

Active Transportation Demonstration Project Application

1. Description of demonstration project

Mt. Hood Connections – Urban to Nature Demonstration Project

The Mount Hood Connections (MHC) trail and greenway corridor will provide a critical link between downtown Portland (Bike City, USA) and the natural treasures found on the flanks of Oregon's majestic icon, Mt. Hood. The project will link Portland's 21-mile long urban Springwater Trail system with trails that run along salmon-rich wild and scenic rivers, through old growth forests, to viewpoints that offer spectacular vistas of Mt. Hood and the surrounding National Forest. This project will finish the Springwater-Cazadero trail connection from Portland to the Clackamas River in the City of Estacada, the beginning of the West Cascades Scenic Byway. The project will complete planning and land acquisition along the trail connection from the Springwater-Cazadero Trail to the City of Sandy, Gateway to Mt. Hood. And finally, the project will reconstruct the City of Sandy's trail to the Sandy River and define the route to Dodge Park, located at the mouth of the Bull Run River, Portland's pristine water source. The Mt. Hood Connections will create an anchor attraction for the Metro region's rapidly developing trade in bicycle-related tourism as well as serve as a day-to-day alternative for resident commutes, shopping and everyday errands.

This project will make significant progress on Phase II of the future Mt. Hood to Rose City Trail and Greenway Corridor being planned by Metro, the Mt. Hood National Forest, Cities of Sandy, Gresham and Portland, and Clackamas County. Phase I, already funded, will be completed in 2010, when the Mt. Hood National Forest finishes new construction and reconstruction on nearly 15 miles of hike/bike trails from Timberline Lodge on the flanks of Mt. Hood to the forest boundary in the town of Rhododendron. The Mt. Hood Connections project will complete planning and acquisition on the segment from the town of Boring to the existing trail system in Sandy and will reconstruct the trail from the City of Sandy to the Sandy River and construct on-street bike paths to Marmot Road and Dodge Park. Phase III of the Mt. Hood to Rose City Trail and Greenway Corridor will construct a trail from the Sandy River east to the Mt. Hood National Forest boundary over parts of the Barlow Road on the historic Oregon Trail.

Mt. Hood Connections: Facilities

- Bicycle rental downtown Portland or in cities along the MHC
- Trailheads, water and restrooms along the Springwater Corridor
- Picnicking at parks along the MHC and Camping at Barton and Dodge Parks
- Food and Lodging in Portland, Gresham, Sandy, Brightwood, Wemme/Welches, Zigzag, Rhododendron, Boring and Estacada
- Timberline Lodge

Mt. Hood Connections: Programs and Promotion

- Travel Portland, Travel Oregon, Cycle Oregon
- Portland Monthly

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- Promotion and maps at bike stores
- Outdoor School –environmental education
- Advertising and sponsorship in Gresham, Sandy, Mt. Hood Villages
- Local Newspapers and the Oregonian
- Mt. Hood Forest Service, Oregon State Parks, Clackamas County and Metro web connections

Mt. Hood Connections: Integration and Connections

- Home to trail and parks
- Transportation connections between villages
- Regional paved trail and forest hiking including Pacific Crest Trail
- Ski lift and trail

Project Status

Section 1: Downtown Portland to Boring

Length	23.5 miles
Complete	22.5 miles
Cost to complete	\$1.475 million
Amount Requested	\$0
Managing Agency	Clackamas County and the City of Portland

This segment of the Mount Hood Connections trail is comprised of the Vera Katz Eastbank Esplanade (1.5 miles), the Springwater Corridor (21 miles), and completion of the Springwater Corridor trail from Rugg Road in Clackamas County to Highway 212 in Boring (2.35 miles). The trail is complete or under construction (in the case of the Boring segment) with the exception of the “Sellwood Gap”, a 17 block section beginning at the east end of the bridge over McLoughlin Boulevard. Users must travel on neighborhood streets for these 17 blocks. City of Portland and Metro are working on the “Sellwood Gap”, and this cost is not specifically included as part of this Active Transportation Corridor project. This gap is included as part of the Portland to Milwaukie Light Rail Corridor Active Transportation Application.

