

MAKING A GREAT PLACE



April 2013

Portland metropolitan area Regional trail accomplishments

2006 and beyond | On the road to 1,200 miles of trail

Two decades ago, the Metropolitan Greenspaces Master Plan outlined a vision for 1,200 miles of regional trails and greenways – a connected network that makes it easier to explore, relax, exercise and commute. Approved by the Metro Council in 1992, the plan brought together two dozen cities, three counties, two park districts, state and federal agencies and many nonprofit organizations, such as the 40-Mile Loop Land Trust and the Audubon Society of Portland. Everyday citizens, too, helped envision the next generation of natural areas, parks and trails.

As trails advocates celebrate the 20th anniversary of the Greenspaces Master Plan, there is much to be proud of. Some 300 miles of regional trails have been built, spanning the region's communities and natural features. That work has accelerated since 2006, when voters passed a second natural areas bond measure that makes it possible to fill in trail gaps. Local advocates have become more vocal and strategic during the past seven years, helping increase federal funding for trail design and construction. Most local jurisdictions are planning, designing, building and maintaining trails in their communities. And, as the Intertwine Alliance blossoms, it is reaching out to thousands of new trail and park users.

These efforts make a difference for millions of people who use the region's trails every year; Springwater on the Willamette alone attracts more than 1 million walkers, runners and cyclists. While the region still has many miles to go to meet its goal, we are at a crossroads. With continued collaboration, more success stories will unfold during the next decade.



"To develop a sense of community, you have to feel connected – and connectivity is what these trails are about. The value really goes beyond the very important transportation, health and recreation aspects. It gets down to the fundamental principles of what we are about and who we are about as a region."

Tom Hughes
Metro Council President



Region makes tracks closing trail gaps

Before walkers, runners and cyclists can explore new trails, somebody has to secure rights to build them – a process that is often long and complicated. Metro has resources to do just that, thanks to a voter-approved 2006 natural areas bond measure.

These projects represent many of the region's trails accomplishments since 2006, but they are not comprehensive.

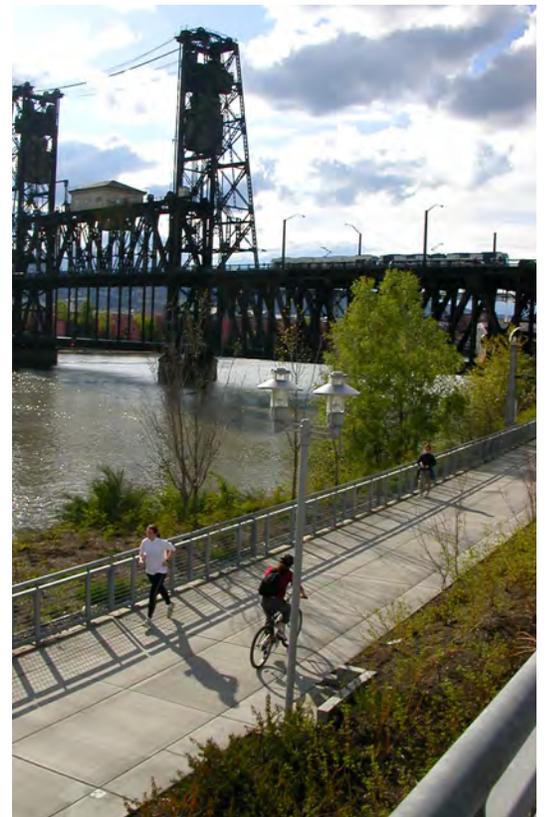
A complete tally would require a book – or many days exploring by bike or foot.

The Sellwood Gap is shrinking!

Ever grumble about the Springwater Corridor's missing link? You're in luck. Learn how Metro's voter-approved Natural Areas Program is filling the one-mile gap.

 Metro | *Making a great place*

Since the bond measure passed, the region has bought land or negotiated easements on more than two dozen properties in Clackamas, Multnomah and Washington counties, most of them along the 40-Mile Loop. Someday soon, these lines on a map will be places to get outside, get some exercise and get around.



1 **Cazadero Trail and Trailhead**

Next to Barton Park, a trailhead will welcome visitors to a four-mile section of the Cazadero Trail. Metro acquired 25 acres for this portal along the new trail, which extends the Springwater Corridor from Boring to Barton – and, eventually, up the Clackamas River through the Eagle Creek, Estacada, Faraday, Cazadero and Promontory Park areas. The forested trail, which is owned by the Oregon Parks and Recreation Department, traces a historic rail line used to ship timber from Cascade forests to the Portland riverfront.

