



Oregon

Theodore R. Kubongoski, Governor

Department of Land Conservation and Development

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NOTICE OF ADOPTED AMENDMENT

06/30/2014

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: City of Happy Valley Plan Amendment
DLCD File Number 002-14

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Tuesday, July 15, 2014

This amendment was submitted to DLCD for review prior to adoption pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE:** The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Justin Popilek, City of Happy Valley
Gordon Howard, DLCD Urban Planning Specialist
Jennifer Donnelly, DLCD Regional Representative

<paa> YA



NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

FOR DLCD USE 002-14
(20242)
File No.: [17918]
Received: 6/24/2014

Local governments are required to send notice of an adopted change to a comprehensive plan or land use regulation **no more than 20 days after the adoption.** (See [OAR 660-018-0040](#)). The rules require that the notice include a completed copy of this form. **This notice form is not for submittal of a completed periodic review task or a plan amendment reviewed in the manner of periodic review.** Use [Form 4](#) for an adopted urban growth boundary including over 50 acres by a city with a population greater than 2,500 within the UGB or an urban growth boundary amendment over 100 acres adopted by a metropolitan service district. Use [Form 5](#) for an adopted urban reserve designation, or amendment to add over 50 acres, by a city with a population greater than 2,500 within the UGB. Use [Form 6](#) with submittal of an adopted periodic review task.

Jurisdiction: City of Happy Valley

Local file no.: **CPA-02-14**

Date of adoption: 6-4-14

Date sent: 6/24/2014

Was Notice of a Proposed Change (Form 1) submitted to DLCD?

Yes: Date (use the date of last revision if a revised Form 1 was submitted): 2-28-14

No

Is the adopted change different from what was described in the Notice of Proposed Change? Yes No

If yes, describe how the adoption differs from the proposal:

NO

Local contact (name and title): Justin Popilek

Phone: 503 783-3810

E-mail: justinp@happyvalley.or.gov

Street address: 16000 SE Misty Drive

City: Happy Valley

Zip: 97086-

PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

For a change to comprehensive plan text:

Identify the sections of the plan that were added or amended and which statewide planning goals those sections implement, if any:

The City adopted the Mt. Scott/Scouters Mtn. Trail Loop Master Plan for inclusion into the City's overall Comprehensive Plan.

For a change to a comprehensive plan map:

Identify the former and new map designations and the area affected:

- | | | | |
|-------------|----|--------|--|
| Change from | to | acres. | A goal exception was required for this change. |
| Change from | to | acres. | A goal exception was required for this change. |
| Change from | to | acres. | A goal exception was required for this change. |
| Change from | to | acres. | A goal exception was required for this change. |

Location of affected property (T, R, Sec., TL and address): City Wide

The subject property is entirely within an urban growth boundary

The subject property is partially within an urban growth boundary

If the comprehensive plan map change is a UGB amendment including less than 50 acres and/or by a city with a population less than 2,500 in the urban area, indicate the number of acres of the former rural plan designation, by type, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

If the comprehensive plan map change is an urban reserve amendment including less than 50 acres, or establishment or amendment of an urban reserve by a city with a population less than 2,500 in the urban area, indicate the number of acres, by plan designation, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

For a change to the text of an ordinance or code:

Identify the sections of the ordinance or code that were added or amended by title and number:

For a change to a zoning map:

Identify the former and new base zone designations and the area affected:

Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:

Identify additions to or removal from an overlay zone designation and the area affected:

Overlay zone designation:	Acres added:	Acres removed:
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Location of affected property (T, R, Sec., TL and address):

List affected state or federal agencies, local governments and special districts: City of Portland, Clackamas County and Metro

Identify supplemental information that is included because it may be useful to inform DLCD or members of the public of the effect of the actual change that has been submitted with this Notice of Adopted Change, if any. If the submittal, including supplementary materials, exceeds 100 pages, include a summary of the amendment briefly describing its purpose and requirements.

Signed final order, signed Notice of Decision and Staff Report including findings.

CITY OF HAPPY VALLEY
ORDINANCE NO. 448

AN ORDINANCE AMENDING THE CITY'S OVERALL COMPREHENSIVE PLAN TO INCLUDE THE MT. SCOTT/SCOUTERS MTN. TRAIL LOOP MASTER PLAN (MSSMTL) AS AN ANCILLARY DOCUMENT.

THE CITY OF HAPPY VALLEY ORDAINS AS FOLLOWS:

WHEREAS, the City has coordinated with Metro, Clackamas County and the City of Portland in the development of a 37.5-mile regional trail system that will provide City residents with non-motorized recreation and transportation connections to regional destinations and facilities; and

WHEREAS, adoption of the MSSMTL requires an amendment to the City's Comprehensive Plan that has been discussed in an extensive citizen involvement process, including a public hearing and two open houses; and

WHEREAS, the Planning Commission recommended the City Council approve the amendments associated with the MSSMTL as detailed in the Staff Report to the Planning Commission dated April 8, 2014; and

WHEREAS, the City has forwarded a copy of the proposed amendments to the Oregon Department of Land Conservation and Development, METRO and Clackamas County in a timely manner; and

WHEREAS, the Council of the City of Happy Valley, Oregon, has determined that it is reasonable, necessary and in the public interest to adopt the MSSMTL as detailed within Staff Report to the Planning Commission dated April 8, 2014 and as discussed at the regular meeting of the City Council on May 6, 2014; and

NOW, THEREFORE, based on the foregoing,

THE CITY OF HAPPY VALLEY ORDAINS AS FOLLOWS:

- Section 1. The City of Happy Valley declares that the MSSMTL shall be incorporated into the City's overall Comprehensive Plan as an ancillary document, as detailed within the Staff Report to the Planning Commission dated April 8, 2014.
- Section 2. The City of Happy Valley declares that the Findings of Fact included within the Staff Report to the Planning Commission dated April 8, 2014 are hereby adopted in conjunction with this ordinance.
- Section 3. To ensure the safety and welfare of Happy Valley Residents, a public safety plan must be developed and approved by the City Council for trails that connect Happy Valley trails to trails outside the city limits.

BE IT FURTHER declared that this Ordinance shall become effective thirty (30) days after adoption by the City Council.

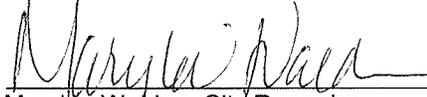
READ for the first time at the regular meeting of the City Council of the City of Happy Valley, Oregon on May 6, 2014; read for the second time with language added for revision on May 20, 2014; and, read for the second time as amended on June 3, 2014, and adopted by a 4-0 vote of the members of the City Council of the City of Happy Valley, Oregon

CITY OF HAPPY VALLEY



Mayor Lori DeRemer
6-4-14

ATTEST:



Marylee Walden, City Recorder



CITY OF HAPPY VALLEY

STAFF REPORT TO THE PLANNING COMMISSION

APRIL, 8 2014

MT. SCOTT/SCOUTERS MTN. TRAIL LOOP MASTER PLAN (CPA-02-14)

I. GENERAL INFORMATION:

APPLICABLE CRITERIA:

Applicable Statewide Planning Goals; OAR 660-034-0060 of the Oregon Administrative Rules; applicable Goals and Policies from the City of Happy Valley Comprehensive Plan; and applicable Sections of Title 16 (Development Code) of the City of Happy Valley Municipal Code, including 16.67.015, 16.67.020, and 16.67.060.

EXHIBITS:

- A. Staff Report and Findings of Fact
- B. Proposed Mt. Scott/Scouters Mtn. Trail Loop Master Plan
- C. Published Notice

BACKGROUND:

- The Mt. Scott/Scouters Mtn. Tail Loop Master Plan is the continuation of an ambitious multi-jurisdictional effort to establish a regional trail network connecting several communities within the Portland Metropolitan Area. This trail loop will put in place an important piece of the trail network that will provide Clackamas County, Happy Valley, Damascus, and Portland residents with non-motorized recreation and transportation connections to regional destinations and facilities. The roughly 37.5-mile trail loop project will offer a route for alternative transportation modes with a looped, north-south oriented multi-use trail system that will link the Springwater Corridor with the Sunrise Corridor, Clackamas River, and encompass Mount Talbert Nature Park, Powell Butte, Buttes Natural Areas, and Scouters Mountain Nature Park. The proposed regional trail will connect numerous schools, community parks, local trails, businesses, retail stores and the Happy Valley Town Center. The new trail will facilitate potential access to Mount Scott Creek, Rock Creek, and have connections to the future East Buttes Loop Trail and Powerline Corridor Trail.

16000 SE Misty Drive, Happy Valley, Oregon 97086-4288
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happyvalleyor.gov

- In the fall of 2011, Metro, in partnership with North Clackamas Parks and Recreation District, Clackamas County, and the cities of Happy Valley and Portland, began working with Otak, Inc., and Alta Planning + Design to prepare the Mt. Scott/Scouters Mtn. Trail Loop Master Plan. A Project Advisory Committee (PAC) was assembled from agencies of the various jurisdictions, citizens, and those with private property the trail would pass through or be adjacent to. The following agencies were represented in the PAC:
 - City of Happy Valley
 - Clackamas County Sheriff, Transportation and Land Use Departments
 - Intertwine Alliance
 - Lincoln Park Memorial Cemetery
 - Metro
 - North Clackamas Parks and Recreation District
 - North Clackamas School District
 - Oregon Department of Transportation
 - Portland Parks & Recreation
 - Neighborhood associations

The project consultant team began reviewing the land use and regulatory requirements governing the planning and implementation of the proposed trail loop. Based on a conceptual alignment identified by agency partners, a trail corridor was established as the limits of the project study area and geographic information system (GIS) mapping of the study area was developed by Metro and local partner staff for use by the consultant team in identifying alignment alternatives. GIS mapping was combined with natural resource evaluation, traffic analysis findings, property ownership data, and transportation system planning information to develop evaluation criteria for trail alignment options for the alternatives analysis.

- Once a sufficient amount of information was gathered and documented, the PAC conducted the first of two public open houses (June 2012) that would provide a venue for presentation and discussion of the proposed trail project. Meetings were held at the Happy Valley City Hall. With input from the community and stakeholders, trail alignment alternatives were further refined and preferred alignments were identified. Based on the preferred trail alignments, trail typologies (modes) were established that suited the various conditions – both inside and outside of road right-of-ways – through which the trail would pass. A trail design framework was developed based on trail typologies (modes), anticipated construction requirements, and the trail planning logistics of safety, security, and wayfinding. The preferred alignment and design framework information was presented at the second of two public open houses (January 2013) where additional comments were recorded to guide the final modifications of the trail master plan. Building on the information accumulated throughout the trail master planning process, an implementation meeting was convened with the PAC to discuss and document trail project priorities, timelines, and funding strategies for trail segments studied during plan development. Information concerning implementation strategies including cost estimating data was compiled and organized for reference in future trail planning efforts.

OBSERVATIONS:

MT. SCOTT/SCOUTERS MTN. TRAIL LOOP MASTER PLAN:

- Spanning approximately 37.5 miles (when bifurcations are taken into account), the recommended trail loop alignment will provide an active transportation and recreation link between the Springwater Corridor, I-205 bike path and Clackamas River while connecting area residents to open space jewels including Powell Butte, Buttes Natural Area, Mitchell Creek property, Scouters Mountain, Mount Talbert and Happy Valley Nature Park. The preferred alignment will provide a convenient, comfortable and safe atmosphere for trail users of all ages and abilities; provide access and enhancements to natural and cultural resources while limiting impacts; and enhance non-motorized connectivity in the region. The Mt. Scott/Scouters Mtn. Trail Loop Master Plan document (Exhibit B) describes the opportunities, constraints and recommendations associated with each preferred alignment by segment.
- A large portion of the trail corridor resides in the North Clackamas Parks and Recreation District (NCPRD) and the City of Happy Valley. The City's Pedestrian Master Plan and Trails Master Plan outline the proposed trails within the City, both generally identify the need for a trail system in the area of the Trail Loop. The Trail Loop is proposed to provide a north-south, multi-modal transportation/recreation trail traversing the western and eastern "flanks" of an area that is known as the "bowl" of Happy Valley. The Trail Loop is proposed to traverse both Mt. Scott and Scouters Mtn. in this area. From this location, the Trail Loop will continue to the south and serve the southern portion of East Happy Valley and unincorporated lands located near Mt. Talbert. The southern boundary of the Trail Loop consists of a segment that extends east-west along the Highway 212/224 corridor, a state facility that is partially located within the City Limits of Happy Valley.

PROJECT IMPLEMENTATION:

- Over the next 20-25 years, the trail will enter into an implementation phase. Currently, there are no dedicated funding sources to design and build the trail. To solicit additional support, the master plan will be discussed with a broad spectrum of stakeholders in the Winter/Spring of 2014 including the following:
 - parks, transportation and planning staff;
 - local parks and trails citizen committees;
 - city councils and other governing boards; and
 - the general public including property owners and neighborhood groups.

The Plan will also be recommended for inclusion in or with local acquisitions of right-of-way and easements, capital improvement lists, as well as included in the queue for funding.

II. FINDINGS OF FACT

1. The following Statewide Planning Goals are applicable to the subject request:

“GOAL 1: CITIZEN INVOLVEMENT

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Staff Response:

Statewide Planning Goal 1 requires governing bodies charged with preparing and adopting a comprehensive plan to adopt and publicize a program for citizen involvement that clearly defines the procedures by which the general public will be involved in the on-going land use planning process. The citizen involvement component of the Mt. Scott/Scouters Mtn. Trail Loop Master Plan provided many opportunities for the public to participate, provide comments, and obtain information about the process. As mentioned earlier in this report, a Public Advisory Committee was formed to work through the initial stages of the Trail Loop’s development and met multiple times to provide comments on the project. Two open houses were held where the public was invited to provide comments on the Mt. Scott/Scouters Mtn. Trail Loop Master Plan and City newsletter and website articles also provided opportunity for the community to be involved. Therefore, this criterion was satisfied by the Mt. Scott/Scouters Mtn. Trail Loop Master Plan citizen involvement process.

GOAL 8: RECREATIONAL NEEDS

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Staff Response:

The proposed Trail Loop will provide for additional recreational opportunities for the City’s residents, in the form of a multi-use trail system designed to accommodate both recreational users in addition to commuters. This criterion has been satisfied.

2. The following Oregon Administrative Rules (OAR) are applicable to the subject request:

“OAR Chapter 660, Division 34 (State and Local Park Planning)

660-034-0000

Purpose

(1) The purpose of this division is to establish policies and procedures for the planning and zoning of state and local parks in order to address the recreational needs of the citizens of the state. This division is intended to interpret and carry out requirements of Statewide Planning Goal 8 and ORS 195.120 to 195.125.

(2) In general, this division directs local government planning and zoning activities regarding state and local park master plans. OAR chapter 736, division 18, directs the Oregon Parks and Recreation Department (OPRD) with respect to state park master planning, and does not apply to local governments except where specified by this division.”

Staff Response:

As previously discussed, the proposed Mt. Scott/Scouters Mtn. Trail Loop Master Plan will provide the framework for a multi-use trail system that will provide the City’s residents with both recreational and alternative transportation opportunities within Happy Valley and beyond. This criterion has been satisfied.

3. The following Land Use Policies from the City’s general Comprehensive Plan Policies are applicable to this request:

“[...]

Policy 57: To satisfy the recreational needs of the citizens of the state and visitors, and to provide additional park and outdoor recreational facilities in order to meet recreational needs of residents.

Staff Response:

With the adoption of the Mt. Scott/Scouters Mtn. Trail Loop Master Plan, the City is planning for recreational needs, and specifically the needs of walkers, hikers, and bicyclists, throughout the City. Pedestrian routes have been planned such that they provide multiple types of opportunities and fulfill different types of needs. Routes are planned along nature corridors as well as in areas to provide alternatives to the automobile in order to complete necessary tasks. Therefore, this criterion has been satisfied by the proposed amendments.

Policy 64: To develop good transportation routes (vehicular, pedestrian, bicycle, etc.) between residential areas (and major activity centers both inside and outside the City) with street interconnectivity and neighborhood livability issues being the paramount consideration.

[...]

Policy 70: To encourage the development of bike paths and pedestrian walkways throughout the city in accordance with OAR and the implementation of the County bikeway route through the City.”

Staff Response:

The Mt. Scott/Scouters Mtn. Trail Loop Master Plan not only has the goal to provide pedestrians and bicyclists with recreational opportunities, but it also strives to connect residential areas with major destinations in the region. The Master Plan also provides a very well interconnected pedestrian and bicycle system that would provide the citizens of Happy Valley and other users of the system an alternative to driving. The Trail Loop as a whole, was developed in coordination with adjacent jurisdictions so as to ensure intermodal connectivity throughout the region. Therefore, these criteria have been satisfied by the proposed amendment.

4. The following Sections from Title 16 of the City’s Municipal Code (Development Code) are applicable to this request:

“Chapter 16.67 Comprehensive Plan Map, Specific Area Plans, Land Use District Map and Text Amendments

16.67.015 Initiation of a plan amendment.

A. Any change in the text, map or implementing ordinances of adopted Happy Valley land use regulations may be initiated by the city, any resident of the city, property owners or authorized agent.... The City may, for the purposes of revising or updating plans to comply with statewide goals, legal guidelines or other necessary criteria, initiate a change in the map or text of any plan and this Land Development Code at any time.

Staff Response:

The City is initiating the proposed Comprehensive Plan Amendments.

16.67.020 Legislative Amendments

*Legislative amendments are policy decisions made by City Council. Except in the case of expedited annexation, they are reviewed using the Type IV procedure in Section 16.61.050 and shall conform to the Transportation Planning Rule provisions in Section 16.67.060, as applicable.
[...]*

Staff Response:

The proposed amendments are legislative in nature. They will be reviewed using the Type IV procedure and will be considered by the Planning Commission and City Council. Compliance with the Transportation Planning Rule is addressed below.

16.67.060 Transportation planning rule compliance.

A. Review of Applications for Effect on Transportation Facilities. When a development application includes a proposed Comprehensive Plan amendment or land use district change, the proposal shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060 (the Transportation Planning Rule – TPR) and the traffic impact study provisions of Section 16.61.090. “Significant” means the proposal would:

- 1. Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors). This would occur, for example, when a proposal causes future traffic to exceed the levels associated with a “collector” street classification, requiring a change in the classification to an “arterial” street, as identified by the City’s Transportation System Plan (“TSP”); or*
- 2. Change the standards implementing a functional classification system; or*
- 3. As measured at the end of the planning period identified in the TSP, allow types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility; or*
- 4. Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP; or*
- 5. Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP.”*

Staff Response:

The adoption of the Mt. Scott/Scouters Mtn. Trail Loop Master Plan will establish the “framework” for a regional multi-use trail network that will work to reduce the number of vehicular “trips” on the existing and planned transportation facilities in the area. Therefore, the proposed amendments are consistent with the Transportation Planning Rule.

III. CONCLUSION:

Staff has determined that the above findings demonstrate that the proposed Comprehensive Plan amendments satisfy the requirements of the Statewide Planning Goals, Oregon Administrative Rules, City of Happy Valley Comprehensive Plan Policies and the City’s Land Development Code. Staff, therefore, recommends that the Planning Commission forward a recommendation of approval to the City Council on File Number CPA-02-14.

Mount Scott / Scouters Mountain Trail Loop Master Plan



February 2014



Metro | *Making a great place*

**North Clackamas Parks and Recreation District | Portland Parks &
Recreation | City of Happy Valley | Clackamas County**

Exhibit B

Prepared for:

Metro Sustainability Center
North Clackamas Parks and Recreation District
City of Happy Valley
Portland Parks & Recreation
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Plans and Appendices will be available online at Metro and partner websites. CDs of plans are available at cost from Metro. A printed version will be placed in local libraries.

Mount Scott / Scouters Mountain Trail Loop Master Plan

February 2014



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ACKNOWLEDGEMENTS

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Portland Parks & Recreation

Lynn Barlow

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City of Happy Valley

Carol Earle

Rich Feucht

Justin Popilek

Jason Tuck

Michael Walter

Mount Scott/Scouters Mountain Trail Project Advisory Committee

Carlotta Collette - Metro Council

Shirley Craddick - Metro Council

Bob Stacey - Metro Council

Michael Morrow - Happy Valley City Council/NCPRD Advisory Board

Janet Alley - North Clackamas School District

Russell Aldridge - Lincoln Memorial Park Cemetery

Linda Bauer - Portland Citizen

John Berry - Happy Valley Citizen

Bill Garity - Clackamas County

Jeff Johnson - Volunteer for Metro

Peter Lent - Community of Future of Damascus

Lori Mastrantonio - Clackamas County Department of Transportation and Land Use

Sara McClurg - Clackamas County Sheriff's Office

Mike Oleson - Clackamas County

Bret Richards - Oregon Department of Transportation

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Introduction

The Mount Scott/Scouters Mountain Trail Loop Master Plan is the continuation of an ambitious multi-jurisdictional goal to establish a regional trail network connecting the communities of the Portland Metropolitan area. The Trail Loop will put in place an important piece of the trail network that will provide Clackamas County, Happy Valley, Damascus, and Portland residents with non-motorized recreation and transportation connections to regional destinations and facilities. The roughly 37.5-mile trail project will offer a route for alternative transportation modes with a looped, north-south oriented multi-use trail system that will link the Springwater Corridor with the Sunrise Corridor, Clackamas River, and encompass Mount Talbert Nature Park, Powell Butte and Buttes Natural Areas, and Scouters Mountain Nature Park. The proposed regional trail will connect numerous schools, community parks, local trails, businesses, retail stores and the Happy Valley Town Center. The new trail will facilitate potential access to Mount Scott Creek, Rock Creek, and have connections to the future East Buttes Loop Trail and Powerline Corridor Trail.

Planning Process/Relationship to Other Plans

To guide the project planning, a Project Advisory Committee (PAC) was formed with representatives from agency stakeholders, both public and private. Through a public involvement process, the project brings together multiple jurisdictions, private partners, neighbors, and trail advocates including The Intertwine Alliance to provide a regional trail network through many areas lacking safe walking and biking options.

The trail meets the goals of Metro's Active Transportation Program and is identified in the Metro Greenspaces Master Plan and Regional Trails System Map, as well as the Regional Transportation Plan (RTP) bike and pedestrian network and system maps. The Springwater Corridor, which will be the northern terminus of the trail, is listed in the Metro regional trail and transportation plans and is identified as an Oregon Parks and Recreation Department Trail of Statewide Significance. The proposed trail alignments have also been coordinated with local Transportation System Plans (TSP), local trail plans, and land use plans.

Project Goals

The vision for the Trail Loop is to provide a non-motorized trail between the existing Springwater Corridor in the north and the Clackamas River in the south, while connecting significant open space areas including Mount Scott, Mount Talbert Nature Park, Buttes Natural Area, Leach Botanical Garden, Powell Butte Natural Area, and Scouters Mountain Nature Park.



The primary goals for the Mount Scott/Scouters Mountain Trail Loop Master Plan include the following:

- identifying alternatives for a regional trail, which will have bike and pedestrian separated routes in certain areas and multi-use trails in other areas;
- avoiding negative impacts to sensitive natural resource areas and riparian corridors and seeking opportunities to improve habitat and connectivity;
- planning for wildlife corridors where appropriate;
- designing green trails;
- considering ease of construction, maintenance, and longevity; and
- providing a safe and enjoyable experience for multiple user groups as well as adjacent neighbors.

Equestrian use in the Trail Loop system will be limited to the existing Springwater Corridor trail. While one goal of the master plan is to accommodate as many user groups as possible, careful evaluation of the other existing and proposed trail segments by the Project Advisory Committee determined that the Trail Loop is not well-suited for equestrian use.

Natural Resources and Habitats

The trail loop system will pass through pristine natural resource areas. To address the primary objective of avoiding negative impacts to sensitive areas, the PAC analyzed “Regional Conservation Strategy” data and convened meetings with several natural resource stakeholders to solicit input. Stakeholders included the Oregon Department of Fish and Wildlife, the Audubon Society of Portland, North Clackamas Parks and Recreation District, the Johnson Creek Watershed Council, Portland Parks and Recreation, and representatives of Metro’s Natural Areas Program. The PAC guided the stakeholders through an evaluation of proposed trail alignments to identify general guidelines and garner site-specific recommendations that can be applied to trail development. The outcome of this process is a list of considerations recorded in a memorandum and included in Appendix F of this document. **All future planning of the Trail Loop in sensitive natural resource areas should begin with review of this document.**

Trail Design

An effort has been made to simplify the trail loop system by minimizing the number of different trail types, while recognizing that physical and environmental constraints within the 37-mile loop make a variety of trail types necessary. While the goal is to build the trail to regional multi-use trail guidelines, the trail will need to branch into different mode types to separately accommodate cyclists and pedestrians in order to minimize impacts to sensitive natural resource areas and locations with significant slopes.

Table ES-1 lists the three general trail categories (within which the various trail typologies are defined) and both existing and proposed lengths within the Trail Loop system:

Table ES-1. Mount Scott/Scouters Mountain Trail Length in Miles

Typology (Modes)	Existing	Conceptual	Total
Multi-use	3.95	17.95	21.90
Bicycle	0.00*	7.54	7.54
Pedestrian	3.45	4.62	8.07
Total	7.40	30.11	37.51

**Bike lanes exist in some areas; however, the concept of the master plan is that bike lanes be upgraded to buffered cycle tracks.*

This report will describe all trail typologies (modes), with maps showing the location of each trail type.

Because of the bifurcations (i.e., separate bike and pedestrian routes) needed to facilitate use of the trail route by different users, it is important to emphasize that a well-implemented trail signage program needs to play a major role in the success of the trail loop system.

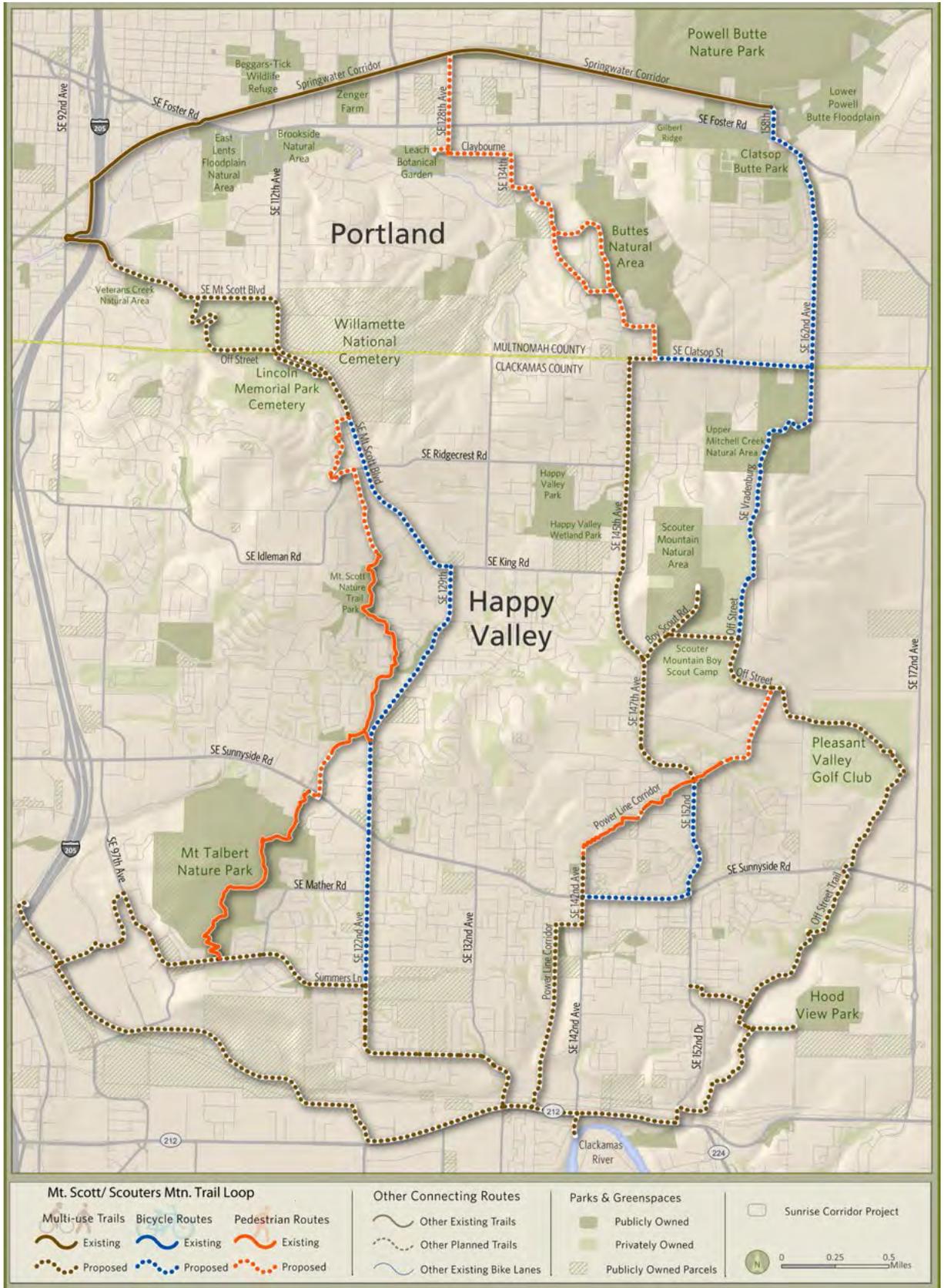
Trail Alignment Alternatives

Working with the Project Advisory Committee, stakeholders and local community members; an extensive process was carried out to identify and evaluate trail alignment options. The evaluation was based on project goals developed during the planning process. Each alignment was considered with respect to fatal flaws reflecting the project evaluation criteria. Alignments without fatal flaws were further evaluated based on the criteria described in this document. This approach provided an objective means to compare segment options against one another as well as identify specific recommendations for improving alignments. The Project Team vetted the findings of the analysis with stakeholders, local decision makers and the public, and made refinements as needed to develop the recommended Trail Loop alignments.

Recommendations

Spanning approximately 37.5 miles (when bifurcations are taken into account), the recommended Trail Loop alignment will provide an active transportation and recreation link between the Springwater Corridor, I-205 bike path and Clackamas River while connecting area residents to open space jewels including Powell Butte, Buttes Natural Area, Mitchell Creek property, Scouters Mountain, Mount Talbert and Happy Valley Nature Park. The preferred alignment will provide a convenient, comfortable and safe atmosphere for trail users of all ages and abilities; provide access and enhancements to natural and cultural resources while limiting impacts; and enhance non-motorized connectivity in the region. This Master Plan document describes the opportunities, constraints and recommendations associated with each preferred alignment by segment.

Figure ES-1. Mount Scott/Scouters Mountain Trail Loop - Final Alignment Recommendations



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1. INTRODUCTION





The trail loop will traverse a wide variety of settings.

Project Background

The Mount Scott/Scouters Mountain Trail Loop will provide Clackamas County, Happy Valley, Damascus, and Portland residents with non-motorized recreation and transportation connections to regional destinations and facilities with a looped, north-south oriented multi-use trail system that will link the Springwater Corridor with the Clackamas River, and encompass Mount Talbert Nature Park, Powell Butte and Buttes Natural Areas, and Scouters Mountain Nature Park. The proposed regional trail will connect numerous schools, community parks, local trails, businesses, retail stores and the Happy Valley Town Center. The new trail will facilitate potential access to Mount Scott Creek, Rock Creek, and have connections to the future East Buttes Loop Trail and Powerline Corridor Trail.

Through a public involvement process, the project brings together multiple jurisdictions, private partners, neighbors, and trail advocates to design a multi-use trail through many areas lacking safe walking and biking options. The project also meets the goals of Metro's Active Transportation Program – a regional partnership to implement the recommendations of the Blue Ribbon Committee for Trails to develop non-motorized transportation modes – integrating on-street and off-street walkways and bikeways connected to transit, communities, and retail and employment centers.

A large portion of the trail corridor resides in the North Clackamas Parks and Recreation District (NCPRD) and the City of Happy Valley. The NCPRD Parks and Recreation Master Plan (2004) outlines proposed trails within the District, and includes the Trail Loop. The City of Happy Valley conducted a Transportation System Plan (TSP) process in 2009 that included outreach to the community and trail neighbors. This process concluded with a Trail Development Handbook, Chapter 5: Pedestrian Plan in the Happy Valley Transportation System Plan, and the stand-alone Happy Valley Pedestrian System and Trail Master Plan. These documents provide information that guides the Mount Scott/Scouters Mountain Trail Loop Master Plan process.

The trail loop is identified in the Metro Greenspaces Master Plan and Regional Trails System Map and the Regional Transportation Plan (RTP) bike and pedestrian network and system maps. The Springwater Corridor, which will be the northern terminus of the trail, is listed in the Metro regional trail and transportation plans and is an Oregon Parks and Recreation Department Trail of Statewide Significance.



Trail Loop will connect to natural resource areas.



Location

The proposed Trail Loop will serve as a multi-use commuter and recreational trail connecting the Springwater Corridor regional trail to the Clackamas River. The trail's southern terminus is envisioned to be the Sunrise Corridor and Clackamas River. The final trail alignment is proposed to be 37.5 miles in length and was identified through the findings of a trail alignment alternatives analysis.

The project study area focuses on a roughly quarter-mile wide corridor or buffer that generally follows a conceptual trail alignment identified by agency partners. The study area corridor is shown in Figure 1-1 and is divided into seven segments based on relatively unified land use characteristics. The master plan identifies up to two different alignment options for each of the seven segments.

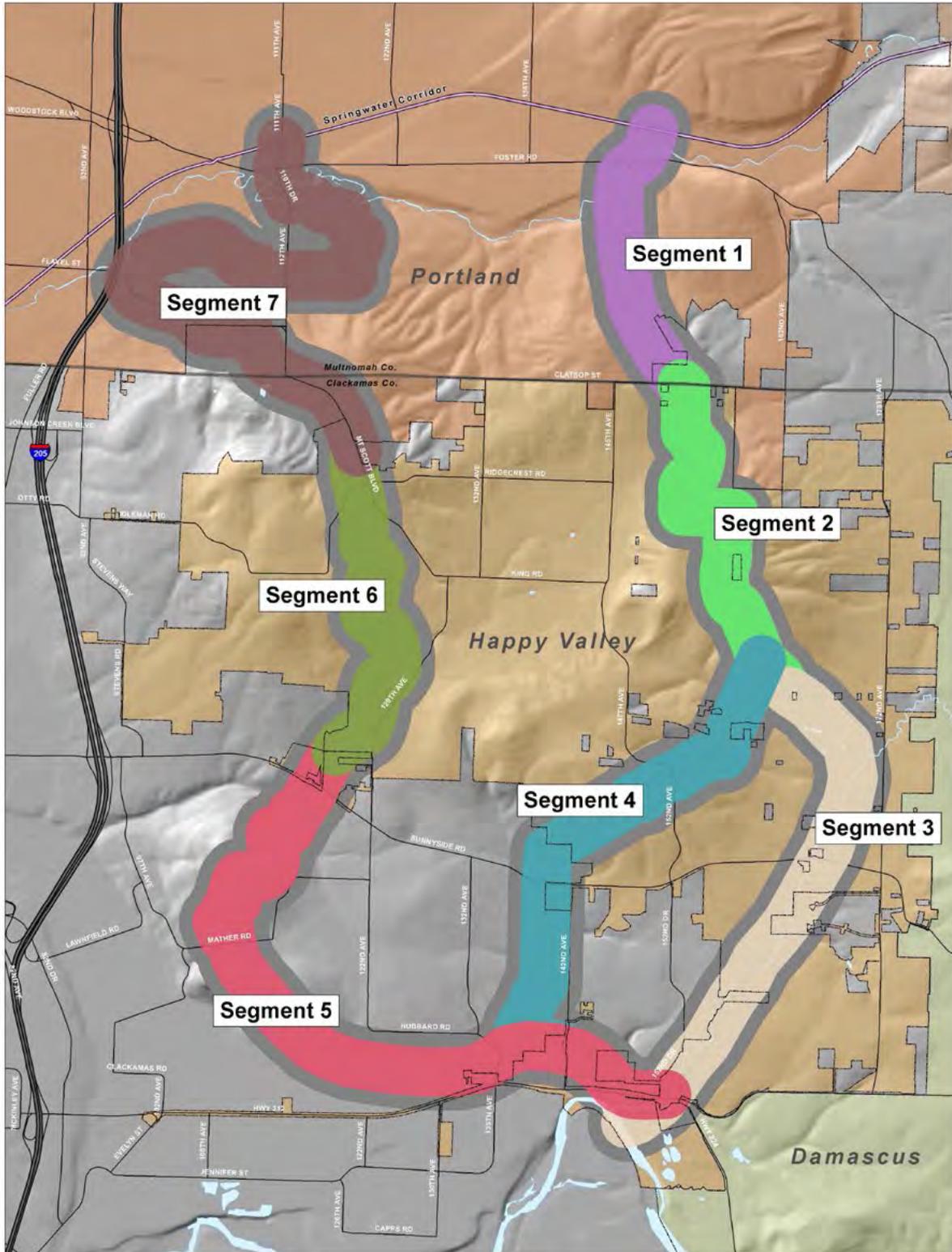
Segment 1 begins at the Springwater Corridor regional trail near the southwest corner of the Powell Butte Nature Park and runs generally south to SE Clatsop Street. This segment is entirely within the City of Portland. Opportunities within the segment include connections to the Buttes Natural Area. Steep topography and forested lands dominate much of the terrain of this segment.

Segment 2 begins at SE Clatsop Street southeast of the Buttes Natural Area and runs south to SE Hagen Road, just north of the former Pleasant Valley Golf Club, and is characterized by steep slopes. This segment is within the City of Happy Valley. Opportunities for creating a link to the Metro-owned summit of Scouters Mountain Nature Park were explored in this segment.

Segment 3 begins at SE Hagen Road and runs generally southeast, then southwest, ending near the intersection of Clackamas Highway (212) and SE 152nd Avenue. This segment is primarily within the City of Happy Valley with minor portions that cross into unincorporated Clackamas County. Opportunities exist to locate much of this trail segment within large undeveloped parcels along the forested Rock Creek corridor. Connections to the Happy Valley Town Center, Hood View Park, Rock Creek Middle School, Verne A. Duncan Elementary School, a Pioneer Park, future employment centers, and the banks of the Clackamas River at public locations are the primary opportunities within this segment.

Segment 4 offers a second route for the southeast area covered by the Trail Loop, following the East Buttes Powerline Corridor. This segment could begin at a point along the corridor northwest of the former Pleasant Valley Golf Club and run southwest, crossing SE Sunnyside Road and continuing south to end near the intersection of Clackamas Highway (212) and SE 142nd Avenue. This segment is typified by extreme slopes and has many opportunities for connections to residential areas and undeveloped forested lands to

Figure 1-1. Mount Scott/Scouters Mountain Trail Loop Study Area (1/4 mile buffer)



**Mt. Scott/Scouters Mtn. Trail Loop:
Trail Segments**

Legend

Trail Segment (Approx. Location)

- Segment 1
- Segment 2
- Segment 3

- Segment 4
- Segment 5
- Segment 6
- Segment 7

- Interstate Freeway
- Street
- Springwater Corridor Trail

- City Boundary
- County Boundary

Schematic alignment shown is superseded by this Master Plan. See the Master Planning Map on page 68 & 69.



increase access and opportunities for outdoor recreation. A 0.67-mile length of this segment has been built between SE Chelsea Morning Drive and the point where the corridor crosses SE 142nd Avenue. However, it includes stairs and steep slopes, which are not ADA accessible, with expansive views to the south.

Segment 5 begins near the intersection of Clackamas Highway (212) and SE 152nd Avenue and travels west roughly parallel to Clackamas Highway (212) then follows the proposed Sunrise Corridor and Clackamas Bluffs Trail alignment. It then turns north to cross SE Mather Road and connects with an existing pedestrian trail through Mount Talbert Nature Park. The portion of this segment between SE 142nd Avenue and SE Mather Road is owned by ODOT and is part of the Sunrise Corridor project. While still in the early phases of design, a multi-use trail is being planned parallel to the highway corridor. This segment is in unincorporated Clackamas County and crosses a variety of land uses including commercial, light industrial, residential, and open space areas. The section of this trail north of SE Mather Road (constituting one of the two alignments to be studied in this segment) will capitalize on quality natural areas within the Mount Talbert Nature Park and open spaces associated with Scott Creek and related tributaries. North of Mount Talbert, the trail crosses SE Sunnyside Road and follows the Scott Creek drainage to the north. The conceptual alignment creates good opportunities to provide several access points serving a wide spectrum of the community and several schools including Clackamas High School.

Segment 6 begins in the Scott Creek drainage corridor north of Sunnyside Road and runs north to end near the intersection of SE Mount Scott Boulevard and SE Ridgecrest Road. This segment follows both natural resource areas and residential streets as it continues north through Happy Valley Nature Park and other open spaces associated with the Scott Creek drainage. This segment is nearly all within the City of Happy Valley. Opportunities within this segment include utilizing existing trail routes and creating several connections between residential areas and natural resource areas. The proposed trail has separate routes for bicyclists and pedestrians.

Segment 7 begins near the intersection of SE Mount Scott Boulevard and SE Ridgecrest Road and runs generally northwest to end near the intersection of the Springwater Corridor trail and the I-205 Pathway, about three miles west of the starting point of Segment 1. The southern portion of this segment is characterized by steep slopes. Opportunities include an alignment option through Lincoln Memorial Park Cemetery and connection to two schools. The end point of Segment 7 would be connected to the beginning point of Segment 1 via the Springwater Corridor, completing the loop system.



Project Significance

The Mount Scott/Scouters Mountain Trail Loop Master Plan will be a crucial regional trail linking numerous regional and local trails in the Happy Valley-Portland area. This area is a fast growing area and requires alternative and active transportation options such as trails, bike lanes, and sidewalks. The trail offers nearly 37 miles of proposed routes between the I-205 bike/ped path, Springwater Corridor, Clackamas River Bluffs, and future Sunrise Corridor and SE 162nd/172nd. In many cases, bike lanes and pedestrian pathways are separated because of the need to protect natural areas and sensitive habitat. It will be the major trail along with the Springwater Corridor for the outer southeast quadrant of the metropolitan region.

The future trail will offer opportunities to protect wildlife, sensitive habitat and provide access for people. The trail will accommodate both recreational, commuter, and general transportation needs.

This trail provides a key link with the overall regional trail system and regional trails plan. The Happy Valley, Pleasant Valley, and north Clackamas locations are fast growing urban areas with many natural features such as the east buttes. Metro and local partners have been protecting these buttes for nearly 20 years through acquisition, restoration, and providing nature parks. A trail system to connect these buttes is needed.

Project Implementation

Over the next 20-25 years, the trail will enter into an implementation phase. Currently, there are no dedicated funding sources to design and build the trail. To solicit additional support, the master plan will be discussed with a broad spectrum of stakeholders in the Winter/Spring of 2014 including the following:

- parks, transportation and planning staff;
- local parks and trails citizen committees;
- city councils and other governing boards; and
- the general public including property owners and neighborhood groups.

The Plan will also be recommended for inclusion in or with local acquisitions of right-of-way and easements, capital improvement lists, as well as included in the queue for funding.

Project Goals

The vision for the Trail Loop is to provide a non-motorized trail opportunity between the existing Springwater Corridor in the north, and the Sunrise Corridor/Clackamas River in the south, while



connecting significant open space areas including Mount Scott, Mount Talbert Nature Park, Buttes Natural Area, Powell Butte Natural Area, and Scouters Mountain Nature Park.

The primary goals for the Mount Scott/Scouters Mountain Trail Loop Master Plan include the following:

- identifying alternatives for a regional trail, which will have bike and pedestrian separated routes in certain areas and multi-use trails in other areas;
- avoiding negative impacts to sensitive natural resource areas and riparian corridors and seeking opportunities to improve habitat and connectivity;
- planning for wildlife corridors where appropriate;
- designing green trails;
- considering ease of construction, maintenance, and longevity; and
- providing a safe and enjoyable experience for multiple user groups as well as adjacent neighbors.

Equestrian use in the Trail Loop system will be limited to the existing Springwater Corridor trail. While one goal of the master plan is to accommodate as many user groups as possible, careful evaluation of the other existing and proposed trail segments by the Project Advisory Committee determined that the Trail Loop is not well-suited for equestrian use.

Accessibility

Due to topographic constraints, achieving Americans with Disabilities Act (ADA) accessibility throughout the system may not be feasible. While the preference is to achieve fully accessible routes, more challenging alignments will need to be included to complete the system. While a goal is to build the trail to regional guidelines, the trail may branch into different types to separately accommodate cyclists and pedestrians in order to minimize impacts to sensitive natural resource areas and locations with significant slopes. Trail alignments which are off-street or outside of road right-of-way offer a safe and pleasant user experience worthy of regional status. Metro's regional trail guidelines strive for 75% of a system to be off-street. Trail bifurcations due to steep terrain and sensitive natural resource areas have made this goal difficult to achieve. In locations where alignments are within road right-of-ways, protected bikeways or cycle tracks are recommended to provide comfort and safety similar to that provided by an off-street setting.

Existing and proposed trail segments such as the Springwater Corridor, I-205 Bike/Ped Pathway, and Sunrise Corridor offer accessibility to all levels of trail users and are generally less than 5% slope.

Project Approach/Process

In the fall of 2011, Metro, in partnership with North Clackamas Parks and Recreation District, Clackamas County, and the cities of Happy Valley and Portland, began working with Otak, Inc., and Alta Planning + Design to prepare the Mount Scott/Scouters Mountain Trail Loop Master Plan. A Project Advisory Committee (PAC) was assembled from agencies of the various jurisdictions, citizens, and those with private property the trail would pass through or be adjacent to. The following agencies were represented in the PAC:

- Clackamas County Sheriff, Transportation and Land Use Departments
- City of Happy Valley
- Intertwine Alliance
- Lincoln Park Memorial Cemetery
- Metro
- North Clackamas Parks and Recreation District
- North Clackamas School District
- Oregon Department of Transportation
- Portland Parks & Recreation
- Neighborhood associations

The project consultant team began review of the land use and regulatory requirements governing the planning and implementation of the proposed trail. The project was officially launched with a kick-off meeting with members of the PAC to clarify roles and responsibilities and to tour the conceptual trail alignment as a group. Many opportunities and constraints of the conceptual alignment were identified and recorded on map exhibits that were prepared to display during the public involvement process. Information gathered during the kickoff tour was also used to inform the narrative of the existing conditions report.

Based on a conceptual alignment identified by agency partners, a trail corridor was established as the limits of the project study area and geographic information system (GIS) mapping of the study area was developed by Metro and local partner staff for use by the consultant team in identifying alignment alternatives. GIS mapping



was combined with natural resource evaluation, traffic analysis findings, property ownership data, and transportation system planning information to develop evaluation criteria for trail alignment options for the alternatives analysis.

A stakeholder interview process was initiated by Metro staff to begin a dialogue with public and private entities affected by the proposed trail alignment.

Once a sufficient amount of information was gathered and documented, the PAC conducted the first of two public open houses (June 2012) that would provide a venue for presentation and discussion of the proposed trail project. Meetings were held at the Happy Valley City Hall. With input from the community and stakeholders, trail alignment alternatives were further refined and preferred alignments were identified.

Based on the preferred trail alignments, trail typologies (modes) were established that suited the various conditions – both inside and outside of road right-of-ways – through which the trail would pass. A trail design framework was developed based on trail typologies (modes), anticipated construction requirements, and the trail planning logistics of safety, security, and wayfinding. The preferred alignment and design framework information was presented at the second of two public open houses where additional comments were recorded to guide the final modifications of the trail master plan.

Building on the information accumulated throughout the trail master planning process, an implementation meeting was convened with the PAC to discuss and document trail project priorities, timelines, and funding strategies for trail segments studied during plan development. Information concerning implementation strategies including cost estimating data was compiled and organized for reference in future trail planning efforts. Appendix A has the meeting agendas, minutes, and attachments from each PAC meeting.

Public Involvement and Stakeholder Interviews

Metro and local partners hosted two public open houses with over 120 persons in attendance. The open houses were held on June 7, 2012, and January 31, 2013. See Appendix B for the open house summaries.

In addition, 17 stakeholder interviews were conducted. See Appendix C for details.

Local neighborhood groups and associations, the David Douglas School District administrative staff, two school principals, Willamette National Cemetery staff, Lincoln Park Memorial Cemetery staff, and Boys Scouts of America staff were briefed and interviewed as well.

The trails planning effort was also highlighted on the Metro and local partner web sites and in local newsletters.

Additional public outreach will occur in the Winter/Spring of 2014 when various parks and trails boards and government bodies are asked to endorse the recommendations of the plan.

Master Plan Purpose

The Master Plan details the trail network into a series of developable phases. The built-out trail system creates a regional trail network connecting the Springwater Corridor, Powell Butte in the north to Mount Talbert and the Sunrise Corridor/Clackamas River Bluffs and Greenway in the south. The system is extensive and comprehensive, and at the same time provides a realistic program for satisfying the needs of local residents regarding access to outdoor resources and linkage to popular destinations.

The early action network is designed to form an inner loop of trails through some of the most densely populated areas of the community, linking residents to existing resources that are in close proximity to where they live and work. This will create a critical mass of trail facilities that will offer the citizens many of the benefits that have been outlined in the plan. Among these benefits are improving access to outdoor resources for recreation, linking schools to residential neighborhoods providing children with the opportunity to walk or bike to school, and capitalizing on tourism and economic development opportunities.

The plan lays the groundwork for future planning of trails, right-of-way or easement acquisition, construction, and maintenance costs for state, regional, local, and private property owners.



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2. EXISTING CONDITIONS



EXISTING CONDITIONS



Site reconnaissance by the Project Advisory Committee

Planning Context

The Mount Scott/Scouters Mountain Trail Loop Master Plan project connects Clackamas County, Happy Valley, and Portland, joining together several governmental agencies and organizations in a cooperative effort to make the trail system a reality. Development codes, planning documents, and design guidelines from each agency and from State and Federal sources serve as the foundation for the trail master plan. The identification of—and basis of design for—trail alignment alternatives will be guided by the planning documents listed below.

Clackamas County

- NCPRD Parks and Recreation Master Plan
- Clackamas County Comprehensive Plan
- Clackamas County Zoning and Development Ordinance
- Sunrise Corridor Project Final Environmental Impact Statement
- Connecting Clackamas webpage

City of Happy Valley

- Happy Valley Parks Master Plan
- Happy Valley Pedestrian System & Trail Master Plan
- Happy Valley Trail Development Handbook

Metro

- Metro Greenspaces Master Plan and Regional Trails System Map
- Metro Regional Transportation Plan
- Metro Active Transportation Plan
- Metro Target Area Plans from 2006 Voter Approved Bond
- Metro Wildlife and Habitat Protection Plans
- Metro Vision 2040 Growth Concept
- Resource Conservation Plan

City of Portland

- City of Portland Comprehensive Plan
- Portland Bicycle Plan for 2030
- Trail Design Guidelines for Portland's Park System
- Portland Parks & Recreation: Recreational Trails Strategy
- Natural Area Acquisition Strategy (Vegetation Studies by Portland Parks)
- Multnomah County Transportation System Plan

A list of planning documents with detailed information and specific provisions relevant to the trail master plan are summarized in Appendix D. Many provisions established



The Power Line Corridor trail is a key link to the regional trail system.



by governing agencies are supportive of trail planning objectives and help formulate strategies for trail location. For instance, the City of Happy Valley's Development Code specifically requires that all developments "provide a continuous pedestrian and/or multi-use pathway system as shown in the City's TSP, Happy Valley Parks Master Plan, or NCPRD Parks and Recreation Master Plan."

Jurisdictions & Ownership

The proposed Trail Loop is located within the cities of Portland and Happy Valley, as well as unincorporated areas of Multnomah and Clackamas Counties. Trail ownership and management responsibilities will span a number of involved agencies (Figure 2-1).

Large publicly-owned parcels present opportunities for trail alignments. Potential public agency project partners include: Metro, Clackamas County, City of Portland Parks and Recreation, City of Happy Valley, North Clackamas Parks and Recreation District, North Clackamas School District, David Douglas School District, and Oregon Department of Transportation (ODOT).



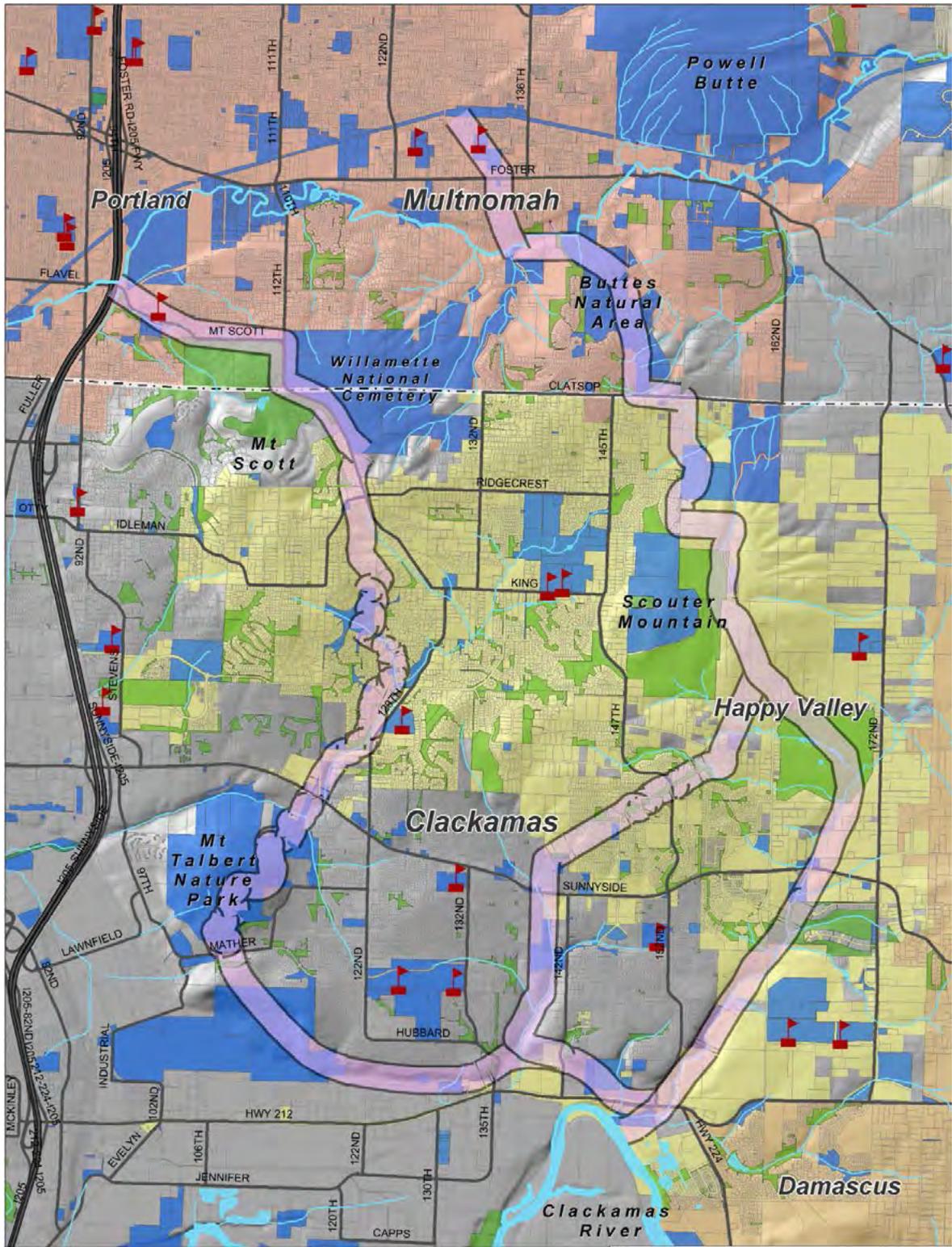
The terrain rises steeply over ODOT's future Sunrise Corridor.

Segments within privately held properties are also necessary for a complete trail system. Opportunities for trail development on private lands are most feasible on large parcels which are not developed. These include lands owned by home owner associations, developers, private individuals, cemeteries, hospitals, and utility companies. Trail easements and/or right-of-way shall only be purchased from willing sellers.



The Rock Creek area remains largely in private ownership.

Figure 2-1. Mount Scott/Scouters Mountain Trail Loop: Ownership and Jurisdictional Boundaries



**Mt. Scott/Scouters Mtn. Trail Loop:
Ownership & Jurisdictions**



0 0.25 0.5 1 Miles

Legend

- Schools
- Study Segments
- County Boundary
- Private Open Space
- Public Ownership
- Private Unincorporated
- Private Property by Jurisdiction
- Damascus
- Gresham
- Happy Valley
- Portland

Schematic alignment shown is superseded by this Master Plan. See the Master Planning Map on page 68 & 69.



Land Use and Zoning

An area's zoning dictates which land uses may occur on individual parcels, thereby driving the regional development pattern. The identification of residential, open space, commercial, and industrial areas shown in Figure 2-2 gives a broad view of where potential trail users may originate and travel. The Mount Scott/Scouters Mountain Trail Loop study further evaluates natural resource area and slope overlay zones which impose development and design restrictions (discussed in the permitting section below).

The majority of the Trail Loop study area is comprised of privately owned residential zoned properties. Commercial destinations are primarily concentrated along Sunnyside Road within mixed use developments. Highway 212 in the south is predominantly industrial and thus serves as an employment center for the region. Large parcels adjacent to Rock Creek between Sunnyside Road and Highway 212 have development potential. While most are owned by banks or private developers, Providence Health holds two properties just north of the highway. Discussions should occur with Providence regarding a partnership and the health benefits of trails. Parks, open spaces, and public facilities occur throughout the area providing destinations and connections along the trail route.

Destinations

In addition to commercial centers and employment opportunities, area destinations include local schools, parks, open spaces, cemeteries, and historic resources. Figure 2-3 highlights the study area's many destinations.

Schools

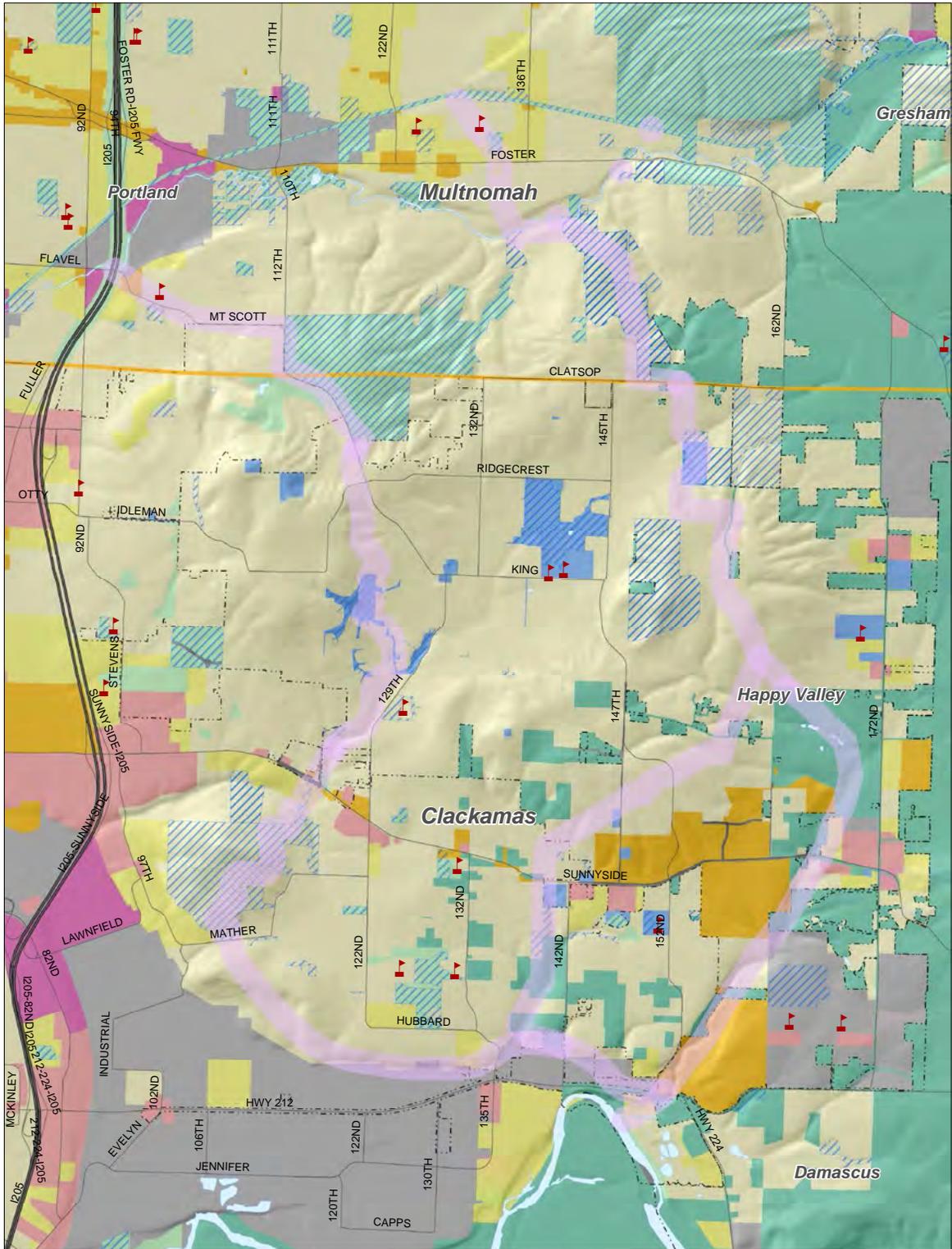
The Trail Loop has the potential to improve non-motorized access to 17 elementary, middle, and high schools, as well as one planned school in the David Douglas School System. Currently, opportunities to safely walk and bicycle to area schools are lacking.

Parks and Open Spaces

Recreational destinations include neighborhood and regional parks, open spaces, and cemeteries. A series of ancient lava domes comprise the East Buttes, creating a ring of forested peaks around the study area.

Mount Talbert Nature Park is a prominent destination offering a connection to nature close to home. At over 220 acres, it is the largest undeveloped butte in Northern Clackamas County, offers miles of hiking trails and interpretive information about local cultural

Figure 2-2: Mount Scott/Scouters Mountain Trail Loop: Zoning Map



Mt. Scott/Scouters Mtn. Trail Loop:
Zoning



0 0.25 0.5 1 Miles

Legend

- | | | |
|-------------------|----------------------|-----------------------|
| Schools | Generalized Zoning | Mixed Use Residential |
| County Boundary | Public Facilities | Multi Family |
| City Boundary | Commercial | Single Family |
| Water | Industrial | Parks & Open Spaces |
| Public Open Space | Mixed Use Employment | Rural |

Schematic alignment shown is superseded by this Master Plan. See the Master Planning Map on page 68 & 69.



EXISTING CONDITIONS

and natural resources. The nature park is owned by Metro and NCPRD and managed by NCPRD.

Another exciting destination along the trail will be Scouters Mountain Nature Park. East of SE 145th, the nearly 100 acre park is planned to open to the public in early 2014. Planned improvements include hiking trails, a picnic shelter, parking, and restroom facilities.



Metro's newly acquired Scouters Mountain is an exciting destination for trail users

North of the Springwater Corridor, the City of Portland's Powell Butte Nature Park is a unique 600-acre open space opportunity. It provides nine miles of hiking, bicycling, and equestrian trails as well as a variety of wildlife habitat areas and exceptional views of five Cascade peaks and several nearby buttes, including Mount Hood.

The City of Portland's Buttes Natural Area is a significant natural resource area north of Clatsop Road and west of Barbara Welch Road. Areas of intact mature forests, wetlands, stream tributaries, and rugged terrain make this a valuable natural resource area.

The Leach Botanical Garden showcases plant collections including Oregon native plants, the historic Leach collection, flora of the southeastern United States, an extensive fern collection, and a Camellia exhibit. The site also provides a botanical library and environmental education opportunities.

Brookside Natural Area south of Foster Road and 110th Drive provides public access to Johnson Creek. The site includes a playground, walking trails, and opportunities to view wildlife. The site also provides important flood storage capacity, wetland improvements, and restored fish and wildlife habitat. Additional public amenities are currently being planned.

Within the study area, the City of Portland's park assets include PlayHaven Park. PlayHaven provides users with a basketball court, accessible play area, and picnic facilities, restrooms, and parking.

The 32-acre Happy Valley Park on Ridgecrest Road offers a variety of sport courts and fields, a walking loop, splash pad area, off-leash dog area, picnic facilities, skatepark, playground, restrooms, parking, and 24 acres of wetlands accessible by boardwalks.

NCPRD's Hood View Park is a 35-acre community park off of 162nd Avenue in the southeastern portion of the study area. It accommodates 200,000 visitors each year with four all-weather ballfields, picnic facilities, restrooms and parking. Views from the park include Mount Hood and Mount St. Helens. Currently, visitors can only arrive by car due to a lack of connectivity for non-motorized users.



A trail alignment along Rock Creek will improve non-motorized access to Hood View Park

Southern Lites Park is a 3-acre park on SE 117th Avenue. It offers a basketball court, picnic facilities, playground area, and parking. The two-acre Pioneer Park on SE 153rd Drive features climbable rocks, picnic facilities and loop trail that opened in September, 2013.

Numerous residential developments or home owners associations (HOA) within the area include built parks, trails, and open space areas.

Zenger Farm is a six-acre urban farm situated between Foster Road and the Springwater Corridor which provides educational opportunities for youth, farmers, and families in sustainable agriculture, wetland ecology, and food security. Since 2011, the farm includes the Furey Community Garden which offers 36 community plots for East Portlanders. Originally purchased by the City of Portland's Bureau of Environmental Services (BES), the farm is currently operated by the non-profit group Friends of Zenger Farm.



Lincoln Memorial Park Cemetery and Willamette National Cemetery (WNC) offer unique pastoral settings and spectacular view opportunities. Lincoln Memorial already welcomes walkers, runners and cyclists. The trail is not planned to go through WNC.



The quiet roadways of Lincoln Memorial Cemetery welcome pedestrians and cyclists to enjoy the serene setting

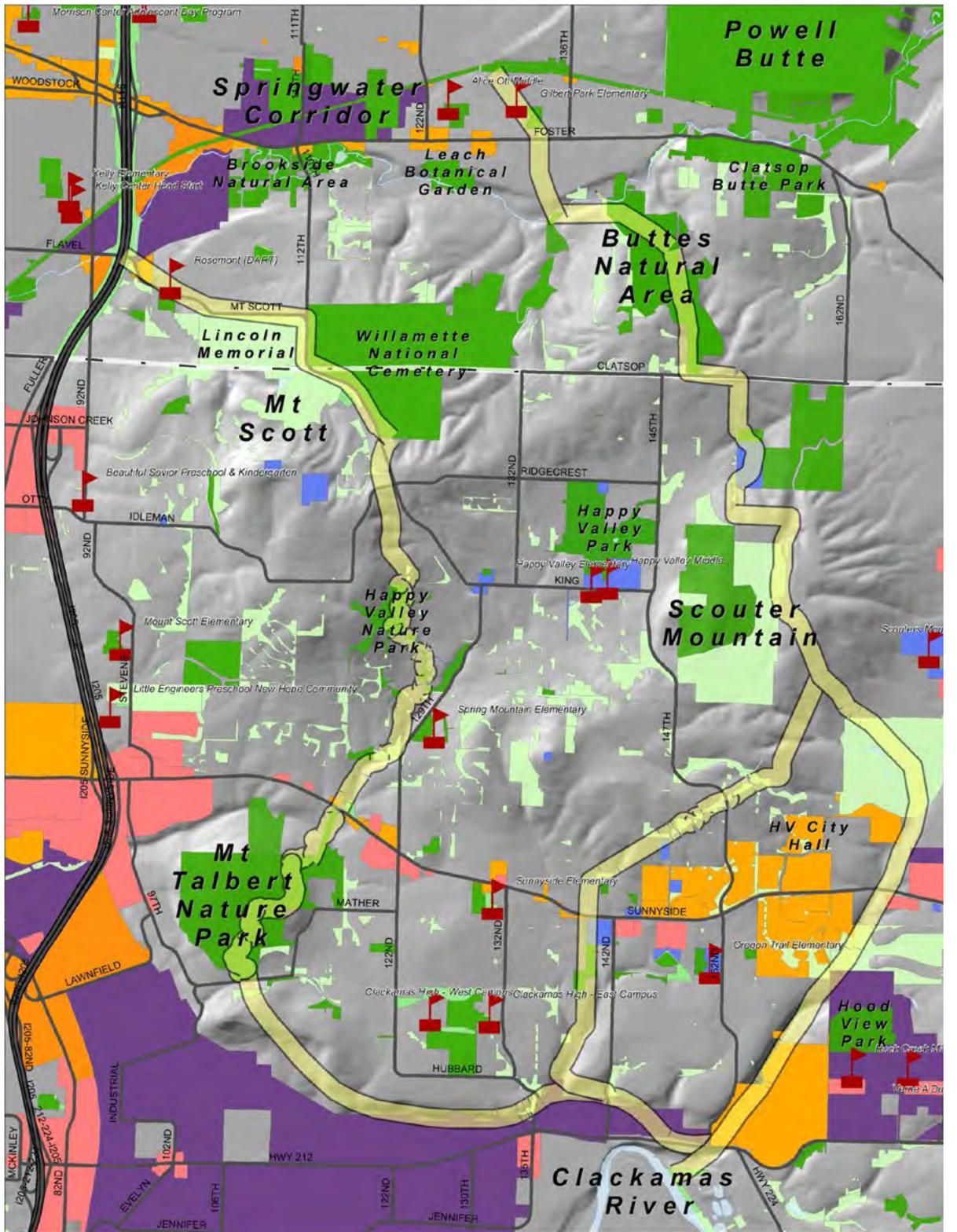
Historic Resources

Historic properties create opportunities to showcase local history and culture. Two properties within the study area are included on the National Historic Register (Figure 2-4). The 300+ acre Willamette National Cemetery dates to 1949. The second property is the 1923 Miller home in the Gilbert neighborhood, showcasing the Craftsman Bungalow architectural style.

Additionally, other properties in the study area have been inventoried and are eligible for historic status by the Oregon State Historic Preservation Office. These include the following:

- 1890 Strickrott Residence – Home on Mount Scott Boulevard, thought to be the oldest home in Happy Valley.
- 1956 Camp Withycomb – Over two dozen historically significant buildings and features. The site has been used as a military installation since 1910 when it was known as the Clackamas Rifle Range.
- 1933 Pleasant Valley Grange – The meeting hall has both social and political significance for local farmers.
- 1920 Haberlach House and Silverthread Kraut and Pickle Works Building – Located off of Hwy 212 on an old wagon road. Eligible buildings within this property include the bungalow style residence and agricultural product processing facility.

Figure 2-3: Mount Scott/Scouters Mountain Trail Loop: Destinations



Mt. Scott/Scouters Mtn. Trail Loop: Destinations

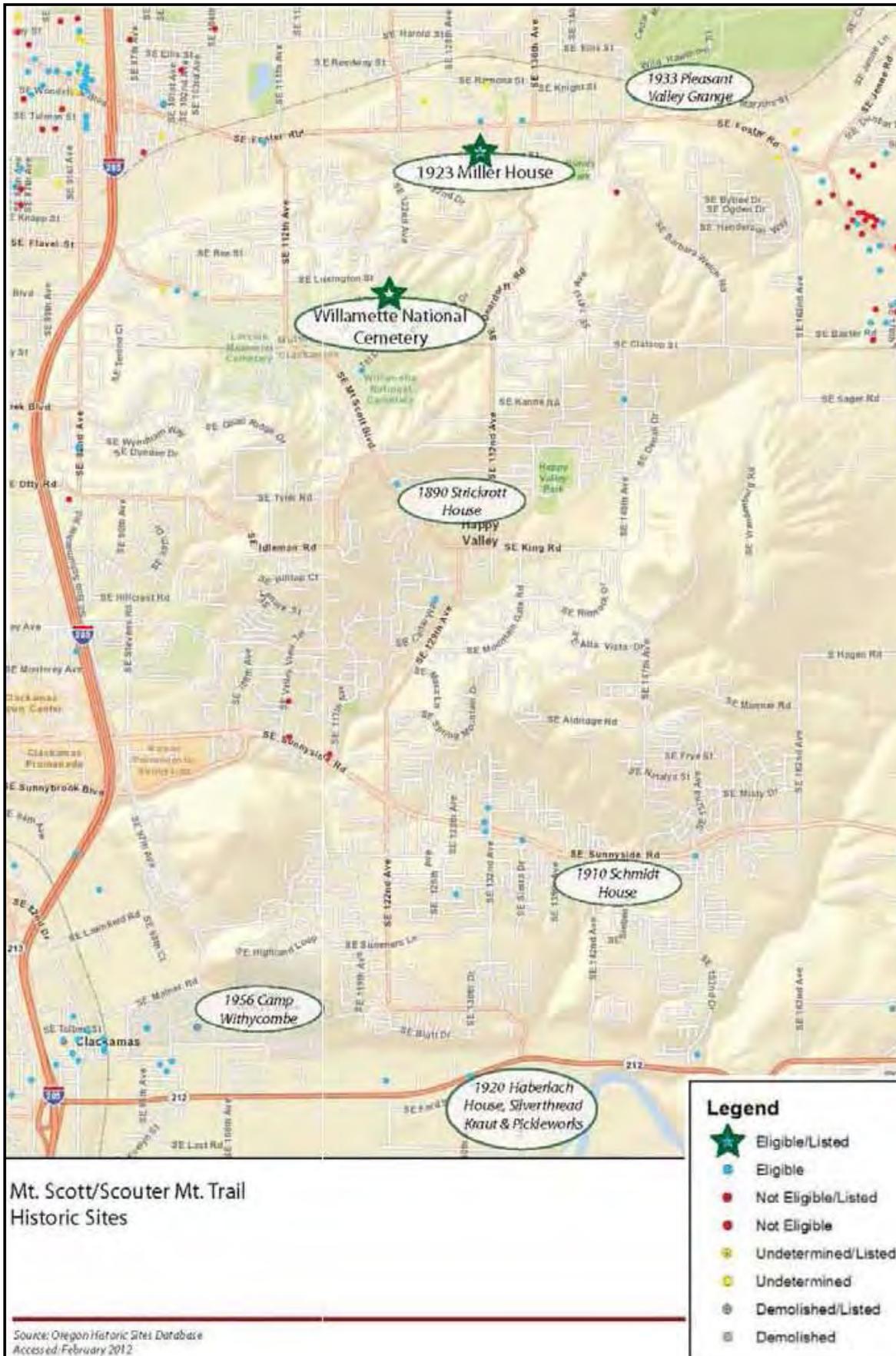


Legend

	School		Commercial		Mixed Use Residential
	Study Segments		Industrial		Public Facility
			Mixed use Employment		Public Open Space

Schematic alignment shown is superseded by this Master Plan. See the Master Planning Map on page 68 & 69.

Figure 2-4: Mount Scott/Scouters Mountain Trail Loop: Historic Sites

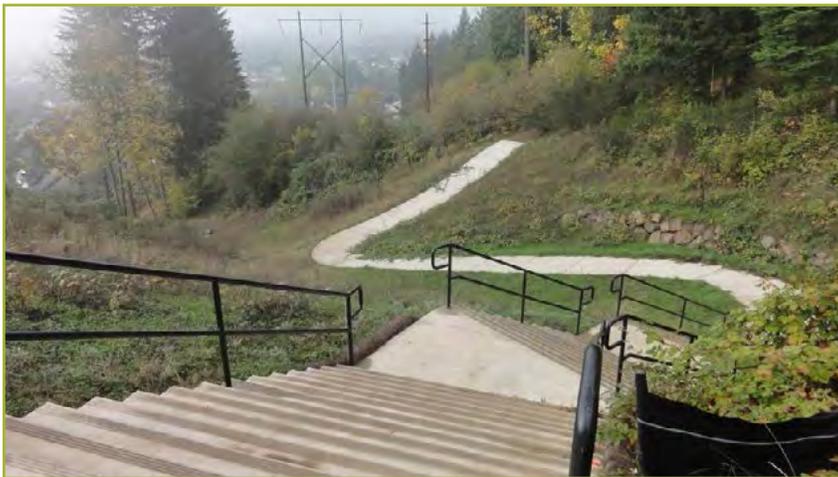


Connectivity & Circulation

Trails

Trails are a popular means of transportation and recreation year-round within the study area. Counts of trail users conducted by NCPRD and Metro in September of 2011 found that on average, 5.7 users are encountered every fifteen minutes on nearby regional trails and bike facilities. The trail count process found that 72% of users were cyclists, while 28% were pedestrians. Intercept surveys revealed that most people use the trails because they are accessible or close to home, are a safe alternative to roadways, and are relatively flat (e.g., Springwater Corridor).

Currently, segments of built trails exist that may be designated as portions of the Trail Loop. These include both unpaved hiking paths as well as segments of well-established regional trails including Mount Talbert Nature Park trails, hiking paths within Happy Valley's Nature Trail Park, local trails within the Lincoln Heights and Southern Lites neighborhoods, paved portions of the Powerline Trail, a segment of the paved multi-use Springwater Corridor, and a portion of the I-205 bike and pedestrian path. The City of Happy Valley requires as a condition of approval that private parcels to be developed provide a trail easement on the final plat. Affected property owners are further required to establish an agreement with the City which conveys trail maintenance and liability responsibilities to the property owners.



While portions of the Powerline Trail are built, stairs and slopes limit its use.

The Springwater Corridor and I-205 bike/ped path are significant regional trails which offer connectivity to the urban areas of downtown Portland, Gresham, and Vancouver, WA, as well as the rural setting of unincorporated Clackamas County to the east and possible future connections to Mount Hood and the Pacific Crest Trail. Future proposed trail connection opportunities including the North Clackamas Greenway to the west, Scouters Mountain Trail



Extension towards Damascus, and Sunrise Corridor/Clackamas River Greenway in the south are documented within Clackamas County's Comprehensive Plan, NCPRD's Park Master Plan, and Metro's Regional Trails and Greenways publication.

Trailheads and Access

Access to the trail system exists in many locations where trails are already built. Mount Talbert Nature Park currently has neighborhood connections as well as two trailheads with parking spaces and interpretive signage. The built portion of the Powerline Corridor Trail is adjacent to residential properties and has numerous existing access points. The Southern Lites neighborhood also has access points to its existing local trail system as well as trails within Nature Trail Park (Figure 2-5). There is a parking lot at Powell Butte and there will be parking at East Lents Floodplain Restoration site off of SE Foster Road adjacent to where the Springwater Corridor crosses Foster Road.

The Scouters Mountain property is a relatively new acquisition for Metro. Plans for developing site amenities are in process and include a covered shelter, vehicle parking, and pedestrian trails.

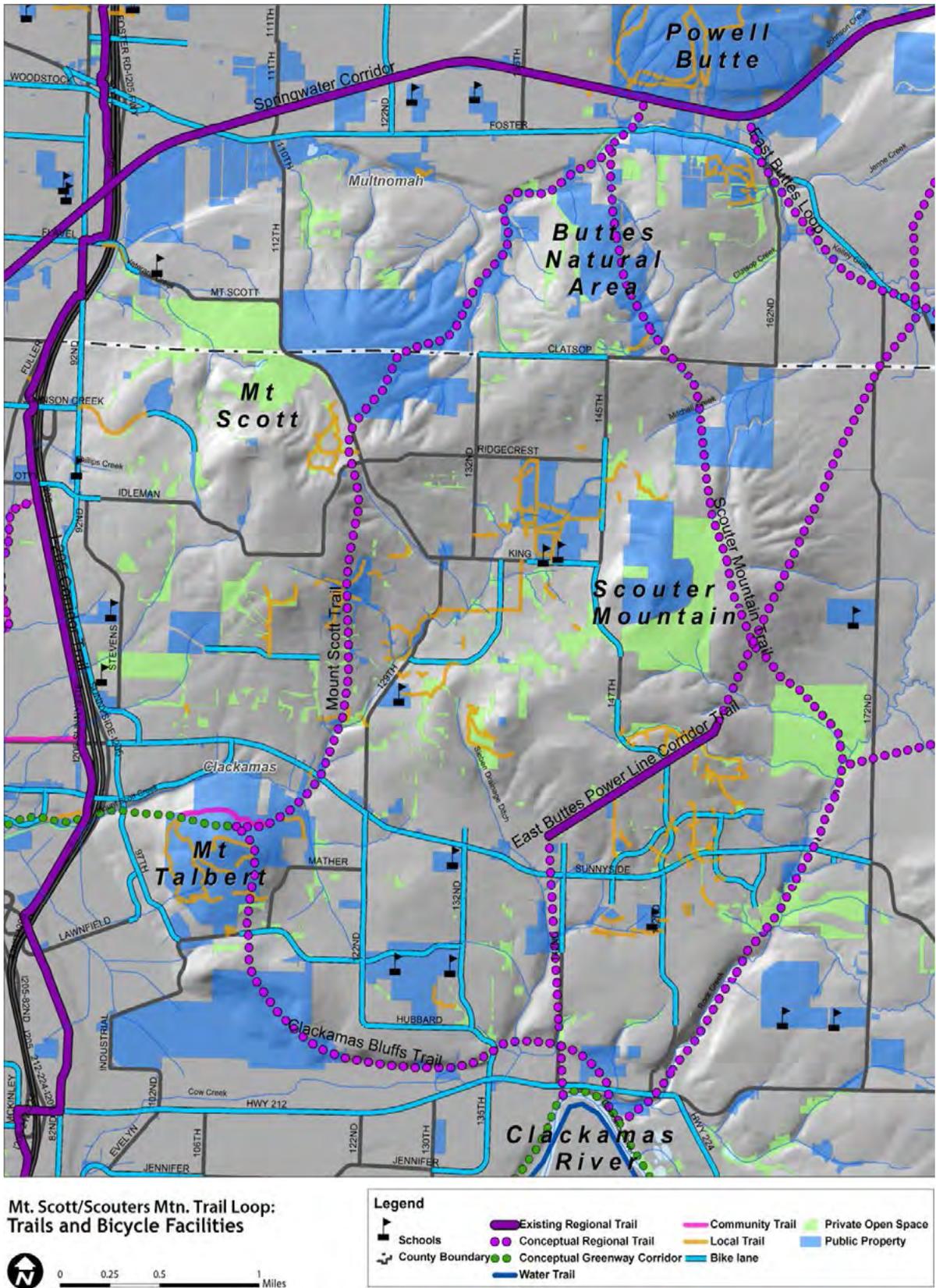


Nature Trail Park includes neighborhood access and earthen hiking paths

Bicycle Facilities

Access to the Trail Loop by bicycle will occur easily via the various entry points along streets and trailheads. Bicycle access is adequate within the study area, though many routes are on high-speed and/or high-volume roads without much protection from vehicle traffic. On-street, striped bike lanes exist primarily on the major arterials, including Sunnyside Road, Highway 212, and the minor arterials such as Foster Road and Mount Scott Boulevard. Partial bike lanes

Figure 2-5: Mount Scott/Scouters Mountain Trail Loop: Trails and Bicycle Facilities



Schematic alignment shown is superseded by this Master Plan. See the Master Planning Map on page 68 & 69.

or widened shoulders are prevalent on the collector roadways. Bike lanes are not typical or warranted on local roadways with low speed and traffic volumes. Of the roadways within the study area, those with the highest speeds and traffic volumes are currently outfitted with striped bike lanes.

Access to the trail from outside the immediate study area will likely be through the fastest, most direct routes. Typically, these lie within the arterial road alignments, all of which are furnished with bike lanes. The I-205 bike/ped path and Springwater Corridor are dedicated bicycle facilities that have potential to intersect with the Trail Loop; however, no formal connections between the facilities currently exist between the established facilities and the conceptual Mount Scott/Scouters Mountain alignments. Such connections will be explored as part of this project.

