Memorandum

Date: **November 1, 2013**

To: **John Kovash, Mayor**
Members, West Linn City Council

From: **Chris Jordan, City Manager**

Subject: **November 4 Special Meeting and Work Session**

On November 2, Council will hold a Special Meeting and Work Session beginning at 6:00 p.m. in Council Chambers. Agenda Items include:

- **Business from the City Council – STOP LOT v. City of West Linn (Circuit Court)**
  The plaintiffs have offered to dismiss the case on the one condition that the City agrees not to seek recovery of its legal fees and expenses. The City Council needs to consider and vote on this matter.

- **Oregon Solutions Presentation**
  Oregon Solutions works with state and regional agencies to assist in coordination and problem solving among the agencies involved. Bobby Lee from Oregon Solutions will provide a presentation.

- **Trials Master Plan**
  Adoption of the Trails Master Plan is on the City Council's 2013 goals list and is slated for a public hearing for the Council in December. The Plan has received endorsements from the Parks and Recreation Advisory Board, the Planning Commission, and the Transportation Advisory Board. Rather than wait until December for the work session, staff wanted the opportunity to present the plan to the Council early and receive Council feedback to better prepare for the hearing. Attached is a memorandum from Parks and Recreation Director Ken Worcester discussing the Plan and the process it has taken to get it to the Council.

- **Transportation System Plan**
  The City has been awarded a grant of $140,000 to assist in developing a new Transportation System Plan that complies with the Regional Transportation Plan. Associate Planner Zach Pelz will provide a brief update on the project and a schedule for how we intend to proceed.

- **2014 Public Opinion Survey**
  As previously noted, staff believes that the biennial community public opinion survey should be delayed by one year so that the timing coincides with the election of new councilors and the development of the biennial budget. However, staff believes that the City would benefit from a public opinion survey this year regarding city communications and citizen engagement. Assistant City Manager Kirsten Wyatt will outline staff's plans for this survey and request feedback from the Council.

Attachment

To: Mayor Kovash and the West Linn City Council

From: Ken Worcester, Parks and Recreation Director

Re: Draft 2013 West Linn Trails Plan

Date: October 31, 2013

Background:
As an indentified action measure in Goal 8: Parks and Recreation, in the City of West Linn Comprehensive Plan, with City Council approval, City Staff and the Parks and Recreation Advisory Board (Parks Board) launched the process to develop a City-wide Comprehensive Trails System Master Plan (TMP) in December of 2009.

After about 18 months of extensive public outreach, public comment, and plan development, a draft TMP was sent to the Planning Commission for further review and public comment during the summer of 2011.

The TMP comes at a time when the Parks Master Plan has been significantly completed and meets the goal of providing a park or recreation facility within walking distance of every home in West Linn. The trick now is to design and establish means or routes for people to actually walk to these facilities as well as the other public and commercial areas available within the City.

This long range (50 year) planning level document is designed to be an extension of the Park Master Plan and the Comprehensive Plan, developed and updated over the past 26 years. As such, most of these Trails have been in the Park Master Plan and hence the Comprehensive Plan since 1987.

Highlights of the draft plan include definitions, a description of the public involvement process, existing conditions and trail inventory, key findings, extensive mapping, and eventually plan recommendations.

The TMP recommendations include a three tier route classification system of on and off-street routes consisting of Primary, Secondary, and Local routes. These routes correlate to plan maps and tables. Finally, the plan includes design standards, implementation strategies, and further processes.

The on-street route analysis basically proposes way-finding techniques and other treatments and connections to reflect a system of 44.6 miles of on–street routes. Most of this work will shift into and be carried out in the City's Transportation System Plan (TSP) update.

The off-street routes proposed in the TMP total 17.3 miles of varying degrees of new trails to be combined with the existing 25.5 miles of trails

Public comment at the 2011 Planning Commission hearings on the Draft 2011 TMP revealed three "pinch points" (I-205 Trail, Tualatin River Trail, and the Willamette River Trail) in the draft plan, so the Planning Commission asked Staff and the Parks Board to take the TMP back for further refinement.

Subsequently, the City Council asked the City's Transportation Advisory Board (TAB) to also review and assist with the plan. The Parks Board formed three sub-committees with the local neighbors of each of the three pinch points and attempted to work out resolutions to all the concerns aired at the hearings.

When that work was completed this past summer, the Parks Board jointly hosted a Public open house style meeting with the TAB on July 23, 2013, in the City Council Chambers at City Hall. The purpose of this joint meeting was to re-launch the TMP to the community with the proposed revisions and then take public testimony on those revisions. The goal was to see if the revisions to the plan resolved the major concerns that arose during the Commission Hearings.

Revisions centered on the I-205 Trail alignment generally consisted of:

- We have moved the preferred route as much as 900 feet to the South, and lowering it as much as 225 ft. in elevation rendering it invisible from Barrington Drive, Imperial Drive, or Riverknoll Way.
- Likewise, the houses on those streets cannot be seen from the trail.
- The proposed route closer to the freeway basically avoids any of the areas neighbors identified as potential valuable habitat.
- The trail will be designed utilizing the current wildfire defensible space guidelines and recommendations and standards in place.
- The proposed trail will also serve as a fire break and/or fire suppression access in the event of a fire.
- We have, and will continue to, engage in a ladder fuels reduction programs in areas outside of the proposed trail on the ODOT property.
- Further discussion under the implementation section provides additional safeguards to ensure adequate public involvement prior to design, land use, and eventual construction of any new trail.

Revisions centered on the Tualatin River Greenway Trail generally consist of:

- We have removed the primary route along the Tualatin River Greenway not currently built or in Public Parks from the maps.
- In the small amount of text describing the Tualatin River Greenway Trail, the trail will be referred to as a secondary route, and will be described as a combination of on-street/off-street routes.
- There is discussion about the possibility of adding kiosks for renting kayaks via a smart phone application for those who would prefer to travel on river as opposed to on street to get around the non-park areas.
- A statement is included regarding the acquisition of any private property for trail easements or right-of-way will be based on negotiations with willing sellers.

Revisions centered on the Willamette River Greenway Trail generally consist of:

- We have removed the primary route along the Willamette River Greenway below Willamette Falls not currently built or in Public Parks from the maps.
- In the small amount of text describing the Willamette River Greenway Trail, the trail will be referred to as a secondary route, and will be described as a combination of on-street/off-street and on-river routes.

- There is discussion about the possibility of adding kiosks for renting kayaks via a smart phone application for those who would prefer to travel on river as opposed to on street to get around the non park areas.

General revisions and edits to the plan maps include:

- The Plan Maps were revised to reflect the comments above and to better delineate the on-street/off-street routes.
- A new map added to include those routes identified as "Safe Routes to Schools" by the West Linn-Wilsonville School District.
- The deletion of a trail connection off Rosemont Drive to Marylhurst Circle.
- The addition of a trail connection from Maddax Woods Park to the West Linn Public Library.

Further Edits and Refinements to the plan text include:

- Those made to reflect the comments above.
- A bit more on the process, outreach, etc.
- A statement including the Transportation Advisory Board in the process.
- A statement acknowledging that safety is as much of a value for trail users as it is for trail neighbors.
- A statement of assurance that the West Linn Police Department will respond to any call generated on or off of a trail.
- A statement endorsing the "Safe Routes to Schools."
- A statement that final trail alignment, configuration, and design will come as trails or trail segments come up for development which could happen years down the road if at all.
- A change in dates throughout to acknowledge the current year.
- Statements describing the trail costs and funding to more accurately reflect the reality of trail construction in West Linn, e.g. volunteers, trails as part of other projects, and routes developed only by the addition of signage and markings

Updates to the plan tables:

- Those necessary to compliment the other revisions, e.g. the revision of on-street vs. off-street trails etc.

Outreach for this phase of the TMP Process and Notice of this Open House meeting included:

- City Council Meeting – Announcement July 15, 2013
- Paid Advertisement West Linn Tidings – July 18,2013
- Paid Advertisement Oregonian – July 19,2013
- Press Release westlinnoregon.gov
- Press Release oregonlive.com
- Web Page – westlinnoregon.gov
- City Calendar Item westlinnoregon.gov
- Email newsletter – July 17, 2013
- Home Page Promotion westlinnoregon.gov
- Facebook post #1 – July 18, 2013
- Twitter tweet #1 - July, 18, 2013
- Facebook post #2 – July 22, 2013
- Twitter tweet #2 – July 22, 2013

- Facebook post #3 – July 23, 2013
- Twitter tweet #3 – July 23, 2013

Staff have also sent out letters, either by e-mail or US mail, to everyone on record as having testified before the Planning Commission regarding the TMP. In that letter, we tried to identify all of the proposed revisions to the TMP specific to the concerns of each person that testified and also extended an invitation to come to the meeting on July 23rd to learn further about the revisions and provide comment.

As a result of those meetings, we believed we completely resolved the issues centered on the two river oriented pinch points.

We did not feel we were as successful resolving all of the neighbor's concerns with the I-205 Trail, but the recent recommendation of approval by the Planning Commission includes additional language and safeguards that should be satisfactory to all, unless their position is that the only resolution is no trail. Other testimony relevant to the I-205 Trail commented that the connectivity was important and that the trail itself would serve as a fire break and as fire suppression access, in the event of a fire.

Given all the input received and changes made, the Parks and Recreation Advisory Board, the Transportation Advisory Board, and the Planning Commission have all passed motions recommending the City Council adopt the new version of the Trails Master Plan.

Subsequently, both the Sunset Neighborhood Association and the Willamette Neighborhood Association, two of the neighborhoods that would benefit directly by this connection, passed motions in support of the most recent I–205 Trail conceptual alignment.

Recommendation;
It is my recommendation that the City Council also pass a motion approving and adopting the 2013 City of West Linn Trails Master Plan.

City of
West Linn
22500 Salamo Road #600
West Linn Oregon 97068

STAFF REPORT
FOR THE PLANNING COMMISSION

FILE NUMBER: PLN-11-01

HEARING DATE: October 16, 2013

REQUEST: Recommend adoption of "West Linn Trails Plan: A 50-year Vision for the Future" and associated amendments to West Linn Comprehensive Plan

APPROVAL CRITERIA: Community Development Code Section 98.100

STAFF REPORT PREPARED BY: Ken Worcester, Parks Director and Zach Pelz, Associate Planner

EXECUTIVE SUMMARY

The October 16, 2013, public hearing regarding this proposal is a continuation of a public hearing which began June 15, 2011, and which received considerable opposition from participants at the public hearings. At the request of West Linn staff, adoption of the Plan was suspended in 2011, to facilitate additional discussion with residents and opponents in an effort to resolve concerns raised throughout the initial hearing phase.

As the City of West Linn nears completion of its vision for parks and open space facilities, the West Linn Parks and Recreation Department is preparing to implement the next phase of the parks and recreation strategy; focusing heavily on the development of a citywide network of pedestrian and bicycle trails.

In 2009, at the direction of the City Council, the West Linn Parks and Recreation Department set out to develop a formal plan for identifying and prioritizing trails throughout the City. The 2013 West Linn Trails Plan: A 50-year Vision for the Future is the culmination of this effort. It is proposed for adoption as a supporting plan to the West Linn Comprehensive Plan. In addition, related amendments to the Comprehensive Plan are proposed to facilitate implementation of the Trails Plan. The Trails Plan identifies routes that connect neighborhoods with parks, open space, important community destinations

and other important destinations throughout the area. It also sets forth a method for prioritizing the design and construction of these trail facilities.

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GENERAL INFORMATION

APPLICANT: West Linn Parks and Recreation
22500 Salamo Road
West Linn, OR 97068

REPRESENTATIVE: Ken Worcester
Parks and Recreation Director
22500 Salamo Road
West Linn, OR 97068

SITE LOCATION: City-wide

LEGAL DESCRIPTION: N/A

SITE SIZE: City-wide

ZONING: All

COMP PLAN DESIGNATION: All

120-DAY PERIOD: N/A

PUBLIC NOTICE: Notice was provided to the State Department of Land Conservation and Development on April 29, 2011 and to other affected government agencies on May 26, 2011. Public notice was published in the West Linn Tidings on October 3, 2013. The notice requirements have been satisfied.

BACKGROUND

Prior Approvals. The West Linn City Council has approved Parks, Recreation and Open Space Plans since the mid-1970s that discuss the need for a well developed system of trails throughout the City.

Project Description. The Trails Plan refines recommendations from the 2007 Plan and proposes new alignments and design typologies based on changing regulatory circumstances and public desires. Amendments to the West Linn Comprehensive Plan include references to the Trails Plan to support future regulatory updates to the City's Community Development Code, Transportation System Plan and Public Works Standards.

Public comments. Public comment collected during plan development is documented in Appendix C of the Trails Plan, the June 30, 2011 memo from Zach Pelz to the Planning Commission regarding additional public testimony and in Appendix D (notes from July 23, 2013 Trails Master Plan open house). Public testimony following the June 15, 2011, public hearing is compiled in Exhibit PC-1.

Comments from outside agencies. The Oregon Department of Transportation submitted a letter in support of the Trails Plan on June 15, 2011. This letter is included in the public testimony packet from the June 2011 round of hearings on this project and can be accessed at http://westlinnoregon.gov/planning/comprehensive-trails-master-plan.

ANALYSIS

The Trails Plan serves as a guide for future decision-making regarding the location, design and relative priority of new trails in West Linn. The Plan advances parks planning efforts beginning in the mid-1970s and refines many of the previously approved recommendations through substantial public outreach. The Plan satisfies the guidance established in State Planning Goal 8: Parks and Recreation, and Goal 12: Transportation, and directly addresses policies and action measures in the Comprehensive Plan regarding these topic areas. The Trails Plan is also directly in-line with Comprehensive Plan policies from Goals 5, 13, and 15.

Proposed amendments to Goals 8, 12 and 15 of the Comprehensive Plan are contained in Exhibit PC-3.

RECOMMENDATION

Staff recommends that the Planning Commission recommend to the City Council that they adopt the 2013 West Linn Trails Plan: A 50-year Vision for the Future, and associated Comprehensive Plan amendments.

APPLICABLE REGULATIONS AND ASSOCIATED SUPPLEMENTAL FINDINGS

APPROVAL CRITERIA

CHAPTER 98, PROCEDURES FOR DECISION-MAKING: LEGISLATIVE

98.100 STANDARDS FOR DECISION

A. The recommendation of the Planning Commission and the decision by the City Council shall be based on consideration of the following factors:

1. The Statewide planning goals and rules adopted under Chapter 197 ORS and other applicable State statutes;

2. Any federal or State statutes or rules found applicable; and

3. Applicable plans and rules adopted by the Metropolitan Service District.

4. The applicable Comprehensive Plan policies and map; and

5. The applicable provisions of the implementing ordinances.

B. Consideration may also be given to:

1. A mistake or inconsistency in the Comprehensive Plan or implementing ordinance as it relates to the property which is the subject of the proposal; and

2. Factual oral testimony or written statements from the parties, other persons and other governmental agencies relevant to the existing conditions or factors in subsection A or (B)(1) of this section. (Ord. 1226, 1988; Ord. 1474, 2001)

Applicable standards from CDC Section 98.100 are addressed in the four findings that follow.

FINDING NO. 1

Trails for pedestrians, bicyclists, and other non-motorized users serve dual functions as recreation and transportation facilities and therefore, amendments to local comprehensive plans regarding trail development are subject to the planning and implementation guidance established in State Planning Goals 8 and 12, which pertain to parks and recreation, and transportation, respectively.

State Land Use Planning Goal 8 – Parks and Recreation. Goal 8 – Parks and Recreation, obligates cities to inventory recreation needs based upon adequate research and public desires. The analytical foundation of the Trails Plan is based on a thorough analysis of the City's existing trails inventory (see Chapter 3 of proposed Trails Plan) as identified during public outreach and as contained in the City's trails system geographic database.

A key finding during the development of the 2007 Parks, Recreation and Open Space Plan (PROS Plan) was the continued desire for more and better connected trails throughout West Linn. During the current planning effort, Parks Department staff, in coordination with their consultant, conducted extensive public outreach (outlined in Chapter 2 and documented in Appendix C of the proposed Trails Plan) at public workshops, through interactive on-line surveys, and through ongoing discussions with the Trails Plan Technical Working Group (TWG) and Parks and Recreation Advisory Board to identify desired trail locations.

Statewide Goal 8 also requires coordinated recreational planning with regional and state agencies. The TWG was comprised of members representing the Oregon Department of Transportation (ODOT), the United States Forest Service (USFS), Oregon Anglers Association, the West Linn Utility Advisory Board (UAB), West Linn Planning Commission, West Linn Transportation Advisory Board (TAB), West Linn Parks Advisory Board (PAB), West Linn Sustainability Advisory Board (SAB) and staff from the City's Planning and Parks and Recreation departments.

In addition to broad community and agency input, the Plan recommendations were developed in consideration of State Planning Goal 5 – Open Space; the Metro 2040 Regional Framework Plan; the Metro 2004 Regional Transportation Plan; the Clackamas County Comprehensive Plan; the West Linn Comprehensive Plan and Imagine West Linn Vision; the 2007 West Linn PROS Plan; the City of West Linn Transportation System Plan and OR 43 Concept Plan; and eight individual neighborhood plans (see Appendix B).

Under Goal 8, the formulation of recreation plans must take into account their energy consequences and must strive to prioritize non-motorized types of recreational activities. Goal 8 further suggests that recreation facilities prioritize facilities that conserve energy both in the transportation of persons to the facility and in the recreational use itself.

The Trails Plan analysis revealed significant public support for improved pedestrian, bicycle and other non-motorized modes within existing City-owned rights-of-way. Nearly 73 percent (44.6 of 61.9 total new route miles) of the proposed routes in the Trails Plan exist along City streets or within the public right-of-way. Improved safety, access and convenience along these in-right-of-way routes will encourage the use of pedestrian, bicycle and other non-motorized modes not only for recreation but for many transportation-related trips as well. Increasing the share of non-motorized trips will result in reduced vehicle miles traveled, reduced fossil fuel consumption and lower greenhouse gas emissions.

Statewide Goal 8 also places a high priority on enhancing recreation opportunities on public water and along shorelands of the state. Since the mid-1970s, West Linn's Parks and Recreation Plans have identified trails along the City's frontage with the Willamette and Tualatin Rivers as important community access opportunities. These same plans have designated trails along the Willamette and Tualatin Rivers as regionally significant river access that provide important connections throughout the City.

Finally, Statewide Goal 8 suggests that plans for parks and recreation facilities provide for implementation techniques, such as easements, cluster development, preferential assessments, acquisition of development rights, and dedication, in addition to fee

acquisition, as appropriate to meet recreation requirements. The Trails Plan recommends implementing proposed trail segments through easements, and other similar vehicles for property acquisition, by requiring conformance with the Trails Plan during new and redevelopment review (West Linn Trails Plan, p.42).

State Land Use Planning Goal 12 – Transportation. State Land Use Goal 12 – Transportation, focuses on providing transportation systems which consider all travel modes, avoid principal reliance on one mode, conserve energy, meet the needs of the transportation disadvantaged, maximize the efficiency of existing facilities, and conform with local and regional comprehensive plans.

As proposed, the Trails Plan recommends more than 44 miles of new trail segments along existing streets or within public rights-of-way. Once constructed, these new non-motorized facilities will provide safe, accessible and convenient alternatives to vehicle trips for travel between residential neighborhoods, commercial and employment areas, parks and other recreation facilities and will therefore alleviate strain on the City's roadway network, reduce greenhouse gas emissions, and improve health and safety for the City's residents. A map of proposed trail routes is included in Chapter 4 (p.39) of the proposed Trails Plan in Exhibit PC-4. The criteria are met.

FINDING NO. 2

State and Federal statues and Metropolitan Service District rules beyond those being addressed in the Statewide Planning Goals do not apply to the City's proposal to adopt the Trails Plan and associated Comprehensive Plan amendments.

FINDING NO. 3

The West Linn Comprehensive Plan includes numerous policies that are relevant to the development and implementation of the Trails Plan. A discussion of these policies and their relevance to the proposed Trails Plan is included below:

Comprehensive Plan Goal 5 establishes policies and action measures which ensure the protection and preservation of important open spaces, scenic and historic areas and natural resources. Relevant Goal 5 policies include;

- *Coordinate with the state and county to establish scenic routes through West Linn; publicize route with directional markers, and advocate other promotional measures;*
- *Explore opportunities to acquire scenic vistas and preserve them for public use;*
- *Control activities and uses in [open space, habitat, and ecological/scientific areas] to maintain ecological values, while providing for compatible recreational and educational activities;*
- *Preserve natural resource areas through public acquisition and other methods such as conservation easements;*

- *Where practical, obtain dedication of wetlands and riparian areas to the City to assure protection and maintenance and to preserve locations for public facilities;*
- *Work with other jurisdictions to coordinate efforts related to river planning;*
- *Work with federal, state, and county agencies to establish nature trails and educational markers in significant natural areas.*

The Trails Plan recommends 61.9 miles of new trails in West Linn connecting parks and open space with residential neighborhoods, commercial areas and important community destinations. Through fee acquisition, dedication, easements and similar methods of property acquisition, the Trails Plan recommends establishing a City-wide trails network that preserves scenic vistas and open space for public use, maintains ecological values, and that promotes outdoor education. A well connected system of trails can ensure the protection of West Linn's significant natural areas and vistas by limiting development in these areas and by providing alternatives to higher impact modes of travel.

Comprehensive Plan Goal 8 expresses the City's commitment to a well developed system of parks and open spaces and emphasizes a need and public desire for a City-wide network of trails connecting parks and open space with important community destinations:

- *Provide all citizens with a range of recreational activities;*
- *Promote connections between parks and recreation areas throughout the City;*
- *Require land divisions and major developments to set aside or dedicate land based on standards that provide a link between existing public-owned parks or open space areas and/or rights-of-way;*
- *Provide a range of active/passive and structured/non-structured recreation experiences;*
- *Continue an aggressive program for acquisition and development of a park and open space system to provide an adequate supply of usable open space and recreational facilities, directly related to the specific needs of the local residents, based on the park classification systems and standards in the Park Plan;*
- *Create a comprehensive, City-wide pathway system that provides a variety of trail experiences and connects existing and future recreational facilities. When necessary, dedicate a portion of the pedestrian network, as outlined in the West Linn Transportation System Plan for recreational facilities where they form a vital link in the City's trail system, excepting greenway and other trails in the Parks, Recreation and Open Space Plan;*
- *Develop a plan for providing informative signs for the City's parks and trail system, including park accessways.*

The Trails Plan directly advances the policy to create a comprehensive, City-wide pathway system that promotes a variety of experiences and connections between recreational facilities. Consistent with this Goal, the Plan also suggests a means to preserve land for the provision of connections between community destinations. A City-wide system of trails will complement existing parks and open spaces and will broaden the range of recreational opportunities available to the public. Finally, the Trails Plan includes recommendations for trail design emphasizing the importance of education and awareness, such as trail signage and way-finding, to help users navigate confusing intersections or road crossings.

Comprehensive Plan Goal 12 policies indicate a need for a well-balanced transportation system capable of encouraging multiple modes of transportation and reducing the reliance on private automobiles. The full list of Goal 12 policies relevant to the Trails Plan is included below:

- *Provide a transportation system for the City of West Linn that:*
  - *Provides maximum mobility while encouraging modes of transportation other than the automobile,*
  - *Provides for connectivity within and between neighborhoods, developments and community centers, using new and existing transportation services,*
  - *Is safe, convenient and efficient;*
- *Provide a cost-effective balanced transportation system, incorporating all modes of transportation (including motor vehicle, bicycle, pedestrian, transit, and other modes);*
- *Develop transportation facilities that are accessible to all members of the community and minimize out of direction travel;*
- *Promote a comprehensive cohesive network of bicycle paths, lanes and routes that accomplishes the following:*
  - *Connects the four commercial centers in Willamette, Bolton, Robinwood, and Tanner Basin,*
  - *Integrates with regional bicycle routes that traverse West Linn,*
  - *Provides connections to schools, recreational facilities, community centers and transit facilities,*
- *Design new streets and retrofit older streets to enhance safety for cyclists using the roadways;*
- *Develop an education and communication program to promote use of bicycles for transportation purposes in West Linn;*
- *Adopt a bikeways network master plan and update as needed to reflect new or revised routes, connections, destinations and activity centers;*
- *Coordinate with Clackamas County, ODOT, TriMET, Metro and other jurisdictions and agencies to ensure that appropriate local and regional bikeway connections, for both on- and off-road bikeways, are planned, constructed and maintained;*
- *Use off-street pedestrian short-cut pathways to provide routes where physical constraints or existing development preclude the construction of streets with sidewalks;*
- *Eliminate gaps in the existing walkway network and provide pedestrian linkages between neighborhoods;*
- *Employ a variety of methods to promote safe and convenient pedestrian access in addition to, or instead of, sidewalks in older developed areas of West Linn without sidewalks;*
- *Where parks and recreation trails are coterminous with sidewalks, their design shall be enhanced to serve both transportation and recreational purposes.*

As proposed, upon final build-out the West Linn Trails System will include more than 87 miles of non-motorized routes in West Linn connecting homes with businesses, jobs and recreational opportunities. During the Plan's development, the public recommended that more than 70 percent of the newly proposed routes occur along existing public streets or in public rights-of-way. By encouraging travel through non-motorized means, these new routes directly implement the City's transportation policies and provide more direct, economical, safer, more healthy and more sustainable alternatives to private automobiles.

The Plan analysis was developed in light of policies and projects from the West Linn TSP and contains individual cross-sections which reflect the unique function of trails facilities in public rights-of-way that serve both recreation and transportation purposes. By including a recreation-oriented perspective in the evaluation of its transportation network, the City will ensure that: existing facilities are being utilized to their maximum potential; routes are direct and eliminate gaps; and, are accessible to all members of the community.

Comprehensive Plan Goal 13 includes priorities for reducing the City's impact on the environment, specifically as it regards the use of energy. Goal 13, Policy Number 7, pertains to reducing energy consumption from the transportation sector:

- *Encourage the construction and maintenance of sidewalks and bike paths/ways to promote alternative modes of transportation.*

Providing safe, convenient and direct pedestrian and bicycle routes encourages the use of these and other non-motorized modes for frequent short trips between residences and important community destinations. Increasing the share of non-motorized trips will reduce total vehicle miles traveled by West Linn residents and will therefore reduce consumption of fossil fuels and lower the City's output of greenhouse gas emissions.

Comprehensive Plan Goal 15 policies include direction for ensuring the preservation of public access along the Willamette River:

- *Continue to improve public access and recreation opportunities along the Willamette River Greenway;*
- *Promote the creation of a Willamette River Greenway trail paralleling the river through West Linn;*
- *Maintain a Willamette River Greenway zone as defined by the LCDC adopted Willamette River Greenway boundary to include the water area and islands, and adhere to the setback line designated within the zone;*
- *Inform the public through appropriate means that the state of Oregon and the City of West Linn Greenway program does not authorize the public use of private property within the Greenway boundary;*
- *Ensure that properties identified for public acquisition have the potential to serve the purposes of the Greenway, are suitable for permitting the enforcement of existing statutes relating to trespass and vandalism along the Greenway, and are suitable for allowing maintenance of the lands or interests acquired;*
- *Require a conditional use permit for any intensification of uses, changes in use, or developments within the Willamette River Greenway boundary except as otherwise provided by the Willamette River Greenway Zone, subject to the following:*
    - *Where feasible, provide the maximum landscaped area, open space, or vegetation between the activity and the river;*
    - *Where feasible, provide access to and along the river by appropriate legal means*
- *Apply the following criteria where recreational uses are proposed:*
    - *That local, regional, and state recreational needs are consistent with the carrying capacity of the land;*

- *That public recreation uses are buffered to the greatest extent practicable to minimize disturbances and to prohibit trespassing onto adjacent private lands*

- *Require adequate public access to the river as part of the development of public land*
- *Preserve identified scenic qualities and views*
- *Protect the natural vegetative fringe along the river*
- *Undertake efforts to make existing points of public access more accessible and usable through signing and maintenance*
- *Consider acquisition of properties or easement that would enhance the Willamette River Greenway within the City consistent with the West Linn Park, Recreation, and Open Space Plan, 1998, which is a supporting document of the Comprehensive Plan.*

Since the mid-1970s the community has indicated its desire for trails and multi-use pathways along the Willamette River; support for these trails continued into the current planning effort. The 2011 Trails Plan recommends a primary route along the Willamette River intended to provide a continuous connection throughout the City and to the greater region.

This proposed trail directly implements the Goal 15 policies above while respecting the rights of existing property owners along the river. The Plan recommends that during new or redevelopment of property along the Willamette River, the City request easements, dedication or similar means of property acquisition to preserve the necessary rights-of-way for the future development of this facility.

West Linn Community Development Code (CDC) Chapter 28 further exhibits the City's commitment to and desire for the development of a Willamette River Greenway trail and includes the following standards for implementing Goal 15 policies:

The purposes of the Willamette and Tualatin River Protection Area are the following:

A. *Protect, conserve, enhance, and maintain the natural, scenic, historical, economic, and recreational qualities of lands along the Willamette and Tualatin Rivers.*
B. *Implement the policies of the West Linn Comprehensive Plan and the State of Oregon's Willamette River Greenway program.*
C. *Establish standards and requirements for the existing and future use of lands within the Willamette and Tualatin River Protection Areas.*
D. *Provide for the review of any intensification of use, change of use, or development within the Willamette and Tualatin River Protection Areas.*
E. *Encourage local stewardship of the Willamette and Tualatin River Protection Areas.*
F. *Protect, preserve and expand legal public use and access to and along the shoreline and river, while recognizing and preserving private property rights.*
G. *Create incentives to direct development to areas where it is most appropriate.*
H. *Protect and enhance riparian habitat for native flora, fish, and wildlife within the Willamette and Tualatin Rivers and along their banks. (Ord. 1576, 2008)*

…

Chapter 28 Approval Standards. *No application for development on property within the protection area shall be approved unless the decision-making authority finds that the following standards have been met or can be met by conditions of approval. The development shall comply with the following criteria as applicable:*

F. Access and property rights.

5. Legal access to, and along, the riverfront in single-family residential zoned areas shall be encouraged and pursued especially when there are reasonable expectations that a continuous trail system can be facilitated. The City recognizes the potential need for compensation where nexus and proportionality tests are not met. Fee simple ownership by the City shall be preferred. The trail should be dimensioned and designed appropriate to the terrain it traverses and the user group(s) it can reasonably expect to attract. The City shall be responsible for signing the trail and delineating the boundary between private and public lands or access easements.

…

G. Incentives to encourage access in industrial, multi-family, mixed use, commercial, office, public and non-single-family residential zoned areas.

1. For all industrial, multi-family, mixed use, commercial, office, public and other non-single-family residential zones, this section encourages the dedication or establishment of access easements to allow legal public access to, and along, the river. Support for access may be found in the Parks Master Plan, a neighborhood plan or any applicable adopted sub-area plans. The emphasis will be upon locating paths where there is a reasonable expectation that the path can be extended to adjacent properties to form a connective trail system in the future, and/or where the trail will provide opportunities for appreciation of, and access to, the river.

…

H. Partitions, subdivisions and incentives.

4. Incentives are available to encourage provision of public access to, and/or along, the river. By these means, planned unit developments shall be able to satisfy the shared outdoor recreation area requirements of CDC 55.100(F). Specifically, for every square foot of riverfront path, the applicant will receive credit for two square feet in calculating the required shared outdoor recreation area square footage. Applicants shall also be eligible for a density bonus under CDC 24.150(B). To be eligible to receive either of these incentives, applicants shall:

a. Provide a minimum 20-foot-wide all-weather public access path along the project's entire river frontage (reduced dimensions would only be permitted in response to physical site constraints such as rock outcroppings, significant trees, etc.); and

b. Provide a minimum 10-foot-wide all-weather public access path from an existing public right-of-way to that riverfront path or connect the riverfront path to an existing riverfront path on an adjoining property that accesses a public right-of-way;

…

L. Roads, driveways, utilities, or passive use recreation facilities. Roads, driveways, utilities, public paths, or passive use recreation facilities may be built in those portions of HCAs that include wetlands, riparian areas, and water resource

areas when no other practical alternative exists but shall use water-permeable materials unless City engineering standards do not allow that. Construction to the minimum dimensional standards for roads is required. Full mitigation and revegetation is required, with the applicant to submit a mitigation plan pursuant to CDC 32.070 and a revegetation plan pursuant to CDC 32.080. The maximum disturbance width for utility corridors is as follows:

1. For utility facility connections to utility facilities, no greater than 10 feet wide.
2. For upgrade of existing utility facilities, no greater than 15 feet wide.
3. For new underground utility facilities, no greater than 25 feet wide, and disturbance of no more than 200 linear feet of water quality resource area, or 20 percent of the total linear feet of water quality resource area, whichever is greater.

The Comprehensive Plan and CDC make clear the community's desire for trails along the Willamette River Greenway while respecting the rights of private property owners and the sensitivity of plant and wildlife habitat in this regionally significant corridor. The route design typologies proposed in the Trails Plan provide flexibility where physical and environmental constraints warrant a non-standard approach.

The Trails Plan implements Comprehensive Plan policies through improved connections between parks, residential neighborhoods and important community destinations; improved safety for non-motorized transportation and recreation, including improved connections for school-aged children; improving the effectiveness of the City's existing transportation infrastructure; eliminating gaps in the City's transportation network; broadening the range of recreational opportunities available to West Linn residents; and, reducing the City's overall energy consumption (a map of proposed trails is included on page 39 of the proposed Trail Plan in Exhibit PC-4). The criteria are met.

FINDING NO. 4

As previously noted, Parks Department staff, in coordination with their consultant, conducted extensive public outreach (outlined in Chapter 2 and documented in Appendix C of the proposed Trails Plan) at public workshops, through interactive on-line surveys, and through ongoing discussions with the Trails Plan Technical Working Group (TWG) to identify desired trail locations.

Public testimony received following notice of the June 15 Planning Commission hearing is included in Exhibit PC-1. No additional public testimony has been provided.

EXHIBIT PC-3
PROPOSED COMPREHENSIVE PLAN AMENDMENTS

FILE NO.: **PLN-11-01**

REQUEST: **Adopt "West Linn Trails Plan: A 50-year Vision" and minor amendments to West Linn Comprehensive Plan**

GOAL 8: PARKS AND RECREATION

BACKGROUND AND FINDINGS

…

Results from a survey conducted for the 1998 Park, Recreation and Open Space Plan noted that walking, jogging, nature walks, and hiking participation were rated higher among West Linn residents than the average in the Pacific Northwest. Currently, the City has trail systems within five major parks, but no pedestrian linkages between them. ~~Creation of a City-wide pathway system has strong support from residents and continues to be a top priority for the City's Parks and Recreation Department~~The 2013 West Linn Trails Plan: A 50 Year Vision for the Future, identifies gaps in the City's existing trails network and recommends solutions to eliminate these gaps.

…

GOALS, POLICIES, AND RECOMMENDED ACTION MEASURES

POLICIES

…

2. Develop and maintain the City's park system based on the following classification system:

   linear parks and trails

   mini-parks

   neighborhood parks

   community parks

   regional parks

   special use areas

   natural areas/greenways

   landscaped areas

…

5. Provide for specialized recreation needs such as soccer fields, baseball diamonds, tennis courts, swimming pools, senior centers, and other facilities that have City-wide demand, based on the ~~1998~~ 2007 Parks, Recreation and Open Space Plan and the 2013 West Linn Trails Plan.

…

RECOMMENDED ACTION MEASURES

1. Continue an aggressive program for acquisition and development of a park and open space system to provide an adequate supply of usable open space and recreational facilities, directly related to the specific needs of the local residents, based on the park classification system and standards in the 2007 Parks, Recreation and Open Space Plan and the 2013 West Linn Trails.

…

3. Update the City's Community Development Code to ensure implementation of the 2007 Parks, Recreation and Open Space Plan and the 2013 West Linn Trails Plan, consistent with industry best practices.

4. Integrate those trail recommendations from the 2013 West Linn Trails Plan that occur within the public right-of-way or that serve primarily a transportation function, into the analysis and evaluation of pedestrian, bicycle, transit and other non-motor vehicle alternatives in the City's Transportation System Plan.

~~Create a comprehensive, City-wide pathway system that provides a variety of trail experiences and connects existing and future recreational facilities. When necessary, dedicate a portion of the pedestrian network, as outlined in the West Linn Transportation System Plan (TSP) adopted November 1998, for recreational facilities where they form a vital link in the City's trail system, excepting greenway and other trails in the Parks, Recreation and Open Space Plan. All of these plans are supporting documents of the Comprehensive Plan.~~

~~…~~

GOAL 12: TRANSPORTATION

BACKGROUND AND FINDINGS

The City of West Linn is served by two major regional transportation facilities; Interstate 205, a freeway running east-west, and State Highway 43 (Willamette Drive) running north-south. Interstate 205, when constructed, considerably altered the physical appearance of West Linn. It eliminated much of the historic center of West Linn near Willamette Falls and the Old Oregon City Bridge, and divided the Willamette neighborhood to the west from the rest of the city. I-205 currently reaches or exceeds its carrying capacity during peak commuting times, and traffic is expected to increase further, resulting in significant deterioration in service.

…

GOALS, POLICIES, AND RECOMMENDED ACTION MEASURES

GOALS

1. Provide a transportation system for the City of West Linn that:
   a. Provides for maximum mobility while encouraging modes of transportation other than the automobile.
   b. Provides for connectivity within and between neighborhoods, developments and community centers, using new and existing transportation services ~~that is~~ consistent with Metro's street and walkway spacing standards, the 2008 West Linn Transportation System Plan and the 2013 West Linn Trails Plan.

   …

GENERAL POLICIES AND ACTION MEASURES

…

ACTION MEASURES

…

BICYCLES

POLICIES

…

Provide striped and signed bicycle lanes on all arterial and collector roadways consistent with the policies of the Transportation System Plan and the 2013 West Linn Trails Plan.

ACTION MEASURES

…

Adopt a Bikeways Network Master Plan, consistent with the Transportation System Plan and 2013 West Linn Trails Plan, and update as needed, to reflect new or revised routes, connections, destinations and activity centers.

…

PEDESTRIAN POLICIES

…

Promote a comprehensive cohesive network of pedestrian paths, lanes, and routes that accomplishes the following objectives:

…

6. Implements the recommendations in the City's Transportation System Plan and 2013 West Linn Trails Plan

…

…

GOAL 15: WILLAMETTE RIVER GREENWAY

…

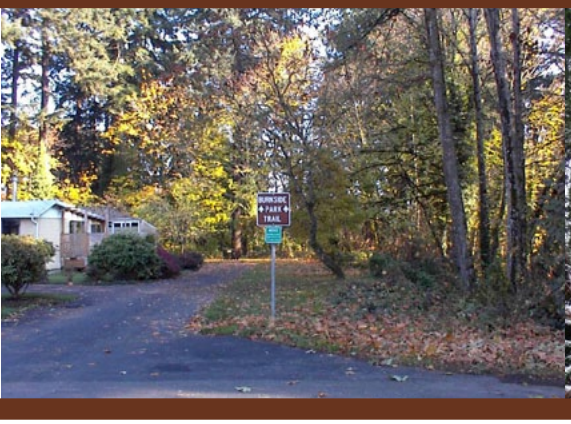
Recommended Action Measures

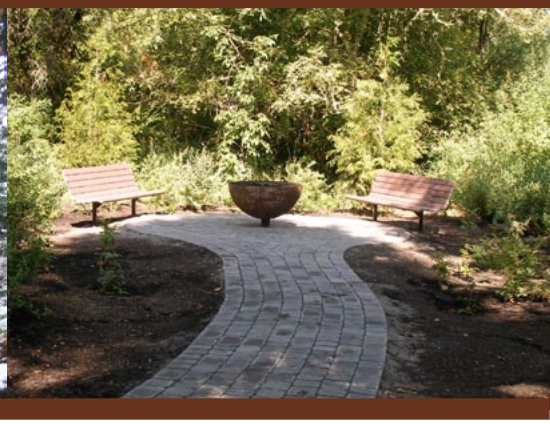
3. Consider acquisition of properties or easements that would enhance the Willamette River Greenway within the City consistent with the 2007 West Linn Parks, Recreation, and Open Space Plan~~, 1998,~~ and the 2013 West Linn Trails Plan which ~~is~~are ~~a~~ supporting documents of the Comprehensive Plan.

