



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Agenda

Meeting: Quarterly Trails Forum
Date: Wednesday, July 10, 2024
Time: 10 a.m. to 12 p.m.
Place: Hybrid -- Metro, 600 NE Grand Ave., Portland and [Zoom](#)

- 10:00 a.m. Welcome (5 minutes)
Ashton Simpson, Metro Council
- 10:05 a.m. Introductions and announcements (30 minutes)
All attendees
- 10:35 a.m. Oregon Trails advocacy update (10 minutes)
Stephanie Noll, Oregon Trails Coalition
- 10:45 a.m. Viva la Vida! Walk-A-Thon event (10 minutes)
Lorena Carrillo, El Programa Hispano Catolico
- 10:55 a.m. Southwest Portland's Red Electric Trail (15 minutes)
Lora Lillard, Portland Parks and Recreation
- 11:10 a.m. Trolley Trail Safety Audit and Trail Etiquette Signs (15 minutes)
Alex Gilbertson, North Clackamas Parks and Rec; and Jill Roszel, Alta Planning + Design
- 11:25 a.m. Report Back from Collaboration of Regional Trail Initiatives (10 minutes)
Tara Wilkinson, The Intertwine Alliance; Gavin Mahaley, Salmonberry Trail; and Stephanie Noll, Oregon Trails Coalition
- 11:35 a.m. Metro Regional Trails Major Investment Strategy (10 minutes)
Robert Spurlock, Metro
- 11:45 a.m. Regional Flexible Funds Allocation (10 minutes)
Grace Cho, Metro
- 11:55 p.m. Adjourn

Next meeting

Wed., October 9th, 2024, 10 a.m. to 12 p.m. Hybrid -- Metro, 600 NE Grand Ave., Portland and Zoom

Statement of Inclusivity

The Quarterly Trails Forum is an inclusive and welcoming space. Participants commit to treat each other with respect, with zero tolerance for obscene, hateful, or racially derogatory language that creates an intimidating, hostile, or offensive environment. Participants have honored this in the past and we appreciate your support in continuing to do so.

Advocacy Update

- Recreational immunity
- Trails in a Transportation Measure



Recreational Immunity

- Protects landowners who open their land to the public free of charge
- New protections established this year sunset in 2026.
- We're still getting reports of trail closures and development stoppages
- Legislative workgroup hosted by Senator Prozanski
- Need permanent protective legislation in 2025





Safe. Clean. Fair. Accountable.
Transportation for a **thriving** Oregon.

Move Oregon Forward Campaign Steering Committee



VERDE



What's happening in 2025?

Our transportation system is running out of money. Our legislature is trying to fix it.

They'll need to consider:

- Declining gas tax revenue
- Maintenance backlog
- Historic increase in traffic deaths & injuries
- Transportation carbon emissions rising
- $\frac{2}{3}$ majority req'd for revenue package



Our Values

*Safe, clean, fair,
accountable.*

*Transportation for a
thriving Oregon.*



SAFETY

- Safe networks to walk, bike, and roll
- Complete streets in every community
- Safe routes to school
- Connected trail networks



CLIMATE

- VMT Reductions
- Multimodal Electrification
- Public Transit & Paratransit
- Land Use & Housing



FAIR FUNDING

- Stabilize what we have now
- Diversify w/ new funding sources
- Align revenues AND spending with safety, climate, equity, mobility goals



ACCOUNTABLE GOVERNANCE

- Stronger oversight for ODOT
- Fix it First
- Safety, climate, mobility standards for projects



A win looks like:

Passing a revenue package

- get Oregon on track towards reliable funding for the future

Raising funds in a fair and sustainable way

- design progressive revenue tools with climate and equity in mind

Investing in our priorities:

- safe networks for walking, biking, and rolling, public transit and paratransit, transportation electrification, and reducing the need to drive

Holding our institutions accountable

- Strengthen oversight for ODOT and accountability mechanisms for major transportation projects to stay on track with our safety and climate goals beyond 2025



Take action with us!



Here's how:

- Endorse the campaign
- Fill out our interest form to **connect with us**
- Contact your legislators
- Submit testimony

Scan or go to

<https://linktr.ee/moveoregonforward>



JCT Listening Tour

Happy Valley- Sept. 26
Hearing 5:00 - 7:00 PM

Hillsboro- Sept. 27
Hearing 5:00 - 7:00 PM

In-person testimony will be prioritized by the co-chairs.

Location	Notes	Date
Downtown Portland	Group 1 - First Stop	Tuesday, June 4
Tillamook	Group 2	Tuesday, June 18
Albany	Group 3	Tuesday, July 16
Eugene	Group 3	Wednesday, July 17
Coos Bay	Group 4	Wednesday, August 7
Medford	Group 4	Thursday, August 8
Ontario **	Group 5	Wednesday, August 28
Hermiston **	Group 5	Thursday August 29
Bend **	Group 6	Thursday, September 12
The Dalles **	Group 6	Friday, September 13
Salem (VIRTUAL)	During the September legislative days meeting at the Capitol	Wednesday, September 25
Happy Valley	Group 1 - Last Stops	Thursday, September 26
Hillsboro	Group 1 - Last Stops	Friday, September 27



Framing Your Specific Ask

- Try to frame your position around positive actions (DO do this, invest MORE in that) rather than negative ones (STOP doing that, make CUTS to this).
- Try to tie what you're asking for to things that are already on legislators' minds: finding enough funding for our transportation system and fixing/sustaining ODOT.
- Share why your ask is important to you personally: what would your ask look like or change in your personal context?



Trails in a Transportation Measure

- Trails are the backbone of active transportation networks
- Trails create safe places for people of all ages and abilities to walk and bike
- Trails support local tourism economies
- Trails increase access to nature and health and wellness

What we need:

- Policy language to support inclusion of walking and biking infrastructure in major capital project corridors to leverage more federal funding
- Fill the \$60 million biennial funding gap for Oregon Community Paths



Take Action with Us



Scan or go to

<https://linktr.ee/moveoregonforward>

Contact Steph at

steph@oregontrailscoalition.org





El Programa Hispano



Walk & Run

**Saturday
August 10, 2024**

Main City Park | Gresham, Oregon



Brought to you by:





Mission



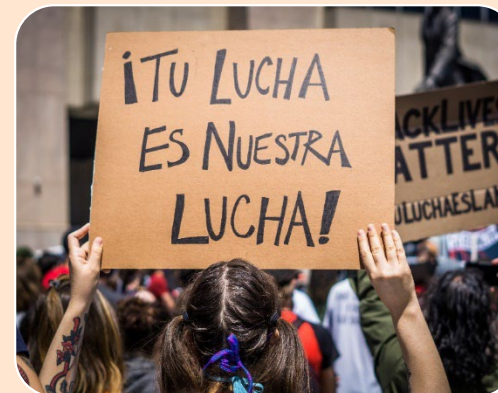
To advance racial equity and social justice through the power of our Latine roots, culture, and community.

Vision



We envision a thriving Latine community living to their fullest potential.

Values



Inclusivity
Collaboration
Empowerment
Social Justice
Ethical &
Transparent



Our History, Our Roots



1982

El Programa Hispano began as part of Catholic Family Services, one of the agencies that later merged to become Catholic Charities. We started with a single outreach worker to help support and empower Latine farm-workers.



1986

Our work expanded as the years went by and we witnessed Catholic Charities provide support to the 200,000+ immigrants who qualified for amnesty under the Immigration Reform and Control Act of 1986.



Our History, Our Roots



1990

We worked to meet migrant growing farm workers' basic needs such as food, housing, healthcare, translation assistance, driver's education, camp medical clinics, legal assistance, and advocacy.



1995

We hired our first domestic violence advocate. This marked the beginning of UNICA, Oregon's first fully bi-lingual and bi-cultural response and prevention program for survivors of domestic and sexual violence. Today UNICA has over 20 staff members, family education programs, and Oregon's only 24-hour bilingual and bicultural emergency hot-line.



Our History, Our Roots



2015

In 2015, El Programa Hispano became an independent 501(c)3 organization. Over the next 5 years, we worked to stand up and stabilize a new organization by establishing administrative services (finance, operations, quality assurance, human resources, etc.).

Today, **El Programa serves over 32,000 individuals annually** through our Economic Sustainability, Education, Community Wellness, and Domestic Violence and Sexual Violence Survivor Support Programs in three Oregon counties: **Multnomah, Clackamas, and Washington.**





Our Services



EDUCATION

We provide culturally-specific events, trainings, and activities to students and their families at 7 elementary/middle schools in East Multnomah County.

- **After school services**
- **Early childhood education**
- **Youth & family engagement**
- **Cultural awareness & student empowerment**



ECONOMIC SUSTAINABILITY

Specialized and bilingual case managers work with families who have limited to no income, to engage in flexible services and activities designed to improve their well being, housing conditions, and increase their earning potential.

- **Housing navigation, placement, retention**
- **Rental assistance and legal support**
- **Family stability services**



Our Services



COMMUNITY WELLNESS

We provide culturally responsive services for families and seniors over the age of 60 including weekly meals and physical activities, nutrition education, and restoration of culturally specific connections to land and food.

- **Weekly meals & activities for seniors 60+**
- **Food pantries and garden education**
- **Mobile health van**



UNICA

We provide bilingual and bicultural support, advocacy, and opportunities for self-empowerment that enable domestic violence, sexual assault and human trafficking survivors to exercise free and informed life choices.

- **24/7 bilingual crisis line**
- **Legal and medical advocacy**
- **Housing stabilization**
- **Mental health counseling & support groups**



August 10, 2024

Gresham Main City Park

Register Now!



Brought to you by:



Metro



Hosted by:



EL PROGRAMA HISPANO CATÓLICO



 Thank you!

Questions: communications@elprograma.org

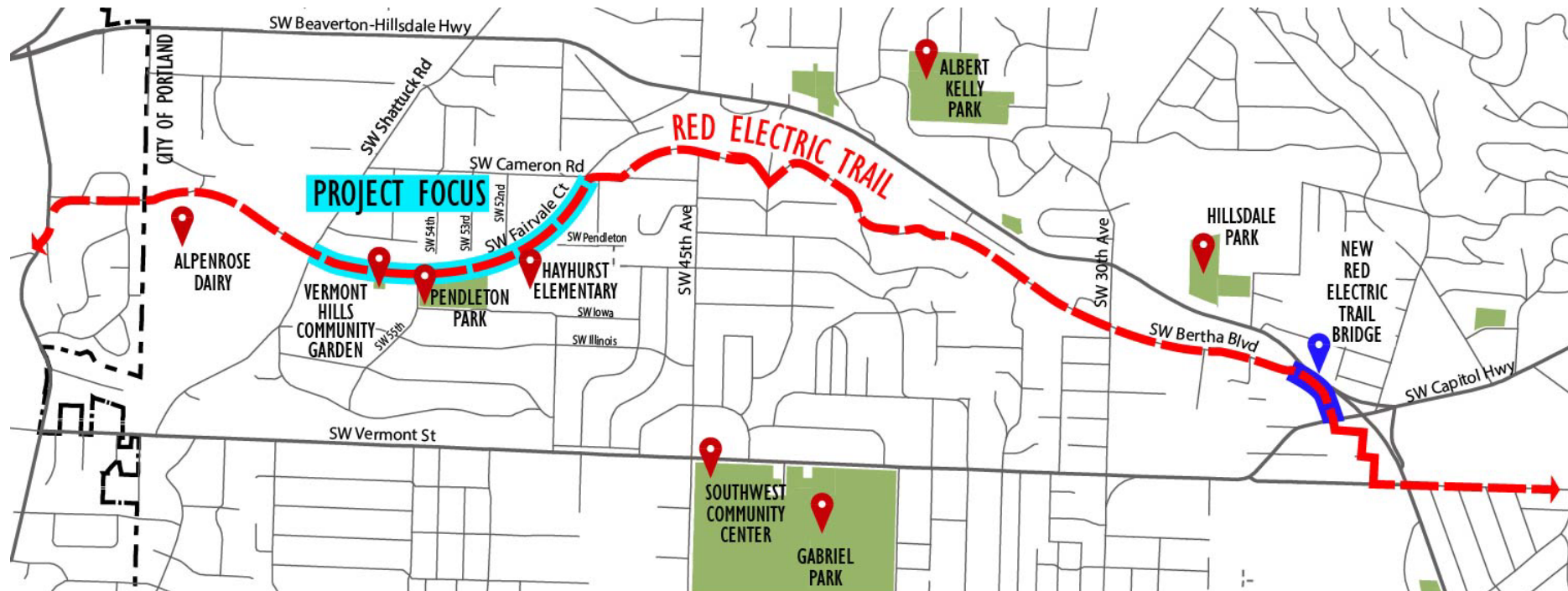
Learn more at www.elprograma.org





Red Electric Trail – (East of Alpenrose) Design & Planning

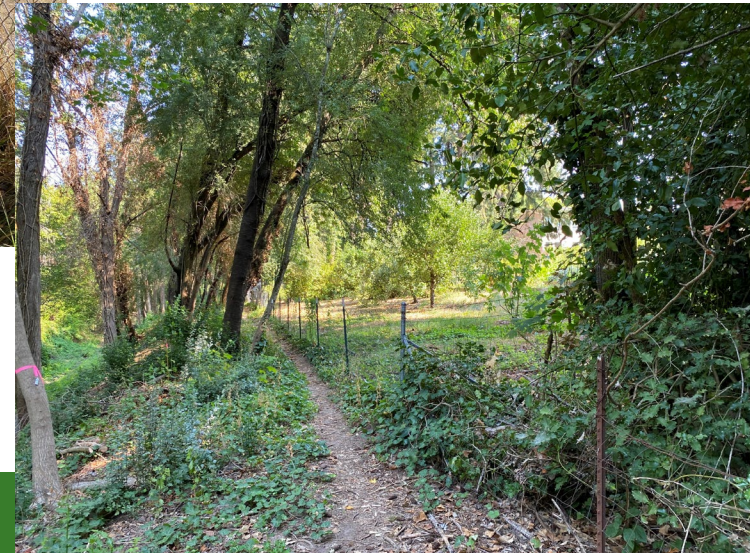
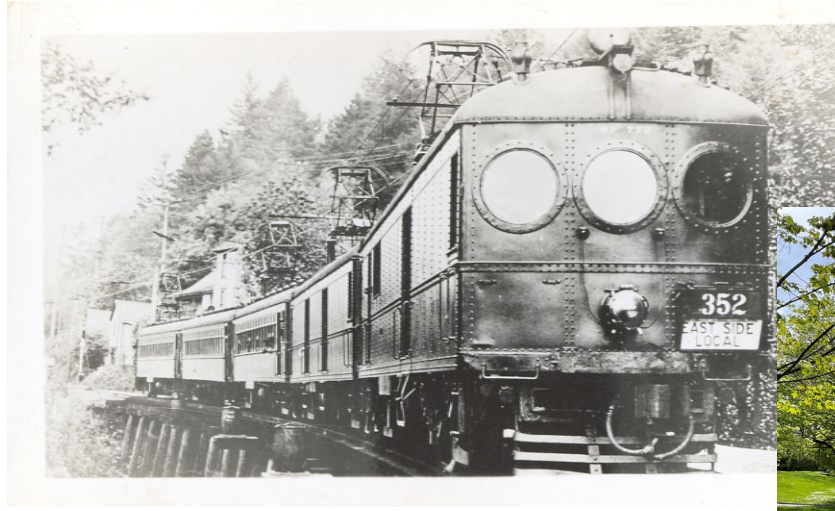
Quarterly Trails Forum – July 10, 2024





