

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: Quarterly Trails Forum  
Date: Wednesday, July 12, 2023  
Time: 10 a.m. to 12 p.m.  
Place: Metro Regional Center, 600 NE Grand Ave., Portland. Room 328A & B

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- 10 a.m. Welcome (5 minutes)  
*Gerritt Rosenthal, Metro Councilor*
- 10:05 Introductions and announcements (30 minutes)  
*All attendees*
- 10:35 Houselessness and supportive housing services (35 minutes)
- Intro, *Robert Spurlock, Metro*
  - Overview of regional supportive housing services efforts  
*Nui Bezaire, Metro*
  - Developing a statement on sheltering in riparian areas  
*Roy Iwai, Multnomah County; Daniel Newberry, Johnson Creek Watershed Council*
- 11:10 Maintaining trail markings and bollards – why MUTCD\* matters (10 minutes)  
*Bill Alley and Jeremy Nelson, Portland Parks and Recreation*
- 11:20 Oregon Trails Coalition update (10 minutes)  
*Steph Noll, OTC*
- 11:30 Report out on the state of regional trail networks across the U.S. (10 minutes)  
*Robert Spurlock, Metro*
- 11:40 40-Mile Loop 40<sup>th</sup> Anniversary (10 minutes)  
*Jim Sjulín, 40-Mile Loop*
- 11:50 Metro's Regional Trails System Plan Map, 5-year update (10 minutes)  
*Robert Spurlock, Metro*
- 12:00 Adjourn

## Next meeting

Wednesday, October 11th, 2023, 10 a.m. to 12 p.m. Location to be announced.

**Post meeting note:** Due to time constraints, Robert Spurlock's presentations "Report out on the state of regional trail networks across the U.S." and "Metro's Regional Trails System Plan Map, 5-year update" were not covered and will be shared at an upcoming meeting instead.

\*The [Manual on Uniform Traffic Control Devices](#) for Streets and Highways, or MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, **bikeways**, and private roads open to public travel. The MUTCD is published by the Federal Highway Administration (FHWA) under [23 Code of Federal Regulations \(CFR\), Part 655, Subpart F](#).

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# Human Nature Program Resources

**Peer Support Sessions for  
Land and Water Stewards  
Engaging Houseless  
Communities**

**Third Thursday of the  
Month 1:30-3:00pm**

**Email [hbuehler@b-e-f.org](mailto:hbuehler@b-e-f.org)  
if interested!**

**Online Trauma Informed  
Care Training Modules**







Metro

# Metro Housing Department

## *Overview of our work*

July 2023



# Metro Housing: Our mission

Bringing together people, policy and resources to create equitable housing solutions for our region.

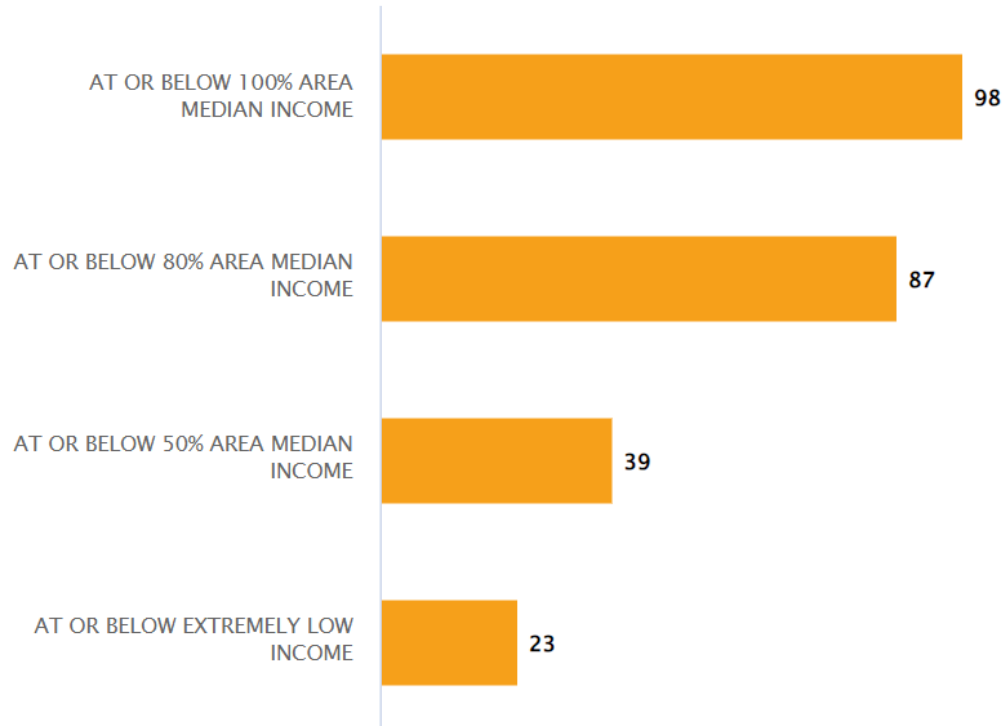


# Community driven values

- Stable housing for all
- Lead with racial equity
- Center lived experience
- Proven solutions and innovation
- Leverage existing capacity
- Transparent oversight and accountability
- Geographic equity and opportunity across the region
- Demonstrate outcomes
- Embrace regionalism and local experience
- Ensure long-term benefits and good use of public dollars

# The issue: A lack of housing options

## Affordable and Available Homes per 100 Renter Households



## Extremely Low Income Households and Available Rentals

EXTREMELY LOW INCOME RENTER HOUSEHOLDS

Oregon

141,791

Portland,  
Vancouver  
Hillsboro

87,400

AFFORDABLE AND AVAILABLE RENTAL HOMES

32,111

19,183

## Surplus (Deficit) of Affordable and Available Rental Units

AT OR BELOW EXTREMELY LOW INCOME

-109,681

-68,217

AT OR BELOW 50% AMI

-139,171

-89,475

# Homelessness regionwide

7,480 people across the region are **homeless** (2023 PIT count)

4,352 of them are living **unsheltered**

About 2,800-2,900 of these people are **chronically homeless**

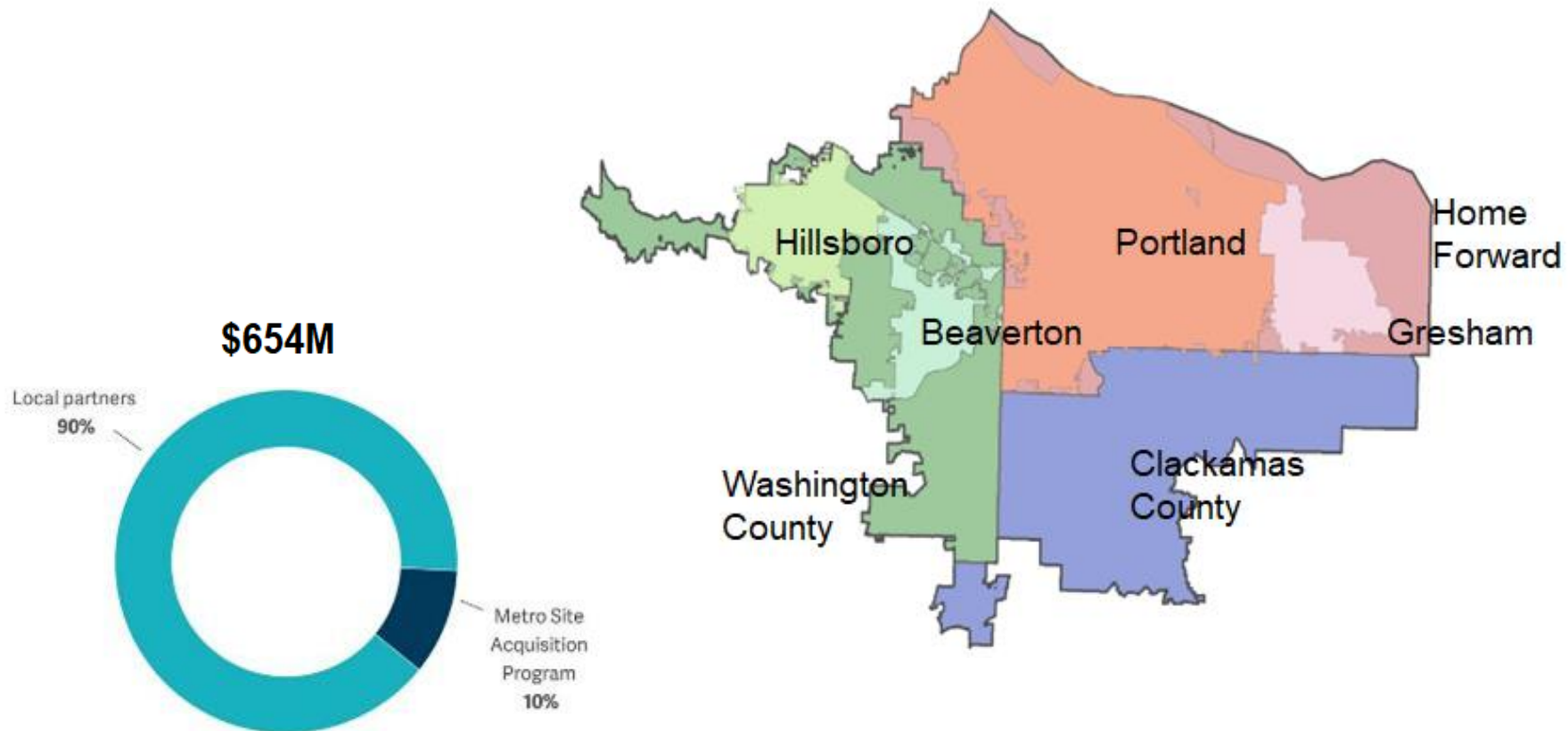
*Source: Multnomah County 2023 [Point-in-Time count news release](#)*