2 **Columbia Slough**

Pathways will someday trace this entire 19-mile remnant of lakes, wetlands and slow-moving channels in the Columbia River's southern floodplain. Future visitors will discover diverse plants and wildlife such as deer, beaver, river otter and 175 bird species. Metro has secured the rights to build nearly three-quarters mile of trail between North Denver Avenue and Martin Luther King Jr. Boulevard and another mile along the Peninsula Canal, which creates a north-south link between the Slough and Marine Drive.

3 **Fanno Creek Trail, Tigard**

Metro accomplished its first trails success story of the region's 2006 natural areas bond measure by securing rights to extend the Fanno Creek Trail in central Tigard. Two side-by-side easements will allow more than half of a one-third mile gap to be filled between downtown Tigard and the city's Woodard Park. Metro also worked with Tigard to acquire the Fields property, which will be a wayside along the trail. About half complete, the trail will traverse 15 miles and five cities, connecting to the Red Electric Trail in Southwest Portland and weaving through Beaverton, Tigard and Durham to Tualatin, where Fanno Creek joins the Tualatin River. Metro's 1995 bond measure protected about 40 acres for this commuting and recreational trail, which connects dozens of neighborhoods, parks, schools and businesses.

4 **Gresham-Fairview Trail**

The popular new Gresham-Fairview Trail is one step closer to connecting with the Interstate 84, Columbia Slough and Marine Drive trails, thanks to an acquisition made with funds from Metro's 2006 bond measure.

5 **Marine Drive Trail**

While walkers, runners and cyclists are busy exploring the Marine Drive Trail, Metro is paving the way for an expansion of the popular pathway in three key locations: in Northeast Portland, near Interstate 205 and near the Portland-Gresham border. Closing gaps will eliminate interruptions in the trip along Marine Drive and the Columbia River. Eventually, the Marine Drive Trail will stretch 20 miles from the St. Johns neighborhood in North Portland eastward through Gresham and Troutdale, offering spectacular views of water, wildlife and mountain peaks and serving as part of the 40-Mile Loop.

6 **Springwater Corridor, Southeast Portland**

Runners, walkers and cyclists needn't scrutinize trail plans to name the region's most notorious missing piece – the Sellwood Gap, which forces people off the Springwater Corridor for a mile in its namesake neighborhood in Southeast Portland. That gap will shrink dramatically, thanks to an agreement reached in 2010 by Metro and the Oregon Pacific Railroad Co. The new agreement allows the City of Portland to build more than half a mile of trail, taking commuters and outdoor enthusiasts from Southeast Umatilla Street to Southeast 13th Avenue. An improved on-street bike path will connect to the "Three Bridges" area and eastward. The Springwater stretches 20 miles from central Portland through Southeast Portland, Milwaukie, Gresham and unincorporated Clackamas County, all the way to Boring.

7 **Tualatin River Greenway Trail**

Several new Metro natural areas will contribute to the northern extension of Tualatin's premier regional trail and greenway, which will one day stretch 20 miles from the Tualatin River National Wildlife Refuge to the Willamette River in West Linn.

For project locations

See map on pages 6-7



Who's on the trail?

According to regional trail counts, women account for 54 percent of pedestrians and 30 percent of cyclists on the region's trails.



Design and construction generate on-the-ground excitement

Trails attract a crowd

Trail counts estimate how many trips people take each year on the region's trails. Here's a sampling of the results.

Tom McCall Waterfront Park: **3.5 million**

Eastbank Esplanade: **2.1 million**

South Waterfront Trail: **1.3 million**

Springwater on the Willamette: **1.2 million**

Columbia Renaissance Trail: **700,000**

Salmon Creek Greenway: **410,000**

Fanno Creek Greenway: **220,000**

Trail lovers typically fixate on one important question: "When can I use it?" That's why, in the decades-long process of creating a trail, construction is often the most exciting step. During the past seven years, dozens of trails across the region have made significant on-the-ground progress – or, in some cases, opened to the public with community celebrations. People are walking, running and riding their bikes on many miles of trail that didn't exist several years ago.

8 Beaverton Crescent Connection, 2013-2014

Funding has been secured for design and Right of way acquisition for this bicycle, pedestrian and transit project, which will build the Beaverton Creek Trail, improve visitors' connection to the Fanno Creek Trail, create bike boulevards and increase access to transit, providing an active transportation corridor for the city.