Public Transit

Transit facilities exist within the study area on the arterial roadways only. Due to a low incidence of ridership and lack of employment centers or destinations, the frequency with which the buses or trains operate (also called headway) is nominal and few stops are provided with shelter amenities. A complete list of transit connections is provided below.

Light Rail Service

- Light rail service to the Trail Loop is available via two lines: the green line, running north-south along I-205 with stations located at SE Foster Road, SE Flavel Avenue, SE Fuller Road, and Clackamas Town Center; and the blue line, running east-west to Gresham, with one nearby station option at SE 122nd Avenue and Burnside. In general, MAX trains operate every 15-20 minutes on weekdays and Saturdays, and up to 30 minutes between trains on Sundays. This service will allow trail users from as far west as Hillsboro to access the Trail Loop.

Bus Service

- TriMet line #10 operates on Foster Road to SE 136th Avenue; no other line continues east toward Barbara Welch Road, a possible trail crossing location. This line intersects with the grade-separated Foster Road light rail station and operates on 20-minute headways, weekdays only.
- TriMet line #71 operates on Foster Road to SE 122nd Avenue, also intersecting with the Foster Road light rail station. Of the transit connections to the Trail Loop, the #71 operates most frequently on 20-minute headways, both weekdays and weekends.

- o Line #71 has a unique route through east Portland. Riders from as far north as Parkrose can board the #71 south along SE 122nd Avenue to Foster Road. Likewise, riders from outer southeast could use the #71 to transfer to lines #30, 155, and 156 at the Clackamas Town Center transit center.
- o Further north, line #71 intersects with the MAX Blue Line to Gresham at SE 122nd Avenue and Burnside.
- TriMet line #19 travels east on Mount Scott Boulevard to SE 112th Avenue where it turns around at the end of the residential zone, which is also the boundary of the two cemetery properties. The #19 will easily connect bicyclists to the Trail Loop, as the crossing near the Willamette National Cemetery is only 0.7 miles south. This line intersects with the Flavel Street light rail station on I-205. Service varies between 15-45 minute headways.
- Sunnyside Road is served by TriMet line #155, with 45-minute headways between Clackamas Town Center and SE 157th. This line is accessible from the Clackamas Town Center light rail station, connecting those who travel to/from Clackamas County via MAX.
- TriMet line #156 weaves its way across several potential trail crossings as it travels east-west between Sunnyside and Highway 212. With 90-minute headways on weekdays only, users must plan trips to the Trail Loop carefully. This line is also accessible from the Clackamas Town Center light rail station, connecting those who travel to Clackamas County via MAX.
- TriMet line #30 runs along Highway 212 on 60-minute headways; no service is available on Sundays. This line is also accessible from the Clackamas Town Center light rail station.

Roadway Analysis and Trail Crossings

Because the region is continuing to develop, the current roadside accessibility and crossing options are poor and will require improvements to create a safe bicycle and pedestrian environment.

Major roadways are often barriers which affect paths of travel for cyclists and pedestrians. Major arterials within the study area include Sunnyside Road and Highway 212. These two roadways consist of two travel lanes in each direction with center turn lanes, and bike lanes on each side. The crossing distance ranges between 81- and 120-feet. Because the speeds are posted at 40-45 mph, trail crossings must be protected, either by signals or by grade separation. Planning for the future Sunrise Corridor, a proposed high-speed highway will also impact the Mount Scott/Scouters Mountain Trail Loop alignment (Figures 2-6 and 2-6a).



EXISTING CONDITIONS

Minor arterial and collector road crossings also exist within the Trail Loop alignment. Roadways such as Foster Road, Clatsop Street, 162nd and 152nd Avenues have a narrower crossing distance but maintain higher speeds and lower volumes. In these instances, trail crossings must be located in areas of good sight distance and designated through advance signage and striping.

Local roadways, with lower traffic volumes and speeds, are preferred by cyclists and pedestrians. The majority of on-roadway alignment and roadway crossings will occur at local roadways. Examples within the corridor include Hagen Road, Vradenburg Road, and Spanish Bay Drive. Crossing distance, however, is significantly shorter due to the narrower roadway widths.

All primary roadways were analyzed for compatibility with trail alignments as shown Appendix E. In cases where on-street alignments will be used for the trail, designs will need to be as “trail-like” as possible, by providing comfort and protection for less-confident cyclists.



152nd Avenue south of Clatsop Road is a quiet unpaved road.

Intersections

In some circumstances, the Trail Loop will attempt to align with existing signalized intersections at the major arterial crossings to capitalize on existing infrastructure. Most of the signalized intersections are equipped with pedestrian countdown signals and crosswalk striping, providing a safe crossing treatment as all through-traffic is stopped during the pedestrian phase. Some intersections also include a pedestrian island when the crossing distance is extremely long.

Some crossings may occur at unsignalized intersections. In these cases, the trail may utilize a grade-separated crossing or a pedestrian activated signal such as a High-Intensity Activated Crosswalk (HAWK) or Rectangular Rapid Flashing Beacon (RRFB). ODOT has recently

included rectangular rapid flashing beacons as standard details (see DET4436-4438). Examples of crossings not near existing signalized intersections include Highway 212 at SE 152nd Avenue where the nearest signal is approximately 700 feet east and Sunnyside Road at Rock Creek where the trail may be able to proceed under the existing bridge. Installing grade-separated crossings or new traffic signals are costly. New signals may also require re-timing of subsequent signals. The volume of potential trail users should be considered when determining the appropriate design for the crossing.

Mid-block crossings are advantageous when the nearest intersection is too far away for pedestrians to safely choose that option. Mid-block crossings also do not experience turning traffic, thereby eliminating a safety concern that occurs at intersection crossings. Examples of potential Trail Loop mid-block trail crossings are along Mather Road, SE 162nd Avenue, Hagen Road, Mount Scott Boulevard, and Clatsop Street. Depending on the existing conditions, treatments can include a range of items such as signage, crosswalk striping, speed table (flattened speed hump), HAWK, RRFB, or median island. An example of an existing mid-block crossing treatment is at SE 152nd Avenue at the Powerline Corridor Trail crossing.

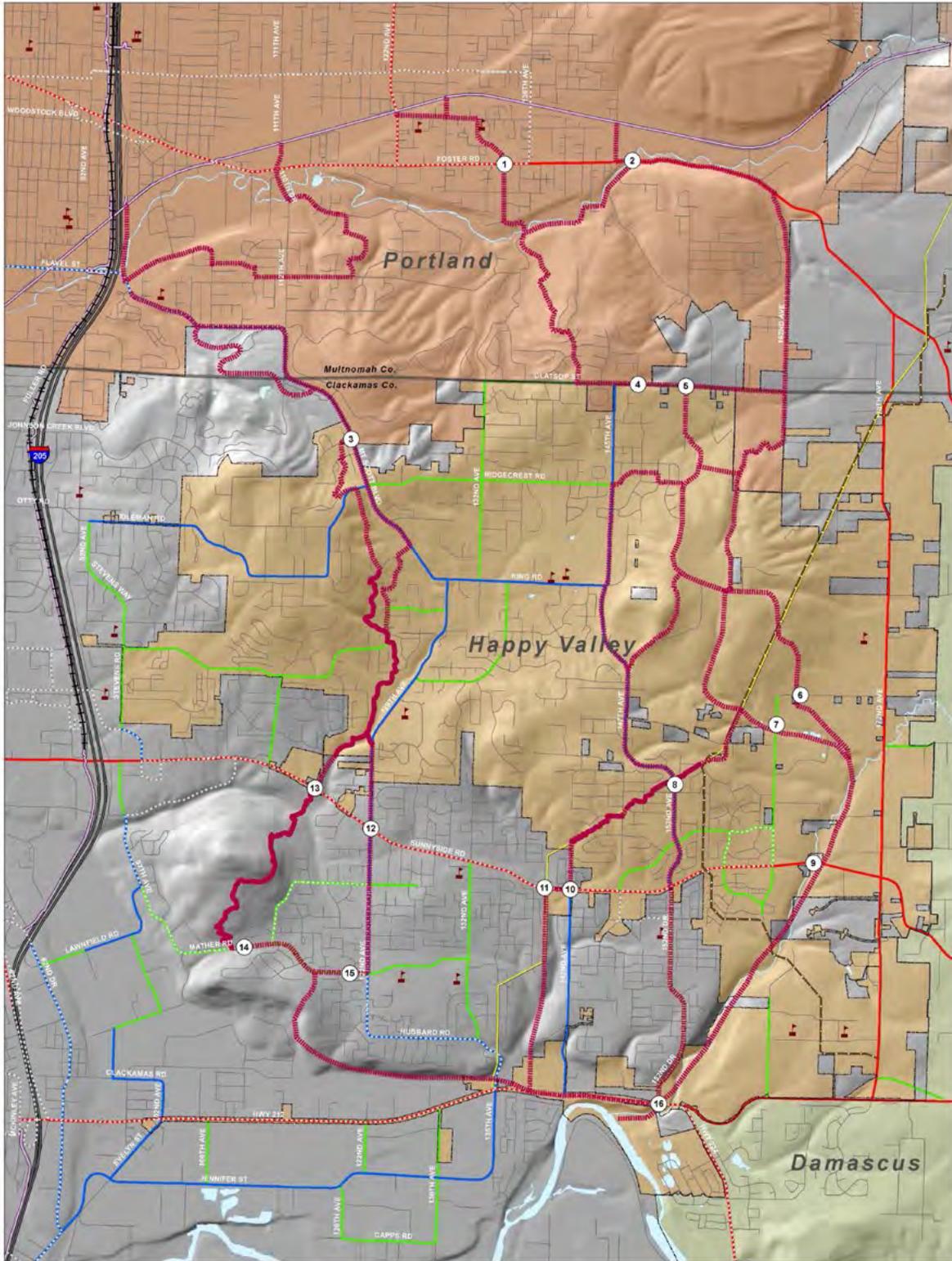
All roadway crossings, regardless of the roadway's functional classification, should be reviewed by an engineer to determine the crossing treatments. Regulatory traffic control devices should be installed on the trail at every road intersection. Conversely, roadway markings, including crosswalk stripes, will be designed and installed on a case-by-case basis. AASHTO's Guide for the Development of Bicycle Facilities offers several options for signage, striping/markings, and hard-surface improvements. Likewise, the Manual on Uniform Traffic Control Devices (MUTCD) describes warrants for proposed signals as well as detailed marking treatments.

Utilities

Various utilities traverse the landscape of the Trail Loop, and more will continue to infill before the trail is completed in this developing fringe of the urban growth boundary. Underground utilities include typical storm and sanitary sewer, domestic water lines, and communication ducts. Both electrical distribution and transmission (trunk) lines exist within the project study area. Working around these utilities is generally uncomplicated unless the trail grades demand a large amount of earthwork near an underground utility. Early and constant communication with the utility providers and agencies is important. Permanent easements for crossing the utilities will likely be unnecessary.



Figure 2-6: Mount Scott/Scouters Mountain Trail Loop: Trail / Roadway Crossings



**Mt Scott/Scouters Mtn. Trail Loop:
Trail / Roadway Crossings**



0 0.25 0.5 1 Miles

Legend

- Potential Trail Crossings*
- MS-SM Trail System
 - Existing
 - - - Conceptual
- ⚠ School
- ⚡ MAX Light Rail
- Bus Line
- Regional Multi-Use Path
- Interstate Freeway
- Major Arterial
- Minor Arterial
- Collector Street
- Local Street
- PGE Transmission Line
- Natural Gas Pipeline
- ~ City Boundary
- ~ County Boundary

*See corresponding table for description of existing conditions at numbered locations.

Schematic alignment shown is superseded by this Master Plan. See the Master Planning Map on page 68 & 69.

Figure 2-6a: Mount Scott/Scouters Mountain Trail Loop: Trail/Major Roadway Crossings Key Map

Item Number	Description
1	"Foster Road/SE 134th Sidewalk, bike lane access 40 mph Signalized crosswalk 60' crossing distance"
2	"Foster Road/SE Barbara Welch Sidewalk, bike lane access 40 mph Signalized crosswalk 48' crossing distance, with islands No sidewalks on Barbara Welch"
3	"Mt. Scott Blvd./Carter Bike lane access (one direction only) 35 mph Unsignalized (future signal planned) 30' crossing distance Entrance to Willamette Nat'l Cemetery"
4	"Clatsop/SE 147th Sidewalk access only, widened shoulder on south 45 mph Unsignalized (future signal planned at 145th) 40' crossing distance Redirect users to nearest signal at 145th"
5	"Clatsop/SE 152nd No sidewalk or bike access 45 mph Unsignalized (future signal planned at 145th) 21' crossing distance Rural location will require sight distance treatment and signage"
6	"Hagen/east of 162nd No sidewalk or bike access 40 mph Unsignalized (future signal planned at 162nd/Hagen, extension of 162nd north) 22' crossing distance Rural location; steep cross slopes/banks"
7	"162nd/south of Hagen No sidewalk or bike access 40 mph Unsignalized (future signal planned at 162nd/Misty, extension of 162nd north) 22' crossing distance Rural location; imprvt's to 162nd may improve crossing opportunity"
8	"152nd/SE Frye (Powerline crossing) Sidewalk, bike lane access 40 mph Unsignalized; median island, marked crosswalk 46' crossing distance Existing Powerline Trail crossing"



Figure 2-6a: Mount Scott/Scouters Mountain Trail Loop: Trail/Major Roadway Crossings Key Map (Cont.)

Item Number	Description
9	"Sunnyside/Rock Creek Sidewalk and bike lane access 40 mph Unsignalized, no crosswalk 91' crossing distance (includes median) Opportunity for trail to go under Sunnyside/Rock Creek bridge"
10	"Sunnyside/SE 142nd Sidewalk, bike lane access 40 mph Signalized crosswalk 85'-99' crossing distance"
11	"Sunnyside/SE 140th Sidewalk, bike lane access 40 mph Unsignalized, no crosswalk 81' crossing distance Redirect users to nearest signal at 142nd"
12	"Sunnyside/SE 122nd Sidewalk, bike lane access 40 mph Signalized crosswalk 120' crossing distance with islands Skewed intersection increases crossing distance"
13	"Sunnyside/SE 117th Sidewalk, bike lane access 40 mph Signalized crosswalk 100' crossing distance Heaviest traffic crossing on trail loop"
14	"Mather Road/SE Cranberry Loop Sidewalk, partial bike lane access 35 mph Unsignalized, no crosswalk 30' crossing distance Adequate sight distance"
15	"Summers/west of 122nd Sidewalk, bike lane access 35 mph Unsignalized, no crosswalk 36' crossing distance Steep side slope on south"
16	"Highway 212/224/SE 152nd Partial sidewalk, bike lane access 45 mph Unsignalized, no crosswalk 81' crossing distance Redirect users to nearest signal 700' east; May be impacted by Sunrise Corridor Plan"

Additionally, the trail alignment may cross or run near to large, private utilities. These include a high-pressure gas transmission line located adjacent to the aerial electrical transmission line in the eastern portion of the study area. Crossing either of these utilities will require careful communication and notifications with the utility providers. A temporary easement for construction and a permanent easement for trail use will be required from each provider.

Environmental Conditions

Natural Resources

A group of extinct volcanoes and lava domes in north Clackamas and east Multnomah counties lend unique geographic character to the region, providing wildlife habitat and panoramic vistas. The buttes consist of some of the largest contiguous habitat in the region, while offering water quality protection of stream headwaters, as well as recreation opportunities close to home. Figure 2-7 shows regionally significant riparian and upland wildlife habitat, habitats of concern, and impacted areas as classified by Metro staff.

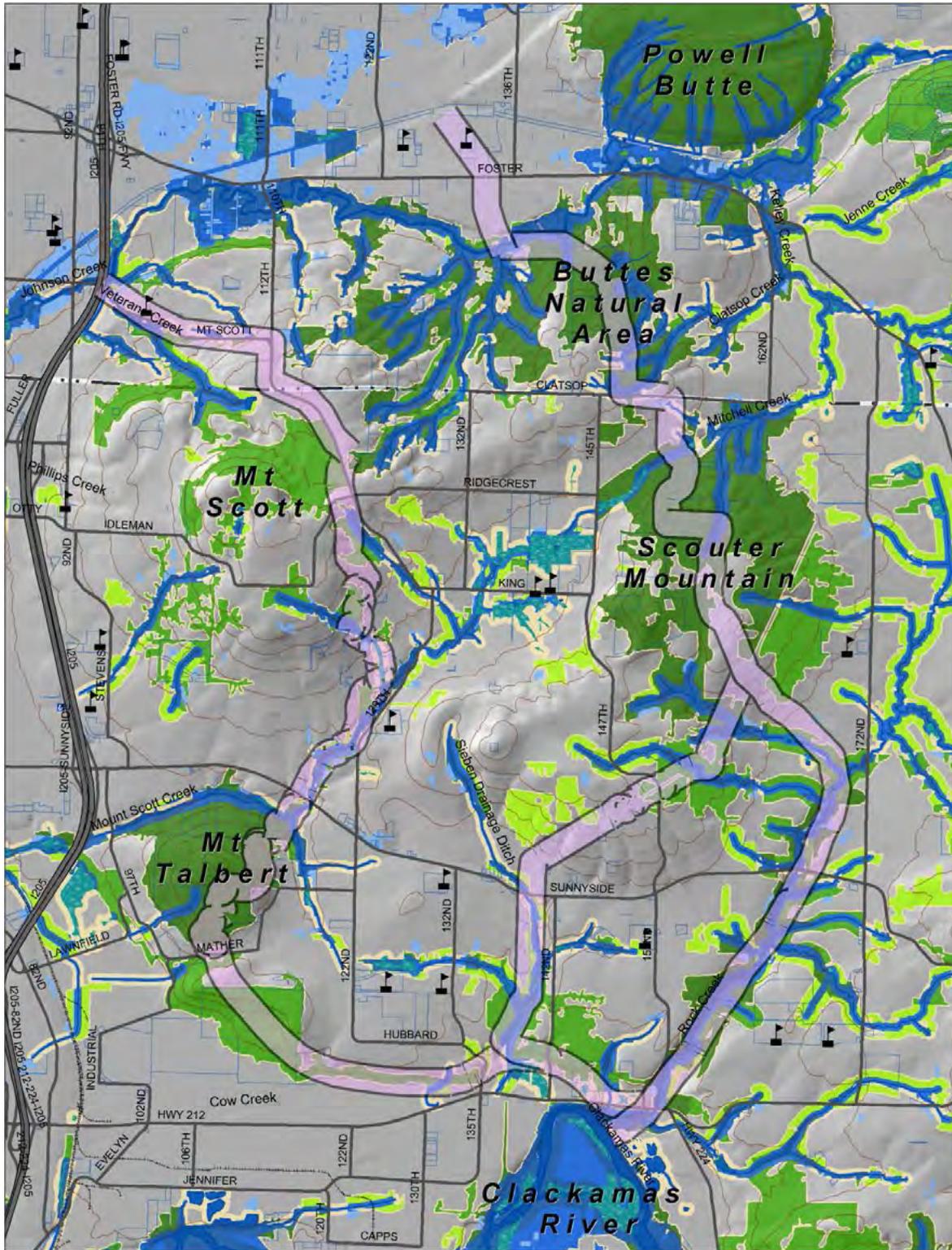
The buttes are characterized by large tracts of upland forests including old cedar trees, big-leaf maple, Douglas fir, and alders. Mount Talbert is home to conifer and streamside forests, a revitalized oak savanna, and a wet prairie meadow. Powell Butte contains a variety of wildlife habitats including an expansive grassland meadow, a scrub shrub transition area, and a mid-seral stage forest area.

Scouters Mountain is another important natural area along the proposed route. The future nature park includes Mitchell Creek and its tributaries feeding Kelley Creek and ultimately Johnson Creek. Scouters Mountain features a small wet meadow and a large Douglas-fir forest with Western red cedar and hemlock trees. Management and restoration plans for Scouters Mountain, including the removal of invasive plant species, are currently being written.

The Mount Scott/Scouters Mountain Trail Loop study area falls within three watersheds: Johnson Creek, Mount Scott, and Rock Creek. These watersheds include many streams which are attractive recreation corridors for trail users. One of the most important natural resources for the City of Portland is Johnson Creek. It is one of the last free-flowing streams in the Portland area and provides important habitat for Coho and Chinook salmon, Steelhead, and Cutthroat trout. Over the last 200 years, people have attempted to alter the creek in an effort to reduce flooding. Despite these efforts, over the last 60 years flooding has occurred at a rate of more than once every two years (Portland Bureau of Environmental Services



Figure 2-7: Mount Scott/Scouters Mountain Trail Loop: Natural Resources



**Mt. Scott/Scouters Mtn. Trail Loop:
Natural Resources**



Legend	
Study Segments	River and streams
100' Contours	Title 13 Inventory
Wetland	Upland Wildlife Habitat Quality
Public Properties	Class I
	Class II
	Class A
	Class B
	Class C
	Other
	Resource Impact Area

Schematic alignment shown is superseded by this Master Plan. See the Master Planning Map on page 68 & 69.

website). Wetlands within the Johnson Creek watershed have been highly impacted by development as well. Despite these impacts many wetlands in the basin retain good connectivity with undeveloped open space, upland habitats, and the Johnson Creek riparian corridor. Wetland areas provide significant areas of wildlife breeding and nesting with dense populations of amphibians, including red-legged frogs.

Similarly, Mount Scott Creek and Rock Creek provide important ecosystem functions within Clackamas County. Water Environment Services (WES) of Clackamas County has developed the Rock Creek and Kellogg/Mount Scott Watershed Action Plans in order to protect and enhance the health and function of each watershed, including water quality, aquatic habitat, and hydrologic functions. The action plans describe general concerns and challenges of the watersheds, such as impervious area, fish passage, flooding, poor streamside practices, lack of riparian vegetation, in-stream erosion and down cutting, and water quality concerns. Despite these challenges, adult salmon, steelhead, and cutthroat trout have been documented in Kellogg and Mount Scott creeks (Oregon Department of Fish and Wildlife [ODFW], 2008).

Rock Creek begins in the hills of western Damascus, flowing southwest through eastern Happy Valley, until it reaches its confluence with the Clackamas River. The Rock Creek watershed forms a patchwork of forested habitats and riparian corridors mixed with agricultural lands, roads, houses, and other development. The influences of development in the watershed have fragmented habitat connections and impacted the water and habitat quality of the riparian zones. However, there are still large patches of upland forest habitat and vegetated riparian corridors that provide dwelling, feeding, and nesting habitat and movement and migration for many of the region's resident wildlife species. While the Rock Creek watershed has not yet been heavily developed, its urban areas are expected to grow significantly in the future within both the Cities of Happy Valley and Damascus. The watershed's streams have been impacted by agriculture, roads, and other rural development since the early 1900s. Despite these impacts, Rock Creek supports a diverse array of native aquatic life. Recent sampling conducted by ODFW in 2008 indicates that Steelhead and Rainbow trout, Coho salmon, Chinook salmon and Cutthroat trout are present within the watershed (WES Rock Creek Watershed Action Plan, 2009).

The creeks act as wildlife corridors for the passage of wildlife species not normally observed in large cities, including deer, coyote, and many woodland and meadow birds. The natural areas provide food and shelter for deer, coyotes, raccoons, Western gray squirrel, rubber boa, pileated and hairy woodpeckers, white-breasted nuthatch,



Western tanager and many more species of wildlife. The combination of the upland habitats, seasonal wetlands and steams found within the natural areas of the study area provide forage, perch, roost and nest opportunities for birds, mammals and reptiles.

Topography

The Boring Fields are a series of extinct lava domes which formed the buttes and rolling hills of the Trail Loop study area, defining the area's scenic landscape and local identity. The buttes provide visual relief for urban residents. Within the study area, elevations range between 70 and 1,055 feet above sea level.

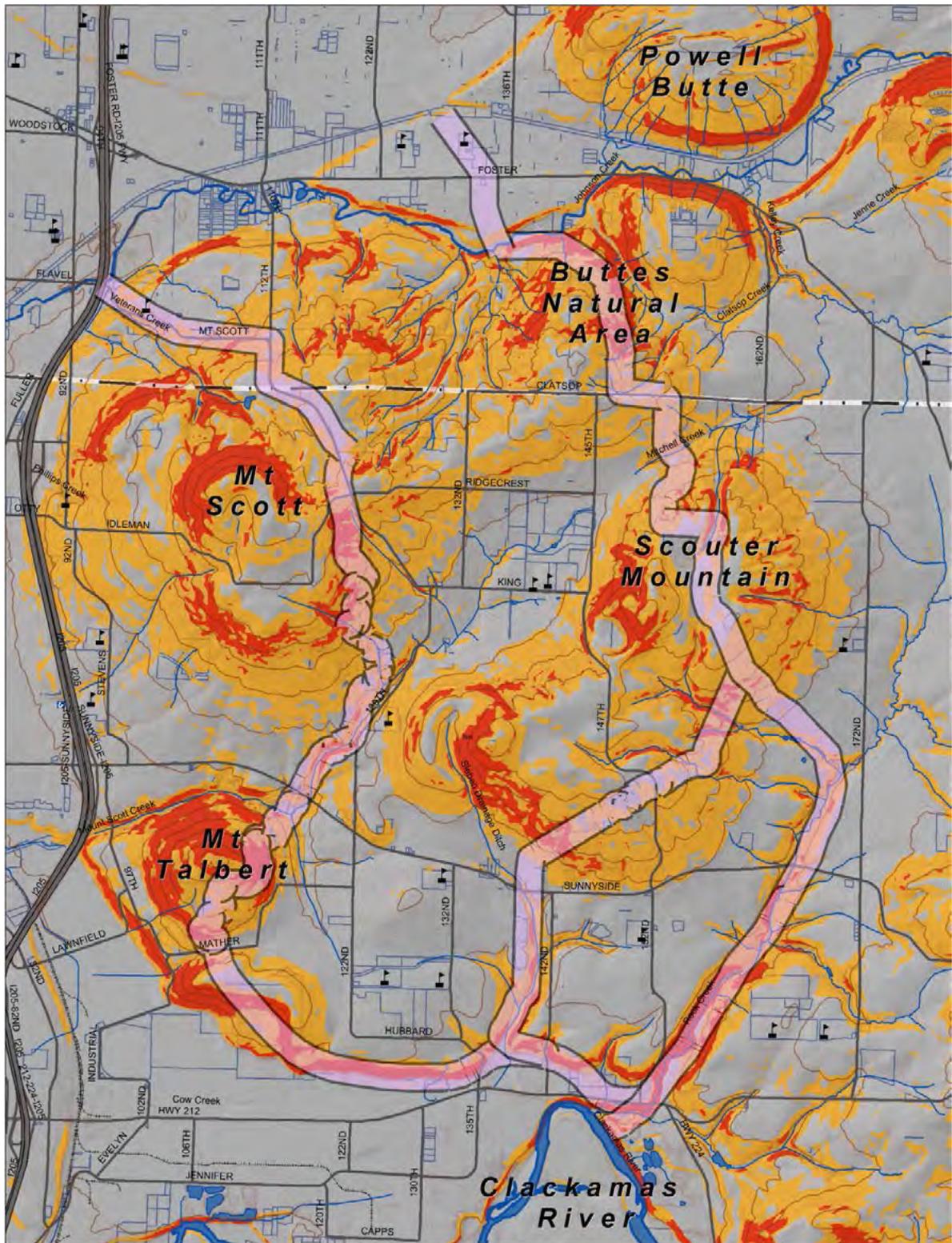
Mount Scott has the highest peak in the study area. While much of the butte is covered by residential development, public access and views can be gained from Lincoln Memorial Park Cemetery situated on the mountain's northern slope. Rising more than 900 feet above the valley floor, Scouters Mountain offers views of the Cascades and Pleasant Valley. At over 240 acres, Mount Talbert is the largest undeveloped butte in northern Clackamas County, a forested green sentinel overlooking the busy I-205 and Sunnyside Road interchange just to the west. The lowest elevations within the study area are found along the Clackamas River in the south.

The buttes have steep slopes which present challenges for trail development as well as achieving grades required by ADA guidelines. Figure 2-8 shows area contours and highlights steep slopes. Slopes equal to or greater than 25% are shown in red. Areas shaded in orange have slopes less than 25%, but equal to or greater than 10%. Steep slopes will present challenges for aligning trails and achieving ADA accessibility and Regional Trail Status.



The Mount Scott/Scouters Mountain Trail Loop study area is defined by its buttes and rolling terrain

Figure 2-8: Mount Scott/Scouters Mountain Trail Loop: Topography & Slopes



Mt. Scott/Scouters Mtn. Trail Loop:
Topography & Slopes



Legend			
	Study Segments		Slope >25%
	5' Contours		Slope >10%
	100' Contours		Public Properties
	County Boundary		

Schematic alignment shown is superseded by this Master Plan. See the Master Planning Map on page 68 & 69.



Approvals and Regulatory Requirements

Permits and applications are required for the multi-use trail at the state, regional, and local agency levels. A permit will ensure the trail is designed, located, and constructed safely and responsibly for trail users, maintenance providers, property owners, and the impacted environment. Permits allow the enforcement of codes and standards that are adopted to protect the public health, safety, and welfare. Permits and applications needed for the Trail Loop project will address the following items:

- Land use planning
- Civil and structural engineering construction standards, including demolition
- Electrical standards for trail lighting
- Stormwater impacts, erosion control
- Compliance with fill/removal requirements within floodplains (if applicable)
- Protection or low-impact to historical properties, parks, cemeteries
- Protection or low-impact to wildlife, plants, streams/wetlands, steep slopes
- Tree/vegetation removals

The projected timeframes and costs for each permit vary widely across the jurisdictions and, therefore, are not listed in this document. As the Trail Loop project gets closer to final design, definition of permits' time and cost will become clear for planning and budgetary purposes. Due to the variety of permits necessary, jurisdictions provide options for permits to be combined to save review time and costs to the applicant. Likewise, many permit costs depend on a total construction cost; this information will be available upon an established trail design.

The possible permits anticipated for this project are addressed in the following table.

Table 2-1: Mount Scott/Scouters Mountain Trail Loop:
Anticipated Permits

No.	Discipline	Requiring Agency	Notes
Planning Permits/Applications			
1	Code Interpretation Application	City of Happy Valley	
2	Conditional Use	City of Happy Valley	
3	Design Review - Major	City of Happy Valley	
4	Flood Mgmt Overlay Zone	City of Happy Valley	
5	Habitat Conservation Area Verification	City of Happy Valley	
6	Land Partition	City of Happy Valley	
7	Master Plan	City of Happy Valley	
8	Natural Resource Overlay Zone	City of Happy Valley	
9	Property Line Adjustment	City of Happy Valley	
10	Steep Slopes Development Overlay Zone	City of Happy Valley	
11	Variance	City of Happy Valley	
12	Site Development	City of Happy Valley	
13	Land Use Application	Clackamas County	
14	Conditional Use	Clackamas County	
15	Flood Development Permit	Clackamas County	
16	Habitat Conservation Area District/ Development Permit	Clackamas County	
17	Water Quality Resource Area District Construction Mgmt Plan	Clackamas County	
18	Hydrogeologic Review	Clackamas County	
19	Principal River Conservation Area Review	Clackamas County	Needed for river access
20	Land Partition	Clackamas County	
21	Natural Resource Overlay Zone	Clackamas County	
22	Property Line Adjustment	Clackamas County	
23	Steep Slope Review	Clackamas County	
24	Environmental Review	City of Portland	
25	Land Division	City of Portland	
26	Adjustments	City of Portland	For any planning/design standard
27	Conditional Use	City of Portland	
28	Property Line Adjustment	City of Portland	
29	Johnson Creek Basin Plan District Review	City of Portland	
30	Pleasant Valley Resource Review	City of Portland	
31	Tree Review	City of Portland	
32	Lot Consolidation	City of Portland	
Construction Permits/Applications			
33	Demolition	City of Happy Valley	List all structures, sewer line dis/connections, water meter removal/ relocations, private system decommissioning(s). Need letter of no hazmat.



EXISTING CONDITIONS

Table 2-1: Mount Scott/Scouters Mountain Trail Loop: Anticipated Permits (cont.)

No.	Discipline	Requiring Agency	Notes
34	Grading	City of Happy Valley	Submit 2 sets of plans and geotech report
35	Grading	Clackamas County	Submit 3 sets of plans and geotech report
36	Erosion Control Permit	City of Happy Valley	Submit plans, schedule inspections
37	Erosion Control Permit	Clackamas County	
38	Erosion Control: 1200C	DEQ	
39	Sensitive Areas Certification Form	Clackamas County	
40	Sanitary & Storm Drainage Esmt	Clackamas County	
41	Sewer Permit	City of Happy Valley	Includes storm drain
42	Plumbing Permit	City of Happy Valley	Needed for sewer pipes, drinking fountain
43	Electrical Permit	City of Happy Valley	Needed for trail lighting
44	Septic System Permit	Clackamas County	Needed for restrooms (if applicable)
45	Utility Placement Permit	Clackamas County	Submit 2 sets of plans and traffic control plans
46	Building Permit	City of Happy Valley	Needed for restrooms
47	Building Permit	Clackamas County	Covers planning, development, soils, sewer, building
48	Entrance Application Permit	Clackamas County	Needed for new driveways
49	Sign Permit	City of Happy Valley	Needed for monument signs
50	Type "B" Tree Removal Permit	City of Happy Valley	Needed for more than 3 trees
51	DSL Removal/Fill Permit	Dept of State Lands	Needed for wetland delineation
52	Section 10 Permit	US Army Corp	Needed for fill in navigable waters (Clackamas River)
53	Public Improvements Permit	City of Portland	Includes inquiry meeting, consultation meeting, concept development meeting
54	Bureau of Transportation Review	City of Portland	
55	Bureau of Environmental Services Review	City of Portland	
56	Water Bureau Review	City of Portland	Needed for restrooms (if applicable)
57	Wetland/Waterways Fill Permit	Corps - 404 DSL - Removal Fill DEQ - 401	Fill/removal in streams and/or wetlands.
Environmental Permits/Applications			
58	ESA consultation letter		
59	SHPO Section 106 Clearance		
60	FHWA 4(f) Permit	FHWA	

Table 2-1: Mount Scott/Scouters Mountain Trail Loop: Anticipated Permits (cont.)

No.	Discipline	Requiring Agency	Notes
61	FHWA 6(f) Permit	FHWA	
62	Wetland and Stream Buffer Variance	Clackamas County	
63	Floodplain Development	FEMA	

Environmental Protection

The City of Portland's environmental overlay zones limit development within sensitive natural resource areas. The Environmental Protection (EP) Zone depicts areas where development is limited. The Environmental Conservation Zone (EC) allows environmentally sensitive development to occur. Per the City of Portland's development code, trails meeting all of the following criteria are exempt from the regulations of the environmental overlay zone:

- trails must be confined to a single residential ownership;
- construction must take place between May 1 and October 30 with hand-held equipment;
- trail widths must not exceed 30 inches and trail grade must not exceed 20 percent;
- trail construction must leave no scars greater than three inches in diameter on live parts of native plants; and
- trails must not be placed between the tops of banks of water bodies.

Similarly, the intent of the City of Happy Valley's Natural Resource Overlay Zone (NROZ) is to implement the goals and policies of Metro's Comprehensive Plan relating to natural resources, open space and the environment. Section 16.34.030 of Happy Valley's Municipal Code describes exemptions including trails:

Low-impact outdoor recreation facilities for public use, including, but not limited to, multi-use paths, access ways, trails, picnic areas, or interpretive and educational displays and overlooks that include benches and outdoor furniture, provided that the facility meets the following requirements:

- It contains less than five hundred (500) square feet of new impervious surface; and*
- Its trails shall be constructed using nonhazardous, pervious materials, with a maximum width of four feet.*

Title 13: Nature in Neighborhoods Code

The purpose of Metro's Title 13 Nature in Neighborhoods Code is to conserve, protect, and restore a continuous ecologically viable streamside corridor system that is integrated with upland wildlife habitat and the surrounding urban landscape. Title 13 Habitat Conservation Areas, generally describe sensitive natural resource



areas where development is to be avoided, minimized or mitigated. As shown in Figure 2-7 above, upland habitat areas depicted as Class A and riparian areas noted as Class I are considered of the highest habitat value for wildlife. Local cities are required to apply the development requirements of Title 13 to their local land use code in order to minimize impacts to our most sensitive natural resource areas.

Natural resource preservation and protection is essential for a number of reasons including providing wildlife habitat, fostering biodiversity, protecting water quality, and providing outdoor recreation opportunities. The Trail Loop will provide unique opportunities for the public to experience nature through access to the numerous streams, buttes and large tracts of intact forest within the area. As a goal of this planning effort is natural resource protection and enhancement, environmentally sensitive approaches to trail planning and design are described within the design chapter of this document.

Steep Slopes

The City of Happy Valley's Steep Slopes Development Overlay (SSDO) limits development activities on slopes as a means of minimizing seismic and landslide hazards. Areas with slopes in excess of 25% may not be developed. Section 16.32.050 Exempt or Permitted Uses allows trails constructed that comply with provisions of the City's Engineering Design and Standard Details Manual. Thus, trails are a non-competitive use of space for lands where the SSDO applies.

The City of Portland's Environmental conservation (Ec) and Environmental protection (Ep) zones provide the highest level of protection and conserves important resources and functional values while allowing environmentally sensitive urban development. Development in the Ep zone will be approved only in rare, unusual circumstances. Areas within the zones are subject to the standards within Chapter 33.430 Environmental Zones.

3. DESIGN FRAMEWORK





Trail Project Advisory Committee meeting and site tour

Introduction

This section discusses some of the implications of trail development that need to be considered, and recommendations for the types of trail that may be appropriate for specific alignments of the Mount Scott/Scouters Mountain Trail Loop system.

An effort has been made to simplify the trail loop system by minimizing the number of different trail types, while recognizing that physical and environmental constraints within the 37.5-mile loop make a variety of trail types necessary. The trail types that have been selected in this study include:

- Multi-use Trail: Outside of Right-of-Way
- Multi-use Trail: Inside of Right-of-Way
- Separated Sidewalk
- Buffered Cycle Track
- Under Crossing
- Pedestrian Trail
- Boardwalk

Each of these trail typologies is described in detail below. Figure 3-1 is a map showing the location of each trail type, and includes important notations concerning site-specific deviations from the seven typologies listed.

The approach to signage and trail amenities (site furnishings) is also summarized in this section. It is important to emphasize that a well-implemented signage and wayfinding program will play a major role in the success of the trail loop system.

Trail Categories

With the challenging topography and existing land use that occurs within the Mount Scott/Scouters Mountain Trail Loop area, creating a single alignment for a 12-foot paved width multi-use trail is not feasible for the entire trail system. In order to meet the functional objectives of a multi-use trail by accommodating all users, the alignments are frequently split into two routes to serve specific user types separately. This means that the connection between one trail point and the next is in many cases achieved by more than one trail alignment. In other less restrictive areas, a single multi-use trail is indicated that can accommodate a variety of users.

Three trail categories are applied in this master plan:

- Multi-use: accommodates pedestrians, ADA users, and bicyclists. Ideally, this type of trail will be a 12' wide, paved trail separated from roadways by a landscaped buffer.



- Pedestrian only: this type of trail can be either on-street, coinciding with a sidewalk, or off-street as a hard- or soft-surface trail. Because of the steep slopes or right-of-way constraints, this trail is narrow in width, limiting the use to pedestrians only.
- Bicycle only: accommodates casual and commuter bicycle users via on-street protected bikeways or cycle tracks. These alignments are placed along existing roadways to provide routes having manageable rates of elevation change for bicyclists.

Natural Resource Considerations

Trails that are located outside of the road right-of-way will often pass through undeveloped open space areas. Indeed it is preferable to locate trails away from roadways as much as possible to reduce potential safety concerns inherent with roadside facilities, and to improve the trail user experience. When planning trails through open space tracts, consideration must be given to striking a balance between protection of natural resource areas on one hand, and both trail functionality and the desire to allow users to experience beautiful natural settings on the other. Detailed trail planning analyses of alignments traversing undeveloped areas need to proceed in consultation with a natural resource biologist familiar with trail development. Many issues need to be considered when trail planning in sensitive areas. A brief sampling of issues to consider include the following:

- avoiding fragmentation of small habitat areas
- locating trails on the perimeter of watersheds
- minimizing stream crossings
- on-site reconnaissance of proposed trail alignment to identify habitat conflicts
- opportunities for restoration of poor quality habitat
- procuring wide easements that encompass sensitive areas and buffers for long-term protection
- choosing construction materials with little or no toxicity

In the process of developing the Mount Scott/Scouters Mountain Trail Loop master plan, Metro has engaged several local agency stakeholders for input on the issue of natural resource area protection. The information obtained from stakeholder interviews is included in the Consolidated Natural Resource Comments in Appendix F. This document includes valuable location-specific guidance and recommendations for trail planning and construction.

Trail Security and Liability

New public trail projects often raise questions about trail security and liability. This is particularly true of trails that traverse private

property within public access easements. Occasionally there is a perception that trails may bring crime to an area. While this is a reasonable concern, it can often be addressed through proper trail design. There are numerous national studies (e.g., Rail-Trails and Safe Communities, Burke-Gilman Trail's Effect on Property Values and Crime in Seattle and King County, Washington) that indicate that trail projects have positive effects on adjacent neighborhoods. In fact, the rate of crime on suburban trails is usually lower than the national statistics for suburban crime on nearby streets and in homes (Rail-Trails and Safe Communities, 1998). In other words, less crime is generally committed in trails and parks than in the neighborhoods they serve. Obviously, any crime committed is undesirable, regardless of location, but there is no evidence that trails introduce above average crime levels.

A well-used trail is usually the best deterrent to crime. Crimes are less likely to be committed if there is a high risk of being seen. First responders recommend that trail access points from road connections be as accessible for their vehicles, as practical. Additional recommendations to maximize trail security are:

- eliminate overgrown vegetation immediately adjacent to the trail;
- provide security lighting at trail heads;
- place emergency phones at call-boxes at strategic locations;
- keep the trail corridor clean and well-maintained to encourage community ownership; and
- encourage community litter and safety patrols along the trail.

Other security-related recommendations are for the police department to be equipped with bicycles, motorcycles, or all-terrain vehicles for emergency response and patrolling trails; constructing trails with pavement sections suitable for emergency vehicles; and providing water supply stand pipes along the trail or at access points, as practical.

In addition, a Trail Watch program may be considered that is organized by neighborhood associations or other trail advocacy groups. The Clackamas County Sheriff's Office has developed the following recommendations for Trail Watch programs:

- patrol the trail regularly;
- watch out for negative users of the trail;
- keep an eye out for things like graffiti or littering;
- "observe and report" strategy (do not confront negative users);
- foot and bike patrols should be done on an unpredictable schedule;
- persons should try to go out in teams – there is safety in numbers and the more eyes and ears the better;



- patrol participants should always carry a cell phone and be prepared to take pictures;
- carry a pad of paper and a pen; and
- bring a flashlight at dusk or at night.

Trail Watch participants need to avoid confronting negative users because this could create a dangerous situation. Suspicious activity needs to be reported to law enforcement officials. It is a good idea for patrol participants to share information about the trail via Email Group List, Phone Tree, FaceBook, and/or a Newsletter.

The issue of trail liability is discussed in detail in the report *Rail-Trails and Liability: A Primer on Trail-related Liability Issues & Risk Management Techniques* (Rails-to-Trails Conservancy, 2000).

Again, proper design of the trail and its amenities will limit the risk of injury or harm to the trail user. The trail manager, in this case the jurisdiction hosting the trail, carries liability insurance as a last line of defense against claims of injury by users of the trail.

Most states, including Oregon, also have laws that limit public and private landowner liability when providing access to lands for recreational use. These Recreational Use Statutes (RUS) have been established to encourage recreational access to lands while limiting exposure to liability and tort claims. The Recreational Use Statute for Oregon is contained in Oregon Revised Statutes (ORS) Chapter 105 - Public Use of Lands. Section 105.682 of the ORS specifically states that “an owner of land is not liable in contract or tort for any personal injury, death, or property damage that arises out of the use of the land for recreational purposes.” Recreational Purposes are defined in the ORS to include hiking, nature study, outdoor educational activities, and viewing or enjoying scenic sites, and volunteering for any public purpose project.

It should be noted that this report is not intended to provide legal advice. Advice of counsel is recommended for specific questions regarding agency and property owner liabilities.

Trail Typologies

Within each segment, a variety of trail types are utilized to accommodate the trail within the existing conditions. As proposed, all segments will serve multiple users by means of trail bifurcations (forks in the trail) where site constraints make it necessary to separate cyclist and pedestrian routes. For the purposes of this master plan and high-level analysis, a general palette of design elements were identified for construction of each typology. Upon final design of the trail segment, each typology will be further detailed to account for the variability in existing conditions. (See Appendix G for the

alignment details for each segment.) Below is a table showing the trail standards within each jurisdiction that the trail loop travels through.

Table 3-1. Trail standards within each jurisdiction

		Jurisdiction			
		Portland	Happy Valley	North Clackamas County	Metro
Trail Type	Bike Lane (Bike only)	5'-6'	5'-6'	N/A	5'-6'
	Curb-tight Sidewalk (Ped only)	5' (only in special cases)	5'-6'	N/A	5'
	Separated Sidewalk (Ped only)	5'-6'	5'-7' (12' in special case)	N/A	5'-6'
	Widened Shoulder (Bike, Ped)	4'-5' raised button detectable warnings/ device 4' swale separation where possible Continuation of road section	6' path, 10'-12' trail raised button detectable warnings	N/A	N/A
	Multi-use Trail (Bike, Ped)	8'-14' AC or concrete	Dwg. 400 10'-12' AC or concrete, 2' shoulders geotextile	8'-12' AC or concrete	10'-12' AC or concrete 2'-4' shoulders
	Hard Surface Trail (Ped only)	6'-12' AC, concrete, pavers, lumber	6' min 2' shoulders	8'-12' pavement	N/A
	Gravel Trail (Ped only)	4'-10'	6' min	N/A	N/A
	Soft-Surface Trail (ped only)	18"-30"	6' min	N/A	N/A
	Remarks	See PPR Trail Guidelines for Cross Sections			

*The trail standard applied may vary depending on funding sources. ODOT and the Federal Highway Administration generally require more stringent requirements on trail widths and surface materials.

Multi-use Trail: Outside of Right-of-Way

Using asphalt or occasional concrete surfacing, this multi-use trail type can serve all users, except equestrian. The trail is typically 12 feet wide with 3-foot shoulders on each side. Low landscaping or gravel will cover the area immediately adjacent to the trail, with larger trees and shrubs 3 feet or further from edge of pavement. In locations where ample width is available, use types may be on separate parallel tracks with a vegetated buffer inbetween.

Representative segment: The proposed alignment in Segment 3 between SE Sunnyside Rd and Hwy 224 that follows the Rock Creek drainage corridor.

Multi-use Trail: Inside of Right-of-Way

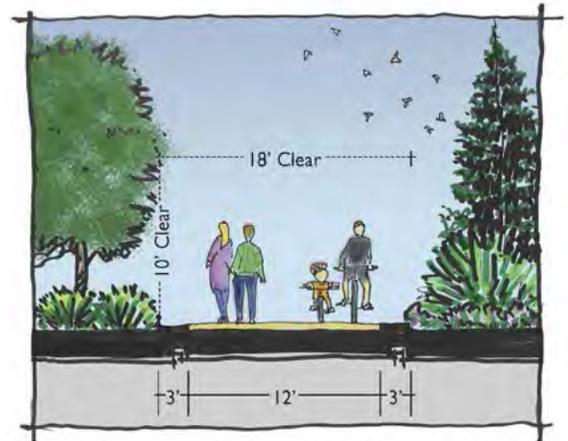
Using asphalt or occasional concrete surfacing, this multi-use trail type can serve all users, except equestrian. The trail is typically 12-feet wide with 2-foot shoulders on each side. Constrained right-of-way widths will require right-of-way acquisition or trail width adjustments. Trails will in all cases be separated from vehicular travel lanes by a physical buffer. Buffer options include curb, curb and guardrail barrier, vegetated buffer with trees and shrubs, or a combination of these options.

Representative segment: The proposed alignment along SE Mount Scott Blvd. between SE Carter Ln. and SE Aspen Summit Dr.

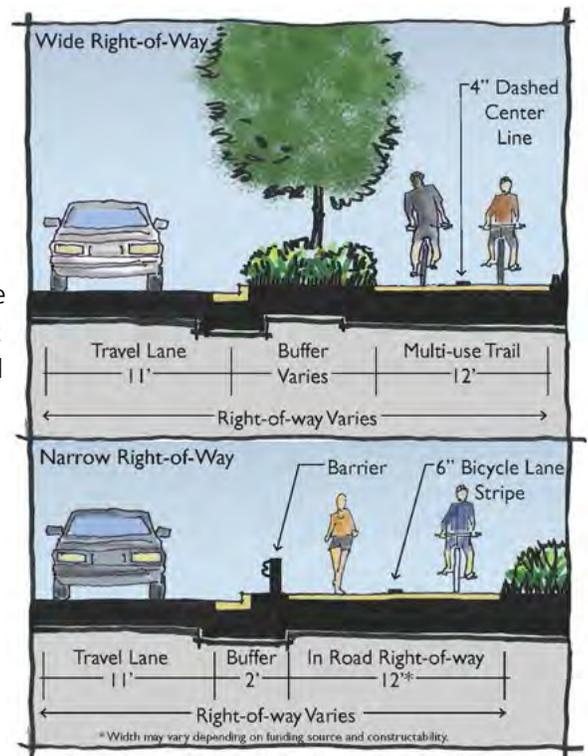
Discussion:

The master plan trail map shows SE 162nd Ave. as a bicycle route, but given the low density of the area, low driveway frequency, and adjacent rural land uses, ideally this segment would have a multi-use trail. Improvements may require widening the road travel lanes and would include constructing a separated two way path on one side. This option would allow accommodation of pedestrians, who are underserved in the area. The trail would be located on the west side to avoid challenging environmental constraints on the east. A 12-foot path on one side would require not much more room than two 6-foot bike lanes. Planning and involvement with additional adjacent property owners, residents, and the general public would be required.

If funding for multi-use trail improvements is not forthcoming then at a minimum improvements should include shared lane markings (SLMs), occasional safety pull-outs for cyclists, and reduced speed limit to make this roadway more safe and comfortable for cyclists. Other traffic calming measures may be considered. Simply widening each side and striping a bike lane would encourage drivers to travel faster. SLMs are not recommended on roadways with speeds greater than 35 mph. SLMs are to be placed directly after intersections and every 250 linear feet thereafter. Improvements would also include wayfinding signs and signs stating: "Bicyclists may use full lane."



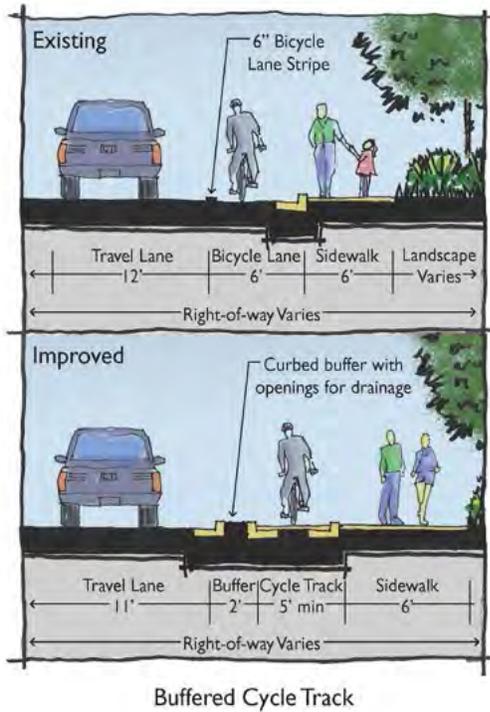
Multi-use Trail Outside Road Right-of-Way



Multi-use Trail Inside Road Right-of-Way

Buffer Options: • Curb Only • Curb and Barrier • Vegetation





Separated Sidewalk

Separated sidewalks mimic a standard sidewalk structure. A trail alignment overlapping a typical sidewalk location will feature trail signage and occasional trail amenities such as benches, educational display panels, etc. Sidewalks will be separated from the roadway by a 6-foot wide landscape strip and are constructed of concrete.

Representative segment: The proposed alignment along SE 147th Ave. between SE Tenino St. and SE Clatsop St.

Buffered cycle tracks are exclusively for bicyclists and can be used in combination with a new or existing sidewalk to provide a multi-use route with minimal impacts to existing roadway infrastructure. Improvements may include a 5-foot minimum width cycle track with 2-foot wide curbed buffer with openings to facilitate existing storm drainage. Existing curb, gutter, and sidewalk can remain in place.

Representative segment: The proposed alignment along SE 122nd Ave. between SE Spring Mountain Dr. and SE Hubbard Rd.

Discussion:

Alignments in road right-of-ways where sidewalks exist may consider cycle track configuration instead of multi-use facilities:

- One-way cycle track: 6.5-foot width preferred (5-foot minimum), + 3-foot buffer (1.5-foot minimum).
- Two-way cycle track: 12-foot width preferred (8-foot width allowed at pinch points/obstructions) + 6-foot buffer (2-foot minimum)



Under Crossing

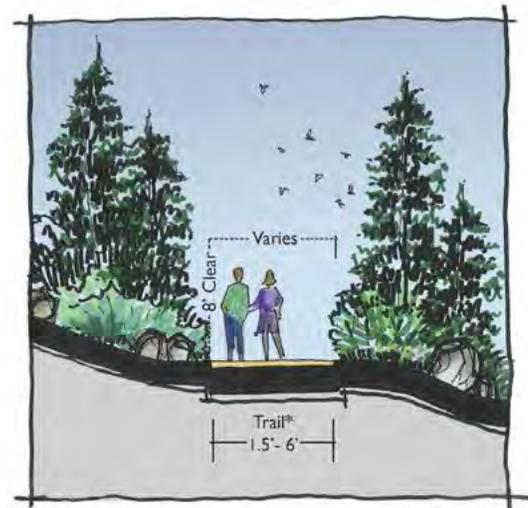
Under crossings are proposed at existing roadway bridges where traffic volumes render surface crossings undesirable and where sufficient vertical clearance exists below the bridge structure. Trail construction will involve grading a trail bed into existing embankments which may require retaining walls. American Association of State Highway and Transportation Officials (AASHTO) standards set the minimum vertical clearance below structures at 10 feet.

Representative segment: The proposed alignment crossing SE Sunnyside Rd. at the north side of Mount Talbert Nature Park near Miramont Pointe Senior Living Community.

Pedestrian Trail

Between 18-inches and 6-feet wide, this trail type will vary in surface treatment and width to address various site conditions within natural areas or other limited access routes. Areas with severe slopes may require engineered structures to construct the trail. In residential areas, this trail may be a standard sidewalk. In natural areas, it will be more typical of a hiking trail. Bicycles will be prohibited within these segments.

Representative segment: The proposed alignment from the intersection of SE Foster Rd and SE 134th Ave south to SE Clatsop St.



Pedestrian Trail

Surface Options:

- Earthen
- Wood Chip
- Aggregate
- Asphalt (limited)
- Porous Concrete

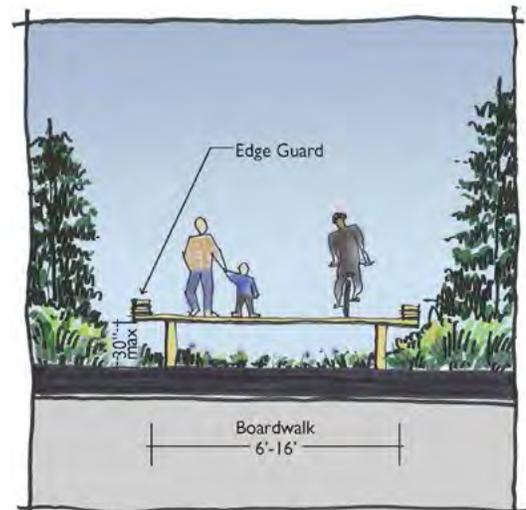
*Width varies depending on site constraints and sensitive area impacts.

Overcrossings

A bridge or culvert crossing may be necessary along some trails traversing hillsides with frequent or intermittent streams. Each overcrossing must be engineered from both a structural and geotechnical perspective and designed and built to International Building Code (IBC) standards. For example, a 42-inch height pedestrian guard railing (54-inch for bicycle railing) is required where a vertical or nearly vertical drop of over 30 inches occurs from trail surface to adjacent grade.

Boardwalk

A boardwalk would be used in ecologically sensitive areas in order to minimize environmental impacts. The trail is built on a post and beam frame so the trail surface is suspended above the ground. The surface of the trail will be engineered wood, steel grating, or concrete composite material. Non-slip surfaces are strongly preferred. Such a trail must be engineered from both a structural and geotechnical perspective.



Boardwalk

- For environmentally sensitive area crossings.
- Stable, sustainable, non-toxic materials.
- Non-slip surface.
- Width dependant on trail context.



Urban Trail Consideration

The Mount Scott/Scouters Mountain Trail Loop will run alongside busy streets, follow suburban neighborhood sidewalks, and bifurcate or fork into two separate trails in order to accommodate different users. Urban trails present a specialized set of challenges for consideration including trail typologies such as buffered cycle tracks, shared street routes, and bridge undercrossings (see Trail Typologies above). Other aspects of trail development to consider are discussed below including roadway crossings, drainage, signage, and furnishings.

Roadway Crossings

There are numerous roadway crossings throughout the Mount Scott/Scouters Mountain Trail Loop system. Generally, the trail alignment guides users to the safest crossing, typically along the roadway to an intersection where drivers expect to see pedestrians cross. Where crossings coincide with arterial roads, the trail alignment shall cross at signalized intersections wherever possible to offer the highest protection from traffic. At crossings that occur at unsignalized intersections, utilization of a grade-separated crossing or a trail user-activated pedestrian signal such as a High-Intensity Activated Crosswalk (HAWK) or Rectangular Rapid Flashing Beacon (RRFB) shall be investigated. At lower classification roadways, the trail alignment shall also cross at intersections when possible. Such intersections may or may not be stop-controlled and the crosswalk may or may not be striped.

Mid-block crossings are advantageous when the nearest intersection is too far away for pedestrians to reasonably choose that option. Depending on the existing conditions, pedestrian crossing treatments can vary in level of infrastructure. In areas with good sight distance and low traffic volumes, a signed and striped crossing may be adequate. As the existing conditions become more challenging, treatments such as curb extensions, speed tables, pedestrian refuge islands, and additional signage shall be investigated. When crossing high-volume roadways, the use of a mid-block trail user-activated pedestrian signal such as a HAWK or RRFB may be warranted.

At the time of final design, each crossing type will be analyzed by an engineer for traffic conditions, safety, and proper design. Regulatory traffic control devices shall be installed on the trail at every roadway intersection. Roadway markings, including crosswalk striping, shall be designed and installed as warranted on a case-by-case basis. AASHTO's Guide for the Development of Bicycle Facilities and the Manual on Uniform Traffic Control Devices (MUTCD) shall be consulted for options for signalization, signage, striping, marking treatments, and hard-surface improvements.

Drainage Treatments

Hard surfaced trails generate a small amount of stormwater runoff. Water quality treatment is not usually required for separated non-motorized multi-use pathways in areas where the pathway runoff is not interacting with the runoff from adjacent roadways. However, it is necessary to provide proper drainage and stormwater conveyance to prevent ponding and erosion along the pathway. Landscaped or gravel shoulders can usually accommodate the stormwater through infiltration. Where topography prohibits adequate infiltration, conveyance systems may be required to transport runoff to downstream storm facilities or areas more conducive to stormwater disbursement. Trail segments constructed adjacent to (and flowing to) existing roadways may require water quality treatment based on jurisdictional requirements.

Should certain segments of the Mount Scott/Scouters Mountain Trail Loop system require stormwater treatment, low-impact, parallel water quality facilities such as bioswales or rain gardens shall be evaluated as treatment options. These types of facilities can be fitted into landscape buffer zones or immediately adjacent to pathway alignments if feasible. Other forms of treatment could include larger regional basins or ponds and mechanical treatment devices such as filter-cartridge vaults and catch basins. These types of facilities usually require modification to existing or construction of additional conveyance systems to transport flows.

Trail Signage and Wayfinding

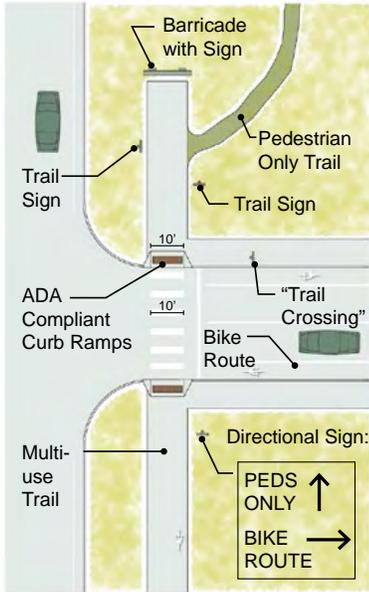
The highly variable landscape characteristics and topographic extremes of the Mount Scott/Scouters Mountain Trail Loop corridor offer a diverse trail experience for users. This same variability also presents logistic challenges to trail planning. Each of the seven trail segments studied in this master plan has at least two routes for getting users from one location to another, and trail routes often rely on existing sidewalks or residential streets to fill gaps in the trail system. To provide users with clear direction on how to navigate a trail of this nature will depend heavily on a trail signage strategy.

Ideally, trail signage will not only provide direction but will help unify the trail system through the consistent use of color, form, and graphic style that is readily recognizable. The Intertwine Regional Trails Signage Guidelines published by Metro in June 2012 provides a useful framework for this purpose. Excerpts from the Signage Guidelines are included in Appendix H. This document is available online in its entirety:

http://theintertwine.org/sites/theintertwine.org/files/file_attachments/Intertwine%20Regional%20Trail%20Signage%20Guidelines.pdf



DESIGN FRAMEWORK



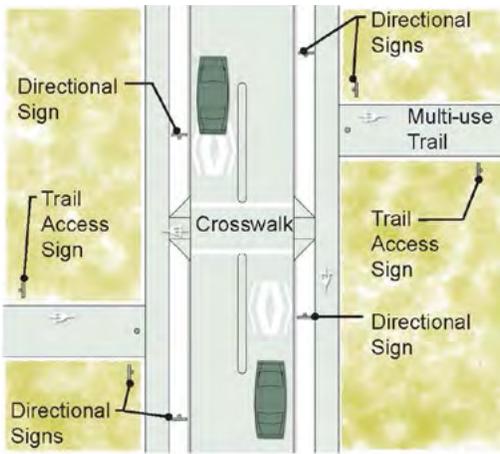
Traffic Bifurcation

The following images depict several typical trail bifurcations where one trail type (e.g., multi-use trail) makes a transition into two different trail types (e.g., bicycle route and pedestrian-only route). An example is included in these figures of how signage may be applied to provide direction to trail users. Signage will be most effective when, in addition to trail identification, a schematic map is included showing the location where the trail bifurcation converges again, and the distance that each trail traverses to get there.

Trail Amenities

Site furnishings for the Mount Scott/Scouters Mountain Trail Loop corridor may include any or all of the following trail amenities:

- Benches
- Bike Racks
- Chicanes (changes in trail alignment or z-gates that help control speed)
- Viewing Platforms or Pull-outs
- Educational Display Panels
- Signs (trailhead, trail access, off-street trail signs, on-street connection signs, maps, mile markers)
- Restrooms
- Water fountains
- Public art

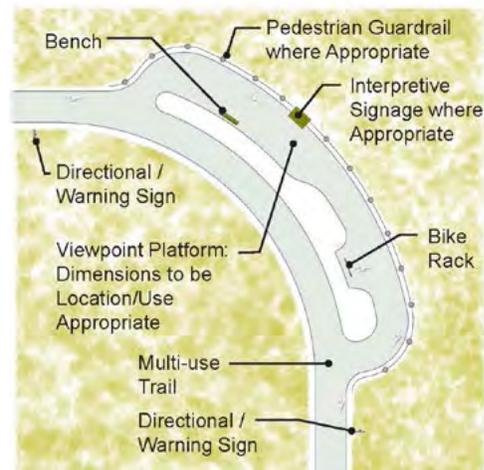


Road Crossing

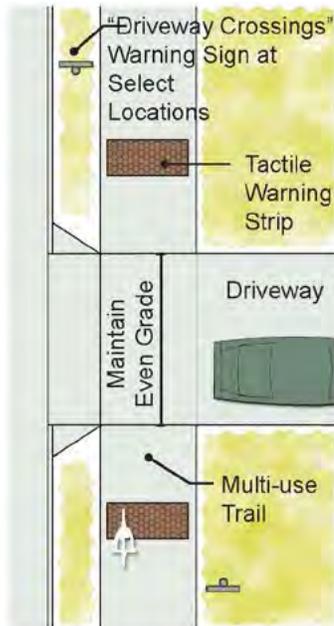
Locations along the trail loop that are near popular destinations or employment centers may warrant development of a trailhead facility provided with some



Trailhead at Pedestrian Trail

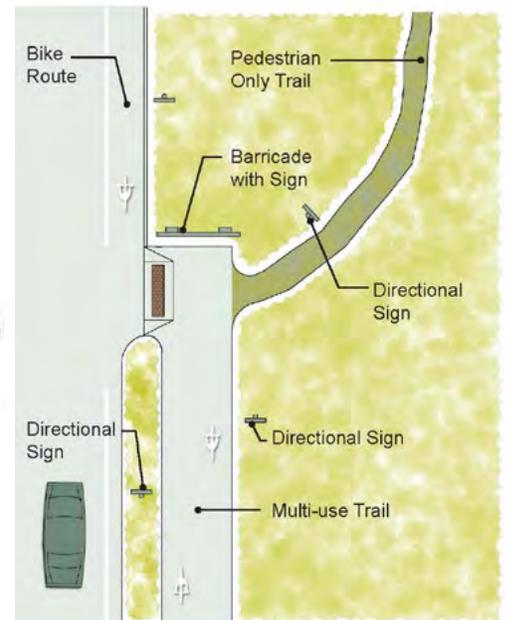


Viewpoint



Options
(depending on vehicle
volumes)

- Narrow width of driveway if excessive.
- Include crosswalk striping and stop bars.
- Pave first 10'-20' of driveway if gravel to avoid debris on trail.



or all of the above amenities. Following are topics to consider when making decisions concerning trail amenity installation at trailheads or other locations along the trail system.

Design Style

The Mount Scott/Scouters Mountain Trail Loop takes users through many different contexts, both developed and pristine. Rather than identifying a specific design style to be applied at all locations for all trail amenities, selection of site furnishings should be based on site-specific characteristics. For instance, a bench constructed of heavy lumber may be appropriate to a remote, woodland setting, while a bench built from stainless steel may be best suited for an urban context.

Cost

The decision to install trail amenities will need to consider both short- and long-term costs. Initial construction costs may be relatively low compared with the ongoing costs of maintenance and eventual replacement. Materials should resist corrosion and vandalism, and be readily available and sustainable. Construction should be simple and designed for ease of repair.



Benches

While all of the listed amenities fulfill important functions depending on site-specific opportunities, the most popular item among trail users is a bench. Benches can be installed at certain intervals or at destinations depending on trail characteristics. Benches for trail segments with steep slopes will better serve users if provided at more frequent intervals. Benches are a welcomed addition at viewpoints, trailheads, and areas that offer educational opportunities. Benches and the setting should be ADA compliant where appropriate.

Bike Racks



A bike rack should be considered at locations where bikes may be left unattended, including trailheads of pedestrian-only trails, and at destinations such as viewpoints. The level of use anticipated at bike rack sites will help determine the appropriate bike rack capacity. Bike racks are available in a vast array of shapes to suit nearly any context.

Chicanes

Traffic calming measures, usually thought of in connection with motor vehicles, also apply to trails. Chicanes consist of an apparent change in the horizontal alignment of the trail, and take many forms including anything from a simple jog in the alignment to a roundabout. They help to reduce the speed of cyclist and can be included at certain intervals along the trail or at specific locations such as intersections or before a significant change in slope. A variation of the trail chicane is a z-gate that requires cyclists to dismount or greatly reduce speed. Z-gates should be considered as a “last resort” option for controlling speed, but may be appropriate where there is a higher potential for collisions.



Viewing Platforms or Pull-Outs

Many locations within the Mount Scott/Scouters Mountain Trail Loop will provide opportunities for spectacular views of the surrounding area, and for natural area educational displays. Viewpoints need to be carefully designed to minimize potential collisions between viewpoint visitors and trail users. Viewpoints attract users so provision for litter clean-up and other maintenance should be considered.



Educational Display Panels

With several schools near the proposed trail loop corridor, there is good potential along the trail for educational opportunities that support curricula. A highly successful

material for display panels is phenolic resin with subsurface sign graphics fused to the resin through a process using heat and pressure. Placement needs to carefully consider accessibility and maintenance concerns.

Wayfinding Signs

Providing trail users with clear direction on how to navigate the Mount Scott/Scouters Mountain Trail Loop will depend on a cohesive wayfinding sign system. Ideally, trail signage will not only provide direction but will help unify the trail system through the consistent use of color, form, and graphic style that is readily recognizable from a distance. See also the section on Trail Signage on page 55.

Restrooms

A number of options exist for restroom facilities, including plumbed structures, prefab over pit, and portable. The decision to provide restrooms—and which type is most appropriate—will depend on the anticipated level of use and the resources available to service the facility over the long term. Meeting accessibility guidelines need to be considered. Restrooms will most likely be located at parks along the trail route.





Trail segments will be located both inside and outside of the road right-of-way.

4. ALTERNATIVES ANALYSIS





Powerline corridors are a valuable alignment alternative for trail development.

Alignment Options Analysis and Recommended Alignments

Working with the Project Advisory Committee, stakeholders, and local community members, the Project Team undertook an extensive process to identify and evaluate trail alignment options. The evaluation was based on project goals developed during the planning process. Each alignment was considered with respect to fatal flaws reflecting the project evaluation criteria. Alignments which were evaluated and eliminated may be viewed in Appendix I. Alignments without fatal flaws were further evaluated based on the criteria described below. This approach provided an objective means to compare segment options against one another as well as identify specific recommendations for improving alignments. The Project Team vetted the findings of the analysis with stakeholders, local decision makers and the public, and made refinements as needed to develop the recommended Mount Scott/Scouters Mountain Trail Loop Master Plan alignments.

Evaluation Criteria

The Mount Scott/Scouters Mountain Trail Loop study area is divided into seven tile maps, with each map having one or more potential trail alignments. Potential alignments were screened using evaluation criteria. For the screening, a high, moderate or low score was given to determine the most feasible alignments. A one indicated an unfavorable condition, a two indicated mixed or neutral conditions, and a three was given when favorable conditions were present. Criteria which reflected the primary goals of the project received a higher weight than other criteria in the final total score of each alignment. The evaluation scores were considered with respect to recommended design treatments to improve trails for alignments that achieved a recommended status. For example, an alignment with an overall high rating which scored low in the safety category received recommended design improvements which would improve safety.

Connection Value

This criterion evaluates connectivity and directness of route between area destinations. Destinations include schools, parks, residential, commercial and employment areas, as well as access to other trails, bikeways or transit. A high score was given to trail options that provide a direct route between area destinations. A low value was given to circuitous or indirect routes or those not in close proximity to area destinations.



Safety

Alignments were evaluated based on safety criteria including interactions with vehicle traffic. The assessment and evaluation considered existing crossing treatments (if any), roadway traffic speed, sight visibility, and traffic volumes. Alignments were further considered with respect to the following safety criteria: screening, visibility, presence of natural surveillance, emergency access, and proximity to hazards. Typically, alignments separate from traffic and having fewer roadway crossings received higher evaluative scores. Alignments within the road right-of-way, those which lack crossing improvements across roadways or those lacking natural surveillance opportunities were given a low score. Safety improvements are proposed for alignments which received low safety scores based on existing conditions, but were otherwise determined valuable.

Topography

Site topography is a prevalent natural feature in the study area which affects potential trail alignment, user types and construction requirements. Steep grades prohibit some user groups from trail use. They also require more site disturbance and infrastructure to implement. Thus, alignments through generally flat areas received a positive score, whereas alignments in areas with significant slopes received a negative rating.

Environmental Enhancement or Impact

Alignments were scored based on their potential to positively enhance or negatively impact environmentally sensitive areas. Options which present opportunities for environmental enhancement or benefit, such as degraded areas, received a high score. Alignments not interfacing with sensitive areas received a neutral score. Alignments through or near wetlands or other sensitive natural resource areas, were considered to have a potentially negative impact and thus received a low score. Environmentally sensitive design treatments are proposed for options that occur within or near sensitive areas, while otherwise having an overall positive or highly feasible rating, (i.e., the use of boardwalk through a wetland area, constrained trail widths and natural surfaces).

Public and Political Support

Having the support of local community members and political figures is essential to trail implementation. Alignments that have been favorably received by the general public and that have agency support received a high rating.

Aesthetics/Quality of Experience

This criterion measures the quality of the proposed trail from the perspective of the user. It considers potential views, environmental aesthetics, and characteristics of the alignment context such as noise, and air quality. For example, an on-street route along a major roadway received a lower rating than an off-street route adjacent to a stream. Design improvements are recommended for alignments within the road right-of-way which otherwise score high or provide an essential connection.

Ownership/Private Property Impacts

Alignments were scored based on their occurrence within parcels owned by public entities versus privately held properties. Trail proximity to private property is often a sensitive topic with landowners – it is important to gain input from land holders to ensure trail designs and location meet local needs, do not create maintenance or management issues, and provide positive experiences for neighbors. Trail segments identified as not requiring easements received the highest rating. Alignments on properties owned by identified willing sellers were given a moderate score, whereas alignments occurring on properties where the willingness of the owner to grant an easement or property sale was unknown received a low rating.

Operations and Maintenance

Implementation of any trail alignment will require that a trail manager operate and maintain the facility. Alignments having fewer anticipated maintenance requirements (debris removal, resurfacing, flooding) and ready access received a high rating. Alignments expected to require intensive maintenance investment were scored lower.

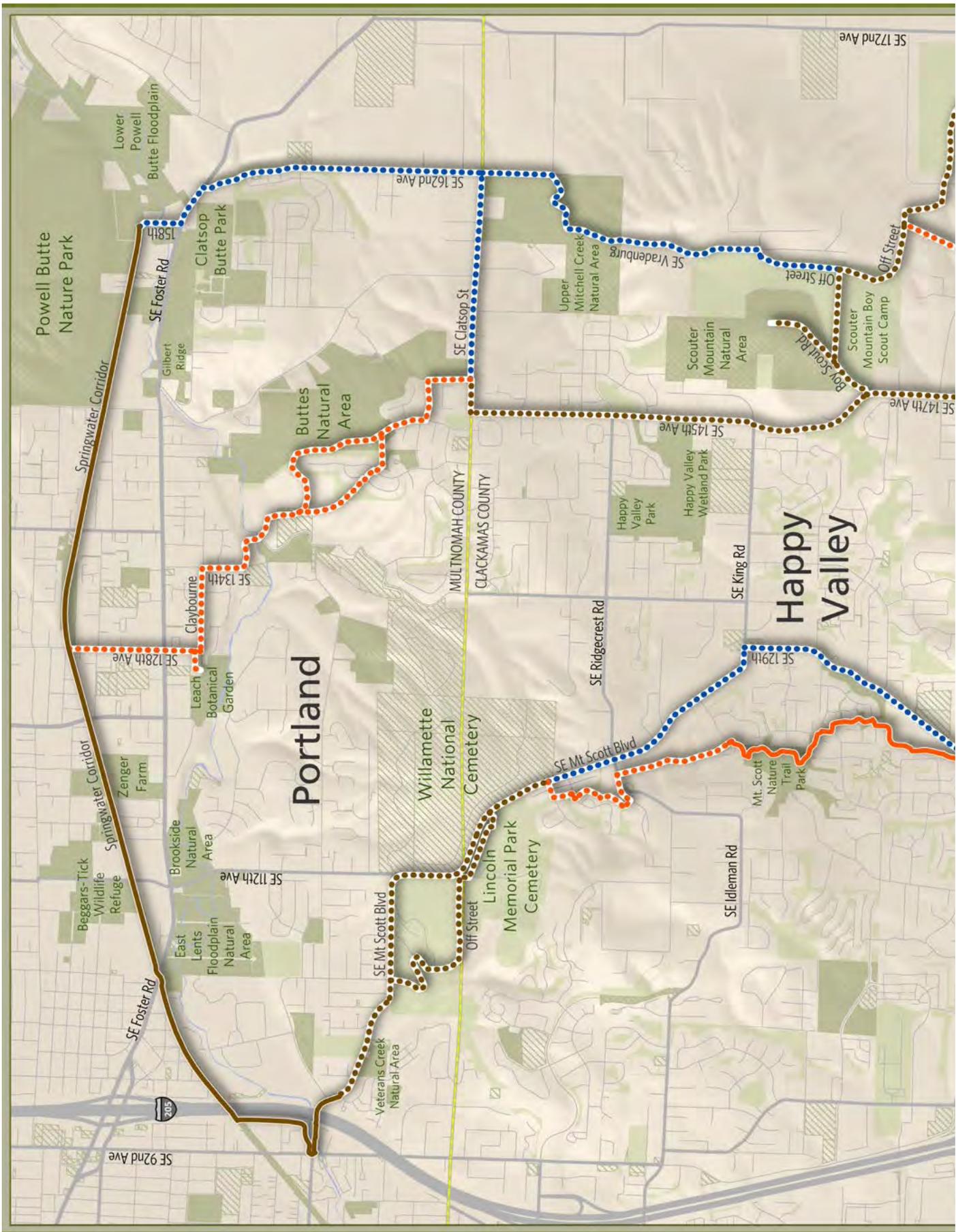
Environmental Education and Access

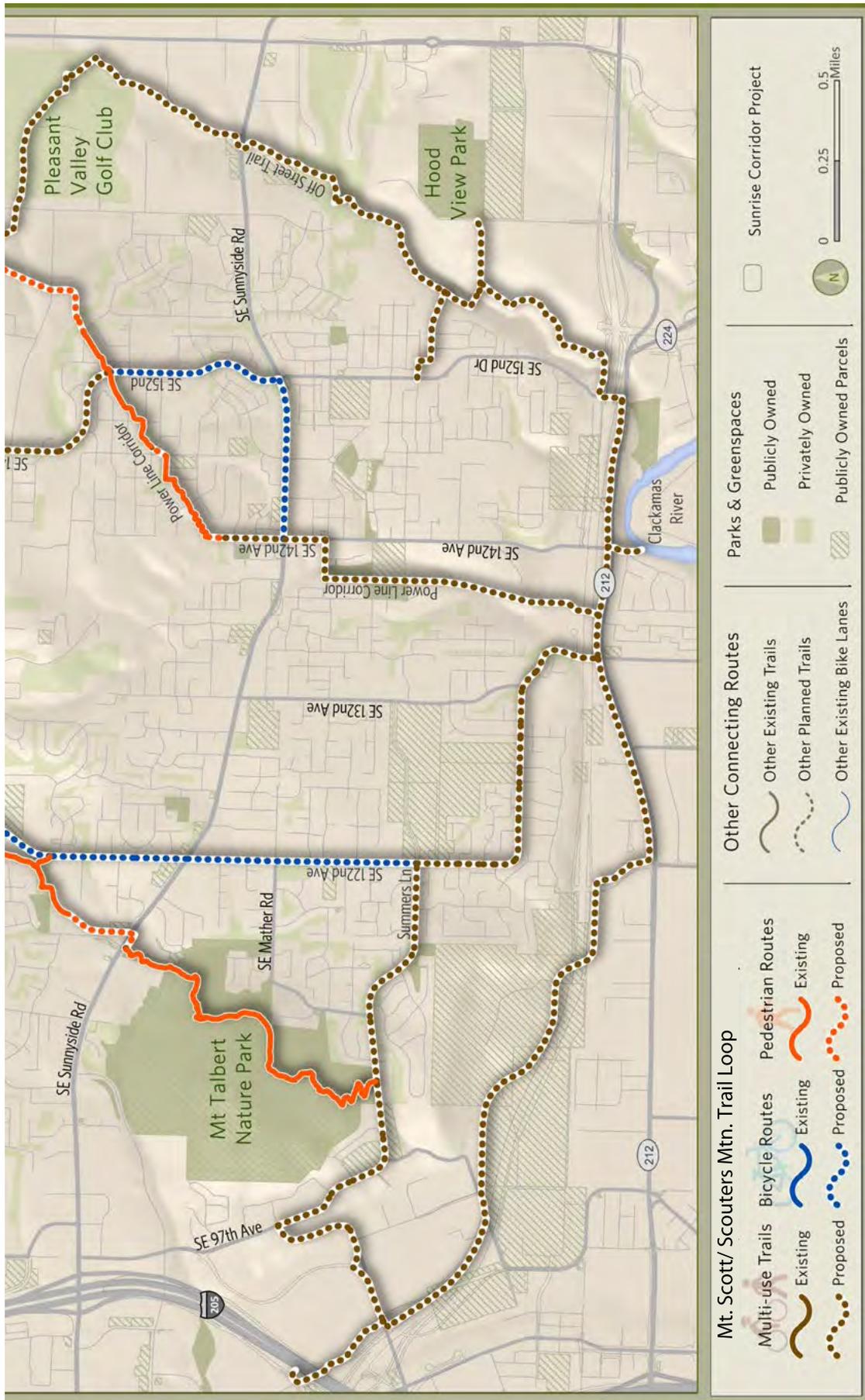
This criterion identified the ability of the trail segment to provide opportunities for environmental education, interpretation or access. This includes visual and proximal access to ponds, wetlands, streams, rivers and geological formations.

Cost/Ease of Implementation

This criterion scored options that may have a relatively high cost for acquisitions, design, engineering, and/or construction, especially where crossing improvements, fencing, or other expensive infrastructure improvements would be necessary. Trails which may require boardwalks, environmental mitigation, or grade separated crossings will score lower than a flat, upland trail through a publicly-owned parcel.









Possible trail locations near Scouters Mountain.

5. RECOMMENDATIONS





The Lincoln Memorial Park Cemetery is a pedestrian-friendly alternative to Mount Scott Boulevard.

Recommended Trail Alignments

The preceding map shows more than 37 miles of recommended trails comprising the Mount Scott/Scouters Mountain Trail Loop. The trail system will provide an active transportation and recreation link between the Springwater Corridor, I-205 bike/ped path and Sunrise Corridor/Clackamas River while connecting area residents to open space and park jewels including Powell Butte, Buttes Natural Area, the Mitchell Creek property, Scouters Mountain, Mount Talbert, Happy Valley Nature Park and Hood View Park. The preferred alignment will provide a convenient, comfortable and safe atmosphere for trail users of all ages and abilities; provide access to and enhancement of natural and cultural resources while limiting impacts; and enhance non-motorized connectivity in the region.

The following pages describe the opportunities, constraints and recommendations associated with each preferred alignment by segment.



RECOMMENDATIONS

Figure 5-1 Recommendations: Tile 1 - Springwater Corridor to Clatsop Road



SEGMENT 1 - SPRINGWATER CORRIDOR TO CLATSOP ROAD

1E - A pedestrian alignment connecting the Springwater Corridor to Leach Botanical Garden, the Buttes Natural Area, and crossing Clatsop Road. Preferred alignment to be selected with input from PP&R.

- Opportunities**
- Connect two area schools and one future planned
 - Cross Foster Road at existing signalized intersection
 - Connect to Leach Botanical Garden
 - Cross Johnson Creek via existing covered bridge
 - Limit environmental impacts by following existing skid road within Buttes property and/or private property
 - Alignment passes home on National Historic Register
- Constraints**
- Property easements or agreements needed
 - Natural areas require environmentally sensitive design treatments
 - Roadway crossing improvements needed on SE Deardorff Road to provide safe crossing to existing sidewalk on west side of covered bridge as well as at Clatsop and SE 147th



SE 147th north of Clatsop

Recommendations

Sidewalks for portions within road right of way and natural surface hiking trail for sections on independent right-of-way. Wetlands and creeks to be bridged with boardwalk structures. Intersection improvements (pedestrian and wildlife) at Foster and SE 128th, Clatsop and SE 147th and across Deardorff. Provide bicycle parking at access point to Buttes Natural Area. Provide way-finding and interpretive information for historic home on Claybourne. Final alignment connection to or through Buttes to be confirmed with Portland Parks & Recreation. Intention is to be one alignment and not a loop trail.