Clackamas County line south to Highway 212 in Boring:

Approximately 2.35 miles of unpaved trail; Clackamas County has been recommended to receive \$1.2 million Oregon Department of Transportation (ODOT) Transportation Enhancement funding to pave the trail with a 10 to 12 foot wide multi-use pathway from Rugg Road in Clackamas County to Dee Street in Boring (with soft shoulders) for use by bicyclists, pedestrians, and equestrians. This funding is available in 2011-2013. Additional funding (\$55,000) is provided by the Oregon Parks and Recreation Department (OPRD) Recreational Trails Program to develop the trail from Dee Street through the Boring Station

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Trailhead Park to Highway 212 and the future Cazadero Trail. Clackamas County is matching \$629,524 to these two grants. Additional Funding of approximately \$115,500 may be necessary to complete these trail elements

Boring Station Trailhead Park

The 2.5 acre Clackamas County Boring Station Trailhead Park property located between Dee Street and Highway 212 in Boring is the site of the former Boring Rail Station and contains the Springwater Corridor right-of-way. The trailhead park site seeks to provide both an open space amenity for the community of Boring and trailhead facilities for users of the regional trail system. The following elements are planned for the park:

- On-site parking for use of the park and adjacent Springwater Corridor and Cazadero Trail including equestrian parking.
- Restrooms, covered stage, small plaza area, children's play equipment and picnic shelter.
- Landscaping and irrigation.
- Open event space
- A 12' wide paved multi-use trail through the park connecting the Springwater and Cazadero Trails
- Drinking fountain and bike racks
- Road crossing treatments at Dee and Wally Streets including high-visibility crosswalks
- Way-finding, regulatory and interpretive signs.

The BSTP will provide a public access point to the Springwater Corridor and connect the Springwater Corridor to the Cazadero Trail. Clackamas County has been approved to receive \$425,000 in funding from the Oregon Parks and Recreation Department Local Government Grant 2009-2011 Program to develop phase 1 of the park. Clackamas County has matched \$500,000 in funding for this project. An additional \$1,075,000 is needed to complete full trailhead facilities.

The Springwater Corridor travels south across a crosswalk at Highway 212. Sidewalk and pedestrian improvements are necessary along Richey Road to complete the connection to the Cazadero Trail. Current bike/pedestrian facilities do not accommodate regional trail traffic. The solution would be to modify the refuse sites on the corner of Highway 212 and Richey Road to a minimum of 8 feet width. The estimated project cost is \$175,000 to complete 150 feet of bike/pedestrian improvements along Richey Road and connect the Springwater Corridor and the Cazadero Trail.

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Section 2: Cazadero Trail – General Description

Length	14.1 miles from Boring to Estacada
Complete	0
Cost to complete	
Amount Requested	\$15.7 million
Managing Agency	Oregon State Parks

The Cazadero Trail begins south of Highway 212 in Boring, Oregon, and travels 14.1 miles east through Clackamas County to Estacada. The trail is owned by Oregon Parks and Recreation Department and Clackamas County. The first 1.83 miles is scheduled to be improved with a gravel surface in summer, 2009. Cazadero Trail bisects Camp Kuratli, a Salvation Army summer camp for ages 8 – 10; also houses accommodations for meetings and retreats. The trail is owned by the State of Oregon.

Barton Park

Barton Park parallels a ¼ mile portion of The Cazadero Trail. Barton Park provides 102 campsites, 7 large picnic areas, and recreational Clackamas River access. Clackamas County is planning to begin a concept planning process in fiscal year 2009-2010 to plan for development of additional camping amenities in the Barton Park Lake section of the park. Opportunities for this site include possible bike and equestrian camping spots to accommodate users of the trail. This is a great opportunity for users of the Mount Hood Connections trail to rest and recreate while on their journey from Portland to Mount Hood. Clackamas County Parks has allocated \$150,000 to complete the plan and estimates phase 1 improvements and bicycle and pedestrian facilities at \$2 million.

Section 3 Tickle Creek Corridor to Sandy

Length	
Complete	
Cost to complete	
Amount Requested	\$7.8 million
Managing Agency	City of Sandy

The City of Sandy has planned for and is constructing a cross-community trail between Hwy 211 and 362nd in Sandy along forested Tickle Creek. Construction began in 2008, and completion is anticipated for 2010 pending acquisition of two easements, bridge permitting and construction and final trail preparation. The Tickle Creek Trail will provide recreational opportunities as well as an off-road east-west connection, and access to local neighborhoods, parks and services. Trail and bridge design was completed through a partnership with the Mt. Hood National Forest, with headquarters located close to the 362nd trailhead.

In 2007 a Regional Trails Tour sponsored by Metro brought together agencies and officials interested in pursuing an extension of the Tickle Creek Trail alignment to the west of Sandy and developing a

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connection to the Springwater Trail Corridor in Boring. The Mt. Hood Connection project would finalize planning and land acquisition for the extension of the Tickle Creek Trail alignment, most of which is along a public easement and sewer line right-of-way. Construction of this important link to the Springwater could be accomplished in the next five years.