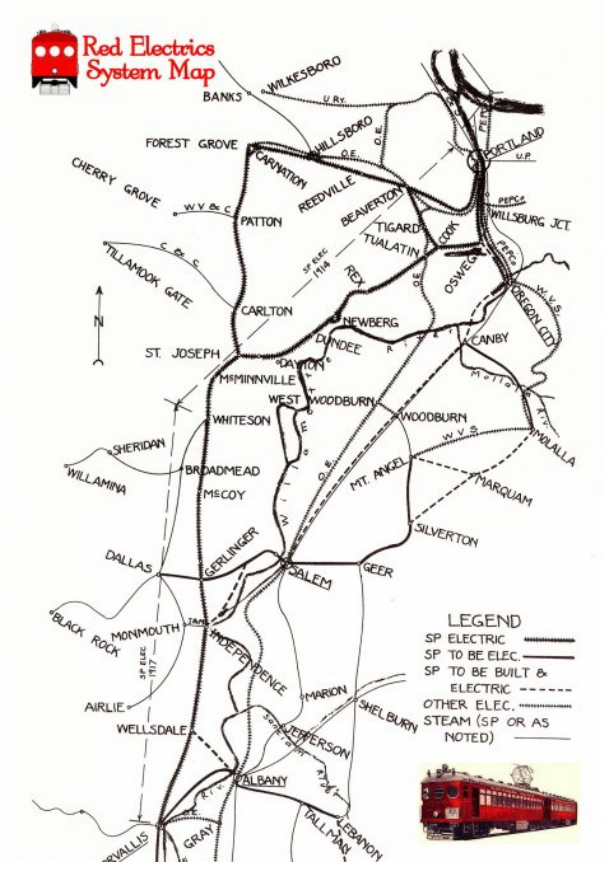
Outline

- Project Background
- Project Timeline
- Community Outreach
- What We've Heard
- Existing Conditions Map
- Project Proposal
- Segment Maps
- Technical Feasibility Issues
- Next Steps





Project Background



Red Electric Trail Planning Study

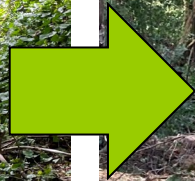
May 2007



PORTLAND PARKS & RECREATIONSM

Healthy Parks, Healthy Portland

Project Timeline: Preliminary Trail work and surveying





Project Timeline:

Winter /Spring 2022/2023

- Conduct Tree Survey, Hire Design Team

Summer 2023

- Complete geotechnical work and traffic analysis.
- Gather community input around trail needs and desires. ★

Fall 2023

- Develop design options and share with the community ★
for feedback

Winter 2023/2024

- Identify and refine preferred design option with
community input ★

Spring/Summer 2024

- Complete project: Preliminary design drawings and cost
estimate of preferred design



★ Community Outreach
and Survey



PORTLAND PARKS & RECREATIONSM

Healthy Parks, Healthy Portland

Outreach:

Hayhurst Elementary School

Hayhurst Neighborhood

SW Trails Association

Summer Free For All Concerts

Open Houses and Community Walk





WHAT WE'VE HEARD THROUGHOUT THIS PROCESS

- Support for the proposed trail and amenities
- Support for preserving the natural environment, tree canopy, and habitat, including wetland character where possible.
- Support for interactive signage of: history of the area and the former Red Electric Rail, indigenous peoples, labels for trees and plants, and notice of a closed campus near Hayhurst Elementary
- Desire for a safe route to school
- Support for elements of play and nature in the trail's design
- Support for near-term construction of the trail
- Concerns about trail crossings at SW Shattuck Rd and SW Cameron Rd
- Concerns for attracting undesirable use of the trail, litter and privacy
- Concerns about flooding issues along SW Fairvale Court
- Concerns about too much lighting along the trail itself
- Support to retain the handball court at Pendleton Park



SEGMENT 1 SW Shattuck Road to SW 55th Drive

Existing Condition: Heavily vegetated area with areas of standing water
Design Considerations: Trail alignment to limit tree removal in environmental sensitive areas and avoid standing water



SEGMENT 2 Pendleton Park

Existing Condition: Grassy area along Pendleton Park
Design Considerations: Choose alignment that does not conflict with activities at Pendleton Park. Add planting to create screen between trail and private property



SEGMENT 3 Hayhurst Elementary School

Existing Condition: Heavily vegetated area with areas of standing water
Design Considerations: Alignment alternatives include constructing the trail at the bottom of the bank requiring additional drainage measures or above the bank requiring additional grading and retaining walls



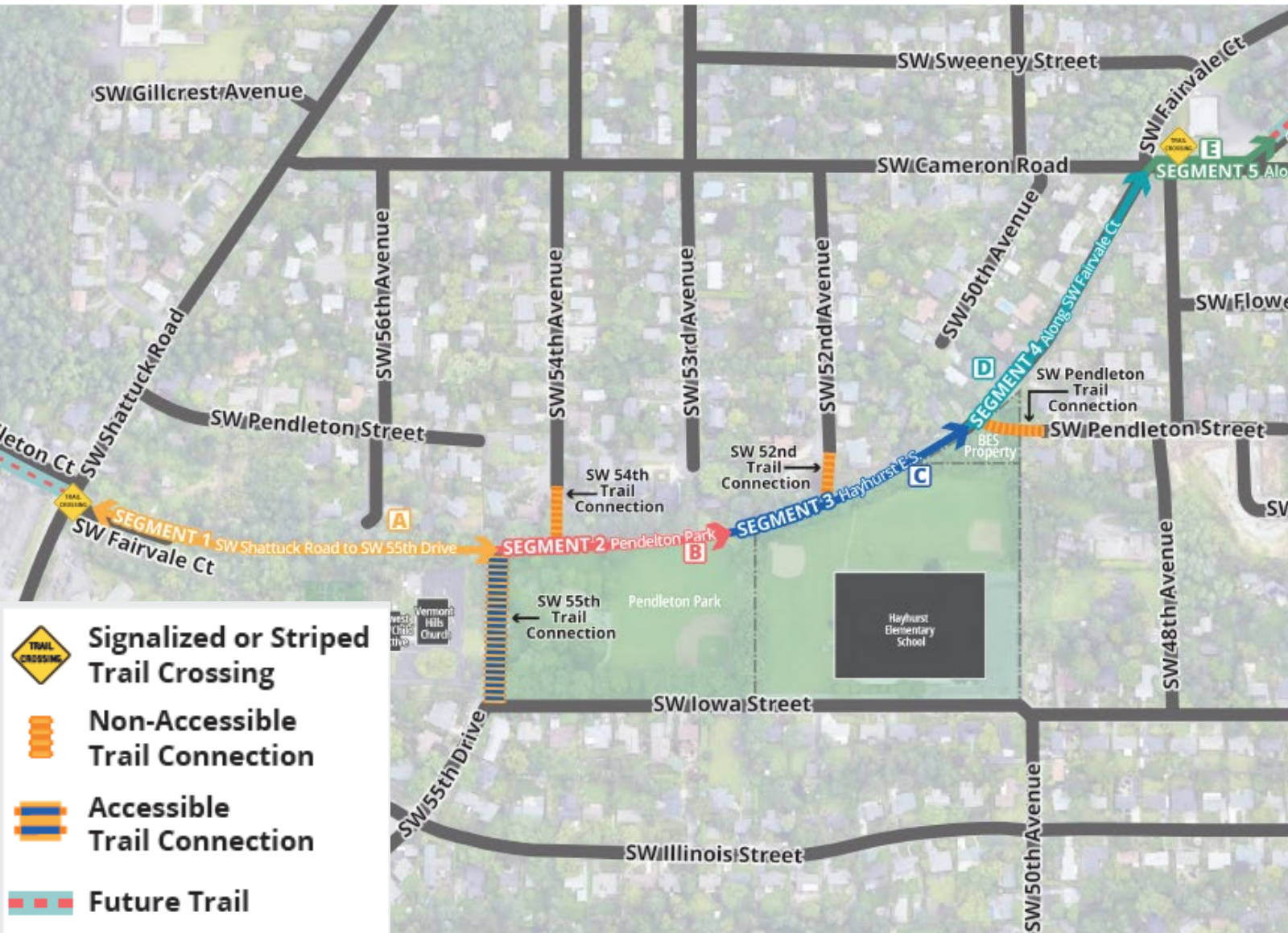
SEGMENT 4 Along SW Fairvale Ct

Existing Condition: Existing asphalt road in poor condition with driveway access and no drainage
Design Considerations: Shared roadway for vehicles, bikes and pedestrians or separated mixed-use path



SEGMENT 5 Along SW Cameron Rd

Existing Condition: Frontage zone with driveways, trees and utilities. There is a drainage ditch along the South side
Design Considerations: North and South side of Cameron considered. Trail to be placed on the North side due to more space and less impacts



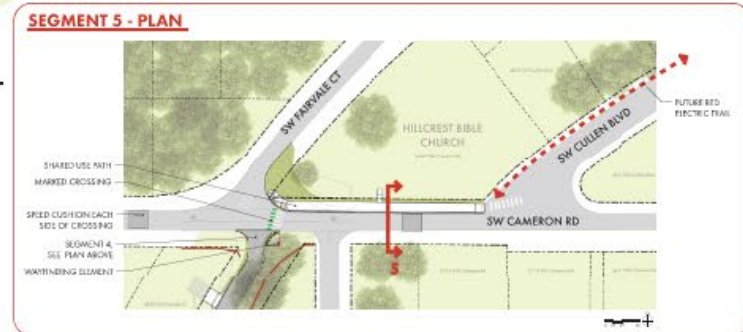
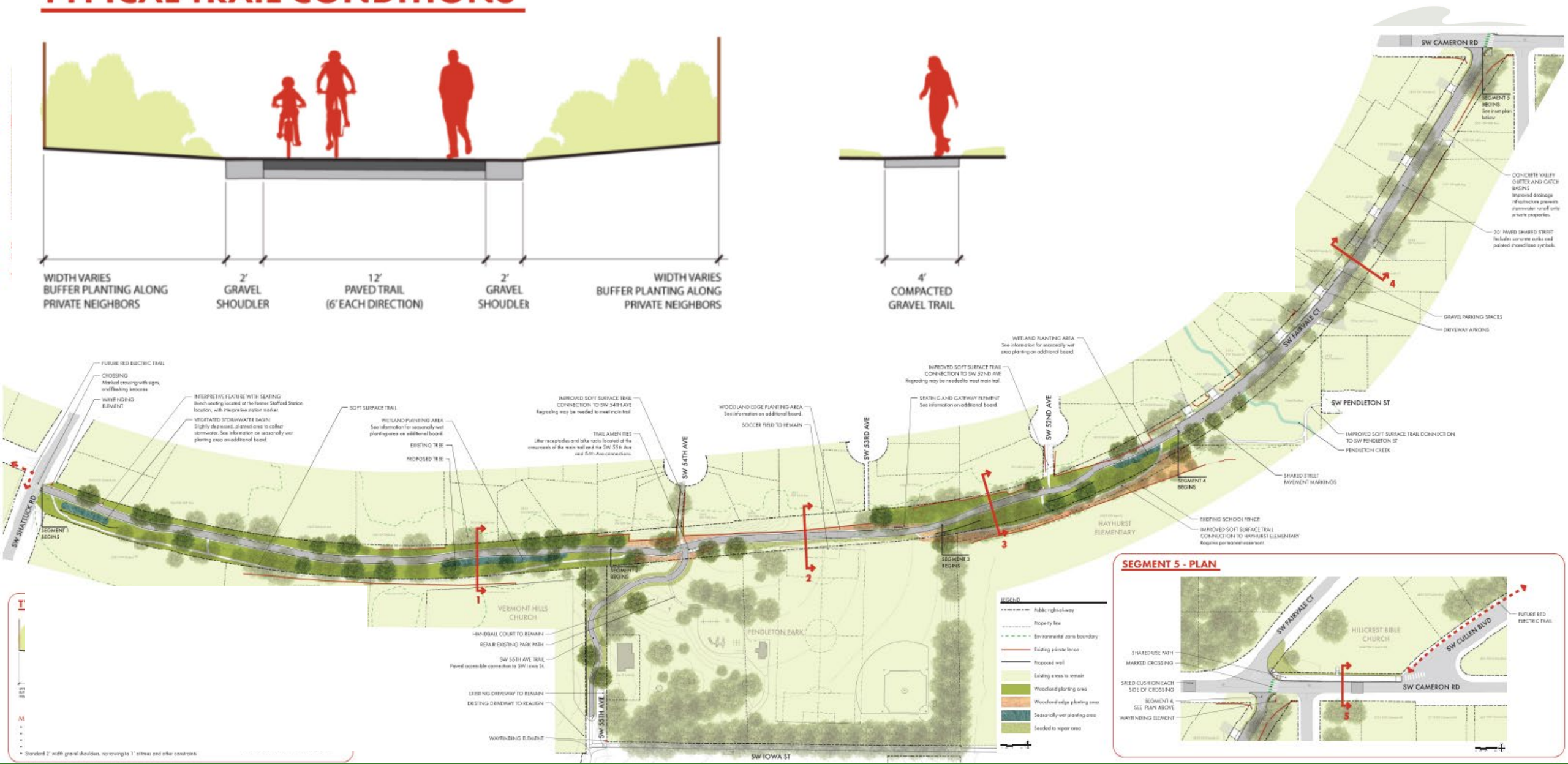
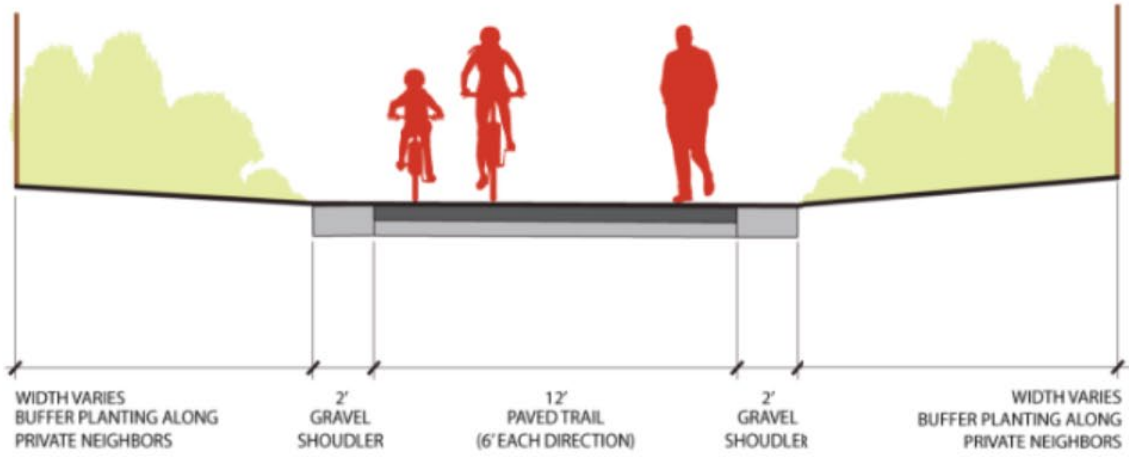
Signalized or Striped Trail Crossing

