

River Plan/South Reach Discussion Draft Open House – November 2, 2019

Summary Notes

Location: Center for Equity and Inclusion

About 55 people attended the Discussion Draft open house, which featured 5 display stations: 1) Project Aspirations and Urban Design Concept, 2) Watershed Health and Resilience, 3) Tribal Engagement and Collaboration, 4) Riverfront Communities and 5) Recreation and Scenic Resources. There was also a table with information on the Environmental Overlay Zone Map Correction Project, another Bureau of Planning and Sustainability (BPS) project. Each display station had boards with information that displayed future aspirations by topic and how key draft plan recommendations help achieve each goal. Some stations had maps that illustrated additional information and/or recommendations. Each station had a chart pack and sticky notes were available for participants to share their comments. Comment cards were also available for participants to share their thoughts with project staff.

Below are the comments received from the 11/2/19 open house event. The comments are organized by topics. At the end of this summary are participant comments submitted on comment cards.

Project Aspirations, Urban Design Concept and Design Guidelines and Standards

- How are the proposed guidelines and standards within the Macadam Plan District addressing flooding and seismic issues?
- Please consider utilizing existing roadways to provide connection from the Brooklyn Neighborhood to the riverfront.
- How is the river transit intended to be used? Is it for commuter or mainly scenic trips?
- The viewpoint that is located between the Oaks Bottom Wildlife Refuge and the Oaks Amusement Park needs to be rotated to face the Wildlife Refuge.
- The proposed Greenway trail along SE Linn St and SE Grand Avenue should coordinate with plans for the PBOT Portland Trails Project.
- Please consider that Bybee is not a safe connection for bikes.

Watershed Health and Resilience

- Please consider the importance of groundwater input and hyporheic processes in the restoration of shallow water habitat.
- Identify, protect and enhance cold water refugia, including tributaries. Restore access to cold water tributaries.
- Restore groundwater seeps/springs.
- Ask your upstream neighbor, the City of West Linn, and landowners (e.g., PGE/WES, Clackamas County) about potential toxic pollution from aging aerated stabilization basins (ASB) used by paper mills historically and basically now abandoned.
- Residents of Miles Place neighborhood concerned about pesticide use in Willamette Park! Eliminate.

Tribal Engagement and Collaboration

- Please include tribal members in sensitivity map development and continue to build trust across communities.
- Could a budget be provided to let the Indigenous peoples have a position of leadership in the overall plan of “How to...” implement the “plan”?

Riverfront Communities

- Brooklyn Riverfront Access
 - Lack of definite access to the river from Brooklyn neighborhood is not only a broken promise but a social injustice. Brooklyn is the lowest income, most diverse neighborhood in the plan.
 - Brooklyn access? Shared access road with Ross Island Sand and Gravel, on weekends/after hours: gated road/path?
- Public Transit
 - Transit to and from downtown needs attention. #35 bus only stops at Sellwood Bridge sometimes during rush hour. People who work in Sellwood have primarily neighborhood parking options and those are dwindling. Private rail as public transit? Ferry?
 - Buses shouldn't be stuck behind cars. Add bus lanes, queue jumps, especially at Ross Island and Sellwood bridgeheads. Yes!
- Big problem – traffic congestion during peak hours on both sides of the Sellwood Bridge.
- Greenway Trail Usage
 - Please consider widening, striping and signing the path through the John's Landing area.
 - In the 3 years I have lived on the river path, ped/bike travel has increased exponentially! Take fast bikes off the path and put them on Macadam. Not on the streetcar/trolley right-of-way. Too dangerous for riverfront residents.
 - Please keep the sight lines on the bike path clear. It is too busy and bikes are always traveling too fast (and scooters and electric bikes) in the midst of walkers, runners and dog walkers. There are a lot of close calls now – if we can't see each other, people will get hurt.
 - Widen bike trail! Slower bikes!
- I really like the westside bike/ped connection from SW Portland to Lake Oswego. Thank you!
- Trolley horns/lights needed at crossing by SW Pendleton St. **Agree!! Danger!