1F - A bicycle facility connecting the Springwater Corridor to SE Clatsop Road. From north to south, alignment follows SE 158th, SE Foster, SE 162nd and Vradenburg Roads with a spur alignment providing a connection to the Buttes Natural Area.

- Opportunities**
- Utilize existing low volume road right of way on SE 158th, 162nd and Vradenburg Roads
 - Existing light at SE Foster and 162nd
 - Improve habitats along Kelly Creek with native plantings
 - No property acquisition required
- Constraints**
- Crossing improvements needed at Foster and SE 162nd and SE Clatsop and 152nd
 - Narrow road right-of-way and environmental conditions limit design options
 - Intersections with priority habitat areas require environmentally sensitive design treatments



SE 162nd is a low volume road within a rural setting

Recommendations

Short term: add wayfinding signs, reduce travel speeds to 35 mph, add shared lane markings and bicycle safety pull-outs. Long term: install multi-use path on west side of SE 162nd. Intersection improvements at SE Foster and SE 162nd and SE Clatsop and 152nd. Provide bicycle parking at Buttes Natural Area. Improve riparian habitat and connectivity with trail design, construction and native plantings.

RECOMMENDATIONS

Figure 5-2 Recommendations: Tile 2 - Clatsop Road to Former Golf Club



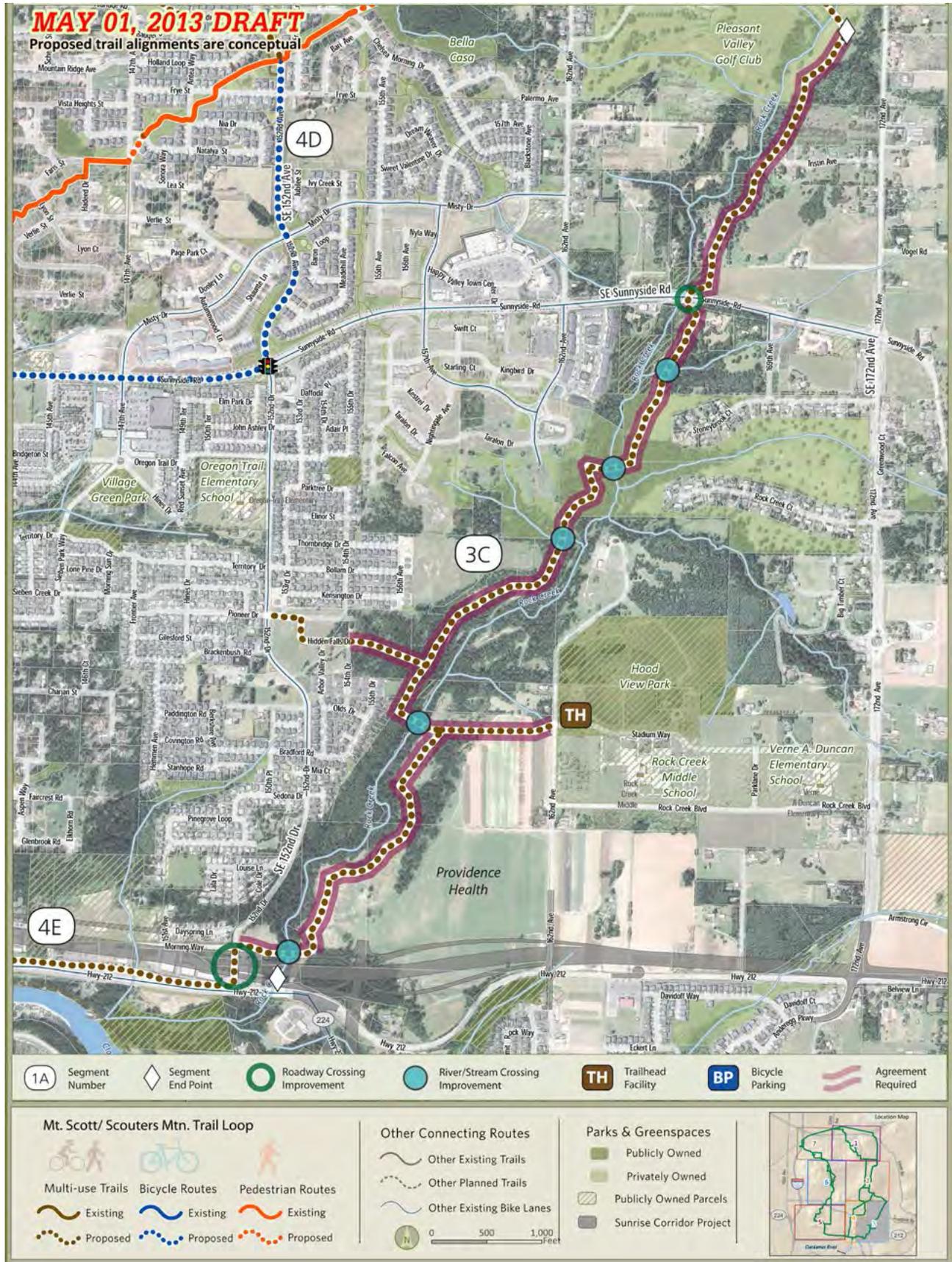
SEGMENT 2 - CLATSOP ROAD TO FORMER GOLF CLUB

<p>2D - Alignment follows SE 145th and 147th to connect the Buttes Natural Area to the Scouters Mountain entrance and Powerline Trail. Alignment spur provides a connection to the top of Scouters Mountain via an existing access road.</p>	
<p>Opportunities</p> <ul style="list-style-type: none"> • Connection to Scouters Mountain • Connection to Happy Valley Park, Wetlands Park and Happy Valley Elementary School • Connection to existing Powerline Trail. • Most facilities are in place for a short-term solution <p>Constraints</p> <ul style="list-style-type: none"> • Property easements or agreements needed at pinch point • Alignment within constrained road right-of-way provides a less than scenic experience • Crossing improvements needed at SE 147th and Clatsop 	 <p><i>Much of SE 145th already includes bike lanes and sidewalk facilities</i></p>
<p>Recommendations</p> <p>A route accommodating both cyclists and pedestrians from Buttes Natural Area at SE 147th and Clatsop Road along SE 145th and 147th to Scouters Mountain and the existing Powerline Trail. Cyclists to use existing bike lanes and bicycle route as short-term solution. Seek easement on SE 147th between Kraus Lane and Monner to accommodate bicycles and pedestrians. Expand sidewalk facilities to provide a separated trail experience for both pedestrians and cyclists. Use existing Scouters Mountain access road as connection to the top of Scouters Mountain.</p>	

<p>2E - A bicycle facility within SE 162nd and Vrandenburg road right-of-way as well as Boy Scouts property (if approved).</p>	
<p>Opportunities</p> <ul style="list-style-type: none"> • Utilize existing low volume road right-of-way on SE 162nd and Vrandenburg Roads • Scenic quality of Vrandenburg Road through Mitchell Creek property • Connect to Scouters Mountain and Powerline Trail • Potential to improve Mitchell Creek fish passage and red legged frog habitat at SE 162nd south of Clatsop • Alignment within private property to be built when developed as condition of approval <p>Constraints</p> <ul style="list-style-type: none"> • Crossing improvements needed on SE 162nd at Clatsop • Property easements or agreements required • Natural areas require environmentally sensitive design treatments 	 <p><i>Vrandenburg Road through the Metro owned Mitchell Creek property</i></p>
<p>Recommendations</p> <p>A signed bicycle route, south of Clatsop on SE 162nd and Vrandenburg. Provide wayfinding signs, bicycle safety pull-outs, vehicle travel speed of 35 mph or less. Continue alignment within private Boy Scout Camp property to beginning of multi-use segment. Expand Mithcell Creek culvert under SE 162nd south of Clatsop to improve fish passage.</p>	

RECOMMENDATIONS

Figure 5-3 Recommendations: Tile 3 - Former Golf Club to Clackamas River



Continued from previous page:

<p>2F - A multi-use alignment from Boy Scouts Lodge Road, through private parcels to former golf club.</p>	
<p>Opportunities</p> <ul style="list-style-type: none"> • Connect to Scouters Mountain and former golf club property • Alignment within private property to be built when developed as condition of approval • Follow scenic riparian drainage, potential for enhancement <p>Constraints</p> <ul style="list-style-type: none"> • Crossing improvements needed on SE 162nd north of Monner • Alignment follows a riparian drainage and would require environmentally sensitive design treatments 	 <p style="text-align: center;"><i>SE 162nd would require crossing improvements</i></p>
<p>Recommendations</p> <p>A multi-use path from Boy Scouts access drive to former Golf Club property. Provide crossing improvements on SE 162nd, north of Monner. Locate trail up slope from creek drainage and to the edge of habitat blocks to reduce negative impacts. Secure a wide trail easement and couple trail development with habitat enhancement. Permission from private property owners will be required.</p>	

SEGMENT 3 - FORMER GOLF CLUB TO HIGHWAY 212 VIA ROCK CREEK

<p>3C - Alignment connects the former Pleasant Valley Golf Club to Highway 212 along Rock Creek.</p>	
<p>Opportunities</p> <ul style="list-style-type: none"> • Alignment occurs within several large undeveloped parcels • Providence Health is a landowner and potential project partner • Alignment within private property to be built when developed as condition of approval • Opportunity for environmental enhancement of degraded areas • Provide connections to Hood View Park, Verne Duncan Elementary, Rock Creek Middle School and Pioneer Park on SE 153rd. <p>Constraints</p> <ul style="list-style-type: none"> • Property easements or agreements needed • Natural areas require sensitive design treatments • Crossing improvements needed at Sunnyside Road, and across Rock Creek and tributaries • Alignment to be compatible with Sunnyside Corridor planned improvements 	 <p style="text-align: center;"><i>Development is anticipated along Lower Rock Creek</i></p>
<p>Recommendations</p> <p>A multi-use path following Rock Creek between former golf club and Highway 212. Provide environmentally sensitive design treatments including wide setback from creek (200' desired), bridges and boardwalks across creek crossings, tributaries and wetlands. Alignment to cross Sunnyside Road and Sunrise Corridor below grade. Include connections to Pioneer Park on SE 153rd as well as Hood View Park and area schools. Explore opportunities for environmental interpretation.</p>	

RECOMMENDATIONS

Figure 5-4 Recommendations: Tile 4 - Powerline Corridor to Hwy 212



SEGMENT 4 - POWERLINE CORRIDOR TO HIGHWAY 212 VIA SIEBEN DRAINAGE

4D - A bicycle alignment from the existing Powerline Trail, on SE 152nd to Sunnyside Road. The alignment travels on Sunnyside to the intersection of Sunnyside and SE 142nd.

- Opportunities**
- Cross Sunnyside Road at existing signalized intersections at 142nd and 152nd
 - Connect to existing Powerline Trail
 - Utilize road right-of-way and existing bike lanes as a short term solution
- Constraints**
- Steep grades and high traffic volumes on SE 152nd
 - High traffic volumes on Sunnyside Road



SE 152nd north of Sunnyside Road

Recommendations

Route to utilize existing bike lanes on Sunnyside and SE 152nd. Upgrade to buffered bicycle facility in long term. Include wayfinding signs per Intertwine Regional Trail guidelines.

4E - Alignment connects existing portion of the Powerline Trail to Highway 212. Alignment follows SE 142nd from Powerline Trail to Bridgeton Street, then connects to the Sieben Drainage. The segment follows the Sieben Drainage through NCPRD and private parcels before connecting to Highway 212. Alignment continues east and west near Highway 212 to connect to Rock Creek (segment 3C) and ODOT property (segment 5E).

- Opportunities**
- Connect existing Powerline Trail and Highway 212 commercial area
 - Connect to Pfeifer Park through Forest Creek open Space
 - Cross Sunnyside Road and Highway 212 at existing signalized intersections on 142nd
 - Provide wetland access via raised boardwalks
 - Provide environmental enhancement of degraded areas
- Constraints**
- Property easements or agreements required
 - Wetland areas require environmentally sensitive design treatments including boardwalk structures
 - Requires three drainage crossings and crossing of Hwy 212
 - High traffic volumes on Highway 212



The northern terminus of SE 142nd nearly connects to the existing Powerline Trail

Recommendations

A multi-use path between existing Powerline Corridor and Highway 212. Crossing of Sunnyside Road to occur at SE 142nd signalized intersection. Multi-use path through wetland areas and across drainages to be on boardwalks or bridge structures to minimize environmental impacts. Couple trail development with habitat restoration. Alignment within Highway 212 right-of-way to be buffered from vehicle traffic. Crossing of Highway 212 at SE 142nd to be improved. Provide overlook of Clackamas River as southern terminus. Coordination with private property owners, ODOT, Clackamas County, and Sunrise Water Authority required.

RECOMMENDATIONS

Figure 5-5 Recommendations: Tile 5 - Sieben Drainage to Mount Talbert



SEGMENT 5 - SIEBEN DRAINAGE TO MOUNT TALBERT

5D - A pedestrian hiking trail through Mount Talbert utilizing existing trail. Path continues on Mather within road right-of-way.

- Opportunities**
- Utilize existing Mount Talbert trail as pedestrian-only connection to Sunnyside and Mather Roads
 - Connect to existing trailheads and trails at Mount Talbert
 - Cross Sunnyside Road at existing signalized intersection (SE 117th) or by going under existing Mount Scott Creek bridge
 - Existing sidewalks on Mather
 - Minimal improvements needed to function as regional trail
- Constraints**
- Requires separation of bicycle users due to steep terrain



Existing bridge over Mount Scott Creek in Mount Talbert

Recommendations

Sign and designate existing trail as regional trail. Improve Mather Road crossing at Cranberry for trail users and wildlife. Expand sidewalks on Mather to provide buffered trail experience.

5E - A multi-use route within road right-of-way between the I-205 bike/ped path and the intersection of Highway 212 and SE 135th. Alignment follows Lawnfield, Mather, SE 122nd and Hubbard Road.

- Opportunities**
- Provides an alternative route to the Sunrise Corridor
 - Utilize road right-of-way, existing sidewalks, bike lanes and signalized intersections as short term solution
 - Connect to existing trailhead and trails at Mount Talbert
 - Improve connection to Clackamas High School
- Constraints**
- Not all sections have sidewalks
 - Alignment requires infrastructure improvements to improve safety and comfort of cyclists in road right-of-way



SE Mather, 122nd and Hubbard Roads are transit routes with bike lanes, some sidewalk facilities and views of Mount Hood

Recommendations

Utilize existing bike lanes in the short term. Improve to buffered bicycle or multi-use facility in the long term.

5F - An off-street multi-use path paralleling the Sunrise Corridor project and Highway 212.

- Opportunities**
- Coordinate with ODOT regarding multi-use path planned with Sunrise Corridor project
 - Buffer experience from planned and existing highways
- Constraints**
- Non-aesthetically pleasing trail experience



Undeveloped property provides an alignment opportunity away from Highway 212

Recommendations

Multi-use facility from I-205 bike path to Segment 4E along Sunrise Corridor project through ODOT and private properties.



RECOMMENDATIONS

Figure 5-6 Recommendations: Tile 6 - Mount Talbert to Lincoln Memorial Park Cemetery



SEGMENT 6 - MOUNT TALBERT TO LINCOLN MEMORIAL

6C - A pedestrian alignment following existing trails through the Lincoln Heights community, Happy Valley Nature Park and along Mount Scott Creek.

- Opportunities**
- Utilize existing trails through Lincoln Heights neighborhood and Happy Valley Nature Park as well as along Mount Scott Creek
 - Planned signalized intersection at Carter and Mount Scott Boulevard
- Constraints**
- Requires separation of bicycle users
 - Alignment through sensitive natural resource area
 - Property easements or agreements required



Existing earthen trail at Happy Valley Nature Park

Recommendations

Work with HOAs and private property owners to sign and designate existing trails as regional trail. Trails through natural areas to be pedestrian only natural surface hiking trails. Provide road crossing improvements at Mount Scott Boulevard and Carter Road, as well as Idelman Road. Provide wide setback from Mount Scott Creek as well as environmental enhancement.

6D - Alignment follows Mount Scott Boulevard, SE 129th and SE 122nd within road right-of-way.

- Opportunities**
- Limited impacts on natural resource areas by accommodating cyclists within the road right-of-way
 - Improve non-motorized connection to elementary school
 - Route passes oldest home in Happy Valley (corner of Mount Scott and Greiner) as well as Willamette National Cemetery and Lincoln Memorial Park Cemetery
 - Existing signalized intersection at SE 122nd and Sunnyside
- Constraints**
- Infrastructure improvements required for cyclist comfort and safety issues in road right-of-way



Mount Scott Boulevard currently has no facilities to accommodate cyclists north of Greiner

Recommendations

Buffered bicycle facilities within road right-of-way along Mount Scott Boulevard, SE 129th and SE 122nd. Provide interpretation for oldest home and Willamette National Cemetery.

6E - A pedestrian alignment between existing community trail and Mount Talbert trailhead.

- Opportunities**
- Connect to existing trails and trailhead at Mount Talbert
 - Separate users from roadway
 - Cross Sunnyside under existing Mount Scott Creek bridge
- Constraints**
- Sunnyside under-crossing requires significant infrastructure investment

Recommendations

A paved pedestrian path from existing Scott Creek Park trails to Mount Talbert trailhead. Crossing of Sunnyside to occur under existing bridge along Mount Scott Creek. Signalized intersection at SE 117th may be used as short term solution.

SEGMENT 7 - LINCOLN MEMORIAL PARK CEMETERY TO I-205 BIKE/PED PATH AND SPRINGWATER CORRIDOR

7C - Alignment within Mount Scott Boulevard right-of-way.

<p>Opportunities</p> <ul style="list-style-type: none"> • Connect I-205 bike/ped path and Happy Valley • Road right-of-way available adjacent to Lincoln Memorial Park Cemetery <p>Constraints</p> <ul style="list-style-type: none"> • Steep grade on roadway • Proximity to vehicle traffic • Infrastructure improvements required for user comfort and safety 	 <p><i>Mount Scott Boulevard looking east with Lincoln Memorial to the right</i></p>
<p>Recommendations</p> <p>A multi-use path on the south and west sides of Mount Scott Boulevard. Coordination to occur with Lincoln Memorial.</p>	

7D - Alignment through Lincoln Memorial Park Cemetery

<p>Opportunities</p> <ul style="list-style-type: none"> • Separated from heavy vehicle traffic • A scenic alternative to Mount Scott Boulevard with viewpoints and historic points of interest • Grade is gentler than Mount Scott Boulevard • Property owner willing to accommodate cyclists and pedestrians <p>Constraints</p> <ul style="list-style-type: none"> • Access to be during daylight hours only • Out-of-direction travel for commuters 	 <p><i>Low volume roadways within Lincoln Memorial offer a serene alternative to Mount Scott Boulevard</i></p>
<p>Recommendations</p> <p>A day use multi-use route through historic cemetery on existing roads. Coordinate access and signs with Lincoln Memorial.</p>	





Wayfinding signage will be key to success of the trail loop system.

6. IMPLEMENTATION



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Implementation

Building on the information accumulated throughout the trail master planning process, an implementation workshop was convened with the PAC in February 2013 to discuss and document trail project priorities, timelines, funding strategies and the agency roles and responsibilities for each trail segment. An overview of implementation actions, including budgetary cost estimating data, is included in this section.

The February 2013 workshop with the PAC included a segment-by-segment discussion to identify which implementing actions were needed for each segment and which agency would take the lead for each action. Much of the discussion focused on opportunities to integrate the implementation of the Mount Scott/Scouters Mountain Trail Loop Master Plan with other plans and funding sources within each jurisdiction. An outcome of the workshop was a consensus on which actions would be taken by each partner agency. Examples of implementing actions include integration into existing Transportation System Plans or Parks and Recreation Master Plans, initiating property owner discussions and acquisitions, identifying new funding sources, and initiating design engineering for construction.

The agreed-to actions and timelines are included in the matrix in Table 6-1. The matrix is intended to help determine a strategy for ensuring the implementation of the final plan. The implementation meeting that informed the development of the matrix was also intended to help identify mechanisms to facilitate trail project implementation such as land acquisition and capital fund allocation, procuring operations and maintenance (O&M) funds, identifying governing entities with the authority and commitment to trail development, trail construction and management, and discuss where right-of-way or easement acquisitions may be required. The matrix summarizes discussion outcomes pertaining to appropriate and actionable implementation strategies for the various trail segments.

Metro will continue to convene meetings on an annual or semi-annual basis and facilitate agency efforts to ensure progress on trail implementation is being made.



Table 6-1: Implementation Matrix

Mount Scott / Scouters Mountain Trail Loop Proposed Implementation Strategy

Segment Number	Alignment Description	Action(s)	Timeline (yrs)	Agency
1E*	A pedestrian only alignment connecting the Springwater Corridor to the Buttes Natural Area, Clatsop Road and Metro owned properties.	Refine alignment	1-3	PP&R
		Incorporate master plan alignments into TSP update	1-3	PP&R
		Initiate funding	1-3	Regional Effort, need partners
		Coordination with David Douglas School regarding design and funding options (Safe Routes to School)	1-3	PP&R
		Work with PBOT on identifying street improvements	3-5	PP&R/PBOT
		Geotechnical Design	3-5	PP&R
1F*	A bicycle facility connecting the Springwater Corridor to SE Clatsop Road. From north to south, alignment follows SE 158th, SE Foster, SE 162nd and Vradenburg Roads with a spur alignment providing a connection to the Buttes Natural Area. 162nd (long term) buffered bike lane, multi-use	Establish an advocacy group	3-5	PP&R - Pleasant Valley Neighborhood Group
		Design engineering	5-10	PP&R/PBOT
		Acquire property rights	1-20	PP&R
		Construction	10-15	PP&R/PBOT
		Initiate funding	one to three	Regional Effort, need partners
		Design engineering	one to three	PP&R/PBOT
		Construction	one to three	PP&R/PBOT
		Incorporate master plan alignments into TSP update	one to three	PP&R
		Work with PBOT on identifying street improvements	5-10	PP&R/PBOT
		Possible Geotechnical Design	5-10	PP&R/PBOT
2D	SE 145th and 147th to connect the Buttes Natural Area to the Scouters Mountain entrance and Powerline Trail. Alignment spur provides a connection to the top of Scouter Mountain via an existing access road.	Formally adopt master plan alignments	immediate	Happy Valley
		Initiate pursuit of funding/Acquire funding	one to three	Happy Valley/NCPRD
		Sign and dedicate existing facilities for immediate use	one to three	Happy Valley/NCPRD
		Design engineering	three to five	Happy Valley (Inside ROW)/NCPRD (Outside ROW)
		Construction	three to five	Happy Valley (Inside ROW)/NCPRD
				Metro will have a leadership role with this process
2E**	A bicycle facility within SE 162nd and Vradenburg road right of way as well as Boy Scouts property.	Formally adopt master plan alignments	immediate	Happy Valley
		Initiate funding	immediate	Happy Valley/NCPRD
		Sign and dedicate existing facilities for immediate use	one to three	Happy Valley/NCPRD
		Work with developer to ensure regional trail standards are met	one to three	Metro
		Acquire easement property rights	three to five	NCPRD/Happy Valley/Metro
2F	A multi-use alignment from Boy Scout Lodge Road, through private parcels to former Golf Club.	Refine alignment	immediate	Happy Valley

Table 6-1: Implementation Matrix (cont.)

Segment Number	Alignment Description	Action(s)	Timeline (yrs)	Agency
		Formally adopt master plan alignments	immediate	Happy Valley
		Establish an advocacy group	immediate	Happy Valley
		Initiate funding	one to three	Happy Valley/NCPRD/ PP&R (location dependent)
		Acquire property rights	one to three	Happy Valley/NCPRD
		Work with developers to ensure regional trail standards are met	three to five	Happy Valley
		Design engineering*	three to five	Happy Valley/NCPRD
		Construction*	three to five	Happy Valley/NCPRD
		* Condition of approval.		
3C	Alignment connects the former Pleasant Valley Golf Club to the Clackamas River along Rock Creek.	Formally adopt master plan alignments	immediate	NCPRD/Happy Valley
		Refine alignment	one to three	Happy Valley/NCPRD
		Establish an advocacy group	one to three	Happy Valley/NCPRD
		Initiate funding	one to three	NCPRD/Happy Valley
		Acquire property rights	one to three	NCPRD/Happy Valley
		Work with developers to ensure that regional trail standards are met	three to five	NCPRD
		Determine if ESA Consultation is needed	three to five	NCPRD
		Design engineering*	three to five	NCPRD/Happy Valley
		Construction*	three to five	NCPRD/Happy Valley
		* Condition of approval.		
4D	A bicycle alignment from the existing Powerline Trail, on SE 152nd to Sunnyside Road. The alignment travels on Sunnyside to the intersection of Sunnyside and SE 142nd.	Formally adopt master plan alignments	immediate	Happy Valley
		Initiate funding	immediate	Happy Valley
		Sign and dedicate existing facilities for immediate use	one to three	Happy Valley
		Design engineering*	three to five	Happy Valley
		Construction*	five to seven	Happy Valley
		Phase 1 - sign existing facilities		
		Phase 2 - buffered cycletrack		
		* Condition of approval.		
4E	Alignment connects an existing portion of the Powerline Trail to Highway 212. Alignment follows SE 142nd south Bridgeton Street, then connects to the Sieben Drainage via NCPRD property. The segment follows the Sieben Drainage through private parcels before connecting to Highway 212. Segment continues east and west near Highway 212 to connect to Rock Creek and ODOT property.	Formally adopt master plan alignments	immediate	NCPRD
		Work with ODOT to ensure that multi-use path is integrated into Sunrise Corridor planning, design and construction	one to three	Clackamas Co.
		Begin conversations with neighbors and property owners	three to five	
		Initiate funding	five to ten	NCPRD/Clackamas Co./ODOT/WES
		Acquire property rights	five to ten	NCPRD/Clackamas Co./WES
		Update code to require trails with development	five to ten	NCPRD/Clackamas Co.
		Design engineering*	ten to fifteen	NCPRD/Clackamas Co.
		Construction*	ten to fifteen	NCPRD/Clackamas Co.
		* Condition of approval.		



Table 6-1: Implementation Matrix (cont.)

Segment Number	Alignment Description	Action(s)	Timeline (yrs)	Agency
5D	A pedestrian hiking trail through Mt. Talbert utilizing existing trail. Path continues on Mather within road right-of-way. Crosswalk at Cranberry.	Formally adopt master plan alignments and include in TSP update.	immediate	NCPRD/Clackamas Co.
		Initiate funding	immediate	NCPRD/Clackamas Co.
		Sign and dedicate existing facilities for immediate use	immediate	NCPRD/Clackamas Co.
5E	A bicycle facility between NCPRD property and existing bicycle/pedestrian bridge. Alignment follows Summers Lane and SE 122nd. NOTE: Phased implementation. Phase 1 to include signage. Include buffered cycle track.	Formally adopt master plan alignments with TSP update.	immediate	NCPRD/Clackamas Co.
		Acquire Phase 1 funding	one to three	Clackamas Co.
		Sign and dedicate existing facilities for immediate use	one to three	Clackamas Co.
		Acquire Phase 2 funding	three to five	Clackamas Co./NCPRD
		Design engineering	three to five	Clackamas Co./NCPRD
		Construction	three to five	Clackamas Co./NCPRD
5F	An off-street multi-use path between Summers Road and the Sieben Drainage (to Segment 4E).	Refine alignment	immediate	NCPRD/Clackamas Co.
		Formally adopt master plan alignments and include in TSP update.	immediate	NCPRD/Clackamas Co.
		Work with ODOT to ensure that multi-use path is integrated into Sunrise Corridor planning, design and construction	immediate	Clackamas Co./ODOT
		Initiate funding	one to three	Clackamas Co./NCPRD
		Acquire property rights	three to five	Clackamas Co./NCPRD
		Design engineering	five to ten	Clackamas Co./NCPRD
Construction	five to ten	Clackamas Co./NCPRD		
6C	A pedestrian alignment from the Lincoln Heights community through Happy Valley Nature Park and continuing on existing trail. NOTE: these parcels may be too challenging for a developer to pursue May need to be agency driven	Initiate funding	ten to twenty	Happy Valley
		Sign and dedicate existing facilities for immediate use	ten to twenty	NCPRD
		Refine alignment of new trail	ten to twenty	Clackamas Co.
		Formally adopt master plan alignments	ten to twenty	Metro
		Acquire property rights	ten to twenty	Happy Valley/NCPRD
		Design engineering	ten to twenty	Happy Valley/NCPRD
Construction	ten to twenty	Happy Valley/NCPRD		
6D	Alignment follows Mt. Scott Boulevard and SE 129th within road right-of-way. NOTE: Phased implementation. Phase 1 to include signage. Include buffered cycle track. *Top priority for Happy Valley	Formally adopt master plan alignments	immediate	Happy Valley/NCPRD
		Initiate Phase 1 funding	immediate	Happy Valley
		Sign and dedicate existing facilities for immediate use	one to three	Happy Valley
		Initiate Phase 2 funding	one to three	Happy Valley/NCPRD
		Design engineering	three to five	Happy Valley/NCPRD
		Construction	five to seven	Happy Valley/NCPRD

Table 6-1: Implementation Matrix (cont.)

Segment Number	Alignment Description	Action(s)	Timeline (yrs)	Agency
6E	A pedestrian alignment between existing community trail and Mt. Talbert trailhead.	Formally adopt master plan alignment	immediate	Happy Valley/NCPRD
		Initiate funding	immediate	Happy Valley/NCPRD
		Determine if ESA Consultation is needed	one to three	Happy Valley/NCPRD
		Design engineering	one to three	Happy Valley/NCPRD
		Construction	one to three	Happy Valley/NCPRD
7C	*Top priority for Happy Valley Alignment within Mt. Scott Boulevard right-of-way. <i>PP&R's priority #2.</i>	Include master plan alignments in TSP update	one to three	PP&R
		Initiate funding	three to five	PP&R
		Design engineering	three to five	PP&R/PBOT
		Construction	three to five	PP&R/PBOT
7D	Lincoln Memorial Park Cemetery alignment.	Establish use agreement with Lincoln Memorial	one to three	Metro/PP&R
		Initiate funding	three to five	PP&R
		Sign and dedicate existing facilities for public use	three to five	Metro/PP&R
		Acquire easement from Lincoln Memorial	three to five	Metro/PP&R

* PBOT is responsible for improvements on-street ROW and PP&R is responsible for off-street ROW.

** NCPRD - Primary control with multi-use trails. Happy Valley takes control with road development.



Permitting

The purpose of this section of the report is to review resource agency permitting requirements associated with construction of the proposed trail in the Mount Scott/Scouters Mountain Trail Loop system.

State and Federal Agencies

Wetlands are subject to the jurisdiction of both the Oregon Department of State Lands (DSL) and the U.S. Army Corps of Engineers (USACE). Limited areas within the proposed trail corridor meet the wetland jurisdictional criteria of both these agencies (see Boardwalk locations in Figure 3-1). Disturbance to these resources as a result of trail construction will require permits from each of these agencies. Permit requirements will include plans for mitigating resource impacts.

Formal studies will need to be conducted for wetlands and stream areas impacted by trail plans.

Findings of these studies will need to be submitted for agency concurrence to support wetland fill permit applications.

Impacts for any disturbance below the ordinary high water mark (OHWM) of streams where crossings are proposed would come under the more detailed process for Endangered Species Act (ESA) compliance if streams are listed as salmonid habitat. The permitting process for this work would start with an agency consultation with National Marine Fisheries Service (NMFS) to determine what level of biological assessment would be required. NMFS would review the nature of the disturbance, the anticipated duration of the disturbance, alternative designs, and mitigation of unavoidable impacts to the stream and wetland. After consultation with NMFS, one of two processes will be completed: (1) a basic abbreviated Biological Assessment (BA) outlining project impacts and mitigation or (2) a more detailed Biological Opinion (BO) with formal agency consultation. The abbreviated BA is typically a six-month process. The BO process is a typically a one-year process.

Some portions of the trail may come under National Environmental Policy Act (NEPA) regulations and require an Environmental Assessment (EA), depending on the funding sources (e.g., Federal).

Local Jurisdictions

Construction of the trail project may result in disturbance to protected resources that require mitigation in compliance with local agency regulations (see Table 2-1 in the Existing Conditions chapter). Resource enhancement within the project area will likely be a key

component in any project mitigation plan. Mitigation to address impacts to wetlands could include enhancement of existing low-quality wetland areas. Other wetland mitigation options include restoration of historic wetland or creation of wetland in an area of upland.

Wetland impacts could be reduced by using a boardwalk trail alternative. Impacts under this alternative could be limited to the boardwalk footings, depending on the height of the structure.

Low-value wetlands adjacent to the boardwalk could be enhanced by planting dense wetland shrub and tree species.

Mitigation for impacts could include enhancing upland areas in or near the project area determined to be in “degraded” or “marginal” condition. This enhancement could include some combination of invasive species removal, native shrub and tree planting and, in some cases, supplementing existing native herbaceous cover with plantings.

Other Permits

Construction of the trail project near Oregon Highway 224 will require coordination and permitting from the Oregon Department of Transportation (ODOT). Early coordination for the crossing improvements at the highway is strongly advised.

Cost Analysis

The construction cost estimate for the Mount Scott/Scouters Mountain Trail Loop Master Plan was developed based on a linear foot cost in 2012 dollars for each trail type specified within the master plan. Trail types identified include:

- Multi-use Trail: Outside of Right-of-Way
- Multi-use Trail: Inside of Right-of-Way
- Separated Sidewalk
- Buffered Cycle Track
- Under Crossing
- Pedestrian Trail
- Boardwalk

In addition, costs are included for a pre-fabricated pedestrian bridge at anticipated river or stream crossings. Costs for roadway crossing improvements include lighting, signage, sidewalk ramps, and cross walks. An additional cost for extensive trail signage has been included for segments 1, 2, and 6 due to the trail bifurcations and number of potential trail connections/destinations associated with these segments. Trail segments 1 and 3 include areas of difficult



terrain for trail construction. A “Technical Contingency” cost of 15% has been added to these segments to account for additional grading, walls, or other engineered structures required to construct trails within these sections.

The estimated construction costs are organized based on trail segments one through seven, as described in the master plan. Costs included are based on current dollars and were developed using unit prices from recent construction projects. An inflation factor of 2% per year was used to develop the 5- and 10-year costs

Table 3-2 summarizes the estimated construction costs per trail segment:

Table 3-2. Estimated Construction Costs Per Trail Segment

Segment	Estimated Construction Cost		
	2012 Dollars	2017 Dollars	2022 Dollars
1	\$12.4 M	\$13.7 M	\$15.1 M
2	\$13.3 M	\$14.7 M	\$16.2 M
3	\$5.1 M	\$5.6 M	\$6.2 M
4	\$7.2 M	\$8.0 M	\$8.8 M
5	\$5.6 M	\$6.2 M	\$6.8 M
6	\$7.1 M	\$7.8 M	\$8.7 M
7	\$5.1 M	\$5.6 M	\$6.2 M
Total	\$55.8 M	\$61.6 M	\$68.0 M

The detailed cost estimates and a list of assumptions used in developing the estimates are included in Appendix J.

Maintenance and Operations

Both labor and funding resources required for maintenance of the Trail Loop may be higher than trails built in less environmentally dynamic conditions. Portions of the trail will need to be built in wetlands, forested/shaded areas, and sloping areas possibly requiring retaining structures and/or railings.

Following is a summary of typical trail maintenance tasks and the anticipated frequency required for each task. Since materials, finishes, infrastructure, and various amenities associated with bridge or tunnel structures are not known at the time of this report, maintenance tasks are limited to trail facilities only. Inspection of trail facilities will be required annually or semiannually to establish the need for conducting each task.

Table 3-3. Typical Trail Maintenance Tasks and Schedule

Task	Schedule
Clean pavement/boardwalk	Spring, biweekly in fall
Repair/replace trail amenities, furnishings	As required based on inspections
Remove flood debris	Late winter, late spring
Repair damage, natural causes or vandalism	Prioritize based on inspections
Replace/repair signs	2-3 years
Seal/repair asphalt pavement	4-12 years
Trim/clear vegetation at trail edge	Early summer, late fall
Remove/dispose trash	Weekly May-Sept., then bimonthly
Replace crosswalk markings	1-3 years
Clear drainage ditches, culverts	As required based on inspections
Maintain animal waste bag dispensers/receptacles	Biweekly

This list includes tasks that occur frequently and does not include major repair or replacement of trail materials that may be required after 15-20 years.

The costs associated with maintenance of trail segments within the Trail Loop project can vary widely depending on the type of trail, amount of use, incidents of vandalism, wildlife and insect activity, decisions about construction materials (for example, conventional asphalt or porous paving), and the actual frequency (versus estimated frequency) that a task is deemed necessary.

That being said, an average level of maintenance can be assumed based on the maintenance history of similar projects and used as a starting point for estimating annual budget level maintenance costs for one mile of trail.

Table 3-4. Average Level of Annual Maintenance Per Mile

Task	Estimated Avg. Annual Cost per Mile
Clean pavement/boardwalk	\$1,500
Repair/replace trail amenities, furnishings	\$1,000
Repair damage, natural causes or vandalism	\$2,000
Replace/repair signs	\$750
Seal/repair asphalt pavement	\$500
Trim/clear vegetation at trail edge	\$2,000
Remove/dispose trash	\$1,500
Repaint crosswalk markings	\$750
Clear drainage ditches, culverts	\$2,000
Maintain animal waste bag dispensers/receptacles	Included in trash disposal above
Total	\$12,000



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APPENDIX A

PAC Meeting Agendas/Minutes



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Meeting Agenda



17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone (503) 635-3618
Fax (503) 635-5395

Meeting: Mt. Scott-Scouter's Loop Trail Master Plan
Kick-off/Site Reconnaissance

Project No.: 16088

Meeting Date: November 17, 2011

Meeting Time: 8:30 am

Location: Happy Valley City Hall

Expected Attendees: George Hudson, Karen Vitkay – Alta
Russell Aldridge - Lincoln Memorial Park Cemetery /
Dignity Memorial
Ugo Dilullo, Bill Garity, Lori Mastrantonio– Clackamas
County
Jason Tuck, Michael Walter - Happy Valley
Leif Anderson, Kate Holleran, Mel Huie, John Mermin,
Elaine Stewart, Molly Vogt – Metro
Katie Dunham – North Clackamas Parks and
Recreation Dept.
Janet Alley - North Clackamas School District
Bret Richardson – ODOT
Mandy Flett, David Haynes, Amanda Owings, Dave
Siegel – Otak
Emily Roth – Portland

The proposed Mt. Scott – Scouters Mountain (MS-SM) Trail will serve as a multi-use commuter and recreational trail connecting the Springwater Corridor regional trail to the Clackamas River. The trail alignment will be roughly 16.5 miles in length and cross through several jurisdictions including the City of Portland, Clackamas County, and the City of Happy Valley. The completed trail will serve both recreational users and commuters and link parks, greenways, wildlife refuges, schools, town centers, employment areas and neighborhoods, while also protecting water quality and natural and cultural resources.

The meeting format will include both workshop and field reconnaissance. Each jurisdiction will have the opportunity to identify possible trail routes and discuss solutions to challenging segments.

8:30–10:20 Pre-Tour Meeting (Happy Valley City Hall)
8:35-8:40 Introductions/Meeting objectives (Metro)

Meeting Agenda – Mt Scott-Scouters Mtn Trail Loop

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- 8:40-8:50 Project Overview (Metro/NCPRD)
 - Project objectives, guiding principles
 - Trail types: fully accessible, roadside, foot path
- 8:50-9:20 Trail alignment workshop (All – Otak/Alta to facilitate)
 - identify known trail route possibilities
 - identify challenging trail segments
- 9:20-9:30 Short break
- 9:30-10:20 Establish tour route based on workshop (All – Otak/Alta to facilitate)
 - Identify stop locations, durations
 - Record, copy, and distribute tour plan to drivers

- 10:30–12:30 Trail Reconnaissance - participants will ride together in vans.

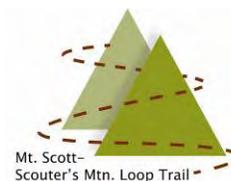
- 12:30–1:00 Sack Lunch (location?)

- 1:00–3:00 Trail Reconnaissance

- 3:00–3:30 Wrap-up Discussion (City Hall)
 - Review issues, opportunities
 - Next Steps

Note: Bring sack lunch, camera, water, walking shoes/boots, and weather-appropriate gear.

Meeting Minutes



17355 SW Boones Ferry Rd.
 Lake Oswego, OR 97035
 Phone (503) 635-3618
 Fax (503) 635-5395

Meeting: Mt. Scott-Scouter's Loop Trail Master Plan Kick-off/Site Reconnaissance

Project No.: 16088

Meeting Date: November 17, 2011

Meeting Time: 8:30 am

Location: Happy Valley City Hall

Attendees: Michael Walter, Carol Earle, Rich Feucht, Justin Popilek, Peter Lent, Kate Holleran, Emily Roth, David Siegel, John Mermin, Amanda Owings, Russell Aldridge, Leif Anderson, Jeff Johnson, John Berry, Michael Oleson, Bill Garrity, Lynn Barlow, Lori Mastrantonio, Janet Alley, Dan Moeller, David Haynes, George Hudson, Karen Vitkay, Mel Huie, Mandy Flett, Katie Dunham, Elaine Stewart

Minutes By: Mandy Flett

Mel Huie, co-project manager with Metro, opened the meeting by giving a little background on the project. The proposed trail will serve as a multi-use commuter and recreation trail connecting the Springwater Corridor regional trail to the Clackamas River. The trail alignment will be roughly 16.5 miles in length and cross through several jurisdictions.

Mel then asked the committee members to introduce themselves and describe their role on the project. He also requested that during this time to start thinking about potential alignments and opportunities and constraints.

Project Advisory Committee Attendees

Name	Organization	Email	Project Role
Michael Walter	City of Happy Valley	michaelw@ci.happy-valley.or.us	Economic and Community Development aspects for Happy Valley
Carol Earle	City of Happy Valley	carole@ci.happy-valley.or.us	Engineering Manager and will oversee development projects
Rich Feucht	City of Happy Valley	richf@ci.happy-valley.or.us	GIS Specialist
Justin Popilek	City of Happy Valley	justinp@ci.happy-valley.or.us	Initial plan review
Peter Lent	Community of Future of Damascus	pclent@comcast.net	Observer
Kate Holleran	Metro	Kate.holleran@oregonmetro.gov	Scientist looking for opportunities, enhancements, and protection of

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Name	Organization	Email	Project Role
			natural resources
Emily Roth	Portland Parks and Recreation	Emily.roth@portlandoregon.gov	Natural Resource and trail planner
David Siegel	Otak	David.siegel@otak.com	Lead facilitator
John Mermin	Metro	John.mermin@oregonmetro.gov	Long Range Planner with an interest in bike and ped
Amanda Owings	Otak	Amanda.owings@otak.com	Project Engineer
Russell Aldridge	Lincoln Memorial Park	Russell.aldrige@dignitymemorial.com	Main contact at cemetery, concerns regarding possible impacts
Leif Anderson	Metro	Leif.anderson@oregonmetro.gov	Acquisitions in regards to trail management
Jeff Johnson	Metro	Jeff.johnson@oregonmetro.gov	Volunteer with Metro
John Berry	Happy Valley Resident	Jdberry50@yahoo.com	Retired Forest Service/community member
Michael Oleson	Clackamas County	michaelole@co.clackamas.or.us	Inspector
Bill Garrity	Clackamas County	billg@co.clackamas.or.us	Constructability
Lynn Barlow	Portland Parks and Recreation	Lynn.barlow@portlandoregon.gov	Natural Resources Manager interested in the preservation of natural resources
Lori Mastrantonio	Clackamas County	lorim@co.clackamas.or.us	Engineer, Coordination of unincorporated area of Clackamas, management of Comp Plan Amendment, grant writing
Janet Alley	NCSD Transportation	alleyj@nclack.k12.or.us	Safe routes to school for children
Dan Moeller	Metro	Dan.moeller@oregonmetro.gov	Natural area land management, Alignment development and long-range maintenance
David Haynes	Otak	David.haynes@otak.com	Consultant Project Manager
George Hudson	Alta Planning	georgehudson@altaplanning.com	Consultant Co-project Manager
Karen Vitkay	Alta Planning	karenavitkay@altaplanning.com	Landscape Architect
Mel Huie	Metro	Mel.huie@oregonmetro.gov	Project Manager
Mandy Flett	Otak	Mandy.flett@otak.com	Coordinator/Planner
Katie Dunham	NCPRD	kdunham@clackamas.us	Co-Project Manager
Elaine Stewart	Metro	Elaine.stewart@oregonmetro.gov	Scientist with an interest in wildlife habitat and crossings integration

Before Mel handed the floor over to the consultant project managers David Haynes (Otak) and George Hudson (Alta), he noted that there will be a Mt. Scott/Scouters Mountain. Loop webpage on Metro's website which will be developed by Mel and Katie Dunham, co-project manager with North Clackamas Parks and Recreation. This webpage will also contain a link to the Intertwine Alliance website (an alliance with all local government agencies, non-profits, and community members to support the natural areas, parks, and trails throughout the Metro region).

Due to the small budget, Katie and Mel will be the main avenues of all communication. They will also be responsible for all community outreach and one-on-ones with key stakeholders and possibly property owners that could be impacted by an alignment.



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Healthy Parks, Healthy Portland



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Before the group began a brainstorming exercise, George asked if each segment of the trail will apply the same standards. He noted that as a group, we need to come to an agreement regarding what those standards are and where they will be applied. In general, what are things that the design team needs to think about when developing the alternatives? The following is a list of concepts from the **brainstorming exercise**:

- This is a transportation and recreation trail.
- ADA will need to be incorporated as much as possible to receive federal funding.
- Property acquisitions must comply with the Uniform Act of 1970 for acquisitions – rules need to be followed to be eligible for federal funds.
- Mt Talbert is a bike-free area and the team may need to consider a parallel route for bikes.
- One of the biggest concerns/constraints is the general topography of the area.
- If the bike trail needs to deviate from the walking path, please be sure to make it a safe and clearly defined route.
- Dogs might be an issue, specifically within City of Portland limits.
 - Possible jurisdictional chart of dog laws.
- The ideal trail type is paved, 10' wide, with 2' shoulders, and ADA compliant.
- Pedestrian trail could be separate from bike trails, if needed.
- Portions of the trail could be in the street right-of-way (ROW), bike only or both.
 - Continuity is key.
 - In street ROW trail will be separated with a planter if space allows.
 - If you are putting the bike lane on a busy street where the facility is already narrow, a cycle track or other separation options may be explored.
- Stakeholders will need to be in consensus for high likelihood of construction, which will involve willing sellers. If we can't reach an agreement with owners, then the design team will need to look at different alternatives. As alternatives are being developed, key stakeholders will need ongoing coordination. Metro will ask Leif Anderson to be present when meeting with property owners.
- Separated paths are good for Safe Routes to Schools (SRTS).
- Goal of the project is to have 75% of Regional Trail separated from traffic/off-street. This does include the buffered examples.
 - Need to consider the future build-out, refer to the TSP.
- Portions of the existing trails don't currently meet ADA requirements; when on-street, we will meet the grade requirements already established by the roadway.
- Multi-use path cannot have stairways.
- What grade is acceptable? It was suggested that one standard applies from node to node.
 - Steep sections equate to "high challenge" areas for ADA individuals; team should look at having pullouts as resting areas.
- Have any studies been completed in regards to how many people will use the trail once it is completed? At this time we do not, but this could be part of the analysis.
 - Metro has recent trail counts on Springwater Corridor



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- Industrial land is planned in Happy Valley and large employment centers exist throughout Clackamas – how can we assist employers to emphasize getting their employees out of their cars and look into using the trail network?
- The design team suggested creating a basis of design report for the Project Advisory Committee to review and comment on prior to the development of alternatives.
- ODOT has been asked about ADA. PM generally said that it all needs to be ADA. This has yet to be determined. Addressing ADA needs to be a major chapter in the report.
- When developing alternatives we could consider high and low cost options and then you can come back and provide upgrades. In doing this, the trail may deviate from the long range vision, and sometimes interim solutions become the final solution.

George then asked the group what the **key criteria** are when developing the alternatives:

- Decision making
- Connectivity
- Environmental Impacts
- Directness of route
- Ability to improve wildlife crossing
- Safety (seclusion, lighting for parents with kids using trail for school)
- Protection of natural resource
- Cost to maintain over time
- Accessibility
- Reduction in user conflict, example – use as transportation vs. bird watching, need to have turnouts.
- Aesthetic and design – high quality user experience (buffers, planters, trail bridges, viewing areas) can be based upon alternatives that are chosen
- Highlight key viewpoints
- Balance between natural resources and the trail itself, placement is key.
- Sustainable practices: low irrigation, materials, maintenance – landscaping and hardscape
- Private property impacts: looking at concern of increase of public activity through/next to private land (residential)
- Emerald necklace concept – several destinations along the trail alignment
- Habitat connectivity
- Ease of access from public parking areas

George asked if **cost** is a key factor for this project? For construction?

- Group consensus: Not really just as long as there is a focus on the maintenance cost
- Katie noted that all partners will own this trail. We will need consensus as a group of agencies on this trail Master Plan.
- Need first phase of this project to be successful, everyone needs to support everyone. Goal of master plan is to give agencies a tool to be successful in developing the trail segments.



Trail Alignment Options: Opportunities and Constraints

David gave a high level overview of the trail plan. He outlined the seven segments and noted that two alignment possibilities will be developed for each segment.

Portland Park and Receptions Segment 1

- Add contours to existing maps (roll maps used at this meeting) to get a better idea of land types.
- East Buttes Natural Area – requested no dogs and soft-surface trail – possibly locate trails at the edge so that we do not fragment natural area that exists today.
- Existing trail opportunities next to the Campfire property.
- Alignment idea from City of Portland: bring this trail west toward Foster Rd/Johnson Creek/Springwater Trail. There are opportunities to connect to the I-205 bike path and then link up to the Springwater Corridor (look at getting a copy from Emily Roth).
- Best Johnson Creek crossing? Near East Lents rest area.
- May be ideal to build undercrossing at Foster Road/Johnson Creek.
- Bikes? Refer to the City of Portland’s Bicycle Master Plan if looking at a split trail.
- Refer to the “East-Side In Motion” plan (PBOT), it has identified priority projects.
- Foster Corridor Master Plan is being developed at this time. Look at a wildlife crossings.
- No dogs in PPR Natural Areas and some parks. Issue is the off-leash dogs bringing in non-native plants, defecation, etc. No \$ for enforcement.
- Emily will check in with BES regarding the East Lents Restoration plans as they are buying land at this time.

Scouters Mt. Segment 2

- Opportunities for getting to the top exist.
- Top of the mountain is Metro-owned land, with easement across Boy Scout property for access.
- Cultural and historic resources exist.
- Picnic shelter will be placed on the old Boy Scouts’ lodge site (top of mountain).
- Try to establish a trail on the mountain itself.
- Vehicle access to the shelter will be maintained (existing paved road).
 - Existing road could be used a multi-modal path
- Heavily forested = wildlife habitat.
- Don’t fragment natural space more than it is now.
- There are some private lands but the majority is City of Portland/ Metro. Portland currently maintains.
 - There has been contact with property owners, the doors are not shut at this time. The properties are already fragmented so the trail would go in those existing areas.
- No studies for vegetation, environmental, etc. have been done at this time.
- Opportunity to locate trail on the edges of the large natural areas.
- Wildlife crossings are something that needs to be incorporated.

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- Extremely steep slopes
- Boy Scouts own a large portion of the area, but the other areas would be protected for wetlands, steep slopes, and drainages.
- Homeowners Association would be in place if parcels did sell to developers, design would need to determine where access points will need to be incorporated.
- Metro – how to determine long-range, do not have a lot of data for wildlife. Consider what we do have from a natural elements user standpoint.

Cemetery

- Respect and dignity is very important.
- There are gates that automatically close, but could look at making a route through the area and determine what times that it would be open for the trail users.
- Trail will likely be on existing roadway to not disrupt existing plots.
- Avoid the newer areas or specific sections of the cemetery where people will be visiting often.
- Locate trail in older areas, covered awning areas that do not see many visitors.
- Dog policy – not sure what the policy is for Willamette National, but at Lincoln Memorial dogs are allowed.
- Mel noted that he knows someone who has a father in military and is buried in Willamette National. They also have a Chinese section.
- Russ has two contacts that he will pass onto Mel.
- Walkers/runners are not allowed in Willamette National.
- National cemeteries have different rules.
- Recently, public member gave 84+ acres to Willamette National; Russ to look into further.
- Update maps with publicly owned lands.
- Memorial and Veterans Day will be extremely busy times, potential conflict with trail users.

Happy Valley-owned Properties

- Some of the areas are built.
 - Nature park area which is currently gravel
 - HOA property – paved and maintained by City
 - On-street (separated by a green strip)
 - Gravel (sewer easement) looking at getting grants
 - Looking at grants to get to Sunnyside Road
- Really steep near creek, look at a detention pond.
- Look at creek crossing at Sunnyside/117th, may need to work with consulting engineer for plans.
- City has steep slopes overlay: 15%-25% can be developed; over 25% cannot.
- Can we put a trail in a Conservation area? Yes? Not paved and not as wide as a regional trail.
- Happy Valley Hiker Maps – shows sewer easements that are possibilities for trails.



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Segment 5

- Crossing at Mather Road, opportunity to create a safe crossing for pedestrians and critters.
- Sunrise Corridor Plan has some bike/ped ideas incorporated in the design.
- Use some existing bike lanes?
- SE 122nd to 132nd loop has a grant from safe routes to school program.
- SE 122nd has opportunity for enhancements.
- Schools do not have connectivity besides vehicle access. Look at providing a safe route.
- Habitat corridor – push the trail up on the terrace area, adding in landing points.
- HOA ownerships may be an issue.
- Pleasant Valley Golf Course site – there may be requirements for developers to have trails throughout property.
- Equestrian use in this area?
- Mountain bike trail areas under the power corridor?
- If some land is sold to private developers, there may be trail opportunities.
- Happy Valley Park that is a walk-through trail. Not a safe trail due to lighting issues.
- Can we use 2006 Metro bond measures to purchase wildlife and trail corridors?
- Use “dark sky” measures when looking at lighting for the trail.

To see additional and more detailed notes on possible alignments, please see the attached marked up maps.

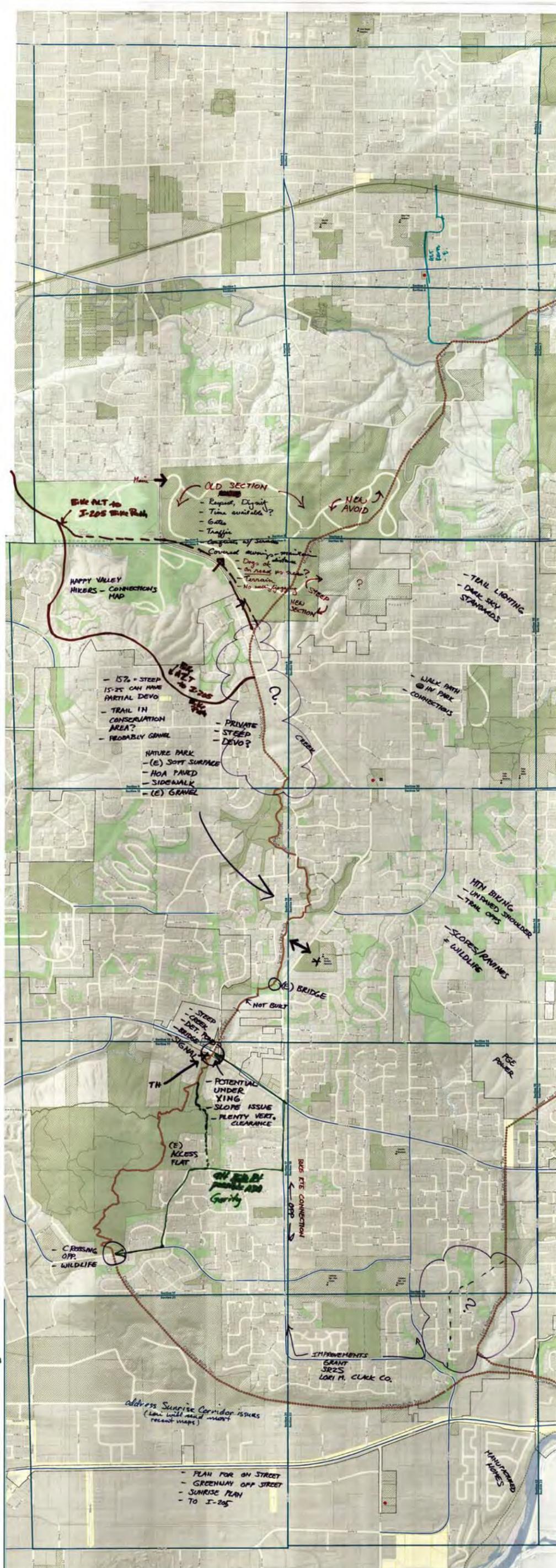
At this time the group broke off into two groups and started the field tour portion of the meeting.

Meeting Adjourned at 11:25 am.

This information has been recorded in accordance with our applicable standard of professional care. If we do not receive any comments within five days of receipt, we will finalize these minutes as drafted for the project file.



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**MT. SCOTT/ SCOUTER MT. TRAIL LOOP
WESTERN SECTION**



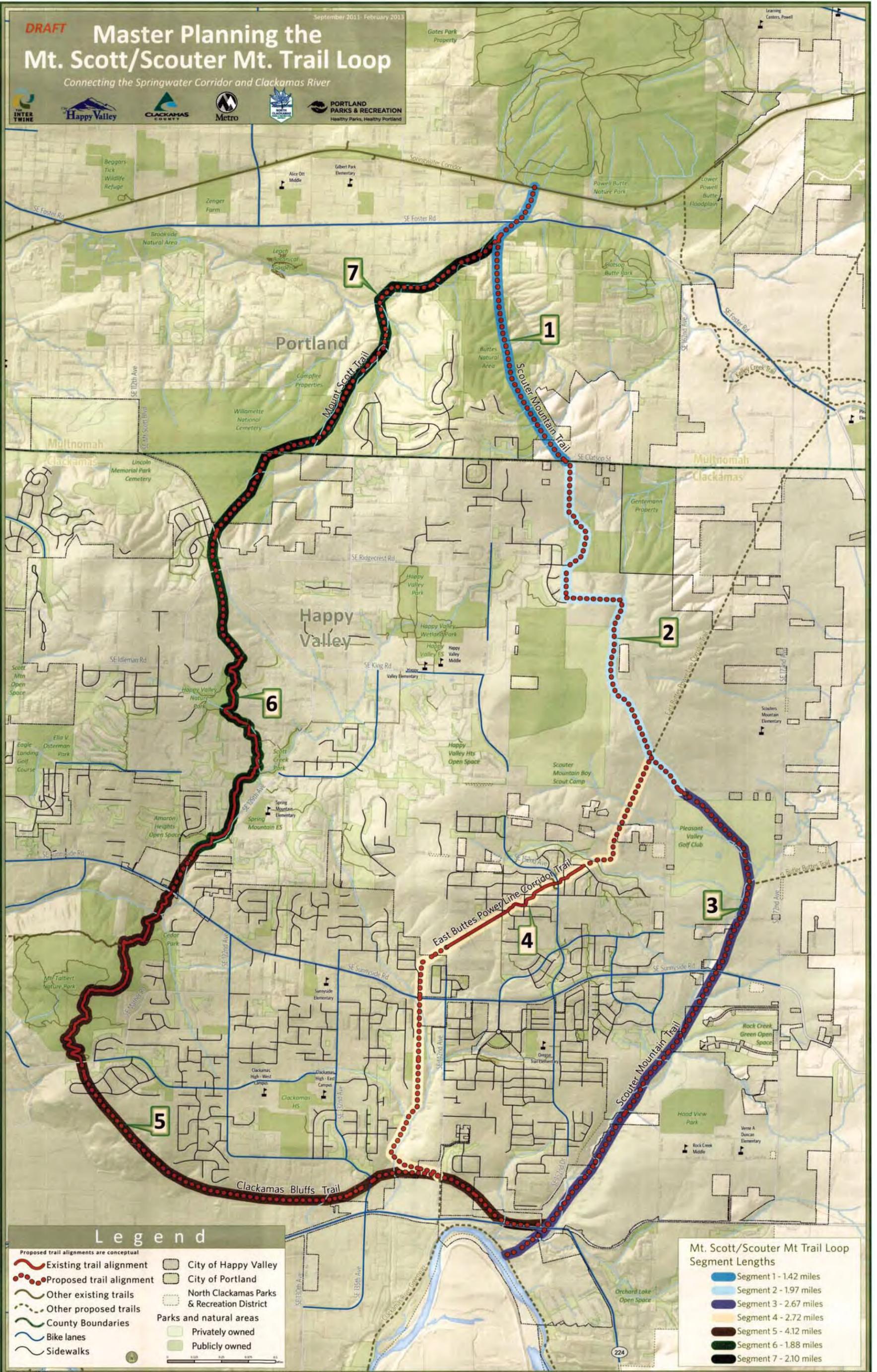
LEGEND		
	County boundaries	Publicly owned parcels
	City boundaries	Utilities
	Park district boundaries	Schools
	Parks and natural areas	Libraries
	Priority owned	Hospitals
	Publicly owned	Fire stations
		City halls

DRAFT

September 2011 - February 2013

Master Planning the Mt. Scott/Scouter Mt. Trail Loop

Connecting the Springwater Corridor and Clackamas River

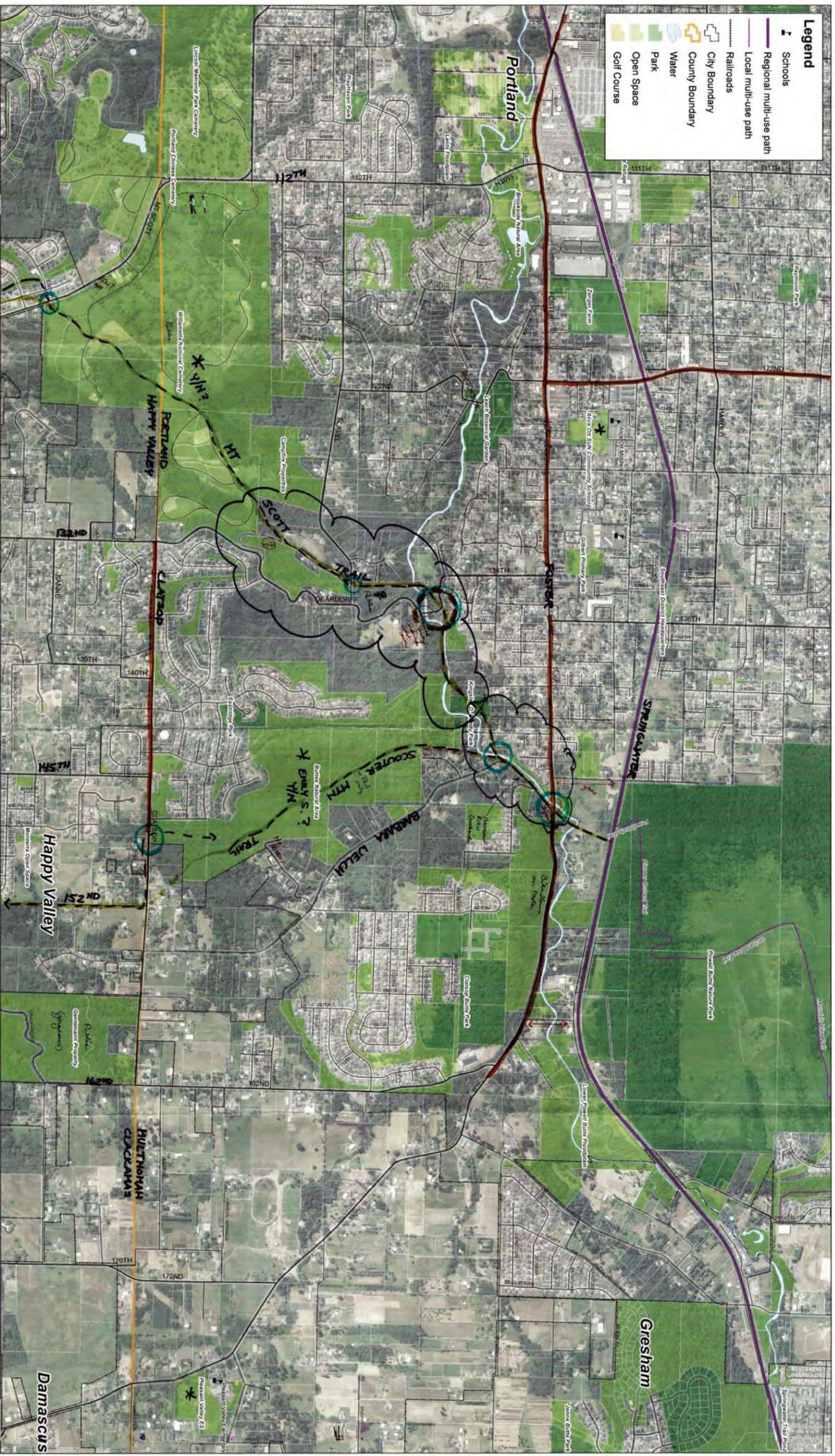


Legend

- Proposed trail alignment
- Existing trail alignment
- Other existing trails
- Other proposed trails
- County Boundaries
- Bike lanes
- Sidewalks
- City of Happy Valley
- City of Portland
- North Clackamas Parks & Recreation District
- Parks and natural areas
- Privately owned
- Publicly owned

Mt. Scott/Scouter Mt Trail Loop Segment Lengths

- Segment 1 - 1.42 miles
- Segment 2 - 1.97 miles
- Segment 3 - 2.67 miles
- Segment 4 - 2.72 miles
- Segment 5 - 4.12 miles
- Segment 6 - 1.88 miles
- Segment 7 - 2.10 miles



Mt. Scott/Scouter Mt. Trail Loop Field Work - North

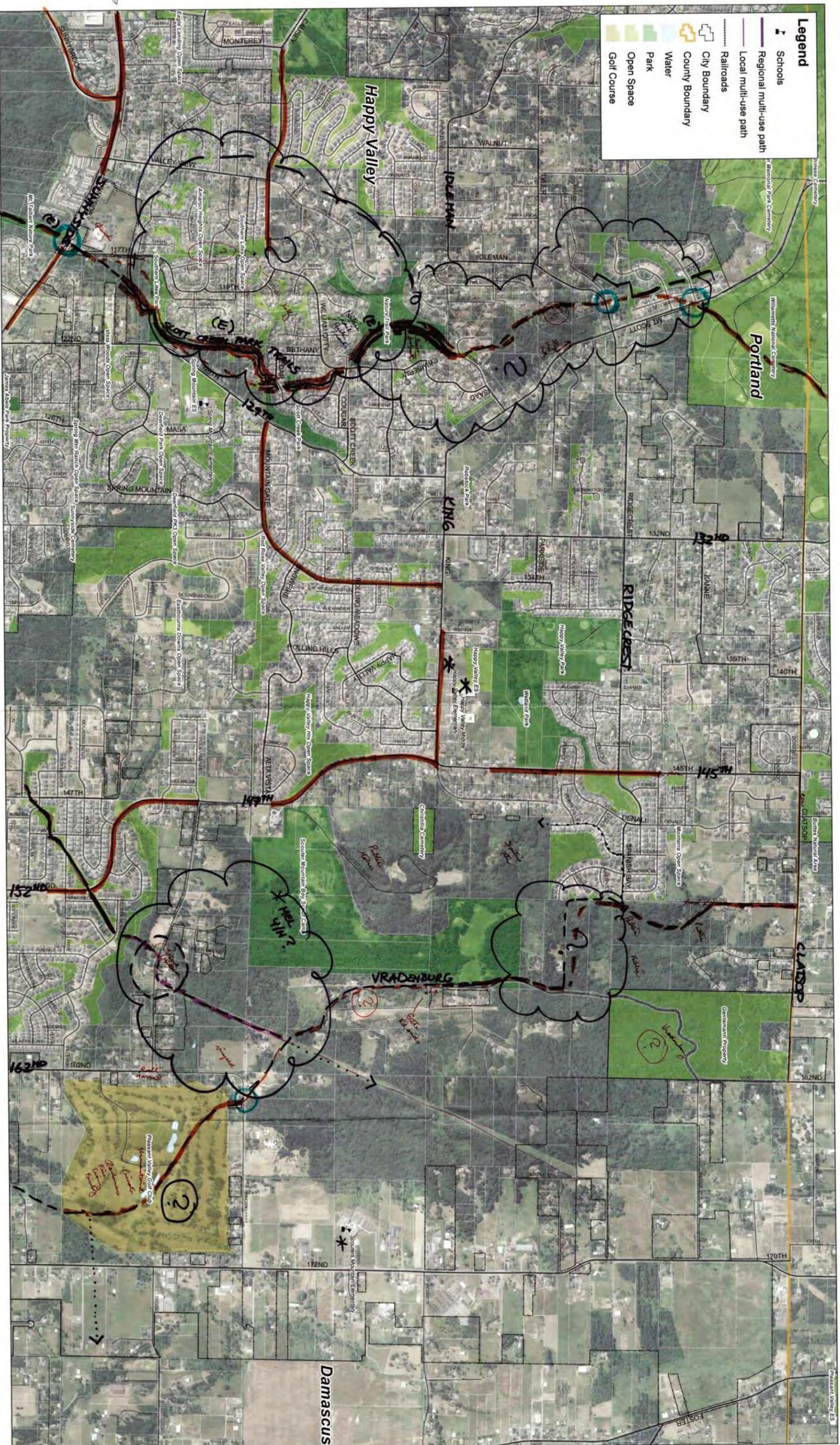
The Intertwine | Happy Valley | Clackamas County | Metro | North Clackamas PRD | Portland Parks & Recreation

Mt. Scott/Scouter Mt. Trail Loop Master Plan

Source: Data obtained from Metro
Date: October 2011



- Green Tag Park
 - Blue Tag Park
 - Red Tag Park
 - Orange Tag Park
 - Yellow Tag Park
 - Purple Tag Park
 - Grey Tag Park
 - White Tag Park
 - Black Tag Park
 - Brown Tag Park
 - Pink Tag Park
 - Light Blue Tag Park
 - Light Green Tag Park
 - Light Yellow Tag Park
 - Light Purple Tag Park
 - Light Grey Tag Park
 - Light Brown Tag Park
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 - Light Light Light Yellow Tag Park
 - Light Light Light Purple Tag Park
 - Light Light Light Grey Tag Park
 - Light Light Light Brown Tag Park
 - Light Light Light Pink Tag Park



Mt. Scott/Scouter Mt. Trail Loop Field Work - Central

The Intertwine | Happy Valley | Clackamas County | Metro | North Clackamas PRD | Portland Parks & Recreation

Mt. Scott/Scouter Mt. Trail Loop Master Plan

Source: Data obtained from Metro

Date: October 2011



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Meeting Agenda



17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035



Meeting: Mt. Scott-Scouter Mt. Loop Trail Master Plan:
Project Advisory Committee Meeting #2

Project No.: 16088

Meeting Date: Thursday, March 22, 2012

Meeting Time: 2:00-3:30 pm

Location: Happy Valley City Hall, 16000 SE Misty Drive
2nd floor meeting space

Expected Attendees: Carlotta Collette, Shirley Craddick Metro Council; Councilor Michael Morrow; Katie Dunham, N. Clackamas Parks and Recreation District; Janet Alley, North Clackamas School District; Russell Aldridge, Lincoln Memorial Park Cemetery; Bill Garity, Clackamas Co.; Lori Mastrantonio, Clackamas County Transportation and Land Use; Mike Oleson, Clackamas County; Michael Walter, Carol Earle, Rich Feucht, Justin Popilek, city of Happy Valley; John Berry, Happy Valley Citizen; Emily Roth, Lynn Barlow, Portland Parks and Recreation; Peter Lent, Community of Future of Damascus; Bret Richards, ODOT
Mel Huie, Dan Moeller, Elaine Stewart, John Mermin, Kate Holleran, Leif Anderson, Tim Richard, Metro;
Jeff Johnson, Volunteer for Metro Trails; David Haynes, Mandy Flett, Otak; George Hudson, Karen Vitkay, Alta Planning

1. Introductions (Mel: 05 min.)
2. Overview of key discussion items from November 2011 kick-off (David/George: 20 min.)
3. Review of Feb 28 field trip findings (George: 10 min.)
4. Development of trail alternatives status (George: 30 min.)
5. Overview of Public Involvement program (Mel: 20 min.)
 - a. Open House – June 7, 2012 from 5:30-8:00 pm (Happy Valley City Hall)
 - b. Stakeholder Interview Process
 - c. Engaging the Public, Adjacent Property Owners, Businesses, Other Government Agencies, Schools, Neighborhood Organizations, Trail Users, Recreation Groups, et. al.
6. Wrap up/Next steps (David/George/Mel: 05 min.)

Need more information or Questions? Contact mel.huie@oregonmetro.gov 503.797.1731



Meeting Agenda

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Thursday, January 26, 2012

Mt. Scott / Scouter Mt. Trail Loop Master Plan

List of Invitees to Project Advisory Committee Meeting No. 2

Location: Happy Valley City Hall
16000 SE Misty Drive
Happy Valley, OR (2nd Floor)

Date **March 22, 2012 (Thursday)**

Time: **2:00 to 3:30 p.m.**

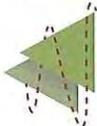
Invited:

1. Carlotta Collette, Metro Council
2. Shirley Craddick, Metro Council
3. Councilor Michael Morrow
4. Katie Dunham, N. Clackamas Parks and Recreation District
5. Janet Alley, North Clackamas School District
6. Russell Aldridge, Lincoln Memorial Park Cemetery
7. Bill Garity, Clackamas Co.
8. Lori Mastrantonio, Clackamas County Transportation and Land Use
9. Mike Oleson, Clackamas County
10. Michael Walter, city of Happy Valley
11. Carol Earle, city of Happy Valley
12. Rich Feucht, city of Happy Valley
13. Justin Popilek, city of Happy Valley
14. John Berry, Happy Valley Citizen
15. Emily Roth, Portland Parks and Recreation
16. Lynn Barlow, Portland Parks and Recreation
17. Peter Lent, Community of Future of Damascus
18. Bret Richards, ODOT
19. Dan Moeller, Metro
20. Elaine Stewart, Metro
21. Jeff Johnson, Volunteer for Metro Trails
22. John Mermin, Metro
23. Kate Holleran, Metro
24. Leif Anderson, Metro
25. Tim Richard, Metro

Mel Huie, Metro – Project Manager for the Trails Plan

Consultant Team:

- David Haynes, OTAK, Inc.
- Mandy Flett, OTAK, Inc.
- George Hudson, Alta Planning
- Karen Vitkay, Alta Planning

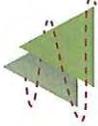


MT. SCOTT-SCOUTER'S MTN. LOOP TRAIL MASTER PLAN
PROJECT ADVISORY COMMITTEE SIGN-IN SHEET (PLEASE PRINT)

MARCH 22, 2012

16

NAME	AFFILIATION	EMAIL
Mandy Felt	Clark Co. Sheriff	mandy.felt@clackamas.or.us
Sara McClung	PORTLAND PARKS	saramcc@co.clackamas.or.us
LENN BARLOW	Alta Planning + Design	lynn.barlow@portlandoregon.gov
George Hudson	North Clackamas S.D.	georgehudson@altaplanning.com
Janet Alley	attn: jonebeck Transportation	allejonebeck.k12.or.us
TIM RICHARD	METRO	tim.richard@oregonmetro.com
RICH FEUENT	CITY OF HAPPY VALLEY	rich.f@ci.happy-valley.or.us
MICHAEL MARLOW	City of Happy Valley	michaelm@ci.happy-valley.or.us
Karen Vitkay	Alta	KAREN.VITKAY@ALTA.PLANNING.COM
Elaine Stewart	Metro	
Katie Dunham		
Carol Eade	City of Happy Valley, Engr Div	carole@ci.happy-valley.or.us
Kate Dunham	NCPRD	kadunham@clackamas.or.us
DAVID HAYNES	Otak	david.haynes@otak.com



MT. SCOTT-SCOUTER'S MTN. LOOP TRAIL MASTER PLAN
PROJECT ADVISORY COMMITTEE SIGN-IN SHEET (PLEASE PRINT)

MARCH 22, 2012

NAME	AFFILIATION	EMAIL
Mel Hair	Metro - PM	mel.hair@metro.net
David Haynes	Olathe	david.haynes@olathe.com
John Mermig	Metro	john.mermig@metro.net
Justin Popilek	City of Happy Valley	justinp@ci.happyvalley.nc.us

Meeting Minutes



17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035



Meeting: Mt. Scott-Scouters's Mtn. Loop Trail Master Plan, Project Advisory Committee

Project No.: 16088

Meeting Date: March 22, 2012

Meeting Time: 2:00 pm

Location: City of Happy Valley, City Hall

Attendees: Michael Morrow, Carol Earle, Rich Feucht, Justin Popilek – City of Happy Valley; Katie Dunham, N. Clackamas Parks and Recreation District; Janet Alley, North Clackamas School District; Mel Huie, John Mermin, Tim Richard, Elaine Stewart – Metro; Sara McClurg – Clackamas County Sheriff; Lynn Barlow – Portland Parks and Recreation; George Hudson, Karen Vitkay – Alta Planning; David Haynes, Mandy Flett – Otak

Minutes By: Mandy Flett

Mel Huie opened the meeting by thanking everyone for attending and asked that everyone take a moment to introduce themselves. He then noted that the next meeting with this group will be May 24th to prepare for the open house on June 7th and review the refined segments that will be presented.

- A. Mel handed the floor over to David Haynes with Otak who he provided a quick review of the agenda and key discussion items from the November 17, 2011 meeting, the February 28, 2012 field trip, and findings as the design has been refined, which are highlighted below:
1. The team's focus has been to look at two alternatives; the priority is to have a multi-use path that can accommodate both cyclists and pedestrians. However, when necessary, the two uses may be separated.
 2. One of the highest priorities is to determine which properties will be affected and initiate conversations with the owners.
 3. It was determined that the wayfinding program is going to be key to this trail project.
 - o Tim Richards is the point of contact for signage and he noted that Fanno Creek Trail is the first site for testing this program. Tim has provided the design team with a draft copy of the Intertwine Signage Guidelines for review.
 4. A key challenge is the topography.
 5. Continued discussions of cost considerations knowing that the long term maintenance of the trail will be the main focus when trying to keep costs down.
 6. In Happy Valley, slopes over 25% cannot be developed.



Metro



PORTLAND PARKS & RECREATION
Healthy Parks, Healthy Portland



Meeting Minutes

March 22, 2012

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7. North Clackamas Parks and Recreation District may have future partnering opportunities with other local agencies (WES) when approaching acquisitions along the potential trail alignments.
 8. Segment 6: Lincoln Memorial is open to having a segment of the trail through the cemetery as well as along their property adjacent to Mt Scott Boulevard.
 - o Dignity Memorial provided a mark-up map with their suggested route through the property. (see attached). Project staff reviewed and verified the route in the field on February 28th.
 - o Might consider having access after operating hours.
 9. Segment 1: Recommendations were provided by the City of Portland on pedestrian only access to the Buttes National Area and have been incorporated into the recent design. (see attached) PP&R expects that the Friends of the Buttes Natural Area will be in opposition to trails within the natural area. The preferred alignment follows an existing skid road within the park and exists at a neighborhood roadway to the south. Additional field verification may be needed regarding the northern access point.
 10. Segment 3: is primarily through large, undeveloped private property. Individual parcels have been identified for potential easement discussions.
 11. Segment 5: includes existing pieces of built trail through Mt Talbert as well as a large area of land owned by ODOT for the Sunrise Corridor project. On street connections will link into area schools.
 12. Segment 4: is the powerline corridor and portions are existing. Extreme topography issues and the presence of stairs limit this to being a pedestrian only route.
 13. Segment 7: Willamette National Cemetery appears to not be a valid option. Instead the route is likely to be on Mt Scott Boulevard, with a connection to the existing I-205 bike path to the east and the Springwater Corridor to the north.
- B. At this point the discussion turned its focus to a review of the existing conditions maps provided by Alta. David handed the floor over to Karen Vitkay who discussed the opportunities and constraints presented by topographical, natural resource, and public and private property access issues.
- C. The discussion then turned to the most recent map of the potential segment alignments provided by Alta. Karen handed the floor over to George Hudson who discussed each segment.

North

1. East Portland Action Plan Implementation Group has voiced interest in the trail project, specifically around the area of 145th.
2. The suggested route provided by the city of Portland allows for minimal impacts to the natural area and works well with the challenging topography.
3. Connection to Barber/Welch is a challenge as it follows Johnson Creek and does not allow much room for a trail.
4. An option is to bring the pedestrians across the covered bridge and connect with 134th.

Meeting Minutes

March 22, 2012

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5. Need to look at crossing Foster at signalized intersections only for safety.
6. Do you think you can put a trail through a school area? Janet did believe so, but there would be design requirements.
7. Does 162nd offer on-street protected bikeways? George noted that this a rural area, very flat, and low travelled. It works well for cyclists as is.

South/West

8. Cyclists could use 122nd as an alternative to going through Mt Talbert Nature Park.
 9. Trail Connection with the Sunrise Corridor at 122nd. Not sure when it will be built or what it will look like. Preliminary plans have a multi-use path on the north side of the Sunrise Corridor.
 10. Janet Alley with North Clackamas School District noted that she had some traffic data available and would be happy to coordinate this information with the design team.
 11. Katie noted that NCPRD is planning a 2 acre park close to the trail in the Rock Creek area. A connection to the park should be considered as well as to Hood View Park, Rock Creek Middle and Duncan Elementary School. A connection over the creek would be needed.
 12. The landowner of the former Pleasant Valley Golf Course is a key stakeholder and will be meeting with them soon to discuss trail opportunities.
 13. Powerline Corridor:
 - o Stairs have been built in this area
 - o Does not meet ADA requirements
 - o Could use 142nd as an alternative route – nice wide street
 - o The conceptual alignment currently follows an existing creek and avoids driveways on 142nd.
 - o Trail users should be routed however to the existing signal at 142nd and Sunnyside. Currently the route is shown as being west of 142nd where open PGE property exists north of Sunnyside. This alignment also connects with existing parks south of Sunnyside.
 - o Additional discussion and field work is needed in this area.
 14. Northern end of the corridor may require a trestle type bridge NCPRD and WES developing a relationship in regards to acquisition and trail collaboration.
- D. Mel gave a brief overview of the upcoming June 7th open house at Happy Valley City Hall. He directed everyone's attention to the fact sheet and map (which will be updated to display the most up to date map). He noted that stakeholder interviews will be one of the key next steps and will be handled by Emily Roth, Katie Dunham, Leif Anderson, and himself. If anyone on the PAC had any additional recommendations for the discussion with these key stakeholders to please email Katie and himself by Thursday, March 29th.

Mel thanked everyone for attending and asked if there were any additional comments or questions before we adjourned. Michael Morrow asked Sara McClurg with Clackamas County Sheriff Department what she thought about the potential for an increase in criminal activity into areas of

Meeting Minutes

March 22, 2012

Page 4

Happy Valley? She realized that there are challenges with keeping criminal behavior along trails down, but she did not believe they would travel that far out of the city.

Mel reminded everyone that the next meeting will be May 24th and thanked the city of Happy Valley for the refreshments.

Meeting adjourned: 3:30 pm.