Non-Accessible Trail Connection

Accessible Trail Connection

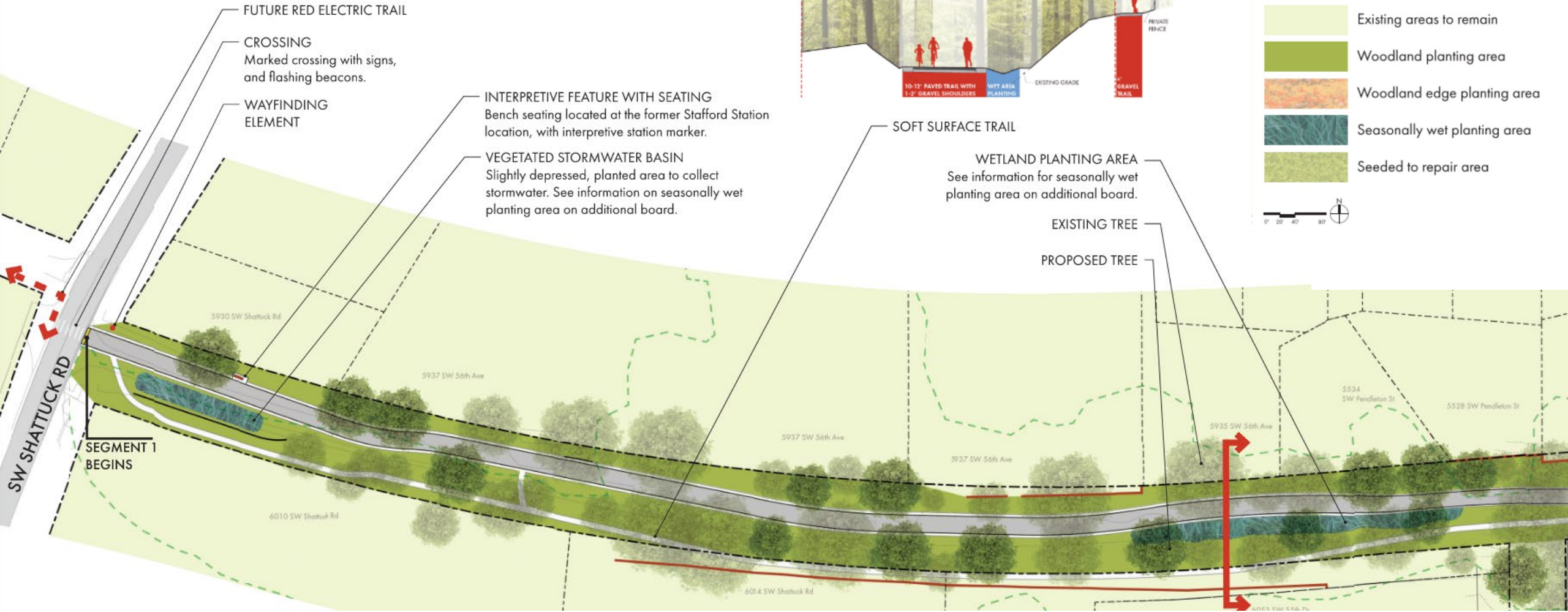
Future Trail

TYPICAL TRAIL CONDITIONS





SEGMENT 1



SEGMENT 2

IMPROVED SOFT SURFACE TRAIL CONNECTION TO SW 54TH AVE
Regrading may be needed to meet main trail.

TRAIL AMENITIES
Litter receptacles and bike racks located at the crossroads of the main trail and the SW 55th Ave and 54th Ave connections.

WOODLAND EDGE PLANTING AREA
See information on additional board.

SOCCER FIELD TO REMAIN

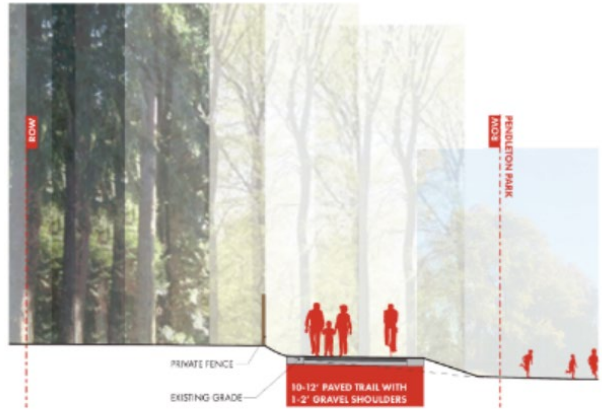
SEATING AND GATEWAY ELEMENT
See information on additional board.

SW 54TH AVE

SW 53RD AVE

SEGMENT 3 BEGINS

SEGMENT 2 BEGINS



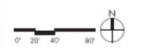
PENDLETON PARK SECTION VIEW 2



HANDBALL COURT TO REMAIN
REPAIR EXISTING PARK PATH
SW 55TH AVE TRAIL
Paved accessible connection to SW Iowa St.

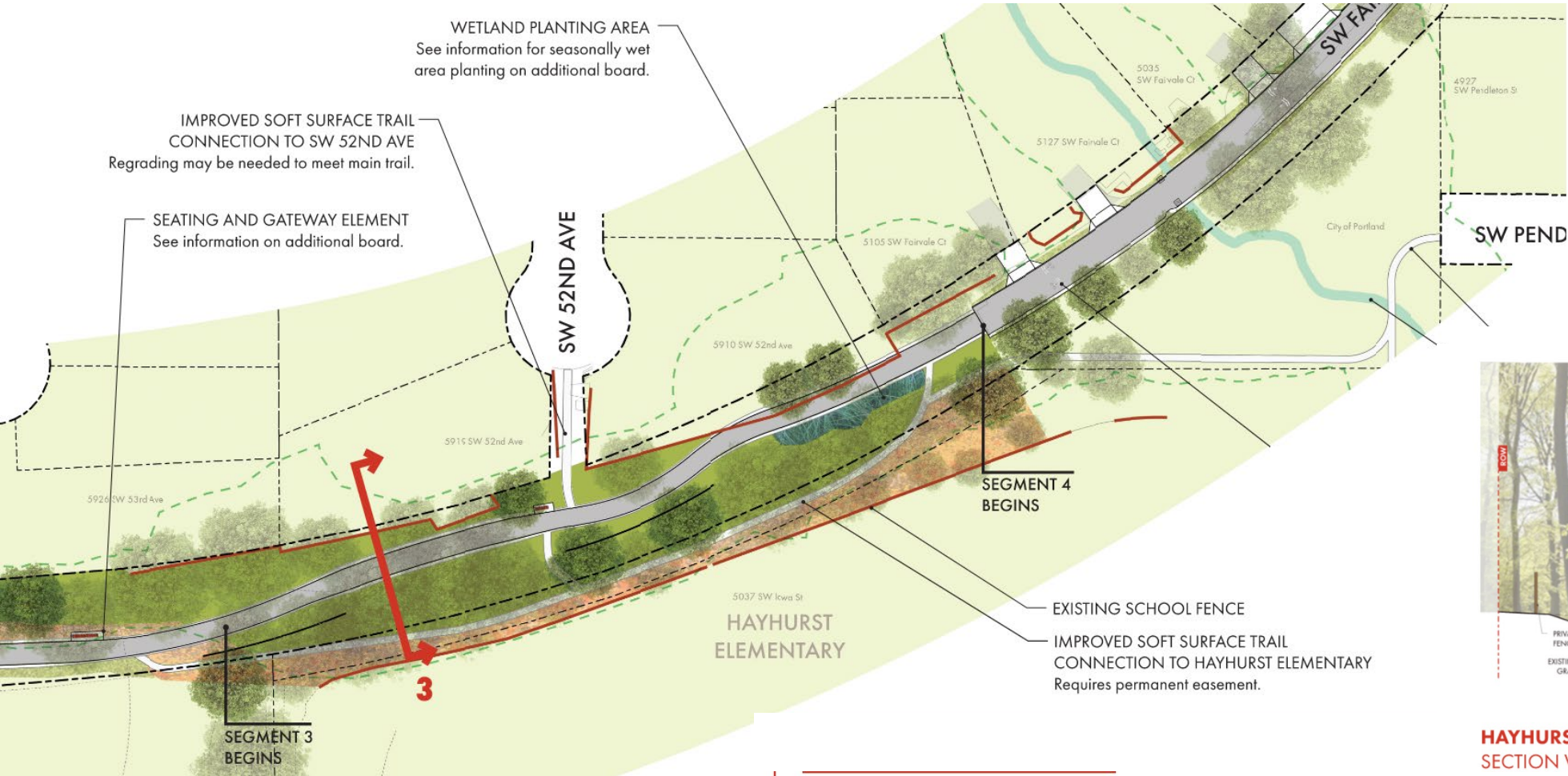
LEGEND

- Public right-of-way
- Property line
- Environmental zone boundary
- Existing private fence
- Proposed wall
- Existing areas to remain
- Woodland planting area
- Woodland edge planting area
- Seasonally wet planting area
- Seeded to repair area





SEGMENT 3



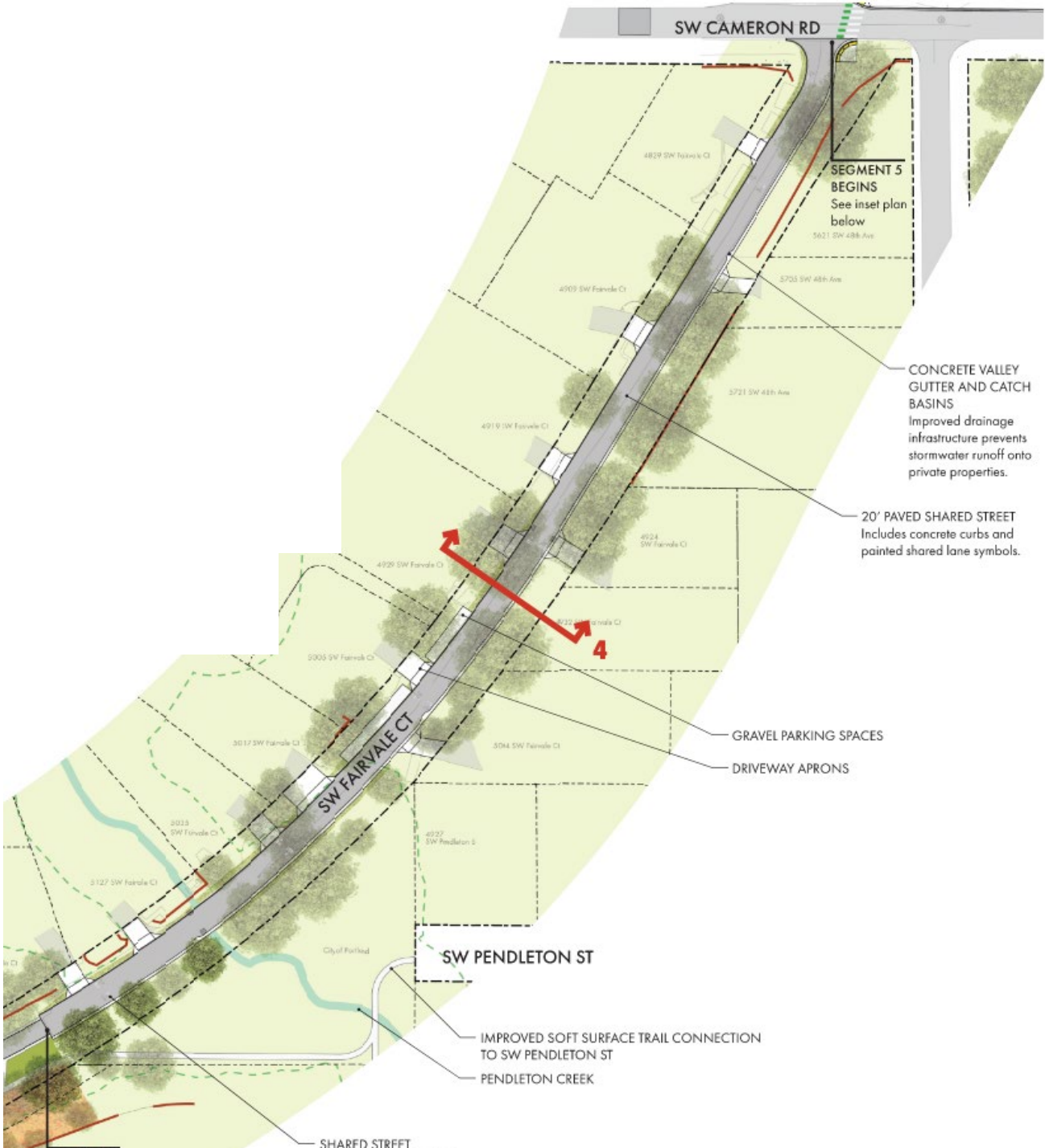
LEGEND

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HAYHURST ELEMENTARY SCHOOL SECTION VIEW 3

SEGMENT 4

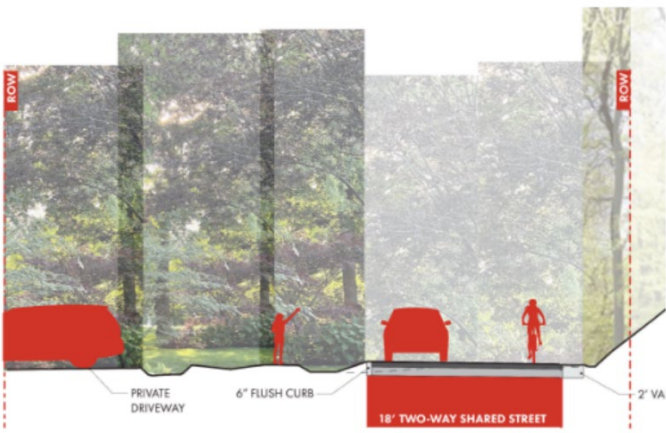


LEGEND

- Public right-of-way
- Property line
- Environmental zone boundary
- Existing private fence
- Proposed wall
- Existing areas to remain
- Woodland planting area
- Woodland edge planting area
- Seasonally wet planting area
- Seeded to repair area

