



Administration Office
503/645-6433
Fax 503/629-6301

Board of Directors Regular Meeting
May 4, 2009
6:00 p.m. Executive Session; 7:00 p.m. Regular Meeting
HMT Recreation Complex, Peg Ogilbee Dryland Meeting Room
15707 SW Walker Road, Beaverton

AGENDA

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|---------|--|
| 6:00 PM | 1. Executive Session* <ul style="list-style-type: none"> A. Legal B. Land |
| 7:00 PM | 2. Call Regular Meeting to Order |
| 7:05 PM | 3. Action Resulting from Executive Session |
| 7:10 PM | 4. Presentation <ul style="list-style-type: none"> A. Blue Ribbon Committee for Trails Report |
| 7:20 PM | 5. Public Hearing: First Reading of Ordinance Regarding Park District Rules & Regulations <ul style="list-style-type: none"> A. Open Hearing B. Staff Report C. Public Comment** D. Board Discussion E. Close Hearing |
| 7:35 PM | 6. Audience Time** |
| 7:40 PM | 7. Board Time |
| 7:45 PM | 8. Consent Agenda*** <ul style="list-style-type: none"> A. Approve: Minutes of April 6, 2009 Regular Meeting B. Approve: Monthly Bills C. Approve: Monthly Financial Statement D. Appoint: Athletic Center Advisory Committee, Garden Home Recreation Center Advisory Committee & Jenkins Estate Advisory Committee Members E. Adopt: Resolution Adopting an Evaluation Document Containing Criteria to be used in Reviewing the Performance of the General Manager F. Approve: Resolution Adopting the Supplemental Budget for Planning Division Personal Services Costs G. Approve: Temporary Construction Easement for St. Juan Diego Catholic Parish H. Approve: Telecommunications Site Lease Agreement with Clearwire Wireless |
| 7:50 PM | 9. Unfinished Business <ul style="list-style-type: none"> A. Update: 2008 Bond Measure B. Information: General Manager's Report |
| 8:15 PM | 10. Adjourn |

Executive Session:** Executive Sessions are permitted under the authority of ORS 192.660. Copies of the statute are available at the offices of Tualatin Hills Park and Recreation District. * Audience Time/Public Comment:** If you wish to be heard on an item not on the agenda, or a Consent Agenda item, you may be heard under Audience Time with a 3-minute time limit. If you wish to speak on an agenda item, please wait until it is before the Board. Note: Agenda items may not be considered in the order listed. *****Consent Agenda:** If you wish to speak on an agenda item on the Consent Agenda, you may be heard under Audience Time. Consent Agenda items will be approved without discussion unless there is a request to discuss a particular consent agenda item. The issue separately discussed will be voted on separately. In compliance with the American with Disabilities Act (ADA), this material, in an alternate format, or special accommodations for the meeting, will be made available by calling 503-645-6433 at least two business days prior to the meeting.



MEMO

DATE: April 29, 2009
TO: The Board of Directors
FROM: Doug Menke, General Manager
RE: Information Regarding the May 4, 2009 Board of Directors Meeting

Agenda Item #4 – Presentation

A. Blue Ribbon Committee for Trails Report

Attached please find a memo from Hal Bergsma, Director of Planning, reporting that Washington County Commissioner Dick Schouten, who was a member of the Metro Blue Ribbon Committee for Trails, will be at your meeting to make a presentation regarding the Committee's findings and recommendations.

Agenda Item #5 – Public Hearing: First Reading of Ordinance Regarding Park District Rules & Regulations

Attached please find a memo from Bob Wayt, Director of Communications & Development, providing an overview of the materials contained within the information packet. Mike Janin, Superintendent of Security Operations, and Tom Sponsler with Beery, Elsner & Hammond, LLP, the Park District's legal counsel, will be at your meeting to answer any questions the Board may have.

- Action Requested: Board of Directors approval of the following actions:**
- 1. Conduct a public hearing and First Reading of the Ordinance Regarding Park District Rules & Regulations, and**
 - 2. Initial approval of District Compiled Policies Chapter 7, with final approval and ordinance enactment at the Second Reading scheduled for the June 8, 2009 Regular Board Meeting.**

Agenda Item #8 – Consent Agenda

Attached please find Consent Agenda items #8A-H for your review and approval.

- Action Requested: Approve Consent Agenda Items #8A-H as submitted:**
- A. Approve: Minutes of April 6, 2009 Regular Meeting**
 - B. Approve: Monthly Bills**
 - C. Approve: Monthly Financial Statement**
 - D. Appoint: Athletic Center Advisory Committee, Garden Home Recreation Center Advisory Committee & Jenkins Estate Advisory Committee Members**
 - E. Adopt: Resolution Adopting an Evaluation Document Containing Criteria to be used in Reviewing the Performance of the General Manager**
 - F. Approve: Resolution Adopting the Supplemental Budget for Planning Division Personal Services Costs**
 - G. Approve: Temporary Construction Easement for St. Juan Diego Catholic Parish**
 - H. Approve: Telecommunications Site Lease Agreement with Clearwire Wireless**

Agenda Item #9 – Unfinished Business

A. 2008 Bond Measure

Attached please find a memo from Hal Bergsma, Director of Planning, providing an update regarding recent activities centered around the 2008 Bond Measure. Hal will be at your meeting to provide an overview of the memo and to answer any questions the Board of Directors may have.

Action Requested: No action requested. Board information only.

B. General Manager's Report

Attached please find the General Manager's Report for the May 4, 2009 Regular meeting.

Other Packet Enclosures

- Management Report to the Board
- Monthly Capital Report
- System Development Charge Report
- Newspaper Articles



[4A]

MEMO

DATE: April 23, 2009
TO: Doug Menke, General Manager
FROM: Hal Bergsma, Director of Planning

RE: Blue Ribbon Committee for Trails Report

Washington County Commissioner Dick Schouten, who was a member of the Metro Blue Ribbon Committee for Trails, will be at your meeting to make a presentation regarding the Committee's findings and recommendations. The committee was composed of civic, business (including health care) and elected leaders from throughout the region convened by Metro to think big about regional trails. The committee's charge by the Metro Council was to:

- Evaluate the regional trails system and its benefits.
- Determine if the current level of investment in regional trails is commensurate with expected benefits.
- Identify important regional values in developing the system.
- Propose funding and policy changes necessary to achieve the regional system.

Commissioner Schouten will summarize the committee's recommendations (presented to the Metro Council in November 2008), to fully integrate biking and walking into our regional transportation system to maximize mobility, livability and community.

A List of Resources for those Interested in More and Safer Biking and Walking

Portland's Regional Government, Metro

Many resources related to transportation planning, trails, trail system planning and development can be found at:

<http://www.oregonmetro.gov/index.cfm/go/by.web/id=24198>

For **Metro Blue Ribbon Trails Committee's** Final Report, please see:

http://www.oregonmetro.gov/files/planning/blueribboncommittee_casestatement.pdf

If you live in a city, you may want to become familiar with their development code and long range plans that address transportation and development of sidewalks, bicycle facilities and trails. This may include becoming familiar with your parks service provider. Many cities are parks providers but there are special districts that provide parks and recreation services too. The largest such special district in the State is the Tualatin Hills Parks and Recreation District.

Tualatin Hills Parks and Recreation District

The District's Trails Plan and Comprehensive Plan are available as pdf documents that can be downloaded from the District's administration website. They contain useful and detailed information that documents the elements involved in planning and developing a trail system. Please see:

<http://www.thprd.org/administration/index.cfm>

Bicycling Advocacy Organizations

The Fietsberaad or Netherlands Bike Council
Jaarbeursplein 13
3521 AM Utrecht
The Netherlands
Phone +31 10 282 58 18
www.bicyclecouncil.org (English language web site)

For a good overview of bicycling issues going into some level of detail and in particular lessons to be learned from Netherlands (among many documents the Bike Council produces), please see:

<http://www.fietsberaad.nl/index.cfm?lang=en&repository=Cycling+in+the+Netherlands>

Rails to Trails Conservancy

The mission of Rails-to-Trails Conservancy (RTC) is to create a nationwide (U.S.) network of trails from former rail lines and connecting corridors to build healthier places for healthier people.

The RTC website contains a broad range of information and links to publications. In particular, please see T. Gotschi and K. Mills, *Active Transportation for America: The case for increased Federal investment in bicycling and walking*. This report provides a good analytical overview and an extensive list of useful references:

www.railstotrails.org/atfa

Bicycle Transportation Alliance (BTA), a State-wide bicycling advocacy group

<http://www.bta4bikes.org/>

Mail: P.O. Box 9072
Portland, OR 97207-9072
E-mail: info@bta4bikes.org
Phone: (503) 226-0676
Fax: (503) 226-0498

Office Location:

233 NW 5th Ave (between NW Everett & NW Davis)
Portland, OR 97209

Hours: Monday-Friday 9 am – 5 pm

Bicycling Topics and Related Information Resources

- **Bicycling, Walking and Connections to Public Health**

Designing and Building Health Places: The Centers for Disease Control and Prevention (CDC) is the lead public health agency in the United States. The website below contains links to publications and programs that examine interaction between people and the human-made environment.

<http://www.cdc.gov/healthyplaces/default.htm>

The **National Center for Bicycling & Walking (NCBW)** is the major program of the Bicycle Federation of America, Inc. (BFA), a national, non-profit corporation established in 1977. Their mission is to create bicycle-friendly and walkable communities. Please see:

<http://www.bikewalk.org/>

The **Active Living By Design** provides resources to help communities and organizations increase physical activity and healthy eating through community design. The site is owned and operated by the Active Living by Design (ALBD), a North Carolina-based non-profit. Active Living by Design was established by the Robert Wood Johnson Foundation and is administered by the North Carolina Institute of Public Health at the University of North Carolina Gillings School of Global Public Health at the University of North Carolina University at Chapel Hill. Please see:

www.activelivingbydesign.org

I expect a major report coming out of the **Convergence Partnership** in the near future finding strong links between transportation (including biking and walking) and public health. The partnership consists of the California Endowment, Kaiser Permanente, the Prevention Institute, CDC, Robert Wood Johnson Foundation, Nemours, the Kellogg and Kresge Foundations. Please keep an eye on the following website for a copy of that anticipated report:

www.convergencepartnership.org

- **Safe Routes to Schools**

State of Oregon Safe Routes to School Program

http://www.oregon.gov/ODOT/TS/saferoutes.shtml#Program_Information

National Center for Safe Routes to School

<http://www.saferoutesinfo.org/>

Building Safe Bike Routes – Cycle Tracks

Extensively used in Amsterdam and Copenhagen, the City of Portland will soon be building its first cycle tracks. For a more detailed, technical review of cycle tracks, and a news story re cycle tracks in the City of Portland, please see respectively:

http://www.altaplanning.com/App_Content/files/pres_stud_docs/Cycle%20Track%20lessons%20learned.pdf

http://www.portlandtribune.com/news/story.php?story_id=123378662118319800

Build it and bicyclists will come

Recent research shows that building bicyclist facilities that makes bicyclers be and feel safer grows bicycle rider-ship. For more, please see:

http://www.portlandtribune.com/sustainable/story.php?story_id=122402296838932000

Bicycling and the Economy

For an article reporting on Oregon's \$150 million bike industry, please see:

<http://www.oregonbusiness.com/.docs/action/detail/rid/35221/pg/10529>

For an article reporting on the City of Portland's \$90 million bike industry, please see:

<http://www.altaplanning.com/oregon+bicycling+economic+study+update.aspx>

Bicycling and Tourism dollars

For an article that highlights Copenhagen's forward bike and pedestrian thinking and puts that City in an extremely positive light in an important travel magazine, please see:

<http://www.travelandleisure.com/articles/copenhagens-waterfront-development>

For a New York Times Travel article on things to see and places to bike in Portland, please see:

<http://travel.nytimes.com/2009/04/03/travel/escapes/03Portland.html?em>

Bicycling History

For a history of Bicycle's recent American renaissance, please see: **“Pedaling Revolution: How Cyclists Are Changing American Cities”** by Jeff Mapes

oregonstate.edu/dept/press/o-p/PedalingRev.html



The case for active transportation

Executive summary, Blue Ribbon Committee for Trails Final Report

Congestion, climate change, burdensome fuel costs, lack of funding to even maintain roads, concern about making sure our transportation investments build, rather than destroy, communities—these challenges make it plain to each of us in our daily lives that the times are changing.

The good news is that we can take one relatively small step that will attack every one of these problems. It won't work overnight and it won't solve everything, but it will set us on a path towards a transportation network that is truly earth and community friendly. It is a policy that brings smiles to commuters, kids and communities (as well as taxpayers!)

Our region already has a good start, with Portland the most “bike friendly” city in America. But with smart investments in a network of routes and trails for biking and walking, in ten years we can more than double the number of people who choose to walk or bike. People like us in cities around the world with climates and hills as challenging as ours have done it. Their air and water are cleaner, their communities are stronger, and they are more active and healthy as a result.

It is time. It will work.

“We must recognize that we are on the cusp of a new wave of transportation policy. The infrastructure challenge of President Eisenhower’s 1950s was to build out our nation and connect within. For Senator Moynihan and his colleagues in the 1980s and 1990s it was to modernize the program and better connect roads, transit, rail, air, and other modes. Today, the challenge is to take transportation out of its box in order to ensure the health, vitality, and sustainability of our metropolitan areas.”

– Robert Puentes, *Brookings Institution, A Bridge to Somewhere: Rethinking American Transportation for the 21st Century*

Metro

People places. Open spaces.

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

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Metro representatives

Metro Council President

David Bragdon

Metro Councilors

Rod Park, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Robert Liberty, District 6

Auditor

Suzanne Flynn

www.oregonmetro.gov

Blue Ribbon Committee for Trails | Convened by the Metro Council

The Metro Council convened a committee of civic, business and elected leaders to think big about regional trails. The Committee met for six months from May through October 2008. The Committee was charged with evaluate the regional trails system and its benefits. They were asked to determine whether the current level of investment in the regional trails system, which would take nearly 200 years to complete, was adequate. The committee determined that development of the trails system should be accelerated, and that it must be done as part of a larger strategy to support active transportation. The Committee proposed a strategy for investing in and planning our non-motorized transportation systems to maximize mobility, livability and community. Visit www.oregonmetro.gov to read the full report of the committee.

Committee Chair

Dave Yaden

Jay Graves

The Bike Gallery

Rick Potestio

Commissioner Dick

Committee Members

Eileen Brady

New Seasons Market

Scott Bricker

Bicycle Transportation Alliance

Councilor Rex Burkholder
Metro Council District 5

Chris Enlow

KEEN Footwear

Steve Faulstick

Doubletree Hotel

Al Jubitz

Jubitz Family Foundation

Julie A. Keil

Portland General Electric

Mayor Richard Kidd

City of Forest Grove

Commissioner Randy Leonard

City of Portland

Nichole Maher

Native American Youth and Family

Senator Rod Monroe

Schouten

Washington County Board of Commissioners

Dave Underriner

Providence Health and Services

Philip Wu, MD

Kaiser Permanente

Ian Yolles

Ex-Officio Member

Council President David Bragdon, Metro Council

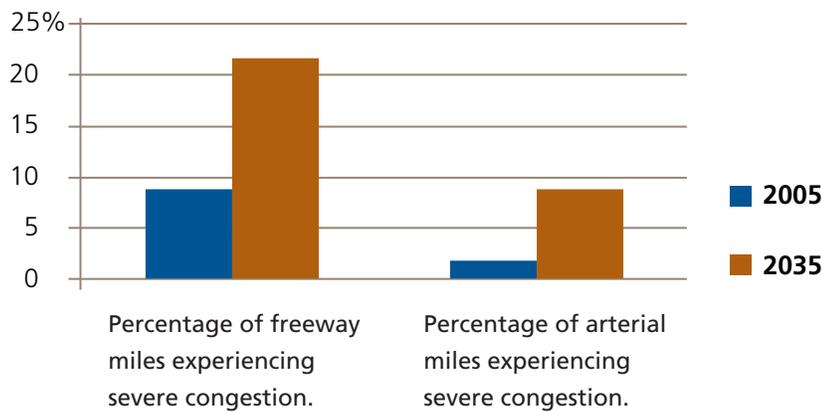
Why encourage bike and pedestrian travel now?

Non-motorized travel reduces congestion

Thirty years from now, one million more people are expected to call the Portland region home. During this time, car traffic is expected to grow by nearly half, while truck traffic will more than double. The percentage of roadways experiencing severe congestion is expected to quintuple from 2% today to 10% by 2035. Increasing congestion has real economic costs. Dedicated facilities for pedestrians and cyclists frees roadways for other users.

Projected congestion growth in Portland region

Source: www.gasbuddy.com



Non-motorized travel is inexpensive

Transportation is second to housing as a proportion of household budgets and fuel costs have risen from 3% of household expenditures in 2002 to 8.5% as of June 2008, putting an increasing strain on resident's budgets.

Bicycle and pedestrian infrastructure saves public dollars as well. A lane of roadway will accommodate five to ten times more pedestrian and bicycle traffic than driving and the cost of bicycling and pedestrian infrastructure is just a small fraction of that of building highways. Trails and paths can also be efficient connections to transit, reducing the need for expensive and land-gobbling park-and-ride stations.



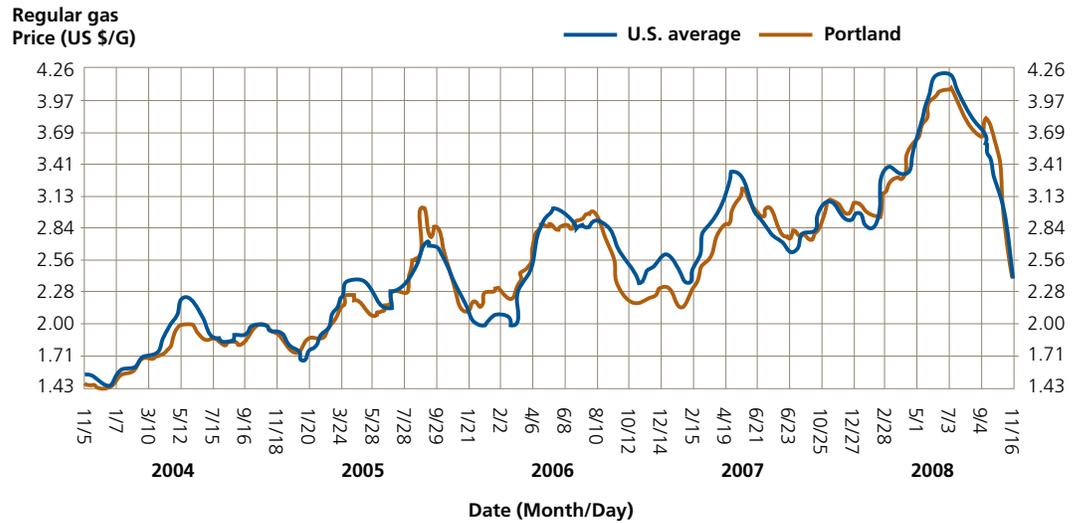
Bicycling and walking reduce congestion by replacing cars on short trips, increasing use of public transportation and by stimulating compact, mixed use development.

Those households that rely on walking and cycling as their primary means of travel save an average of \$694 per month.

– www.gasbuddy.com

60 Month average U.S. and Oregon gas prices

Source: www.gasbuddy.com

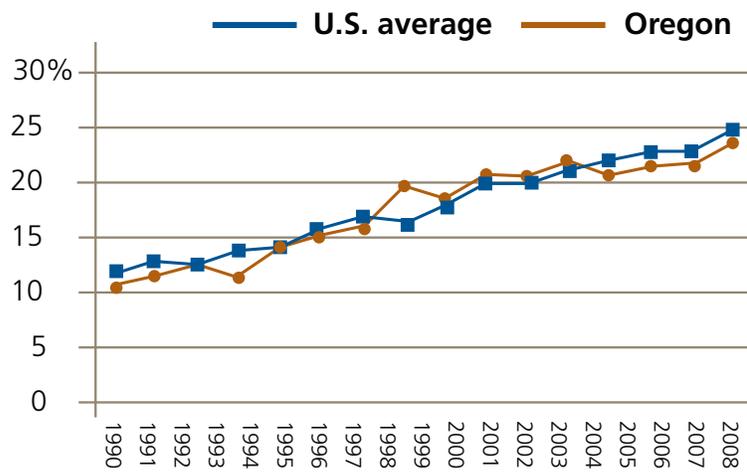


Non-motorized travel improves health and reduces health care costs

Americans' lack of physical activity is leading to an increase in a variety of health conditions including hypertension, cancer, heart disease, diabetes, and obesity, which will soon eclipse tobacco as the number one preventable cause of death in the United States. Studies have shown that people living in communities with walking and cycling facilities walk and cycle more. Bicycling and walking offer a way to integrate physical activity into busy schedules, and have been demonstrated to improve these conditions as well as to contribute to emotional well-being.

Percentage of adults who obese, Oregon and U.S. 1990-2008

Source: Oregon Department of Human Services



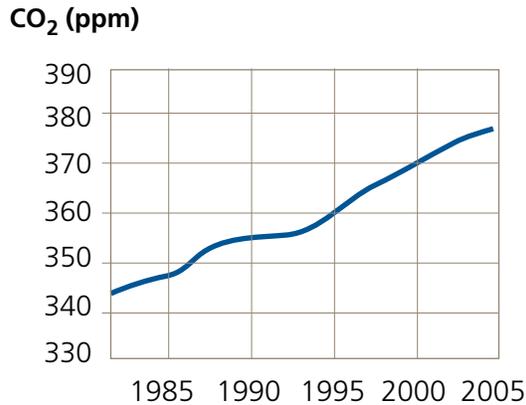
Those households living near a greenway are more likely to meet CDC health guidelines – CDC, *Rails To Trails Conservancy*

Non-motorized travel reduces greenhouse gas emissions

Greenhouse gas emissions are causing climate change, which leads to environmental and economic disruption and threatens our health and well being. The transportation sector is responsible for 38% of greenhouse gas emissions. Any strategy to address climate change requires reducing energy consumption in this sector. Bicycle and pedestrian transportation must be a key element in our region's strategy to increase the share of total trips made by bicycle and by foot. The Rails To Trails Conservancy estimates that bicycling and pedestrian travel can offset between 3 percent and 8 percent of greenhouse gas emissions of US cars and trucks.

Globally averaged CO2 1985 - 2005

Source: World Meteorological Organization



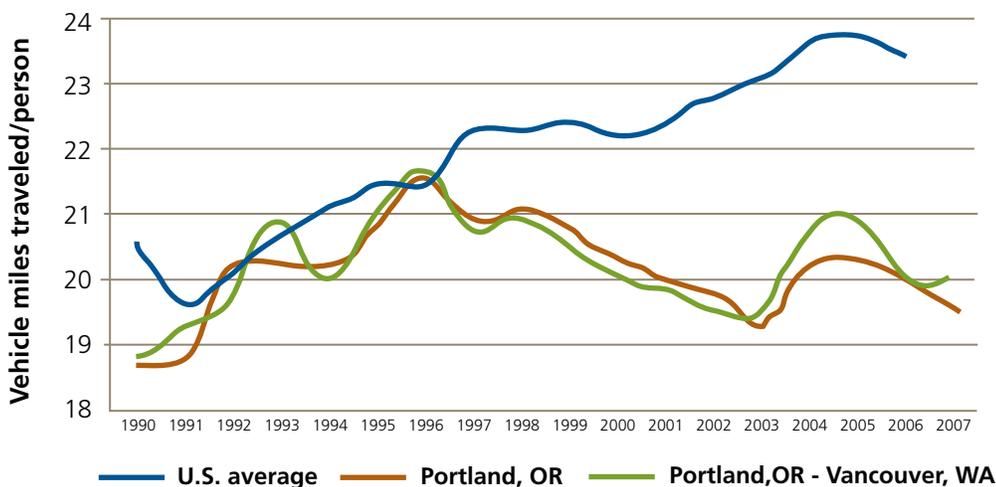
Every 1% increase in miles traveled by bicycle or on foot instead of by car reduces our region's greenhouse gas emissions by 0.4%

Non-motorized travel fosters dynamic, mixed-use communities

Non-motorized travel encourages a diverse mix of housing, shopping, restaurants, workplaces and recreation in convenient proximity. Residents that walk or ride tend to patronize small businesses, buying in smaller quantities but making more frequent purchases than motorists. This pattern of commerce supports small, community-based businesses and leads to a dynamic community environment. Motorists in such communities also benefit from shorter distances between services, which leads to fewer vehicle miles traveled per person.

Vehicle miles traveled per person 1990 - 2007

Source: FHWA, ODOT, WDOT



Motor vehicle miles traveled per person are increasing nationally. The Portland region has shown it is possible to counter this trend through compact growth and by providing transportation options.

Greenways are a significant element of Connecting Green, a broad-based movement in the Portland region to create a system of parks, trails and natural areas that is second to none.

The special case for greenways

Some greenways connect population centers with a non-motorized, natural corridor that provides an unrivaled commute experience. Other Greenways connect the best natural gems our region has to offer and draw both residents and visitors for long recreational excursions. In either case, Greenways play a special role in the region's mobility strategy.

- Greenways are like parks. They are places for families and friends to be together and places to find solitude and connect with nature. But unlike parks, they facilitate travel through the urban area, from neighborhood to neighborhood, or from park to school, or from home to work.
- Greenways are like roads. They give us a way to get where we need to go. But unlike roads, they are built for nonmotorized travel and so they are safer, less stressful and truly enjoyable. They are places where you can experience the wind in your hair or the sun on your shoulders as you travel.
- Greenways are like public squares. They are places for community to gather and can be good locations for shops, restaurants, museums, benches, fountains or works of art. But unlike public squares they extend in either direction as gateways to additional urban and natural experiences.
- Greenways are like a local gym, except that the scenery is better and you can exercise while you get to work rather than before or after.
- Greenways may pass through a park, natural area or stream corridor. The land may be newly developed, but usually it is redeveloped, having been formerly occupied by a railroad, highway, or other transportation route. Many greenways in urban centers or developed areas are linear parks. Greenways are the premier travel corridor for walking and riding because they are safe and fast, and because they offer a natural experience that is removed from the noise and frenzy of the urban environment.



Why the Portland region?

Residents are choosing non-motorized transportation with increased frequency

An active, outdoor-oriented culture, sustainability consciousness, and strong civic and elected leadership position the Portland Region to lead the nation in implementing a nonmotorized transportation strategy. In the city, bicycling to work increased 146% between 2000 and 2006 despite accounting for only 0.7% of the Portland Office of Transportation's capital budget. Travel by bike and foot now makes up as much as 9% of total commute trips in the city, and just under 5% in the metropolitan region as a whole. In 2008, Portland became the first major city to be designated by the League of American Bicyclists as a platinum level bicycle friendly community. The City of Beaverton has been awarded Bronze status. The region's strong transit system is a key asset that positions the Portland region to lead a bicycle and pedestrian strategy.

Finally, Metro, local governments and nonprofit groups have proposed an exemplary network of greenways that span the region and provide opportunities for connection with the region's rich natural heritage. These routes are in varying stages of development, with many in the advanced stages of planning and ready to proceed.



The solution requires a more integrated approach to active transportation

Our nation's overwhelming emphasis on one mode of travel has created stark inefficiencies and negative side effects. A regionwide network of on-street and off-street bikeways and walkways integrated with transit and supported by educational programs would make travel by foot and bike safe, fast and enjoyable. Such a system would take cycling well beyond the exclusive domain of avid cyclists and the courageous to become a practical and preferred option for average residents and it would provide new options for walking. This is well within our reach if we achieve four things:

1. Organize leadership

Organize and engage public and private leadership to make a commitment to championing the strategy, supported by an interagency staff team. Membership of a Caucus of Elected Leaders and a Leadership Council, headed by an Executive Council for Active Transportation, will be increased over time. Members will support the strategy's themes and direction as well as specific proposals.

2. Demonstrate Potential

Now is the time to establish recognition that walking and cycling are serious transportation options. Such recognition stems from a realistic understanding of the return on investment such a system could have for our communities, our economy, and the environment. Nothing substitutes for results. Pilot projects that take bike and pedestrian travel to new levels would demonstrate the potential of an integrated approach to active transportation.

Urban Complete a well-designed and well-connected non-motorized transportation project within a single urban "commute shed." Partner with area businesses to provide education and encourage use. For example, develop a trail that connects a regional center with the central city and provide associated on-street feeder routes and transit connections to substantially increase bicycle and pedestrian commuting within a targeted area.

Suburban Partner with TriMet and area businesses to create an integrated bicycle/transit strategy for a geographically-defined area in the suburbs. For example, develop on and off-street bicycle and walking paths that feed a transit node. Provide safe, dry bicycle parking at the transit node. Make an agreement with area businesses

to encourage their employees to use the facilities. A partnership with transit is critical in the suburbs, because distances between population and employment centers can be too long for bicycle travel (greater than 30 minutes by bike), but can be well served by transit.

Greenway Identify a demonstration project that would link together key natural attractions to create a unique urban/natural experience. This would be a greenway of exceptional quality that can serve as a day or multi-day excursion for residents and visitors.

3. Reduce Costs

Federal and state standards for the construction of off-street biking and walking trails can add an estimated 30% to the cost of construction. A key element of the active transportation strategy is to bring these costs into line.

4. Develop system

Leadership will work towards a regional active transportation strategy that fully integrates walking and cycling into the region's transportation plans, including the Regional Transportation Plan (RTP). Guiding principles that will guide the development of the region's bicycle and pedestrian system will be refined and included in the RTP. A broad strategy for funding, identifying a target amount to be raised at the local, state and federal levels, and suggesting sources and a time frame for these amounts will be developed. Demonstration projects will be included in the RTP making them eligible for federal funding.





Blue Ribbon Committee for Trails Questions to Explore in Amsterdam and Copenhagen

October 4-12, 2008

Blue Ribbon Committee for Trails Study Tour Delegation Amsterdam and Copenhagen, October 4-12, 2008

Study Tour Questions

A delegation of members of the Blue Ribbon Committee for Trails, along with staff from the City of Portland Department of Transportation, The City of Portland Parks and Recreation, and Alta Planning traveled to Amsterdam and Copenhagen to study the world renowned bicycle and walking infrastructure of these two cities. While on the study tour the delegation explored the following questions. All members of the delegation explored these questions. In order to provide written reflections on the questions, delegates were asked to respond to one or two questions in writing. Here are their thoughts, ideas and comments.

1. What are the benefits achieved (including mode share) from the trail systems in Amsterdam and Copenhagen? [Schouten]

It does not make sense to answer this question looking at a trail system only. That is not a comprehensive enough analysis. Both European cities employ many types of bike facilities (e.g., bike roads parallel to cars lanes, cycle tracks, bike lanes, off-road bike roads not parallel to car lanes), not just "trails" such as our Springwater Corridor Trail, Fanno Creek Trail, etc. Neither Amsterdam nor Copenhagen break-out bike usage by type of bike facilities. The two cities see no reason to do so, and neither should we. The relevant question is, what is the bike's total share of total transportation usage in those two cities and what does that percent of usage mean?

The Dutch publication, "Life is a Cycle" (see www.iamsterdam.com) tells us that in Amsterdam roughly 37% of all trips are by bike, 22% by public transport and 41% by car. Several Dutch speakers further informed the delegation that roughly 50% of all trips in Amsterdam's central city are by bike. Jens Loft Rasmussen of the Danish Cyclists Federation said roughly 35% of all trips in central Copenhagen are by bike. The City of Copenhagen's goal is to reach 50% bike mode share in central Copenhagen over the next 15 or so years. Geert de Jong with the City of Amsterdam told the delegation that his City could not function well today without the bike. I believe the same is true for central Copenhagen given its large bike mode share.

