



Dorothy S. Cofield,
Attorney at Law

July 25, 2016

Planning and Sustainability Commission
c/o Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, Oregon 97201

**Re: Task 5 – Miscellaneous Zoning Code Amendments
Proposed Public Trail Alignment
Property at NW Saltzman Rd., Portland
State ID: 1N1W22AA 603**

Dear Members of the Planning and Sustainability Commission,

I represent David Himmelberger and Louise Ericcson, the owners of the above-referenced residential vacant lot (hereinafter “Owners”). The Owners received a letter from the Bureau of Planning on May 18, 2016 advising them that a future public recreational trail was proposed to be sited through their vacant lot, which is presently being developed through the City’s environmental review and building permit process. *See Attached “A-2” Site Plan and EA 14-236148 APPT.*

Upon further investigation with Metro and the City of Portland Parks Department, the Owners were told that the trail does not go on the Owners property but is sited in the right-of-way of Saltzman Road. *See Attached Westside Trail Master Plan Map 15, Segment 5.*

John Cole with the Bureau of Planning and Sustainability is recommending the Commission remove the public trail from the Owners’ property from the trail map as shown in staff’s proposed powerpoint slide. *See Attached Draft Slides E-Mail.*

The Owners are also proposing an amendment to Portland City Code (PCC) Title 33.430.080 that would allow a private, residential property in an environmental zone that is adjacent to a public trail to completely fence their property with a six-foot fence.

Allowing a private property owner to permanently fence their property adjacent to a public trail is a necessary measure to keep the public out of undesignated trail areas and keep private property safe, secure and clean.

PCC 33.430.080 only allows a temporary fence. PCC 430.22.080(D)(7). Title 33 is not clear whether a fence is allowed because it requires environmental review. *See Attached* Electronic Mail from Kathy Harden. At any rate, even if a fence is allowed after environmental review, the fence is restricted to 3.5 feet, which is not high enough to protect private property in the manner Metro suggests. *See Attached* Robert Spurlock Memo on Trail Design Best Practices p. 91 "Privacy of Adjacent Property Owners." The Safety Recommendations on Table 26 of the Memo recommend, "Encourage the use of neighborhood friendly fencing and also planting of landscape buffers." It seems that the issue of the height of the fence has to be that which is necessary to provide a reasonable measure of safety and to act as a sufficient deterrent to unwanted intrusion. The problem with public trails and private property are well documented in the Springwater Corridor and need to be addressed so that private property owners who are adjacent to public trails are not subject to these documented impacts.

Proposed PCC 430.22.080.(D)____ (Items Exempt from These Regulations)

"Installation of permanent fencing up to six feet tall around the perimeter of the private property when such property is adjacent to a public trail to protect private property from the public's entry;

- (a) The added disturbance area is exempted from the maximum disturbance area standards in Table 430-1;**
- (b) and the disturbance area is located at least 30 feet from the top of bank of a stream or drainage and at least 50 feet from the edge of a wetland."**

Staff has not included the proposed fence amendment in this Miscellaneous Zoning update on the theory that it should be done in a "broader review" than this trail zoning amendment process affords.

We believe public trail designation process is the right process to concurrently amend Title 33 so that fences, which are not allowed outright at a sufficient height, will be able to adequately protect adjacent private property. The attached documents demonstrate that private property next to public trails must have secure fences. *See e.g.* Springwater Corridor Shooting; Robert Spurlock Memo on Trail Design Best Practices p. 91 “Privacy of Adjacent Property Owners”; Safety Issues Continue to Plague Springwater Corridor Trail; PBOT Publication - “A Path to Trail Safety.”

All of these exhibits point out that fencing to secure private property adjacent to public trails is key to decreasing criminal accessibility as well as protecting the health and safety of the private property owner and allowing them use and enjoyment of their property while at the same time promoting the City’s public trail system.

The Owners have an existing wire fence that partially surrounds the property. *See Attached* Photographs. As such, allowing the existing fencing to be replaced by amending Title 33 as suggested above will not create a substantially greater impact on the environmental resources on the property that are zoned “EC.”

We urge the Commission to adopt the proposed fencing amendment. I will be at the hearing on July 26th to testify and answer any questions the Commission may have.

Very Truly Yours,

COFIELD LAW OFFICE


Dorothy S. Cofield

DSC:dsc
CC: Robert Spurlock
Emily Roth
Client

Springwater homeless will be shifted elsewhere

By Tony Hernandez
The Oregonian/OregonLive

Officials who serve homeless populations in Portland say the pending cleanup of the Springwater Corridor means hundreds of people will be dispersed into an area without enough shelter space or other indoor options to accommodate them.

Outdoor camping will continue; it will just be more visible in other parts of the city.

Portland Commissioner Dan Saltzman prepares to move forward on a proposed homeless facility along the Willamette riverfront | **A6**

After Portland Mayor Charlie Hales' July 15 announcement that outdoor camping will be off limits to people on the trail, service providers began preparing for an onslaught of people in need of a new place to set up camp. An estimated 500 homeless people lived on the trail that spans Multnomah and Clackamas counties, connecting Gresham, Portland and Milwaukie.

