capacity to educate policymakers about the need for local and regional trail improvements.



Living Cully Wayfinding System: Creating access to green space



Whitaker Ponds



Colwood

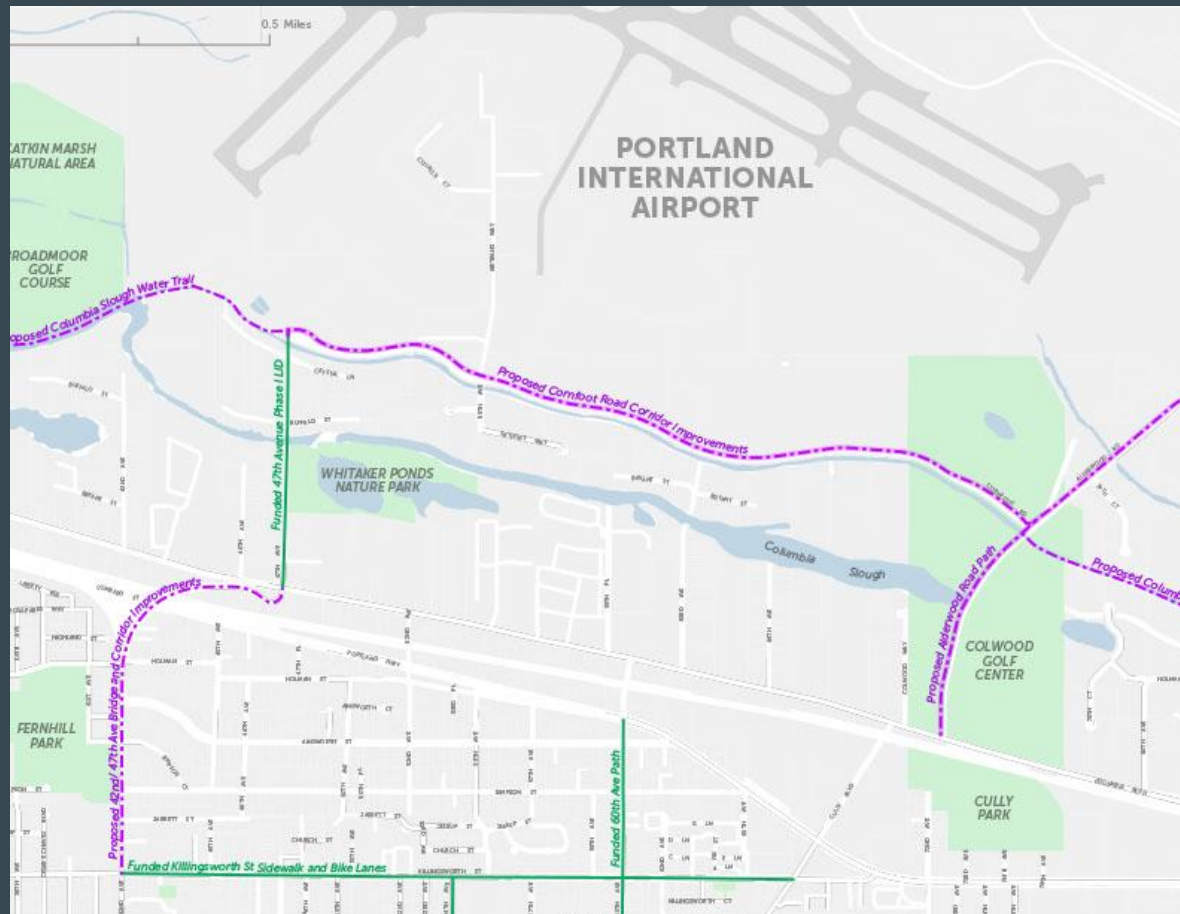


Cully Park



Columbia Slough Trail





Collecting the Community Vision:

Methodologies:

- Community Survey
- Field Trips: 2 Walking Events at the Columbia Slough

Columbia Slough Trail Survey





Columbia Slough Trail Survey

- Spring 2017: Verde team met with staff from Metro, the Port of Portland, Columbia Slough Watershed Council and Portland Parks to learn about the portion of the Columbia Slough trail in Cully.
- Verde developed a bilingual community survey with technical assistance from OMSI and Metro.
- Verde staff conduct the bilingual community surveys at 7 community events in the summer of 2017, with a total of 111 survey respondents.