This information has been recorded in accordance with our applicable standard of professional care. If we do not receive any comments within five days of receipt, we will finalize these minutes as drafted for the project file.

SECURITY NOTICE
Please lock your vehicle
and secure your valuables!!!

= ROAD EDGE
= Possible Route
= Alternate Route



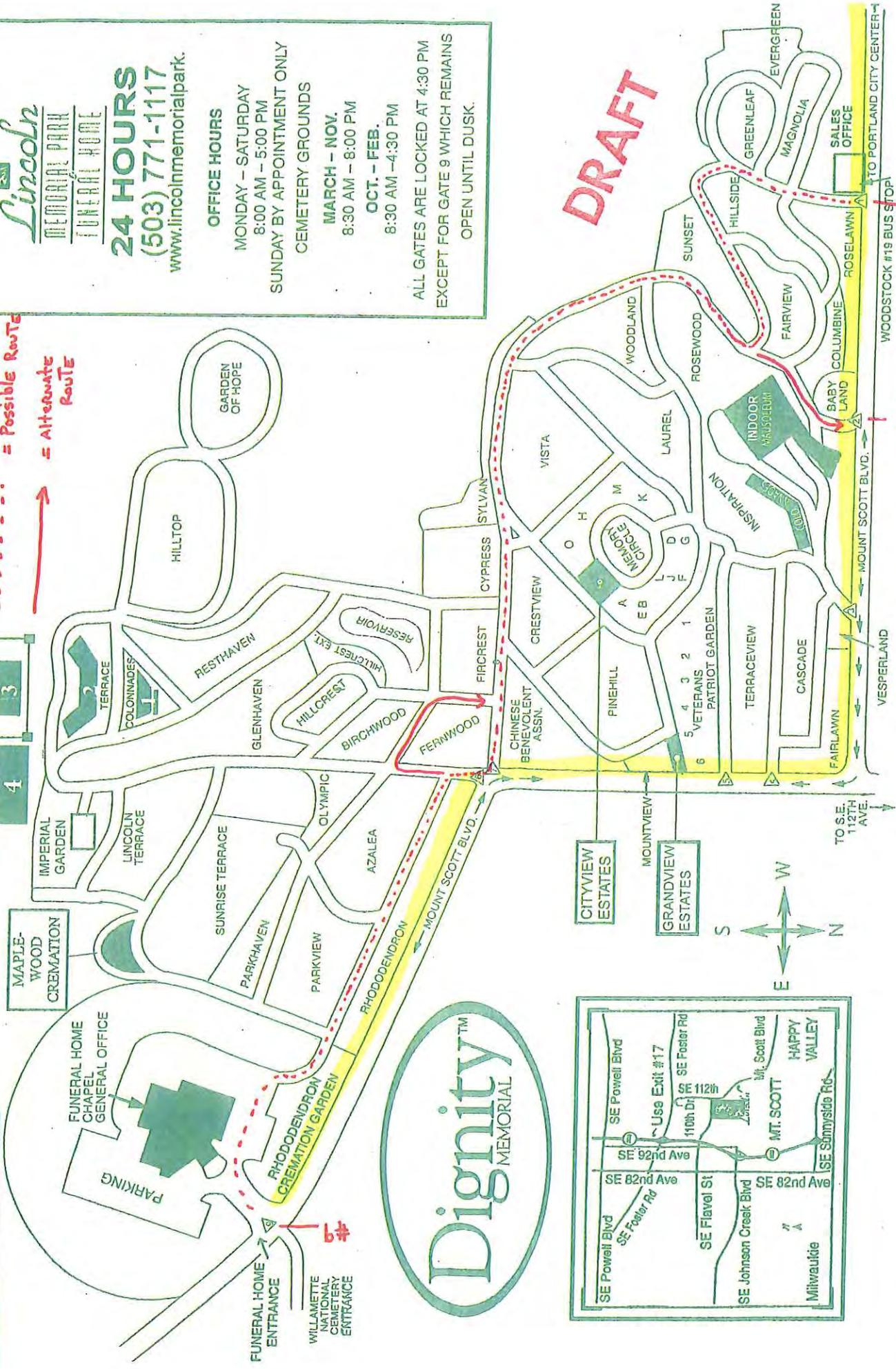
24 HOURS
(503) 771-1117
www.lincolnmemorialpark.com

OFFICE HOURS
MONDAY – SATURDAY
8:00 AM – 5:00 PM
SUNDAY BY APPOINTMENT ONLY
CEMETERY GROUNDS

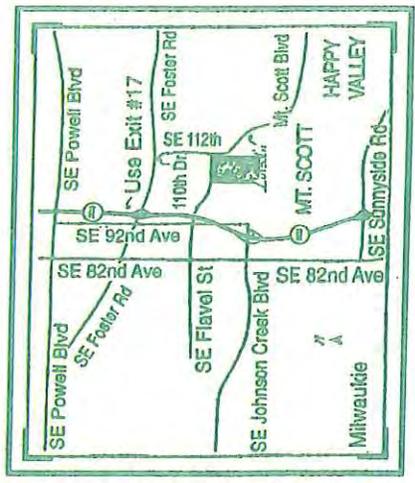
MARCH – NOV.
8:30 AM – 8:00 PM

OCT. – FEB.
8:30 AM – 4:30 PM

ALL GATES ARE LOCKED AT 4:30 PM
EXCEPT FOR GATE 9 WHICH REMAINS
OPEN UNTIL DUSK.

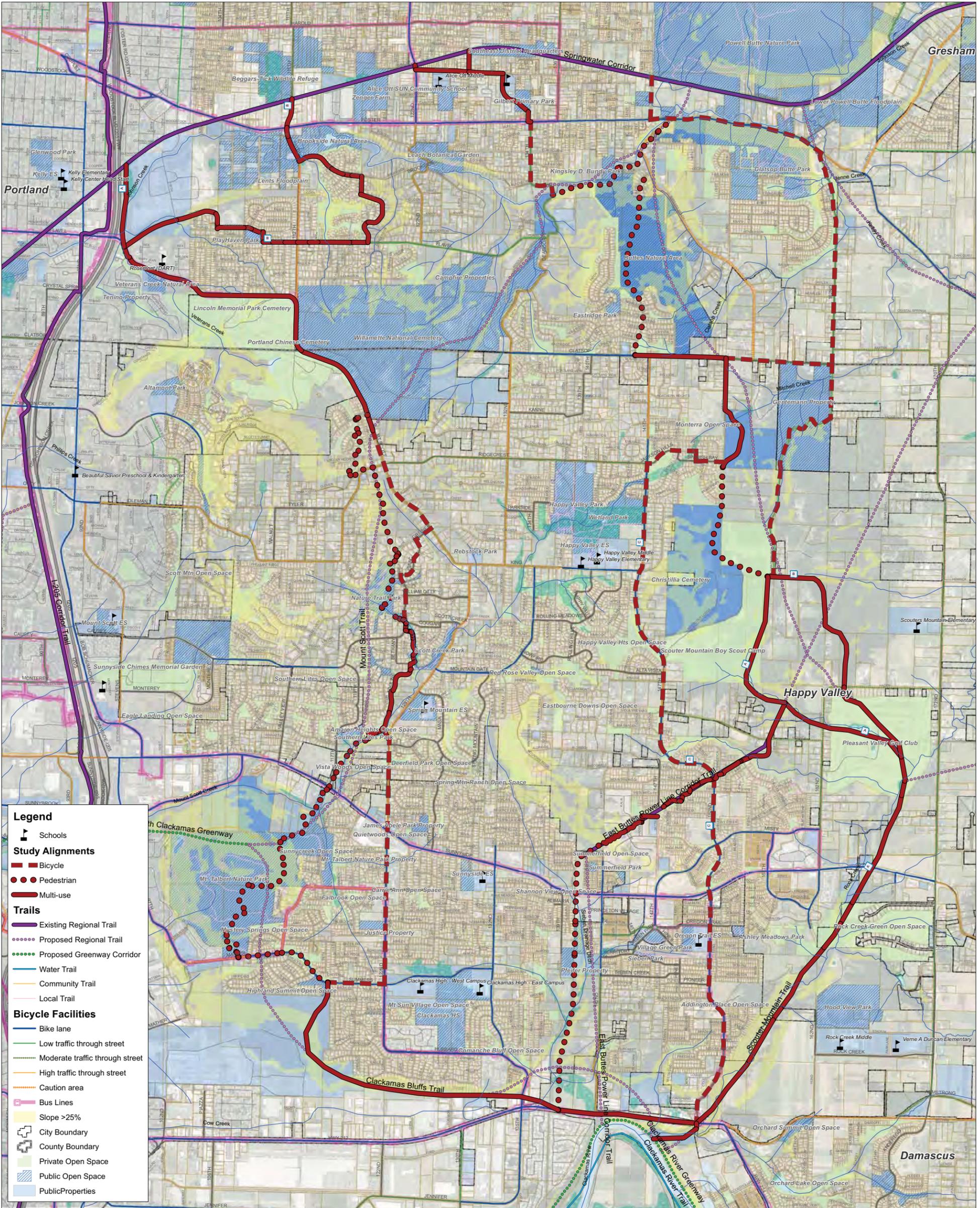


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Mt. Scott/Scouter Mt. Trail Loop: Draft Alignments

The Intertwine | Happy Valley | Clackamas County | Metro | North Clackamas PRD | Portland Parks & Recreation
 Mt. Scott/Scouter Mt. Trail Loop Master Plan

Source: Data obtained from Metro
 Date: March 2012



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Meeting Agenda



HanmiGlobal Partner



Meeting: Mt. Scott-Scouter Mt. Loop Trail Master Plan:
Project Advisory Committee Meeting #3

Project No.: 16088

Meeting Date: Thursday, May 24, 2012

Meeting Time: 2:00-3:30 pm

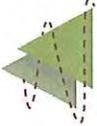
Location: Happy Valley City Hall, 16000 SE Misty Drive: Council Chambers

Expected Attendees: Carlotta Collette, Shirley Craddick Metro Council; Councilor Michael Morrow; Katie Dunham, N. Clackamas Parks and Recreation District; Janet Alley, North Clackamas School District; Russell Aldridge, Lincoln Memorial Park Cemetery; Bill Garity, Clackamas Co.; Lori Mastrantonio, Clackamas County Transportation and Land Use; Mike Oleson, Clackamas County; Michael Walter, Carol Earle, Rich Feucht, Justin Popilek, city of Happy Valley; John Berry, Happy Valley Citizen; Emily Roth, Lynn Barlow, Portland Parks and Recreation; Peter Lent, Community of Future of Damascus; Bret Richards, ODOT; Mel Huie, Dan Moeller, Elaine Stewart, John Mermin, Kate Holleran, Leif Anderson, Sheena VanLeuven, Tim Richard, Metro; Sara McClurg, Clackamas County Sheriff; Jeff Johnson, Volunteer for Metro Trails; David Haynes, Mandy Flett, Otak; George Hudson, Karen Vitkay, Alta Planning

1. Publicity and Mailings for Open House (Mel: 5 min.)
2. June 7 Open House Format/Content/Details (Mel/Otak/Alta: 30 min.)
 - a. Aiming to have 75-100 persons attend. Everyone bring five persons.
3. Scouter Mt. Picnic Shelter/Restrooms/access trail/bike racks and Habitat Restoration Project (Tim Richard/Kate Holleran: 10 min.)
4. Stakeholder Interviews Process (Mel: 5 min.)
5. Overview of the draft Existing Conditions memo (Otak/Alta: 10 min.)
6. Next steps in developing the master plan (Otak/Alta: 10 min.)

Need more information or Questions? Contact mel.huie@oregonmetro.gov 503.797.1731

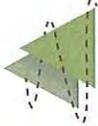




MT. SCOTT-SCOUTER'S MTN. LOOP TRAIL MASTER PLAN
PROJECT ADVISORY COMMITTEE SIGN-IN SHEET (PLEASE PRINT)

MAY 24, 2012

NAME	AFFILIATION	EMAIL
Wanda Roth	Ostele	_____
David Harper	Ostele	_____
MEL HUG	Metro	mel.hug@oregonmetro.gov
Emily Roth	TPR	emily.roth@portlandoregon.gov
Michael Morgeson	HV Council	michaelm@ci.happy-valley.or.us
Jill Bauer	EPA	LBAUER@PVAH@aol.com



MT. SCOTT-SCOUTER'S MTN. LOOP TRAIL MASTER PLAN
PROJECT ADVISORY COMMITTEE SIGN-IN SHEET (PLEASE PRINT)

MAY 24, 2012

NAME	AFFILIATION	EMAIL
Katie Dunham	NCPRT	kdunham@clackamas.or.us
Justin Popilek	City of Happy Valley	justinp@ci.happyvalley.or.us
Sara McClurg	Clackamas Co. Sheriff	saramcc@co.clackamas.or.us
MIKE OLSON	CLACKAMAS COUNTY ENGINEERS	MICHAEL@CO.CLACKAMAS.OR.US

Meeting Minutes



17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035



Meeting:	Mt. Scott-Scouters's Mtn. Loop Trail Master Plan, Project Advisory Committee Meeting No. 3
Project No.:	16088
Meeting Date:	May 24, 2012
Meeting Time:	2:00 pm
Location:	City of Happy Valley, City Hall
Attendees:	Mike Oleson – Clackamas County Engineering; Linda Bauer – EPAP; Councilor Michael Morrow, Justin Popilek – City of Happy Valley; Katie Dunham, N. Clackamas Parks and Recreation District; Mel Huie – Metro; Sara McClurg – Clackamas County Sheriff; Emily Roth – Portland Parks and Recreation; Karen Vitkay – Alta Planning; David Haynes, Mandy Flett – Otak
Minutes By:	Mandy Flett

Mel Huie opened the meeting by reminding everyone that the focus of today's meeting was to discuss the upcoming open house. Before handing the floor over to Karen Vitkay he thanked everyone for attending and asked that everyone take a moment to introduce themselves.

1. Publicity and Mailings for Open House
 - Mel provided an update on the mailings; NCPRD graciously provided the open house announcement to 4700 people. This number was created by looking at residents with 300 feet of the proposed alignments.
 - Mel asked Otak to distribute the open house announcement to the entire PAC when issuing the meeting minutes.
2. June 7th Open House Format/Contents/Details
 - Mel noted that we are aiming to have 75-100 attendees and asked that everyone tries to bring five people.
 - All handouts will be provided by the sign-in table in the lobby.
 - Mel to provide comment card and sign-in sheets.
 - It was asked what ever happened to the comment from the Scouter's Mountain open house last year? Mel to locate. **Action: Metro**
 - The draft PowerPoint developed by Karen and Mel and reviewed by Katie, Justin, and Emily. The PowerPoint will need to be submitted for review on Tuesday, May 31st. **Action: Alta**



Meeting Minutes

May 24, 2012

Page 2

- Mel noted that we will need to allow about 5 minutes for the Scouter's Mountain update (Tim/Richard/Kate?).
- Include a one slide that highlights the partners/introduction.
- Katie, Justin, and Emily to supply pictures to Karen.
- Karen provided a brief over view of the open house format:

Potential Public Open House Staffing

Mel Huie	Tim Richards
George Hudson	Katie Dunham
Karen Vitkay	Lynn Barlow
Amanda Owings	Emily Roth
Mandy Flett	Justin Patterson
Amanda Owings	Carol Earle
Sarah McClurg	

Draft Meeting Agenda:

4:30	Team arrives for set up
5:30	Open House (30 min)
6:30	Introduction & Background (7 min) – Metro Councilor <i>Why are we doing this?</i> (Councilor Morrow City Councilor and Craddick)
6:10	<ul style="list-style-type: none"> • Presentation Topics (15 – 20 min max) Powerpoint format • Process: Contacting property owners & stakeholder interviews • Existing Conditions: Mention Safety/Involvement of Sheriff • Design (Regional Guidelines) • Alignments (Preliminary) • Opportunities and Constraints • Scouter's Mountain (TR, KH)-5 min. • Next Steps
6:30	<p>Stations:</p> <p>Background (Mel, Justin)</p> <ul style="list-style-type: none"> • Schedule and Process-Stakeholder Interviews (Mel) • Implementation • Funding (Mel) • Design Guidelines -Trail Types (Otak/Alta) <p>Existing Conditions (KD, ER)</p> <ul style="list-style-type: none"> • Environmental, Topography, Ownership, Traffic, Zoning <p>Opportunities and Constraints (Alta-George/Otak-Amanda)</p>

Meeting Minutes

May 24, 2012

Page 3

	Alignments (GH) Scouter's Mountain (TR, KH) Safety (Clackamas Sherriff/Sara McClurg)
7:30	Station Summaries (Mel to facilitate, station facilitators to report back) <ul style="list-style-type: none">• Discussion• Next Steps

3. Stakeholder Interviews

- Mel noted that Justin, Katie, Emily, and himself have been conducting interviews.
 - Emily met with Friends with Powell Butte. They are in favor of the project and their main concern is safety.
 - Pleasant Valley Neighborhood is in favor of the trail but feel that using 162nd is a bad idea due to its lack of a scenic environment.
 - A meeting is planned with the cemeteries and Mel
- Is there a need to reach out to the equestrian community? Emily to provide a contact to Mel.
Action: Portland
- Mel added that a little further into the project, the team will need to develop a FAQ for distribution. **Action: Metro**
- It was requested that a standard set of questions be developed for inclusion stakeholder meetings. **Action: Otak, Alta, Metro**

October 18th Public Meeting Topics

- Summary/Lessons learned from public meeting #1
- Alignment Refinement/Recommendations
- Trail Design
- Trail Management
- (NCPRD Park Master Plan?)

The attendees directed their focus onto the maps/exhibits that will be used at the open house. There were minor changes to the draft alignments that will need to be made prior to the open house, but overall ready to go.

4. Existing Conditions Memo

- Mel asked the reviewers that all comments are submitted to him by June 11th for consolidation and distribution to the consultant team. **Action: PMT**

Meeting Minutes

May 24, 2012

Page 4

- Emily and others noted that the natural resources section needs to be fleshed out. It seems that we are missing what is on the ground.

5. Next Steps

- The team will begin the development of criteria of the Alternatives Analysis. Mel asked for a map of the Comp Plan from Happy Valley. **Action: Happy Valley**

Mel reminded everyone to bring 5 people to the open house and thanked the city of Happy Valley for the refreshments.

Meeting adjourned: 3:30 pm.

Meeting Agenda



HanmiGlobal Partner



Meeting: Mt. Scott-Scouter Mt. Loop Trail Master Plan:
Project Advisory Committee Meeting #4

Project No.: 16088

Meeting Date: Thursday, June 28, 2012

Meeting Time: 2:00-3:30 pm

Location: Alta Planning: 711 SE Grand Ave. Portland, OR 97214

Expected Attendees: Carlotta Collette, Shirley Craddick Metro Council; Councilor Michael Morrow; Katie Dunham, N. Clackamas Parks and Recreation District; Janet Alley, North Clackamas School District; Russell Aldridge, Lincoln Memorial Park Cemetery; Bill Garity, Clackamas Co.; Lori Mastrantonio, Clackamas County Transportation and Land Use; Mike Oleson, Clackamas County; Michael Walter, Carol Earle, Rich Feucht, Justin Popilek, city of Happy Valley; John Berry, Happy Valley Citizen; Emily Roth, Lynn Barlow, Portland Parks and Recreation; Peter Lent, Community of Future of Damascus; Bret Richards, ODOT; Mel Huie, Dan Moeller, Elaine Stewart, John Mermin, Kate Holleran, Leif Anderson, Sheena VanLeuven, Tim Richard, Metro; Sara McClurg, Clackamas County Sheriff; Jeff Johnson, Volunteer for Metro Trails; David Haynes, Mandy Flett, Otak; George Hudson, Karen Vitkay, Alta Planning

1. Overview of June 7th Open House (Mel: 15 min.)
2. October Open House (Mel: 15 min.)
 - a. Date
 - b. Material
3. Deliverables (Mel/Alta/Otak: 30 min.)
 - a. Submitted to date
 - b. Due by mid-October
 - c. Next Steps in developing the Layout of master plan document
4. Stakeholder/Acquisition Discussion (Mel/Katie: 20 min)
5. Project Website Update (Mel: 5 min.)
6. Other (5 min.)

Need more information or Questions? Contact mel.huie@oregonmetro.gov 503.797.1731



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Meeting Minutes



17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035



Meeting: Mt. Scott-Scouters's Mtn. Loop Trail Master Plan,
Project Advisory Committee Meeting No. 4

Project No.: 16088

Meeting Date: June 28, 2012

Meeting Time: 2:00 pm

Location: Alta Planning

Minutes By: David Haynes

Mel started the meeting with a recap of Open House #1.

- The event was a success with ~60 attending and yielding 20 comment cards, 4 phone calls, and 1 letter. The majority of comments were supportive.
- The comments were inserted into a map reviewed as a group. Key issues included:
 - safety concerns at the Foster Road segment, alternate routes were briefly discussed
 - potential new school location on 162nd
 - properties designated with “+” are either pro trail or would like to sell to Metro
 - concern about overflow parking at Scouters Mountain
 - need to obtain easements at Monner property and east of Scouters Mountain, among other locations
- Alta noted that the alternatives analysis Task 4 should follow completion of the stakeholder/owner interviews.
 - David recommended revising the schedule so Task 4 would follow Task 5 to allow more time for stakeholder/owner interviews.
 - Stakeholder report will now be due Sept 13th
 - Additional stakeholders to consider include watershed councils, “Friends Of...” organizations, and equestrian groups.
- Alta and Otak are to prepare Master Plan mock-up for review at the next PAC meeting.
 - Master Plan shall follow Metro’s format.
 - The next PAC meeting: Sept 27th at Happy Valley.
 - The next Open House: October 25th at Happy Valley (thanks HV!)



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Meeting Agenda



HanmiGlobal Partner



Meeting: Mt. Scott-Scouter Mt. Loop Trail Master Plan:
Project Advisory Committee Meeting #5

Project No.: 16088

Meeting Date: Thursday, September 20, 2012

Meeting Time: 2:00-3:30 pm

Location: Metro, 600 NE Grand, Portland. Conf. Rm. 270

Expected Attendees: Carlotta Collette, Shirley Craddick Metro Council; Councilor Michael Morrow; Katie Dunham, N. Clackamas Parks and Recreation District; Janet Alley, North Clackamas School District; Russell Aldridge, Lincoln Memorial Park Cemetery; Bill Garity, Clackamas Co.; Lori Mastrantonio, Clackamas County Transportation and Land Use; Mike Oleson, Clackamas County; Michael Walter, Carol Earle, Rich Feucht, Justin Popilek, city of Happy Valley; John Berry, Happy Valley Citizen; Emily Roth, Lynn Barlow, Portland Parks and Recreation; Peter Lent, Community of Future of Damascus; Bret Richards, ODOT; Mel Huie, Dan Moeller, Elaine Stewart, John Mermin, Kate Holleran, Leif Anderson, Sheena VanLeuven, Tim Richard, Metro; Sara McClurg, Clackamas County Sheriff; Jeff Johnson, Volunteer for Metro Trails; David Haynes, Mandy Flett, Otak; George Hudson, Karen Vitkay, Alta Planning

1. Welcome/Introductions: Huie/All (05 min)
2. Where We Are in the Planning Process: Huie/Haynes (10 min)
3. Schedule Updates/Moving Open House No. 2 to mid or late Jan. 2013: Huie (05 min)
4. Review of Proposed Trail Alignments Map / Need Your Comments: Huie (15 min)
5. Comments on proposed trail alignments from Natural Resource Scientists: Huie (10 min)
6. Stakeholders Interview Process: Update and What's Next: Huie (10 min)
7. What should be on the agenda for the Open House in January: Hudson (15 min)
8. Preview of the "look/format" of the master plan: Vitkay (10 min)
9. Other Components, Maps and Deliverables in the master plan: Haynes (10 min)
10. Other (5 min.)

Need more information or Questions? Contact mel.huie@oregonmetro.gov 503.797.1731



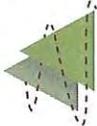
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MT. SCOTT-SCOUTER'S MTN. LOOP TRAIL MASTER PLAN
PROJECT ADVISORY COMMITTEE SIGN-IN SHEET (PLEASE PRINT)

SEPTEMBER 20, 2012

NAME	AFFILIATION	EMAIL
John M. Hutchinson	Clack Co.	lorina@clackamas.us
John Mermitt	Metro	john.mermitt@gmail.com
Mike Olson	Clack County	MICHAEL.OLTE@CO.CLACKAMAS.OR.US
Kate Holleran	Metro	Kate.Holleran@metro.oregonmetro.gov
MICHAEL MERRILL	Happy Valley / WPRD	michaelm@ci.happy-valley.or.us
Elaine Stewart	Metro	elaine.stewart@oregonmetro.gov
George Anderson	Alber	—
Wendy Smith	Clack	wendy.smith@clackamas.us
Wes Avin	Metro	wes.avin@oregonmetro.gov
Justin Beggs	City of Happy Valley	



MT. SCOTT-SCOUTER'S MTN. LOOP TRAIL MASTER PLAN
PROJECT ADVISORY COMMITTEE SIGN-IN SHEET (PLEASE PRINT)

SEPTEMBER 20, 2012

NAME	AFFILIATION	EMAIL
Russell Aldridge	Lincoln Memorial Park/Dignity	Russell.Aldridge@DignityMemorials.com
DAVID HAYNES	otak	david.haynes@otak.com
KAREN VITKAY	ALTA	KARENVITKAY@ALTAPLANNING.COM
Sara McClurg	Clackamas Co. Sheriff	saramcc@clackamas.us

Meeting Minutes



17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035



Meeting: Mt. Scott-Scouters's Mtn. Loop Trail Master Plan, Project Advisory Committee Meeting No. 5

Project No.: 16088

Meeting Date: September 20, 2012

Meeting Time: 2:00 pm

Location: Metro, 600 NE Grand, Portland. Conf. Rm. 270

Attendees: Lori Mastrantonio, Mike Oleson – Clackamas County; Councilor Michael Morrow, Justin Popilek – City of Happy Valley; Mel Huie, John Mermin, Kate Holleran, Elaine Stewart – Metro; Russell Aldridge – Lincoln Memorial Park/Dignity; Sara McClurg – Clackamas County Sheriff; Karen Vitkay, George Hudson – Alta Planning; David Haynes, Mandy Flett – Otak

Minutes By: Mandy Flett

1. Welcome/Introductions

Mel Huie opened the meeting by thanking everyone for attending and asked that everyone take a moment to introduce themselves.

2. Where We Are in the Planning Process

David provided a brief update on where we are at with the planning process. He noted that the consultant team is just about finished addressing all of the comments provided and should be wrapped up next week for final review. The open house that was held in June was a success. The next open house has been moved to mid or late January 2013 to allow for stakeholder interviews to occur prior to refinement to the trail segments.

The team has begun to develop the evaluation criteria for the alternatives analysis memo and will be developing this document over the next few months.

3. Review of the Proposed Trail Alignments Map

Mel asked everyone to take a few moments to review the updated map of the trail alignments. See Attachment.

- Karen asked about equestrian usage and if we needed to provide access? At this point we are not adding any equestrian facilities. Equestrians are known to use the Springwater Corridor currently.
- Mel to add an equestrian contact to the stakeholder list. **Action Item: Metro**



Meeting Minutes

September 24, 2012

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Segment 1 (NE Corner)

- Agreement with on-street routes for bikes. 162nd has low traffic and is safer for bicyclists.

Segment 2 (Middle East Side)

- Currently showing north, south and east access points to Scouter Mountain, possibly too many.
 - The consultant team is still screening out alternatives.
 - The east/west connection will be a long term project.
 - Need to look at connectivity to existing access road.
 - South access/connection would happen in the next 2-3 years.
 - Do we need an east/west connection?
 - Heading north out of Scouter Mt. has extremely unstable soils.
- Since bicycles are not allowed on Scouter Mt., how do we accommodate them?
 - Provide bike facilities at the trail access points
 - Keep the bicyclists on 162nd/Vradenburg, add bike parking on Clatsop with “spurs” out to access the Buttes Natural Area and Scouter Mt.
- In the short term we will need to work with the boy scouts regarding access, but in the long term it is likely they will be selling the property. Keep this in mind when phasing the alternatives.
 - Mel to make contact with boy scouts to discuss options and future plans. **Action Item: Metro.**
- Part in Segment 1 and 2, it may be better to exit the Buttes Natural Area on SE 144th (which aligns with a former skid road), then onto Tenino, followed by 147th which parallels the Natural Area. One drawback to this alignment is that few sidewalks exist to accommodate pedestrians. Crossing improvements will be needed to get across Clatsop.
- Can we eliminate one of the two off-street options in the southern portion of segment 2?
 - Both routes are along private property. Once discussions have happened with the property owners, we will be able to eliminate one.

Segment 3 (Rock Creek Area)

- The majority of the segment is private undeveloped/underdeveloped property.
- The golf course is still being used as a training facility for the fire department. Property owners are still looking for development opportunities.
- Hidden Falls on Rock Creek may be purchased with NCPRD, need to confirm with Katie.

Segment 4 (Powerline Corridor)

Multiple alignments are currently shown to existing signal at 142nd and Sunnyside. A preferred alignment will be selected with the alternatives analysis.

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Segment 5 (SW Corner)

- Sunrise Corridor Phase 1 moving forward, will be built out to 122nd. With this phase it will cut off north-south bike/ped access. Any eastward extension of the Sunrise Corridor beyond 122nd is very long term.
 - West side of 122nd, bike lanes are currently being completed.
 - 122nd to Hubbard – sidewalks are planned.
- Summers Ln. to Mather Rd. should be on-street for bike/ped. Change from pedestrian to multi-use with a bike facility at trailhead to Mt. Talbert.

Segment 6 (Middle West Side)

- Looking at putting the trail under Sunnyside Road or have cross at the light at 117th
- Mt. Scott Blvd, recommended improvements
- Study mid block crossing at Mt. Scott Blvd. near exist from Lincoln Heights to accommodate convergence of multi-use/bike route/ped-only trail.
- Exit at Lincoln Heights, a light is proposed in this area (verify it is in the TSP).

Segment 7 (NW Corner)

- Lincoln Memorial Park Cemetery: Currently entering at gates 7/8. Only concern with bike/peds is during service, but there is already current traffic through the cemetery so it should not be a problem.
- Willamette National Cemetery is not interested in having a trail through their property. Metro to confirm.

Elaine Stewart gave a brief overview of her discussions with specific natural resource leads from Metro, Portland Parks and Recreation, Johnson Creek Watershed Council, and ODFW. She provided a full report assessing the straw alignments in relation to natural resource areas (attached).

- Consider keeping trail along Rock Creek, allows for a better experience for the user. Minimize stream crossings, maintain distance from the creek while providing spurs to access water.
- Have we considered moving the alignment east to use 172nd? The new proposed facilities for this road will have sidewalks for pedestrians and either a bike lane or cycle track for bicyclists.
- Follow-up meeting with Elaine and others next month to hear additional findings regarding natural resources.

4. Stakeholder Interview Process

Mel distributed two handouts:

- List of Stakeholders
- Stakeholder Interview Process

Mel requested that everyone reviews and to let him know if someone should be added. George noted that it might be a good idea to hold a series of mini open houses at Metro over a couple of

Meeting Minutes

September 24, 2012

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days for the stakeholder interviews. A room could be set up for stakeholders to stop by during “open hours” and learn about the project. This would allow Metro to visit with many stakeholders in just a few days versus trying to schedule them one-on-one.

See attached handouts for stakeholder information.

5. What should be on the agenda for the Open House in January

As noted above the open house has been pushed out until January to allow for more stakeholder input. A few items were mentioned for the open house, but this conversation will continue at the next PAC meeting:

- Updated alignment
- Graphics/cross-sections of what the regional trail will look like on the ground.
- Environmental considerations
- Stakeholder interview outcomes

Mel asked if anyone could help cover the cost of postage for the upcoming open house.

Will there be any guidelines that provide a branding or continuity between segments? The Intertwine Signage program will be used along with some standardized amenities.

The next PAC meeting will be on November 1st at Metro from 2:00-3:30.

Meeting adjourned: 3:30 pm.

Meeting Agenda



HanmiGlobal Partner



Meeting: Mt. Scott-Scouter Mt. Loop Trail Master Plan:
Project Advisory Committee Meeting #6

Project No.: 16088

Meeting Date: Thursday, November 1, 2012

Meeting Time: 2:00-3:30 pm

Location: Metro, 600 NE Grand, Portland. Conf. Rm. 370-B

Expected Attendees: Carlotta Collette, Shirley Craddick Metro Council; Councilor Michael Morrow; Katie Dunham, N. Clackamas Parks and Recreation District; Janet Alley, North Clackamas School District; Russell Aldridge, Lincoln Memorial Park Cemetery; Bill Garity, Clackamas Co.; Lori Mastrantonio, Clackamas County Transportation and Land Use; Mike Oleson, Clackamas County; Michael Walter, Carol Earle, Rich Feucht, Justin Popilek, city of Happy Valley; John Berry, Happy Valley Citizen; Emily Roth, Lynn Barlow, Portland Parks and Recreation; Bret Richards, ODOT; Mel Huie, Dan Moeller, Elaine Stewart, John Mermin, Kate Holleran, Leif Anderson, Sheena VanLeuven, Tim Richard, Metro; Sara McClurg, Clackamas County Sheriff; Jeff Johnson, Volunteer for Metro Trails; David Haynes, Mandy Flett, Otak; George Hudson, Karen Vitkay, Alta Planning

1. Welcome/Introductions: *Huie/All (05 min)*
2. Review Latest Proposed Trail Alignments divided into seven segments: *Huie/Vitkay (15 min)*
3. Natural Resource Considerations and Trail Impacts on Them: *Stewart (20 min)*
4. Natural Resources Q&A: *Stewart/All (10min)*
5. Stakeholders Interview Process: Update and What's Next: *Roth/Dunham/Popilek/Huie (10 min)*
6. Alignment Evaluation Criteria Update: *Vitkay (5 min)*
7. Design Framework Update: *Haynes (5 min)*
8. Agenda for the Open House in late January or early February at Happy Valley City Hall: *Huie/Hudson (10 min)*
9. Other

Need more information or Questions? Contact mel.huie@oregonmetro.gov 503.797.1731



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MT. SCOTT-SCOUTER'S MTN. TRAIL MASTER PLAN
PROJECT ADVISORY COMMITTEE SIGN-IN SHEET (PLEASE PRINT)

NOVEMBER 1, 2012

NAME	AFFILIATION	EMAIL
Michael Norcross	Happy Valley/UCPRD	micheln@ci.happy-valley.or.us
George Hudson	Alta Planning & Design	georgehudson@altaplanning.com
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Elaine Stewart	Metro	elaine.stewart@oregonmetro.gov
Justin Popilek	City of Happy Valley	justinp@ci.happy-valley.or.us
Mandy Platt	Otak	mandy.platt@otak.com
Carol Earle	City of Happy Valley	carole@ci.happy-valley.or.us
Shirley Power	EPA	Same
Russell Aldridge	Lincoln Memorial Park	Russell.Aldridge@DIGNITYMEMORIAL.COM
John Murmin	Metro	john.murmin@oregonmetro.gov
Emily Roth	Foothold Parks	emily.roth@partlandoregon.gov
Karen Dunham	UCPRD	Kdunham@clackamas.us
KAREN VITKAY	ALTA	KAREN.VITKAY@ALTAPLANNING.COM
Lori Mathewson	Clackco	lorim@clackamas.us

Meeting Minutes



17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035



Meeting: Mt. Scott-Scouter's Mtn. Loop Trail Master Plan, Project Advisory Committee Meeting No. 6

Project No.: 16088

Meeting Date: November 1, 2012

Meeting Time: 2:00 pm

Location: Metro, 600 NE Grand, Portland. Conf. Rm. 270

Attendees: Katie Dunham – NCPRD; Emily Roth, Mart Hughes – Portland Parks and Recreation; Lori Mastrantonio – Clackamas County; Councilor Michael Morrow, Justin Popilek, Carol Earle – City of Happy Valley; Mel Huie, John Mermin, Elaine Stewart – Metro; Linda Bauer – EPAP; Russell Aldridge – Lincoln Memorial Park/Dignity; Karen Vitkay, George Hudson – Alta Planning; David Haynes, Mandy Flett – Otak

Minutes By: Mandy Flett

1. Welcome/Introductions

Mel Huie opened the meeting by thanking everyone for attending and asked that everyone take a moment to introduce themselves.

2. Alignment Evaluation Criteria Update

Karen asked the attendees to review and comment on draft alignment evaluation criteria and provide input on the groups' priorities, what is the most important vs. least important.

- Connectivity (global sense)
- Ownership (property impacts, avoidance of private property where possible)
- Public/political support
- Environment
- Topography
- Safety (driveways, provide buffers between bike/ped)
- Aesthetics/comfort (quality of experience)
- Universal access (walkable, cyclist)
- Environmental access and education
- Cost

Karen asked the group if any criteria were missing?

- Operations and Maintenance



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November 1, 2012

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- Safety is a large issue for members on the committee, specifically crossings for pedestrians on major streets. (Jenny/Springwater). Recommendations for crossings will be provided in the master plan.
- Parks stated a preference to give less weight to environmental access and education.
- Ownership should receive a lesser weighting or priority as alignments should seek the best route regardless of whether the property is already in public ownership.

3. Review Latest Proposed Trail Alignments (divided into segments)

Mel asked everyone to take a few moments to review the updated map of the trail alignments. See Attachment.

- Karen directed the groups' attention to the screen where she led the review of the seven segments as they will be shown in the master plan. She went over the changes that have been made and asked for any additional suggestions.
- There was a recommendation to show a connection to Hood River Park and adjacent schools.
- PDOT reviewed the map and suggested to show both a red and blue line to signify areas that will have sidewalks and a bike lane vs. showing these pieces as multi-use. Only symbolize multi-use when it actually multi-use.

4. Natural Resource Considerations and Trail Impacts

Elaine took this time to expand on her meetings with the natural resource leads from Metro, Portland Parks and Recreation, Johnson Creek Watershed Council, and ODFW. She provided the handout from the previous meeting (attached). In addition to the handout, Elaine focused her presentation on four maps:

- Habitat Connectivity
- Priority Riparian Habitat
- Priority Upland Habitat
- Areas referenced in consolidated comments

Karen provided a map to facilitate a discussion clarifying issues or potential alignment impacts based on the consolidated natural resources memo. Specific areas and comments discussed:

- In the Buttes area, the trail alignment would work best at Deardorff Road. It provides a better and friendlier experience for the user. There is a concern regarding the steep topography.
 - Portland staff to discuss internally optimal alignment for recommendation.
- Buttes has the best habitat in Portland, consider an easement from the HOA near the Buttes.
 - Following existing skid road will have the least potential impact to the Buttes NA while providing access to the public.
- There appears to be an ideal potential to develop an alignment entirely west of the Mitchell Creek.
 - This comment was in response to an alignment on SE 145th which is no longer on the table.

Meeting Minutes

November 1, 2012

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- Do we consider routing bikes to 172nd?
 - No, out of direction.
- Bike on 145th vs. Vradenburg due to fragmentation
 - 145th is no longer an option due to terrain
- Clatsop/162nd is not a flattering alignment, consider alternative options. Maybe natural areas through subdivision. Mart proposes Clatsop Creek.
 - Project team to consider alternative alignment along Clatsop Creek.
- Need to protect Rock Creek, locate trail as far away as possible. Attempt a 200 ft buffer.
 - Alignment has been adjusted to have minimal crossings while keeping a greater distance from the creek. Spur trails should be considered to allow limited access to the creek.
- The current alignment within the Powerline Corridor is placed directly through an important habitat connector. Is it possible to get trail closer to 142nd.
 - An alignment on 142nd would require crossings of numerous private driveways. Due to safety concerns, an environmentally sensitive route is preferred closer to the drainage. Boardwalks to be considered through the sensitive areas.
- Sunrise Corridor currently does not have the funding to construct the north side of the trail.
 - Sunrise Corridor planned multi-use trail alignment would be elevated adjacent to the roadway. Alignment is not preferred due to desire to provide for user comfort and a high quality experience.
- Where to connect to Mt. Talbert, use the Sunrise Corridor.
 - Shown alignment utilizing Mather may be best due to public desire for a high quality user experience.

5. Open House

- The open house will be January 31st and at the Happy Valley City Hall.

Topics to be covered at the open house:

- Draft master plan (preliminary draft).
- Walk through each alignment.

Meeting adjourned: 3:30 pm.

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MT. SCOTT-SCOUTER'S MTN. TRAIL MASTER PLAN
PROJECT ADVISORY COMMITTEE SIGN-IN SHEET (PLEASE PRINT)

NOVEMBER 1, 2012

NAME	AFFILIATION	EMAIL
Michael Norcross	Happy Valley/UCPRD	micheln@ci.happy-valley.or.us
George Hudson	Alta Planning & Design	georgehudson@altaplanning.com
DAVID HAYNES	Otak	david.haynes@otak.com
Elaine Stewart	Metro	elaine.stewart@oregonmetro.gov
Justin Popilek	City of Happy Valley	justinp@ci.happy-valley.or.us
Mandy Platt	Otak	mandy.platt@otak.com
Carol Earle	City of Happy Valley	carole@ci.happy-valley.or.us
Shirley Power	EPA	Shirley
Russell Aldridge	Lincoln Memorial Park	Russell.Aldridge@DIGNITYMEMORIAL.COM
John Murmin	Metro	john.murmin@oregonmetro.gov
Emily Roth	Foothold Parks	emily.roth@partlandoregon.gov
Karen Dunham	UCPRD	Kdunham@clackamas.us
KAREN VITKAY	ALTA	KAREN.VITKAY@ALTAPLANNING.COM
Lori Mathewson	Clackco	lorim@clackamas.us

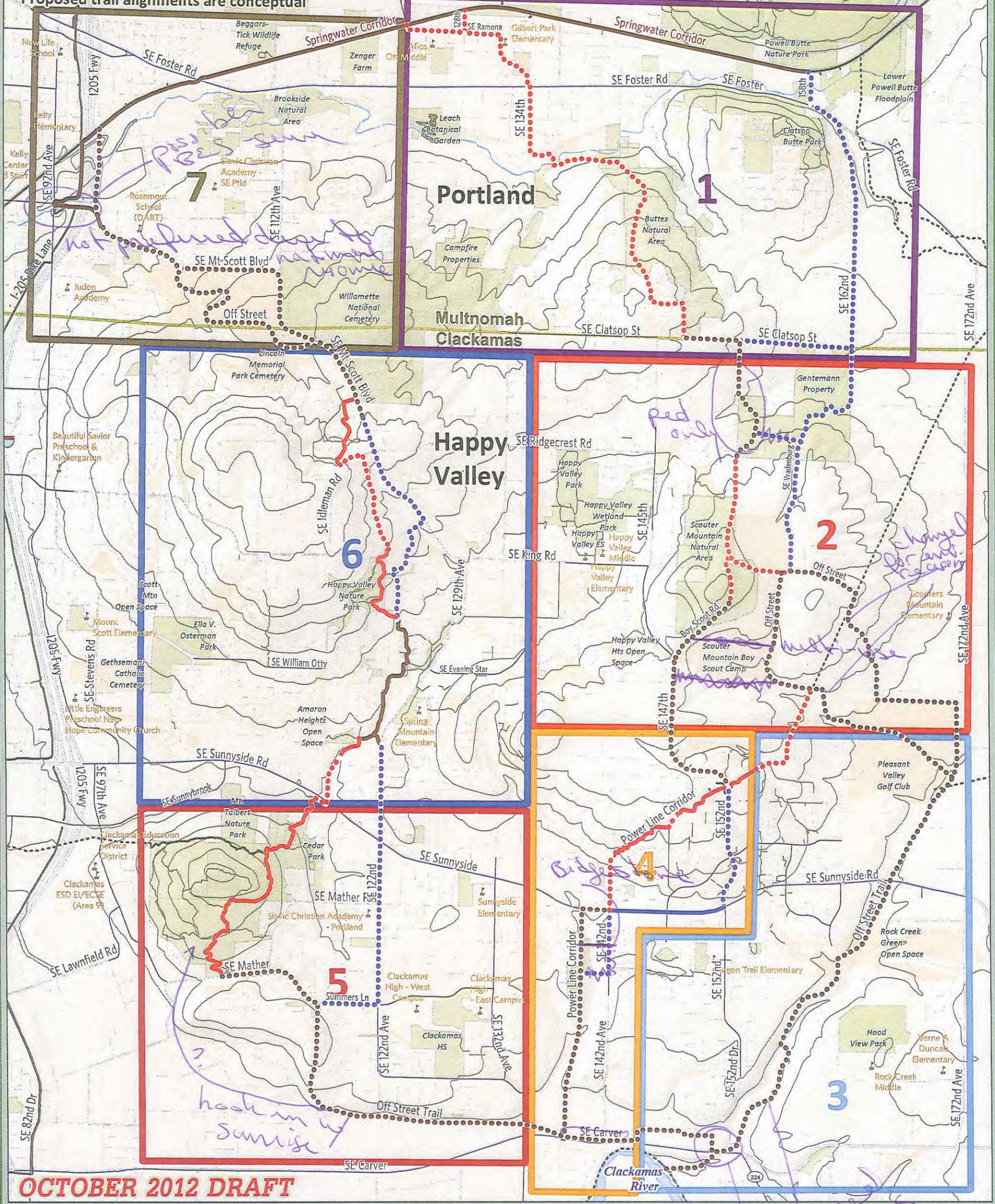
Master Planning the Mt. Scott/Scouter Mt. Trail Loop

Connecting the Springwater Corridor and Clackamas River



OCTOBER 2012 DRAFT

Proposed trail alignments are conceptual



OCTOBER 2012 DRAFT

Mt. Scott/Scouter Mountain Trail Loop

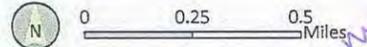
- | | | |
|------------------|----------------|-------------------|
| Multi-use Trails | Bicycle Routes | Pedestrian Routes |
| Existing | Existing | Existing |
| Proposed | Proposed | Proposed |

Other Connecting Routes

- | |
|---------------------------|
| Other Existing Trails |
| Other Planned Trails |
| Other Existing Bike Lanes |

Parks and Natural Areas

- | |
|-------------------|
| Publicly Owned |
| Privately Owned |
| 100 Feet Contours |



Mimi's crossings
issues w/ crossings not possible

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Meeting Agenda



HanniGlobal Partner



Meeting:	Mt. Scott-Scouter Mt. Loop Trail Master Plan: Project Advisory Committee Meeting #7
Project No.:	16088
Meeting Date:	Thursday, January 10, 2013
Meeting Time:	2:00-3:30 pm
Location:	Metro, 600 NE Grand, Portland. Conf. Rm. 270
Expected Attendees:	Carlotta Collette, Shirley Craddick Metro Council; Councilor Michael Morrow; Katie Dunham, N. Clackamas Parks and Recreation District; Janet Alley, North Clackamas School District; Russell Aldridge, Lincoln Memorial Park Cemetery; Bill Garity, Clackamas Co.; Lori Mastrantonio, Clackamas County Transportation and Land Use; Mike Oleson, Clackamas County; Michael Walter, Carol Earle, Rich Feucht, Justin Popilek, city of Happy Valley; John Berry, Happy Valley Citizen; Emily Roth, Lynn Barlow, Mart Hughes Portland Parks and Recreation; Bret Richards, ODOT; Mel Huie, Heather Coston, Dan Moeller, Elaine Stewart, John Mermin, Kate Holleran, Leif Anderson, Sheena VanLeuven, Tim Richard, Max Woodbury; Metro; Sara McClurg, Clackamas County Sheriff; Jeff Johnson, Volunteer for Metro Trails; David Haynes, Mandy Flett, Otak; George Hudson, Karen Vitkay, Alta Planning

1. Welcome/Introductions: *Huie/All (05 min)*
2. Open House, January 31, 2013 (5:30 pm to 8:00 pm): *Huie (20 min)*
 - Set up by Metro (4:45 pm)
 - Presentation (6:00 pm) – Councilor Craddick to do the Welcomes
 - Review of the overall alignment/7 segments (see assignments below)
 - Update extensive stakeholder interviews (Mel Huie)
 - Website is a great place for up to date information (Mel Huie)
 - Design Treatments (David Haynes)
 - Scouters Mt. project update
 - At the end of open house possibly have a wrap up with a summary of comment heard from each station.
 - Presentation/Segment Stations
 - Segment 1 Emily Roth
 - Segment 2 Mel Huie
 - Segment 3 Katie Dunham
 - Segment 4 Katie Dunham
 - Segment 5 Carol Earle



Meeting Agenda

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Thursday, January 10, 2013

- Segment 6 Justin Popilek
 - Segment 7 Mel Huie
 - Typical Trail Cross-Sections David Haynes
3. Review Final Proposed Trail Alignments (divided into seven segments): *Huie/Vitkay (05 min)*
 4. Review of Trail Typology: *Haynes (25 min)*
 5. Stakeholders Interview Process: Update and What's Next: *Roth/Dunham/Popilek/Huie (10 min)*
 6. Schedule Review: *Haynes (5 min)*
 7. Implementation Workshop – February 21, 2013 (need high attendance): *Hudson/Haynes (05 min)*
 8. Other

Need more information or Questions? Contact mel.huie@oregonmetro.gov 503.797.1731

Meeting Minutes



17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035



Meeting: Mt. Scott-Scouter's Mtn. Loop Trail Master Plan,
Project Advisory Committee Meeting No. 7

Project No.: 16088

Meeting Date: January 10, 2013

Meeting Time: 2:00 pm

Location: Metro, 600 NE Grand, Portland. Conf. Rm. 270

Attendees: Mel Huie, John Mermin, Elaine Stewart, Tim Richard
- Metro; Michael Morrow, Justin Popilek, Carol Earle
- City of Happy Valley; Katie Dunham - NCPRD;
Lynn Barlow, Emily Roth - Portland Parks &
Recreation; Lori Mastrantonio - Clackamas County;
Karen Vitkay, George Hudson - Alta; David Haynes,
Tom Litster, Mandy Flett - Otak

Minutes By: Mandy Flett

1. Welcome/Introductions

Mel Huie opened the meeting by thanking everyone for attending and asked that everyone take a moment to introduce themselves. *(Sign-in Sheet attached)*

2. Open House, January 31, 2013 *(Open House Flyer attached)*

- Time: Set up by Metro and Mandy starts at 4:30
- Facilitators should arrive at 5:00
- Presentation will be at 6:00
- Councilor Craddick will provide a brief welcome before handing the floor over to Mel.
- Presentation will cover the following:
 - Overview of the project from the beginning (Mel Huie)
 - Overall alignment/7 segments (see assignments below)
 - Trail typologies (David Haynes)
 - Scouters Mt. project update
- Each segment representative will then facilitate their station at the open house
 - Segment 1 - Emily Roth
 - Segment 2 - Mel Huie
 - Segment 3 - Katie Dunham
 - Segment 4 - Katie Dunham
 - Segment 5 - Carol Earle



Meeting Minutes

November 1, 2012

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- Segment 6 - Justin Popilek
- Segment 7 - Mel for presentation/Portland Parks and Rec support at station
- Trail typologies - David Haynes

3. Implementation Workshop - February 21, 2013

- Meeting will be held at Metro in Room 270 and led by Tom Litster with Otak.
- Meeting will be from 1:30-3:30 pm (2 hours)
- Mel requested that we leave 15 minutes at the end of the meeting for him to provide a report back on the open house.

4. Review of Trail Typology Map and Guidelines (*Preliminary Draft Map and Cross-Sections attached*)

David handed out a preliminary draft trail typology map so that the team could get an idea of how the different types of trails would be presented in the report and to the public. He noted that we will finalize this once the alignments have been agreed upon and received the final GIS files from Metro.

- Mel requested that we use the same color palette as the alignment maps to avoid confusion. He will also need this available to insert into the PPT once completed.
- David pointed out that in Tile 2 that the buffered cycle track will be changed to shared lane markings through the Gentemann property due to the existing topography.
- Lynn Barlow noted a change for the maps; the Gentemann property is now officially called Mitchell Creek Natural Area.
- On Mt. Scott Boulevard will there be a two-way cycle track on one side or a track on both sides of the street? If possible, there will be a buffered two-way cycle track with a sidewalk on one side.
- PBOT is now saying that 12' path is not large enough. Consider areas that could accommodate a wider path or separation by user types, specifically in undeveloped areas.
- From a natural resource standpoint, a large buffer between streams and rivers is preferred.
- In Tile 3 what side of the creek will the trail be? Due to the topography and available space we will move the trail to the flattest area. Stream crossings, via bridges or boardwalks will be needed as part of the Rock Creek alignment in Tile 3.
- Can we add trail surface types to the typology maps? Portland Parks and Recreation noted they no longer allow wood chips as a surface. They are currently using paved, compacted gravel, and correctly graded earth.
- Elaine asked how the natural resources memo will be incorporated into the report/maps? At this time it is going to be an appendix, but Karen and David noted that we could take key items and add them to specific recommendations by segment.
- She appreciated the undercrossing, the team should also consider this an opportunity to combine with wildlife crossing improvements as well. FHWA has great guidance for over/under-crossings.

Meeting Minutes

November 1, 2012

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5. Review of Final Proposed Trail Alignments (*Maps are attached*)

Tile 1:

- Portland Parks and Recreation noted that the current map shows three options and one that looks like a loop. This section is still in discussions and should be marked to show as option A and B to be clear.
- Portland Parks and Recreation have heard concern about safe crossings at the Springwater Corridor.

Tile 2:

- Removed the airport option.
- Currently the map shows a multi-use trail from SE Clatsop, heading south on SE 152nd with bicycle parking proposed at the corner of the Rogers property (Scouter Mountain). Should it be changed to show a pedestrian route only and keep the bikes on the eastern route on Vradenburg? From the natural resource perspective, even a pedestrian only alignment is a disturbance. ***Mel Huie to discuss with Dan Moller about jurisdictional management.***
- Within the Scouter Mt. Natural Area, there is a section of the multi-use trail that should be reflected to show pedestrian route only. This section is from the Future Picnic Shelter Site north to where the trail meets up with the existing pedestrian route.
- Note in report that you will not be able to walk or ride your bike through the natural areas, you must stay on the bike route (with the exception of the paved access route to the top of Scouter Mountain which will be open to cyclists)

Tile 3:

- Why are there to spurs off of the main trail?
 - The trail that heads east provides access to Hood View Park.
 - The trail that heads west will provide access for those coming from 152nd. (This trail segment should be extended to 152nd.)
 - NCPRD intends to develop these segments to regional trail standards.

Tile 4:

- Clear signage will need to be provided at the intersection of SE 142nd and SE Sunnyside Road for bicyclist heading north towards the Power Line Corridor indicating there are stairs and steep grades ahead versus having the bicyclists riding up to the stairs and having to possibly turn back.

Tile 5:

- Intertwine wayfinding Signage will be very important, specifically at SE Mather Road and Summers Lane.

Tile 6:

- The existing multi-use trail is questionable. Currently it is not paved, but could be upgraded. Environmental issues associated with Mt Scott Creek make development challenging. Current use is as a hiking trail. Consider changing from a multi-use path to pedestrian route and add in an additional route for bicyclists on 122nd. Suggestion to put cycling alignment on SE 122nd and 129th between Sunnyside and Mt Scott Blvd.

Meeting Minutes

November 1, 2012

Page 4

Tile 7:

- Mel requested that anything that is “off-street” is clearly marked on the maps. Metro to include labels on maps.

Meeting adjourned: 3:30 pm.



Mt. Scott/Scouter Mtn Trail Master Plan

Jan. 10, 2013

PLEASE PRINT LEGIBLY

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Mt. Scott/Scouter Mountain Trail Loop Master Plan and Scouter Mt. Nature Park

Open House #2 – January 31, 2013
5:30 – 8:00 p.m. Presentation at 6:00 p.m.

Happy Valley City Hall 16000 SE Misty



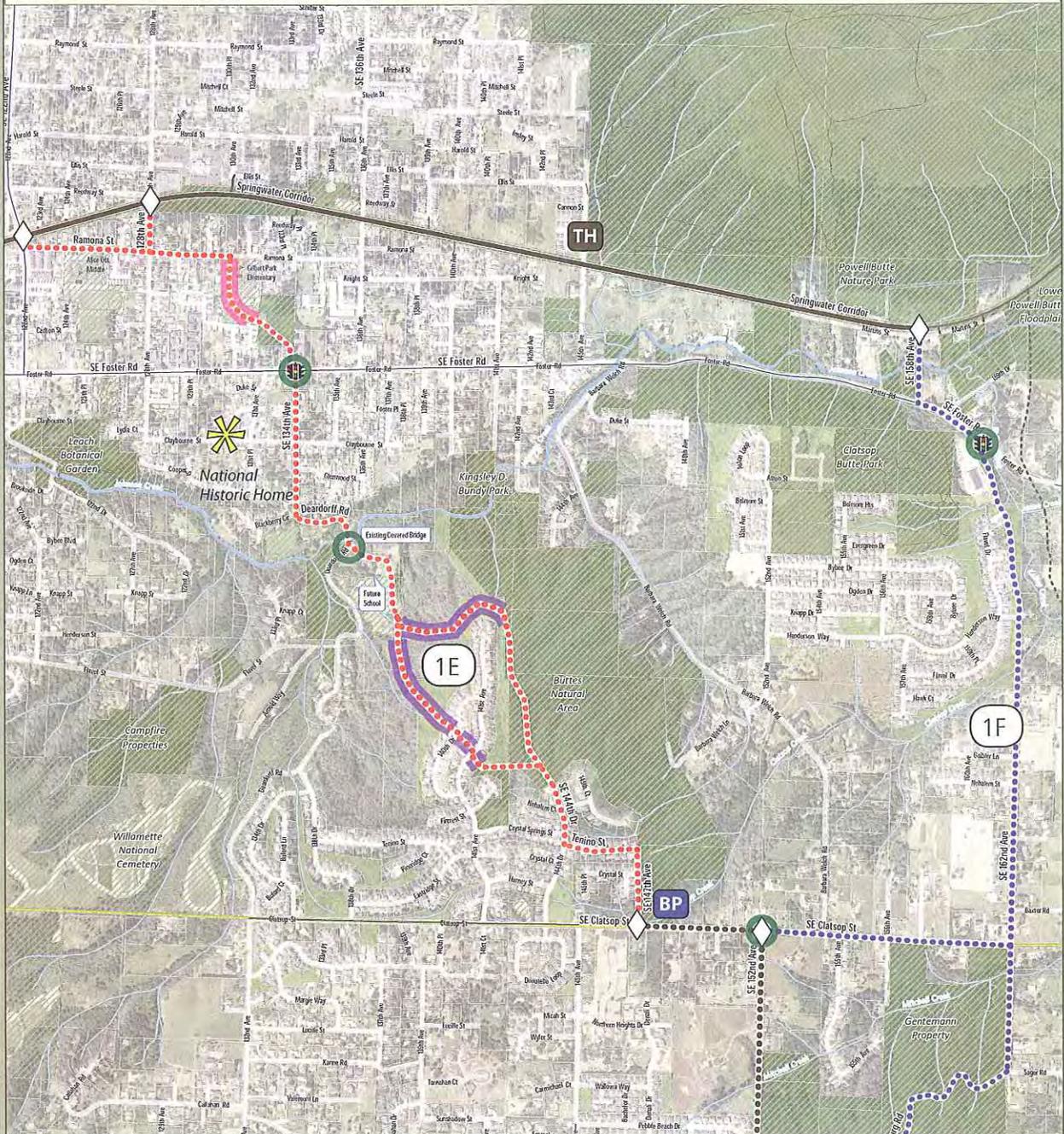
Master Planning the Mt. Scott/Scouter Mt. Trail Loop

Connecting the Springwater Corridor and Clackamas River



Tile 1

Recommendations: Tile 1 - Springwater Corridor to Clatsop Road



1A Segment Number	Segment End Point	Roadway Crossing Improvement	River/Stream Crossing Improvement	TH Trailhead Facility	BP Bicycle Parking	Easement Required	Agreement Required
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Mt. Scott/Scouter Mountain Trail Loop Multi-use Trails Bicycle Routes Pedestrian Routes Existing Existing Existing Proposed Proposed Proposed			Other Connecting Routes Other Existing Trails Other Planned Trails Other Existing Bike Lanes	Parks & Greenspaces Publicly Owned Privately Owned Publicly Owned Parcels 0 500 1,000 Feet	
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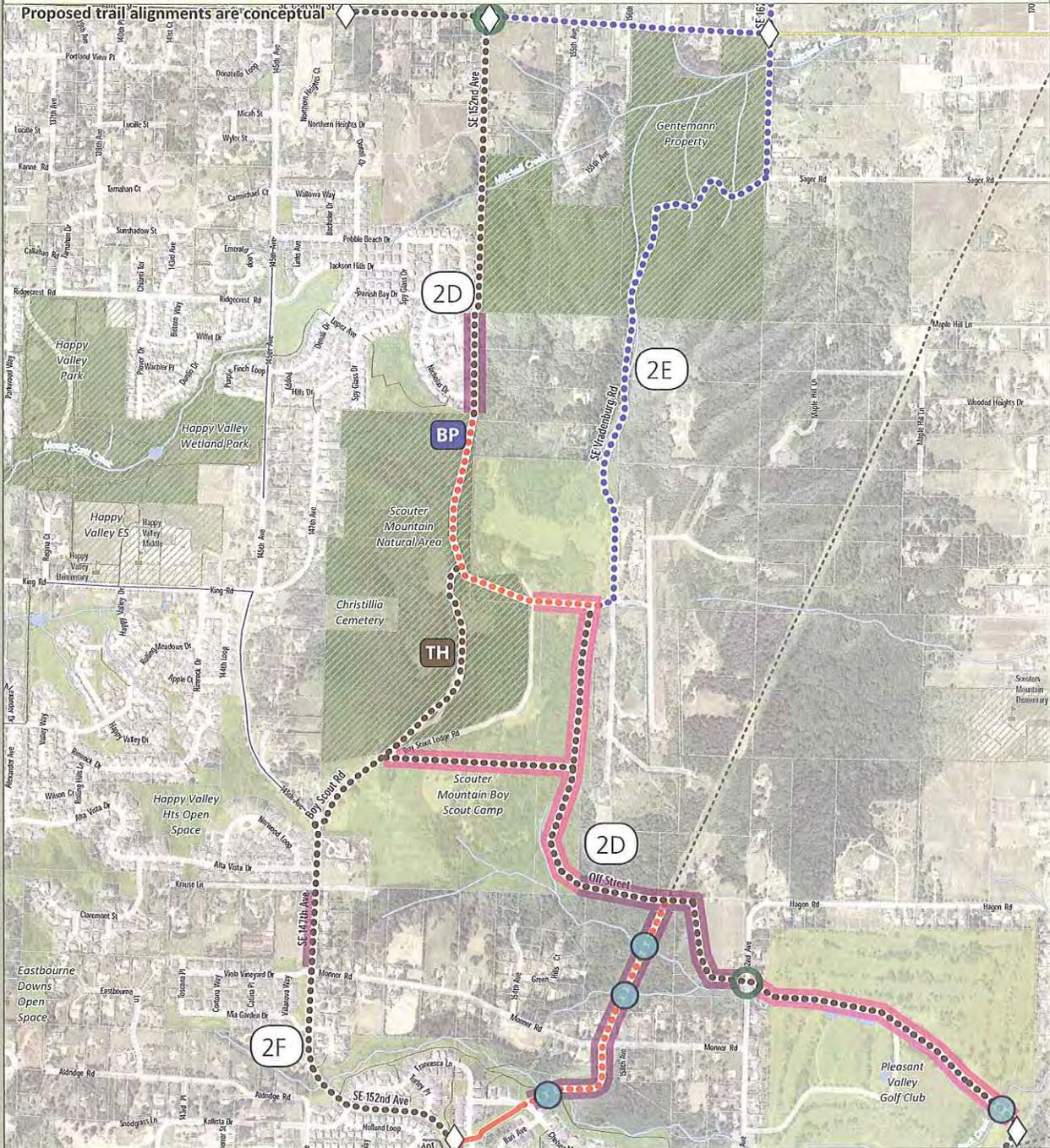
Master Planning the Mt. Scott/Scouter Mt. Trail Loop

Connecting the Springwater Corridor and Clackamas River



Tile 2

Recommendations: Tile 2 - Clatsop Road to Former Golf Club



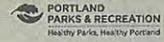
- 1A Segment Number
- ◇ Segment End Point
- Roadway Crossing Improvement
- River/Stream Crossing Improvement
- TH Trailhead Facility
- BP Bicycle Parking
- ~ Easement Required
- ~ Agreement Required

<p>Mt. Scott/Scouter Mountain Trail Loop</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>Multi-use Trails</p> </div> <div style="text-align: center;"> <p>Bicycle Routes</p> </div> <div style="text-align: center;"> <p>Pedestrian Routes</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <div style="text-align: center;"> <p>Existing</p> </div> <div style="text-align: center;"> <p>Existing</p> </div> <div style="text-align: center;"> <p>Existing</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <div style="text-align: center;"> <p>Proposed</p> </div> <div style="text-align: center;"> <p>Proposed</p> </div> <div style="text-align: center;"> <p>Proposed</p> </div> </div>	<p>Other Connecting Routes</p> <ul style="list-style-type: none"> Other Existing Trails Other Planned Trails Other Existing Bike Lanes 	<p>Parks & Greenspaces</p> <ul style="list-style-type: none"> Publicly Owned Privately Owned Publicly Owned Parcels <div style="margin-top: 10px;"> </div>
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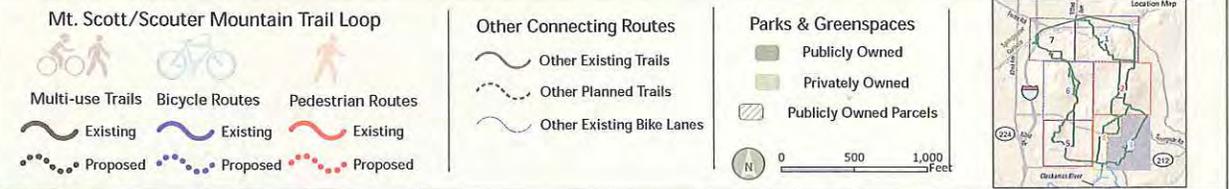
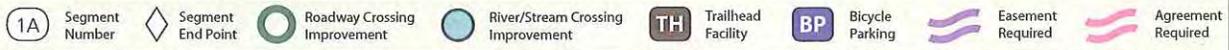
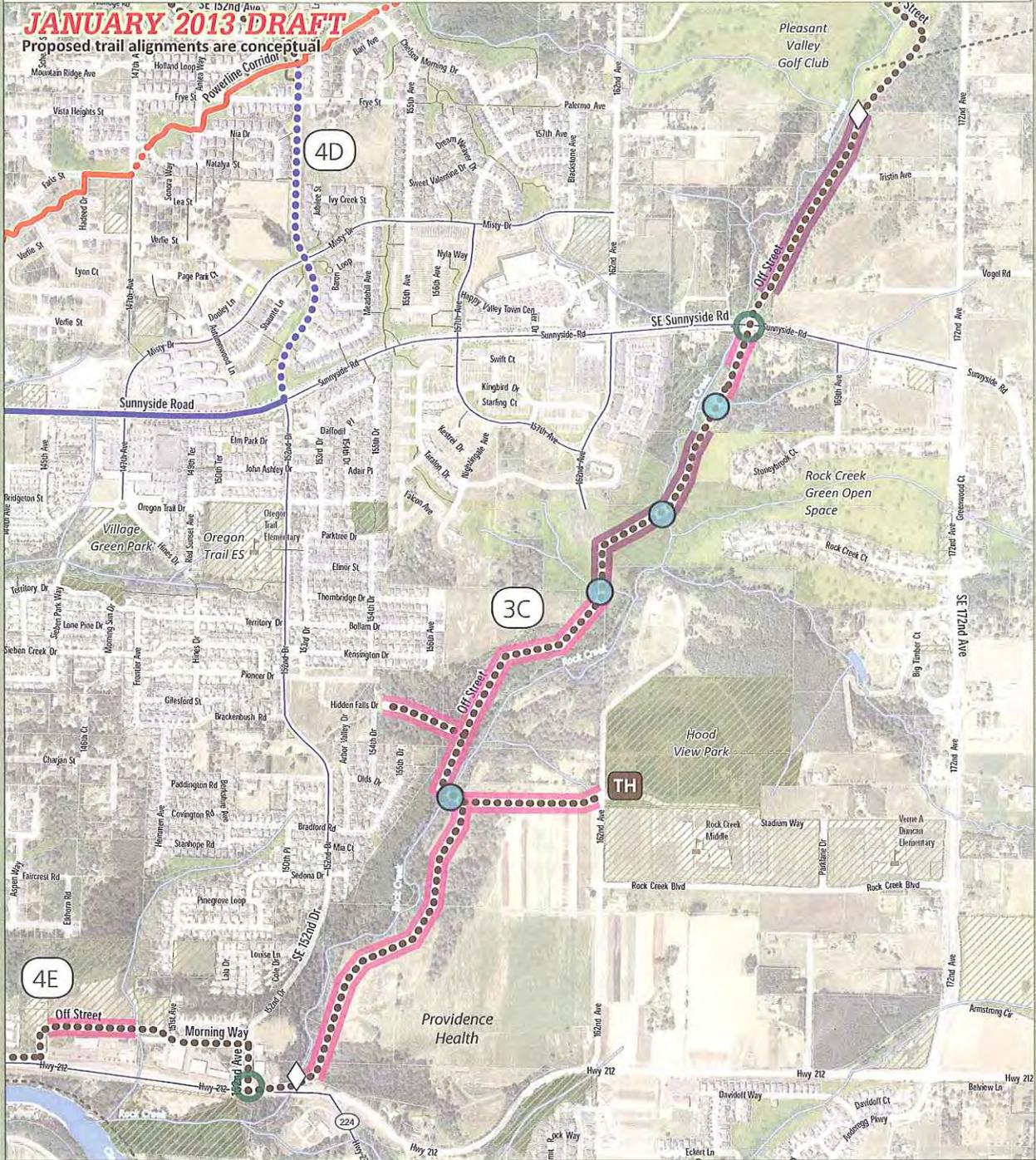


Master Planning the Mt. Scott/Scouter Mt. Trail Loop

Connecting the Springwater Corridor and Clackamas River



Recommendations: Tile 3 - Former Golf Club to Clackamas River



Master Planning the Mt. Scott/Scouter Mt. Trail Loop

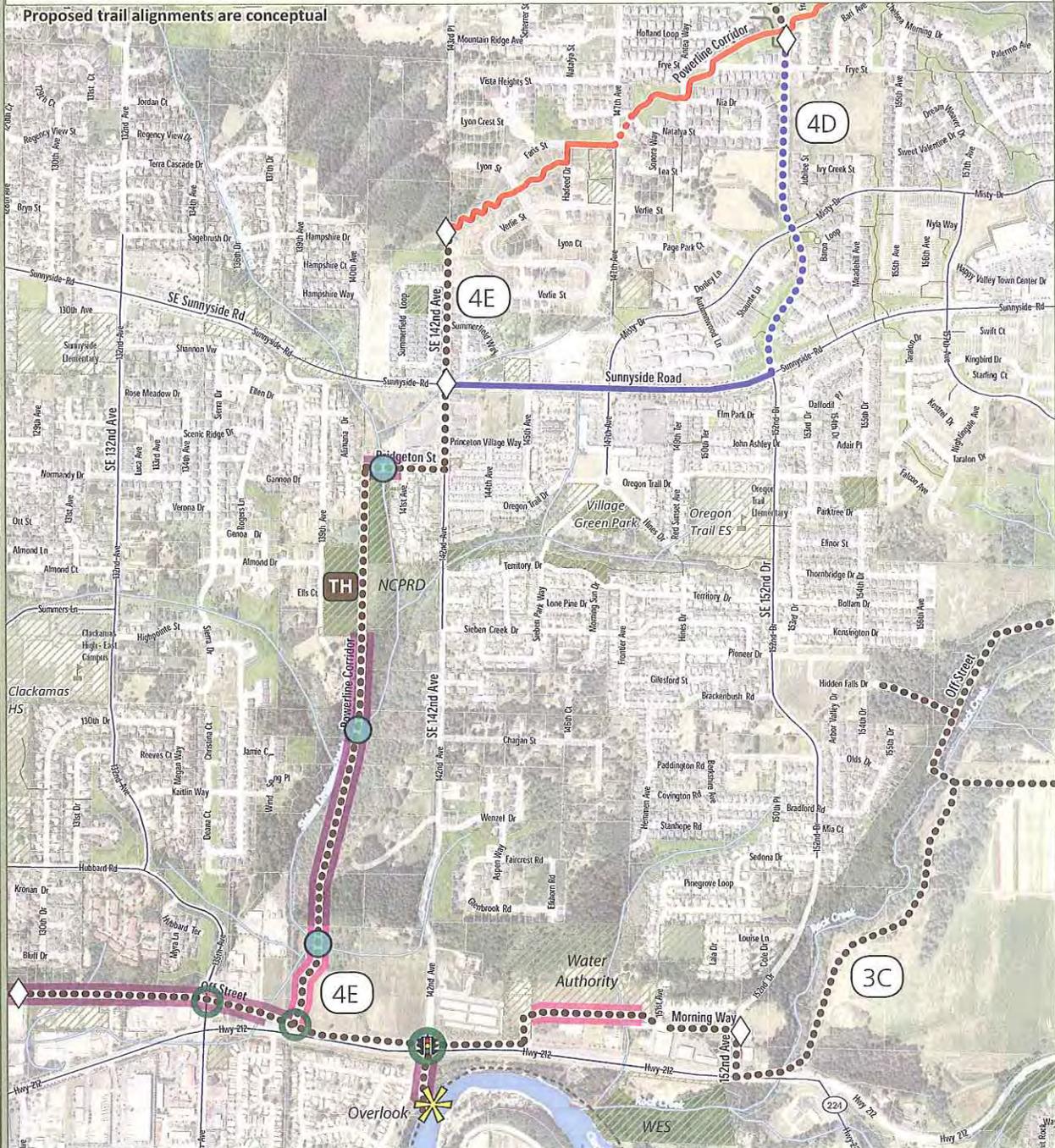
Connecting the Springwater Corridor and Clackamas River



Tile 4

Recommendations: Tile 4 - Powerline Corridor to Highway 212

Proposed trail alignments are conceptual



- 1A Segment Number
- ◇ Segment End Point
- Roadway Crossing Improvement
- River/Stream Crossing Improvement
- TH Trailhead Facility
- BP Bicycle Parking
- Easement Required
- Agreement Required

Mt. Scott/Scouter Mountain Trail Loop

- Multi-use Trails
 Bicycle Routes
 Pedestrian Routes
- Existing
 Existing
 Existing
- Proposed
 Proposed
 Proposed

Other Connecting Routes

- Other Existing Trails
- Other Planned Trails
- Other Existing Bike Lanes

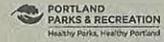
Parks & Greenspaces

- Publicly Owned
 - Privately Owned
 - Publicly Owned Parcels
- 0 500 1,000 Feet



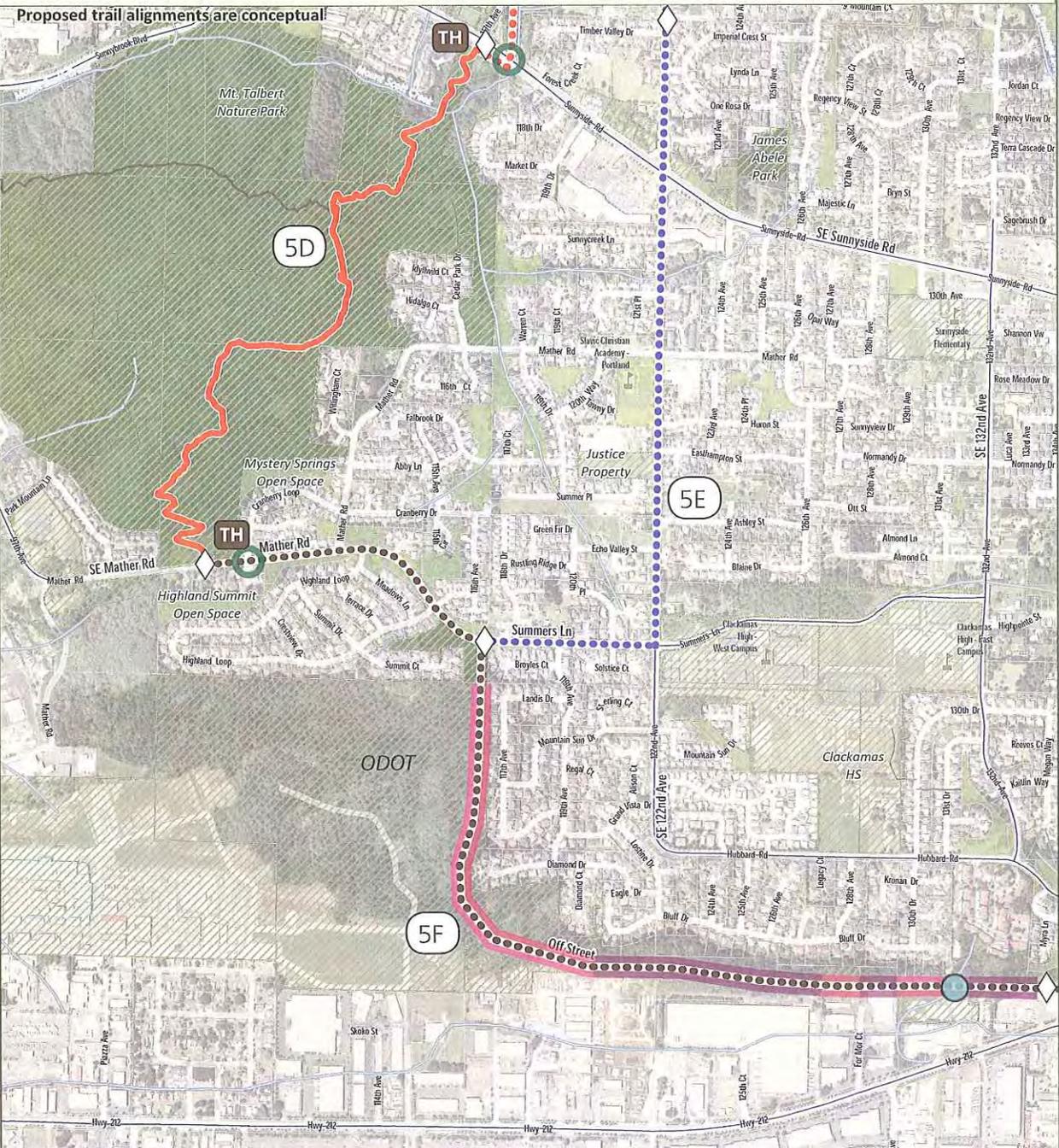
Master Planning the Mt. Scott/Scouter Mt. Trail Loop

Connecting the Springwater Corridor and Clackamas River



Tile 5

Recommendations: Tile 5 - Sieben Drainage to Mt. Talbert



1A Segment Number	Segment End Point	Roadway Crossing Improvement	River/Stream Crossing Improvement	TH Trailhead Facility	BP Bicycle Parking	Easement Required	Agreement Required
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Mt. Scott/Scouter Mountain Trail Loop Multi-use Trails Bicycle Routes Pedestrian Routes Existing Existing Existing Proposed Proposed Proposed			Other Connecting Routes Other Existing Trails Other Planned Trails Other Existing Bike Lanes		Parks & Greenspaces Publicly Owned Privately Owned Publicly Owned Parcels N 0 500 1,000 Feet		Location Map
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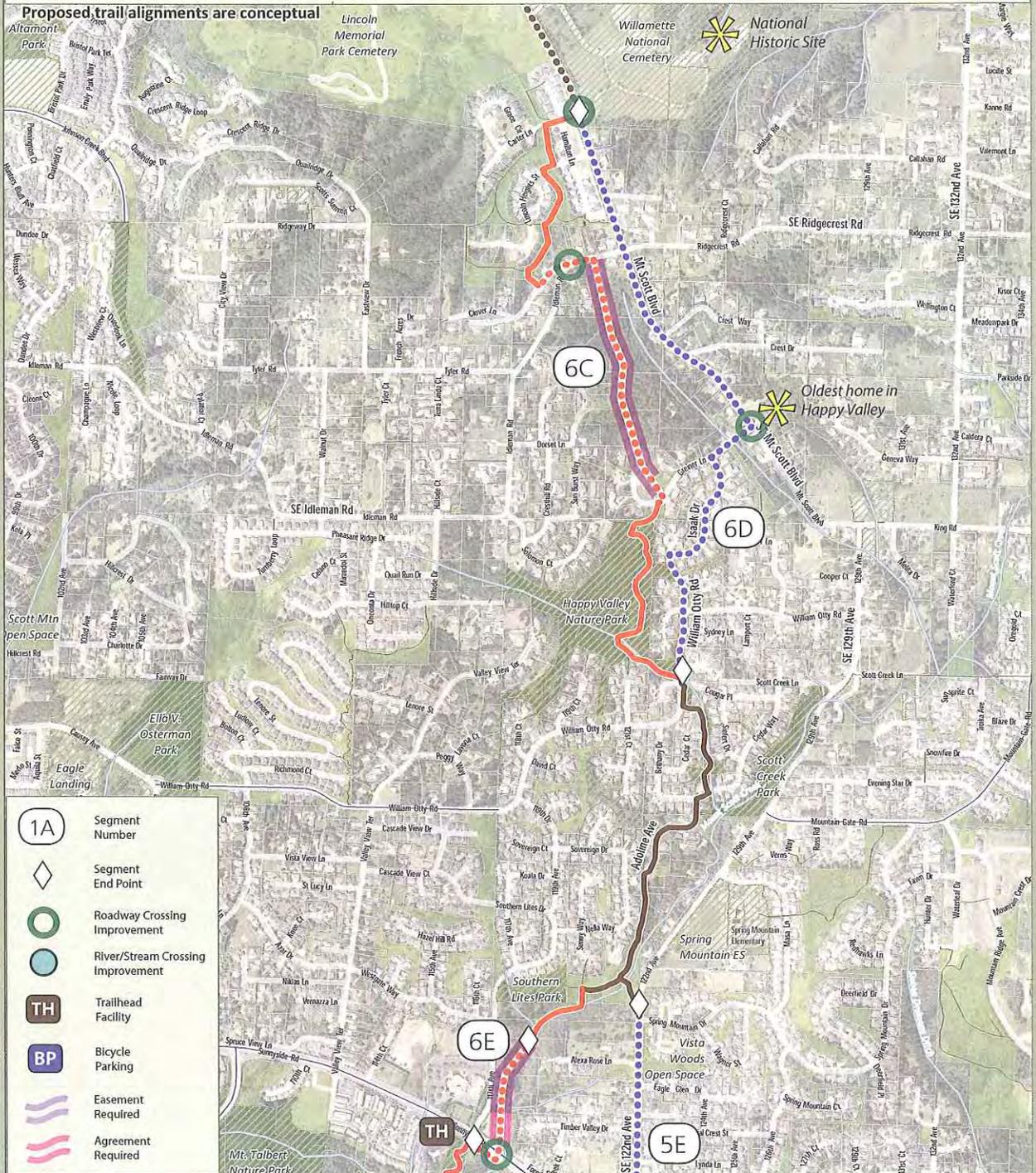
Master Planning the Mt. Scott/Scouter Mt. Trail Loop

Connecting the Springwater Corridor and Clackamas River



Tile 6

Recommendations: Tile 6 - Mt. Talbert to Lincoln Memorial



- 1A Segment Number
- ◇ Segment End Point
- ⊙ Roadway Crossing Improvement
- ⊙ River/Stream Crossing Improvement
- TH Trailhead Facility
- BP Bicycle Parking
- ⊃ Easement Required
- ⊃ Agreement Required