9 Blue Lake Regional Park trail on the 40-Mile Loop, 2013

More than half a mile of trail will be added within Blue Lake Regional Park, at the junction of the Gresham-Fairview Trail and the Marine Drive Trail. The new addition will travel through a lovely part of this popular park, adjacent to the levee, to connect existing trail sections.

10 Burnt Bridge Creek Trail

This eight-mile paved trail through Vancouver connects natural areas, parks, neighborhoods, schools and businesses for cyclists and pedestrians.

11 Cazadero Trail

One hundred years ago, trains chugged along the north fork of Deep Creek, transporting timber from Cascade forests to the Portland riverfront. Someday, nature lovers will traverse a four-mile stretch of that journey between Boring and Barton by foot, bike or horseback. The former rail and streetcar line is being reinvented as the Cazadero Trail, an extension of the Springwater Corridor. In 2011, a compacted-earth-with-rock trail was built. In 2013, a trailhead is taking shape at a Metro natural area next to Barton Park – and the trail is being extended by Oregon State Parks southeast to Eagle Creek and, eventually, Estacada.

12 Pier-Chimney Bridge, 2013

Chimney Park is cut off from neighboring Pier Park by a narrow gully and a main line railroad – but not for long. Construction is expected summer 2013 for a 120-foot bicycle and pedestrian bridge, connecting the two parks and adding to the North Portland Greenway. This also fills a key gap in the 40-Mile Loop and connects North Portland to Metro's Smith and Bybee Wetlands Natural Area.

13 Chelatchie Prairie Rail with Trail

Pedestrians, cyclists and equestrians in Clark County can explore the first mile of the Chelatchie Prairie Rail with Trail, which eventually will stretch 33 miles along the route of the county-owned Chelatchie Prairie Railroad.

14 Columbia Slough Trail, 2012-2013

A new mile-long extension will be built from North Denver Avenue, where the paved bike trail currently ends, to North Vancouver Avenue. A trail eventually will trace this entire 19-mile remnant of lakes, wetlands and slow-moving channels in the Columbia River's southern floodplain.

15 Cooper Mountain Nature Park trails

When Cooper Mountain Nature Park opened in 2007, visitors gained 3.5 miles of trails to explore forest, prairie and oak woodland habitats. Perched at the southern edge of Beaverton, the 230-acre park is home to rare plants and wildlife.

16 Fairview Gap on the 40-Mile Loop, 2013-2014

Design, preliminary engineering and construction on the levee will fill a key gap in the 40-Mile Loop and connect the Marine Drive section with the Columbia River Gorge.

17 Fanno Creek Greenway Trail gaps

The region is busy filling gaps in the Fanno Creek Greenway Trail, which will someday traverse 15 miles and five cities, beginning at the shores of the Willamette River in Southwest Portland and weaving through Beaverton, Tigard and Durham to Tualatin, where Fanno Creek joins the Tualatin River. In 2009, Tigard completed a quarter-mile section connecting the new Tigard Public

Library to Main Street and downtown Tigard, including a bridge over Fanno Creek and a signalized crossing at Hall Boulevard. In 2012-2014 a .6-mile section from Highway 217 east to Scholls Ferry Road filled the last remaining gap in Tualatin Hills Park & Recreation District's territory. Tigard will build another section of trail near Main Street in its downtown in 2013.

18 Graham Oaks Nature Park trails

Three miles of trails traverse Metro's new Graham Oaks Nature Park next to Wilsonville, allowing visitors to explore several habitats in a single park. Whether you're in the mood to ride your bike on the regional Ice Age Tonquin Trail, meander to a wetland overlook where you can spot birds or duck into the shade of a conifer forest, there's a trail for you.

19 Gresham MAX path, 2013-2014

Design and preliminary engineering of multi-use trail along the MAX Blue Line in downtown Gresham will connect businesses, City Hall and the Main Street shopping area.

20 Gresham-Fairview Trail

This 5.2-mile trail will provide a north-south connection between the Springwater Corridor and Marine Drive trails, linking neighborhoods, schools, businesses, parks and natural areas along the way. So far, the trail extends as far north as Halsey Street.