Geert de Jong provided us with a good summary of bike's benefits, (a summary repeated in whole or part by numerous other Dutch and Danish speakers over the course of our week's trip in Europe), namely that bicycles compared to other modes of transport are:

- the most sustainable transport mode (140 times more sustainable than cars)
- clean with zero noise, air pollution and greenhouse gases
- space and energy efficient
- faster than any other mode inside urban areas

- healthy (leading to less work absenteeism and better state of mind or "emotions" upon arrival)
- an excellent form of physical exercise
- cheap to own and the needed infrastructure is also cheap relative to other modes
- contribute to livable cities and towns
- reduce and even prevent congestion within and between cities
- and are fun to ride.



2. Do residents value trails in these cities for reasons other than transportation reasons? Do the cities of Amsterdam and Copenhagen differentiate trails based on use, such as “transportation” or “recreation”? [Yaden]

Both cities rely very heavily on “cycle tracks” that run along major streets, separated by slight grade differences and distinguished by pavement color/treatment from the roadway on one side and sidewalk on the other. These are clearly transportation facilities. Because bicycle transportation is a “normal” mode of travel in these cities, they do differentiate facilities that they consider recreational. One study summarizes as follows:

The most important approach to making cycling safe and convenient in Dutch, Danish and German cities is the provision of separate cycling facilities along heavily travelled roads and at intersections, combined with extensive traffic calming of residential neighborhoods. Safe and relatively stress-free cycling routes are especially important for children, the elderly, and women and for anyone with special needs due to any sort of disability. Providing such separate facilities to connect practical, utilitarian origins and destinations also promotes

cycling for work, school and shopping trips, as opposed to the mainly recreational cycling in the USA, where most separate cycling facilities are along urban parks, rivers and lakes or in rural areas.

(See <http://dx.doi.org/10.1080/01441640701806612>)

In both cities, the main cycle tracks often do connect to what we call multi-use trails on the city outskirts. These serve both for recreation and for local transportation. They are not primary commuting routes, however, as distances are greater than what is considered the limit for most commutes (7.5 km).

In Amsterdam, the recreational function of these trails is emphasized by a signage scheme that assigns a number to each trail segment, allowing people to simply decide “today we’ll ride segments 41, 15, 32.” Because the trails do form an interconnected system with many intersections, it is possible for people to make up many such routes and loops, simply following the numbering at clearly-marked intersections. It appears that most of these routes, many along canals, have been in existence for many years; they, too, are a “normal,” not remarkable, feature of Dutch life but the recent signage scheme emphasizes their recreation function.

Both countries have extensive national cycling routes that are primarily recreational. In Denmark the national routes sometimes are on separated multi-use trails but often are cycle tracks along major roadways. In both countries these systems have grown organically and been stitched together as systems or routes primarily through signage. Both the Dutch and Danes cite Austria, Switzerland and Germany as countries that have done more to create trails as tourist attractions.

The Netherlands has begun a program to develop “bike highways” what will serve as long-distance feeders into urban areas. There will be four such “highways” into The Hague along water and rail routes. They will be designed for fast, non-stop commuting as well as for recreation. Attention is given to making sure lower-income areas have good connections to such routes.

Denmark also is promoting more attention to longer-distance cycle routes for similar reasons: to promote health, reduce traffic congestion, improve the urban environment, safety, and to reverse decline in biking in suburban and rural areas. The strategy includes new infrastructure, better maintenance, integration of cycling with all new road projects, increasing perceived safety of cycling, linking to public transport (parking and bikes on transport), tourism, and public-private partnerships.

In both countries, the commitment at the national level to non-motorized transportation is less robust than at the city level, so development of these longer-distance routes may be more uncertain.

There are two policy priorities in both cities that lead them toward more integration of recreational and transportation facilities than in the past. First, both want to increase the amount of bike commuting in the 5 – 10 km range. Most commuting now is less than 5km. Secondly, both want to increase the perceived safety of cycling for young people and populations who have not grown up cycling, namely immigrants.

In Copenhagen this has led to relatively new policy to create “green routes” separated from traffic altogether (except for road crossings). The city bike map says, “The Green Cycle Routes are intended to make cycling Copenhagen even more attractive and safe.” They are intended to make cycling and walking “a wonderful experience” and aim at both commuting and recreation. There are now about 40km of “green routes,” with plans to develop another 70km over the next 15 years; the system will then consist of 21 routes ranging in length from 2 – 8 km. The existing green routes mostly are along water. Future priority will be given to routes that create short-cuts through the city or fill-in missing links to the larger system.

In both Amsterdam and Copenhagen, priority has been given to an extensive network of cycle tracks that make biking “safe, efficient, convenient, comfortable”--in short, competitive with the car. And that is the reason most people use bikes. But, planners and advocates note that it is bike-friendly cities that are rated the “most livable” in Europe. And the values that lie behind the commitment to making the cities bike-friendly include sustainability, health, urban livability, urban mobility and easing freight mobility. So, while both cities emphasize the transportation function of their bike infrastructure, it is transportation with a Portland flavor: sustainable, healthy, contributing to livability.

In Copenhagen and Amsterdam, people commute and shop by bike because it is fast, safe, and comfortable. But planners, politicians and the people support investment in bicycling infrastructure because it makes for a more livable, healthy, efficient city.

Finally, it is well to remember the differences between the European cities and Portland. Here, many bike trips will be somewhat longer, of necessity, and we have much further to go in making the majority of people comfortable using a bike for basic transport. This means we may not be able to so clearly distinguish the transportation function from the recreational function as have the Europeans. And even the Europeans are recognizing that continuing their strong culture of active transportation will require making it enjoyable as well as efficient, safe and comfortable.

3. What factors, such as design, connectivity, amenities, destinations, etc., are most important in achieving system benefits (desired outcomes)? [Potestio]

TERMS

I will use the term “bike system” to apply to the total network of bike lanes, tracks, etc. as well as bike parking and all related bike facilities.

I will use the term “route” as a generic name for all bike paths/lanes/tracks, etc.

BASIC OBSERVATION

I observed that the Amsterdam/Netherlands bike system is well integrated with the road/street and public transit system throughout the city and country. The level of integration serves two purposes:

First, people are freed from auto dependence by being able to easily construct trips of any length and destination using a combination of walking, cycling, and riding streetcars or trains. One is always very near a cycling route, and all routes connect to streetcar and train stations, which are very numerous. It seems that combining cycling and riding rail in one trip is key to commuter activity and travel for distances over 6 miles.

Second, the bike systems integration gives it equal or superior status to other modes. People observe that riding bikes is efficient, safe, fast, and accessible as a mode of transportation. It is not only socially acceptable, but fashionable to ride a bike. This is not universal, as certain segments of the population have cultural biases that keep them from riding bikes, however, education can address this.

I also observed that the nature of the bike system changes in response to the character of the streets and urban/suburban/rural contexts in which it exists. Therefore, the design of bike routes is varied and responsive. There is no singular or formulaic design that is universally applied.

DESIGN: BIKE ROUTE TYPES

There seem to be 4 basic categories of bike “routes”

Shared Streets

Streets in which autos, bikes, and pedestrians share the primary street travel lane. These streets are most common in the historic center(s) where narrow right of way widths preclude individually dedicated lanes. There may not be sidewalks or there is a sidewalk on only one side of the street.

Streets with bike lanes

Streets in which bike lanes are stripped along the auto lanes, without physical separation. The lanes are common where right of way widths are narrow and allow only for sidewalks.

Streets with bike tracks

Streets that have adequate width to allow for a separate bike track to exist between the auto lanes and the sidewalk. In certain circumstances, a street section will include two sidewalks, two bike tracks, two motor vehicle lanes, and two streetcar tracks. Parking for cars and bikes may also be provided.

Bike trails

These are fully separated bike routes that may be shared with pedestrians, and in certain circumstances, motor vehicles such as motorbikes or even cars. These have adequate width for travel in two directions, and for cyclists to easily pass pedestrians.

DESIGN: ELEMENTS AND FACTORS

Shared Streets

The main design element of a shared street is the use of colored pavement (red in the Netherlands) to designate the street as a bike friendly environment. There seem to be no other specific design elements to call out the presence of bikes on such streets. Motorists move slowly, and with utmost awareness of cyclists and pedestrians.

Streets with Bike Lanes

The main design element is the painted stripe that differentiates the bike lane from the auto lane. The bike lane widths vary but may be about 200 cm wide. The bike lane is paved with red asphalt or pavers. Bike boxes are used in heavy traffic areas or intersections that would be dangerous or confusing to cyclists and motorists.

Streets with Bike Tracks

The main design element is the separation of the bike track from the street and the sidewalk in pavement treatment and with rolled or eased curbs that set the bike track apart in both section and plan. The curbs are not raised above the surface of the bike track, but rather are sloped, such that a bike wheel can ride over them. Hence the bike track is distinct but the surface is essentially contiguous. The bike tracks widths vary but are about 200 cm wide. They may be one way or two way and are striped accordingly. They are paved with red asphalt or pavers.

Bike Trails

The bike trails are separate from roads and streets however intersect with roads and streets at key points. They are most commonly found in places where they traverse the countryside, or are integrated into new developments.

The main design element is their separation from other modes of travel. They are about 4-6 meters in width and paved in asphalt, either black or red. They may have bollards or diverters to manage motorized traffic, which can in circumstances, share the trail.

DESIGN ELEMENTS COMMON TO THE BIKE SYSTEM

Pavements are varied, but colored red to differentiate from auto and pedestrian zones.

Markings, lines, arrows and other painted information are extensive to indicate direction, lanes, crosswalks, bike boxes, and other factors.

Intersections have signals for bikes, at appropriate heights per visibility, and have buttons to call for a light.

Bike parking is provided with racks of all designs, placed everywhere. Bike racks may have staggered heights to accommodate tight stacking of bikes. Spacing is based on the "Amsterdam bike" which has wide handlebars and often has panniers.

Bike garages are included in major buildings, train stations, and where large concentrations of bikes are likely. Garages are roofed or inside buildings when possible.

Stairs have bike wheel tracks in a "v" profile such that bikes may be easily wheeled up and down them.

All transitions between bike routes are sloped, such that abrupt edges and curbs are eliminated.

Bollards are used extensively between auto lanes and pedestrian sidewalks, and also in conjunction with bike trails to restrict motor vehicle access.

CONNECTIVITY

Connectivity of the system is the key to its success.

Connectivity applies to the extent of the system and to its interface with other modes of travel, in particular rail.

The bike system is balanced, covering all areas of the city and region equally, with bike routes spaced evenly apart, ensuring that everyone is very near a bike route.

Bike routes connect to shopping, schools, institutions, entertainment, restaurants and residences. One can easily do any errand or trip on a bike. Because of the evenly dense, mixed use character of the city, distances between destinations are short, and one can combine many errands or destinations in one trip.

Bikes are not allowed on trains or trams, thus people will often have a bike at both ends of regularly used rail commute routes. Bike share facilities at rail stations are addressing this issue and relieving people of the need to own more than one bike.

AMENITIES

Amenities include the bike routes, bike related signals and controls, and safe, secure and dry areas to store (park) bikes. Amenities also include maps, signage, and instruction. Bike shops are numerous. Bike share facilities are being instituted.

Bikes are utilitarian in nature, and therefore are designed to be easy to ride. They are sturdy, heavy, and simple, in keeping with their use as basic transportation.

Bikes are upright, have wide flat handlebars, and dropped top tubes. They have fenders, chain guards, lights, racks and big seats. They are fitted with all manner of panniers, baskets, child seats, and even cargo/passenger compartments.

SUMMARY

The Amsterdam/Netherlands bike system is comprehensive, connected, and easy to access. Thus, in terms of convenience and time, bikes provide a preferred alternative to other modes of travel. Bikes support and are supported by rail systems, thereby extending the distance of trips one can make with a bike.

We were advised that in creating our own system, we should act to build completeness and connectivity into each portion of the system, i.e., to fully complete a section of our system in a given area, rather than have un-connected routes distributed throughout the region.

Design is a very important consideration. Bike routes are easy to identify, and well marked. Bike routes are tailored to existing conditions.

Design of the urban environment is probably the most important factor in making Amsterdam a bike friendly city. Amsterdam is flat, small, compact or dense, and its various activities are well mixed; hence there are no concentrations of single uses. This reduces the distances one must go for work, school, shopping, recreation, entertainment and so on. Amsterdam's experience demonstrates that people are more inclined to use a bike to go short distances. Portland, by comparison, is large, hilly and sprawling. As a result of restrictive zoning and single use development patterns, Portland has large areas dedicated to singular

uses. Employment and shopping centers in particular are often great distances from residences. Portland also lacks the extensive rail system that is so vital to Amsterdam.

Finally, Amsterdam takes great pride in the design of its bike routes and infrastructure. Bridges in particular were engineering and design marvels. Details, such as signage, were ingenious and graphically pleasing.

RECCOMENDATION

Metro should create design standards and elements that can be generally applied to the entire proposed system, yet modified to allow for individual circumstances and factors as encountered.

Metro should consider which area will be most responsive to new bike routes, and concentrate on achieving a comprehensive and connected system in that area.

Metro should ensure that new infrastructure such as signage, and bridges are designed to the highest standards of engineering and aesthetics.



4. What makes a successful trail and a successful trails system (success being high use and greatest number of desired outcomes achieved)? [Birk]

1. A successful system is seamless. As a user, you are always on a trail/bikeway, and there are no gaps. All barriers (rivers, railroads, major intersections, etc...) are overcome with well-designed bridges, signalized crossings, etc...
2. The system connects you from where you are to where you want to go.

3. Trails connect both short (in-town) destinations and longer distances (between towns).
4. The system is fully integrated with transit.
5. The system is well-designed at intersections: crossing movements and auto-bike interaction are predictable.
6. Ideally, travel along the trail is smooth and efficient, with as necessary stops as possible.
7. Per what we saw in Copenhagen and Amsterdam, modes are physically separated as much as possible (pedestrians vs. cyclists, motorists vs. pedestrians/cyclists).
8. The trail is wide enough to accommodate a high volume of fast moving cyclists.
9. The design leads to consistent behavior on the part of users and motorists.
10. It is well signed and marked.
11. Motorists yield to the trail at all driveways and minor street crossings.
12. Turning and through movements at intersections are controlled by separated signal phases.
13. Adequate bicycle parking supports the system, particularly at transit stations.
14. “Green” routes – intended for more recreational cycling/walking are available and integrated with more utilitarian-oriented routes within the street network.

5. Do the cities of Amsterdam and Copenhagen view trails as just another part of the bicycle infrastructure or is there something qualitatively different about trails? [Enlow]

Yes, trails are an integrated aspect of a larger system; trails are just ONE component of each city’s bicycle infrastructure to connect urban on/off-street cycle paths/lanes to natural areas and citywide greenspaces throughout and adjacent to each city’s center and neighborhoods. This “trail” as we call it is becoming a good tool for both Copenhagen and Amsterdam to increase ridership and connectivity between outlying boroughs while at the same time providing urban residents easy access to recreational opportunities.

However, the “qualitative difference” about our term “trails” as part of a larger network is the fact that “trails” first and foremost are located within greenspaces and natural areas. The physical make-up of a “trail” is not necessarily different than a cycle track (Copenhagen) or cycle lane (Amsterdam). The natural setting is the defining factor. Also, “trails” can be a combination of dedicated paths to single lane farm roads.



6. How do the cities of Amsterdam and Copenhagen prioritize between different modes of travel? For example, in a narrow corridor where there is not enough room to accommodate auto, bicycle and walking traffic, how do they decided if the bike or walking trail is built or not? [Bricker]

In both communities, focus on modes has to do with distance and time. So in general we see that 30 minutes is the top travel time by bicycle or walking. Non-motorized accommodations are provided most robustly in places where the 30 minute threshold can be met.

Amsterdam

In old-town and inner Amsterdam the bicycle is prioritized above all other modes, including pedestrians, on most streets. Streetcars are emphasized on the main streets and pedestrians and streetcars in public plazas. There are a number of bicycle and pedestrian only streets, though often these streets are very congested and no priority is set. Pedestrians are placed farthest from vehicle traffic.

In new and suburban areas there is more of a modal balance, including auto, streetcar, bicycle and pedestrian. In areas with very limited right of way autos and bicycles share space, but whenever possible bicycles and pedestrians have their own separate tracks.

Copenhagen

Copenhagen had developed a robust network of bicycle and pedestrian routes, with rail transit and more space dedicated to autos. Bicycles are well accommodated on most routes with cycle tracks, and in many locations auto

access is being reduced in order to provide these cycle tracks. However, there is still plenty of auto access. Pedestrian access is a higher priority in Copenhagen and certain areas, such as the pedestrian shopping district, don't allow bicycles for long stretches.



7. What design and location principles for trails and greenways should the Portland Metropolitan Region adopt? [Wetter]

Amsterdam and Copenhagen use, as a rule of thumb, that any two population centers of significance that are 30 minutes or less apart by bike should be connected by a bike route. Often that means a trail or greenway. Greenways are treated similarly in Europe to the way we have been considering them here—they are premier travel experiences that can serve as significant transportation corridors for commuters or shopping trips, but they also serve as longer recreational routes for bikes or as places for people to walk. In the latter instance, they appear to support a lower volume of use and support a different use or purpose, with a much greater emphasis on recreation and tourism.

On higher volume routes, Amsterdam and Copenhagen separate bike and pedestrian travel into separate lanes. This is something that the Portland region should consider adopting on our higher volume routes like the Eastbank Esplanade.

8. What mode shares for walking and cycling should the Portland metropolitan region set as 10, 20 and 30-year targets? [Graves]

When I asked one Amsterdam official this question after our meeting his response was “well, it depends...” and it really does depend on when our infrastructure, and most importantly our marketing, hits our target audience.

I would also add that both cities saw a steady increase in cycling in urban areas when they made improvements to the cycling network. Similar to what we've seen in the last few years: with only a few new miles added we have seen an increase in commuting.

9. What terminology should the Portland metropolitan region consider adopting in relation to trails, greenways and other elements of the walking and cycling infrastructure? [Burchfield]

I recommend that Metro create a glossary of terms with descriptions and photos of facility types. Where different terminology (e.g. European terms) is used for similar facility types a cross-reference of terms should be provided.

On our study tour I made the following observations with regard to terminology:

Multi-use Trail: The Netherlands and Denmark do not have an equivalent term for a multi-use trail. They do not combine bicycle and pedestrian facilities in practice. Whenever possible they provide separation between cyclists and pedestrians.

Cycle Lanes: On roadway bicycle lanes demarked by striping and sometimes colored red (Netherlands).

Cycle Paths: (Netherlands) A cycle facility that is separated from the vehicle traveled way. The separation is created by horizontal off-set or vertical grade separation. In the Netherlands the cycle path may be adjacent to the pedestrian way and at the same grade, but with separate space assigned to bicycles and pedestrians. (In Denmark this type of facility is referred to as a cycle-footway.)

Cycle paths are typically one-way with separate pathways in each direction if they are placed adjacent to a two-way roadway.

Cycle Tracks: (Denmark) The term Cycle track is used by Danes to describe facilities that are similar to what the Dutch refer to as Cycle Paths. Most of the Danish cycle tracks that we observed were constructed with a curb and grade separation between the cycle track and the sidewalk as well as between the cycle track the vehicle roadway.

10. In the cities of Amsterdam and Copenhagen what is the access to freight and inter-modal districts, urban campuses, and suburban campuses as well as access to and circulation around schools and universities and town and regional centers? [Burkholder]

Dutch transport policy targets all potential generators of trips with a mix of strategies, starting with land use planning guidelines for locating these near high capacity transit. Employment, educational and commercial centers are encouraged/required to locate along existing or planned high capacity transit lines. They are also linked into trail systems as well as required to provide on-street bicycle facilities within and around the center. Holland is currently building numerous "new cities" along their rail and transit lines and these are fully integrated into the non-highway transport system as well as being densely developed.

An interesting note: in Amsterdam there is a "freight tram" that brings in consolidated deliveries to the central city during the night in lieu of small delivery trucks, eg; FedEx and UPS.

In Copenhagen, trucks turning right across cycle tracks are the number one cause of cyclist fatalities. The trucking associations see this as a major image problem as well as having negative impacts on the drivers and are working cooperatively with the governments to develop means to reduce truck-cyclist collisions. This involves educating both truckers and cyclists as well as signing problem intersections. While less densely developed than Amsterdam, integration of cycling as well as high capacity transit is extensive in both suburban and urban settings. Many commercial and educational settings are designed to favor cyclists over motor vehicles for internal circulation. Bike parking is extensive everywhere.

11. When developing the systems in the Amsterdam and Copenhagen regions what mistakes were made and how could they be avoided? [Cassin]

Representatives from Amsterdam mentioned that they believe that more regional consistency should have been maintained. There was a master plan established in the 1970s, with standardized signage, plans for development, and design specifications. Gradually, development became more and more a matter for local jurisdictions and the larger regional consistency began to be lost. They agreed that having more centralized leadership would have been better for the system. Representatives in Copenhagen could not recollect any mistakes made.

12. What barriers were encountered in Amsterdam and Copenhagen and what have they done to get around them? [Wetter]

Bicycle parking: Lack of bicycle parking is a significant issue in both Amsterdam and Copenhagen. Amsterdam is investing 6 million Euro to build a garage near central station to hold 3,000 bicycles. The new public library has below ground bicycle parking with innovative racks that allow bikes to be stacked. Still, especially in Amsterdam, bicycles are chained to every post and rail in the city.

Perceived safety: As in the U.S., safety is a significant concern that determines level of bicycle use. While actual safety increases with the number of bicycles on the road and has improved over the years, bicycle users don't necessarily feel any safer and it is their perceptions of their safety that determine how likely they are to use a bicycle. Interestingly, policymakers point to studies that show that helmet use may actually reduce actual safety, at least among riders that are traveling at low speeds. This is in part because both riders and drivers are less careful when a rider is wearing a helmet. Promoting helmet use also reinforces the perception that cycling is dangerous, which reduces the number of cyclists on the road, and thereby decreases actual safety.

Theft: Amsterdam estimates that 10% of bicycles are stolen every year. Copenhagen does not have as big a problem with theft. Amsterdam is implementing a bike registration program to help track stolen bikes and reduce theft.

Orphans: In part due to the theft problem, people in Amsterdam do not use expensive bikes and many bikes are just abandoned. The city has started a program where ribbons are put on bikes and if the bike is not removed within six weeks (?) it can be impounded. There are strict national laws protecting private property that are barriers to impounding bicycles.

On-going promotion: Amsterdam and Copenhagen find that if they don't continue to promote bicycle use, usage declines. New residents have a lower rate of bicycle use, in part because bicycles can be perceived as a lower class way to travel. Rural residents are much less likely to travel by bike.

Canals: The many canals, especially in Amsterdam but also in Copenhagen, form physical barriers to the bicycle. There are several bicycle and pedestrian only bridges that have been constructed, at considerable expense. They are architecturally impressive. One bridge that we crossed in Copenhagen has a central pivot that allows it to rotate, making it a draw bridge that allows ships to pass.



13. How does the maritime weather affect use and how is it dealt with?

[Schouten]

All speakers that touched upon that subject said the following:

Biking in wet, cold weather makes you tougher and stronger -- its good for you kid! Moreover, biking in maritime weather feels good. Its bracing, helps wake you up and makes you ready for work in the morning. Such biking is also part of what it means to be Dutch or Danish!

We might all consider the following tack taken at page 12 of "Copenhagen: City of Cyclists - Bicycle Account" 2006 (see www.kk.dk/CityofCyclists):

"Although 33% of cyclists [in Copenhagen] say that rain is their main reason for not cycling, information from the Danish Meteorological Institute may convince skeptics that this may not be a major issue. DMI has registered how often it

actually rains more than 0.4 mm within a half hour, which is considered 'light rain' and consequently a reason for leaving your bike at home. DMI's fictive character...cycled 498 trips between September 2002 and August 2003 and only had to cycle in the rain 17 times. This is the equivalent of 3.5% of the trips cycled or an average of 1 1/2 times per month."

In other words cold and/or rainy weather makes you tough, is good for you, and the weather isn't usually that bad.

What I took from the above is that we in the Portland Region can create the same tough-minded mind-set re biking in the northwest winters -- that we ought to consider such riding part of being a Northwesterner! We have enterprises in our Region (Columbia Sportswear, Wieden & Kennedy, for example) that might convince people that bad weather biking is good for you, hip and part of the northwest mystic. It might also be worthwhile to look at our own weather statistics. We might be able to make a compelling case for the weather not usually being that bad, similar (if not more compelling) than the above Danish argument.

14. How are system development policies applied to new development of facilities, business and entities within the greater region – do you reduce the amount of parking because you have a network? [Burkholder]

Holland: Bicycle provision and access are required outright, including high levels of secure bicycle parking. Whereas car parking levels are negotiated, with the government desiring lower levels of car parking and companies often asking for more. On street bicycle facilities are built by the government as part of infrastructure development. Trail corridors are provided by developers as part of negotiated as part of development. Relaxed car parking limits are sometimes used by competing cities as inducement for companies to locate in their jurisdiction. The Fiets Bond, Holland's bicycle advocacy group, ranks cities by performance in providing bicycle facilities and extensively publicizes results.

Copenhagen: bicycle facilities are integrated into development from the beginning. Not subject of negotiation as far as I could ascertain.

15. How do they balance transportation investment and modes? How are these decisions made? [Burchfield]

Amsterdam is similar to the Portland Region in that funding decisions for capital projects are complex due to multiple layers of government (They also have governance at the National/Regional/Local level). Amsterdam devotes approximately 1/3 of their Road Transport budget to cycle facilities. It is very clear in the Netherlands and Denmark that motor vehicle and fuel taxes heavily subsidize other modes.

Major projects receive capital funding through a "CIP" type process. Most of the construction work and funding decisions for smaller projects is done at the local level.

16. How have they developed a supportive culture? [Wu]

Europe in general has for decades had a longstanding culture of bicycling. In the fifties and sixties, bicycling decreased as wealth increased post World War II and the use of the automobile became more popular.

Mid-seventies revival began as a result of:

- 1) Progressive (anti-capitalist) trend in politics and society
- 2) Increasing problems of congestion and environmental degradation from air pollution
- 3) Oil embargo of the 80s

Culture has been enhanced by:

- 1) Concept of mobility as a basic human need and emphasizing non-motorized transportation as the primary way of accomplishing this;
- 2) Emphasizing bicycling for health as one of the few ways of obtaining physical activity;
- 3) Linking increased cycling with increased road safety;
- 4) Encouraging the image of cycling as a positive thing (social marketing making it a “cool” thing to do even in adverse conditions) through a specific communication strategy.

Bicycling policy and communication strategy are formulated “at the top” but the latter, in particular, relies on grass roots networking and promotion to achieve success.

17. What are the rules of the road, the written and unwritten rules? [Wu]

In Amsterdam, rules of the road primarily favor the bicyclist and place most of the responsibility for an accident on the automobile driver. Bicyclists have to deliberately flaunt traffic laws before they are held accountable.

In Copenhagen, automobile drivers and cyclists are equally accountable with less preference given to cyclists as in Amsterdam.

18. What are the security and safety issues encountered on the system in Amsterdam and Copenhagen? Do they use patrols on paths that leave the visible right of way? If so what agency is it administered by? [Wu]

In both Amsterdam and Copenhagen overall bike safety is linked to increasing the number of cyclists—i.e. “safety in numbers.” Objective measures of safety indicate fewer accidents and injuries as cycling increases. Subjective measures indicate a perception of decreased safety as the numbers of cyclists rise. The latter is dealt with by the communication strategy to overcome the notion that it is more dangerous to cycle in a crowd when, in fact, it is actually safer.

Both Amsterdam and Copenhagen specifically do not promote the use of safety helmets, which discourage cycling because of inconvenience and lack of cosmetic

appeal. The increased use of helmets is actually felt to encourage risky habits by both automobile drivers and cyclists.

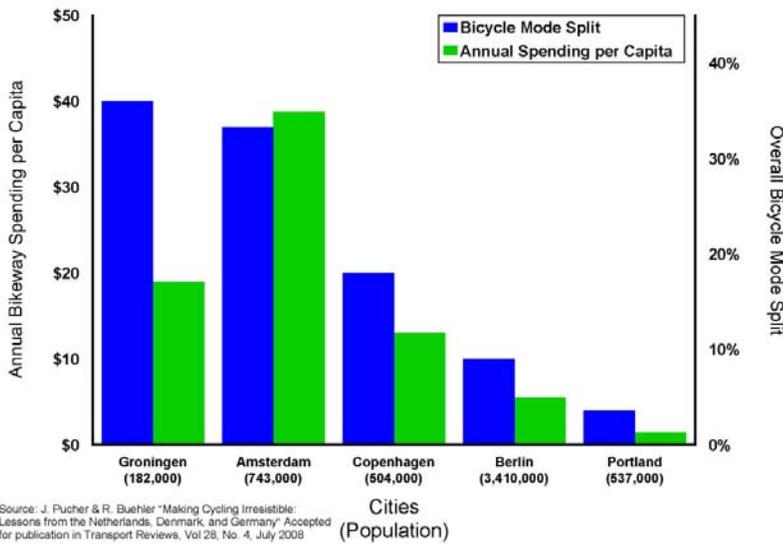
The objective measures of safety are enhanced by specific infrastructure policies. In Copenhagen: 1) Encouraging separate one way bicycle paths on each side of the road as opposed to on-street lanes, and 2) intersection enhancements. In Amsterdam: 1) Specific restrictions on the use of automobiles and their access to roads and parts of the city, 2) General enforcement of laws that favor cyclists over car drivers, and 3) comprehensive program to combat bicycle theft.

City Police seem to be responsible for the enforcement of traffic rules and regulations, though patrols do not seem to be common on the bicycle networks.

19. What were the funding sources used to build the Copenhagen and Amsterdam systems? What do the regions visited consider the appropriate level of funding per capita to provide the level of service that they do? [Birk]

The primary source of funding is vehicle-related taxes. Automobiles are taxed heavily (180% of purchase price in Copenhagen, for example), as well as gas, registration fees, and parking. Thus there is a much higher level of spending. On a per capita basis, the City of Portland spends about \$1, while Amsterdam spends about \$40/capita and Copenhagen \$15/capita. Given that Portland has achieved a 6% mode share with a \$1 per capita expenditure, one could postulate that higher levels of investment could lead to higher mode share splits. See John Pucher’s graph:

Annual Spending on Bicycles per Capita and Mode Split



20. What factors drove the decision to not continue towards auto dominated transportation? [Bricker]

Both Amsterdam and Copenhagen have a century long history of bicycling. In the post WWII era automobiles began dominating both cities. However in the 1970s a

progressive revolution occurred in both cities that led to voters and opinion leaders to push for a resurgence of non-motorized transportation and bicycling. Historically speaking, for these cities this revolution was a move to get back to their roots, much different than any American city.

Amsterdam

We heard that in Amsterdam voters approved a measure that offered a variety of scenarios that ranged from auto free to auto “full” cities and the voters picked a scenario that highly prioritized non-motorized modes of travel. The City and nation have since truly prioritized bicycle and non-motorized travel. However outside of city centers, auto travel continues to grow.

Copenhagen

We heard that in the 1970s citizens held a mass demonstration to protest the automobile and consumption culture. This fueled by a more overarching liberal political movement led to ramping up non-motorized transportation. Up to this point, bicycling had drastically dropped in the previous 15 to 20 years. Again, developing more bicycle routes and non-motorized accommodations was getting back to people’s historical roots. With more routes people began to cycle again. Since the 1970s bicycling has risen back to historical trends and the city continues to support and invest in bicycle infrastructure.

21. What kind staffing levels did the Copenhagen and Amsterdam regions have to develop the system? [Wetter]

We met with staff at all levels of government that were involved with bicycle planning. The bicycle master plan created in Amsterdam obviously took considerable staff resources. I do not, however, have any specific FTE figures.