- #### Mt. Scott/Scouter Mountain Trail Loop
- Multi-use Trails
 - Bicycle Routes
 - Pedestrian Routes
 - Existing
 - Proposed

- #### Other Connecting Routes
- Other Existing Trails
 - Other Planned Trails
 - Other Existing Bike Lanes

- #### Parks & Greenspaces
- Publicly Owned
 - Privately Owned
 - Publicly Owned Parcels



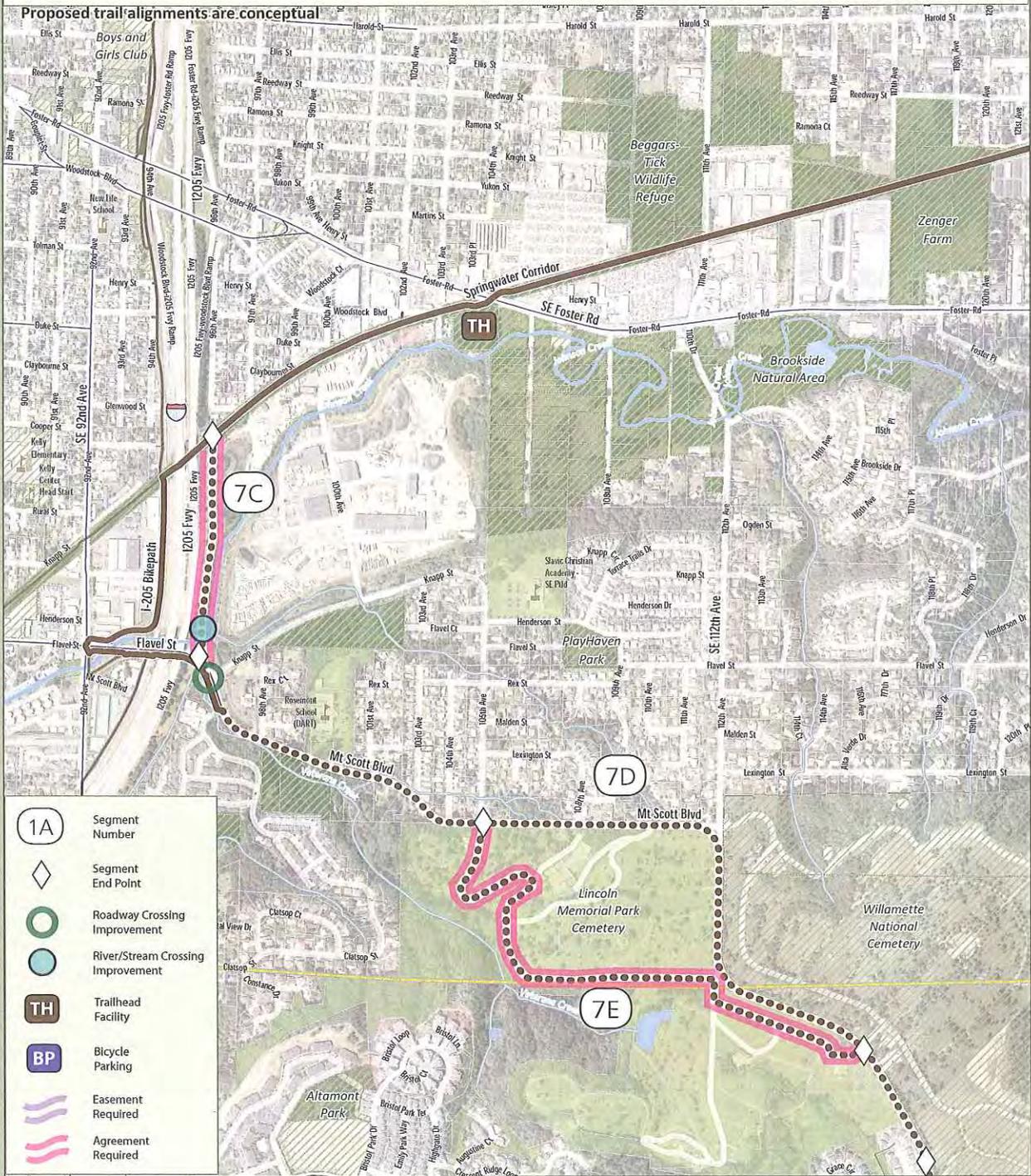
Master Planning the Mt. Scott/Scouter Mt. Trail Loop

Connecting the Springwater Corridor and Clackamas River



Tile 7

Recommendations: Tile 7 - Lincoln Memorial to Springwater Corridor

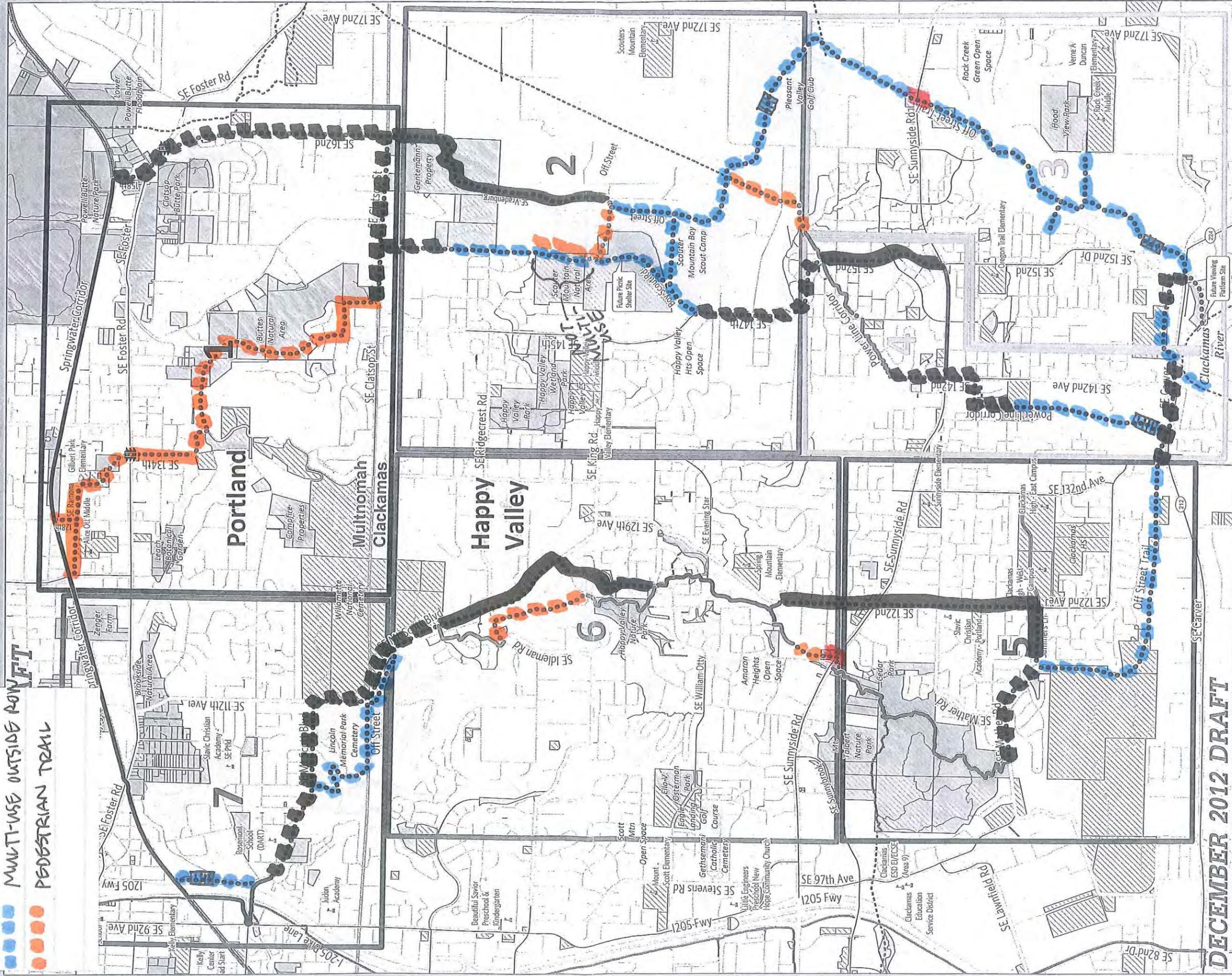


Mt. Scott/Scouter Mountain Trail Loop Multi-use Trails Bicycle Routes Pedestrian Routes Existing Existing Proposed Proposed Proposed			Other Connecting Routes Other Existing Trails Other Planned Trails Other Existing Bike Lanes	Parks & Greenspaces Publicly Owned Privately Owned Publicly Owned Parcels N 0 500 1,000 Feet	
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the Mt. Scott/Scouter Mt. Trail Loop

along the Springwater Corridor and Clackamas River

- BUFFERED CYCLE TRAIL
- BOARDWALK
- SEPARATED SIDEWALK
- UNDERCROSSING
- MULTI-USE INSIDE ROW
- MULTI-USE OUTSIDE ROW
- PEDESTRIAN TRAIL



DECEMBER 2012 DRAFT

Mt. Scott/Scouter Mountain Trail Loop

Multi-use Trails	Bicycle Routes	Pedestrian Routes
Existing	Existing	Existing
Proposed	Proposed	Proposed

Other Connecting Routes	Parks & Greenspaces
Other Existing Trails	Publicly Owned
Other Planned Trails	Privately Owned
Other Existing Bike Lanes	Publicly Owned Parcels

Scale: 0 0.25 0.5 Miles

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Meeting Agenda



HanmiGlobal Partner



Meeting: Mt. Scott-Scouter Mt. Loop Trail Master Plan:
Project Advisory Committee Meeting #8

Project No.: 16088

Meeting Date: Thursday, February 21, 2013

Meeting Time: 2:00-3:30 pm

Location: Metro, 600 NE Grand, Portland. Conf. Rm. 270

Expected Attendees: Carlotta Collette, Shirley Craddick Metro Council; Councilor Michael Morrow; Katie Dunham, N. Clackamas Parks and Recreation District; Janet Alley, North Clackamas School District; Russell Aldridge, Lincoln Memorial Park Cemetery; Bill Garity, Clackamas Co.; Lori Mastrantonio, Clackamas County Transportation and Land Use; Mike Oleson, Clackamas County; Michael Walter, Carol Earle, Rich Feucht, Justin Popilek, city of Happy Valley; John Berry, Happy Valley Citizen; Emily Roth, Lynn Barlow, Mart Hughes Portland Parks and Recreation; Bret Richards, ODOT; Mel Huie, Heather Coston, Dan Moeller, Elaine Stewart, John Mermin, Kate Holleran, Leif Anderson, Sheena VanLeuven, Tim Richard, Max Woodbury; Metro; Sara McClurg, Clackamas County Sheriff; Jeff Johnson, Volunteer for Metro Trails; David Haynes, Tom Litster, Mandy Flett, Otak; George Hudson, Karen Vitkay, Alta Planning

1. Greetings and Open House #2 Summary: *Huie (10 min)*
2. Gilbert Middle School Principal: *Stacie Moncrief (10 min)*
3. Implementation Overview: *Haynes/Litster (10 min)*
4. Trail Segment Discussion: *Consultant Team (85 min)*
5. Discussion Summary: *Litster (10 min)*
6. Next Steps: *Haynes (5 min)*

Need more information or Questions? Contact mel.huie@oregonmetro.gov 503.797.1731



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MT. SCOTT-SCOUTER'S MTN. LOOP TRAIL MASTER PLAN
PROJECT ADVISORY COMMITTEE SIGN-IN SHEET (PLEASE PRINT)

FEBRUARY 21, 2013

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MT. SCOTT-SCOUTER'S MTN. LOOP TRAIL MASTER PLAN
PROJECT ADVISORY COMMITTEE SIGN-IN SHEET (PLEASE PRINT)

FEBRUARY 21, 2013

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Stacie Moncrief	Gibbert Park School David Douglas	stacie_moncrief@douglas.k12.or.us
Mel Hume	METRO	



Meeting Minutes



17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035



Meeting: Mt. Scott-Scouters's Mtn. Loop Trail Master Plan,
Project Advisory Committee Meeting No. 8

Project No.: 16088

Meeting Date: February 21, 2013

Meeting Time: 1:30 pm

Location: Metro, 600 NE Grand, Portland. Conf. Rm. 270

Attendees: Mel Huie, John Mermin, Elaine Stewart, Tim Richard, Kate Holleran, Matthew Hampton - Metro; Michael Morrow, Justin Popilek - City of Happy Valley; Katie Dunham - NCPRD; Emily Roth - Portland Parks & Recreation; Lori Mastrantonio - Clackamas County; Stacie Moncrief – David Douglas/Gilbert Park Schools; Linda Bauer; Karen Vitkay, George Hudson - Alta; David Haynes, Tom Litster, Mandy Flett - Otak

Minutes By: Mandy Flett

1. Welcome/Introductions

Mel Huie opened the meeting by thanking everyone for attending and asked that everyone take a moment to introduce themselves. He also asked that we provide a few minutes out of our meeting to hear from Stacie Moncrief from Douglas/Gilbert Park Schools. *(Sign-in Sheet attached)*

2. Open House, January 31, 2013 Summary

Mel gave a brief overview of the open house and quick recap of some of the comments heard that night. He noted that there were approximately 60 members of the public and we received about 20 completed surveys.

- Director of Willamette National Cemetery is supportive, but will not allow a trail to go through property.
- There was developer present at the open house who requested that we do not have a trail going through his nice quiet subdivision and preferred that we use the perimeter of the property. On the other hand, home owners of this development were also present and they are in favor of having the trail system within the development. Need to discuss the possibility of an easement.
- In Tile 1 option A is preferred over option B.
- Tile 7 – no access to Willamette National Cemetery



Meeting Minutes

February 21, 2013

Page 2

- Purchase golf course and zone to low density with a park and trail system.
- Scouter Project – 20 years is too long . . . “get it done.”

In addition to open house comments, Elaine Stewart added that there were concerns regarding the number of crossing of Rock Creek, try to make an effort to limit how many times cross due to environmental issues.

3. Gilbert Middle School Principal

Stacie Moncrief provided the schools views of the trail system and what suggestions/concerns they have:

- Supportive, but concerns about bringing in more traffic. Need to work with the City to get improved pedestrian facilities.
- Due to the lack of pedestrian facilities most parents drive their children to school which creates a significant amount of congestion during peak drop-off and pick-up times.
- Gilbert – 682 students (K-5 grades) Alice Ott – 719 student (6-8 grades)
- Concern with cutting into playfield. There is currently a fence and they are worried about children getting out of school property and strangers getting onto to school property.
- They currently use the existing field for soccer and baseball.
- Do not want a high fence around the property, gives the wrong feeling.
- Would like the students/teachers to have the ability to walk safely to school.
- Suggested 128th to Foster, this would branch off of the Springwater.
- Suggested one street to the east past the cul-de-sac on Ramona. (Alice Ott)
 - Ramona currently has no sidewalks, apparently the city is planning sidewalks in the near future.
- Access to Alice Ott is extremely limited, parents are stopping on Ramona which is a very narrow street, this is upsetting the neighbors. Is it possible to put a path on Ramona?
- Karen suggested the possibility of shifting the staff parking to the right and add a path down the left side?
 - Minimal use due to people coming from the north.
- Preferred solution would be pathways with crossings on both sides of 128th, Ramona, and 136th.
- Future sight for school on Deardorph – no funding so may add onto existing schools. May sell building.
- Emily with PP&R noted that her team will be walking the Tile 7 loop in the next week and will note these areas in her assessment. Considering a trail connection to the botanical gardens area.
- Safe Routes to School for 128th and Ramona, Emily suggested looking at the bike master plan for green streets.

4. Implementation Matrix Overview

Tom Litster started off by establishing some ground rules to make sure that the meeting ended on time out of consideration for the attendees schedules. He asked that if we get bogged down on off

Meeting Minutes

February 21, 2013

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topic issues or issues that need to be discussed in greater detail that we put them in the “parking lot” and discuss them at a later time. The goal of the today’s meeting is to have each agency review their sections and agree or change priorities, responsibilities, and timeframes.

Extensive notes/changes were made to the implementation matrix. (See attached matrix spreadsheet). It was agreed that Otak would update and distribute one time for final comments/edits.

Meeting adjourned: 3:30 pm.

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MT. SCOTT-SCOUTER'S MTN. LOOP TRAIL MASTER PLAN
PROJECT ADVISORY COMMITTEE SIGN-IN SHEET (PLEASE PRINT)

FEBRUARY 21, 2013

NAME	AFFILIATION	EMAIL
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Michael Morcos	Happy Valley / NCPRD	MichaelM@ci.happy-valley.or.us
John Mermin	Metro	john.mermin@metro-sv
Elaine Stewart	Metro	
Karen Vittay	Alta	karenvittay@alta-planning.com
MANUELA FURTZ	otak	_____
TAMI LISTER	Otak	tam.lister@otak.com
Archie Bauer	Alta	Archie
Justin Popilek	City of Happy Valley	justinp@ci.happy-valley.or.us



MT. SCOTT-SCOUTER'S MTN. LOOP TRAIL MASTER PLAN
PROJECT ADVISORY COMMITTEE SIGN-IN SHEET (PLEASE PRINT)

FEBRUARY 21, 2013

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Tim Richards	METRO	
Lori Madriantou	Clack Co	lorimad@clackamas.us
Stacie Moncrief	Gibbert Park School David Douglas	stacie_moncrief@douglas.k12.or.us
Mel Hume	METRO	

Meeting Agenda



HanmiGlobal Partner



Meeting: Mt. Scott-Scouter Mt. Loop Trail Master Plan:
Project Advisory Committee Meeting #9

Project No.: 16088

Meeting Date: Wednesday, June 26, 2013

Meeting Time: 1:00-3:00 pm

Location: Metro, 600 NE Grand, Portland. Conf. Rm. 501 (Packy)

Expected Attendees: Carlotta Collette, Shirley Craddick Metro Council; Councilor Michael Morrow; Katie Dunham, N. Clackamas Parks and Recreation District; Janet Alley, North Clackamas School District; Russell Aldridge, Lincoln Memorial Park Cemetery; Bill Garity, Clackamas Co.; Lori Mastrantonio, Clackamas County Transportation and Land Use; Mike Oleson, Clackamas County; Michael Walter, Carol Earle, Rich Feucht, Justin Popilek, city of Happy Valley; John Berry, Happy Valley Citizen; Emily Roth, Lynn Barlow, Mart Hughes Portland Parks and Recreation; Bret Richards, ODOT; Mel Huie, Heather Coston, Dan Moeller, Elaine Stewart, John Mermin, Kate Holleran, Leif Anderson, Sheena VanLeuven, Tim Richard, Max Woodbury; Metro; Sara McClurg, Clackamas County Sheriff; Jeff Johnson, Volunteer for Metro Trails; David Haynes, Tom Litster, Mandy Flett, Otak; George Hudson, Karen Vitkay, Alta Planning

1. Project Status: *Haynes, Huie (1:00 – 1:15 pm)*
2. Comment Review Discussion: *All participants (1:15 – 2:45 pm)*
3. Summary Comments/Next Steps: *Haynes/Huie (2:45 – 3:00 pm)*

Need more information or Questions? Contact mel.huie@oregonmetro.gov 503.797.1731



Meeting Minutes



17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035



Meeting: Mt. Scott/Scouters Mtn. Trail Loop Master Plan,
Project Advisory Committee Meeting No. 8

Project No.: 16088

Meeting Date: June 26, 2013

Meeting Time: 1:00 pm

Location: Metro, 600 NE Grand, Portland. Conf. Rm. 501

Attendees: Mel Huie, Elaine Stewart, Tim Richard - Metro;
Justin Popilek - City of Happy Valley; Lynn Barlow,
Emily Roth - Portland Parks & Recreation; Lori
Mastrantonio - Clackamas County; Linda Bauer –
Neighborhood Representative; Karen Vitkay, George
Hudson - Alta; David Haynes, Mandy Flett - Otak

Minutes By: Mandy Flett

I. Welcome/Introductions

Mel Huie opened the meeting by thanking everyone for attending and asked that everyone take a moment to introduce themselves. He then asked each jurisdiction who will need to review the document and when will they need the document by:

- Portland Parks & Recreation:
 - Portland Council will not need to review the document
 - Parks Board will review in early October
 - PBOT – Emily will find out who at PBOT should review
 - Bike and Pedestrian Advisory Committee
 - Emily will coordinate with BES to determine if they would like to see document
 - Emily requested the GIS layer of the alignments for their comprehensive plan update.
- Happy Valley:
 - Planning Commission will review prior to the Councils review. October is good for adding it to the agenda.
- NCPRD
 - Advisory Board – need to verify with Jerome or Katie when she returns. Will it need to go in front of Commissioners
- Lincoln Memorial
 - Mel to coordinate
- Boy Scouts
 - They will not need to review the document.



2. Comment Review Discussion

David Haynes led the conversation and provided a brief over view of the comments we had received to date from stakeholders and a meeting that was held between Mel and himself.

- Larry Conrad – requested that all maps should be updated to match the alignment shown on page 67.
 - The team made the decision to include a note that states “Schematic alignment shown is superseded by this Master Plan. See Map X on page 66-67.
- Tim Richard – Noted to make the project name consistent throughout the document. He noted that for a current project they were going to spell Scouters with an “s” and Mountain will be abbreviated as Mtn. (Scouters Mtn.).
 - Mel is going to verify the project name within Metro and get back to the design team.
- Mel Huie – Mel to provide stakeholder list
 - Requested that we eliminate blank pages, possibly add photos.
 - Traffic analysis colors: need legend
 - Cover subheading: Portland, Happy Valley, Clackamas County
 - Metro to provide more acknowledgements
 - Additional cosmetic items were noted
 - Under Portland Parks & Recreation add Mart
 - Emily noted when writing Portland Parks use an “&” vs. the word “and”
 - George noted that we are using their old logo
 - On cover remove logos and list their names
- Justin
 - Noted the list of possible permits for Happy Valley seemed a little long.
 - The other jurisdictions took this opportunity to modify the list on page 38
 - Need to add a statement that not all of these permits will be required
 - It was noted that ODOT was not mentioned in this table. At this time ODOT has requested to remove the portion within segment 7C off of the alignment map. Otak and Metro will review the document to make sure any sections of the master plan mentioning this portion of the segment will be removed. The implementation matrix needs to be updated to remove segment 7-C.
- Elaine
 - Nothing to add, but wanted to verify that her natural resource notes made it into the document when needed.
- Lynn/Emily
 - On page 5 the current map could give the impression that there would be a paved path in natural areas.
 - Requested we move the final map to the end of the Executive Summary.
 - Mel also added that we should include a note in the title “Quarter Mile Buffer”

Meeting Minutes

June 26, 2013

Page 3

- Emily noted that the East Lents Flood Plain natural area is now officially Foster Flood Plain natural area
- Linda
 - Emphasized that before trail segments are open for public use that they are safe. She stressed the need for safety specifically along the Foster Rd. route. Verify that there is a note in the implementation that supports safety.
- George
 - Within the design framework section it would be a good idea to provide a two paragraph write up that explains how we are meeting metro's trail guidelines and how these requirements can be tied to funding opportunities.
 - Consider a note as well on page 45.

3. Additional Comments/Next Steps

- Mel has agreed to transmit a final copy to ODOT
- Tim Richard is the PM on the picnic shelter project and at this time bikes will only be allowed to the bike shelter.

Meeting adjourned: 2:15 pm.

APPENDIX B

Open House Summaries



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PLEASE PRINT LEGIBLY

NAME	ORGANIZATION	E-MAIL/PHONE
HCoSton	Metro	
Chris/Victoria Brown		503-519-4470
YONG Kim		503-588-9367 YDKM1@Hotmail.com
SOON KIM		4
JAN/ANDY		
David Sandum	BSA	503-539-3834
Fran Somann	O.E.T.	(503) 658-6040
Jim & Sandy Henderson	Oregon Realty	Jim@pdxbroker jim.com 503-756-2775
Harold Aikoept	(MAP)	
⑪ Don Toevig		503-709-0816 (This man wants a large map for personal use.)
⑫ Renee Carr		503-860-6161
⑬ Brett Sherman	Happy Valley Hikers	503-358-3434
⑭ RoseLambert		Causeway 1440@comcast.net
⑮ Lestie Hoffman		XXXXXXXXXXXXXXXXXXXX
⑯ Dave Lunt		Hvoldstuff@comcast.net
⑰ KEN KOBELITZ	HAPPY VALLEY	



PLEASE PRINT LEGIBLY

NAME	ORGANIZATION	E-MAIL/PHONE
Mel Hale	Metro	mel.haire@oregonmetro.gov
KAREN VITKAY	ALTA	KAREN.VITKAY@ALTA.PLANNING.COM
GEORGE HUDSON	ALTA	KAREN.VITKAY @ALTA.PLANNING.COM
Justin Popilek	City of Happy Valley	justinp@ci.happy-valley.or.us
Carol Earle	City of Happy Valley	carle@ci.happy-valley.or.us
KAREN + Gordon Hubbard	PUNYA	lewellen@hotmail.com
MILHAZ MARLOW	Happy Valley/NORPD	503 347 2020
DIANE MARLOW	CITY	503-201-2774
Bronwyn Dean	Village Agimis	(503) 274-2010
SALMI RASK	---	MUNSTANGSALLY97023@YAHOO.COM
Amanda Owings	Otak	amanda.owings@otak.com 503.699.2455
Don	City mgr - Happy Valley	
carolha colwell		
SHIRLEY CRAVITZ		
Helen Bennett		
Inga Bennett		ingabennett@comcast.net

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PLEASE PRINT LEGIBLY

NAME	ORGANIZATION	E-MAIL/PHONE
KEN PARCER		KENNETH.PARCHER@GMAIL.COM 503-313-3753
Alex Caplazi		acaplazi@yahoo.com 503 760 0945
Tracy Brown		tntbraun@juno.com
Andrew Herald	Boy Scouts of America	aherald@cpcbsa.org
STEVE CAICCO		SCAICCO@ME.COM
Matt & Pattie Sandholm.		sandholmads@mac.com.

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Metro

Mt Scott/Scouter Mt. Trail Loop Open House No. 1
June 7, 2012

PLEASE PRINT LEGIBLY

NAME	ORGANIZATION	E-MAIL/PHONE
Tom Shaffer	Metro	toedbird@gmail.com
Kate Dunham	NCPD	Dunham@clackamas.us
Mark Feltz	Clack	mark.feltz@clackamas.us
JEFF JOHNSON	METRO	JRJOHN50@COMCAST.NET
Mary Rosenblum	resident (9100 SE 152 nd)	rosenblummary@gmail.com
George hanners	resident (8891 SE 152 nd)	
Anthony Clark		NCPDogs@gmail.com
LITO SAQUERON	Resident (1214 th SE 44 th St)	(503) 760-7710
Dick Weber	clack PADWAY	ChngjRich@comcast.net
Ken Ackerman	HHRP	kenackerman@gmail.com
TOM & SUSAN CARTER	Resident	CARTPOT@COMCAST.NET
JOE KWIECINSKI	resident	Jgeminis@Comcast.net
Susanne Christopher	"	christophersusanne@gmail.com
Dennis Shaffer	Resident	dennis.shaffer@comcast.net
GLEN & JEAN CLARK	"	glencark@comcast.net
Dodie Jensen	"	dodiejensen@msn.com

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Metro

Mt Scott/Scouter Mt. Trail Loop Open House No. 1
June 7, 2012

PLEASE PRINT LEGIBLY

NAME	ORGANIZATION	E-MAIL/PHONE
Michael Cheate		michaelc@emsn.com
Shelby		TOWNLUX@COMCAST.NET
Mark Lisa Warner		WARNERS@COMCAST.NET
Tim Anderson		Tim Anderson KFBS@yahoo.com
Alisa, Bryan Noah Bean		
Michelle Sewley	NUPRD	chrisj@comcast.net
Sonya Howie		sonyhawk@hotmail.com
Emily Beth	PPiR	

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Mt Scott/Scouter Mt. Trail Loop Open House No. 1
June 7, 2012

PLEASE PRINT LEGIBLY

NAME	ORGANIZATION	E-MAIL/PHONE
Mike Daw	H.V. Coy Mgr	
Mike Walter	HV L.D. Jnr	

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Help shape the future of the Mt. Scott/Scouter Mt. Trail

Open House #1, June 7, 2012

In order to make important decisions about the trail, we need your input. Information from this questionnaire will be used to in the planning process.

Thank you for sharing your feedback.

Please return this survey in one of the following ways:

- Leave it in the box provided
- Mail it to Mel Huie, Metro, 600 NE Grand Ave, Portland OR 97232
- Fax it to Mel Huie, 503-797-1799
- E-mail it to mel.huie@oregonmetro.gov.

Contact information (optional):

Name

David Gilman

Address

dlgilman

Phone

E-mail

dlgilman@comcast.net

How do you prefer to be contacted?

(Check one.)

- E-mail Phone Mail

Do you want to be added to the project mailing list?

(Check one.)

- Yes No

1. Which community do you live/work in?

	Live	Work
Happy Valley	<input type="checkbox"/>	<input type="checkbox"/>
Portland	<input type="checkbox"/>	<input type="checkbox"/>
Unincorporated Multnomah County	<input type="checkbox"/>	<input type="checkbox"/>
Unincorporated Clackamas County	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (fill in below)	<input type="checkbox"/>	<input type="checkbox"/>

2. How do you commute to work or school most of the time? (Check all that apply.)

- Ride transit (e.g. TriMet, bus, light rail)
 Bike
 Walk
 Carpool
 Drive alone

3. Do you use trails in your neighborhood or in other areas of our region? (Check one.)

- Yes No

If yes, how often? (Check one.)

- Daily Once a week
 A few times a week A few times a month
 A few times a year

4. How would you use the Mt. Scott/Scouter Mt. Trail if it was constructed? (Check all that apply.)

- Walking/jogging For recreation
 Biking To reach schools
 In-line skating For commuting
 To reach shopping or other community destinations To experience nature
 Other _____ Improve my health

5. Do you have any concerns or ideas about the proposed trail segments? Please be as specific as possible in describing the segment's location.

Continued on other side

Help shape the future of the Mt. Scott/Scouter Mt. Trail

Open House #1, June 7, 2012

6. Preliminary project goals

How important are each of the following project goals to you?
(Check all that apply.)

Goals	Very important	Important	Neutral/important	Somewhat important	Not important
The trail is convenient, pleasant and accessible to a range of users regardless of ability or mode (e.g. bike or pedestrian).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The trail encourages and enhances bicycle and pedestrian connectivity throughout the region.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The trail is supported by the community and local jurisdictions and is developed by input from the public, project partners and elected officials.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The trail avoids or minimizes impacts to natural and cultural resources, habitat and wildlife.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The trail is safe and secure for trail users and adjacent property owners.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The trail can be built and properly maintained.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. Other comments

Please share any other comments about the trail that you'd like us to consider.

Interested in
impacts to
Scott Mt. Homeowners
Association area



For more information:
www.oregonmetro.gov/scottscouter
Mel Huie, Regional Trails Coordinator
503-797-1731
mel.huie@oregonmetro.gov

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Help shape the future of the Mt. Scott/Scouter Mt. Trail

Open House #1, June 7, 2012

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- Mail it to Mel Huie, Metro, 600 NE Grand Ave, Portland OR 97232
- Fax it to Mel Huie, 503-797-1799
- E-mail it to mel.huie@oregonmetro.gov.

Contact information (optional):

Name Matt & Pattie Sandholm
 Address 11716 SE Banbury Circle
Happy Valley 97086.
 Phone 503-855-4858
 E-mail sandholm ads @ mac.com

How do you prefer to be contacted?

(Check one.)

- E-mail Phone Mail

Do you want to be added to the project mailing list?

(Check one.)

- Yes No

1. Which community do you live/work in?

	Live	Work
Happy Valley	<input checked="" type="radio"/>	<input type="radio"/>
Portland	<input type="radio"/>	<input type="radio"/>
Unincorporated Multnomah County	<input type="radio"/>	<input type="radio"/>
Unincorporated Clackamas County	<input type="radio"/>	<input checked="" type="radio"/>
Other (fill in below)	<input type="radio"/>	<input type="radio"/>

2. How do you commute to work or school most of the time? (Check all that apply.)

- Ride transit (e.g. TriMet, bus, light rail)
 Bike
 Walk
 Carpool
 Drive alone

3. Do you use trails in your neighborhood or in other areas of our region? (Check one.)

- Yes No

If yes, how often? (Check one.)

- Daily Once a week
 A few times a week A few times a month
 A few times a year

4. How would you use the Mt. Scott/Scouter Mt. Trail if it was constructed? (Check all that apply.)

- Walking/jogging For recreation
 Biking To reach schools
 In-line skating For commuting
 To reach shopping or other community destinations To experience nature
 Improve my health
 Other _____

5. Do you have any concerns or ideas about the proposed trail segments? Please be as specific as possible in describing the segment's location.

Continued on other side

Help shape the future of the Mt. Scott/Scouter Mt. Trail

Open House #1, June 7, 2012

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- Mail it to Mel Huie, Metro, 600 NE Grand Ave, Portland OR 97232
- Fax it to Mel Huie, 503-797-1799
- E-mail it to mel.huie@oregonmetro.gov.

Contact information (optional):

Name Anthony Clark

Address 13630 SE 120th way
Clackamas OR 97015

Phone _____

E-mail NCPdogs@gmail.com

How do you prefer to be contacted?

(Check one.)

- E-mail Phone Mail

Do you want to be added to the project mailing list?

(Check one.)

- Yes No

1. Which community do you live/work in?

	Live	Work
Happy Valley	<input type="checkbox"/>	<input type="checkbox"/>
Portland	<input type="checkbox"/>	<input type="checkbox"/>
Unincorporated Multnomah County	<input type="checkbox"/>	<input type="checkbox"/>
Unincorporated Clackamas County	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (fill in below)	<input type="checkbox"/>	<input type="checkbox"/>

2. How do you commute to work or school most of the time? (Check all that apply.)

- Ride transit (e.g. TriMet, bus, light rail)
 Bike
 Walk
 Carpool
 Drive alone

3. Do you use trails in your neighborhood or in other areas of our region? (Check one.)

- Yes No

If yes, how often? (Check one.)

- Daily Once a week
 A few times a week A few times a month
 A few times a year

4. How would you use the Mt. Scott/Scouter Mt. Trail if it was constructed? (Check all that apply.)

- Walking/jogging For recreation
 Biking To reach schools
 In-line skating For commuting
 To reach shopping or other community destinations To experience nature
 Improve my health
 Other walking my dogs

5. Do you have any concerns or ideas about the proposed trail segments? Please be as specific as possible in describing the segment's location.

make sure the regional trails are accessible to people walking dogs on trail.

Continued on other side

Help shape the future of the Mt. Scott/Scouter Mt. Trail

Open House #1, June 7, 2012

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- Mail it to Mel Huie, Metro, 600 NE Grand Ave, Portland OR 97232
- Fax it to Mel Huie, 503-797-1799
- E-mail it to mel.huie@oregonmetro.gov.

Contact information (optional):

Name Mary Rosenblum

Address 9100 SE 152nd Ave

Phone 503-896-2470

E-mail rosenblummary@gmail.com

How do you prefer to be contacted?

(Check one.)

- E-mail Phone Mail

Do you want to be added to the project mailing list?

(Check one.)

- Yes No

1. Which community do you live/work in?

	Live	Work
Happy Valley	<input checked="" type="radio"/>	<input type="radio"/>
Portland	<input type="radio"/>	<input type="radio"/>
Unincorporated Multnomah County	<input type="radio"/>	<input type="radio"/>
Unincorporated Clackamas County	<input type="radio"/>	<input type="radio"/>
Other (fill in below)	<input type="radio"/>	<input type="radio"/>

2. How do you commute to work or school most of the time? (Check all that apply.)

- Ride transit (e.g. TriMet, bus, light rail)
 Bike
 Walk *Work at home*
 Carpool
 Drive alone

3. Do you use trails in your neighborhood or in other areas of our region? (Check one.)

- Yes No

If yes, how often? (Check one.)

- Daily Once a week
 A few times a week A few times a month
 A few times a year

4. How would you use the Mt. Scott/Scouter Mt. Trail if it was constructed? (Check all that apply.)

- Walking/jogging For recreation
 Biking To reach schools
 In-line skating For commuting
 To reach shopping or other community destinations To experience nature
 Other _____ Improve my health

5. Do you have any concerns or ideas about the proposed trail segments? Please be as specific as possible in describing the segment's location.

Continued on other side

Help shape the future of the Mt. Scott/Scouter Mt. Trail

Open House #1, June 7, 2012

...information about the ... information from this ... the planning process. ... feedback. ... the following ways: ... 600 NE Grand Ave, ... 792-1799 ... metro.gov.

Blank
 Gaibler Ln
 97236
 1056
 mail.com
 Mail
 No
 No
 No

2. How do you commute to work or school most of the time? (Check all that apply.)

- Ride transit (e.g. TriMet, bus, light rail)
- Bike
- Walk
- Carpool
- Drive alone

3. Do you use trails in your neighborhood or in other areas of our region? (Check one.)

- Yes
- No

If yes, how often? (Check one.)

- Daily
- A few times a week
- A few times a year
- Once a week
- A few times a month

4. How would you use the Mt. Scott/Scouter Mt. Trail if it was constructed? (Check all that apply.)

- Walking/jogging
- Biking
- In-line skating
- To reach shopping or other community destinations
- Other _____
- For recreation
- To reach schools
- For commuting
- To experience nature
- Improve my health

5. Do you have any concerns or ideas about the proposed trail segments? Please be as specific as possible in describing the segment's location.

I live off 162nd between Foster & Clatsop. It would be nice to be able to walk & ride on 162nd w/o having to worry about getting hit by cars speeding down Clatsop & 162nd. This would allow those neighborhoods along 162 access (by foot & bike) to regional trails, etc.

Continued on other side

Help shape the future of the Mt. Scott/Scouter Mt. Trail

Open House #1, June 7, 2012

6. Preliminary project goals

How important are each of the following project goals to you?
(Check all that apply.)

Goals	Very important	Important	Neutral/important	Somewhat important	Not important
The trail is convenient, pleasant and accessible to a range of users regardless of ability or mode (e.g. bike or pedestrian).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The trail encourages and enhances bicycle and pedestrian connectivity throughout the region.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The trail is supported by the community and local jurisdictions and is developed by input from the public, project partners and elected officials.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The trail avoids or minimizes impacts to natural and cultural resources, habitat and wildlife.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The trail is safe and secure for trail users and adjacent property owners.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The trail can be built and properly maintained.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

7. Other comments

Please share any other comments about the trail that you'd like us to consider.

I am very happy to see this plan & am excited to see it become a reality. This end of the city doesn't have much to offer in terms of pedestrian & bike-ability. It would be great to be known for a fantastic nature trail that allows multiple users at multiple locations rather than as an area of island developments only accessible by car. Thank you.



For more information:
www.oregonmetro.gov/scottscouter
 Mel Huie, Regional Trails Coordinator
 503-797-1731
mel.huie@oregonmetro.gov



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Help shape the future of the Mt. Scott/Scouter Mt. Trail

Open House #1, June 7, 2012

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Thank you for sharing your feedback.

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- Leave it in the box provided
- Mail it to Mel Huie, Metro, 600 NE Grand Ave, Portland OR 97232
- Fax it to Mel Huie, 503-797-1799
- E-mail it to mel.huie@oregonmetro.gov.

Contact information (optional):

Name FRAN

Address 11300 SE 147th Ave
Happy Valley, OR 97086

Phone _____

E-mail hauntedlodge@frontier.com

How do you prefer to be contacted?

(Check one.)

- E-mail Phone Mail

Do you want to be added to the project mailing list?

(Check one.)

- Yes No

1. Which community do you live/work in?

	Live	Work
Happy Valley	<input checked="" type="radio"/>	<input type="radio"/>
Portland	<input type="radio"/>	<input type="radio"/>
Unincorporated Multnomah County	<input type="radio"/>	<input type="radio"/>
Unincorporated Clackamas County	<input type="radio"/>	<input checked="" type="radio"/>
Other (fill in below)	<input type="radio"/>	<input type="radio"/>

2. How do you commute to work or school most of the time? (Check all that apply.)

- Ride transit (e.g. TriMet, bus, light rail)
 Bike
 Walk
 Carpool
 Drive alone

3. Do you use trails in your neighborhood or in other areas of our region? (Check one.)

- Yes No

If yes, how often? (Check one.)

- Daily Once a week
 A few times a week A few times a month
 A few times a year

4. How would you use the Mt. Scott/Scouter Mt. Trail if it was constructed? (Check all that apply.)

- Walking/jogging For recreation
 Biking To reach schools
 In-line skating For commuting
 To reach shopping or other community destinations To experience nature
 Other Ride My Horse Improve my health

5. Do you have any concerns or ideas about the proposed trail segments? Please be as specific as possible in describing the segment's location.

We have a therapeutic riding group with horses and the children would appreciate riding somewhere other than a round pen

Continued on other side

Help shape the future of the Mt. Scott/Scouter Mt. Trail

Open House #1, June 7, 2012

6. Preliminary project goals

How important are each of the following project goals to you?
(Check all that apply.)

Goals	Very important	Important	Neutral/important	Somewhat important	Not important
The trail is convenient, pleasant and accessible to a range of users regardless of ability or mode (e.g. bike or pedestrian). <u>+ Horses</u>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
The trail encourages and enhances bicycle and pedestrian connectivity throughout the region.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
The trail is supported by the community and local jurisdictions and is developed by input from the public, project partners and elected officials.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The trail avoids or minimizes impacts to natural and cultural resources, habitat and wildlife.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The trail is safe and secure for trail users and adjacent property owners.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The trail can be built and properly maintained.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

7. Other comments

Please share any other comments about the trail that you'd like us to consider.

You need to remember people still ride horses and use trails



For more information:
www.oregonmetro.gov/scottscouter
 Mel Huie, Regional Trails Coordinator
 503-797-1731
 mel.huie@oregonmetro.gov.



Help shape the future of the Mt. Scott/Scouter Mt. Trail

Open House #1, June 7, 2012

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- Fax it to Mel Huie, 503-797-1799
- E-mail it to mel.huie@oregonmetro.gov.

Contact information (optional):

Name Renee CARR

Address 11468 SE Norwood Loop
Happy Valley, Or 97086

Phone 503-860-6161

E-mail ercarr@comcast.net

How do you prefer to be contacted?

(Check one.)

- E-mail Phone Mail

Do you want to be added to the project mailing list?

(Check one.)

- Yes No

1. Which community do you live/work in?

	Live	Work
Happy Valley	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Portland	<input type="checkbox"/>	<input type="checkbox"/>
Unincorporated Multnomah County	<input type="checkbox"/>	<input type="checkbox"/>
Unincorporated Clackamas County	<input type="checkbox"/>	<input type="checkbox"/>
Other (fill in below)	<input type="checkbox"/>	<input type="checkbox"/>

2. How do you commute to work or school most of the time? (Check all that apply.)

- Ride transit
(e.g. TriMet, bus, light rail)
- Bike
- Walk
- Carpool
- Drive alone

3. Do you use trails in your neighborhood or in other areas of our region? (Check one.)

- Yes No

If yes, how often? (Check one.)

- Daily Once a week
- A few times a week A few times a month
- A few times a year

4. How would you use the Mt. Scott/Scouter Mt. Trail if it was constructed? (Check all that apply.)

- Walking/jogging For recreation
- Biking To reach schools
- In-line skating For commuting
- To reach shopping or other community destinations To experience nature
- Improve my health
- Other _____

5. Do you have any concerns or ideas about the proposed trail segments? Please be as specific as possible in describing the segment's location.

Continued on other side

Help shape the future of the Mt. Scott/Scouter Mt. Trail

Open House #1, June 7, 2012

In order to make important decisions about the trail, we need your input. Information from this questionnaire will be used to in the planning process.

Thank you for sharing your feedback.

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- Mail it to Mel Huie, Metro, 600 NE Grand Ave, Portland OR 97232
- Fax it to Mel Huie, 503-797-1799
- E-mail it to mel.huie@oregonmetro.gov.

Contact information (optional):

Name Karen Nettlo
 Address 11816 SE Solomon Ct
Portland OR 97086
 Phone 503-771-0095
 E-mail karen.en21@yahoo.com

How do you prefer to be contacted?

(Check one.)

- E-mail Phone Mail

Do you want to be added to the project mailing list?

(Check one.)

- Yes No

1. Which community do you live/work in?

	Live	Work
Happy Valley	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Portland	<input type="checkbox"/>	<input type="checkbox"/>
Unincorporated Multnomah County	<input type="checkbox"/>	<input type="checkbox"/>
Unincorporated Clackamas County	<input type="checkbox"/>	<input type="checkbox"/>
Other (fill in below)	<input type="checkbox"/>	<input type="checkbox"/>

2. How do you commute to work or school most of the time? (Check all that apply.)

- Ride transit (e.g. TriMet, bus, light rail)
 Bike
 Walk
 Carpool
 Drive alone

3. Do you use trails in your neighborhood or in other areas of our region? (Check one.)

- Yes No

If yes, how often? (Check one.)

- Daily Once a week
 A few times a week A few times a month
 A few times a year

4. How would you use the Mt. Scott/Scouter Mt. Trail if it was constructed? (Check all that apply.)

- Walking/jogging For recreation
 Biking To reach schools
 In-line skating For commuting
 To reach shopping or other community destinations To experience nature
 Other _____ Improve my health

5. Do you have any concerns or ideas about the proposed trail segments? Please be as specific as possible in describing the segment's location.

Continued on other side

Help shape the future of the Mt. Scott/Scouter Mt. Trail

Open House #1, June 7, 2012

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Thank you for sharing your feedback.

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- Mail it to Mel Huie, Metro, 600 NE Grand Ave, Portland OR 97232
- Fax it to Mel Huie, 503-797-1799
- E-mail it to mel.huie@oregonmetro.gov.

Contact information (optional):

Name Dennis Shaffer

Address _____

Phone _____

E-mail dennis-shaffer@comcast.net

How do you prefer to be contacted?

(Check one.)

- E-mail Phone Mail

Do you want to be added to the project mailing list?

(Check one.)

- Yes No

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Continued on other side

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Contact information (optional):

Name Diane Morrow
 Address 13581 SE Calloway Rd
Happy Valley Or 97086
 Phone _____
 E-mail dhmorrow55@gmail.com

How do you prefer to be contacted?

(Check one.)

- E-mail Phone Mail

Do you want to be added to the project mailing list?

(Check one.)

- Yes No
Email would be great

1. Which community do you live/work in?

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Continued on other side

Help shape the future of the Mt. Scott/Scouter Mt. Trail

Open House #1, June 7, 2012

6. Preliminary project goals

How important are each of the following project goals to you?
(Check all that apply.)

Goals	Very important	Important	Neutral/important	Somewhat important	Not important
The trail is convenient, pleasant and accessible to a range of users regardless of ability or mode (e.g. bike or pedestrian).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The trail can be built and properly maintained.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. Other comments

Please share any other comments about the trail that you'd like us to consider.

I would like to see
more dog friendly trails
e Bays for waste at the
trails + garbage cans-
water Available + places
to rest for example
benches to sit at



For more information:
www.oregonmetro.gov/scottscouter
Mel Huie, Regional Trails Coordinator
503-797-1731
mel.huie@oregonmetro.gov

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Help shape the future of the Mt. Scott/Scouter Mt. Trail

Open House #1, June 7, 2012

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- E-mail it to mel.huie@oregonmetro.gov.

Contact information (optional):

Name Tom + Susan Carter
 Address 15035 SE Monner Rd
Happy Valley OR 97086
 Phone 503/658-2414
 E-mail cartport@comcast.net

How do you prefer to be contacted?

(Check one.)

- E-mail Phone Mail

Do you want to be added to the project mailing list?

(Check one.)

- Yes No

1. Which community do you live/work in?

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 Drive alone

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 Improve my health
 Other _____

5. Do you have any concerns or ideas about the proposed trail segments? Please be as specific as possible in describing the segment's location.

While I realize hard surfaced trails can be used by a hikers, bikers and handicapped, a softer surface trail is kinder to the environment + provides a more satisfying outdoor/wildlife experience.

Continued on other side

Help shape the future of the Mt. Scott/Scouter Mt. Trail

Open House #1, June 7, 2012

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The trail can be built and properly maintained.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. Other comments

Please share any other comments about the trail that you'd like us to consider.

We regularly use the local trails to New Seasons on Powell Butte and Mt. Talbert.
Is there any way to dampen the noise level from the freeway and Sunnyside Rd on the West and North sides of the Mt. Talbert trail?



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Mel Huie, Regional Trails Coordinator
503-797-1731
mel.huie@oregonmetro.gov

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Help shape the future of the Mt. Scott/Scouter Mt. Trail

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- Fax it to Mel Huie, 503-797-1799
- E-mail it to mel.huie@oregonmetro.gov.

Contact information (optional):

Name Chris Victoria Brown
 Address 12051 SE EISERT CIRCLE
Happy Valley, OR 97086
 Phone 503-519-4478
(CHEVRON)
 E-mail Chris.Brown@chevron.com

How do you prefer to be contacted?

(Check one.)

- E-mail Phone Mail

Do you want to be added to the project mailing list?

(Check one.)

- Yes No

1. Which community do you live/work in?

	Live	Work
Happy Valley	<input checked="" type="radio"/>	<input type="radio"/>
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- Yes No

If yes, how often? (Check one.)

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5. Do you have any concerns or ideas about the proposed trail segments? Please be as specific as possible in describing the segment's location.

Continued on other side

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- Fax it to Mel Huie, 503-797-1799
- E-mail it to mel.huie@oregonmetro.gov.

Contact information (optional):

Name Dick Weber

Address P.O. Box 402
Clackamas or 97015

Phone _____

E-mail chanrich@comcast-net

How do you prefer to be contacted?

(Check one.)

- E-mail Phone Mail

Do you want to be added to the project mailing list?

(Check one.)

- Yes No

1. Which community do you live/work in?

	Live	Work
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Other (fill in below)	<input type="checkbox"/>	<input type="checkbox"/>

2. How do you commute to work or school most of the time? (Check all that apply.)

- Ride transit (e.g. TriMet, bus, light rail)
 Bike
 Walk
 Carpool
 Drive alone

3. Do you use trails in your neighborhood or in other areas of our region? (Check one.)

- Yes No *I don't know of any?*

If yes, how often? (Check one.)

- Daily Once a week
 A few times a week A few times a month
 A few times a year

4. How would you use the Mt. Scott/Scouter Mt. Trail if it was constructed? (Check all that apply.)

- Walking/jogging For recreation
 Biking To reach schools
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 Improve my health
 Other _____

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Continued on other side

Help shape the future of the Mt. Scott/Scouter Mt. Trail

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- E-mail it to mel.huie@oregonmetro.gov.

Contact information (optional):

Name ^{MARKED} LISA WARNER

Address 10319 S.E. 145TH AVE,
HAPPY VALLEY, OR 97086

Phone 503-762-0124

E-mail WARNERS6@COMCAST.NET

How do you prefer to be contacted?

(Check one.)

- E-mail Phone Mail

Do you want to be added to the project mailing list?

(Check one.)

- Yes No

1. Which community do you live/work in?

	Live <input checked="" type="checkbox"/>	Work
Happy Valley	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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- Bike
- Walk
- Carpool
- Drive alone

3. Do you use trails in your neighborhood or in other areas of our region? (Check one.)

- Yes No

If yes, how often? (Check one.)

- Daily
- Once a week *Depends on weather*
- A few times a week
- A few times a month
- A few times a year

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- Other _____
- For recreation
- To reach schools
- For commuting
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- Improve my health

5. Do you have any concerns or ideas about the proposed trail segments? Please be as specific as possible in describing the segment's location.

1) Be sensitive to wildlife in the process.

2) sounds like good idea.

Help shape the future of the Mt. Scott/Scouter Mt. Trail

Open House #1, June 7, 2012

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7. Other comments

Please share any other comments about the trail that you'd like us to consider.

DUE TO CONNECTING TO
SPRINGWATER TRAIL IT
WOULD BE GOOD TO BE ABLE
+ WELCOME TO RIDE HORSES
THRU THIS AREA ESPECIALLY
BEING ABLE TO CONNECT TO
BARTON.



THE
INTER
TWINE

For more information:
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Mel Huie, Regional Trails Coordinator
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- E-mail it to mel.huie@oregonmetro.gov.

Contact information (optional):

Name SALLY RASK

Address P.O. Box 857

Phone 503-829-8579

E-mail MUSTANGSALLY97023

How do you prefer to be contacted? (Check one.) © YAHOO.COM

E-mail Phone Mail

Do you want to be added to the project mailing list? (Check one.) Yes No

1. Which community do you live/work in?

	Live	Work
Happy Valley	<input type="radio"/>	<input type="radio"/>
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- Walk
- Carpool
- Drive alone

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- Yes No

If yes, how often? (Check one.)

- Daily
- A few times a week
- A few times a year
- Once a week
- A few times a month

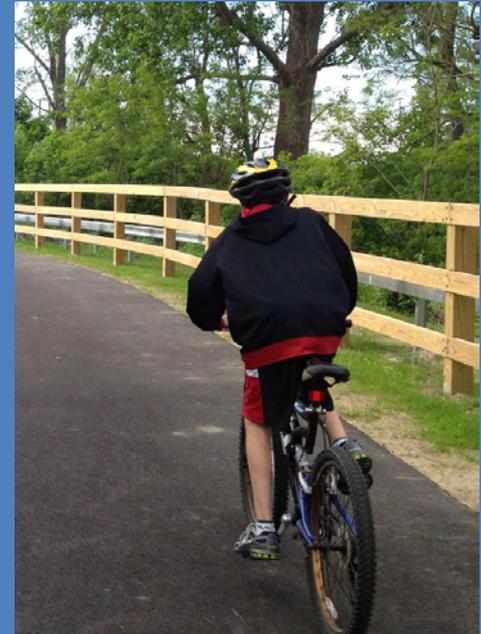
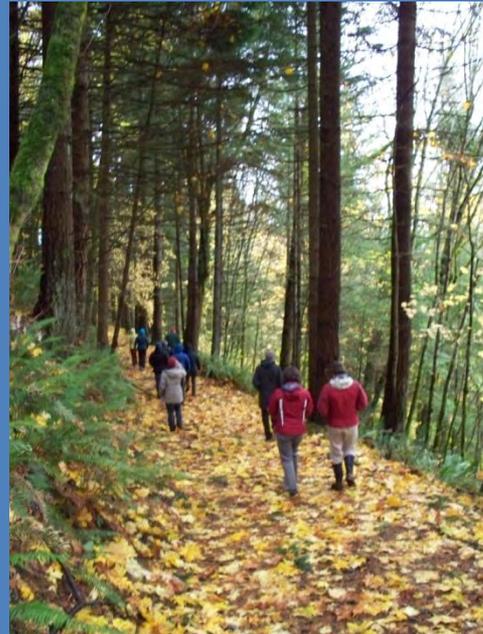
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- Biking
- In-line skating
- To reach shopping or other community destinations
- Other EQUESTRIAN
- For recreation
- To reach schools
- For commuting
- To experience nature
- Improve my health

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Mt. Scott/Scouter Mountain Trail Loop Master Plan and Scouter Mt. Nature Park

June 2012

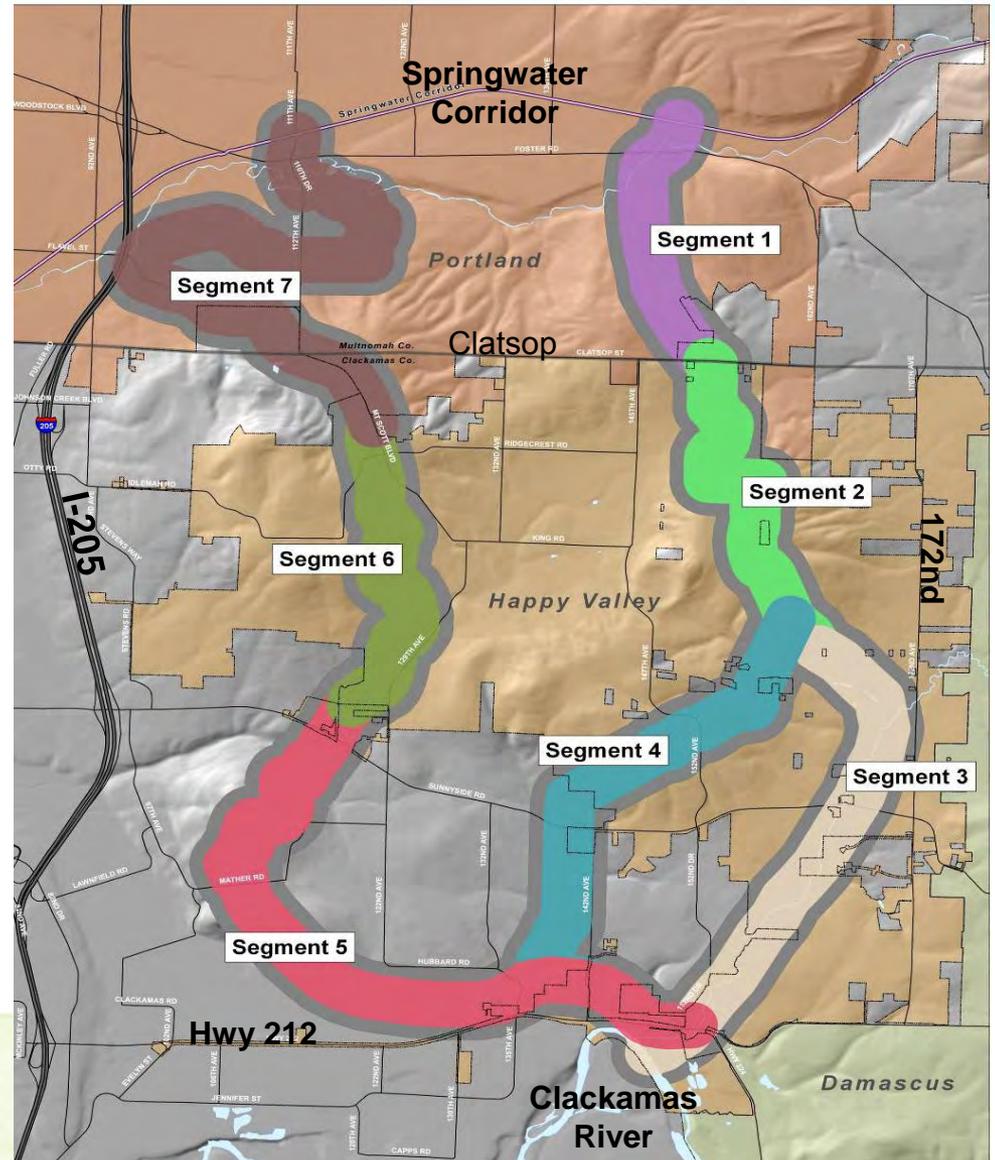


Project partners and consultants



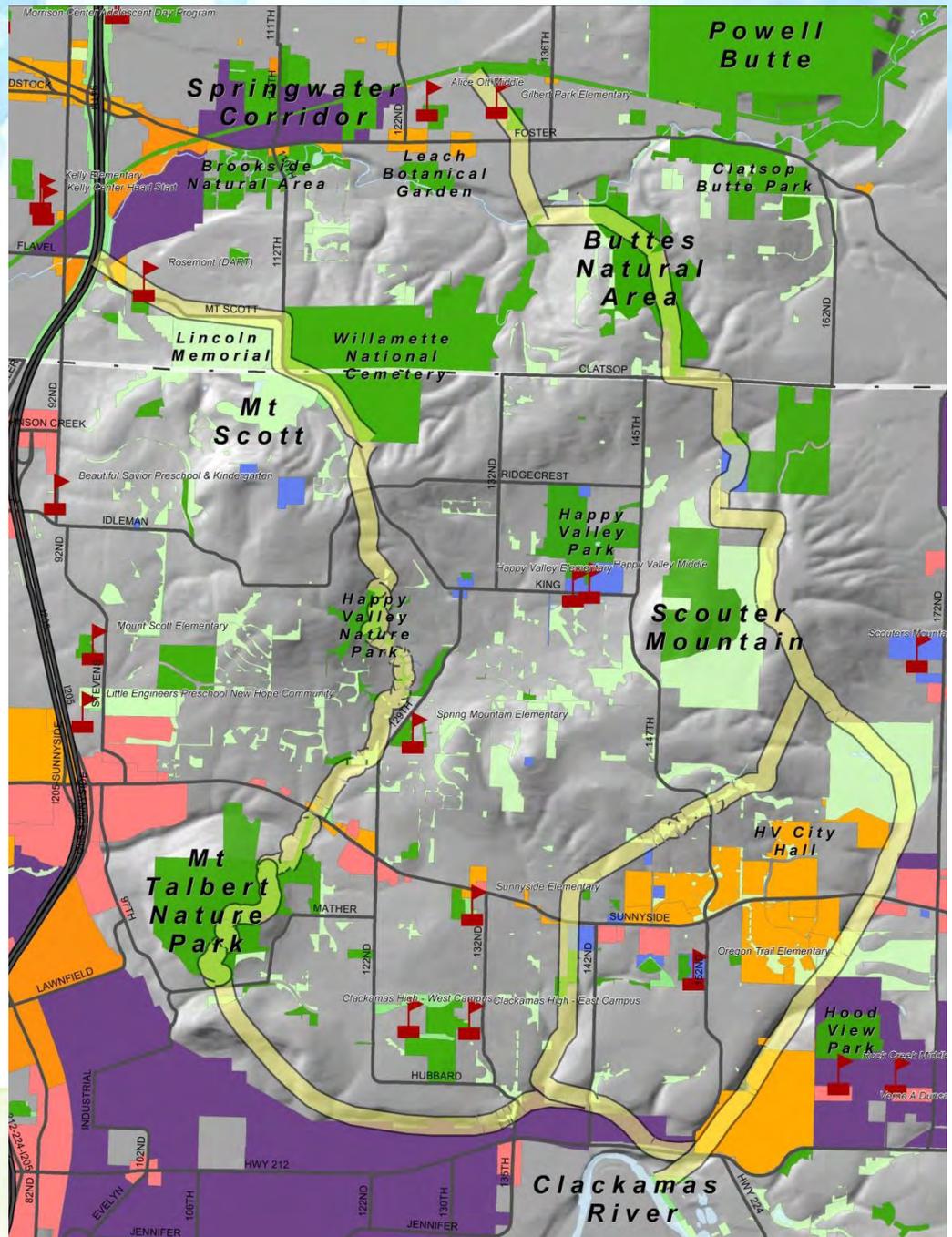
Neighbors, property owners and the public

Mt. Scott/Scouter Mt. Trail Loop study area

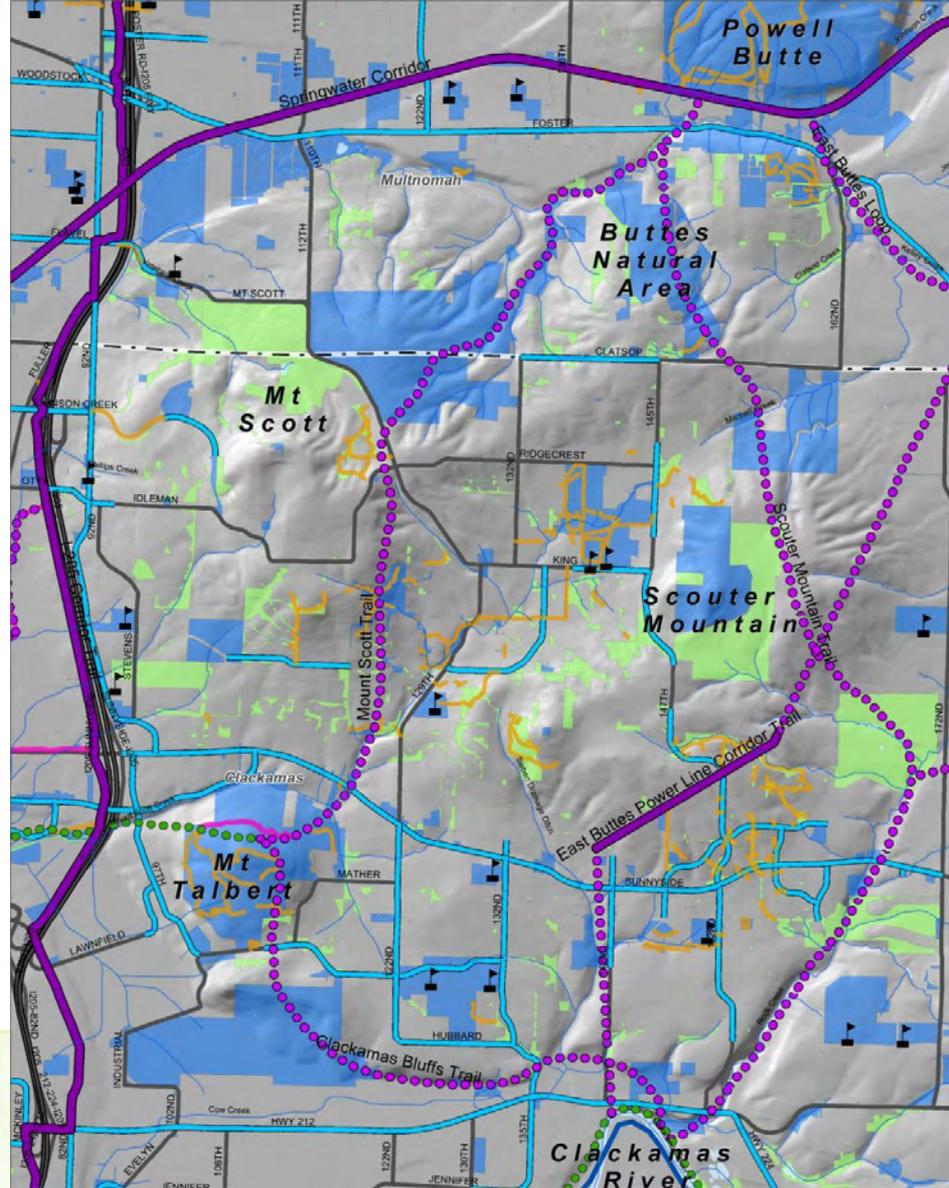


Destinations along the future trail

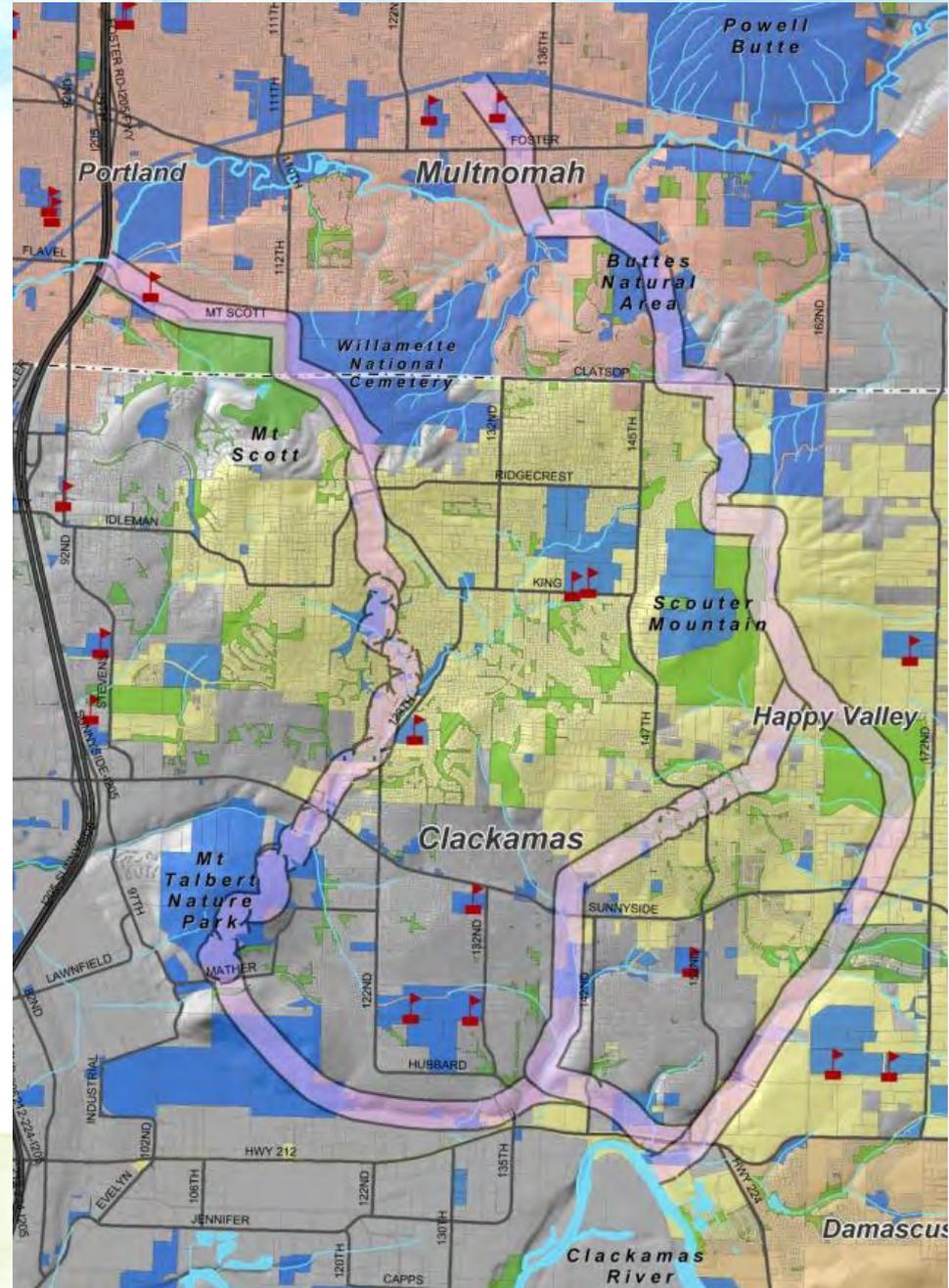
- Parks
- Natural areas
- Schools
- Employment/
Commercial centers



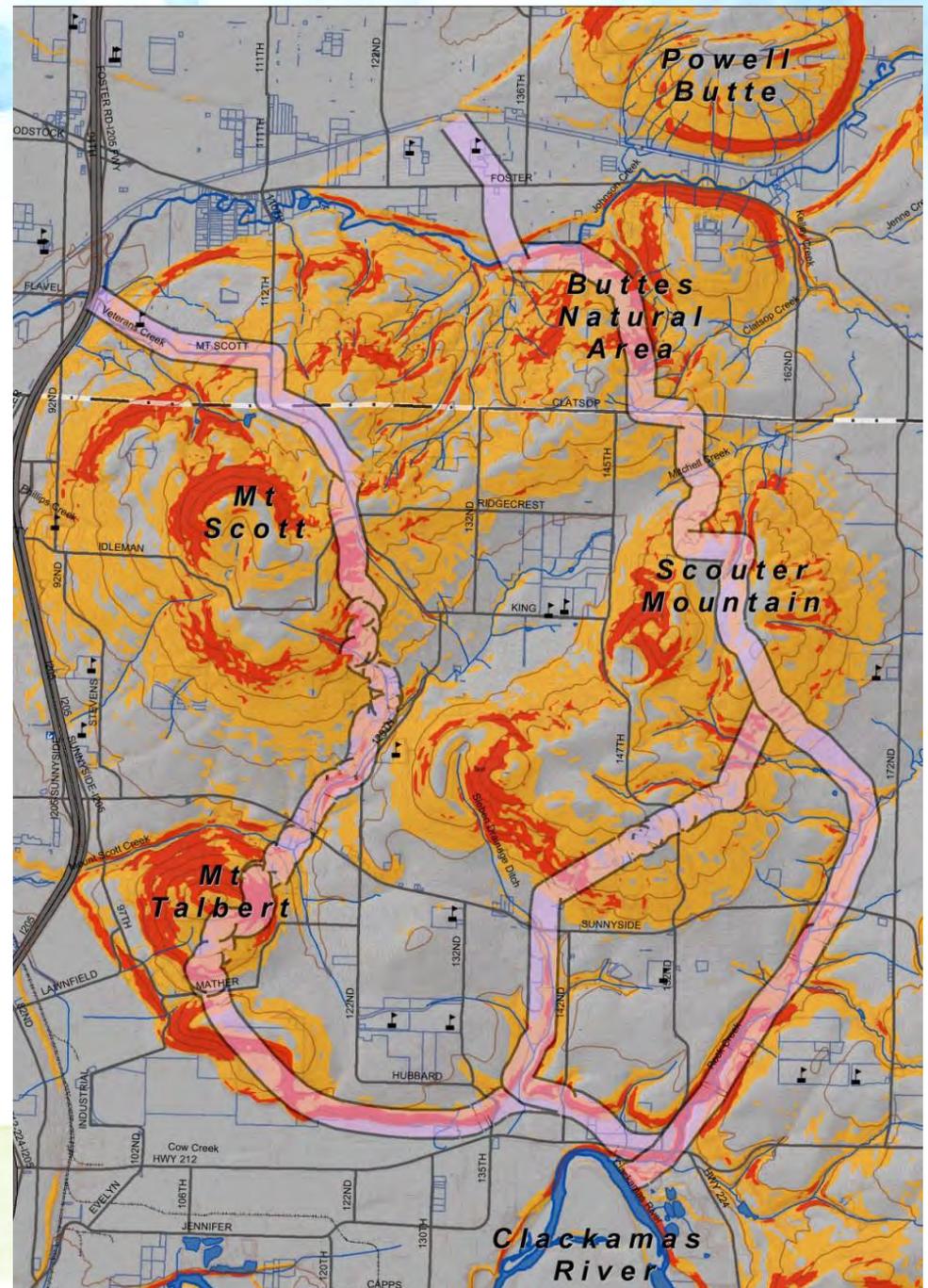
Trails and bicycle facilities



Public land along future trail

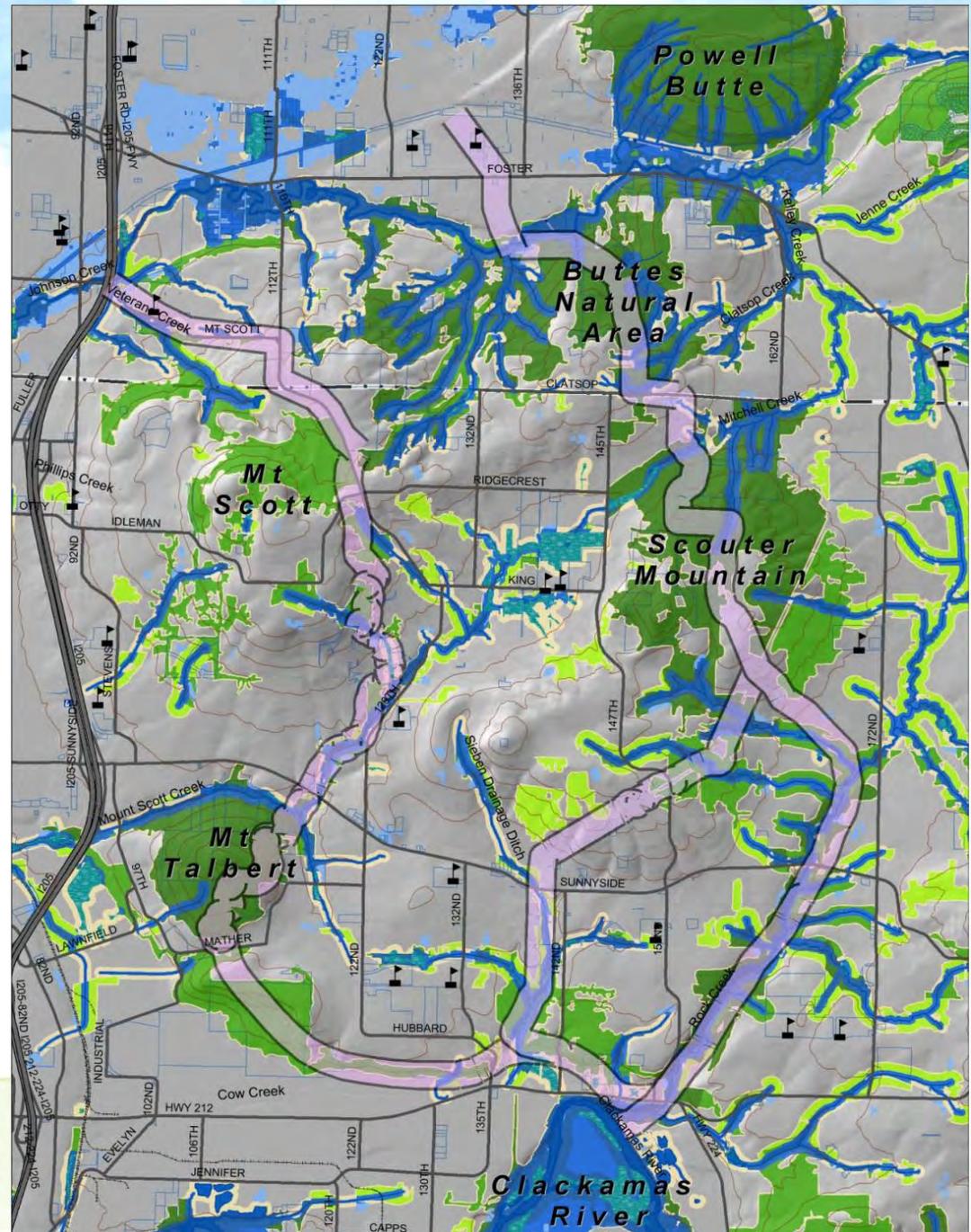


Topography: very steep terrain



Natural resources

- Buttes
- Forests
- Wetlands
- Streams and rivers



Trails and safety

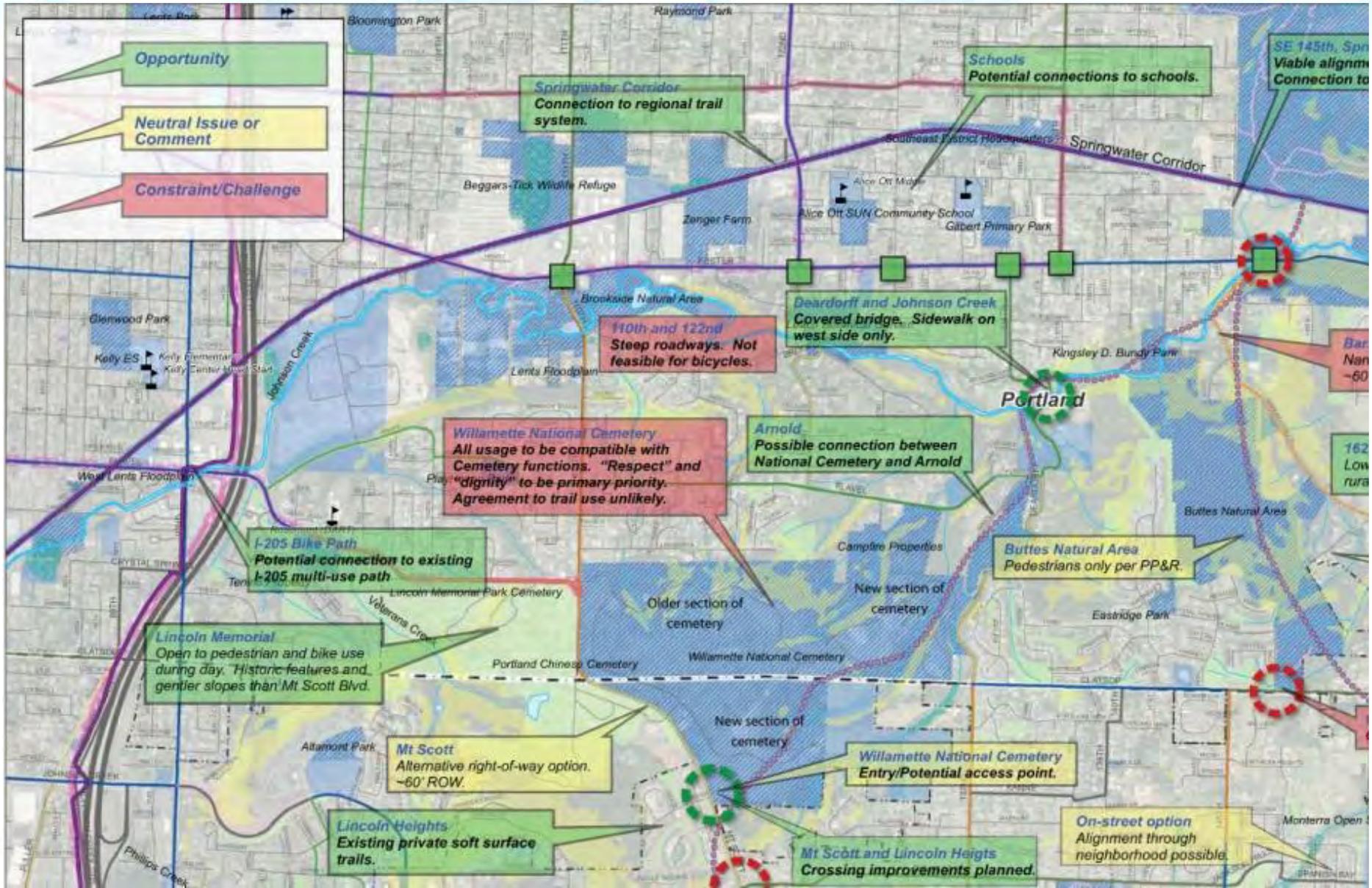
- Enforce positive trail usage
- Early law enforcement involvement
- CPTED: Crime Prevention through Environmental Design
- Trails are safe alternatives to roadways
- Trail watch groups



Benefits of trails

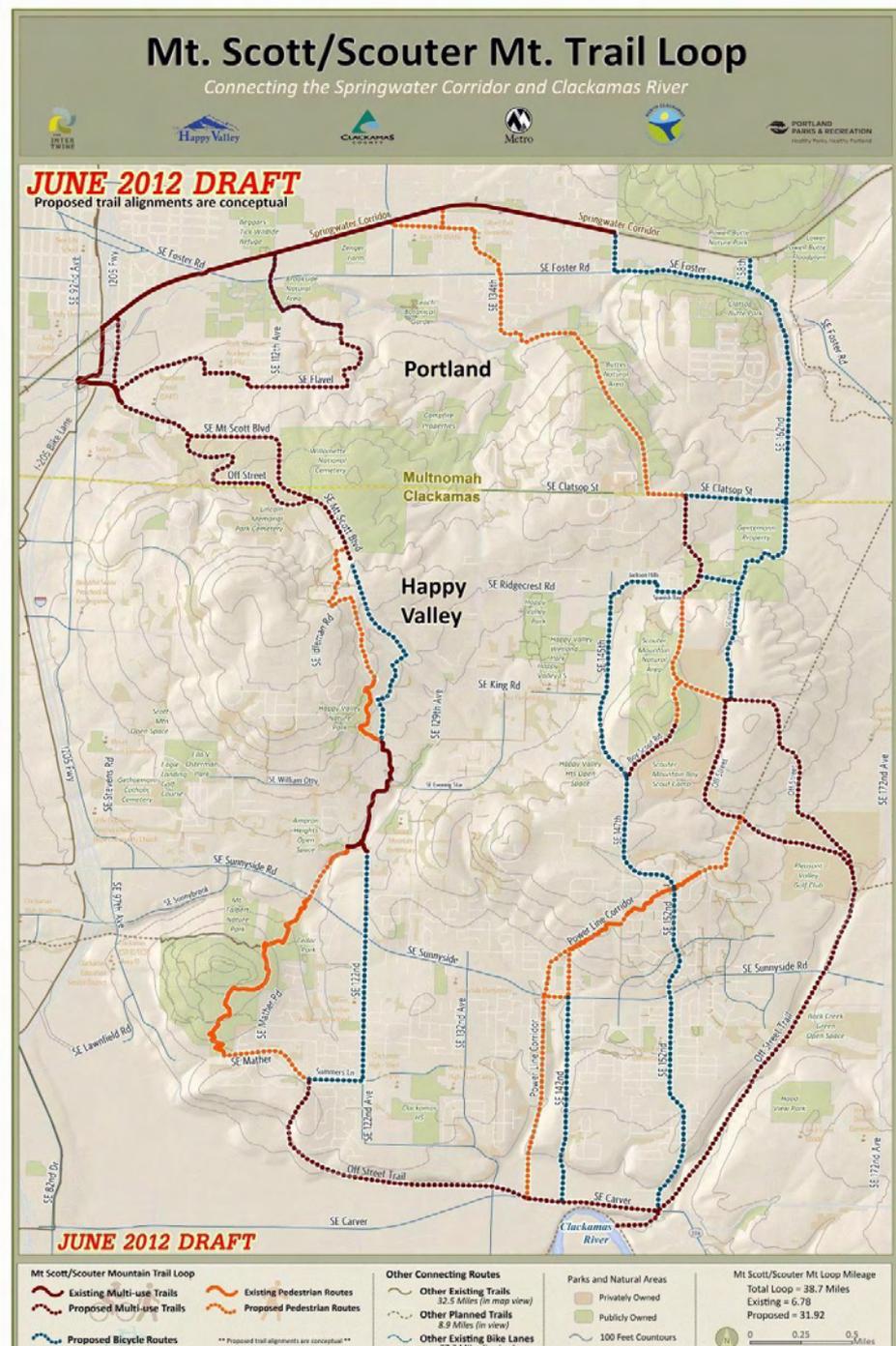
Connections to **nature**, increased property values, reduced vehicle miles travel, **healthy** people, less CO₂, tourism, environmental awareness and **education**, affordable recreation, **independence** for kids and seniors, connecting with neighbors, cleaner **air** to breathe, **community** pride, accessible/close to home, attractive to **businesses**, **livable** communities, **cultural** preservation and education, safe routes, economic development, habitat preservation and **connectivity** ...