EXHIBIT PC-4
APPLICANT SUBMITTAL

FILE NO.: **PLN-11-01**

REQUEST: **Adopt "West Linn Trails Plan: A 50-year Vision" and minor amendments to West Linn Comprehensive Plan**





City of West Linn

2013 West Linn Trails Plan: A 50-year Vision for the Future

City of West Linn

Draft Report
October 16, 2013

City of West Linn

2013 West Linn Trails Plan: A 50-year Vision for the Future

City of West Linn
Parks and Recreation Department
22500 Salamo Road
West Linn, OR 97068
503.657.0331

acknowledgements

Special thanks are owed to the citizens and neighborhood associations of West Linn who participated in and provided feedback for the 2013 West Linn Trails Plan: A 50-year Vision for the Future, through community events, online engagement, and public meetings.

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executive summary

The City of West Linn has envisioned a well developed network of trails since the mid-1970s. There are currently 25.6 miles of trails in West Linn, existing primarily within parks and open spaces, that provide little connectivity between neighborhoods, commercial areas and other important community destinations.

The 2013 Trails Plan proposes nearly 62 miles of new trail routes, via a combination of on- and off-street facilities, that will connect residents with important destinations in West Linn and throughout the region. Synchronizing on-street facilities with off-street facilities provides recreation and transportation benefits to the City and its residents and supports the City's efforts to maximize the effectiveness of its existing infrastructure, reduces the City's reliance on fossil fuels and lowers greenhouse gas contributions, promotes healthier transportation alternatives, improves safety for children walking and biking to school, and broadens the range of available recreation opportunities.

Public input was critical to the Plan's development. A project website kept residents informed about the Plan's status, news and events. Residents and other interested parties proposed and provided comments on individual trail segments through an interactive online forum. Community intercept events informed the public, early on, of the purpose of the project and time of project events. Public workshops and neighborhood meetings provided opportunities to gather additional input from residents throughout the City, a Technical Working Group, comprised of City Staff, representatives from the City's advisory boards and Planning Commission, and State and Federal agencies, met at key project milestones to review project status and elicit feedback.

Finally, two public hearings before the Planning Commission helped to identify three "pinch points" in the initial draft Plan. Following the initial hearings, staff, with help from members of the Parks and Recreation Advisory Board and concerned citizens, met to identify ways to resolve issues around these pinch points. The Plan reflects the work of these sub-committees to resolve citizens' concerns regarding trails along the Willamette and Tualatin Rivers and along Interstate 205.

The 2013 Trails Plan refines the trail concepts from the 2007 Parks, Recreation and Open Space Plan by establishing a system of route typologies not bound to rigid design specifications. Flexible design standards will enable the City to take advantage of land development opportunities as they arise and will ensure thoughtful and considerate approaches when addressing physical, environmental and other such constraints.

"...assure all eleven neighborhoods, schools, city parks, neighborhood centers and the Willamette Falls Center are all interconnected by safe pedestrian and bicycle pathways."

-Imagine West Linn

I. INTRODUCTION

West Linn residents are now ready to implement their vision for a city-wide trail system. Over the past three decades, residents have articulated their desires for a city-wide trail system during the development of a number of adopted parks and recreation plans.

The Trails Plan presents a set of proposals resulting from extensive public input and analysis of existing opportunities and challenges of the existing West Linn trails system. Based on citizen input, we have created a vision for our community which aligns parks and recreation, transportation and future development. The plan was developed around the priorities of safety, access and cooperation.

The West Linn Trails Plan provides a range of options for the City Planners and property owners by promoting flexibility and creativity in the design and development of trails to achieve the prioritized alignments.

The West Linn Trails Plan (Trails Plan) is the next step in advancing the policies and recommendations set forth in past planning efforts. The Trails Plan describes how to make West Linn's trail system come to fruition through actual projects and proposed alignments, based on a strong foundation of public input and planning.

PLANNING FOUNDATION

The 1998 PROS Plan refined the City's vision for a city-wide trail system initially developed in the mid-1970s. With the adoption of the 2007 PROS Plan, the City reaffirmed the desire for a city-wide trails network as an integral part of making West Linn a livable city, and as a key contributor to the health and wellness of its community members.

A major recommendation of the PROS Plan is the development of a regional, community wide and riverfront trail system. The PROS Plan calls for a system of trails with a goal of "[providing] convenient access to the network of passive-oriented parks, which are linked by a trail system." The Plan also identifies the need to "link parks, provide riverfront recreation opportunities and connect parks to other destinations in the city." Based on these values, the PROS Plan includes trail classifications for three types of trails.

In addition to the recommendations called out in the two PROS Plans, the Trails Plan aims to integrate goals and objectives set forth in the City's

Comprehensive Plan and Imagine West Linn described below.

The City of West Linn is located along the Willamette and Tualatin Rivers in Clackamas County.

Comprehensive Plan

- Provide a transportation system that encourages modes of transportation other than the automobile and is convenient, safe and efficient;
- Develop and implement measures to connect service areas, neighborhoods, and subdivisions via all practical modes of travel;
- Provide interconnections for pedestrian pathways and other means; and
- Promote connections between parks and recreation areas.

Imagine West Linn

- Implement the Trails Plan to assure that neighborhoods, schools, and parks are all interconnected by safe pedestrian and bicycle pathways;
- Require dedication of trail corridors especially trails along Willamette and Tualatin Rivers;
- Improve the planning and design of streets, trails and buildings to promote alternative modes of transportation; and
- Build on the network of parks, natural areas, walkways and bike paths in the community; and
- Create a river walkway and greenway connections.

ELEMENTS OF A SUCCESSFUL TRAIL SYSTEM

A successful trail system is functional, safe and fun, and has the long term support of the city and its users. To achieve such a trail system, the Trails Plan process relied on a comprehensive approach, based on a four tiered model shown in Figure 1.

Public Support and Unified Vision

At the foundation of a successful trail system is public support and a unified vision. The trail system should uphold the values of West Linn residents that have been expressed through the City's unified vision (Imagine West Linn) and other planning documents. Public involvement opportunities discussed in Chapter 2 describe the outreach effort that was an integral part of the Trails Plan.

Comprehensive Planning and Design

Consideration of a range of factors is necessary to develop trails that are well used while limiting the negative impact of trails on the surrounding environment. The sustainable model of trail planning and design is the most effective way of ensuring success. As defined by the National Park Service, a sustainable trail system is one that:

- Protects the environment;
- Meets the needs of users while minimizing conflict between different user groups; and

The City of West Linn is comprised of a number of close knit neighborhoods.

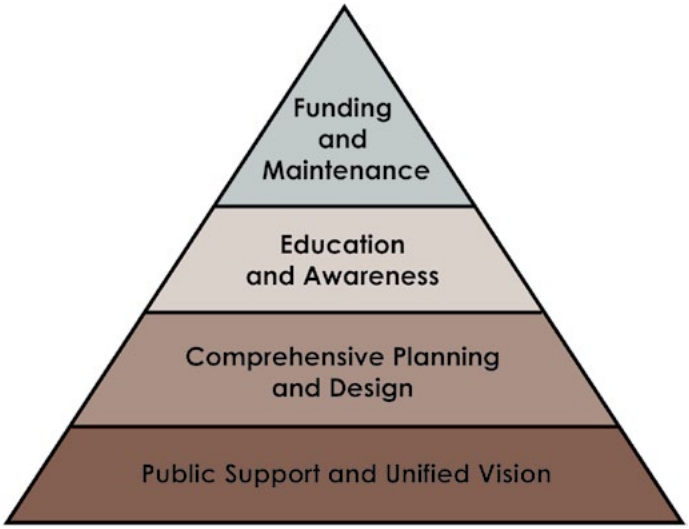

Figure 1: Elements of a Successful Trail System

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- Requires little maintenance.

Education and Awareness

Education about and awareness of the trail system help make it easy to find and use trails and can promote user safety and responsibility. A deliberate community-wide trail education and awareness campaign is also crucial to leverage trail funding and continued support for future trail projects.

Funding and Maintenance

Implementation of the Trails Plan will require adequate funding to construct and maintain trails. After development, periodic trail monitoring and routine maintenance keep trails functioning properly while helping to protect investments and extend resources.

PLANNING PROCESS

West Linn previously identified a need for trails and already developed a trail system concept through past planning efforts. Beginning with the PROS Plan trails concept, the Trails Plan process refined the envisioned trail system through extensive public involvement, evaluation of existing trails and data analysis. This targeted planning process aimed to move from the visioning and concept development of past planning efforts to the identification and prioritization of specific alignments.

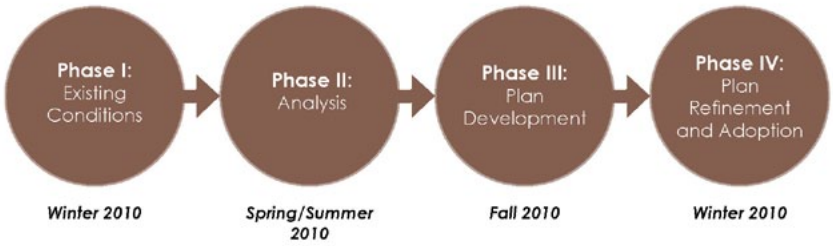

Figure 2: The Planning Process

The process for developing the Trails Plan involved four phases, beginning in Winter 2010 with a review of existing conditions and ending with the plan adoption in Winter 2013 (Figure 2).

Phase I: Existing Conditions

The planning team established baseline data and knowledge for the plan during Phase 1, resulting in a solid foundation for later analysis. During this phase, the planning team introduced the project website (www.westlinntrailsplan.org): a major component of the public outreach and a tool for two-way interaction between the planning team and the community. Also during this phase, the review of existing conditions included an inventory of existing and planned trails as well as on-street bicycle routes; a review of earlier plans, policies and operations; and identification of opportunities, issues, and challenges to consider during the planning process. Information gathered during Phase I was documented in the Existing Conditions Report.

Phase II: Analysis

This phase incorporated a detailed technical analysis of the trail system and the development of alternative alignments and routings that would achieve the visions put forward in past planning efforts. During this phase, the planning team held a variety of public involvement activities to get feedback from the community including use of an interactive, online map to solicit input for potential routing. The analysis also helped form a set of criteria to identify alternative route systems, and to evaluate routes against their concurrency with existing plans, potential to encounter environmental constraints and the routes ability to create and enhance connections throughout the city. The results of the analysis phase led directly to the creation of the Trails Plan.

Phase III: Plan Development

The third phase of the process consolidated results from the previous phases into a draft plan format. During Phase III, the planning team organized existing conditions and trail analysis data to build components of the final plan, including recommendations and strategies for implementation and trail development.

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Phase IV: Plan Refinement & Adoption

Phase IV included preparation of a full draft of the West Linn Trails Plan, incorporating the refined trails concept developed and reviewed during Phase III. A key step of this phase consisted of a community-wide open house to present and test the draft plan to the public. Following this step, the final phase allowed for a formal review and adoption process by City officials, including the Parks Board, Transportation Advisory Board, Planning Commission and City Council.

PLAN OVERVIEW

The Trails Plan is organized into the following five chapters and three appendices.

A Introduction. This chapter provides an overview of the plan and its purpose, the planning process and organization of the Plan.

B Public Involvement. The second chapter summarizes the public outreach opportunities used throughout the planning process and presents key findings used to guide the direction of the conceptual trail system.

C Existing Conditions. This chapter describes the existing characteristics of West Linn, including the natural environment, land use and transportation system. Included is a summary of the existing trail system.

D Trail System Plan. Chapter four describes the envisioned trail system plan. The chapter begins with an overview of the trail system, and summarizes the analysis process used to determine the concept.

E Recommendations. The final chapter provides recommendations to implement the plan and prioritize trail development. This chapter includes recommendations related to trail design and support programs as well as a summary of planning level costs.

Appendix A: Trail Analysis includes maps which visually depict the various stages of the trail selection and prioritization methodology.

Appendix B: Regulations and Standards summarizes relevant policies for implementing the Plan.

Appendix C: Public Outreach Documentation includes the workshop summaries, agendas and maps, the website comments archive and other public materials used to develop the Plan.

II. PUBLIC INVOLVEMENT

A successful trail system relies on public support and a unified vision. To develop a solid foundation for the Plan and ensure a high level of project transparency, the City of West Linn gathered feedback from as many residents and stakeholders as possible. The planning team used a variety of activities to ensure participation from all of West Linn's neighborhoods, including various age groups and diverse interests.

PUBLIC INVOLVEMENT STRATEGY

With the need for trails already established through previous planning efforts, the West Linn Trails Plan focused on trail analysis and potential alignments. The comprehensive vision of a city-wide trails system expressed in the Imagine West Linn vision update outlined several objectives for future trail planning. In addition, the 2007 Parks, Recreation and Open Space Plan included a needs assessment, during which the City gauged public interest and provided additional information about the needed trail system.

With this groundwork in place, the public involvement strategy for the Trails Plan was designed to move to the next level of trails planning by engaging the public in further defining specific trail alignments and identifying local conditions affecting the design and development of the trail system. Most importantly, the strategy was designed to elicit feedback regarding priorities and preferred alternatives, resulting in a trail system that is well designed and well used.

Refining the Trail System Concept

The Trails Plan relied on a multi-faceted and continuous public involvement strategy that occurred throughout the planning process. One of the primary outcomes of this effort is a plan that reflects the unique needs and desires of West Linn residents. Yet another key result of this effort led to the refinement of the PROS trail concept, into a buildable trail system.

Early on in the process, feedback from residents indicated that slight changes to the PROS Plan concept were needed based on a closer look at potential alignments. Tools such as the interactive web based map allowed those using the website to identify specific areas of the City and comment on potential challenges and opportunities. Mapping exercises at the public workshops gave participants a similar opportunity, also allowing for discussion with other residents. This allowed for the discovery of new ideas and served to build community buy-in and support.

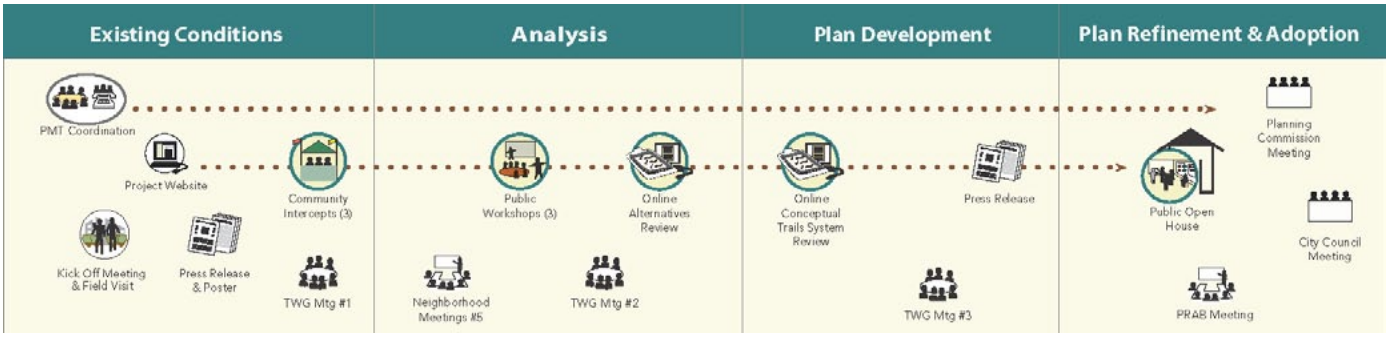
While participation in the planning process was key to refining the trail system concept, the future success of the trail system will require continued education and awareness of the trail system, trail etiquette and future support. Chapter 5 outlines further outreach and education recommendations as part of the trail support program.

Public Outreach Opportunities

The Trails Plan relied on public participation throughout each phase of the plan process. While the project website and online public commenting tools allowed the public to weigh in throughout the entire process, other activities (such as the community intercept events) occurred at key points in the planning process. The initial phases had the most opportunities for involvement to allow for an adequate assessment of the existing system and to gather extensive feedback regarding on-the-ground conditions. Figure 3 illustrates the different types of public outreach opportunities that occurred at different phases of the plan.

A complete summary of the public involvement results, as well as public involvement materials, can be found under separate cover in Appendix C: Public Outreach Documentation.

Figure 3: Public Involvement in the Plan Process



public involvement

Project Management Team

The Project Management Team (PMT) worked collaboratively during the entire plan process and consisted of the MIG Team and City staff. The PMT provided policy direction, evaluated process and timeline adjustments to accommodate community needs, and also served to organize events and meetings.

Comprehensive Trails Plan Website

The Comprehensive Trails Plan website served as the forum to facilitate interaction between the project team and the community during the planning process. The website allowed the project team to share information with the public throughout the plan process. The site kept the community up-to-date on events and news, and it also allowed the public to review documents and provide comments on the trail system. Together these functions ensured transparency during the planning process.

Online Public Comment

One of the most important components of the project website was the ability to use interactive, online commenting. Interactive mapping proved to be a valuable tool of the website, allowing the public to review documents on their own time. This was especially useful during the detailed review of existing, draft and final trail concept maps. Through this feature, reviewers indicated specific alignment preferences and could make comments directly on areas of the map that present challenges or opportunities.

THE PROJECT WEBSITE WAS AN IMPORTANT TOOL THROUGHOUT THE PLAN PROCESS

Community Intercept Events

During the first phase of the project, the planning team participated in three different citywide events to publicize the planning effort, gather public input and promote the project website. During the events, the planning team was on hand to discuss West Linn's trail resources through informational displays and handouts, while allowing the public to become familiar with the project, ask questions and provide feedback. The interactive displays included a trail map to inform residents about their trail resources and allow them to identify opportunities and constraints, as well as community needs and priorities. The intercept events occurred at the following dates and locations:

"A TOTAL OF 100 PEOPLE SIGNED-IN TO HEAR THE PRESENTATION AND PARTICIPATE IN THE GROUP DISCUSSION ABOUT TRAIL USERS AND TRAIL SYSTEM ELEMENTS."

- Saturday, December 5th, 2009 at 6:00 PM at West Linn Central Village;
- Saturday, December 12th, 2009 at 10:00 AM at Willamette Falls Drive; and
- Sunday, December 13th, 2009 from 10:30 AM to 2:00 PM at West Linn High School.

Public Workshops

There were three public workshops held in each of the City's planning areas. At the meetings, the planning team presented an overview of the planning process and the work done to date. A total of 100 people signed in to hear the presentation and participate in the group discussion about trail users and trail system elements. The second half of the meeting was dedicated to a small group mapping exercise, in which participants indicated the types of preferred routes and linkages different types of trail users would use. The exercise also allowed participants to draw their own route preferences and note other opportunities and challenges. The public workshops occurred at the following dates and locations:

- February 16th, 2010 from 7:00 PM to 9:00 PM at Cedar oak Primary School;
- February 22nd, 2010 from 7:00 PM to 9:00 PM at Willamette Primary School; and
- February 24th, 2010 from 7:00 PM to 9:00 PM at Bolton Primary School.

Neighborhood Meetings

City staff met with the public at several neighborhood meetings throughout the City. At these meetings, City staff provided information on upcoming events, shared information regarding the project website, public workshops and intercept events. The meetings provided an opportunity for neighborhood residents to learn about the trail plan and provide input on their preferences.

The Technical Working Group (TWG)

The TWG met at key milestones to provide review, technical advice and input on plan directions. The group included City staff from the Parks and Recreation and Planning departments, representatives from the Planning Commission and City advisory boards and other agency and organization representatives.

Following the initial public hearings before the Planning Commission, staff met with members of the Parks and Recreation Advisory Board and concerned citizens to develop solutions to concerns that were raised regarding trails along the Willamette River, Tualatin River and along Interstate 205.

The revised draft was presented before the Parks and Recreation Advisory Board and Transportation Advisory Board before it was resubmitted to the Planning Commission for their recommendation.

KEY FINDINGS

West Linn residents shared many ideas about the City's existing trails network and its links to open space and natural areas. Based on feedback gathered from the planning process, there are several opportunities and challenges that can be addressed through the Trails Plan.

Throughout the public involvement process, participants expressed ideas that shifted from the previous PROS Plan trail concept. A closer look at existing conditions revealed a list of challenges, making the trail concept contrast to land use and development patterns and natural resource constraints. West Linn is almost entirely built-out, with few undeveloped areas that could provide potential for new trails. Hillsides also pose a challenge in West Linn.

However, findings from the public involvement activities also presented a range of opportunities from which to build on. Many residents discussed their use of West Linn's quiet streets for walking. While there are several streets lacking sidewalks, some of these have low vehicle traffic volumes and are the only areas available for walking and biking. When combined with off-street trails, the use of on-street routes could serve to complete the system

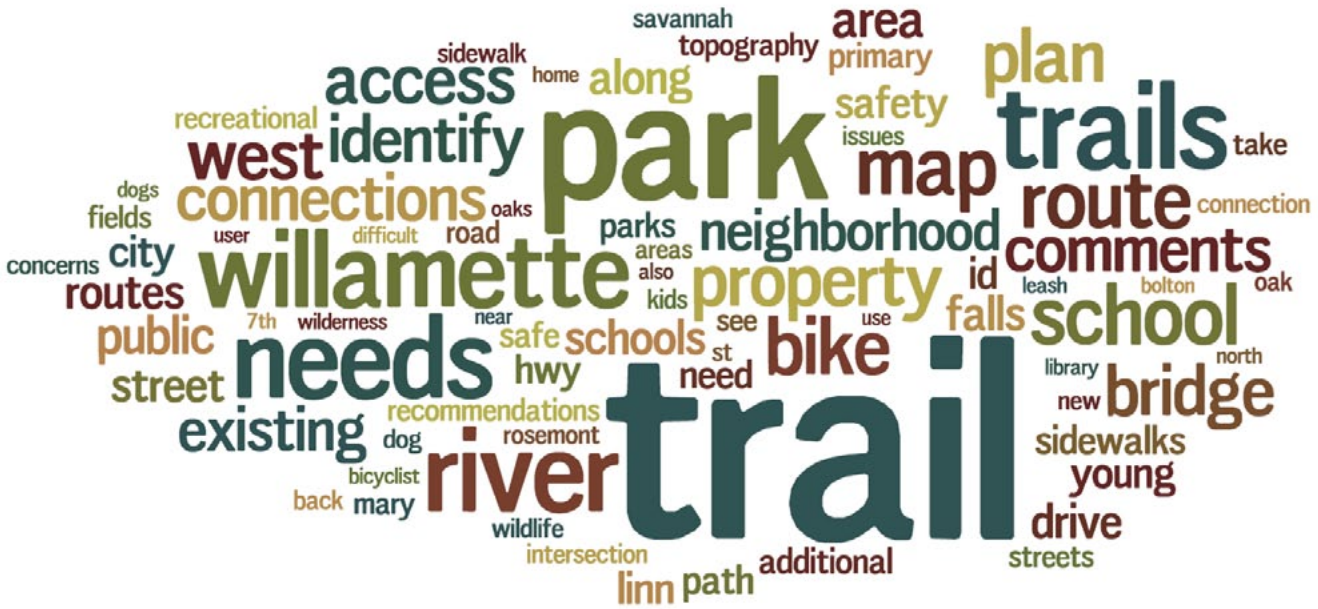
of trails. The public's interest in on-street trail connections shifted the focus of the trails concept from off-street trails to on-street connections, and the need for this Plan to inform the non-motorized transportation element of the next update to the City's Transportation System Plan (TSP).

A visual method of presenting major themes that emerged from the public involvement opportunities is through a word cloud (Figure 4). This image was generated using public comments gathered during the planning process and depicts the most frequently mentioned words (the larger words represent more frequently used words). As shown by Figure 4, the words "trail" and "park" are the most common, while "Willamette," "river," "needs," "school" and "property" are also common.

Making connections

The steep slopes and existing development pattern in West Linn make getting around difficult. There are limited routes that connect businesses or parks with homes, leading to an increased reliance on driving to local destinations. While

Figure 4: Public Input Word Cloud



no two neighborhoods are alike, a lack of connectivity throughout the city is a common issue. Many of West Linn's neighborhoods are fragmented due to steep topography, busy streets and limited access. Major barriers include Hwy

43 and I-205. Participants indicated a need for safe connections that link the Willamette Falls neighborhood and commercial center across to central West Linn.

Areas such as Mary S. Young Park are popular and access to the Willamette River is important to many residents. Yet many of West Linn's parks and natural areas also lack connections. Many participants emphasized the need for a continuous trail that connects along the Willamette River to provide opportunities to experience nature and for recreation as well as transportation.

Perhaps most important are safe routes for children to get to local schools. The lack of safe and convenient connections to city schools surfaced through almost all public involvement activities as a major challenge. There are also many destinations in and around West Linn that are visited by local and neighboring residents and commuters. Commercial centers are dispersed throughout the city with limited opportunities to access these areas by biking or walking. Bordering the city to the north, Marylhurst University is connected by Hwy 43, and the City of Lake Oswego is primarily connected to West Linn by Hwy 43 and Rosemont Road. Both streets have busy traffic and can be uninviting to pedestrians and bicyclists.

The integration of the trail system with other transportation modes was also noted by participants. Transit stops and parking areas are destinations that can be connected with the trail system. In some cases, trail users can use one mode of transportation such as public transportation or a personal vehicle, then walk or bike on the trail system.

Minimizing impacts

A common issue voiced by the public is impacts to the environment and surrounding property. The City's steep slopes and wet weather present greater potential for erosion. Other sensitive environmental areas include the Willamette and Tualatin Rivers, open space and wildlife habitat including trees and smaller tributaries. Perceived impacts to adjacent homes and development are also a concern. While there are many opportunities for trail routes to keep needed distance from homes, existing development patterns makes connecting these routes a challenge.

Providing safe routes to schools

Safe routes to local schools are lacking. Children not living next to schools have a lack of choice when getting to school. There is no school bus service for children that live within a mile radius of their school, making it difficult for all but the closest neighbors to walk or bike safely. These routes are shown as provided by the West Linn/ Wilsonville School District.

Using sidewalks and bike lanes

While much of the city is built-out, leaving limited potential for building off-street trails, sidewalks and bike lanes can fill gaps in trail routes, and are a preferred type of facility for many residents. Yet many streets do not have consistent sidewalks and bike lanes, or lack these facilities entirely. There is no need for land acquisition or use negotiation as street rights-of-way are already within the city's inventory in most areas of the city.

Promoting safety

Safety is an overarching concern within the existing trail system, not only for trail users, but for residents as well. The lack of safe connections and pedestrian and bicyclist facilities creates conflict with motorists, as well as other trail users. While the level grade and relatively good shoulders along Hwy 43 make the route a popular one for pedestrians and cyclists, the corridor remains relatively uncomfortable for these users. Traffic and speed are common concerns of those walking, running or bicycling along Hwy 43 and other busy roads in the city. A lack of signage, informing users where to access trails or the rules and regulations that keep trails safe, and poor design and limited lighting also serve to limit the attractiveness of existing trails.

Increasing maintenance

Existing trail routes are in different conditions, ranging from poor to excellent. While it will be important for new trails to be adequately maintained, the existing network has several issues ranging from potholes in bike lanes, to broken sidewalks and eroded trails. To pay for maintenance, it will be necessary to secure funding that can support the existing and future system.

Creating opportunities for all

Access to city destinations is important to all users, regardless of age or ability. While trails are important for transportation purposes, the recreational opportunities that trails provide are also important. Currently, there aren't many opportunities for beginning or novice bicyclists or skaters in West Linn. The hilly topography can make routes unwelcoming, while stairs and other obstacles are challenging for some users. Yet challenging routes are desired by other users. There are currently limited opportunities for activities such as mountain bike single track.

Providing outreach and education

There is currently limited information about trails in West Linn. While safe routes exist, they wind through the city with no clear route identification or signage. Many residents are concerned about how future trails and trail users will affect homes and property. While there is support for a trail system, the development of new trails will require a deliberate outreach effort with affected property owners to resolve concerns. The trail system will also need the continued support of the public to ensure long term funding and maintenance. Education efforts should also provide opportunities to learn proper trail etiquette and stewardship.

III. EXISTING CONDITIONS

The context for trail planning in West Linn is characterized by a variety of opportunities and challenges. Existing homes, limited access and development patterns, steep slopes and environmentally sensitive areas and busy streets and highways all limit where trails can be located. But the use of existing rights-of-way and the potential use of undeveloped natural areas serve as opportunities for developing the trail system.

To understand existing conditions and set the stage for the Trails Plan, the planning team relied on public input and a review of relevant planning documents. While public meetings shed light on pressing issues, a review of the City's neighborhood plans identified key concepts and recommendations for local areas within West Linn. Further, a review of City plans such as the Comprehensive Plan and Transportation System Plan provided an understanding of important planning goals and requirements related to land use and transportation. County and regional plans such as the Clackamas County Comprehensive Plan and Metro 2035 Regional Transportation Plan also contain goals and policies that affect West Linn. A complete summary of existing plans is provided in Appendix B: Regulations & Standards.

Growth, Land Use and Transportation

Some of the most significant factors that influence trails planning are population growth, land use and transportation. Together, these three factors point to existing and future challenges and opportunities and must be considered in the proposed trail system design.

Growth

The needs of existing residents, as well as future growth impacts, establish parameters for planning future trails. According to the most recent population estimates, West Linn had 24,455 residents in 2010. By 2017, West Linn's Comprehensive Plan anticipates a population of 31,723 with an average annual growth rate of 1.8%.

Land Use

A review of land uses helps determine the types of destinations that the trail system can connect with. West Linn is a City of several neighborhoods. There are eleven officially recognized neighborhood associations that assist with planning and land uses within their neighborhood boundaries. A list of neighborhood plans is provided in Appendix B.

Land use and development in the city is bound by the Urban Growth Boundary (UGB). The City of West Linn is responsible for planning and providing urban services within this boundary. The Portland metropolitan area UGB forms the western boundary of West Linn's urban area. While the majority of land within the city's UGB is developed, the city is surrounded by extensive undeveloped and unincorporated Clackamas County land. However, any planning and development outside of West Linn's UGB requires close coordination with the County, Metro and state agencies.

"...EXISTING DEVELOPMENT PATTERNS AND ENVIRONMENTAL CONSTRAINTS AFFECT WHERE NEW TRAILS CAN BE BUILT."

Development in West Linn is predominately residential, with single family houses accounting for about 75% of residential zoning. Multi-family and more intensive residential uses are located along Highway 43, Santa Anita Drive and Salamo Road in central West Linn, and Blankenship Road along I-205. An area of the Willamette neighborhood is also designated as a historic district on the National Register of Historic Places.

West Linn does not have a singular downtown center or central business district. Instead, commercial areas are concentrated at four sites: to the south along I-205; west, along Salamo Road; east, along Highway 43; and north, along Hidden Springs Road. The City's industrial land is located along Willamette Falls Drive. Portland Metro identifies two urban centers in West Linn: south, along I-205; and east, along Highway 43.

Transportation

The physical layout of the City's transportation system greatly influences where trails can be located and where trails are needed. While some city neighborhoods have sidewalks and convenient access to bike routes, other parts of the city are isolated, lacking pedestrian or bicycle amenities. Many local streets end in cul-de-sacs or do not connect to adjacent development. This can result in an increase in traffic on existing through streets and an increased reliance on driving for local trips.

Along southern West Linn, I-205 serves as a barrier between areas north of the highway, and the Willamette neighborhood and Willamette River. There are two I-205 on-ramps that provide access to West Linn: at the intersection of Highway 43 to the east and at the 10th Street intersection to the west. Six under and overpasses crossing Highway I-205 provide safe opportunities for pedestrians and bicyclists.

Highway 43 – also known as Willamette Drive – connects West Linn to Lake Oswego to the north and Oregon City to the south. The Highway connects to the historic Oregon City-West Linn Bridge that spans the Willamette River. This bridge serves as West Linn's only pedestrian and bicycle access to cross the Willamette River. According to the Transportation System Plan, the highway is a designated bikeway. However, bikeways are not required to have sidewalks and they are lacking on one or both sides of the street for pedestrians in most areas.

To the west, Rosemont Road provides the City's primary local access to destinations west of the city. The street is a designated bike route however, the route contains horizontal and vertical curves and blind entrances as well as narrow travel ways, which present challenges to cyclists. Another designated bike route is Willamette Falls Drive which parallels the Willamette River and I-205. Along with Tualatin Avenue to the south, the street provides access across the Tualatin River.

Current commuting habits in West Linn are similar to the statewide data, with the majority of West Linn residents commuting to work by driving alone (73.8%). However, this number has decreased from 78.5% in 2000. While the percentage of commuters driving alone has decreased, the percentage of commuters walking to work has increased, from 1.4% in 2000 to 3% in 2006-2008. As the City's population continues to grow, the City's trail system can serve the community by reducing vehicle traffic and congestion, providing more convenient transportation options and safe routes to school, increasing access to recreation and promoting healthier lifestyles.

NATURAL ENVIRONMENT

The City of West Linn is situated along the western bank of the Willamette River and is bordered to the southwest by the Tualatin River.

Climate

Climate influences trail use and trail design. The area's mild temperatures allow residents to pursue outdoor activities throughout the year: the average temperature in January is 40°F, and in July is 68°F. Average precipitation is 48" per year, with most of rain falling from October through late spring. The extensive rainfall poses a significant challenge for trail design. Runoff from trail development and use causes soil erosion and potentially causes water pollution. However, with proper design techniques, most trails can be built to minimize erosion and be used during wet weather.

Vegetation

Vegetation and trees require protection from trail construction and trail use impacts. Most of the City's intact tree canopy is located within parks and open spaces; in particular at Mary S. Young Park and Wilderness Park. Other forested areas can be found on the hillsides along the west side of Highway 43, and along smaller Willamette River drainages. West Linn's tree ordinance provides specific guidelines for retaining, maintaining and removing trees.

Topography

The Willamette and Tualatin Rivers and adjacent bluffs are important physical features that contribute to West Linn's character and define its pattern of growth. Portions of the city are located on a relatively level shelf above the two rivers, and at the base of steep hillsides. However, some neighborhoods are built on top of or alongside these slopes, making access difficult for pedestrians and bicyclists.

The elevation of the lower parts of the City average between 100' and 140' above sea level, while the ridge tops average 550' in elevation. According to the Comprehensive Plan, there are 804 acres of land in the City on steep hillsides (slopes greater than 25%) or in the floodplain.

Geology and Soils

West Linn contains a variety of soil types, some of which are challenging for trail development. Some of the most limited areas for building trails in West

Linn are areas with silt loam soils on steep slopes, which are prone to water erosion. Other areas of silty clay loam are more suitable for building trails.

Another geologic factor influencing trail development is seismic activity. The Comprehensive Plan indicates the location of a fault line through West Linn in a northwest to southeast direction parallel to Highway 43 and the Willamette River, with several smaller fault lines branching to the southwest. Soils in these fault areas have the potential to liquefy as a result of seismic activity.

Water Resources and Hydrology

West Linn is surrounded by water, creating many opportunities for scenic trails and river access. However, existing development patterns and environmental constraints affect where new trails can be built. Drainage patterns factor into the engineering and construction of trails. Flooding, irrigation, and runoff from trails and support facilities can impact shorelines, riparian areas and habitat corridors.

Many narrow drainage corridors cross the City, carrying storm runoff to the rivers. West Linn's Comprehensive Plan identifies areas in the City prone to flooding. Due to the area's topography, most of the river shorelines are within the 100-year flood plain. The plan also identifies several small patches of wetlands throughout the city.

One of the most notable features along West Linn's Willamette River frontage is Willamette Falls, and the historic locks built to traverse the falls. Located on the City's side of the river, the Willamette Falls Locks were built between 1868 and 1873 and are on the National Register of Historic Places.

Fish and Wildlife

There are a variety of fish and wildlife in West Linn that depend on clean water, safe corridors, and sufficient and protected habitat. The Wildlife Habitat Inventory of the Comprehensive Plan shows the location of important habitat areas within West Linn. Most of these areas follow creeks and riverbanks, as well as hillsides, parks and open spaces.

The Willamette River and its tributaries provide significant habitat for Upper Willamette River Chinook Salmon and Steelhead: both listed as threatened species. The 26-acre Camassia Natural Preserve is also a sanctuary for many plant and animal species.

There are about 25.6 miles of existing trails in West Linn. The majority of existing trails are located in City parks.

EXISTING TRAILS SYSTEM

There are approximately 25.6 miles of existing trails and easements within the City. Existing trails in West Linn are dispersed throughout the city; located in parks, connecting to subdivisions, and along the Tualatin and Willamette Rivers (Map 1: Existing Trails System on page 26). This section provides an overview of the City's existing trail system. The Existing Trails System map on page 26 depicts the developed trails within West Linn.

Existing Trail Corridor Types

Trail corridors describe the characteristics of trails and the adjacent land that they parallel. There are several distinctive types of trail corridors found in West Linn, as well as unimproved rights-of-way with potential for new trails. Understanding these trail corridor types helps determine how trails are designed and permitted.

TYPES OF TRAIL CORRIDORS

- **THROUGH PARKS**
- **ALONG EASEMENTS**
- **THROUGH CITY PROPERTY**
- **RESIDENTIAL LINKAGES**
- **UNIMPROVED RIGHT-OF-WAY**

- **Trails through parks** pass through city-owned parks and may lead to surrounding neighborhoods and uses. There are also several trails that loop within a park and do not provide connections outside the park. The Community Development Code (CDC) allows these trails to be paved or unpaved, with a width ranging from 3' to 10'.
- **Trails through open spaces** pass through city-owned open spaces and connect to surrounding neighborhoods and uses. There are also trails through open spaces that stay entirely within the open space boundary. These trails can be paved or unpaved with a width ranging from 3' to 10'.
- **Trails along easements.** These trail types are distinctive from other trail types as they are able to connect between multiple property types and land uses. There are many types of easements that must be closely examined to determine if public access is legal. According to the CDC, the design of these trail segments varies depending on location and site characteristics.
- **Trails through City property** are other city trails on public land outside of parks and open space, including trails dedicated to the City as a condition of development approval. Based on the CDC, the design of these trails depends on specific location and site characteristics.
- **Trail linkages** connect between subdivisions. The City requires new

subdivisions to provide trail linkages to connect between streets and to adjacent uses. Based on the CDC, trail linkages have a width between six feet to eight feet with a paved, all weather surface.

- **Unimproved right-of-way trails** are city-owned areas with potential for trail development. These potential trail corridors follow local streets, or are along city-owned open spaces.

Existing Trails Inventory

Existing trails in West Linn primarily serve recreational purposes and are of insufficient width and construction quality to accommodate different trail users. Map 1: Existing Trails System also shows that the majority of existing trails do not connect to one another, or to other neighborhoods. The existing system is therefore not designed as envisioned by the Comprehensive Plan and Imagine West Linn. Nevertheless, the 25.6 miles of trails provide opportunities to explore parks and open spaces, as well as the City's river frontages (Table 1).

Table 1: West Linn's Existing Trails Inventory Summary

Trail Type	Total (mi.)	Percent
Trails along easements, city property, residential linkages and unimproved ROW	7.4	29%
Trails through parks or open space	18.2	71%
Total Existing Trails	25.6	100%

Of existing trails, there are approximately 7.4 miles (29% of the total) that are along easements, unimproved rights-of-way and city property, or that link residential areas. All of these trails are off-street. Many of these trails are discreet, short segments (less than 100 feet) that provide connections between land uses.

An additional 18.2 miles (71%) of existing trails are located in City parks and open spaces and are off-street. Parks such as Mary S. Young and Wilderness Park contain multiple trail options and loops. There are also several trails along the Willamette and Tualatin Rivers including Cedar Island Park, Burnside Park, West Bridge Park, Willamette Park and Fields Bridge Community Park.