21 Ice Age Tonquin Trail

Named for floods that shaped the landscape thousands of years ago, the Ice Age Tonquin Trail is taking big steps toward its eventual 22-mile route connecting Sherwood, Tualatin and Wilsonville. In 2010, a one-mile section of the trail made its debut with the opening of Metro's Graham Oaks Nature Park in Wilsonville, next to a cluster of schools and the Villebois housing development. Next up is a special section known as the Cedar Creek Trail, which will trace its namesake creek in Sherwood; design and preliminary engineering are under way.

22 Interstate 84 bike/pedestrian bridge over the Sandy River, 2013

Attached to the new I-84 highway bridge, a cantilevered bike and pedestrian bridge under construction will connect users with Troutdale.

23 Marine Drive Trail, 2012-2013

A new mile-long section of trail will close an important gap in the Marine Drive Trail, between Northeast 102nd and 122nd avenues. For years, bicyclists riding through this area –

known as the I-205 gap – had had to use the narrow shoulder of Marine Drive, next to 50-mile-per-hour traffic. Completing this gap will create a continuous, nine-mile section of the trail from Northeast 33rd Drive all the way to Northeast 185th Avenue, helping enhance the 40-Mile Loop trail network.

24 McLoughlin Promenade

Visitors can walk or bike a mile along the Willamette River, connecting to the old Oregon City-to-West Linn bridge and the Oregon City Municipal Elevator. From there trail users can enjoy the historic McLoughlin House and the promenade trail, which offers spectacular views of the Willamette River.

25 Mount Talbert Nature Park trails

If you explore Mount Talbert Nature Park's four miles of trails, you might encounter deer, Western gray squirrels, woodpeckers, white-breasted nuthatches and more. Towering above bustling Sunnyside Road, this forested butte is one of three new parks opened by Metro's Natural Areas Program since 2007.

26 Portland to Milwaukie MAX bridge, bike and pedestrian lanes, 2015

When the new Portland to Milwaukie MAX line opens, you'll be able to walk or bike across a new bridge connecting to trails on both sides of the Willamette River.

27 Red Electric Trail in Portland

Following the route of a former inter-urban streetcar, a new one-mile section of trail serves the Hillsdale neighborhood in Southwest Portland.

28 Rock Creek Trail in Hillsboro

Partners are making steady progress on the Rock Creek Trail. Hillsboro and Washington County installed a safe, signalized crosswalk at Evergreen Parkway. In summer 2012, Tualatin Hills Park & Recreation District began a construction project on two gaps totaling more than a mile, which will create a continuous 4.2-mile trail spanning the park district from east to west. Meanwhile, Hillsboro began construction extending the trail from Orchard Park south to Northwest Wilkins Street.