Walking Event 09.30.17

13 participants

Objectives:

- Teach active transportation curriculum
 - Using a pedometer
 - Calculating CO2 saved by walking
 - Environmental and Health impacts
 - Mapping
 - Advocating for your neighborhood
- Identify barriers to access the Colwood Golf Course and Columbia Slough Trail
- Visioning of the Colwood Recreation Area and Columbia Slough Trail
- Connect community members with nature and open areas next to Cully

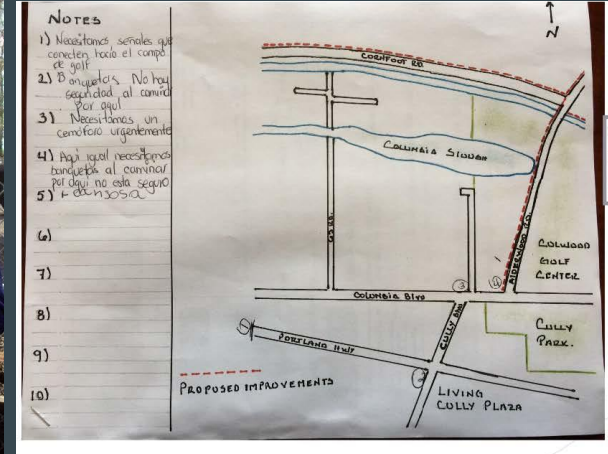
Walking Event 09.30.17



Active Transportation:
Measuring your stride



Advocating for your neighborhood: identifying barriers to safe pedestrian access



Walking Event 09.30.17



Health Impacts



Environmental impacts of
conventional transportation



Visioning the Colwood Golf Center
nature recreation area

Vision for Colwood Golf Center

- Covered areas
- Bathrooms
- Rustic benches
- Trail
- Access for canoes (southern side CS)
- Edible fruit trees
- Bilingual signs for identifying birds in the area
- Safe play area (nature play)
- Exercise area
- A bridge to connect Colwood to Cully Park

Walking Event 09.30.17



Visioning the Columbia
Slough Trail along
Cornfoot



Walking Event 11.12.17

-8 community members participated

Objectives:

- Identifying barriers to accessing the Columbia Slough Trail in Cully
- Discussion about the future trail
- Visioning board for the future trail

Walking Event 11.12.17



Identifying barriers to accessing Columbia Slough and Colwood Golf Center



Discussion about the future trail

Walking Event 11.12.17



Visioning the future
Columbia Slough Trail



Columbia Slough Trail Survey

-Demographics:

- 111 respondents
- Gender: 76 Female, 26 Male, 1 Other
- Zip Code: 58 Respondents from 97218
- Race and Ethnicity: 53 Hispanic or Latino Respondents, 55 White, 2 Black or African American, 1 Asian, 1 American Indian or Alaskan Native

Section 1: Prior knowledge of the Regional Trail System:

-Question 1: Before today, how much did you know about the Regional Trail System for biking and walking?

- 50% of respondents said they knew nothing at all or very little

- 50% of respondents said they knew somewhat or a lot

- Question 2: Have you used the regional trail system?

- Yes: 67 respondents

- No: 29 respondents

- I'm not sure: 15 respondents

Section 2: Prior knowledge of the Columbia Slough:

-Question 3: Before today, did you know where the Columbia Slough was located?

-Yes: 89 respondents

-No: 18 respondents

-Unsure: 4 respondents

-Question 4: Have you ever visited the Columbia Slough?

-Yes: 81 respondents

-No: 25 respondents

-Unsure: 4 respondents

Section 2: Prior knowledge of the Columbia Slough:

-Question 5: If you have visited before, where did you go (select all that apply)

- Whitaker Ponds: 57 respondents

- Colwood: 22 respondents

- Smith and Bybee Lakes: 35 respondents

- Columbia Slough Trail: 30 respondents

- I don't know: 8 respondents

- Other: 8 respondents

- I have not visited before: 14 respondents

Section 3: Trail Use and Characteristics

Question 6: If there was a part of the Regional Trail System in Cully along the Columbia Slough connecting Colwood Golf Course to Whitaker Ponds, do you think you would use it?