Last year, Multnomah County had 1,887 unsheltered people sleeping on the streets, according to a one-night count. "Dispersing hundreds of people into the city is absolutely ridiculous and inhumane and won't actually solve anyone's problem," Israel Bayer, director of Street Roots, wrote in an online post Thursday. "It certainly won't help people on the road to recovery or being able to access housing."

Jessie Sponberg, a former mayoral candidate and activist, said he plans to move homeless camps from Springwater to the Eastmoreland neighborhood near Reed College, he told the TV station.



Hundreds of people live along the 21-mile Springwater Corridor that stretches from downtown Portland through portions of Milwaukie and Gresham before ending in Boring in Clackamas County.

TONY HERNANDEZ/STAFF

Homeless

Continued from A1

hood near the homes of Hales and Multnomah County Chair Deborah Kafoury. He's eyeing a grassy median near Reed College, he told KGW.

Sponberg believes there's money to create small, self-governed homeless camps in each of Portland's neighborhoods, like Hazelnut Grove in North Portland's Overlook neighborhood, he told the TV station.

Homelessness on the Springwater Corridor

Officials estimate about 500 homeless people camp along the Springwater Corridor that stretches 21 miles through Portland, Gresham and Milwaukie.

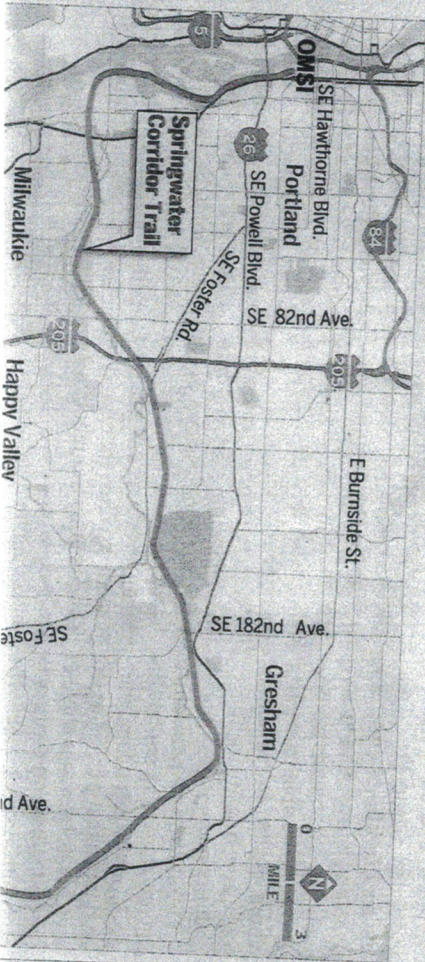
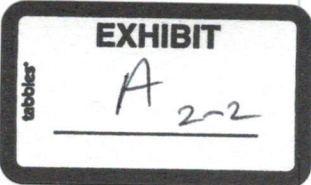


EXHIBIT
A 1-2
tabbler



The Joint Office of Homeless Services, an agency funded by the city and county, held a meeting Wednesday with local organizations to discuss the Aug. 1 cleanup. Ree Kaarhus, executive director of Boots on the Ground PDX, said she left the meeting staggered by the lack of resources and the scope and scale of the work that needed to be done.

"Everybody is on the same page, as far as being concerned about the community," Kaarhus said. "At this point, the city-contracted service providers will be joining with the volunteer service providers to make sure nobody falls through the cracks." Hales said the city is willing

to reimburse city-contracted agencies for extra expenses needed to prepare homeless campers on the trail, such as motels for people on the cusp of finding permanent housing, or additional staffing. Sara Hottman, a city spokeswoman, said on Friday, Outreach workers at JOIN,

an organization contracted by the city and Multnomah County, have traversed the Springwater Corridor about once a week, and that hasn't changed since Hales' announcement, said Executive Director Shannon Singleton. However, "it impacts the

workload for the staff," Singleton said. "They're feeling some pressure as folks are not only trying to figure out where to go but their long-term plan as well."

Hottman said Friday that the city still doesn't have a cost estimate for the massive cleanup.

It will depend on how much refuse is left behind, including trash and people's belongings, she said. The joint office continues to search for new places for potential shelters, said David Austin, a county spokesman. He said 650 shelter beds will be added by the end of the

year. That's more new beds this year than in the last decade combined, he said.

Finding new options for shelters — and getting support from neighborhoods for those shelters — remains incredibly difficult, he said. Meanwhile, the county will continue to focus on services for addiction and mental health services.