Section 4 Sandy River Park to Dodge Park

Length	
Complete	
Cost to complete	
Amount Requested	
Managing Agency	City of Sandy

Due in large part to a grant from the Oregon Parks & Recreation Department, the City of Sandy was able to purchase 124 acres of parkland in 2003 with frontage along Cedar Creek and the congressionally-designated Wild and Scenic Sandy River. The Mt. Hood Connections project would reconstruct the 1.5 mile trail through the park and build a bridge over Cedar Creek, just up from the confluence with the Sandy River. The bridge would link with trails on the adjacent Cedar Creek Fish Hatchery, managed by the Oregon Department of Fish and Wildlife.

The Mt. Hood Connections project would fund planning, rights-of-way acquisition and development of bike paths along rural Clackamas County roads with connections to Marmot Road and Dodge Park. The intersection of Ten Eyck and Marmot Roads is just one mile north of the Fish Hatchery. Scenic Marmot Road mirrors the Sandy River, intersecting with Barlow Trail Road and continuing on to the Mt. Hood National Forest. An alternate destination ride continues past Marmot, north on Ten Eyck to Lusted Road, and on to Dodge, located at the confluence of the Sandy and Bull Run Rivers. Dodge Park was a popular street car destination in the early 1900's for City of Portland residents to escape the summer heat and enjoy picnics, swimming, fishing and dances in the historic dance hall. The Portland Water Bureau is planning a restoration of Dodge Park in the near future.

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Other Sections (Not Included in Grant Request

Sandy to Brightwood – New BLM Acquisitions

The BLM acquired 8,000 acres of land from PGE and Western River Conservancy along the Sandy River between Sandy and Brightwood. In 2008, they completed NEPA on new hiker, mountain biker and equestrian trails for several sections of the newly acquired lands. For the two trail systems on the north side of Highway 26, they were not able to link them at this time but have indicated that may be potentially feasible in the future pending additional land acquisitions. Trail construction is underway.

Brightwood to Rhododendron - Villages at Mt. Hood: and Barlow Trail Association

The Villages at Mt. Hood is an advisory board to the Clackamas County commissioners. The Barlow Trail Association is a local non-profit whose tagline is “Tying Together the Villages at Mt. Hood”. Both these entities have an interest in developing community trail systems that link the villages and provide connections to key population centers and destinations in the communities. An inventory of the existing trail system was underway, but no progress reports have been made in the last two years. Most of the trails would be located on private land R/W or along county and ODOT road easements. An alternative trail may be possible to the north on mostly Forest Service and BLM, however these would require steep climbs and would not function as community trails.

Rhododendron to Government Camp - Pioneer Bridle Trail (Forest Service Trail)

Part of the original Barlow Road, this hiker, mountain biker, equestrian trail links Government Camp to the village of Rhododendron. The trail had some flood damage in the last 3 years and emergency funds have been secured to do correct the worst washouts. The trail will also need some reconstruction in the next five years.

Government Camp to Timberline Lodge – Government Camp Trails Project (Forest Service)

Clackamas County has funded over \$400,000 for Trails Master Planning, NEPA (environmental documents), and trail construction of ten miles of new trails on National Forest lands around the newly renovated town of Government Camp. The trails will serve hikers, mountain bikers, and

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provide high quality groomed Nordic skiing and snowshoeing around the community and will link the town with new and existing trails to Timberline Lodge to the North, Trillium Lake to the South, and Rhododendron to the West. The Forest Service has provided over \$100,000 in matching funds/planning and construction support. Phase I and II have been completed. Phase III is underway, including the planned construction of the Timberline to Town Trail from Timberline Lodge to Government Camp in 2009-2010. The Timberline to Town Trail and the existing Crosstown Trail are the two highest links in the Mt. Hood to Rose City Trail while the other trails link these to community lodging, dining and other amenities.