-91% of respondents said they would definitely use it or probably use it

-9% of respondents said they would probably not or definitely not use it

Definitely/Probably Would:

- I ride my bike often and want to ride around in neighborhood
- Needs nature
- Provide outdoor opportunities for the community
- I want to kayak from Colwood to Whitaker Ponds and Columbia Slough
- We go to whitaker ponds all the time, it is the piece of nature near our home
- I would use it because it is dangerous now to ride a bike to Whitaker ponds
- It's incredibly dangerous to bike many places along the slough now, disconnects communities north of columbia blvd.
- We love to bike and don't feel safe in that access without a trail
- Bike on trails off streets, for safety and beauty
- Need off street bike, hike access

- It would make a great walking loop from our house
- Teaching tool for my child about nature
- It would be fun
- Very beautiful and relaxing
- Close to my house
- Helps having a parked car by the food bank
- Commute by bike from N. Portland to East Vancouver.
- Nice for longer loops in NE and accessing nature
- Would go because it's in my neighborhood, but dangerous to access from 47th
- Yes, if it was accessible

Definitely/Probably Not:

- Have other places to walk
- No sidewalks
- Don't walk or bike very much

Section 3: Trail Use and Characteristics

Question 8: Please rate how important these features would be for you in a local biking/walking trail: Avg. rate of importance ranked from 1 (not important) to 4 (extremely important)

- Close to nature and habitat: Average= 3.42
- Safe bike route separate from traffic: Average=3.54
- Shared walking/biking path: Average=3.03
- Walking only trail close to Columbia Slough: Average=3.12
- Family-friendly: Average=3.46
- Easily accessible by walking or biking from Cully neighborhood: Avg=3.55

Section 4: Trail Access

Question 9: At what location would you prefer to access a multi-use trail along the Columbia Slough in the Cully neighborhood?

- Whitaker Ponds: 46 respondents
- Colwood: 25 respondents
- Alderwood Road: 24 respondents
- Cornfoot Road: 18 respondents
- Other: 9 respondents

Section 4: Trail Access

Question 10: What type of transportation would you likely use to access this location?

-Whitaker Ponds:

- Walk: 33 respondents
- Bike: 5 respondents
- Bus: 5 respondents
- Car: 3 respondents

Colwood:

- Walk: 4 respondents
- Bike: 15 respondents
- Bus: 1 respondent
- Car: 3 respondents
- none listed: 2

Alderwood Road:

- Walk: 3 respondents
- Bike: 10 respondents
- Bus: 4 respondents
- Car: 2 respondents
- None listed: 4 respondents

Cornfoot Road:

- Walk: 2 respondents
- Bike: 2 respondents
- Bus: 1 respondent
- Car: 4 respondents
- None listed: 9 respondents

Section 4: Trail Access

Question 11: What barriers currently exist to accessing the Columbia Slough in the Cully Neighborhood on bike or by foot?

- 42nd Ave overpass is dangerous
- Unsafe crossing of Lombard, Columbia, Alderwood, near NAYA
- Lack of safe access by bike on 47th bridge
- Lack of bike lanes and sidewalks on Columbia and Alderwood
- Busy roads
- Traffic speed on Columbia Blvd.
- Lack of signage and access to trail
- High traffic, not safe to solo bike
- It is too dangerous to bike or walk, especially with kids
- I suggest building a separate bridge for only bike and pedestrians
- Need bridge between Cully Park and Colwood
- Need Safe bridge over lombard on NE 42nd
- Homeless encampment and trashed cars
- Lack of public parks along the slough
- Lack of safe bike route
- Lack of access points Missing stop lights for cars
- No safe connection by street on trail
- No route to walk to columbia slough
- No MAX access
- Not safe to walk on 42nd Holman to Whitaker ponds
- Not safe to go with children
- Traffic

Section 5: Open Question

Question 12: Anything else you would like to share regarding a multi-use trail along the Columbia Slough in Cully?