"Are they going to seek services and link up with case managers? That question remains to be answered," he said.

therrandez@oregonian.com
503-294-5928

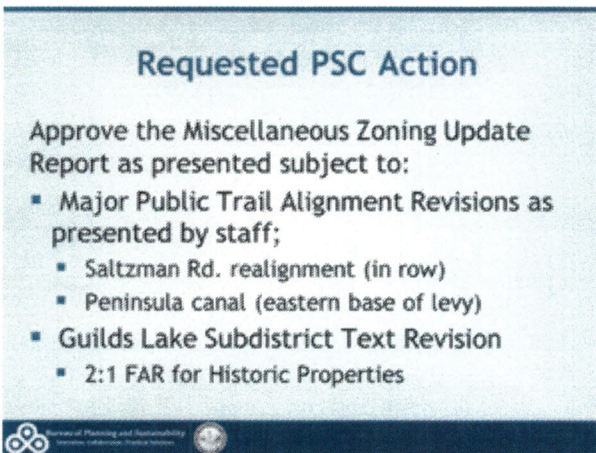
Dorothy Cofield

From: Cole, John <John.Cole@portlandoregon.gov>
Sent: Monday, July 25, 2016 10:44 AM
To: Dorothy Cofield
Cc: david_himmelberger@healthoutcomesgroup.com; Imerricson@yahoo.com
Subject: RE: Misc Zoning Amendment Public Trail

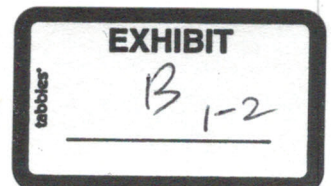
Dorothy,

These may be edited a bit prior to the meeting tomorrow but below please see the Powerpoint slides that will be presented to the commission regarding the Saltzman Rd Property and then the slide that describes Staff's larger request of the Planning Commission at the conclusion, of their meeting.

John



From: Dorothy Cofield [mailto:cofield@hevanet.com]
Sent: Monday, July 25, 2016 9:51 AM
To: Cole, John <John.Cole@portlandoregon.gov>
Cc: david_himmelberger@healthoutcomesgroup.com; Imerricson@yahoo.com
Subject: Re: Misc Zoning Amendment Public Trail



Thank you for letting me know.

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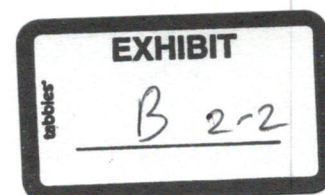
On Jul 25, 2016, at 8:42 AM, Cole, John <John.Cole@portlandoregon.gov> wrote:

There is no staff report beyond the proposed draft online. Changing the trail alignment on Saltzman road will be part of the staff presentation

From: Dorothy Cofield [<mailto:cofield@hevanet.com>]
Sent: Monday, July 25, 2016 7:36 AM
To: Cole, John <John.Cole@portlandoregon.gov>
Cc: david_himmelberger@healthoutcomesgroup.com; lmerricson@yahoo.com; cofield@hevanet.com
Subject: Misc Zoning Amendment Public Trail

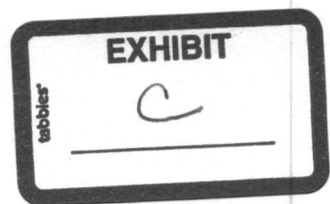
Hi Mr. Cole,
Is there a staff report to the Planning Commission for the revised map you are proposing for Saltzman Road? I looked under the PSC agenda on line but did not find it.

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Existing Fencing
at
Saltzman Road Property
1N1W22AA 603



As Springwater Corridor shooting shows, homelessness on the rise in East Portland



By [Anna Griffin | The Oregonian/OregonLive](#)

[Email the author](#) | [Follow on Twitter](#)

on June 13, 2014 at 5:55 PM

Nothing surprises the officers in Portland's East Precinct anymore.

Not buckets of human waste left by the side of the Springwater Corridor. Not a snake slithering mere feet from a homeless man's campsite. Not reports of people being robbed or even assaulted along the idyllic isolated bike and pedestrian trail.

Officers Robert Brown and Matthew Nilsen were responding to a report of a robbery on the Springwater Corridor early Thursday when 23-year-old transient Nicholas Glendon Davis swung a three-foot-long crowbar at them, police said. The officers began backing away, but Brown fell. When Davis continued to advance, **Brown shot him in the chest.**

It's the latest and highest profile reminder of something police and an increasing number of East Portlanders already knew: When city and county leaders pushed to annex large swaths of east Multnomah County almost three decades ago, they promised residents all the perks of city living. But as poverty spreads east from gentrifying neighborhoods closer to downtown, east Portland is getting the worst of urban life.

Scientific studies and anecdotal evidence show homelessness, along with other forms of extreme poverty, moving east from downtown Portland into communities beyond 82nd Avenue. The **Springwater Corridor** is a focal point.

The bike and pedestrian path, 21 miles from the central city to Boring, cuts a gentle, sloping path through some of the noisiest and ugliest stretches of the city. The attributes that make it so appealing – the sense of seclusion and privacy created by surrounding shrubs, trees, tall grass and blackberry bushes – also make it a magnet for homeless people seeking campsites.