Figure 5: Existing Trails System

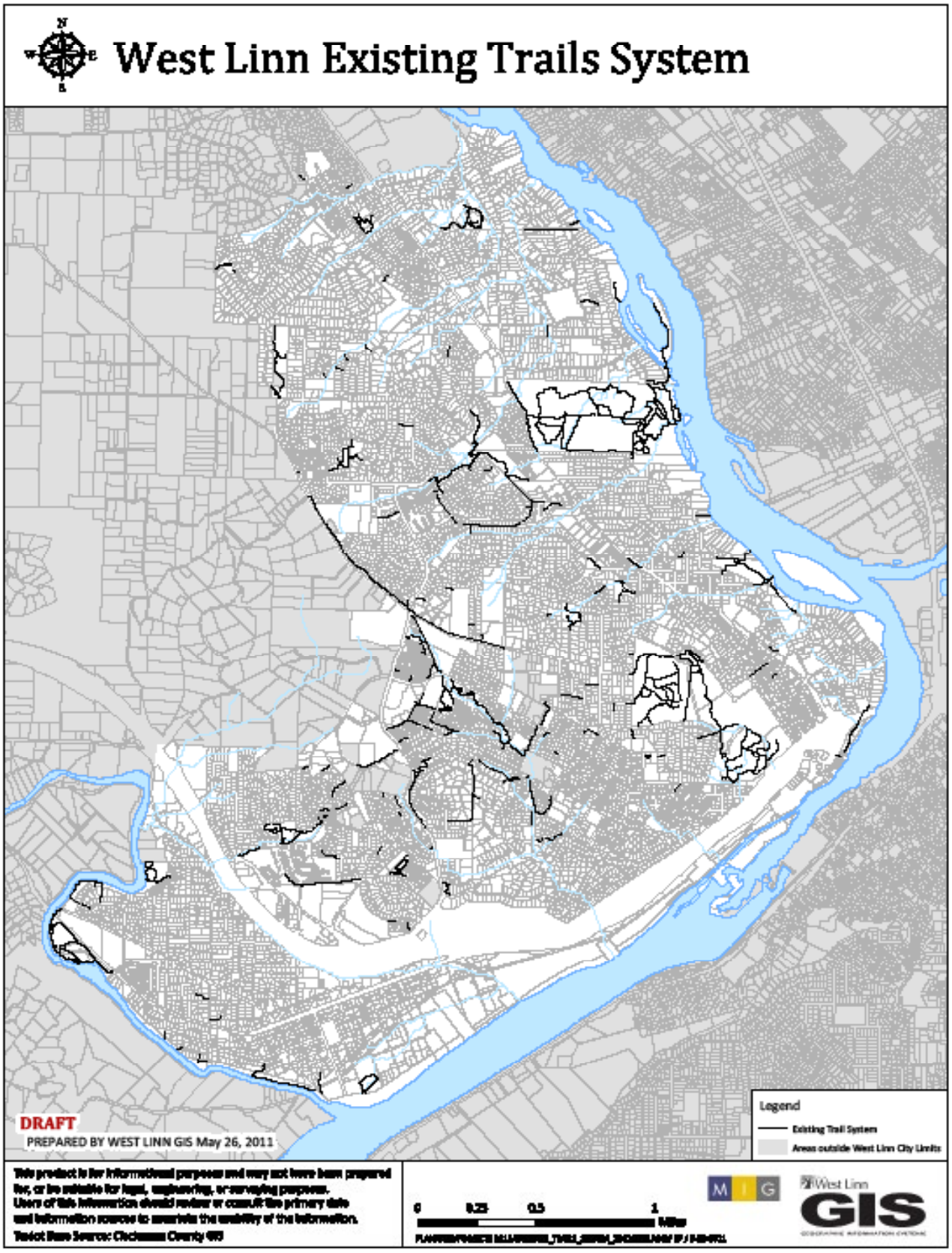


Table 2: Existing Trail Characteristics

Bold italic indicates trail approximately follows 2007 PROS Trail Concept

EXISTING TRAIL ROUTES*	STATUS	TYPE	MILES
Primary Route			
Rosemont Rd./Walnut St.	Existing	Off-street	0.41
Rosemont Trail	***Existing***	***Off-street***	***0.68***
Salamano Rd/Willamette Falls	Existing	Off-street	0.53
Tualatin River Greenway	***Existing***	***Off-street***	***0.56***
Willamette River Greenway	***Existing***	***Off-street***	***1.09***
Willamette River Greenway (In right-of-way alt.)	***Existing***	***Off-street***	***0.40***
Unnamed Easement	Easement	Off-street	0.10
		Subtotal	*3.78*
Secondary Route			
Hill Top Loop Trail	***Existing***	***Off-street***	***0.28***
Neighbor Trail	***Existing***	***Off-street***	***0.81***
Neighbor Trail - New Secondary D	***Existing***	***Off-street***	***0.11***
Neighbor Trail - New Secondary E	***Existing***	***Off-street***	***0.10***
New Secondary B	Existing	Off-street	0.41
New Secondary B2	Existing	Off-street	0.08
New Secondary C2	Existing	Off-street	0.37
New Secondary D3	Existing	Off-street	0.32
New Secondary D5 - Hidden Springs Trail	***Existing***	***Off-street***	***0.43***
New Secondary H1	Existing	Off-street	0.08
New Secondary Mary S Young A	***Existing***	***Off-street***	***1.05***
New Secondary Mary S Young B	***Existing***	***Off-street***	***0.42***
New Secondary S-J	Existing	Off-street	0.62
New Secondary S-J1	Existing	Off-street	0.14
New Secondary S-J2	Existing	Off-street	0.11
Willamette River Greenway (In right-of-way alt.) C	***Existing***	***Off-street***	***0.04***
		Subtotal	*5.34*
Local Route			
Beaver Trail	Existing	Off-street	0.08
Burnside Park	Existing	Off-street	0.10
Camassia Nature Area Preserve	Existing	Off-street	1.43
Cedar Island Park Trails	Existing	Off-street	0.24
City Hall Pathways	Existing	Off-street	0.26
Crown Ct to Windsor Ter (so. of Wildnerness)	Existing	Off-street	0.06
Deer Foot Trail	Existing	Off-street	0.16
Douglas Park Property Trail	Existing	Off-street	0.01
Fern Trail	Existing	Off-street	0.16
Fields Bridge Park Trails	Existing	Off-street	0.68
Hall Street Open Space Trail	Existing	Off-street	0.03
Heron Creek Loop Trail	Existing	Off-street	0.66
Hidden Springs #4 City PropertyTrail	Existing	Off-street	0.09
Hidden Springs Open Space Trail	Existing	Off-street	0.02
Hidden Springs Trail	***Existing***	***Off-street***	***0.12***
Hill Top Loop Trail	***Existing***	***Off-street***	***0.41***
Ibach Hillclimb Trail	***Existing***	***Off-street***	***0.17***
Ibach Nature Park Trail	Existing	Off-street	0.01

Table 2: Existing Trail Characteristics

Bold italic indicates trail approximately follows 2007 PROS Trail Concept

EXISTING TRAIL ROUTES*	STATUS	TYPE	MILES
Library Pathway	Existing	Off-street	0.04
Link - Ridge Ln. to Summit St.	Existing	Off-street	0.05
Link - 19th St to High Touch St	Existing	Off-street	0.06
Link - Alpine Dr to Bland Cir	Existing	Off-street	0.03
Link - Alpine Dr. to St. Moritz Loop	Existing	Off-street	0.04
Link - Bellevue Way to Benski Park	Existing	Off-street	0.02
Link - Bexhill and 19th	Existing	Off-street	0.07
Link - Calaroga Ct to Willametter River	Existing	Off-street	0.04
Link - Cedaroak Dr. to Island View Terr.	Existing	Off-street	0.08
Link - Cedaroak Dr. to Kenthorpe Way	Existing	Off-street	0.04
Link - Club House Ct to Palomino Park	Existing	Off-street	0.02
Link - College Hill Pl. to Marylcreek Dr.	Existing	Off-street	0.02
Link - Crescent Dr to Neighbor Trail	Existing	Off-street	0.26
Link - Furlong Ct to Rosemont Trail	Existing	Off-street	0.03
Link - Haverhill Ct	Existing	Off-street	0.03
Link - Ireland Ln to Coho Ln	Existing	Off-street	0.04
Link - Knox St To Bonnet Dr	Existing	Off-street	0.03
Link - Lorinda to Local Rte ID 5332-006	Existing	Off-street	0.03
Link - Lucerne Pl to St Moritz Loop	Existing	Off-street	0.02
Link - Oak St to Walden St	Existing	Off-street	0.03
Link - Oregon City Blvd (south of Wilderness)	Existing	Off-street	0.04
Link - Parker Rd to City Property UID262	Existing	Off-street	0.13
Link - Parker Rd to Noble Ln	Existing	Off-street	0.02
Link - Reed St to Landis St	Existing	Off-street	0.06
Link - Salamo Rd to Noble Ln	Existing	Off-street	0.02
Link - Santa Anita to Haverhill	Existing	Off-street	0.03
Link - Territorial Dr to Willamette River)	Existing	Off-street	0.02
Link - Viewpoint Rd to Parker Rd	Existing	Off-street	0.04
Link - White Salmon Ct to Oxford St	Existing	Off-street	0.06
Link - Wilderness Dr. to Forest Ct.	Existing	Off-street	0.04
Link - Willamette Dr (Barlow St. to Atkins)	Existing	Off-street	0.07
Link - Winkel Rd to Parker Rd (east)	Existing	Off-street	0.02
Link - Winkel Way to Parker Rd	Existing	Off-street	0.02
Mary S. Young Park	Existing	Off-street	1.14
Marylhurst Heights Park	Existing	Off-street	0.40
Nature Trail	Existing	Off-street	0.08
Neighbor Trail	***Existing***	***Off-street***	***0.47***
NO-001 - trail linkage	Existing	Off-street	0.22
NO-002 - city open space - Wildwood Trail	***Existing***	***Off-street***	***0.04***
NO-003 - city open space - Wildwood Trail	***Existing***	***Off-street***	***0.03***
NO-004 - city open space - Wildwood Trail	***Existing***	***Off-street***	***0.03***
NO-005 - city open space - Wildwood Trail	***Existing***	***Off-street***	***0.02***
NO-007 - city open space	Existing	Off-street	0.04

Table 2: Existing Trail Characteristics

Bold italic indicates trail approximately follows 2007 PROS Trail Concept

EXISTING TRAIL ROUTES*	STATUS	TYPE	MILES
NO-010 - city property	Existing	Off-street	0.04
NO-011 - trail linkage	Existing	Off-street	0.06
NO-014 - trail linkage	Existing	Off-street	0.02
NO-015 - city property	Existing	Off-street	0.03
NO-016 - trail linkage	Existing	Off-street	0.02
NO-019 - city property	Existing	Off-street	0.02
NO-020 - city property	Existing	Off-street	0.10
NO-021 - trail linkage	Existing	Off-street	0.04
North Willamette Park Trails	Existing	Off-street	0.49
North Willamette Trail	Existing	Off-street	0.13
Open Space from Chelan Dr to Salamo Rd	Existing	Off-street	0.04
Open Space from Chelan Lp to Belknap Dr	Existing	Off-street	0.06
Railroad Trail	Existing	Off-street	0.12
Ridgeview Estates: Bland Cir to Crestview	Existing	Off-street	0.10
Ridgeview Estates: Crestview Dr.	Existing	Off-street	0.03
River Bluff Open Space	Existing	Off-street	0.09
Riverside Loop Trail	Existing	Off-street	0.14
Robinwood Park Trails	Existing	Off-street	0.08
Rosemont Trail	***Existing***	***Off-street***	***0.01***
Sahallie Illahee Park Trails	Existing	Off-street	0.17
Salamo Road Trail	Existing	Off-street	0.07
Sunburst Park Trails	Existing	Off-street	0.40
Sunset Park Trails	Existing	Off-street	0.10
Swiftshore OS to Swiftshore Dr (east)	Existing	Off-street	0.03
Swiftshore OS to Swiftshore Dr (west)	Existing	Off-street	0.03
Swiftshores Open Space Trail	Existing	Off-street	0.03
Tanner Creek Open Space Trails	Existing	Off-street	0.34
Tanner Creek Park Trails	Existing	Off-street	0.25
Tanner Creek Trail	Existing	Off-street	0.37
Trillium Trail	Existing	Off-street	0.13
Tualatin River Greenway	Existing	Off-street	0.41
Tualatin River Open Space	Existing	Off-street	0.26
Tualatin River OS	Existing	Off-street	0.19
Umpqua Heights: Bland Cir to Kensington Ct	Existing	Off-street	0.07
Unnamed Open Space (Pimlico Terr. to Pimlico)	Existing	Off-street	0.09
Unnamed Open Space (Snowberry to Summerlin)	Existing	Off-street	0.09
Weatherhill	Existing	Off-street	0.19
Wilderness Park	Existing	Off-street	2.30
Wilderness Park linkage	Existing	Off-street	0.08
Willamette Park Trails	Existing	Off-street	0.26
Willamette River Greenway	Existing	Off-street	0.14
Windsor Ter to Camassia Nature Preserve Trail	Existing	Off-street	0.03
Unnamed Easement	Easement	Off-street	0.13
		Subtotal	*16.45*
		Total All Existing Trail Routes	**25.57**

*while this inventory includes all existing trails known to the City of West Linn at the time of plan adoption, it is likely that trails exist which are unknown to the City.

IV. TRAIL SYSTEM PLAN

IN THIS CHAPTER:

1. Trail System Overview
2. Trail Analysis
3. Conceptual Trail System

This chapter presents the envisioned trail system for West Linn. The formation of the proposed trails system is centered on public input and review, as well as technical analysis and refinement of the public's preferred trail system. The review of West Linn's physical characteristics and its planning context discussed in the previous chapter resulted in a number of important considerations that influenced the methodology for prioritizing trails. Specific guidance on implementing this system, including trail design considerations, is provided in Chapter 5.

TRAIL SYSTEM OVERVIEW

The proposed trail system accomplishes the objectives and overall vision set forth in previous citywide planning efforts. It is the result of an extensive public outreach effort, allowing the entire community, as well as stakeholders and trail users, to weigh in on the specific alignments and trade-offs.

The trail system connects opposite ends of the City, provides access to parks and rivers, connects neighborhoods and increases opportunities to walk or bike. These are the destinations the public emphasized throughout the planning process. The initial and broad-brush alignments identified in previous planning efforts have been refined into a set of trail routes supported by the community and further revised through a set of prioritization criteria. This process has also resulted in the refinement of the trail route classification system described below.

Trail Route Classifications

Initial classification of West Linn's trail system stemmed from the PROS Plan (both the 1998 plan and 2007 update) that described three trail types consisting of off-street paved or unpaved trails. However, input from multiple public meetings received during the first phase of the trail planning process indicated that the 2007 PROS Plan trail classification system needed further refinement to accurately reflect the constraints and trail conditions found in West Linn.

While the need for off-street trails still exists in West Linn, residents suggested that on-street routes including separate trails within rights-of-way as well

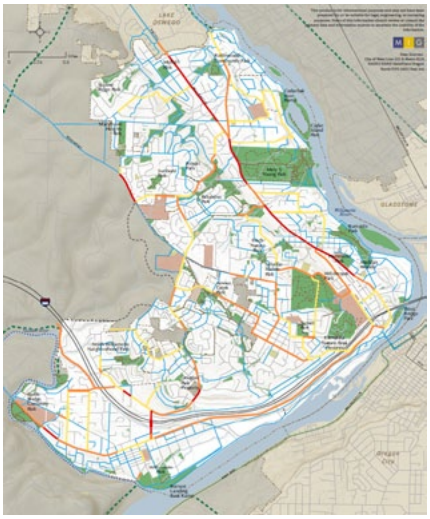
as sidewalks and narrow (low traffic volume) shared streets should be a major element of the comprehensive trail system, as a response to the topographical and property ownership constraints in West Linn.

As a result of the public input, the planning team refined the classification scheme from the PROS Plan. Several terms are used to describe the trail system. These are defined below:

A trail route identifies a trail alignment that makes a complete connection through the city, neighborhood or within a subarea of the city. A trail route can cross through a variety of corridors. The type of connection created determines the classification of the trail route (primary, secondary or local).

A trail segment is a portion (segment) of a trail route. For the purposes of this plan, a trail segment was determined where the trail route intersected another physical feature: road, natural area, water feature, etc. Trail segments can also be discrete local trails that make a connection from one local area to another but are not part a trail route.

The trail route definitions are intended to describe the purpose, function and intended use of each route type: primary, secondary and local routes.



Primary Routes have Citywide and regional significance and provide continuous connections throughout the City to key destinations and the region. Primary routes can have access to transit and are intended to serve the needs of the maximum number of users of varying modes (on foot and bicycle), abilities (including the elderly, young children and mobility device users) and purposes (i.e., transportation and recreation). Primary routes are likely to be paved but may be unpaved due to environmental constraints. They may be on- or off-street facilities and can pass through a variety of land uses.

Secondary Routes provide connections within the community, linking neighborhoods with the primary route network, schools and parks. These routes support the primary route network and serve smaller residential, commercial and employment areas. They also provide alternative connections to key destinations. Where possible, these routes avoid on-street connections on major arterials and state highways with speeds greater then 40 mph. Secondary routes can be paved or unpaved, be located on- or off-street and may pass through a variety of land use corridors.

Local Routes are located within individual developments, parks and neighborhoods and typically cover a short distance. Local routes can serve several purposes. They can provide connection to the community wide trail system of primary and secondary routes, create discrete links or provide a local recreational loop. Local routes are mostly off-street and are primarily unpaved, with paved segments used where necessary. These trail types are mostly found in residential areas, at schools or in parks and open spaces.

The shift in the classification system from trail types to trail routes helps clarify the role of a trail system in West Linn's non-motorized transportation and recreation system. Trail routes better fit the existing characteristics in West Linn and respond to the need to connect to a variety of destinations within the City, while allowing for flexibility in determining the type of trail design most appropriate for a given segment of trail. As individual trail segments move forward to implementation, specific design considerations (presented in Chapter 5) should be applied to determine the most appropriate and context-sensitive treatment for the segment, with the involvement of the public.

ROUTE TYPES

PRIMARY
Through routes that connect the city and the region.

SECONDARY
Routes that connect between neighborhoods.

LOCAL
Routes within neighborhoods.

TRAIL ANALYSIS

Bicycle and pedestrian trip generation methods are less standardized than automobile use, making it more challenging to quantify need and demand. In addition, West Linn's existing trails make trail user counts an ineffective tool. However, as noted in Chapter 1, the results of public involvement for planning efforts over the past 10+ years have consistently indicated that trails are needed or are highly prioritized.

The analysis for refining the routes and defining the comprehensive trail system relied heavily on public input, following a three step process:

- Restructuring the PROS Plan trail concept through public review and input;
- Screening the public's preferred trail system through a series of criteria; and
- Review and refinement of the resulting trail system concept by the public.

STEP 1: REVISING THE PROS PLAN TRAIL CONCEPT THROUGH PUBLIC REVIEW.

Step 1: Revised Trail System Concept

The first step of the analysis centered on engaging the residents of West Linn in a review of the existing PROS trail concept, and collecting input based on

the public's preferred system of trails. This step employed online interactive trail maps available on the project website (www.westlinntrailsplan.org), combined with face-to-face interaction at public workshops and intercept events to collect the opinions and ideas of West Linn residents.

The project website allowed the public to review and comment on the existing trail system through the interactive mapping tool, document library, general comments page and email. The interactive map tool was designed so that website visitors could draw on the maps and make comments. All comments made using the interactive map were available for other users to view.

The information collected at public workshops and community intercept events on paper maps was digitally transcribed and combined with the information collected online. The resulting maps and proposed system information was then posted online for any project website visitor to review. These maps are included in Appendix A: Trail Analysis.

Map 2: Public Input - Desired Trail Routes map illustrates all of the collected public comments on the desired trails system. The resulting dataset was then assessed to identify the trail alignments that received the most attention as opportunities or challenge areas.

Map 3: Public Input - Intensity of Interest illustrates the trail alignments that received the most attention over the public input comment period. Appendix C (under separate cover) includes as summary of the public outreach materials and each of the public workshops.

Step 2: Screening Criteria

In the second stage of the trails analysis, the planning team consolidated and ranked the frequency of public responses for a preferred trail system, then developed a series of criteria for screening the potential trail routes. The criteria were applied to the Step 1 preferred trail alignments to assess each against a variety of considerations to ensure routes identified by the public met citywide and regulatory objectives. Collectively, the criteria allowed the planning team to analyze the conceptual trail system through an examination of existing opportunities and challenges to determine which trails were the most feasible for future development.

The first step of the analysis determined whether potential trail sections were on- or off-street. This characteristic was not scored but noted for future reference and consideration. Trail alignments were then examined using GIS to determine whether the preferred routes met each criterion. After this step, trail segments were either assigned a score of one, for trails that passed the screen, or zero, for trails that did not pass the screen. As a result, each segment of trail could potentially receive a maximum score of 11 and minimum score of zero.

The screening criteria involved an application of concurrent planning, environmental and connectivity factors that cover a range of considerations facing West Linn. Because the cost of a trail project will depend on the specific design and on-the-ground conditions, cost was not used in the analysis. However, cost can be used as an additional criterion to screen trail projects once detailed design and price information is prepared as part of the design development process.

STEP 2: SCREENING TRAIL ROUTES THAT DO NOT MEET CRITERIA.

The three criteria used to screen potential trail routes include:

Concurrency. Routes that are in-line with other land use and planning efforts have the potential benefit of developing in conjunction with the other projects. Based on information from the City's Transportation System Plan (TSP), routes already identified as a priority by the City received a higher score. Map 4: TSP - Pedestrian & Bicycle Projects illustrates the non-motorized priority projects of the TSP. This criterion also referenced concurrency with the existing trails system concept presented in the 2007 PROS Plan. Map 5: Trail Screening – Concurrency on the following page illustrates the alignments that meet one to three planning objectives.

Environment. The environmental criterion are one of the primary factors determining where trails can or cannot be developed within West Linn. Data used for the analysis is based on existing Oregon Statewide Planning Goal 5 inventory data which includes the identification of open space, habitat, riparian and wetland areas, along with other environmental factors such as topography and flood potential. Each alignment was screened using GIS as to whether some segment of the alignment intersected a habitat area, significant riparian area, wetland, an area of 15% or greater rise, an open space, or the two year FEMA flood zone. Map 6: Trail Screening - Environment illustrates the results of the environmental scoring. Route segments crossing through existing open spaces, and that avoided wildlife habitat, wetland and riparian areas, steep slopes and flood zones received a higher score.

Connectivity. The connectivity criterion evaluated a route's potential to link with other routes and community destinations and this influenced a route's classification as primary, secondary or local. Connectivity is especially important in areas that are auto-oriented or are bound by busy streets. As part of the analysis, the alignments that fell within the school district's designated walking zones received a higher ranking; routes that create connections within school walking zones is depicted in Map 7: Trail Screening – Connectivity. Primary school walking service areas were assessed at one mile and the middle schools at a 1.5 mile service area reach along the roadway network.

Step 3: Route Refinement

Step 3: Refining Trail routes based on public review.

During the final step of the methodology, the planning team invited feedback on the draft system on an interactive online map. The map was available from August to October 2010 on the project website. Based on public comments during the initial outreach phase and during the Planning Commission public hearings and comments from advisory boards, the trail system was refined further as depicted in Map 8: Trails System Concept. A complete list of comments generated from the refinement process is provided in Appendix C (under separate cover).

As the trail improvements are implemented and the trail system in West Linn is further developed, future opportunities for other trails not already identified in this Trails Plan may present themselves. The criteria developed as part of this Trails Plan can be used to evaluate these trail opportunities. However, screening of trails does not commit the City to develop these routes in any particular order. Similarly, it is possible that some routes with lower screening scores may become prioritized in the future based on changing conditions and needs. The specific design and alignment of a given trail or trail segment will be developed as these projects approach development.

CONCEPTUAL TRAIL SYSTEM

The trail analysis process resulted in the conceptual trail system, consisting of primary, secondary and local routes (some proposed and others already existing). When completed, the conceptual trail system will provide a total of 87.5 miles of on- and off-street trail routes. This includes 25.5 miles of existing trails and 61.9 miles of new trail route mileage. Of the new trail

mileage proposed, 72 percent are proposed as on-street routes that will be integrated with the City's next TSP Update. The wide ranging benefits of this system are discussed in Chapter 2.

Table 2 provides a summary of the proposed system. Figure 6 and Table 4 provide a complete inventory of the conceptual trail system.

Currently, all existing trail mileage is off-street. Of the existing off-street trails, 3.8 miles (4% of the total) can be designated as primary, 5.3 miles (6%) as secondary, and 16.4 miles (19%) as local routes.

Table 3: West Linn's Proposed Off-street Trails System Summary

Route Type	Distance (miles)		Total (mi.)	Percent of Total Off-street Trail System
	Existing	Proposed		
Primary	3.8	12.2	16	37%
Secondary	5.3	5.1	10.4	24%
Local	16.4	0.01	16.4	38%
Total	25.5	17.3	42.8	100%

The proposed network of off-street trails would expand the City's off-street trail mileage by nearly 68 percent and would better balance the distribution of primary, secondary and local routes (Map 9).

The Plan also proposes more than 44.6 miles of on-street trails, designated almost exclusively as primary and secondary routes. Taken together, the conceptual on- and off-street route network comprises more than 87 miles of pedestrian and bicycle connections throughout West Linn.

Table 3a: West Linn's Proposed On-street Trails System Summary

Route Type	Distance (miles)		Total (mi.)	Percent of Total On-street Trail System
	Existing	Proposed		
Primary	0.0	23.6	23.6	53%
Secondary	0.0	20.9	20.9	47%
Local	0.0	0.1	0.1	0.02%
Total	0.0	44.6	44.6	100%

When completed, the conceptual trail system will provide a total of 42.8 miles of off-street routes and 44.6 miles of on-street routes.

Primary Routes

The majority of proposed off-street trail routes (71%) are designated as primary routes. North of I-205, there are two primary routes that follow a north-south direction. All primary routes will connect with one another. The primary route furthest west generally follows Rosemont Rd. and connects to Salamo Rd., branching off west along the Urban Growth Boundary. A second primary route follows along Hwy 43.

South of I-205, there is one primary route. Closest to I-205, the primary route connects across I-205 at six existing highway over/underpasses. This route will generally follow along Willamette Falls Drive.

Secondary Routes

Twenty-nine percent of the proposed off-street trail system will be secondary routes. Compare this with 47% of the proposed on-street trail network as secondary routes. Proposed secondary routes are mostly located north of I-205, connecting between the city's northern primary route systems. Several of these routes will run along existing natural areas and open space corridors, while others will be located on-street. These routes will use the city's abundance of undeveloped hillside, where there is the greatest potential for connectivity between neighborhoods and primary trail routes.

Ultimately the secondary route furthest east will be a combination of on- and off- street, and possibly in-river, segments that follow along the Willamette River. This route will serve to connect destinations north of West Linn with

destinations to the south of the city including I-205, the Willamette River and Oregon City via the Oregon City-West Linn Bridge. This route will also create opportunities for watercraft rental facilities for in-water recreation. South of this route, a secondary route will follow the direction of the Willamette and Tualatin Rivers via on- and off-street segments.

Local Routes

Local routes constitute the smallest portion of proposed routes, and are mostly off-street. When combined with existing routes, there are 16.6 miles of local trail routes. Of local routes, almost all (99% of local routes) will be off-street. Proposed local trails will be a combination of on- and off-street segments that fill in existing gaps to connect secondary and primary trails.

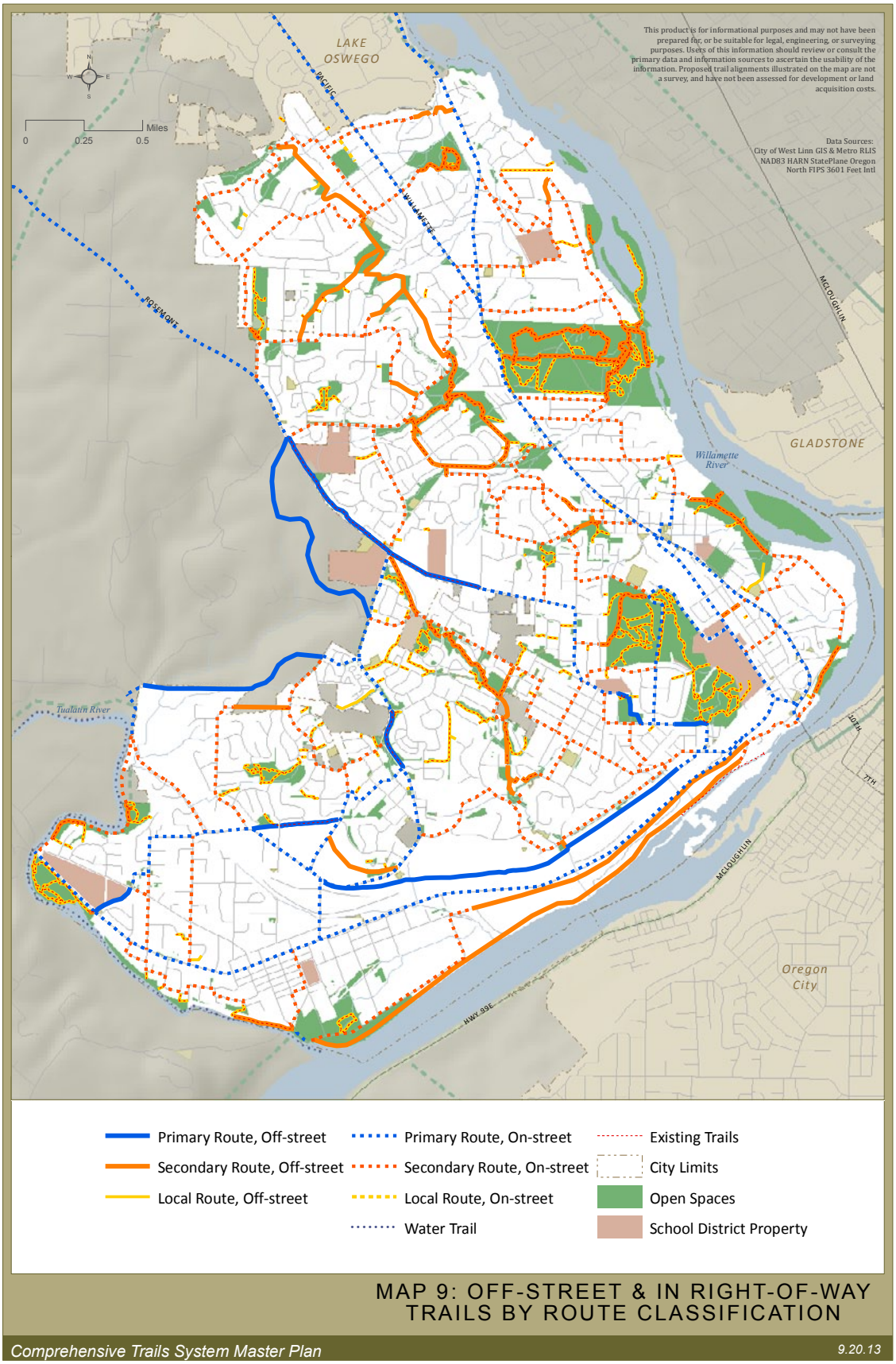


Figure 6: Trails System Concept Plan

V. RECOMMENDATIONS

This chapter provides recommendations to achieve the envisioned trail system over time. Implementing and sustaining the trail system will require the continuation of a strong working relationship with the public, as well as clear trail project prioritization criteria, design guidelines and implementation policies to make the best use of staff, technology and available funding.

The intent of the Trails Plan is to guide development of a consistent system of trails for multiple users in the City of West Linn, while incorporating and respecting the distinct settings and experiences that residents value. Building trust with the public and elevating awareness of the West Linn trails system will be an important step in maximizing the value of the investment in trail development.

IN THIS CHAPTER:

1. Implementation and Phasing
2. Design Considerations
3. Trail Route Design Guidelines
4. Trail Support Program
5. Trail Costs

IMPLEMENTATION AND PHASING

Protecting existing trail connections and reserving planned trail connections throughout the City will be necessary to successfully implement the Trails Plan. While the Plan prioritizes the use of existing public lands and rights-of-way, implementation is likely to require acquisition of (or easements for) new corridors in some cases. Acquisition and easements will be negotiated with willing sellers in accordance with City policy regarding property acquisition.

To preserve land for future trail connections, the City will consult this Plan during the review of future new- or re-development applications (see Appendix for an explanation of the land use review process). Where this Plan indicates a trail connection in a location proposed for new- or re-development, the City will pursue acquisition of an easement or purchase of property where appropriate.

Consistent with state law, residents will be invited to participate during plan implementation. A more in-depth review of trail-related regulations and standards is provided in Appendix B.

Coordination with the Transportation System Plan (TSP)

The City of West Linn is preparing to update its TSP in 2013-14. The complete set of on-street recommendations shown in Map 9 will be the basis for the analysis regarding the non-motorized modes during the TSP Update. Including on-street routes in this plan helps to ensure close coordination between on- and off-street transportation facilities and maximizes the efficiency of the City's transportation network. Along with the trail system, the design guidelines and recommendations of this Plan should be carried forward and be included within the TSP update. The TSP should also include updates to West Linn's street standards to incorporate the in right-of-way trail concepts provided later in this chapter. In addition, new and improved street sections should be designed around trail heads and crossings. Finally, in addition to advancing the trail routes that form the trail system, the TSP should include goals, policies, and standards that encourage and accommodate multiple modes safely and in a context-sensitive manner throughout West Linn.

Funding

The trails system defined in this Plan is comprised of routes that will occur on bike lanes and sidewalks within public street rights-of-way (on-street routes) as well as routes that will occur on public lands and easements outside of improved public street rights-of-way (off-street routes). As such, this Plan is an integral part of West Linn's transportation system. On-street routes and intersection improvements in this plan could be eligible for transportation funding and could be included as part of the City's Transportation Systems Capital Improvement Program. Like all transportation improvements, on-street trail routes included in this Plan could also be eligible for funding through the City's systems development charges (SDC) program. As with other public improvements, alternative sources of funding, such as bond measures and grants could also be considered as a means to fund trails improvements.

Route Prioritization

Implementation of the trail system will be phased over time. To maximize the usability and connectedness of the system, routes and segments will be prioritized. During the CIP process, routes and individual segments should be ranked based on existing conditions and available funding.

The 2007 PROS Plan established a four-tiered set of trail implementation priorities. Generally, alignments under public ownership should receive the

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highest priority for development while alignments not under public ownership (or under private ownership) receive the lowest priority.

- Highest priority: Alignments passing through City-owned property and within public rights-of way;
- Second highest priority: Alignments on City-owned and publicly owned property, including easements;
- Third highest priority: Missing links connecting existing segments, regardless of ownership; and
- Longer term priority: Alignments under non-public ownership that are not missing links.

After this initial screen, trail projects can be further ranked using the screening process developed for the trails analysis (described in Chapter 4). For prioritizing design and construction, cost and or funding opportunities (e.g., Federal, State and regional grants) should also be included as a criterion.

As shown in Figure 7, five criteria can be used to guide the prioritization and gradual development of trails. With this matrix, each trail project is evaluated on whether it meets the criteria through three broad scoring categories: the project is negative or lacking information, neutral or positive. After evaluating the trail against the criteria, projects with a greater number of positive scores are prioritized over projects that receive more neutral or negative scores. The outcome of this screening process will be a prioritized list of projects that should be included within the transportation CIP.

Figure 7: Route and Segment Prioritization Sample

Rank	Route	Section	Proposed Improvements	Environment	Connectivity	Cost	Concurrency	Land Use and Destinations
1	T1	1	10' paved, multi-use trail	●	●	●	●	●
2	T1	12	5' sidewalks, one side	○	◎	●	◎	●
3	T4	3	10' paved, multi-use trail	●	○	◎	○	◎
4	T11	2	4' trail	○	○	○	◎	○

○ = Negative or lacking information ◎ = Neutral ● = Positive

DESIGN CONSIDERATIONS

Once trail right-of-way is acquired, there are a number of trail design considerations to address location, intended users, and environmental constraints. Trail designs must also conform to specific local, state, and federal guidelines and standards.

Trail Users

Trail users have different preferences and should greatly influence trail design. As a result, proper trail design can reduce user conflict. While road cyclists and skaters need a paved surface that is free from irregularities, joggers might prefer a softer or unpaved surface. User characteristics related to speed and ability should also be considered to limit conflict and create trails that are safe for all. A wide, straight and flat trail will lead to faster speeds, while a trail with different widths, curves and grade changes at strategic locations (known as control points) will require users to take more caution. Designing to control for conflict should not limit the function of the trail. Design elements should be practical while also adding an element of visual interest or fun into using the trail.

There are four major types of trail users, and a fifth type when water trails are considered (non-motorized watercraft).

- Pedestrians include walkers, hikers, joggers and runners. Pedestrians also include people with disabilities who may be dependent on wheelchairs or other mobility devices. Pedestrians typically travel at slower speeds and may travel side-by-side. This has important implications when considering other users that share the trail such as bicyclists who generally travel at faster speeds. Other design considerations include users with baby strollers who need a smoother surface, and pedestrians with pets that need additional width. Some pedestrians prefer softer surfaces that have less impact on legs and feet, while others prefer to walk or run on harder surfaces.
- **In-line skaters and skateboarders** need a smooth, mostly level paved surface. Skaters typically travel at higher speed and require a trail with adequate width to allow for side-to-side skating movement.
- **Road cyclists** may use paved trails for commuting, recreation, and touring. Cyclists traveling along roadways will vary in riding confidence and skill, especially when mixed with automobile traffic. Designing for cyclists should address the safety of the rider as well as other trail users. Like pedestrians, road cyclists may also travel side-by-side or single file. Because cyclists can reach higher speeds, the design for these users should include a wider trail width.
- **Mountain bikers** ride on a range of surfaces and trails, both on and off road. Yet, mountain bikers need the same design considerations as road cyclists when using roadway or paved trails. For off road riding, mountain bikers typically prefer narrower single track trails composed of natural/compacted earth. Unpaved trail sections should be designed to prevent erosion and reduce speed, especially around corners or at trail intersections. Reducing user conflict on these trails is especially important when natural surface trails are used by cyclists and pedestrians.
- **Non-motorized watercraft users** (water trail users) include canoes, kayaks and other small, non-motorized watercraft that are suitable for use on the Willamette and Tualatin rivers. Water trail users require safe beach or dock landings and launch sites, access to support facilities such as restrooms, staging and parking areas.

TRAIL USERS

- **PEDESTRIANS**
- **IN-LINE SKATERS & SKATEBOARDERS**
- **ROAD CYCLISTS**
- **MOUNTAIN BIKERS**
- **NON-MOTORIZED WATERCRAFT**

Off-street trails should be sustainably designed; a trail that is fun to use and that minimizes impacts to the natural and built environment.

Accessibility

Public trails should be designed to accommodate all users. The Americans with Disabilities Act (ADA) establishes design requirements for the construction and alteration of facilities in the private and public sectors. These requirements are known as the ADA Accessibility Guidelines or "ADAAG." ADAAG guidelines are comprehensive and include consideration of a variety of factors.

Refer to the Access Board for a complete list of requirements (www.access-board.gov). A summarized list of important considerations includes:

- A slope of 5% or less for any distance, with the exception of greater slopes for limited distances;
- Resting spaces;
- A stable and firm trail surface;
- Adequate width and height clearance; and
- Adequate signage that is also accessible to users with vision impairments.

Environmental Impacts

Impacts to the surrounding environment should be carefully considered when determining trail design. This includes potential impacts to vegetation, fish and wildlife habitat, creeks and rivers as well as private property. New trails should avoid impacts to fish and wildlife habitat, with alignments located at habitat edges, through elevated boardwalks, pervious trail materials and by avoiding stream, wetland and floodplain crossings when possible.

To minimize runoff and erosion, designs should consider trail grade, cross-slope and trail surface type and width. Impervious trail surfaces will create concentrated run-off, while pervious surfaces such as gravel, compacted earth or pervious asphalt will allow storm water to percolate. Equally important, trail design and materials should be selected with the consideration of long term maintenance needs.

Vegetated buffers, signage and fencing can also be used to separate users from sensitive habitat areas and provide privacy for adjacent neighbors. Pedestrian scale lighting, surveillance of the trail from the street and other Crime Prevention Through Environmental Design (CPTED) techniques can also

be used to increase safety and limit unwanted trail activity.

TRAIL ROUTE DESIGN GUIDELINES

After considering the characteristics of intended users, route type and location, trails can either be designed for shared-use or single-use, or be located on- or off-street. Each type of trail has its own specific advantages and disadvantages that should be weighed carefully during individual project planning and design. The following presents design guidelines for off-street and in right-of-way trails. The location of these routes is illustrated in Figure 6: Trails System Concept Plan on page 39.

Off-street Trails

Off-street routes include different designs for primary, secondary and local trail routes.

Primary route off-street trails are segments that accommodate the needs of most users. This in turn leads to a greater number that can use and enjoy the trail, promoting a larger degree of trail stewardship and support for trail system funding. Primary routes are considered shared-use trails and can be paved (Figure 8) or unpaved (Figure 9).