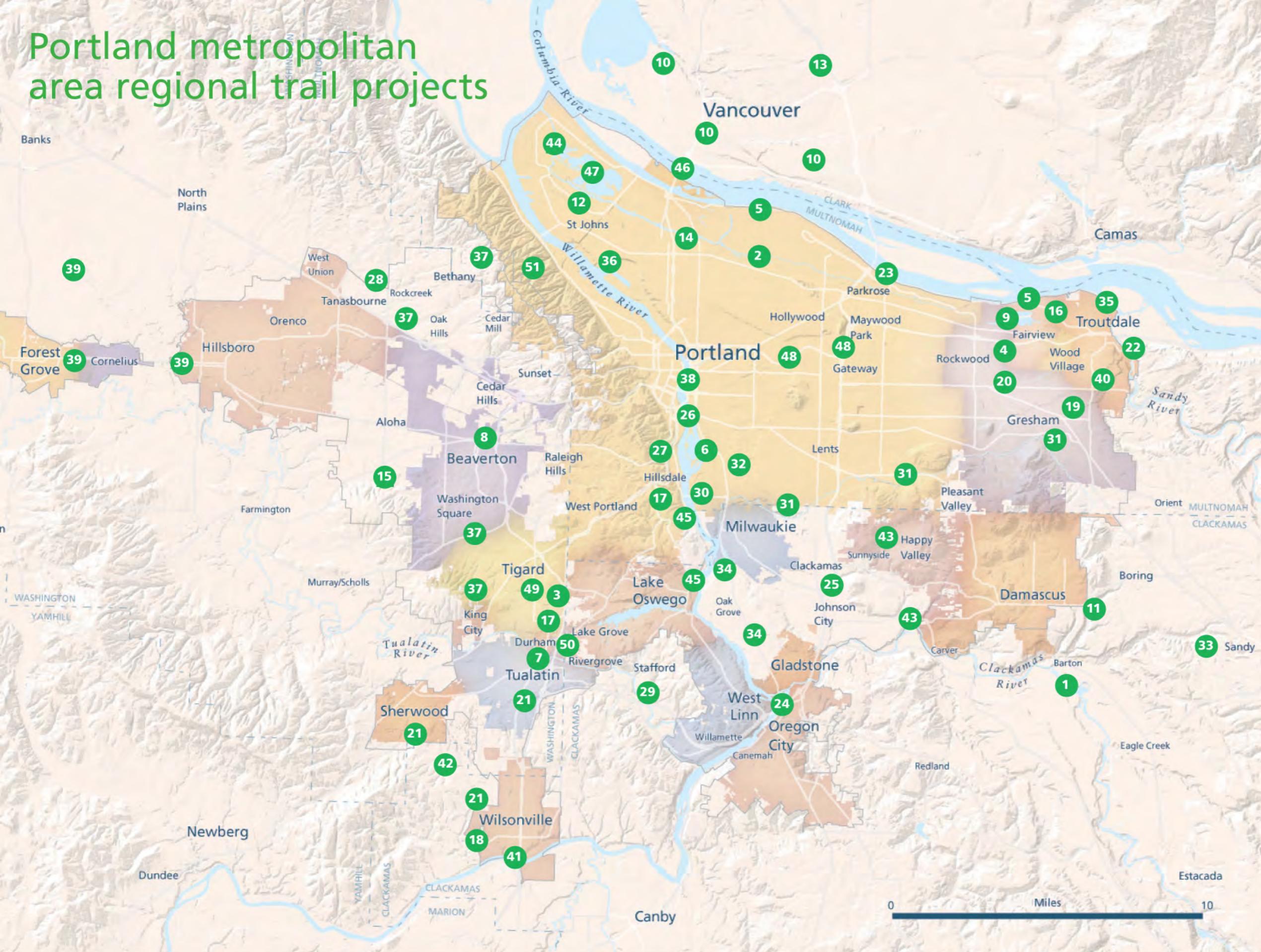
Cooper Mountain Nature
Nature Park

A reason to celebrate

The American Hiking Society designates the first Saturday in June each year as National Trails Day.

To learn more, visit www.americanhiking.org

Portland metropolitan area regional trail projects



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New trails to enjoy



Ice Age Tonquin Trail at Graham Oaks Nature Park



Springwater Corridor



Gresham-Fairview Trail

29 Rosemont Trail, 2013
Soon, people will be able to walk and bike from Luscher Farms in Lake Oswego to West Linn, using a new 1.1-mile trail with pervious paving.

30 Sellwood Bridge bike and pedestrian lanes, 2015
When the new Sellwood Bridge crosses the Willamette River, it will include bike and pedestrian lanes connecting people with trails on both sides of the water – Springwater on the Willamette on the east and West Willamette River Greenway and Powers Marine Park on the west.

31 Springwater Corridor
The Springwater Corridor is already the region’s signature trail, stretching more than 20 miles from the Portland riverfront to Boring – but it keeps getting better. In 2006, the Three Bridges project gave visitors a safe way to cross Johnson Creek, McLoughlin Boulevard and the Union Pacific Railroad tracks. If you explore the trail’s eastern stretches you’ll find it’s being paved from Rugg Road to Boring, where the new Boring Station Trailhead Park opened in 2012. Back in Portland, design and preliminary engineering are paving the way to fill the “Sellwood gap” between Southeast Umatilla Street and Southeast 13th Avenue. Trail users will have a new way to cross the last section of the gap, with bike and pedestrian improvements underway on Southeast Umatilla, Marion and Linn streets, connecting to Southeast 19th Avenue and the Three Bridges. Last but not least, the Springwater will meet up with the new Tacoma Street park-and-ride when the Portland to Milwaukie MAX line opens in 2015.

32 Southeast 17th Avenue Trail, 2015
Bike lanes and a separated trail will span the one-mile gap from the Springwater Corridor south to Milwaukie Riverfront Park and the new Trolley Trail. Design and preliminary engineering will soon be underway.

33 Tickle Creek Trail in Sandy
Surrounded by dense woods, a new 1.8-mile section of the Tickle Creek Trail runs adjacent to its namesake creek and over a sewer line. It is a key segment along the future Mount Hood Connections Trail, which will link Portland to Timberline Lodge – nearly 35 miles.