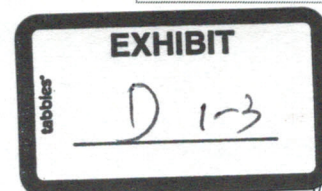
Greg Sargent, who owns a business near the corridor, called it a "thief's getaway route," on Thursday. Police say it's a "homelessness highway." **Mike Davis**, a pastor who ministers to homeless men and women and lives near the trail, says it's an escape route for people who, for various reasons, do not want to stay in a shelter or get a free meal at one of downtown's many charities.

"People go downtown first and realize that it's crazy. Most shelters won't let you keep a dog, they won't let you drink, and if you're traveling with someone of the opposite sex, they'll make you separate," said Davis, who has worked along the corridor for seven years. "It's easy to see why this area is attractive: You take a bike up the Springwater or you ride MAX out, and you're just a few footsteps from the middle of nowhere."

More on East Portland

Read The Oregonian's continuing series on the troubles of **East Portland**. So far, we've written about:

- The lost vision for **Gateway**
- The high-density **housing explosion**
- The dangers of
- The lack of **grocery stores and parks**
- Failed redevelopment in **Lents**



The problem is that the trail – along with Rocky Butte, the Johnson Creek watershed and other bits of quasi-suburban green space that have become popular camping spots – merely *feels* like the middle of nowhere. It's actually quite close to homes and businesses. From most spots on the trail, getting basic supplies is as easy as walking out of the woods to the closest Plaid Pantry, Taco Bell ... or residential neighborhood.

"Homelessness equals car prowls, graffiti, vandalism, all those little petty crimes that make a lot of people feel unsafe. That's why you can't just leave people alone to camp," said Officer Jason Lemons, part of the East Precinct neighborhood response team. "Everyone who camps isn't an issue. Probably most people aren't. But the more people you have out here doing that, the more likely you are to have neighbors notice problems."

On any given night, it's hard to tell how many people are sleeping outdoors in East Portland and East County. In the **2013 point-in-time homelessness count**, 11 percent of the people surveyed in Multnomah County planned to spend the night east of 82nd Avenue. But the count is voluntary and only calculates people actually contacted by census-takers.

One or two people occupy most of the illegal or unauthorized campsites police find. But officers have cleared out tent villages that were home to as many as 50 people. One Johnson Creek camp had a vegetable garden. At another, on Kelly Butte, clean-up crews needed almost 1,000 trash bags to pack up all the personal belongings and garbage they carted away, officers said.

ADVERTISING

On a recent spring morning, Lemons and several colleagues took a reporter and photographer on patrol. Finding campsites wasn't difficult.

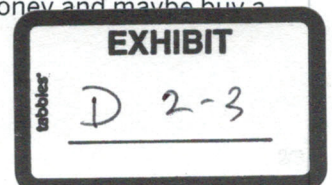
Lemons parked his police SUV in the back of an industrial park off Foster Road near Southeast 111th Avenue, half a mile from Thursday's shooting scene. The Springwater Corridor runs just behind the industrial park, and from it, officers saw a flash of blue tarp amid some blackberry bushes. They ducked under the limb of a small tree, rounded the bush and spotted a campsite: A wooden pallet served as a front porch, a tent and a tarp draped over it as a front door. Next to the tent were a collection of camping-sized propane bottles, a few pots, a disassembled shopping cart, a few full trash bags and two painters' buckets filled with something that didn't look or smell like paint.

"There's the toilet," Lemons said.

An officer shouted out identification-- "Anybody in there? This is the Portland Police." -- and three people emerged from the tent, squinting in the sunlight.

A man and a woman -- the man, who identified himself as Derrick, came out with his sweatshirt open to reveal a chest covered in tattoos -- travel together and shared the tent together. They had a guest, 31-year-old Loren Kurth, who had set up his own camp about 15 yards away under a small patch of trees. As officers examined Kurth's campsite a snake slithered by a few feet away.

"I don't really think I'm doing anything wrong out here," Kurth said. "I'm just trying to save up some money and maybe buy a house."



Derrick and Kruth's shelters were situated on a low, marshy stretch of open space just east of **Beggars Tick Wildlife Refuge** and on public property, where **camping is not allowed**. Officers found three more abandoned campsites within a 50-yard radius. Several had flooded during spring rains – soggy, mildew-smelling clothes and blankets rested atop the remains of one ripped tent. At another spot, the previous occupant had left behind a twisted bike wheel, more empty propane bottles, an assortment of fast-food wrappers and a child's sleeping bag bearing the face of actor Zac Efron and the logo from the movie "High School Musical."

"Imagine that you're here with your kids on a nice sunny summer day, you're having a nice bike ride, and you run into somebody like Derrick?" Lemons said.

Neither officers nor activists have an answer. Park rangers, who patrol the trail itself, have taken to writing more exclusions barring people caught camping from the trail. And agencies that own land along it are doing more regular grooming of the shrubs and trees that block views. The Police Bureau has increased its enforcement of camping – officers use ATVs to patrol harder-to-reach spots, and this summer will use airplane surveillance to look for larger camps.