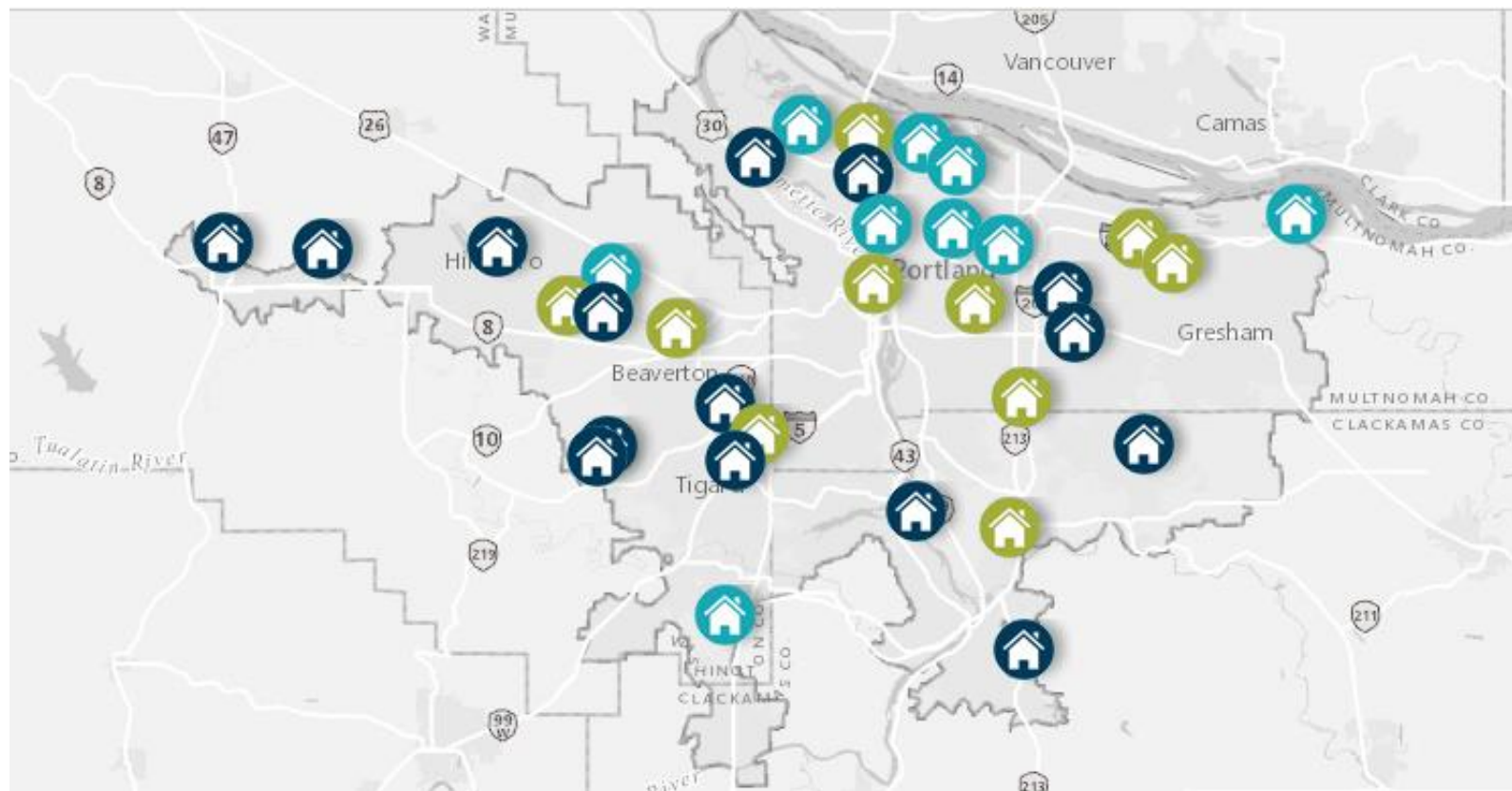


# Goals for our housing measures

2018 Metro Affordable Housing Bond (units)	2020 Metro Supportive Housing Services (services)
<b>Goal: 3,900</b> new affordable total units	<b>Goal: 5,000</b> households housed permanently  (Population A: extended period of time homeless, at least one disability and little to no income)
<b>Goal: 1,600</b> very affordable units (30% AMI or below)	<b>Goal: 10,000</b> households housed permanently  (Population B: experiencing new or intermittent homelessness or extreme housing instability)
<b>Goal: 1,950</b> family sized units	<b>Functional zero in chronic homelessness</b>

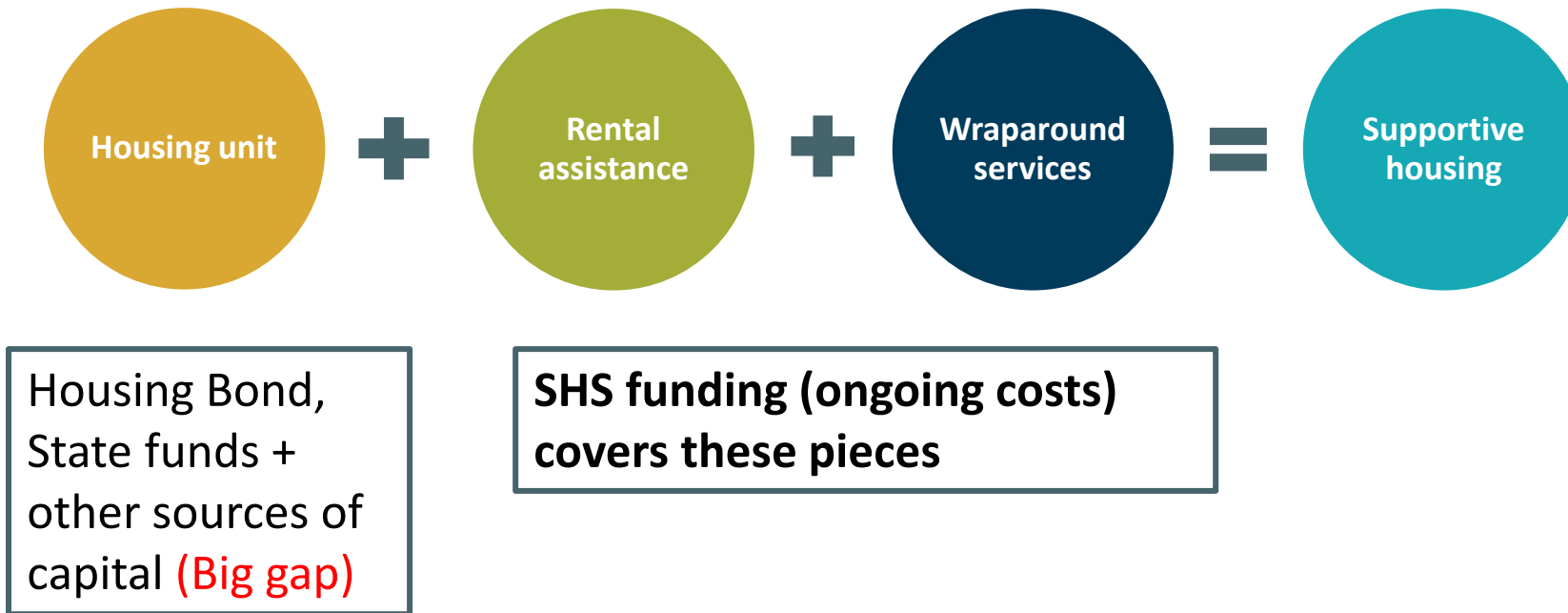
# Affordable Housing: Funding



# Affordable Housing: Projects

 Pre-construction Under construction Complete

# Permanent Supportive Housing: A solution for people experiencing chronic homelessness





# Supportive Housing: How we serve



- Transition and placement
- Benefits navigation and attainment
- Financial literacy