Opportunities and challenges



Preliminary alignments

- Pedestrian
- Bicycle
- Multi-use



Project schedule and process



- Trail concept developed 1988-1992
- Endorsed by Metro, Happy Valley, NCPRD and Clackamas Co. in 1992
- Funding for master plan awarded by Metro from USDOT with support from all the local partners
- Project approved by the region's voters in 1995 and 2006 via two Metro bond measures



Project schedule and process



- Background planning started 11/2011
- Project Advisory Committee – 11/2011
- Open house No. 1 – 6/7/2012
- Open house No. 2 – fall 2012
- Open house No. 3 – early spring 2013
- Stakeholder interviews, public outreach, neighborhood contacts – summer/fall '12
- Master Plan completion spring – 2013
- Trail construction – in phases over 20 years

What is a regional trail?



- Asphalt, concrete, compacted gravel or hard surface
- 10-12 feet wide with 2' shoulders
- Boardwalks can be used in land is wet
- Serves a recreation and commuter users
- Goal is to have 75% of the trail separated from traffic



Some statistics



- This “emerald necklace” trail would connect numerous parks, natural areas, schools, businesses, etc.
- This trail would connect:
 - 87 miles of existing local bike lanes
 - 33 miles of other regional trail



Some statistics



- 21,000 residences and businesses are within ½ mile of the proposed trail
- 56,000 people live within ½ mile of the trail
- Proposed trail routes/alignments: 32 miles
- Completed sections of the trail: 7 miles

Scouter Mountain Nature Park



- Nature Park to be completed: summer 2013
- 99 acres of public open space
- Picnic shelter, trail head, restrooms to be built by summer 2013
- Restoration of the site to begin in summer 2012



Proposed schematic design



Picnic shelter – east elevation



Stabilization at Scouter Mountain

- **Property security:** protects the integrity of our ownership via gates, established boundaries and signs
- **Property management:** makes appropriate decisions about existing structures and infrastructure
- **Natural resources:** protects the water quality, wildlife habitat and access to nature values for which the property was acquired

For more information, contact Kate Holleran at kate.holleran@oregonmetro.gov

Stabilization: ecological context

Acquisition → Stabilization actions → Restoration / enhance → Long-term management

Degraded condition

Condition at acquisition

Stabilized condition

Desired future condition

Lack of management

Future management



Examples of stabilization activities at Scouter Mountain

- Assess current condition
- Meet neighbors/partners
- **Invasive weed control**
- Survey/post boundaries
- Encroachment issues
- Gates
- Fence removal/repair
- Identify desired future condition
- **Planting site preparation**
- **Re-establish native vegetation**
- Remove/recycle structures
- Garbage, tire removal
- Hazard tree removal
- Erosion control

How land, right-of-way and easements will be obtained for trail



- Metro works only with willing sellers
- Metro will not condemn private property for the trail
- If trail is designated to be built in a public right-of-way, local jurisdiction approval must be obtained. Public involvement is encouraged



For more information

www.oregonmetro.gov/scottscouter



Mel Huie

Metro Regional Trails Coordinator

503-797-1731

mel.huie@oregonmetro.gov

Katie Dunham

Parks Planner, North Clackamas Parks and Recreation District

503-742-4358

kdunham@co.clackamas.or.us



Emily Roth

Natural Resources Planner, City of Portland, Parks & Recreation

503-823-9225

emily.roth@portlandoregon.gov

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Memorandum



17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone (503) 635-3618
Fax (503) 635-5395

To: Mel Huie, Metro
From: Mandy Flett
Copies: David Haynes
Date: January 31, 2013
Subject: MS/SM Trail Loop: Open House No. 2
Project No.: 16088

On January 31, 2013 Metro held their second open house for the Mt. Scott/Scouter Mt. Trail Loop Project. The event was held at the City of Happy Valley's City Hall from 5:30 to 8:00pm where approximately 47 members of the community attended. From 5:30 to 6:00 pm individuals had the opportunity to review the handouts and talk to staff regarding specific alignments.

At 6:00 pm, Metro Councilor's Collette and Craddick and City of Happy Valley Councilor Morrow began the presentation by thanking everyone for attending and showing support for this project. They then handed the floor off to Mel Huie with Metro who provided an overview of the project from the beginning to where we are currently. Next, Mel and members of the Project Advisory Committee from the different jurisdictions gave a brief overview of the opportunities and constraints for each of the seven segments. The presentation ended with David Haynes reviewing the different trail typologies and Kate Holleran providing a brief update on the Scouter's Mountain project.

Mel thanked everyone for attending the open house and asked that if anyone had any specific questions about the project, trail segments, or typologies to visit the different stations around the room and talk with the project team members. He also reminded the attendee's that there was a comment form and asked that everyone take a moment to complete the form and leave it at the sign-in desk.

Overall, the staff heard positive feedback on the alignments and were excited for the trail to be constructed. Based on the feedback from the public, below are the general concerns that were expressed:

- Need to provide facilities for horses
- Need to show connections to transit
- Show the Sunrise Trail and Carver to Barton alignments
- Develop an off leash dog area in the powerline corridor (Tile 4)

- Timeline for construction of trail is too long
- Tile 7, trail segment that runs through cemetery should be rerouted to Mt. Scott Blvd. out of respect for families and friends paying respect
- Possibility of the trail bringing transients into neighborhoods
- Former Pleasant Valley Golf Course zoning should be low density so that the natural area and trail do not get lost in the middle of homes

When asked “how important are each of the preliminary project goals to you”, the majority of the people felt that they were all equally very important or important. Also the majority of the attendees use the local neighborhood trails whether it be for personal exercise (biking/walking), walking the dog, or commuting to work.

The open house wrapped at 8:00 pm.

Mt. Scott/Scouter Mountain Trail Loop Master Plan and Scouter Mt. Nature Park

Open House #2 – January 31, 2013

5:30 – 8:00 p.m. Presentation at 6:00 p.m.

Happy Valley City Hall 16000 SE Misty



Project partners and consultants



Neighbors, property owners and the public



**PORTLAND
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Healthy Parks, Healthy Portland



HanmiGlobal Partner

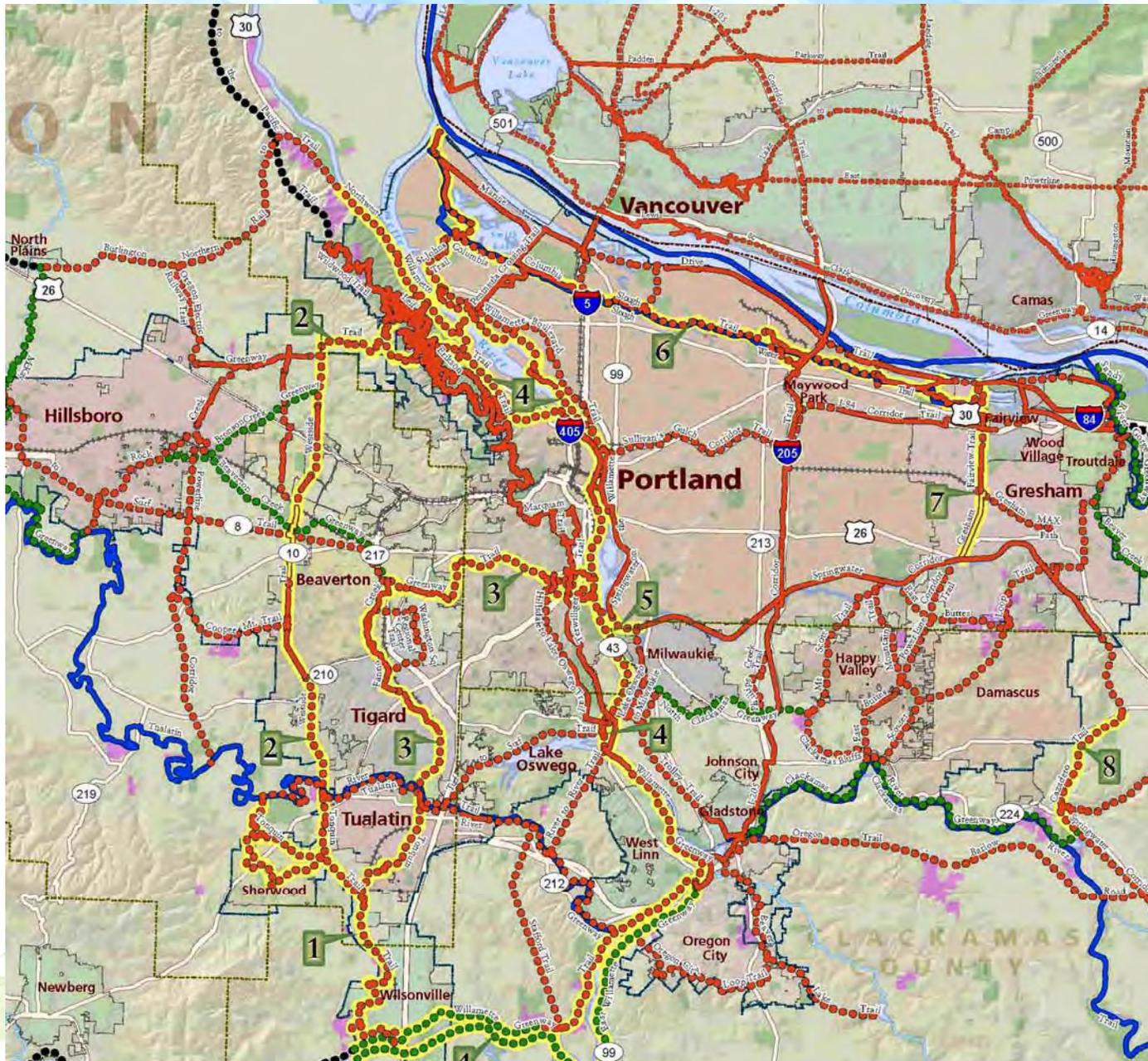


Regional Trails System

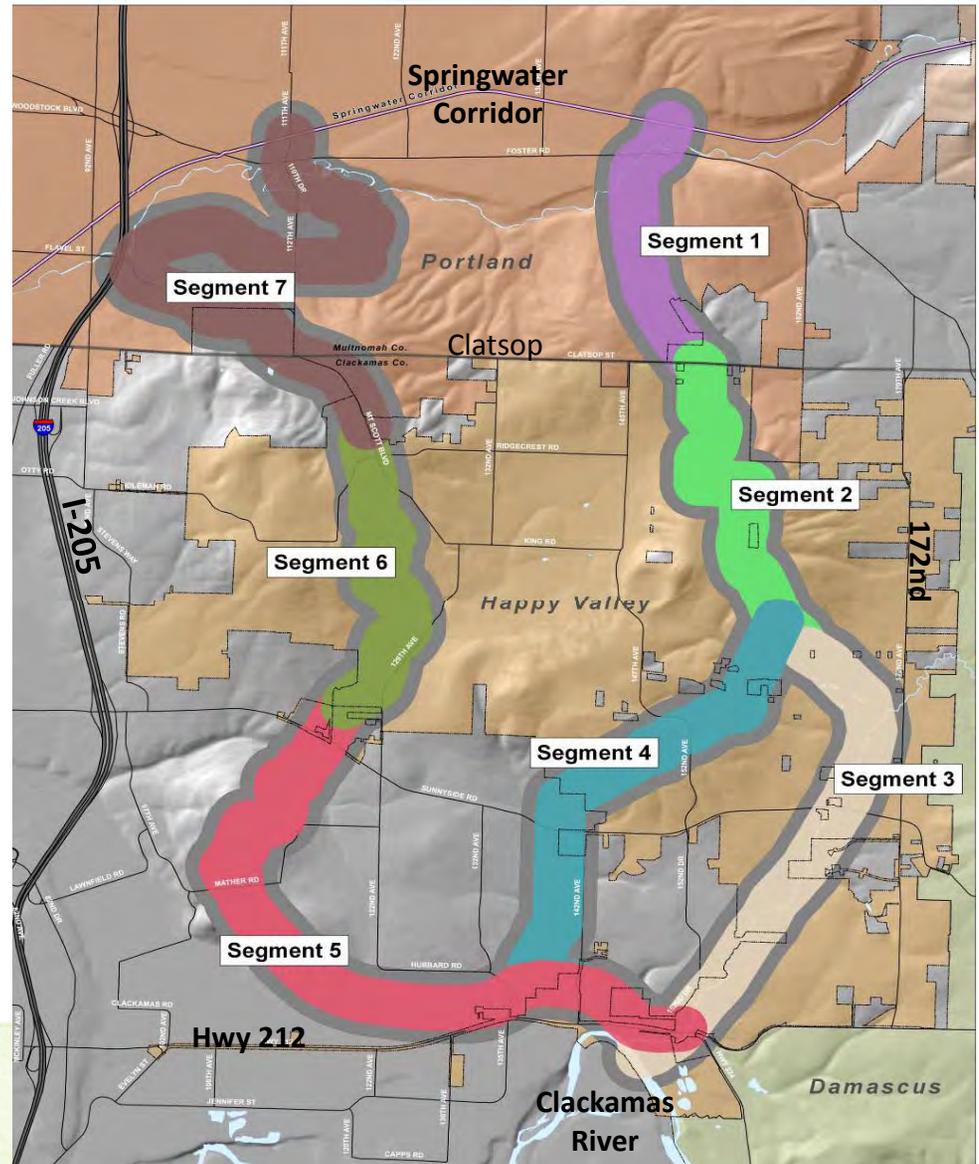
- Metro and its partners throughout the four county region are planning a 1,200 mile system of regional trails and greenways. To date, approximately 300 miles have been built.
- The proposed “Mt. Scott/Scouter Mt. Trail Loop” will range between 25 – 40 miles.
- The trail will accommodate pedestrians, bicyclists and equestrian* use.

*(Springwater Corridor only)

Metro Regional Trails and Greenways



Mt.Scott/Scouter Mt. Trail Loop Study Area



What is a regional trail?



- Serves recreation and commuter users.
- Goal is to have 75% of the trail separated from traffic.
- Generally, paved in asphalt, concrete, compacted gravel, or hard surface.
- Soft surface may be allowed in environmentally sensitive areas.
- 10-12 feet wide with 2' shoulders.
- Boardwalks can be used if land is wet.

Benefits of trails

Connectivity: *with your neighbors, neighborhoods, parks, other trails and nature;*

Health: *affordable recreation & exercise, transportation alternatives and cleaner air;*

Economic: *attractive to businesses and increased property values;*

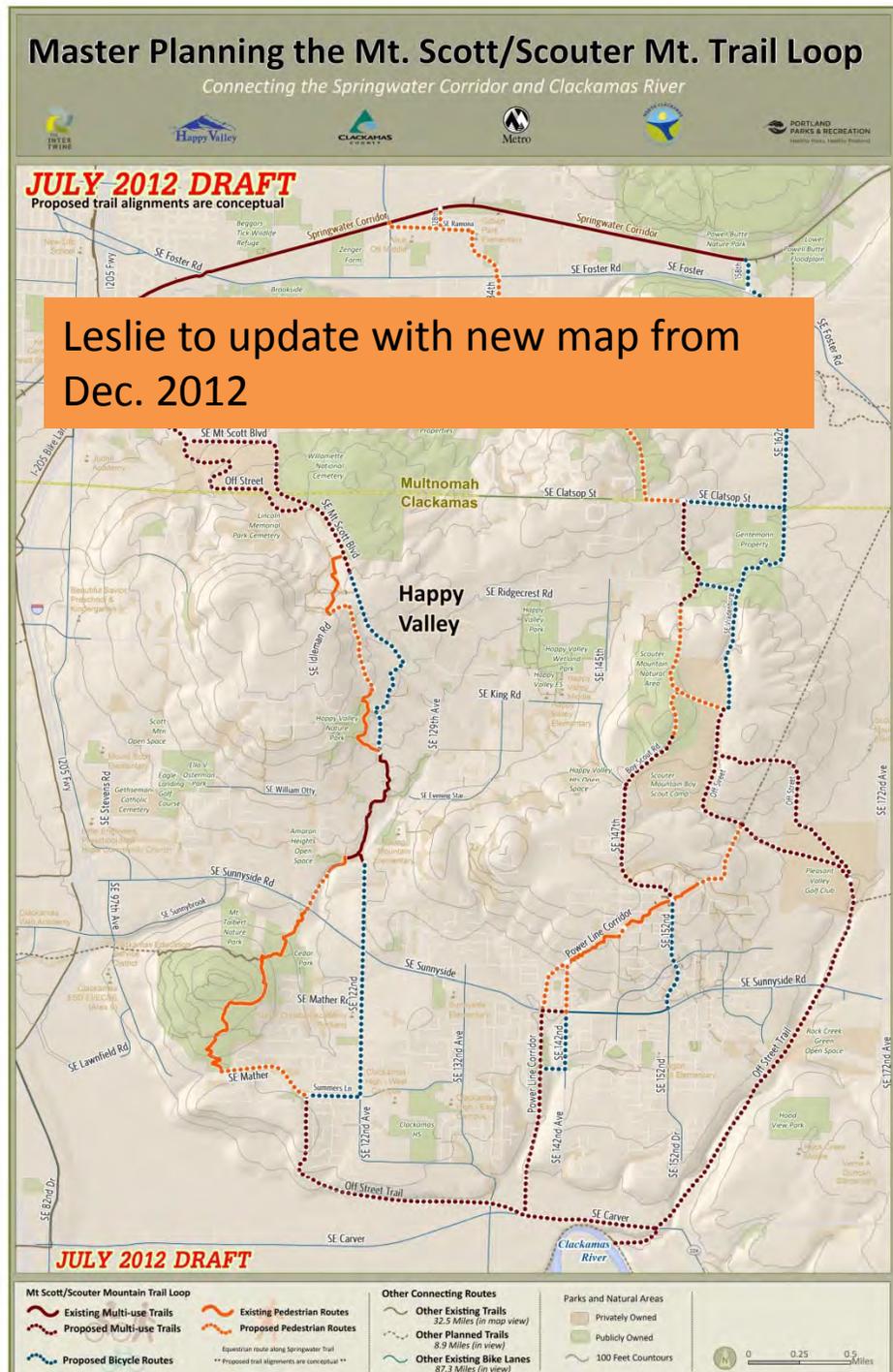
Ecological: *environmental awareness, improved water quality, wildlife and habitat preservation.*



Preliminary alignments



In many cases, pedestrian and bike routes need to be separated due to topography or environmental concerns.



Project history, process & schedule



- Trail concept developed 1988-1992
- Endorsed by Metro, Happy Valley, NCPRD and Clackamas Co. in 1992
- Funding for master plan awarded by Metro from the US Department of Transportation with support from all the local partners.
- Project approved by the region's voters in 1995 and 2006 via two Metro bond measures

Project history, process & schedule



- Background planning started in Nov. 2011
- Project Advisory Committee Meetings: Nov. 2011 to March 2013
- Open House No. 1: June 7, 2012
- Stakeholder interviews, Public Outreach Neighborhood Contacts Summer/Fall '12
- Open House No. 2: Jan. 31, 2013
- Master Plan completion Spring 2013
- Review and approval by local governing bodies and Metro Council: 2013
- Implementation in phases over 20 years

Trails and safety



- Enforce positive trail usage.
- Early law enforcement involvement in trail planning.
- Crime Prevention Through Environmental Design (CPTED).
- Trails are safe alternatives to roadways.
- Establish 'Trail Watch' program with neighbors.
- Work with 'Safe Routes to School' programs.

Some statistics



- This “emerald necklace” trail would connect numerous parks, natural areas, schools, businesses, etc.
- This trail would connect:
 - 87 miles of existing local bike lanes.
 - 33 miles of other regional trail.
 - Numerous neighborhood and regional parks.



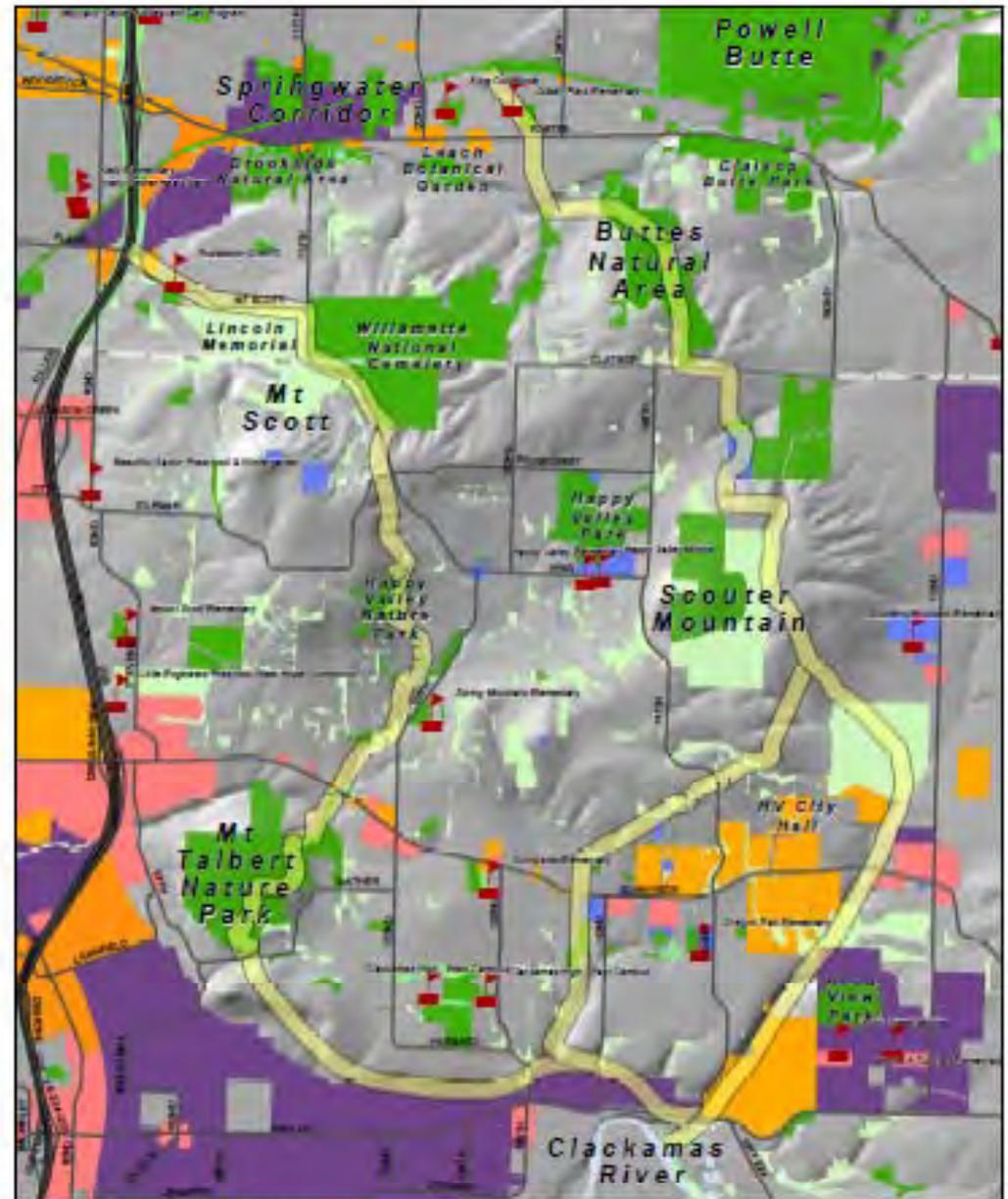
Some statistics

- About 21,000 residences and businesses are within ½ mile of the proposed trail.
- About 56,000 people live within ½ mile of the trail.
- Proposed trail routes/alignments: 25-40 miles (estimate).



Destinations

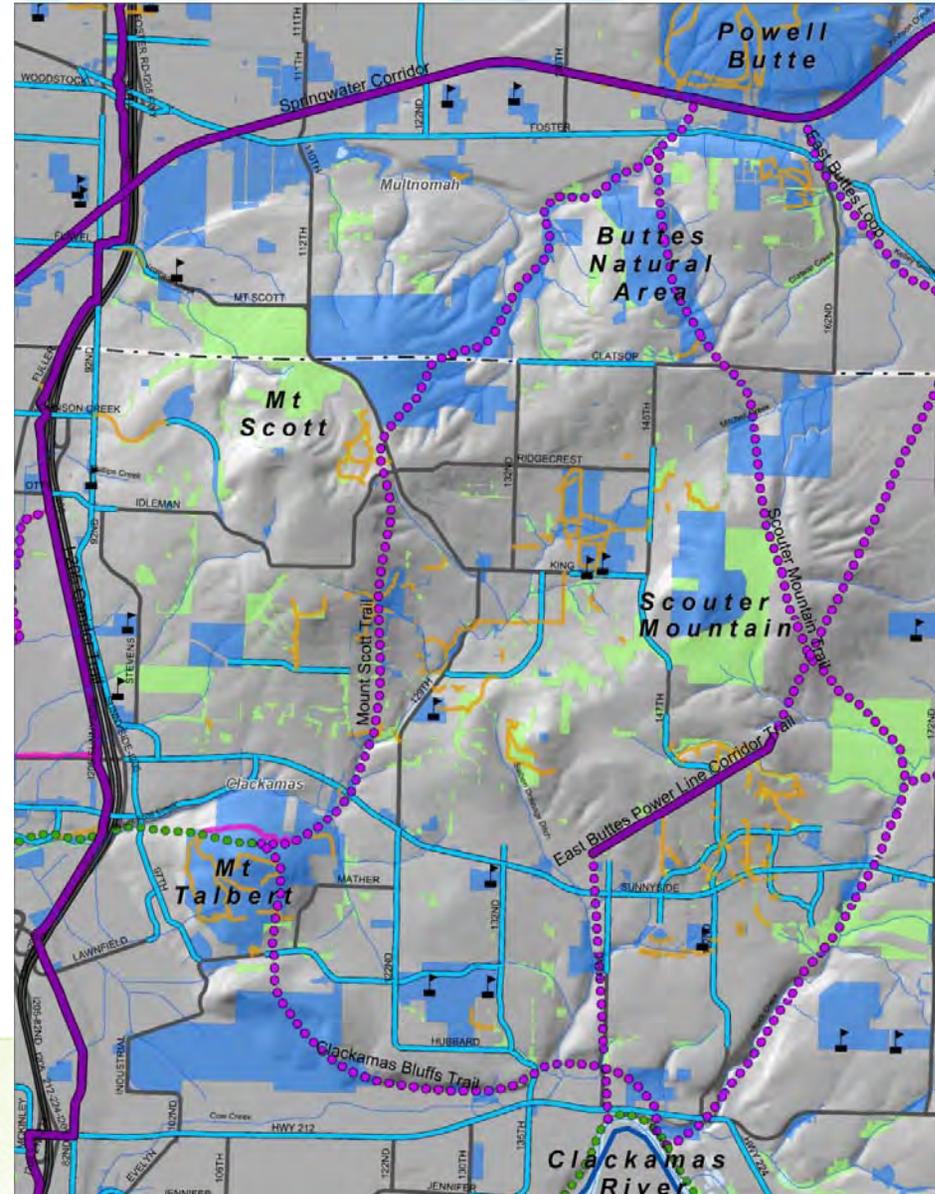
- Parks
- Natural areas
- Schools
- Employment/
Commercial centers



Mt. Scott/Scouter Mt. Trail Loop:
Destinations

Legend	
	Trail
	Commercial
	Industrial
	Employment
	Residential
	Park/Open Space
	Trail Boundary

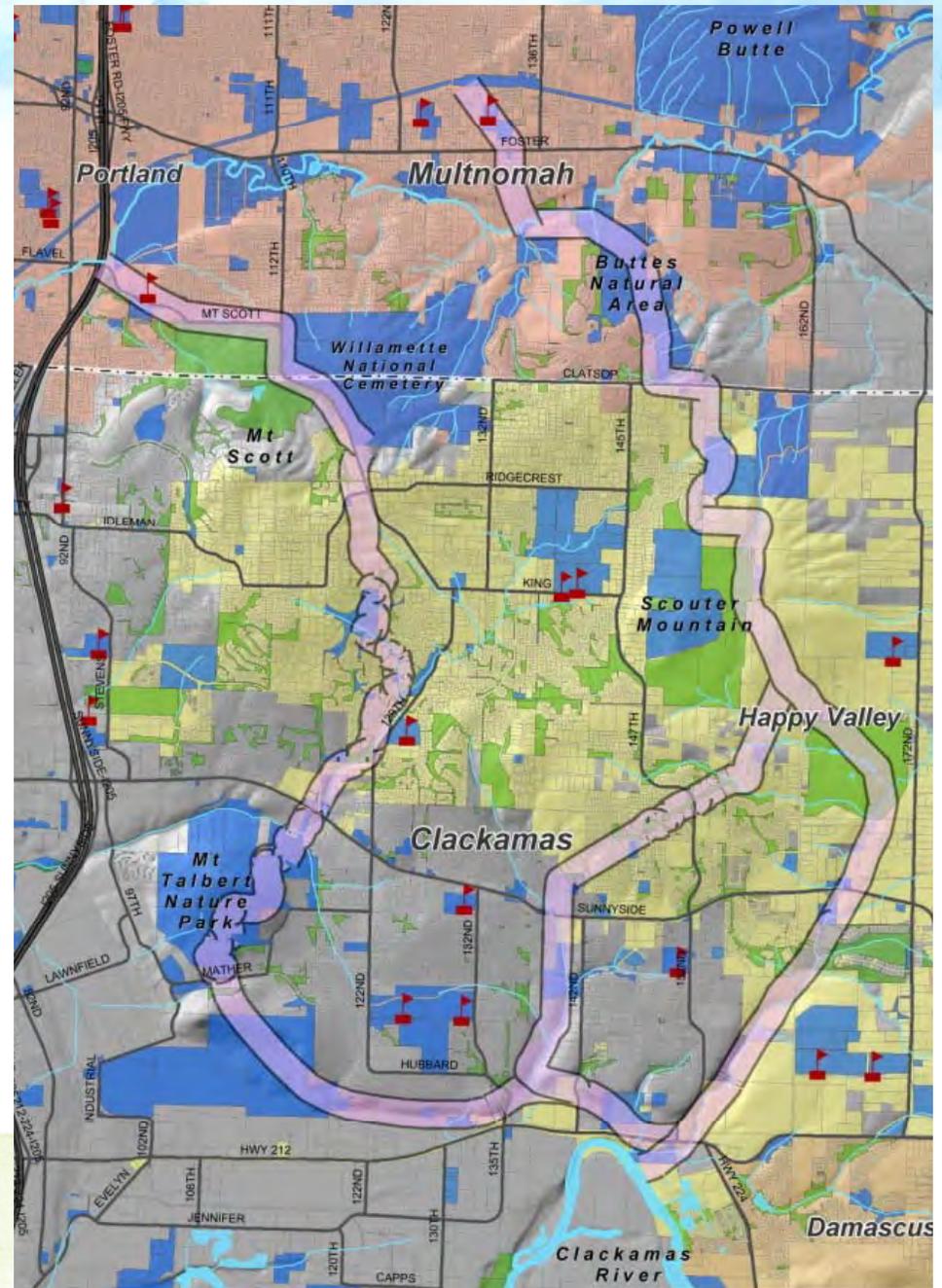
Trails & bicycle facilities



Ownership



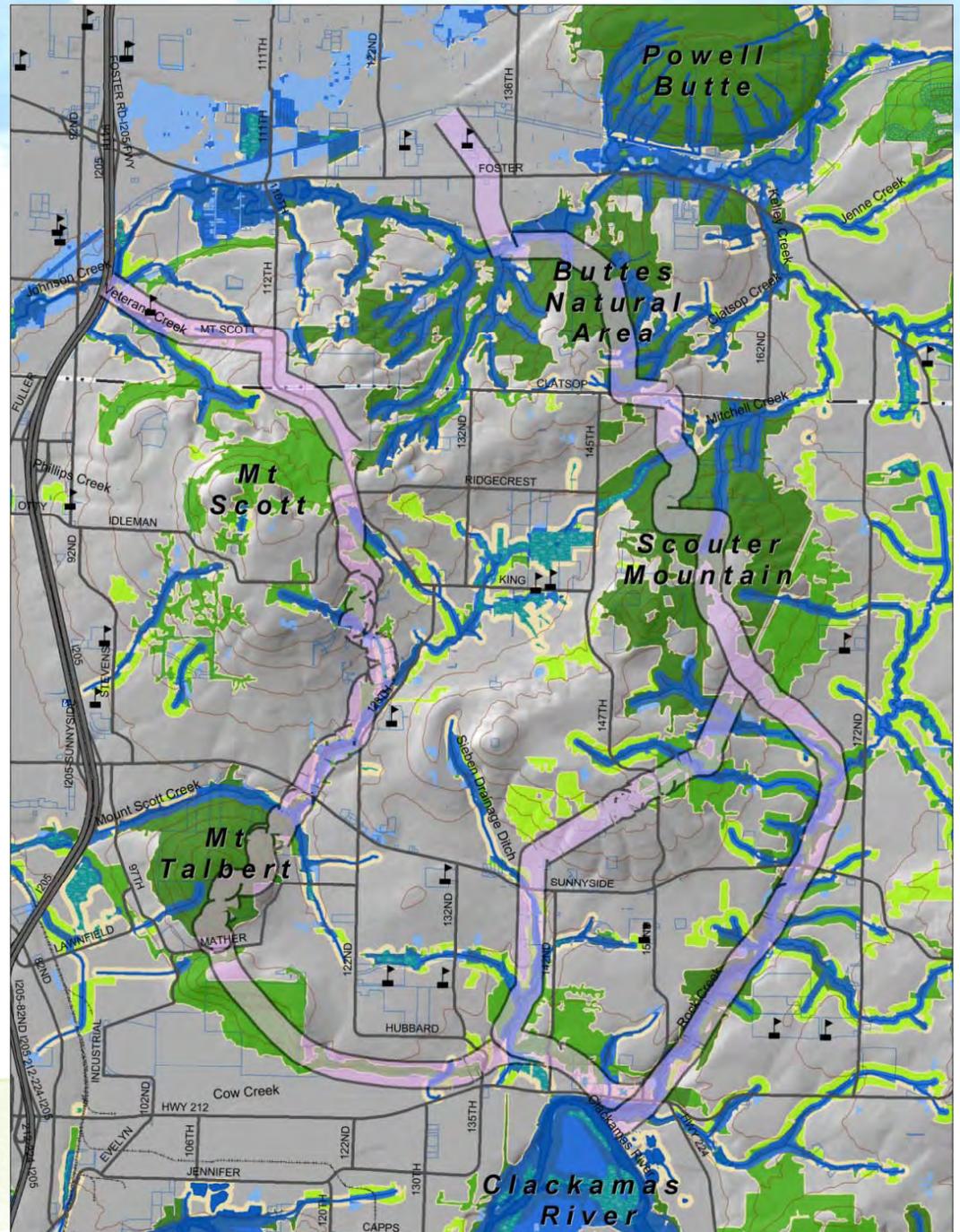
Areas highlighted in blue are publicly owned parcels.
Green parcels show privately owned open spaces



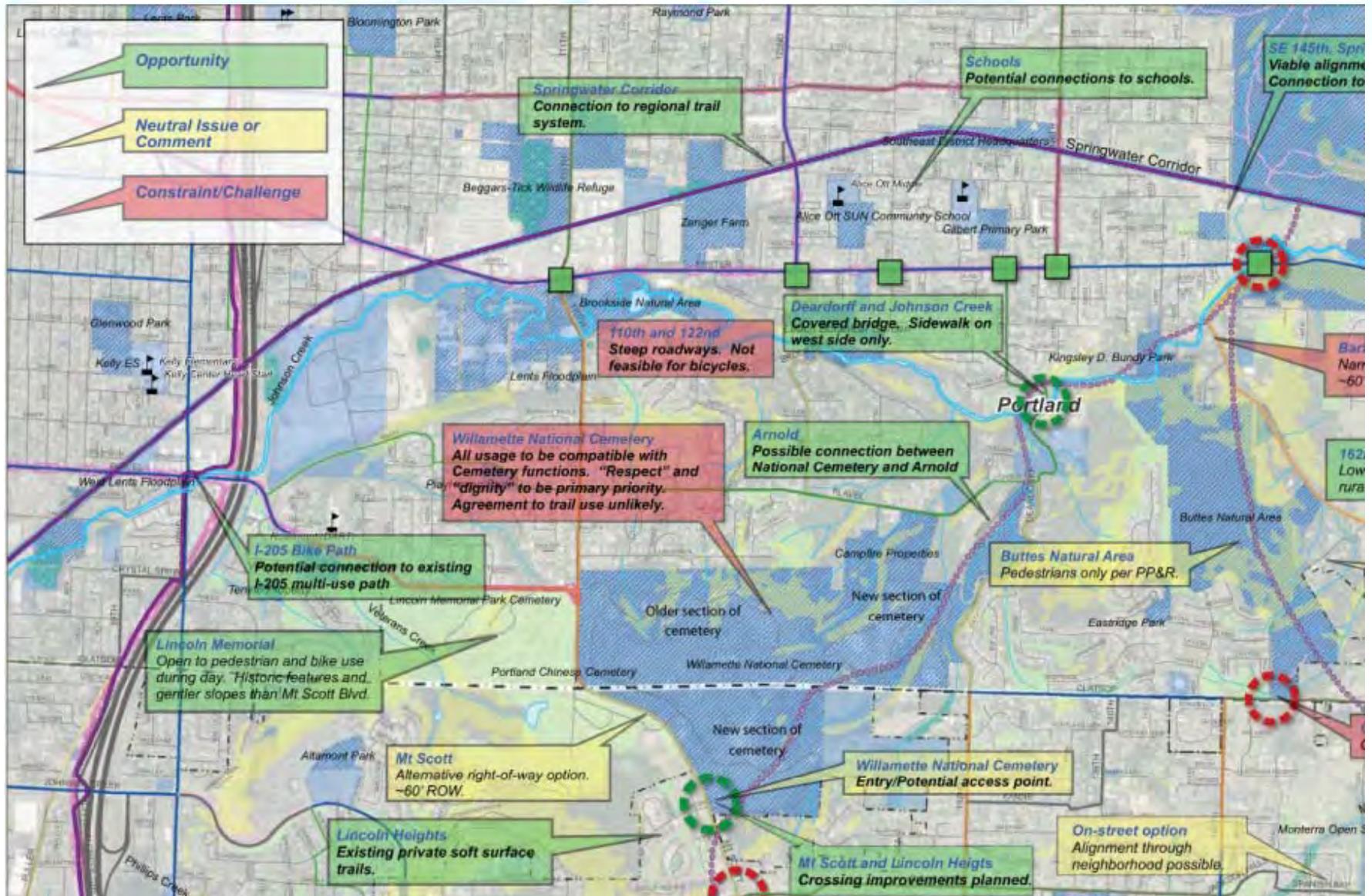
Natural Resources

- Buttes
- Forests
- Wetlands
- Streams & rivers

Shades of blue represent our rivers, streams, wetlands and the quality of these habitat areas. Greens depict upland habitat quality.



Opportunities & challenges



How the you can get involved

- Contact Katie Dunham, North Clackamas Parks and Recreation District at 503.742.4358 or kdunham@co.clackamas.or.us
- Contract Emily Roth, Portland Parks and Recreation Bureau at 503.823.9225 or emily.roth@portlandoregon.gov
- Contact Justin Popilek, Happy Valley at 503.783.3810 or justinp@ci.happy-valley.or.us
- Contact Mel Huie, Metro at 503.797.1731 or mel.huie@oregonmetro.gov.

Scouter Mountain



- Nature Park to be completed: May 2013
- 99 acres of public open space
- Picnic Shelter, loop trail, restrooms
- Restoration of the site to begin in Summer 2012



Proposed schematic design



SCOUTERS MOUNTAIN PICNIC SHELTER
CHIEF OBIE LODGE SITE

October 11, 2010
Happy Valley, Oregon

scott edwards
architecture
LLP

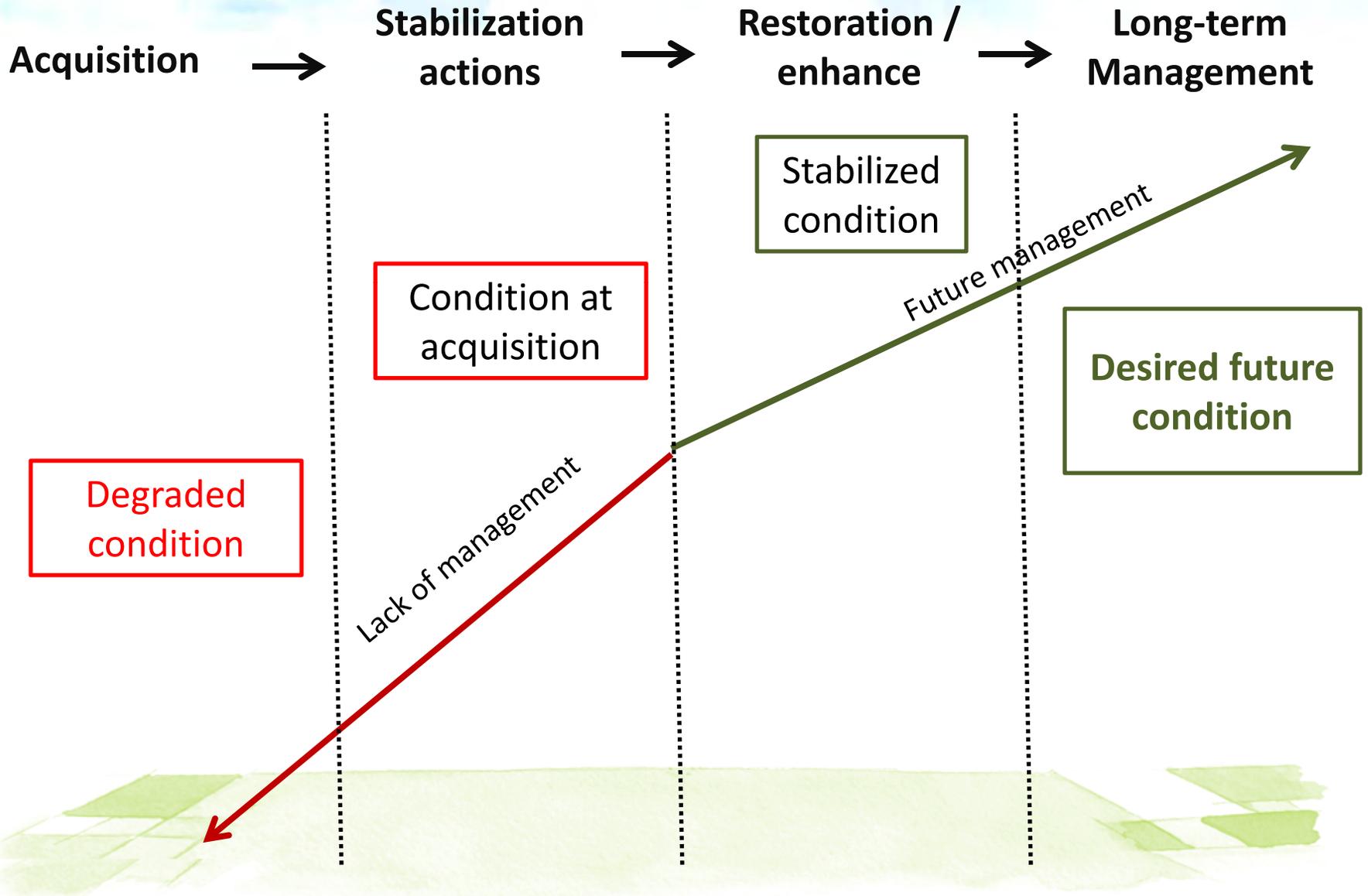
Picnic shelter – east elevation



Stabilization at Scouter Mountain

- **Property security:** protects the integrity of our ownership via gates, established boundaries and signs
- **Property management:** makes appropriate decisions about existing structures and infrastructure
- **Natural resources:** protects the water quality, wildlife habitat and access to nature values for which the property was acquired

Stabilization: ecological context



Examples of stabilization activities at Scouter Mountain

- Assess current condition.
- Meet neighbors/partners.
- Identify desired future condition.
- **Vegetation control**
 - Invasive weed control, Hazard tree control, Erosion control, Re-establish native vegetation.
- **Land Management**
 - Environmental hazards identified and removed

The Intertwine Website
<http://www.theintertwine.org>

Mt. Scott/ Scouter Mountain Trail master plan
<http://www.oregonmetro.gov/index.cfm/go/by.web/id=40612>



Metro



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APPENDIX C

Stakeholder List/Interviews



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Mt. Scott/Scouters Mtn. Trail Loop Stakeholders List

North Clackamas Parks & Recreation District	
Date	Name
10/29/2012	Renee King
10/30/2012	Andrew Samson
10/31/2012	Bill Garity
10/31/2012	Terry Mungenast
11/7/2012	Sara McClurg
11/8/2012	Janet Alley

Portland Parks & Recreation	
Date	Name
8/17/2012	Brenton Chose
8/14/2012	BES Johnson Creek Watershed Group (Maggie Skenderian, Shanna Anderson, Jennifer Antak)
8/15/2012	Astrid Dragoy
10/4/2012	East Portland Parks Coalition
8/17/2012	Linda Robinson
2012	Carol Specht
8/13/2012	Debbie Timmins

Happy Valley	
Date	Name
10/17/2012	Brett Sherman
10/22/2012	Chris Randall
10/16/2012	Michael Morrow
10/19/2012	Steve Campbell



Mt. Scott / Scouter Mt. Trail Loop Master Plan: Stakeholder Interview Process Summer/Fall 2012

Project Partners

Metro, ODOT, North Clackamas Parks and Recreation District (NCPRD), Cities of Happy Valley and Portland, Clackamas County and Residents/Property Owners/Businesses/Neighborhood Groups and Project Advisory Committee of Local Organizations

Project Consultants

Otak, Inc. and Alta Planning + Design

Stakeholder Interviews

30 minutes to 1 hour. Individuals or in groups. Keep notes for the record.

Phase I: Introduce Self / Background and History of Project / Handouts / Fact Sheet / Map / Web Page
Planning process began in November 2011 and will be completed by April or May 2013.

Phase II: Goals and Objectives of the Master Plan: 20 Year Vision to implement the plan. No current dedicated funding source to design, build and maintain trail yet. Most likely will use local, state and federal funds. System Development Charges (SDC), dedications and donations from private land owners and developers. Trail concept has been documented in local, county and regional trail, parks and transportation plans.

Any land, Right-of-Way and easements obtained for the trail will be from willing sellers (Metro policy). Local policies may differ.

Phase III: Ask Questions (questions for all interviewees and tailored questions depending on individual/group). Get the person to sign in: Name, Address, Email, Phone Number.

Date: [Tuesday, October 30, 2012](#)

Name/Affiliation: [Andrew Swanson](#)

Address: [150 Beaver Creek Road, Oregon City, 97045](#)

Email: amswanson98@aol.com andrewswa@clackamas.us

Phone: [503 742 4656](tel:5037424656)

1. Have you heard about the trail master plan project?
[No](#)
2. Do you know that the trail will connect to other regional and local trails, mass transit, parks, natural areas, schools, businesses, etc? Is this important to you?
[Yes.](#)
3. Did you know that part of the trail has already been built (eight miles), but may have another name?
[Yes.](#)
4. Do you know its location and the difficult terrain such as steep slopes and many buttes?



Yes.

5. The trail will accommodate pedestrians, cyclists and equestrians (horse use on Springwater Corridor only). How do you feel about separating the users or placing them in a multi-use trail? Keep in mind- at what cost? Bike trails on existing roads, ok, but building extra, separate trails would be costly. Use existing roadways which can be appropriately upgraded to minimize costs as much as possible. Lean on support agencies to build.
6. Do you feel a trail is necessary in this area? FYI: Funding for trails come from other sources generally not available for schools, public safety, and social services.
Not necessary, but for the health of the community and the quality of life in the area it would be extremely beneficial. People are getting fat and stressed and unhealthy.
7. Would you use the trail? How often?
Yes. I walk/hike/jog every day.
8. Do you currently: Walk, Bike, Ride a Horse? How often for each?
Yes. See above.
9. Do you mostly do the above (question #8) for recreational or commuter purposes?
Recreation.
10. After looking at the draft trail alignment map, what do you think? (Staff person may need to describe the locations).
I think you should limit routes on busy roads. (ie) use 147th instead of 152nd.
11. Do you have any suggestions for safe routes for pedestrians and cyclists not shown on the map?
City of Happy Valley Trails, HOA Trails (ie- Addington Place), Church trails at Sieben Creek, Clackamas County Property next to Pfler/Territory Drive Properties of NCPRD.
12. Do you believe the trail will have recreational and commuter uses?
Mostly recreation focused I think because there aren't many jobs in the area (of Happy Valley) that aren't service jobs.
13. What are the most important trail amenities to you? Please rank in order.
 - Ability to enjoy a safe experience via a separated trail from traffic. **1**
 - Ability to enjoy a peaceful / quiet experience. **2**
 - Quality of trail surface. Which do you prefer: paved asphalt, concrete, compacted rock, soft surface such as bark, other.
 - Trailheads
 - Restrooms
 - Water fountains
 - Benches
 - ADA compliance (all or part of the trail accessible to those with disabilities)
 - Viewpoints
 - Landscaping



- Lighting.
- Trail Way Finding Signs/Maps/Interpretive Signs 3
- Bike Racks.
- *****ADDED: Located in natural area with Native Vegetation

14. How important is the balance of natural areas, wildlife and their habitat, birds, bees, butterflies and wildlife corridors to trails to you?

Very important. "(People) don't know what they're missing."

15. How important are safe trail routes, bike lanes and sidewalks to schools, work, business, shopping to you? High, medium, low, don't know.

Yes. Absolutely.

16. What are your concerns about trail management?

N/A

17. What are your concerns about personal safety and potential crime as a trail user or cyclist?

N/A

18. What are your concerns about potential crime for adjacent properties?

N/A

19. Did you know there are specific design practices to reduce crime along a trail?

N/A

20. How can neighbors work with the local police and sheriff to keep the trail safe?

N/A

21. Do you have any referrals on who we should interview?

No

22. Would you like us to put you on the trail plan email list to receive updates?

Yes.

23. Any other comments or suggestions?



Mt. Scott / Scouter Mt. Trail Loop Master Plan: Stakeholder Interview Process Summer/Fall 2012

Project Partners

Metro, ODOT, North Clackamas Parks and Recreation District (NCPRD), Cities of Happy Valley and Portland, Clackamas County and Residents/Property Owners/Businesses/Neighborhood Groups and Project Advisory Committee of Local Organizations

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Phase III: Ask Questions (questions for all interviewees and tailored questions depending on individual/group). Get the person to sign in: Name, Address, Email, Phone Number.

Date: [Wednesday, October 31, 2012](#)

Name/Affiliation: [Bill Garity- DTD at Clackamas County](#)

Address: [150 Beavercreek Road, Oregon City, 97045](#)

Email: Billg@clackamas.us

Phone: [503 742 4674](tel:5037424674)

1. Have you heard about the trail master plan project?
[Yes- involved in the beginning.](#)
2. Do you know that the trail will connect to other regional and local trails, mass transit, parks, natural areas, schools, businesses, etc? Is this important to you?
[Yes.](#)
3. Did you know that part of the trail has already been built (eight miles), but may have another name?
[Yes.](#)
4. Do you know its location and the difficult terrain such as steep slopes and many buttes?
[Yes.](#)



5. The trail will accommodate pedestrians, cyclists and equestrians (horse use on Springwater Corridor only). How do you feel about separating the users or placing them in a multi-use trail?
[It is necessary.](#)
6. Do you feel a trail is necessary in this area? FYI: Funding for trails come from other sources generally not available for schools, public safety, and social services.
[Yes](#)
7. Would you use the trail? How often?
[Springwater Corridor with my grandkids at weekends occasionally](#)
8. Do you currently: Walk, Bike, Ride a Horse? How often for each?
[Yes. Walk/Ride. Occassionally.](#)
9. Do you mostly do the above (question #8) for recreational or commuter purposes?
[Recreation.](#)
10. After looking at the draft trail alignment map, what do you think? (Staff person may need to describe the locations).
[I think you should limit routes on busy roads. \(ie\) use 147th instead of 152nd.](#)
11. Do you have any suggestions for safe routes for pedestrians and cyclists not shown on the map?
12. Do you believe the trail will have recreational and commuter uses?
[Yes, but need alternate, efficient routes for commuters in some cases.](#)
13. What are the most important trail amenities to you? Please rank in order.
 - Ability to enjoy a safe experience via a separated trail from traffic.
 - Ability to enjoy a peaceful / quiet experience.
 - Quality of trail surface. Which do you prefer: paved asphalt, concrete, compacted rock, soft surface such as bark, other. [1](#)
 - Trailheads
 - Restrooms
 - Water fountains
 - Benches
 - ADA compliance (all or part of the trail accessible to those with disabilities)
 - Viewpoints
 - Landscaping
 - Lighting.
 - Trail Way Finding Signs/Maps/Interpretive Signs
 - Bike Racks.
14. How important is the balance of natural areas, wildlife and their habitat, birds, bees, butterflies and wildlife corridors to trails to you?
[Commuters on road systems, nature hikers/nature interests on separate trails.](#)



15. How important are safe trail routes, bike lanes and sidewalks to schools, work, business, shopping to you? High, medium, low, don't know.

High. Walking is important. Encourage healthy living.

16. What are your concerns about trail management?

N/A

17. What are your concerns about personal safety and potential crime as a trail user or cyclist?

N/A

18. What are your concerns about potential crime for adjacent properties?

N/A

19. Did you know there are specific design practices to reduce crime along a trail?

Positive use encourages positive use.

20. How can neighbors work with the local police and sheriff to keep the trail safe?

N/A

21. Do you have any referrals on who we should interview?

No

22. Would you like us to put you on the trail plan email list to receive updates?

Yes.

23. Any other comments or suggestions?

No



Mt. Scott / Scouter Mt. Trail Loop Master Plan: Stakeholder Interview Process Summer/Fall 2012

Project Partners

Metro, ODOT, North Clackamas Parks and Recreation District (NCPRD), Cities of Happy Valley and Portland, Clackamas County and Residents/Property Owners/Businesses/Neighborhood Groups and Project Advisory Committee of Local Organizations

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Phase III: Ask Questions (questions for all interviewees and tailored questions depending on individual/group). Get the person to sign in: Name, Address, Email, Phone Number.

Date: [Thursday, November 8th, 2012](#)

Name/Affiliation: [Janet Alley- NCSD- Deputy Direct of Transportation \(Safe Routes to Schools\)](#)

Address: [13801 SE Webster Rd. Milwaukie, OR 97267](#)

Email: alleyj@nclack.k12.or.us

Phone: [503-353-6155](tel:503-353-6155)

1. Have you heard about the trail master plan project?
[Yes- involved in the beginning.](#)
2. Do you know that the trail will connect to other regional and local trails, mass transit, parks, natural areas, schools, businesses, etc? Is this important to you?
[Yes.](#)
3. Did you know that part of the trail has already been built (eight miles), but may have another name?
[Yes.](#)
4. Do you know its location and the difficult terrain such as steep slopes and many buttes?
[Yes.](#)



5. The trail will accommodate pedestrians, cyclists and equestrians (horse use on Springwater Corridor only). How do you feel about separating the users or placing them in a multi-use trail?
It is necessary because of the terrain.
6. Do you feel a trail is necessary in this area? FYI: Funding for trails come from other sources generally not available for schools, public safety, and social services.
Would be helpful, but not necessary.
7. Would you use the trail? How often?
Yes, occasionally. (weekends, etc).
8. Do you currently: Walk, Bike, Ride a Horse? How often for each?
Yes. Walk/Cycle.
9. Do you mostly do the above (question #8) for recreational or commuter purposes?
Recreation.
10. After looking at the draft trail alignment map, what do you think? (Staff person may need to describe the locations).
There should be more East/West connectors.
11. Do you have any suggestions for safe routes for pedestrians and cyclists not shown on the map?
East and West Connectors.
12. Do you believe the trail will have recreational and commuter uses?
Yes.
13. What are the most important trail amenities to you? Please rank in order.
 - Ability to enjoy a safe experience via a separated trail from traffic. **1**
 - Ability to enjoy a peaceful / quiet experience.
 - Quality of trail surface. Which do you prefer: paved asphalt, concrete, compacted rock, soft surface such as bark, other. **1**
 - Trailheads
 - Restrooms
 - Water fountains
 - Benches
 - ADA compliance (all or part of the trail accessible to those with disabilities)
 - Viewpoints
 - Landscaping **3**
 - Lighting. **2**
 - Trail Way Finding Signs/Maps/Interpretive Signs **4**
 - Bike Racks.
14. How important is the balance of natural areas, wildlife and their habitat, birds, bees, butterflies and wildlife corridors to trails to you?
Safety on the trail is my number 1 priority. Balance is important though because the natural areas in this region are amazing.



15. How important are safe trail routes, bike lanes and sidewalks to schools, work, business, shopping to you? High, medium, low, don't know.
High.
16. What are your concerns about trail management?
Funding to keep up the maintenance.
17. What are your concerns about personal safety and potential crime as a trail user or cyclist?
Always concerns- managing transients and possible crime, though it won't be different from any other trail.
18. What are your concerns about potential crime for adjacent properties?
Concern that legitimate trail users are using the trail- ensure positive trail use. Don't want criminals scoping out the houses, etc.
19. Did you know there are specific design practices to reduce crime along a trail?
Fencing?
20. How can neighbors work with the local police and sheriff to keep the trail safe?
Report suspicious activity appropriately. Police bike patrols.
21. Do you have any referrals on who we should interview?
Principals of local schools- Clackamas High- Christine Garcia.
22. Would you like us to put you on the trail plan email list to receive updates?
Yes.
23. Any other comments or suggestions?
Keep me posted on progress.



Mt. Scott / Scouter Mt. Trail Loop Master Plan: Stakeholder Interview Process Summer/Fall 2012

Project Partners

Metro, ODOT, North Clackamas Parks and Recreation District (NCPRD), Cities of Happy Valley and Portland, Clackamas County and Residents/Property Owners/Businesses/Neighborhood Groups and Project Advisory Committee of Local Organizations

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Any land, Right-of-Way and easements obtained for the trail will be from willing sellers (Metro policy). Local policies may differ.

Phase III: Ask Questions (questions for all interviewees and tailored questions depending on individual/group). Get the person to sign in: Name, Address, Email, Phone Number.

Date: [Monday, October 29, 2012](#)

Name/Affiliation: [Renee King- Providence](#)

Address: [11785 SE 117th Ave, Clackamas, OR 97222](#)

Email: renee.king@providence.org

We4kings@comcast.net

Phone: [503-698-3494](tel:503-698-3494)

1. Have you heard about the trail master plan project?
[Yes](#)
2. Do you know that the trail will connect to other regional and local trails, mass transit, parks, natural areas, schools, businesses, etc? Is this important to you?
[Yes. Very.](#)
3. Did you know that part of the trail has already been built (eight miles), but may have another name?
[Yes. Springwater.](#)



4. Do you know its location and the difficult terrain such as steep slopes and many buttes?

Yes

5. The trail will accommodate pedestrians, cyclists and equestrians (horse use on Springwater Corridor only). How do you feel about separating the users or placing them in a multi-use trail?
I feel this is an advantage as it protects the natural areas.

6. Do you feel a trail is necessary in this area? FYI: Funding for trails come from other sources generally not available for schools, public safety, and social services.

Yes, important to develop connections, especially for safe access to schools. Also important for safe cycling options to work. Would be great for lunch hour walks, cycle commuters, etc.

7. Would you use the trail? How often?

Yes. Daily- Near Southern Lights Park and also at weekends at the Springwater Corridor and Mt Talbert. Though it's very dark at night, so I have concerns about safety.

8. Do you currently: Walk, Bike, Ride a Horse? How often for each?

Walk. Daily.

9. Do you mostly do the above (question #8) for recreational or commuter purposes?

Could do both. Personally it's mostly for recreation, though I have colleagues at Providence who commute on bike via Springwater Corridor, and my son would walk to school if possible. Walking Sunnyside, or bike loops further east if you could bus to bike route would be great for commuters.

10. After looking at the draft trail alignment map, what do you think? (Staff person may need to describe the locations).

I think you need to look at more east to west connections, not just north to south. Especially in the mid section of the map---near Scouters Mountain, etc.

11. Do you have any suggestions for safe routes for pedestrians and cyclists not shown on the map?

Not areas, but need lighting.

12. Do you believe the trail will have recreational and commuter uses?

Yes.

13. What are the most important trail amenities to you? Please rank in order.

- Ability to enjoy a safe experience via a separated trail from traffic.
- Ability to enjoy a peaceful / quiet experience.
- Quality of trail surface. Which do you prefer: paved asphalt, concrete, compacted rock, soft surface such as bark, other. 2
- Trailheads
- Restrooms 3



- Water fountains 4
- Benches
- ADA compliance (all or part of the trail accessible to those with disabilities) 1
- Viewpoints
- Landscaping
- Lighting. 5
- Trail Way Finding Signs/Maps/Interpretive Signs
- Bike Racks.

14. How important is the balance of natural areas, wildlife and their habitat, birds, bees, butterflies and wildlife corridors to trails to you?

Depends on purpose. For example, on Mount Talbert, it is essential and critically important, whereas on some connector pieces it might be less important as they are more functional.

15. How important are safe trail routes, bike lanes and sidewalks to schools, work, business, shopping to you? High, medium, low, don't know.

Very. Especially for schools. Important to encourage safe and healthful commuting, too.

16. What are your concerns about trail management?

Have heard about transient issues on the Springwater Corridor? Confident in IGA process and ways to develop management strategies collaboratively.

17. What are your concerns about personal safety and potential crime as a trail user or cyclist?

Raise awareness of surroundings, lighting, keep landscaping back off the trail, bushes etc should be managed in a way that keeps a clear line of view for trail users.

Security buttons along trail like in Chicago? Promote group walking, group usage, positive usage, etc.

18. What are your concerns about potential crime for adjacent properties?

As above- encourage positive trail usage.

19. Did you know there are specific design practices to reduce crime along a trail?

Yes.

20. How can neighbors work with the local police and sheriff to keep the trail safe?

Raise awareness around WHO to call WHEN. Promote neighborhood watches to include trail sections. Periodic Signage.

21. Do you have any referrals on who we should interview?

Middle-age school groups- (ie) Athletic groups for middle-school aged children

22. Would you like us to put you on the trail plan email list to receive updates?

Yes.

23. Any other comments or suggestions?

Adopt-a-trail. Include drinking fountains in the plan- Work with Partners to supply.



Mt. Scott / Scouter Mt. Trail Loop Master Plan: Stakeholder Interview Process Summer/Fall 2012

Project Partners

Metro, ODOT, North Clackamas Parks and Recreation District (NCPRD), Cities of Happy Valley and Portland, Clackamas County and Residents/Property Owners/Businesses/Neighborhood Groups and Project Advisory Committee of Local Organizations

Project Consultants

Otak, Inc. and Alta Planning + Design

Stakeholder Interviews

30 minutes to 1 hour. Individuals or in groups. Keep notes for the record.

Phase I: Introduce Self / Background and History of Project / Handouts / Fact Sheet / Map / Web Page
Planning process began in November 2011 and will be completed by April or May 2013.

Phase II: Goals and Objectives of the Master Plan: 20 Year Vision to implement the plan. No current dedicated funding source to design, build and maintain trail yet. Most likely will use local, state and federal funds. System Development Charges (SDC), dedications and donations from private land owners and developers. Trail concept has been documented in local, county and regional trail, parks and transportation plans. Any land, Right-of-Way and easements obtained for the trail will be from willing sellers (Metro policy). Local policies may differ.

Phase III: Ask Questions (questions for all interviewees and tailored questions depending on individual/group). Get the person to sign in: Name, Address, Email, Phone Number.

Date: [Wednesday, November 7th, 2012](#)

Name/Affiliation: [Officer Sara McClurg- Clackamas County Sherriff's Department- Crime Prevention Coordinator.](#)

Address: [12800 SE 82nd Ave \(Sunnybrook\), Clackamas, OR 97015](#)

Email: saramcc@clackamas.us

Phone: [503-785-5077](tel:503-785-5077)

1. Have you heard about the trail master plan project?
[Yes- involved in the beginning.](#)
2. Do you know that the trail will connect to other regional and local trails, mass transit, parks, natural areas, schools, businesses, etc? Is this important to you?
[Yes. Accessible trails are very important- encourage positive users.](#)
3. Did you know that part of the trail has already been built (eight miles), but may have another name?
[Yes.](#)
4. Do you know its location and the difficult terrain such as steep slopes and many buttes?
[Yes.](#)



5. The trail will accommodate pedestrians, cyclists and equestrians (horse use on Springwater Corridor only). How do you feel about separating the users or placing them in a multi-use trail?
Only choice because of erosion control, steep terrain, etc. Don't know if it will enhance/denigrate the users experience.
6. Do you feel a trail is necessary in this area? FYI: Funding for trails come from other sources generally not available for schools, public safety, and social services.
Not necessary but will enhance quality of life in high density urban area of Clackamas County.
7. Would you use the trail? How often?
Yes, occasionally.
8. Do you currently: Walk, Bike, Ride a Horse? How often for each?
Yes. Walk Mount Talbert on occasion.
9. Do you mostly do the above (question #8) for recreational or commuter purposes?
Recreation.
10. After looking at the draft trail alignment map, what do you think? (Staff person may need to describe the locations).
Questions around steep terrains and willingness of residents for path "in their backyard" NIMBYism.
11. Do you have any suggestions for safe routes for pedestrians and cyclists not shown on the map?
Pretty good job- SE 134th/Foster not the safest area. High level of traffic, limited street lights, pockets of criminal activity (not major but some drugs, etc) in this area.
12. Do you believe the trail will have recreational and commuter uses?
Yes.
13. What are the most important trail amenities to you? Please rank in order.
 - Ability to enjoy a safe experience via a separated trail from traffic. 1
 - Ability to enjoy a peaceful / quiet experience.
 - Quality of trail surface. Which do you prefer: paved asphalt, concrete, compacted rock, soft surface such as bark, other. 1
 - Trailheads
 - Restrooms
 - Water fountains
 - Benches 5
 - ADA compliance (all or part of the trail accessible to those with disabilities)
 - Viewpoints
 - Landscaping 2
 - Lighting. 3
 - Trail Way Finding Signs/Maps/Interpretive Signs 4
 - Bike Racks.
14. How important is the balance of natural areas, wildlife and their habitat, birds, bees, butterflies and wildlife corridors to trails to you?



It is an added bonus to step out of true urban area into nature. More natural settings where feasible would be encouraged, but be mindful of safety around vegetation and clear pathways for visibility, etc.

15. How important are safe trail routes, bike lanes and sidewalks to schools, work, business, shopping to you? High, medium, low, don't know.
Very High.

16. What are your concerns about trail management?

With huge network and many different groups involved, could be problematic to manage effectively. Number of access points and trail proposals. Also difficult without some supports- bike patrols, etc.

17. What are your concerns about personal safety and potential crime as a trail user or cyclist?
Depending on construction/natural setting, potential hidings spots for sex, drugs, crime, etc.
Difficult to eliminate.

18. What are your concerns about potential crime for adjacent properties?
Connection to Springwater Cooridor with homeless population in close proximity might encourage travel further into trail system- not a major concern, but possible.

19. Did you know there are specific design practices to reduce crime along a trail?
Crime Prevention Through Environmental Design- SM is Sherriff's office liaison on this and is happy to lend her expertise during trail development stages.

20. How can neighbors work with the local police and sheriff to keep the trail safe?
Report suspicious activity appropriately- "Can't fix what we don't know." Police bike patrols.
Don't take matters into their own hands.

21. Do you have any referrals on who we should interview?
Fire Department- re: brush control- access and fire safety.

22. Would you like us to put you on the trail plan email list to receive updates?
Yes.

23. Any other comments or suggestions?
I'd like to encourage public engagement every step of the way- get public buy-in from the get-go and throughout the project. VERY IMPORTANT.



**Mt. Scott / Scouter Mt. Trail Loop Master Plan: Stakeholder Interview Process
Summer/Fall 2012**

Project Partners

Metro, ODOT, North Clackamas Parks and Recreation District (NCPRD), Cities of Happy Valley and Portland, Clackamas County and Residents/Property Owners/Businesses/Neighborhood Groups and Project Advisory Committee of Local Organizations

Project Consultants

Otak, Inc. and Alta Planning + Design

Stakeholder Interviews

30 minutes to 1 hour. Individuals or in groups. Keep notes for the record.

Phase I: Introduce Self / Background and History of Project / Handouts / Fact Sheet / Map / Web Page
Planning process began in November 2011 and will be completed by April or May 2013.

Phase II: Goals and Objectives of the Master Plan: 20 Year Vision to implement the plan. No current dedicated funding source to design, build and maintain trail yet. Most likely will use local, state and federal funds. System Development Charges (SDC), dedications and donations from private land owners and developers. Trail concept has been documented in local, county and regional trail, parks and transportation plans.

Any land, Right-of-Way and easements obtained for the trail will be from willing sellers (Metro policy). Local policies may differ.

Phase III: Ask Questions (questions for all interviewees and tailored questions depending on individual/group). Get the person to sign in: Name, Address, Email, Phone Number.

Wednesday, October 31, 2012

Name/Affiliation: [Terry Mungenast- Clackamas County- Sunrise Corridor Project](#)

Address: [150 Beaver Creek Road, Oregon City, 97045](#)

Email: TerryMun@clackamas.us

Phone: [503 742 4656](tel:5037424656)

1. Have you heard about the trail master plan project?
[No](#)
2. Do you know that the trail will connect to other regional and local trails, mass transit, parks, natural areas, schools, businesses, etc? Is this important to you?
[Yes](#)
3. Did you know that part of the trail has already been built (eight miles), but may have another name?
[Yes](#)
4. Do you know its location and the difficult terrain such as steep slopes and many buttes?



Yes

5. The trail will accommodate pedestrians, cyclists and equestrians (horse use on Springwater Corridor only). How do you feel about separating the users or placing them in a multi-use trail?
[It is necessary in some spots.](#)
6. Do you feel a trail is necessary in this area? FYI: Funding for trails come from other sources generally not available for schools, public safety, and social services.
[Added bonus, not necessary.](#)
7. Would you use the trail? How often?
[N/A](#)
8. Do you currently: Walk, Bike, Ride a Horse? How often for each?
[N/A](#)
9. Do you mostly do the above (question #8) for recreational or commuter purposes?
[N/A](#)
10. After looking at the draft trail alignment map, what do you think? (Staff person may need to describe the locations).
[See below](#)
11. Do you have any suggestions for safe routes for pedestrians and cyclists not shown on the map?
[Should consider the ODOT property 97th/98th to Lawnfield](#)
12. Do you believe the trail will have recreational and commuter uses?
[Yes.](#)
13. What are the most important trail amenities to you? Please rank in order.
 - Ability to enjoy a safe experience via a separated trail from traffic.
 - Ability to enjoy a peaceful / quiet experience.
 - Quality of trail surface. Which do you prefer: paved asphalt, concrete, compacted rock, soft surface such as bark, other. 2
 - Trailheads
 - Restrooms 3
 - Water fountains
 - Benches
 - ADA compliance (all or part of the trail accessible to those with disabilities)
 - Viewpoints
 - Landscaping
 - Lighting.
 - Trail Way Finding Signs/Maps/Interpretive Signs
 - Bike Racks.



14. How important is the balance of natural areas, wildlife and their habitat, birds, bees, butterflies and wildlife corridors to trails to you?

[Added bonus](#)

15. How important are safe trail routes, bike lanes and sidewalks to schools, work, business, shopping to you? High, medium, low, don't know.

[Added bonus](#)

16. What are your concerns about trail management?

[N/A](#)

17. What are your concerns about personal safety and potential crime as a trail user or cyclist?

[N/A](#)

18. What are your concerns about potential crime for adjacent properties?

[N/A](#)

19. Did you know there are specific design practices to reduce crime along a trail?

[N/A](#)

20. How can neighbors work with the local police and sheriff to keep the trail safe?

[N/A](#)

21. Do you have any referrals on who we should interview?

[No](#)

22. Would you like us to put you on the trail plan email list to receive updates?

[Yes.](#)

23. Any other comments or suggestions?

[Check out ODOT's Sunrise JTA plan](#)

Mt. Scott/Scouter Mountain Trail Stakeholder Interview

Name/Affiliation: [Astrid Dragoy, PPR City Nature Natural Area Manager](#)

Address:

Email: astrid.dragoy@portlandoregon.gov

Phone:

Questions/Responses

1. Have you heard about the trail master plan project? [Yes, looked at Metro's website.](#)
2. Is it important that the trail connect to other regional and local trails, mass transit, parks, natural areas, schools, and/or businesses? [Yes to natural area – low impact trails for pedestrians within the natural area; proximity for bikes but not in natural areas unless designated.](#)
3. The trail is through difficult terrain such as steep slopes and many buttes. Are there features to include making the trail more accessible?
4. The trail will accommodate pedestrians, cyclists and equestrians (horse use on Springwater Corridor only). The trail through natural areas will be for pedestrians only. Should uses be separated on other sections of the multi-use trail?
5. Do you mostly walk, cycle or ride a horse for recreational or commuter purposes?

6. What are the most important trail amenities to you?
- Ability to enjoy a safe experience via a separated trail from traffic.
 - Ability to enjoy a peaceful / quiet experience.
 - Quality of trail surface. Which do you prefer: paved asphalt, concrete, compacted rock, soft surface such as bark, other.
 - Trailheads
 - Restrooms
 - Water fountains
 - Benches
 - ADA compliance (all or part of the trail accessible to those with disabilities)
 - Viewpoints
 - Landscaping
 - Lighting
 - Trail Way Finding Signs/Maps/Interpretive Signs
 - Bike Racks.

Please rank in order.

[Top priority – Quality of trail surface; sustainable.](#)

7. How important is the balance of natural areas, wildlife habitat (birds, bees, butterflies), and wildlife corridors to trails to you? [Avoid unique natural areas. Use sustainable practices to protect natural areas.](#)
8. What features should be included to ensure personal safety and safe routes to schools, work, business, and shopping?
9. What are your concerns about trail management? [Safety. Funding to maintain.](#)
10. After looking at the draft trail alignment map, do you have suggestions for alternative alignments?
11. Do you have any referrals on who we should interview? [Environmental Education](#)
12. Would you like us to put you on the trail plan email list to receive updates? **No**

13. Any other comments or suggestions? What are the criteria/capacity limits for trailheads. Where would trailheads be located? Bring environmental education people in at the right time.

Mt. Scott/Scouter Mountain Trail Stakeholder Interview

Name/Affiliation: **BES Johnson Creek Watershed Group**

- **Maggie Skenderian., Watershed Manager**
- **Shanna Anderson, Acquisition Specialist**
- **Jennifer Antak, Project Manager**

Address:

Email:

Phone:

Questions/Responses

1. Have you heard about the trail master plan project? **Yes. Shown in the Johnson Creek Partnership Plan. Trail designations are desired and mentioned in Target Areas 5-9.**

2. Is it important that the trail connect to other regional and local trails, mass transit, parks, natural areas, schools, and/or businesses? **More connections the better. Keep some areas less impacted. No bike trails in natural areas. Maximize natural resource connectivity by only having human connection is not detrimental to the natural area.**

3. The trail is through difficult terrain such as steep slopes and many buttes. Are there features to include making the trail more accessible?

4. The trail will accommodate pedestrians, cyclists and equestrians (horse use on Springwater Corridor only). The trail through natural areas will be for pedestrians only. Should uses be separated on other sections of the multi-use trail?

5. Do you mostly walk, cycle or ride a horse for recreational or commuter purposes?

6. What are the most important trail amenities to you?

- Ability to enjoy a safe experience via a separated trail from traffic.
- Ability to enjoy a peaceful / quiet experience.
- Quality of trail surface. Which do you prefer: paved asphalt, concrete, compacted rock, soft surface such as bark, other.
- Trailheads
- Restrooms
- Water fountains
- Benches
- ADA compliance (all or part of the trail accessible to those with disabilities)
- Viewpoints
- Landscaping
- Lighting
- Trail Way Finding Signs/Maps/Interpretive Signs
- Bike Racks.

Please rank in order.

1. Quality of trail surface – pervious, low maintenance in natural areas.
2. Landscaping – native vegetation
3. Trail Way Finding Signs/Maps/Interpretive Signs – labels sensitive and restored areas.

7. How important is the balance of natural areas, wildlife habitat (birds, bees, butterflies), and wildlife corridors to trails to you? *Very important. Working to restore salmon in Johnson Creek so would like to see habitat enhancements along with the trail. These include shade near the creek, fish friendly crossings (bridge or culvert). 158th crossing of Johnson Creek is idea as BES has conceptual plans for this area and they own property on the west side.*

8. What features should be included to ensure personal safety and safe routes to schools, work, business, and shopping? *Encourage safe, accessible access and invite good behavior. Keep areas active – programmed walks, eyes on the trail/creek. Signage. In natural areas don't encourage bathing.*

9. What are your concerns about trail management? *Safety; on-going maintenance; on-going protection of natural areas.*

10. After looking at the draft trail alignment map, do you have suggestions for alternative alignments?

11. Do you have any referrals on who we should interview? [Jim Labbe – Audubon](#)
[Matt Clark – Johnson Creek Watershed Council](#)

12. Would you like us to put you on the trail plan email list to receive updates?
Shannah.anderson@portlandoregon.gov
Jennifer.antak@portlandoregon.gov

13. Any other comments or suggestions? Map tributaries and seasonal streams – have foot bridges and buffers. Many seeps and springs in the area – avoid impacts to these areas. Possible trailhead at Foster Floodplain Natural Area.

Culvert replacement at ODOT parcel to open up Veterans Creek. BES may have a project on this property and would not want to rebuild the trail. Possibility to incorporate restoration with trail construction.

Mt. Scott/Scouter Mountain Trail Stakeholder Interview

Name/Affiliation: Brenton Chose/Portland Parks and Recreation Ranger

Address:

Email: Brenton.chase@portlandoregon.gov

Phone:

Questions/Responses

1. Have you heard about the trail master plan project? [No](#)
2. Is it important that the trail connect to other regional and local trails, mass transit, parks, natural areas, schools, and/or businesses? [NA](#)
3. The trail is through difficult terrain such as steep slopes and many buttes. Are there features to include making the trail more accessible? [NA](#)
4. The trail will accommodate pedestrians, cyclists and equestrians (horse use on Springwater Corridor only). The trail through natural areas will be for pedestrians only. Should uses be separated on other sections of the multi-use trail? [NA](#)
5. Do you mostly walk, cycle or ride a horse for recreational or commuter purposes? [NA](#)

6. What are the most important trail amenities to you?
- Ability to enjoy a safe experience via a separated trail from traffic.
 - Ability to enjoy a peaceful / quiet experience.
 - Quality of trail surface. Which do you prefer: paved asphalt, concrete, compacted rock, soft surface such as bark, other.
 - Trailheads
 - Restrooms
 - Water fountains
 - Benches
 - ADA compliance (all or part of the trail accessible to those with disabilities)
 - Viewpoints
 - Landscaping
 - Lighting
 - Trail Way Finding Signs/Maps/Interpretive Signs – [high priority for safety; need location to report incidents.](#)
 - Bike Racks.

Please rank in order.

7. How important is the balance of natural areas, wildlife habitat (birds, bees, butterflies), and wildlife corridors to trails to you? [NA](#)
8. What features should be included to ensure personal safety and safe routes to schools, work, business, and shopping? [Make areas less desirable for homeless camping by making the trail visible, limbing trees, and having low vegetation 6-10 feet on both sides of the trail. Label cross-roads and mile markers every ¼ mile so people know their location; include tags that can be scanned by a smart phone for location. Coordinate with police, sheriff and rangers across all jurisdictions.](#)
9. What are your concerns about trail management? [Managing the vegetation to maintain visibility and make less desirable places for homeless camping.](#)
10. After looking at the draft trail alignment map, do you have suggestions for alternative alignments?
11. Do you have any referrals on who we should interview?
12. Would you like us to put you on the trail plan email list to receive updates?

13. Any other comments or suggestions?

- Budget for a steady ranger presence
- Potential for homeless camping at Buttes NA and Mitchell Creek NA
- Have the trail alignment in the Bureau of Emergency Communication system
- Plan for mountain biking loops/area to reduce mountain bike impacts.

Mt. Scott Souter Mt. Trail Loop Master Plan: Stakeholder Interview Process

Name: Carol Specht – Friends of Powell Butte

dcspecht@comcast.net

1. Have you heard about the trail master plan project?

Yes, nicely introduced at a Friends of Powell Butte meeting.

2. It is important that the trail connect to other regional and local trails, mass transit, parks, natural areas, schools, businesses, etc?

As much as possible connectivity would be nice.

3. Difficult terrain such as steep slopes and many buttes.

Do what you can to make using the trail pleasant for the most people.

4. The trails will accommodate multi-users. The trail through nature areas will be for pedestrians only. Should uses be separated on other sections of the multi-use trail?

I like the goal of limiting nature areas to pedestrians. There might be other sections of the trail that should be set aside for pedestrians only.

5. Do you walk...for recreational or commuter purposes?

I walk recreationally in Nature Parks and scenic settings. I walk in my neighborhood parks with our dogs. In my neighborhood, I walk for commuter purposes to the Safeway store on 39th and Powell and Woodstock business area.

6. I have no suggestions for alternative alignments.

7. What are the most important trail amenities to me:

- A. Safe experience via a separated trail from traffic.
- B. Peaceful/quiet experience.
- C. Quality of trail surface. Surface should match the terrain and how the surface drains.
- D. Restrooms.
- E. Trail Way Finding Signs/Maps/Interpretive Signs and Trailheads.
- F. Benches.
- G. Viewpoints and Landscaping.
- H. Lighting.
- I. ADA compliance on part of the trail.
- J. Water fountains.
- K. Bike racks.