Few shelters or services exist for homeless men, a bulk of the population of campers, in east Multnomah County. When officers force campers to move, they're shifting the problem rather than solving it.

They know that.

"Usually when we interact with campers, all we're trying to do is see if they want to get into services, if there's some way we can help them, just build a relationship. We could arrest them, but they'd be back here in maybe a few hours," said Officer Robert Brown, another member of the neighborhood response team who shares the same name with the night-shift officer involved in Thursday's shooting.

"It's frustrating for us, because it's this big, complicated, messy issue that we can't solve. It's frustrating because you have kids out here who are growing up thinking this is normal: people living in a tent off a trail in a swamp."

-- **Anna Griffin**

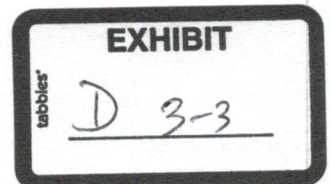
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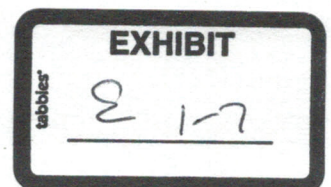
Metro | Memo

Date: Thursday, June 05, 2014
To: Metro Council
From: Robert Spurlock, Regional Trails Planner
Subject: Ordinance No. 14-1329B / Trail design best practices in industrial areas

At the public hearing on May 29, 2014, I described some of the types of design elements that are often implemented to ensure that trails are compatible with adjacent industrial uses, including signage, striping, lighting, and landscaping. Attached is a list included in Metro's Trolley Trail Master Plan that provides a more detailed description of the types of design features and improvements that may be included along trails to address potential safety concerns. These features were specifically recommended for the Trolley Trail between Milwaukie and Gladstone, which also crosses through industrial areas. These types of safety recommendations are often implemented to minimize potential conflicts with adjacent uses and ensure compatibility with other property owners, including industrial operations.

A similar list of safety recommendations was not included in the Ice Age Tonquin Trail Master Plan because the primary focus of the project was to determine the trail's alignment. The Trolley Trail planning effort was different from the Ice Age Tonquin Trail in that the entire six-mile alignment of the Trolley Trail followed a streetcar line that had been acquired by the North Clackamas Parks and Recreation District and Metro. Therefore the alignment of the trail had already been determined and was not a proposed alignment as with the Ice Age Tonquin Trail. With the trail alignment already determined, the Trolley Trail Master Plan was able to provide more detail regarding design and traffic control recommendations.

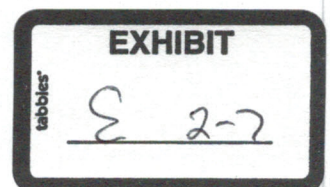
While the Trolley Trail does cross through industrial areas, it does not pass through any RSIA's. Other examples of trails that have been planned and developed by Metro in the last 20 years through RSIA's include the Peninsula Crossing Trail, which passes through an RSIA in North Portland and was completed in 2002, and the Springwater Trail, which includes a section that passes through an RSIA in southeastern Gresham that was completed in 2000. Also, the Port of Portland built a 1.7 mile trail in 2008 near North Lombard Street in the Rivergate Industrial Area, which is designated an RSIA under Title 4. And an existing portion of the North Portland Willamette Greenway includes an approximately two-mile-long trail that crosses directly through the Swan Island Industrial Area RSIA. Much of the trail through Swan Island has been in place since the 1980s, but portions have been built through the RSIA more recently, including a portion along North Ballast Street that was built in 2012.



Another example is the Marine Drive Trail, which includes approximately 8.5 miles crossing through an RSIA along the Columbia River in North and Northeast Portland. That trail has been in place since the 1980s, and industrial land owners have generally welcomed the trail. One industrial landowner, Staples, Inc., actually donated land in 2011 to facilitate the completion of a new segment of the trail. More than a dozen other industrial landowners have sold land to Metro since 2008 for completion of the trail. Many of these landowners have expressed their appreciation of the trail and their desire for its completion. They see it as an asset because it draws bicyclists off busy roads like Marine Drive, and because it offers employees a place to walk during breaks.

The design of each of these trails incorporates elements similar to those included on the attached list of safety features. Using safety features such as these, and the types of traffic safety features described in Chapter 4 of the Ice Age Tonquin Trail Master Plan, the Ice Age Tonquin Trail and other trails to be developed in the future through industrial areas can be designed to minimize potential conflicts with industrial operations and ensure the trail will be compatible with industrial uses.

An excellent example of the use of signage and design to ensure compatibility was provided at the hearing by the photographs and description of the Springwater Corridor intersection with the Ross Island Sand and Gravel (RISG) cement batch plant in Portland's central eastside industrial area. As described at the hearing, that portion of the Springwater Corridor was opened in 2005 and currently has 5,000 daily users, which equates to approximately 28,000 per week and 1.5 million per year. The RISG plant operates from dawn to dusk and involves significant heavy cement mixer and flatbed truck traffic. As shown in the photos, the RISG access point approaches the trail from a challenging angle and must directly cross the trail to enter and exit the facility. However, data provided by the City of Portland show that there has been only one accident in that area involving a bicycle since 2003, and that crash was not at the RISG location.