2. Map – see attached

3. Cost Estimate and general project timeline

To be completed

4. Partnership

Public, private and nonprofit agencies have been working to develop the project for many years. (how much has been completed, at what cost?) A summit is planned for the fall when the partners will sign a memorandum of understanding committing to work together to complete the trail. Partners include:

- Metro
- Oregon State Parks
- City of Sandy
- City of Estacada
- Estacada Parks and Trails Committee
- PGE
- USFS
- City of Portland Parks
- City of Portland Water Bureau
- City of Gresham
- Clackamas County
- Boring Community and Grange
- Barlow Trail Association
- BLM
- Villages of Mount Hood

Project Sponsor/Nominating Agency

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Final Application – August 14, 2009

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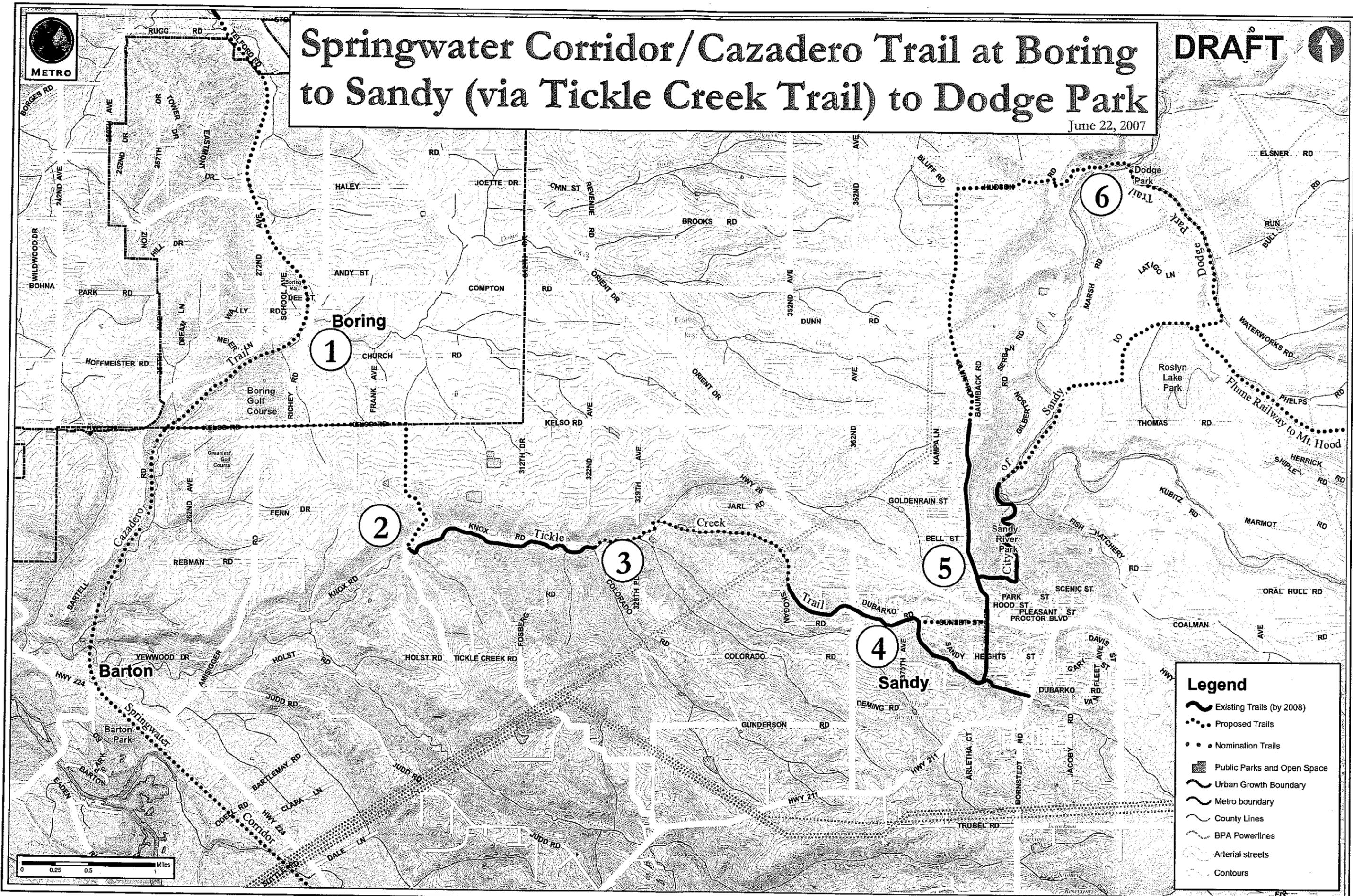


Springwater Corridor/Cazadero Trail at Boring to Sandy (via Tickle Creek Trail) to Dodge Park

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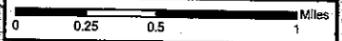