Specific design features for off-street primary route trails should include:

- Minimum 10′ width unless constraints are present; preferred 12′ wide surface with 2′ shoulders, and adequate shy distance next to the shoulders, with additional area provided for slope, fill and landscape maintenance;
- Vegetation height should be below 3′ and above a12′ height clearance to the first tree-limb, guy-wire or other object;
- Hard-surface trails should be constructed of porous paving with soft surface unpaved shoulders; in some instances porous paving may not be suitable and the use of impervious surfacing should be considered;
- Limited sight-distance sections should be striped for two-way travel lanes;
- Unpaved trails should have a compacted, natural surface that meets ADA requirements;
- Signs, mileage markers, fences, benches and other placed features should

be located outside of the shoulders; and

- Placement of benches, trash receptacles, drinking fountains and other trail amenities should allow for machine maintenance of the vegetation with at least 8' of clearance around any feature.

Secondary route off-street trails are intended to accommodate the needs of fewer users than an off-street primary route trail. These routes can be paved or unpaved depending on environmental considerations and site context. Unpaved secondary route trails can be designed to provide the types of experiences desired by a specific user group such as walkers, joggers and hikers. Many of West Linn's existing facilities are unpaved off-street trails, and the City has standards in place for this type.

Specific design features should include:

- Minimum 6' width unless constraints are present; 8' preferred;
- Hard-surface trails should be constructed of porous paving with soft surface unpaved shoulders; in some instances porous paving may not be suitable and the use of impervious surfacing should be considered;
- Compacted, natural surface that meets ADA requirements; and
- Adequate shy distance.

Local route off-street trails accommodate a limited number of users. Their design can be paved or unpaved, and should serve a local function. Local route trails are commonly used by mountain bikers, hikers and wildlife watchers, with recreation as the primary purpose. These trail types may be more suitable for areas where alternative routes are popular and crowded, or where higher speeds can be accommodated without disturbing other trail user groups. Some local trails will serve only as connections within neighborhoods. Specific design features, such as trail surface, vary based on location and surrounding conditions but should include:

- Strategically placed "trail anchors" such as rocks and trees at corners of straight segments to slow users;
- Grade should not exceed half the grade of the hillside of sideslope (ex. A sideslope of 20% should result in a trail grade that does not exceed 10%); and

- An overall trail grade of 10%, with opportunities for drainage.

In Right-of-Way Routes

In right-of-way route trails include different designs for cyclists and pedestrians and are designed to run parallel to streets in urban areas. More than striped bike lanes, in right-of-way trails provide a dedicated trail within the street right-of-way. These trails should be designed to accommodate a range of users.

In right-of-way trail designs are used for primary and secondary routes and can be broken into two categories: in right-of-way facilities for cyclists and in right-of-way facilities for pedestrians. Both designs should be based on the Average Daily Traffic (ADT) of the given roadway and speed of the vehicular traffic. The following design features should be considered when designing in right-of-way facilities.

In right-of-way facilities for cyclists include shared roadway treatments, traffic calming techniques, designated bicycle lanes and separated bike lanes.

- Shared right-of-way. Bicyclists can safely share the roadway with automobiles without roadway markings up to a range of 1,000 (preferred) to 2,000ADT.
- Traffic calming techniques. Roadways with an ADT over 1,000 but less than 3,000 ADT with no roadway markings should use traffic calming techniques to bring the ADT down to 1,000 (2,000 maximum) which is generally a safe and comfortable range to share the roadway.
- Bike Lane. Bike lanes create visual separation of cyclists from automobiles and clarify the use of the road right-of-way. When the ADT is 3,000 or greater a 5'-7' wide bike lane should added; creating separation between automobiles and cyclists.
- Separated Bike Lane. When posted speeds are greater than 35mph or ADT reaches 12,000 -15,000 heightened design considerations will be needed for safe travel. Design treatments should separate bicycle traffic from automobiles using facilities including but not limited to: buffered bike lanes, cycle tracks and raised bike lanes:

- Buffered bike lanes create a space between the bicycle travel lane and automobile traffic or parked cars. Buffer width can vary between 20" to 32" creating room for bicyclists to pass without encroaching in the automobile travel lane and provides a greater shy distance from cyclists.
- Cycle tracks that provide a separated bicycle facility physically buffered from the adjacent roadway. Cycle tracks require a minimum width of 5.5' with a preferred width of 8', separated from pedestrian facilities with a curb.
- Raised bike lanes (Figure 10) are similar to cycle tracks in that the facility is separated from vehicular traffic, but instead of physical buffer, separation from automobile traffic is created by a change in grade. Raised bike lanes require 5' to 7' wide is lane for travel.

In right-of-way facilities for pedestrians include in-roadway, separated and shared pathway facilities (Figure 11).

- In roadway. When a roadway's ADT is less than 200, traffic is low enough that pedestrians should be able to safely walk within the road right-of-way.
- Separated pathway. When the ADT is greater than 200, separated pedestrian facilities are recommended.
- All sidewalks, if possible, should be separated from the street by 4'-6' wide vegetative buffer with a 6' sidewalk width.
- Shared pathway. In the situation that a primary route follows a roadway with speeds >35mph or the ADT reaches 12,000 - 15,000, and the width of the right-of-way is insufficient to accommodate pedestrian and bicycle facilities on both sides of the right-of-way, a shared use pathway is recommended.
- Minimum 10' wide; preferred 12' wide surface with 2' shoulders, adequate shy distance next to the shoulders, with additional area provided for slope, fill and landscape maintenance;
- Vegetation height should be below 3' or above a12' height clearance to the first tree-limb, guy-wire or other object;
- Minimum 4' wide, preferred 6' wide vegetative buffer; and

- Signs, mileage markers, fences, benches and other placed features should be located outside of the shoulders.

OTHER DESIGN CONSIDERATIONS

I-205 Trail (Imperial Drive to 10th Street)

- Specifically in the case of the route bordering Interstate 205, approval of the design review application will be contingent on successful demonstration that fire risk assessment and mitigation and fire prevention and suppression plans, including maintenance of those plan recommendations, have been reviewed and comply with Tualatin Valley Fire and Rescue standards, and general trail safety has been reviewed and complies with standards of the West Linn Police Department.

Off-street routes

- Fencing may be needed to delineate the space between trail edge and trail corridor boundary. In addition, the need for screening can be identified during development review and permitting of individual trails.
- In some cases, the trail corridor may have sufficient width to contain other appropriate scale recreational and environmental-related uses such as community gardens, invasive vegetation removal and native tree planting. Such uses will require city approval on a case by case basis.
- Trail signage should include the posted speed limit on shared routes, as well as striping, painted marking or surface material change that cautions trail users of approaching stops, intersections, curves and other situations where speed should be reduced.
- The design of public street and trail intersections should allow for safe crossing of pedestrians and cyclists and meet accessibility guidelines.
- Trail design should respond to adjacent land uses and access. For example, routes adjacent to higher density development with a mix of land uses might merit wider than the minimum travel width to accommodate the higher volume of users.

In right-of-way routes

- Except in cases involving high demand, all facilities should be designed as

shared pedestrian and bicycle travel ways.

- The design of public street and trail intersections should allow for safe crossing of pedestrians and cyclists and meet accessibility guidelines.
- Trails should be designed to minimize and/or limit curb cuts.
- Trail design should respond to adjacent land uses and access. For example, routes adjacent to higher density development with a mix of land uses might merit wider than the minimum travel width to accommodate the higher volume of users.
- Depending on the available width of the right-of-way, other facility design modifications should be considered such as reducing automobile travel lanes, on-street parking and other traffic calming techniques.
- Trail signage should include the posted speed limit on shared routes, as well as striping, painted marking or surface material change that cautions trail users of approaching stops, intersections, curves and other situations where speed should be reduced.

TRAIL SUPPORT PROGRAM

Development of a trail support program can serve to promote and protect the long-term investment of the trail system and fulfills the final step of the successful trail system foundation. The City can develop and implement such a program early to ensure that the location of new trails is well known by the community. The program consists of a city-wide trail system education and awareness campaign and long-term trail monitoring and maintenance.

Education and Awareness

Continued public involvement and awareness of the trail system can help foster trail stewardship and future support for trail funding. Outreach to volunteers and partnership building are also important elements of this campaign. The City can also help achieve its goal of increasing walking and biking through increased public education that promotes use of the trail system as an alternative to driving.

A comprehensive trail signage and way-finding system will help users find trails and navigate confusing intersections or road crossings. This can also include public safety information, park and trail rules, interpretive signs, displays

and trailhead kiosks related to an area's unique history or environment. User conflict can be reduced by educating the community about proper trail etiquette. In an effort to promote use of the trail system, the City will explore development of a trail education and awareness campaign, including trail signage, in future phases of the trail development process.

Trail Monitoring and Maintenance

After trail development, periodic trail monitoring and routine maintenance keep trails functioning properly while helping to protect investments and extend resources. Trail users should have an easy and accessible resource to report trail issues or provide comments such as an online form that is monitored by park maintenance or public works staff.

City maintenance crews should perform routine trail maintenance through the guidance of a trail maintenance plan. Such a plan should outline specific roles and responsibilities of City staff related to trail maintenance. The plan should also include best practices for maintaining different types of trails and adjacent land areas. Future trail projects should be included in the City's Capital Improvement Plan (CIP) to secure appropriate resources for needed improvements.

TRAIL COSTS

Implementation of the Trails Plan will require adequate funding to construct and maintain trails. Costs for building trails are influenced by local conditions, the availability of land and a need to develop low-maintenance and long lasting trail facilities. Planning level costs incorporate pricing for higher quality building materials, but do not include cost assumptions regarding associated labor, professional fees and environmental mitigation requirements. A number of factors of will influence the final cost to implement specific trail segments, such as assistance from volunteer groups, implementation through other public and private projects, and the level of improvement of specific trail segments (i.e., improvements to many routes may consist only of wayfinding signage only).

Cost Summary

Trail costs are directly related to development challenges; the greater the challenge, the higher the cost. Determining relative costs also helped

determine potential timing or phasing of trail development. This cost summary provides planning level estimates that should not be used to estimate actual costs for the design and build of specific projects, but for

Table 5: Trail Cost Considerations

Lower cost	Mid-level cost	Higher costs
Little to no trail development challenges are present.	Potential trail development challenges are present or are unknown.	Major trail development challenges.
Conditions may include a trail that: • Requires typical development tasks (grading, surface treatment, signage, fencing, driveway crossings, maintenance, etc.); or • Is within public R.O.W. or city-owned land.	Conditions may include a trail that: • Crosses a wetland or riparian area; • May require some public/ property owner outreach; • Crosses a major arterial; • Likely triggers mitigation; • Requires retaining walls; or • May require some R.O.W. or land acquisition.	Conditions may include a trail that: • Requires land or R.O.W. acquisition; • Requires extensive public/property owner outreach; • Requires a bridge; or • Requires extensive permitting and approval.

calculating linear feet and unit costs of trails and trailheads. Table 3 identifies the relative cost of different alignments to assist in decision-making. Lower relative cost route segments could be completed in the nearer term (0-5 years), while mid and higher cost projects could be completed as funding becomes available.

TRAIL SURFACE

Trail surfaces may vary depending on site conditions and constraints. Some sections of trail may require bridge crossings or boardwalks. Table 6 provides

planning level cost estimates for trail surfaces. Estimates for asphalt and concrete both assume use of porous materials to minimize storm water run-off. The costs below provide general linear foot costs for typical trail construction.

Table 6: Trail Surface Cost Summary

Improvement	Units	Unit Price
Standard porous asphalt pathway (assume 16' wide)	LF	$ 112
Standard porous concrete pathway (assume 16' wide)	LF	$ 140
Stand non-porous asphalt pathway (assume 16' wide)	LF	$ 96
Crushed rock pathway (assume 10' wide)	LF	$ 50
Boardwalk (assume 12' wide) includes minimum impact footings	LF	$ 120
Bridge (assume 12' x 100' span) prefabricated including footings	LF	$ 2,000

Note: All costs in 2010 dollars. LF=Linear Foot.

Trailhead

A trailhead consists of a parking area, restroom, landscaping and other site amenities. The site feature costs presented in Table 7 include one bike rack, two benches, two trash receptacles, and signage. The size of parking area and amount of landscaping will vary the total cost for development. The costs below include an estimate based on a 10,000 square foot parking area and 2,500 square foot plaza.

Table 7: Trailhead Cost Summary

Improvement	Units	Unit Price
Restroom	EA	$150,000
Parking area	EA	$ 10,000
Plaza area	EA	$ 2,500
Site features	LS	$ 10,500
Plantings	LS	$ 10,000

Note: All costs in 2010 dollars. EA=each; LS=Lump Sum.

GLOSSARY

AASHTO: American Association of State Highways and Transportation Officials

ADA: American's with Disabilities Act

ADAAG: American's with Disability Act Accessibility Guidelines

ADT: Average Daily Traffic

CDC: City of West Linn Community Development Code

CDP: City of West Linn Construction and Design Policies

CWA: Clean Water Act

DEQ: Oregon Department of Environmental Quality

ESA: Endangered Species Act

FEMA: Federal Emergency Management Administration

FHWA: Federal Highway Administration

HCA: Habitat Conservation Areas

MS4: Municipal Separate Storm Sewers Systems (permit type)

NOAA: The National Oceanic Atmospheric Administration Marine Fisheries Service

NPDES: National Pollution Discharge Elimination System

ODOT: Oregon Department of Transportation

OHW: Ordinary High Water

ORS: Oregon Revised Statutes

PROS Plan: City of West Linn Park, Recreation and Open Space Plan (2007)

RTP: Portland Metro 2040 Regional Transportation Plan (2004)

TPR: Transportation Planning Rule (Used to guide jurisdictions to comply with statewide transportation goal)

TSP: West Linn Transportation System Plan

USFWS: U.S. Fish and Wildlife Service

WLMC: West Linn Municipal Code

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appendix A: trail analysis - map 2

This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information. Proposed trail alignments illustrated on the map are not a survey, and have not been assessed for development or land acquisition costs.

Data Sources:
City of West Linn GIS & Metro RLIS
NAD83 HARN StatePlane Oregon
North FIPS 3601 Feet Intl

Miles
0 0.25 0.5

LAKE OSWEGO
GLADSTONE
Oregon City
Willamette River
Tualatin River
PACIFIC
WILLAMETTE
ROSEMONT
MCLOUGHLIN
HWY 99E
10TH
7TH
205

Midhill Park
Robinwood Community Park
Skyline Ridge Park
Cedaroak Boat Ramp
Marylhurst Heights Park
Cedar Island Park
Benski Park
Sunburst Park
Mary S. Young Park
Palomino Park
Burnside Park
Ibach Nature Park
Hammerle Park
Maddax Woods
Sahallie Illahee Park
Wilderness Park
Tanner Creek Park
West Bridge Park
Sunset Park
Camassia Nature Area Preserve
North Willamette Neighborhood Park
Douglas Park Property
Fields Bridge Comunity Park
Willamette Park
Bernert Landing Boat Ramp

Public Trail Comments
- On-Street
- Off-Street
- Off-Street PROS Plan

Exisitng Trails
- Paved Trail
- Unpaved Trail
- Trailhead

This alignments illustrated on the map are the compilation of all public workshops, intercept events and on-line map renderings.

Regional Trails Plan
- Existing Trail
- Proposed Trail
- Proposed Greenway Corridor
- Water Trail

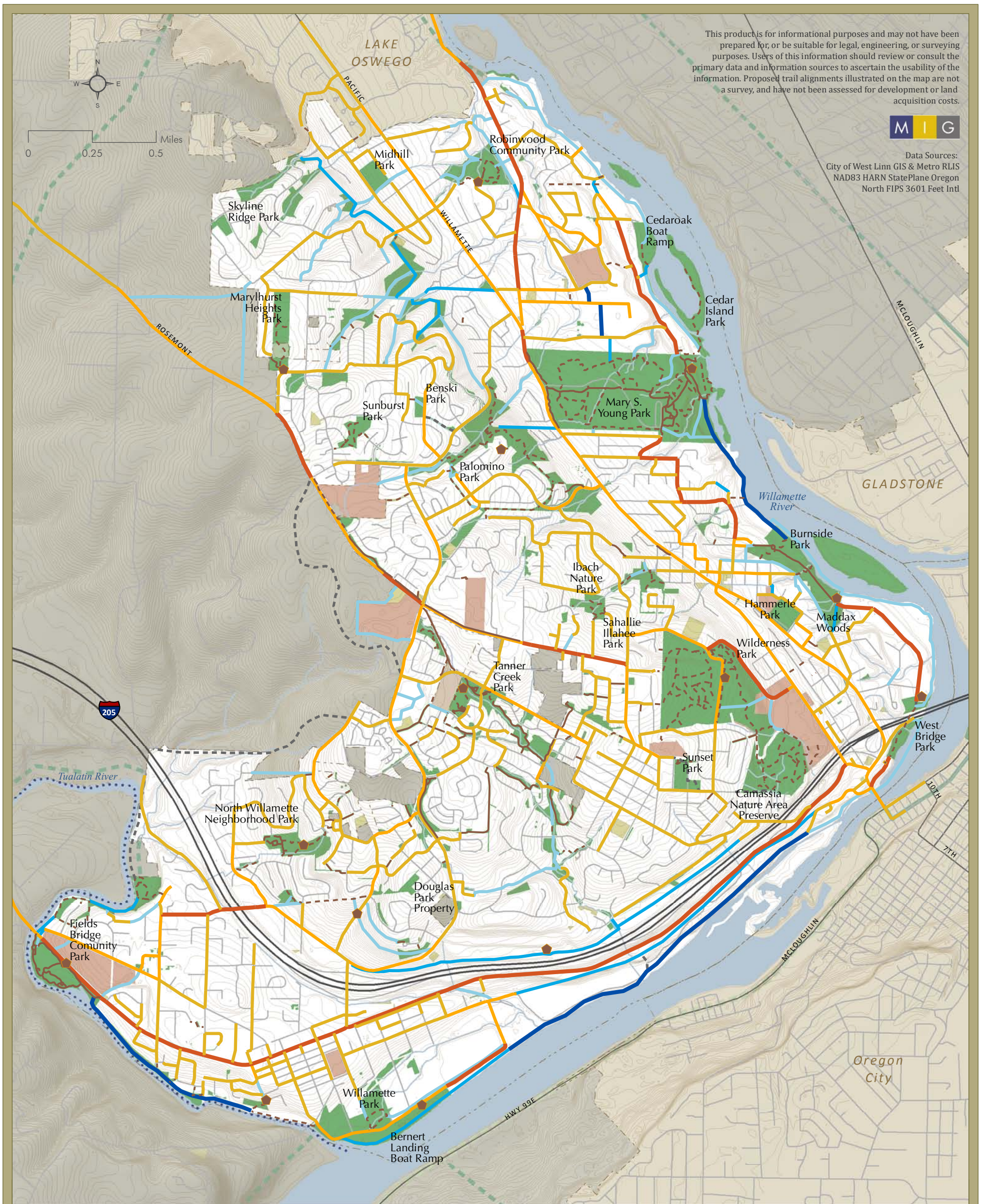
- City Park/Open Space
- School District Property
- City Property
- Water Feature

- City Limits
- Other City
- Highway
- Street
- 10' Contour

City of West Linn

MAP 2: PUBLIC INPUT - DESIRED TRAIL ROUTES

appendix A: trail analysis - map 3



City of West Linn

MAP 3: PUBLIC INPUT - INTENSITY OF INTEREST

appendix A: trail analysis - map 4

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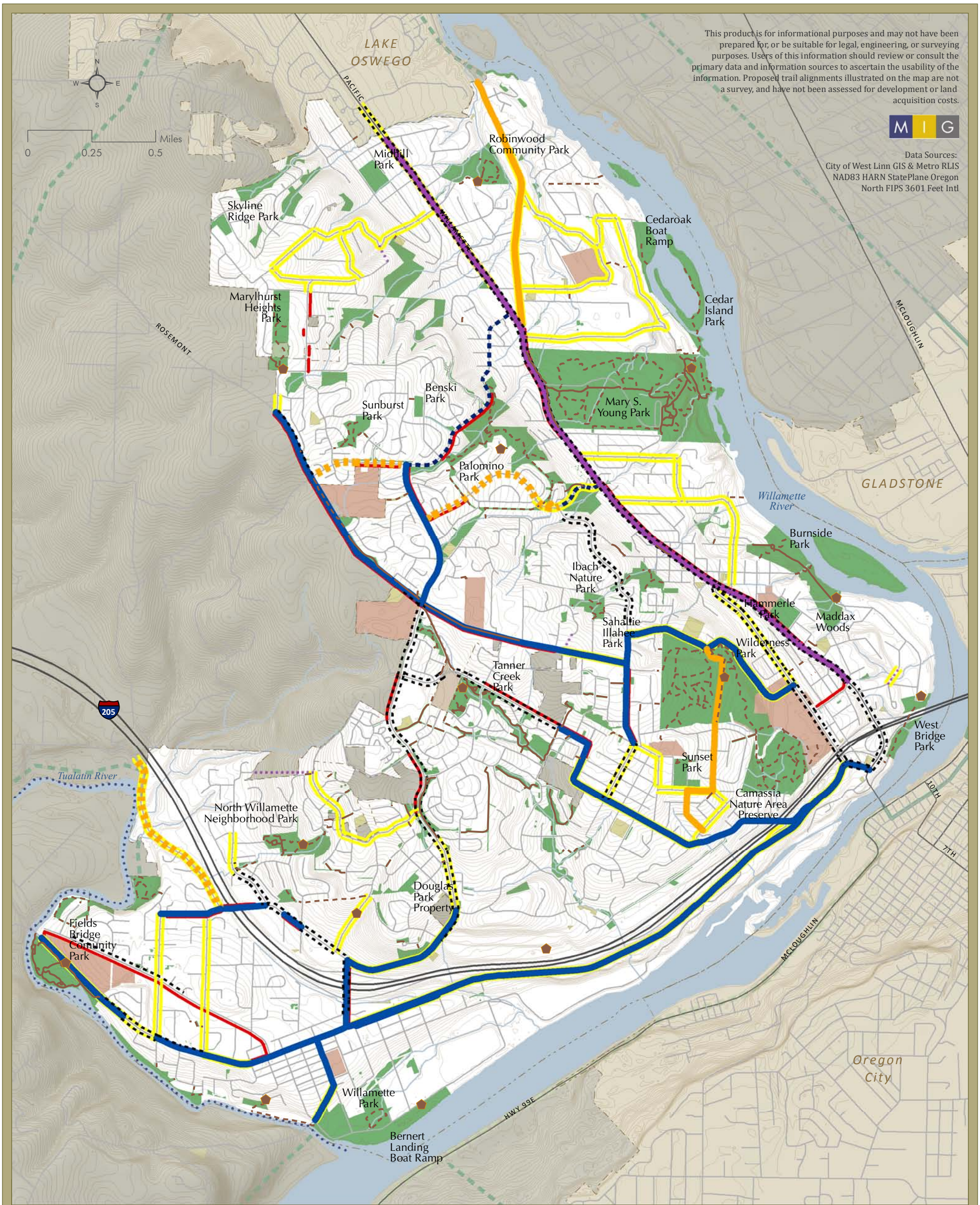
Data Sources:
City of West Linn GIS & Metro RLIS
NAD83 HARN StatePlane Oregon
North FIPS 3601 Feet Intl



Bicycle Plan
- Existing Bicycle Facility
- Bicycle Lane - 1side
- Bicycle Lane - 2 side
- Bicycle Lane - Raised
- Bicycle Boulevard
- Shoulder Bikeway
- Proposed Off-Street Path

Pedestrian Plan
- Sidewalk Both Sides
- Sidewalk One Side

Existing Trails
- Paved Trail
- Unpaved Trail
- Trailhead

Regional Trails Plan
- Existing Trail
- Proposed Trail
- Proposed Greenway Corridor
- Water Trail

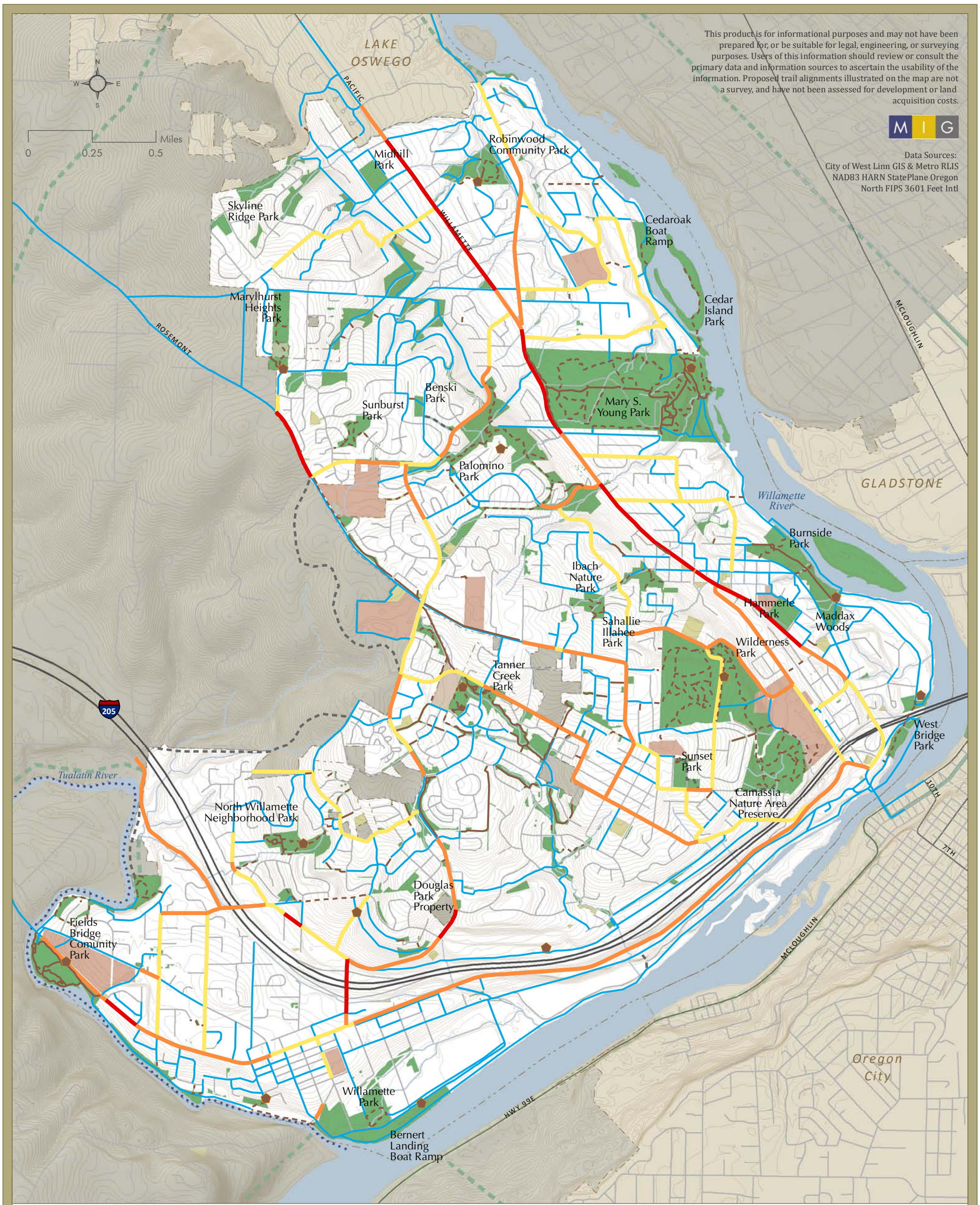
- City Park/Open Space
- School District Property
- City Property
- Water Feature

- City Limits
- Other City
- Highway
- Street
- 10' Contour

City of West Linn

MAP 4: TSP - PEDESTRIAN & BICYCLE PROJECTS

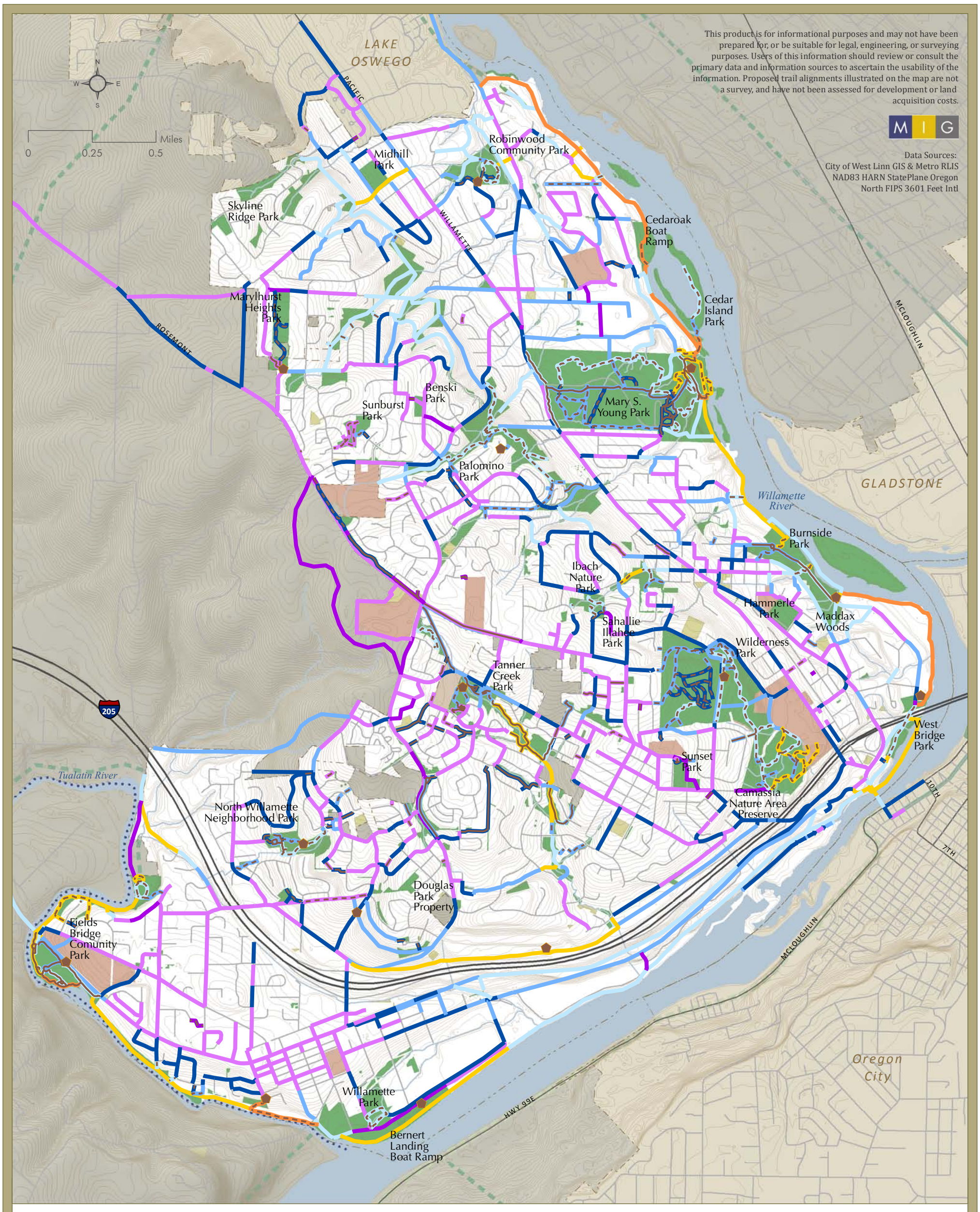
appendix A: trail analysis - map 5



City of West Linn

MAP 5: TRAIL SCREENING - CONCURRENCY

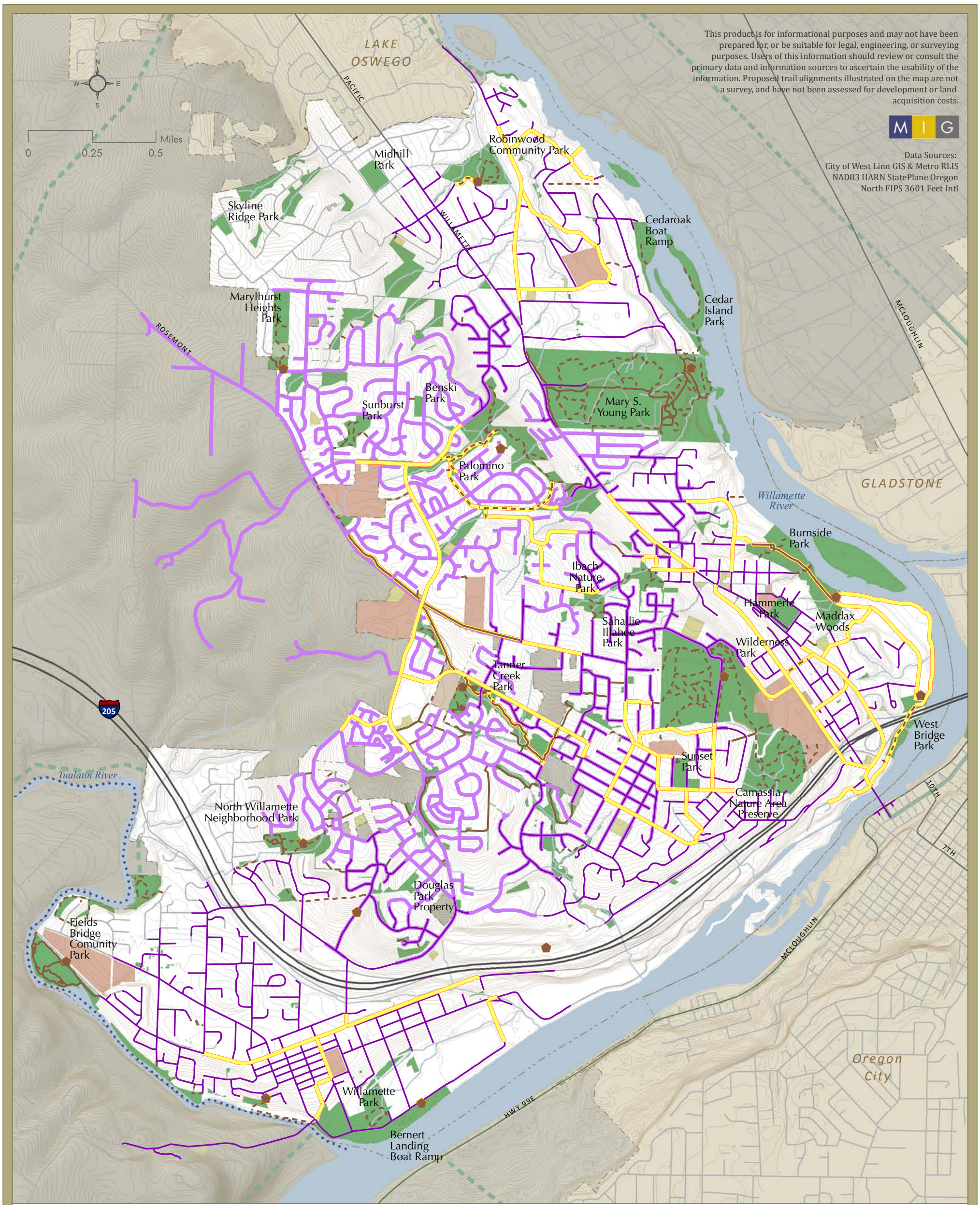
appendix A: trail analysis - map 6



City of West Linn

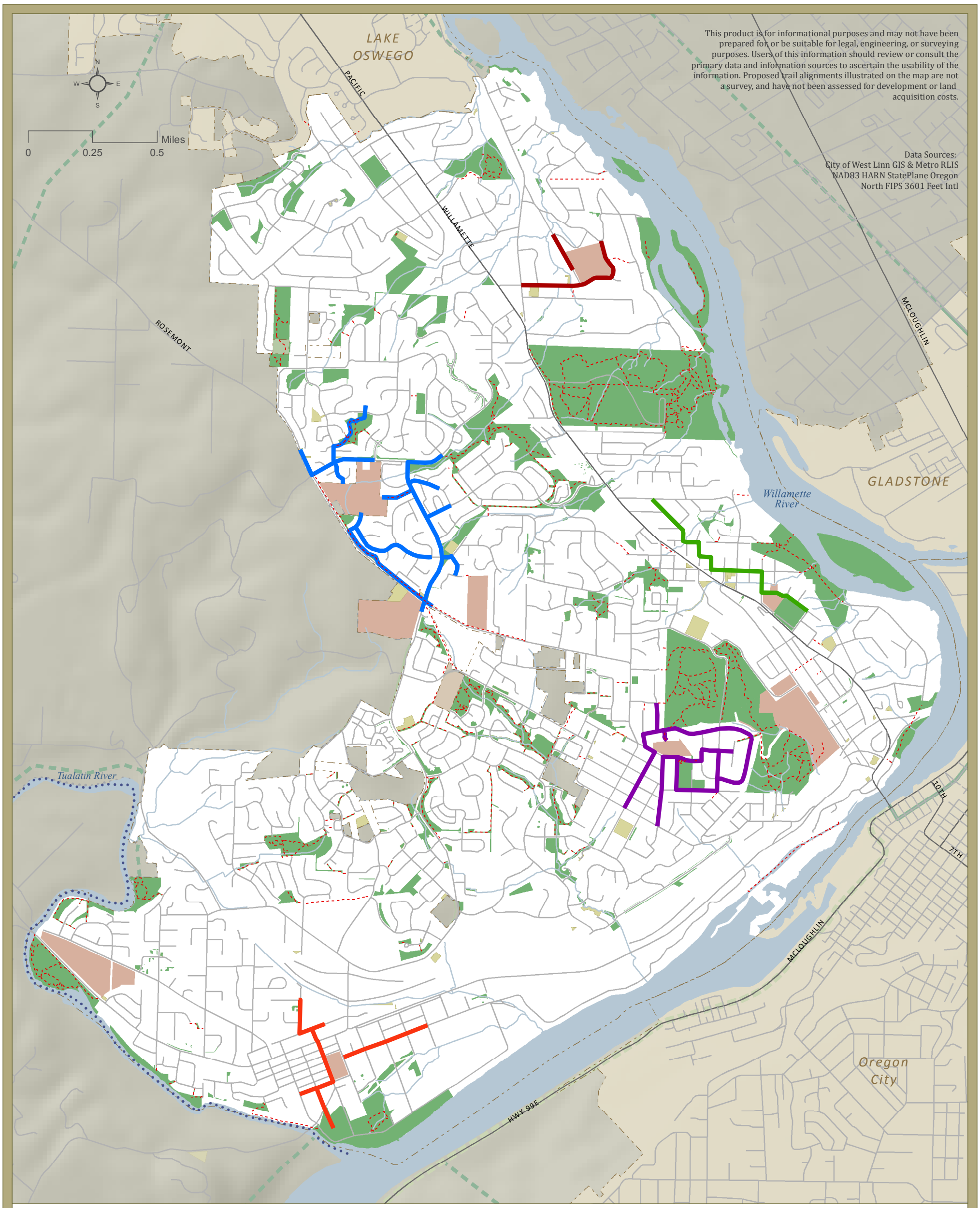
MAP 6: TRAIL SCREENING - ENVIRONMENT

appendix A: trail analysis - map 7



City of West Linn

MAP 7: TRAIL SCREENING - CONNECTIVITY



MAP 10: SAFE ROUTES TO SCHOOLS

APPENDIX B: REGULATIONS & STANDARDS

IN THIS SECTION:

1. Relevant Plans and Policies
2. Regulatory Review
3. Existing Trail Standards

RELEVANT PLANS AND POLICIES

There are multiple plans and policies that affect trail planning in West Linn. Along with city regulations and planning documents, trail planning and design in West Linn must comply with Clackamas County and Metro directives. West Linn's neighborhoods also develop their own plans. The following section provides an overview of relevant plans and policies and highlights key points that are especially relevant to trail planning.

City of West Linn Comprehensive Plan

West Linn's Comprehensive Plan provides the basis for other plans, ordinances, and other implementing documents that set forth more detailed direction. The plan organizes different elements based on the Oregon State-wide Planning Goals; each chapter focuses on a different goal. While most of the plan chapters relate to trail planning, some of the most critical include: Goal 2, Land Use Planning; Goal 8, Parks and Recreation; and Goal12, Transportation.

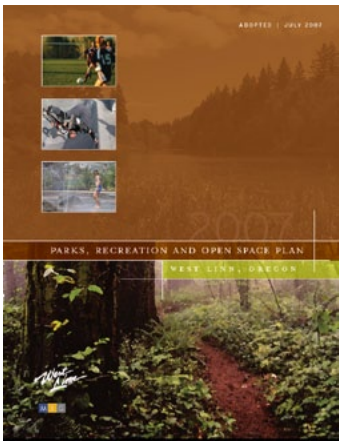
The Goal 5 chapter identifies the City's open spaces, scenic and historic areas, and natural resources including a flood management area map, water quality map, open space map, and wildlife habitat inventory map. Goals and policies related to the trail plan include:

- Providing a transportation system that encourages modes of transportation other than the automobile and is convenient, safe and efficient;
- Developing and implementing measures to connect service areas, neighborhoods, and subdivisions via all practical modes of travel;
- Providing interconnections for pedestrian pathways and other means; and
- Promoting connections between parks and recreation areas.