0' 20' 40' 80'

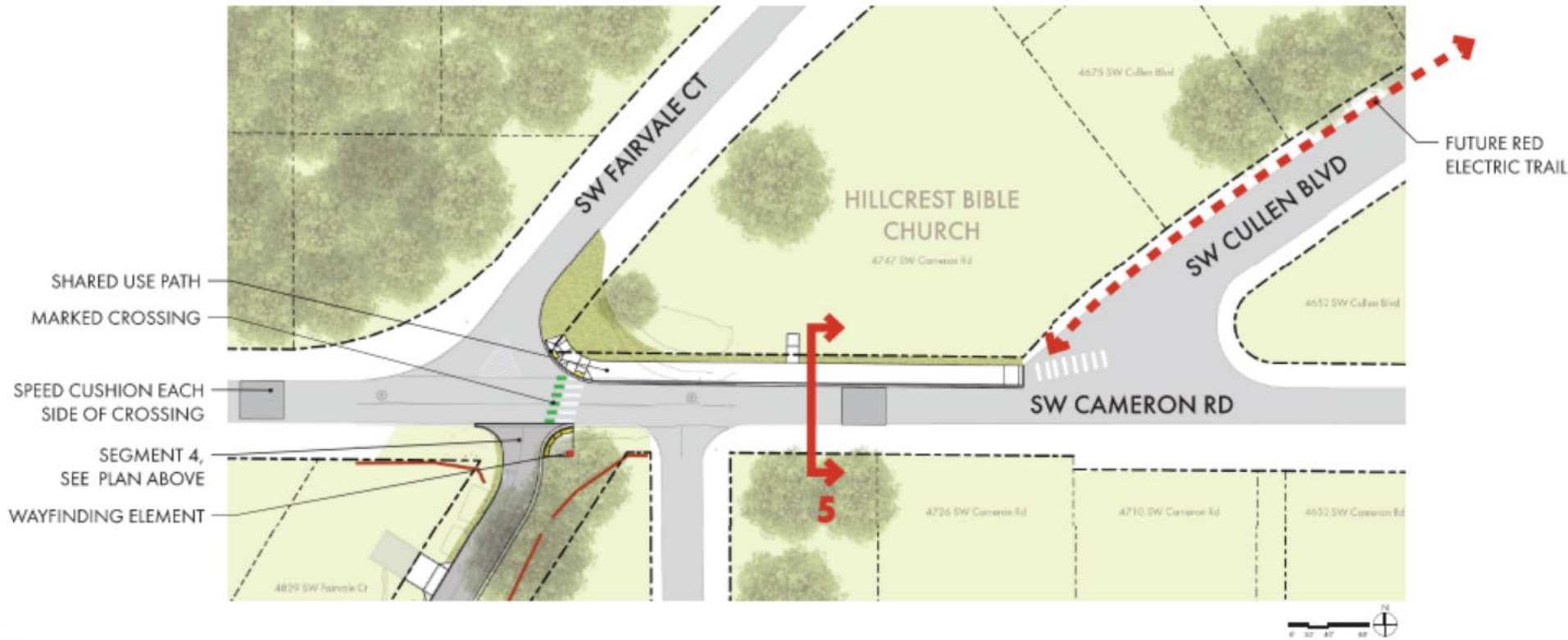
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FAIRVALE CT SHARED STREET SECTION VIEW 4



SEGMENT 5



LEGEND

- Public right-of-way
- Property line
- Environmental zone boundary
- Existing private fence
- Proposed wall
- Existing areas to remain
- Woodland planting area
- Woodland edge planting area
- Seasonally wet planting area
- Seeded to repair area





Technical Feasibility Issues: Traffic

SW Cameron Rd

- Posted Speed Limit: 30 MPH
- 85th percentile: 37 MPH
- 3-4% downgrade, wide turning radii

SW Shattuck Rd

- Posted Speed Limit: 25 MPH
- 85th percentile: 34 MPH
- 2-3% grade, vegetation obstructions

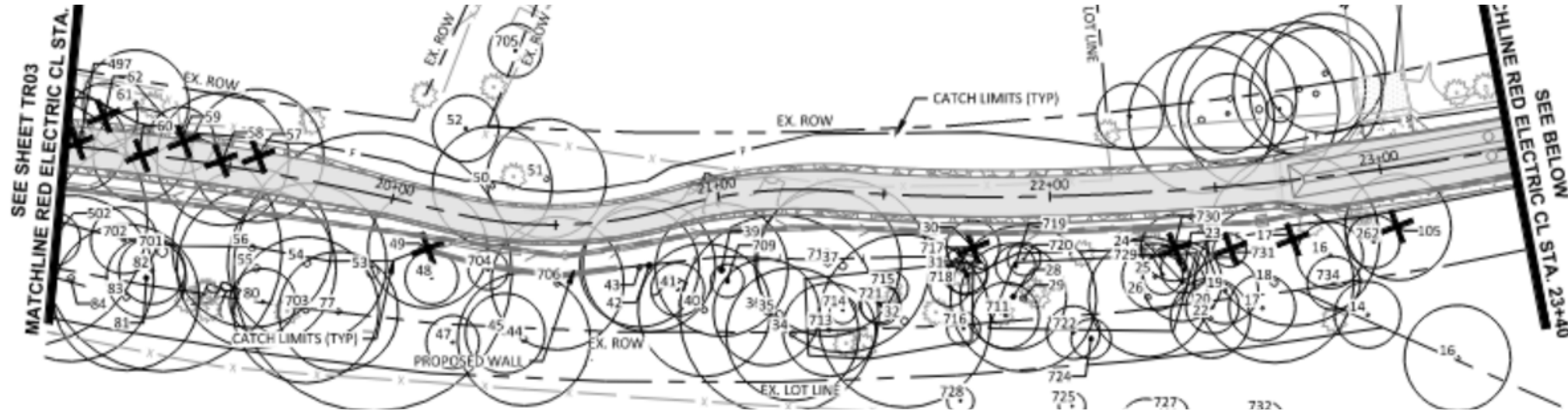
Recommendations:

- Signing and striping, a striped marked crosswalk, accessible tactile devices, and curb ramps to meet ADA standards, Rectangular Rapid Flash Beacons
- Speed humps at SW Cameron Rd





Technical Feasibility Issues: Trees

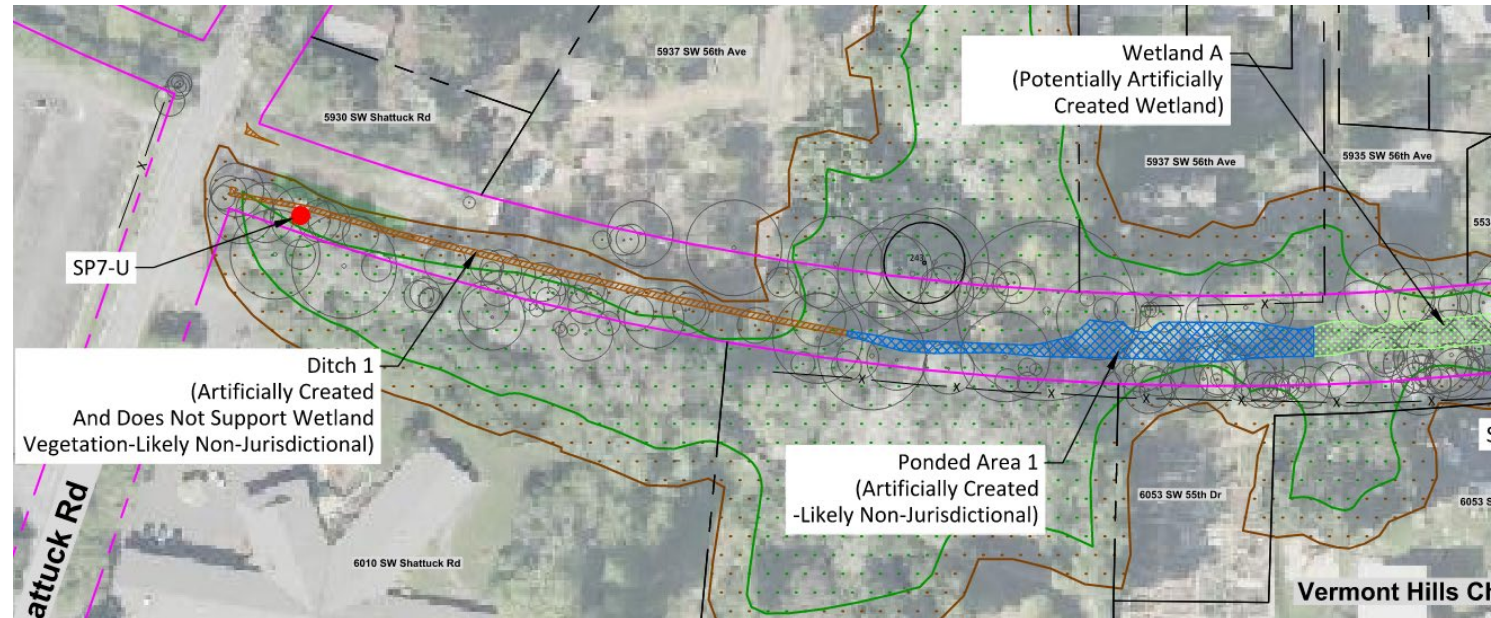


- 346 trees within project site
 - 220 classified as native
 - 98 classified as nuisance
 - 121 were identified as dead, critical, or in poor condition
- 34 native trees need to be removed



Technical Feasibility Issues: Environment

- 3 Poned Areas (likely artificially created)
- 1 Ditch (artificial)
- 6 Wetlands
 - 2 likely artificially created
 - 4 likely naturally-occurring





Technical Feasibility Issues: Stormwater

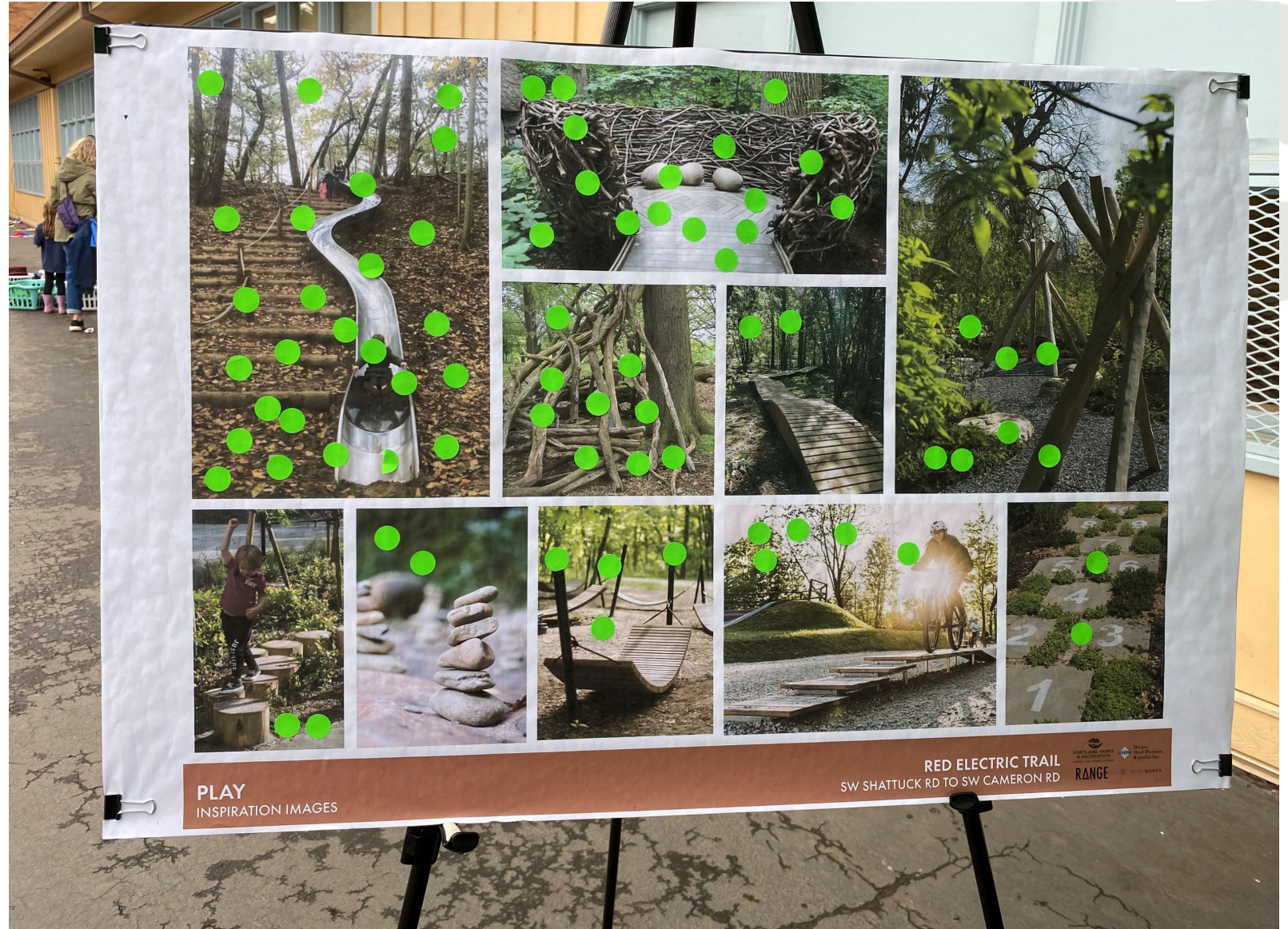
Existing System: Roadside ditches and drainage pipes, ultimately outfalling to Pendleton Creek, poor infiltration

Segment	Existing	Proposed Management
1: SW Shattuck to Park	Drainage ditch conveying water to system on SW Shattuck Rd	Conveyance Ditch as open earthen channel to rectangular lined stormwater basin to SW Shattuck system
2: Park	Inlets and perforated pipe under sports fields to underground storm system on SW 54 th Ave	No space for stormwater pond; Tree credits and offsite stormwater management fee
3 and 4: School / SW Fairvale Ct	No established system, flooding a result of heavy rains	Underground mechanical treatment and then detained in large underground pipes and slowly released through flow control structure to existing culvert under SW Fairvale Ct
5: SW Cameron	Crowned roadway with ditch on south side to underground pipe; north side to an inlet	Inlet placed on downstream side; water conveyed to water quality ditch to existing inlet



Next Steps

- Submit Wetland Delineation
- Publish Feasibility Report online
- Pursue additional funding for construction





PORTLAND PARKS & RECREATIONSM

Healthy Parks, Healthy Portland

Thank you!