34 Trolley Trail
More than two decades in the making, the six-mile Trolley Trail chugs through the heart of Oak Grove, connecting Milwaukie and Gladstone. This paved trail traces the route of an historic trolley that closed for business in the 1950s. Ever since, the community rallied to reinvent the tracks as a trail – a dream realized in 2012 for the residential neighborhoods, retirement communities, parks and business districts along the route.

35 Troutdale Gap of the 40-Mile Loop
Next to the Troutdale airport, a paved one-mile bike and pedestrian trail was built on a levee near the Columbia River. It connects to the Interstate 84 bike and pedestrian bridge over the Sandy River, which is under construction.

36 Waud Bluff Trail
A new bridge for pedestrians and cyclists connects the University of Portland with Swan Island in North Portland. This segment is an important part of the North Portland Willamette Greenway Trail.

37 Westside Trail
Partners are making progress on the Westside Trail, which will travel 25 miles through urban and rural landscapes, connecting the Willamette River near Forest Park to the Tualatin River at King City. A three-quarter-mile section from the Rock Creek Trail to Bronson Creek was built in 2009. In summer 2012, construction began on three more gaps that will connect with existing sections to create a six-mile stretch of trail.

Master plans mean trails are on the way

Crafting a trails plan is like writing a recipe for a complicated, but crowd-pleasing, dinner entrée. After coming together with partners and gathering public input, you wind up with a list of ingredients: a route, a funding strategy, design details, a signage guide and more. Unlike a cooking project, though, a trail can take years to bake.

38 Active Transportation Plan, 2013

A comprehensive bike, pedestrian and trails plan for the region will better coordinate with transit, improve safety for traveling to school and elsewhere, enhance public health, showcase economic benefits, and recommend developing bike and pedestrian corridors that cross multiple city and county lines. As part of the project, Metro's regional trails system map will be updated. The plan will help set regional priorities and better weave trail projects into local transportation systems.

39 Council Creek Trail, 2013-2014

Starting in central Hillsboro, the Council Creek Trail will extend 15 miles through Washington County, Cornelius and Forest Grove to the junction of the Banks to Vernonia Trail in Banks – and provide a connection to Stub Stuart State Park. This trail provides easy access to local trails, the MAX Blue Line and U.S. 26, making it a key corridor for alternative transportation.

40 East Metro Connections Plan

This two-year effort analyzed transportation challenges and solutions on the east side of the region, identifying specific projects for the next two decades. Among those recommendations is an off-street trail system to connect the Beaver Creek Canyon Trail in Troutdale to the Springwater Corridor, about six miles south.

41 French Prairie Bridge Study, 2013-2014

Partners are evaluating the feasibility of a bike and pedestrian bridge crossing the Willamette River in Wilsonville, west of the Interstate 5 Boone Bridge. If it is built, the bridge would link the Ice Age Tonquin Trail to Newberg, wine country and beyond.

42 Ice Age Tonquin Trail

Named for floods that shaped the landscape thousands of years ago, the 22-mile Ice Age Tonquin Trail now has a completed master plan. When the whole trail is built, it will connect the cities of Sherwood, Tualatin and Wilsonville, as well as the Tualatin and Willamette rivers – while giving visitors a link to the Fanno Creek Greenway Trail and the Westside Trail. More than 1,000 people helped shape the master plan by weighing in at open houses, community festivals and online.

43 Mount Scott/Scouter Mountain Trail Loop, 2013-2014

In fast-growing north Clackamas, the estimated 34-mile Mount Scott/Scouter Mountain Trail will create a loop around its namesake buttes, connecting town centers, neighborhoods, schools and natural areas. Metro is partnering with the cities of Portland and Happy Valley, North Clackamas Parks and Recreation District and Clackamas County to develop the trail master plan. Once complete the trail will link to important destinations including the Springwater Corridor and Powell Butte to the north and Mount Talbert and the Clackamas River to the south.

44 North Portland Willamette Greenway Trail

Tracing the Willamette River from the Steel Bridge to Kelley Point Park, the 10-mile North Portland Willamette Greenway Trail will someday connect Portland's downtown to Kelly Point Park. It will allow people to travel from Washington to Oregon, and from the Columbia River to the Willamette.

45 Portland to Lake Oswego Trail, Central Section, 2014

This four-mile proposed trail will connect the Johns Landing area in Portland to Lake Oswego. The trail may follow an old railroad line on local, low-traffic streets; bike lanes along Macadam Avenue/Oregon 43 are also a possibility.