- Put sidewalks and bike path
- 60th needs a safe walking & biking path apart from traffic between Lombard and Columbia
- Can it be maintained free of campers?
- Program education and trips for families
- I feel this is as important to the quality of life in Cully
- I will explore the slough, but I am scared to walk or bike because it is so dangerous to cross columbia
- I would hope for more kayak and canoe access
- I would like a bike and pedestrian corridor along Cornfoot Road
- If there is a safe area for access it will be used more
- I'm concerned about noise pollution
- It would be great to have access to the slough and walking and biking .
- It'd be terrific
- Multiple access points would be good
- Should be one all the way to Kelly Point
- Signage would be very important and easy access from Cully neighborhood trail
- We are so lucky to live in this natural area
- we need this place please
- Would need to be easily accessed
- Yes we need sidewalks and sign to cross the most busy road
- Yes we need that to walk around neighborhood

Results - Field Trips

After learning more about the defined location for the Cully portion of the Columbia Slough Trail which, according to the Portland Comprehensive Plan, is designated to run along Cornfoot Road, we hosted two community events to gather community input on a trail along Cornfoot road:

- Community Interest/Use
- Barriers to accessing the trail
- Defining Safety
- Vision for Future Trail

Community Interest:

- Like that it's wide enough to walk, bike, strollers
- Quiet
- Some folks would use it for walking/biking but say that the lanes need to be separate
- Kids and families would use the trail
- Should extend all the way down cornfoot

Barriers

- No Sidewalks:
 - Portland Hwy to Columbia Blvd
 - Along Alderwood
 - No crosswalk access to Colwood
 - Crosswalk time too short across Cornfoot
- Need Wayfinding signs to connect to Columbia Slough
- Traffic light at the intersection of Cully Blvd. and Columbia Blvd.
- Speed signs and/or reduced speed along route
- Need better walking path in Colwood Recreation Area - not stroller accessible
- Trash/abandoned cars
- Feels unsafe - blackberry bushes, garbage, houselessness
- Places to sit and rest in the shade

Barriers



No sidewalks



Walking path in Colwood
not stroller accessible



Trash

What Does Safety mean to you?

- Safe crossing at industrial driveway points for kids
- Bilingual safety signs
- Divide trail between bikers and walkers: protecting slower pedestrians from fast commuters
- Lower speed of cars

Community Vision for Columbia Slough Trail

- Benches and exercise equipment
- Places to eat along the way (starbucks, 7/11, etc.)
- Trees barrier to block industrial view
- Lower speed of cars
- Bioswales installation
- Pedestrian lighting
- Educational signs
- Garbage and recycling bins
- Drinking fountains
- Distance markers along trail
- Permeable construction materials
- Bus access
- Trail on the other side of the street (next to the Slough)
- A bridge to connect Cully Park to Colwood
- Bilingual nature signs along trail
- Safety signs along trail
- Remove weeds - hire Verde Landscape to maintain area
- Safety

A hand-drawn map of a beach area. On the left, a wavy line represents the ocean. A tree with green leaves stands on the beach. To the left of the tree, the word "Colwood" is written with an arrow pointing right. To the right of the tree, the word "USPS" is written with an arrow pointing right. Below the tree, there are three vertical dashed lines and a solid red line. To the right of these lines, there are two small structures, possibly lifeguard stands or benches, each with a person sitting inside. The beach area is marked with green diagonal lines.



Have the trail next to the
slough



Conclusions

- There are many existing safety concerns that make it difficult to access the future trail using active transportation
- From the survey results and field trips, we can conclude that there is high community interest in connecting existing green spaces in Cully through the regional trail system and infrastructure improvements.
- Primary goal for the community is to have a safe, family friendly trail for biking and walking that connects to amenities and natural areas like Whitaker Ponds, Colwood, and Cully Park.
- In addition to the trail, there was high community interest in making improvements at the Colwood natural area for walking, exercising and environmental education.



Discussion

- What reflections do you have about the community feedback?
- What barriers to access can your organization help address?
- What funding opportunities are available for this project, and what is the timing for those opportunities?
- What do you see as the priorities and next steps?