Lora Lillard she/her/hers

Capital Project Manager

Portland Parks & Recreation

Lora.Lillard@portlandoregon.gov



Trolley Trail Safety Audit and Trail Etiquette Signs

Metro Quarterly Trails Forum
July 10, 2024



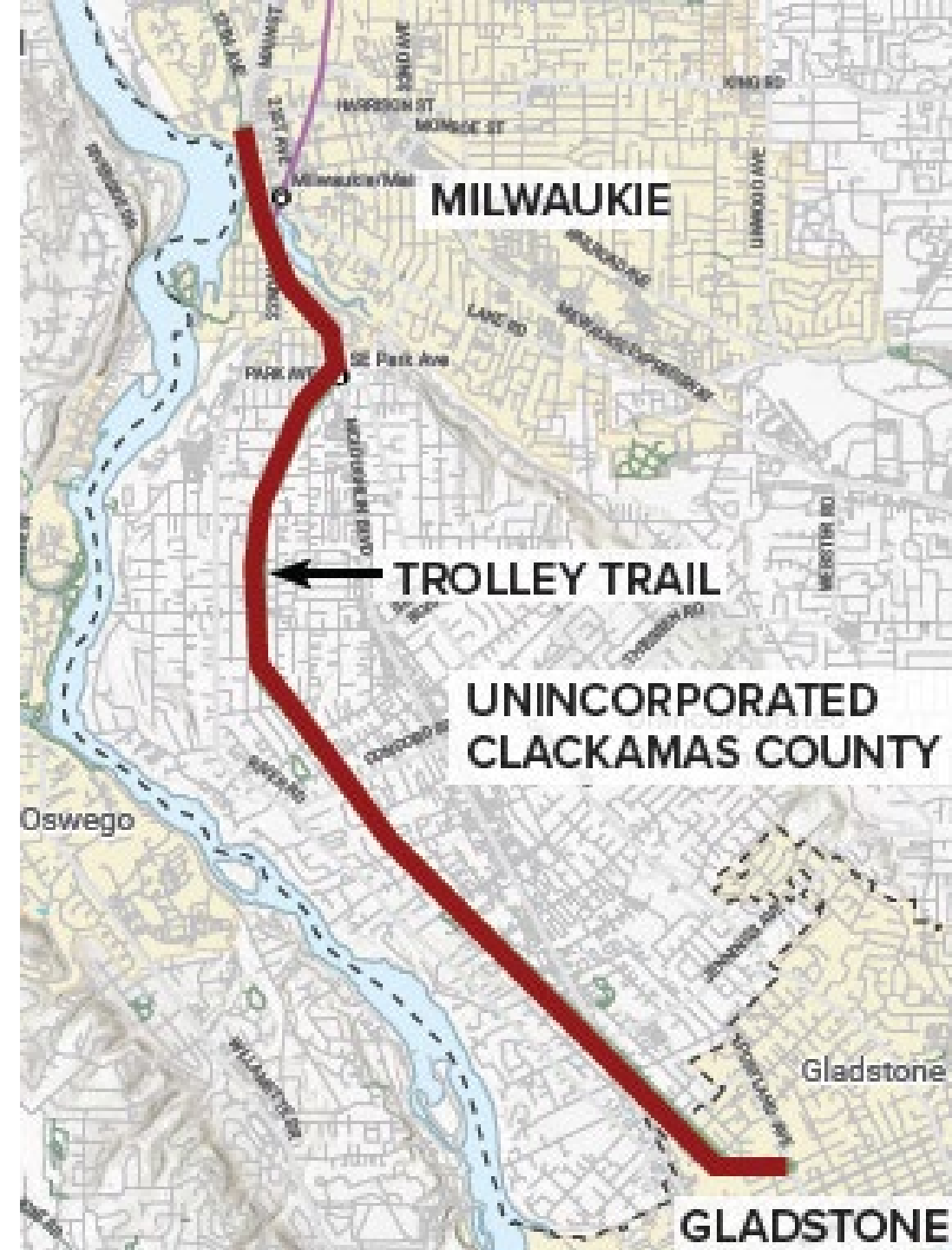
What we will cover

- Background
- Key objectives
- Safety audit process
- Key findings
- Recommendations
- Trail etiquette signage



Background

- 6-mile multi-use trail
- Purchased in 2001, developed in 2012
- Safety Audit evaluates the Trolley Trail from Milwaukie to Gladstone



Key objectives

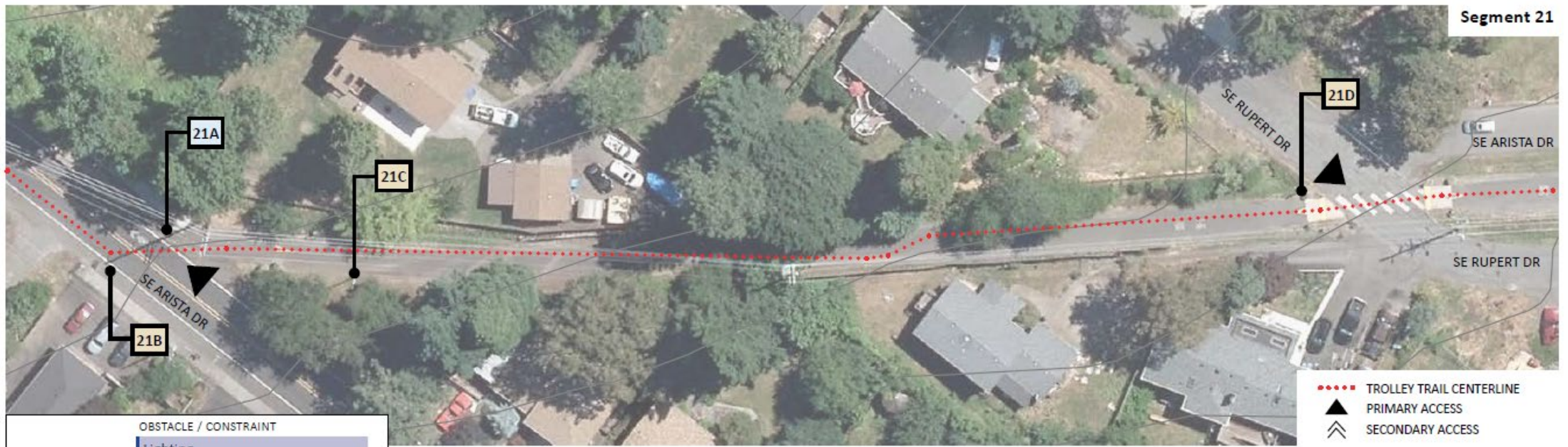
- Looking for perceived issues and providing recommendations
- Assessing functionality
- Identifying health and safety issues
- Gauging how the trail compares to other regional trails



Safety audit process

- Alta staff conducted two site assessments:
 - Field Visit #1:** Trail Conditions
 - Field Visit #2:** User Experience

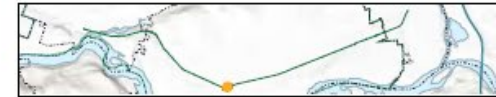




	OBSTACLE / CONSTRAINT
VISIBILITY	Lighting
	Vegetation
	Slopes
	Traffic Speed
SURFACE CONDITIONS	Materials
	Drainage
	Leaf Litter
	Cracks
	Tree Roots / Shade
SIGNAGE	Manhole
	Message
	Placement
	Lack of Signage
STRIPING	Graffiti
	Placement
	Lack of Striping
ADJACENT LAND USE	Faded
	Industrial
	Heavy Machinery / Noises
	Odors
	Camping
	Parking Lots

SEGMENT 21 TRAIL CONDITION ASSESSMENT

ISSUE	RECOMMENDATION
21A Sharp turn off Trolley Trail onto Arista Drive and manhole is not level	
21B Bike turn signage unclear	Improve signage for bike turning
21C Etiquette sign posted too high	Reposition etiquette sign lower
21D Trail crossing sign facing incorrect direction	Downward diagonal facing arrow should be reserved to point to crosswalk



Key findings

Signage



Striping



Surface conditions



Key findings

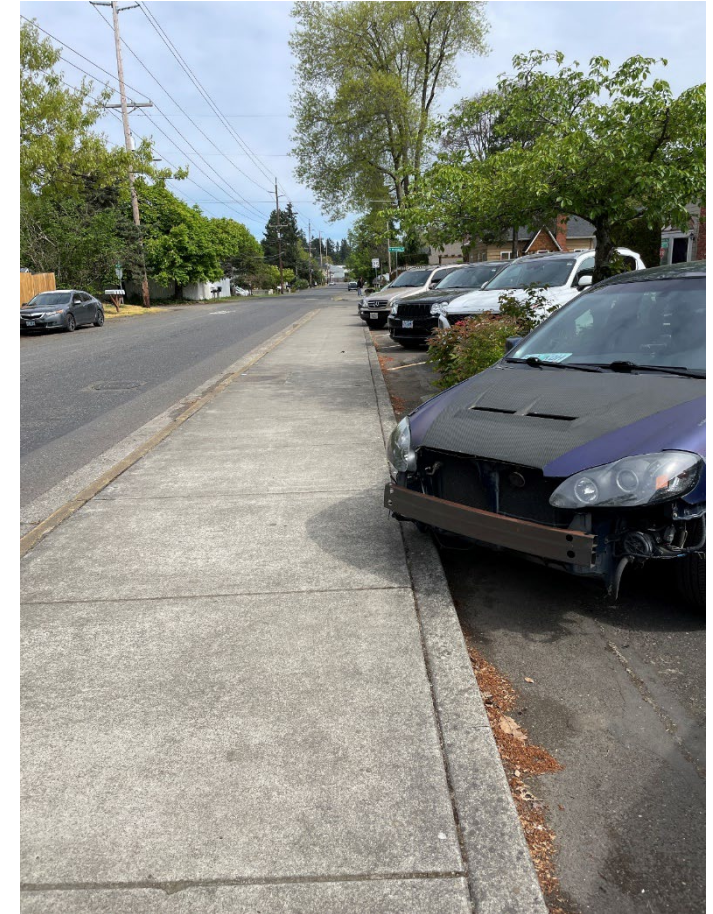
Visibility issues



Adjacent land uses



Miscellaneous



Corridor-wide observations

Key findings

- The bollard and basalt trailhead markers are effective at forcing trail users to recognize and slow down at intersections
- Noise pollution generated from McLoughlin Blvd.
- Some scooters/e-bikes moved through the corridor at high speeds
- Trail users generally self-regulate speed, share the path, and slow down to pass



Toolkit of potential solutions

Signage:

Enhance wayfinding signage to promote safety and help trail users to navigate the corridor

Striping and pavement markings:

Improve safety and promote a pleasant user experience

Maintenance and operations:

Trail improvements that will improve safety and user experience

Safety campaign:

Safety campaign will address trail users' behavior and promote safety

Surface treatments:

Improve the conditions of the trail surface enhancing safety and user experience





PRIORITY RECOMMENDATIONS (SEE MAP) RESPONSIBLE AGENCY

	PRIORITY RECOMMENDATIONS (SEE MAP)	RESPONSIBLE AGENCY
1	Improve wayfinding signage for bicyclist to navigate trail	NCPRD
5	Level surface around manhole	Clackamas County
3	Post more prominent trail etiquette sign	NCPRD
5	Add "SLOW DOWN" pavement marking for northbound trail users turning onto Arista Dr	Clackamas County
2	Trail crossing sign facing incorrect direction: Downward diagonal facing arrow should be reversed to point to crosswalk	NCPRD



RECOMMENDATIONS TOOLKIT: List of Corridor-Wide Priority Solutions

Signage

- 1 WAYFINDING SIGNAGE
- 2 STOP SIGNS
- 3 TRAIL ETIQUETTE SIGNAGE
- 4 PEDESTRIAN CROSSING SIGNAGE

Striping & Pavement Markings

- 1 STRIPING
- 2 ADD SHARED LANE MARKINGS
- 3 ADD / UPDATE CROSSWALKS
- 4 ADD GREEN PAINT BIKE FACILITIES
- 5 ADD PAVEMENT MARKINGS
- 6 REPAINT / REFRESH PAINT

Safety Campaign

- 1 SAFETY CAMPAIGN

Maintenance & Operations

- 1 TRIM VEGETATION
- 2 REPAIR, RELOCATE, & REPLACE SIGNS
- 3 REMOVE GRAFFITI
- 4 ADD, REPAIR, & REPLACE LIGHTING
- 5 MAINTAIN LEVEL TRAIL SURFACE
- 6 INCREASE TRAIL USER CROSSING TIME AT SIGNALLED INTERSECTIONS
- 7 REMOVE DEBRIS
- 8 MAINTAIN SHOULDER
- 9 ADD LANDSCAPE BUFFER

Surface Treatments

- 1 WIDEN TRAIL
- 2 ADD ADA COMPLIANT CURB RAMPS
- 3 ADD SAFETY BARRIER
- 4 PEDESTRIAN REFUGE ISLAND
- 5 BOLLARDS
- 6 ADD SPEED HUMPS
- 7 ADD REFLECTORS
- 8 ADD CURB STOPS