- Intervention & addiction services
- Supports for people with disabilities



- Employment, job training and retention education
- Workplace supports



- Eviction prevention
- Short & PSH and long-term rent assistance

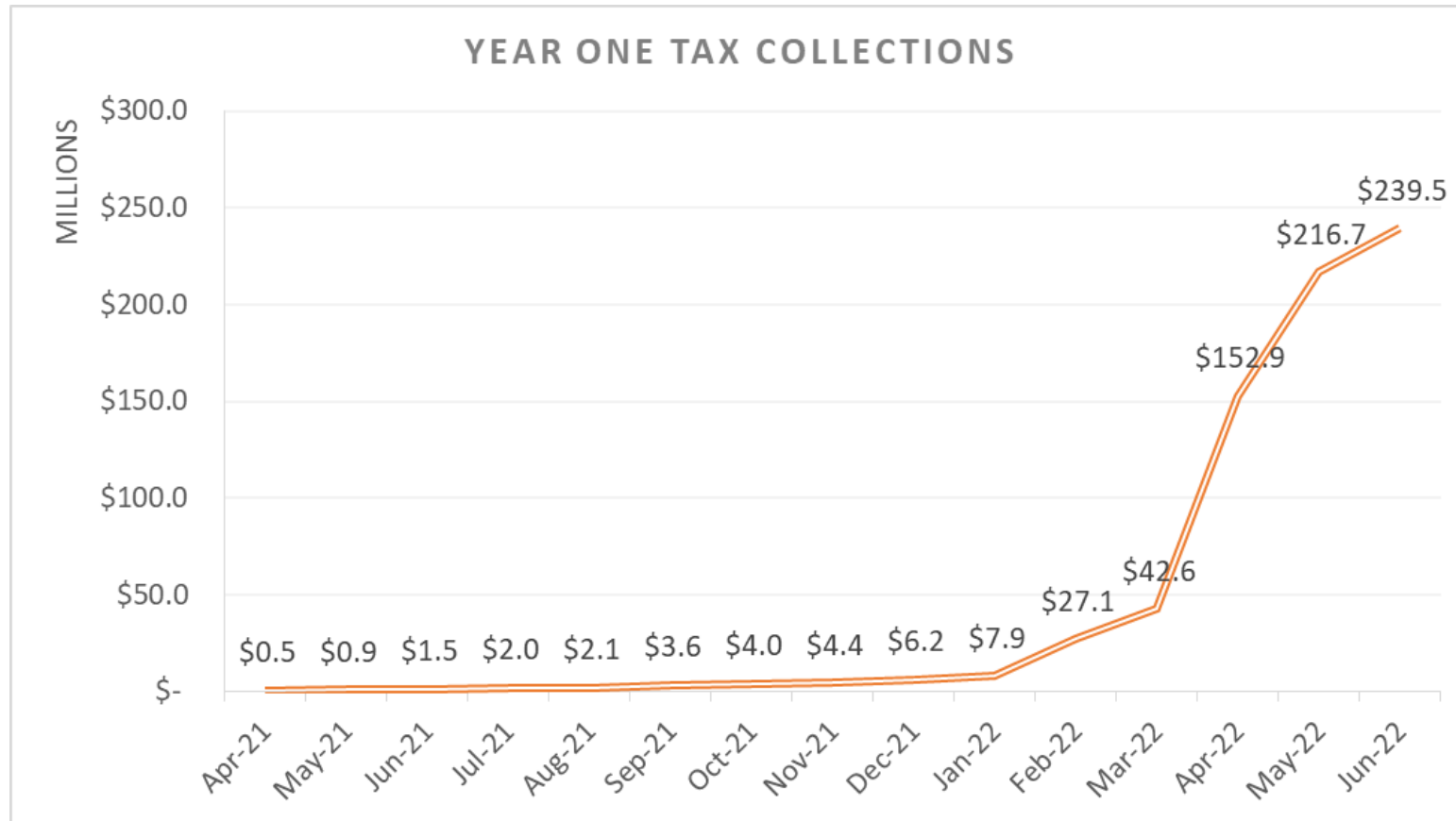


- Street outreach
- Peer support services
- Fair housing advocacy
- Landlord/tenant education & legal services



- Shelter services
- Transitional housing

# Revenue collection and distribution



- \$239.5 million collected
- \$209.3 distributed
  - Clackamas \$44.6 mil
  - Multnomah \$94.9 mil
  - Washington \$69.8 mil

# Supportive Housing Services: Progress

## July 2021 – March 2023

Totals (all counties)



**3,748**

people placed in  
housing



**10,587**

eviction  
preventions



**1,290**

shelter beds created  
or sustained

Metro SHS website progress infographic: <https://www.oregonmetro.gov/public-projects/supportive-housing-services/progress>

# Key highlights of FY22

- Building a more effective regional system to quickly housing homeless people
- Strong foundation laid for local and regional infrastructure
- Strengthened partnerships
- Expanded regional coordination
- New and innovative approaches to programming





# Housing programs: Transforming lives

## 'My place in the world'

Lives transformed by  
Metro's supportive  
housing services fund



Link to report: <https://storymaps.arcgis.com/stories/da1f3c4d9252422aba49bf93d04fa45d>



Coming to consensus on a difficult issue:

## Sheltering in Riparian Areas

Presentation to the Metro Quarterly Trails Forum  
July 12, 2023

Roy Iwai, Multnomah County representative to JCWC Board  
Daniel Newberry, JCWC Executive Director



Coming to consensus on a difficult issue:

## Sheltering in Riparian Areas

### **Background or *Why did we do this?***

- Many years of questions from stakeholders and watershed residents
- ED needing more input to present a consistent message
- City of Portland wanted input on "Shelter to Housing Continuum"
- Stakeholders and watershed residents wanted to know our opinion
- Recognition that there are many hundreds of houseless folks who reside in our watershed
- Recognition that there are impacts of 24/7 living in riparian areas
- Recognition that houseless folks are the most vulnerable members of our community



Coming to consensus on a difficult issue:

## Sheltering in Riparian Areas

### **What resources and experience did we have when we started?**

- Had worked with Groundscore during our annual Creek Cleanup
- Had recently started our strategic planning process and houseless issues had been raised by stakeholders
- Board of directors, both volunteer & agency reps, multiple perspectives, staff of 7, Community Inclusion Committee (formed 5 years earlier to work on equity issues)--which also include volunteer former staff members





## Sheltering in Riparian Areas

Johnson Creek Watershed Council is contacted frequently with concerns about people sheltering in the riparian areas along Johnson Creek. The Council is not a government agency, and so does not have any authority to resolve these concerns.

We have developed the following statement to let you know our concerns and values about this important and complicated issue. At the bottom of the page you will find contact information where you can report your concerns. The choice of who to call will depend on the location you're concerned about. Our watershed spans multiple cities and counties.

# Assumptions, observations, and comments about houselessness that we often hear

(impacts to the environment, feelings of the housed community about the houseless community, feelings of the houseless community)

More negative

More positive





Less compassionate  
Somewhat neutral  
Compassionate

# Assumptions, observations, and comments about houselessness that we often hear (impacts to the environment, feelings of the housed community about the houseless community, feelings of the houseless community)

## Concerns for housed ppl

endless personal stories - getting jumped, threatened, cleaning up poop

They aren't members of our community

There are always needles around camps

They steal from households

there is criminal activity going on in camps hidden in vegetation

People living along the Springwater Corridor Trail and other park properties make community members feel unsafe while recreating

We housed folks are different from unhoused folks

People say "I don't feel comfortable" or "I feel unsafe" when talking about being near houseless people or houseless camps

Worry about losing goodwill with housed residents that has taken decades to build up positive associations with natural areas

## Concerns for/on behalf of houseless ppl

Environmental hazards such as flooding or wildfire pose a safety risk to folks who are sheltering in natural areas

"Sweeps" displace people and can force folks into more dangerous locations

High water events can be life-threatening to streamside campers (from PBEM).

Pollutants in the creek could pose a hazard to people who bathe in or drink from the creek

They catch and eat crayfish from the creeks which may be unsafe for consumption

## Systemic pressures

the city needs to build more housing

houselessness will never go away

We need more social services to help people who suffer from mental illness and addiction.

Houseless folks are victims of mental illness and addiction, police brutality, PTSD, intergenerational trauma

City employees (BES, Parks) collect data that is used to justify "sweeps"

Other jurisdictions with no-tolerance policies are creating the need for services onto Portland

Industry pollutes so much more than litter, so why are we even talking about houseless camps?

Pollution caused by houseless individuals is not as bad as the pollution from industrial land use along the creek

many people have personal connections to houseless folks either through their work, family members, or friends - some people have been homeless themselves

"Camps" block access to stormwater infrastructure

## Misc section

## General re: houseless folks

houseless people just need to get a job

some people just like being homeless

There are so many different situations and people who find themselves unhoused

People have been living on the land and along the creek here since time immemorial

Most houseless folks suffer from addiction or mental illness.

It's called "illegal camping", but it's really "surviving outside"

Houseless people and their situations are not a monolith

Houseless people have information about/access to social services and programs

## Pollutants/ Environmental harm

### Water quality



"I'm surprised [salmon] are returning with all the waste and garbage homeless camps dump into the creek." - FB comment

They poop in the creek

Removing blackberries or planting thorny native species will keep people from living somewhere

Trash has blown around and gotten into inaccessible places and will be there for a long time to come

Most of the trash dumped in the watershed is from homeless camps (city data shows that the opposite is true, most trash dumping is from households)

Living in a tent causes less environmental impact than living in a house

Gresham data indicates e-coli increases are often linked to housed people

Most trash from houseless folks is inert and doesn't have WQ impact

### Natural areas



Some restoration projects have been "completely destroyed"

houseless folks trample, cut down, don't care about plants

The creek is an important, unique wildlife corridor that is disrupted by round-the-clock occupation by people.

Trampling streamside trees hurts wildlife

Cutting trees in riparian areas decreases current and future shade and reduces wildlife habitat.

Warming and other fires in natural area can and have created fire hazards.

Cutting trees to build a house can reduce shade/increase erosion

Everyone should have access to trash and hygiene services

Most people, housed and unhoused, would love an easy, inexpensive way to dispose of trash and poop

### Attitudes



Houseless people don't care about the stream, are "trashing" it

Houseless folks are disconnected from the land or are not stewards of the land

they are cutting down trees, ruining restoration projects that had a lot of community/funder buy in

They have 'eyes on the creek' and can share their observations of wildlife, floods, and others

Some unhoused residents are very respectful of the land/water and establish a presence which keeps other unhoused people away from that area

Pollutants from people who drive cars have more negative impact to the creek than people who live in tents

Some unhoused residents look forward to my visits so they can tell me about the beaver activity and show me the video of a salmon they took

## Houselessness in natural areas specifically

Folks are trying to survive in the outdoors

They wash up in the stream

Streams provide habitat for people, too

Outdoors is safer than shelters.

It's good to keep people moving, otherwise they will get attached to a place and think of it as their home

Living near trees and flowing water can be healing

Living in a park/natural area is likely safer than living along I-205

Houseless people don't have other options

## Messaging ideas, truths, gaps in knowledge, cultural bias

things we like are green, things we aren't sure of are pink as medium or orange as things we don't like

## Equity Statement

Johnson Creek Watershed Council welcomes ALL people who live, work, and play around Johnson Creek. We acknowledge there is a legacy of systemic inequalities within our watershed. The Council is devoted to doing our part to heal the legacy of systemic racism and inequality by enriching the lives of all people who touch Johnson Creek Watershed.

## Actions to support houseless community and watershed

### Systemic pressures

We recognize that houseless people will be sheltering outside because of many different limitations. They will be moving from place to place, including natural areas in Johnson Creek

Power difference of housed community member vs Govt employee reporting (or any housed person) on houseless person

We know that houselessness will be a part of our culture, and natural areas are refuges for people as well as wildlife for the things it provides.

### Concerns for unhoused people

Houseless people and their situations are not a monolith

Unhoused people are trying to survive outdoors, many with some degree of mental illness or disabilities

"Sweeps" cause displacement and other harm, leading to unintended consequences

Equitable access to hygiene for comfort and dignity. Access to showers and clean clothes \*

and laundry services \*

Could communicate most critical areas/resources to unhoused community and/or advocacy organizations.