22. What have the Copenhagen and Amsterdam regions provided in terms of bike parking and tie-ins at destinations as far as security and storage? [Graves]

We heard a lot, from both cities, about the need/demand for parking especially at transit stops. Amsterdam is building an underground bicycle parking facility at the train station that will hold in excess of 10,000 bikes (we also heard a figure of as high as 30,000 bikes). Copenhagen has a serious challenge in terms of adequate parking facilities at their metro stops. Bikes line the block around most businesses because of a lack of parking. Thank goodness, for the most part, they have wide sidewalks.

Portland definitely needs to plan for extensive parking facilities as the commuter numbers continue to grow. Part of this discussion needs to include Tri-Met and their plans for carrying bikes. If they don’t improve carrying capacity then parking facilities need to grow substantially.

23. How much does trail maintenance cost and who is responsible? [Cassin]

In both cities, all trail maintenance is performed by local entities. This includes sweeping, snow and ice removal, and surface repair. Although costs were not available, all agreed (including local entities) that costs are minimal. It is interesting to note that when ice and snow have accumulated, the clear priority for removal is on the bicycle system before the road system.

24. What is the urban form and context in Amsterdam and Copenhagen and how does it relate to the context of what Portland has to work with? [Enlow]

Amsterdam

It is a very dense, small urban center with a dedicated network of cycle lanes and paths that are connected to a national network. Cycle lanes are linked to public transportation hubs (METRO, trolley cars, and buses) and local parks.

Context: Amsterdam has much high population density than Portland. Car mobility is restricted, limited and expensive.

Copenhagen

This city is more in scale to Portland in terms of space, density and greenspaces. Its bicycling network offers a handful of “green waves” – direct routes with non-stop 20Kmph speed limit timed with traffic lights. Cares seems to be the dominate force for everyday commuting. There are several examples of how they’ve created dedicated cycle lanes while maintaining the necessary car parking.

Overall

We can learn a lot from each city within the context of what Portland has to work with.

- NEEDED for connectivity throughout the network between the city center and public transportation hubs; between the city center and green waves; and between city center and “trails.”
- If designed well and SAFE – cycling and cars can coexist in equal proportions
- Builds the network – don’t piecemeal here and there.
- Car restrictions are necessary for the system to develop
- Most of what we’ve seen is a “design” challenge – we have the space, but need to look at transportation more as a concept of MOBILITY.



25. In the development of the systems in Amsterdam and Copenhagen was there a critical mass or tipping point in size and connectivity that made a big difference or leap in terms of use? [Yaden]

In both cities, since the mid-1970s there has been a fairly steady increase in mode share for bicycles. There is no evidence of a tipping point related to scale or density of the non-motorized network. Since the 1970's both cities have continued to expand their networks of cycle tracks at a relatively steady pace.

What is striking in the data is that, as with all European cities, there was a steep, steady drop in bicycle use after WWII up to the mid-1970s. During this time, all European governments pursued policies to make car travel easier in their cities. Then, there was a bottoming out right around 1975-76, and sharp reversal, with bike mode share on an increasing trend line ever since. Notably, this reversal occurred before significant new investment in bike facilities or infrastructure.

In Amsterdam it was only after election of a new city council in 1978 that priority was given to bikes and pedestrians. Most cycle tracks and lanes were built beginning in the 1980s. In Copenhagen, which had more installed cycle tracks than Amsterdam in the 1970s, large public demonstrations for cycling took place in the early 1980s.

In both cities, the turn-around in bike use was ahead of or congruent with a shift in public policy from favoring the car for urban mobility to a focus on public and non-motorized transport.

It appears that the “tipping point” or turn-around in bike usage was first a result of people and policy-makers realizing that reliance on the auto for urban mobility was harming their historic cities and not sustainable. The oil shock of 1973 certainly played a significant part. So did citizen reaction to plans for large highways into the cities. Then, policy began to turn-around, and it appears this

shift in policy, as much or more than actual investment, led to the up-turn in cycle mode share.

Dutch and Danish planners state clearly that this trend would not have continued without subsequent investment in facilities. Indeed, to make biking “normal,” the network must be built-up into a coherent, connected system. You can gain ridership without such a network but not establish cycling as a true competitor to motorized transport for most people in an urban setting. Policy-makers also stress, however, that investment in tracks and trails must be accompanied by promotion and education, and by policies that do not tilt toward “car-first, car-only.”

26. Have the regions of Copenhagen and Amsterdam learned lessons from other cities? [Wetter]

Yes. The City of Amsterdam is keeping a database of best practices and principles for cycling policies and practices from around the world. It is located at www.fietsberaad.nl.

GENERAL OBSERVATIONS

[Cassin]

It truly had to be experienced to be believed what great quality of life improvements were evident when alternative transportation is embraced so enthusiastically. Everything from cleaner air, to more widespread and equitable mobility, to seeing happy families on the street together, even in the evenings was obvious. It should also be noted that these busy, dense cities were QUIET. There is very little horn honking, more life on the streets in the form of cafes, and pedestrians, shopping. Unlike other older European cities, only a handful of buildings were behind scaffolding for cleaning, and despite the age of the buildings, you didn't see soot and decay from corrosive exhaust. You came away with the notion that these were civilized cities.

Another observation is how widely embraced and pervasive the alternative transportation movement is. There was absolutely no rancor between auto and bicycle/pedestrian traffic; cars and trucks waited patiently while the bikes and peds cleared the intersections.

The Europeans did not seem hung up on the point we have discussed often on the committee about distinctions between on-street and separated trails. They seem committed to the notion that all parts of the system are required to make it function efficiently, and they used the word “mobility” as a guiding principle. The system is all-inclusive for them, and includes the infrastructure, connections to transit, bike parking, car restrictions, and outreach programs (such as educational programs for new immigrants). They also are not hesitant to use taxation to encourage programs they want to promote. They recognize a connection between high taxes and services.

I was also struck by the excellent data collection and analysis available, especially to the Danes. Their surveys include not only obvious information, like how far

are people willing to travel and safety concerns, but they explore nuances such as what annoys people when they cycle. They have decades of excellent data with which to track trends.

Promotion of bicycling was also important to both cities. They see alternative transportation as an important economic driver, especially for tourism. The systems are safe, clear, easy to understand, and thoughtful. They have invested heavily in infrastructure and programming. Design is an important element.

One opportunity available to Portland that is not available to these older built-out cities is the possibility of incorporating natural “green” infrastructure. Stream corridors and wildlife corridors have long since been paved over in Europe. We can benefit from what we learned in Europe about increasing mobility and shifting priorities to an alternative system, but overlay that with an objective of doing it in the “Portland way” by respecting our green inheritance.

[Burkholder]

1. Trails are meaningless without bicycle integration into urban fabric.
2. Car drivers need to be made responsible for the danger a car poses to other users.
3. Bicycles and pedestrians should always be separated, with well-designated zones for their exclusive use.
4. Car parking shouldn't be required, bicycle parking and access should always be.
5. Trails should be seen as essential part of a complete transportation system, one that is green, affordable and necessary.



[5]

MEMO

DATE: April 28, 2009
TO: Doug Menke, General Manager
FROM: Bob Wayt, Director of Communications & Development

RE: Public Hearing – First Reading of Ordinance Regarding Park District Rules & Regulations

Summary

The Board of Directors will conduct a hearing at their May 4, 2009 Regular Meeting to gather public input about proposed updates to the Park District Rules & Regulations.

Background

THPRD's Rules and Regulations were originally developed in September 1997 and revised in 2002. As the Park District has grown along with the community and neighborhoods that we serve, individual behaviors or activities also have changed. In preparing to rewrite the Park District's Rules and Regulations, staff researched several park districts in the Pacific Northwest to determine if any of their rules may be applicable to THPRD. Staff also received suggested rule changes and additions from various Park District departments.

Mike Janin, Superintendent of Security Operations, has worked with Tom Sponsler of Beery, Elsner & Hammond, LLP, the Park District's legal counsel, to update the Park District's Rules and Regulations to meet current practices and to conform to the new format of the District Compiled Policies. Please find attached a memo from Tom, along with the proposed changes to the Rules and Regulations, and an ordinance to adopt the updated Rules and Regulations as Chapter 7 of the District Compiled Policies.

Proposal Request

Staff requests the Board of Directors conduct a hearing to gather public input. Staff will take that input as well as any Board comments and incorporate changes into the policy for a Second Reading at the June 8, 2009 Regular Meeting. Mike and Tom will be in attendance at the May 4, 2009 meeting to answer any questions the Board may have.

Action Requested

Board of Directors approval of the following actions:

1. Conduct a public hearing and First Reading of the Ordinance Regarding Park District Rules & Regulations, and
2. Initial approval of District Compiled Policies Chapter 7, with final approval and ordinance enactment at the Second Reading scheduled for the June 8, 2009 Regular Board Meeting.

MEMORANDUM

TO: THPRD Board of Directors

FROM: Thomas Sponsler
Office of General Counsel 

SUBJECT: District Compiled Policies – Chapter 7 District Regulations

DATE: May 4, 2009

Introduction

Some months ago we began a review of the 26 current board policies adopted between October 28, 1975 and February 4, 2008. At the February 2, 2009 Board meeting we proposed a new organization and a comprehensive format for the policies and presented chapters one through six for approval at the April 6, 2009 Board meeting. We also recommended the addition of new provisions for legal context and general structure.

Chapter 7

In keeping with our plan to present a new Chapter 7, formerly entitled General Regulations and now renamed District Regulations, at this meeting we submit the attached for Board approval. This chapter continues an edited version of existing policy 20 with the addition of some new provisions. New material proposed by Mike Janin and others and prepared in conjunction with our office was crafted to address additional enforcement issues (redlined in Attachment 1). ORS 198.510 – 198.600 authorizes the district to adopt regulations by ordinance and requires compliance with a specific statutory process. Future amendments must also be adopted by ordinance.

Conclusion

The purpose of this memo and presentation is to provide the Board with the new DCP Chapter 7 and show the disposition of existing policy 20. You are asked to take action at this meeting to approve for a first approval of the Chapter 7 ordinance. We propose second approval and ordinance enactment at the June 8, 2009 Board meeting. We plan to bring you the remaining

May 4, 2009
Page 2 of 2

board policies 18, 19, 21 and 23 at a future meeting after further consideration by staff and our office.

TS/sg
Enclosures

CHAPTER 7 – DISTRICT REGULATIONS

7.01 General Regulations

No person shall violate any provision of the Oregon Criminal Code.

7.02 General Use of District Property

No person shall:

- (A) Use abusive, threatening, or obscene language and gestures. Persons must conduct themselves in a manner that will not distract or disturb others in the peaceable enjoyment of any District property;
- (B) Remove, destroy or damage alter or obstruct any vegetation, land, equipment materials or supplies on District property;
- (C) Engage in any activity in a District park or property managed by the District that is intended to be done in a restroom facility;
- (D) Walk, stand, sit, or climb on any monument, vase, kiosk, awning, tent, tree, statue, fountain, railing, fence or other equipment/structure not intended for that purpose on District property;
- (E) Apply graffiti to District property or possess graffiti implements with the intent of applying graffiti;
- (F) Dump or leave any rubbish, yard debris or refuse of any type on any District property. Refuse or litter resulting from use of such areas must be deposited in refuse receptacles provided for such purposes;
- (G) Pollute any stream or waterway on or running through District property;
- (H) Wash any clothing, equipment or other material, clean any fish, introduce or place any polluting substance, or waste or litter in any body of water on District property;
- (I) Enter, wade, dive into or swim in any body of water on District property unless in specifically designated areas;
- (J) Excavate, erect, install, place or perform any action related to the placement of any temporary or permanent structure on District property except for approved temporary placement of personal accessories;
- (K) Stay overnight in any vehicle on District property or within a public parking lot adjacent to District property;

- (L) Hit golf balls on or into District property; or
- (M) Disobey any reasonable direction or request of a District Employee or peace officer based on the DCP or during an emergency situation.

7.03 District Property Hours

Hours of operation are posted on District property that is open to the public and controlled by gates or other devices. The hours of operation for all other District property that is open to the public is from dawn to dusk unless otherwise posted.

7.04 Fires

- (A) Fires are prohibited on all District property except in areas designed and set aside for such purposes.
- (B) Fires on District property shall be confined to barbecue stands, pits, or fireplaces provided for that purpose and portable stove use confined to established picnic areas where fires are allowed.
- (C) No fire on District property may be left unattended and every fire must be extinguished by the user before leaving District property.
- (D) The Manager may restrict or prohibit fires further than provided in this section when fire hazard conditions are high.

7.05 Music / Amplification Systems

No person shall produce amplified sound or use a public address system at sound levels that offend other District property users or extend beyond the boundaries of District property unless by District permission.

7.06 Model Devices

- (A) No person shall operate motorized model cars, rockets, aircraft, boats or similar devices on District property except by District approval in areas specifically designated for that purpose.
- (B) No person shall operate such devices that emit loud noises, foul odors and visible emissions.

7.07 Alcohol and Controlled Substances

No person shall:

- (A) Display, possess or consume any alcoholic beverages while on District property except by District permit issued by the Manager. A District permit may contain conditions the Manager believes promote the peaceful use of District property by patrons; or
- (B) Sell, buy, use or have in possession any drug or narcotic prohibited by state law while on District property.

7.08 Vehicles and Watercraft

- (A) Bicycles, skateboards, scooters, in-line and roller skates, and other similar devices powered exclusively by humans:
 - (1) Are permitted on District property except in areas that are posted to exclude such activities;
 - (2) Shall not move at a speed that endangers other persons or District property;
 - (3) Shall not be used on any brickwork, ornamental surface, picnic table, tennis court, fountain area, railing, stairwell, doorway access, planter, sculpture, or surfaces not intended for their use on District property; and
 - (4) Shall not be left so as to obstruct pedestrian traffic on a path, trail, disabled access ramp, or building entrance on District property.
- (B) No person shall:
 - (1) Operate a motorized vehicle or watercraft on District property except:
 - (a) On roadways and parking areas specifically designated for motor vehicles;
 - (b) On bodies of water specifically designated for watercrafts;
 - (c) District maintenance or law enforcement vehicles; or
 - (d) Wheel chairs or mobility scooters for the use of a disabled person.
 - (2) Operate a motorized vehicle or watercraft carelessly or in a manner that endangers the rights or safety of others;
 - (3) Park a motorized vehicle or trailers on District property or within a public parking lot adjacent to and managed by the District for extended periods, while not using District property or with the intent to market, sell, wash or repair the vehicle at any time;
 - (4) Park motorized vehicles or trailers in parking lots or other areas on District property or within a public parking lot adjacent to District property while

not using District property. Any violations are subject to tow and the owner is responsible for costs of impoundment; or

- (5) Temporarily stop motorized vehicles or trailers in parking lots or other areas of District property or within a public parking lot adjacent to District property in violation of posted rules designating special use, including fire lanes, temporary drop off areas or handicap parking spaces.

7.09 Firearms and Explosives

Except when authorized by the Manager, no person shall:

- (A) Possess, discharge or cause to be discharged on or into any District property any fireworks, explosive or other dangerous substance or similar device;
- (B) Possess, discharge or cause to be discharged across, on or into any District property a firearm, bow and arrow, or any other weapon or device harmful to the life or safety of persons, property, wildlife or their habitat; or
- (C) Possess, discharge or cause to be discharged any device capable of launching a projectile by means of compressed gas, air or electricity or have in one's possession a replica firearm on or into any District property.

7.10 Animals

- (A) No person shall release animals, domestic, exotic or native, onto District property.
- (B) No person shall feed any waterfowl or other wildlife on District property.
- (C) Except as authorized by the Manager, no person shall pursue, hunt, trap or capture any wild bird or other animal on District property, or fish in waters within the District, except in areas specifically designated for such purposes.
- (D) No person shall mistreat, torment or molest domestic or wild animals on District property.
- (E) No person shall allow an animal to injure or intimidate another animal or person while on District property.
- (F) No person shall allow an animal to cause damage to any District or other person's property while on District property.
- (G) No person shall allow any non-domesticated animal, horse or livestock to enter District property, unless it is specially posted to allow such use.

- (H) Dogs are prohibited on District property areas designated as no dog areas, except guide dogs under state law.
- (I) Dogs on District property shall be on a leash not more than eight feet in length or confined in a vehicle and must be kept under control at all times.
- (J) Dog owners are responsible for the immediate removal of all solid waste from their dog that is deposited on District property.
- (K) The District may exclude, by temporary posting, domestic animals from designated District property sites during special events where it is determined that the overcrowding of persons or activities may limit the enjoyment or safety of others.
- (L) No person shall allow any domestic animal, horse or livestock to enter any recreational facility, equipment or amenity on District property unless it is a working guide animal.
- (M) No person shall ride, lead or keep a horse or livestock on District property.
- (N) No person shall tie any animal to any tree or other structure on District property not designated for that purpose.

7.11 Solicitation / Signs

- (A) Except in specifically designated areas, no person shall erect signs, markers, or inscriptions of any type on District property.
- (B) No person shall distribute any notice, pamphlet, handbill, or printed information of any kind, except to a person willing to accept it and if it is distributed without charge and in a location approved by the District.
- (C) No person shall solicit money, goods, or services or perform or engage in any act with the intent or expectation of receiving payment from another person on District property.

7.12 Vendors / Concessions

No person shall operate a fixed or mobile concession; solicit, sell, offer for sale, peddle, hawk or provide any goods or services; or advertise any goods or services on District property without District approval.

7.13 Assemblies / Meetings

No person shall organize and hold any religious or political meeting or other assembly on District property without District approval upon request. Such use may be conditioned as to the time and place of holding such meeting or assembly so as not to unreasonably interfere with other activities. Such conditions may be appealed to the Manager if the applicant feels such conditions are unreasonable.

7.14 Enforcement of Regulations

- (A) Peace officers and District employees are delegated authority to enforce these regulations. This authority includes the issuance of citations as provided by Oregon law to any person who violates any provision of these regulations, to refuse entrance and to exclude persons from District property.
- (B) No person shall interfere with any authorized person enforcing these regulations.
- (C) No person shall refuse to leave District property after being directed to leave by a peace officer or District employee.
- (D) Violation of these regulations is ~~a misdemeanor~~ punishable by exclusion or ~~misdemeanor upon conviction, by a fine not to exceed \$100.00 for each violation.~~ ORS 266.450.
- (E) If any regulation is found unenforceable by any court, the remaining regulations remain valid, binding and enforceable.

7.15 Exclusion

- (A) In addition to other measures provided for violations of these regulations or state laws, any peace officer or District employee may exclude from all or a part of the District property any person who violates any regulation or any state law while on District property. The exclusion period shall not be less than 30 days nor more than 180 days for each offense.
- (B) A person excluded under this section shall not enter or remain upon District property during the period of exclusion. An excluded person who enters or remains upon District property during the exclusion period is a trespasser and may be arrested and prosecuted for the crime of criminal trespass in the second degree. ORS 164.245.
- (C) Written notice signed by the issuing party must be given to a person excluded from District property. The notice will specify the reason for the exclusion, the places and duration of the exclusion, and the consequences for the failure to comply with the notice. The exclusion commences immediately upon delivery of the notice to the excluded person.
- (D) Variance.

- (1) A person excluded may petition in writing to the Manager at any time during the exclusion period for a temporary waiver of the exclusion.
- (2) Petitions must be addressed or delivered to: Exclusion Hearings Officer, Tualatin Hills Park & Recreation District, 15707 SW Walker Road, Beaverton, OR 97006.
- (3) The circumstances and reason for the exclusion, and the places and duration of the exclusion may be reviewed by the Manager in considering approval of a variance.

(E) Appeal Procedures.

- (1) Not later than 10 days after receiving the notice of exclusion, an excluded person may appeal in writing to the Manager for review of the exclusion. Appeals must be addressed or delivered to: Exclusion Hearings Officer, Tualatin Hills Park & Recreation District, 15707 SW Walker Road, Beaverton, OR 97006. A person may petition the Manager to rescind the exclusion, alter the places of exclusion or reduce the duration of the exclusion. An appeal must contain a copy of the exclusion notice, a request for a hearing or request for written review without a hearing, a statement setting forth the reasons that the exclusion is invalid or otherwise improper, and a current address and telephone number. The Manager will make a decision within 10 days after receipt of the appeal, unless a hearing is requested.
- (2) If, as a part of a written appeal, a hearing is requested, a public hearing will be conducted by the Manager within 21 days after receipt of the appeal and make a decision within 21 days after the hearing.
- (3) At any time during the exclusion, a person may petition in writing to the Manager for a temporary waiver of the exclusion.
- (4) Unless the presence of the issuing person at the appeal hearing is requested, the Manager may use the issuing person's affidavit as evidence at the hearing.
- (5) No peace officer or District employee has the authority to grant an excluded person permission to be in or on District property other than the Manager through the appeal process.

ORDINANCE NO. 2009-01

TUALATIN HILLS PARK & RECREATION DISTRICT, OREGON

AN ORDINANCE ADOPTING DISTRICT COMPILED POLICIES, CHAPTER 7, RELATED TO REVISED DISTRICT GENERAL REGULATIONS

- a. The Tualatin Hills Park & Recreation District (District) board first adopted 26 policies on October 28, 1975 and last amended them on February 4, 2008.
- b. The District is now reorganizing its policies into District Compiled Policies (DCP) for a more organized and comprehensive format. The District general regulations were previously adopted as Policy 20. That policy is now revised as DCP Chapter 7.
- c. The District maintains about 300 parks and recreation facility sites totaling more than 2,000 acres. This includes neighborhood and community parks as well as natural areas, stream corridors and off-street pathways. The District has a responsibility to maintain these areas in a safe manner. Patrons have a responsibility to conduct themselves in a manner that does not interfere with the enjoyment of others.
- d. The District and the General Counsel have prepared amendments to DCP Chapter 7 to make the District general regulations consistent with state law and to conform with the rest of the DCP.
- e. The District and the General Counsel have prepared a revised and updated DCP Chapter 7 to allow enforcement responsive to situations encountered on District property.
- f. ORS 266.450 requires that the District adopt its general regulations by ordinance in accordance with the provisions of ORS 198.510 to 198.600.

THE TUALATIN HILLS PARK & RECREATION DISTRICT ORDAINS:

Section 1. The new DCP Chapter 7 attached as Exhibit A to this ordinance is enacted.

Section 2. This ordinance takes effect on July 1, 2009.

FIRST BOARD APPROVAL: May 4, 2009

SECOND BOARD APPROVAL AND ENACTMENT: June 8, 2009

Larry Pelatt, Board President

Adoption and date attested by:

Jessica Collins, Board Clerk

CHAPTER 7 – DISTRICT REGULATIONS**7.01 General Regulations**

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- (C) Engage in any activity in a District park or property managed by the District that is intended to be done in a restroom facility;
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- (G) Pollute any stream or waterway on or running through District property;
- (H) Wash any clothing, equipment or other material, clean any fish, introduce or place any polluting substance, or waste or litter in any body of water on District property;
- (I) Enter, wade, dive into or swim in any body of water on District property unless in specifically designated areas;
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- (B) Fires on District property shall be confined to barbecue stands, pits, or fireplaces provided for that purpose and portable stove use confined to established picnic areas where fires are allowed.
- (C) No fire on District property may be left unattended and every fire must be extinguished by the user before leaving District property.
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No person shall:

- (A) Display, possess or consume any alcoholic beverages while on District property except by District permit issued by the Manager. A District permit may contain conditions the Manager believes promote the peaceful use of District property by patrons; or
- (B) Sell, buy, use or have in possession any drug or narcotic prohibited by state law while on District property.

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 - (3) Shall not be used on any brickwork, ornamental surface, picnic table, tennis court, fountain area, railing, stairwell, doorway access, planter, sculpture, or surfaces not intended for their use on District property; and
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 - (a) On roadways and parking areas specifically designated for motor vehicles;
 - (b) On bodies of water specifically designated for watercrafts;
 - (c) District maintenance or law enforcement vehicles; or
 - (d) Wheel chairs or mobility scooters for the use of a disabled person.
 - (2) Operate a motorized vehicle or watercraft carelessly or in a manner that endangers the rights or safety of others;
 - (3) Park a motorized vehicle or trailers on District property or within a public parking lot adjacent to and managed by the District for extended periods, while not using District property or with the intent to market, sell, wash or repair the vehicle at any time;
 - (4) Park motorized vehicles or trailers in parking lots or other areas on District property or within a public parking lot adjacent to District property while

not using District property. Any violations are subject to tow and the owner is responsible for costs of impoundment; or

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- (B) Possess, discharge or cause to be discharged across, on or into any District property a firearm, bow and arrow, or any other weapon or device harmful to the life or safety of persons, property, wildlife or their habitat; or
- (C) Possess, discharge or cause to be discharged any device capable of launching a projectile by means of compressed gas, air or electricity or have in one's possession a replica firearm on or into any District property.

7.10 Animals

- (A) No person shall release animals, domestic, exotic or native, onto District property.
- (B) No person shall feed any waterfowl or other wildlife on District property.
- (C) Except as authorized by the Manager, no person shall pursue, hunt, trap or capture any wild bird or other animal on District property, or fish in waters within the District, except in areas specifically designated for such purposes.
- (D) No person shall mistreat, torment or molest domestic or wild animals on District property.
- (E) No person shall allow an animal to injure or intimidate another animal or person while on District property.
- (F) No person shall allow an animal to cause damage to any District or other person's property while on District property.
- (G) No person shall allow any non-domesticated animal, horse or livestock to enter District property, unless it is specially posted to allow such use.

- (H) Dogs are prohibited on District property areas designated as no dog areas, except guide dogs under state law.
- (I) Dogs on District property shall be on a leash not more than eight feet in length or confined in a vehicle and must be kept under control at all times.
- (J) Dog owners are responsible for the immediate removal of all solid waste from their dog that is deposited on District property.
- (K) The District may exclude, by temporary posting, domestic animals from designated District property sites during special events where it is determined that the overcrowding of persons or activities may limit the enjoyment or safety of others.
- (L) No person shall allow any domestic animal, horse or livestock to enter any recreational facility, equipment or amenity on District property unless it is a working guide animal.
- (M) No person shall ride, lead or keep a horse or livestock on District property.
- (N) No person shall tie any animal to any tree or other structure on District property not designated for that purpose.

7.11 Solicitation / Signs

- (A) Except in specifically designated areas, no person shall erect signs, markers, or inscriptions of any type on District property.
- (B) No person shall distribute any notice, pamphlet, handbill, or printed information of any kind, except to a person willing to accept it and if it is distributed without charge and in a location approved by the District.
- (C) No person shall solicit money, goods, or services or perform or engage in any act with the intent or expectation of receiving payment from another person on District property.

7.12 Vendors / Concessions

No person shall operate a fixed or mobile concession; solicit, sell, offer for sale, peddle, hawk or provide any goods or services; or advertise any goods or services on District property without District approval.

7.13 Assemblies / Meetings

No person shall organize and hold any religious or political meeting or other assembly on District property without District approval upon request. Such use may be conditioned as to the time and place of holding such meeting or assembly so as not to unreasonably interfere with other activities. Such conditions may be appealed to the Manager if the applicant feels such conditions are unreasonable.

7.14 Enforcement of Regulations

- (A) Peace officers and District employees are delegated authority to enforce these regulations. This authority includes the issuance of citations as provided by Oregon law to any person who violates any provision of these regulations, to refuse entrance and to exclude persons from District property.
- (B) No person shall interfere with any authorized person enforcing these regulations.
- (C) No person shall refuse to leave District property after being directed to leave by a peace officer or District employee.
- (D) Violation of these regulations is punishable by exclusion or misdemeanor. ORS 266.450.
- (E) If any regulation is found unenforceable by any court, the remaining regulations remain valid, binding and enforceable.

7.15 Exclusion

- (A) In addition to other measures provided for violations of these regulations or state laws, any peace officer or District employee may exclude from all or a part of the District property any person who violates any regulation or any state law while on District property. The exclusion period shall not be less than 30 days nor more than 180 days for each offense.
- (B) A person excluded under this section shall not enter or remain upon District property during the period of exclusion. An excluded person who enters or remains upon District property during the exclusion period is a trespasser and may be arrested and prosecuted for the crime of criminal trespass in the second degree. ORS 164.245.
- (C) Written notice signed by the issuing party must be given to a person excluded from District property. The notice will specify the reason for the exclusion, the places and duration of the exclusion, and the consequences for the failure to comply with the notice. The exclusion commences immediately upon delivery of the notice to the excluded person.

(D) Variance.

- (1) A person excluded may petition in writing to the Manager at any time during the exclusion period for a temporary waiver of the exclusion.
- (2) Petitions must be addressed or delivered to: Exclusion Hearings Officer, Tualatin Hills Park & Recreation District, 15707 SW Walker Road, Beaverton, OR 97006.
- (3) The circumstances and reason for the exclusion, and the places and duration of the exclusion may be reviewed by the Manager in considering approval of a variance.

(E) Appeal Procedures.

- (1) Not later than 10 days after receiving the notice of exclusion, an excluded person may appeal in writing to the Manager for review of the exclusion. Appeals must be addressed or delivered to: Exclusion Hearings Officer, Tualatin Hills Park & Recreation District, 15707 SW Walker Road, Beaverton, OR 97006. A person may petition the Manager to rescind the exclusion, alter the places of exclusion or reduce the duration of the exclusion. An appeal must contain a copy of the exclusion notice, a request for a hearing or request for written review without a hearing, a statement setting forth the reasons that the exclusion is invalid or otherwise improper, and a current address and telephone number. The Manager will make a decision within 10 days after receipt of the appeal, unless a hearing is requested.
- (2) If, as a part of a written appeal, a hearing is requested, a public hearing will be conducted by the Manager within 21 days after receipt of the appeal and make a decision within 21 days after the hearing.
- (3) At any time during the exclusion, a person may petition in writing to the Manager for a temporary waiver of the exclusion.
- (4) Unless the presence of the issuing person at the appeal hearing is requested, the Manager may use the issuing person's affidavit as evidence at the hearing.
- (5) No peace officer or District employee has the authority to grant an excluded person permission to be in or on District property other than the Manager through the appeal process.



Tualatin Hills Park & Recreation District Minutes of a Regular Meeting of the Board of Directors

A Regular Meeting of the Tualatin Hills Park & Recreation District Board of Directors was held at the HMT Recreation Complex, Peg Ogilbee Dryland Training Center, 15707 SW Walker Road, Beaverton, on Monday, April 6, 2009. Executive Session 6:00 p.m.; Regular Meeting 7:00 p.m.

Present:

Larry Pelatt	President/Director
Bob Scott	Secretary/Director
William Kanable	Secretary Pro-Tempore/Director
Joseph Blowers	Director
John Griffiths	Director
Doug Menke	General Manager

Agenda Item #1 – Executive Session (A) Legal (B) Land

President, Larry Pelatt, called Executive Session to order for the following purposes:

- To consider information or records that are exempt by law from public inspection,
- To consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed, and
- To conduct deliberations with persons designated by the governing body to negotiate real property transactions.

The Executive Session is held pursuant to ORS 192.660(2), which allows the Board to meet in Executive Session to discuss the aforementioned legal and land issues.

President, Larry Pelatt, noted that representatives of the news media and designated staff may attend the Executive Session. All other members of the audience are asked to leave the room. Representatives of the news media are specifically directed not to disclose information discussed during the Executive Session. No final action or final decision may be made in Executive Session. At the end of the Executive Session, the Board will return to open session and welcome the audience back into the room.

Agenda Item #2 – Call Regular Meeting to Order

President, Larry Pelatt, called the Regular Meeting to order at 7:10 p.m.