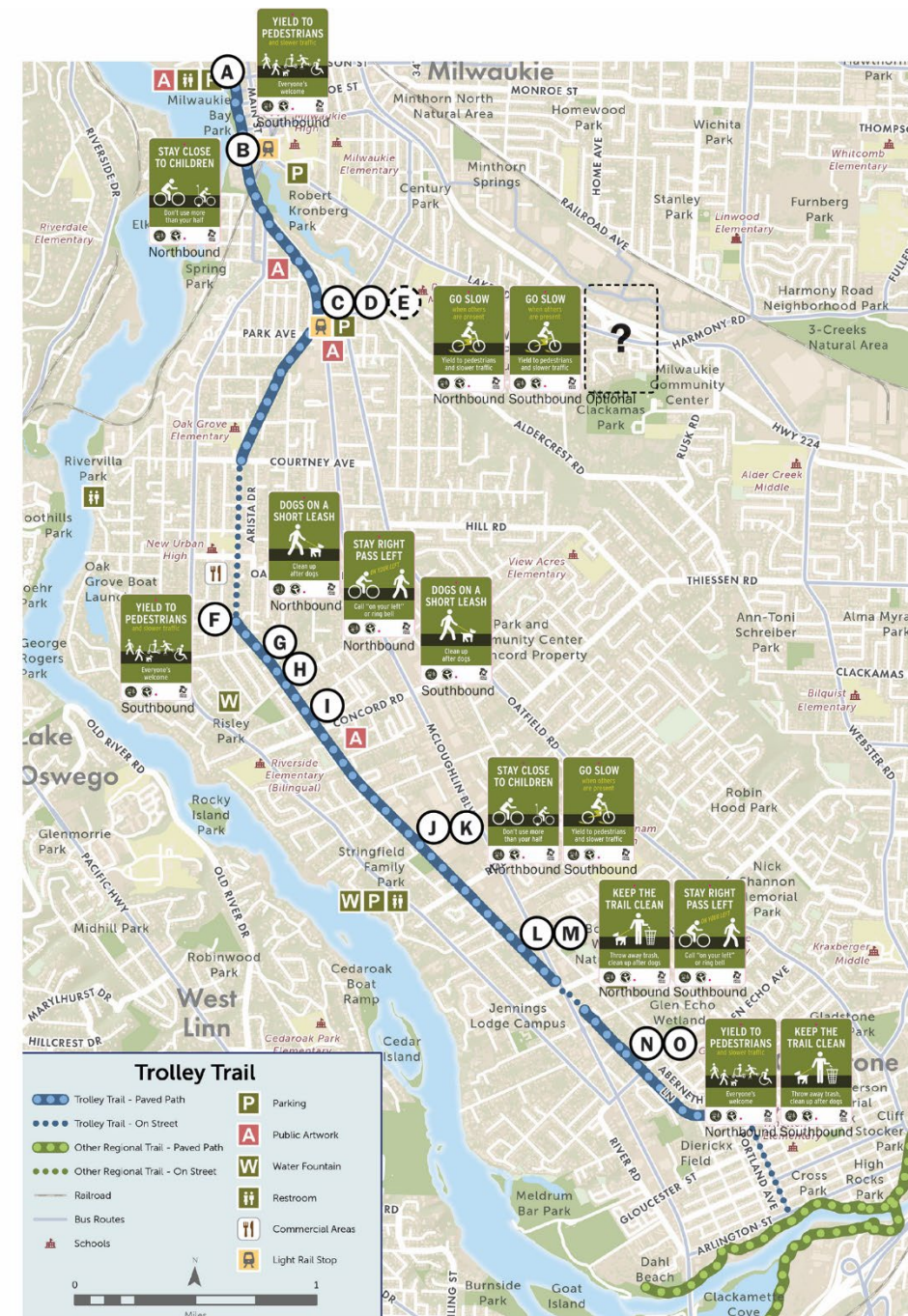
Safety campaign

- Promoting safe speeds and improved user behavior



Trail etiquette signs

- NCPRD is following the recommendations in the 2023 Safety Audit for an immediate small-scale safety campaign on the Trolley Trail.
 - Promote key safety messages to encourage trail users to share the path and maintain a safe and comfortable experience for everyone.
 - Place safety messages along sections where trail conflicts are observed or reported.



KEEP THE TRAIL CLEAN



Throw away trash,
clean up after dogs



YIELD TO PEDESTRIANS and slower traffic



Everyone's
welcome



STAY RIGHT PASS LEFT



Call "on your left"
or ring bell



DOGS ON A SHORT LEASH



Clean up
after dogs



GO SLOW when others are present



Yield to pedestrians
and slower traffic



STAY CLOSE TO CHILDREN



Don't use more
than your half



Thank you

<https://ncprd.com/parks/trolley-trail>



Coalition of Regional Trail Initiatives

St. Louis 2024





Great Rivers Greenway



Highlights:

- **Brickline Greenway**
- **Arch Grounds/ Riverfront Highway Cap**
- **Katy Trail**



**BRICKLINE
GREENWAY**







Brickline Greenway is a major public-private partnership with an anticipated total cost of \$245 million.

\$18 million will come from Great Rivers Greenway, which is funded through local sales tax dollars from a vote of the people. \$75 million will come from other public funding sources, such as federal or state funds. \$152 million will be raised from private, philanthropic donors.

As of Spring 2024, still in the early stages of planning and design and before a fundraising campaign has even launched, the ambitious goal is nearly 46% funded:

- 100% of the local public investment is in place;
- 71% of the federal/state investment is secured;
- 28% of the philanthropic funding is already pledged or donated.

VIEW FROM ST LOUIS AVE LOOKING NORTH - EXISTING



BRICKLINE NEAR BOYS & GIRLS CLUB







MARKET STREET AREA NEXT SITE FOR SLUM CLEARANCE, INDUSTRIAL REDEVELOPMENT IS MAJOR PURPOSE

Area Marked for Redevelopment



—By Lloyd Spashower, Post-Dispatch Photographer.
Aerial view of area between Grand boulevard, Twentieth street, Olive street and Mill Creek Valley (outlined in white), which the city has marked for redevelopment. Looking eastward, Union Station is at top left, railroad yards at right. Tall structure in left foreground is Continental Building on Olive near Grand. Cleared ground in center of redevelopment area is playgrounds of Vashon Community Center, Vashon High School and Waring School, which may serve as nucleus for residential redevelopment with tall apartment buildings.

SECTION BOUNDED BY GRAND, OLIVE, 20TH STREET AND RAILROAD YARDS

Rehabilitation May Include Erection of Apartments, Educational Buildings — 5-Year Project.

By HARRY WILENSKY
Of the Post-Dispatch Staff.

The area bounded by Twentieth street, Grand boulevard, Olive street and the Mill Creek Valley railroad yards has been selected as the next section to be redeveloped in the city's slum clearance program, Mayor Raymond R. Tucker announced yesterday.

The Land Clearance for Redevelopment Authority intends to clear large tracts in this district, designated as the Market street area, to provide room for business and industrial expansion.

“Maybe it’s a slum to you. It wasn’t a slum to me.”
— Gwen M.

Newspaper Headline, 1954

Image Credit: St. Louis Post-Dispatch

THIS MONUMENT STANDS IN REMEMBRANCE OF THE GREAT PEOPLE OF THE
MILL CREEK VALLEY. THESE PILLARS ARE PORTALS TO A TIME AND PLACE THAT
IS GONE. YET THE LEGACY OF THESE DISPLACED BLACK FAMILIES CANNOT BE
FORGOTTEN, BUILT OVER, OR MOVED ASIDE. THEIR COLLECTIVE MEMORIES,
STORIES, AND CONTRIBUTIONS TO THE NARRATIVE OF ST. LOUIS LIVE ON.

DAMON DAVIS, ARTIST
PILLARS OF THE VALLEY • 2023







Mattie Anderson, 42, Housework Day Worker
Charles Austin, 61, Building Construction Laborer
Lizzie Bahl, 85
Myrtle Benson, 31, Homemaker
Charles Benson, 7
Maurice Benson, 6
John Bouzas, 44, Café Operator
Louis Bouzas, 45, Café Operator
Magnolia Byers, 26
Charles Brim, 18
Charles Brim, 17
Maggie Brown, 65, Private Home Laundress
Herman Brown, 56, Tavern Musician
Anna Mae Edwards, 31, Home Maid
Annie Edwards, 36, Private Home Maid
William Edwards, 43, WPA. River Project Laborer
Ruby Houston, 40, Homemaker
Harrison Hawkins, 48, Railroad Porter
J.B. Houston, 36, Dining Car Cook
Charles King, 89
Nathan Johnson, 17
Anna Jones, 58, Hotel Maid
Albert Keesee, 72
Isabella McIntosh, 68
Ruby McDaniels, 12
Leroy McDaniels, 4
Frank McDave, 27, Piano Tavern Musician
Noah Neal, 25, Private Home Cook
Birdie Nance, 42, Homemaker
Bertha Neal, 19, Homemaker
James Rhodes, 41, Barber Shop Owner
Ed Pryor, 32, Tavern Porter
Gillie Pryor, 25, Homemaker
Robert Thomas, 18, Daily Paper Boy
Terry, 23, Hotel Maid
Maude Thomas, 39, Dress Seamstress
Charles Wofford, 8
Louise Wofford, 10
Mildred Wofford, 5
Van Wofford, 44
And Countless Others

EQUITY + ECONOMIC IMPACT DIRECTOR

EQUITY AND ECONOMIC WORKING GROUP GOALS:

DESIGN, PLACEKEEPING + PLACEMAKING

Being respectful, celebrating current culture and utilizing a community driven design process to enhance what is currently present

STAY IN PLACE (ANTI-GENTRIFICATION TACTICS)

Supporting current residents (renters and homeowners) to not only remain, but to thrive and benefit from the new investment

BUSINESS OWNERSHIP & CAPITALIZATION

Encouraging new business creation and business expansion that leverage the new investment, while removing systemic and bureaucratic barriers to access to capital and talent

EQUITABLE DEVELOPMENT VISIONING + IMPLEMENTATION SUPPORT

Great Rivers Greenway should provide daily backbone support for the Brickline Greenway to spur development and investments to the benefit of existing neighborhood stakeholders in coordination with City of St. Louis and other nonprofit organizations

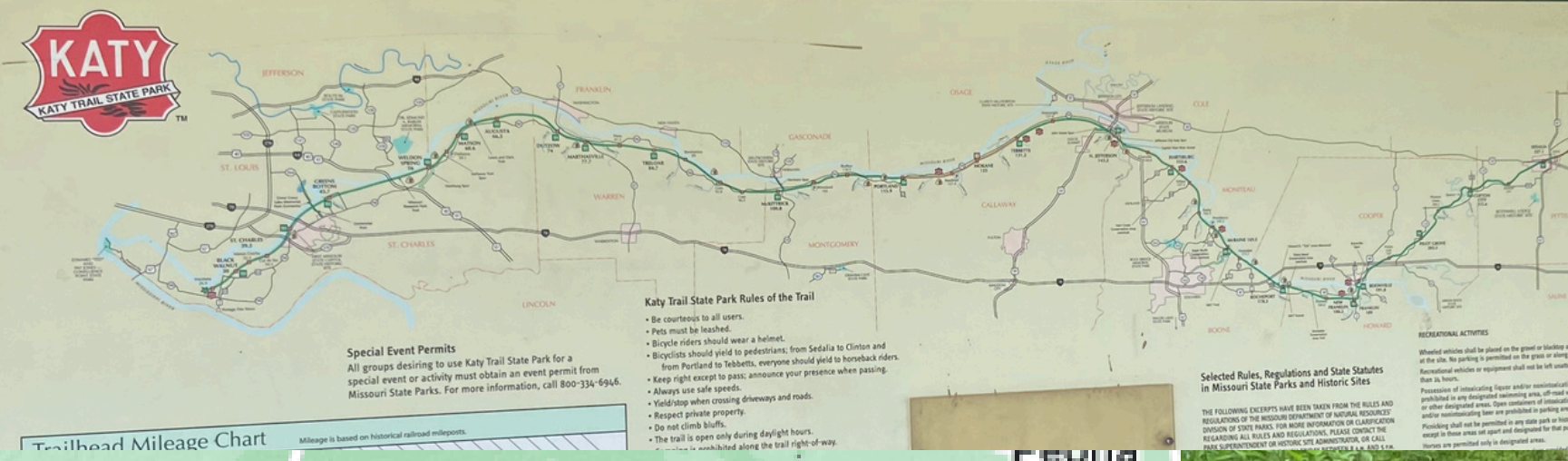








Katy Trail State Park



KATY
KATY TRAIL STATE PARK

Katy Trail State Park Rules of the Trail

- Be courteous to all users.
- Pets must be leashed.
- Bicycle riders should wear a helmet.
- Bicyclists should yield to pedestrians, from Sedalia to Clinton and from Portland to Tebbets, everyone should yield to horseback riders.
- Keep right except to pass; announce your presence when passing.
- Always use safe speeds.
- Yield/stop when crossing driveways and roads.
- Respect private property.
- Do not climb bluffs.
- The trail is open only during daylight hours.
- Trail use is prohibited along the trail right-of-way.

Special Event Permits
All groups desiring to use Katy Trail State Park for a special event or activity must obtain an event permit from Missouri State Parks. For more information, call 800-334-6946.

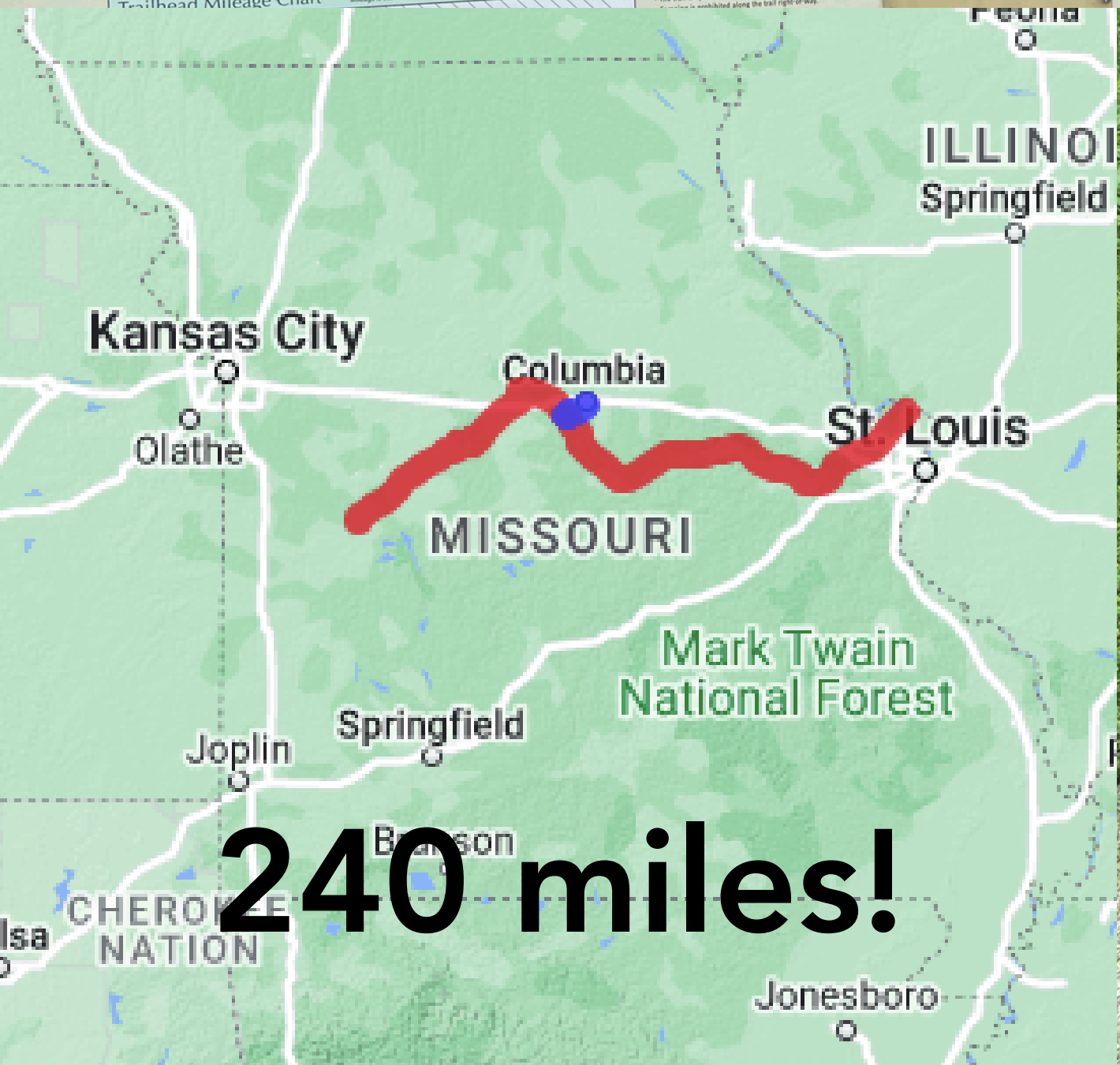
Selected Rules, Regulations and State Statutes in Missouri State Parks and Historic Sites

RECREATIONAL ACTIVITIES

Shaded vehicles shall be placed on the grass or bladed area at the site. No parking is permitted on the grass or bladed area. Recreational vehicles or equipment shall not be left unattended for more than 24 hours.