City of West Linn: Imagine West Linn, September 2008

Imagine West Linn is an update to the 1994 vision, reaffirming the City's commitment to a sustainable future and recognizing the City's community spirit and sense of place. The document is an amendment to the Comprehensive Plan and notes that alternative methods of transportation and opportunities for recreation will be needed in the future, because roadway congestion and use of existing resources will continue to increase. The document contains several guiding principles, growth concepts, and action items related to trails. These include:

- Implementing the Trails Plan to assure that neighborhoods, schools, and parks are all interconnected by safe pedestrian and bicycle pathways;
- Requiring dedication of trail corridors in an "aggressive" fashion; especially trails along Willamette and Tualatin Rivers;
- Improving the planning and design of streets, trails and buildings to promote alternative modes of transportation; and
- Building on the network of parks, natural areas, walkways and bike paths in the community; and
- Creating a river walkway, and greenway connections.



City of West Linn Parks, Recreation and Open Space Plan, June 2007

The primary impetus for the Trails Plan stems from the City's recent Parks, Recreation and Open Space (PROS) Plan. Adopted by the City in June 2007 as an update to the 1998 plan, the plan provides an analysis of West Linn's park system with recommendations for recreation programs, new parks, facilities, and open space sites, and trails. Public involvement included outreach booths, a community specific questionnaire, neighborhood association outreach, and Parks Board review.

One of the major recommendations identified in the plan is the development of a comprehensive trails plan to supplement the Transportation System Plan. Trail-related recommendations contained in the PROS Plan include:

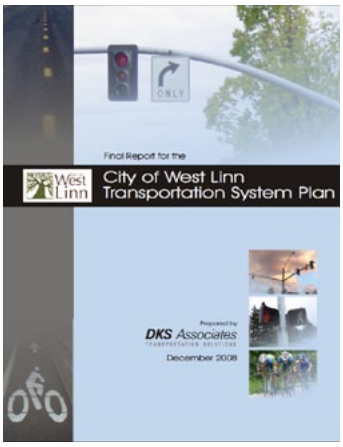
- Providing a comprehensive trail network composed of a hierarchy of different trail classifications;
- Developing specific trail project recommendations for each of the

classifications, as well as prioritization strategies for trail development;

- Identifying unimproved right-of-way opportunities, creating a trails map and brochure, and implementing a consistent trail signage program.
- Implementing a consistent signage program to direct users to trails at trailheads, along routes, and at parks.

City of West Linn Transportation System Plan, December 2008

The Transportation System Plan (TSP) fulfills the state Transportation Planning Rule (TPR) requirements for comprehensive transportation planning in the cities of Oregon. The plan presents the investments and priorities for the pedestrian, bicycle, transit, and motor vehicle systems along with new transportation programs to correct existing shortfalls and enhance critical services. The plan includes a master plan project map and list for each travel mode to support the City's transportation goals and policies.



- Pedestrians - The plan identifies gaps in the sidewalk network and provides a prioritized list of sidewalk projects. According to the plan, an important need for pedestrians in the city is the availability of and convenience for safe crossing locations on arterial streets and across large regional roadways. Appropriate improvements should provide for more direct, convenient, and safe bicycle or pedestrian travel within and between residential areas and neighborhood activity centers. Of the 82 pedestrian projects identified, only five are off-street access ways and are all low priority.
- Bicyclists – According to the TSP, the overall system of bike lanes provides very limited connectivity and there is no bikeway system on collector streets. The TSP recommends filling gaps in the existing network where bike corridors exist (arterials and collectors); connecting key bicycle corridors to schools, parks, and activity centers; improving crossing safety and connectivity; and providing appropriate facilities to secure bicycles. Of the 23 bicycle projects identified, only four are off-street and are low priority (the same projects identified in the pedestrian list).
- West Linn OR 43 Concept Plan - The concept plan for Highway 43 is an appendix of the TSP. The plan identifies inadequate sidewalks, pedestrian

refuges, and bike lanes and shoulders along the road. One specific area of concern is at Mapleton and Old River where there are existing automobile/bike conflicts as bicyclists attempt to access the Mary S. Young trail. According to the plan, there is neighborhood support for continuous, grade-separated sidewalks and/or shared off-street paths and trails that can be used by both cyclists and pedestrians.

Neighborhood Plans

West Linn has 11 neighborhoods, depicted in Figure C-1. Of these, there are eight West Linn neighborhoods with an adopted neighborhood plan. The purpose of these plans is to identify the unique issues facing each neighborhood, and to devise strategies for addressing these concerns.

Within each neighborhood plan, specific goals and policies supplement the West Linn Comprehensive Plan. The plans contain a vision, goals, specific actions, and a list of partners for implementation. The following provides a summary of neighborhood goals or policies that encourage safe connections to walk and/or bike.

Figure B-1: West Linn Neighborhoods

At the time of review, BHT (Barrington Heights, Hidden Creek Estates, Tanner Creek) neighborhood, Rosemont Summit neighborhood, and Skyline Ridge neighborhood did not have an adopted plan.

Bolton Neighborhood Plan

- Provide complete and safe facilities for pedestrians, bicyclists, and transit users along the entire width of Willamette Drive.
- Encourage pedestrian activity by giving pedestrians advantages over automobiles by use of pedestrian "shortcuts" between streets.
- Provide pedestrian links between Bolton and other neighborhoods.
- Encourage walking and bicycling by school students.
- Provide easy pedestrian connections between city parks and other services and uses, such as commercial

areas, bus stops, and schools.

Hidden Springs Neighborhood Plan

- Provide and maintain access to safe parks and trails.
- Develop and maintain safe places to walk, including sidewalks and other paths.

Marylhurst Neighborhood Plan

- Develop and maintain safe and convenient bicycle lanes and paths to provide connectivity throughout the city and surrounding communities.
- Develop and maintain safe and convenient places for pedestrians, including sidewalks and other paths.

Parker Crest Neighborhood Plan

- Facilitate safe and efficient pedestrian and bicycle transportation throughout the neighborhood.
- Provide linkages between surrounding neighborhoods and open spaces.

Robinwood Neighborhood Plan

- Provide continuous and wide pedestrian facilities on both sides of Willamette Drive.
- Use pedestrian shortcuts to connect existing streets.
- Provide better access from Robinwood Park to Mary S. Young Park.

Sunset Neighborhood Plan

- Provide safe and easy access to trails, parks and open spaces.
- Connect paths/trails throughout the neighborhood and City.
- Maintain paths/trails to ensure their accessibility for all, including seniors and individuals with disabilities.

Tanner Basin Neighborhood Plan

- Designate recreational areas and connect trails currently dispersed throughout the neighborhood.

Vision Statement and Action Plan for the Willamette Neighborhood of West Linn

- Maintain rivers, parks and connecting trails.
- Provide sidewalks and bike paths on major streets; accessing neighborhood destinations.
- Develop a trail system along the river.

Clackamas County Comprehensive Plan

The Clackamas County Comprehensive Plan guides land use, transportation, and development within Clackamas County which includes county owned rights-of-way in West Linn. Similar to the West Linn Comprehensive Plan, the county's comprehensive plan addresses goals and policies based on the Oregon State-wide Planning Goals. Major elements of the plan related to trail planning are included in Chapter 4, Land Use, and Chapter 5, Transportation. Included in the plan is the Planned Bikeway Network Map showing several proposed bike routes throughout the City. The plan outlines a host of policies that support walking and bicycling through greater connectivity. Specific policies include:

- Providing networked systems of walkways and bikeways connecting neighborhoods, transit stops, commercial areas, community centers, schools, parks, libraries, employment places, other major destinations, regional bikeways and walkways, and other transportation modes.
- Identifying walkway and bikeway improvements necessary to ensure direct and continuous networks of walkways and bikeways on the county road system.
- Supporting acquisition and development of multi-use paths on abandoned public and private rights-of-way.
- Encouraging bicycle and pedestrian access across rivers and other natural barriers.
- Promoting grid-street development patterns to provide direct routes from neighborhoods to destinations frequented by pedestrians and bicyclists.

appendix b: regulations and standards

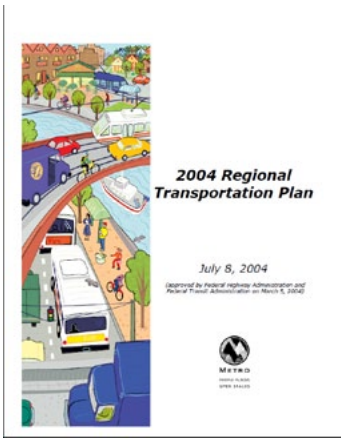
Metro 2040 Regional Framework Plan, December 2005

The Regional Framework Plan unites all of Metro's adopted land use planning policies and requirements based on the planning horizon through the year 2040. Under the Metro Charter and state law, cities and counties within Metro's boundaries are required to comply and be consistent with Metro's adopted plans and policies.

Metro 2004 Regional Transportation Plan, July 2004

The 2004 Regional Transportation Plan (RTP) lays out the 20-year priorities for road, transit, freight, bicycle and pedestrian improvements for the Portland Metro region. As a city under Metro's jurisdiction, West Linn's transportation system plan must conform with the goals and recommendations of the RTP. One of RTP's goals to be carried out by local jurisdictions is improving regional transit, bicycle, and pedestrian system improvements to improve mode split – or alternative transportation methods to decrease reliance on motorized vehicle travel.

The RTP includes a regional trail system map, and bicycle and pedestrian system maps. The maps show a regional bike route along West Linn's Willamette River water frontage, as well as a water trail along the Tualatin River. Based on the plan, bicycle routes follow along Highway 43, and Willamette Falls Drive.



REGULATORY REVIEW

Trail planning, design and development regulations ensure safe, standardized design of trails and trail facilities. Land use review and permitting enforce these regulations to prevent impacts to adjacent properties, land uses and the natural environment. This section provides a summary of the review and permitting process, as well as regulations that must be considered throughout the trail planning process: from concept, to development, to use and maintenance.

Prior to their construction, trails must be reviewed for conformance with local, state, and federal regulations. After receiving local review and approval, proposed trails must then be permitted for any necessary street right-of-way work and access, as well as environmental considerations.

Land Use Review

Proposed trails are first reviewed for conformance with the Community Development Code (CDC) for environmental impacts, zoning and design. CDC Chapters 28: Willamette and Tualatin River Protection, and 32: Water Resources, provide standards for development projects and protection of water resources. According to these code chapters, development and maintenance of permeable paths and trails are generally permitted in environmentally sensitive areas but must be constructed using low impact development techniques.

The CDC limits development in sensitive resource areas, inventoried and mapped by Portland Metro as Habitat Conservation Areas (HCAs). Based on this conservation status, these areas are to be avoided to the degree possible with development instead directed to the areas designated "Not Affected by Recommendation" or "Allow Development". The CDC also requires that new development is designed and located so that all significant trees – or heritage trees – are retained. To protect individual trees or tree groves, the code requires a tree conservation easement, measured 10 feet from the tree drip line (Sec. 55.100 (B)).

Development in floodplains also requires review. Chapter 27: Flood Management Areas, requires engineered plans for improvements to the floodplain or floodway. For stream crossings, the chapter requires bridges – as opposed to culverts – that are as perpendicular to the stream as practicable.

Trails are a permitted use in most of the City's zoning districts and may require design review depending on extent of the project. There are two types of design review for trail projects: Class I or Class II Design Review. Some projects may also be exempt from review. In general, the review type is heightened if the conceptual design will create a greater impact. While a Class I Design Review is reviewed by the Planning Director, a Class II Design Review is reviewed by a reviewing body and is therefore more discretionary. A Class II Design Review can also condition a project with elements such as screening (Section 56.100). The types of review and common trail related projects are defined below.

- Class I Design Review (56.020(C))
    - Trails, sidewalks, paths, walls and fences greater than 200' long; and projects within a natural resource area;

- Addition or elimination of a park facility;
- ADA compliance inside natural resources area; and
- Major landscape plan modification.

- Class II Design Review (56.020(D))
  - Development of a natural area, park or park facility; and
  - Program changes that result in park reclassification.

Water Resource Permitting

The National Pollution Discharge Elimination System (NPDES) program is a congressionally mandated program under the Clean Water Act (CWA). The program is implemented locally through the Oregon Department of Environmental Quality (DEQ). DEQ issues permits to applicable entities which participate in and/or oversee activities which are recognized as potential sources of pollutants. Municipal Separate Storm Sewers Systems (MS4), Industrial Activities and Construction Activities all potentially require an NPDES permit.

The City of West Linn obtained a permit under Phase 1 of the NPDES program in 1995. The City operates under a MS4 system whereby all storm water is collected and conveyed in a storm sewer system separate from the sanitary sewer system. As part of the permit the City has developed a Storm Water Management Plan that outlines Best Management Practices (BMPs) that the City will implement to improve and conserve water quality, as well as, prevent harmful pollutants from contaminating storm water runoff and entering the MS4.

Right of Way Permitting

Additional access points to local streets, or work within the City right-of-way requires a City approved right-of-way permit. Trail work within Oregon Department of Transportation (ODOT) right of way must comply with proper right-of-way acquisition procedures outlined by ODOT.

Erosion Control and Grading Permitting

Chapter 31 of the CDC, Erosion Control, requires all development to have an

erosion control permit and approved erosion control measures in place prior to site disturbance. Grading that takes place as part of the trail project requires a City approved grading permit. The State Department of Environmental Quality (DEQ) also requires a 1200-C Permit if there is more than an acre of site disturbance.

Federal Review and Permitting Types

Depending on individual trail projects and site specific conditions, federal review and permitting types can include the US Army Corps of Engineers and the Endangered Species Act (ESA). Archeological review can also be required at the federal, state and local levels. Army Corps of Engineers permitting is required anytime there is work in a water of the US (considered to be most wetlands, rivers, streams, and some drainage ditches).

ESA provides for the conservation of threatened and endangered plants and animals and the habitats in which they are found. The National Oceanic Atmospheric Administration Marine Fisheries Service (NOAA Fisheries) and the U. S. Fish and Wildlife Service (USFWS) both have administrative authority and management responsibility for different species under the ESA. For species listed as threatened, section 4(d) of the ESA requires NOAA Fisheries or USFWS to put prohibitions in place, and approve programs for activities that contribute to conserving listed salmon and Steelhead. West Linn's Storm Water Management Plan addresses ESA requirements for development review.

Property ownership Considerations*

Property ownership is an important component of the Trails Plan. Without allowing public access, public trails cannot be built. The City's Park, Recreation and Open Space Plan specifies how new trail development is prioritized with city-owned trail alignments having the highest priority and alignments not under public ownership, and that are not missing links, identified as longer term priorities.

Once an alignment is under public ownership and a trail is ready for construction and use, three important considerations for trail users and adjacent property owners are encroachment, river access and liability.

*Note: The Comprehensive Trail System Master Plan provides an overview of existing property ownership considerations for informing further trail planning and development and is not to be used as legal advice.

- **Encroachment**, or unauthorized use of property, can occur on public or private property, and be both real and perceived. On public land, encroachment is common where private property abuts city-owned open space. Private property owners sometimes encroach onto open space through landscaping or other improvements. Adverse possession – or the transfer of property ownership through use of the land over time – is a more complex form of encroachment. However, publicly owned land cannot be taken by adverse possession.

- In order to develop the City's trail system, city-owned open space or rights-of-way may eventually be developed as trails. As trail development and use of open space occurs closer to property lines, there may be a perception of encroachment onto private property. To help define public and private spaces, the city requires fencing along the edge of the trail corridor when trails are developed with new subdivisions (Sec, 85.200(C)). In addition, the need for additional screening can be identified during development review and permitting of individual trails.

- **Public river access** is regulated through the state. The State of Oregon owns navigable rivers, allowing public access up to the Ordinary High Water (OHW). The CDC defines the OHW mark as, "the line on the bank or shore to which the water ordinarily rises in season." (CDC 28.020) Chapter 28 of West Linn's Community Development Code, Willamette and Tualatin River Protection, implements regulations on development within the Willamette and Tualatin River Protection Areas.

- Chapter 28 allows public paths, or passive use recreation facilities within Habitat Conservation Areas (HCA) that include wetlands, riparian areas, and water resource areas when no other practical alternative exists. According to the code, "legal access to, and along, the riverfront in single family residential zoned areas shall be encouraged and pursued especially when there are reasonable expectations that a continuous trail system can be facilitated." (CDC 28.110 (F)(5))

Liability

- **Liability** for injuries occurring on a city-owned trail, public property, or on adjacent private property is commonly brought up as a concern. However, it is important to note that liability works both ways. A jurisdiction can be

just as liable for not installing appropriate bikeways where the public has requested them and safety issues have been documented.

The Oregon Revised Statutes provide state-wide law related to the recreational use of trails and liability. ORS 105.682 states that land owners are not liable for any personal injury, death or property damage that arises out of the use of the land for recreational purposes when the owner of land either directly or indirectly permits any person to use the land for recreational purposes.

ORS 105.688 further states that immunity applies to public and private lands, rights of way, buildings, roads, water bodies, and machinery or equipment on these lands. The statute also specifies that immunity only applies if there is no charge for using the land, and the owner transfers an easement to a public body to use the land. ORS 105.696 furthers that users must still use care of land and 105.700 clarifies that public access is prohibited from accessing private land without owner's permission.

The courts have yet to determine whether immunity to liability also applies to transportation related use of public land. As such, use of public trails for transportation is not necessarily immune from liability. Nevertheless, West Linn is also exempted from any liability under its municipal code (WLMC 5.520).

EXISTING TRAIL STANDARDS

Trail design requirements specify all aspects of how a trail will be built and used. Along with trail design, other components of the trail system include street crossings, trailheads and signage. Trail location, width, slope, and surface are important components of trail design. In West Linn, trail design is based on the Parks, Recreation and Open Space Plan, Community Development Code, the City's Design and Construction Policies, as well as federal standards and guidelines.

Americans with Disabilities Act (ADA)

Public trails must be designed to accommodate all users. ADA establishes design requirements for the construction and alteration of facilities in the private and public sectors. These requirements are known as the ADA Accessibility Guidelines or "ADAAG."

appendix b: regulations and standards

Parks, Recreation and Open Space Plan

West Linn's Parks, Recreation and Open Space (PROS) Plan provides guidelines for planning and designing trails and pathways. The guidelines provide design considerations related to location and user characteristics. Specific trail guidelines addressed in the PROS Plan include:

- Wherever appropriate, recreation pathways and trails should not be part of a street roadway.
- Trail alignments should take into account soil conditions, steep slopes, surface drainage and other physical limitations. Routes should be located for construction and maintenance cost efficiency, while taking into account the need to provide a quality experience for the trail user.
- Trails should be developed in compliance with American's with Disability Act Accessibility Guidelines (ADAAG) on trail accessibility.
- Trails should be planned, sized, and designed for non-motorized multiple uses, except for dedicated nature trails, and/or areas that cannot be developed to the standard necessary to minimize potential user conflicts.

Community Development Code and Construction and Design Policies

West Linn also has standards for trails and pathways within the Community Development Code (CDC) and Construction and Design Policies (CDP). While the CDP provides specifics for bikeways, the CDC has multiple sections related to the planning of trails and pathways. Under the CDC and CDP, trails and pathways fall under four general categories: Trails and pathways within parks and open spaces; trails built with new subdivisions; trails along rivers; and bikeways.

- Trails in Parks and Open Spaces -There are multiple sections that define trail standards, and several trail and pathway types identified within the Community Development Code. Under Section 56.015, the code distinguishes between paved and unpaved trails within parks.
- Trails in Subdivisions - Trails required as a condition of subdivision approval (Section 85.200(C)) can be designed for either bicyclists or pedestrians. The design of these trails must also consider proximity to natural areas,

multifamily and commercial sites.

- Trails Along Rivers -The proximity of trails to water resources and other uses also requires design consideration. Trails must be set back from water resources.
- Bikeways - The Community Development Code requires that bikeways along state highways comply with Oregon Department of Transportation (ODOT) standards for highway bicycle path design. However, the CDP (Section 5) also provides standards for bikeways with a minimum width of 5′ to 6′, and a maximum grade of 5%.

Table B.1 provides an overview of the different City guidelines related to trail types and pathways, and widths and surfaces. Each of the trail types are based from West Linn's Community Development Code and the Construction and Design Policies.

Table B.1: West Linn Trail and Pathway Design Standards

Route Type	Document Location	Min. Width[1]	Max. Grade	Surface
Trails in parks and open spaces				
Paved trails	CDC 56.015	4-10′	---	Paved
Un-paved trails in parks	CDC 56.015	3-6′	---	Gravel
Path connections in parks	CDC 56.100(I)(1)	5-8′	5%	Paved
Paths linking to neighborhoods	CDC 56.100(I)(2)	5-8′	---	Paved
Reduced width paths	CDC 56.100(I)(3)	6′	---	Gravel or paved
Nature trails	CDC 56.100(I)(4)	3-6′	---	Gravel, packed earth
Disabled access paths	CDC 56.100(I)(5)	8′	ADA[2]	ADA
Paths linking parks to community or region	CDC 56.100(I)(6)	5-10′	---	Paved

Trails in or connecting subdivisions				
Bicycle trail	CDC 85.200(C)	8′	12-15%	All weather surface (paved)
Pedestrian trail	CDC 85.200(C)	6′	12-15%	All weather surface (paved)
Trails along rivers				
Multi use[3]	CDC 28.110	---	---	All weather surface
Bikeways				
Bikeway[4]	CDP Sec. 5	5-6′	5%	Asphalt/Concrete

[4] Narrower or reduced path widths may be allowed as required by topography, and to preserve trees.

[2] Trails must meet Americans with Disabilities Act (ADA) Design Guidelines.

[3] The City is in the process of updating the design of multi use trails along rivers.

[4] Based on AASHTO's Guide to Development of Bicycle Facilities; ODOT's Oregon Bicycle & Pedestrian Plan, latest edition; and the state Manual on Uniform Traffic Control Devices.

Street Crossings

Well designed street crossings ensure safer connections for trail users. In addition, crossing design treatments give drivers a visual warning to slow and stop for trail users. Street crossing considerations include traffic speeds, street width, traffic volumes (average daily traffic and peak hour), line of sight, and trail user.

Existing street crossing design is based on American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets (latest edition). Traffic control devices are based on the Manual on Uniform Traffic Control Devices for Streets and Highways, Federal Highway Administration, with Oregon Supplements, Oregon Department of Transportation (latest edition).

While the PROS Plan and CDC stress the importance of off-street routes, the CDC allows trails to be routed on existing streets. In these cases, both the PROS Plan and the CDC state that the trail or pathway should be designed to minimize potential conflicts between motorists and trail users.

Trailheads

Trailheads are the gateways to the trail system, letting users know where they can access a trail. By providing well defined public access points, trailheads can decrease tendencies to cut through private property or environmentally sensitive areas to access trails.

The CDC has limited design guidelines for trailheads. Chapter 55 requires trailhead parking spaces to be located away from the trail entrance, with design features to increase trail recognition. The code defines a trailhead as, "(providing) access to a trail and trail information, and (providing) parking for trail users that don't live in the immediate area of the trail, or choose to arrive by automobile." The PROS Plan calls for at least eight trailheads throughout the City.

Signage

Trail signage provides information on trail locations, trail use, rules, and safety information, and can also provide interpretive or informational displays. Signage is regulated by Section 52.300 of the CDC. According to the code, freestanding signs directed at pedestrians or cyclists within public parks are not limited in number or size. For these signs, the minimum setback is 5' from the edge of right-of-way. The code also allows illumination of these signs.

There are no design guidelines for the design of trail signage; however new parks require submittal of a sign plan indicating the dimension and location of new signs. In addition, Section 56.100 requires that all paths and trails are clearly identified with signs that attract use and discourage people from cutting across landscaped areas or impacting environmentally sensitive areas.

Table 4: Proposed Trail Characteristics

	Bold italic indicates trail approximately follows 2007 PROS Trail Concept		
PROPOSED TRAIL ROUTES	**STATUS**	**TYPE**	**MILES**
Primary Route			
Alternative Willamette/Tualatin	Proposed	In r.o.w.	3.45
Failing St/West A St	Proposed	In r.o.w.	1.11
Hill Top Loop Trail	***Proposed***	***In r.o.w.***	***0.23***
Neighbor Trail	***Proposed***	***In r.o.w.***	***1.06***
Oak Savannah Trail	***Proposed***	***In r.o.w.***	***0.11***
Oak Savannah Trail	***Proposed***	***Off-street***	***1.68***
Old River Drive/Willamette Drive	Proposed	Off-street	0.02
Old River Drive/Willamette Drive	Proposed	In r.o.w.	3.95
Rosemont Rd./Walnut St.	Proposed	Off-street	0.34
Rosemont Rd./Walnut St.	Proposed	In r.o.w.	1.16
Rosemont Trail	***Proposed***	***Off-street***	***0.83***
Rosemont Trail	***Proposed***	***In r.o.w.***	***2.84***
Rosemont Trail - proposed off-street (alternative)	***Proposed***	***Off-street***	***1.06***
Salamano Rd/Willamette Falls	Proposed	Off-street	0.31
Salamano Rd/Willamette Falls	Proposed	In r.o.w.	3.13
Tualatin River Greenway	*Proposed*	*In r.o.w.*	*0.63*
Tualatin River Greenway	*Proposed*	*Off-street*	*1.44*
Willamette Drive (North)	Proposed	In r.o.w.	1.74
Willamette River Greenway	***Proposed***	***Off-street***	***5.02***
Willamette River Greenway (In right-of-way alt.)	***Proposed***	***Off-street***	***1.47***
Willamette River Greenway (In right-of-way alt.)	***Proposed***	***In r.o.w.***	***4.16***
		Subtotal	*35.73*
Secondary Route			
Hill Top Loop Trail	***Proposed***	***In r.o.w.***	***1.79***
Neighbor Trail	***Proposed***	***In r.o.w.***	***1.05***
Neighbor Trail	***Proposed***	***Off-street***	***1.45***
Wildwood Trail	***Proposed***	***Off-street***	***0.55***
Neighbor Trail - New Secondary B	***Proposed***	***In r.o.w.***	***0.09***
Neighbor Trail - New Secondary B	***Proposed***	***Off-street***	***0.19***
Neighbor Trail - New Secondary C	***Proposed***	***In r.o.w.***	***0.20***
Neighbor Trail - New Secondary D	***Proposed***	***In r.o.w.***	***0.94***
Neighbor Trail - New Secondary E	***Proposed***	***Off-street***	***0.08***
Neighbor Trail - New Secondary E	***Proposed***	***In r.o.w.***	***0.52***
New Secondary A - Skye Parkway Trail	***Proposed***	***Off-street***	***0.19***
New Secondary A - Skye Parkway Trail	***Proposed***	***In r.o.w.***	***1.54***
New Secondary A1	Proposed	In r.o.w.	0.33
New Secondary B	Proposed	Off-street	0.54
New Secondary B	Proposed	In r.o.w.	1.05
New Secondary B1	Proposed	Off-street	0.42
New Secondary B2	Proposed	In r.o.w.	0.33
New Secondary C	Proposed	Off-street	0.13
New Secondary C	Proposed	In r.o.w.	1.00
New Secondary C1	Proposed	In r.o.w.	0.14

Table 4: Proposed Trail Characteristics

	Bold italic indicates trail approximately follows 2007 PROS Trail Concept		
PROPOSED TRAIL ROUTES	**STATUS**	**TYPE**	**MILES**
New Secondary C2	Proposed	In r.o.w.	0.10
New Secondary C3	Proposed	In r.o.w.	0.60
Secondary Route			
New Secondary C4	Proposed	In r.o.w.	0.29
New Secondary C5	Proposed	In r.o.w.	0.24
New Secondary D	Proposed	In r.o.w.	2.11
New Secondary D1	Proposed	In r.o.w.	0.39
New Secondary D2	Proposed	In r.o.w.	0.57
New Secondary D4	Proposed	In r.o.w.	0.59
New Secondary D5 - Hidden Springs Trails	Proposed	Off-street	0.07
New Secondary E	Proposed	In r.o.w.	0.38
New Secondary F	Proposed	In r.o.w.	0.23
New Secondary G	Proposed	In r.o.w.	0.27
New Secondary H	Proposed	In r.o.w.	0.32
New Secondary H1	Proposed	In r.o.w.	0.03
New Secondary I	Proposed	In r.o.w.	0.19
New Secondary L	Proposed	In r.o.w.	0.90
New Secondary L1	Proposed	In r.o.w.	0.12
New Secondary L2	Proposed	Off-street	0.24
New Secondary L2	Proposed	In r.o.w.	0.64
New Secondary L3	Proposed	Off-street	0.37
New Secondary M1	Proposed	In r.o.w.	0.41
New Secondary M2	Proposed	In r.o.w.	1.09
New Secondary N	Proposed	In r.o.w.	0.41
New Secondary S-J	Proposed	In r.o.w.	0.09
New Secondary S-J	Proposed	Off-street	0.34
New Secondary S-J1	Proposed	In r.o.w.	0.15
New Secondary S-J2	Proposed	Off-street	0.02
New Secondary S-J2	Proposed	In r.o.w.	0.23
New Secondary S-K	Proposed	Off-street	0.04
New Secondary S-K	Proposed	In r.o.w.	1.45
New Secondary S-N1	Proposed	Off-street	0.49
Willamette River Greenway (In right-of-way alt.) A	***Proposed***	***In r.o.w.***	***0.06***
Willamette River Greenway (In right-of-way alt.) B	***Proposed***	***In r.o.w.***	***0.01***
Willamette River Greenway (In right-of-way alt.) B	***Proposed***	***Off-street***	***0.03***
		Subtotal	*26.01*
Local Route			
Island View Ter.	Proposed	In r.o.w.	0.03
Lower Midhill Dr.	Proposed	In r.o.w.	0.12
Sunset Park Trails	Proposed	Off-street	0.01
		Subtotal	*0.16*
		Total All Proposed Routes	**61.90**

November 4 CC Worksession
West Linn Trails Master Plan Draft 123

City of West Linn

COMPREHENSIVE TRAILS SYSTEM MASTER PLAN

APPENDIX C: PUBLIC OUTREACH DOCUMENTATION

CITY OF
West Linn

Comprehensive Trails System Master Plan

PUBLIC WORKSHOP SUMMARIES

COMPREHENSIVE TRAILS SYSTEM MASTER PLAN

Trails Plan Public Workshop

FEBRUARY 16, 2010 ◆7 P.M. – 9 P.M◆CEDAROAK PRIMARY SCHOOL
FEBRUARY 22, 2010 ◆7 P.M. – 9 P.M◆WILLAMETTE PRIMARY SCHOOL
FEBRUARY 24, 2010 ◆7 P.M. – 9 P.M◆BOLTON PRIMARY SCHOOL

A G E N D A

7:00 p.m. I. **Welcome & Introductions**

7:05 p.m. II. **Project Overview**
- Presentation
- Q/A & Comments

7:30 p.m. III. **West Linn's Trail System**
- Discussion: User Needs
- Discussion: System Elements

8:00 p.m. IV. **Mapping Exercise**
- Small Group System Maps

8:45 p.m. V. **Group & Meeting Summary**
- Mapping Group Summaries
- Meeting Summary

8:55 p.m. ***Next Steps & Close***

COMPREHENSIVE TRAILS SYSTEM MASTER PLAN
Trails Plan Public Workshop
FEBRUARY 16, 2010 ◆7 P.M. – 9 P.M◆CEDAROAK PRIMARY SCHOOL

WORK SHOP 1 - MEETING SUMMARY

On February 16th, 2010, the City of West Linn held the first of three public workshops at Cedaroak Primary School from 7pm-9pm. In total, 33 attendees signed-in at the workshop. The meeting allowed opportunities for the public to learn about the trails plan, and provide input on potential route locations, and identify opportunities and constraints for routes.

At the meeting, the consultant team MIG Inc. presented an overview of the planning process and the work done to date. The presentation was followed by a group discussion about trail users and trail system elements. The second half of the meeting was dedicated to a small group mapping exercise that asked participants to indicate the types of preferred routes and linkages different types of trail users would use. The exercise also allowed participants to draw their own route preferences.

Materials used for the meeting, including agenda and role cards are available on the project website (www.westlinntrailsplan.org) in the document library. The website trail map and comment page will soon include in the layer drop down menu the compiled map input provided at the workshop.

GROUP DISCUSSION

Issues

The following summarizes the different issues addressed by workshop participants during the first half of the meeting.

- Lighting
  - Annoyance
- Interconnectedness
  - Poor access/topography
  - Vertical connections
- Sidewalks (safety)
  - Inconsistent
  - Maintenance of existing trails
    - Especially the riverfront
    - Address existing issues - How do we afford it?
    - Operations and finance is key element
  - Existing rights of way not maintained
- Safe routes within one mile of schools

    - Safe connections do not exist
- Hwy 43 is not pedestrian friendly
- Lack of road shoulders
- Safety needs to be a major priority
- The City's past politics are a hindrance to moving forward with the plan
- Bike issues
    - Topography
    - Potholes in the shoulders of roads
    - More kids on bikes
    - Lots of different biker types
    - Visibility at crossings
    - Tight streets
    - Need bike lanes
    - Public services get in path
    - Need designated mountain trails

Opportunities

The following summarizes the different opportunities addressed by workshop participants.

- Trails can provide access to nature
- Urban stairs
- Enhance R.O.W. we already have
- Connections to the neighborhood business districts
- Neighborhood connections
    - Between neighborhoods
    - At ends of cul-de-sacs
- Designated user experience
    - Defined by user type

MAP EXERCISE SUMMARY

Role Card Comments

Role cards asked participants to think about routes for various types of trail users. The cards were used as an option for stimulation discussion regarding users, trail types and connections that may be needed. The following provides a summary of written note card comments. The majority of information on routes, based on trail users was supplied as drawings on the maps. This information will soon be available as a drop-down menu on the website's 'trail map & comments' page - www.westlinntrailsplan.org/TrailMap.php.

- Trail needs of a 5th Grader/Willamette Primary School:
    - Use/improve existing roads before paving additional trails.
- Trail needs of a retired older adult:

    - Trail along the papermill – the new Willamette River Trail. End up at Bullseye & start at Police Dept.
    - 2. Start at Walnut walk to High School, Camissa/Wilderness Park to Central Village.
    - 3. Start at parking lot, take river trail and loop. Mary S. Young (take note: We would go on Cedar Island Trail but bridge has gaps and poorly designed).
    - 4. Solar Hwy Trail to Oak Savannah Trail to coffee at 10th St. Albertsons Starbucks.
- Trail needs of a commuter biking to work within West Linn:
    - Identify a route/for groceries – Old Zupans.
    - Old river road has stairs up to Marylhurst but too muddy, narrow, steep for bike. Would have to carry.

Group Maps

Workshop participants grouped themselves into six groups for the interactive map exercise. The following summarizes trail alignments and comments made on each of the six group maps. The website trail map and comment page will soon include in the layer drop down menu a transcription of the comments drawn on the map.

GROUP #1

- Willamette River Greenway – it doesn't always have to be on the river
- Bad intersection NW corner Mary S. Young
- Robinwood Shopping Center connection to neighborhood
- Connection for kids north of Mary S. Young
- Map Comments:
    - Add utility easement as an overlay
    - There is a red dot on the map that is unknown

GROUP #2

- North connection Mary S. Young
- Tualatin River to Willamette River
- Savannah Oak connection
- Rating system for trail ID
- Map Comments
    - More off leash areas would be nice

GROUP 3#

- Server work along Willamette
- BRIDGE PARK – Kayak put in-pull out at Cedar Oak
- Development needed
- Robinwood connection
- Palomino look-out

GROUP #4

- Main arteries need to be improved significantly
- No need for new stuff/improve what we have
- Map Comments
  - Ideal Bike Route: Hwy 43 to Willamette Falls, to Johnson tie, to Stafford tie, to Rosemont back to 43, or Johnson to Stafford tie, to McVey down, to Hwy 43
  - All of these roads would have a safe bike path/lane
  - How many miles is that?

GROUP #5

- School to park scenario
- Pimlico alignment
- Trolley Trail
- North Bolton –Zig-zag not direct
- Map Comments
  - No Light At Pimlico

GROUP #6

- High School connections up the hill needed
- Access to shopping
- Corridor up hidden springs to new Middle Schools
- Arrange line – neighborhood trail

COMPREHENSIVE TRAILS SYSTEM MASTER PLAN
Trails Plan Public Workshop
FEBRUARY 22, 2010 ◆7 P.M. – 9 P.M◆WILLAMETTE PRIMARY SCHOOL

WORK SHOP 2 - MEETING SUMMARY

On February 22nd, 2010, the City of West Linn held the second of three public workshops at Willamette Primary School from 7pm-9pm. In total, 33 attendees signed-in at the workshop. The meeting allowed opportunities for the public to learn about the trails plan, and provide input on potential route locations, and identify opportunities and constraints for routes.

At the meeting, the consultant team MIG Inc. presented an overview of the planning process and the work done to date. The presentation was followed by a group discussion about trail users and trail system elements. The second half of the meeting was dedicated to a small group mapping exercise that asked participants to indicate the types of preferred routes and linkages different types of trail users would use. The exercise also allowed participants to draw their own route preferences.

Materials used for the meeting, including agenda and role cards are available on the project website (www.westlinntrailsplan.org) in the document library. The website trail map and comment page will soon include in the layer drop down menu the compiled map input provided at the workshop.

GROUP DISCUSSION

Opportunities and Needs

The following summarizes the different opportunities and needs addressed by workshop participants.

- Pedestrians
  - Sidewalks
  - Destinations
  - Connections to business districts
  - Funding options for sidewalks
    - City of Tualatin
  - May not need 23 miles of connected trail
    - More discrete shorter segments
- Bicyclists
  - Need paved trails and connectivity for commuting
  - Bike lanes
- Oldsters

  - Same needs as other users
- A balanced system and hierarchy of trails for different abilities
- Property owner sensitivity and minimize local impact
- Water trail
  - Water users
  - Access to water
- Streets
  - Connections with trails and opportunities
  - Treatment of crossings
- Sidewalks
  - Safe routes to school
  - ID missing links

Other Considerations

The following summarizes other considerations addressed by workshop participants.

- Criteria of prioritizing trails
- Allow users with access to trail system
  - Improve access
  - Allow "Eyes on the street"
- Goal 5 - Lands and treatment of sensitive lands
- Wildlife
  - Avoid impacts
- Industrial lands are an opportunity for trails
- Safety is a concern → Make public info available
- Destinations and trail system is a motive
  - Connects to schools
- There are economic and social benefits
- Consider impacts of vehicles and those driving to trailheads
- Appropriate scale/location of trails and facilities
- Treatment of existing trails and continuation of use into the future
- Locating trails where they have less impacts on surrounding uses
  - Sensitivity to residents
- Partnerships
  - Metro trails and connections surrounding region
- Navigable waterways
  - Tualatin River
- Paying for trails when sidewalks are needed – be more strategic with money
- Trails through private property are unwanted
- What is the cost?
  - Who will pay?
- What is the purpose of trails?
  - Economic benefits for city?

- Ultimately city's decision
- Consider river levels in locating trails

MAP EXERCISE SUMMARY

Role Card Comments

Role cards asked participants to think about routes for various types of trail users. The cards were used as an option for stimulation discussion regarding users, trail types and connections that may be needed. The following provides a summary of written note card comments. The majority of information on routes, based on trail users was supplied as drawings on the maps. This information will soon be available as a drop-down menu on the website's 'trail map & comments' page - www.westlinntrailsplan.org/TrailMap.php.

GROUP A

- Trail needs of a retired older adult:
  - Would like a trail along the Willamette River from Fields Bridge Park to West Bridge Park.
- Trail needs of a recreational bicyclist:
  - A little too dangerous for recreational cycling – all bikers run in large packs.
- Trail needs of a 5th grader/Willamette Primary School:
  - Identify a route – Willamette Falls Drive.
  - Identify difficult crossings – Several spots where there is no sidewalk and heavy traffic is a problem – dangerous for a child.
  - Identify locations after school – Need a trail from River Heights (Dollar St) area to Fields Bridge Park. Also need to secure a tunnel path under bridge approach over Tualatin.
- Additional comments – High school students must walk along Willamette Falls Drive from Willamette to the school – needs a wider footpath – packed cinder path would help.
- Map Comments:
  - Please do not consider putting trails in people's back yards!
  - Trail marking.
  - Solar lighting in some areas that are darker-more remote.
  - Lower impact to wildlife riparian.
  - Connect shopping /parking to trails.
  - Good bike path/trail along WFD connecting Willamette to McLean house park area and 43.