Agenda Item #3 – Action Resulting from Executive Session

Joe Blowers moved the Board of Directors direct staff to pursue the donation of property in the northwest quadrant of the Park District. Bob Scott seconded the motion. Roll call proceeded as follows:

Bill Kanable	Yes
John Griffiths	Yes
Bob Scott	Yes
Joe Blowers	Yes
Larry Pelatt	Yes

The motion was **UNANIMOUSLY APPROVED**.

Agenda Item #4 – Audience Time

Wayne Faligowski, 12855 SW 20th Court, Beaverton, is before the Board of Directors this evening regarding a piece of property owned by the Church of the Nazarene located at SW 22nd and Hall Boulevard. Wayne described the approximately three-acre parcel as a wetland and natural area and expressed concern that the area may be lost to development in the future. He described the natural resource aspects of the property, noting that it serves as habitat for many different varieties of birds and other wildlife. He also noted that the property protects nearby homes by serving as a buffer against wind and provides environmental benefits in an area with little remaining greenspace. He requested that the Park District consider purchasing the property using 2008 Bond Measure funds in order to protect the land as a natural area. A packet of information regarding the property was submitted into the record and Wayne offered to answer any questions the Board may have.

Joe Blowers asked Wayne whether he had spoken with the church regarding any plans for the property.

- ✓ Wayne noted that Barbara Wilson has spoken with the church and that she will be testifying before the Board in a few moments.

John Griffiths asked whether there has been a development application filed for the land.

- ✓ Wayne replied that trees have been tagged and surveyed.
- ✓ Hal Bergsma, Director of Planning, stated that he has spoken with City of Beaverton staff who confirmed that they had a pre-application conference with the church last year to discuss the possibility of subdividing the property. Hal recalled that the church was proposing eleven lots for the property, which would be a similar density as the surrounding neighborhood. However, to his knowledge, the church has not yet filed a formal development application.

Gary Gross, 12760 SW 18th Street, Beaverton, is before the Board of Directors this evening regarding the same property referenced earlier by Wayne Faligowski. Gary described in detail the different bird species that have been spotted in the property and encouraged the Park District to purchase the property in order to protect the land as a natural area.

Joe asked whether the wooded area and retention ponds are separated by a parking lot.

- ✓ Gary replied that they are only separated by a bike path and that the ponds are very close to the wooded area.

President, Larry Pelatt, commented that the retention ponds would still remain with any development activity.

- ✓ Gary replied that they would remain; however, the natural habitat value of the ponds would decrease significantly with removal of the nearby wooded area.

John asked Bruce Barbarasch, Superintendent of Natural Resources & Trails Management, whether he was familiar with the property and if so, how he would characterize the value of the natural habitat.

- ✓ Bruce replied that he is familiar with the property; however, he would need to complete a more thorough assessment in order to determine value. His initial opinion is that it is an island serving as a refuge for migratory species that can stop there, but he is not clear about any connectivity to other natural areas that would increase its value.

Bill Kanable commented that he has passed the property many times and was not aware of the amount of canopy that exists on the property.

Barbara Wilson, 12820 SW 20th Court, Beaverton, is before the Board of Directors regarding the same property referenced earlier by Wayne Faligowski and Gary Gross. Barbara noted that she has attempted to contact the church on a number of occasions regarding the property, but that the minister has been reluctant to speak with her. She stated that the minister had said that he needed to talk with the church board in order to make a decision regarding the property, which has not yet happened. She noted that the economy is not ideal for selling houses and she guesses that the church may wait to make such a decision until the economy improves. She noted that the minister would not commit to eleven houses, which led her to believe that perhaps they first wanted to know what the baseline is and what exactly the City will allow, which would also need to take into consideration the retention ponds. She noted that she does not have much information to offer since her discussions with the minister have been limited and asked the Board what the neighborhood should do next in moving this request forward.

John described a recent successful effort by a different neighborhood that wanted a piece of property preserved as a natural area. He noted that the neighborhood had organized and petitioned the owner of the property for this cause. He commented that the church is private property and that he recommends the neighborhood convene a delegation to meet with the church board to ask them directly what their plans are and to express their concerns about the property. The Park District would be happy to speak with the church, but cannot force a sale, which needs to happen between a willing seller and a willing buyer. Another avenue the neighborhood has is to express any concerns regarding development of the land through the appropriate public venues via the City of Beaverton's development process.

Bill expressed agreement with John's comments, noting that these steps might encourage the church to discuss the property with other parties about doing something other than building houses. He noted that as a public agency, the Park District cannot force a sale from an unwilling seller and that he does not want to be faced with a situation where the church petitions that the Park District is infringing upon its rights of ownership without good cause. The first step is to express enough neighborhood involvement to the church to help drive them toward the possibility of a sale to another party that would protect the land. Bill stated that the Park District would be more than happy to help, but that the pressure must come from the public and start with the church.

John commented that churches are not typically in the housing development business, so if they are thinking of this it is most likely in order to liquidate property for cash purposes, unless they have a stake in the value of the development, which considering the economy he would think that they are just looking to cash out. He continued that cash can come from a variety of entities, such as foundations, public entities, private individuals, and that the church would have no reason to be selective. He stated that it sounds like a nice piece of property and that it would be great to keep it as a natural area.

Larry reiterated to the group that he believes what the Board is saying is that although the Park District is supportive of the idea, it cannot force the issue. It must come from the neighborhood.

Barbara requested that she be allowed to speak before the Board of Directors regarding a different topic. She referenced a recent newspaper article regarding beavers in Center Street Park, noting that after she first read the article she thought that the beavers had died accidentally. After calling the Park District, she found out that this wasn't the case. She has had several conversations with Bruce Barbarasch, Superintendent of Natural Resources & Trails Management, and he told her that there were no other options. She stated that another family of beavers will eventually show up in the same area and she asks that the Park District be prepared as to how to deal with the issue and to find another option. She is aware that surrounding property owners were concerned about flooding, but she does not want her tax dollars to be spent in such a horrific manner, which has been very painful for her. She suggested that the Park District bring in a backhoe and take out the dam until the water lowers and moves through the culvert.

President, Larry Pelatt, commented that it was unfortunate that the beavers died and that the Park District is doing a great amount of research on what other options there might be. The Park District had tried other methods of dealing with the problem, but water continued to rise, potentially flooding nearby properties, and a decision had to be made. The Park District is researching other options to do its best that this does not happen again.

Agenda Item #5 – Board Time

President, Larry Pelatt, noted that the Board of Directors would soon receive a memo regarding the potential development of an ADA-accessible field at Cedar Hills Park being proposed by the Tualatin Hills Park Foundation as a fundraising project. He noted that the Park Foundation has requested that such a field be included within the master planning process for the park via the Bond Measure Program. The field would be the first one of its kind in the state and would be a really good fundraising activity for the Park Foundation.

- ✓ Doug Menke, General Manager, stated that he would email the Board additional information regarding the field, including the formal request to the Park District from the Park Foundation, as well as photos and background information.

Agenda Item #6 –Consent Agenda

Bill Kanable moved the Board of Directors approve Consent Agenda items (A) Minutes of March 2, 2009 Regular Meeting, (B) Monthly Bills, (C) Monthly Financial Statement, (D) Cedar Hills Recreation Center Advisory Committee Member, (E) Proclamation of National Aquatic Month, (F) Fanno Creek Trail Intergovernmental Agreement, and (G) Asphalt Pathway Paving Contract. Joe Blowers seconded the motion. Roll call proceeded as follows:

John Griffiths	Yes
Bob Scott	Yes
Joe Blowers	Yes
Bill Kanable	Yes
Larry Pelatt	Yes

The motion was UNANIMOUSLY APPROVED.

Agenda Item #7 – Unfinished Business

A. 2008 Bond Measure

Doug Menke, General Manager, introduced Hal Bergsma, Director of Planning, and Cathy Brucker, Finance Manager, to provide an overview of the memo included within the Board of Directors information packet.

Hal Bergsma, Director of Planning, provided a detailed update of the memo section regarding the progress made in staffing the Park District's Planning & Development Department in order to work on the bond measure projects and offered to answer any questions the Board may have.

- ✓ Hearing none, Doug introduced Cathy to provide an update regarding the bond sale.

Cathy Brucker, Finance Manager, provided a detailed update of the memo section regarding the bond sale, noting that the process was very successful with the low bid coming in at 4.23%, which was finalized at 4.21%. Cathy noted that the winning bidder based their offer strictly on the Park District's updated credit rating. The financing was structured to ensure the desired level levy rate for the taxpayers, which will compute at \$0.32 per \$1,000 assessed value, well below the \$0.37 as advertised in the Park District's election materials. Cathy noted that the Park District will be closing the transaction on April 16, 2009 and offered to answer any questions the Board may have.

- ✓ *The Board of Directors congratulated staff on the successful bond sale.*

Doug stated that phenomenal work was done through the credit rating process thanks to Keith Hobson, Director of Business & Facilities, and Cathy, and that the public will benefit.

Joe Blowers asked whether a press release has been issued regarding the bond sale.

- ✓ Bob Wayt, Director of Communications & Development, confirmed that information is posted on the Park District's website and a press release was sent to the media.

Doug noted that during the Board of Directors' discussion at the March 2, 2009 Regular Board meeting regarding the request for a transfer of authority for Architectural and Engineering (A&E) contracts for bond projects, the Board requested a forecast of A&E contracts that staff is anticipating awarding for the Board's review. This information was provided to the Board of Directors on March 19, 2009. Doug requested Board of Directors consensus that any project with an A&E contract over \$500,000 would be brought to the Board for approval. He noted that, per the forecast provided to the Board, this would include four projects: Cedar Hills Park, Westside Trail, Waterhouse Trail, and the Conestoga Recreation & Aquatic Center expansion.

President, Larry Pelatt, stated that in the interest of keeping the bond measure projects moving forward, as well as due to his confidence level in staff, he is supportive of the Board reviewing only the largest A&E contracts.

Bill Kanable requested that Schiffler Park be reviewed as well because the forecasted A&E contract amount is close to \$500,000.

It was the consensus of the Board to review and approve of the A&E contracts for the following five projects: Cedar Hills Park, Schiffler Park, Westside Trail, Waterhouse Trail and the Conestoga Recreation & Aquatic Center expansion.

Doug stated that in response to a Request for Proposals (RFP) issued to provide assistance in acquiring property under the bond program, staff has received five proposals. Staff is evaluating the proposals against criteria in the RFP and is requesting formation of a Board member subcommittee to aid the process in determining which proposer(s) to select.

- ✓ *Larry Pelatt and John Griffiths volunteered to serve on the subcommittee.*

B. Signage Master Plan

Steve Gulgren, Superintendent of Planning & Development, provided a brief overview of the memo contained within the Board of Directors information packet, noting that the goal for the Signage Master Plan project is to establish exterior signage design standards by creating a standards manual, which will improve sign system maintenance and management. Steve noted that an initial presentation regarding the Signage Master Plan was provided at the November 3, 2008 Regular Board meeting, at which the Board of Directors approved the proposed sign design concepts with minor comments and directed staff to move forward with the next phases of the project. Staff is now returning to the Board to request approval of the Final Draft of the Signage Master Plan as provided within the Board of Directors information packet.

President, Larry Pelatt, noted that Metro has discussed a regional signage plan that would connect and build an identity for trail systems throughout the metro area.

- ✓ Steve stated that this issue is referenced toward the back of the Signage Master Plan, noting that the concept is still being discussed by Metro and that once it is enacted, it will be incorporated within the Park District's Signage Master Plan.

Larry asked whether staff has heard when to expect a decision from Metro.

- ✓ Steve replied that to his knowledge Metro is still in the process of selecting a consultant.
- ✓ Doug Menke, General Manager, noted that Connecting Green is to make a statement in June on this topic, but it will not be the final conclusion. Through development of the Park District's signage implementation plan, there will be funds dedicated in next year's budget to start the process and the Park District will need to be patient on the significant trail signage in anticipation of Metro's decision, and focus instead on missing and directional signage for trails.

Steve introduced Jason West, Principal with Designwest, the project consultant, to provide a brief overview of the Final Draft of the Signage Master Plan via a PowerPoint presentation, of which a copy was entered into the record. Jason offered to answer any questions the Board of Directors may have.

Bob Scott asked whether the Park District's existing park signs would be painted green in order to coordinate with the new signage until all of the signage can be replaced.

- ✓ Doug replied that the intent is that the Park District would continue its existing sign replacement schedule, but when an existing sign is scheduled for repainting, it would be replaced with the new signage instead. This could be a five to seven year process in the park sites; however, any new sites, as well as bond project sites, would have new signage sooner, particularly for trails already lacking signage. When signage is replaced at park sites, the entire site will receive new signage in order to remain consistent.

John Griffiths referenced parking signage in the plan that does not have the Park District's logo.

- ✓ Jason replied that on traffic control devices, it is beneficial to limit the information for clarity and that the person would have just passed a sign with the logo.

John asked how the signage would be addressed for Cooper Mountain Nature Park.

- ✓ Bruce Barbarasch, Superintendent of Natural Resources & Trails Management, replied that Metro is going to follow its own sign standards for the site, but that the Park District's logo would be included on the main entrance sign.

Bill Kanable asked whether an ordinance number is required to be incorporated into the rules and regulations signage.

- ✓ Doug Menke, General Manager, noted that this question would be posed to Park District legal counsel.

Joe Blowers moved the Board of Directors approve the Signage Master Plan and direct staff and the consultant to revise the Final Draft document format to create the approved Final Signage Master Plan document. Bob Scott seconded the motion. Roll call proceeded as follows:

John Griffiths	Yes
Bill Kanable	Yes
Bob Scott	Yes
Joe Blowers	Yes
Larry Pelatt	Yes

The motion was UNANIMOUSLY APPROVED.

C. District Compiled Policies

Doug Menke, General Manager, introduced Tom Sponsler with Beery, Elsner & Hammond, LLP, the Park District's legal counsel, to provide an overview of the memo and attachments included within the Board of Directors information packet regarding chapters one through six of a reorganization of the Park District's Board of Directors policies.

Tom provided a detailed overview of his memo included within the Board of Directors information packet, noting that the action requested of the Board of Directors this evening is approval of Resolution 2009-06 approving District Compiled Policies Chapters One through Six as revisions of previously adopted Board policies. Tom noted that the next step in this process will be the first reading of the ordinance pertaining to General Regulations, which will occur at the May Regular meeting. Tom offered to answer any questions the Board may have.

- ✓ Hearing none, President, Larry Pelatt, stated that he would entertain a motion.

Bill Kanable moved the Board of Directors approve Resolution 2009-06 approving District Compiled Policies Chapters One through Six as revisions of previously adopted Board policies. Bob Scott seconded the motion. Roll call proceeded as follows:

John Griffiths	Yes
Joe Blowers	Yes
Bob Scott	Yes
Bill Kanable	Yes
Larry Pelatt	Yes

The motion was UNANIMOUSLY APPROVED.

D. General Manager's Report

Doug Menke, General Manager, provided a detailed overview of the General Manager's Report included within the Board of Directors information packet, which included the following topics:

- Metropolitan Transportation Improvement Program Grant
- Urbanization Update
- Credit Rating
- Board of Directors Meeting Schedule
 - *It was the consensus of the Board of Directors to schedule the June Regular Board meeting for June 8, 2009.*
 - *Proposed summer meeting dates will be forwarded to the Board for review.*

Doug offered to answer any questions the Board of Directors may have regarding the General Manager's Report.

Bill Kanable asked where the Budget Committee Work Session will be held on April 20, 2009.

- ✓ Doug replied that the meeting will be held at the Elsie Stuhr Center.

Agenda Item #8 - Adjourn

There being no further business, the meeting was adjourned at 8:15 p.m.

Larry Pelatt, President

Bob Scott, Secretary

Recording Secretary,
Jessica Collins

<u>Check Number</u>	<u>Check Date</u>	<u>Vendor Name</u>	<u>Check Amount</u>
235070	03/13/09	kgw.com Advertising	1,000.00 \$ 1,000.00
234799	03/05/09	Insight Public Sector	1,189.02
235176	03/19/09	Obsidian Technologies Capital Outlay-Bond-Admin/Overhead-Technology Needs	1,480.60 \$ 2,669.62
235225	03/25/09	Peterson Structural Engineers	9,151.00
235265	03/26/09	Peterson Structural Engineers Capital Outlay-Bond-Facility Expansions & Improvements	1,387.00 \$ 10,538.00
235202	03/25/09	Architects Barrentine Bates Lee	1,823.10
235259	03/26/09	Beaverton Plumbing, Inc.	1,275.00
235032	03/13/09	Beaverton Plumbing, Inc. Capital Outlay-Building Improvements	5,499.50 \$ 8,597.60
235126	03/13/09	Western Waterproofing Co., Inc.	9,548.60
235267	03/26/09	Sunbelt Rentals, Inc.	6,592.81
235096	03/13/09	Peterson Structural Engineers	3,287.00
235084	03/13/09	Northwest Control Co.	5,057.00
235094	03/13/09	Paragon Tile & Stone, Inc.	7,471.29
235059	03/13/09	Gibson, Inc. Capital Outlay-Building Replacements	2,764.00 \$ 34,720.70
235118	03/13/09	Todd Hess Building Co.	19,336.41
235219	03/25/09	Life Fitness Capital Outlay-Challenge Grant Competitive Fund	2,459.68 \$ 21,796.09
234849	03/05/09	Todd Hess Building Co.	9,676.63
235140	03/17/09	Bigfoot Construction Capital Outlay-Facility Challenge Grants	1,064.00 \$ 10,740.63
234796	03/05/09	Hewlett-Packard Company Capital Outlay-GIS Development	5,189.00 \$ 5,189.00
235023	03/13/09	2.ink Studio Capital Outlay-Metro Natural Areas Bond	7,885.94 \$ 7,885.94
234797	03/05/09	Hydro-Tech Irrigation & Landscape	5,500.00
234852	03/05/09	United Pipe & Supply Co., Inc. Capital Outlay-Park & Trail Improvements	2,644.01 \$ 8,144.01
235072	03/13/09	Kodiak Pacific Construction	74,500.00
235044	03/13/09	Clean Water Services	1,000.00
234760	03/05/09	Alta Planning & Design, Inc.	9,210.99
235173	03/19/09	MacKay & Sposito, Inc. Capital Outlay-SDC-Park Development Improvements	3,197.25 \$ 87,908.24
235264	03/26/09	Larry Pelatt Conferences	1,077.10 \$ 1,077.10
235127	03/13/09	Westside Economic Alliance Dues & Memberships	1,500.00 \$ 1,500.00
234751	03/05/09	PGE	26,934.86
235017	03/13/09	PGE	5,016.58
235252	03/25/09	PGE Electricity	34,552.06 \$ 66,503.50
235135	03/16/09	Standard Insurance Company	166,626.63
235271	03/31/09	Blue Cross/Blue Shield	154,543.45
235274	03/31/09	MetLife	19,651.10
235276	03/31/09	Standard Insurance Company	2,094.93
235281	03/31/09	UNUM Life Insurance-LTC	1,369.30

<u>Check Number</u>	<u>Check Date</u>	<u>Vendor Name</u>	<u>Check Amount</u>
235282	03/31/09	Unum Life Insurance-LTD Employee Benefits	10,031.66 \$ 354,317.07
235130	03/16/09	Aetna / ING Life Insurance	5,266.66
235132	03/16/09	Manley Services	5,962.83
235136	03/16/09	Standard Insurance Company	23,466.92
235137	03/16/09	Standard Insurance Company	1,837.33
235270	03/31/09	Aetna / ING Life Insurance	5,316.66
235273	03/31/09	Manley Services	6,940.33
235277	03/31/09	Standard Insurance Company	25,170.80
235278	03/31/09	Standard Insurance Company	3,037.33
235280	03/31/09	THPRD - Employee Assn. Employee Deductions	6,481.59 \$ 83,480.45
234850	03/05/09	Tualatin Valley Water District	5,618.71
235242	03/25/09	Tualatin Valley Water District Gas & Oil (Vehicles)	6,659.63 \$ 12,278.34
234750	03/05/09	NW Natural	49,568.28
235251	03/25/09	NW Natural Heat	50,605.43 \$ 100,173.71
235067	03/13/09	Insight Public Sector Information Services - Capital	2,146.15 \$ 2,146.15
235041	03/13/09	CDW Government, Inc.	1,999.00
234779	03/05/09	Dell Marketing L.P. Information Technology Improvement	1,060.07 \$ 3,059.07
234744	03/03/09	THBOA	9,591.11
234970	03/10/09	Complete Financial Services	1,008.00
235162	03/19/09	Beaverton Volleyball	3,332.50
235306	03/31/09	Rhythm Of My Heart	5,115.00
235309	03/31/09	THBOA Instructional Services	12,887.50 \$ 31,934.00
234728	03/03/09	Beaverton Plumbing, Inc.	1,000.00
234764	03/05/09	Beaverton Auto Parts	1,763.49
234782	03/05/09	Engineered Control Products	3,313.78
234838	03/05/09	Schulz-Clearwater Sanitation, Inc.	1,140.00
234858	03/05/09	Western Equipment Distr., Inc.	1,166.49
235101	03/13/09	Reitmeier Mechanical Maintenance Services	3,081.80 \$ 11,465.56
234761	03/05/09	Apollo Pools, Inc.	2,964.88
234772	03/05/09	Coastwide Laboratories	1,211.99
234854	03/05/09	Univar USA, Inc.	4,229.48
235024	03/13/09	Airgas Nor Pac, Inc.	1,032.52
235042	03/13/09	Chopstix Lacrosse, LLC	2,212.00
235046	03/13/09	Coastwide Laboratories	4,458.75
235049	03/13/09	Crop Production Services, Inc.	1,223.00
235056	03/13/09	Fazio Bros.	2,001.56
235062	03/13/09	Home Depot Credit Services	3,007.13
235080	03/13/09	McKenzie Athletic	4,110.00
235121	03/13/09	United Pipe & Supply Co., Inc.	1,015.55
235158	03/17/09	Total Filtration Services, Inc.	1,031.56
235195	03/24/09	McKenzie Athletic	11,289.57
235261	03/26/09	McKenzie Athletic Maintenance Supplies	1,101.00 \$ 40,889.67
234819	03/05/09	Nolin Enterprises	2,695.00
234823	03/05/09	OfficeMax - A Boise Company	2,084.79
235088	03/13/09	OfficeMax - A Boise Company Office Supplies	2,267.35 \$ 7,047.14

<u>Check Number</u>	<u>Check Date</u>	<u>Vendor Name</u>	<u>Check Amount</u>
234745	03/03/09	United States Postal Service	1,600.00
234839	03/05/09	Signature Graphics	28,122.00
235199	03/24/09	United States Postal Service	3,000.00
		Postage	\$ 32,722.00
235073	03/13/09	Lazerquick	1,908.00
		Printing & Publication	\$ 1,908.00
234786	03/05/09	Express Services, Inc.	1,054.48
234846	03/05/09	Tarlow Naito & Summers, LLP	1,634.00
234991	03/12/09	Beery, Elsnor & Hammond, LLP	12,431.08
235069	03/13/09	JD White	4,358.75
235125	03/13/09	Washington County	6,407.40
235166	03/19/09	Command Prompt, Inc.	5,300.25
235171	03/19/09	JD White	6,271.25
235246	03/25/09	Washington County	15,634.00
		Professional Services	\$ 53,091.21
234788	03/05/09	Food Services of America	1,733.87
234790	03/05/09	Frye's Action Athletics	8,710.00
234982	03/10/09	Portland Wiz Kids	1,662.00
235002	03/12/09	Kore Group	14,753.57
235064	03/13/09	HSBC Business Solutions	1,187.21
235180	03/19/09	Scholls Valley Native Nursery	1,913.10
		Program Supplies	\$ 29,959.75
234753	03/05/09	Waste Management of Oregon	1,698.24
235022	03/13/09	Waste Management of Oregon	1,986.75
		Refuse Services	\$ 3,684.99
235104	03/13/09	Ricoh Americas Corporation	2,658.60
		Rental Equipment	\$ 2,658.60
235034	03/13/09	Beaverton School District #48	3,072.75
235204	03/25/09	Beaverton School District #48	15,698.74
235213	03/25/09	Fred Shearer & Sons	8,224.00
		Rental Facility	\$ 26,995.49
235035	03/13/09	Beighley & Associates, Inc.	2,440.00
		Technical Services	\$ 2,440.00
234803	03/05/09	Laerdal Medicial Corp.	1,236.95
234977	03/10/09	Oregon Governors Conference	2,175.00
235178	03/19/09	Peopleassets	2,059.61
		Technical Training	\$ 5,471.56
234749	03/05/09	Nextel Communications	2,360.71
235021	03/13/09	Verizon Northwest, Inc.	3,419.60
235250	03/25/09	Integra Telecom	2,220.43
		Telecommunications	\$ 8,000.74
234752	03/05/09	Tualatin Valley Water District	5,323.88
235014	03/13/09	City of Beaverton	6,454.07
235254	03/25/09	Tualatin Valley Water District	1,849.10
		Water & Sewer	\$ 13,627.05
		Report Total:	\$ 1,095,620.98



Tualatin Hills Park & Recreation District

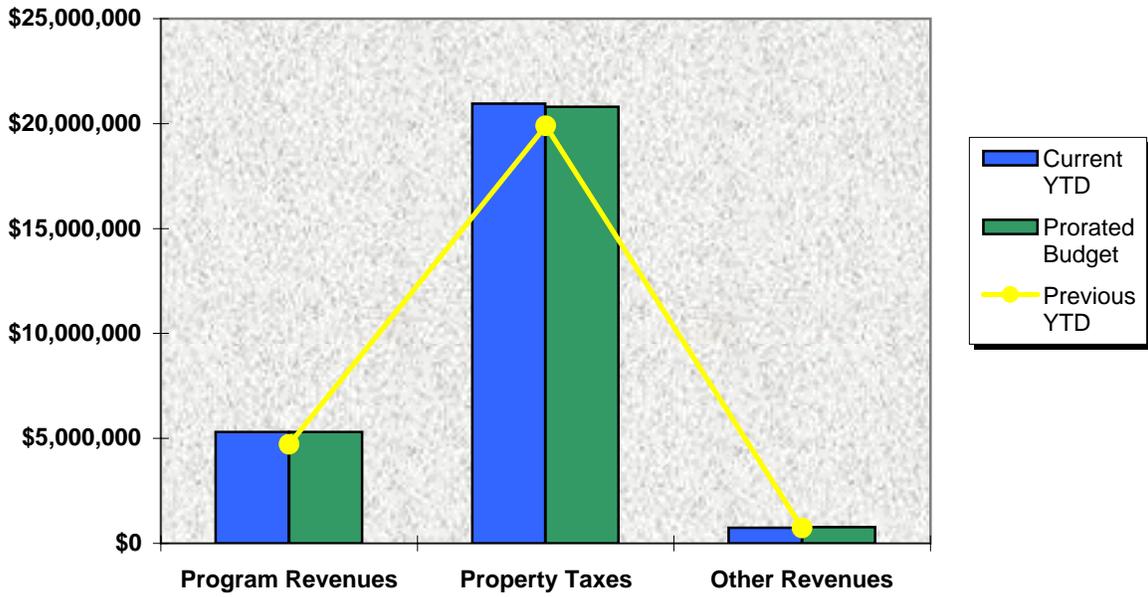
General Fund Financial Summary March, 2009

	<i>Current Month</i>	<i>Year to Date</i>	<i>Prorated Budget</i>	<i>% YTD to Prorated Budget</i>	<i>Full Fiscal Year Budget</i>
Program Resources:					
Aquatic Centers	\$ 131,395	\$ 1,403,411	\$ 1,418,964	98.9%	\$ 2,322,363
Tennis Center	59,148	583,412	632,511	92.2%	867,642
Recreation Centers & Programs	295,545	2,530,162	2,601,894	97.2%	4,129,991
Sports Programs & Field Rentals	112,991	686,702	573,530	119.7%	795,464
Nature Park	12,685	99,784	82,375	121.1%	220,255
Total Program Resources	611,764	5,303,471	5,309,274	99.9%	8,335,715
Other Resources:					
Property Taxes	101,354	20,948,916	20,798,952	100.7%	21,710,806
Interest Income	16,852	185,973	258,300	72.0%	300,000
Facility Rentals/Sponsorships	11,014	190,765	244,598	78.0%	304,985
Grants & Donations	100	101,069	101,069	100.0%	681,209
Miscellaneous Income	18,415	259,671	164,735	157.6%	235,000
Total Other Resources	147,735	21,686,394	21,567,654	100.6%	23,232,000
Total Resources	\$ 759,499	\$26,989,865	\$ 26,876,928	100.4%	\$31,567,715
Program Related Expenditures:					
Parks & Recreation Administration	46,846	380,869	306,894	124.1%	405,945
Aquatic Centers	256,403	2,494,240	2,531,609	98.5%	3,322,321
Tennis Center	66,640	614,415	673,219	91.3%	891,681
Recreation Centers	325,336	3,253,383	3,690,345	88.2%	4,811,402
Programs & Special Activities	118,471	1,264,677	1,309,356	96.6%	1,722,837
Athletic Center & Sports Programs	162,146	1,157,964	1,237,162	93.6%	1,625,706
Natural Resources/Nature Park	75,480	728,227	879,880	82.8%	1,179,464
Total Program Related Expenditures	1,051,322	9,893,775	10,628,466	93.1%	13,959,356
General Government Expenditures:					
Board of Directors	23,063	163,465	1,204,390	13.6%	1,708,354
Administration	168,698	1,166,687	1,165,050	100.1%	1,499,421
Business & Facilities	1,478,577	11,100,200	11,235,143	98.8%	14,591,095
Planning	86,467	631,883	606,002	104.3%	874,462
Capital Outlay	76,601	1,063,280	1,683,227	63.2%	2,773,027
Total Other Expenditures:	1,833,406	14,125,515	15,893,812	88.9%	21,446,359
Total Expenditures	\$ 2,884,728	\$24,019,290	\$ 26,522,278	90.6%	\$35,405,715
Revenues over (under) Expenditures	\$ (2,125,229)	\$ 2,970,575	\$ 354,650	837.6%	\$ (3,838,000)
Beginning Cash on Hand		4,660,919	3,838,000	121.4%	3,838,000
Ending Cash on Hand		\$ 7,631,494	\$ 4,192,650	182.0%	\$ -

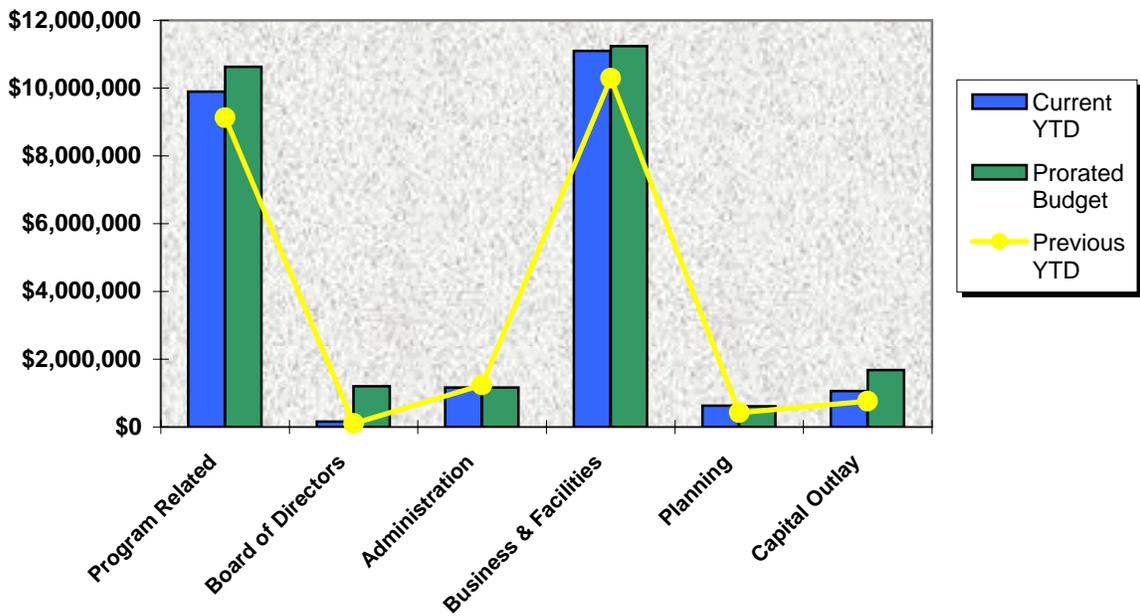
Tualatin Hills Park & Recreation District

General Fund Financial Summary

General Fund Resources



General Fund Expenditures





[8D]

MEMO

DATE: April 21, 2009
TO: Doug Menke, General Manager
FROM: Jim McElhinny, Director of Park & Recreational Services

RE: **Athletic Center Advisory Committee, Garden Home Recreation Center Advisory Committee & Jenkins Estate Advisory Committee Members**

Summary

Staff requests Board of Directors approval of Committee member appointments to the Athletic Center Advisory Committee, Garden Home Recreation Center Advisory Committee and Jenkins Estate Advisory Committee.