VI. Trail Safety Recommendations

Public Safety Audit

As part of this planning effort, the consultant team performed a Safety Audit of the Trolley Trail right-of-way in conjunction with a Clackamas County law enforcement officer. The intent of this audit was to review field conditions from law enforcement's prospective and apply recommended crime prevention methods through environmental design. The corridor was walked the majority of its length, conditions noted and photographed.

Table 26 summarizes key safety issues, location(s) of concern and recommended improvements.

Table 26. Safety Recommendations

Safety Issue	Recommended Improvements	Location on Trail
Unwanted vehicle access on the trail The use of the right-of-way by 4-wheel drive activity was noted at three locations along the trail. Area one is from Silver Springs to Torbank. Area two is in the double SE Arista section from SE Creighton to SE Concord Road. Area three is just north of SE Park Avenue.	1. Utilize landscaping to define the corridor edge and trail, including earth berms and large boulders.	All, with emphasis on Segment 5, Creighton to Concord, and segment 2 just north of Park.
	2. Use bollards at intersections.	All
	3. Pass a motorized vehicle prohibited ordinance and sign the trail.	All
	4. Where autos share access along the Trolley Trail for private property access, separate the auto use from the trail use and provide a vegetative buffer between the trail and the driveway.	Segment 3, Park to Torbank.
	5. Close off opportunity for driving through between Silver Springs & Torbank with a physical barrier and "no outlet" signage.	Segment 3, Park to Torbank.
	6. Create a Trail Watch program and encourage citizens to photograph report illegal vehicle use of the corridor.	All
	7. Lay the trail out with curves that allow bike/ped passage, but are uncomfortably tight for automobile passage.	Segment 5, Creighton to Concord.
Privacy of adjacent property owners This was one of the biggest concerns expressed by neighbors in the Creighton area. Concern is that the trail will bring people into areas that have for decades been quasi-private. Trail users will be able to peer into people's backyards and homes.	1. Encourage the use of neighborhood friendly fencing and also planting of landscape buffers.	All
	2. Clearly mark trail access points.	All
	3. Post trail rules that encourage respect for private property.	All
	4. Strategically placed lighting.	All

TRAIL SAFETY RECOMMENDATIONS

Safety Issue	Recommended Improvements	Location on Trail
Litter and dumping Incidental dumping was noted throughout the right-of-way, the majority of which was yard debris that appears to be dumped over property line fences.	1. Post trail rules encouraging pack it in pack it out etiquette.	All, post rules at access points.
	2. Place garbage receptacles at trailheads.	All
	3. Provide good visual access to the trail.	All
	4. Strategically-placed lighting, utilizing light shields to minimize unwanted light in adjacent homes.	All
	5. Manage vegetation within the right-of-way to allow good visual surveillance of the trail from adjacent properties and from roadway/trail intersections.	All
	6. Encourage local residents to report incidents as soon as they occur.	All
	7. Remove dumpsites as soon as possible.	All
	8. Encourage use of yard debris recycling service.	All
Trespassing Trespassing through people's backyards was a concern expressed by some members of the public.	1. Clearly distinguish public trail right-of-way from private property through the use of vegetative buffers and the use of good neighbor type fencing.	All; Special emphasis on Creighton area in segment 5.
	2. Post trail rules that encourage respect for private property.	All
	3. Place good neighbor fencing between trail and residence immediately north of Park.	Segment 2, single resident just north of Park.
Crime Creighton area neighbors expressed concern about potential loitering, burglary, muggings, kidnapping, etc. Neighbors stated there were issues several years ago that went away once the right-of-way became impassable due to dense vegetation. Undesirable transient activity should be handled following these recommendations as well.	1. Manage vegetation so that corridor can be visually surveyed from adjacent streets and residences.	All, special noted emphasis on segments 1, 2, and 6.
	2. Select shrubs that grow below 3' in height and trees that branch out greater than 6' in height.	All
	3. Place lights strategically and as necessary.	Light all of segments 1 and 2 (where necessary). Add lights at intersections and where necessary between intersections for segments 3-8.
	4. Place benches and other trail amenities at locations with good visual surveillance and high activity.	All, two sites were identified one at 28th as an access point, second at just south of Concord. Both are suitable bench locations.
	5. Provide mileage markers at quarter-mile increments and clear directional signage for orientation.	All
	6. Create a "Trail Watch Program" involving local residents.	All
	7. Proactive law enforcement. Utilize the corridor for mounted patrol training.	All
Private use of corridor Private use of the corridor includes parking, vehicle access to private property, landscaping, and placement of small buildings on the right-of-way.	1. Attempt to negotiate win/win solution with property owners.	All Parking noted at Concord, Hull, and Glen Echo. Encroachment activity in segment 2, 3, 7, and 8.
	2. Eliminate where detrimental impact to trail cannot be reasonably ameliorated.	All