GROUP A-1

- Trail needs of an avid runner:
  - Drive to M.S. Young Park. Run the trails around MSY twice. Take back streets to Wilderness Park and run that trail system twice then return to MSY.
  - Start at office in West Linn, take 43 to Cedar Oak, right turn to Old River Road,

Run to George Rogers Park, Return same route to post office, walk to Starbucks and collapse.

- Trail needs of a 7th grader/Rosemont Ridge:
  - This is not realistic for safety issues: Dangerous road, kid too young, trip too far.

GROUP B

- Trail needs of an avid skateboarder:
  - Not enough information on map.
- Trail needs of a full-time worker outside West Linn:
  - Regular walks-Along Rosemont, Salamo to Tanner Basin. Starbucks, back to Santa Anita.
  - Dog-walking route – To Lucher Farm dog park/to Mary S. Young.
  - Think about the impact of a trail behind homes and a sidewalk in front as well.
  - Identify a dog-walking route – M.S. Young Park.
  - Identify a route – Sunburst Park.
- Trail needs of a 7th grader/Rosemont Ridge:
  - I would never bike to school from Field's Bridge Park – Too hilly.
  - Where is Parker Crest?
- Trail needs of a recreational bicyclist:
  - Not enough info to proceed – I don't live in this area.
- Map Comments
  - Drive to Mary S Young Park from Palomino Park area. Ride bikes.
  - Maintenance historical issue for trail id U-08.

GROUP C

- Additional comments: Skyline
  1. Sidewalk from high school to summit.
  2. Paved trail on east side of Clark Street.
  3. Utility storage - eliminate on south parking area and open to park patrons.
  4. Change speed limit on Clark in park to 30mph.
  5. Construct a raised lookout pavilion near skyline is a viewpoint to see downtown Portland, Mt. St. Helens, Rainier, Mt. Adams and Hood.
- Map Comments
  - Wilderness Park should not be used as a storage area. Utilize both parking lots for what they were designed for. I'm sure it was not for storage.
  - The city does not currently enforce existing dog leash laws. It seems very unlikely that new trails (like the White Oak Savannah) could be maintained as dog free or leash only. Dogs running off leash disturb the wildlife that parks intend to protect.
  - A trail through White Oaks Savannah will negatively impact wildlife. Concerns regarding wildlife issues from public access to Savannah grass land area.
  - Trail does not exist (MAP ID U-15).

GROUP E

- Map Comments:
  - Connect city parks on existing park land/ public open space.

        - ↳ Look carefully at dock proposals.
        - ↳ Protect public property rights not just private property rights.

GROUP Z

- Trail needs of an avid runner:
    - Hwy 43 – Sidewalks/bike lanes connecting to north George Rogers Park and south to library and post office (beyond to river trail when developed)..
    - More street lights on River Road.
    - Bus shelters on 43.
    - Thanks for asking!
- Trail needs of a 5th grader/Willamette Primary School:
    - Identify a route – From school to Park #1. From (school) to ice cream #2 (streets). #3 biking path on paved to Fields Bridge. #4 Bike with family*.
    - Identify difficult crossings – Blue, depends on side of road for path. A) Under I-205 at Blankenship, B) At Fields Bridge, C) 10th St and 8th Court.
    - Other comments – Willamette Falls Drive, Blankenship, Hwy 43 – Sidewalks and bike lanes! "99% of all Willamette bus problems would be solved by creating good sidewalks, bike lane on street for school kids.
    - Identify locations – 1, 2, 3, 4 (See red lines).
- Trail needs of a recreational bicyclist:
    - Identify a route for a ride – #5 Blue, from home near Sunset.
    - Identify a route for to grocery store - #6 To Safeway, Green.
    - Identify a route to library – Green to library, home on the Blue #5.
    - Additional comments: Solar Hwy – Savannah Oaks.
- Trail needs of a 7th grader/Rosemont Ridge:
    - Identify a route –Middle School to Fields Bridge - #7 Magenta.
- Map Comments:
    - Bike lanes and sidewalks need development especially on HWY 43 Willamette Falls Drive and Blankenship and safe routes for kids getting to school. This would solve 99% of bussing issues.

Group Maps

Workshop participants grouped themselves into six groups for the interactive map exercise. The following summarizes trail alignments and comments made on each of the six group maps. The website trail map and comment page will soon include in the layer drop down menu a transcription of the comments drawn on the map.

OPPORTUNITIES

Group E
- Connecting bikeways and sidewalks and destinations (schools, neighbors)

Group B
- Connections to schools

Group Z
- Sidewalks
  - Highway 43
  - Willamette Falls Drive
  - Blankenship

Group A
- Connections
- Fields Bridge Park to Dollar Street
- Connection to Fields Bridge

Group A1
- River put-ins
- Shopping areas as opportunities to connect/park for trails

Group C
- Savannah/White Oaks can follow Salamo/topography
  - Already have existing routes (→ no additional access needed at Savannah/White Oaks)

CHALLENGES

Group E
- Connections to Lake Oswego
  - Details to make connections
- Timing and money

Group B
- Topography and grade
  - Loops with 100-200′ grade change

Group Z
- Hills/topography
- Difficult crossings
- Safe loop
- 10th Street

Group A
- Willamette Falls Drive connections
- Loss of foot traffic due to bridge on Tualatin River

Group A1

- Topography!

Group C

- Wilderness Park needs improved access
- No additional access needed at Savannah/White Oaks

COMPREHENSIVE TRAILS SYSTEM MASTER PLAN
Trails Plan Public Workshop
FEBRUARY 24, 2010 ◆7 P.M. – 9 P.M◆BOLTON PRIMARY SCHOOL

WORK SHOP 3 - MEETING SUMMARY

On February 24th, 2010, the City of West Linn held the last of three public workshops at Bolton Primary School from 7pm-9pm. In total, 34 attendees signed-in at the workshop. The meeting allowed opportunities for the public to learn about the trails plan, and provide input on potential route locations, and identify opportunities and constraints for routes.

At the meeting, the consultant team MIG Inc. presented an overview of the planning process and the work done to date. The presentation was followed by a group discussion about trail users and trail system elements. The second half of the meeting was dedicated to a small group mapping exercise that asked participants to indicate the types of preferred routes and linkages different types of trail users would use. The exercise also allowed participants to draw their own route preferences.

Materials used for the meeting, including agenda and role cards are available on the project website (www.westlinntrailsplan.org) in the document library. The website trail map and comment page will soon include in the layer drop down menu the compiled map input provided at the workshop.

GROUP DISCUSSION

Trail Users, Issues and Opportunities

The following summarizes the different trail user needs, issues and opportunities addressed by workshop participants.

- Trail users and activity that causes safety concerns
- Difficulty getting police to access trails
- Bus routes (1 ½ middle)
  - Students living 1-mile from schools (primary)
- Sidewalks and bike paths
- Safety of routes to schools
- Seniors and mobility
  - Level surfaces
- No opportunities for learning/novice cyclists
- Topography makes access challenging
- Street trees
- Have to use vehicles to access park
- Dog users – waste stations

- Lighting for safety
- Difficult connections
- Develop mobility
- Linking neighborhoods
  - Longer routes and isolated areas/national areas
- Availability of well-known bike routes for experienced riders
- Shopping center access
- Design standards

MAP EXERCISE SUMMARY

Role Card Comments

Role cards asked participants to think about routes for various types of trail users. The cards were used as an option for stimulation discussion regarding users, trail types and connections that may be needed. The following provides a summary of written note card comments. The majority of information on routes, based on trail users was supplied as drawings on the maps. This information will soon be available as a drop-down menu on the website's 'trail map & comments' page - www.westlinntrailsplan.org/TrailMap.php.

GROUP 1

- Map Comments:
  - Encroachment, grown in (MAP ID T-10).
  - Origins and Designations
  - Future trail easements?
  - Too Steep! Impractical make grade Std? (MAP ID L-14)
  - Ends in grass (MAP ID L-07)
  - Trail maintenance (roots) (MAP ID T-03)
  - Encroachment of vehicles/vegetation on sidewalk

GROUP 2

- Map Comments:
  - 10th St undercrossing okay

GROUP 3

- Trail needs of a recreational bicyclist:
  - Additional comments: Sunny solar trail
- Trail needs of a resident living in the Bolton Neighborhood:
  - West Bridge Park Boating Launch – To Cedaroak for take out
    - Kayaks
    - Sculling – crew – training facility inside for working out
    - Look at a more direct route for Hwy 43 entry
  - Bernert Landing
    - Possible sculling location to Wilderness Falls – turnaround

- Map Comments:
  - Willamette Falls Drive could be a Stimulus Package

GROUP 4

- Trail needs of a 5th grader at Willamette Primary School:
  - I don't live in Willamette so I have no idea.
- Trail needs of a 7th grader at Rosemont Middle School:
  - If you are a 7th grader at Rosemont you would probably play a Oppenlander
- Map Comments:
  - This is incorrectly labeled as being part of the existing trail (MAP ID U-08 and U-09).

GROUP 5

- Trail needs of a recreational bicyclist:
  - Identify a route to the grocery store – elevation issues
  - Additional comments – Safety – issue no shoulder/no sidewalk
- Map Comments:
  - West Bridge Park – no motorized boat launch kayaking/canoe
  - Widen Skyline, Widen Marylhurst Dr.
  - Trail from Marylhurst to Robinwood Centre
  - Trail access to Retail. Market of Choice. Robinwood Center
  - Marylhurst Drive
  - Contact Portland Running Company has maps/10 mile routes
  - Improve bike lanes on 43 and/or improve or create alternate parallel routes
  - Signs on current trails marking that they are public

GROUP 6

- Map Comments:
  - Consult: Bolton Neighborhood Plan, Mc Lean House Master Plan, Madden Woods (friends of)
  - Wilderness: Madden woods & Burnside Park Wildlife
  - Colorful Neighborhood Banners Delineating Trails
  - Consult Rogers, Discovery Walks. Bolton Walking Tours (Booklet)
  - Restore Boardwalk from locks to McLean House
  - Purchase river frontage from Mill to West Bridge Park
  - Designate Dorothy's Trail from Maddox Woods to the Library
  - Historic Designation Area – Rock Island down to Oswego Smelting Park Goe Rogers Park

GROUP 7

- Map Comments:
  - Secret Path? (Map ID U-01)
  - Trial often washed out (Map ID T-08)

Group Maps

Workshop participants grouped themselves into several groups for the interactive map exercise. The following summarizes trail alignments and comments made on each of the group maps. The website trail map and comment page will soon include in the layer drop down menu a transcription of the comments drawn on the map.

OPPORTUNITIES

- Retail access
- Rosemont and Willamette Falls Drive
- Regional connections
  - Regional bike route
- Use existing resources
- Non-motorized boat launch
- Corps of engineers funds to enhance river access
- Develop row/sculling access/park
- Enhances opportunities for youth
- Bike path and connections
- Banners for the trail system
- Restore river boardwalk
- Access to parks on surface streets

CHALLENGES

- Safety
- Topography
- Disappearing sidewalks
  - Kids cris-cross
- No connector along Highway 43
- 1-mile walking distance for small children

City of West Linn

Comprehensive Trails System Master Plan

WORKSHOP ROLE PLAY CARDS

You are a parent with a 2 year old who lives in the Rosemont area. You like to walk for exercise and take your child in a stroller. You have a flexible schedule and are able to go walking at least two weekdays each week.

- Identify a route that you would take for an exercise loop.
- Identify a route to get to the grocery store.
- Identify a route to get to the library.

Write down additional comments or ideas:

You work at home, and are an avid runner. You run three times a week and try to get in about 10 miles a run. Because your schedule varies, sometimes you run early in the morning and sometimes you run during the day.

- Identify at least two different routes that you could take to get your runs in within West Linn. Each should have a different starting point where there is public parking.

Write down additional comments or ideas:

You work full-time outside of West Linn and live in the Hidden Springs area. You take your Golden Retriever for a walk daily, and because of your work schedule, usually walk early in the morning or in the evening hours.

- Identify a route that you would take for your regular walks.
- Identify a dog walking route that you would travel outside your neighborhood to visit.

Write down additional comments or ideas:

You are a retired older adult, and walk with several friends at least once a week. Your walking group lives throughout West Linn, so you try to pick routes in all areas of the city. You prefer scenic settings and one member of your group is a birder. All of you like to end up at a coffee shop after your walk.

- Identify at least three routes that are scenic at different locations in West Linn.
- Identify connections between each of your three routes and a commercial area with a coffee shop.

Write down additional comments or ideas:

You are an adult who lives in the Robinwood area and who uses a power scooter for mobility. You like to get out and enjoy the outdoors, sometimes with a friend who does not use a mobility device.

- Identify a route that you could take within your neighborhood.
- Identify a route that would give you river views.
- Identify a route that would take you to Mary S. Young Park.

Write down additional comments or ideas:

You are a recreational bicyclist who likes to ride on weekends. You live in the Sunset Neighborhood, and use your bike to go for a ride or do errands.

- Identify a route for a ride that would take you on a loop through West Linn.
- Identify a route to the grocery store.
- Identify a route to your friend's house in the Willamette neighborhood.
- Identify a route that you could take with your kids to reach Saturday soccer games at Mary S. Young Park.
- Identify a route to the library.

Write down additional comments or ideas:

You commute to work by bike within West Linn. You live in the Bolton neighborhood, and work near Marylhurst.

- Identify the most direct route to get to work.
- Identify a route that would also allow you to stop for take out or groceries on the way home.

Write down additional comments or ideas:

You commute to work by bike from your home in Tanner Basin neighborhood to your office on Barbur Boulevard. You ride at least three days a week, rain or shine, and have several routes

- Identify a route that takes you through West Linn and allows you to connect to a major street to get to work outside of West Linn.
- Identify a second different route that connects to a different street out of West Linn.

Write down additional comments or ideas:

You are a 7th grader who goes to Rosemont Ridge Middle School, and you bike to school and then ride your bike to Fields Bridge Park for baseball practice. Your parents don't want you riding on busy streets.

- Identify a route that could take you from the Middle School to Fields Bridge Park.
- Identify a route that takes you from Parker Crest Neighborhood to the middle school.
- Identify which streets near your routes are ones your parents would not want you to ride on.

Write down additional comments or ideas:

You are a 9th grader, and an avid skateboarder. When it isn't raining, you head from West Linn HS to Tanner Creek Park to use the skate park.

- Identify a route that will get you from the HS to the skate park through a combination of skating and walking.
- Identify any difficult crossings.
- Identify a route to get you from the skate park to the Starbucks (next to City Hall) on Salamo, where your parents pick you up.

Write down additional comments or ideas:

You are a 5th grader at Cedaroak Primary School, and you bike to and from school with your parents.

- Identify a route that you and other kids could take to the school from the surrounding neighborhood.
- Identify at least one other potential route.
- Identify difficult crossings that your parents would not consider safe.
- Identify locations you would like to get to after school, and routes that would take you there safely.

Write down additional comments or ideas:

You are a 5th grader who walks to school at Willamette Primary School. Sometimes you walk with a friend and sometimes you walk with a parent.

- Identify a route that you and your friends could take.
- Identify difficult crossings.
- Identify locations you would like to get to after school, and routes that would get you there safely.

Write down additional comments or ideas:

City of West Linn

Comprehensive Trails System Master Plan

WEBSITE PUBLIC INVOLVEMENT

GET INVOLVED WITH TRAIL PLANNING IN WEST LINN

The West Linn Comprehensive Trails System Master Plan process has begun. The project team has put together a website that will be the one-stop-shop for information on the planning process, how to get involved and to provide public comment every step of the way.

WWW.WESTLINNTRAILSPLAN.ORG

About the Plan

With the adoption of the 2007 Parks, Recreation and Open Space (PROS) Plan, the City established a conceptual trails network as an integral part of making West Linn a livable city that contributes to the health and wellness of its community members. The Comprehensive Trails System Master Plan is a continuation of the policies and recommendations set forth in the PROS Plan and is based on three goals:

- Actively engage West Linn residents in the planning process;
- Advance the trail planning and development that has already occurred in West Linn; and
- Zero-in on actual trail alignments and their feasibility, and prioritize the improvements to maximize the network.

To achieve these goals, the plan has been designed with the following four phases:

Phase I: Existing Conditions - Establishes the baseline for the plan and later analysis.
Phase II: Analysis - Includes detailed technical analysis of the trail system and the development of alternative alignments and routes.
Phase III: Plan Development – Develops the conceptual trails system master plan along with strategies needed for the continued development of West Linn's trails system.
Phase IV: Plan Refinement & Adoption – Includes a full draft of the Comprehensive Trails System Master Plan that incorporates the refined material developed and reviewed during the previous phase.

Get Involved

The success of West Linn's trail system is largely based on public involvement. There are four ways you can provide us with your comments and feedback:

1. Send us a message by going to the project website.
2. Sign-up for automatic email updates in the website to hear about upcoming events, changes to the website, or new documents ready to review.
3. Learn about the trails planning process and attend different events
4. Provide your input on trails during public comment phases of the project by using the interactive map pages and bulletin boards on the project website.

For more information, contact the West Linn Parks Department at 503-657-0331.

Trails FAQ

What is the impact of trails on property value?

- According to a 2002 study by the National Association of Realtors and the National Association of Home Builders, trails ranked as the second most important community amenity out of a list of 18 choices. (Consumer's Survey on Smart Choices for Home Buyers, National Association of Home Builders, April 2002.)

- Pittsburgh Mayor Tom Murphy, testifying at a Congressional hearing, credited trail construction for contributing significantly to a dramatic downtown revitalization. Miles of trails now connect millions of dollars of economic development, including new stadiums, housing, office space and riverfront parks. (Rails to Trails Conservancy, Economic Benefit of Trails and Greenways, quoting testimony before the Committee on the Judiciary of the US House of Representatives June 20, 2002.

- A study of property values near greenbelts in Boulder, Colorado, noted that the average value of property adjacent to the greenbelt would be 32 percent higher than those 3,200 feet away (Economic Impacts of Protecting Rivers, Trails, and Greenway Corridors, 1995 Rivers, Trails, and Conservation Assistance National Park Service, quoting Correll, Lillydahl, and Singell, 1978).

- The amenity influence of greenbelt land on property values also applies to privately held greenbelt land, according to a study of the Salem metropolitan area in Oregon. In this case, the greenbelt was comprised of rural farmland. Greenbelt zoning had been applied to this prime farmland beginning in 1974 in an effort to contain urban sprawl and preserve farmland. The study found that urban land adjacent to the greenbelt was worth approximately $1,200 more per acre than urban land 1,000 feet away from the greenbelt boundary, all other things being equal. However, rural land values within the restrictive zoning actually decreased in value by $1,700 per acre (Nelson, 1986).

- "Greenway trails have no negative impact on either saleability of property or its value. Nationwide, studies indicate that access to trails may improve a property's attractiveness to buyers, and there is anecdotal evidence to support this in the Flagstaff area." (John L. Crompton, 2004, The Proximate Principle: Impact of Parks, Open Space and Water Features on Residential Property Values and the Property Tax Base)

Who is liable for trails?

- The Oregon Recreation Statues provide state-wide law related to recreation and liability. ORS 105.682 states that land owners are not liable for any personal injury, death or property damage that arises out of the use of the land for recreational purposes when the owner of land either directly or indirectly permits any person to use the land for recreational purposes.

- ORS 105.688 further states that immunity applies to public and private lands, rights of way, buildings, roads, water bodies, and machinery or equipment on these lands. The statute also specifies that immunity only applies if there is no charge for using the land, and the owner transfers an easement to a public body to use the land.

- ORS 105.696 furthers that users must still use care of land and 105.700 clarifies that public access is prohibited from accessing private land without owners permission.

How safe are trails?

- "Nationally, trails were extremely safe environments for major crimes (mugging, assault, forcible rape, or murder). Such crimes are hundreds of times less likely to occur on rail-trails than in the larger urban, suburban, or rural setting. Similarly, burglary, classified as a minor crime, was extremely uncommon. Other minor crimes (trespassing, graffiti, littering, sign damage, and motorized use) were reported as a percent of trails participating in the survey." The article notes that minor crimes did not occur on 74 to 97% of rail trails. Graffiti was the most common minor crime in urban settings (26%). In suburban and rural settings, the most frequent minor crime was littering (24%)." (Rails-to-Trails Conservancy, 1998 Rail-Trails and Safe Communities the Experience on 372 Trails.)

- Crime prevention through environmental design (CPTED) is a phrase described by C. Ray Jeffreys in his 1971 book of the same title. Jeffreys defines CPTED as the "proper design and effective use of the built environment that can lead to a reduction in the fear and the incidence of crime, and an improvement in the quality of life." CPTED principles provide park and trail users a comforting, safe feeling while discouraging potential criminals, therefore reducing crime proactively and unobtrusively.

- Without well designed trail access, users commonly create their own trail or pathway to connect through a park, or access a destination or view point in public open space. Because these paths do not consider neighboring uses or environmental constraints, user-created trails can have a negative impact. User-created trails can also:

    - Increase the risk of catastrophic wildfire and unwelcome behavior, parties, and trash (Coconino National Forest, 1999 Environmental Assessment for Fort Valley Ecosystem Restoration)

    - Destroy, fragment, or degrade wildlife habitat (Arizona Fish and Game Department, 2006 Comprehensive Wildlife Conservation Strategy)

    - Reduce privacy for adjacent property owners if they are poorly designed or located without adequate space or vegetation for screening.

GENERAL COMMENTS

Summary of comments received on the "General Comments" page from the project website (www.westlinntrailsplan.org) and in person from end of comment period in September 2010 to beginning of comment period in December 2009. Names and personal information have been removed. Comments are shown as submitted.

September 26, 2010 8:24PM

Many bicyclists ride from George Rodgers Park in Lake Oswego to Mary S Young park in West Linn along Old River Road. The connection from Old River Road to the bike path in front of Mary Young Park has a connection to Hwy 43 that passes across the connection of Mapleton Dr.

Many cyclists travel this 100 yards on the wrong side of the street or go down Mapleton Drive and then turn around where Mapleton dead ends into the park with an unpaved path.

I would recommend that a new connection to Mapleton from Kenthorpe and paving the short distance from Mapleton to the paved path in MS Young Park would provide a nice bike path away from the main streets.

I also noticed on the proposed trail plan a connection from CedarOak Boat Launch to MS Young Park along the water front. I believe that this is very impractical because every year this area gets flooded and the flooding would cause significant maintaince problems. There is also the inconvenient fact that at least three homes have property lines below the high water line that would require filling in the canal in that area in order to construct a path there.

I propose that the waterfront trail travel along Nixon and Mapleton just like Old River Rd.; safely above the flooding but providing a view of the river and access at the boat launch, near Mary Hill's house and at MS Young Park to Cedar Oak Island.

August 23, 2010

RE: W.L. Trails Master Plan
Wheelchair Usage Rating System

Dear Ken Warner:

I recommend that the Trails Master Plan include a rating on all trails as to its ease of wheelchair accessibility & use.

Trails which are wide, paved, completely flat, etc. would receive the highest ranking (e.g. a #1) Trails which are completely unrealistic →

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for wheelchairs would receive the lowest ranking (such as a #5)—if there are any.

The in between ranking #'s would reflect level of difficulty for use/access depending on such factors as: whether trail is dirt, graveled, or paved/# of small bumps/# & severity of larger bumps (such as tree roots & large rocks)/amount & steepness of inclines & declines/whether muddy when wet/how narrow or wid it is/ease of getting to the trail.

This wheelchair ranking could be posted on all written literature & signs connected to the trails.

A rating system is especially helpful because some wheelchair users like challenging courses (& has suitable wheelchairs), whereas others need easy route

August 23, 2010 11:19AM: Safety Issue/Trail entrance to Swiftshoe Park

The map showing trail entrances to the Swiftshore Park (T01 PROS/T-1 miles0.222)seems in error. There is no entrance to this park off 19th Street. If such an entrance is proposed, it poses safety concerns. The only way for me to exit my home is to back-up my car until I reach Swiftshore Dr. Persons using this trail are at risk, e.g., children running, poor visibility (rain, darkness), etc. I trust the City not to expect that I will assume liability in the event of some tragic accident. The park already has an entrance less than one-half block away off Swiftshore Dr. I strongly urge, in everyone's interest, that this trail be closed.

August 18, 2010 7:56AM : Privat Property

After reviewing the latest update to the primary trail plan along the Tualatin River dated Aug, 2010 it is obvious that the West Linn Trails Planning commission have not listened to the home owners voices and others concerning crossing private property just to gain access to a few private spots along the river. We DO NOT want a path through our backyards. Between Swift Shores Park and Katherine Ct. your proposed plan for a Primary Pathway crosses at least 3 home owners private properties. To me this is total disregard for our right for privacy and a disregard to all land owners in West Linn. I would never try to gain the right to intrude or trespass on my neighbors property.

August 11, 2010 12:36P: Kenthorpe way - Mapleton Drive trails

At the Robinwood neighborhood meeting Aug 10, 2010, there was interest in combining the community input from the trail plan comments and maps and the upgrade plans for the LOTigard Water Treatment Plant (WTP) located between the two streets. Wonderful! Should this segment of the trail be capable of handling an emergency vehicle?

1. The WTP used to have a maintenance road between Mapleton and Kenthorpe that was informally used by the community.
2. My earlier Post #10 on January 22, 2010 trail plans suggested including Emergency planning.
3. A path / single-lane capable road could be useful to alleviate traffic problems including access requirements (5min rule) for emergency use during the two year WTP re-construction and installation of a 4+ft pipe down narrow Mapleton or long (no-thru way) Kenthorpe. Without emergency access this way, it will be incredibly impractical and unlikely that construction will be able to adhere to the emergency access requirements 100% of the time.
4. Boths sides of the path through the WTP could have a berm / wall that safely separates the industrial facility from path users (and visa versa).
5. The path's shortest connection point connects the WTP parking lot and goes through residential lots owned by LO WTP (and avoids taking out trees.. The path can meander).
6. "natural"? monitoring and oversight would be enhanced by visual presence of WTP admin building next to path. Users would then have immediate, direct method to contact WTP should a hazardous situation develop involving path users.
7. Instead of a bridge or tunnel redirecting WTP/path traffic that cross paths, consider a simple road/intersection with tall, cyclone-fencing styled gates hinged at the corners of the intersection. The gates would allow WTP full control of the pathway by temporarily blocking foot traffic. Path closings could be scheduled at regular times and posted for path users in plain sight, to reduce inconveniences. The intersection would allow heavy equipment to be transported between both sides of the plant and provide a margin of safety greater than the public is accustomed to with heavy equipment and loads already regularly trafficked through Kenthorpe Way. The gates could be electrically operated at the admin building where direct view of the intersection would be useful for monitoring gate movement and traffics.

June 23, 2010

In discussions with Park and Recreation, I am an advocate and YIMBY regarding development of a trail using the existing easement behind my house as well as coordinating pedestrian pathways through, not around, the Neighborhood Association at the corner of Hidden Springs and Santa Anita. In a holistic view of trails potentially serving the future school, I strongly encourage the Planning Commission and Council develop a reasonable and fair policy, quickly, restoring public access to portions of the Palomino Loop Trail while increasing pedestrian circulation opportunities throughout the school 1/2 mile perimeter, including safer crosswalks across Hidden Springs. Future planning shall be conducted on Rosemont Road since the Council has promoted Rosemont as a transit connector. And water runoff should be diverted to newly created retention ponds on the south west side of Rosemont to protect the sensitive streams currently within the County AND to reduce the poorly engineered burden placed on the Erickson property.

March 27, 2010 7:17AM: Concern over mapping exercise

I attended the Trails Plan Meeting on Feb 22 and wanted to express my concern about the format for the interactive mapping exercise. Public information regarding this meeting stated that participants would be, "given information regarding existing opportunities and constraints for trail development." However, the maps did not include property lines. Many of the participants expressed dismay over this and told the facilitators that they did not want to draw a trail through private property. As an attendee, I agree with them and feel that information regarding private property, high water marks, steep terrain, and other "constraints" should have been included on the maps. While there were a few folks who were not concerned about building a trail through someone's backyard, the majority of attendees indicated that they felt it was important to respect privately owned property and said that they would prefer to connect trails by publically owned streets rather than cross through private property.

March 23, 2010 10:28PM: Riverfront Trails

As a citizen of West Linn, I am in full support of trails along the Tualatin and Willamette Rivers. Connecting the many parks along the rivers via trails will greatly increase public use of these parks. In addition, if these trails are connected to schools along or near the river (Willamette, Bolton, ect) they could be utilized for educational purposes by classes, as well as provide parking on weekends and during the summer for trail access.

March 15, 2010 6:05PM: Burnside Park Preservation

Burnside Park is a Wilderness Nature Park that was deeded to West Linn to be preserved for present and future generations. I figure my Volunteer Restoration Groups have saved the City 100's of thosands of dollars since 2001 when we began saving the trees from invasive English Ivy. We have saved all the trees in the Park. They can now die naturally, and help wildlife survive. Our work continues, and our community has 100's of dedicated Volunteers all pitching in to protect the Native Plants and wildlife in the Park.

Priority (#1)

We urge the city to continue to help us protect this nature paradise which helps make living in West Linn special.

Specifically the entrance area to Burnside Park at Holmes Street is currently up for sale by the Union Pacific Railroad. It needs protection. Westlake Properties is trying to market this very steep area in the watershed of about 1 acre. There is no for sale sign at the park entrance, or anywhere but it is for sale.

I urge the city to negotiate the purchase of this area with Westlake as soon as it can.

The Park area includes the upper entrance trail which most people use, beautiful 100 year old trees between Holmes street and Geer Street, a year round creek fed by a spring, Habitat for over 100 bird species- including Bald Eagles,Owls, Osprey, Red-Tailed Hawks and Pileated Woodpeckers.

Fishermen directly across the river see these trees, and it adds greatly to the Bolton Area's livability, as well as West Linns.

No more trails are needed in Burnside. We just need to protect what we already have. I am willing to help the city obtain more donations, have bake sales, or whatever it takes to help the City purchase this critical area of Burnside Park. Thank you from the Friends of Burnside Park, and the Friends of Maddax Woods. It will benefit all of West Linn residents, and help move our City up in the National rankings. #1 is still possible and should be what we strive for. The wildlife and the beauty saved will reward all residents, as we walk by or gaze upon the Park. Thanks again for everyone who can help the city purchase and protect this Burnside Park entrance area.

March 11, 2010 9:37AM: Un paved Trails

Many of us would like to see one or more of the trails become available for walking dogs off leash, or at least during certain times of the day. Early in the morning we sometimes do not see any other walkers, or runners. If we encounter others the leash only becomes a trip line if the dog is startled by an on coming person. Most dogs seem to get the trail behavior, and not chase.

March 4, 2010 10:53AM: Connect neighborhoods and businesses first

While there are many good ideas and much on the wish-list, I request that efforts be made to connect neighborhoods and businesses first. If we focus our efforts on improving the current well-traveled, if informal, routes, we would provide a great benefit for individuals, families, neighbors, and businesses.

In addition to the social/commercial benefits to this improved connectivity, safety will also be improved, which is critical. Currently, there are some poorly maintained streets lacking sidewalks close to schools that serve as an informal part of the trail system. We want, need, and use these routes frequently! But, we need these improved, which would be a good use of this trail planning process. We don't need to add additional trails in these areas, but rather improve the condition of the system currently in place. Make these improvements through the trails plan, rather than suggesting it be handled by street maintenance or the capital plan.

February 25, 2010 12:19PM: Tualatin River trail? NO!
The PROS map shows trail "T1" from Fields Bridge to Willamette park. There are a number of problems with this proposal, and I can't imagine the tens of thousands it would cost to evaluate the environmental impact, and mitigate the damage to this wild area would make this a high priority project.
This trail is slated to go along the Tualatin River, as the map clearly shows, within the protected area (Goal 5) around the river!
It also ignores property owners rights (at least two property owners in this area have rights halfway into the river).
I cannot believe that a Primary (ADA approved, paved 8' wide trail) is slated for this area!
I, along with the other homeowners along this area, are very much against an 8' paved trail going through our back yards, with the accompanying increase in traffic, liter, and crime.
Not to mention the disruption of wildlife areas (migrating geese nest along the swift shore area every spring).
Now, if this was slated as a Secondary, unpaved trail, and some natural boundaries were planned (blackberry bushes grow well here) to shelter private property from this trail were included, then you might some people to approve this, but as currently proposed? NO WAY!

February 25, 2010 12:15PM: Primary Trail along Tualatin? NO!
The PROS map shows trail "T1" from Fields Bridge to Willamette park. There are a huge number of problems with this plan, and I can't imagine this would be a "quick win" that was suggested at the Willamette school trails meeting as a priority.
This trail is slated to go along the Tualatin River, as the map clearly shows, within the protected area (Goal 5) around the river!
It also ignores property owners rights (at least two property owners in this area have rights halfway into the river).
The Tualatin is NOT a navigable river, and I can't imagine the tens of thousands of dollars that would need to be spent to study this area, and mitigate the damages.
I cannot believe that a Primary (ADA approved, paved 8' wide trail) is slated for this area!
This is a beautiful area, and asphalt definitely does not fit in with the surrounding area!
I, along with the other homeowners along this area, are very much against an 8' paved trail going trough our back yards, with the accompanying increase in traffic, liter, and crime.
Not to mention the disruption of wildlife areas (migrating geese nest along the swift shore area every spring).
Now, if this was slated as a Secondary, unpaved trail, and some natural boundaries were planned (blackberry bushes grow well here) to shelter private property from this trail were included, then you might some people to approve this, but as currently proposed? NO WAY!

February 24, 2010 6:45PM: River greenways, Burnside and Maddax Woods trails
As a previous commentor said, the river greenways are used by wildlife as well as humans. The back channels and islands provide critical sheltered nesting sites and food sources for wildlife including great blue herons, osprey, merganzers, deer and other birds and mammals. So while we plan trails for human enjoyment, lets protect the diversity of what makes this area beautiful. Some ideas about how to accomplish this include providing easily accessible education for all ages to help us understand and value the biodiveristy of

our parks is important. Signage that reinforces the need to keep dogs on leash and people to stay on the trails, with park closures at night would also be helpful.
In regard to Burnside Park and Maddax Woods, it is my understanding that Burnside Park was left to the City with the condition that it was for wildlife. Dorothy Maddax left her property to the City also for the wildlife for which it would continue to be a home. In keeping with their intent, it seems that the trails that run through them should remain unpaved, be limited, and restricted to use by walkers and not bikes/trail bikes. Downed trees and thickets should not be unnecessarily cleared, as they provide food and nesting sites. (This would also be true for Mary S. Young Park.)
Finally, as we talk about trails, could we also consider one or more wildlife bridges over route 43 and perhaps Willamette Falls Drive and other locations? It is sad to see and read about deer being hit as they try to cross from one habitat to another.

February 23, 2010 8:07AM: Oregon State Navigable Rivers

A comment was made at the Willamete School trails meeting last night that needs to be corrected. They stated that the Tualatin river is an Oregon State listed Navigable river. It Is not. There are 12 rivers in Oregon that have certain segments listed as navigable: Chetco, Columbia, Coos, Coquille, John Day, Klamath, Mckensie, Rogue, Sandy, Snake, Umpqua and Willamette. This is important to those people who own land along the Tualatin and to those who take for granted they can trespass on private land for their own use without getting permission from the landowner. This may become more of an issue in some areas where West Linn tries to put pathways adjacent to or through private land along the river. How will they determine where they can go and where they can't. Even when you post no trespassing signs people still ignore them.

February 21, 2010: Trail Additions

It was obvious at the Cedar Oak meeting, those in attendance are very familiar with the trails in their area. All the maps drawn demonstrated this fact. I am sure this will be the case with the next two meetings.
My question is why can't the Parks Department staff drive this project with the assistance of volunteers? If the Parks Dept is not willing, or able, then step aside and let the Parks Board handle it. The PB is more then capable.
Spending $80,000.00 on an outside consultant to tell us what we already know is money that could have gone towards materials for trails created by volunteers. What the heck, it just tax dollars!

February 20, 2010: Trail Additions

I think the point of this exercise is to identify the trail projects that have the most interest and make the most sense. How to fund and build the trail projects is separate matter that can't be addressed until trail project priorities are established.

February 20, 2010: Recent meeting at Cedar Oak

My husband and I attended the meeting at Cedaroak. I commented about the need to have safe road walk ways in a mile radius to our schools.

I would recommend better ways at your meetings to make sure all hear what is being said. If someone speaks in the audience & no mikes are being used, please have the moderator

repeat/paraphrase what is being said. I do wear hearing aids & found the effort to hear was tiring.

The conversations that I did hear were very familiar! : (

I had been involved in the bike path development in West Linn & Clackamas County in the '70's so I was interested as to what was in the works. The effort to get a path along the river was one of ours too. The gap between Burnside Park & MSY Park , & further north is tough. The terrain is a challenge in West Linn.

We also tried to follow the old rail line that went from LO into West Linn. Trillium Drive is part of that old rail line. Then it went thru the MSY area on the upper level--about where the parking lot is now located. We had hoped that might work out for a trail, but the home owners where the line had gone thru on Mapleton, were sure all the drug people would love that in & out access. Now that property on Mapleton is more developed than it was.

The other thing that people were hacking away at--was #43. We certainly learned about the problems there.--the owners on both side of the highway would have more extreme cuts--probably on the uphill side, & it is a State Highway. The fact that some of the WL roads were cut off on access to the highway was a great help, plus the center turn lane. The effort to connect the sidewalks/paths from the north boundary south is certainly an improvement from when we were discussing the problem in the 70's. That needs to be on going plus the cleaning of the shoulders for safe biking.

The popping thru of the old electric line trail from the police dept. south we also looked at. The concern would be to make sure it is somehow visible to the road above, for safely of those using the trail. I would love to know if you have figured out where the line went to get into Willamette, after the lot where the school buses are now parked. That remained a mystery to our committee. I am wondering if it at one time there was a trestle bridge dropping the line into Willamette. Even at that time we couldn't seem to locate any information on that.

It is great news to realize that the effort to continue trails in West Linn is "alive & moving". Hang in there. It is well worth all the work! :)

February 19, 2010: Trails

"I want, I want, I want."
Message to the Wantalots. If you want these trails, form a volunteer group and make it happen. It ain't rocket science! But lets not put it on the back of every taxpayer.
My wants. Less government. Less taxes.

February 18, 2010: Trail Comments

I attended the meeting last Monday evening. It seemed like the riverfront owners concerned about blocking a trail along the river in their backyards attempted to dominate the discussion. I thought there was too much discussion about pedestrians needs along highway 43 which is not the main focus of developing a trails plan. Hwy 43 solutions should be handled in another forum.

My trails comments:

I would like to see the trail that connects the upper end of Buck Street with Summit Street completed. This trail was mostly built at least 15 years ago but needs a bridge across a creek to connect the lower part of the trail to the upper part.

I would like to see the trail from Maddax Woods to the library completed. It also needs a bridge across a creek. This trail was not shown on your map but has been on earlier maps I've seen.

It would be good to get a short neighborhood connecting trail easement between the north end of Nixon and the south end of Calaroga. This would help shorten a trail close to the Willamette.

I would like to see a kayak launching area on the Willamette River at the mouth of the Tualatin upstream from the Bernert Landing boat ramp.

February 17,2010: Possible New Trail Locations

I've always thought that a great neighborhood connector would be a trail to connect the two halves of Horton Rd.

February 17, 2010: Willamette River Greenway

Last night at the meeting MIG was about to discuss your intreptation of the use of the Willamette River Greenway when another citizen requested getting back to the original subject. A citizen/neighbour has aked me to ask you to post your interpretation of how the Willamette River Greenway Act applies to our current discussion. Great meeting by the way, I look forward to the next two.

February 17, 2010: Willamette Tualatin River Greenways

At the Cedar Oak public meeting, the MIG speaker was about to provide an explanation of the Willamette River green way and how it applies to public use. That was not done and it would be helpful if MIG would provide guidelines on public use of the green way for both rivers.