June 22, 2007



Legend

- Existing Trails (by 2008)
- Proposed Trails
- Nomination Trails
- Public Parks and Open Space
- Urban Growth Boundary
- Metro boundary
- County Lines
- BPA Powerlines
- Arterial streets
- Contours



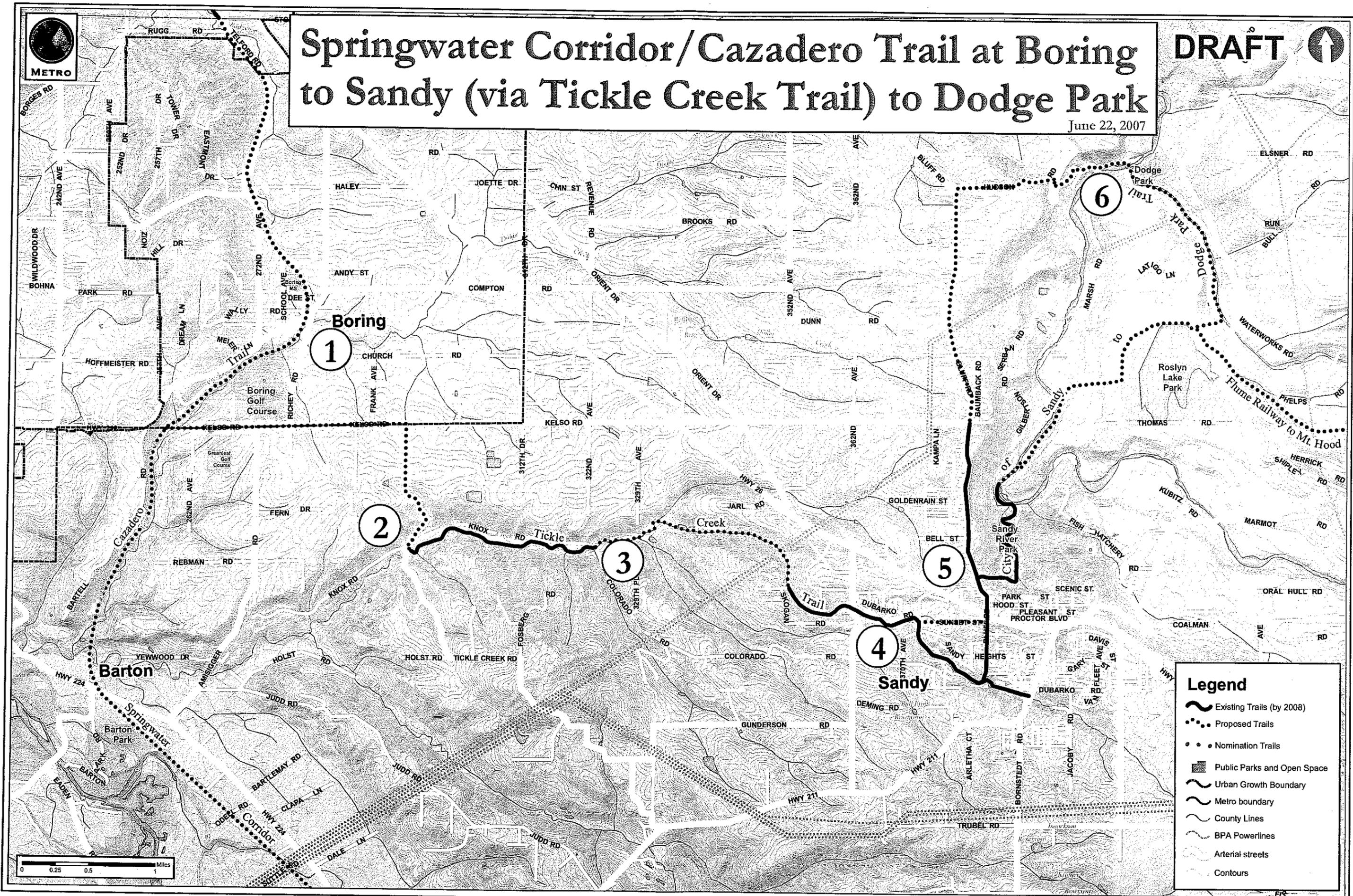


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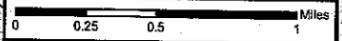