Background

At their April 2, 2009 meeting, the Athletic Center Advisory Committee recommended Board of Directors approval to appoint Brian Bauman to fill a vacant position on the Committee. No other applications were received.

At their April 15, 2009 meeting, the Garden Home Recreation Center Advisory Committee recommended Board of Directors approval to appoint Susan Greenburg to fill a vacant position on the Committee. No other applications were received.

At their April 7, 2009 meeting, the Jenkins Estate Advisory Committee recommended Board of Directors approval to appoint Diane Keaton to fill a vacant position on the Committee. No other applications were received.

Please note that the Advisory Committee members' applications are attached along with the Athletic Center Advisory Committee's, Garden Home Recreation Center Advisory Committee's and Jenkins Estate Advisory Committee's current rosters.

Action Requested

Board of Directors approval to appoint the requested individuals to the Athletic Center Advisory Committee, Garden Home Recreation Center Advisory Committee and Jenkins Estate Advisory Committee.



TUALATIN HILLS PARK & RECREATION DISTRICT ADVISORY COMMITTEE APPLICATION

Name: Brian Bauman	Date: 2/28/09

Advisory Committee you are applying for (you must reside within the Park District boundaries):

Cedar Hills Recreation Center Garden Home Recreation Center Stuhr Center Jenkins Estate Aquatics
Conestoga Recreation & Aquatic Facility Tualatin Hills Nature Park Athletic Center Trails

1. Please explain your interest in serving on the Advisory Committee:
2. How long have you lived in the community? 9+ years
3. Have you served on other volunteer committees? YES NO If yes, please explain where, when, and what your responsibilities were:
 - I am currently serving on the board of Aloha Youth Soccer Club
4. Have you or your family participated in any Center or other Recreation District activities?
What: Wife-tennis lessons
When: Currently
Where: Rec Center
5. Please describe any work experience or areas of expertise that you feel would benefit the Advisory Committee: I have owned my own business for 9+ years. I have been active in sports all of my life, team and individual. I have a degree in City Planning. In my business I must evaluate, and determine the best course of action to best serve my clients without emotion. Knowing how charge issues surrounding youth sports can be I believe this will help me as I participate as a part of this committee



Tualatin Hills Park & Recreation District ATHLETIC CENTER ADVISORY COMMITTEE ROSTER

Last Updated: April 21, 2009

<i>Committee Member</i>	<i>Representing</i>	<i>Member Since</i>	<i>Address</i>	<i>Phone</i>	<i>Fax</i>	<i>Email</i>	<i>Term Expires</i>
Janet Allison Chair/Secretary		May 2001					May 2009
Todd Griswold Vice-Chair		May 2001					May 2009
Greg Cody Member		November 2005					November 2010
Carrie Fisher Member		November 2006					November 2010
<i>Ex-Officio Member</i>	<i>Representing</i>		<i>Address</i>	<i>Phone</i>	<i>Fax</i>	<i>Email</i>	<i>Term Expires</i>
Scott Brucker Superintendent of Sports	Staff THPRD		15707 SW Walker Road Beaverton, OR 97006	503-629-6300		sbrucker@thprd.org	N/A
Julie Rocha Athletic Center Supervisor	Staff THPRD		15707 SW Walker Road Beaverton, OR 97006	503-629-6335	503-629-6335	jrocha@thprd.com	N/A

The Athletic Center Advisory Committee can host a total of 7 members. Currently, the Committee has 3 vacant seats.



TUALATIN HILLS PARK & RECREATION DISTRICT ADVISORY COMMITTEE APPLICATION

Name: Susan Greenberg	Date: 4/1/09

Advisory Committee you are applying for (you must reside within the Park District boundaries):

Cedar Hills Recreation Center Garden Home Recreation Center Stuhr Center Jenkins Estate Aquatics
Conestoga Recreation & Aquatic Facility Tualatin Hills Nature Park Athletic Center Trails



1. Please explain your interest in serving on the Advisory Committee: I use the facilities.

My youngest takes classes at the center.

2. How long have you lived in the community? 8.5 years

3. Have you served on other volunteer committees? YES NO If yes, please explain where, when, and what your responsibilities were:

- PTO President Montclair Elementary School
- VP of PTO, Board of MJCC (Jewish Community Center)
- President of Board Journeys of the Heart Adoption Agency.

4. Have you or your family participated in any Center or other Recreation District activities? No

What:

When:

Where:

5. Please describe any work experience or areas of expertise that you feel would benefit the Advisory Committee: I've been on various boards in the community. I've volunteered and led many fundraisers.



Tualatin Hills Park & Recreation District GARDEN HOME RECREATION CENTER ADVISORY COMMITTEE ROSTER

Last Updated: April 21, 2009

<i>Committee Member</i>	<i>Representing</i>	<i>Member Since</i>	<i>Address</i>	<i>Phone</i>	<i>Fax</i>	<i>Email</i>	<i>Term Expires</i>
Judi Graeper Chair		September 1995					October 2009
Lynn Hessel		October 2005					October 2009
Cammie Hering		July 2004					October 2009
Esta Mapes		April 2003					October 2009
Chris Thomas		April 2003					October 2009
Janet Burgess Secretary		November 2007					November 2009
<i>Ex-Officio Member</i>	<i>Representing</i>		<i>Address</i>	<i>Phone</i>	<i>Fax</i>	<i>Email</i>	<i>Term Expires</i>
Christina Cole Center Supervisor	Staff THPRD		7475 SW Oleson Road Portland, OR 97223	503-629-6341	503-629-6346	ccole@thprd.org	N/A
Eric Owens Superintendent of Recreation	Staff THPRD		15707 SW Walker Road Beaverton, OR 97006	503-645-6433	503-629-6301	cowens@thprd.org	N/A

The Garden Home Recreation Center Advisory Committee can host a total of 7 members.



TUALATIN HILLS PARK & RECREATION DISTRICT

Jenkins Estate & Fanno Farmhouse & Camp Rivendale

ADVISORY COMMITTEE APPLICATION

Name: Diane Keaton	Date: March 16, 2009

Applying for the **Jenkins Estate Advisory Committee** (*you must reside within the Park District boundaries*)

1. Please explain your interest in serving on the Advisory Committee:
I am an Interior Designer, I love to garden, I am interested in history and hope to meet people who care about their community.
2. How long have you lived in the community? 29 years
3. Have you served on other volunteer committees? YES [X] NO [] If yes, please explain where, when, and what your responsibilities were:
10 years at Cooper Mountain school as a parent volunteer (I did everything), 7 years Portland Junior League, 4 years Lake Oswego Junior Womens Club, fundraising, Holiday Home Tour and many other things.
4. Have you or your family participated in any Center or other Recreation District activities?
What: tennis, swimming, and other classes

When:

Where:
5. Please describe any work experience or areas of expertise that you feel would benefit the Advisory Committee:
I have run my own design business for 20 years. I live on Cooper Mountain near the Jenkins Estate. I have a large garden and I am learning new things all the time. My father was a historian for the State of California. His love of history and preservation has rubbed off on me.

Please return completed applications to Lynda Myers, Center Supervisor at the Jenkins Estate.
8005 SW Grabhorn Road, Aloha, OR 97007-8781.



Serving Beaverton and the westside since 1955.

Tualatin Hills Park & Recreation District JENKINS ESTATE, FANNO FARMHOUSE & CAMP RIVENDALE ADVISORY COMMITTEE ROSTER

Last Updated: April 21, 2009

<i>Committee Member</i>	<i>Spouse</i>	<i>Member Since</i>	<i>Address</i>	<i>Phone</i>	<i>Fax</i>	<i>Email</i>	<i>Term Expires</i>
Macie Brightman Member	Ed	March 2008					Dec 31, 2009
James Metheney Member	Mary	September 2008					Dec 31, 2010
Bill O'Brien Member	Linda	March 2005					Dec 31, 2010
James "Jim" O'Connor Vice Chairman	Sharon	January 1998					Dec 31, 2009
Jan Regnier Chairman	Greg	February 2002					Dec 31, 2009
Willie Willworth Member	Joe	July 2007					Dec 31, 2010
Michael Wong Member	Yoshi	October 2008					Dec 31, 2010
<i>Ex-Officio Members</i>	<i>Representing</i>		<i>Address</i>	<i>Phone</i>	<i>Fax</i>	<i>Email</i>	<i>Term Expires</i>
Lynda Myers Center Supervisor	Staff THPRD		8005 SW Grabhorn Road Aloha, OR 97007	(W) 503.629.6355	503.629.6356	lmyers@thprd.com	N/A
Lisa Novak Supt Prog & Spec Act.	Staff THPRD		15707 SW Walker Road Beaverton, OR 97006	(W) 503.645.6433 (W) 503.629.6300	503.629.6301	lnovak@thprd.com	N/A
Allan Wells Park Maint Coordinator	Staff THPRD		15707 SW Walker Road Beaverton, OR 97006	(W) 503.645.3539 (W) 503.629.6360	503.629.6307	awells@thprd.com	N/A
Brenda Peterson Office Staff	Staff THPRD		8005 SW Grabhorn Road Aloha, OR 97007	(W) 503.629.6355	503.629.6356	bpeterson@thprd.com	N/A



MEMORANDUM

TO: Board of Directors,
Tualatin Hills Park and Recreation District

THROUGH: Doug Menke, General Manager

FROM: Pamela J. Beery, Office of District General Counsel

SUBJECT: General Manager Evaluation Process

DATE: April 27, 2009

INTRODUCTION

In conjunction with the adoption of the District Compiled Policies, and anticipating the upcoming annual review of the General Manager's performance and resulting revisions (as appropriate) to his employment contract, we thought it would be timely to describe the steps in the evaluation process, and present proposed evaluation criteria for the Board to consider.

The current practice for the annual review of the General Manager (GM) has been that the District Board meets to discuss the performance of the GM. The new process under the adopted Policies is that the evaluation sessions are scheduled in accordance with the GM's decision on whether to hold the evaluation in open or executive session.¹

The GM prepares a written assessment identifying major accomplishments and submits this to the Board prior to the evaluation session. The Board President then prepares a written evaluation summarizing Board member comments on the applicable review criteria, and provides the summary to the GM at least three days prior to the scheduled evaluation time. The written evaluations prepared by the GM and by the Board President are maintained in the District's employee records.

¹ Pursuant to ORS 192.660(2)(i), the Board is authorized to conduct the evaluation in executive session unless the GM requests that the evaluation be conducted in open session. The public meetings and records law impacts on the process are discussed briefly later in this memorandum.

PROCESS OVERVIEW

The Board may consider the GM's evaluation in executive session if it first adopts the criteria to be used for the evaluation in open session with an opportunity for public comment. Suggested criteria and a Resolution are included with this memorandum for your consideration.²

Any new contract resulting from the process must be adopted by the Board at a regular meeting, but this could be done on the consent agenda. As noted above, the evaluation session must be conducted in open session if requested by the GM.

The goals for the coming year should also be a public document as they will guide the GM's performance during that period.

ANALYSIS

The Board has not to date adopted the required standards/criteria/policy directives. The District Compiled Policies at Chapter 4 lay out the process, and in terms of actual criteria, state only the following:

"The Manager will be evaluated by the Board of Directors on a yearly basis based on the progress made in addressing the Fiscal Year Park District Goals & Objectives, as well as the goals and Areas for Development as stated within the General Manager's previous year's evaluation."

The 2008 evaluation was memorialized in a June 2, 2008 memorandum from President Blowers to the GM. The memorandum states "strengths," "accomplishments," and "Goals and Areas for Development." Under this last heading there are eight stated goals; presumably these eight goals would form at least a partial basis for the coming evaluation. Although the GM's current contract runs through November, 2009, the Board should conduct the evaluation as set out in the Policies and in the GM's employment agreement, i.e., in June of 2009. We can then prepare the resulting contract so that it begins and ends at any point the Board and the GM agree upon.

Attached is a list of the eight goals identified for accomplishment by the GM in June, 2008. Also attached is a form that the Board could consider that incorporates these eight goals and formalizes them into a form more customary and in compliance with the statutory requirement

² ORS 192.660(2)(i) and (7)(d)(D) require that the board adopt "performance standards, evaluation criteria and policy directives" in open session where the public has an opportunity to comment prior to discussing the evaluation itself in executive session.

April 27, 2009

Page 3

noted above. Of course, the specific standards, criteria and policy directives for the GM's evaluation are fully within the discretion of the Board; the details of the attached form can be modified as needed to achieve the Board's objectives in this area.³

Finally, as part of the process, the Board will need to identify goals for the coming year, since last year's goals were heavily focused on obtaining voter approval of the bond measure. That portion of the attached evaluation tool is blank for now pending Board action on this issue.

CONCLUSION AND RECOMMENDATION

We recommend that the Board adopt some form of evaluation criteria in open session with opportunity to comment so that the evaluation discussion can occur in executive session. A comparison of past criteria and some additional criteria to consider are appended to this memorandum for your consideration.

I will be available to discuss these issues at your May, 2009 Board meeting. Please let us know if you have additional questions or if we may be of further assistance.

Attachments

Cc: Nancy Hartman-Noye

³ For example, if the Board wishes to simply adopt any District "Goals and Objectives" as some or all of the evaluation criteria, this can be done.

RESOLUTION NO. 2009-07

**A RESOLUTION OF THE TUALATIN HILLS PARK AND RECREATION DISTRICT
ADOPTING AN EVALUATION DOCUMENT CONTAINING CRITERIA TO BE USED
IN REVIEWING THE PERFORMANCE OF THE GENERAL MANAGER**

WHEREAS, the District Compiled Polices and the General Manager's employment contract anticipate an annual performance review of the General Manager; and

WHEREAS, the District Board wishes to adopt standards, criteria and policy directives to be used in conducting the annual performance review; and

WHEREAS, the Board has reviewed and considered the attached Exhibit "A" and considers it appropriate for this purpose.

NOW, THEREFORE, the Tualatin Hills Park and Recreation District resolves as follows:

Section 1. The attached Exhibit A is hereby established as the evaluation document to be utilized in reviewing the performance of the District General Manager.

Section 2. This resolution is effective immediately upon its passage.

Dated this 4th day of May, 2009

Larry Pelatt, Board President

ATTEST:

Jessica Collins, Board Clerk

**ATTACHMENT TO THPRD BOARD MEMORANDUM:
PERFORMANCE STANDARDS, EVALUATION CRITERIA AND POLICY
OBJECTIVES**

I. CRITERIA: ANNUAL GENERAL MANAGER EVALUATION 2008

Following in table form is a summary of the 2008 evaluation, which was organized into the three broad areas of strengths, accomplishments and goals/areas for development. If the Board wishes to use these general categories to create the new evaluation criteria, this is an option.

Strengths	Accomplishments	Goals/Areas for Development
Easy to work with	Strengthened staff development	Get the word out about the bond measure
Leadership	Improved organizational structure	Work with the staff and the community to come up with a vision for our aging facilities
Innovation	Strengthened community partnerships	Develop a land acquisition strategy
Hard working/tackles hard issues	Led successful communication efforts to support fee increases	Continue to work with the school district and other local agencies
Responsive	Increased outreach to under-served residents	More fully engage business and community leaders
Sees the "big picture"	Represented the District in Bull Mountain and North Bethany governance projects	Present a process to review the structure, roles and responsibilities of District Advisory Committees
Use of strategic documents	Oversaw addition of >100 acres to the District	Expansion of the District's Sustainability Program
Hiring decisions	Worked to favorably position the District for 2008 bond measure	Continue implementation of the Public Awareness Program
Respected by peers and subordinates		Continue staff development in order to build new leadership and prepare for future challenges
Great communication: <ul style="list-style-type: none"> • Board • Community • Staff • Other government partners 		

II. SAMPLE EVALUATION TOOL,

IMPORTING PREVIOUSLY ARTICULATED CRITERIA

In order to standardize the GM evaluation process and create the standards, criteria and policy directives to be adopted by the Board, the following sample is presented as an illustration. The draft attempts to roughly incorporate those qualities the Board commended in the 2008 evaluation as well as the stated goals that should be reviewed in the coming evaluation.

Performance Levels

- *1. Performance fails to meet requirements.
- *2. Performance comes close to being acceptable but falls short in one or more requirements.
- 3. Performance is fully acceptable and all requirements are met.
- 4. Performance is clearly and substantially above requirements.
- 5. Performance is consistently outstanding.

**Levels 1 and 2 require comment or explanation*

EVALUATION ITEMS

Rating 1-5

I. BOARD RELATIONS

- a. Initiates strategic planning consistent with Board's long range goals _____
- b. Provides Board objective and accurate identification and analysis of policy issues, options and recommendations _____
- c. Management of District operations consistent with Board policies _____
- d. Written and oral communications, both formally and informally _____
- e. Quantity of work - accomplish Board and staff goals and objectives _____
- f. Quality of work – performance relative to job description and responsibilities and goals established by Board _____

Total Points –Board Relations _____

Evaluator comments:

II. FINANCIAL ADMINISTRATION

- a. Annual budget prepared in a timely manner _____
- b. Budget is well documented and organized to assist Board with policy decisions _____
- c. Prudent control of expenditures relative to income _____
- d. Provides regular and accessible financial updates _____

Total Points –Financial Administration

Evaluator comments:

III. PROFESSIONAL/PERSONAL SKILLS DEVELOPMENT

- a. Utilization of resources (ie: use of staff and other resources, meeting unexpected needs) _____
- b. Leadership _____
- c. Responsiveness _____
- d. Problem solving – tackling the “hard issues” _____
- e. Initiative and innovation _____
- f. Decision making _____

Total Points – Professional /Personal Skills Development

Evaluator comments:

IV. STAFF RELATIONS

- a. Provides staff leadership and appropriate delegation of duties _____
- b. Hires appropriately qualified staff _____
- c. Management of professional staff _____
- d. Develops and manages effective organizational structure _____

Total Points – Staff Relations

Evaluator comments:

V. INTERGOVERNMENTAL RELATIONS

- a. Negotiates needed intergovernmental service agreements in District's best interests _____
- b. Persuades other jurisdictions to support District policies and programs _____
- c. Monitors other jurisdictions for conditions requiring District action _____
- d. Positive relationships with peers in other jurisdictions _____

Total Points – Intergovernmental Relations

Evaluator comments:

VI. COMMUNITY RELATIONS

- a. Positive relations and visibility in variety of community organizations _____
- b. Positive media contact/relations _____
- c. Outreach to under-served District residents _____

Total Points – Community Relations _____

Evaluator comments:

VII. EVALUATION OF PERFORMANCE AGAINST GOALS

- a. Get the word out about the bond measure _____
- b. Develop a vision for aging facilities _____
- c. Develop land acquisition strategy _____
- d. Continue to work with School District and other local agencies _____
- e. More fully engage business and community leaders _____
- f. Process for review of District Advisory Committees' roles _____
- g. Expansion of the District's Sustainability Program _____
- h. Continue implementation of the Public Awareness Program _____
- i. Continue staff development/build new leadership and prepare for future challenges _____

Total Points – Performance against goals _____

Evaluator comments:

OVERALL AVERAGE RATING (TOTAL POINTS ÷ # of categories) _____

NOTE: *Goals for the next evaluation period appear on the following page.*

VIII. GOALS/AREAS FOR DEVELOPMENT FOR THE COMING REVIEW PERIOD

[insert new goals and/or carry forward any of last year's goals with continued relevance]

DRAFT



[8F]

MEMO

DATE: April 22, 2009
TO: Doug Menke, General Manager
FROM: Keith Hobson, Director of Business & Facilities
RE: Resolution Adopting the Supplemental Budget for Planning Division Personal Services Costs

Summary

Staff is requesting Board of Directors approval of a resolution to adopt a supplemental budget to increase Planning Division personal services costs for the fiscal year commencing July 1, 2008, to allow the hiring of a part-time land acquisition specialist.

Background

The Bond Capital Project Fund will account for all costs of the projects encompassed in the voter approved bond measure. Planning personal services costs for the part-time positions will be accounted for through the General Fund, and then recovered through transfers from the Bond Capital Project Fund, on a specific use basis. It has been determined that the services of a land acquisition specialist would facilitate the land acquisition portion of the projects, and would be best secured through part-time employment with the District. As funds were not allocated through the 2008/09 budget process for this part-time position, a supplemental budget adjustment is necessary for a total of \$15,000, to cover wages and payroll taxes through June 30, 2009.

Proposal Request

The attached resolution authorizes an increase to resources and appropriations in the General Fund to fund the personal services costs for the part-time Land Acquisition Specialist, with General Fund costs to be recovered through transfers from the Bond Capital Project Fund.

Benefits of Proposal

Approval of the resolution will enable the hiring of the Land Acquisition Specialist, and allow the recovery of costs, through transfers, from the bond proceeds.

Potential Downside of Proposal

There is no apparent downside to the proposal.

Action Requested

Board of Directors approval of the resolution to adopt a supplemental budget for Planning Division personal services costs for the fiscal year commencing July 1, 2008.

RESOLUTION NO. 2009-08

**RESOLUTION ADOPTING THE SUPPLEMENTAL BUDGET
FOR PLANNING DIVISION PERSONAL SERVICES COSTS
FOR THE FISCAL YEAR
COMMENCING JULY 1, 2008**

WHEREAS, the District has secured funding of the General Obligation Bonds, Series 2009, and

WHEREAS, the Bond Capital Project Fund was established for the accounting of said funds, and

WHEREAS, the Board of Directors further recognizes the need for appropriation of General Fund Planning costs for land acquisition specialist services associated with said Bond Capital Project Fund, and

NOW, THEREFORE, it is hereby resolved as follows:

The Board of Directors hereby authorizes the increase to the General Fund of resources and appropriations as follows:

General Fund			
Resource	Transfers In		\$15,000
Appropriation	Planning		
	Personal Services		\$15,000

Approved and adopted on May 4, 2009 by the Board of Directors of the Tualatin Hills Park and Recreation District.

Larry Pelatt, Board President

Bob Scott, Board Secretary

ATTEST:

Doug Menke, General Manager



[8G]

MEMO

DATE: April 23, 2009
TO: Doug Menke, General Manager
FROM: Hal Bergsma, Director of Planning
RE: Temporary Construction Easement for St. Juan Diego Catholic Parish

Summary

In accordance with the Park District's Easement Policy, any Temporary Construction Easement that is 350 square feet or larger in size that is not associated with a permanent easement request will need Board of Directors approval. St. Juan Diego Catholic Parish is proposing to construct a new church and has approached the Park District regarding a Temporary Construction Easement on Park District property.

Background

St. Juan Diego Catholic Parish anticipates constructing site improvements this summer that include a new church and parking lot on church property (Taxlot 1N119BA06600) located directly east of the Park District's Deerfield II Park (see attached exhibits).

Work related to this project will include upsizing a downstream storm sewer pipe at NW Sylvania Court that outfalls into a tract of land owned by THPRD (Taxlot 1N119BA06400; Tract 'A' - a portion of College Park). The reason for this work is to update a downstream deficiency in the existing public storm drainage system, as required by Clean Water Services. The work will require a Temporary Construction Easement on Park District property. The District's property already has a dedicated public storm drainage and sanitary sewer easement over it.

The work to be performed on District property includes improving the existing storm outfall with a new concrete headwall and riprap area along with the rehabilitation of approximately 40 linear feet of the drainage channel directly downstream of the outfall. The existing outfall is currently submerged and acts like a seep, and will be improved to a free flowing condition.

Construction access to the outfall location will be from private property. Construction crews will only access District property by foot with hand tools to implement the outfall and drainage channel improvements. All construction disturbances will be restored with native plantings upon project completion.

The easement area related to the proposed Temporary Construction Easement on District property as discussed above, is as follows:

- | | |
|---|-----------------|
| • New concrete headwall and riprap area (permanent material impact) | 124 SF |
| • Rehabilitated drainage channel (restoration plantings) | 924 SF |
| • Additional construction limit of work area (to be restored) | 332 SF |
| Total Temporary Construction Easement | 1,380 SF |

District Planning and Natural Resources staff visited the site and have determined that the proposed storm improvements will not prevent the District from building the proposed bond project North Bethany Trail, Segment #2 through this property in the future. Furthermore, staff finds that the proposed improvements would not adversely impact the site or downstream conditions and acknowledges that the District is required to accept storm water from upstream developments as allowed by the governing jurisdictions.

Proposal Request

St. Juan Diego Catholic Parish requests a Temporary Construction Easement on District property to perform required storm sewer system improvements associated with their nearby church development project. Staff recommends approving the request for a Temporary Construction Easement for the storm sewer outfall and drainage channel improvements, with the following Conditions for Construction:

1. Contractor shall preserve and protect all existing trees from damage during construction and shall minimize site impacts by using low-impact construction methods during construction activities to the extent feasible.
2. Contractor shall locate and protect existing utilities and drainage courses at all times during construction, and shall immediately repair or replace such damaged properties and/or conditions at no cost to the District.

The St. Juan Diego Catholic Parish is drafting a letter to District staff requesting that the District, in this case, waive the compensation (minimum \$750) required by policy for a Temporary Construction Easement. Section II.B.4. of Board Policy 18 states: "The Board may waive the compensation requirement if it is felt that it would be in the District's best interests to do so." Staff supports this request and recommends that the District waive the required fee since the Catholic Parish is a non-profit organization and the proposed improvements would improve drainage in the area and enhance habitat.

Benefits of Proposal

The new concrete headwall and riprap area will increase the longevity of the public storm sewer system and will in turn reduce the need for such utility related access and maintenance in the near future. The riprap area will also minimize erosion/siltation at the outfall location on District property.

The channel rehabilitation will enhance the free-flowing condition of the storm outfall, will minimize erosion of the channel, and will enhance the native habitat of the natural resource.

Potential Downside of Proposal

The downside of the proposal could be the likely increase in site hydrology, although the site conditions are already very wet.

Action Requested

Board of Directors approval of the following actions:

1. Approval of the Temporary Construction Easement request; and
2. Approval of the Conditions for Construction as recommended by staff; and,
3. Approval to waive the required compensation for the Temporary Construction Easement.

**St. Juan Diego Catholic Parish
Temporary Construction Easement**

**St. Juan Diego Taxlot: 1N119BA06600
College Park Taxlot: 1N119BA06400**



PCC Recreation Complex



**St. Juan Diego Catholic Parish
Temporary Construction Easement**

**St. Juan Diego Taxlot: 1N119BA06600
College Park Taxlot: 1N119BA06400**



SPRINGVILLE

PCCRO

CONCORDIA

Deerfield II Park

St. Juan Diego
Catholic Parish

CHEMEKETA

College Park

SYLVANIA

SYLVANIA

180TH

179TH

MARYLHURST

Temporary Construction
Easement Location

DEERFIELD

178TH

REINDEER

180TH

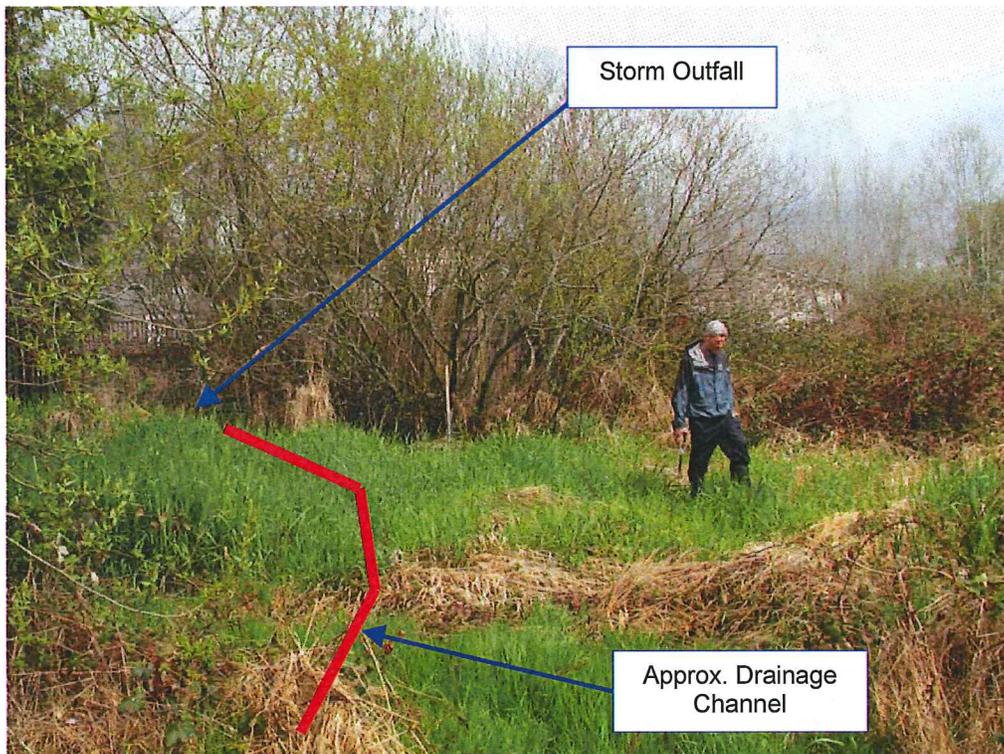
CARIBOU

Rock Creek Trail

176TH



District Property (taxlot 1N119BA06400), looking North from public access asphalt drive.



Storm Outfall location on District Property



[8H]

MEMO

DATE: April 17, 2009
TO: Doug Menke, General Manager
FROM: Keith Hobson, Director of Business & Facilities

RE: Telecommunications Site Lease Agreement with Clearwire Wireless

Summary

Staff requests Board of Directors approval to enter into a new lease agreement for the placement of telecommunication equipment within Murrayhill Park.

Background

Under the provisions of ORS 266, the Park District is authorized to enter into written agreements with other organizations for the performance of any or all functions and activities as deemed necessary. Additional authority for the Park District to consider telecommunication site lease agreements is specifically created in Board Policy 21.00.

It has been the practice of the Park District to approve leases for the location of wireless facilities on its property, but only if doing so does not materially impact the property or its intended use. The practice has been to encourage to sites that use existing structures for the co-location of the cellular equipment. In December 2008, Clearwire Wireless contacted the Park District requesting to lease an area approximately 50 square feet, outside the footprint of Portland General Electric's (PGE) lattice tower within Murrayhill Park. Overall site plan is provided in Attachment A.

Proposal Request

Clearwire Wireless is seeking approval to lease ground space from the Park District in order to place ground equipment for a cellular transmitter. The request is for a 7-foot by 7-foot square area, approximately 20 feet outside the existing lattice tower.