February 7, 2010 7:47AM: History Cedar Island

Several years ago several neighbors researched Cedar Island and the canal west of it. We reviewed county and Bureau of Land Management maps, spoke with government surveyors and local citizens who have lived in the area for over 60 years.
Government surveyors were quick to point out the map's overlays showing boundaries were not 100% accurate and subject to an update.
In the mid 1800's the land was nearly continuous to the main channel of the Willamette River. Early surveyors made note of a small creek but indicated it dry during the low water periods. (We have the maps and hand written surveyor notes if any one would like to review them.)
In the mid 1970's Rydel excavated gravel from the center area creating the horse shoe shaped island. The small creek stayed a small creek. But because Rydel felt they had

"inconvienanced" local neighbors for the years they mined the area, Rydel "wanted to do the neighbors a favor and dug the canal deeper". They did so with a track hoe and before permits were required. This put many property lines under water.
The west bank was cut back about 20 feet. Evidence of the west bank excavation before and after is best revealed by two properties that were not cut back but still have a sloped banks. The canal was widened and deepened almost three quarters of the way north. Due to a disgruntled neighbor, the project was halted and the canal never widened further.
From the point the canal dredging ended to Mary S. Young park, the canal is still shallow during low water periods in the summer. During the winter months the entire canal is wide, deep and has a substantial current with several back eddies on the west side.
Erosion has also changed the dynamics of the canal and boundaries. Mainly due to winter high water currents, the west bank is eroding. The silt is carried down river and has formed a fairly large extended peninsula at the the NW end of the island.
Even though the city of West Linn owns wedges of land on the west bank south and north ends of the canal, along with the bottom of the canal, the island and the bottom of the cove, the city does not own land above the ordinary high water mark for seven properties in the middle of the canal. These properties all have legal descriptions that state their easternmost boundary is to the high water or meandering line. Below that line is a steep muddy bank hardly navigable by pedestrians fabricated by the Rydel dredging.
All of this lends to a very practical solution. Create a trail that parallels the canal by using the existing streets. If the city had to buy easements to create public right of ways, the last easement the city purchased cost $46,000.00. Extend that cost times seven equals $322,000.00.

February 3, 2010 10:56AM: Connector for Willamette

I'd like to see this Willamette river trail connecting Willamette to central West Linn as a priority. Along the river would be ideal. An alternate route is higher, closer to Willamette Falls Dr along the old sewer line/trolley line, starting at the north extension of 5th Ave. Part of that line is through private property. Was there an easement an one time? or is an easement still in place.

February 3, 2010

Needed: About 1.3 miles of sidewalk/bike trail from Carriage and Rosemont west to Stafford Basin Trail. This would complete a wonderful full loop from Salamo and Rosemont to HWY 43 in Lake Oswego, through George Rogers Park, along the Old River Road Trail and up Pimlico or Skyline.
Additionally, skyline needs walk way or trail from the high school to Summit.

January 25, 2010 1:18PM: Willamette River

1.The lower Willamette River has a four foot tide.
2. During the winter months with rains compounded by snow melt much of the lower areas are flooded. This can occur several times per winter.
3. Cedar Island and the lower area of Mary S Young Park had trails built by the Boy Scouts. They aren't there any more.
4.The high water generally washes out baseball size rocks or smaller and will leave about 2" of mud sediment behind once it recedes after about two weeks.

5. In addition, flood debris to include large trees, brush and dead cows can also create jams and be very destructive.
6.Structures such as the foot bridge and platforms on Cedar Island have been frequently damaged. They are currently in disrepair, an eyesore and a safety issue.

January 25, 2010 9:28AM: Trails along the Tualatin

I've been reading many of the comments and it seems there is one major oversight in my opinion.
People are not the only things that use the river. Yes, it's nice to be able to walk along the river and enjoy the scenery but as soon as people start showing up along the river the wildlife disappears,and the natural vegetation gets trampled.
I've watched this going on for over 30 years. We have Bald Eagle, Osprey, King Fisher, Wood Ducks, Deer etc. that all use the river to feed and raise their young. As soon as the weather starts getting nice and more people start showing up along the river there goes the wildlife.
We have sufficient access to the Tualatin now with all the parks and everyone can float down the river whenever they want. Leave some areas alone for the natural vegetation and wildlife or there won't be any and that's what makes our area special to live in.
How can you just adopt a trail plan that includes going across privately owned property? That's why we live here, to protect some areas of the river from becoming overrun and losing something of more value.

January 24, 2010: Minutes from Willamette Neighborhood Association 11/11/09

6. West Linn Trail Master Plan- Jerry Offer reported. City will hire consultant to help work with the community to get input to formulate a new master plan. Participation will be in workshops and there will be web input possible as well. Plans are not for meeting with each NA but rather regional meetings.
Discussion. Primarily a pedestrian focus- bicycle trails are a part of the transportation master plan. The goal is to map specific alignment, purpose, and type of trail and connections to regional trails. A comment was made about the importance not just of recreational trails but trails to actually get people to somewhere they want to go. WNA priorities were identified
Willamette river trail connecting Willamette to central West Linn (Ken Worcester has been working on obtaining easement from the mills and PGE) an alternate route is higher, closer to Willamette Falls Dr along the old sewer line/trolley line, starting at the north extension of 5th Ave– part of that line is through private property and easement is in process still.
Dollar St to Fields Bridge Park along bluff above cove through what is again school property.
Tannler to N Willamette improve access to N Willamette Park and increase usage.
Extension of the centennial path through Willamette Park
Plan: more discussion in Jan/Feb

January 22, 2010 3:55PM: resource for helping with this public discussion

http://americantrails.org/

January 22, 2010 3:47PM: trail plans, strategy should include other city strategies

Emergency planning is probably low priority during this economically stressful period --a matter of returns now versus risky returns later (emergencies that may or may not happen). It would be nice to have emergency planning criteria (strategies, priorities etc) included in all plans that the city makes (see part III of the TV Fire and Rescue Strategic Plan 2009 under Strategic Goals and Outcomes (http://www.tvfr.com/aboutus/Docs/2009TVFRStrat_Plan.pdf page 10) "Enhance preparedness for catastrophic and unforeseen events").

For example, with the WL trails planning, wouldn't it be useful to have critical paths (ones that do not mirror roads) be wide enough to allow an emergency vehicle to pass? These would be useful to extend the reach of available emergency (and volunteer) services. I can see these being valuable access roads to "remote" areas for faster and more complete response in the event of various emergencies from wildfires (think California) to landslides, floods, plane crashes etc etc

The solution method of dividing and conquering in planning is less effective when the individual planning efforts, such as the master trails plan, do not consider the strategic plans of the other efforts of the city and region.

January 16, 2010 11:59AM: Alternative Trail T8

I like T8! What a great trail, IF you can get it to happen.

The trail that follows the creek runs through a homeowner association with private streets. This will not fly even though it appears like a wonderful place to put a trail and provide connections.

Is the plan saying that the City will enter into negotiations to acquire the needed ROW's or is this just pie in the sky?

By the way, I like the trailhead at T8. But this is outside the growth boundary and on private property, is it not? Is this alignment even practical?

January 16, 2010 11:54AM: Palomino Loop Trail

The palomino loop trail is heavily used, by what I have witnessed, by people who respect nature and cherish being off the streets.

I think the City has a bigger issue in paying for maintenance of the trail and stopping residents from obstructing the trail than they do from incidents needing police involvement.

Access should be restored as it was originally intended, as shown in the platting of the neighborhood. Also, the more eyes you have on the trails, acompanied by a paved trail with low level lights, would increase use and further deter mischief.

January 16, 2010 11:45AM: Re: Burnside to Mary S. Young

There is currently confusion between the different agencies on property rights versus public rights and commerce. Some of these laws go back to when the state was formed.

Much of the confusion stems from different intrpretations of the law, unclear hierarchies, what stewardship is, enforcement abilities,and lack of clear authority.

Just the definition of the water level alone makes this issue a difficult one. Add in some of the very steep terrain and 'cliffs' that are there, I can see how property owners get all concerned about trespassing.

The question is not condoning or ignoring, as you have stated. This is not how the question should be framed. The question is how does the planner and City maximize water access to the public (Which is mandated by the state) and still protect the rights of the property owners.
I think that the trail connecting the two parks is important and adds value to not only our community, but to the areas homeowners. I think the first thing the City would do is look to METRO and the state to clarify the laws intent. Secondly, what is the City trying to accomplish with the trails? Thirdly, what is the mission and objectives of the Willamette Riverkeepers? Lastly, what rights do the residents have to protect 'their individual' sense of privacy?
And what do we do with residents, if there are any, who have actively blocked off access to the river by an apparent illegal takings of City property?

January 16, 2010: User Definition
Trail Users needs the addition of "pets" added to the pedestrian definition.

I see more pedestrians of all ages with their 4 legged companions, including Councilor Scott Burgess on one occasion. This should be put into the definition so the issue might be addressed properly.

And it might get a higher priority and more discussion above in line skaters. This category should be broadened and lumped together in their own category like "wheeled mobility". Bicycles, in line skaters, skateboards, and segways would be in the same category. In some municipalities, the trails are divided into two types. One for foot and paw, and the other for hoof and tire.

It would seem to me the the user definitions are not comprehensive enough to perform an adequate study with.

January 12, 2010
I am a resident that lives on Apollo Road and my home backs to the Palimino Trail. As a resident of the area I want the trail to be left AS IS. The increase of foot traffic and people using the trail that do not live in the neighborhood is not a desirable outcome to anyone that has a property backing to this trail. Please listen to the residents that LIVE and own properties on this trail and leave the trail as it is.

January 9, 2010 8:41PM: Trails through Robinwood park
It would be great to further develop (widen and cover with gravel) the informal trail connecting Robinwood park with Arbor via the city owned house at the corner below Burgerville. This provides a great link the the trail entering Marylhurst and then down to Old River road. It makes for a nice car free loop.

January 9. 2010
Please leave trails natural. It's pretty and much better for the knees and hips. Wish debris like limbs that have fallen would be cleaned up by the city of West Linn (off Pimlico).

December 18, 2009 8:13PM
The map shows a trail connecting the two parks that is along the river. Most property owners there own to Ordinary Low Water. The trail must be built above Ordinary High Water. This means that people walking on the trail will be trespassing if they leave the trail to walk down to the river. Will we condone the trespassing? ignore it? buy all the land to OLW?

December 13, 2009 8:11AM: Proposed T1 Trail
Trails should never be allowed through privately owned property.

December 13, 2009
The police have been called repeatedly regarding illegal activity on the Palomino Loop Trail but they often refuse to provide incident numbers or investigate reports of vandalism, trespass, underage drinking, destruction of city property or dangerous dogs allowed to run loose. There is no official record of these problems because of the practice by the West Linn police department to refuse to investigate or assign an incident number. How can the people who have been exposed to these issues regarding current trail use, provide their concerns for inclusion in the decision making process?

December 5, 2009
The opportunities that are scheduled to provide input and comments are not inclusive to all citizens as many of members of the community do not celebrate Xmas and do not plan on attending these events. Please schedule an open house in a non religious setting that isinclusive of all citizens.

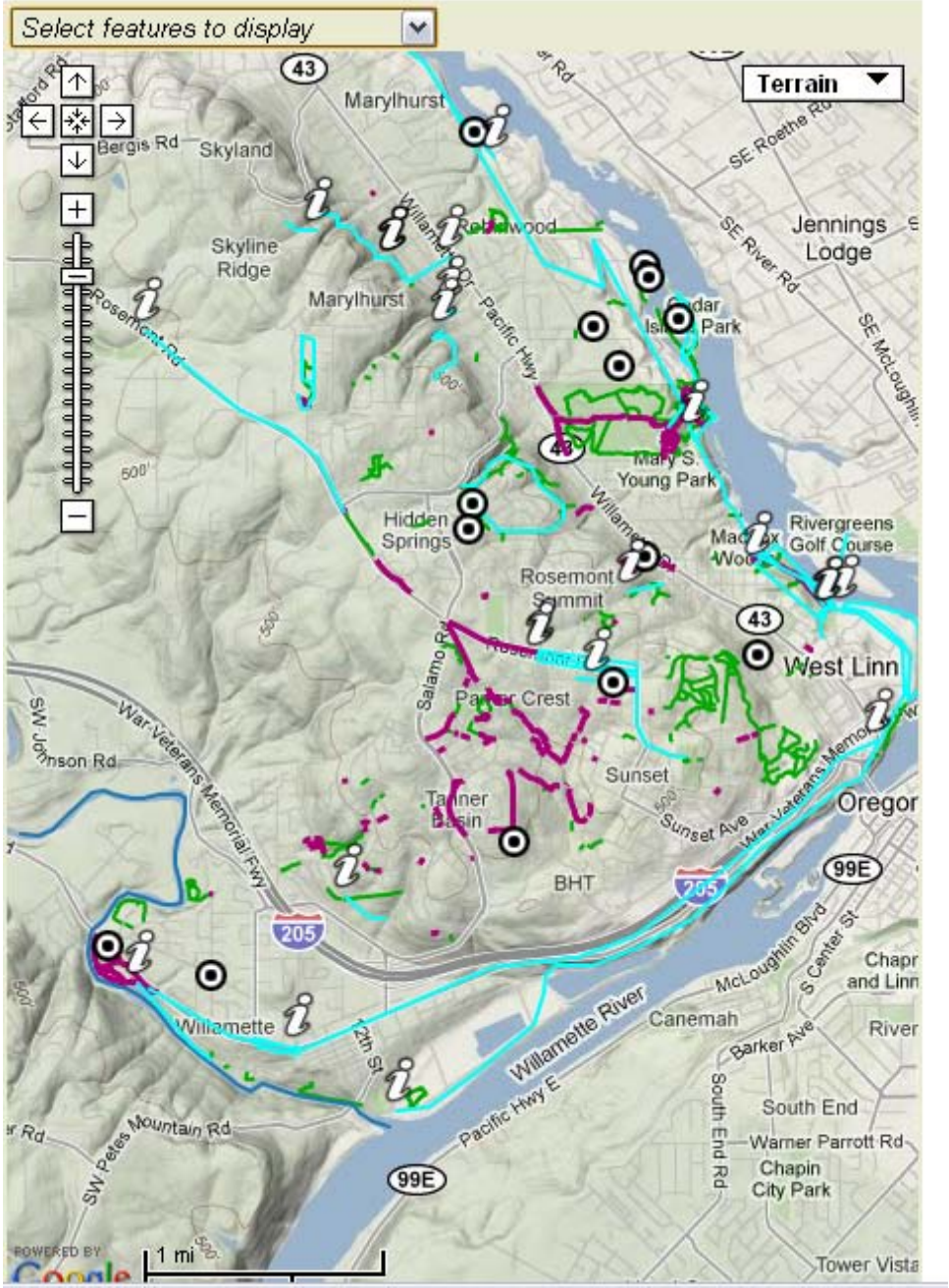
December 5, 2009
I would like to participate on the trails committee.

City of West Linn

Comprehensive Trails System Master Plan

WEBSITE PUBLIC INVOLVEMENT- MAP INPUT

On-line Map of Public Comment December 2009 to March 2010



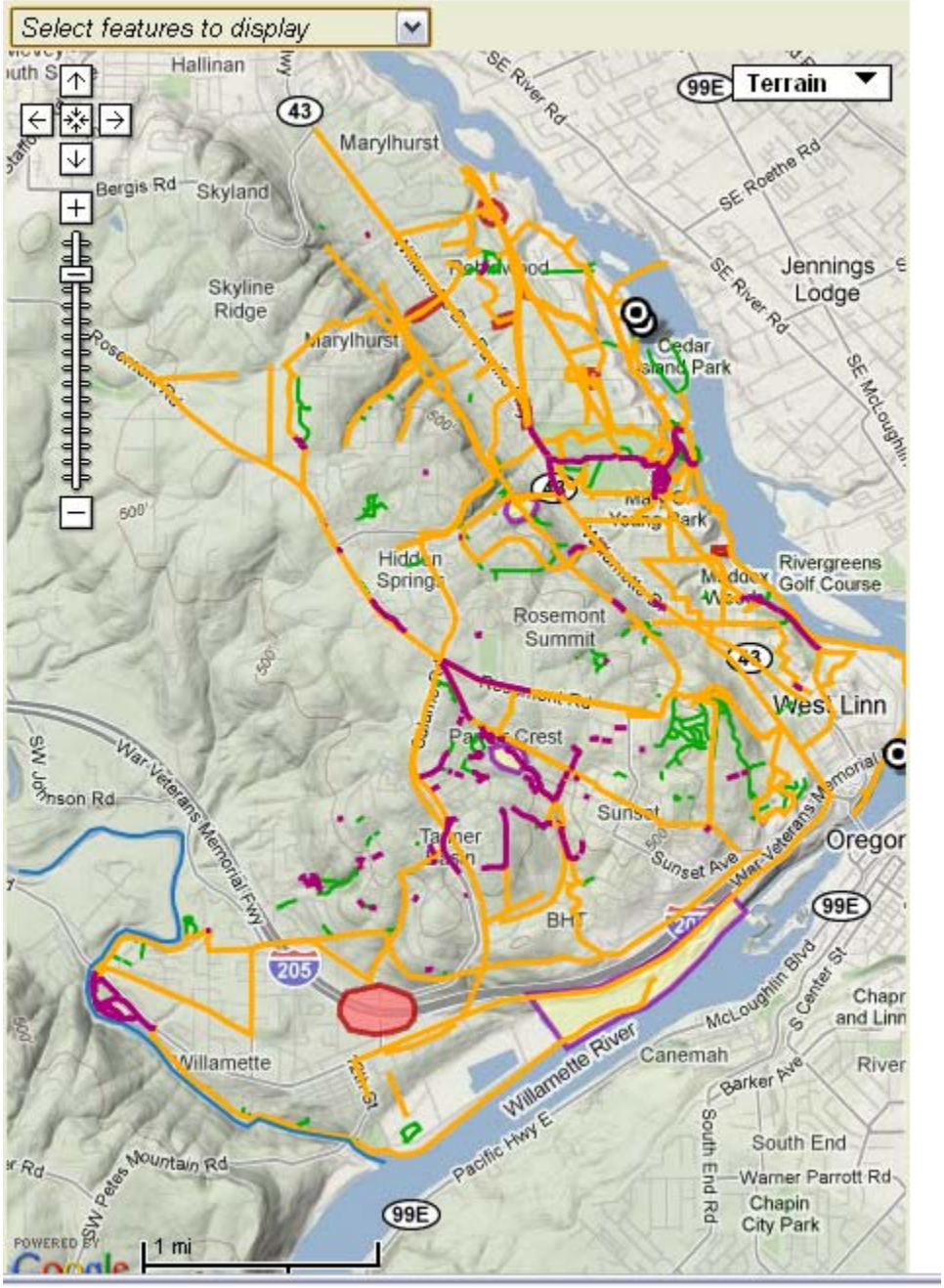
Google Earth KMZ files available digitally from the City.

Summary of Comments December 2009 to March 2010 *Incomplete comments due to export function of files. Complete comments in electronic files are available from the City.	
Pop Up Bubble Title	Comment
Let's Make This Connection	Lake Oswego bike lanes and trail along the river
Palamino Park	
Not exactly here	this is the pool and tennis courts
Ridge Lane Local Trail	Ridge Lane Local Trail - The Ridge Lane right-of-way west of Ireland is undeveloped for about the length of a city block. A local trail could be easily built on this r-o-w. This would make it possible to walk from Summit
Ostman Sidewalk	Ostman Sidewalk - There is an entire neighborhood that would be within easy walking distance of Willamette Village and the new Fields Park if two short sections of sidewalk were added to the existing but incomplete sidewalk on O
Connection needed	Connection needed - Connect Vista Ridge south to Haskins Road east of Salamo-- Scott Burgess 2010-02-07 19:49:05
Footpath So. from boatlaunch and north of kayak easement	Footpath So. from boatlaunch and north of kayak easement - Existing path skirts a sensitive Canadian Goose nesting area around a seasonal pond, also many species of small frogs and ducks. Keeping trail in same place or even farth
Off leash trail?	Off leash trail? - We are enjoying all the work the volunteers have done on these trails. The park is great to walk with our dog. It would be wonderful if we could have one or two of the trails where we could take our dogs offle
No Bridge Here	No Bridge Here - This trail does not work unless a bridge is installed between Cedaroak Island and the land near the boat ramp. Adding a bridge here will prevent owners on the slough from using boats and docks. Additionally the
Skyline Drive	Skyline Drive - Need sidewalk along entire length of Skyline Drive - important connection between neighborhood and need a safe route to school-- Roger Shepherd 2010-01-17 18:17:15
Water Treatment Plant	Water Treatment Plant - Need connection between Kenthorpe Way and Mapleton Drive through the Water Treatment Plant property-- Roger Shepherd 2010-01-17 18:05:26
Willamette River Greenway	Trail Name: Willamette River Greenway Trail Type - Over 15 years ago there was a Robinwood Neighborhood Assoc meeting in which Roy Nippert got agreement from the City not to permit access to the west spit (channel side) on Ceda

Private Property	Private Property - The property located at the end of Katherine Ct is privately owned and has been determined by Metro to be Class 1 riparian; the highest-value habitat and should not be disturbed. Map:31E03AD012000 should n
Hillclimb Trail	Hillclimb Trail - Need to finish trail connection here and possibly a bridge-- Roger Shepherd 2010-01-12 20:39:12
	Buck Street to Summit Street Trail - Most of this trail was built many years ago. The middle section of the trail needs a bridge across the creek to connect the upper and lower portions. This would make a direct connection between
Connect to Hood Street	Connect to Hood Street - can a connection from Burnside Trail be made to somewhere near the library on Hood Street? -- Darrin Stairs 2010-01-13 07:52:36
Maddax Woods - Library Trail	Maddax Woods to Library Trail - There is already a rudimentary trail most of the way to the library. The Hood Street end of the trail needs to be built and a bridge needs to be added. I understand that volunteers were ready to
Map Transcription #1 from 12/2009 Public Intercept	Map Transcription #1 from 12/2009 Public Intercept - Trail connection. -- John Admin 2010-02-04 15:40:22
	Map Transcription #10 from 12/2009 Public Intercept - Trail -- John Admin 2010-02-04 15:37:58
Map Transcription #11 from 12/2009 Public Intercept	Map Transcription #11 from 12/2009 Public Intercept - Walking trails along waterways and rivers with loops. -- John Admin 2010-02-04 15:39:22
Map Transcription #2 from 12/2009 Public Intercept	Map Transcription #2 from 12/2009 Public Intercept - Keep trails non-paved. -- John Admin 2010-02-04 15:40:07
Map Transcription #3 from 12/2009 Public Intercept	Map Transcription #3 from 12/2009 Public Intercept - No trails. -- John Admin 2010-02-04 15:39:55
Map Transcription #4 from 12/2009 Public Intercept	Map Transcription #4 from 12/2009 Public Intercept - Trail. -- John Admin 2010-02-04 15:39:44
Map Transcription #5 from 12/2009 Public Intercept	Map Transcription #5 from 12/2009 Public Intercept - No sidewalk. -- John Admin 2010-02-04 15:39:34
Map Transcription #6 from 12/2009 Public Intercept	Map Transcription #6 from 12/2009 Public Intercept - Off-street trail. -- John Admin 2010-02-04 15:39:05
Map Transcription #7 from 12/2009 Public Intercept	Map Transcription #7 from 12/2009 Public Intercept - Informal trail. -- John Admin 2010-02-04 15:38:46

Map Transcription #8 from 12/2009 Public Intercept	Map Transcription #8 from 12/2009 Public Intercept - No sidewalk. Trouble walking. -- John Admin 2010-02-04 15:38:33
Map Transcription #9 from 12/2009 Public Intercept	Map Transcription #9 from 12/2009 Public Intercept - Trail -- John Admin 2010-02-04 15:38:11
Marylhurst Sidewalk	Marylhurst Sidewalk - Sidewalks are essential on Marylhurst at least up to View -- Thomas Boes 2010-02-18 08:56:36
Ridge Lane Local Trail	Ridge Lane Local Trail - A local trail could be built on the one block section of undeveloped Ridge Lane ROW. This would make it possible to walk from Summit street to Wild Rose on a low traffic side street parallel to Rosemont
River Rd to Mark Lane	River Rd to Mark Lane - Can go from George Rodgers Park LO River Rd to Mark Lane via existing streets that parallel the river. Same for Mark Lane to Failing then Maddox Woods to under I205 to Willamette area. --
View Corridor - Skye	View Corridor - If you can get from Skye to Skyland Cir via Leigh you can get from Hidden Springs to Stafford along the View Corridor. -- Thomas Boes 2010-02-18 09:01:49
View Corridor connection	View Corridor - A connection between neighborhoods Hidden Spr. to Robinwood to Skye Pwy. -- Thomas Boes 2010-02-18 08:44:17
View Corridor ROW	View Corridor - There appears to be contiguous easement or R.O.W. connecting Kantara to Wildwood. Connection could be established between three neigborhoods. -- Thomas Boes 2010-02-18 08:48:52
View Corridor	View Corridor? - Does this R.O.W. still exist? -- Thomas Boes 2010-02-18 08:27:09
View Drive Corridor	View Drive Corridor - Currently there is no reasonable means of getting from 43 to Rosemont by foot or bike. Maps show an old ROW extending View Drive to Sky Parkway. This might be a good place to create a gradual climb.
View to Kantara	View to Kantara - A connection from View to Kantara should be investigated. It would create a path to Robinwood Village via Wailing. -- Thomas Boes 2010-02-18 08:38:24

On-line Map of Workshop 1 Map Transcriptions



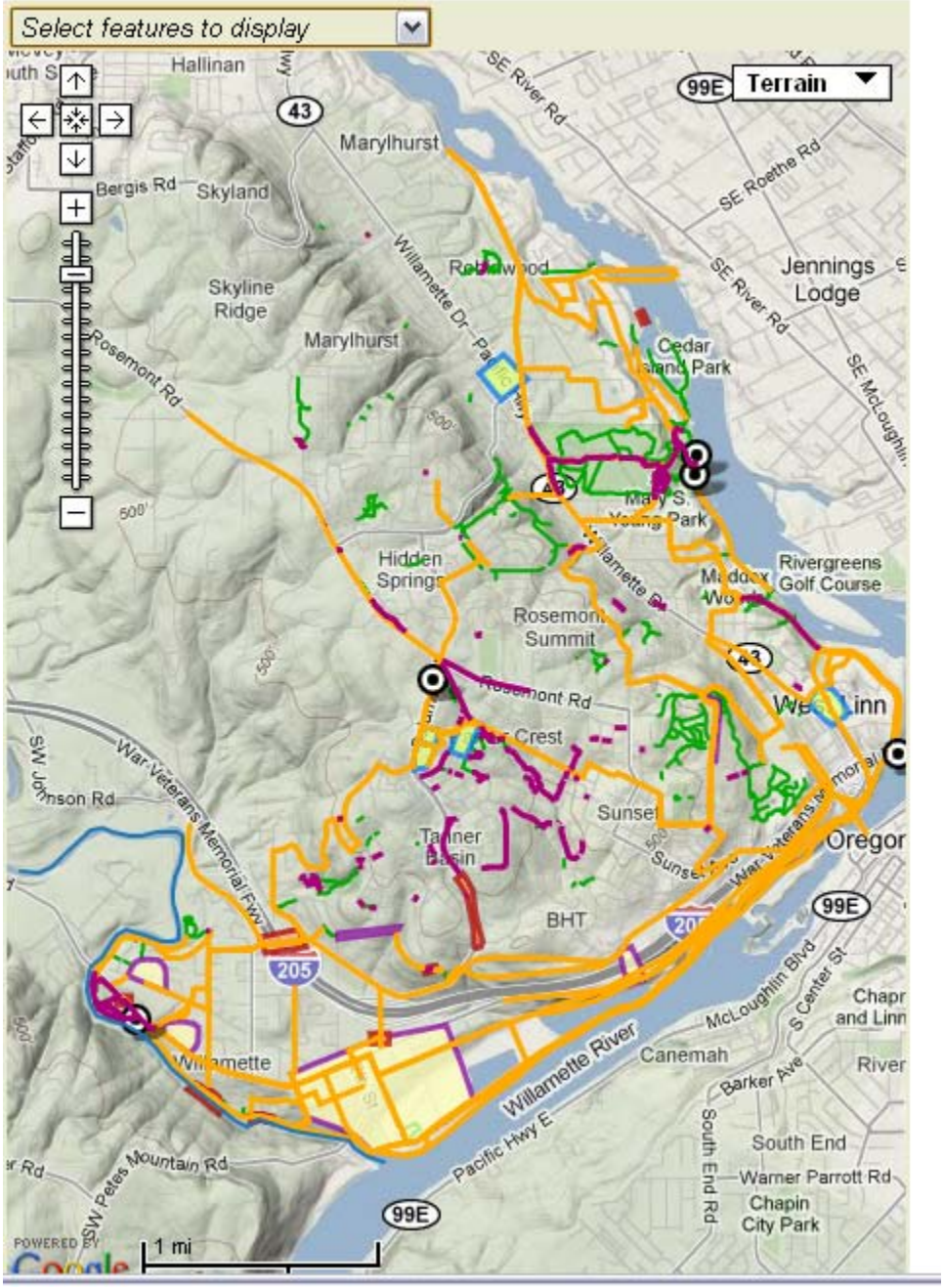
Google Earth KMZ files available digitally from the City.

Workshop 1 Table Map Comments	
Group	Comment
Group 1	Opportunity Written comments: Bike/Walk Route Event: Workshop 1 - Feb. 16, 2010
Group 1	Opportunity Written comments: Connection to Cedaroak Event: Workshop 1 - Feb. 16, 2010
Group 1	Opportunity Written comments: Event: Workshop 1 - Feb. 16, 2010
Group 1	Opportunity Written comments: Old River Road like what Lake Oswego did for walkers and bikes Event: Workshop 1 - Feb. 16, 2010
Group 1	Opportunity Written comments: Stains Event: Workshop 1 - Feb. 16, 2010
Group 1	Opportunity Written comments: Utility Easement? Event: Workshop 1 - Feb. 16, 2010
Group 1	Issue Written comments: Bad for Bike and Joggers Event: Workshop 1 - Feb. 16, 2010
Group 1	Issue Written comments: Bad for Peds/Bike Event: Workshop 1 - Feb. 16, 2010
Group 1	Issue Written comments: Bad for Peds/Bike Event: Workshop 1 - Feb. 16, 2010
Group 1	Issue Written comments: Bad for Peds/Bike Event: Workshop 1 - Feb. 16, 2010
Group 2	Opportunity Written comments: #1 Event: Workshop 1 - Feb. 16, 2010
Group 2	Opportunity Written comments: #2 Event: Workshop 1 - Feb. 16, 2010
Group 2	Opportunity Written comments: #3 Event: Workshop 1 - Feb. 16, 2010
Group 2	Opportunity Written comments: Event: Workshop 1 - Feb. 16, 2010
Group 2	Opportunity Written comments: Solar Hwy, Savanah, Oak Event: Workshop 1 - Feb. 16, 2010
Group 2	Issue Written comments: L.O. Property Event: Workshop 1 - Feb. 16, 2010
Group 2	Issue Written comments: This is Private not public Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Bring in Sand or Jetty Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Connect Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Connect these two neighborhoods Event: Workshop 1 - Feb. 16, 2010

Group 3	Opportunity Written comments: Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Need Connection Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Beautiful Palomino Outlook Trail Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Pool Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Clean Up Entry Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Access at some point along here to the River Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Kayak Put in Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Kayak Parking Event: Workshop 1 - Feb. 16, 2010
Group 3	Opportunity Written comments: Kayak Parking Event: Workshop 1 - Feb. 16, 2010
Group 4	Opportunity Written comments: 10 mile run Event: Workshop 1 - Feb. 16, 2010
Group 4	Opportunity Written comments: Event: Workshop 1 - Feb. 16, 2010
Group 4	Opportunity Written comments: George Rogers Event: Workshop 1 - Feb. 16, 2010
Group 4	Opportunity Written comments: Pedestrian with Stakeboard going to Skatepark Event: Workshop 1 - Feb. 16, 2010
Group 4	Opportunity Written comments: Route to Library and shopping Event: Workshop 1 - Feb. 16, 2010
Group 4	Opportunity Written comments: Run Entire Park 3 times Event: Workshop 1 - Feb. 16, 2010
Group 4	Opportunity Written comments: bicycle from home to work on Barbur Blvd Event: Workshop 1 - Feb. 16, 2010
Group 4	Issue Written comments: Dangerous Area Event: Workshop 1 - Feb. 16, 2010
Group 5	Opportunity Written comments: Access from Robinwood or School through MSY Event: Workshop 1 - Feb. 16, 2010
Group 5	Opportunity Written comments: Event: Workshop 1 - Feb. 16, 2010
Group 5	Opportunity Written comments: Steep Event: Workshop 1 - Feb. 16, 2010
Group 5	Issue Written comments: Problem Area Event: Workshop 1 - Feb. 16, 2010

Group 5	Issue Written comments: Problem Area Event: Workshop 1 - Feb. 16, 2010
Group 5	Issue Written comments: Problem Area Event: Workshop 1 - Feb. 16, 2010
Group 5	Issue Written comments: Unsafe X-ing Event: Workshop 1 - Feb. 16, 2010
Group 6	Opportunity Written comments: Corridor up hidden springs to new middle schools Event: Workshop 1 - Feb. 16, 2010
Group 6	Opportunity Written comments: High School Connection up the hill needed Event: Workshop 1 - Feb. 16, 2010
Group 6	Opportunity Written comments: new trails Event: Workshop 1 - Feb. 16, 2010
Group 6	Opportunity Written comments: trail connections Event: Workshop 1 - Feb. 16, 2010
Group 6	Issue Written comments: Problem Area Event: Workshop 1 - Feb. 16, 2010

On-line Map of Workshop 2 Map Transcriptions



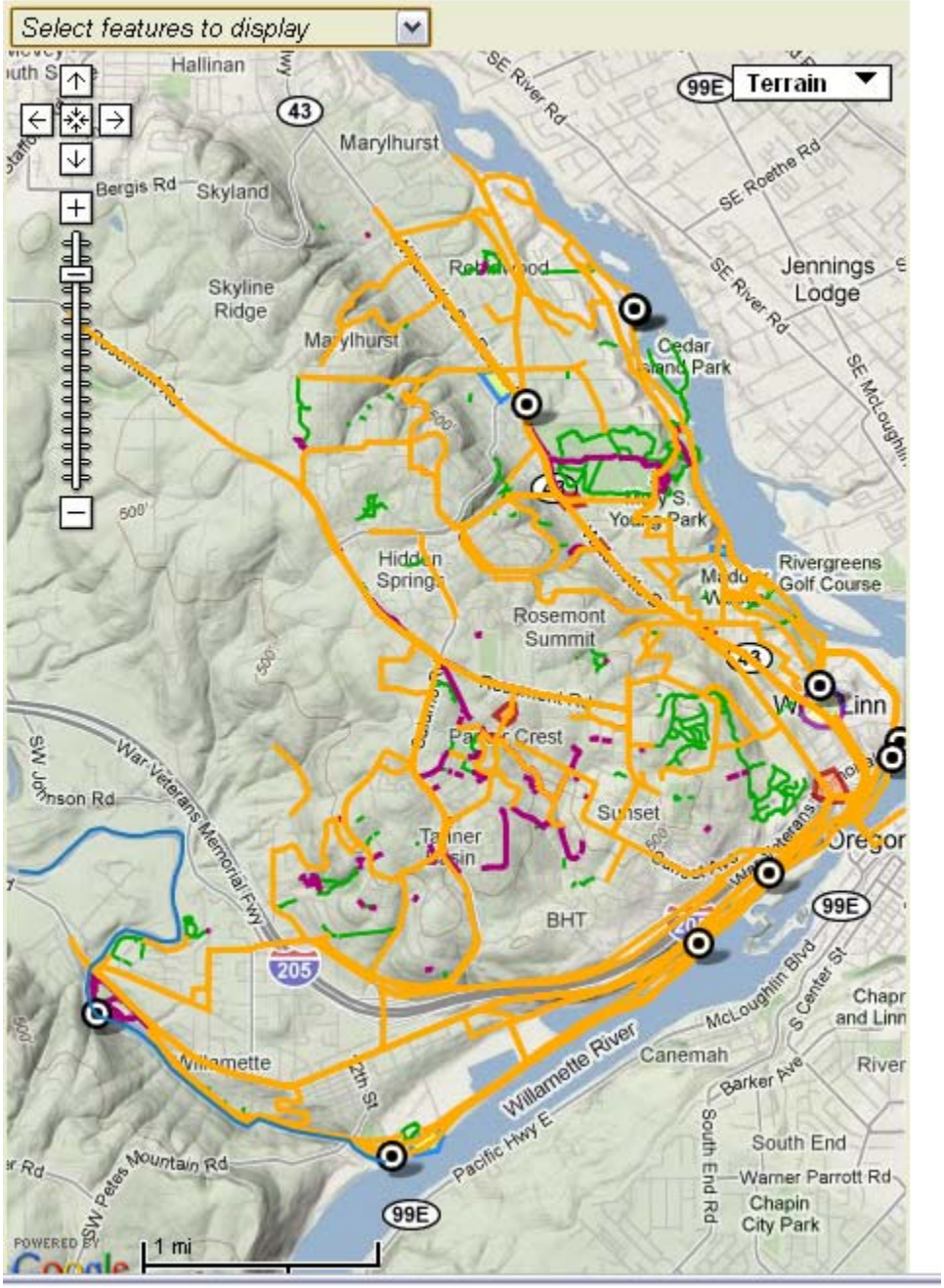
Google Earth KMZ files available digitally from the City.

Workshop 2 Table Map Comments	
Group	Comment
Group A	Opportunity Written comments: Event: Workshop 2 - Feb. 22, 2010
Group A	Opportunity Written comments: High School Students use this Event: Workshop 2 - Feb. 22, 2010
Group A	Opportunity Written comments: High School Students use this, Dangerous for Pedestrians Event: Workshop 2 - Feb. 22, 2010
Group A	Opportunity Written comments: very busy street Event: Workshop 2 - Feb. 22, 2010
Group A	Issue Written comments: Be aware that water levels very greatly over the year Event: Workshop 2 - Feb. 22, 2010
Group A	Opportunity Written comments: Lots of Kids. New Devlopment Event: Workshop 2 - Feb. 22, 2010
Group A	Opportunity Written comments: Popular for Dog Walking Event: Workshop 2 - Feb. 22, 2010
Group A	Opportunity Written comments: Lots of kids Event: Workshop 2 - Feb. 22, 2010
Group A	Opportunity Written comments: no Event: Workshop 2 - Feb. 22, 2010
Group A1	Opportunity Written comments: Connect to LO trail on River Road to George Rodgers Park Event: Workshop 2 - Feb. 22, 2010
Group A1	Opportunity Written comments: Event: Workshop 2 - Feb. 22, 2010
Group A1	Issue Written comments: Not a good Area for a trail head because of fishing traffic Event: Workshop 2 - Feb. 22, 2010
Group A1	Other Written comments: Shopping Event: Workshop 2 - Feb. 22, 2010
Group A1	Other Written comments: Shopping Event: Workshop 2 - Feb. 22, 2010
Group A1	Other Written comments: Shopping Event: Workshop 2 - Feb. 22, 2010
Group A1	Opportunity Written comments: Canoe Kayak Event: Workshop 2 - Feb. 22, 2010
Group A1	Opportunity Written comments: Canoe/Kayak put in Event: Workshop 2 - Feb. 22, 2010
Group A1	Opportunity Written comments: Canoe/Kayak put in Event: Workshop 2 - Feb. 22, 2010
Group A1	Opportunity Written comments: Canoe Kayak Event: Workshop 2 - Feb. 22, 2010
Group B	Opportunity Written comments: Event: Workshop 2 - Feb. 22, 2010

Group B	Opportunity Written comments: Safe Walk to Shopping Event: Workshop 2 - Feb. 22, 2010
Group B	Issue Written comments: Private Property Riparian. Highest value habitat. Event: Workshop 2 - Feb. 22, 2010
Group B	Issue Written comments: need a blinking light Event: Workshop 2 - Feb. 22, 2010
Group C	Opportunity Written comments: High level of use especially for youth, views place for lookout Event: Workshop 2 - Feb. 22, 2010
Group C	Issue Written comments: Doesn't connect to anything too narrow for trailhead. no trail from Hall Street Event: Workshop 2 - Feb. 22, 2010
Group C	Issue Written comments: Barrier Event: Workshop 2 - Feb. 22, 2010
Group C	Opportunity Written comments: More sidewalks for children in Willamettte area Event: Workshop 2 - Feb. 22, 2010
Group C	Opportunity Written comments: Unpaved should be paved - Major connection Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Bike Lanes Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Bike Lanes to Athey Creek Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Bike and Sidewalks Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Bike sidewalk Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Connect city parks Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Connect city parks on existing park land/public open space Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Continue sidewalk Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: High priority. Locate trail 50+ feet from homes Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Improve path with bridges Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Short Trails, Major Needs, connect neighborhoods to Field Br. Pk. Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Sidewalks or path Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Signalized Crosswalk Event: Workshop 2 - Feb. 22, 2010

Group E	Opportunity Written comments: Very high Priority to link Willamette Parks and Locks and High School Event: Workshop 2 - Feb. 22, 2010
Group E	Issue Written comments: Riparian/Private Property Event: Workshop 2 - Feb. 22, 2010
Group E	Opportunity Written comments: Investigate under crossing of I-205 adjacent to creek Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: 5th Grader Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: 5th Grader, (streets), Bike path on paved to Fields Bridge Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: 5th Grader, Trails where it makes sense Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: 5th Grader, from school to ice cream Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: 5th Grader, under the bridge Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: 7th Grader Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: 7th Grader, Middle School to Fields Bridge Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: 7th Grader, Solar, Savanah Oaks Trail Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: Identify a route for to grocery store - #6 to safeway green Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: Identify a route to libary - green, home on the blue #5 Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: Recreational Bicyclist Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Role: dentify a route for a ride - #5 Blue, from home near sunset Event: Workshop 2 - Feb. 22, 2010
Group Z	Opportunity Written comments: Roles: Recreation Bicyclist and 5th Grader, bike with family Event: Workshop 2 - Feb. 22, 2010
Group Z	Issue Written comments: Difficult Crossing A Event: Workshop 2 - Feb. 22, 2010
Group Z	Issue Written comments: Danger Crossing C Event: Workshop 2 - Feb. 22, 2010
Group Z	Issue Written comments: Difficult Crossing B Event: Workshop 2 - Feb. 22, 2010
Group Z	Other Written comments: Future Pool Event: Workshop 2 - Feb. 22, 2010
Group Z	Other Written comments: Shopping Event: Workshop 2 - Feb. 22, 2010

On-line Map of Workshop 3 Map Transcriptions



Google Earth KMZ files available digitally from the City.