Explore now

www.theintertwine.org





Trolley Trail

Trails lead the way

In 2008, Portland became the first large US. city to achieve platinum Bicycle Friendly Community status from the League of American Bicyclists.

46 Portland-Vancouver Bi-State Regional Trails System Plan

This long-term vision, a partnership with the U.S. National Park Service, lays the groundwork for planning, design and construction of 37 regional trails, 20 in Oregon and 17 in Washington. The system will be approximately 1,200 miles – about the distance from Portland to Mexico, if all those trails were laid out in one straight line. Some of the trails will in fact take people beyond the metropolitan area, connecting to Mount Hood and the Pacific Ocean.

47 Smith and Bybee Wetlands Comprehensive Natural Resource Management Plan, 2013

At nearly 2,000 acres, Smith and Bybee Wetlands Natural Area is one of the largest protected wetlands within an American city and one of the region’s best-kept secrets. Under this plan, a regional trail around the former St. Johns Landfill will give visitors a better experience at the natural area and better ways to connect with other regional trails, including the North Portland Willamette Greenway Trail and new links in the 40-Mile Loop.

48 Sullivan’s Gulch Trail in Portland

A concept plan gives shape to a long-held vision: connecting the Eastbank Esplanade with the Interstate 205 multi-use path, via a five-mile trail. Separated from traffic along the north side of Interstate 84, the Sullivan’s Gulch Trail will provide a safe, comfortable and direct active transportation option. It will also link users with the Gateway Transit Center and future Gateway Green Park.

49 Tigard Greenways Trail System Master Plan

From prioritizing trail gaps to completing regional and community trails, Tigard’s new master plan lays the groundwork for an interconnected network of trails that help people get around the city and beyond. Highlights include segments of the Fanno Creek Trail and Tualatin River Greenway Trail.

50 Tualatin River Water Trail

Imagine a beautiful canoeing or kayaking trip along the Tualatin River with frequent, easy-to-access launch sites from Hillsboro to West Linn. As one step in making this vision a reality, a new small-craft launch site has been selected for Metro’s Farmington natural area. For now, public launch sites in the lower river exist only in Tualatin and Tigard. The next public access point is almost 20 miles upstream, at Hillsboro’s Rood Bridge Park. When funding is identified to build the Farmington site, it will offer another easily accessible launch point and promote awareness of water quality issues and wildlife habitat protection.

51 Westside Trail, 2013

Someday, the 25-mile Westside Trail will travel through urban and rural landscapes connecting the Willamette River near Forest Park to the Tualatin River at King City – and neighborhoods, businesses and schools along the way. Metro is working together with residents, cities, parks districts and community organizations to create a vision for a trail that will provide a continuous north-south route, as well as a connection to the 40-Mile Loop, the Rock Creek Trail and the developing Ice Age Tonquin Trail.

Special projects keep things moving

Creating a regional trails network takes more than just a bunch of great individual trails. With that in mind, the trails community is coming together around broader projects and initiatives. Whether it's completing the 40-Mile Loop, engaging the public or connecting with one another, advocates are finding ways to advance their vision.

Completing the 40-Mile Loop

The 40-Mile Loop, envisioned in 1903 as a network of trails and parks, actually spans more than 140 miles today. It is comprised of many regional trails, such as the Springwater Corridor, Peninsula Crossing Trail, Eastbank Esplanade, Leif Erickson Trail and Terwilliger Parkway. And the Loop is still growing – Metro has secured the rights to fill gaps on nearly two dozen properties, using funds from a voter-approved 2006 bond measure. A local private family foundation supported the effort by paying part of the salary of a Metro real estate negotiator who focused on trails. Meanwhile, nine trail projects have been built, are under construction or are in the design and preliminary engineering phase.

GIS database of trails

In 2010, Metro revamped its aging trails GIS layer by adding the exact locations of every trail from the Coast Range to Mount Hood National Forest. The database is kept up-to-date by Metro's Data Resource Center staff, who routinely add the latest alignments for planned trails that have been adopted by local city councils and parks commissions. This data layer is available free to the public via Metro's RLIS Live website.