8. High priority for natural areas.

9. Don't know features to include to ensure personal safety.

10. My concerns about trail management are muddy trails, litter, no trail maintenance, crowds of homeless people.

Mt. Scott/Scouter Mountain Trail Stakeholder Interview

Name/Affiliation: [Debbie Timmins/PPR Disabled Citizen Recreation Coordinator 2](#)

Address:

Email: Debbie.timmins@portlandoregon.gov

Phone:

Questions/Responses

1. Have you heard about the trail master plan project? [No](#)

2. Is it important that the trail connect to other regional and local trails, mass transit, parks, natural areas, schools, and/or businesses? [Yes, needs to connect ot accessible parks, and parking lots.](#)

3. The trail is through difficult terrain such as steep slopes and many buttes. Are there features to include making the trail more accessible?
 - [Have benches for people to sit and rest](#)
 - [Flat surface or ramp for all bridges](#)
 - [Create a small accessible loop to a viewpoint to give people a similar experience](#)
 - [Curbs and sidewalks on all streets.](#)

4. The trail will accommodate pedestrians, cyclists and equestrians (horse use on Springwater Corridor only). The trail through natural areas will be for pedestrians only. Should uses be separated on other sections of the multi-use trail? [Include an accessible loop trail to a natural feature that creates the same outdoor experience. For example, is there a small loop to Scouter Mountain that can be created using SE 147th, Boy Scout Road and off-street trail?](#)

5. Do you mostly walk, cycle or ride a horse for recreational or commuter purposes? [For access make sure there are walking, wheelchair and equestrian facilities. Remember that horses are unpredictable](#)

6. What are the most important trail amenities to you?
- Ability to enjoy a safe experience via a separated trail from traffic.
 - Ability to enjoy a peaceful / quiet experience.
 - Quality of trail surface. Which do you prefer: paved asphalt, concrete, compacted rock, soft surface such as bark, other.
 - Trailheads
 - Restrooms
 - Water fountains
 - Benches
 - ADA compliance (all or part of the trail accessible to those with disabilities)
 - Viewpoints
 - Landscaping
 - Lighting
 - Trail Way Finding Signs/Maps/Interpretive Signs
 - Bike Racks.

Please rank in order (not done in priority order).

- Quality of trail surface – paved asphalt is most easily used
- Trailheads – larger trailheads should have bathrooms and drinking water
- Benches
- Viewpoints
- Trail Way Finding Signs – include distance to next intersection or feature. Power chairs only have a specific amount of power so people need to know how far they can go. Raised map (not Braille) and smart phone tags.

7. How important is the balance of natural areas, wildlife habitat (birds, bees, butterflies), and wildlife corridors to trails to you? **Important**
8. What features should be included to ensure personal safety and safe routes to schools, work, business, and shopping?
- Contact number to call if someone gets lost
 - Identify forks in the trail so limited site people know there is a choice
 - Flat trail or small lip that is spaced so that cane and chair users can stay on the trail.
9. What are your concerns about trail management? **Regular maintenance. Tree roots and cracks need to be repaired; well drained so there is no pooling or patches of mud.**

10. After looking at the draft trail alignment map, do you have suggestions for alternative alignments?

11. Do you have any referrals on who we should interview?

12. Would you like us to put you on the trail plan email list to receive updates? [Yes](#)
13. Any other comments or suggestions?
 - At all main entry points give information for where accessible trail is located.
 - Let people make a choice about using the trail by giving information of grade/steepness, distance to next parking lot, etc as trailheads or in a brochure.
 - Show a good faith attempt to make sure some section is accessible.
 - Seating areas for seniors – flat rock, cut logs, etc
 - Cross over trail where possible or on-street signs to form a loop option.

Mt. Scott/Scouter Mountain Trail Stakeholder Interview

Name/Affiliation: East Portland Parks Coalition
C/o Alesia Reese, Chair

Address: East Portland Neighborhood Office
1017 NE 117th
Portland, OR

Email: alesiajmr@yahoo.com

Phone:

Questions/Responses

1. Have you heard about the trail master plan project? Five out of the 10 people have heard about the plan. Two participants had filled out this survey with another group or individually.
2. Is it important that the trail connect to other regional and local trails, mass transit, parks, natural areas, schools, and/or businesses? Important that trail connects to all of the above. Need places with bathrooms. The trail and parks will be used by many schools so make sure there are connecting trails. Also important to provide access for people without cars.
3. The trail is through difficult terrain such as steep slopes and many buttes. Are there features to include making the trail more accessible? Provide areas that are flat so people can rest or pull over. Need benches along the way. Provide information at trailhead on steepness of trail and distance. Good to show topography in a graphic format.
4. The trail will accommodate pedestrians, cyclists and equestrians (horse use on Springwater Corridor only). The trail through natural areas will be for pedestrians only. Should uses be separated on other sections of the multi-use trail? Sign trails with allowed users at trailheads and show protocols for who has priority to reduce conflicts.
5. Do you mostly walk, cycle or ride a horse for recreational or commuter purposes? 7 walk for recreation; 2 cycle for recreation; 1 horseback rider; 1 walker for commuting.

6. What are the most important trail amenities to you?
- Ability to enjoy a safe experience via a separated trail from traffic.
 - Ability to enjoy a peaceful / quiet experience.
 - Quality of trail surface. Which do you prefer: paved asphalt, concrete, compacted rock, soft surface such as bark, other.
 - Trailheads
 - Restrooms
 - Water fountains
 - Benches
 - ADA compliance (all or part of the trail accessible to those with disabilities)
 - Viewpoints
 - Landscaping
 - Lighting
 - Trail Way Finding Signs/Maps/Interpretive Signs
 - Bike Racks.

Please rank in order.

1. Ability to enjoy a safe experience via a separated trail from traffic
 2. Restrooms
 3. Trail Way Finding Signs/Maps /Interpretive signs
 4. Ability to enjoy a peaceful/quiet experience
 5. Benches
 6. Viewpoints
 7. Quality of Trail Surface – paved asphalt
 8. Water Fountains
 9. Trailheads
 10. Lighting
7. How important is the balance of natural areas, wildlife habitat (birds, bees, butterflies), and wildlife corridors to trails to you? **Very important to maintain corridors and habitat for wildlife. Naturescape the trail.**
8. What features should be included to ensure personal safety and safe routes to schools, work, business, and shopping? **Call boxes, wide shoulders on all street segments.**
9. What are your concerns about trail management? **Trail maintenance – frequent sweeping, pick-up trash; provide trash cans.**

10. After looking at the draft trail alignment map, do you have suggestions for alternative alignments? [Needed more time](#)

11. Do you have any referrals on who we should interview? [East Portland Action Plan Co;](#)
[East Portland Land-Use and Transportation Co.](#)

12. Would you like us to put you on the trail plan email list to receive updates? [Yes](#)

13. Any other comments or suggestions?
 - a. [Signs on trailheads that give distance to bathrooms as trail intersections](#)
 - b. [Put a Portland Loo somewhere along the trail](#)
 - c. [What happens where proposed multi-use trail meets a ped only trail? How will cyclist continue?](#)
 - d. [Need lock-up for bikes @ ped only trails. i.e. Buttes Natural Area](#)
 - e. [Provide interpretation for cultural heritage sites – pioneer cemeteries](#)
 - f. [Include Native American Sites](#)
 - g. [Incorporate those new to our country/community. Immigrant gardens, Slovic Church at 128th and Springwater Trail.](#)
 - h. [Provide a bulletin board for posting information.](#)

Mt. Scott/Scouter Mountain Trail Stakeholder Interview

Name/Affiliation: [Linda Robinson/East Portland Park Advocate](#)

Address:

Email: lrobinspd@comcast.net

Phone: [\(503\) 261-9566](tel:5032619566)

Questions/Responses

1. Have you heard about the trail master plan project? [Yes, but didn't know much about the alignment.](#)

2. Is it important that the trail connect to other regional and local trails, mass transit, parks, natural areas, schools, and/or businesses? [Very important the trail connects to all listed. Top three connections:](#)
 - [Other trails](#)
 - [Transit](#)
 - [Parks/destination – opportunity to rest and incentive to go further.](#)

3. The trail is through difficult terrain such as steep slopes and many buttes. Are there features to include making the trail more accessible? [Places to stop and rest off the trail when going up steep hills. Provide shaded sitting areas to rest. Provide a landing at very steep places.](#)

4. The trail will accommodate pedestrians, cyclists and equestrians (horse use on Springwater Corridor only). The trail through natural areas will be for pedestrians only. Should uses be separated on other sections of the multi-use trail? [Ensure the trail is wide enough to accommodate all users. Provide information on protocols for walkers, cyclists and horses.](#)

5. Do you mostly walk, cycle or ride a horse for recreational or commuter purposes? [Ride a bike for recreation.](#)

6. After looking at the draft alignment map, do you have suggestions for alternative alignments? [Do not know the area well enough to have alternatives](#)

7. What are the most important trail amenities to you?

- Ability to enjoy a safe experience via a separated trail from traffic.
- Ability to enjoy a peaceful / quiet experience.
- Quality of trail surface. Which do you prefer: paved asphalt, concrete, compacted rock, soft surface such as bark, other.
- Trailheads
- Restrooms
- Water fountains
- Benches
- ADA compliance (all or part of the trail accessible to those with disabilities)
- Viewpoints
- Landscaping
- Lighting
- Trail Way Finding Signs/Maps/Interpretive Signs
- Bike Racks.

Please rank in order.

1. Quality of Trail Surface. Prefer paved asphalt for biking
2. Ability to enjoy a safe experience via separated trail from traffic
3. Benches
4. Restrooms
5. Water fountains
6. Trailheads with information
7. Viewpoints

8. How important is the balance of natural areas, wildlife habitat (birds, bees, butterflies), and wildlife corridors to trails to you? People more likely to protect habitat if they can get near it or have a view. Good for mental health. Need to balance the trail use with wildlife use.

9. What features should be included to ensure personal safety and safe routes to schools, work, business, and shopping? Low speed streets when it is on the road. Wide bike lane on the street. Keep the bike lane/trail clean – no broken glass, remove hazards. No blind corners. Call boxes where there are few intersections. No hiding places/surprises.

10. What are your concerns about trail management?

Keep vegetation maintained. Trail maintenance – glass removal. Cared for on a regular basis. Keep signs visible, replace as they fade. Well signed at major trail crossings.

11. Do you have any referrals on who we should interview? Civic engagement group (get contact from Linda

12. Would you like us to put you on the trail plan email list to receive updates? [Yes](#)

13. Any other comments or suggestions? [Where will people park?](#) [Hills are challenging.](#)

Mt. Scott/Scouter Mountain Trail Stakeholder Interview

Name/Affiliation: Brett Sherman – Happy Valley Hikers

Address: 13091 SE Evening Star Dr

Email: brett@hvhikers.com

Phone: 503-358-3434 (cell)

Questions/Responses

1. Have you heard about the trail master plan project? **Yes**
2. Is it important that the trail connect to other regional and local trails, mass transit, parks, natural areas, schools, and/or businesses? **Yes – Makes more accessible and better utility.**
3. The trail is through difficult terrain such as steep slopes and many buttes. Are there features to include making the trail more accessible? **Stairs can be useful for walkers, but switchbacks are better for bikers. Maybe look for alternative routes for bike access?**
4. The trail will accommodate pedestrians, cyclists and equestrians (horse use on Springwater Corridor only). The trail through natural areas will be for pedestrians only. Should uses be separated on other sections of the multi-use trail? **Not necessary, utilization is typically low enough for trail-sharing.**
5. Do you mostly walk, cycle or ride a horse for recreational or commuter purposes? **Walk/cycle for recreation.**
6. What are the most important trail amenities to you?
 - Ability to enjoy a safe experience via a separated trail from traffic. 2
 - Ability to enjoy a peaceful / quiet experience. 3
 - Quality of trail surface. Which do you prefer: paved asphalt, concrete, compacted rock, soft surface such as bark, other. 1
 - Trailheads 5
 - Restrooms 11
 - Water fountains 12
 - Benches 6
 - ADA compliance (all or part of the trail accessible to those with disabilities) 9
 - Viewpoints 10
 - Landscaping 8
 - Lighting 4
 - Trail Way Finding Signs/Maps/Interpretive Signs 7

- Bike Racks.

Please rank in order

7. How important is the balance of natural areas, wildlife habitat (birds, bees, butterflies), and wildlife corridors to trails to you? [Very important](#)
8. What features should be included to ensure personal safety and safe routes to schools, work, business, and shopping? [Trail quality, signage, lighting.](#)
9. What are your concerns about trail management? [Hoping for appropriate funding over time. Once created, trails don't require too much recurring maintenance.](#)
10. After looking at the draft trail alignment map, do you have suggestions for alternative alignments? [Not at this time, but willing to help explore alternatives.](#)
11. Do you have any referrals on who we should interview? [N/A](#)
12. Would you like us to put you on the trail plan email list to receive updates? [Yes](#)
13. Any other comments or suggestions?

Mt. Scott/Scouter Mountain Trail Stakeholder Interview

Name/Affiliation: Chris Randall – City of H.V. Public Works Director

Address: 16000 SE Misty Dr.

Email: chrisr@ci.happy-valley.or.us

Phone: (503) 783-3800

Questions/Responses

1. Have you heard about the trail master plan project? YES
2. Is it important that the trail connect to other regional and local trails, mass transit, parks, natural areas, schools, and/or businesses? YES
3. The trail is through difficult terrain such as steep slopes and many buttes. Are there features to include making the trail more accessible? YES, please consider ADA when applicable.
4. The trail will accommodate pedestrians, cyclists and equestrians (horse use on Springwater Corridor only). The trail through natural areas will be for pedestrians only. Should uses be separated on other sections of the multi-use trail? NO
5. Do you mostly walk, cycle or ride a horse for recreational or commuter purposes? WALK
6. What are the most important trail amenities to you?
 - Ability to enjoy a safe experience via a separated trail from traffic.1
 - Ability to enjoy a peaceful / quiet experience.2
 - Quality of trail surface. Which do you prefer: paved asphalt, concrete, compacted rock, soft surface such as bark, other.4
 - Trailheads
 - Restrooms
 - Water fountains
 - Benches
 - ADA compliance (all or part of the trail accessible to those with disabilities)3
 - Viewpoints
 - Landscaping
 - Lighting 6
 - Trail Way Finding Signs/Maps/Interpretive Signs 5
 - Bike Racks.

Please rank in order

7. How important is the balance of natural areas, wildlife habitat (birds, bees, butterflies), and wildlife corridors to trails to you? [Extremely](#)
8. What features should be included to ensure personal safety and safe routes to schools, work, business, and shopping? [Directional signage/mapping, Lighting where applicable and ADA as slopes and topography allow.](#)
9. What are your concerns about trail management? [Vegetation maintenance, hazardous tree identification and storm damage.](#)
10. After looking at the draft trail alignment map, do you have suggestions for alternative alignments? [Consider topography where applicable.](#)
11. Do you have any referrals on who we should interview? [Users and local governments.](#)
12. Would you like us to put you on the trail plan email list to receive updates? [Yes, \[chrisr@ci.happy-valley.or.us\]\(mailto:chrisr@ci.happy-valley.or.us\)](#)
13. Any other comments or suggestions? [No](#)

Mt. Scott/Scouter Mountain Trail Stakeholder Interview

Name/Affiliation: Michael Morrow - Happy Valley City Council

Address: 16000 SE Misty Dr.

Email: michaelm@ci.happy-valley.or.us

Phone: 503-347-2020

Questions/Responses

1. Have you heard about the trail master plan project? **Yes.**
2. Is it important that the trail connect to other regional and local trails, mass transit, parks, natural areas, schools, and/or businesses? **Yes.**
3. The trail is through difficult terrain such as steep slopes and many buttes. Are there features to include making the trail more accessible? **Probably ??**
4. The trail will accommodate pedestrians, cyclists and equestrians (horse use on Springwater Corridor only). The trail through natural areas will be for pedestrians only. Should uses be separated on other sections of the multi-use trail? **Probably a necessity due to the terrain.**
5. Do you mostly walk, cycle or ride a horse for recreational or commuter purposes? **Walk with a dog.**
6. What are the most important trail amenities to you?
 - Ability to enjoy a safe experience via a separated trail from traffic. **1**
 - Ability to enjoy a peaceful / quiet experience. **2**
 - Quality of trail surface. Which do you prefer: paved asphalt, concrete, compacted rock, soft surface such as bark, other. **9**
 - Trailheads **3**
 - Restrooms **4, Portable are good enough.**
 - Water fountains **12**
 - Benches **11**
 - ADA compliance (all or part of the trail accessible to those with disabilities) **10**
 - Viewpoints **6**
 - Landscaping **8**
 - Lighting **7**
 - Trail Way Finding Signs/Maps/Interpretive Signs **5**
 - Bike Racks. **13**

Please rank in order

7. How important is the balance of natural areas, wildlife habitat (birds, bees, butterflies), and wildlife corridors to trails to you? [Extremely](#)
8. What features should be included to ensure personal safety and safe routes to schools, work, business, and shopping? [Clear line of vision. Patrols \(could be volunteers\).](#)
9. What are your concerns about trail management? [Not enough patrols](#)
10. After looking at the draft trail alignment map, do you have suggestions for alternative alignments? [No](#)
11. Do you have any referrals on who we should interview? [Happy Valley Hikers.](#)
12. Would you like us to put you on the trail plan email list to receive updates? [Already am](#)
13. Any other comments or suggestions? [No](#)

Mt. Scott/Scouter Mountain Trail Stakeholder Interview

Name/Affiliation: Steve Campbell – City of H.V. Director of Comm. Ser. & Pub. Saf.

Address: 16000 SE Misty Dr.

Email: stevec@ci.happy-valley.or.us

Phone: (503) 783-3800

Questions/Responses

1. Have you heard about the trail master plan project? [yes](#)
2. Is it important that the trail connect to other regional and local trails, mass transit, parks, natural areas, schools, and/or businesses? [yes](#)
3. The trail is through difficult terrain such as steep slopes and many buttes. Are there features to include making the trail more accessible? [yes](#)
4. The trail will accommodate pedestrians, cyclists and equestrians (horse use on Springwater Corridor only). The trail through natural areas will be for pedestrians only. Should uses be separated on other sections of the multi-use trail? [no](#)
5. Do you mostly walk, cycle or ride a horse for recreational or commuter purposes? [walk](#)
6. What are the most important trail amenities to you?
 - [X](#) Ability to enjoy a safe experience via a separated trail from traffic.
 - Ability to enjoy a peaceful / quiet experience.
 - Quality of trail surface. Which do you prefer: paved asphalt, concrete, compacted rock, soft surface such as bark, other.
 - Trailheads
 - [X](#) Restrooms
 - [X](#) Water fountains
 - Benches
 - ADA compliance (all or part of the trail accessible to those with disabilities)
 - Viewpoints
 - Landscaping
 - Lighting
 - [X](#) Trail Way Finding Signs/Maps/Interpretive Signs
 - Bike Racks.

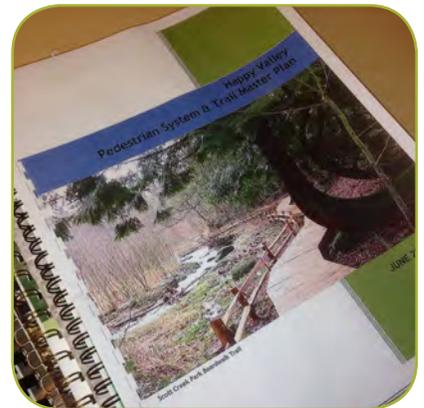
Please rank in order

7. How important is the balance of natural areas, wildlife habitat (birds, bees, butterflies), and wildlife corridors to trails to you? [Not very](#)
8. What features should be included to ensure personal safety and safe routes to schools, work, business, and shopping? [Regular patrols of those trails](#)
9. What are your concerns about trail management? [Transient camps and unsafe areas](#)
10. After looking at the draft trail alignment map, do you have suggestions for alternative alignments? [No](#)
11. Do you have any referrals on who we should interview? [No](#)
12. Would you like us to put you on the trail plan email list to receive updates? [Yes](#)
13. Any other comments or suggestions? [No](#)

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APPENDIX D

Plan Review Summary



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North Clackamas County Parks and Recreation District	
Plan Name	NCPRD Parks and Recreation Master Plan
URL	http://ncprd.com/wp-content/uploads/2010/10/North_Clackamas_County_Parks_Plan1.pdf
Year	2004
Synopsis	Master Plan for recreation district in North Clackamas County.
Relation to Other Plans	Complements other NCPRD plans and policies
Primary Discipline	Implementation of parks and recreation facilities. Mount Scott Trail targeted as a Priority 1 Linear Park facility (L-32, to be acquired and developed 2003-2013) [p 7.18]. - The 1992 Neighborhood Parks Plan identified a proposed route for the Mount Scott Creek Trail, and endorsed development of the Sunnyside to Maher segment as a 10-Year Plan priority. - Scouter Mountain Trail targeted as a Priority 2 Linear Park facility (L-44, to be acquired and developed 2013-2023) [p 7.19].

Multnomah County	
Plan Name	Multnomah County Transportation System Plan
URL	http://web.multco.us/sites/default/files/transportation-planning/documents/mult_co_urb_pockets_tsp.pdf
Year	June 30, 2005
Synopsis	Applies to the urban pockets of unincorporated Multnomah County
Relation to Other Plans	Must be in compliance with regional plans
Primary Discipline	Transportation policy and projects -Bicycle Classifications: Policy 6.7B Off-Street Paths: "Off-street Paths are intended to serve as transportation corridors and recreational routes for bicycling, walking, and other non-motorized modes. -Connections. Use Off-Street Paths as convenient shortcuts to link urban destinations and origins along continuous greenbelts such as rivers, park and forest areas, and other scenic corridors, and as elements of a regional, citywide, or community recreational trail plan. - Location. Establish Off-Street Paths in corridors not well served by the street system. -Improvements. Use the Bikeway Design and Engineering guidelines to design Off-Street Paths. Off-Street Paths should be protected or grade-separated at intersections with major roadways." -Pedestrian Classifications: Policy 6.8, D Off-Street Paths: "Off-Street Paths are intended to serve recreational and other walking trips. Function. Use Off-Street Paths as short cuts to link urban destinations and origins along continuous greenbelts such as rivers, park and forest areas, and other scenic corridors, and used as elements of a regional, citywide, or community recreational trail plan. -Location. Establish Off-Street Paths in corridors not well served by the street system. On existing rights-of-way that are not developed or likely to be developed in the near future, Off-Street Paths may be designated where needed to complete the pedestrian system. -Improvements. Use the Pedestrian Design Guide to design Off-Street Paths. Design Off-Street Paths as separated facilities that accommodate pedestrians and may accommodate other non-motorized vehicles."

Clackamas County	
Plan Name	Clackamas County Comprehensive Plan
URL	http://www.clackamas.us/transportation/planning/comprehensive/
Year	Last amended 2011
Synopsis	Pedestrian and bicycle transportation policy and vision for Clackamas County.
Relation to Other Plans	Must be in compliance with regional plans
Primary Discipline	Planning and development policy.
	<ul style="list-style-type: none"> - Parks and Recreation Policy 1.4 "The County will seek to establish a park and recreation system which maximizes access for walkers, hikers, bicyclists and transit riders". - Parks and Recreation Policy 2.2 recommends the creation of "300-400 miles of pedestrian ways (including sidewalks)" and "100-150 miles of bike trail". - Parks and Recreation Acquisition Policy 5.2.1 recommends development of "an urban trail system for both walking and bicycling, especially in conjunction with the development of neighborhood and community parks. Use should be made of open space linkages along creek and river banks, ridgelines, and existing rights-of-way".
	<p>Pedestrian and Bicycle Facilities:</p> <p>1.0 "Provide 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."</p> <p>2.0 "Identify walkway and bikeway improvements necessary to ensure direct and continuous networks of walkways and bikeways on the county road system."</p> <p>3.0 "Support acquisition and development of multi-use paths on abandoned public and private rights-of-way."</p> <p>4.0 "Encourage bicycle and pedestrian access across rivers and other natural barriers."</p> <p>7.0 "Construct all walkways designated in this Plan and any other walkways proposed, according to the current county design standards, the American Association of State Highway and Transportation Officials (AASHTO) standards, and the Americans with Disabilities Act (ADA) standards."</p> <p>8.0 "Construct all bikeways designated in this Plan and any other bikeways proposed, according to the current standards in the Oregon Bicycle and Pedestrian Plan and the American Association of State Highway and Transportation Officials (AASHTO) standards."</p> <p>Urban Design Policies: 7.3, definitions of urban design elements:</p> <ul style="list-style-type: none"> g. Multi-Use Paths: Off-street pedestrian and bicycle paths. "These paths may be developed primarily as a transportation facility, as an amenity, or may serve multiple purposes." i. Greenway Trails: "Off-street trails within designated greenways (e.g. Phillips Creek and Mt. Scott Creek) that provide opportunities for environmental restoration, recreation and education."

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Plan Review Summary

Plan Name Clackamas County Zoning and Development Ordinance
URL <http://www.clackamas.us/transportation/planning/zdo.isp>
Year 2011
Synopsis Implementation of planning and development policy.
Relation to Other Plans "This Ordinance is enacted to implement the goals and policies of the County Comprehensive Plan" [page 100-1].
Primary Discipline Planning and development policy.

-1002.07A Developments outside the Metropolitan Service District Boundary and Portland UGB shall be designed to protect native habitats and plant species, and minimize adverse effects on wildlife
-1007.06 Pedestrian and bicycle facilities:
B. Facilities shall be designed to minimize conflicts among automobiles, trucks, pedestrians and bicycles; allow for unobstructed movements and access for transportation of disadvantaged persons
K. Off-road trails must have a minimum 30-foot right-of-way or easement width.

Plan Name Sunrise Project Final Environmental Impact Statement
URL http://www.oregon.gov/ODOT/HWY/REGION1/Sunrise_EIS/FEIS.shtml
Year Record of Decision signed by FHWA on February 22, 2011
Synopsis Environmental impact report for the Sunrise Project, a new limited-access highway along Hwy 212/224, between I-205 and the Rock Creek Junction
Relation to Other Plans Environmental impacts and impacts on other plans and projects
Primary Discipline The preferred alternative for the Sunrise Project would intersect with the Scouters Mountain trail. This alternative includes an undercrossing at SE 152nd Ave, which can provide a future route to connect the Scouters Mountain trail to the Clackamas River Greenway.

Plan Name Connecting Clackamas
URL www.bikewalkclackamas.org
Year 2010
Synopsis Website describing priority Clackamas County active transportation projects
Relation to Other Plans Summary of regional planning efforts
Primary Discipline Planning
-Identifies 18 priority active transportation projects in the region. Includes conceptual alignments overlaid on google maps. Includes Scouter Mountain - Mt. Scott Loop Trail, as well as a multi-use pathway between the Clackamas Regional Center and the Clackamas Industrial Area.

Metro	
Plan Name	Metro Greenspaces Master Plan and Regional Trails System Map
URL	http://www.oregonmetro.gov/index.cfm/go/by.web/id=595
Year	2003
Synopsis	Vision document for a regional trail and greenway system for the Portland metro area.
Relation to Other Plans	Complements other regional plans, guides city and county plans
Primary Discipline	Off-street bicycle and pedestrian facility vision plan, for transportation and recreation purposes. - Mt. Scott Trail identified on map as proposed trail #48. - Scouter Mountain Trail identified on map as proposed trail #51.
Plan Name	Metro Regional Transportation Plan
URL	http://www.oregonmetro.gov/index.cfm/go/by.web/id=25038
Year	Adopted June 10, 2010
Synopsis	Long-range transportation plan for the Portland metro region
Relation to Other Plans	City and county plans must be in conformance with the RTP
Primary Discipline	Regional transportation policy and projects -Objective 3.1 Travel Choices - Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips –p. 2-9 Objective 3.3 Equitable Access and Barrier Free Transportation - Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, children, elders and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities–p. 2-9 -Objective 4.4 Demand Management-Implement services, incentives and supportive infrastructure to increase telecommuting, walking, biking, taking transit, and carpooling, and shift travel to off-peak periods. –p. 2-9 -Objective 6.1 Natural Environment – Avoid or minimize undesirable impacts on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces–p. 2-10 -Objective 7.1 Active Living – Provide safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services. –p. 2-11 -Performance target – basic infrastructure: By 2035, increase by 50 percent the number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for all residents compared to 2005-p. 2-14 -Regional Bicycle Network Vision Policies (p. 2-60): 1) Build an interconnected network of bicycle facilities that provides seamless access to 2040 target areas 3) Build a green ribbon of bicycle parkways as part of the region’s integrated mobility strategy -Regional Pedestrian Network Vision Policies (p. 2-67): 2) Build a well-connected network of pedestrian facilities that serves all ages and abilities -Objective 3.1 Travel Choices - Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips -Objective 3.3 Equitable Access and Barrier Free Transportation - Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, children, elders and people with disabilities, to connect with jobs, education,

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Plan Review Summary

Plan Name Metro Target Area Plans
URL <http://www.oregonmetro.gov/index.cfm/go/by.web/id=18198>
Year 2007

Synopsis Identifies 27 key acquisition areas to guide implementation of the 2006 Metro Natural Areas bond measure. Goals include: Protect watersheds of healthy streams through acquisition of wooded hillsides on Scouter Mountain and Mount Talbert.
Relation to Other Plans Complements other regional plans, guides city and county plans
Primary Discipline Parks and recreation areas acquisition.

- Scouter Mountain Trail is contained in Target Area A, East Buttes [<http://www.oregonmetro.gov/index.cfm/go/by.web/id=26776>].
- Target Areas B, C, D, T and Z are in close proximity to the Mt. Scott and Scouter Mountain Trails.

Plan Name Metro Wildlife and Habitat Protection Plans
URL <http://www.oregonmetro.gov/index.cfm/go/by.web/id=312>
Year Ongoing
Synopsis General info about habitat protection at Metro
Relation to Other Plans Complements other regional plans, guides city and county plans
Primary Discipline Wildlife and Habitat Protection
 Includes habitat inventory and interactive mapping tool for the Portland metro region and 2008 Watersheds Monitoring Report. The latter includes maps identifying stream and watershed health, and habitats of concern.

Plan Name Metro Vision 2040 Growth Concept
URL <http://www.oregonmetro.gov/index.cfm/go/by.web/id=29882>
Year 1995
Synopsis 50-year growth management vision and strategy for the Portland metro region
Relation to Other Plans Local city and county plans must be in conformance with this overall regional plan
Primary Discipline Regional growth management

- Growth concept principles include:
 - protect natural areas, parks, streams and farmland both inside and outside the urban growth boundary
 - promote a transportation system that includes all types of travel, such as bicycling, walking and using mass transit, as well as cars and freights
- Maps Portland metro region into planned growth areas of different types, such as town centers, main streets, corridors, station communities and rural reserves and open spaces. In the Mt. Scott-Scouter Mountain trail areas, significant designations include the following: Happy Valley and Damascus are town centers, Foster Rd and Sunnyside Rd are designated as major transportation corridors, and much of the land around Hwy 224 is designated as employment land. There are numerous designated parks and natural areas in the trail loop area as well.

City of Portland	
Plan Name	City of Portland Comprehensive Plan
URL	http://www.portlandonline.com/bps/index.cfm?c=34249
Year	Last Amended July 2006
Synopsis	Land use and transportation goals, policies and objectives for the City of Portland
Relation to Other Plans	Must comply with regional plans; implemented by Portland zoning code and map
Primary Discipline	Land use and transportation planning
	<p>-Policy 2.6 Open Space: "Provide opportunities for recreation and visual relief by preserving Portland's parks, golf courses, trails, parkways and cemeteries...promote the recreational use of the city's rivers, creeks, lakes and sloughs."</p> <p>-Objective 6.7B: "Off-Street Paths are intended to serve as transportation corridors and recreational routes for bicycling, walking, and other non-motorized modes"</p> <p>-Objective 6.22E.: "Develop a citywide network of pedestrian trails that increases pedestrian access for recreation and transportation purposes and links to schools, parks, transit, and shopping as well as to the regional trail system and adjacent cities."</p> <p>-Policy 6.23 Bicycle Transportation: "Make the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer."</p> <p>-Policy 8.4 Ride Sharing, Bicycling, Walking, and Transit: "Promote the use of alternative modes of transportation such as ridesharing, bicycling, walking, and transit throughout the metropolitan area."</p> <p>-Objective 8.14H. Bike and Pedestrian Routes: "Enhance the value and beauty of Portland's bicycle and pedestrian routes by locating them to take advantage of significant viewpoints, scenic sites, and scenic corridors."</p> <p>-Objective 8.16C. Wildlife Corridors: "Conserve and enhance drainageways and linear parkways which have value as wildlife corridors connecting parks, open spaces, and other large wildlife habitat areas, and to increase the variety and quantity of desirable wildlife throughout urban areas." Objective 12.1 C. "Enhance the sense Portlanders have that they are living close to nature. Improve access to the City's rivers, lakes, creeks and sloughs. Establish a system of trails that connect Portland's</p> <p>-Policy 12.4 Provide for Pedestrians: "Portland is experienced most intimately by pedestrians. Recognize that auto, transit and bicycle users are pedestrians at either end of every trip and that Portland's citizens and visitors experience the City as pedestrians. Provide for a pleasant, rich and diverse experience for pedestrians. Ensure that those traveling on foot have comfortable, safe and attractive pathways that connect Portland's neighborhoods, parks, water features, transit facilities, commercial districts, employment centers and attractions."</p>

Plan Name	Transportation System Plan
URL	http://www.portlandonline.com/transportation/index.cfm?c=52495
Year	Effective May 4, 2007
Synopsis	Transportation goals, policies, objectives, implementation measures and project list for the City of Portland
Relation to Other Plans	Transportation component of City of Portland Comprehensive Plan
Primary Discipline	Transportation policies and projects
	-Objective 6.7B: "Off-Street Paths are intended to serve as transportation corridors and recreational routes for bicycling, walking, and other non-motorized modes"
	-Objective 6.22E.: " Develop a citywide network of pedestrian trails that increases pedestrian access for recreation and transportation purposes and links to schools, parks, transit, and shopping as well as to the regional trail system and adjacent cities."
	-Policy 6.23 Bicycle Transportation: "Make the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer."
Plan Name	Portland Bicycle Plan for 2030
URL	http://www.portlandonline.com/transportation/index.cfm?c=44597
Year	Adopted February 11, 2010
Synopsis	Bicycle policies, implementation measures and projects for the City of Portland
Relation to Other Plans	Recommends altered policies, plans, objectives and projects for the transportation element of the Portland comprehensive plan
Primary Discipline	Bicycle plans
	-3.1.6 Recommendations for bikeway network expansion: "Prioritize bikeway improvements that serve regional and town centers, main streets, employment centers, commercial districts, transit centers and stations, institutions, schools, parks and recreational destinations"
	-3.2.2 Principles for bikeway design. Bikeways should be designed for safety, comfort, attractiveness, direct routes, and a cohesive system.
	-3.2.7 Trails: "Trails are bikeways that are outside of the roadway and fully separated from motorized vehicular traffic. They provide bicycle connections along corridors poorly served by streets and link bicycle trip origins to destinations along continuous greenbelts near rivers or other natural areas, where appropriate, or in abandoned or active railroad right-of-ways. Most trails in Portland are shared facilities, accommodating bicyclists, pedestrians, skaters and other non-motorized users. The Bureau of Transportation's preferred policy is to maintain separate and protected facilities for each mode whenever possible." "Trails may be shared by bicyclists, pedestrians and other non-motorized users, but should provide physical separation of each activity when practical. They should be protected or grade-separated at intersections with major roadways and be identified through signage."
	-5.2.1. Implementation of Portland bikeway projects should be based on the following criteria: equity; community support; connectivity, access and barrier reduction, visibility of bicycling, innovation, leverage, and return on investment.

Mt. Scott-Scouter's Mtn Trail Loop - Otak 16088
Plan Review Summary

Plan Name	Trail Design Guidelines for Portland's Park System
URL	http://www.portlandonline.com/parks/index.cfm?a=250105&c=38306
Year	May 2009
Synopsis	Philosophical and technical design guidelines for typology of different trail types in the Portland Parks trail system
Relation to Other Plans	Complements other City of Portland plans
Primary Discipline	Design Guidelines
	-Trails should be separated from vehicles, the number of vehicle crossings should be minimized. Where trails co-exist with roads, routes with lower vehicle speeds and volumes should be chosen. Trails should be designed for visibility and crime prevention. As much as possible trails should connect to other trails, and to the existing city bicycle and pedestrian network. Trails should be designed to meet the opportunities and constraints of their specific context. The city should provide a range of trails to meet the needs of all ages and abilities, including those with disabilities.
	-Shared walking and biking trails (trail type L) have the following guidelines: Paved in asphalt or concrete; should be fully accessible; width, slope, cross-slope and curve radii to enable to-way pedestrian and bicycle travel at various speeds; width: 8' - 25'; 0 - 3% longitudinal slope (to 5% if needed, 8% max). Cross-slope of 1%; radius 95' for 12 mph design speed, 200' for 20mph design speed; sight distance 150'; easement width of tread + 10' min, vertical clearance of 8' min (12' min under bridges); horizontal clearance of 1' from side of tread.
	-See full document for further technical information on trail design.

Plan Name	Portland Parks & Recreation: Recreational Trails Strategy
URL	http://www.portlandonline.com/parks/index.cfm?c=42627&a=120478
Year	June 2006
Synopsis	20-year vision for Portland's regional trail system. Prioritizes projects and gives implementation and funding strategies
Relation to Other Plans	Complements other City of Portland plans
Primary Discipline	Recreation planning and policies
	Mt. Scott and Scouter Mtn trails are included in a package of trails that are ranked as 5th priority out of 5 different packages of proposed trails for the regional trail system. Implementation envisioned for the year 2025 and on.
Plan Name	Natural Area Acquisition Strategy (Vegetation Studies by Portland Parks)
URL	http://www.portlandonline.com/parks/index.cfm?c=43222
Year	November 2006
Synopsis	Strategy for achieving Portland Parks and Recreation's vision for creating and protecting a healthy, connected system of natural areas within the city. Identifies priority acquisition zones for creating connected natural areas that protect key identified species.
Relation to Other Plans	Complements other City of Portland plans
Primary Discipline	Parks and natural areas
	The portion of the Mt. Scott trail within the boundaries of the City of Portland, as well as the northern-most part of the Scouter Mtn trail within the City boundaries, fall within the City's priority zones for natural area acquisition.
City of Happy Valley	
Plan Name	Happy Valley Parks Master Plan
URL	http://www.ci.happy-valley.or.us/DocumentView.aspx?DID=837
Year	Adopted January 21, 2003
Synopsis	Long range plan for parks, open space, trails, and recreation facilities in Happy Valley
Relation to Other Plans	Relates to and overlaps with Happy Valley Comprehensive Plan
Primary Discipline	Parks, open space, trails, recreation
	-Includes inventory of existing parkland and recreational areas in Happy Valley (including size, ownership, development status, facilities, deficiencies, planned improvements and other notes) and summarizes topographic and hydrologic features in the area
	-Lays out typology of park types in Happy Valley (p. 20-22)
	-Identifies need for more trail facilities in Happy Valley
	-Section 6.3.1: trails/pathways facility recommendations: strong support for citywide off-street trail system from city staff and the public. Identified need for 4.2 miles of pathways and trails including several that correspond with the Mt. Scott and Scouter Mountain Trails. Includes list of design and site selection criteria and guidelines. (p. 78-80)
	-Trail development is identified as the third-most-important of nine parks and recreation priorities.

Mt. Scott-Scouter's Mtn Trail Loop - Otak 16088
Plan Review Summary

Plan Name	Happy Valley Pedestrian System & Trail Master Plan
URL	http://www.ci.happy-valley.or.us/DocumentView.aspx?DID=862
Year	June 2009
Synopsis	Comprehensive strategy for developing Happy Valley pedestrian & trail network
Relation to Other Plans	Complements and overlaps with Happy Valley Comprehensive Plan
Primary Discipline	Pedestrian system and trails
Synopsis	-Identifies 3 regional multi-use trails that correspond with possible Mt. Scott-Scouter Mountain Loop: Rock Creek Trail, West Happy Valley Trail, and Powerline Trail. These form part of an identified pedestrian primary corridor and supporting pedestrian corridor in Happy Valley. - p. 28-32
Relation to Other Plans	-Inventories existing pedestrian system and trails in Happy Valley, including maintenance, ownership, paving and trail length. Existing local trails that cross or are near the Mt. Scott-Scouter Mountain trails include the Mt. Talbert Nature Park Trail, Southern Lites Park Trail, Mt. Scott Nature Park Trail, Bella Casa, Powerline Trail, Rolling Acres, 147th Ave Trail, and Lincoln Heights trail. -p. 16-18
Primary Discipline	-Route selection criteria for proposed pedestrian routes include: 1) access to natural areas 2) connections to pedestrian destinations including schools and parks, community services, transit facilities, and existing trail systems 3) Construction, maintenance and management costs 4) environmental constraints 5) existing roadway pedestrian network 6) pedestrian safety 7) public support 8) roadway functional classification -p. 23-24
Synopsis	-Defines paths as off-street facilities for pedestrians and multi-use trails as off-street walkways for bicycles and pedestrians -p. 24
Relation to Other Plans	-Typically, wider pedestrian facilities are desirable...Off-street trail facilities located in a constrained environment (steep topography, wetlands, etc.) may require a smaller footprint to limit the impact of the surrounding area. Pedestrian facilities should be built to current design standards of and in compliance with the Americans with Disabilities Act. The Happy Valley Design Manual provides the construction standards for pedestrian facilities such as sidewalks, paths, trails and curb ramps. The Happy Valley Trail Development Handbook outlines the City's approval process for constructing a trail and provides guidelines for trail construction. "-p. 24-25
Primary Discipline	Handbook outlines the City's approval process for constructing a trail and provides guidelines for trail construction. "-p. 24-25
Plan Name	Happy Valley Trail Development Handbook
URL	http://or-happyvalley.civicplus.com/DocumentView.aspx?DID=385
Year	June 2009
Synopsis	This Handbook describes the trail development process, general construction methods, basic standards and guidelines, and includes the Happy Valley Pedestrian Master Plan Map.
Relation to Other Plans	Technical guidelines that complement the Happy Valley Pedestrian System and Trails Plan
Primary Discipline	Trail construction and development
Synopsis	-Includes purpose, guidelines, cross sections, context, and materials for the following: trail maintenance and responsibility, multi-use trail, pedestrian path, retaining walls, widened shoulders for paths and trails, pathways at the curb, pathway and parkway strip, boulder retaining walls for multi-use trails, path/trail cross drainage, path/trail points of interest, path/trail access, and mid-block crossings

Plan Name	Happy Valley Transportation System Plan
URL	http://www.ci.happy-valley.or.us/DocumentView.aspx?DID=829
Year	Adopted January 2011
Synopsis	Transportation component of City of Happy Valley Comprehensive Plan
Relation to Other Plans	Must be in compliance with regional plans
Primary Discipline	Transportation policies and projects
	<ul style="list-style-type: none"> -Policy 1b: Encourage pedestrian accessibility by providing safe, secure and desirable pedestrian routes -Policy 3a: ...All schools, parks, public facilities and retail areas shall have direct access to a bikeway. -Policy 3c: Bicycle and pedestrian plans shall be developed which link to existing and planned recreational trails -Policy 3h: Pursue the expansion of the regional and local trail system with new development -Policy 3j: Neighborhoods shall be connected to minimize out of direction travel for pedestrians and bicycles. This is achieved with a well developed local street system and off-street trail system. -Policy 3k: Ensure trail uses are compatible to the natural area to protect the scenic and aesthetic values of the open space area -Policies 3l - 3ar provide additional detailed policies governing trails in Happy Valley -Policy 6a: Design and construct transportation facilities to meet the requirements of the Americans with Disabilities Act. -"There is a need for the City to implement this Plan and provide an off-street trail network to promote pedestrian and bicycle trips, reduce vehicle trips and provide an alternative to the sidewalk system....The abundant natural areas (creeks, wetlands, vistas) and varied topography within Happy Valley provide an opportunity to develop a successful trail system."-p. 5-5 -Chapter 5. Pedestrian Plan repeats information from the Happy Valley Pedestrian System and Trail Master Plan

State of Oregon	
Plan Name	State of Oregon/DEQ reports on environmental problems in area
URL	http://www.deq.state.or.us/ia/ECSI/ecsi.htm
Year	Ongoing
Synopsis	OR DEQ Environmental Cleanup Site Information (ECSI) Database. A searchable database of sites with known or potential contamination from hazardous substances.
Relation to Other Plans	
Primary Discipline	HazMat A PDF containing a list of all sites for Clackamas and Multnomah counties has been placed in the plans folder. Please refer to this document to see if any affected sites are located in the project area.

Other	
Plan Name	National Cemeteries Master Plan
URL	
Year	
Synopsis	
Relation to Other Plans	
Primary Discipline	

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APPENDIX E

Roadway Analysis



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Roadway Paved Width		Clackamas County	Happy Valley
Local	2-travel	28	28-32
Collector	2-bike, 2-travel, 1-turn	47	48
Minor Arterial	2-bike, 2-travel, 1-turn	47	48
Major Arterial	2-bike, 4-travel, 1-turn	69	74

Potential Roadway Crossing, Traffic Analysis

Roadway Name	Classification	Jurisdiction	Typical Section	Existing Right-of-Way Width	Existing Crossing Distance	Future Crossing Distance	Existing Sidewalk Width, location	Posted Speed	2008 ADT	Existing Signal	Existing Markings	Future Signal or RB	Data Source	Comments
Foster Road/SE 134th	Minor Arterial	Portland	2 travel lanes, 2 bike lanes, 1 turn lane	80'	60'	--	6' both sides	40	18,324	Yes	Signal, marked crosswalk	--	Clackamas County	bus stop pullout, poor sidewalk on east side of 134th, crossing on east leg only
Foster Road/SE Barbara Welch	Minor Arterial	Portland	2 travel lanes, 2 bike lanes, 1 turn lane; 1 slip lane on BW	90'	48'	--	6' both sides	40	18,324	Yes	Signal, marked crosswalk	--	Clackamas County	crossing with island on B. Welch. No sidewalks on B. Welch.
Mt. Scott Blvd./Carter	Minor Arterial	Ptld/HV/CC	2 travel lanes, 1 bike lane (west)	65'	30'	3 lanes	5' west side	35	5,800	No	dbl. yellow, fog/bike; no signs	Yes	Clackamas County/Happy Valley	drivers exceed posted speed; need person gate at cemetery entrance; future signal at Mt. Scott/Carter
Clatsop/SE 147th	Collector	Happy Valley	2 travel lanes, 1 shoulder (south)	60'	40'	3 lanes	6' both sides	45	1,000 (assumed)	No	dbl. yellow, fog/bike; no signs	Yes, at Clatsop/145th	Happy Valley	steep cross slope
Clatsop/SE 152nd	Collector	Happy Valley	2 travel lanes	60'	21'	3 lanes	--	45	1,000 (assumed)	No	dbl. yellow, fog/bike; no signs	No	Happy Valley	not an existing crossing location
Hagen/east of 162nd	Local	Happy Valley	2 travel lanes	60'	22'	2 lanes	--	40	1,050	No	dbl. yellow, fog/bike; no signs	Yes, at Hagen/162nd	Happy Valley	steep cross slope, steep banks
162nd/south of Hagen	Local	Happy Valley	2 travel lanes	60'	22'	3 lanes	--	40	3,750	No	dbl. yellow, fog/bike; no signs	Yes, at 162nd/Misty	Happy Valley	not an existing crossing location
152nd/SE Frye (Powerline crossing)	Minor Arterial	Happy Valley	2 travel lanes, 2 bike lanes Refuge island	66'	46'	3 lanes	6' both sides	40	1,500	No	dbl. yellow, bike; signs	No	Happy Valley	existing crossing under powerline, well marked
Sunnyside/Rock Creek	Major Arterial	Clackamas County	4 travel lanes, 2 bike lanes, 1 turn lane/median	~140'	91'	--	6' both sides	40	7,850	No	stripes, no signs	No	Clackamas County	possibility for refuge island in median
Sunnyside/SE 142nd	Major Arterial	Clackamas County	4 travel lanes, 2 bike lanes, 1 turn lane/median, 1 RT turn lane (west)	90'	85'-99'	--	6' both sides	40	20,600	Yes	Signal, marked crosswalk	--	Clackamas County	
Sunnyside/SE 140th	Major Arterial	Clackamas County	4 travel lanes, 2 bike lanes, 1 turn lane/median	80'	81'	--	6' both sides	40	27,600	No	No signal stripes, no signs	No	Clackamas County	not an existing crossing location; possibility for refuge island in median
Sunnyside/SE 122nd	Major Arterial	Clackamas County	5 travel lanes, 2 bike lanes, 1-2 turn lanes, 1 median	~200'+	120'	--	6' both sides	40	34,500	Yes	Signal, marked crosswalk	--	Clackamas County	traffic island/refuge creates secondary crossing (west)
Sunnyside/SE 117th	Major Arterial	Clackamas County	6 travel lanes, 2 bike lanes, 1 turn lane	~150'	100'	--	6' both sides	40	38,200	Yes	Signal, marked crosswalk	--	Clackamas County	
Mather Road/SE Cranberry Loop	Collector	Clackamas County	2 travel lanes 2 partial bike lanes	40'	30'	--	6' north side	35	4,100	No	dbl. yellow, fog/bike; no signs	No	Clackamas County	not an existing crossing; count assumed to match Summers.
Summers/west of 122nd	Collector	Clackamas County	2 travel lanes, 2 bike lanes	60'	36'	--	6' both sides	35	4,100	No	dbl. yellow, fog/bike; no signs	No	Clackamas County	not an existing crossing; steep banks
Highway 212/224/SE 152nd	Major Arterial	ODOT	2 travel lanes, 2 bike lanes, 1 median	~140'	81'	may be impacted by Sunrise	6' north side	45	35,100	No	stripes, no signs	No	Clackamas County	not an existing crossing location; may be impacted by Sunrise

Assumptions

"Roadway Paved Width" and "Crossing width" is measured from pavement edge to pavement edge, or face of curb to face of curb.
 "--" indicates no future changes to the existing condition.

Potential On-Roadway Alignments

Roadway Name	Classification
Foster Road	Minor Arterial
162nd	Collector/Local
Clatsop	Minor Arterial
Barbara Welch	Collector
134th	Local
Mt. Scott	Minor Arterial
Vradenburg	Local
Spanish Bay	Local
145th	Collector
147th	Collector
152nd	Collector
122nd	Minor Arterial
Sunnyside Road	Major Arterial
Highway 212/224	Major Arterial
Summers Road	Collector
Mather Road	Collector

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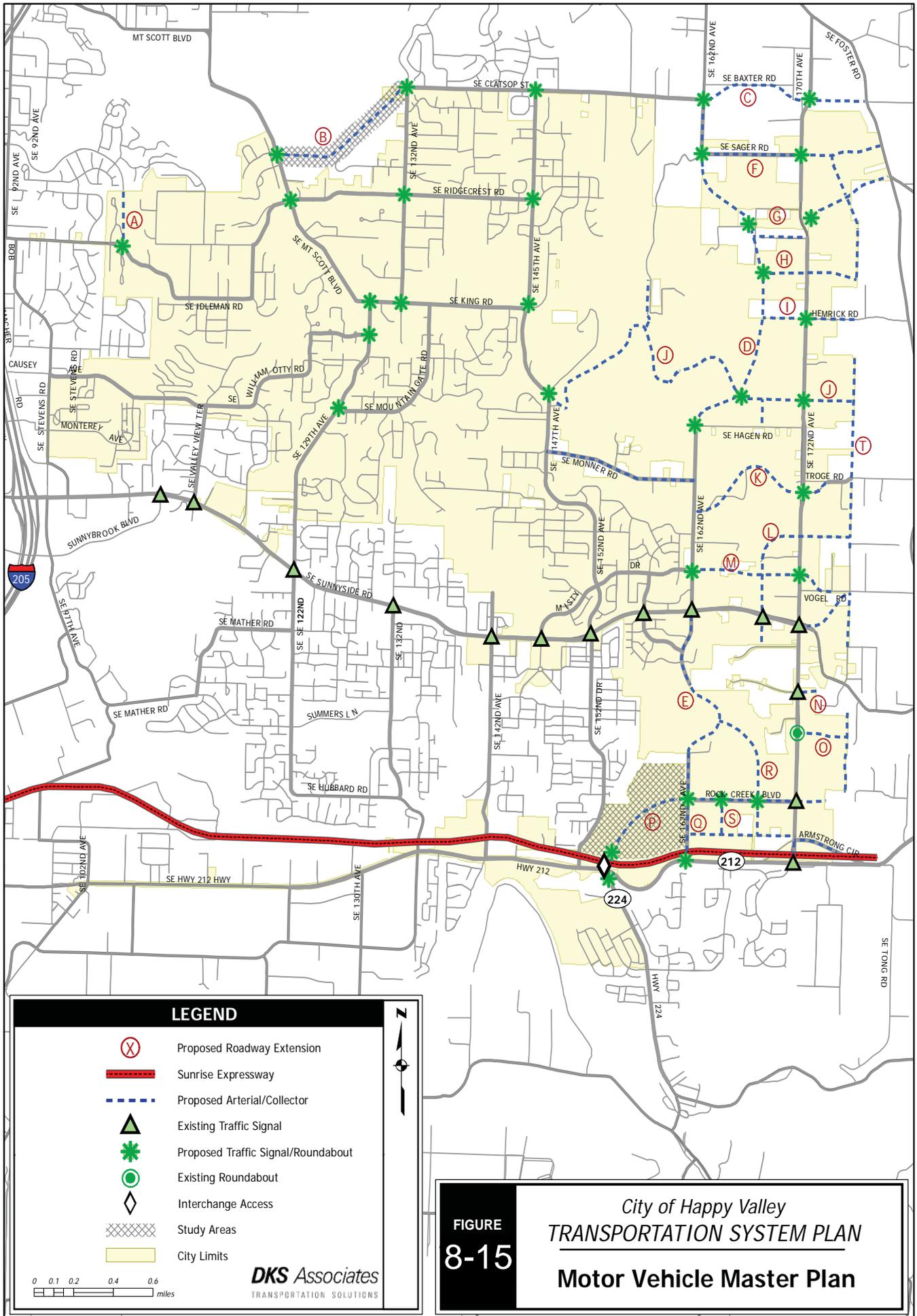
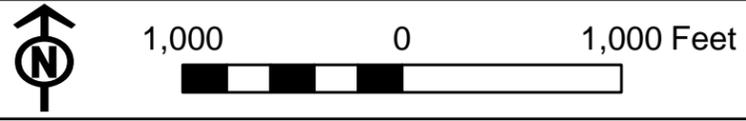
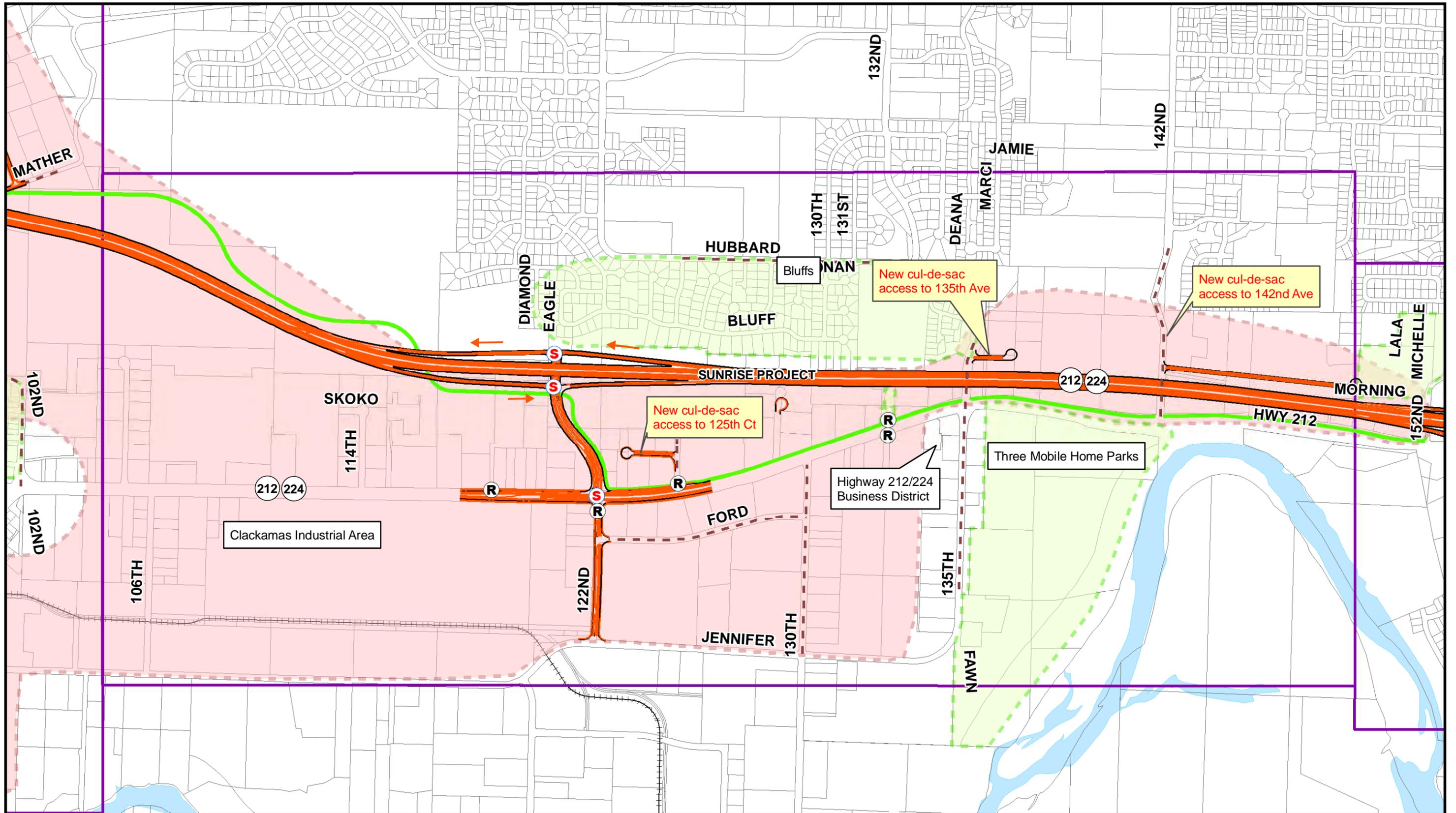


FIGURE 8-15 City of Happy Valley
TRANSPORTATION SYSTEM PLAN
Motor Vehicle Master Plan

DKS Associates
 TRANSPORTATION SOLUTIONS



Legend	
	Right-in, Right-out
	Directional Traffic Flow
	Existing Street
	Neighborhoods
	Business Districts
	Midpoint Area Boundary
	Multi-use Path
	Proposed Project
	Schools
	Signal

Figure PA-7
Travel Patterns, Midpoint Area
 Sunrise Project, I-205 to Rock Creek Junction

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APPENDIX F

Natural Resource Considerations



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Consolidated Natural Resources Comments on DRAFT MS/SM Trail Alignments September 2012

These comments are a synthesis of stakeholder feedback and Regional Conservation Strategy (RCS) data. Notes from the stakeholder meeting and staff analysis of the RCS data are available; they have more background information if desired. Stakeholder feedback was solicited from City of Portland, Johnson Creek Watershed Council, Audubon Society of Portland, North Clackamas Parks and Oregon Dept. Fish and Wildlife. Contributors to this final report were:

Lori Hennings, Metro Natural Areas Program
Mart Hughes, Portland Parks and Recreation
Noah Jenkins, Johnson Creek Watershed Council
Elizabeth Ruther, Oregon Department of Fish and Wildlife
Elaine Stewart, Metro Natural Areas Program

General Considerations for Trail Planning

- Provide more resources for natural resources or biologist time and work on master plans. Early input can avoid later conflicts.
- When looking at areas of habitat, consider the size ("patch size"). The narrower or smaller the habitat patch, the greater the negative impact of fragmentation by structures, trails, and other development. Avoid fragmenting these small areas.
- Trails located on the edges of watersheds generally minimize erosion and other impacts.
- Minimize stream crossings to protect valuable and fragile riparian habitat.
- Place trails to outside edge of existing riparian buffer. Ideally, plant upland side of buffer to provide eventual forest 'experience' on both sides while expanding buffer (win/win).
- Walk the site (or alignment) with a qualified biologist that is knowledgeable about habitat connectivity. A biologist can point out important habitat features and help identify trail routes and design considerations to avoid problems for wildlife.
- When trails are routed through poor-quality habitat, pair them with habitat restoration to get the win. Look for opportunities to do this during master plan projects.
- Use already-disturbed areas to locate trails and amenities, for example, where skid trails from previous logging operations occur in forests.
- Avoid wetlands; do not try to permit trails here. Consider wetland connectivity and wetland-upland habitat connectivity. Although it may be possible to obtain permits for trails in wetlands, it is not a good idea. Many species, like frogs and turtles, require both wetland and upland areas. Retaining habitat connections between these areas is essential for them. If a trail alignment must go between a wetland and adjacent uplands, provide connectivity (i.e. raising the trail, boardwalk, culvert, small bridge etc). Consult a

biologist for connectivity type (example: tree frogs have been documented to avoid small dark culverts as predator avoidance behavior).

- Consider arboreal connectivity in trail design. Maintaining canopy cover over the trail (canopies from different trees touching) is important for arboreal species like the Northern Flying Squirrel and also maintains shade and moisture level at the forest floor.
- Look at slopes and consider cross-slope steepness. Keep an eye on soil types and their erodibility. There is information available from DOGAMI (Oregon Dept. Geology and Mineral Industries). Both Lidar layers and Lidar based topography provide accurate estimates of slope. These resources should be consulted early in the design process to identify both watershed and sub-basin boundaries and slope issues.
- When trails are following streams, choose one side or the other and avoid the habitat destruction that comes with multiple stream crossings. Place trails away from streams and provide occasional near-stream touchpoints or, if necessary, crossings to give trail users the experience of viewing water.
- Also when following streams, keep fish in mind – especially species listed under the Endangered Species Act. Trying to locate trails near waters with listed fish requires much more extensive permitting and negotiation with federal and state agencies. It is better to help the fish and the trail planners by avoiding impacts.
- Secure wide (deep) trail easements along streams to protect habitat and enable placing the trails farther away from the water. Specifically, easements adjacent to streams should include the waterway, a habitat-enhancing buffer, and the trail alignment. This will avoid conflicts later.
- Consider the trail user experience needed, for example, many (most?) users may be just as content in a bigleaf maple forest (common habitat) as in Oregon white oak habitat (rare and fragile habitat). When routing in an area with sensitive habitats, place trails in less-sensitive areas that provide equivalent experiences.
- Consider small animals and their limited ability to move through some situations. For example, switchbacks with high walls may be impossible for small animals to navigate cross-wise and they may not be able or willing to follow the trail due to lack of cover for hiding from predators, drying out from lower moisture, hot surface, or sun exposure, or other factors.
- Trail construction materials – consider the toxicity and lifespan in addition to cost when choosing between asphalt and concrete.
- When considering easements for trails in undeveloped areas that will be developed in the future, align the trail upland in order to secure some upland forest that might otherwise be developed (win/win).

Mt. Scott/Scouter Mountain Trail Alignment Analysis

The detailed comments that follow refer to specific areas highlighted on the attached map. There are two trail layers depicted on the map. A pale yellow layer is the one that was reviewed by the natural resources stakeholder group. A second layer, "MSSM_Trails_711", overlays the pale yellow layer and shows potential segments by mode, but omits some segments that were reviewed. The previous (yellow) layer is retained for this evaluation because stakeholder discussions and analysis of Regional Conservation Strategy (RCS) data include important opportunities and concerns that would be lost if only "MSSM_Trails_711" were used for this discussion.

The Intertwine's RCS data are based on expert opinion (biodiversity corridors) and modeling work (riparian and upland habitat priorities). They reflect the most current understanding of wildlife and habitat needs for the region. Priority riparian and upland habitats are those of greatest conservation value and concern.

Many existing and potential trail segments are drawn in and through important riparian habitat. Examples of existing trails with riparian habitat impacts include the Springwater Trail near I-205 and connections into Mt. Talbert from Sunnyside Road, as well as a multi-modal segment west of 129th and north of Sunnyside. Considering the impacts of these existing trail segments, *new trails should be routed outside priority habitat or sited at the outer edges of degraded riparian areas and coupled with habitat restoration.*

The RCS' upland priority habitats typically are fragmented with straw trail alignments. This is not surprising, since these habitat patches are undeveloped and provide off-street trail opportunities, as well as some of the highest quality trail user experiences. Because urban habitats tend to be highly fragmented, conservation efforts tend to focus on avoiding further fragmentation and restoring large patches. *To provide good trail user experience with minimal damage to priority habitat, route trails to the edge (e.g., regional trail at Mt. Talbert) or use existing disturbed areas (e.g., skid roads at Buttes NA and existing road at Scouter Mountain NA).*

A: Veterans Creek and Lincoln Memorial Cemetery

- ensure coordination w/ agency. connect through culverts*
1. Coordinate design and construction with Portland BES. Veterans Creek is a high-priority cold water source for Johnson Creek and could provide habitat for salmonids. Two other small tributaries are currently piped through this area (entering with Veterans on the south side of Johnson Creek): Indian Creek crosses under Knapp St at SE 100th, then runs parallel to Knapp on the north side of the street; Cottonwood Creek is parallel to I-205, joining Veterans' Creek south of Mt Scott Blvd.

2. Sensitive amphibians (red-legged frogs) use ponds at Veterans Creek. The trail alignment should be planned to avoid disrupting the connection between ponds and riparian forest.
3. The segment along Veterans Creek between SE Knapp Street and 101st is narrow and fragmented habitat. The riparian area and stream bed have recently been the subject of extensive habitat restoration treatments. Land use and ownership are such that the placement of a trail alignment into this stream and riparian area is impractical. The hill slope adjacent to the stream is such that construction of a trail would require unacceptable impacts to tree canopy and excavation of trail bed. Thus, the alignment should be restricted to the street right-of-way.

B: Springwater Trail – Buttes NA Connection

1. There is an opportunity to improve wildlife crossing conditions across Foster Road if trail improvements are implemented at the linkage of the Springwater Corridor and Buttes NA at Foster Road.
2. The connection from Foster Road to Buttes Natural Area requires a crossing of Johnson Creek, a priority riparian habitat. Alignment should be perpendicular to the creek and the trail should exit the riparian zone as quickly as possible. Place the crossing in a degraded area if possible and couple with habitat restoration. A crossing via the Cedar Covered Bridge may be the best option.
3. Trail alignment in this area would work best at Deardorff Road, combined with habitat restoration. Buttes NA drops steeply to Johnson Creek and slopes are unstable. Also, the alignment shown is through a wetland that should be avoided.

C: Buttes Natural Area

1. Buttes NA is an important habitat block and with Johnson Creek it provides connections among Mt. Scott, Powell Butte, Clatsop Butte and Scouter Mountain, among other important habitat areas. This connection is critical for Red Legged Frogs which are breeding in the Johnson Creek Riparian area and exploiting the forested uplands.
2. Look for opportunities to place trails along skid roads and other places where habitat is already disturbed.
3. Minimize pedestrian trail impacts by locating trails to the perimeter of the natural area.
4. There is an opportunity to improve wildlife crossing conditions at the pedestrian crossing of Clatsop Street to the south of Buttes NA.
5. Minimize waterway crossings by seeking alignments along ridgelines.

D: Foster Road

1. The road is in priority riparian habitat. Additional development in this riparian zone (i.e., widening for bike lanes) should be avoided.

E: 162nd from Foster Road to Clatsop Street

1. There are multiple intersections with priority riparian habitat here.
2. Locate the trail to the opposite side of the street from the stream to avoid carving into the narrow strand of remaining riparian habitat.
3. Where the trail segment crosses the stream south of Clatsop, there may be opportunities to improve riparian habitat and habitat connectivity with careful trail design, construction and native plantings.
4. There are multiple intersections with priority riparian habitat here. Locate the trail to the opposite side (west) of the street from the stream to avoid carving into the narrow strand of remaining riparian habitat. There is a very steep slope down from 162nd to the stream.
5. Where the trail segment crosses the stream south of Clatsop, there may be opportunities to improve riparian habitat and habitat connectivity with careful trail design, construction and native plantings; the culvert under 162nd south of Clatsop is a passage barrier for fish. Lamprey and red-legged frogs have both been observed downstream of this crossing.

F: South of Clatsop between 147th and 152nd (partial connector for Buttes and Scouter)

1. A biodiversity corridor here provides an opportunity for securing a wide trail easement and coupling it with habitat restoration to improve and protect user experience and benefit wildlife.
2. 152nd is an unimproved road and is failing.
3. There is red-legged frog habitat at risk from pending development in this area and a wide trail easement could help protect their habitat.
4. This section of 152nd is located in priority riparian habitat. Optimal trail alignment and design includes the most direct route possible across the stream and out of the priority habitat, located in a degraded area and coupled with habitat restoration.
5. This area is also a priority upland habitat with opportunities for restoration to improve its wildlife value.
6. If the bicycle route through the Gentemann parcel is pursued, there may be an opportunity to improve habitat connectivity across the road with careful design. This route involves multiple stream crossings, and there are very steep slopes on both sides of Vradenburg Rd.

G: Scouter Mountain area

1. Bike route option for SE 145th is preferable to the straw route shown for Vradenburg, unless habitat restoration is done for upper Rock Creek as part of the trail work.
2. The connector between Vradenburg Road and SE 155th would force a unnecessary connection between two closely parallel alignments. This connector require two stream connections and an alignment on severely steep slopes. There appears to be an ideal potential to develop an alignment entirely west of the Mitchell Creek South Fork.
3. There is an opportunity to couple trail construction with habitat restoration and ultimately provide a better user experience by relocating the bike segment from Vradenburg to the east between 172nd and Foster Road. If a wide trail easement were acquired along this stretch of Rock Creek, habitat restoration could improve high-priority riparian habitat and provide off-street cycling for trail users.
4. Unstable soils and considerable habitat restoration needs on the north slope of Scouter Mountain make this a challenging location for trail placement. Trail design and construction would need to consider the slope instability. An alternate alignment may be preferred.
5. Habitat fragmentation from trail construction on Scouter Mountain could be reduced by minimizing the trail width and retaining tree canopy.
6. Off street trail route between Scouter Mountain and Pleasant Valley/Rock Creek – presently aligned in priority riparian and upland habitats. Locating alignments upslope from creek drainages and to the edges of the habitat blocks would reduce negative impacts.

H: Lower Rock Creek

1. This segment is shown in priority riparian habitat along most of its length, with multiple stream crossings possible. Work to follow one side of the creek or the other, with minimal stream crossings that would allow trail users to see the water occasionally.
2. The segment also bisects priority upland habitat. Acquisition of a wide (or deep) area for the trail and locating it away from the creek would conserve the priority upland habitat and its connection to the riparian zone.
3. North of Sunnyside Road, the trail could be coupled with important habitat restoration by acquiring a relatively wide easement, locating the trail to the upland edge of the easement and planting the area in between.
4. South of Sunnyside Road, the multiple stream crossings shown on the straw alignment are problematic and could be addressed by minimizing crossings, locating the trail as far from the stream as possible for the rest of its length, and restoring habitat to improve conditions in the riparian zone and for trail users.

I: Power line corridor at 142nd

1. This alignment would place the trail directly through an important habitat connector. If possible to route the trail closer to 142nd or at least to the edge of the power line corridor that would reduce fragmentation; if the trail easement is wide and construction is coupled with habitat restoration such as shrub and wildflower plantings, it would benefit wildlife and trail users.
2. The power line corridor near 142nd is located roughly in the middle of a high priority upland habitat area. Introducing human disturbance (or additional disturbance) into this area is problematic for wildlife. If this segment is pursued, locating the trail as close to the habitat edge as possible will reduce negative impacts. Design features such as screening shrubs are compatible with power line management and can reduce wildlife disturbance.
3. There is priority riparian or wetland habitat at the power line corridor and immediately to the west in the vicinity of 142nd south of Sunnyside. Many species require upland-wetland habitat connectivity, and locating the trail on 142nd or to the east side of the power line corridor would avoid or minimize the loss of this connection.
4. Rock Creek's confluence with the Clackamas River – important connectivity for wildlife and for fish. Avoid the conceptual alignment shown and connect to the west, perhaps at 122nd. The straw alignment is drawn without regard to cliffs, steep slopes, etc. at the oxbow there.
5. Opportunity to improve wildlife crossing conditions at Sunnyside Road if trail improvements occur here.

J: Mt. Talbert/Camp Withycombe area

1. The stakeholders recommended routing the trail away from Mather Road and closer to I-205, coupled with Sunrise Corridor work by ODOT. There is a biodiversity corridor in that area, which reinforces the stakeholders' recommendation. An alignment routed in that area brings the opportunity to couple habitat improvements with trail work.
2. Trail relocation to the south and west of Mt. Talbert could provide opportunities to benefit priority riparian habitat by acquiring trail easements in priority areas and improving habitat with careful design and construction. This could also improve trail connections with the Sunnyside area.
3. The segment from 142nd to 122nd and Mt. Talbert includes an alignment through a narrow strand of high priority upland habitat. Negative habitat impacts could be reduced by locating the trail closer to highway 212/224, 82nd Avenue and Lawnfield Road. Well-constructed native landscaping could improve habitat connectivity and trail user experience while avoiding the Mather Road crossing.

4. If a pedestrian crossing at Mather Road is pursued, incorporate wildlife-friendly crossing design.
5. If the trail is located along the Sunrise Corridor, there are multiple opportunities to improve wildlife crossing conditions there and link them with priority riparian and biodiversity corridor habitats.

K: Mt. Scott Blvd. at Ridgecrest and Idleman

1. The small strand of habitat connectivity at this trail segment should be preserved and the pedestrian trail routed to the outside of the habitat, since it is a small patch without other nearby wildlife routes.

Conclusion

These comments and suggestions are intended to encourage the conservation of regional biodiversity while providing opportunities for people to enjoy and appreciate nature. *Careful choice of trail placement is the single most important factor in achieving these dual objectives.* Once alignments are selected, the acquisition of strategic wide swaths can minimize negative impacts or even provide for habitat improvements. Wider trail sections also provide greater ability to design and implement native plantings that provide good user experience as well as habitat value. The Regional Conservation Strategy is a useful tool for identifying these opportunities. Stakeholder expertise coupled with analysis of RCS data can help trail planners avoid conflicts later in the process.