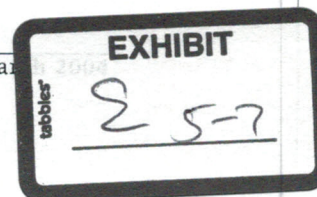
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TRAIL SAFETY RECOMMENDATIONS

Safety Issue	Recommended Improvements	Location on Trail
Intersection safety Roadway and trail crossings present a potential safety concern between trail users and cars. Naef and Roethe were both noted as higher level safety concerns due to local high school traffic.	1. Require all trail users to stop at public roadway intersections through posting of stop signs.	All
	2. Provide cross walk striping and trail crossing warning signs for vehicle drivers. Put Trolley Trail logo on warning signs.	All
	3. Install flashing yellow lights at Naef, Roethe, and Concord.	Segment 6 and 7
	4. Utilize existing signal at SE Jennings and SE McLoughlin Boulevard crossing. Widen sidewalk at west and east side of SE McLoughlin Boulevard.	Segment 7
	5. Manage vegetation at intersections to allow visual access at crossings.	All
	6. Redesign 22nd to force vehicles to slow down as they exit SE McLoughlin Boulevard.	Segment 1
	7. Redesign 26th & Sparrow to narrow pavement area and slow vehicles down as they exit SE McLoughlin Boulevard	Segment 2
Local on-street parking A concern in the Evergreen, Silver Springs and Torbank area.	1. Post local residential streets as parking for local residents only to discourage trail user parking. Place "no outlet" and "no parking" signs prior to trail access points.	All
Trailhead safety	1. Clearly identify trailhead access areas.	All trailheads.
SE McLoughlin Boulevard impacts The proximity of the trail to SE McLoughlin Boulevard in segments 1 and 2 was identified as a concern. Though adequate setback is present, greater separation should be encouraged.	1. Deepen and widen the drainage ditch at the roadway shoulder while still allowing surveillance through and across ditch. 2. Place a small earth berm between trail and road.	Segment 1 and 2
Vandalism	1. Select benches, bollards, signage and other site amenities that are durable, low maintenance and vandal resistant.	All
	2. Respond through removal or replacement in rapid manner.	All
	3. Keep a photo record of all vandalism and turn over to local law enforcement.	All
	4. Encourage local residents to report vandalism.	All
	5. Create a trail watch program; maintain good surveillance of the corridor.	All
	6. Involve neighbors in trail projects to build a sense of ownership.	All
	7. Place amenities (benches, etc.) in well used and highly visible areas.	All



Community Involvement with Safety on the Trail

Creating a safe trail environment goes beyond design and law enforcement and should involve the entire community. The most effective and most visible deterrent to illegal activity on the Trolley Trail will be the presence of legitimate trail users. Getting as many "eyes on the corridor" as possible is a key deterrent to undesirable activity on the Trolley Trail. There are several components to accomplishing this as outlined below:

Provide good access to the trail

Access ranges from providing conveniently located trailheads along the trail, to encouraging the construction of sidewalks to accommodate access from private developments adjacent to the trail. Access points should be inviting and signed so as to welcome the public onto the trail.

Good visibility from adjacent neighbors

Neighbors adjacent to the trail can potentially provide 24-hour surveillance of the trail and can become NCPRD's biggest ally. Though some screening and setback of the trail is needed for privacy of adjacent neighbors, complete blocking out of the trail from neighborhood view should be discouraged. This eliminates the potential of neighbors' "eyes on the trail," and could result in a "tunnel effect" on the trail.

High level of maintenance

A well maintained trail sends a message that the community cares about the public space. This message alone will discourage undesirable activity along the trail.

Programmed events

Community events along the Trolley Trail will help increase public awareness and thereby attract more people to use the trail. The Friends of the Trolley Trail can help organize numerous public events along the trail which will increase support for the trail. Events might include a day-long trail clean up or a series of short interpretive walks led by long time residents or a park naturalist. The Friends of the Trolley Trail can also generate public support for future funding applications.

Community projects

The support generated by the Friends of the Trolley Trail could be further capitalized by involving neighbors and friends of the trail in a community project. Ideas for community projects include volunteer planting events, art projects, interpretive research projects, or even bridge building events. These community projects are the strongest means of creating a sense of ownership along the trail that is perhaps the strongest single deterrent to undesirable activity along the trail.

Adopt-a-Trail Program

Nearby businesses, community institutions, and residential neighbors often see the benefit of their involvement in the trail development and maintenance. Businesses and developers may view the trail as an integral piece of their site planning and be willing to take on some level of responsibility for the trail. The Elks Club may provide an excellent opportunity to make contact with local business leaders. Creation of an adopt-a-trail program should be explored to capitalize on this opportunity and build civic pride.

Trail Watch Program

The Clackamas County's Sheriff's office is pursuing the development of a "Trail Watch" program along the Trolley Trail. This program would provide an opportunity for local residents to become actively involved in crime prevention along the trail. Similar to Neighborhood Watch programs, residents are brought together to get to know their neighbors, and are educated on how to recognize and report suspicious activity.