### Concerns for housed people

Housed people are concerned about threats to their property and safety

Housed people don't like to look at trash

Housed community complain that the City should move unhoused out of the natural area. The thought that only housed people should have access to public land but not unhoused.

Problem: Human poop impacts water quality

Solution: More public toilets and hygiene services VS. Sweep people somewhere else VS focus on improving combined sewer infrastructure for homes

Give away free shovels to people sheltering outdoors

Problem: Houseless people trample plants

Solution: Education approach about restoration plantings VS Sweeping people somewhere else

Re Svetlana's tree story: Letting unhoused folks "adopt" a tree or plant. Helps give a sense of ownership and belonging

Free people sheltering outdoors. Invite them to planting events. \*

Problem: Houseless people leave trash

Solution: Advocate for more trash receptacles and clean up services for debris left by both housed and unhoused people

Invite houseless people to Clean Up events, and offer free lunch and snacks \*

### Pollutants/Water quality

Housed people likely cause more impacts to the stream than unhoused people through driving, illegal dumping, chemical use, and sewer overflows.

There isn't data to support water quality concerns, yet the assumption of impact is prevalent in discussion

Many forms of wildlife will not use riparian corridors if humans are there 24/7.

Trampling of plants can be caused by housed and unhoused people, and also pets. Our approach and messaging could address all of these communities

Carrying capacity: whether it's recreators, campers, beavers, each natural area has a carrying capacity. Should there be limits on each of those uses in a particular area.

We used to think the beaver was our enemy for cutting down trees and causing flooding. Now we see their value. Perhaps we can change our attitude of houseless and see their value

Houseless people are blamed for environmental harm despite a lack of data to support it \*

If we already believe there are impacts from houseless population that can be measured, we introduce confirmation bias.

Problem: Excessive burden of humans (housed and unhoused) living adjacent to the creek. \*

We leverage existing relationships in the community, and lean our strengths with technical expertise in helping issues

Houseless community are not going anywhere soon, we should think of ideas of how to include them into becoming stewards of the areas/sites they live at.

We can help fill science information and data gaps to unravel narratives.

Identify issues for the creek (e.g. trampling, water quality) and work towards solutions that address protection from and for all (housed and unhoused).

Trees are sometimes cut to provide firewood or privacy shields.

Can we identify what "critical habitat areas" are for species or seasons? For education, stewardship, set-asides? For coexisting with walkers, houseless, dogs...

Intersectionality

Build relationships and trust

How do we learn to coexist?

We look at the impacts on natural areas from all of us and recognize the relative impacts \*

Rallying to stop "sweeps" when ordered, solidarity with unhoused communities. Supporting long-term spaces for folks to exist without continual displacement

JCWC can support efforts for free & affordable housing, sustainable development - We can also work to reduce negative impacts to the watershed - And, we can work to ensure everyone has safe access to nature\*

Finding ways to incorporate community (housed and unhoused) in stewardship and ownership of natural areas.



## **JCWC's Statement on sheltering in riparian areas of Johnson Creek**

1. Housing is a human right. We recognize that many people living in our watershed do not have secure housing and as a result, live in tents, many in parks, natural areas, and other places zoned as Open Space. These housing insecure neighbors deserve basic sanitation and disposal services, such as access to clean water, trash services, showers, and toilets in addition to safe housing.

2. As a science-based organization, Johnson Creek Watershed Council finds it important to look at the varied impacts on a stream's water quality and wildlife habitat from different types of human activities, using science. We all impact the creek in different ways, regardless of our intent. Some impacts are highly visible, and some are not as apparent. For example, the common act of driving a vehicle causes harm to our streams through chemicals in fragments from brake pads and tires. Some impacts are relatively short-term and/or minor, and some are chronic/long-term and/or severe.

3. The Portland metro region lacks adequate affordable housing and social services, so sheltering in parks, natural areas, and other areas zoned as Open Space provides some needed respite, security, and water for people experiencing housing insecurity. Greenspaces provide benefits to everyone. Long-term sheltering and/or high densities of recreation in these areas can impact spaces being managed as natural areas, including streamside areas , which can impact native vegetation, wildlife, and water quality.

## **JCWC's Statement on sheltering in riparian areas of Johnson Creek**

4. Community members have shared concerns about watershed impacts from people experiencing houselessness. The extent of many of these impacts are unmeasured. As a science-based organization, Johnson Creek Watershed Council calls on the governmental agencies with responsibilities for managing these green spaces –including Johnson Creek's riparian corridor– to conduct studies as needed to understand the level of significance of these impacts, and to guide policies.

5. We believe that some natural areas are too sensitive for continuous sheltering, and that other areas zoned as Open Space may be suitable for continuous sheltering.

6. As a place-based nonprofit with a mission of science-based restoration and community engagement, we welcome opportunities to bring the people of our watershed together to discuss important issues. We plan to deepen our participation with community-based organizations that support people currently sheltering outdoors in the Johnson Creek watershed.

Agency Contacts: Portland, Gresham, Milwaukie, Multnomah, Clackamas

# Next Steps

- Identify partners
- Develop programming or projects including houseless folks
- Continue to....



# Why M.U.T.C.D. matters

BOLLARDS AND TRAIL MARKINGS

# Who am I

- ▶ Bill Alley Portland Parks Supervisor for the new Regional Trails and Irrigation team
- ▶ A 25 years parks professional specialized in urban park care
- ▶ Educated as a horticulturist
- ▶ Trained in making public park spaces safe and welcoming
- ▶ The person responsible for insuring safety on the 31 miles of regional trails that are in my portfolio



# Who I am not !

A traffic control  
engineer

A trail designer

A traffic safety  
specialist

A lawyer

A liability expert

A person that is  
afraid to ask hard  
questions of  
those professions


A person who lets  
problems go  
unaddressed




What is M.U.T.C.D. ?  
Why does it apply to trails?  
Why should we care about it ?

- 
- ▶ Manuel of
  - ▶ Uniform
  - ▶ Traffic
  - ▶ Control
  - ▶ Devices





The Federal Highway Administration (FHWA) publishes the MUTCD, which contains all national design, application, and placement, standards, guidance, options, and support provisions for traffic control devices. The purpose of the MUTCD is to provide uniformity of these devices, which include signs, signals, and pavement markings, to promote highway safety and efficiency on the Nation's streets and highways.




In Title 23 of the Code of Federal Regulations, Part 655.603 states that the MUTCD is the national standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel.



# How does this effect us in trail maintenance, design, and liability?

Everything required by M.U.T.C.D. in the design/build phase of a trail system to meet standards for federal hiway fund funding must be maintained for the life of the trail system. Failure to maintain the trails to M.U.C.T.D. standards creates unsafe conditions that will in time lead to increased liability for the operator of the trail system.



# Section 9A.04 Maintenance

Guidance: All signs, signals, and markings, including those on bicycle facilities, should be properly maintained to command respect from both the motorist and the bicyclist. When installing signs and markings on bicycle facilities, an agency should be designated to maintain these devices.





# Specific design elements effected requiring on going maintenance

- Trail signage
- Intersection markings and warnings
- pathway markings
- bollard markings

# Trail Signage

## Effectuated Signage

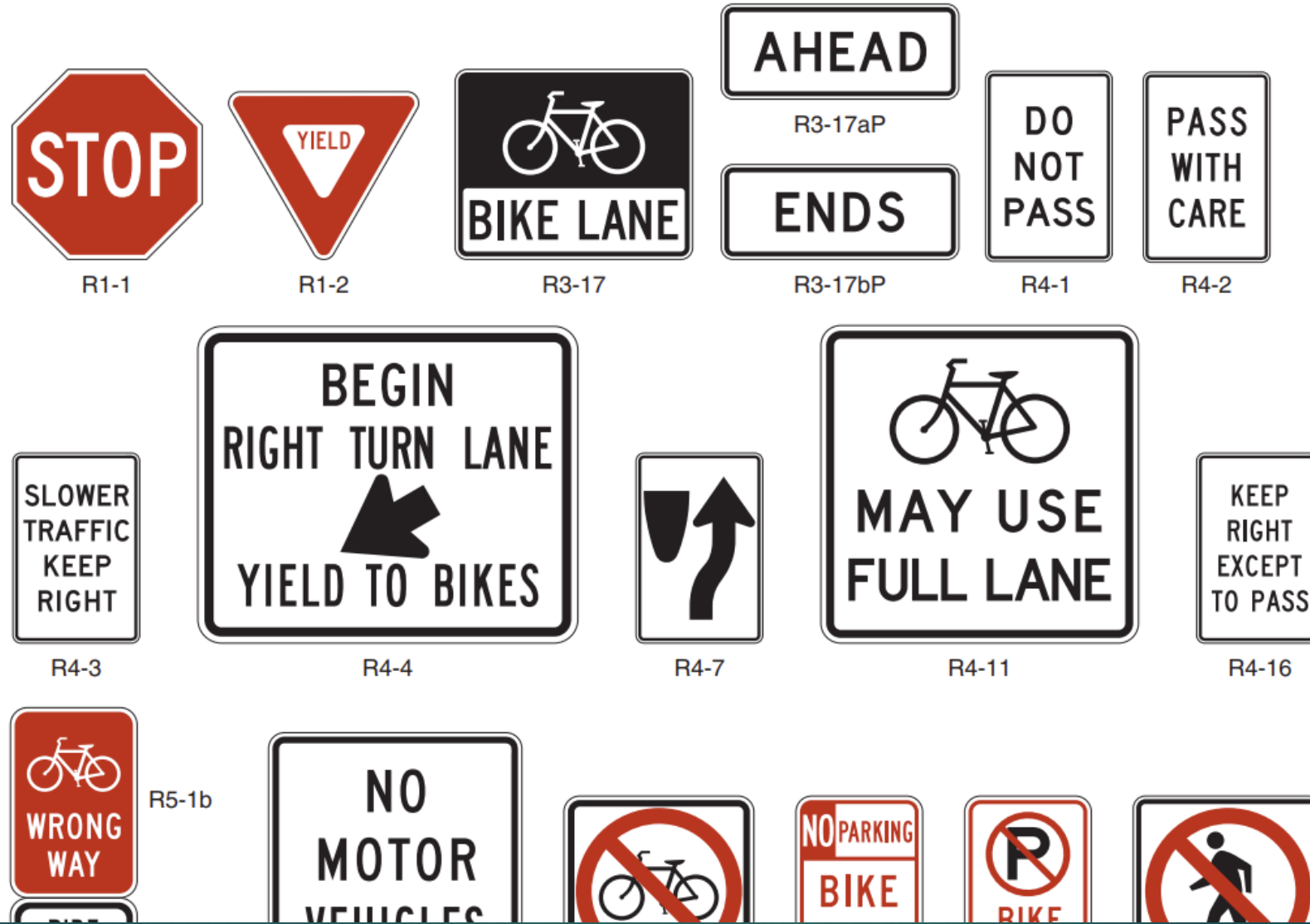
- any sign installed to warn user of hazards or crossings
- those restricting access to certain users

How is it effected ?