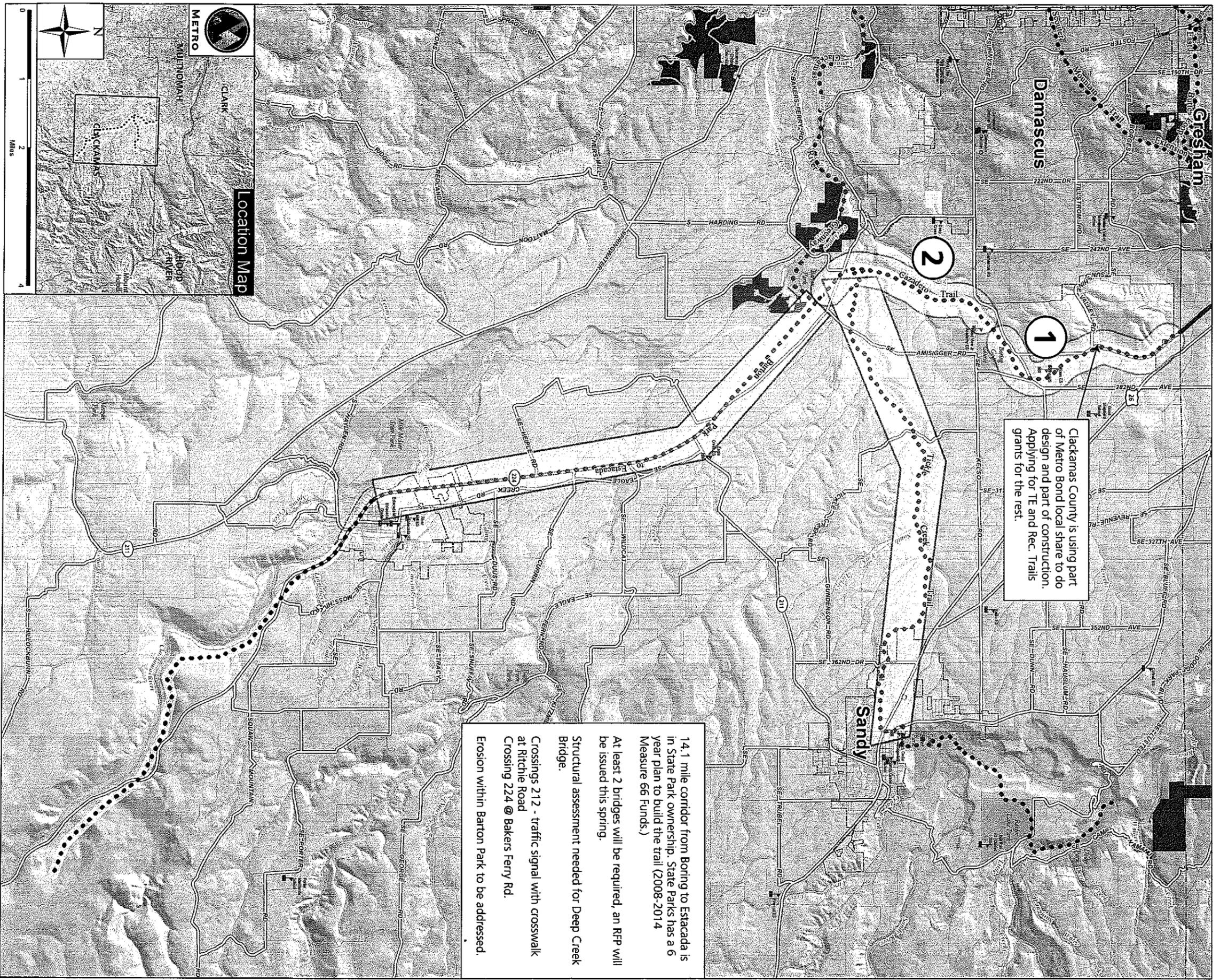
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Legend

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- Contours





Clackamas County is using part of Metro Bond local share to do design and part of construction. Applying for TE and Rec. Trails grants for the rest.

14.1 mile corridor from Boring to Estacada is in State Park ownership. State Parks has a 6 year plan to build the trail (2008-2014 Measure 66 Funds.)

At least 2 bridges will be required, an RFP will be issued this spring.

Structural assessment needed for Deep Creek Bridge.

Crossings 212 - traffic signal with crosswalk at Ritchie Road

Crossing 224 @ Bakers Ferry Rd.

Erosion within Barton Park to be addressed.

Mt Hood Connections



September 2008
 Parks and Open Space
 600 Northeast Grand Avenue
 Portland, Oregon 97232-2736
 TEL (503) 797-1742
 www.metro-region.org

Legend:

- Existing Trail
- Proposed Trail
- Park Boundary
- Open Space Acquisition
- State Park
- City
- County
- Water
- Power Line
- Highway
- Other