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Get neighbors involved

Activity support is an effort to promote the presence of responsible pedestrian users in a given area. What you can do:

- Encourage immediate neighbors to walk the trail on a regular basis.
- Start a Foot Patrol trained by the City of Portland's Crime Prevention Program. Neighbors volunteer to walk in a small group along the trail, be a friendly presence and report problems, where necessary.
- Call the police when you see suspicious activity. Call 9-1-1 for immediate threats to life or property or a crime in progress. Otherwise, contact the police non-emergency number at 503-823-3333.

Maintain the trail

The strategies that you employ above are only as good as your commitment to maintain them. Steps you can take:

- Repair burned out lights, trim vegetation regularly, and pick up litter and debris.
- Eliminate trip hazards along the path whether that includes uneven surfaces, rocks, or ruts along the path.
- Work with PBOT to see if a dog bag dispenser and garbage receptacle can be installed to discourage waste being left on the path.
- Report all graffiti. If it's on your property, take a picture, report it and remove it immediately. See www.portlandoregon.gov/oni/graffiti for more info.

City of Portland Contacts

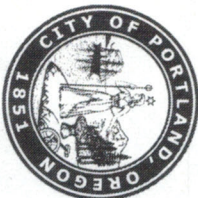
For questions and information about the Community Initiated Neighborhood Trails Process:

- Visit www.portlandoregon.gov/transportation/trails
- Contact the Trails Program with the Portland Bureau of Transportation at 503-823-7736

For help with crime and livability issues in Portland, contact the City of Portland's Crime Prevention Program:

- Visit www.portlandoregon.gov/oni/cp
- Call 503-823-4064
- Email onicpa@portlandoregon.gov

For ADA Title II or Civil Rights Title VI accommodations, translation/interpretation services, complaints, or for additional information, call 503-823-5266, TTY: 503-823-6868, or use Oregon Relay Service: 711.



PBOT

PORTLAND BUREAU OF TRANSPORTATION

A Path to Trail Safety

What volunteers and homeowners do to improve their neighborhood trail



This brochure applies to Portland Bureau of Transportation Community Initiated Neighborhood Trails

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The City of Portland encourages neighbors and community volunteers to incorporate safety in the design of a trail to attract more neighbors and deter potential issues. Ideally the design will encourage users to:

- Move along the path,
- Stay on the trail and not unknowingly trespass onto private property,
- Engage in appropriate behaviors and be mindful of the residents living in the area.

The following recommendations are intended to create safer trails for users and neighbors, but not to prevent people from using trails on public rights-of-ways.

Improve trail visibility

Opening up sightlines on the trail eliminates hiding places for people and allows neighbors and trail users to observe and report suspicious activity. The following are ways to improve visibility:

- Trim vegetation and limb up trees on your property and on the path so that trail activities can be observed. Volunteers must obtain permission from the owner to trim vegetation on private property. If the trail is located in an Environmental Zone, you will need to contact the Bureau of Development Services for guidance at 503-823-7526.
- Remove any structures or features that block visibility to the trail such as a shed or wood pile.
- If possible, light pathways that are adjacent to a dwelling. Add motion detector lighting that illuminates the

pathway, but doesn't encroach onto your neighbors' property. Because you are lighting a natural area, consider limiting the detection area and sensitivity so that lighting isn't activated by woodland critters and there is a minimal impact on their habitat.



Secure your property

By securing your property, you are decreasing criminal accessibility. Some steps you can take:

- Consider installing a wrought iron, good neighbor-style, or chain link fence that allows you to see the adjacent trail.
- Secure gates to your yard that are accessible from the trail.
- Control access by planting non-invasive shrubs along entry points to your private property; see the Portland Plant List at portlandoregon.gov/bes/plantlist. You must maintain these plants so that they don't block the trail or visibility. Some home owners will install a fence a few feet in from the property line and plant vegetation against the structure. Choose

thorny vegetation to mitigate gra prevent access.

- For sheds or storage units accessible a trail, install locks and secure to ladders as you would in your front y

Define the trail

When you provide a clear designation between public, private, and semi-private areas, it defines an area's intended use and makes it clear when someone trespasses. Taking care of your property and the area around it conveys a sense of active "ownership" and communicates that illegal acts will be noticed and addressed.

- Clean up the area by weeding, picking up litter and pruning bushes and trees so that the trail looks well-kept. For permitted trails, there will be designated group who will maintain the trail. Contact information for this group will be posted on trailhead signs.
- Create uniformity along the trail so that it is well-defined. For example, if gravel is used on one part of the trail, it should be used throughout the path. Maintaining a consistent width will also further define where the path starts and ends.
- For a home near the trail, add some low growing non-invasive vegetation, fencing, or texture changes at the property line to indicate the transition to private property.

For crime prevention advice, contact the City of Portland's Crime Prevention Program at 503-823-4064, onicpa@portlandoregon.gov.

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503-823-4064