- specific accepted design of signage
- size of signs
- placement distance from hazard or crossing
- height of sign placement on poles
- replacement of missing signs appropriately



Figure 9B-2. Regulatory Signs and Plaques for Bicycle Facilities





**Table 9B-1. Bicycle Facility Sign and Plaque Minimum Sizes (Sheet 1 of 2)**

Sign or Plaque	Sign Designation	Section	Shared-Use Path	Roadway
Stop	R1-1	2B.05, 9B.03	18 x 18	30 x 30
Yield	R1-2	2B.08, 9B.03	18 x 18 x 18	30 x 30 x 30
Bike Lane	R3-17	9B.04	—	24 x 18
Bike Lane (plaques)	R3-17aP, R3-17bP	9B.04	—	24 x 8
Movement Restriction	R4-1,2,3,7,16	2B.28,29,30,32; 9B.14	12 x 18	18 x 24
Begin Right Turn Lane Yield to Bikes	R4-4	9B.05	—	36 x 30
Bicycles May Use Full Lane	R4-11	9B.06	—	30 x 30
Bicycle Wrong Way	R5-1b	9B.07	12 x 18	12 x 18
No Motor Vehicles	R5-3	9B.08	24 x 24	24 x 24
No Bicycles	R5-6	9B.09	18 x 18	24 x 24
No Parking Bike Lane	R7-9,9a	9B.10	—	12 x 18
No Pedestrians	R9-3	9B.09	18 x 18	18 x 18
Ride With Traffic (plaque)	R9-3cP	9B.07	12 x 12	12 x 12
Bicycle Regulatory	R9-5,6	9B.11	12 x 18	12 x 18
Shared-Use Path Restriction	R9-7	9B.12	12 x 18	—
No Skaters	R9-13	9B.09	18 x 18	18 x 18
No Equestrians	R9-14	9B.09	18 x 18	18 x 18
Push Button for Green Light	R10-4	9B.11	9 x 12	9 x 12
To Request Green Wait on Symbol	R10-22	9B.13	12 x 18	12 x 18
Bike Push Button for Green Light	R10-24	9B.11	9 x 15	9 x 15
Push Button to Turn On Warning Lights	R10-25	9B.11	9 x 12	9 x 12
Bike Push Button for Green Light (arrow)	R10-26	9B.11	9 x 15	9 x 15
Grade Crossing (Crossbuck)	R15-1	8B.03, 9B.14	24 x 4.5	48 x 9
Number of Tracks (plaque)	R15-2P	8B.03, 9B.14	13.5 x 9	27 x 18
Look	R15-8	8B.17, 9B.14	18 x 9	36 x 18



# Intersection marking and warnings

- crosswalks
- vehicle crossing points
- railroad crossings
- stop and yield markings





# Trail markings

- Directional markings
- Fog line markings
- center line markings
- warning markings



# Fog lines and center lines







Bollards-  
Vehicle  
access  
restriction  
devices

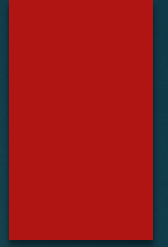


# To Bollard or not to bollard

Bollards are a commonly used method of controlling vehicular access to multi-use trails. However, per the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 2012 (Fourth Edition): “The routine use of bollards and other similar barriers to restrict motor vehicle traffic is not recommended. Bollards should not be used unless there is a documented history of unauthorized intrusion by motor vehicles. Barriers such as bollards, fences, or other similar devices create permanent obstacles to path users.”

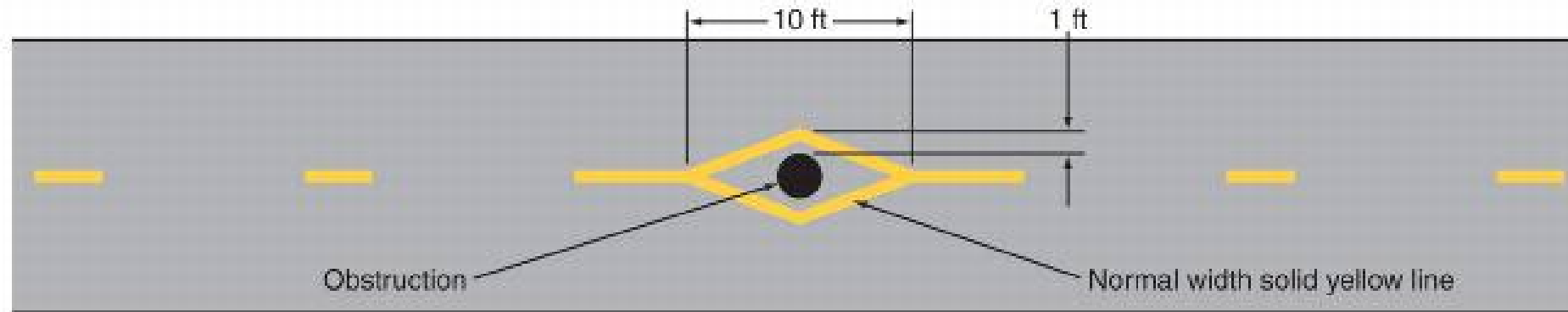


# Bollard standards

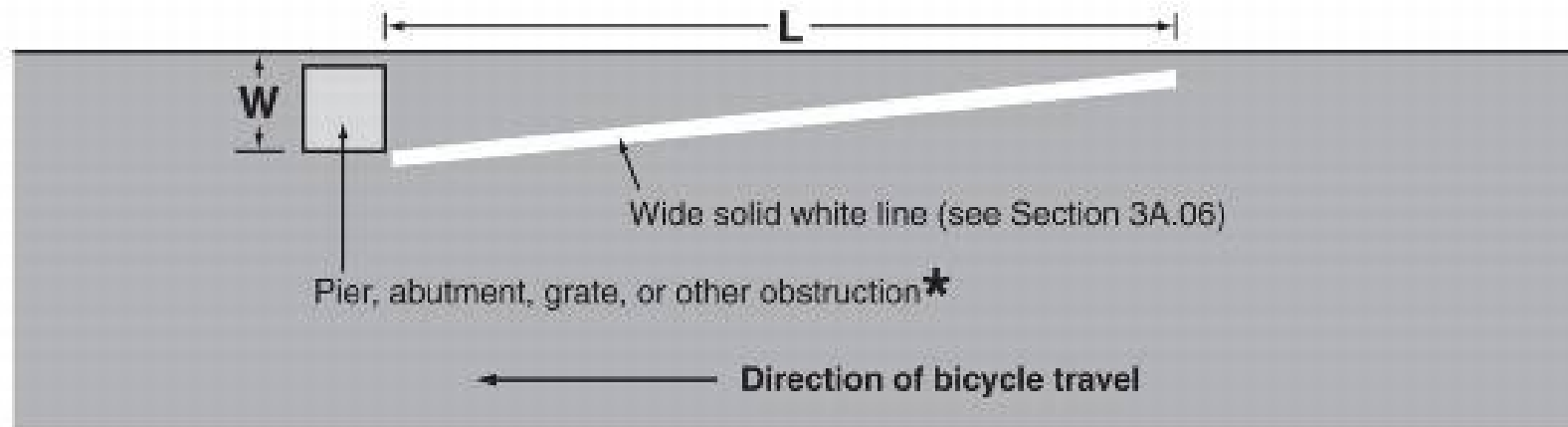


- Bollards should be marked with a retroreflectorized material on both sides or with appropriate object markers, per Section 9B.26 of the Manual of Uniform Traffic Control Devices (MUTCD).
- Bollards should permit passage, without dismounting, for adult tricycles, bicycles towing trailers, and tandem bicycles. Bollards should not restrict access for people with disabilities.
- Bollard placement should provide adequate sight distance to allow users to adjust their speed to avoid hitting them.
- Bollards should be a minimum height of 40 inches and minimum diameter of 4 inches
- Bollards should be installed in locations where vehicles cannot easily bypass the bollard. Use of one bollard in the center of the path is preferred. When more than one post is used, an odd number of posts spaced at 6 feet is desirable. However, two posts are not recommended, as they direct opposing path users towards the middle, creating conflicts and the possibility of a head-on collision.

**Figure 9C-8. Examples of Obstruction Pavement Markings**



**A - Obstruction within the path**



**B - Obstruction at edge of path or roadway**

$L = WS$ , where  $W$  is the offset in feet and  $S$  is bicycle approach speed in mph

★ Provide an additional foot of offset for a raised obstruction and use the formula  
 $L = (W+1) S$  for the taper length



# How this affects us

- Each object designed to M.U.T.C.D. standard when not maintained as required is an opportunity for an incident.
- people can have their lives drastically altered when said incident happens
- compensation for damages to individuals can run into the millions
- resources to argue the case can produce significant burdens on the managing agency
- as the person managing a trail system you may become involved in the lawsuit yourself
- I like to sleep at night



# LAWSUIT: Bicyclist Sues King County For Injuries That Left Him A Quadriplegic





# Santa Rosa bicyclist's death shines light on danger of trail traffic devices

He suffered injuries when he struck a bollard on the trail and was pronounced dead at Providence Santa Rosa Memorial Hospital.