Prohibition of climbing paper and/or recreational equipment in any designated swimming area, off-road or other designated area. Open containers of alcohol and/or recreational equipment are prohibited in parking areas. No parking is permitted in any state park or historic site in these areas and equipment and equipment for the purpose are prohibited only in designated areas.

Trailhead Mileage Chart
Mileage is based on historical railroad mileposts.



ILLINOIS
Springfield

Kansas City

Olathe

Columbia

St. Louis

MISSOURI

Springfield

Mark Twain National Forest

Joplin

Bonson

240 miles!

Jonesboro

CHEROKEE NATION



Thank you!

Regional Trails Major Investment Strategy

Quarterly Trails Forum

July 10, 2024



Funding gap

\$1 billion in need. Metro bond provides \$40 million.

**regional
trail needs**



prioritization tool



**available
bond funds**



The power of a project list

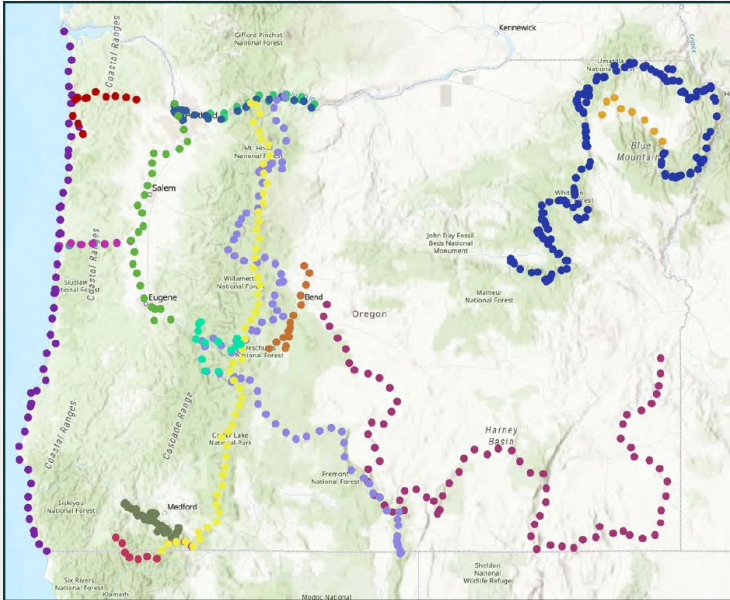
Federal budget bills include funding for 'signature trails,' Eagle Creek Staircase



[Jonathan Maus \(Publisher/Editor\)](#)

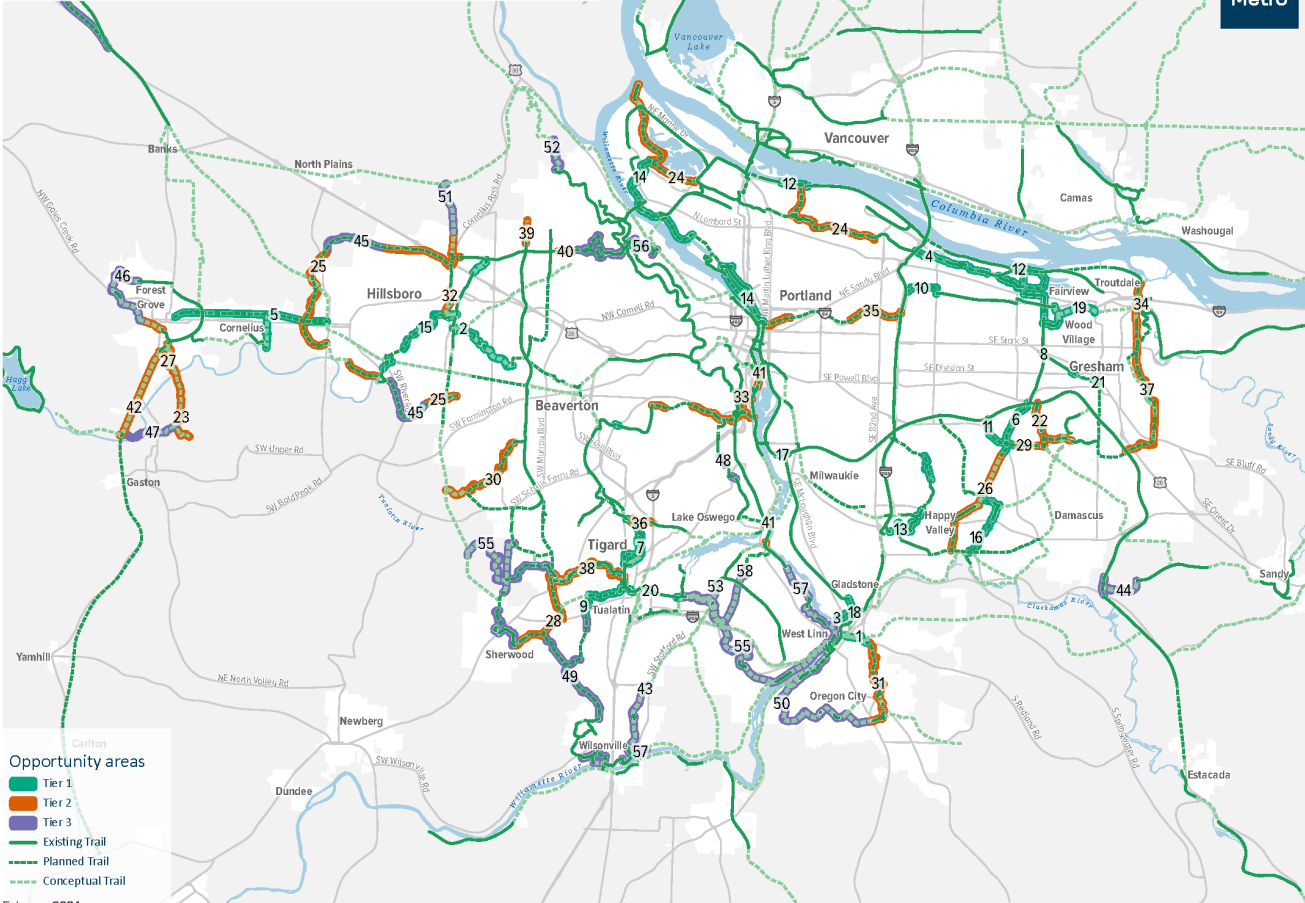
March 11, 2024

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Regional trails target areas

oregonmetro.gov



Opportunity areas

- Tier 1
- Tier 2
- Tier 3
- Existing Trail
- Planned Trail
- Conceptual Trail

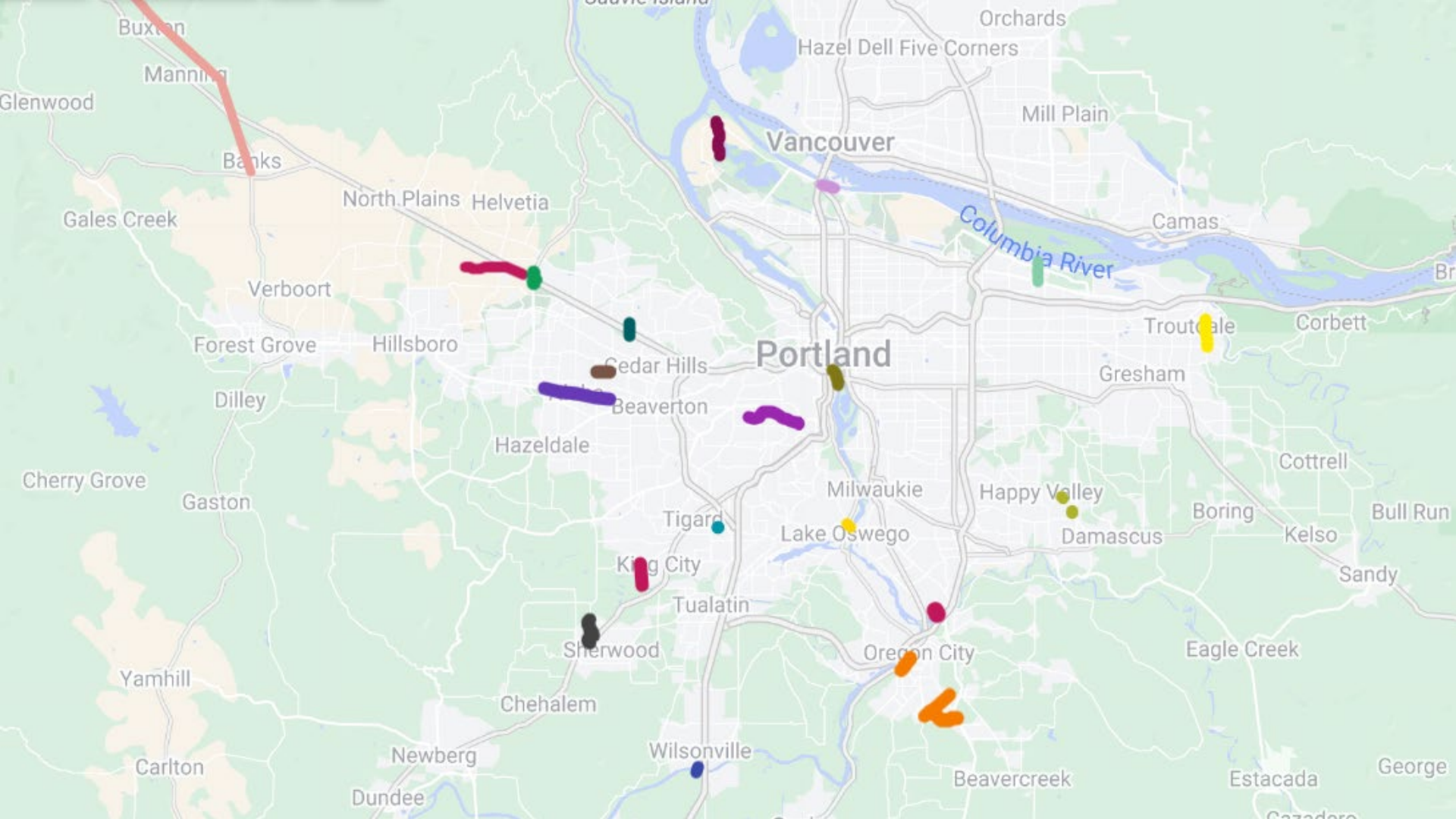
February 2024

	Opportunity Area	Trail 1	Trail 2	Trail 3	Local	Access	Transit	Comm	Transp	Gap
Tier 1										
1	Abernethy Creek Trail	2	3	4	4	5	1			
2	Beaverton Creek Trail	5	4	2	2	5	1			
3	Clackamas River Greenway	2	3	3	4	5	1			
4	Columbia Slough Trail	4	3	4	2	3	2			
5	Council Creek Trail	5	4	3	4	4	2			
6	East Buttes Powerline Trail	5	4	4	3	4	2			
7	Fanno Creek Trail	2	3	4	3	5	3			
8	Gresham-Fairview Trail	5	2	4	3	4	5			
9	Hedges Creek Trail	4	2	3	3	3	2			
10	I-84 Trail	5	1	5	3	5	4			
11	Kelley Creek Trail	5	3	3	2	5	2			
12	Marine Drive Trail	4	3	4	2	2	3			
13	Mount Scott Trail	5	4	3	3	2	4			
14	North Portland Greenway Trail	3	3	3	4	4	2			
15	Rock Creek Trail	5	3	2	2	4	2			
16	Scouters Mountain Trail	5	3	4	3	1	2			
17	Springwater Trail	3	1	3	4	5	5			
18	Trolley Trail	2	3	3	5	5	5			
19	Troutdale to Salish Ponds Trail	5	2	3	4	2	2			
20	Tualatin River Greenway	4	3	2	2	4	5			
21	Wy East Way Path	5	1	4	4	5	3			
Tier 2										
22	Butler Creek Greenway Trail	4	3	2	2	2	4			
23	Chahalem Ridgetop Trail	4	4	1	1	1	1			
24	Columbia Slough Trail	4	3	2	2	2	2			
25	Crescent Park Trail	4	3	2	1	2	1			
26	East Buttes Powerline Trail	5	1	2	1	3	2			
27	Gales Creek Trail	5	4	2	2	1	2			
28	Ice Age Tonquin Trail	3	2	4	2	4	2			
29	Kelley Creek-Sunshine Valley Trail	4	3	3	1	3	1			
30	McKernan Creek Trail	5	3	2	1	1	1			
31	Newell Creek Trail	2	2	3	1	4	1			
32	Oregon Electric Railway Trail	5	2	3	2	4	1			
33	Red Electric Trail	1	2	3	3	5	1			
34	Sandy River Greenway	4	3	2	2	1	3			
35	Sullivan's Gulch Trail	3	1	4	3	5	1			
36	Tigard To Lake Oswego Trail	2	1	4	2	5	3			
37	Troutdale to Gresham Trail	3	2	3	3	2	1			
38	Tualatin River Greenway	2	4	2	1	1	2			
39	Waterhouse Trail	5	3	1	2	1	3			
40	Westside Trail	4	2	2	2	3	2			
41	Willamette River Greenway	2	3	3	3	5	4			
42	Yamhelas Westsider Trail	5	4	3	1	1	1			
Tier 3										
43	Boeckman Creek Trail	2	1	3	1	1	1			
44	Cazadero and Tickle Creek Trails	2	4	1	1	1	1			
45	Crescent Park Trail	3	3	2	1	1	1			
46	Emerald Necklace Trail	2	3	2	1	1	2			
47	Hagg Lake Trail	1	4	1	1	1	1			
48	Hillsdale to Lake Oswego Trail	1	3	2	2	1	2			
49	Ice Age Tonquin Trail	1	3	3	1	2	2			
50	Oregon City Loop Trail	1	2	2	1	1	2			
51	Oregon Electric Railway Trail	4	1	3	1	1	1			
52	Pacific Greenway Trail	1	3	1	1	1	1			
53	Pecan Creek Trail	1	3	3	1	2	1			
54	Salmonberry Corridor Trail	1	3	3	1	1	1			
55	Tualatin River Greenway	2	4	2	1	1	1			
56	Westside Trail	4	2	1	1	2	2			
57	Willamette River Greenway	1	3	2	1	1	2			
58	Wilson Creek Trail	1	4	1	1	1	2			