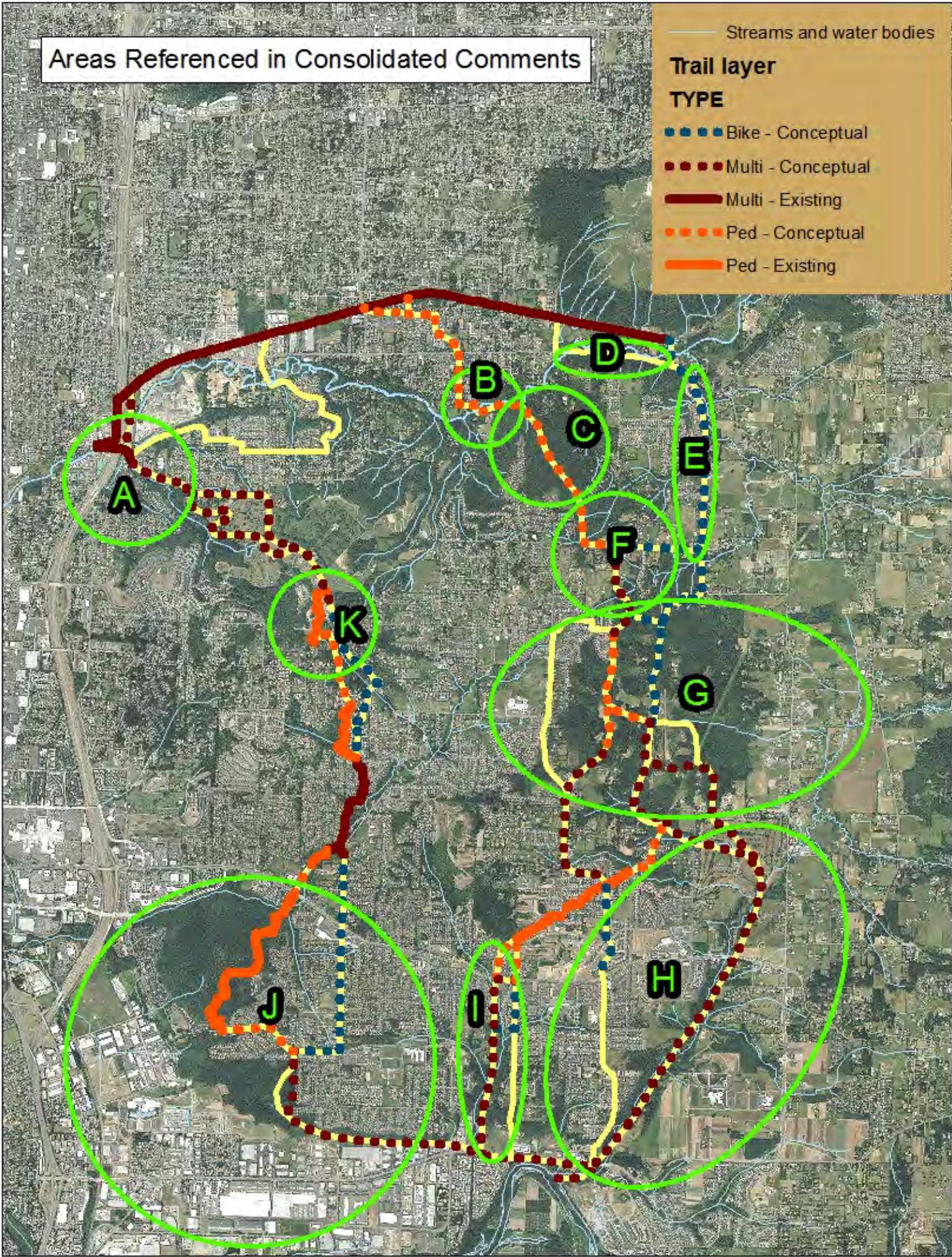
Areas Referenced in Consolidated Comments

Streams and water bodies

Trail layer

TYPE

- Bike - Conceptual
- Multi - Conceptual
- Multi - Existing
- Ped - Conceptual
- Ped - Existing



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APPENDIX G

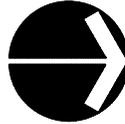
Alignment Detail Outside Right-of-Way



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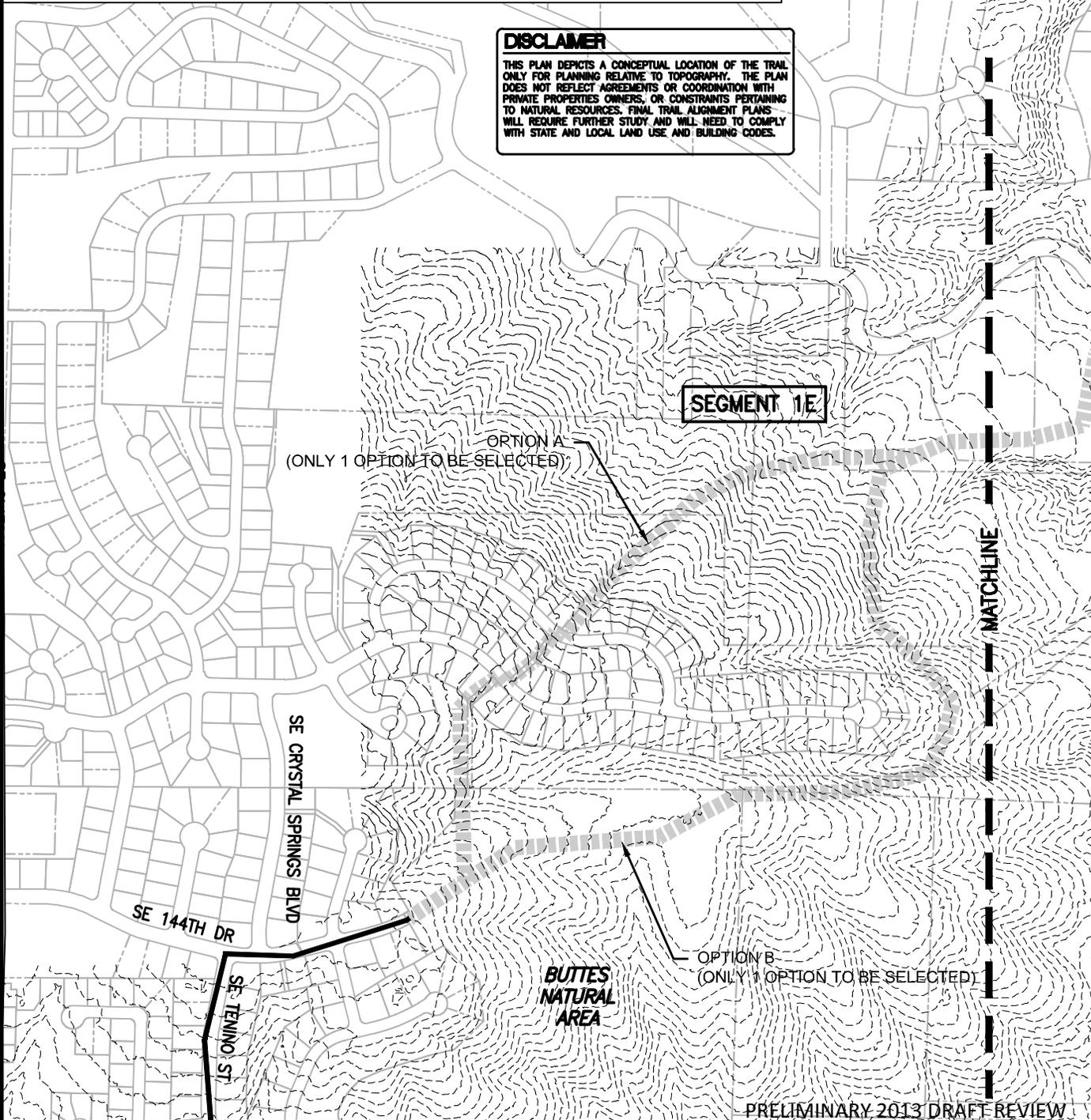
LEGEND

-  TRAIL OUTSIDE RIGHT-OF-WAY
-  TRAIL INSIDE RIGHT-OF-WAY
-  EXISTING TRAIL OUTSIDE R.O.W.
-  TRAIL SEGMENT LIMIT



DISCLAIMER

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PRELIMINARY 2013 DRAFT REVIEW

Mt. Scott/Scouter Mt. Trail Loop

TOPOGRAPHY OF THE CONCEPTUAL TRAIL LOCATION

Contour Interval: 10 feet

SEGMENT 1

SPRINGWATER CORRIDOR TO SE CLATSOP STREET

Otak, Inc

Alta Planning + Design

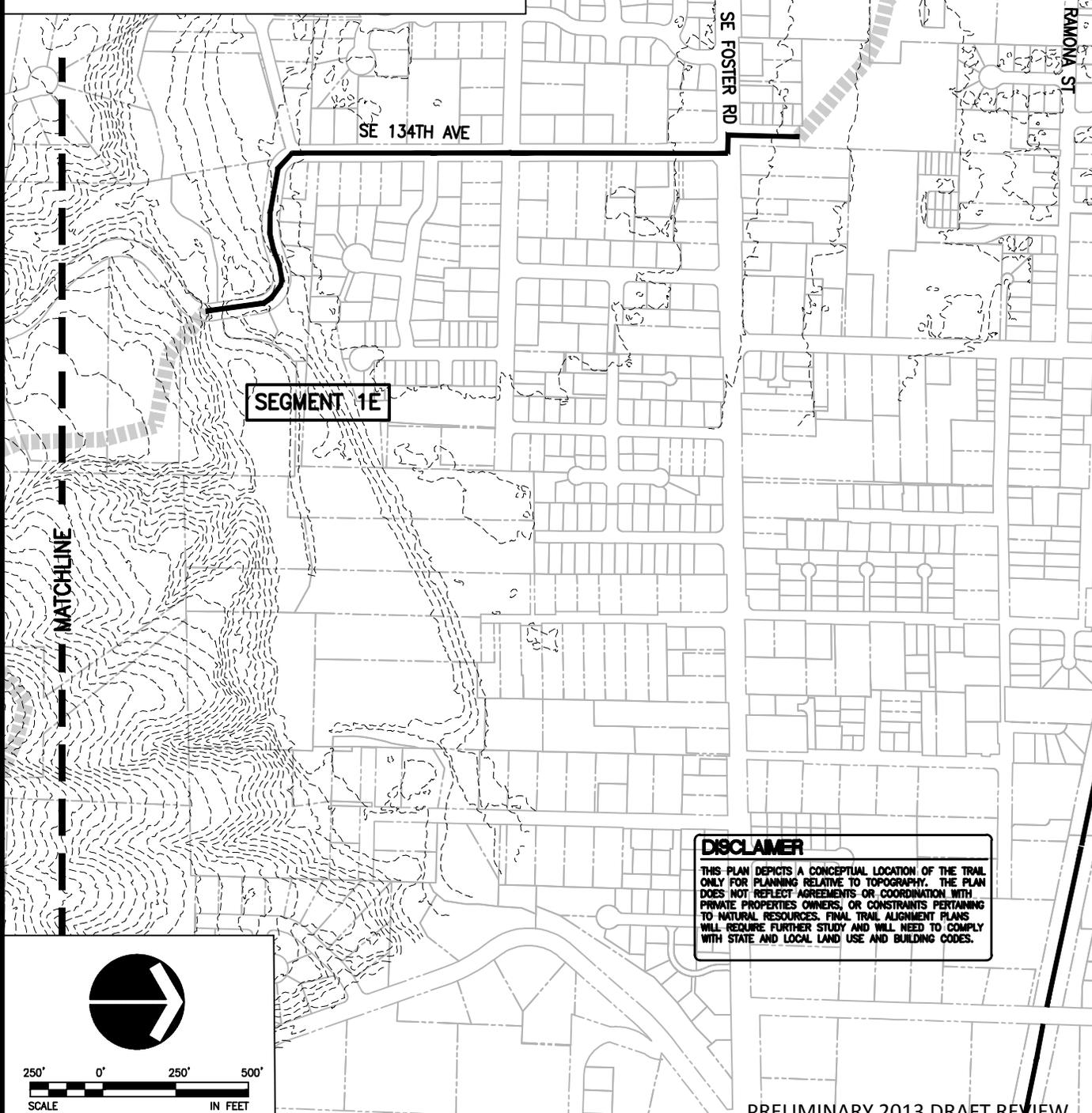
1 OF 2

Metro
The Intertwine
Clackamas County
City of Happy Valley
Portland Parks & Recreation
North Clackamas Parks & Recreation District

Plotted: Apr 14, 2013 - 12:55pm
 davidh L:\Project\16000\16088\Dwg\16088S100-8x11.dwg Layout Name: Plan

LEGEND

-  TRAIL OUTSIDE RIGHT-OF-WAY
-  TRAIL INSIDE RIGHT-OF-WAY
-  EXISTING TRAIL OUTSIDE R.O.W.
-  TRAIL SEGMENT LIMIT



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PRELIMINARY 2013 DRAFT REVIEW

Mt. Scott/Scouter Mt. Trail Loop

TOPOGRAPHY OF THE CONCEPTUAL TRAIL LOCATION

SEGMENT 1
 SPRINGWATER CORRIDOR TO SE CLATSOP STREET

Contour Interval:
 10 feet

Metro
 The Intertwine
 Clackamas County
 City of Happy Valley

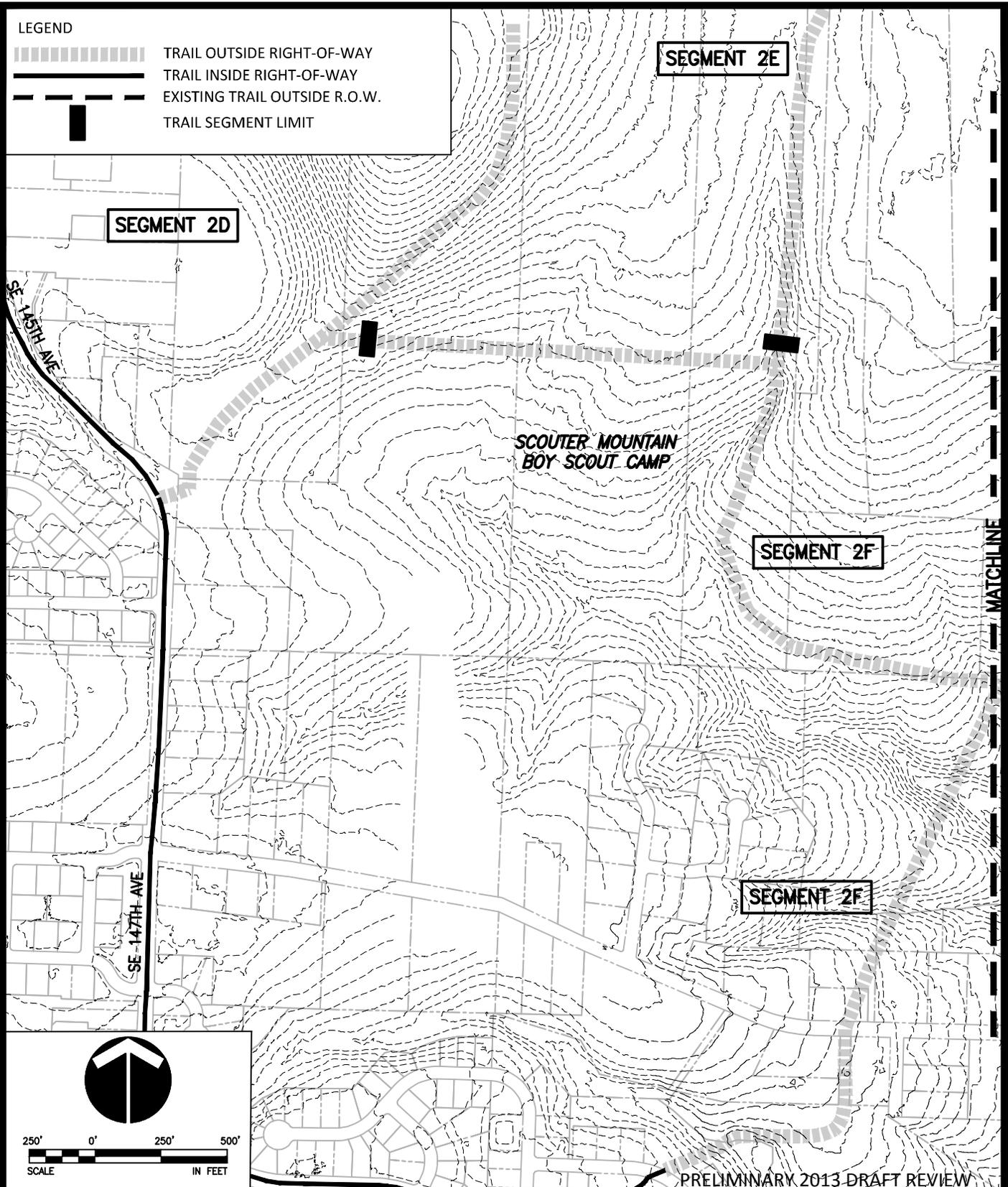
Portland Parks & Recreation
 North Clackamas Parks & Recreation District

Otak, Inc
 Alta Planning + Design

Plotted: Apr 14, 2013 - 12:53pm
 davidh L:\Project\16000\16088\Dwg\P16088S100-8x11.dwg Layout Name: Plan

LEGEND

-  TRAIL OUTSIDE RIGHT-OF-WAY
-  TRAIL INSIDE RIGHT-OF-WAY
-  EXISTING TRAIL OUTSIDE R.O.W.
-  TRAIL SEGMENT LIMIT



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 davidh
 Apr 14, 2013 - 12:17pm

Mt. Scott/Scouter Mt. Trail Loop

TOPOGRAPHY OF THE CONCEPTUAL TRAIL LOCATION

Contour Interval:
10 feet

SEGMENT 2

SE CLATSOP STREET TO FORMER VALLEY GOLF CLUB

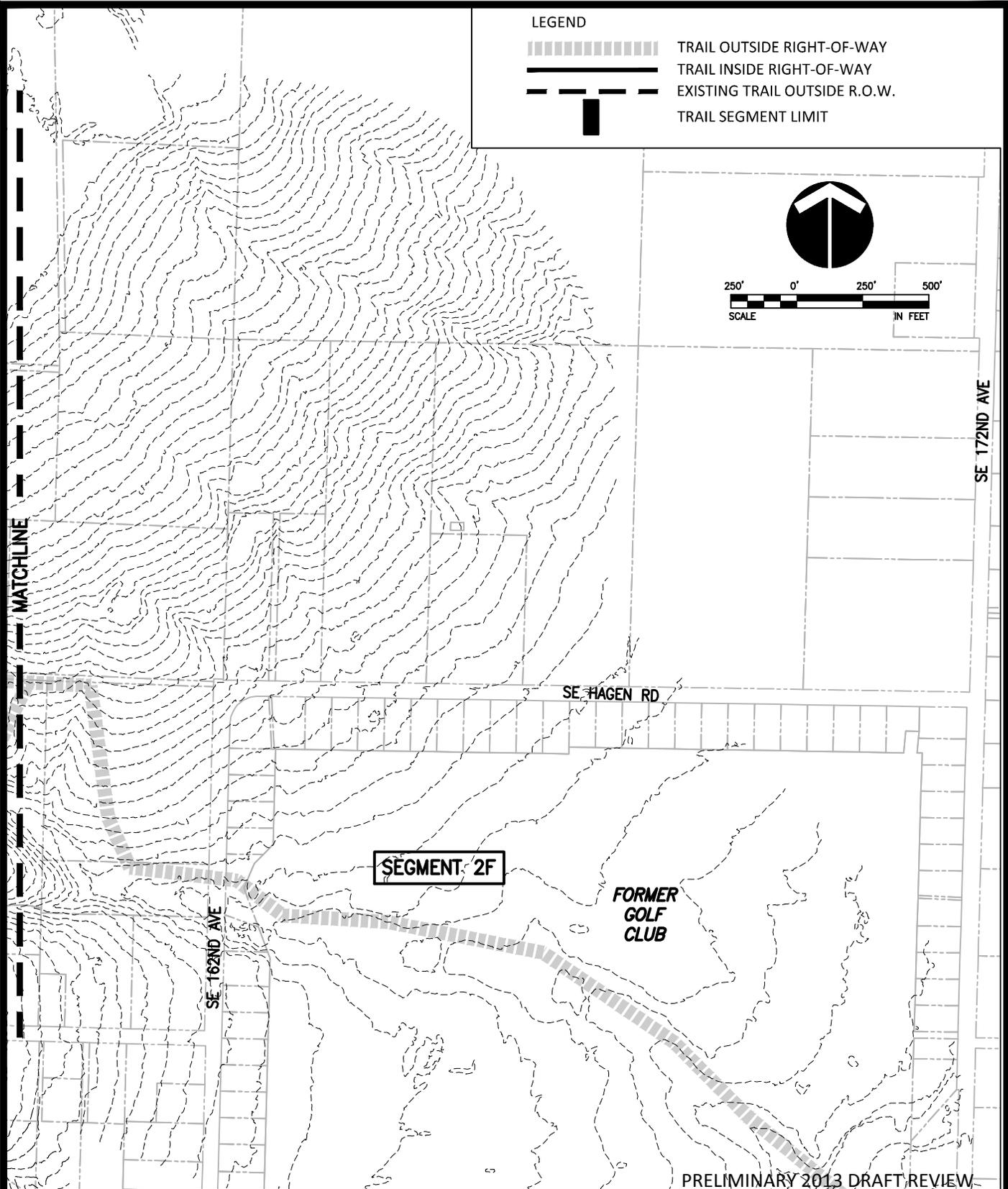
Otak, Inc

Alta Planning + Design

1 OF 2

Metro
The Intertwine
Clackamas County
City of Happy Valley
Portland Parks & Recreation
North Clackamas Parks & Recreation District

Plotted: Apr 14, 2013 - 12:16pm davidh L:\Project\16000\16088\Dwg\16088S200-8x11.dwg Layout Name: Plan



Mt. Scott/Scouter Mt. Trail Loop

TOPOGRAPHY OF THE CONCEPTUAL TRAIL LOCATION

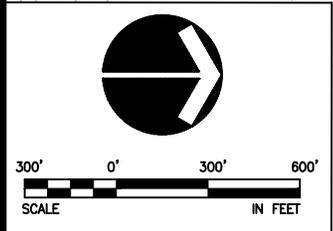
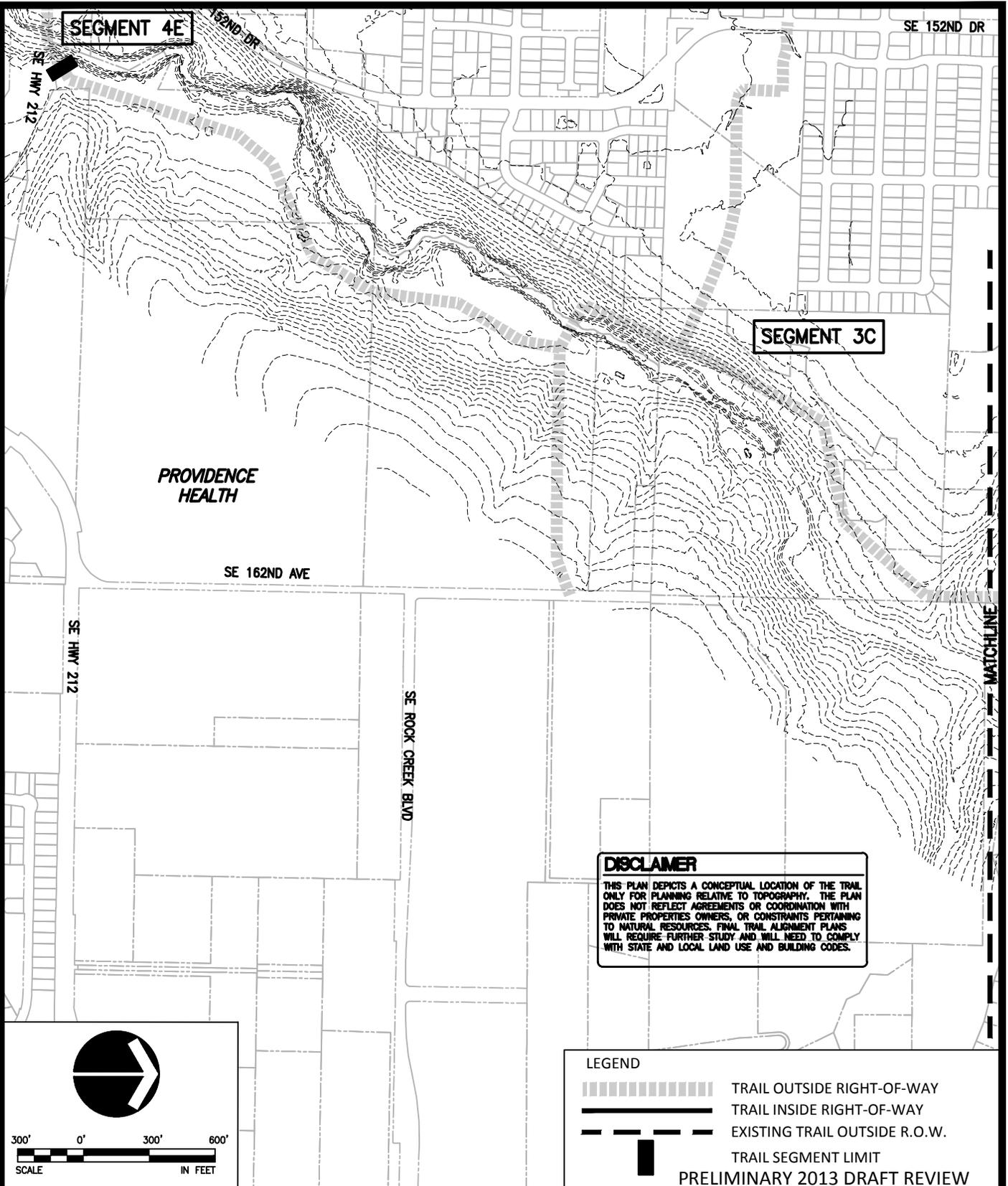
Contour Interval: 10 feet

SEGMENT 2
SE CLATSOP STREET TO FORMER VALLEY GOLF CLUB

Metro
The Intertwine
Clackamas County
City of Happy Valley
Portland Parks & Recreation
North Clackamas Parks & Recreation District

Otak, Inc
Alta Planning + Design

Plotted: Apr 14, 2013 - 12:52pm
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Layout Name: Plan
davidh



LEGEND

- Trail Outside Right-of-Way (dashed line)
- Trail Inside Right-of-Way (solid line)
- Existing Trail Outside R.O.W. (dashed line with cross-ticks)
- Trail Segment Limit (thick black bar)

PRELIMINARY 2013 DRAFT REVIEW

Mt. Scott/Scouter Mt. Trail Loop

TOPOGRAPHY OF THE CONCEPTUAL TRAIL LOCATION

Contour Interval: 10 feet

Otak, Inc

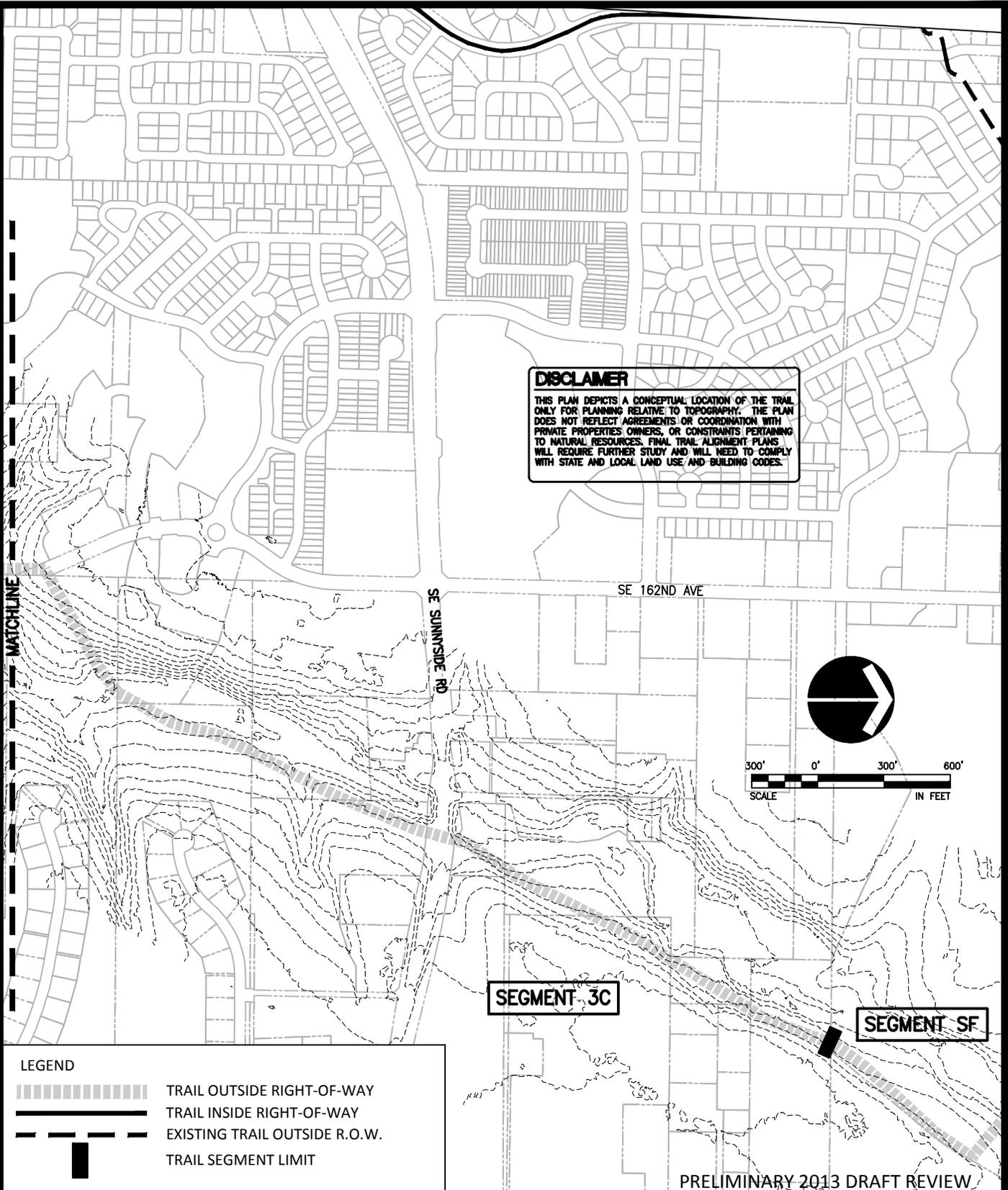
Alta Planning + Design

SEGMENT 3
FORMER GOLF CLUB TO CLACKAMAS RIVER VIA ROCK CREEK

1 OF 2

Metro
The Intertwine
Clackamas County
City of Happy Valley
Portland Parks & Recreation
North Clackamas Parks & Recreation District

Plotted: Apr 14, 2013 - 12:51pm
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Layout Name: Plan
davidh



Mt. Scott/Scouter Mt. Trail Loop

TOPOGRAPHY OF THE CONCEPTUAL TRAIL LOCATION

Contour Interval: 10 feet

SEGMENT 3
FORMER GOLF CLUB TO CLACKAMAS RIVER VIA ROCK CREEK

Metro
The Intertwine
Clackamas County
City of Happy Valley
Portland Parks & Recreation
North Clackamas Parks & Recreation District

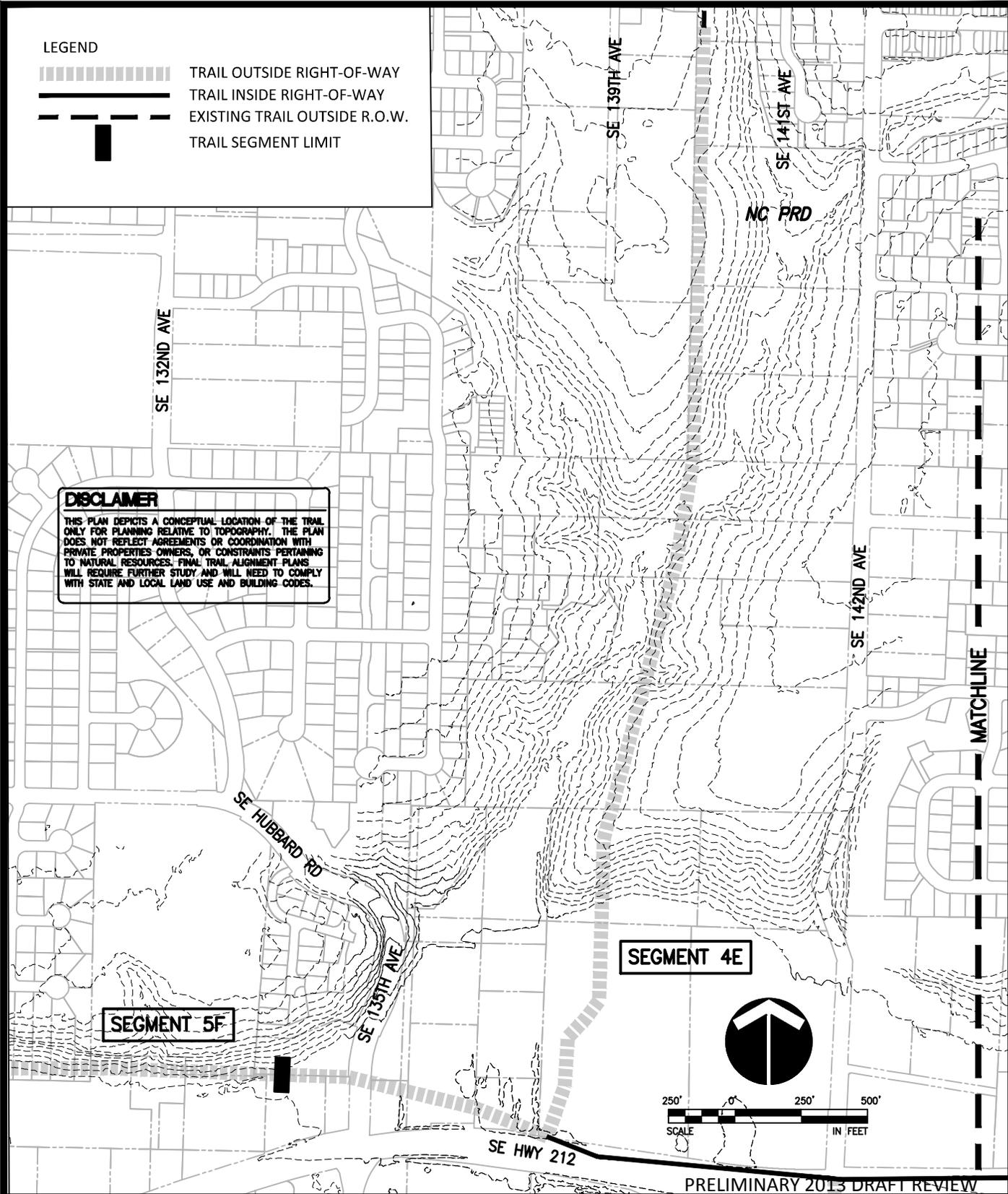
Otak, Inc
Alta Planning + Design

LEGEND

-  TRAIL OUTSIDE RIGHT-OF-WAY
-  TRAIL INSIDE RIGHT-OF-WAY
-  EXISTING TRAIL OUTSIDE R.O.W.
-  TRAIL SEGMENT LIMIT

DISCLAIMER

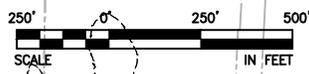
THIS PLAN DEPICTS A CONCEPTUAL LOCATION OF THE TRAIL ONLY FOR PLANNING RELATIVE TO TOPOGRAPHY. THE PLAN DOES NOT REFLECT AGREEMENTS OR COORDINATION WITH PRIVATE PROPERTIES OWNERS, OR CONSTRAINTS PERTAINING TO NATURAL RESOURCES. FINAL TRAIL ALIGNMENT PLANS WILL REQUIRE FURTHER STUDY AND WILL NEED TO COMPLY WITH STATE AND LOCAL LAND USE AND BUILDING CODES.



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 davidh
 Plotted: Apr 14, 2013 - 12:49pm

SEGMENT 4E

SEGMENT 5F



PRELIMINARY 2013 DRAFT REVIEW

Mt. Scott/Scouter Mt. Trail Loop

TOPOGRAPHY OF THE CONCEPTUAL TRAIL LOCATION

SEGMENT 4

POWERLINE CORRIDOR TO HIGHWAY 212 VIA SIEBAN DRAINAGE

Contour Interval:
10 feet

Otak, Inc

Alta Planning + Design

1 OF 2

Metro
The Intertwine
Clackamas County
City of Happy Valley
Portland Parks & Recreation
North Clackamas Parks & Recreation District

LEGEND

-  TRAIL OUTSIDE RIGHT-OF-WAY
-  TRAIL INSIDE RIGHT-OF-WAY
-  EXISTING TRAIL OUTSIDE R.O.W.
-  TRAIL SEGMENT LIMIT

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MATCHLINE

SE 142ND AVE

WATER AUTHORITY

SEGMENT 4E

SEGMENT 3C

SE HWY 212

SE HWY 212

CLACKAMAS RIVER

PRELIMINARY 2013 DRAFT REVIEW

Mt. Scott/Scouter Mt. Trail Loop

TOPOGRAPHY OF THE CONCEPTUAL TRAIL LOCATION

SEGMENT 4

POWERLINE CORRIDOR TO HIGHWAY 212 VIA SIEBAN DRAINAGE

Contour Interval: 10 feet

Metro
The Intertwine
Clackamas County
City of Happy Valley

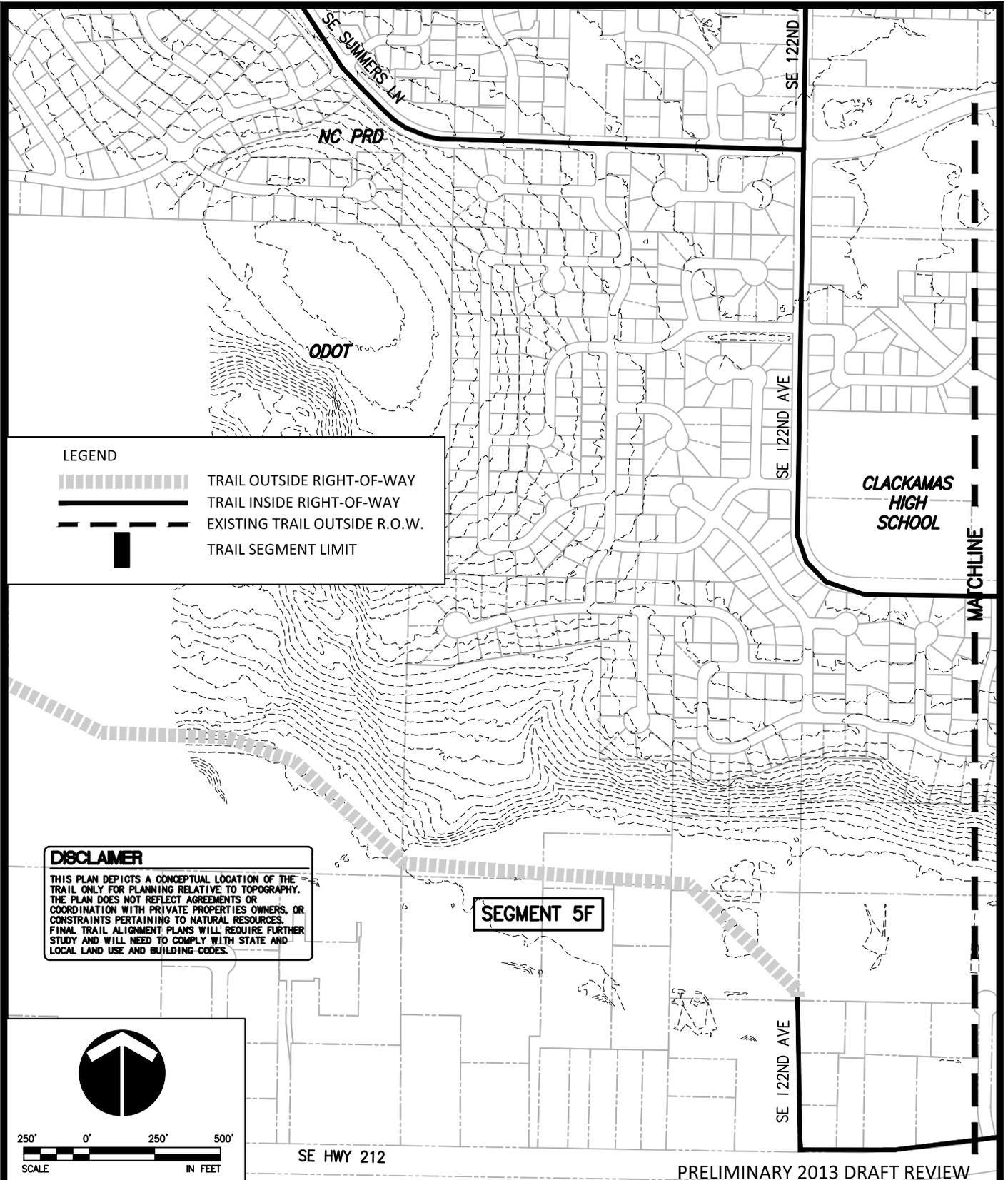
Portland Parks & Recreation
North Clackamas Parks & Recreation District

Otak, Inc

Alta Planning + Design

Plotted: Apr 14, 2013 - 12:48pm
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Plotted: May 22, 2013 - 2:42pm
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Layout Name: Plan
davidh



Mt. Scott/Scouter Mt. Trail Loop

TOPOGRAPHY OF THE CONCEPTUAL TRAIL LOCATION

SEGMENT 5

SIEBEN DRAINAGE TO MT. TALBERT and I-205

Contour
Interval:
10 feet

Otak, Inc

Alta Planning +
Design

1 OF 2

Metro
The Intertwine
Clackamas County
City of Happy Valley
Portland Parks & Recreation
North Clackamas Parks & Recreation District

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LEGEND

-  TRAIL OUTSIDE RIGHT-OF-WAY
-  TRAIL INSIDE RIGHT-OF-WAY
-  EXISTING TRAIL OUTSIDE R.O.W.
-  TRAIL SEGMENT LIMIT

MATCHLINE

CLACKAMAS HIGH SCHOOL

SE 132ND AVE

SE HUBBARD RD

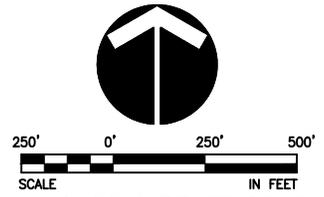
SE HUBBARD RD

SEGMENT 4E

SE 135TH AVE

SE HWY 212

SE HWY 212



PRELIMINARY 2013 DRAFT REVIEW

Mt. Scott/Scouter Mt. Trail Loop

TOPOGRAPHY OF THE CONCEPTUAL TRAIL LOCATION

Contour Interval: 10 feet

SEGMENT 5

SIEBEN DRAINAGE TO MT. TALBERT and I-205

Metro
The Intertwine
Clackamas County
City of Happy Valley

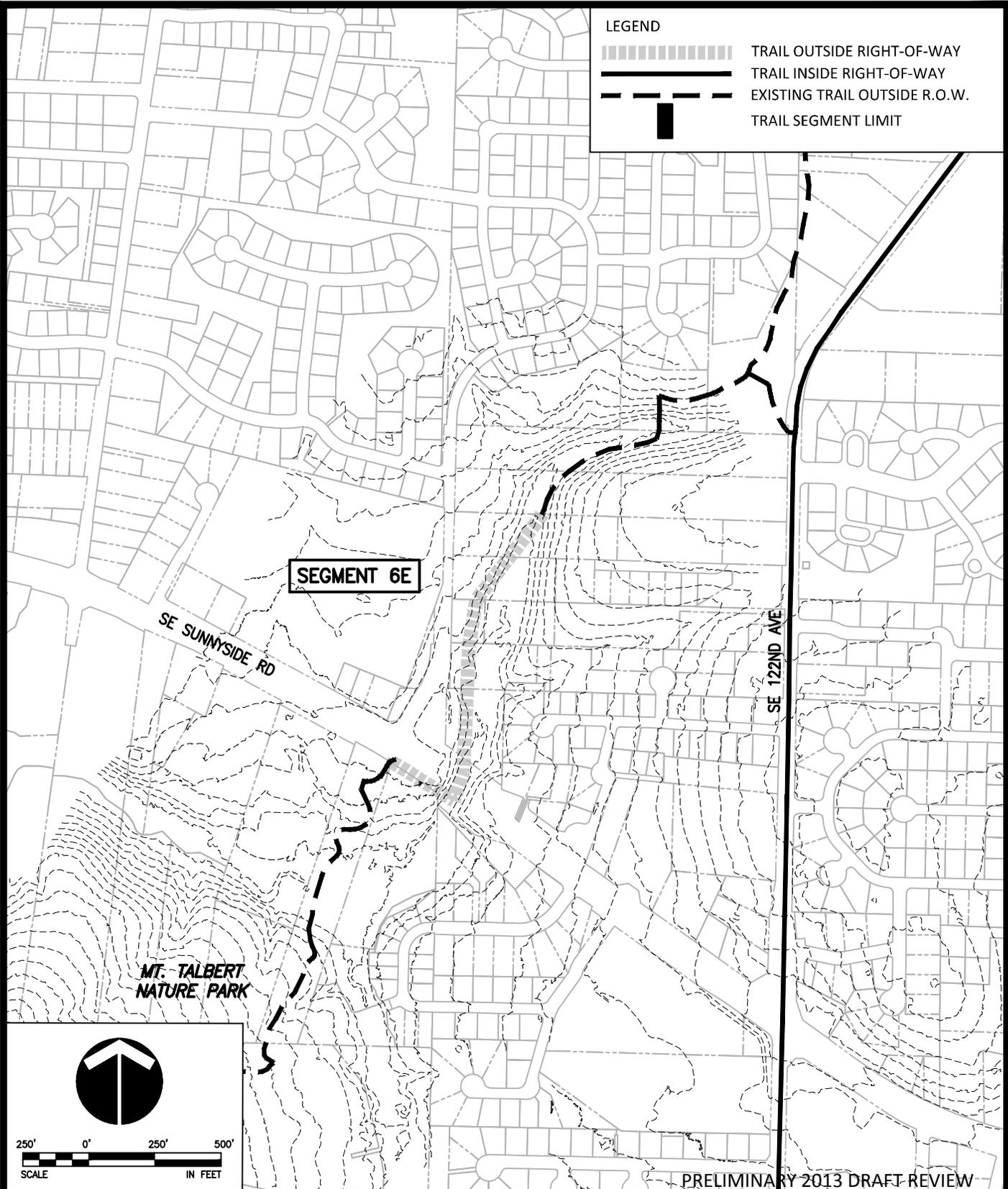
Portland Parks & Recreation
North Clackamas Parks & Recreation District

Otak, Inc

Alta Planning + Design

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Plotted: Apr 14, 2013 - 12:36pm davidh L:\Project\16000\16088\Dwg\16088S600-8x11.dwg Layout Name: Plan



Mt. Scott/Scouter Mt. Trail Loop

TOPOGRAPHY OF THE CONCEPTUAL TRAIL LOCATION

Contour Interval: 10 feet

SEGMENT 6
MT. TALBERT TO LINCOLN MEMORIAL

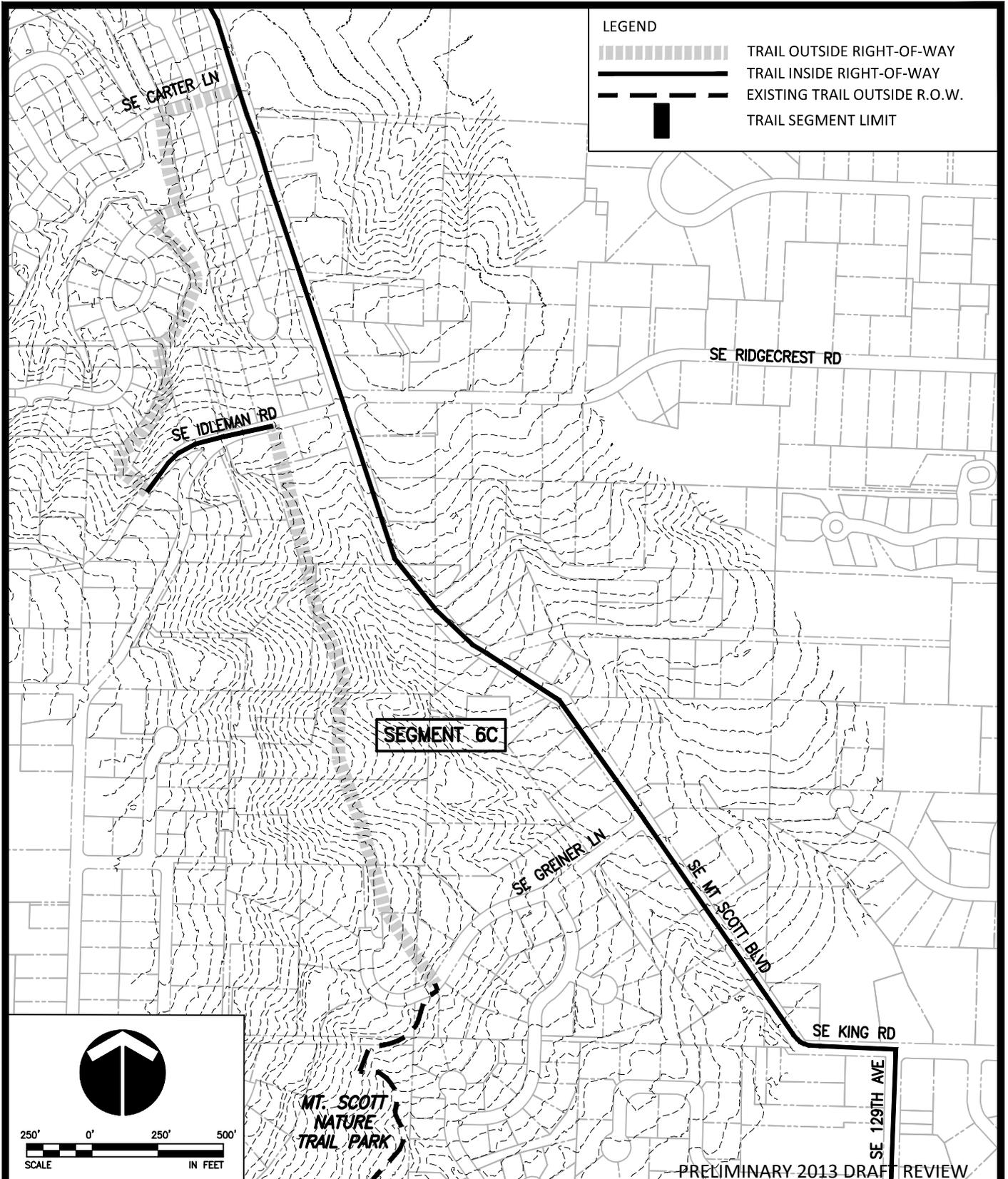
Otak, Inc

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1 OF 2

Metro
The Intertwine
Clackamas County
City of Happy Valley
Portland Parks & Recreation
North Clackamas Parks & Recreation District

Plotted: Apr 14, 2013 - 12:37pm
davidh L:\Project\16000\16088\Dwg\16088S600-Bx11.dwg Layout Name: Plan



Mt. Scott/Scouter Mt. Trail Loop

TOPOGRAPHY OF THE CONCEPTUAL TRAIL LOCATION

Contour Interval:
10 feet

SEGMENT 6

MT. TALBERT TO LINCOLN MEMORIAL

Otak, Inc

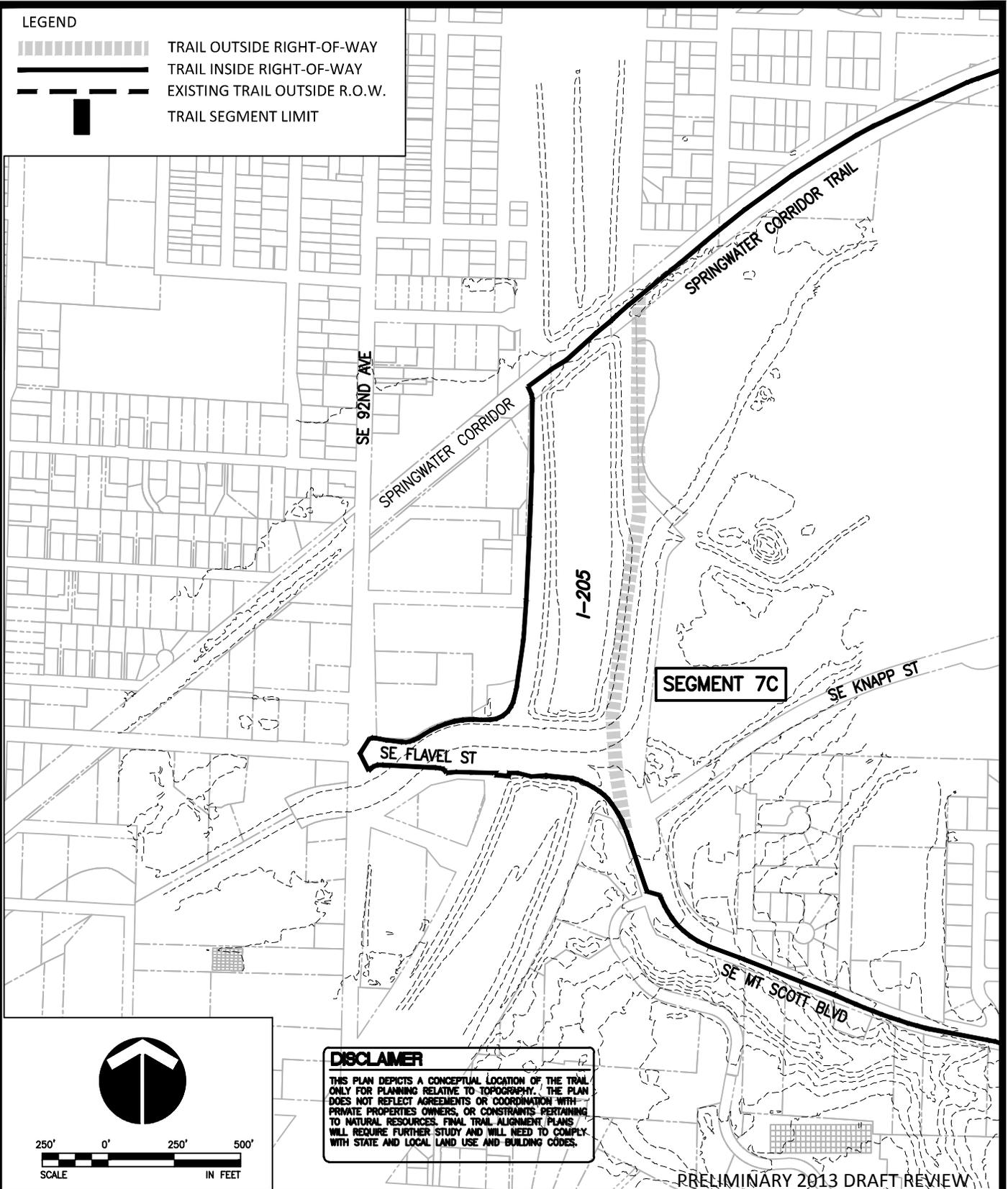
Alta Planning +
Design

2 OF 2

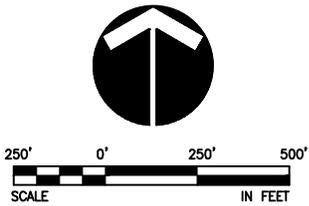
Metro
The Intertwine
Clackamas County
City of Happy Valley
Portland Parks & Recreation
North Clackamas Parks & Recreation District

LEGEND

-  TRAIL OUTSIDE RIGHT-OF-WAY
-  TRAIL INSIDE RIGHT-OF-WAY
-  EXISTING TRAIL OUTSIDE R.O.W.
-  TRAIL SEGMENT LIMIT



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PRELIMINARY 2013 DRAFT REVIEW

Mt. Scott/Scouter Mt. Trail Loop

TOPOGRAPHY OF THE CONCEPTUAL TRAIL LOCATION

Contour Interval: 10 feet

SEGMENT 7

LINCOLN MEMORIAL TO SPRINGWATER CORRIDOR

Metro
 The Intertwine
 Clackamas County
 City of Happy Valley

Otak, Inc

Alta Planning + Design

1 OF 1

North Clackamas Parks & Recreation District

Plotted: Apr 14, 2013 - 12:42pm
 davidh L:\Project\16000\16088\Dwg\P16088S700-8x11.dwg Layout Name: Plan

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APPENDIX H

The Intertwine Regional Trails Signage Guidelines (Excerpts)



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DRAFT

**THE
INTERTWINE**

**Regional Trails
Signage Guidelines**

February 03, 2012
Signage Guidelines DRAFT

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Forward

The intent of this project is to create a set of guidelines for implementing a comprehensive and consistent signing system throughout the multi-jurisdictional regional trail network to link natural areas with active transportation and recreational routes.

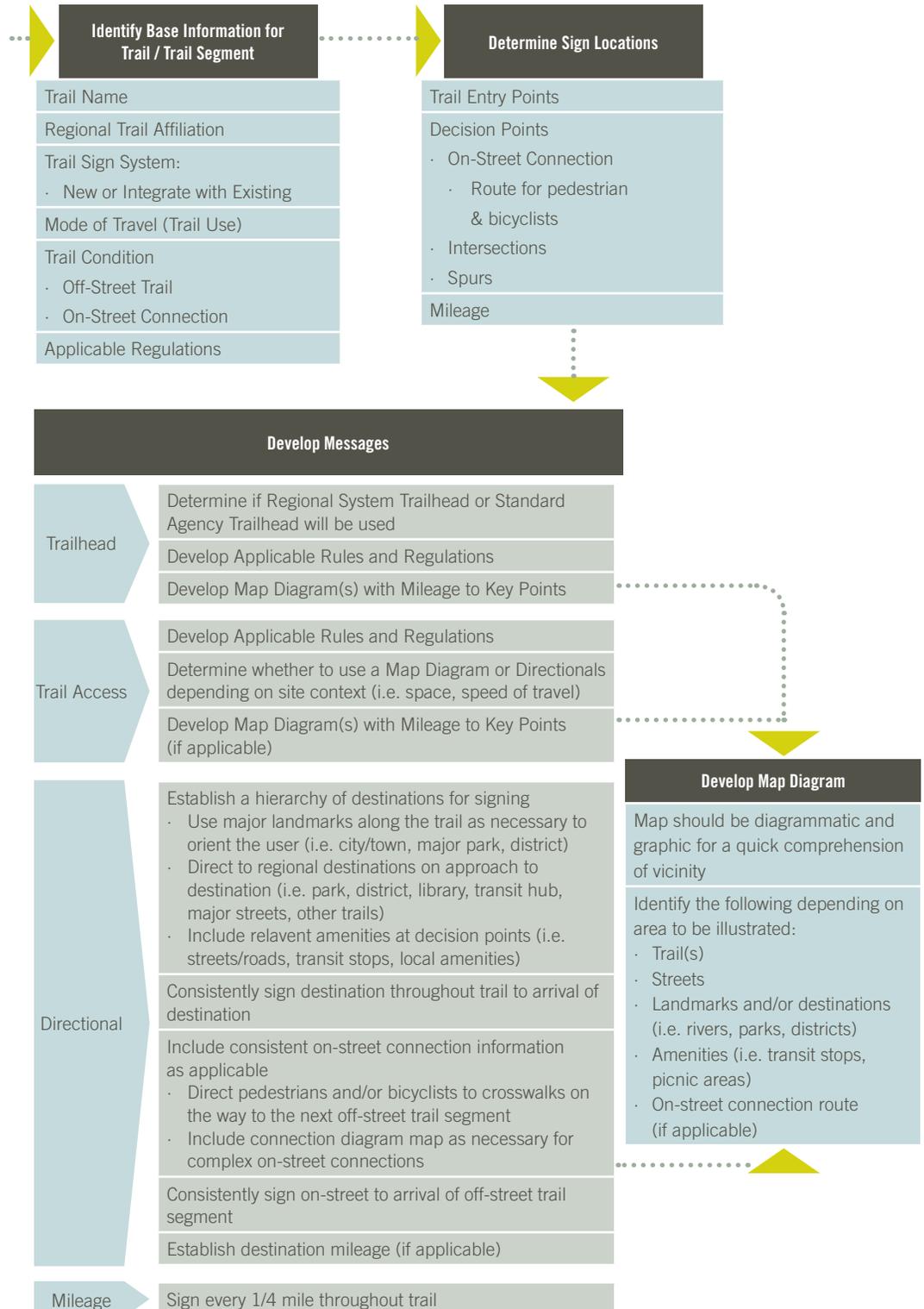
Using the Highway and Interstate sign system as a reference for consistent and familiar wayfinding across jurisdictions, the Regional Trail Signage illustrated in these guidelines is composed from a modular system of components to uniformly display directional and informational content.

http://theintertwine.org/sites/default/files/file_attachments/Intertwine%20Regional%20Trail%20Signage%20Guidelines.pdf

The Intertwine Park Providers:

City of Battle Ground	Oregon Parks & Recreation Dept.
City of Camas	Portland Parks & Recreation
City of Cornelius	City of Ridgefield
City of Durham	City of Sherwood
City of Fairview	City of Tigard
City of Forest Grove	City of Troutdale
Forest Park Conservancy	City of Tualatin
City of Gladstone	Tualatin Hills Parks & Recreation District
City of Gresham	Vancouver-Clark Parks & Recreation
City of Hillsboro Parks & Recreation	Washington County
Lake Oswego Parks & Recreation	City of Washougal
Metro	City of West Linn Parks & Recreation
North Clackamas Parks & Recreation Dept.	City of Wilsonville
Oregon City Parks & Recreation Dept.	City of Wood Village

Process Flow Chart for Signing a Regional Trail



2.02 Sign Family

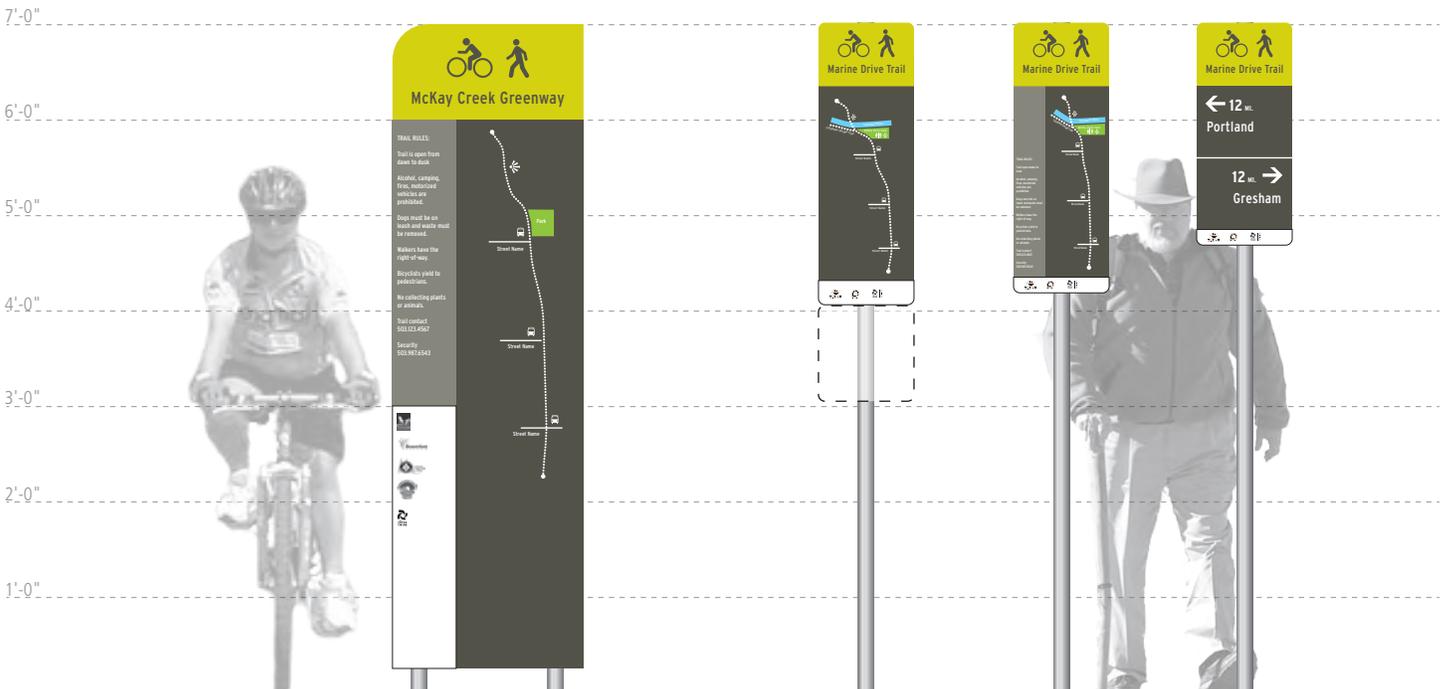
Off-Street Trail Signs

THE INTERTWINE: Regional Trails Signage Guidelines
February 03, 2012

DRAFT

Off-Street Trail Signs

Use these Sign Types along off-street trails in both urban or natural settings.



SIGN TYPE A: Trailhead

Trailhead Kiosks are located at major trailheads of a regional trail. Trailheads are distinguished from other trail access points by including a discrete space that may feature car parking, restrooms, staging areas or other features. This Sign Type includes a map diagram of the full length of the trail and the surrounding amenities as well as provides space for jurisdiction/partner logos and trail regulations.

SIGN TYPE B: Trail Access

Trail Access signs are located at all access points along a regional trail which are typically where the trail meets the street right of way. This Sign Type informs the user of the trail name and trail use and includes a diagrammatic map of the vicinity.

DRAFT



SIGN TYPE C: Off-Street Pedestrian-Only Trail

This Sign Type is used along a pedestrian-only Regional Trail off-street to direct to destinations along the trail and when exiting the trail.

SIGN TYPE D: Off-Street Multi-Use Trail

This Sign Type is used along a multi-use Regional Trail off-street to direct to destinations along the trail and when exiting the trail.

SIGN TYPE E: Mile Marker

This Sign Type is used to identify every 1/4 mile along a regional trail.

2.04 Sign Family

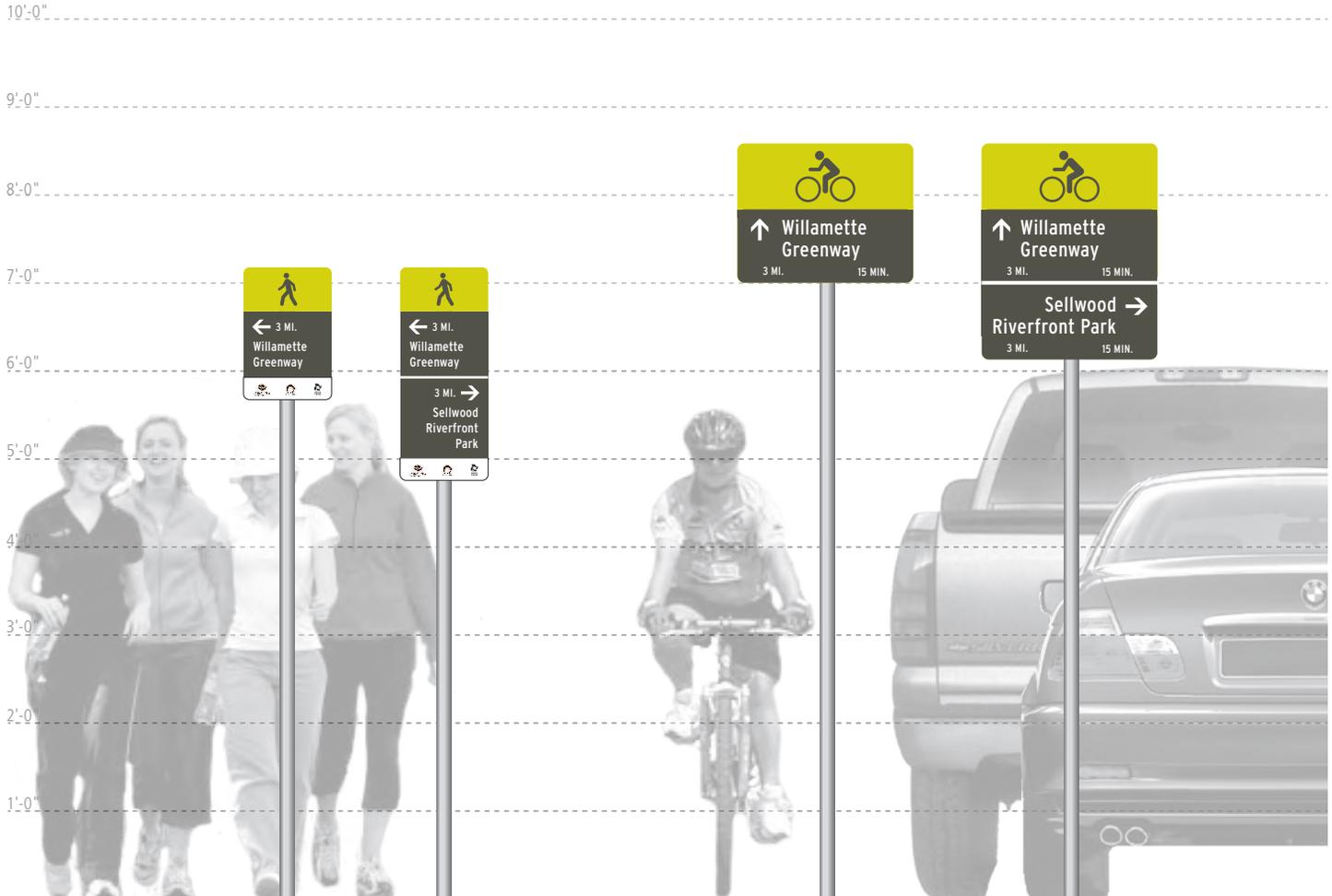
On-Street Connection Signs

THE INTERTWINE: Regional Trails Signage Guidelines
February 03, 2012

DRAFT

On-Street Connection Signs

Use these Sign Types along street rights-of-way that connect off-street trail segments.



SIGN TYPE F: On-Street Pedestrian Connection

This Sign Type is used in the street right of way to connect pedestrians between the off-street trail segments.

SIGN TYPE G: On-Street Bicycle Connection

This Sign Type is used in the street right-of-way to connect bicyclists between the off-street trail segments.

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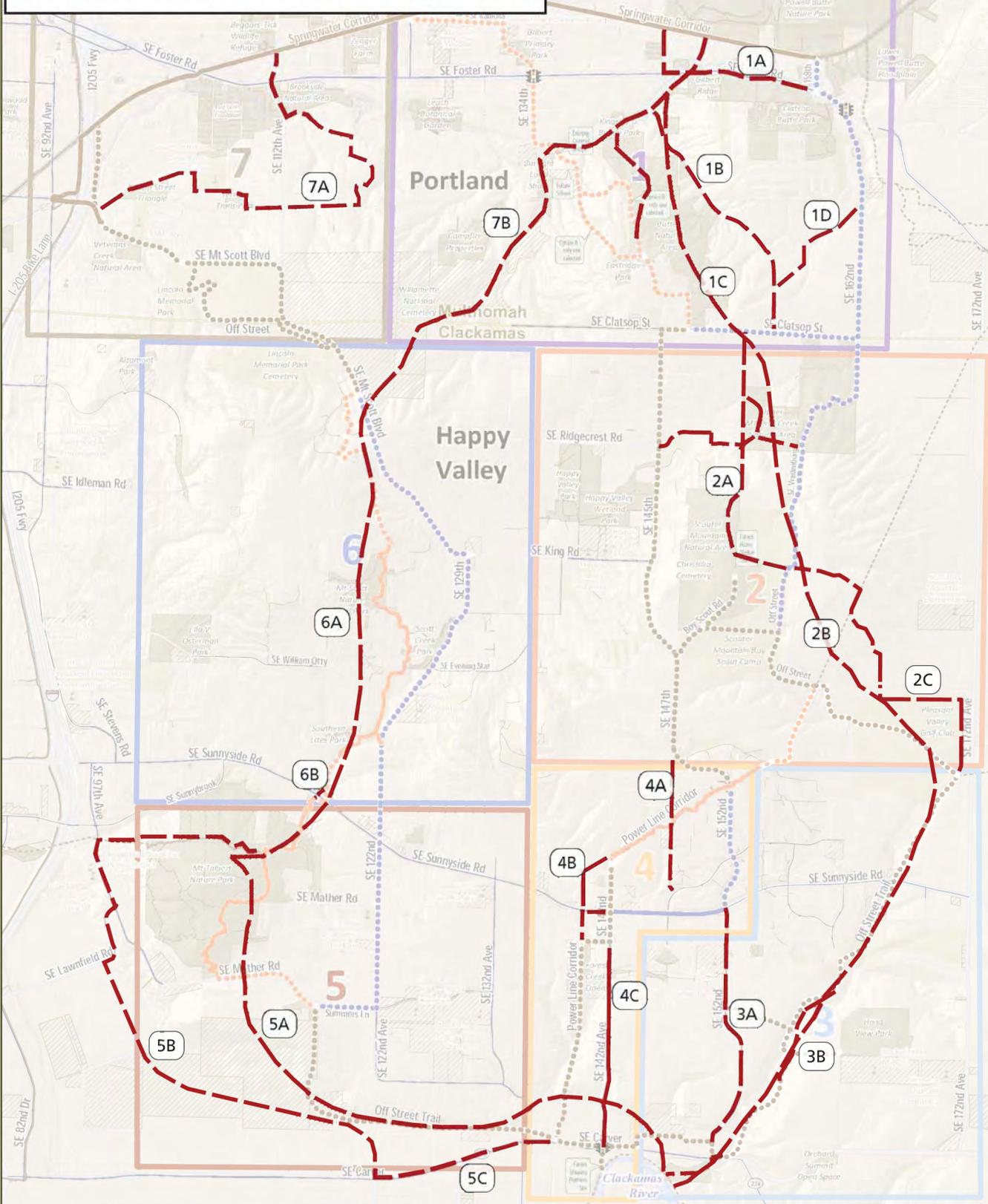
APPENDIX I

Eliminated Alignments



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Alternatives Analysis: Eliminated Alignments



Mt. Scott/Scouters Mtn. Trail Loop

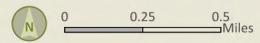
Considered Alignment - Not Recommended

Other Connecting Routes

- Other Existing Trails
- Other Planned Trails
- Other Existing Bike Lanes

Parks & Greenspaces

- Publicly Owned
- Privately Owned
- Publicly Owned Parcels



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Segment Number	Description	Fatal Flaw / Analysis
1A	SE 145th to 158th on SE Foster Road	Undesirable user experience on Foster even with improvements, due to traffic volume and speed.
1B	Barbara Welch between Foster and Clatsop	Existing roadway condition has sharp curves and narrow width. Improvement opportunities constrained by physical conditions (stream and topography).
1C	Original conceptual alignment through Buttes Natural Area	Too many environmental impacts.
1D	Mitchell Creek alignment	Private property and environmental impacts, out of direction travel.
2A	SE 152nd between Clatsop Road and Scouter Mountain peak	Undesirable due to erosive soils and steep terrain on north side of Scouter Mountain.
2B	Original conceptual alignment between Clatsop and former golf course	Does not consider existing features including topography, environment and roadway crossings.
2C	Scouter's Mountain through former golf course.	Steep alignment all on private properties including an air landing strip.
3A	SE 152nd from Sunnyside to Highway 212	Steep alignment within limited width road right-of-way.
3B	Original conceptual alignment along Rock Creek between Sunnyside and Highway 212	Alignment impacts sensitive resource areas including numerous crossings of Rock Creek.
4A	SE 147th including portions of vacated right-of-way	Very steep alignment
4B	Powerline corridor within PGE property	Steep alignment that encourages crossing of Sunnyside Road at unprotected crossing.
4C	SE 142nd between Red Maple and Highway 212	Narrow, steep roadway with multiple driveway crossings.
5A	Original conceptual alignment through Mt. Talbert and ODOT property	Does not consider existing features including trails, topography, environment and roadway crossings.
5B	Adjacent to planned Sunrise Corridor	Poor user experience, elevated and adjacent to highway.
5C	Highway 212 between SE 122nd and 142nd	Poor user experience adjacent to highway
6A	Original conceptual alignment between Mt. Scott Blvd and Mt. Talbert	Does not consider existing features including topography, environment, roadway crossings and existing trails.
6B	Short segment on SE 117th that crosses Sunnyside at existing signal	On road alignment with at grade crossing less desirable than separated facility and undercrossing option.
7A	On street route between Springwater Corridor and Mt. Scott Blvd	Despite circuitous nature of route, alignment remains steep and has many sharp curves resulting in sight issues.
7B	Original conceptual alignment from Mt. Scott Blvd, through Willamette National Cemetery to Deardorff Road.	National Cemetery not a willing partner.

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APPENDIX J

Cost Estimate by Segment



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Planning Level Cost Estimates for Trail Segment Construction

Mt. Scott / Scouters Mountain Trail Loop Master Plan

02/12/13

Estimate by Otak, Inc.

This preliminary estimate was prepared using the following assumptions:

- 1 . Costs for right-of-way or easement acquisition is not included in this estimate.
- 2 . Preliminary cost estimate based on trail classification parameters specified below.
- 3 . Earthwork based on 1.25' excavation/embankment across entire improvement width. No rock excavation. Assumes 12" strippings (haul-off)
- 4 . Pavement section is assumed and may vary based on actual geotechnical recommendations and traffic volumes.
- 5 . Cost estimate is based on lineal foot of improvement.
- 6 . Cost estimate assumes that separated sidewalks and buffered cycle tracks will be constructed on both sides of the street.
- 7 . Quantities and costs are preliminary and subject to change upon completion of detailed construction plans and engineering reports.
- 8 . Striping assumes thermoplastic material.
- 9 . Signing frequency set at 400' o.c., additional line item used for more extensive signage.
- 10 . Landscape restoration was included at \$12/LF for the pedestrian trails, multi-use path outside of right-of-way, bridges, and undercrossings.
- 11 . Estimate **does not** include irrigation, culvert crossings, retaining walls, or sound walls, unless otherwise noted.
- 12 . New franchise utility costs not included (underground power, natural gas, cable, telephone).
- 13 . Aerial utility relocation cost not included. Minor storm sewer adjustments are included.
- 14 . Utility service connections/reconnections not included. Major utility additions not included.
- 15 . No impacts or structural section changes for roadways that cross high-pressure utility lines.
- 16 . Costs are based on 2012 unit prices.

Segment Number	Segment Description	Segment Length (mi)	Under-crossing (ft)	Boardwalk (ft)	Buffered Cycle Track (ft)	Separated Sidewalk (ft)	Multi-Use Trail Inside ROW (ft)	Multi-Use Trail Outside ROW (ft)	Pedestrian Trail (ft)	Pedestrian Bridge (ft)	Roadway Crossing (Each)	Extensive Trail Signage (LF)	Technical Coningency (LS)	Total Segment Cost	5-Year Cost (2%/Year Inflation)	10-Year Cost (2%/Year Inflation)
1	SPRINGWATER CORRIDOR TO CLATSOP ROAD	4.39				5762	11362		6043		5	23167	1	\$12,412,549	\$13,704,457	\$15,130,827
2	CLATSOP ROAD TO FORMER GOLF CLUB	6.17		475	6397		11450	11368	2876	160	1	32566		\$13,326,355	\$14,713,373	\$16,244,753
3	FORMER GOLF CLUB TO CLACKAMAS RIVER VIA ROCK CREEK	2.84	120	389				14503		160	2		1	\$5,101,297	\$5,632,244	\$6,218,452
4	POWERLINE CORRIDOR TO IGHWAY 212 VIA SIEBEN DRAINAGE	2.96		517	2876		6619	5611		120	1			\$7,205,015	\$7,954,919	\$8,782,873
5	SIEBEN DRAINAGE TO MT. TALBERT	2.99			6046			7238	2509	40	1			\$5,614,524	\$6,198,889	\$6,844,074
6	MT. TALBERT TO LINCOLN MEMORIAL	2.86	120		10957				4027		3	15104		\$7,104,827	\$7,844,303	\$8,660,744
7	LINCOLN MEMORIAL TO SPRINGWATER CORRIDOR	2.47		459			5633	6963		40	1			\$5,081,635	\$5,610,536	\$6,194,485

Total Amount (ft)	240	1,840	26,276	5,762	35,064	45,683	15,455	520	14	70,837						
Unit Cost (per ft)	\$626.56	\$1,389.04	\$579.36	\$744.24	\$480.11	\$227.08	\$123.43	\$2,627.41	\$53,328.62	\$1.63			15%	GRAND TOTAL	\$61,658,719.39	\$68,076,208.43
Total Cost (per item)	\$150,375.14	\$2,555,828.21	\$15,223,294.10	\$4,288,291.78	\$16,834,721.77	\$10,373,704.43	\$1,907,545.78	\$1,366,253.18	\$746,600.65	\$115,171.93	\$2,284,414.57			\$55,846,201.84	\$55,846,201.54	check

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Planning Level Cost Estimates for Trail Typology Construction

Mt. Scott / Scouters Mountain Trail Loop Master Plan

02/12/13

Estimate by Otak, Inc.

This preliminary estimate was prepared using the following assumptions:

- 1 . Costs for right-of-way or easement acquisition is not included in this estimate.
- 2 . Preliminary cost estimate based on trail classification parameters specified below.
- 3 . Earthwork based on 1.25' excavation/embankment across entire improvement width. No rock excavation. Assumes 12" strippings (haul-off)
- 4 . Pavement section is assumed and may vary based on actual geotechnical recommendations and traffic volumes.
- 5 . Cost estimate is based on lineal foot of improvement.
- 6 . Cost estimate assumes that separated sidewalks and buffered cycle tracks will be constructed on both sides of the street.
- 7 . Quantities and costs are preliminary and subject to change upon completion of detailed construction plans and engineering reports.
- 8 . Striping assumes thermoplastic material.
- 9 . Signing frequency set at 400' o.c., additional line item used for more extensive signage.
- 10 . Landscape restoration was included at \$12/LF for the pedestrian trails, multi-use path outside of right-of-way, bridges, and undercrossings.
- 11 . Estimate **does not** include irrigation, culvert crossings, retaining walls, or sound walls, unless otherwise noted.
- 12 . New franchise utility costs not included (underground power, natural gas, cable, telephone).
- 13 . Aerial utility relocation cost not included. Minor storm sewer adjustments are included.
- 14 . Utility service connections/reconnections not included. Major utility additions not included.
- 15 . No impacts or structural section changes for roadways that cross high-pressure utility lines.
- 16 . Costs are based on 2012 unit prices.

ITEM / DESCRIPTION	UNIT COST	UNIT	UNIT/LF		UNIT/LF		UNIT/LF		UNIT/LF		UNIT/LF		UNIT/LF		UNIT/LF		UNIT/LF		UNIT/LF		UNIT/LF			
			L.F. COST	L.F. COST	L.F. COST	L.F. COST	L.F. COST	L.F. COST	L.F. COST	L.F. COST	L.F. COST	L.F. COST	L.F. COST	L.F. COST	L.F. COST	L.F. COST	L.F. COST	L.F. COST	L.F. COST	L.F. COST	L.F. COST	L.F. COST	L.F. COST	
			Cycle Track (both sides of street)		Under Crossing		Curb-Tight Sidewalk		Separated Sidewalk (both sides of street)		Multi-Use Trail (Inside Road Right-of-Way)		Multi-Use Trail (Outside Road Right-of-Way)		Pedestrian Trail		Boardwalk		Pedestrian Bridge		Extensive Trail Signage		Intersection Improvements	
Item Width			5	FT	10	FT	6	FT	6	FT	12	FT	12	FT	6	FT	16	FT	10	FT	0	FT	0	FT
Mobilization (8% to 10%)	8.00%	LS	1.00	\$23.20	1.00	\$25.09	1.00	\$18.27	1.00	\$29.80	1.00	\$19.22	1.00	\$9.09	1.00	\$4.94		\$55.62	1.00	\$105.20	1.00	\$0.07	1.00	\$2,135.28
Erosion Control (3%)	3.00%	LS	1.00	\$8.02	1.00	\$8.67	1.00	\$6.32	1.00	\$10.30	1.00	\$6.64	1.00	\$3.14	1.00	\$1.71		\$19.22	1.00	\$36.36	1.00	\$0.02	1.00	\$738.00
Removal of Structures and Obstructions (3%)	3.00%	LS	1.00	\$8.02	1.00	\$8.67	1.00	\$6.32	1.00	\$10.30	1.00	\$6.64	1.00	\$3.14	1.00	\$1.71		\$19.22	1.00	\$36.36	1.00	\$0.02	1.00	\$738.00
Temporary Traffic Control (1% to 2.5%)	2.50%	LS	1.00	\$6.68	1.00	\$7.23	1.00	\$5.26	1.00	\$8.58	1.00	\$5.54	1.00	\$2.62	1.00	\$1.42		\$16.02	1.00	\$30.30	1.00	\$0.02	1.00	\$615.00
6" asphalt	\$27.00	SY																						
14" base course, (3/4" & 1/2"-0) crushed rock	\$24.00	SY																						
3" asphalt	\$16.00	SY	1.11		1.11	\$17.78					1.33	\$21.33	1.33	\$21.33										
8" base course, (3/4" & 1/2"-0) crushed rock	\$14.00	SY	1.11		1.11	\$15.56					1.33	\$18.67	1.33	\$18.67	0.67	\$9.33								
6" gravel shoulder	\$11.00	SY			0.44	\$4.89					0.44	\$4.89	0.67	\$7.33										
8" wood chip course	\$9.00	SY															\$0.00		\$0.00		\$0.00		\$0.00	
Subgrade Geotextile	\$2.00	SY	1.11	\$2.22	1.11	\$2.22				1.33	\$2.67	1.33	\$2.67	0.67	\$1.33									
Concrete curb	\$15.00	LF	6.00	\$90.00			1.00	\$15.00	2.00	\$30.00														
4" Concrete sidewalk, 6' wide	\$7.00	SF		\$0.00			6.00	\$42.00	12.00	\$84.00														
2" base course, 3/4"-0 crushed rock, 6' wide	\$0.50	SF		\$0.00			6.00	\$3.00	12.00	\$6.00														
ADA Sidewalk/Trail Ramps	\$500.00	EA		\$0.00																			4.00	\$2,000.00
Lighting, 200' o.c.	\$5,000.00	EA																					4.00	\$20,000.00
Guardrail Barrier	\$25.00	LF								1.00	\$25.00													
Retaining Wall	\$50.00	SF			4.00	\$200.00																		
Pre-fabricated Pedestrian Bridge	\$1,200.00	LF																	1.00	\$1,200.00		\$0.00		\$0.00
Boardwalk	\$40.00	SF															16.00	\$640.00						
Landscape Strip Topsoil, LS width, 12" thick, 6' wide	\$30.00	CY	0.07	\$2.22			0.44	\$13.33																
Landscape Strip Street trees, 35' o.c.	\$300.00	EA	0.06	\$17.14			0.06	\$17.14																
Landscape Restoration	\$12.00	LF			1.00	\$12.00						1.00	\$12.00	1.00	\$12.00				1.00	\$12.00				
4" White Bike/Fog Line (thermoplastic)	\$4.00	LF		\$0.00		\$0.00				1.00														
Thermoplastic legends (per bike, turn lane)	\$3.00	LF	2.00	\$6.00		\$0.00				1.00														
Raised Buttons/Detection Warnings	\$2.50	LF				\$0.00																		
12" Crosswalk Stripes	\$350.00	EA				0.0020	\$0.70		\$0.00														4.00	\$1,400.00
Clearing & Grubbing	\$1.00	SF	14.00	\$14.00	10.00	\$10.00	10.00	\$10.00	28.00	\$28.00	14.00	\$14.00	12.00	\$12.00	10.00	\$10.00		\$0.00		\$0.00		\$0.00		\$0.00
Stripping, 12" thkn., disposal offsite	\$25.00	CY	0.52	\$12.96	0.37	\$9.26	0.59	\$14.81	1.04	\$25.93	0.52	\$12.96	0.44	\$11.11	0.37	\$9.26		\$0.00		\$0.00		\$0.00		\$0.00
Earthwork, 1.25' exc/emb	\$25.00	CY	0.65	\$16.20	0.46	\$11.57	0.74	\$18.52	1.30	\$32.41	0.65	\$16.20	0.56	\$13.89	0.37	\$9.26		\$0.00		\$0.00		\$0.00		\$0.00
Traffic Signs	\$300.00	EA																					4.00	\$1,200.00
Trail Signs, 400' o.c.	\$300.00	EA	0.0050	\$1.50	0.0025	\$0.75	0.01	\$1.50	0.005	\$1.50	0.0025	\$0.75	0.0025	\$0.75	0.0025	\$0.75	0.0025	\$0.75		\$0.00	0.0025	\$0.75		\$0.00
Swale/French Drain Construction	\$5.00	LF			1.00	\$5.00						1.00	\$5.00	1.00	\$5.00				\$0.00		\$0.00		\$0.00	
Storm Sewer Allowance (12"-24")	\$105.00	LF	1.00	\$105.00			1.00	\$105.00	1.00	\$105.00	1.00	\$105.00												
SUBTOTAL (Materials only)				\$313.17		\$338.68		\$246.70		\$402.29		\$259.52		\$122.75		\$66.72		\$750.83		\$1,420.22		\$0.88		\$28,826.28
Construction Contingency (engineering, materials)	35%	LS	35%	\$109.61	35%	\$118.54	35%	\$86.35	35%	\$140.80	35%	\$90.83	35%	\$42.96	35%	\$23.35	35%	\$262.79	35%	\$497.08	35%	\$0.31	35%	\$10,089.20
SUBTOTAL				\$422.78		\$457.22		\$333.05		\$543.09		\$350.35		\$165.71		\$90.07		\$1,013.62		\$1,917.30		\$1.19		\$38,915.48
Soft Costs (engr, survey, testing, construction admin, permit fees)	50%	LS	50%	\$156.58	50%	\$169.34	50%	\$123.35	50%	\$201.15	50%	\$129.76	50%	\$61.37	50%	\$33.36	50%	\$375.42	50%	\$710.11	50%	\$0.44	50%	\$14,413.14
GRAND TOTAL				\$579.36		\$626.56		\$456.40		\$744.24		\$480.11		\$227.08		\$123.43		\$1,389.04		\$2,627.41		\$1.63		\$53,328.62

NOTICE OF PUBLIC HEARING
City of Happy Valley Planning Commission and City Council

Notice is hereby given that the City of Happy Valley Planning Commission and City Council will hold public hearings on the following dates in regard to a Comprehensive Plan Amendment to adopt the Mt. Scott/Scouters Mtn. Trail Loop Master Plan.

- Date & Time:** Planning Commission, April 8, 2014 at 7:00 p.m.
City Council, May 6, 2014 at 7:00 p.m.
- Hearing Location:** City Hall, 16000 SE Misty Dr. Happy Valley, OR 97086;
- File & Subject:** CPA-02-14 (Mt. Scott/Scouters Mtn. Trail Loop Master Plan).
- Proposal:** The City seeks to adopt the Mt. Scott/Scouters Mtn. Trail Loop Master Plan for inclusion into the City's overall Comprehensive Plan. The Trail Loop Master Plan is an approximately 37.5-mile trail project that traverses through several jurisdictions including: City of Happy Valley; City of Portland; and unincorporated Clackamas County. The proposed Trail Loop will serve as a multi-use commuter and recreational trail/path that will provide an active "link" between the Springwater Corridor regional trail, I-205 Bike Path, Clackamas River and the future Sunrise Corridor.
- Location:** City Wide
- Applicant:** City of Happy Valley
- Applicable Criteria:** Applicable Statewide Planning Goals; applicable Oregon Administrative Rule (OAR) sections; and, applicable Sections of Title 16 (Development Code) of the City of Happy Valley Municipal Code.
- Staff Contact:** Justin Popilek, Senior Planner
503-783-3810

Interested parties are invited to attend this hearing or to submit comments in writing prior to the meeting time. Written testimony may be submitted in advance or in person at the hearing. Those wishing to present verbal testimony, either pro, con, or to raise questions, will be asked to speak after presentation of the reports.

Testimony should pertain to the applicable criteria. The decision will be made in accordance with said criteria, and may be appealed to the Land Use Board of Appeals. Failure to raise an issue in writing prior to or before the close of the written comment period or failure to provide sufficient specificity at the public hearing to afford the decision-making body an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals based upon that issue. The applicant and any person who submits written comments shall receive notice of the decision.

The failure of the applicant to raise constitutional or other issues relating to the proposed amendments without sufficient specificity to allow the decision-making body to respond to the issue precludes an action for damages in circuit court.

The decision-making criteria, application, and records concerning this matter are available at the City of Happy Valley City Hall at the above address during working hours (8:00 a.m. to 5:00 p.m. weekdays), please call for an appointment. The Staff Reports will be available a minimum of seven days prior to the above referenced hearing dates. For additional information, contact Justin Popilek, Senior Planner, at the above address and phone number.

The meeting site is accessible to handicapped individuals. Assistance with communications (visual, hearing) must be requested 72 hours in advance by contacting Marylee Walden, City Recorder at the above phone number.