The county Department of Regional Parks responded by painting the bollards with fresh yellow paint and striping them with reflective tape following a Sept. 21 meeting with the county's Bike and Pedestrian Advisory Committee.



Making trails safe and maintainable starts in design and requires competent ongoing care by trained professionals.

Thanks for your time !

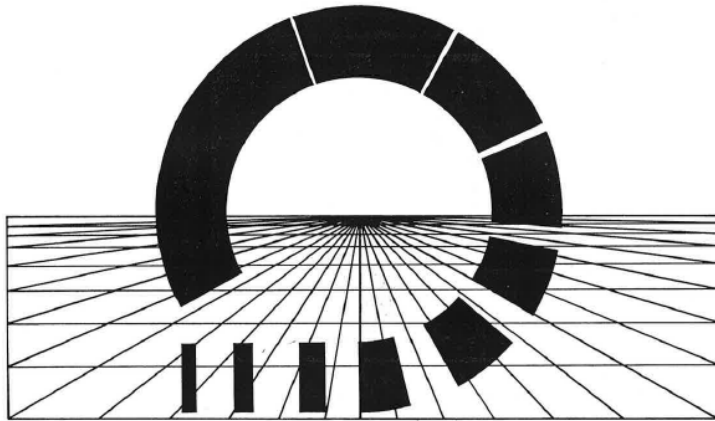
# 40 MILE LOOP

40<sup>TH</sup> ANNIVERSARY

1983 - 2023



The *40 Mile Loop Master Plan* is the planning document that lead to the incorporation of trail alignments in local government plans.



# 40 MILE LOOP MASTER PLAN

MAY 1983

PREPARED FOR: 40 MILE LOOP LAND TRUST

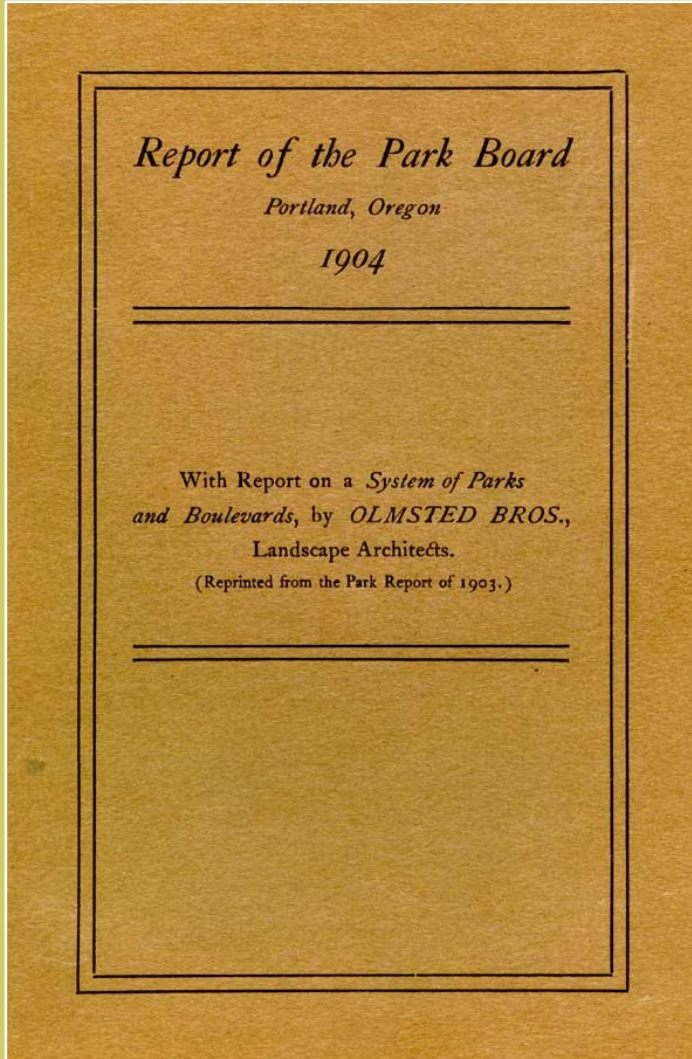
PREPARED BY: DAVID EVANS and ASSOCIATES, INC.



—— Hiking and/or Bicycle Trail  
- - - - Bicycle Trail Only



40 Mile Loop Trail Route

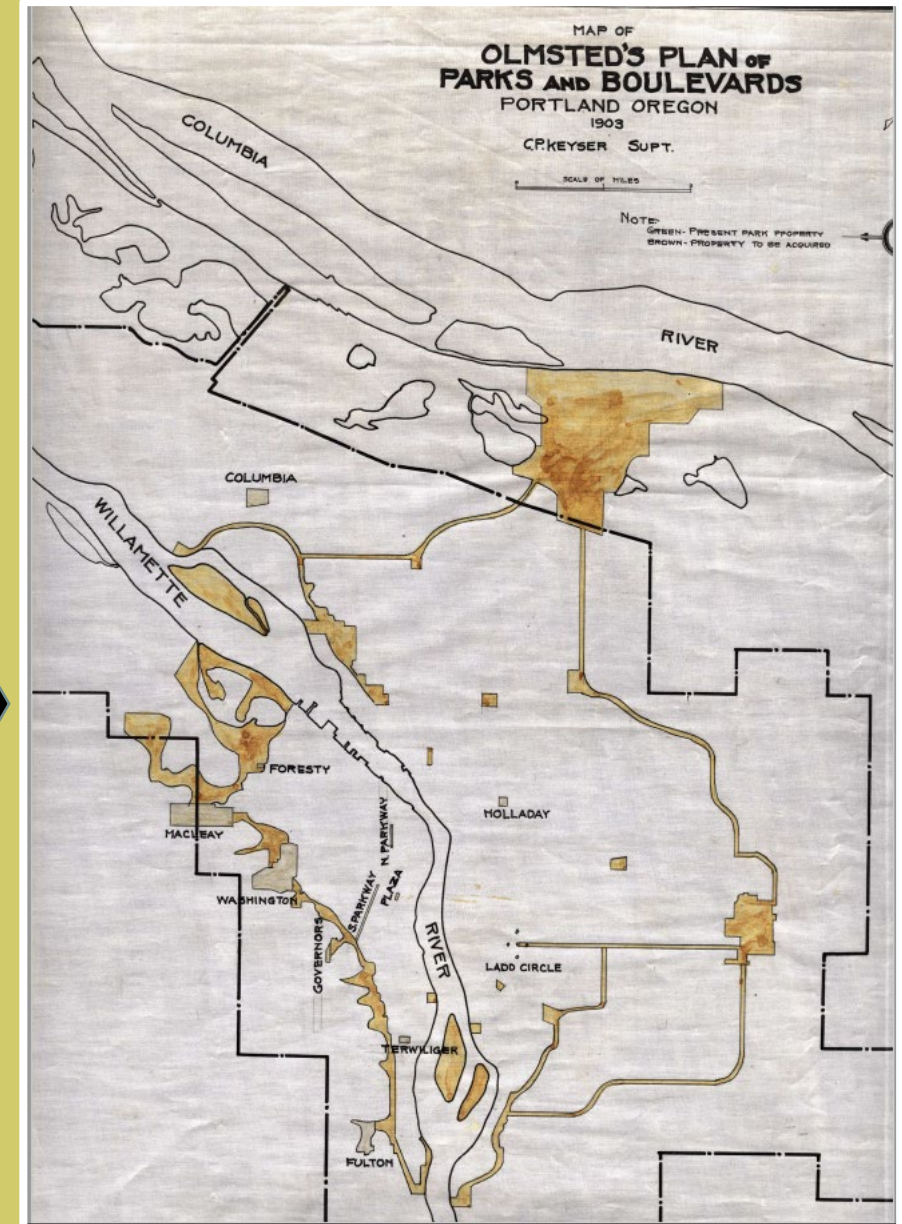


## The Olmsted Report

In 1903-04 this first comprehensive vision for parks in Portland called for system of parks connected by boulevards and parkways.

Years later, this interpretation of the Olmsted vision was developed by Portland Parks Superintendent C. P. Keyser (1919-1949).

It clearly shows a system of boulevards connecting parks, forming a great loop around the City of Portland, as had been described by Olmsted.









The 40 Mile Loop is an assemblage of named trails.