Workshop 3 Table Map Comments	
Group	Comment
Group 1	Opportunity Written comments: All weather day/nite Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Alt to Rosemont Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Bolton N.A. Plan Route Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Conn. to O.C./McLough. Prom. Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Infill missing links Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Major walk/jog rte. connectivity consitant street x-section. Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Missing Sidewalk Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Need Sidewalk Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Running route Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Safe routes to School Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Transit Access Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: no sidewalk (transit need access) Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Kayak Canoe Launch Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Secure bike pkg. for transit riders Bus Rack fills up in O.C.) Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Secure bike pkg. for transit riders Bus Rack fills up in O.C.) Event: Workshop 3 - Feb. 24, 2010
Group 1	Opportunity Written comments: Kayak Canoe Launch Event: Workshop 3 - Feb. 24, 2010
Group 1	Issue Written comments: Difficult ped area Event: Workshop 3 - Feb. 24, 2010
Group 1	Issue Written comments: Example: ADA ramps not in line w/ sidewalk Event: Workshop 3 - Feb. 24, 2010
Group 2	Opportunity Written comments: Continue sidewalk Event: Workshop 3 - Feb. 24, 2010
Group 2	Opportunity Written comments: Event: Workshop 3 - Feb. 24, 2010

Group 2	Opportunity Written comments: Nature Trail Event: Workshop 3 - Feb. 24, 2010
Group 2	Opportunity Written comments: Safe Bike Access to WLHS Event: Workshop 3 - Feb. 24, 2010
Group 2	Opportunity Written comments: Sidewalks needed from Park to Town. Shoulder/bike lane to Athey Creek MS Event: Workshop 3 - Feb. 24, 2010
Group 2	Issue Written comments: Light Event: Workshop 3 - Feb. 24, 2010
Group 2	Issue Written comments: Better ped, bike, and auto Event: Workshop 3 - Feb. 24, 2010
Group 2	Other Written comments: Old Sewage Plant? 2 houses and pump house now Event: Workshop 3 - Feb. 24, 2010
Group 3	Opportunity Written comments: #1. Move Bus Barn & Recycling Center to widen for bike path, walking trail, viewing center along wlk Event: Workshop 3 - Feb. 24, 2010
Group 3	Opportunity Written comments: #2. Army Corp of Engineer - Grant for development, enhancement of riverways, training center. L.O. Event: Workshop 3 - Feb. 24, 2010
Group 3	Opportunity Written comments: #4. Sunny Trail and through Oak Savannah Event: Workshop 3 - Feb. 24, 2010
Group 3	Opportunity Written comments: Event: Workshop 3 - Feb. 24, 2010
Group 3	Opportunity Written comments: View Event: Workshop 3 - Feb. 24, 2010
Group 3	Opportunity Written comments: #3. Possible Kayak/Canoe Launch Event: Workshop 3 - Feb. 24, 2010
Group 3	Opportunity Written comments: Viewing Platform Event: Workshop 3 - Feb. 24, 2010
Group 3	Opportunity Written comments: Viewing Platform Event: Workshop 3 - Feb. 24, 2010
Group 4	Opportunity Written comments: Bike path & Sidewalks along the whole path Event: Workshop 3 - Feb. 24, 2010
Group 4	Opportunity Written comments: Bike route #2 Event: Workshop 3 - Feb. 24, 2010
Group 4	Opportunity Written comments: Needs Sidewalk on eastside Santa Anita from Hidden Springs to Horton Event: Workshop 3 - Feb. 24, 2010
Group 4	Opportunity Written comments: This is the existing Palomino Trail pathway, utilizing city sidewalk Event: Workshop 3 - Feb. 24, 2010
Group 4	Opportunity Written comments: no sidewalk Event: Workshop 3 - Feb. 24, 2010
Group 5	Opportunity Written comments: Bike Path Event: Workshop 3 - Feb. 24, 2010

Group 5	Opportunity Written comments: Create safe route to connect to 3 Rivers Trail. Improve for bicycling. Event: Workshop 3 - Feb. 24, 2010
Group 5	Opportunity Written comments: Event: Workshop 3 - Feb. 24, 2010
Group 5	Opportunity Written comments: Potential Bike Route Event: Workshop 3 - Feb. 24, 2010
Group 5	Opportunity Written comments: Safer School Routes Event: Workshop 3 - Feb. 24, 2010
Group 5	Opportunity Written comments: Safety? Safety concern creepy area Event: Workshop 3 - Feb. 24, 2010
Group 5	Opportunity Written comments: Walk Running Path Event: Workshop 3 - Feb. 24, 2010
Group 5	Opportunity Written comments: Walking Running Paths Event: Workshop 3 - Feb. 24, 2010
Group 5	Other Written comments: Aquatic Park Facility Event: Workshop 3 - Feb. 24, 2010
Group 5	Other Written comments: Retail Event: Workshop 3 - Feb. 24, 2010
Group 5	Other Written comments: Retail Event: Workshop 3 - Feb. 24, 2010
Group 6	Opportunity Written comments: Bike Event: Workshop 3 - Feb. 24, 2010
Group 6	Opportunity Written comments: Multi Use Event: Workshop 3 - Feb. 24, 2010
Group 6	Opportunity Written comments: Pedestrian Event: Workshop 3 - Feb. 24, 2010
Group 6	Opportunity Written comments: Pedestrian. Interprative Solar Trail Event: Workshop 3 - Feb. 24, 2010
Group 6	Opportunity Written comments: Water Trail Event: Workshop 3 - Feb. 24, 2010
Group 6	Opportunity Written comments: Water trail Event: Workshop 3 - Feb. 24, 2010
Group 6	Opportunity Written comments: Bus Dist. Event: Workshop 3 - Feb. 24, 2010
Group 6	Opportunity Written comments: Canoe Launch Event: Workshop 3 - Feb. 24, 2010
Group 7	Opportunity Written comments: Bike Lane Event: Workshop 3 - Feb. 24, 2010
Group 7	Opportunity Written comments: Event: Workshop 3 - Feb. 24, 2010
Group 7	Opportunity Written comments: Hi Walk/Bike. very dangerous Event: Workshop 3 - Feb. 24, 2010
Group 7	Opportunity Written comments: Multi use connection to Oregon City trail/ connect to Trolley Trail Event: Workshop 3 - Feb. 24, 2010

Group 7	Opportunity Written comments: Off Road Passage Event: Workshop 3 - Feb. 24, 2010
Group 7	Opportunity Written comments: Old River Access. Park for easy access flat Event: Workshop 3 - Feb. 24, 2010
Group 7	Opportunity Written comments: Trail Exists? Event: Workshop 3 - Feb. 24, 2010
Group 7	Opportunity Written comments: Non-motorized boat launch Event: Workshop 3 - Feb. 24, 2010
Group 7	Opportunity Written comments: Non-motorized boat launch Event: Workshop 3 - Feb. 24, 2010
Group 7	Issue Written comments: Control Intersection Event: Workshop 3 - Feb. 24, 2010
Group 8	Opportunity Written comments: Bike Path to Wankers Corner Event: Workshop 3 - Feb. 24, 2010
Group 8	Opportunity Written comments: Bike to Stanford Regional Trails System Event: Workshop 3 - Feb. 24, 2010
Group 8	Opportunity Written comments: Event: Workshop 3 - Feb. 24, 2010
Group 8	Opportunity Written comments: Foot Path Event: Workshop 3 - Feb. 24, 2010
Group 8	Opportunity Written comments: Foot and bike connector Event: Workshop 3 - Feb. 24, 2010
Group 8	Opportunity Written comments: Foot path. To L.O. Goerge Roger Park. Tryon Creek Park L.O. Trolley Event: Workshop 3 - Feb. 24, 2010
Group 8	Opportunity Written comments: Improve Bike Lane Event: Workshop 3 - Feb. 24, 2010
Group 8	Opportunity Written comments: Primarily foot path Event: Workshop 3 - Feb. 24, 2010
Group 8	Opportunity Written comments: Canoe Kayak Event: Workshop 3 - Feb. 24, 2010

City of West Linn

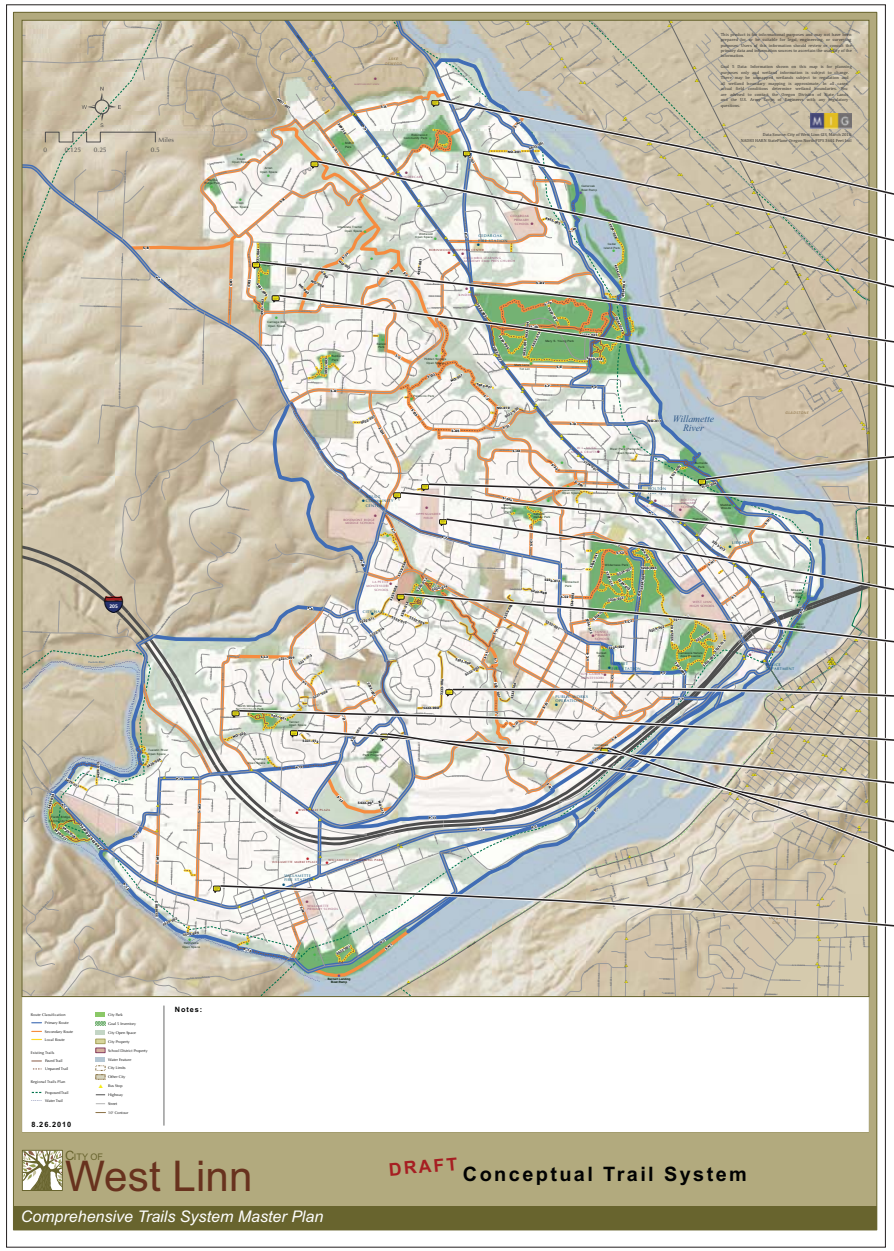
Comprehensive Trails System Master Plan

ONLINE & PDF TRAIL CONCEPT MAP COMMENTS

Last Modified Time	Route preference:	Route ID	My comment mostly has to do with a route(s) to or near a (select one or more):	My comment relates to (select one or more):	Please provide your comment in the box below. When finished, click "submit".
10-Nov-2010 06:29:00	A primary route		Other	Access (ie. property ownership, land availability)	The overall plan should increase connectivity between the neighborhoods. It should allow people to get from one place to another without having to use a car all the time. Increasingly, the truly sustainable communities will be those that are pedestrian friendly and offer people alternative modes of transportation other then just cars. Trails will become a significant part of the cities transportation plan in the future.
03-Nov-2010 10:01:14	A primary route	add extension - new	Other	Safety (ie. road crossing, visibility), Connections (ie. linking trips to home or school), Other	Please add a blue line to extend the Willamette Falls Trail through the unincorporated area. It is shown that way for Rosemont Rd. Willamette Falls Drive is a very popular biking route with no bike lanes and it is dangerous for the bikers and the drivers that go over the lines to avoid them! This inclusion would facilitate working with biek groups, County roads etc to add bike lanes. Thanks
01-Nov-2010 09:24:13	A local route	Add 9th St in Willamette Area	Home(s), Park/open space/waterway, Street/intersection	Safety (ie. road crossing, visibility), Access (ie. property ownership, land availability), Environment (ie. trees, wildlife), Slopes (ie. topography)	Please add 9th Street for access to Willamette Park. It is close to neighborhood and safer for kids than the eastern road shown. It is used heavily by boaters with trailers and is not safe for pedestrians and bikes - but it is a great route - up hill good exercise, good link through wetlands scenery etc. Just needs pedestrian and bike facilities so boater haulers don't run us off the road - Access to park is great and direct. Good alternative to through the park traffic.
01-Nov-2010 09:16:16	A secondary route	Dollar St - Click it tells me Salamo (wrong)	Home(s), Park/open space/waterway, Street/intersection	Safety (ie. road crossing, visibility), Access (ie. property ownership, land availability), Environment (ie. trees, wildlife), Connections (ie. linking trips to home or school)	I suggest Dollar Rd (secondary) be extended to the trail under the Fields Park Bridge and the historic area there. This is a good connector, safer then cross at 43 and connects to the park. On the map, when I click on the Dollar St orange segment it describes it a Salamo - so there must be an error
29-Oct-2010 15:18:42	A primary route		Home(s), School(s), Park/open space/waterway	Safety (ie. road crossing, visibility), Access (ie. property ownership, land availability), Connections (ie. linking trips to home or school)	Not showing trail from Cedaroak School into MSYoung Park along the old trolley route, connecting to your 5033-017. The Robinwood Neighborhood Association is vigorously advocating reopening the access from Kenthorpe to Mapleton that the City of Lake Oswego closed through their water treatment plant yard, and omitting this key connection for safe school access in inexcusable. Where is the connection from Mapleton into MSYoung Park? It was drawn on the maps at the public meeting. Who is deciding to ignore it?
29-Oct-2010 15:11:25	A local route		Park/open space/waterway	Access (ie. property ownership, land availability)	At detail provided, not certain if you were showing the connection from River Edge Court to the Willamette River. Your drawing appears to create a different connection further north.
26-Sep-2010 13:03:14	A primary route	P-1	Park/open space/waterway	Environment (ie. trees, wildlife), Slopes (ie. topography)	A primary trail along the river would be disruptive to an environmentally sensitive area, particularly south of MSY Park. Please consider making this a secondary trail, more like the bark dust trails in MSY
24-Sep-2010 17:40:38	A primary route	P-1	Home(s)	Access (ie. property ownership, land availability), Environment (ie. trees, wildlife), Slopes (ie. topography), Connections (ie. linking trips to home or school)	You have maintained P-1 as a primary route across private proerty and through terrain that is not at all feasible.. and clearly in all 3 public meetings I attended the voice was clearly against this.. did you listen ?
24-Sep-2010 15:11:24	A secondary route	S-D5	Park/open space/waterway	Access (ie. property ownership, land availability)	Open up the trail already. There have been homes that have been turned over to the banks and are sitting empty. The City shouild go in their and reclaim those trails as indicated on the titles. And then help those homeowners who cannot refinance because they infringe over the trail areas.
24-Sep-2010 09:35:36	A secondary route		Home(s)	Safety (ie. road crossing, visibility), Access (ie. property ownership, land availability), Connections (ie. linking trips to home or school)	It would be nice to build the trail from the library down to the Maddox Woods trailhead. My family walks down there from Bolton all the time and walking on the road with no sidewalks and with sharp curves isn't the safest.

Last Modified Time	Route preference:	Route ID	My comment mostly has to do with a route(s) to or near a (select one or more):	My comment relates to (select one or more):	Please provide your comment in the box below. When finished, click "submit".
12-Sep-2010 21:38:33	A primary route	P-3	School(s), Park/open space/waterway	Safety (ie. road crossing, visibility), Access (ie. property ownership, land availability), Connections (ie. linking trips to home or school)	Missing is a major link between Kenthorpe and Mapleton through the the City of Lake Oswego Water Treatment property. This provides better access to Cedaroak School for students along Mapleton and access to Mary S. Young Park for people living on and north of Kenthorpe. An alternative to the Primary Route along Old River Road south of the intersection with Trillium for southbound pedestrian and bicyclists could be to travel south along Trillium, cross over to Kenthorpe, cross over to Mapleton through the Water Treatment property, then an easement is needed to enter Mary S. Young Park in the vicinity of the Railroad Trail. the intersection of Old River Road and Willamette Drive for southbound bicyclist is very dangerous, causing them to travel on the wrong side of Willamette Drive to enter MSY Park.
12-Sep-2010 21:26:47	A secondary route		Park/open space/waterway	Connections (ie. linking trips to home or school)	Missing is the link between Burnside Park and Renaissance Open Space along Buck Street. I believe this was known as the Hillclimb Route in the Parks Master Plan. This should go along Buck Street west from Burnside Park to Elliott Street, south to crossing of Willamette Drive at traffic signal, east through open space to Caufield Street, through an unconstructed ROW to Hammerle Street, proceeding west to Renaissance Open Space. This will provide an east-west connection where one is needed.
10-Sep-2010 09:45:05	A primary route	All	School(s), Street/intersection	Safety (ie. road crossing, visibility), Access (ie. property ownership, land availability), Connections (ie. linking trips to home or school)	It is far more important to provide/connect sidewalks to allow students to get to school safely than it is to spend money to add or upgrade any of the trails.
10-Sep-2010 09:41:23	A primary route	S-D5	Home(s), Street/intersection, Other	Access (ie. property ownership, land availability), Other	There is no trail behind the homes on Palomino Way north of Pimlico. The trail in this area is on the sidewalk connecting directly with Palomino Park. Also, Palomino Park is not on Clubhouse Circle. It is at the north corner of Palomino Way.
04-Sep-2010 22:07:56	A primary route				too bad it doesn't work....
03-Sep-2010 13:27:21	A secondary route	s-c	Home(s)	Access (ie. property ownership, land availability)	is there a plan to develop a trail for this segment, or leave it as an open corridor? I opt to leave this segment as is with no established trail
27-Aug-2010 20:54:59	A primary route			Access (ie. property ownership, land availability)	With primary trail along the river, who owns the land between the trail and the river? If it is not owned by the city, how is the property owner protected from the inevitable trespassing?
27-Aug-2010 16:21:57	A primary route	P-13	Home(s)	Access (ie. property ownership, land availability)	Since when did the river trails become primary trails? I've been following this process all along, and have seen nothing until this point that you plan to violate the property rights of river front homeowners in the city. This is unacceptable. I realize my stance is a NIMBY one, but how would you like it if you PAID for a pastoral view of a beautiful river and trees, and under this plan would be stuck with continual bike and pedestrian traffic, litter, and noise across your formerly peaceful back yard?
27-Aug-2010 15:57:55	A secondary route	S-N	Home(s), Park/open space/waterway	Safety (ie. road crossing, visibility)	We live on 13th street and my kids love going to Willamette Park. But crossing Tualatin Ave. is SCARY! Cars rarely observe the 25MPH speed limit coming down from Pete's Mtn. Road. And it's a blind corner as cars speed down from 12th. Cars almost never stop at the cross walk at 13th, making this a very unfriendly and unsafe place for anyone going to the park. I would love to see speed bumps, flashing lights...even a stop sign to allow pedestrians to cross over to the park safely!

Last Modified Time	Route preference:	Route ID	My comment mostly has to do with a route(s) to or near a (select one or more):	My comment relates to (select one or more):	Please provide your comment in the box below. When finished, click "submit".
21-Aug-2010 09:41:24	A secondary route	S-B	Street/intersection, Other	Safety (ie. road crossing, visibility), Access (ie. property ownership, land availability), Connections (ie. linking trips to home or school)	This route should be improved and paved to provide emergency egress to and for the citizens of West Linn. At this time the northern most egress for emergency response, i.e. escape from West Linn is at Carriage Way. There is no escape or egress to and from the Skyline Ridge area. This traffic is shunted onto the substandard streets, Valley View and Suncrest Rd. between Hillcrest and Carriage Way. Suncrest Rd. is 21-22 ft. wide at the intersection with Valley View. At last count (over 5 years ago) 1500 cars passed this intersection daily. It is a residential intersection, with a permitted senior foster care home on the SW corner. In the case of an emergency requiring flight from WL, the egress at this corner would be impassable. Please improve the overall safety of West Linn by providing a northern escape/egress route from the city to Rosemont Rd. through the intersection S-B.
21-Aug-2010 09:33:52	A secondary route	S-C	Park/open space/waterway, Street/intersection	Safety (ie. road crossing, visibility), Access (ie. property ownership, land availability), Environment (ie. trees, wildlife), Connections (ie. linking trips to home or school), Other	The intersection at Carriage Way and Marylhurst Park (currently under construction) is a natural area for parking for the Park, and transit pick up. The paved half-moon cut-out has been in existence since my move to the neighborhood in 1993. The blocked entrance to Kaptyns St., originally a emergency entrance into the neighborhoods should be opened as a through street to alleviate the traffic on Carriage, Suncrest and Valley View. The last two streets heading N and W are narrow, have open drainage and few sidewalks.
21-Aug-2010 06:56:51	A primary route	P1	Home(s)	Access (ie. property ownership, land availability), Environment (ie. trees, wildlife), Slopes (ie. topography)	This proposed PRIMARY ROUTE clearly did not take in to consideration the overwhelming input form Feb public sessions to NOT consider locations across existing private property, did NOT consider maintenance and upkeep of a trail, and did NOT take in to consideration topography. It is the same route that was on orgianl proposal as far as I can tell, so all I can conclude is that input was not listened to. Although this is an aunonimous input, I woudl like to be able to speak with some one is a decision position regarding this.
20-Aug-2010 23:39:23	A local route	503001	Park/open space/waterway	Other	We love and use often the Pet Exercise Area at Mary S. Young. The off leash area has been so beneficial to our adopted dog. He came home with us from the shelter not knowing how to socialize with other dogs or how to play. By going to this park he has learned how to greet and recognize other dogs and how to play some simple games with them. There is no where else we could have had this opportunitywith so many different dogs. It is always kept so clean and tidy and the dog owners are so careful to keep all the dogs together in a friendly environment. I wanted to say thank you for such a great place.
20-Aug-2010 20:29:12	A primary route	P-5	Home(s), School(s)	Connections (ie. linking trips to home or school)	An bike path exists along both sides of West A Street. Why is this route listed as "Proposed"?
20-Aug-2010 20:25:13	A secondary route	S-H	Park/open space/waterway	Connections (ie. linking trips to home or school)	Burnside Park and Maddax Woods are reverse identified (switch labels). Missing is a desired link between Maddax Woods and the Library, voiced several times in the public workshops. This would provide a valuable link through beautiful property and a nice alternative to the difficult to build pathway along Burns Street.
20-Aug-2010 17:03:37	A primary route	P-1	Park/open space/waterway	Connections (ie. linking trips to home or school)	This proposed Willamette River Greenway path is the key to linking west West Linn to central and north West Linn. It would be amazing if West Linn youth and adults could walk from the Willamette neighborhood to the Bolton neighborhood and beyond without having to get on or near dangerous Willamette Falls Boulevard.
18-Aug-2010 11:12:38	A primary route	P-13	Home(s)	Access (ie. property ownership, land availability)	I own a home directly adjacent to the river and will never agree to have a trail through my back yard.



Summary of Comments on App_C_Parks_Board_Comments_083110.pdf

Page: 1

Author: Subject: Sticky Note Date: 2/15/2011 5:54:16 PM
add Arbor Drive unimproved row Right a way as local trail that connects to park

Author: Subject: Sticky Note Date: 2/15/2011 5:54:37 PM
add Arbor Drive Connection to Old River Drive as local trail

Author: Subject: Sticky Note Date: 2/15/2011 5:53:36 PM
between 2182 & 2197 Marylwood Ct connect to View Drive

Author: Subject: Sticky Note Date: 2/15/2011 5:47:28 PM
Michelin Ave as local connection

Author: Subject: Sticky Note Date: 2/15/2011 5:47:38 PM
add 1738 Gallery Way easement as local trail

Author: Subject: Sticky Note Date: 2/15/2011 5:54:10 PM
trail to follow unimproved ROW (kinney St) one block to unimproved Hammerle Street (15 feet wide) through to Elliot and also turn left on Holmes to connect School and Hammerle Park

Author: Subject: Sticky Note Date: 2/15/2011 5:50:45 PM
connect local trail to Haverhill Court

Author: Subject: Sticky Note Date: 2/15/2011 5:51:03 PM
existing local trail Santa Anita to Haver Hill Court. Connect to Haverhill & Oppenlander between 6250 & 6260

Author: Subject: Sticky Note Date: 2/15/2011 5:53:44 PM
Miles Drive to Oppenlander via Miles Ct. ROWexisting trail

Author: Subject: Sticky Note Date: 2/15/2011 5:50:36 PM
local trail from Tanner CReek Park to 5232-008 exists

Author: Subject: Sticky Note Date: 2/15/2011 5:53:53 PM
add between 2525 and 2535 Lorinda court existing trail as local route

Author: Subject: Sticky Note Date: 2/15/2011 5:48:00 PM
Local Trail Connection via RoseMarie

Author: Subject: Sticky Note Date: 2/15/2011 5:48:14 PM
local trail using open space as access

Author: Subject: Sticky Note Date: 2/15/2011 5:48:54 PM
Connect Douglas Park with local trail

Author: Subject: Sticky Note Date: 2/15/2011 5:53:29 PM
local trail to connect

Author: Subject: Sticky Note Date: 2/15/2011 5:54:03 PM
add as local trail. High Touch - 19th already exists

City of West Linn

Comprehensive Trails System Master Plan

TECHNICAL WORKING GROUP MEETINGS

COMPREHENSIVE TRAILS SYSTEM MASTER PLAN

Technical Work Group Meeting #1

JANUARY 21, 2010 ◆6 P.M. – 7: 30 P.M◆BOLTON ROOM , CITY HALL

A G E N D A

6:00 p.m. I. **Welcome & Introductions**
- Introductions and Role of the TWG

6:05 p.m. II. **Planning Process**
- Presentation
- Draft Existing Conditions Report

6:30 p.m. III. **Outcomes & Expectations**
- What are the factors for success for the plan?
- What will assist most with plan implementation?

6:45 p.m. IV. **Issues & Challenges**
- What are the biggest issues the trails plan needs to address?
- What are the biggest challenges for the City in developing trails?

7:05 p.m. V. **Strengths & Opportunities**
- What trails project have worked?
- Where should trails be expanded?

7:25 p.m. ***Next Steps & Close***

Comprehensive Trails System Master Plan
Technical Working Group Meeting #1
January 21, 2010 6pm Bolton Room, City Hall

On January 21, 2010, the first Technical Working Group (TWG) for the West Linn Comprehensive Trails System Master Plan was held at the West Linn City Hall. The project team welcomed attendees and provided a presentation on the planning process and *Draft Existing Conditions Report*. Following the presentation, the meeting covered three general topics related to the planning process:

- Outcomes & Expectations;
- Issues & Challenges; and
- Strengths & Opportunities.

The following provides a list of TWG members that attended, as well as a summary of comments made during the meeting.

TWG Members in Attendance:
Alison Benski, citizen
Ray Kindley
Chuck Frayer, USFS
Bob Martin, West Linn Planning Commission
Zack Pelz, City of West Linn
Dennis Rickey, Public Safety Board, Oregon Anglers
David Rittenhouse, TAB
Roger Shepard, Parks Board/West Linn Trails Group
Ken Warner, City of West Linn
Michelle Wittenbank, Sustainability Advisory Board
Ken Worchester, City of West Linn

I. Outcomes and Expectations

The following were outcomes and expectations that members of the TWG discussed:

- Clarification of trails
  - Greater detail
- Alternative routes
- Submit trail alignments to neighborhood groups
- Eminent domain will not be used
- Metro plan coordination
- Project team is unbiased
- Student survey results
- Plan process – Public workshop during phase two
- Outreach to schools/other agencies
  - District property manager
  - Police dept. is represented on the TWG by the planning staff
  - B.T.A.

- New trail studies
  - Find new research

In addition, the following written comments were provided based on the agenda topics:

- *What are the factors for success for the plan?*
  - Looking at this plan beyond its ability to serve recreational interests, assigning equal priority to the transportation function served by moving pedestrians and bicyclists between commercial and residential zones, schools and parks;
  - Providing results/recommendations that are meaningful and will move us closer to developing a more livable, sustainable and enjoyable community; results in recommendations that can be implemented with anticipated level of staffing; results in recommendations that account for all user groups' needs and consider the recommendations of various other plans. (ex. CDC amendments that require dedication during subdivision or other development);
  - Viewing this plan with the same level of necessity as the transportation systems plan or other public utilities plan. The City of West Linn has expressed its desire for improved community livability through an ongoing commitment to parks, trails and open space planning. The trail refinement planning conducted as part of this work should be viewed as another way to implement the community's goals of livability.
  - Providing connectivity along existing low volume streets through the use of wayfinding and signage;
  - Creates safe and accessible street crossing standards and designs;
  - Minimizes environmental impact; particularly to the existing tree canopy, wildlife habitat and both fish-bearing- and non-fish-bearing streams;
  - Providing connections to transit stops and facilities;
  - Address the function of trails to serve multiple needs that change from day to day and season to season.

- *What will assist most with plan implementation?*
  - Establishing a need for trails that is mutually agreed upon by multiple shareholder groups;
  - Shared consensus among stakeholders about final recommendations; Recommendations should be consistent with previously adopted plans;
  - Early public involvement that establishes honest expectations for the plan; What can this plan do and what is this plan unable to do? Identify inevitable drawbacks to trails – property acquisition, trails next to existing residences, etc.;
  - Recommendations that are realistic, that have support from the community and that are fiscally constrained;
  - Recommendations should include amendments to the CDC to ensure plan implementation during development and redevelopment of the City.

II. Issues and Challenges

The following issues and challenges were discussed by TWG members:

- Hills/Topography

- N.I.M.B.Y. – Property Owners (also see "private property concerns" below)
- Pros plan conceptual trails may need to be readdressed (also see "potential ambiguity" below)
- Differing neighborhood concerns
- River trails
  - Private property concerns
- Potential ambiguity of trails concept – misconceptions of trails concept
- Unwilling sellers of trail alignments/property
- Maintenance
- Fire potential
- Contacting/addressing property owner concerns
  - Public educating public
  - Awareness (also see "getting the word out" below)
- Newer residents and information
- Getting the word out
  - As notice in water bill
- Lack of safe routes to school
- User conflicts
  - Lack of trail benefit studies (also see "trail benefit studies" below)
- Safety
  - Proximity to private property
- Use of ROW and City trails = liability
  - Unimproved ROW treated as sidewalk

In addition, the following written comments were provided based on the meeting agenda:

- *What are the biggest issues the trails plan needs to address?*
  - Bicycle and pedestrian connectivity between commercial and residential areas as well as schools and parks;
  - Providing safe, convenient and attractive connections to schools;
  - Steep terrain and erosive soils;
  - Securing the support of local leadership – City officials, Neighborhood Association groups.

- *What are the biggest challenges for the City in developing trails?*
  - Opposition from residents near the proposed trails;
  - Competing desires of multiple user groups;
  - Allocating funds to maintain these facilities at the appropriate levels over the long-term;
  - Property acquisition;
  - Steep terrain/adverse topography;
  - Environmental protections.

III. Strengths and Opportunities

Members of the TWG discussed the following strengths and opportunities:

- Willamette River property owners association
  - Partnership

- Existing City property
- Positive attributes of trails
  - Increase property values
  - Trail benefit studies
  - Access to wildfire
- Assurance of eminent domain = "Willing sellers only"
- Hill climbs/stairs to access Highway 43 and Bus

In addition, the following written comments were provided based on the meeting agenda:

- *Where should trails be expanded?*
  - Near transit supportive areas and facilities (i.e. park and ride at Cedar Oak)
  - Between commercial uses
  - To schools and between schools and residences
  - To parks; between parks and residences

IV. Next Steps

Throughout the meeting, members of the TWG provided a number of comments requiring follow-up. These are summarized below:

- Update website/Trails FAQ
  - TWG Bulletin board
  - Maintenance
  - Additional trail studies
    - Safety
    - Rails to trails articles
- Outreach and education
- Create P.I.M.B.Ys ("Please In My Back Yard")
  - Condemnation – NOT using it!
    - FAQ
- Get info circulating to Neighborhood Association
  - February workshops
  - Mark-up using online mapping tools
- Corridor strategy
  - Line on the map
  - Known constraints

COMPREHENSIVE TRAILS SYSTEM MASTER PLAN

Technical Work Group Meeting #2

APRIL 7, 2010 ◆6 P.M. – 8 P.M.◆BOLTON ROOM , CITY HALL

A G E N D A

6:00 p.m. I. Review of Agenda

6:05 p.m. II. Trail Relative Cost Factors
- Draft matrix
- Segment evaluation
- Phasing evaluation

6:25 p.m. III. Trails Analysis Factors
- Public workshop results
  - School routes
  - On-street routes
  - Off-street routes
- Destinations
- Topography
- Relative costs

6:50 p.m. IV. Trail Priorities
- Map exercise
- Weighting factors

7:50 p.m. *Next Steps & Close*

Comprehensive Trails System Master Plan
Technical Working Group Meeting #2
April 7, 2010 6pm Bolton Room, City Hall

On April 7, 2010, the second Technical Working Group (TWG) meeting for the West Linn Comprehensive Trails System Master Plan was held at the West Linn City Hall. The project consultants MIG welcomed attendees and reviewed the agenda.

The following provides a list of TWG members that attended, as well as a summary of comments made during the meeting.

TWG Members in Attendance:

Alison Benski, citizen
Gail Curtis, ODOT
Ray Kindley, Utility Advisory Board
Chuck Frayer, USFS
Duane Funk, Adult Community Center Walking Group
Bob Martin, West Linn Planning Commission
Carolyn Miller, Cedaroak Primary Principal
Zack Pelz, City of West Linn
David Rittenhouse, TAB
Roger Shepard, Parks Board/West Linn Trails Group
Ken Warner, City of West Linn
Michelle Wittenbank, Sustainability Advisory Board
Ken Worcester, City of West Linn

I. Trail Relative Cost Factors

See *Evaluating Relative Cost* Handout. The team discussed the factors listed in the handout and made comments. The handout has been updated to reflect the comments.

II. Trails Analysis Factors

See *Origins & Destinations* and *Draft Evaluation Criteria* Handouts. The team discussed the factors listed in the handouts and made comments. The handouts have been updated to reflect the discussion.

III. Trail Priorities

The team discussed the results of the public workshop and comment process. A large scale map of the public involvement results was used to discuss the factors for selecting primary and secondary trail alignments.

Next Steps

Due to running out of time for the meeting , TWG was asked to review the public involvement results map independently and to provide comments electronically using the pdf commenting tool.

- **Other Action Items:** Review Goal 5 open space layer around the high school. Review alignments for off-street lines drawn on this same property. Remove trail alignment on the west side of the Cedar Island.

COMPREHENSIVE TRAILS SYSTEM MASTER PLAN

Technical Work Group Meeting #3

MARCH 10, 2011 ◆6:30 P.M. – 8:30 P.M.◆BOLTON ROOM , CITY HALL

A G E N D A

6:30 p.m. I. **Welcome and Agenda Review**

6:35 p.m. II. **Draft Trails Plan Overview**

- Plan process review
- Public involvement summary
- Plan organization
- Trail analysis
- Conceptual trail system
- Design guidelines and recommendations

7:00 p.m. III. **Draft Plan Discussion**

- First impressions and general comments
- Conceptual trail system
- Recommendations
- Review summary

8:20 p.m. IV. **Next Steps & Close**

Comprehensive Trails System Master Plan
Technical Working Group Meeting #3
March 10, 2011 6:30pm Bolton Room, City Hall

On March 10, 2011, the third Technical Working Group (TWG) meeting for the West Linn Comprehensive Trails System Master Plan was held at the West Linn City Hall. The project consultants MIG welcomed attendees and reviewed the agenda.

The following provides a list of TWG members that attended, as well as a summary of comments made during the meeting.

TWG Members in Attendance:

Gail Curtis, ODOT
Ray Kindley, Utility Advisory Board
Duane Funk, Adult Community Center Walking Group
David Rittenhouse, TAB
Kevin Bryck, Resident Robinwood Neighborhood
Roger Shepard, Parks Board/West Linn Trails Group
Michelle Wittenbank, Sustainability Advisory Board
Bob Martin, West Linn Planning Commission
Ken Worcester, City of West Linn
Zach Pelz, City of West Linn

I. Draft Plan Overview

MIG presented an overview of the draft plan by chapter. During the presentation some comments were made for later discussion in the meeting.

II. Draft Plan Discussion

After the presentation each TWG member was provided the opportunity to make comments. The following is a list of topics and issues.

- Need to provide definitions for the prioritization criteria supplied in chapter five: environment, connections, cost, concurrency, and land use and designations.
- Some discussion revolved around the difference of design guidelines vs. standards.
- The City will take into consideration adding language that clarifies that the proposed trail system is based on cost or land acquisition assumptions.
- A suggestion was made to incorporate into the plan a long term easement acquisition strategy.
- There was a discussion regarding the difference between a plan document and vision document, and whether or not preliminary cost estimates are required for this planning process.

- Comments made regarding additional elements to Figure 9: Primary Rout In Right-of-Way Trail - Shared Pathway the need for a 2' shy distance will be added to the bike the and pedestrian trail.
- Right-of-Way encroachments are addressed in Appendix B. Text referencing this section of the document will be added to the additional considerations section of chapter five.
- Street crossings and intersections are an issue. Language regarding this issue will be added to chapter five noting that this will be further explored during the TSP planning process.
- Language regarding trail user speed will be added to the in right-of-way primary route shared pathway section of chapter five.
- A statement will be added to chapter five regarding the how the Parks Department will address the identity and wayfinding of trail segments as they are developed.
- The 2007 PROS Plan naming of trails, where applicable, will be highlighted in Appendix A.

Next Steps

MIG will hand over the final phases of the planning process to the city, and will provide electronic documents and data for update as the plan goes through the adoption process.