Project summary

- 19 agencies
- 29 projects
- \$390 million funding need



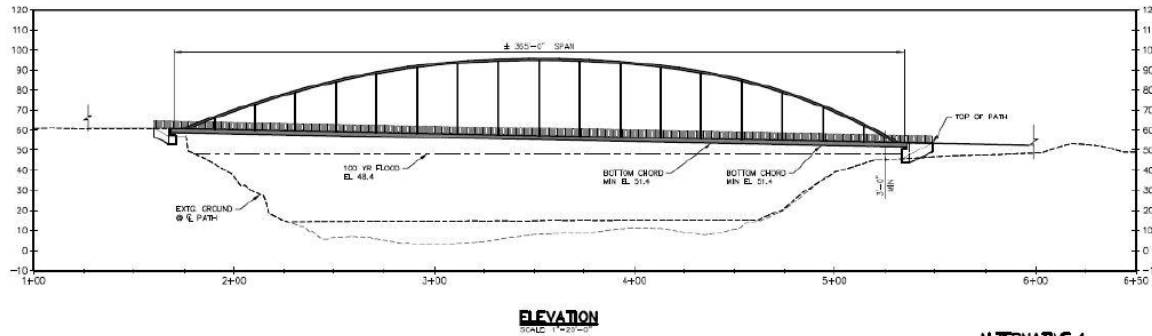
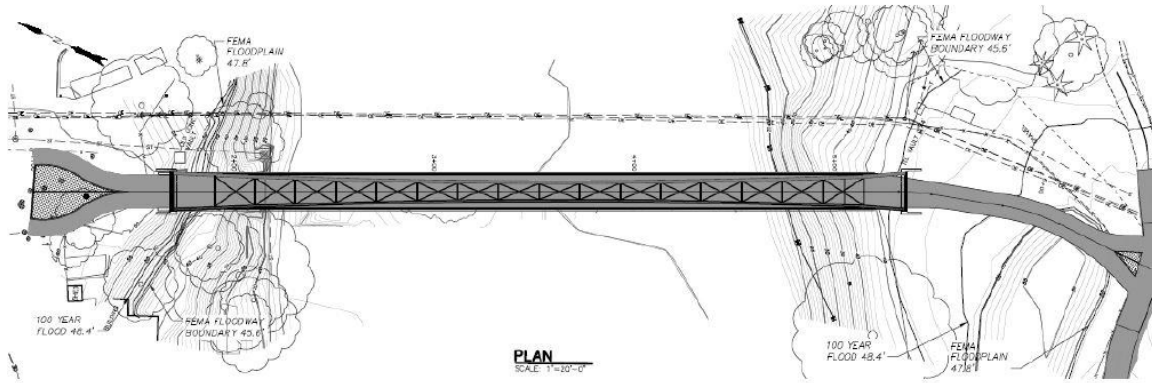




Example: Portland South Waterfront



Example: French Prairie Bridge



ALTERNATIVE 4



Example: Gladstone Trolley Trail Bridge



Process, next steps

June: cities nominated projects

July: finalizing list, producing factsheet

August: post list and factsheets to Metro website



oregonmetro.gov/trails

2028-2030 Regional Flexible Fund Allocation (RFFA) Step 2

Quarterly Trails Forum
July 11, 2024



Metro



What are Regional Flexible Funds?

- Federal transportation dollars allocated to each Metropolitan Planning Organization (MPO)
- Comprises of Surface Transportation Block Grant (STBG), Congestion Mitigation & Air Quality (CMAQ)
- ~5% of all transportation funding in region

2028-2030 Regional Flexible Fund Allocation (RFFA) Program Direction

Region's intent to target regional funds to achieve RTP priorities....



....and meet federal requirements

2028-2030 Regional Flexible Fund – Allocation Structure

Step 1 (debt service & programs)

- Project bonds repayment
- Regionwide program investments
- MPO, Corridor & System planning

Step 2 (local capital projects)

- Advance 2023 RTP Goals
- Topical & geographic investments
- Regional scale impact, readiness, leverage funds

Previous RFFA Trails Projects



Red Electric Trail – A previously RFFA awarded project.

Photo Courtesy of PBOT

- Beaverton Creek Trail
- Council Creek Trail
- I-205 Multiuse Path
- Red Electric Trail
- Trolley Trail
- 40-Mile Loop Trail



Call for projects - soon!

Application opens: September 6, 2024

Proposers' workshops:

- August 14
- September 4 and 12 (tentative)

Proposals due: November 15, 2024

New to Regional Flexible Funds Step 2: Letter of Intent & Assistance

Consultant support for reviewing and developing Step 2 project applications.

Pre-Application Window: August 12 – 23, 2024

- Letter of Intent to Apply required for Step 2
- Eligible agencies must request for application assistance during pre-application window
 - Eligible agencies list still being finalized



Schedule

Project Solicitation

Pre-application:
August 2024

Project call:
September 2024

Proposer's
workshop: August -
September 2024

Proposals due:
November 2024

Evaluation & Input

Outcome Evaluation,
Risk Assessment:
November 2024 -
February 2025

Public Comment:
March - April 2025

Deliberation & Decision

Coordinating
committee priorities:
May 2025

TPAC, JPACT: May –
July 2025

Metro Council to
adopt separately:
July 2025

Projected available funding

RFFA:

\$47-\$60 million

Investment priorities

Regional Transportation Plan

Equitable Transportation

Safe System

Climate Action and Resilience

Mobility Options

Thriving Economy

Funding details

Regional Flexible Funds

Source:	Federal	
Delivery agency:	Certified Agency or ODOT (if local agency not certified)	
Match:	10.27%	
Other:	Consistency/on Constrained RTP	Emissions analysis

Eligible active transportation facilities

Facility Type	Eligible
On-street bike/pedestrian facilities	Yes
Off-street paved trails	Yes
Natural surface trails	No
Water trail improvements	No

Eligible projects and phases

Projects	Eligible
25-27 RFFA Step 2 projects (ROW/Cons)	No
Phases	Eligible
Project development	Yes
ROW/Construction	Yes
ADA/accessibility improvements	Yes
Capital maintenance	No

Funding requests

	Minimum Thresholds	Typical
Project development	\$700,000	Up to \$1M
ROW/Construction	\$4M	\$2-6M



Competitive proposals should include:

- Strong alignment with regional investment priorities
- Clear and complete project scope, budget and plan
- Ability to navigate the federal aid process

Competitive proposals should include:

- Stakeholder support: public, other agencies
- Ability to leverage other investments or resources



Questions? Comments

Contact: Grace Cho

grace.cho@oregonmetro.gov

oregonmetro.gov/rffa



Metro

Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

oregonmetro.gov

July 10, 2024 Quarterly Trails Forum Meeting Chat

09:59:46 From Metro to Everyone:

For everyone joining us online, people are still arriving to the meeting space, so we'll get started in a few minutes! Thanks all for being here!

10:00:41 From The Note Taker to Everyone:

Hi, this is the Note Taker. This meeting is being recorded.

10:03:40 From Catherine Kudlick, she her to Everyone:

Not hearing audio.

10:10:03 From Metro Councilor Ashton Simpson, he|him, D1 to Everyone:

lscv@oregonmetro.gov

10:10:54 From Will Cortez | Metro Parks & Nature to Everyone:

a couple of Blue Lake Park's accessible fishing pier renovations include new railings at two different heights and new shelters to provide shade.

10:11:40 From Jessica Horning (she/they), Oregon Parks & Rec to Everyone:

Awesome! Thanks for the pic, Will!

10:11:47 From Kyra Haggart (she/her), Lake Oswego Parks & Recreation to Everyone:

Those look great!

10:12:00 From Tara Wilkinson (she/her), The Intertwine Alliance to Everyone:

Super awesome, Will!

10:12:20 From Alondra Vazquez Sierra to Everyone:

Awesome, Will!! Looks Great!!

10:20:10 From Debbie Timmins (She/Her) Access Recreation to Everyone:

acesstrails.org

10:20:53 From Glen Bolen, ODOT (he/him) to Everyone:

Is that URL typed correctly?

10:21:00 From Glen Bolen, ODOT (he/him) to Everyone:

It didn't work for me

10:21:11 From Robert to Everyone:

Catherine, you can contact me at Robert.spurlock@oregonmetro.gov

10:21:15 From Glen Bolen, ODOT (he/him) to Everyone:

OH, I missed the S

10:21:58 From Catherine Kudlick, she her to Everyone:

Cathy Kudlick (Friends of Mt. Tabor Park board) cjkudlick@gmail.com

10:22:02 From Metro to Everyone:

trails@oregonmetro.gov

is another email for feedback and contact information if you want to be added to the email alert list as well :)

10:22:35 From Robert to Everyone:

Thanks, Cathy! Incidentally, I live in the Mt. Tabor neighborhood, so maybe I'll connect with you outside of work.

10:24:21 From Glen Bolen, ODOT (he/him) to Everyone:

Quick beach tip - Canon Beach city hall offers free permits to drive on the beach for disabled people. The soft dry sand creates quite a barrier for those using mobility devices trying to reach the hard sand.

10:30:06 From Sarah Iannarone | The Street Trust (she/her) to Everyone:

Email: sarah@thestreettrust.org

TONIGHT! Parkrose Summer Nights :: Spanish Survey

<https://www.surveymonkey.com/r/JX6YQ6W>

English <https://www.surveymonkey.com/r/M8NQYBC>

10:33:28 From Sarah Iannarone | The Street Trust (she/her) to Everyone:

Move Oregon Forward Statewide Campaign INFO SHEET:

<https://docs.google.com/document/d/1JXDiA8TwBcvqCObtIHneZYm6iyEvLN08m0xdvHkx7rI/edit#heading=h.f3yyu2gfjzu1>

INTEREST FORM: https://docs.google.com/forms/d/e/1FAIpQLSeS4QxSxyJWvk-ZFScYf-HLLs5MuEjv0UadvZ5nmrAB_G2wQ/viewform

10:33:32 From Brett Sherman to Everyone:

Mel, everyone knows you!!!!

10:37:31 From Debbie Timmins (She/Her) Access Recreation to Everyone:

This is the article about Access Recreation that was in the Seattle Times.
https://edition.pagesuite.com/popovers/dynamic_article_popover.aspx?artguid=ecd76830-2468-4efd-b161-3a675ea29dfa&appcode=THE758&eguid=ccba0e6e-5c88-4074-8952-d070bf3b7190&pnum=48#

10:38:01 From Catherine Kudlick, she her to Everyone:

Replying to "This is the article ..."

Thank you!

10:40:36 From Mel Huie to Everyone:

Interested in the Olmsted Network Project? The 1903 Plan is still being implemented

Contact Mel Huie

quiora55@icloud.com

10:44:36 From Debbie Timmins (She/Her) Access Recreation to Everyone:

People with mobility issues who want to get on the sand at Oregon beaches can contact davidschair.org. They loan out track chairs throughout the Oregon Coast. Lincoln City and Seaside have mobi mats.

10:49:48 From Alondra Vazquez Sierra to Everyone:

Replying to "People with mobility..."

Thank you!!

11:04:50 From Lorena Carrillo, El Progrma Hispano to Everyone:

<https://elprograma.org/event/2024-viva-la-vida-walkathon/>

11:10:28 From Alondra Vazquez Sierra to Everyone:

Our email for anyone that wants to connect:

11:10:32 From Alondra Vazquez Sierra to Everyone:

communications@elprograma.org

11:10:52 From Robert to Everyone:

Thank you, Alondra and Lorena.

11:23:25 From Robert to Everyone:

Such an awesome project, Lora!! Nice job. Thank you for presenting.

11:24:26 From Lora Lillard (she/her), PP&R Capital Project Manager to Everyone:

Yes, thank you! Lots of good information - we plan to publish the feasibility report this summer. Stay tuned.

11:24:59 From Robert to Everyone:

Replying to "Yes, thank you! Lot..."



11:26:04 From Glen Bolen, ODOT (he/him) to Everyone:

Replying to "People with mobility..."

Debbie - thanks I didn't know that!

11:35:01 From Debbie Timmins (She/Her) Access Recreation to Everyone:

Replying to "People with mobility..."

For ideas you can message me at ridecowgirlsride@gmail.com

11:35:27 From Sarah Iannarone | The Street Trust (she/her) to Everyone:

These are great!

11:35:51 From Bruce Barbarasch, he/him, THPRD to Everyone:

Looks really useful. Clean images, simple text. Nice.

11:35:52 From Catherine Kudlick, she her to Everyone:

Are there any signs depicting wheelchairs or canes?

11:36:16 From Layne Wyse (he/him) - Parks & Nature to Everyone:

Thank you for this presentation, Alex! I want to acknowledge City of Eugene for generously sharing their trail etiquette sign designs that we were able to lightly adapt to match Intertwine design guidelines.

11:36:16 From Robert to Everyone:

Metro has a few dozen of these signs that we would like to give away to any park/trail agencies who would like them.

11:37:07 From Layne Wyse (he/him) - Parks & Nature to Everyone:

Link to Eugene's website: <https://www.eugene-or.gov/4890/Path-Etiquette#:~:text=Paths%20are%20for%20everyone%20%E2%80%94%20show,and%20pass%20on%20the%20left.>

11:37:59 From Robert to Everyone:

If you are with an agency that owns/manages a regional trail, let me know if you'd like some of these new trail etiquette signs.

11:39:27 From Carine Arendes (Carina, she/her) to Everyone:

Replying to "Are there any signs ..."

Great question! Looked like the Yield to Pedestrians pictured a wheelchair user

11:43:03 From Steve to Everyone:

Replying to "If you are with an a..."

I'll check with Laurie DeVos to see if we could use some.

11:45:08 From Catherine Kudlick, she her to Everyone:

Replying to "Are there any signs ..."

Ah thanks. I hope they show up regularly. :)

11:50:12 From Glen Bolen, ODOT (he/him) to Everyone:

eek, snake

11:57:03 From Catherine Kudlick, she her to Everyone:

Does anyone know if this cycle will happen next year (2025) as well?

11:57:35 From Glen Bolen, ODOT (he/him) to Everyone:

Replying to "Does anyone know if ..."

No, I think its a three year cycle

11:57:44 From Robert to Everyone:

It will not happen in 2025. It happens on a three-year cycle.

11:57:55 From Robert to Everyone:

so 2027 will be the next round.

11:57:58 From Catherine Kudlick, she her to Everyone:

Replying to "Does anyone know if ..."

Thanks.

12:07:00 From Jessica Horning (she/they), Oregon Parks & Rec to Everyone:

Thanks!