Peninsula Crossing

Marine Drive Trail

North Portland Greenway

Columbia Slough

Sandy River Greenway

Leif Erickson

Eastbank Esplanade

Gresham Fairview

Wildwood

Springwater Corridor

Troutdale to Springwater

Marquam Trail

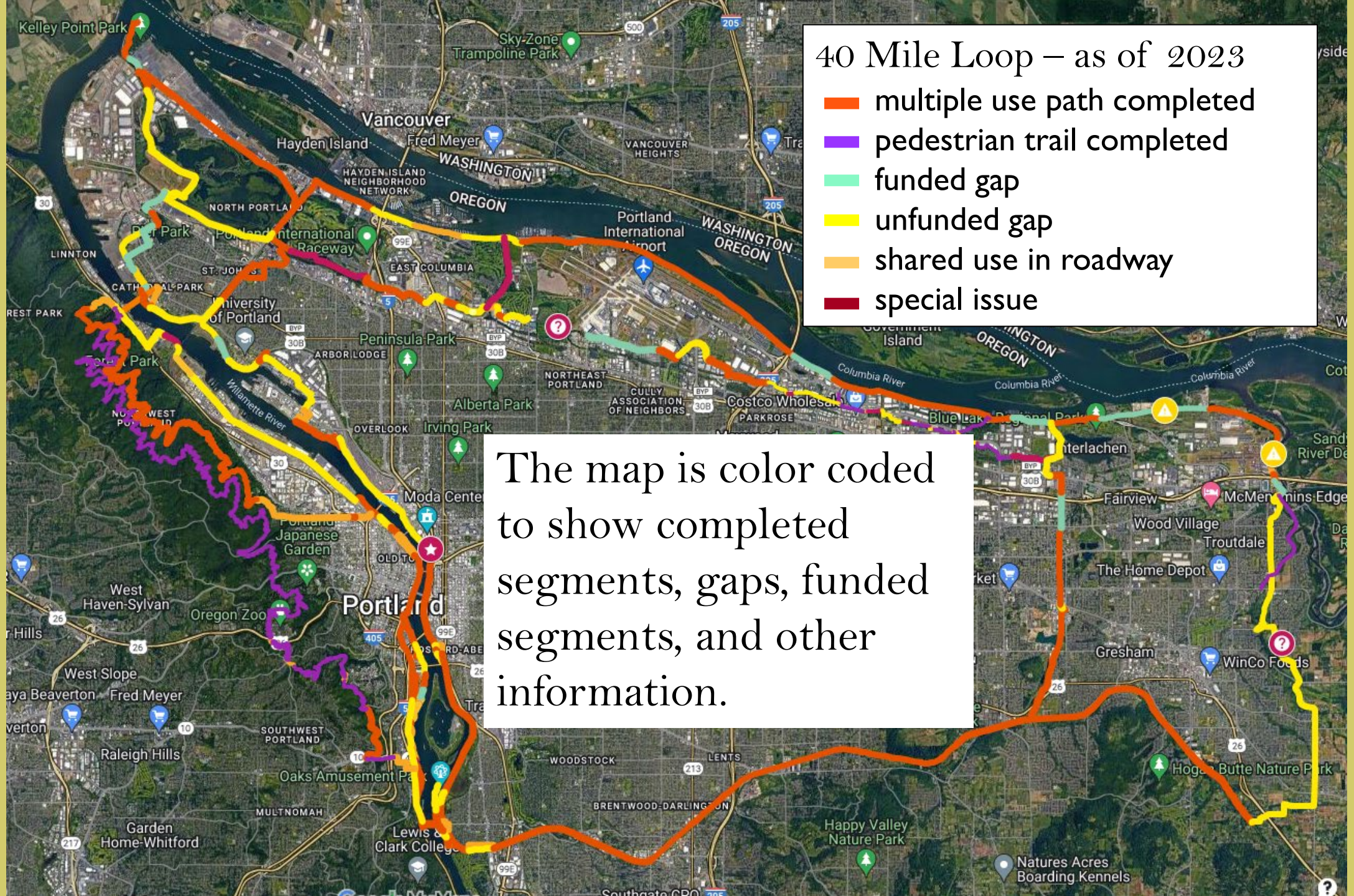
Willamette Greenway



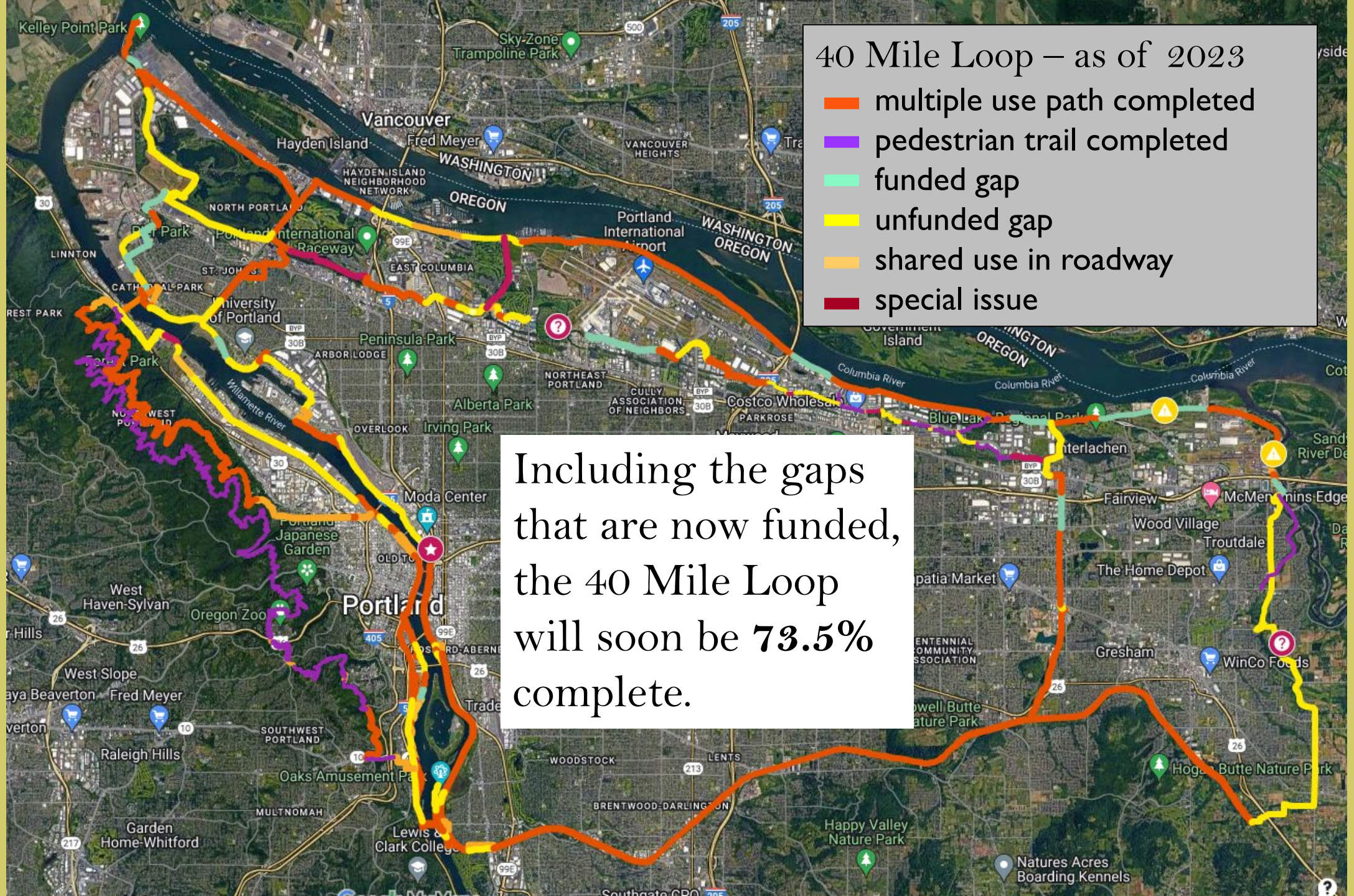


The overall length  
of the 40 Mile Loop  
is actually 150 miles.









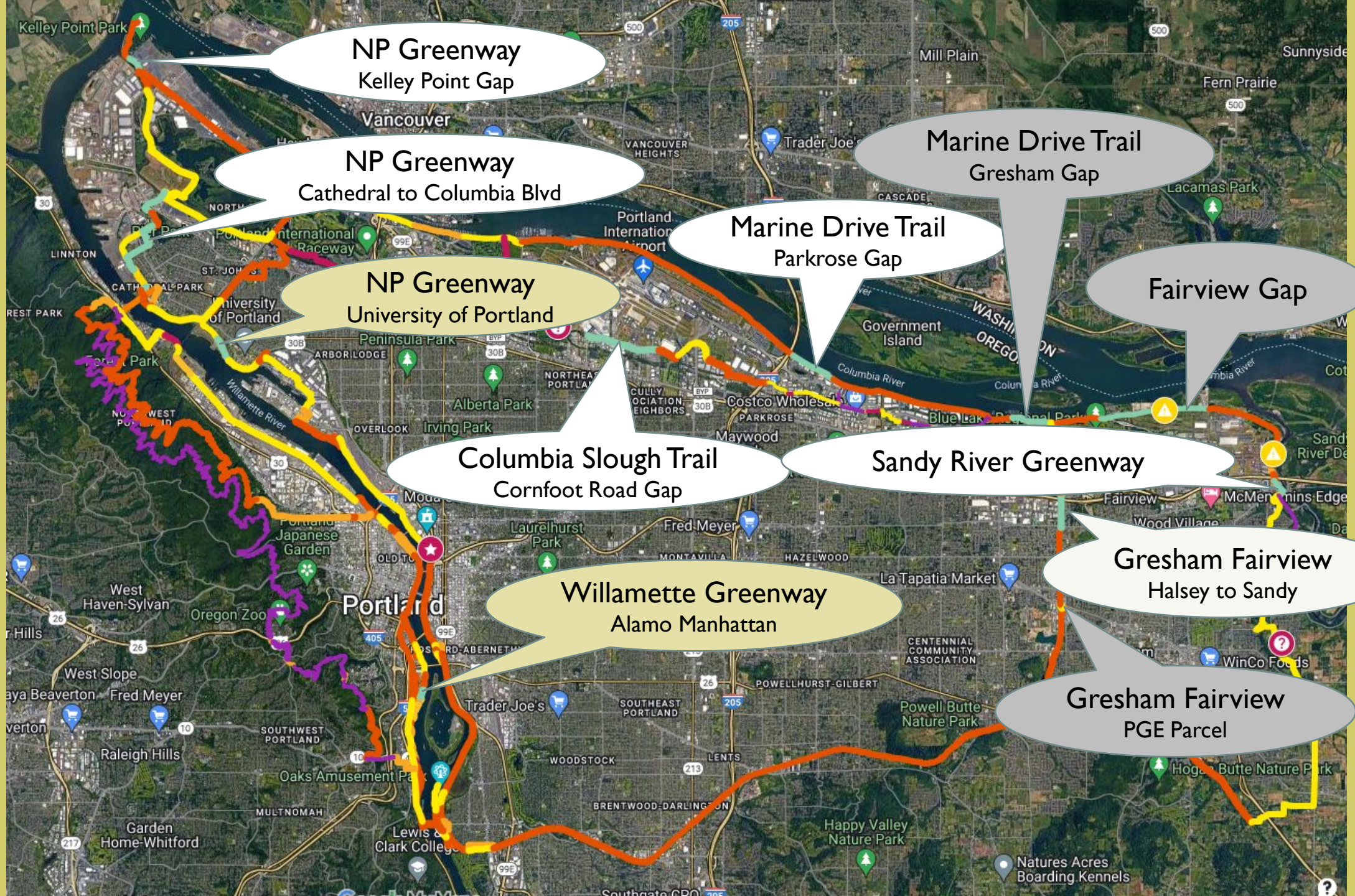


**2022 was the most successful funding year for the 40 Mile Loop since the Vera Katz Eastbank Esplanade was completed in 2001.**

Thanks to the availability of funds from and through Metro, and thanks to strong proposals from our local partners, 6 projects on the 40 Mile Loop were funded in the total amount of \$20,082,079.