Recreation and Scenic Resources

- Oaks Bottom Natural Area: bluff side trail should not allow dogs, even on-leash, because they frighten wildlife.
- Consider geomorphic processes that create and sustain viewpoints, especially bluff erosion, and set infrastructure back to avoid conflicts (having to harden slopes/stop natural processes to protect built structures).
- Viewpoint at SW Pendleton St (SR-SW03) should be defined as an existing viewpoint. A bench is already provided there.
- SE Linn Street should have a floating dock in the river.

- Fenced dog park in Sellwood Park above Springwater among trees would be lovely and might allow making river dog park to be eliminated as unleashed area. (It's a muddy useless mess in the winter anyway.)
- Springwater Corridor should be primary off-street route for bikes and peds. This should be supplemented by a network of parallel neighborhood trails. (+1)
- Connection shown on SE 9th between Springwater and Ochoco should be moved to Grand Ave right-of-way between Marion and Ochoco. SMILE has already submitted this to PBOT through the Neighborhood Parkways program.
- For off-street bike/ped trails to succeed, they need complementary neighborhood greenways/lanes. These can lead to the trails, and also balance the pressure on the trails by providing safe, direct connections within neighborhoods. Even though most potential bike/ped corridor improvements (aside from trails) are outside the plan boundaries, the plan should acknowledge and support these improvements as necessary for the plan to succeed.
- Incorporate Sellwood Park in to the proposed Oaks Park Complex study and consider a full-service community center at the lower terrace of Sellwood Park.
- Need a meeting with SW Miles Street residents to address concerns about bicycle speeds and motorized bikes.
- Need to alleviate conflicts on the westside Willamette River Greenway among fast cyclists and others moving more slowly and/or accessing the river.
- Willamette Park – bikes go too fast on multi-use trail through park.

Additional Input Received from Comment Cards

1. There needs to be protection for scenic resources that abut the greenway. Currently, the greenway restrictions over-rule scenic resource protections. When trees in the greenway grow up and obscure the view, the view is abandoned, instead of the trees being trimmed. We either want to protect the views or not.
2. Conflict between greenway and scenic overlay at 13th and Sellwood Blvd, Westmoreland.
3. I am concerned with the safety and security along the greenway river trail. This is a heavily used trail with both residents and visitors frequenting the path. There is a collection of slow walkers to fast bikers and scooter riders, and collisions are becoming more frequent. The path needs to get widened and separating the slow and fast traffic in some form. Additionally, sight lines need to be maintained and improved. Allowing landscaping to proliferate and blocking sightlines is dangerous and will be more so as the population increases.

Additionally, the lawn area just above Pendleton beach (today has one park bench) is an idyllic spot to enjoy river views. On July 4th a good group of folks gathered there to watch the Oaks Park fireworks. We would love for these views not to be blocked by trees and other tall landscaping.

4. Likes: Desire to improve river access and recreation opportunities. Engagement of local native tribes in plan. Desire to improve health/water quality of river.

Concerns: Bike trail between Spaghetti Factory/Miles Court is extremely busy. Very concerned that mandated growth along this section of trail will lead to accidents between bikers/peds as well as homeless camps. Safety is huge, please do not forget that there are residences along this section, as well as regular trail users whose safety could be compromised by a blanket solution.

5. Create and fund a study for Brooklyn river access. ASAP – it's long overdue and been repeatedly promised. Concrete plans should be established, prioritized and funded once a study is complete. Area without direct river access – this plan can't be seen as a success until that's corrected!
6. Brooklyn river access should be farther along, Sand and Gravel versus causeway by Ross Island Bridge.
7. Cyclists on the Sellwood Bridge should be required to have physically protected separation from motor vehicle traffic. Get cars away from bikes.
8. Cyclists on the Sellwood Bridge should be required to use the bike lanes on the bridge and not the sidewalk. Get bikes off the sidewalk.