The location of the proposed lease area was selected in order to (1) provide ample distance between the compound and the lattice tower for PGE maintenance, and (2) minimize visual impacts and ground maintenance requirements. Attachment B shows the location of the requested ground lease.

Per the Park District Board of Directors' Telecommunication Site Agreement and Implementation Policy 21.00, the following requirements are on file:

- Planning & Development, Maintenance, and Natural Resources Departments conducted a site assessment. None of these departments presented any concerns with the proposal.
- A public meeting was held on March 19, 2009, to discuss the development plan. No one was in attendance for this meeting.
- The project is estimated to begin July 2009 and to be completed by September 2009.
- Clearwire Wireless did not consider other lease options surrounding the proposed lease area, as they would have created a visual impact requiring the placement of monopoles rather than co-location at the proposed lease area.

Clearwire Wireless has proposed lease compensation of \$7,200 annually (\$600 per month) for the initial term of a 5-year lease, with three additional 5-year terms, totaling a 20-year lease. Upon each renewal term, rent would increase three percent.

Fair market value of the lease area is approximately \$200 per month. Given the proposed lease compensation of \$600 per month, the staff proposal does not include a requirement for the carrier to fund capital improvements

Benefits of Proposal

Approval of this proposal provides annual compensation, while improving wireless services to the community.

Potential Downside of Proposal

The only apparent downside to the proposal is the use of the ground space covered by the lease, although this will have minimal impact to park users.

Action Requested

Board of Directors approval to enter into a lease agreement with Clearwire Wireless for the placement of telecommunication equipment within Murrayhill Park, and to delegate authority to the General Manager, or his designee, to enter into the agreement and to negotiate final compensation, per Board of Directors policy.

Attachment A



Murrayhill Powerline Park

MURRAY SCHOLLS

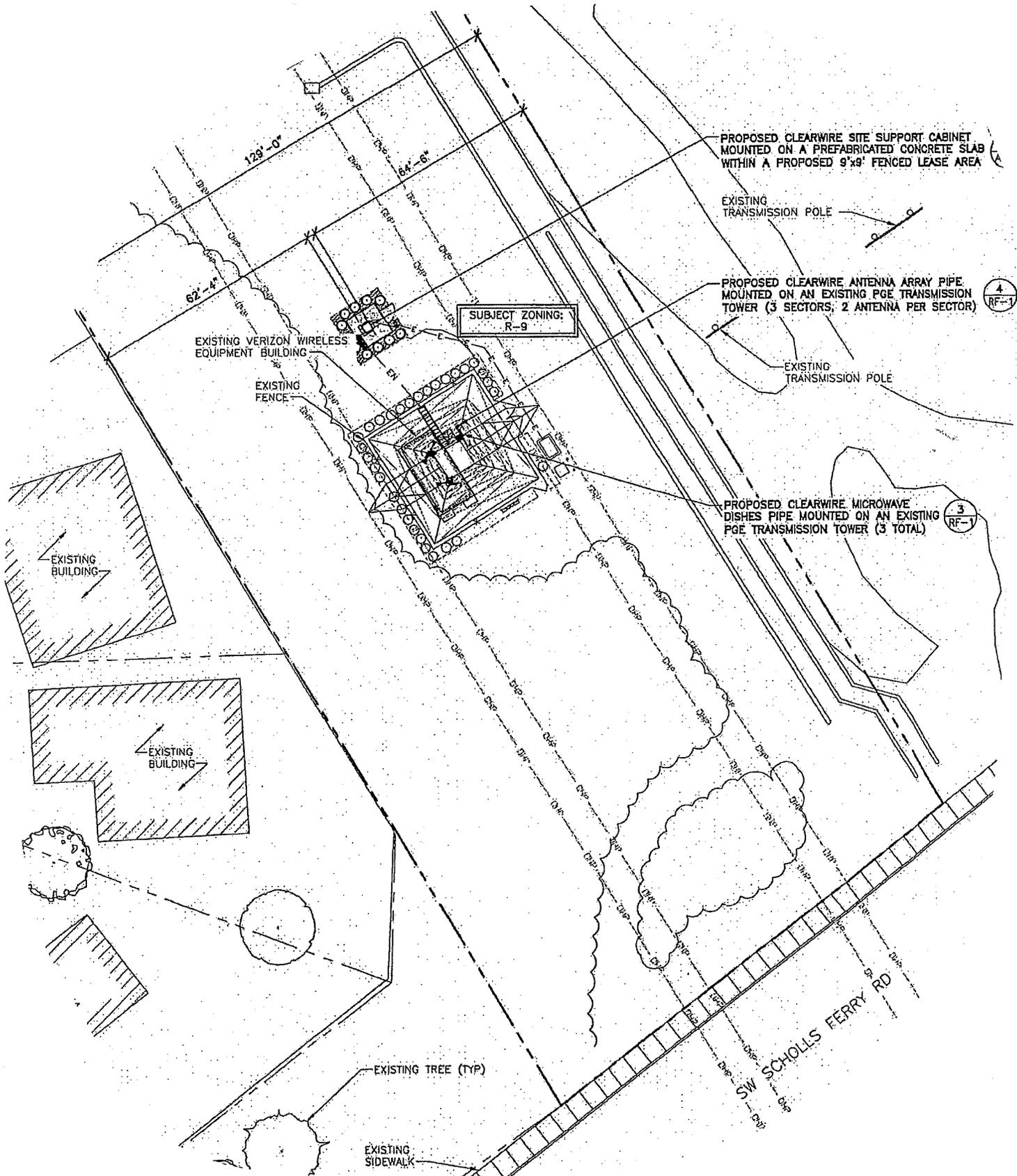
SCHOLLS FERRY

Proposed Site

Murrayhill Park
1S132DC08200
Telecommunications Site Lease Agreement
Clearwire Wireless



Attachment B



PROPOSED CLEARWIRE SITE SUPPORT CABINET MOUNTED ON A PREFABRICATED CONCRETE SLAB WITHIN A PROPOSED 9'x9' FENCED LEASE AREA

EXISTING TRANSMISSION POLE

PROPOSED CLEARWIRE ANTENNA ARRAY PIPE MOUNTED ON AN EXISTING PGE TRANSMISSION TOWER (3 SECTORS, 2 ANTENNA PER SECTOR)

4
RF-1

EXISTING VERIZON WIRELESS EQUIPMENT BUILDING

EXISTING FENCE

SUBJECT ZONING:
R-9

EXISTING TRANSMISSION POLE

PROPOSED CLEARWIRE MICROWAVE DISHES PIPE MOUNTED ON AN EXISTING PGE TRANSMISSION TOWER (3 TOTAL)

3
RF-1

EXISTING BUILDING

EXISTING BUILDING

EXISTING TREE (TYP)

EXISTING SIDEWALK

SW SCHOLLS FERRY RD



[9A]

MEMO

DATE: April 24, 2009
TO: Doug Menke, General Manager
FROM: Hal Bergsma, Director of Planning
RE: 2008 Bond Measure

The information and discussion in this memo adds to that which has been provided to the Board at previous meetings relating to implementation of the 2008 Bond Measure. Topics addressed include staffing, Architectural and Engineering contracts, land acquisition assistance and the initial Bond Oversight Committee meeting.

Staffing

The final Bond Program Park Planner/Project Manager position has been filled and the person selected will start work on April 28. The other two temporary planners and the temporary Office Tech II have started work and are beginning to work on the projects that have been assigned to them.

All Planning staff except for the department's Office Tech I, as well as the Superintendent of Natural Resources and Trails Management, Superintendent of Maintenance Operations and an Operations Analyst from Business & Facilities are scheduled to take a three-day class at the end of April on how to use MS Project software. Use of this software should assist staff in managing the various bond projects.

Architectural and Engineering (A&E) Contracts

Consistent with the schedule for contracting for A&E work on the initial bond projects that was previously provided to the Board, requests for proposals (RFP) have been issued for six projects to date with proposals due April 27. RFPs for five more projects will go out May 4, with proposals due May 26. RFPs for the final set of five projects will be sent out June 1 with proposals due June 22. Based on Board direction, the recommended consultant team selections for the five largest A&E contracts will be forwarded to the Board for final approval at the June and July meetings.

Land Acquisition Assistance

In response to an RFP issued to solicit assistance in acquiring property under the bond program, staff received five proposals. After the proposals were evaluated against criteria in the RFP by staff, the District's counsel and a subcommittee of two Board members, it was determined that two of the proposals were not completely responsive to the RFP while the other three were inadequate due to the cost of service or the qualifications of the proposer. The evaluators agreed that the District should reject all the proposals, cancel the

RFP and pursue hiring a temporary part-time land acquisition specialist. Funding for this position in FY 2008-09 is a consent item on the Board's May meeting agenda.

Notice of the opening was posted on the District's Web site and on craigslist on April 14 with April 24 as the closing date for submittal of applications. Numerous applications had been received as of the date of this memo, with many qualified applicants. Staff hopes to conduct interviews the week of May 4 and make a selection by the end of the week.

Initial Bond Oversight Committee Meeting

The first meeting of the Bond Oversight Committee meeting is scheduled for May 7. In advance of that meeting, staff has provided committee members with background material on the bond program including, at the suggestion of member Marc San Soucie, a copy of the ballot measure description from the voter's pamphlet for the November 2008 election. Keith Hobson, Director of Business & Facilities, and I, who will serve as ex-officio members along with Board member Bob Scott, are in the process of drafting an agenda for the meeting that will sent out a week in advance. A copy of the agenda will be provided to the Board at their May 4 meeting.



[9B]

MEMO

DATE: April 25, 2009
TO: The Board of Directors
FROM: Doug Menke, General Manager
RE: General Manager's Report for May 4, 2009

Voluntary Annexation Program

The past four Voluntary Annexation Program cycles have resulted in 221 properties within our planned service area annexing to the Park District as new "in-District" residents. In keeping with the success of this program, Park District staff intends to offer another Voluntary Annexation Program for 2009-10.

Advisory Committee Structure Review

As the Board is aware, a Task Force made up of current Advisory Committee members and staff have been meeting to review the current structure of our nine Advisory Committees. Their work is now complete and their recommendations have been submitted. After an initial review of the Task Forces findings, it was very apparent that a good deal of time and thought went into their recommendations, which are currently being evaluated. I will be bringing to the Board my recommendation, along with the Task Force recommendation, for the Boards consideration in June.

ADA Compliance for Trail Projects

It has been a District practice for many years to require that new trails (where possible), including trails built for SDC credit, be built to comply with Americans with Disabilities Act (ADA) guidelines. As we start building trails in areas with steeper slopes, it has become apparent that to meet these guidelines consistently, we will need to incorporate multiple switchbacks that greatly increase the cost and length of the trail while having potential significant impacts on the natural terrain.

Planning & Development staff has recently been researching how other jurisdictions that build and fund trails deal with this issue. At your June meeting, we will review the findings of that research and suggest an alternative approach to designing trails so as to limit their length, cost and impacts while also allowing access, as best as possible, by our disabled patrons.

Mid-Block Trail Crossings

The District is progressing steadily toward completing a network of off-street trails. The most recent trail segment completed is the Westside Trail from Schuepbach Park to the Nature Park. Many more trail segments will be completed pursuant to the bond program, and we were recently awarded regional flexible funding by Metro to build a segment of the Westside Trail between Kaiser Woods Park and Kaiser Ridge Park. Despite these accomplishments, we

remain challenged to find a way for trails to cross major streets at locations between traffic signals. City and County staff are reluctant to allow placement of traffic signals at these locations because they impede the flow of street traffic and are not warranted by trail traffic volumes. That requires trail users to go out of their way to safely cross the street. This has been highlighted recently by the need to place barriers where the new Westside Trail segment intersects Farmington Road to direct trail users to the traffic signal at 160th Avenue. It raises a question about whether such out-of-direction travel discourages people from wanting to use District trails.

In October, Planning staff will begin a project funded by a grant from Metro to develop a detailed plan for the Fanno Creek Trail to cross Hall Boulevard. The results of this work may inform planning for trail crossings at other similar locations in the District. Nevertheless, the purpose of the Hall Boulevard Crossing study is not to set a District, City or County policy about mid-block trail crossings. In the next few months, staff, with input from the Trails Advisory Committee, will prepare a position paper for the Board to consider suggesting how the District should address this important issue. We hope to bring the draft position paper to the Board for consideration at your August meeting.

Board of Directors Meeting Schedule

Please note the following proposed Board of Directors meeting schedule:

- July Regular Board Meeting – Monday, July 13, 2009
- August Regular Board Meeting – Monday, August 24, 2009
- September Regular Board Meeting – No September Board Meeting
- October Regular Board Meeting – Monday, October 5, 2009



Management Report to the Board May 4, 2009

Administration

Hal Bergsma, Director of Planning

Jessica Collins, Executive Assistant

Keith Hobson, Director of Business & Facilities

Jim McElhinny, Director of Park & Recreational Services

Bob Wayt, Director of Communications & Development

1. After nine days of registration, demand for THPRD summer programs, camps and activities was about the same as last year, signaling that business remains positive despite the weak overall economy. Through Sunday, April 26, the volume of registrants was 21,169. Compared to the same time a year ago, that's a slight 0.1 percent increase. Net revenue, however, was up 3 percent, to \$1.15 million.
2. Local media – especially print – have shown strong interest in THPRD bond news. A news release issued by the Park District about the successful bond sale generated stories in *The Oregonian*, *Beaverton Valley Times* and *Hillsboro Argus*. In addition, staff participated in a 15-minute live interview on Hillsboro's KUIK, which broadcasts throughout Washington County. The interview provided opportunities to discuss bond measure implementation and many other topics. THPRD news releases are also posted on the Web site and distributed to community partners.
3. Park District Board Members, as well as three outside elected officials (State Rep. Tobias Read, Washington County Commissioner Dick Schouten, and Beaverton Mayor Denny Doyle) will speak on May 9 at the morning dedication of the new Westside Trail segment between the Tualatin Hills Nature Park and Schuepbach Park at the base of Mt. Williams. In addition to remarks and ribbon cutting, the event will tie in with a previously scheduled bicycle ride on the new trail. The ride was organized to celebrate National Bike Month. The dedication, a cooperative venture between THPRD and the Trails Advisory Committee, will begin and end at the Nature Park.
4. Members of the public are now able to follow THPRD news and activities on "Twitter," an Internet-based tool that has become increasingly popular with individuals and organizations. The Park District posts brief messages online that are distributed to people who have signed up to follow them. Subscribing is quick and easy on the THPRD Web site. The brief messages (140 characters or less) typically include electronic links that followers can click on for more information. Use of Twitter represents an additional way for THPRD to communicate with participants and is an extension of the District's ongoing Public Awareness Program.

5. THPRD will participate in the City of Beaverton's "Picnic in the Park" series this summer. The picnics, which have been well attended in the past, will be hosted by Mayor Denny Doyle. THPRD's presence will include its Rec Mobile and an information table. Dates are July 8 at Schiffler Park, July 14 at Carolwood Park, July 16 at Autumn Ridge Park, and August 10 at Camille Park. Each picnic will run from 6 to 7:30 p.m.

Aquatics

Sharon Hoffmeister, Superintendent of Aquatic Program Services

1. Unfortunately, Aloha Huber Elementary School, will not be able to bring their 4th graders to Aloha Swim Center for lessons as planned (three one-week sessions, 50 students per session), due to lack of funding to cover the transportation expenses. However, other school programs that are very successful include the Faith Bible Christian School that has been bringing 9-14 girls to the pool for an alternative to P.E. and Aloha High School swimming classes (three classes).
2. Harman Swim Center received good news recently, with the installation of the new UV system last year, we no longer have a continuous fresh water feed to the pool, and also with the addition of low flow shower heads, we have an overall reduction of water use by 50% from last year. The evidence was so shocking that Tualatin Valley Water District called to congratulate us on our lower water use. This will be cost savings to the District and a credit to forward thinking by our Maintenance staff.
3. The Sunset Swim Center closure to repair the tunnel around the perimeter of the pool, is proceeding on schedule. Expected reopening date is June 1, 2009. During the closure, the Sunset staff has been rescheduled to work at our other Swim Centers, enabling us to address wait lists.

Maintenance

Dave Chrisman, Superintendent of Maintenance Operations

1. The Sunset Swim Center heat tunnel repair project is underway. The concrete tunnel located under the pool deck will be repaired and treated to prevent further corrosion. The project is in the fourth week of a ten-week closure and will continue through May. The project is on schedule. Demolition is complete and efforts now focus on the treatment of exposed rebar and concrete walls. The Swim Center is expected to re-open in June.
2. Parks staff are preparing to extend the parking lot sidewalk, on the west side of the Aquatic Center, at the HMT Recreation Complex. The sidewalk extension (350 feet) will provide safer access to both the Aquatic Center and the Administration Building for those using Parking Lot B. The improvement will be especially helpful for those with young children and strollers since they will no longer have to negotiate the busy parking lot. The project will be completed by mid-June.
3. Mowing crews are now operational throughout the District. The first priority for mowing is baseball, softball and lacrosse fields whose seasons are now underway. Mowing staff are on routes, cutting turf when conditions permit. Many park sites

are too wet for heavy equipment. When practical, crews switch to smaller, lighter mowing equipment. Mowing frequencies will peak in the spring, taper off during the warm summer and conclude in October.

4. Staff are developing a volunteer garden at the HMT Recreation Complex. The vegetable garden will be located in the turf area, south of the Maintenance compound equipment shed. District staff, on a volunteer basis, will support the 2000 square foot garden. The fruits of the labor will be donated to the Sunshine Pantry for families in need of fresh produce (particularly Beaverton School District families).

Natural Resources & Trails Management

Bruce Barbarasch, Superintendent of Natural Resources & Trails Management

1. Earth Day Celebration. Nearly 500 people participated in our educational Earth Day event, native plant sale, and SOLV volunteer habitat restoration projects on April 18.
2. Cooper Mountain Nature Park. Staff continue to work out programming, operational, and grand opening details with Metro. The park is expected to open at the end of June.
3. Bird Survey Training. A dozen volunteers were trained to monitor breeding birds in a number of high priority parks. Results gathered during surveys will help staff determine the long-term health of our natural areas.
4. Volunteer Summary. Two hundred volunteers worked in seven different parks over the last month, including Serah Lindsay Estates, Rosa, Hyland Forest, Lowami Hart Woods, Camille, Fanno Creek Trail, and Tualatin Hills Nature Parks. They removed approximately 47 cubic yards of weeds, planted and mulched about 530 native trees and shrubs. Together our volunteers contributed approximately 570 hours of time, valued at \$10,300.

Planning & Development

Steve Gulgren, Superintendent of Planning & Development

1. 2008 Bond Measure: Planning staff has completed and released (for consultant submittal) the first phase of Requests for Proposals (RFPs) for the first six projects of the 19 initial bond projects. Staff is working to complete the second phase of RFPs for the next five projects which will be released on May 4. Staff has worked with the Human Resources Department and has received an acceptance of the job offer for the final vacant Park Planner/Project Manager position. This acceptance completes the hiring process of the four temporary positions associated with the Bond Program. The last Park Planner/Project Manager will begin work on April 28.
2. Fanno Creek Trail MTIP Project (Hall Boulevard Crossing): Planning staff recently met with representatives of Metro, ODOT and the City of Beaverton for a kick-off meeting for the Fanno Creek Trail MTIP Project (Hall Boulevard Crossing). City staff described the project's past history so the group could understand the issues and plan accordingly for the proposed scope of work relating to the feasibility study to

review options to cross Hall Boulevard. The group discussed the project and the Intergovernmental Agreement (IGA) that will need to be signed by all three agencies (ODOT, Metro & THPRD). The group then walked the site to become familiar with the project issues and constraints. The project funding will not be available until October 1, 2009. However, staff can begin gathering previous project information and preparing the project scope of work and the IGA before the funding is available in the fall.

3. Hideaway Park: Planning staff completed a successful neighborhood meeting process on March 4 to gather input from the surrounding neighborhood as to the type of play equipment they would like to see in the replacement project. Staff has worked with the neighbors' requests and has included them into the project's design. The new play equipment has been ordered and will be installed by the Maintenance Department. The project is scheduled for completion by June 30 and is currently within budget. The neighbors expressed their gratitude in being involved with the design/product selection process and eagerly look forward to project completion in June.

Programs & Special Activities

Lisa Novak, Superintendent of Programs & Special Activities

1. The Superintendent is meeting with the City of Beaverton to discuss Community Garden programs and expansion options.
2. The Stuhr Center's Annual Volunteer Recognition Luncheon was held Thursday, April 23 at the Center. The event was well attended and included a lunch, music, door prizes, and small gifts for the volunteers.
3. The Tennis Center's east air structure was scheduled to be taken down April 27-May 1, in anticipation of the upcoming High School District and State Tournaments. The west air structure is scheduled for take down the week of June 1-5.
4. The Leaders In Training Experience Program has over 90 summer camp volunteer applicants. Interviews are currently being held, and will be followed by training for the volunteers. Volunteers will support staff this summer in one of nine THPRD camp programs.

Recreation

Eric Owens, Superintendent of Recreation

1. As part of our effort to reach out to High School students and non-traditional users of the Park District, Conestoga, along with the other Aquatic Centers offered a Spring Break Aquatic School. This year, there were a Junior Lifeguard class, Lifeguard Training, and Lifeguard Instructor Courses. We trained 50 community members and recertified a number of current staff.
2. Cedar Hills Recreation Center staff is preparing the second Rec Mobile for its inaugural season this summer. Graphics have been designed and will be installed in May. For the first time, we will work cooperatively with Beaverton School District's Nutrition Services Department and USDA to provide free, nutritious meals to the

children who participate in the Rec Mobile program. Meals will be provided to all children up to age 18 at no charge. In the past, we had attempted to use sites that have this program, but this will be the first year it will be at all sites, whether it is a School District site or not.

3. The Garden Home Recreation Center annual Indoor Play Park Spring Bunny Party was on April 15, and we had about 80 kids and parents enjoying the festivities.
4. The Community School Program continues to grow. Each term, we have offered more programs and attendance has increased as well. There are approximately 16 classes in operation as of this report with a total of 96 participants. This program is growing slowly and will take time to reach its potential, but staff is working very hard to promote the program and they continue to work directly with School District personnel to determine what families are interested in. This is key to the success of the program.

Security Operations

Mike Janin, Superintendent of Security Operations

1. White Fox Park Encroachments: The land survey was completed and letters were mailed to eight park residents advising them of clean-up needs and by when to have this completed (July 1, 2009).
2. The Bluffs Park: Security Operations and Maintenance staff are working with surrounding neighbors to create a small access path to The Bluffs Park on District property. This will allow adjacent residents to access the park from the north.
3. Kaiser Woods Park: Area residents alerted Park Patrol to an area where local youths had excavated and built their own BMX park as well as vandalism activity. Working together with Maintenance, the area was restored.
4. The juvenile who was arrested for the arson to the Skate Park bathroom in November 2008 was sentenced in adult court for an unrelated incident. As part of the sentencing process, he has agreed to make restitution to the District in the amount of \$1464.92, which was the total amount of the damage. Security Operations staff also received correspondence from the District Attorney that restitution will also be made in two graffiti cases. Defendants will pay \$682.00 and \$700.00 for two separate incidents that occurred at the Willow Creek Nature Park.

Sports

Scott Brucker, Superintendent of Sports

1. Staff will be reviewing the 2009 field allocation process, with the Unified Fields Steering Committee, in an effort to make the process more efficient for the Affiliated User groups in future year's.
2. Summer Softball league rosters were submitted by March 30. There are 86 Men's teams (88 teams in 2008), 20 Women's teams (22 teams in 2008) and 54 Coed teams (60 teams in 2008). Men's games began Monday, April 27; Women's and Coed play begins Monday, May 4.

3. The Superheroes Fun Run was held on the HMT Recreation Complex on Saturday, April 25, 2009. Food donated for entries will be delivered to the Beaverton Sunshine Pantry in keeping with the theme of the event, being a superhero in your community.

Business Services

*Cathy Brucker, Finance Manager
Nancy Hartman-Noye, Human Resources Manager
Mark Hokkanen, Risk and Contract Manager
Ann Mackiernan, Operations Analysis Manager
Phil Young, Information Services Manager*

1. An exit interview process, for all full-time and regular part-time employees who voluntarily separate employment, has been formalized and implemented. The intent is to capture information about the work environment and other factors that have influenced an employee to leave the organization. Comments and feedback provided by the exiting employee will be utilized to improve employee retention and reduce turnover.
2. April is Earthquake and Tsunami Awareness Month. In coordination with programs offered by the Governor's Office and Oregon Emergency Management, the Park District has conducted its annual earthquake drills. Departments participated by practicing the Drop, Cover and Hold technique, while some facilities included their users in educational sessions and practiced their evacuation procedures.
3. The summer registration began Saturday, April 18th at 8:00 am. Staff responded to over 2,000 phone calls on Saturday and our Web site received hits from over 3,000 unique IP addresses. We are researching ways to continue to improve the online registration performance and will have a plan in place by May 15 so that we can make all necessary changes in time for Fall registration on September 12.
4. Staff has been working on investments of bond proceeds; establishing broker/dealer relationships, formulating procedures and investing in the most advantageous and safe vehicles available. Funds needed in the short term will be maintained in the State Pool, with future needs invested out for longer periods.
5. Staff has sent letters of interest to seven firms to solicit audit proposals commencing with Fiscal Year 2008/09. Six responses have been received, and will be reviewed by staff and the Audit Committee within the next few weeks. A recommendation will be taken to the June 8, 2009 Board of Directors meeting.
6. The Technical Energy Audit (TEA) contract with McKinstry, the next phase in the Energy Savings Performance Contract (ESPC), has been reviewed and signed. Preliminary project review and selection is underway for Phase I of the Project Development Plan (PDP) of the ESPC.

Calendar of Upcoming Meetings & Events

May						
<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
					1	2 Huckeba Art Show @ Jenkins Estate
3 Huckeba Art Show @ Jenkins Estate	4 BOARD MEETING	5	6	7 Aquatics Advisory Committee Meeting 7pm Dryland	8	9 Barefoot Quilt Festival, Tea to Remember, Artisan Craft Sale, & Plant Sale @ Jenkins Estate Westside Trail Grand Opening Celebration
10 Barefoot Quilt Festival, Artisan Craft Sale, & Plant Sale @ Jenkins Estate	11 Stuhr Center Advisory Committee Meeting 10am	12 Jenkins Estate Advisory Committee Meeting 1pm	13 Garden Home RC Advisory Committee Meeting 10:30am	14 Nature Park Advisory Committee Meeting 7pm Metro Tournament @ Tennis Center 600ppl	15 Metro Tourn @ Tennis Center 600ppl	16 SOLV Work Party at Fanno Creek 9am Metro Tournament @ Tennis Center 600ppl
17	18 BUDGET COMMITTEE MEETING	19 Trails Advisory Committee Meeting 7pm @ Stuhr Center	20 Conestoga Advisory Committee Meeting 7pm	21 Athletic Center Advisory Committee Meeting 4:30pm Cedar Hills RC Advisory Committee Meeting 6pm OSAA State Tourn @ Tennis Center 1150ppl	22 OSAA State Tourn @ Tennis Center 1150ppl	23 OSAA State Tourn @ Tennis Center 1150ppl
24	25	26	27	28	29 Teddy Bear Picnic @ Garden Home	30

2009

* Please note that only athletic events expecting 500 or more attendees are listed *

June						
<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
	1	2	3	4 Aquatics Advisory Committee Meeting 7pm Dryland	5	6 National Trail Day Project @ Hyland Forest Park
7	8 BOARD MEETING Stuhr Center Advisory Committee Mtg 10am	9 Jenkins Estate Advisory Committee Meeting 1pm	10 Garden Home RC Advisory Committee Meeting 10:30am	11 Nature Park Advisory Committee Meeting 7pm	12 Father's Day Surprise @ Garden Home	13
14	15	16 Trails Advisory Committee Meeting 7pm @ Stuhr Center	17 Conestoga Advisory Committee Meeting 7pm	18 Athletic Center Advisory Committee Meeting 4:30pm Cedar Hills RC Advisory Committee Meeting 6pm	19	20
21 OR State Jr Champ @ Tennis Center 1000 ppl	22 BOARD MEETING OR State Jr Champ @ Tennis Center 1000 ppl	23 OR State Jr Champ @ Tennis Center 1000 ppl	24 OR State Jr Champ @ Tennis Center 1000 ppl	25 Concert in the Park @ Garden Home Park 6pm OR State Jr Champ @ Tennis Center 1000 ppl	26 OR State Jr Champ @ Tennis Center 1000 ppl	27 Theater in the Park @ Autumn Ridge 6pm OR State Jr Champ @ Tennis Center 1000 ppl
28 OR State Jr Champ @ Tennis Center 1000 ppl	29	30				

2009

* Please note that only athletic events expecting 500 or more attendees are listed *

July						
<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
			1	2 Aquatics Advisory Committee Meeting 7pm Dryland Concert in the Park @ Hazeldale Park 6pm	3	4
5	6	7	8 Garden Home RC Advisory Committee Meeting 10:30am	9 Nature Park Advisory Committee Meeting 7pm Concert in the Park @ Arnold Park 6pm Nike Tennis Championship @ Tennis Center 1000ppl	10 Nike Tennis Championship @ Tennis Center 1000ppl	11 Theater in the Park @ Somerset West Park 6pm Nike Tennis Championship @ Tennis Center 1000ppl
12 Nike Tennis Championship @ Tennis Center 1000ppl	13 BOARD MEETING (tentative) Stuhr Center Advisory Committee Meeting 10am	14 Jenkins Estate Advisory Committee Meeting 1pm	15 Conestoga Advisory Committee Meeting 7pm	16 Athletic Center Advisory Committee Meeting 4:30pm Cedar Hills RC Advisory Committee Meeting 6pm	17	18 Theater in the Park @ Schiffer Park 11am & 2pm
19	20	21 Trails Advisory Committee Meeting 7pm @ Stuhr Center	22	23	24	25 Party in the Park @ HMT Rec. Complex
26	27	28 Concert in the Park @ Raleigh Park 6pm	29	30 Concert in the Park @ Greenway Park 6pm	31	

2009

* Please note that only athletic events expecting 500 or more attendees are listed *

Tualatin Hills Park and Recreation District
Monthly Capital Project Report
Estimated Cost vs. Budget
Through 03/31/09