Marine Drive Trail	Portland PP&R	\$2,261,645
North Portland Greenway, Kelley Point	Portland PP&R	\$1,881,008
North Portland Greenway, Cathedral/Columbia Blvd	Portland PP&R	\$4,860,647
Columbia Slough Trail, Cornfoot Road	PBOT & Port	\$4,900,000
Gresham Fairview Trail, Halsey/Sandy	Gresham	\$4,232,979
Sandy River Greenway	Troutdale	\$1,945,800





NP Greenway  
Kelley Point Gap

NP Greenway  
Cathedral to Columbia Blvd

NP Greenway  
University of Portland

Columbia Slough Trail  
Cornfoot Road Gap

Willamette Greenway  
Alamo Manhattan

Marine Drive Trail  
Parkrose Gap

Marine Drive Trail  
Gresham Gap

Fairview Gap

Sandy River Greenway

Gresham Fairview  
Halsey to Sandy

Gresham Fairview  
PGE Parcel

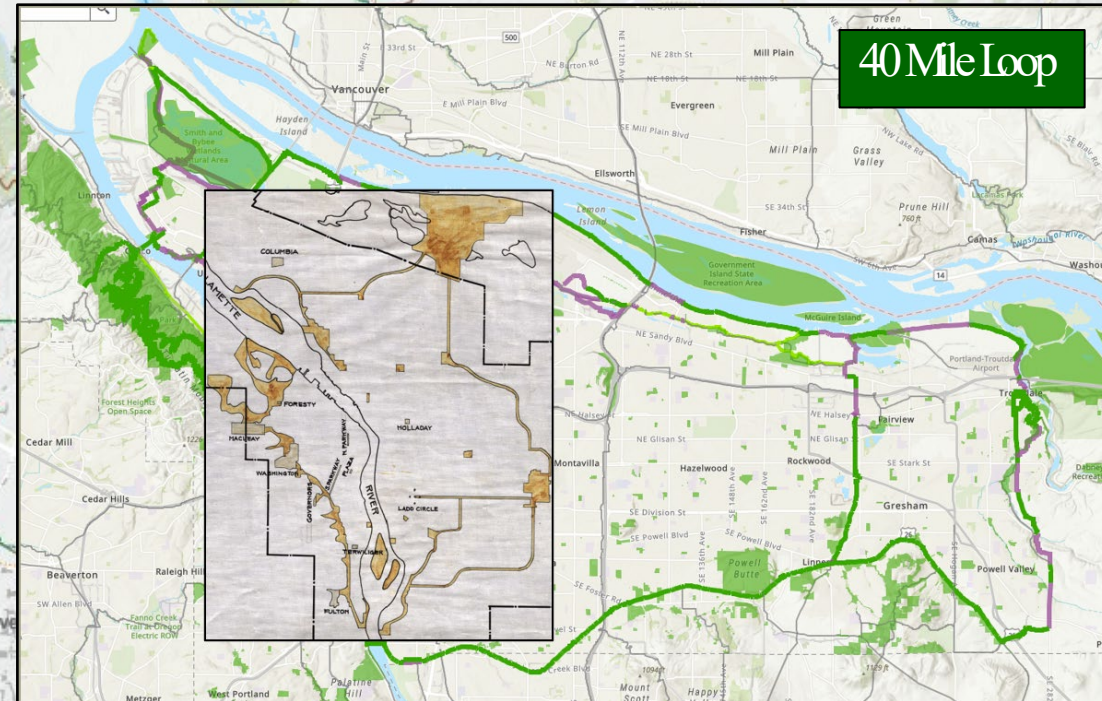


# 40 Mile Loop challenges and opportunities for 2023-2024.

The 40 Mile Loop has work to do. We ask that our local partners help us take on the following:

- **Camping on and adjacent to trails.** Our #1 Public Safety issue.
- **North Portland Greenway advocacy.** Our most ambitious goal is to connect the Vera Katz Eastbank Esplanade to Kelley Point Park!
- **Marine Drive Trail & Interstate Bridge Replacement & Levee Raise.**
- **Columbia Slough Trail.** There are so many challenges literally from one end to the other. There's also opportunity with *Safe Routes to the Slough*.
- **Funding Strategy + Shovel Readiness.** Work with us to identify future funding and get ready to compete for it.
- **Railroads.** Please remember the 40 Mile Loop if a major railroad ever wants or needs anything from our local partners. We have a very long list of needs that go the other way.

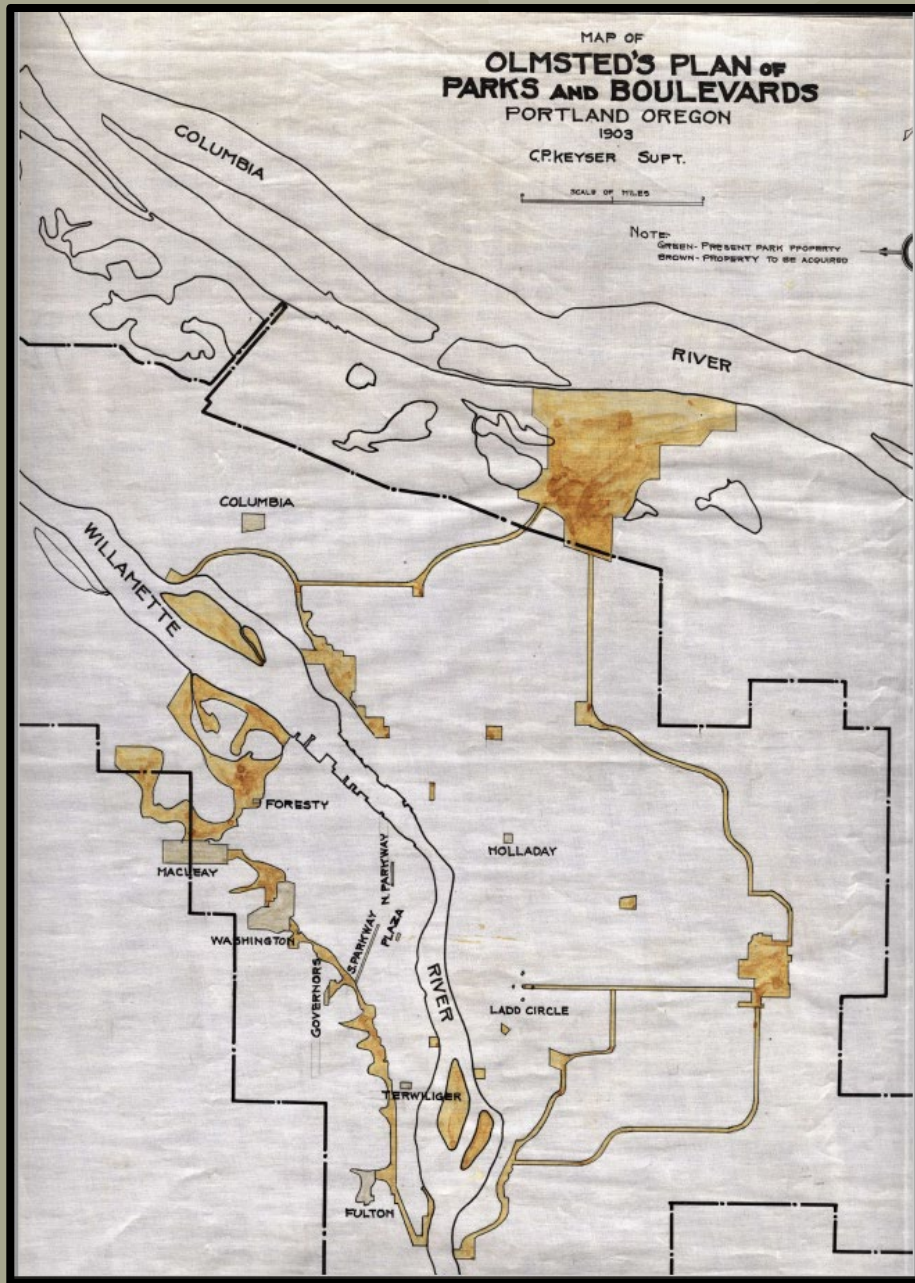
Shown here is Metro's 2018 Regional Trails Plan overlaid with the current 40 Mile Loop Plan which is overlaid with the 1903 Olmsted Plan (C.P. Keyser interpretation).



This view illustrates the relative geographic scope of three ambitious plans all having a direct connection to the Olmsted Plan of 1903.

- 40 Existing Pedestrian Trail
- 40 Planned Pedestrian Trail
- 40 Existing Multi-use Trail
- 40 Planned Multi-use Trail
- 40 Existing On-Street Connection
- 40 Planned On-Street Connection
- 40 Conceptual Trail
- 40 Water Trail
- 40 Existing Trail (non-regional)
- 40 Parks and Natural Areas
- 40 MAX Light Rail
- 40 WES Commuter Rail
- 40 Highway
- 40 Major Road





(op i som e ter)

The Olmsted Report and the Keyser maps reemerged in the 1970's. When Keyser's park and parkway system was measured with an opisometer, the result was about 40 miles.

Hence, the name **40 Mile Loop** came into being.

**Click for interactive map:**

**[https://www.google.com/maps/d/edit?mid=1fgXia8Flh\\_eBgz81AiYv4aV208Rhqpo&ll=45.55162061943824%2C-122.79687547586555&z=11](https://www.google.com/maps/d/edit?mid=1fgXia8Flh_eBgz81AiYv4aV208Rhqpo&ll=45.55162061943824%2C-122.79687547586555&z=11)**