Intertwine Alliance parks and trails website

The Intertwine's spiffy new website, www.theintertwine.org, is a one-stop shop for information about the region's trails and outdoor destinations. Want to take a stroll with the family? Train for a century ride? Explore a natural area along the way? The Intertwine has an experience for you. No wonder the site won a national award from the Coalition for Recreational Trails in 2012, getting recognition in the communications

and public outreach category. Oregon Congresswoman Suzanne Bonamici presented the award for the website, which received a grant from the Oregon Parks and Recreation Department and technical assistance from Metro staff.

Intertwine trail signs

Intertwine wayfinding signage debuted on the Fanno Creek Trail in Tigard in 2012. Thanks to an Oregon Department of Transportation grant secured by Metro, more signs will be installed along the Trolley Trail in Clackamas County and the Rock Creek Trail in Hillsboro in 2014. Larger, "iconic" signs will be placed at other locations to promote The Intertwine.

Networking and community events

As local trail fans will tell you, creating a world-class system is all about connecting – and they do just that through a steady stream of events. About 1,000 people have attended Quarterly Trails Forums, which bring together trail planners, advocates, nonprofit organizations and citizens to discuss regional trail issues and plans. The Metro Regional Trails Fair kicked off in 2011 and grew in 2012, attracting 250 people. More than 1,500 people have participated in field trips and guided tours since 2007. A few times a year, Intertwine Alliance summits give nature lovers another venue to network.

Regional trail counts

After trails are on the ground, we want to know how many people use them. Since 2008, Metro has coordinated regional trail counts and surveys in the four-county metropolitan area. Every September, more than a dozen local and state partners and 100 volunteers join efforts to survey 100 sites, from the Eastbank Esplanade to the new Ice Age Tonquin Trail at Graham Oaks Nature Park. In addition, Metro and the Tualatin Hills Park & Recreation District have year-round electronic counters at key nature parks. Metro intends to install them at 10 new locations, including trail sites in Happy Valley and along the Trolley Trail in Clackamas County.

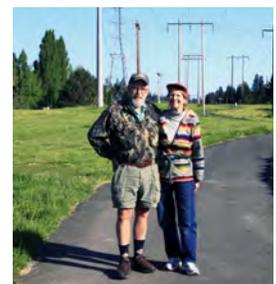
From east to west



Gresham-Fairview Trail



Intertwine signage



Westside Trail

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

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Tom Hughes

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Sam Chase, District 5
Bob Stacey, District 6

Auditor

Suzanne Flynn

Thanks, partners

Hundreds of governments, nonprofits, community groups and citizens are working together to put trails on the ground. Special thanks go out to these partners.

Counties

Clackamas County
Clark County
Columbia County
Multnomah County
Washington County

Cities

City of Battle Ground, Wash.
City of Beaverton
Community of Boring
City of Cornelius
City of Durham
City of Estacada
City of Fairview
City of Forest Grove
City of Gladstone
City of Gresham
City of Happy Valley
City of Hillsboro
City of King City
City of Lake Oswego
City of Milwaukie
City of Oregon City
City of Portland
City of Sandy
City of Sherwood
City of Tigard
City of Troutdale
City of Tualatin
City of Vancouver, Wash.
City of West Linn
City of Wilsonville
City of Wood Village

States

State of Washington
State of Oregon

Other agencies

Multnomah County Drainage District
Port of Portland
Portland Bureau of Transportation
Portland Bureau of Environmental Services
Portland Bureau of Planning and Sustainability
Portland State University
TriMet
U.S. Department of Transportation
U.S. National Park Service

Park districts and agencies

Clackamas County Parks
North Clackamas Parks and Recreation District
Oregon Parks and Recreation Department
Portland Parks & Recreation
Tualatin Hills Park & Recreation District
U.S. Forest Service
Vancouver-Clark Parks & Recreation

Utilities

Bonneville Power Administration
Portland General Electric

Community groups

40-Mile Loop Land Trust
Bicycle Transportation Alliance
Blue Ribbon Committee for Trails
Chinook Trails Association
Columbia Land Trust
Columbia Slough Watershed Council
Gateway Green
Friends of Baltimore Woods
Friends of Forest Park
The Intertwine Alliance
NpGreenway
Oregon Walks
Portland State University
Smith and Bybee Natural Area Advisory Committee
SW Trails PDX
Trail Keepers of Oregon
The Trust for Public Land
Tryon Creek Watershed Council
Tualatin Riverkeepers
University of Portland
Urban Greenspaces Institute
Washington Trails Association

Community advocates and volunteers across the region



Parks, trails and natural areas for today – and future generations



www.theintertwine.org

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