Description	Project Budget				Project Expenditures		Estimated Total Costs			Est. Cost (Over) Under Budget			
	Prior Year Budget Amount	Budget Carryover to Current Year	New Funds Budgeted in Current Year	Cumulative Project Budget	Current Year Budget Amount	Expended Prior Years	Expended Year-to-Date	Estimated Cost to Complete	Basis of Estimate	Project Cumulative	Current Year	Project Cumulative	Current Year
	(1)	(2)	(3)	(1+3)	(2+3)	(4)	(5)	(6)		(4+5+6)	(5+6)		
GENERAL FUND													
CAPITAL OUTLAY DIVISION													
CARRY FORWARD PROJECTS													
Off Leash Dog Park Construction	15,000	15,000	-	15,000	15,000	-	-	15,000	Budget	15,000	15,000	-	-
Land Acquisition/Jenkins Estate Right of Way	90,000	90,000	-	90,000	90,000	-	6,800	83,200	Budget	90,000	90,000	-	-
Restoration of John Quincy Adams Young House (JQAY)	100,000	5,000	-	100,000	5,000	85,687	-	5,000	Budget	90,687	5,000	9,313	-
Stuhr Center Bequest Foundation Project	75,000	63,000	-	75,000	63,000	6,443	-	63,000	Budget	69,443	63,000	5,557	-
GIS Development	37,000	37,000	3,000	40,000	40,000	-	7,036	32,964	Budget	40,000	40,000	-	-
IS Kiosks	5,000	2,000	-	5,000	2,000	5,000	-	-	Complete	5,000	-	-	2,000
Board/Conference Room Audio	8,000	6,500	-	8,000	6,500	1,073	-	6,500	Budget	7,573	6,500	427	-
Software Upgrades	20,000	20,000	5,000	25,000	25,000	6,420	-	25,000	Budget	31,420	25,000	(6,420)	-
Challenge Grant Competitive Fund	30,000	30,000	-	30,000	30,000	-	12,330	17,670	Awarded	30,000	30,000	-	-
John Marty Park Community Garden	14,750	5,700	-	14,750	5,700	9,039	-	5,700	Budget	14,739	5,700	11	-
Lan/Wan Equipment	9,000	8,000	-	9,000	8,000	851	8,000	-	Complete	8,851	8,000	149	-
Jenkins Estate Cable Connection	18,100	18,100	-	18,100	18,100	-	18,100	-	Complete	18,100	18,100	-	-
IP Alarms	9,200	9,200	-	9,200	9,200	-	-	-	Reallocated	-	-	9,200	9,200
PCC WAN Connection	12,250	9,000	-	12,250	9,000	-	300	8,700	Budget	9,000	9,000	3,250	-
PCC Timeclock	3,000	3,000	-	3,000	3,000	-	2,950	-	Complete	2,950	2,950	50	50
HMT Landscaping	3,000	3,000	-	3,000	3,000	-	-	3,000	Budget	3,000	3,000	-	-
HVAC Control System (2 sites)	26,000	26,000	-	26,000	26,000	-	-	26,000	Budget	26,000	26,000	-	-
Brookhaven Park Bridge/Boardwalk Repair	35,000	35,000	-	35,000	35,000	-	33,918	-	Complete	33,918	33,918	1,082	1,082
Aloha Park Lights	200,000	100,000	-	200,000	100,000	-	105,398	-	Complete	105,398	105,398	94,602	(5,398)
Barnes School Field Restoration & Replacement	10,000	10,000	-	10,000	10,000	-	-	10,000	Budget	10,000	10,000	-	-
Raleigh Pool Solar Project	35,000	32,000	-	35,000	32,000	5,901	-	32,000	Budget	37,901	32,000	(2,901)	-
Stuhr Center ADA Restroom Renovation	50,000	42,500	-	50,000	42,500	4,811	19,749	22,751	Budget	47,311	42,500	2,689	-
TOTAL CARRYOVER PROJECTS	805,300	570,000	8,000	813,300	578,000	125,225	214,581	356,485		696,291	571,066	117,009	6,934
ATHLETIC FACILITY REPLACEMENT													
Resurface Tennis Courts (2 sites)			67,490	67,490	67,490	-	-	67,490	Budget	67,490	67,490	-	-
Basketball Court Resurfacing (2 sites)			15,400	15,400	15,400	-	-	15,400	Budget	15,400	15,400	-	-
Backstop Replacements (6 sites)			13,672	13,672	13,672	-	13,278	-	Complete	13,278	13,278	394	394
Awning Replacement			3,800	3,800	3,800	-	3,780	-	Complete	3,780	3,780	20	20
Baseball/Softball Asphalt Pads			7,000	7,000	7,000	-	7,000	705	Award	7,705	7,705	(705)	(705)
Install Bleacher Backs & Rails			6,600	6,600	6,600	-	-	6,600	Budget	6,600	6,600	-	-
Athletic Field Turf Renovation			100,000	100,000	100,000	-	-	100,000	Budget	100,000	100,000	-	-
Somerset Meadows Park Field Irrigation			9,000	9,000	9,000	-	-	9,000	Budget	9,000	9,000	-	-
Barnes School Field Irrigation Restoration			25,000	25,000	25,000	-	-	25,000	Budget	25,000	25,000	-	-
TOTAL ATHLETIC FACILITY REPLACEMENT			247,962	247,962	247,962	-	24,058	224,195		248,253	248,253	(291)	(291)
ATHLETIC FACILITY IMPROVEMENT													
Sunset Wing Extensions			1,400	1,400	1,400	-	1,386	-	Complete	1,386	1,386	14	14
Lacrosse Equipment			4,000	4,000	4,000	-	2,788	1,212	Budget	4,000	4,000	-	-
TOTAL ATHLETIC FACILITY IMPROVEMENT			5,400	5,400	5,400	-	4,174	1,212		5,386	5,386	14	14
PARK AND TRAIL REPLACEMENTS													
Event Canopies			1,688	1,688	1,688	-	-	1,688	Budget	1,688	1,688	-	-
Hideaway Park Play Equipment			40,000	40,000	40,000	-	-	40,000	Budget	40,000	40,000	-	-
Parking Lots (2 sites)			68,874	68,874	68,874	-	-	68,874	Budget	68,874	68,874	-	-
Asphalt Path Replacement & Repair (6 sites)			145,000	145,000	145,000	-	372	144,628	Budget	145,000	145,000	-	-
Concrete Sidewalk Repair (6 sites)			55,280	55,280	55,280	-	29,711	25,569	Budget	55,280	55,280	-	-
Commonwealth Lake Bridge/Boardwalk Repairs			40,000	40,000	40,000	-	1,875	37,234	Award	39,109	39,109	891	891
Fence Replacement (2 sites)			17,000	17,000	17,000	-	2,112	14,888	Budget	17,000	17,000	-	-
Slurry Seal Parking Lots (6 sites)			20,500	20,500	20,500	-	-	20,500	Budget	20,500	20,500	-	-
Irrigation System Repair/Replacement (5 sites)			76,105	76,105	76,105	-	46,158	29,947	Budget	76,105	76,105	-	-
Rock Creek Soccer Field Drinking Fountain Replacement			5,000	5,000	5,000	-	3,776	1,224	Budget	5,000	5,000	-	-
TOTAL PARK AND TRAIL REPLACEMENTS			469,447	469,447	469,447	-	84,004	384,552		468,556	468,556	891	891

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	(1)	(2)	(3)	(1+3)	(2+3)	(4)	(5)	(6)		(4+5+6)	(5+6)		
<u>PARK AND TRAIL IMPROVEMENTS</u>													
Jenkins Bridal Path Lights			2,500	2,500	2,500	-	-	2,500	Budget	2,500	2,500	-	-
Special Event Support Trailer			7,000	7,000	7,000	-	6,870	-	Complete	6,870	6,870	130	130
Event Support Set Up Equipment			4,550	4,550	4,550	-	-	4,550	Budget	4,550	4,550	-	-
East Annex Trash Compactor			18,000	18,000	18,000	-	22,500	-	Complete	22,500	22,500	(4,500)	(4,500)
BMX Park Maintenance			3,000	3,000	3,000	-	-	3,000	Budget	3,000	3,000	-	-
Cooper Mountain Start-up Costs			24,400	24,400	24,400	-	-	24,400	Budget	24,400	24,400	-	-
Memorial Benches			8,000	8,000	8,000	-	3,838	4,162	Budget	8,000	8,000	-	-
Rock Creek Trail East End Connector			6,500	6,500	6,500	-	-	6,500	Budget	6,500	6,500	-	-
RTP Grant - Cedar Mill Park Trail			40,000	40,000	40,000	-	-	-	Cancelled	-	-	40,000	40,000
LWCF Grant - Schiffler Park Pavillion			40,000	40,000	40,000	-	-	40,000	Budget	40,000	40,000	-	-
LGGP Grant - Camille Park			200,000	200,000	200,000	-	-	-	Cancelled	-	-	200,000	200,000
TOTAL PARK AND TRAIL IMPROVEMENTS			353,950	353,950	353,950	-	33,208	85,112		118,320	118,320	235,630	235,630
<u>CHALLENGE GRANTS</u>													
Challenge Grants			75,000	75,000	75,000	-	30,656	44,344	Budget	75,000	75,000	-	-
TOTAL CHALLENGE GRANTS			75,000	75,000	75,000	-	30,656	44,344		75,000	75,000	-	-
<u>BUILDING REPLACEMENTS</u>													
Doors & Windows Replacements (7 sites)			35,920	35,920	35,920	-	30,342	2,166	Award	32,508	32,508	3,412	3,412
Somerset West Surge Tank Cover			4,000	4,000	4,000	-	-	4,000	Budget	4,000	4,000	-	-
Aloha Dive Stand			6,000	6,000	6,000	-	3,255	-	Complete	3,255	3,255	2,745	2,745
Aquatic Center Filter Pit Sump Pump			6,380	6,380	6,380	-	3,523	-	Complete	3,523	3,523	2,857	2,857
Harmon Chemtrol Unit			4,700	4,700	4,700	-	4,514	-	Complete	4,514	4,514	186	186
Beaverton Pool Filter Media			4,400	4,400	4,400	-	4,959	-	Complete	4,959	4,959	(559)	(559)
Raleigh Pool Pool Tank Resurfacing			40,000	40,000	40,000	-	-	38,971	Award	38,971	38,971	1,029	1,029
CRA Lap Pool Tank Resurfacing			70,000	70,000	70,000	-	64,304	-	Complete	64,304	64,304	5,696	5,696
CRA Siding & West Side Window Repair			50,000	50,000	50,000	-	25,487	-	Complete	25,487	25,487	24,513	24,513
Jenkins Carriage House Roof Replacement			18,000	18,000	18,000	-	14,681	-	Complete	14,681	14,681	3,319	3,319
Aloha Swim Center Dressing Room Roof Replacement			23,000	23,000	23,000	-	-	24,200	Award	24,200	24,200	(1,200)	(1,200)
Tennis Center Roof Overlay Panels			20,000	20,000	20,000	-	5,500	14,500	Budget	20,000	20,000	-	-
Athletic Center Roof Flashing Replacement			8,500	8,500	8,500	-	-	13,737	Award	13,737	13,737	(5,237)	(5,237)
Cedar Hills Gym Roof Replacement (Upper Section)			20,000	20,000	20,000	-	19,027	-	Complete	19,027	19,027	973	973
Fanno Farm House Roof Replacement			16,000	16,000	16,000	-	17,026	-	Complete	17,026	17,026	(1,026)	(1,026)
Garden Home Lower Hallway Tile			21,200	21,200	21,200	-	15,952	-	Complete	15,952	15,952	5,248	5,248
Maintenance Shop Floor Tile			8,200	8,200	8,200	-	7,420	-	Complete	7,420	7,420	780	780
Garden Home Floor Tile (Rm 12)			8,500	8,500	8,500	-	7,240	-	Complete	7,240	7,240	1,260	1,260
Cedar Hills Kitchen Floor Tile			8,000	8,000	8,000	-	8,282	-	Complete	8,282	8,282	(282)	(282)
Aquatic Center Non Skid Flooring (Staff Room)			3,500	3,500	3,500	-	3,500	-	Complete	3,500	3,500	-	-
CRA Mechanical Room Floor Resurfacing			25,000	25,000	25,000	-	27,000	-	Complete	27,000	27,000	(2,000)	(2,000)
Garden Home Carpet Replacement (Rm 13B)			10,750	10,750	10,750	-	7,669	-	Complete	7,669	7,669	3,081	3,081
Harmon Pool Non Skid Flooring/Deck & Locker Rooms			29,500	29,500	29,500	-	29,500	-	Complete	29,500	29,500	-	-
Aquatic Center Non Skid Flooring (2 rooms)			6,500	6,500	6,500	-	6,500	-	Complete	6,500	6,500	-	-
Aquatic Center Security Light Fixtures			2,500	2,500	2,500	-	852	-	Complete	852	852	1,648	1,648
Raleigh Pool Security Light Fixtures			3,500	3,500	3,500	-	2,678	-	Complete	2,678	2,678	822	822
CRA Pathway Light Fixtures			5,000	5,000	5,000	-	3,158	-	Complete	3,158	3,158	1,842	1,842
HMT Parking Lot Lamps			3,400	3,400	3,400	-	575	2,825	Budget	3,400	3,400	-	-
Stuhr Center Roof Gutter & Downspouts Replacement			6,000	6,000	6,000	-	-	6,000	Budget	6,000	6,000	-	-
CRA West Soffit Replacement			4,000	4,000	4,000	-	3,267	1,573	Award	4,840	4,840	(840)	(840)
Beaverton Pool Roof Gutter & Downspouts Replacement			6,000	6,000	6,000	-	4,300	-	Complete	4,300	4,300	1,700	1,700
Raleigh Pool Office Circuit Panel			2,000	2,000	2,000	-	-	2,000	Budget	2,000	2,000	-	-
Cedar Hills Light Fixtures (Rms 5, D & Copy)			3,000	3,000	3,000	-	2,113	942	Award	3,055	3,055	(55)	(55)
Cedar Hills Window AC Units (8 rms)			20,000	20,000	20,000	-	18,921	-	Complete	18,921	18,921	1,079	1,079
Aquatic Center Roof Exhaust Fans (3)			1,000	1,000	1,000	-	1,648	-	Complete	1,648	1,648	(648)	(648)
Stuhr Center Heat Coils (5 locations)			25,000	25,000	25,000	-	-	25,000	Budget	25,000	25,000	-	-
Aloha Pool Deck Heat Grate Vents			2,500	2,500	2,500	-	2,409	-	Complete	2,409	2,409	91	91
Cedar Hills & Stuhr Center Compressors			6,500	6,500	6,500	-	6,531	-	Complete	6,531	6,531	(31)	(31)
Jenkins Estate Stable A/C Condensers			10,000	10,000	10,000	-	9,585	-	Complete	9,585	9,585	415	415
Dryland & Harmon Rooftop HVAC Units			56,000	56,000	56,000	-	21,343	34,657	Budget	56,000	56,000	-	-
Aquatic Center Supply Fans			4,400	4,400	4,400	-	4,931	1,740	Award	6,671	6,671	(2,271)	(2,271)

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	(1)	(2)	(3)	(1+3)	(2+3)	(4)	(5)	(6)		(4+5+6)	(5+6)		
BUILDING REPLACEMENTS (continued)													
Jenkins Estate Stable Furnace			15,400	15,400	15,400	-	15,232	-	Complete	15,232	15,232	168	168
Fanno Farm House Furnace			3,500	3,500	3,500	-	2,562	-	Complete	2,562	2,562	938	938
Waters Htrs @ Somerset, Cedar Hills & Athletic Center			23,200	23,200	23,200	-	-	23,200	Budget	23,200	23,200	-	-
Cedar Hills Holding Tank (Showers)			2,000	2,000	2,000	-	-	2,000	Award	2,000	2,000	-	-
Domestic Holding Tanks @ Aloha and Harmon Pools			20,600	20,600	20,600	-	-	20,600	Budget	20,600	20,600	-	-
CRA Exposed Drain Pipe Replacement			1,100	1,100	1,100	-	744	-	Complete	744	744	356	356
Somerset Pool Shower Stall Tile Replacement			7,480	7,480	7,480	-	7,471	-	Complete	7,471	7,471	9	9
CRA Rewire Underwater Lights			47,000	47,000	47,000	-	1,573	45,427	Budget	47,000	47,000	-	-
Tennis Center Emergency Lights Wiring			6,000	6,000	6,000	-	6,174	-	Complete	6,174	6,174	(174)	(174)
Cedar Hills Washer and Dryer units			1,600	1,600	1,600	-	-	1,408	Award	1,408	1,408	192	192
Cedar Hills Panic Bar Hardware Replacement (10 doors)			12,000	12,000	12,000	-	8,490	-	Complete	8,490	8,490	3,510	3,510
Cedar Hills Gymnastic Mats			3,000	3,000	3,000	-	2,764	-	Complete	2,764	2,764	236	236
Garden Home Weight Equipment			15,000	15,000	15,000	-	-	16,721	Award	16,721	16,721	(1,721)	(1,721)
Garden Home Courtyard Project			-	-	-	-	6,856	-	Complete	6,856	6,856	(6,856)	(6,856)
Main Drain Covers at Pools			-	-	-	-	27,514	-	Complete	27,514	27,514	(27,514)	(27,514)
TOTAL BUILDING REPLACEMENTS			766,730	766,730	766,730	-	467,372	281,667		749,039	749,039	17,691	17,691
BUILDING IMPROVEMENTS													
Aloha Pool Family Changing Room			10,000	10,000	10,000	-	-	10,000	Budget	10,000	10,000	-	-
HMT Admin Building Reception Area Remodeling			15,000	15,000	15,000	-	6,378	8,622	Budget	15,000	15,000	-	-
Stuhr Center Hardwood Floor (Exercise Room)			8,678	8,678	8,678	-	8,678	-	Complete	8,678	8,678	-	-
Stuhr Center Hardwood Floor (Pool Room)			7,360	7,360	7,360	-	7,318	-	Complete	7,318	7,318	42	42
Asbestos Abatement (2 sites)			9,000	9,000	9,000	-	-	8,735	Award	8,735	8,735	265	265
Energy Efficiency Imp. (Performance Contract)			14,500	14,500	14,500	-	-	14,500	Budget	14,500	14,500	-	-
HMT Cable Phase II (switch gear to AC)			30,000	30,000	30,000	-	6,479	-	Complete	6,479	6,479	23,521	23,521
HMT Cable Phase III (switch gear to street)			67,000	67,000	67,000	-	67,000	-	Complete	67,000	67,000	-	-
East Annex Expansion Set Up Costs			35,000	35,000	35,000	-	38,635	-	Complete	38,635	38,635	(3,635)	(3,635)
Harman Pool UV Sanitizer			31,000	31,000	31,000	-	29,311	-	Complete	29,311	29,311	1,689	1,689
HMT Pole Barn Restrooms			7,200	7,200	7,200	-	1,275	5,925	Budget	7,200	7,200	-	-
Office/Restroom @ PCC Maintenance			-	-	-	-	5,783	2,967	Award	8,750	8,750	(8,750)	(8,750)
TOTAL BUILDING IMPROVEMENTS			234,738	234,738	234,738	-	170,857	50,749		221,606	221,606	13,132	13,132
ADA PROJECTS													
Sunset Pool Water Wheel Chair			1,800	1,800	1,800	-	1,241	268	Award	1,509	1,509	291	291
Bethany Lake Pathway			5,000	5,000	5,000	-	5,000	-	Complete	5,000	5,000	-	-
Bethany Lake ADA Picnic Table			10,000	10,000	10,000	-	6,303	3,697	Budget	10,000	10,000	-	-
Cedar Hills ADA Sidewalk			25,000	25,000	25,000	-	19,325	5,675	Budget	25,000	25,000	-	-
Garden Home Drinking Fountain			-	-	-	-	2,500	-	Complete	2,500	2,500	(2,500)	(2,500)
TOTAL ADA PROJECTS			41,800	41,800	41,800	-	34,369	9,640		44,009	44,009	(2,209)	(2,209)
TOTAL CAPITAL OUTLAY DIVISION	805,300	570,000	2,203,027	3,008,327	2,773,027	125,225	1,063,279	1,437,956		2,626,460	2,501,235	381,867	271,792

Tualatin Hills Park and Recreation District
Monthly Capital Project Report
Estimated Cost vs. Budget
Through 03/31/09

Description	Project Budget				Project Expenditures		Estimated Total Costs				Est. Cost (Over) Under Budget		
	Prior Year Budget Amount	Budget Carryover to Current Year	New Funds Budgeted in Current Year	Cumulative Project Budget	Current Year Budget Amount	Expended Prior Years	Expended Year-to-Date	Estimated Cost to Complete	Basis of Estimate	Project Cumulative	Current Year	Project Cumulative	Current Year
	(1)	(2)	(3)	(1+3)	(2+3)	(4)	(5)	(6)		(4+5+6)	(5+6)		
INFORMATION SERVICES DEPARTMENT													
System/workstn Replcmnt			70,000	70,000	70,000	-	29,628	20,372	Budget	50,000	50,000	20,000	20,000
Server Rplcmnt (4)			35,000	35,000	35,000	-	43,211	-	Complete	43,211	43,211	(8,211)	(8,211)
LAN/WAN Replcmnt			35,000	35,000	35,000	-	59,047	10,694	Award	69,741	69,741	(34,741)	(34,741)
Printer/Network Printers			10,000	10,000	10,000	-	1,570	3,430	Budget	5,000	5,000	5,000	5,000
Misc. Application Software			20,000	20,000	20,000	-	18,203	1,797	Budget	20,000	20,000	-	-
GIS Development			15,000	15,000	15,000	-	16,299	-	Complete	16,299	16,299	(1,299)	(1,299)
Email Risk Mgmt Server			10,000	10,000	10,000	-	-	12,000	Award	12,000	12,000	(2,000)	(2,000)
Telephone for Comm & Dev Position			400	400	400	-	435	-	Complete	435	435	(35)	(35)
Workstation/Telephone for Comm Specialist Position			2,000	2,000	2,000	-	925	1,075	Budget	2,000	2,000	-	-
AutoCad & Licensing			4,000	4,000	4,000	-	-	-	Complete	-	-	4,000	4,000
Laptops for Rangers (2)			4,000	4,000	4,000	-	-	-	Complete	-	-	4,000	4,000
Catering Software for Jenkins Estate			5,000	5,000	5,000	-	6,287	-	Complete	6,287	6,287	(1,287)	(1,287)
Fiber Line Installation to WAN			85,000	85,000	85,000	-	84,146	-	Complete	84,146	84,146	854	854
TOTAL INFORMATION TECHNOLOGY IMPROVEMENTS			295,400	295,400	295,400	-	259,751	49,368		309,119	309,119	(13,719)	(13,719)
TOTAL INFORMATION SYSTEMS DEPARTMENT	-	-	295,400	295,400	295,400	-	259,751	49,368		309,119	309,119	(13,719)	(13,719)
MAINTENANCE DEPARTMENT													
<u>BUILDING EQUIPMENT REPLACEMENT</u>													
Garden Home Carpet Extractor			3,650	3,650	3,650	-	2,883	-	Complete	2,883	2,883	767	767
Plasma Torch			1,500	1,500	1,500	-	1,519	-	Complete	1,519	1,519	(19)	(19)
Tennis Center Vacuum			2,800	2,800	2,800	-	3,247	-	Complete	3,247	3,247	(447)	(447)
Annex Compressor			1,200	1,200	1,200	-	-	1,200	Budget	1,200	1,200	-	-
Pallet Shelving Annex Set Up			9,200	9,200	9,200	-	7,344	-	Complete	7,344	7,344	1,856	1,856
TOTAL BUILDING EQUIPMENT REPLACEMENT			18,350	18,350	18,350	-	14,993	1,200		16,193	16,193	2,157	2,157
<u>FLEET REPLACEMENTS</u>													
Large Rotary Mower			50,000	50,000	50,000	-	-	50,000	Budget	50,000	50,000	-	-
Trim Rotary Mowers (3)			33,000	33,000	33,000	-	31,984	-	Complete	31,984	31,984	1,016	1,016
Utility Vehicle			10,000	10,000	10,000	-	9,913	-	Complete	9,913	9,913	87	87
Full Size Pickups (2)			40,000	40,000	40,000	-	40,192	-	Complete	40,192	40,192	(192)	(192)
Full Size Utility Truck			26,000	26,000	26,000	-	24,754	-	Complete	24,754	24,754	1,246	1,246
Compact Pickups (3)			42,000	42,000	42,000	-	41,389	-	Complete	41,389	41,389	611	611
Spreader			4,000	4,000	4,000	-	3,564	-	Complete	3,564	3,564	436	436
Compact Hybrid SUV			29,500	29,500	29,500	-	28,154	-	Complete	28,154	28,154	1,346	1,346
Synthetic Field Sweeper/Groomer			7,600	7,600	7,600	-	10,330	-	Complete	10,330	10,330	(2,730)	(2,730)
Synthetic Field Cleaner			3,600	3,600	3,600	-	3,600	-	Complete	3,600	3,600	-	-
15-Passenger Van (1)			21,500	21,500	21,500	-	23,610	-	Complete	23,610	23,610	(2,110)	(2,110)
TOTAL FLEET REPLACEMENTS			267,200	267,200	267,200	-	217,490	50,000		267,490	267,490	(290)	(290)
TOTAL MAINTENANCE DEPARTMENT	-	-	285,550	285,550	285,550	-	232,483	51,200		283,683	283,683	1,867	1,867
GRAND TOTAL GENERAL FUND	805,300	570,000	2,783,977	3,589,277	3,353,977	125,225	1,555,513	1,538,524	-	3,219,262	3,094,037	370,015	259,940

Tualatin Hills Park and Recreation District
Monthly Capital Project Report
Estimated Cost vs. Budget
Through 03/31/09

Description	Project Budget				Project Expenditures		Estimated Total Costs			Est. Cost (Over) Under Budget			
	Prior Year Budget Amount	Budget Carryover to Current Year	New Funds Budgeted in Current Year	Cumulative Project Budget	Current Year Budget Amount	Expended Prior Years	Expended Year-to-Date	Estimated Cost to Complete	Basis of Estimate	Project Cumulative	Current Year	Project Cumulative	Current Year
	(1)	(2)	(3)	(1+3)	(2+3)	(4)	(5)	(6)		(4+5+6)	(5+6)		
SDC FUND													
LAND ACQUISITION													
Land Acquisition (FY 08)	500,000	50,000	-	500,000	50,000	24,395	5,980	44,020	Budget	74,395	50,000	425,605	-
Land Acquisition (FY 09)	-	-	296,448	296,448	296,448	-	5,000	291,448	Budget	296,448	296,448	-	-
Bonny Slope/BSD Land Acquisition	-	-	175,000	175,000	175,000	-	1,029	173,971	Budget	175,000	175,000	-	-
Winchester Property Acquisition	-	-	523,502	523,502	523,502	-	523,502	-	Complete	523,502	523,502	-	-
TOTAL LAND ACQUISITION	500,000	50,000	994,950	1,494,950	1,044,950	24,395	535,511	509,439		1,069,345	1,044,950	425,605	-
IMPROVEMENT/DEVELOPMENT PROJECTS													
PCC Rock Creek Recreation Complex Design/Construction	10,140,372	-	-	10,140,372	-	8,819,730	26,515	31,484	Complete	8,877,729	57,999	1,262,643	(57,999)
Beaverton Powerline Trail Segments 7-11	802,500	139,662	-	802,500	139,662	234,413	227,213	39,195	Award	500,821	266,408	301,679	(126,746)
Synthetic Turf Field Matching Funds	800,000	600,000	-	800,000	600,000	200,000	-	600,000	Budget	800,000	600,000	-	-
Lowami Hart Woods Phase I	100,000	5,000	-	100,000	5,000	48,429	39,937	3,742	Award	92,108	43,679	7,892	(38,679)
Novice Skate Park	150,000	50,000	-	150,000	50,000	138,602	71,070	-	Complete	209,672	71,070	(59,672)	(21,070)
Fanno Creek Trail	640,000	640,000	671,950	1,311,950	1,311,950	118,735	75,626	1,236,324	Budget	1,430,685	1,311,950	(118,735)	-
SW Community Park Planning/Design	200,000	200,000	-	200,000	200,000	67,539	-	200,000	Budget	267,539	200,000	(67,539)	-
Old Wagon Trail Replacement Design	73,000	48,000	-	73,000	48,000	33,827	101	47,899	Budget	81,827	48,000	(8,827)	-
MTIP Grant Match for Westside Trail	40,000	40,000	-	40,000	40,000	-	283	39,717	Budget	40,000	40,000	-	-
Winkleman Park Initial Site Improvements	-	-	25,000	25,000	25,000	-	21,386	3,614	Budget	25,000	25,000	-	-
Bonny Slope/BSD Trail Development	-	-	175,000	175,000	175,000	-	47	174,953	Budget	175,000	175,000	-	-
LGGP Grant Match/Camille Park Improvements	-	-	200,000	200,000	200,000	-	-	200,000	Budget	200,000	200,000	-	-
LWCF Grant Match/Schiffler Park Pavillion	-	-	40,000	40,000	40,000	-	-	40,000	Budget	40,000	40,000	-	-
TE Grant Match/Westside Trail/Segment 1	-	-	105,000	105,000	105,000	-	283	105,000	Budget	105,283	105,283	(283)	(283)
Jordan-Husen Park	-	-	170,844	170,844	170,844	-	-	170,844	Budget	170,844	170,844	-	-
Undesignated Projects	-	-	1,743,434	1,743,434	1,743,434	-	-	-	Budget	-	-	1,743,434	1,743,434
TOTAL DEVELOPMENT/IMPROVEMENT PROJECTS	12,945,872	1,722,662	3,131,228	16,077,100	4,853,890	9,661,275	462,461	2,892,772	-	13,016,508	3,355,233	3,060,592	1,498,657
Total - SDC Fund	13,445,872	1,772,662	4,126,178	17,572,050	5,898,840	9,685,670	997,972	3,402,211		14,085,853	4,400,183	3,486,197	1,498,657

KEY
 Budget Estimate based on original budget - not started and/or no basis for change
 Reallocated Project Scope has been reduced to provide funding for another project
 Award Estimate based on Contract Award amount or quote price estimates
 Complete Project completed - no additional estimated costs to complete.



MEMORANDUM

Date: April 23, 2009
 To: Board of Directors
 From: Keith Hobson, Director of Business and Facilities
 Re: **System Development Charge Report for February, 2009**

Below please find the various categories for System Development Charges, i.e., Single Family, Multiple Family, Manufactured Housing Unit, and Non-residential Development. Also listed are the collection amounts for both the City of Beaverton and Washington County, and the 1.6% handling fee for collections through February 2009.

Type of Dwelling Unit	Current SDC per Type of Dwelling Unit
Single Family	\$6,888.00 with 1.6% discount = \$6,777.79
Multi-Family	\$5,150.00 with 1.6% discount = \$5,067.60
Non-residential	\$179.00 with 1.6% discount = \$176.14

<u>City of Beaverton Collection of SDCs</u>		<u>Receipts</u>	<u>Collection Fee</u>	<u>Total Revenue</u>
2,377	Single Family Units	\$5,748,625.26	\$176,020.19	\$5,924,645.45
15	Single Family Units at \$489.09	\$7,336.35	\$221.45	\$7,557.80
1,399	Multi-family Units	\$2,624,822.68	\$80,892.66	\$2,705,715.34
0	Less Multi-family credits	(\$7,957.55)	(\$229.36)	(\$8,186.91)
174	Non-residential	\$374,827.16	\$11,192.90	\$386,020.06
<u>3,965</u>		<u>\$8,747,653.90</u>	<u>\$268,097.84</u>	<u>\$9,015,751.75</u>

<u>Washington County Collection of SDCs</u>		<u>Receipts</u>	<u>Collection Fee</u>	<u>Total Revenue</u>
5,709	Single Family Units	\$13,677,610.21	\$409,646.05	\$14,087,256.26
-300	Less Credits	(\$623,548.98)	(\$19,285.02)	(\$642,834.00)
1,796	Multi-family Units	\$3,663,878.09	\$110,290.65	\$3,774,168.74
-24	Less Credits	(\$47,323.24)	(\$1,463.61)	(\$48,786.85)
72	Non-residential	\$203,527.57	\$6,055.51	\$209,583.08
<u>7,253</u>		<u>\$16,874,143.65</u>	<u>\$505,243.58</u>	<u>\$17,379,387.23</u>

<u>Recap by Agency</u>		<u>Percent</u>	<u>Receipts</u>	<u>Collection Fee</u>	<u>Total Revenue</u>
3,965	City of Beaverton	34.16%	\$8,747,653.90	\$268,097.84	\$9,015,751.75
7,253	Washington County	65.84%	\$16,874,143.65	\$505,243.58	\$17,379,387.23
<u>11,218</u>		<u>100.00%</u>	<u>\$25,621,797.55</u>	<u>\$773,341.42</u>	<u>\$26,395,138.98</u>

<u>Recap by Dwelling</u>	<u>Single Family</u>	<u>Multi-Family</u>	<u>Non-Resident</u>	<u>Total</u>
City of Beaverton	2,392	1,399	174	3,965
Washington County	<u>5,409</u>	<u>1,772</u>	<u>72</u>	<u>7,253</u>
	<u>7,801</u>	<u>3,171</u>	<u>246</u>	<u>11,218</u>

Total Receipts to Date **\$25,642,130.92**

Total Payments to Date

Refunds	(\$1,760,754.62)	
Administrative Costs	(\$18.65)	
Project Costs -- Development	(\$15,517,640.25)	
<u>Project Costs -- Land Acquisition</u>	(<u>\$5,801,174.74)</u>	<u>(\$23,079,588.26)</u>
			<u>\$2,562,542.66</u>

<u>Recap by Month, FY 2008-09</u>	<u>Receipts</u>	<u>Expenditures</u>	<u>Interest</u>	<u>SDC Fund Total</u>
through June 2008 (1)	\$24,766,077.37	(\$22,500,136.23)	\$1,868,611.51	\$4,134,552.65
July	\$197,152.49	\$488,525.60	\$9,909.81	\$695,587.90
August	\$197,464.19	(\$63,639.56)	\$11,759.66	\$145,584.29
September	\$104,210.18	(\$29,198.68)	\$10,425.09	\$85,436.59
October	\$96,674.65	(\$61,067.09)	\$9,564.90	\$45,172.46
November	\$47,961.84	(\$49,319.92)	\$9,070.10	\$7,712.02
December	\$57,907.98	(\$636,145.08)	\$7,163.00	(\$571,074.10)
January	\$111,254.69	(\$8,882.45)	\$6,339.44	\$108,711.68
February	\$63,427.53	(\$219,724.85)	\$4,747.96	(\$151,549.36)
March	\$0.00	\$0.00	\$0.00	\$0.00
April	\$0.00	\$0.00	\$0.00	\$0.00
May	\$0.00	\$0.00	\$0.00	\$0.00
June	\$0.00	\$0.00	\$0.00	\$0.00
	<u>\$25,642,130.92</u>	<u>(\$23,079,588.26)</u>	<u>\$1,937,591.47</u>	<u>\$4,500,134.13</u>

(1) Net of \$667,828.98 of SDC Credits awarded for park development projects.

