

Regional Trails System Plan Map

Criteria for Determining Regionally Significant Trails

The following is the screening process used to add new trails to the Regional Trails System Plan Map. Both levels must be met before a new trail can be added.

First Level to Be Met

Trail must be primarily separated from roads and streets (at least 75% of length).

Examples of off-street corridors include:

- trails in former or existing rail corridors, e.g., Springwater Trail.
- rights-of-ways which were never developed into streets, e.g., Peninsula Crossing Trail.
- trails separated from the street by a vegetative buffer or swale, e.g., Terwilliger Boulevard Trail.
- trails and greenways in riparian corridors separated from roads, e.g., Fanno Creek Trail.
- trails in utility corridors, e.g., Westside Trail.
- trails and greenways on levees, e.g., Marine Drive Trail.
- trails in exclusive corridors adjacent to highways, e.g., I-205 Trail.
- water trails, e.g., Columbia Slough Water Trail.
- trail within parks, PUDs, or campuses, e.g., Wildwood Trail.

Trails primarily in the public street right-of-way (e.g. bike lane on the side of a street) or on a sidewalk are addressed by the regional bike and pedestrian systems in Metro's Regional Transportation Plan (RTP).

If the first level is met, then at least four of the following second level criteria must also be met:

Second Level to Be Met

Criteria for Regional Significance (at least **four** must be applicable)

- A. Located along the Willamette Greenway – state of Oregon Land Conservation and Development Commission (LCDC) goal 15.
- B. Multi-jurisdictional, including Washington State.
- C. Connects regionally significant parks and natural areas.
- D. Connects to other regionally significant trails, e.g., forms a loop system of trails.
- E. Connects regional centers, town centers, industrial areas and/or high-frequency transit service.
- F. Likely that the trail will receive use, including use by residents from various areas of the region.