Projected SDC receipts through June 30, 2008 per the budget were \$24,321,481. Actual receipts were \$23,692,502. This fiscal year's projected total receipts per the budget are \$3,316,596.

Tualatin Hills Park and Recreation District
Systems Development Charge - Monthly Accounting, Year-to-Date FY 2008-09

City of Beaverton Collection of S.D.C.'s

	Unit Rate	Revenue	Collection Fee	Total
607 Single Family Units	1,891.50	1,147,194.75	35,480.25	1,182,675.00
138 Single Family Units	2,102.96	290,208.48	8,975.52	299,184.00
327 Single Family Units	2,203.84	720,655.68	22,288.32	742,944.00
15 Single Family Units	489.09	7,336.35	221.45	7,557.80
331 Single Family Units	2,327.03	770,250.47	23,818.53	794,069.00
205 Single Family Units	2,457.01	503,687.05	15,577.95	519,265.00
281 Single Family Units	2,638.40	741,390.40	22,929.60	764,320.00
303 Single Family Units	2,891.57	876,145.71	27,097.29	903,243.00
167 Single Family Units	3,466.78	578,952.26	17,905.74	596,858.00
18 Single Family Units	6,674.47	120,140.46	1,946.99	122,087.45
0 Single Family Units	0.00	0.00	0.00	0.00
464 Multi-family Units	1,454.03	674,669.92	20,866.08	695,536.00
0 Multi-family Units	0.00	0.00	0.00	0.00
0 Less Credits		(7,957.55)	(229.36)	(8,186.91)
110 Multi-family Units	1,694.59	186,404.90	5,765.10	192,170.00
74 Multi-family Units	1,789.65	132,434.10	4,095.90	136,530.00
245 Multi-family Units	1,889.56	462,942.20	14,317.80	477,260.00
68 Multi-family Units	2,029.24	137,988.32	4,267.68	142,256.00
332 Multi-family Units	2,224.21	738,437.72	22,838.28	761,276.00
0 Multi-family Units	2,445.37	0.00	0.00	0.00
102 Multi-family Units	2,666.53	271,986.06	8,411.94	280,398.00
4 Multi-family Units	4,989.86	19,959.46	329.88	20,289.34
0 Multi-family Units	5,067.60	0.00	0.00	0.00
174 Non-residential	Various	374,827.16	11,192.90	386,020.06
3,965	Total	8,747,653.90	268,097.84	9,015,751.75

Improvement Fee (1)	Reimbursement Fee (1)	Collection/ Admin Fee (1)	Total SDC Fee
1,048,032.00	27,292.50	107,350.50	1,182,675.00
265,123.05	6,904.25	27,156.70	299,184.00
658,362.68	17,144.86	67,436.46	742,944.00
	6,697.37	174.41	6,871.78
703,667.30	18,324.67	72,077.03	794,069.00
460,148.68	11,983.04	47,133.28	519,265.00
677,305.11	17,638.15	69,376.74	764,320.00
800,412.26	20,844.07	81,866.68	903,243.00
528,908.01	13,773.65	54,176.34	596,858.00
108,188.26	2,817.42	11,081.77	122,087.45
	0.00	0.00	0.00
545,663.32	86,768.81	63,103.87	695,536.00
	0.00	0.00	0.00
(6,422.81)	(1,021.33)	(742.77)	(8,186.91)
150,761.60	23,973.40	17,435.00	192,170.00
107,110.79	17,032.25	12,386.96	136,530.00
374,420.99	59,538.66	43,300.36	477,260.00
111,602.97	17,746.58	12,906.45	142,256.00
597,237.68	94,969.95	69,068.35	761,276.00
	0.00	0.00	0.00
219,978.41	34,979.93	25,439.66	280,398.00
15,917.39	2,531.12	1,840.79	20,289.34
	0.00	0.00	0.00
350,930.85	0.00	35,089.21	386,020.06
7,724,045.91	473,416.39	818,289.40	9,015,751.75

Washington County Collection of S.D.C.'s Revenue

	Unit Rate	Revenue	Collection Fee	Total
1,916 Single Family Units	1,891.50	3,624,114.00	112,086.00	3,736,200.00
(91) Less SFR Credits	1,891.50	(172,126.50)	(5,323.50)	(177,450.00)
351 Single Family Units	2,102.96	738,138.96	22,929.04	761,068.00
(91) Less SFR Credits	2,102.96	(191,369.36)	(5,918.64)	(197,288.00)
741 Single Family Units	2,203.84	1,633,036.71	50,515.29	1,683,552.00
(118) Less SFR Credits	2,203.84	(260,053.12)	(8,042.88)	(268,096.00)
714 Single Family Units	2,327.03	1,661,582.84	51,294.16	1,712,877.00
666 Single Family Units	2,457.01	1,636,368.66	50,609.34	1,686,978.00
523 Single Family Units	2,638.40	1,379,883.20	42,676.80	1,422,560.00
321 Single Family Units	2,981.57	928,193.97	28,707.03	956,901.00
339 Single Family Units	3,466.78	1,175,238.42	36,347.58	1,211,586.00
135 Single Family Units	6,674.47	901,053.45	14,580.81	915,634.26
3 Single Family Units	6,777.79	20,333.37	327.27	20,660.64
117 Multi-family Units	1,454.03	169,830.51	5,552.49	175,383.00
41 Multi-family Units	1,616.99	66,296.59	2,050.41	68,347.00
68 Multi-family Units	1,694.59	115,232.12	3,563.88	118,796.00
194 Multi-family Units	1,789.65	347,192.10	10,737.90	357,930.00
(24) Less MFR Credits	1,789.65	(47,323.24)	(1,463.61)	(48,786.85)
508 Multi-family Units	1,889.56	959,896.48	29,687.52	989,584.00
563 Multi-family Units	2,029.24	1,142,101.28	35,322.58	1,177,423.86
139 Multi-family Units	2,224.21	309,165.19	9,561.81	318,727.00
118 Multi-family Units	2,666.53	314,650.54	9,731.46	324,382.00
48 Multi-family Units	4,989.86	239,513.28	4,082.60	243,595.88
0 Multi-family Units	5,067.60	0.00	0.00	0.00
0 Manufactured Housing	1,483.13	0.00	0.00	0.00
0 Manufactured Housing	2,039.91	0.00	0.00	0.00
0 Manufactured Housing	2,445.37	0.00	0.00	0.00
72 Non-residential	Various	203,527.57	6,055.51	209,583.08
7,253	Total	16,894,477.02	505,570.85	17,400,047.87

Improvement Fee (1)	Reimbursement Fee (1)	Collection/ Admin Fee (1)	Total SDC Fee
3,310,848.00	86,220.00	339,132.00	3,736,200.00
(177,450.00)	0.00	0.00	(177,450.00)
674,334.72	17,560.80	69,072.48	761,068.00
(174,827.52)	(4,552.80)	(17,907.68)	(197,288.00)
1,491,886.08	38,851.20	152,814.72	1,683,552.00
(237,574.30)	(6,186.83)	(24,334.87)	(268,096.00)
1,517,872.54	39,527.93	155,476.53	1,712,877.00
1,494,922.04	38,930.26	153,125.70	1,686,978.00
1,260,607.02	32,828.31	129,124.68	1,422,560.00
847,961.49	22,082.35	86,857.11	956,901.00
1,073,651.58	27,959.73	109,974.69	1,211,585.98
811,392.82	21,130.29	83,111.15	915,634.26
18,308.51	476.80	1,875.33	20,660.64
137,591.83	21,879.20	15,911.97	175,383.00
53,619.73	8,526.36	6,200.91	68,347.00
93,198.08	14,819.92	10,778.00	118,796.00
280,803.97	44,652.13	32,473.90	357,930.00
(38,274.36)	(6,086.21)	(4,426.28)	(48,786.85)
776,350.46	123,451.60	69,781.94	989,584.00
923,714.97	146,884.81	106,819.67	1,177,423.86
250,048.36	39,761.51	28,917.10	318,727.00
254,484.83	40,466.98	29,430.19	324,382.00
194,732.47	26,761.16	22,102.21	243,595.88
	0.00	0.00	0.00
	0.00	0.00	0.00
	0.00	0.00	0.00
	0.00	0.00	0.00
	0.00	0.00	0.00
190,531.98	0.00	19,051.10	209,583.08
15,028,735.30	775,945.50	1,595,362.55	17,400,047.87

Recap by Agency

	Revenue	Collection Fee	Total	Percent
City of Beaverton	8,747,653.90	268,097.84	9,015,751.74	34.13%
Washington County	16,894,477.02	505,570.85	17,400,047.87	65.87%
Total	25,642,130.92	773,668.69	26,415,799.61	

Improvement Fee (1)	Reimbursement Fee (1)	Collection/ Admin Fee (1)	Total SDC Fee
7,724,045.91	473,416.39	818,289.40	9,015,751.74
15,028,735.30	775,945.50	1,595,362.55	17,400,047.87
22,752,781.21	1,249,361.89	2,413,651.95	26,415,799.61

Add	Allocation of interest earned		1,937,591.47	
	Grant rec'd (Wa Cty) & Coparans pledge		24,000.00	
Less	SDC Credits for Land Donation Paid in Cash	(1,215,149.84)		(1,215,149.84)
	Refunds of SFR Fees Collected in Error	(545,604.78)		(545,604.78)
	Administrative Costs Paid	(18.65)		(18.65)
	Collection Fees paid to City and County	(773,668.70)		(773,668.70)

Project Costs

Inger Land Acquisition	(690,517.55)			(690,517.55)
Husen Land Acquisition	(448,254.93)			(448,254.93)
Fanno Trail Matching	(206,075.50)			(206,075.50)
Stover/JQAY Acquisition	(164,160.04)			(164,160.04)
PGE Land Acquisition	(3,500.00)			(3,500.00)
Rock Creek/Bethany	(775,329.38)			(775,329.38)
Camp Rivendale	(628,794.95)			(628,794.95)
Conestoga Play Structure	(27,951.70)			(27,951.70)
Synthetic Turf Project	(315,242.42)			(315,242.42)
Stuhr Building Expansion	(148,261.65)			(148,261.65)
Bluffs Park Development	(107,645.65)			(107,645.65)
Foege Park Development	(130,871.23)			(130,871.23)
Kelvin Land Acquisition	(46,448.00)			(46,448.00)
Beaverton Pwrln Trail	(386,960.57)			(386,960.57)
Kaiser Woods	(1,016,829.86)			(1,016,829.86)
PCC Athletic Fields MP & Construction	(9,419,964.25)			(9,419,964.25)
Synthetic Turf Field 2	(531,551.57)			(531,551.57)
Winkleman Land Acquisition	(27,000.00)			(27,000.00)
BSD Synth Turf Field Matching Funds	(200,000.00)			(200,000.00)
Nature Park Infrastructure	(98,362.62)			(98,362.62)
HMT Play Structure Phase II	(135,277.74)			(135,277.74)
Other Land Acquisition (thru FY07)	(627,196.85)			(627,196.85)
Novice Skate Park	(209,707.59)			(209,707.59)
CRA Backyard Master Plan	(103,987.26)			(103,987.26)
Mt. Williams Land Acquisition	(1,600,220.00)			(1,600,220.00)
Tennis Air Structure	(528,651.17)			(528,651.17)
Lowami Hart Woods Phase I	(88,159.42)			(88,159.42)
Garden Home Parking Lot Expansion	(300,050.89)			(300,050.89)
Aloha Park School Fields Restoration	(107,196.50)			(107,196.50)
Old Wagon Trail Rplcmnt Design	(33,927.72)			(33,927.72)
Land Acquisition (thru FY08)	(42,062.52)			(42,062.52)
Rystadt Property Acquisition	(88,001.85)			(88,001.85)
March Property Acquisition	(932,569.52)			(932,569.52)
Brady Property Acquisition	(355,708.77)			(355,708.77)
Nopper/Turner Property Acquisition	(268,913.36)			(268,913.36)
Winkleman Park Initial Site Imp.	(16,840.61)			(16,840.61)
Land Acquisition (thru FY09)	(1,742.21)			(1,742.21)
Young House & Property	(5,000.00)			(5,000.00)
Bonny Slope/BSO Trail Dev.	(1,075.81)			(1,075.81)
Winchester Land Purchase	(522,803.32)			(522,803.32)

Total SDC Fund Cash Increase (Decrease)

4,500,134.13

1,772,792.53 | 1,340,225.28 | 1,273,949.86 | 4,500,134.13

Four plays, the Bard and more, due at parks

Oregonian (online)

Posted by wuno March 25, 2009 12:48PM

Four theater performances have been added for the 2009 Concert in the Park Series, sponsored by Tualatin Hills Park & Recreation District.

Portland Actors Ensemble will perform "King Lear" on June 27 at Autumn Ridge Park, and Shakespeare-in-the-Parks will present an audience-interactive rehearsal version of "A Midsummer Night's Dream" at Somerset West Park on July 11.

Contemporary plays -- the children's play "Slue Foot Sue and Pecos Bill" and "A Bad Year for Tomatoes" -- will be staged July 18 at Schiffler Park, produced by the park district and Central Beaverton Neighborhood Association Committee.

The opening concert is set for June 25 at Garden Home Park. A full schedule will be posted in June at: www.thprd.org/events/summerconcerts.cfm

Categories: Washington County Weekly

Comments

Footer



Oregon Live.com

Everything Oregon

**Hillsboro
Argus**

Park district gets \$2.4 million grant to complete Westside Trail

Tuesday, April 07, 2009

The Hillsboro Argus

Completion of a seven-mile segment of the Westside Trail in the Bethany area is now closer to reality thanks to a major funding boost from Metro.

The Metro Council recently awarded the Tualatin Hills Park & Recreation District about \$2.4 million for the trail segment, which will connect the Rock Creek Trail at Kaiser Woods Park to the planned Bronson Creek Trail at Kaiser Ridge Park.

Project funding comes from the Metropolitan Transportation Improvement Program that Metro manages. Tualatin Hills Parks & Recreation is scheduled to receive funds in 2011 for trail design and engineering, in 2012 for right-of-way acquisition, and in 2013 for construction. The total amount awarded requires a local match of about \$275,000.

The planned trail - which received considerable support from citizens and elected officials during Metro's review of proposed projects from throughout the region - brings the area one step closer to completion of an important north-south trail backbone through eastern Washington County.

It will also provide a much needed off-street alternative for those choosing to get around by means other than automobile. The connection to the Rock Creek and Bronson Creek trails will enhance future loop trail opportunities within neighborhoods that are adjacent to the project.

Furthermore, the trail will allow for connections to commercial and employment centers, schools, and other public and civic points of interest.

When completed, the Westside Regional Trail is planned to connect the Willamette River and the Tualatin River through the cities of Portland, Beaverton, Tigard and Tualatin.

The Metro Council and the Joint Policy Advisory Committee on Transportation select transportation programs and projects for federal flexible funds. Although they comprise only about 4 percent of the transportation investment in the Portland region, flexible funds attract considerable interest because they may be spent on a greater variety of transportation projects than can most federal transportation funds.



Oregon Live.com

Everything Oregon



Tualatin Hills Parks & Rec opens registration for summer programs April 18

Tuesday, April 07, 2009

The Hillsboro Argus

Registration for summer classes, camps and programs of the Tualatin Hills Park & Recreation District will be open to district residents starting Saturday morning, April 18, and continuing through April 24.

Park District residents can register by phone 503-439-9400 from 8 a.m. to 6 p.m. on April 18. Phone registration will continue April 19 (Sunday) from noon to 4 p.m. and April 20-24 from 8:30 a.m. to 6 p.m.

The Park District will again offer Spanish language assistance during the opening weekend of phone-in registration (April 18-19 only).

Residents registering by phone must have class information handy, along with credit card or debit information (Visa, MasterCard, or Discover) and a valid Park District residency card. Residents can register only for their immediate family. Those with questions in advance should call 503-645-6433.

Online registration for district residents starts at 10 a.m. on April 18. Users should go to www.thprd.org/activities to get started.

Walk-in registration will be available at all THPRD facilities beginning at 8:30 a.m. Monday, April 20. Registration by fax, to 503-629-6302, also begins April 20, as does processing of mail-in requests.

THPRD recently mailed its Summer 2009 Activities Guide to all district residents. Class registration instructions and forms are in the guide, which can also be viewed online at www.thprd.org. Hard copies of the guide are available at the Park District's administration office, 158th Avenue and Walker Road, Beaverton, or any THPRD center.

Park district sells \$58.5 million in bonds

Following a strong credit rating issued recently by two national agencies, the Tualatin Hills Park and Recreation District last week sold \$58.5 million of municipal bonds.

The April 2 sale will help finance a \$100 million bond measure approved by voters last November.

The bonds sold at an average interest rate of 4.19 percent, which means savings for local property taxpayers. The resulting tax rate will be 32 cents per \$1,000 of assessed value, a 14 percent reduction from the projected rate of 37 cents per \$1,000.

Parks Bond Measure 34-156 will provide funds for land acquisition and dozens of improvement projects focused on parks, trails, natural area preservation,

athletic fields, expansions of the Elsie Stuhr Center and the Conestoga Recreation & Aquatic Center, and replacement and rehabilitation of aging facilities.

The \$58.5 million will underwrite the first two to three years of projects. The park district will issue the remaining \$41.5 million when needed to fund the remaining projects.

"We're thrilled with the outcome of this initial sale of bonds," said Doug Menke, THPRD's general manager. "It's due not only to an improved market at the time of issue but also to the hard work of our staff and the fiscal policy set by our board of directors."



MENKE

"We're anxious to start bringing the amenities of the bond measure to our patrons as soon as possible. The bond sale is a critical step forward in making that happen."

The bonds were sold through a competitive process that attracted eight bids. The winning bidder was BMO Capital Markets, Chicago.

The successful bond sale comes shortly after two national credit agencies, Standard and Poor's and Moody's, reviewed THPRD's financial position and issued positive ratings.

Standard and Poor's improved the park district's credit standing from A to AA (a two-level jump) and Moody's renewed its Aa2 rating of the district.

\$2.4 million grant funds Westside Trail work

Completion of a ¾-mile segment of the Westside Trail in Bethany is now closer to reality thanks to a major funding boost from Metro.

The Metro Council recently awarded the Tualatin Hills Park and Recreation District about \$2.4 million for the trail segment, which will connect the Rock Creek Trail at Kaiser Woods Park to the planned Bronson Creek Trail at Kaiser Ridge Park.

Project funding comes from the Metropolitan Transportation Improvement Program (MTIP) that Metro manages.

The park district is scheduled to receive funds in 2011 for trail design and engineering, in 2012 for right-of-way acquisition, and in 2013 for construction. The total amount awarded requires a local match of about \$275,000.

The planned trail brings the region one step closer to completion of an important north-south trail backbone through eastern Washington County.

It will also provide an off-street alternative for those choosing to get around by means other than automobile.

The connection to the Rock Creek and Bronson Creek trails will enhance future loop trail opportunities within neighborhoods that are adjacent to the project.

The trail will also allow for connections to commercial and employment centers, schools and other public and civic points of interest.

When completed, the Westside Trail will connect the Willamette River and the Tualatin River through the cities of Portland, Beaverton, Tigard and Tualatin.

Tualatin Hills Park & Recreation District



SUMMER'S COMING!

And so is registration for our summer programs



Connecting People,
Parks & Nature

Swim Lessons
Summer Camps
Sports & Fitness
Adult Classes
Senior Programs

Registration
start dates:
In-District - April 18
Out-of-District - April 24

See our *Summer Activities Guide*, call 503/645-6433
or visit www.thprd.org for details

Asistencia para llamadas por teléfono de
residentes de habla Español será disponible Abril 18.
Llamen al 503/439-9400 esos días y escogen 2 para Español.



Tualatin Hills Parks & Rec sells \$58.5 million in bonds, which reduces burden on taxpayers

Tuesday, April 14, 2009

The Hillsboro Argus

BEAVERTON - Following a strong credit rating issued recently by two national agencies, the Tualatin Hills Park & Recreation District sold \$58.5 million of municipal bonds on Thursday, April 2. The sale will help finance a \$100 million bond measure approved by voters last November.

The bonds sold at an average interest rate of 4.19 percent, which means savings for local property taxpayers. The resulting tax rate will be 32 cents per \$1,000 of assessed value, a 14 percent reduction from the projected rate of 37 cents per \$1,000.

THPRD's Parks Bond Measure 34-156 will provide funds for land acquisition and dozens of improvement projects focused on parks, trails, natural area preservation, athletic fields, expansions of the Elsie Stuhr Center and the Conestoga Recreation & Aquatic Center, and replacement and rehabilitation of aging facilities.

The \$58.5 million will underwrite the first two to three years of projects. THPRD will issue the remaining \$41.5 million when needed to fund the rest of the projects.

"We're thrilled with the outcome of this initial sale of bonds," said Doug Menke, THPRD general manager. "It's due not only to an improved market at the time of issue but also to the hard work of our staff and the fiscal policy set by our board of directors."

"We're anxious to start bringing the amenities of the bond measure to our patrons as soon as possible. The bond sale is a critical step forward in making that happen."

The bonds were sold through a competitive process that attracted eight bids. The winning bidder was BMO Capital Markets, Chicago.

The successful bond sale comes shortly after two national credit agencies, Standard and Poor's and Moody's, reviewed THPRD's financial position and issued positive ratings.

Standard and Poor's improved the Park District's credit standing from A to AA (a two-level jump) and Moody's renewed its Aa2 rating of the district. Both rating agencies praised THPRD for its long-range planning and sound fiscal management.

Formed in 1955, THPRD is the largest special park district in Oregon, spanning about 50 square miles and serving more than 200,000 residents in the greater Beaverton area. The district provides year-round recreational and educational opportunities for people of all ages. Offerings include a wide variety of classes and more than 200 park sites, 40 miles of trails, eight swim centers, six recreation centers, and 1,100 acres of nature preserve.

©2009 Hillsboro Argus

Tuesday

Morning Bird Walks: 7-9 a.m. Tuesdays, through June 9. Enjoy a morning walk with a volunteer naturalist and learn the songs of resident and migrating birds. Tualatin Hills Nature Park, 15655 S.W. Millikan Way, Beaverton; free; www.thprd.org/parks/thnp.cfm or 503-629-6350

Native Plant Sale: 10 a.m.-2 p.m. Trees, shrubs and flowering plants. Tualatin Hills Nature Park, 15655 S.W. Millikan Way, Beaverton; 503-629-6350

SENIOR CALENDAR

Senior centers' highlights for the coming week:

Elsie Stuhr Center (Beaverton)

503-629-6342

Today: 11:30 a.m., Mary Connors plays piano. 1:15 p.m., social dance; Texas Hold 'Em. 2 p.m., book discussion. 5:30 p.m., party bridge.



Saturday

Earth Day Celebration: Learn to identify, sustainably collect and safely prepare wild berries, roots and greens from 10 a.m. to 2 p.m. Held in conjunction with the Spring Native Plant Sale, where some of these plants will be available for purchase to grow in your garden. Tualatin Hills Nature Park, 15655 S.W. Millikan Way, Beaverton; free; 503-629-6350

Lower tax rate for parks bond measure

Tualatin Hills Park & Recreation District benefited from strong credit ratings from two national agencies before its recent bond sale. The sale, held April 2, brought in \$58.5 million of the \$100 million bond measure approved by voters last fall.

Because of the favorable ratings, the district will be able to lower the tax rate from 37 cents to 32 cents per \$1,000 of assessed value, district spokesman Bob Wayt said.

The ratings were issued by Standard and Poor's and Moody's. BMO Capital Markets of Chicago was the winning bidder among eight proposals.

Bond proceeds are expected to pay for the first two to three years of projects, Wayt said. Remaining bonds will be sold when needed, according to district officials.

— Roger Gregory

Volunteers dig in to celebrate Arbor Day

A couple dozen volunteers rolled up their sleeves Saturday to pitch-in with an Arbor Day tree planting at Greenway Park.

The event marked the city's 15th year as a "Tree City USA" and honored Oregon's 150th birthday.

Beaverton arborist Patrick Hoff and the public works department partnered with Friends of Trees and the Tualatin Hills Park and Recreation District to continue habitat restoration work at Greenway Park.

During Saturday's event, community volunteers planted 40 trees including the Oregon Oak, Western Red Cedar and Douglas Fir. Of the 50 trees planted last year, 49 survived the harsh winter storms that blew through the area.

"Our public works team has a solid care and nurturing

plan in place to see that this year's trees survive as well," said Mayor Dennis Doyle, who put shovel to earth on Saturday.

Vose neighbors and families representing Village Home's Destination Imagination team and the Center for Inquiry also got their hands dirty during the event.

"There was a real sense of community."

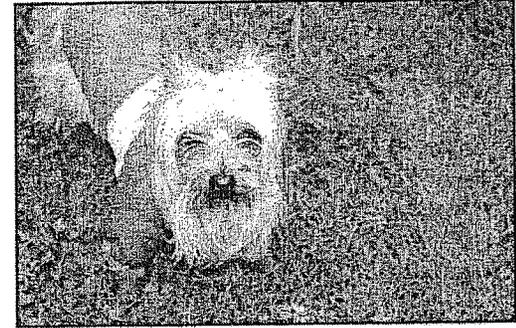
◆
Dennis Doyle,
mayor

"It was a great event and fun to see people, young and old, really committed to the park and to getting more trees and plants in place," Doyle said. "There was a real sense of community.

"As park users — joggers, walkers and dog walkers — came through, it was nice to see them interact with all the volunteers and let them know that people do appreciate this little facelift for the park."



CHRISTINA LENT / The Times



TAKING ROOT — Left, Friend of Trees team leader Peter Langley places the first of 40 trees Saturday into its new place of honor in Greenway Park. Above, Vose neighbor Mark Rafter and Village Home parent Andy Fridley help Friends of Trees' Cain Allen (bottom left) dig a hole for an Oregon White Oak. Top, Skipper, Gabrielle Cooper's Silky Terrier, spent the day running from one team to the next supervising volunteers as they dug holes and anchored trees.



Earth Day events cover west county

Friday, April 17, 2009

The Hillsboro Argus

West Washington County will host several events in conjunction with Earth Day April 22.

The 20th annual SOLV IT event takes place from 9 a.m. until 1 p.m. Saturday at over 100 sites in the Portland metropolitan area.

Activities include tree planting, roadside litter and illegal dumpsite cleanups, invasive vegetation removal in natural areas, neighborhood cleanups, landscaping in public spaces, and trail maintenance in recreation areas.

Volunteers can find both SOLV IT details and online volunteer registration forms for events around the west county at www.solv.org.

For more, call SOLV at 503-844-9571, ext. 332 to register.

The Tualatin Hills Park and Recreation Nature Park hosts its 11th annual Earth Day celebration from 10 a.m. to 2 p.m. Saturday at 15655 SW Millikan Way in Beaverton.

Along with a full schedule of fun events and informative presentations, the Nature Park Advisory Committee will hold a native plant sale, its largest fundraiser of the year. Proceeds from the sale go directly to Nature Park improvements and programs.

Portland Community College's greenest campus honors Earth Day with a free public event from 9 a.m. to 3 p.m., Saturday, April 25, at PCC Rock Creek, 17705 NW Springville Road.

Events include an invasive plant removal workshop at 9 a.m. in the Environmental Studies Center and wildflower walks starting at 10:30 a.m. A food preservation workshop is scheduled at noon. In addition, there will be tours of the Rock Creek sustainability garden system and its worm-composting bin, along with an all-day farmers market. Children's activities include music and an acrobatic dance troupe.

The Rock Creek Campus brings students and community members together to integrate recycling into the curriculum of several academic programs. Its Loop Program consists of a community vegetable garden fed with the nutrient-rich worm castings produced by the composting.

Vegetables grown from the closed-loop community garden are harvested for the cafeteria and the Oregon Food Bank.

The campus uses compostable flatware made of corn products, and plans are in place to begin composting post-consumer foods, plates and utensils by Earth Day.

For more on Rock Creek's Earth Day, call 503-614-7261.

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Park district begins implementation of bond projects at Sunset Swim Center

Implementation of Parks Bond Measure 34-156 is officially under way with a large restoration project at Sunset Swim Center.

Bourke Construction, a contractor for the Tualatin Hills Park and Recreation District, is busy repairing the air circulation tunnel at Sunset, an indoor pool located at 13707 N.W. Science Park Drive next to Sunset High School.

The air tunnel, made of concrete, is located under the pool deck and encircles the pool. Its purpose is to supply warm air to the pool area for swimmers and spectators. Due to corrosion, the tunnel has slowly deteriorated during the 49-year life of the swim center and must be replaced.

Repairs are expected to take about two months, during which the pool will be closed to the public.

"We regret the temporary inconvenience, but this project will ensure structural integrity and a continued safe environment for our Sunset patrons well into the future," said Doug Menke, general manager of the park district. "We look forward to project completion and reopening the pool June 1 in time for the busy summer season."

The \$275,000 project is part of a \$100 million bond measure passed by voters last November. Other bond-funded work scheduled for Sunset Swim Center will include a seismic upgrade and parking lot improvement. Timetables for that work are being developed.

The bond measure will also fund land acquisition and dozens of improvement projects focused on parks, trails, natural area preservation, athletic fields, expansions of the Elsie Stuhr Center and Conestoga Recreation and Aquatic Center, and replacement and rehabilitation of aging facilities.

Coed sand v-ball league coming up

Tualatin Hills Park & Recreation District will be offering a Coed Sand Volleyball League this summer.

The sand volleyball league is designed for a fun game of volleyball in the sand on summer evenings.

Information on registration procedures, fees and league structure can be found at www.thprd.org.

Team rosters are due on May 8. If you are looking for a team to join, call the Sports office to put your name on an interest list.

For more information, call Leslie Mundt at the THPRD Sports office at 503-629-6330.