



July 24, 2016

TO: City of Portland, Planning & Sustainability Commission

FROM: 40 Mile Loop Land Trust

RE: Comprehensive Plan Trails Map

The 40 Mile Loop Land Trust is a non-profit volunteer organization that has been working on creating and implementing the vision of a regionally-connected recreational trail system for more than 35 years. We have a history of working collaboratively with the City of Portland, primarily with Parks & Recreation but also with the Office of Transportation and the Bureau of Planning. We appreciate being able to provide input into the Comprehensive Plan process from our board members' 188 years of collective trails experience.

Attached to this letter is our detailed review of the currently proposed Comp Plan Trails Map. Our input is organized by 'reach' of trail and specific comments are identified by trail segment numbers.

Our specific comments fall into 4 categories:

- Support the action (proposed Comp Plan addition, removal, no change)
- Oppose the action (with rationale)
- Oppose the action (with an alternative and rationale)
- Propose an action not included in the Comp Plan (with rationale)

When the stars were originally placed on the Comp Plan map, every trail designation was hard-earned, and each trail designation deserves serious consideration before being proposed for removal. One lesson our decades of experience has taught us: **Until you have the trail easement you don't have a trail.** When new alignments are proposed to replace old alignments, the 40 Mile Loop recommends that both alignments remain designated until easements are acquired and the trail connection is actually built.

In addition to our specific comments, we offer some general considerations. Should the trails map show the proposed Green Loop and other proposed downtown trails? Would the trails map be more understandable if connectivity with trails outside of the City's jurisdiction was shown?

We realize that evaluating our comments may require an extension of the Comp Plan process time line. We are willing to meet and work diligently with City staff to incorporate this input from the 40 Mile Loop Trust Board Members in order to make the Comprehensive Trails Plan best serve the city for the next 20 years.

Sincerely Submitted,

p.p. Jessie Maran, Secretary
40 Mile Loop Land Trust Board

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Citywide							
Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
Citywide							<p>WILLAMETTE GREENWAY: In general, industrial zoning along the Willamette River frequently precludes a waterfront trail. However, some industrial uses are not river dependent and in these cases a waterfront greenway trail should be considered and allowed when feasible. An example is Wacker Sitronics in NW Portland. There a trail was built in the 1980's but, oddly, was never opened to the public. There are more examples on both sides of the River (such as some properties on Swan Island and Benz Springs in SW). In addition, there are river-dependent uses that are not incompatible with a riverfront greenway trail. Examples include boat moorages and landings seen in public parks including Willamette Park, Cathedral Park, and Tom McCall Waterfront Park.</p>
Citywide							<p>WILLAMETTE GREENWAY: When land along the Willamette River is taken out of industrial use, as a condition of the required accompanying zone change, a waterfront trail should always be added. This imperative needs to be included in the City's comprehensive plan, if not on a map, then in the narrative.</p>
Citywide							<p>TRAILS OUTSIDE CITY LIMITS: The 40 Mile Loop questions the removal of the trail from the City-owned Springwater Corridor east of SE 23rd Avenue, the odd-looking gaps in NW Portland at the end of the Wildwood Trail, and in NE Portland on the Banfield Trail (think in City of Maywood Park). Rather than show these areas as mysterious gaps, we propose that they be included using another color and with proper notation. In our view, there is great value in showing a complete system on Portland's Comprehensive Plan and avoiding confusion about unexplained gaps.</p>
Citywide							<p>CONNECTIVITY OF TRAILS TO NEIGHBORHOODS and TO OTHER SIGNIFICANT TRAIL SYSTEMS: The 40 Mile Loop supports strong, safe connectivity of trails to neighborhoods and to other major recreational trails. Many of these linkages that have been shown on past City Comprehensive Plans are now proposed for removal. This is especially the case in N and NE Portland where removal of several linkages to the Columbia Slough and Marine Drive trail systems are proposed. We have concerns about the proposed removals. In addition, there are other needs for connectivity. For example, Brooklyn Neighborhood in SE Portland has long sought a safe link to the Willamette Greenway. (A former Mayor is said to have promised one.) We don't understand the thinking behind removing and not including additional needed connections.</p>
Citywide							<p>PRIVATE PROPERTY: The reality of completing an extensive system of major trails does include working with private property owners. Easements across private property are already in place in many areas. The 40 Mile Loop believes that an indication of a proposed trail crossing private property does not mean that the City intends to take property. It simply conveys the reality that an alignment that crosses a private parcel is considered to be the most usable and safe of all potential alignments and is recommended in the long term. The City's record in these instances is a record of fairness and extreme patience.</p>

Westside							
Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
SW	HOYT ARBORETUM, COUNCIL CREST, MARQUAM NATURE PARK: The 40 Mile Loop supports nearly all of the alignments shown that link Hoyt Arboretum to Council Crest and Council Crest to Marquam Nature Park. These appear to be a more accurate rendering of existing trails in this area. We do oppose the removal of segments in the Marquam NP area that have traditionally been included in the 40 Mile Loop and on previous editions of the Comprehensive Plan. These are some of the earliest, hard-earned segments of the 40 Mile Loop resulting from the work of our founder, Barbara Walker. In addition we call for the completion of a link from the Marquam Trail to Duniway Park at Terwilliger Blvd.						
SW	2643	south end of Hoyt Arb. to SW Patton	removal	inaccurate alignment of existing trail replaced by accurate alignment	support		
SW	2517	Marquam Trail at Hoyt Arb. from VVOMF to private easement	addition on public property	more accurately shows existing trail; southern portion replaces north portion of 2843	support		
SW	2873	Hoyt Arb. to SW Patton	addition on private property	more accurately shows existing trail; replaces south portion of 2843	support		
SW	2334	Wildwood Trail at Hoyt Arb. from VVOMF to Pittock	addition on public property		support		
SW	2872	SW Patton to top of Council Crest	addition on public property		support		
SW	2514	top of Council Crest to Marquam NP	addition on public property		support		
SW	2645-2651	Marquam Trail from Council Crest to SW Sherwood Drive	removal from public & private	?	oppose	Historic Linkage: Also needs a more accurate rendering of existing Marquam Trail on public property & public R.O.W..	
SW	XXXX	Marquam Trail from SW Sherwood Drive to SW 14th & Gibbs			ADDITION	Historic Linkage: This long and critical section of existing Marquam Trail should be added.	
SW	2507	Marquam Trail from SW 14th & Marquam Hill Road to Terwilliger Blvd.	no change - keep on map		support		Upper and lower portions of this segment do not appear to align with existing trail.
SW	2654-2656	incomplete connection between Marquam Trail in Marquam NP and Terwilliger & Duniway Park	removal from public property	?	oppose	Retain on map. Extend to Terwilliger Blvd. and extend via Shelter Trail to Marquam Trail in Marquam NP.	
NW	FOREST PARK AREA: We applaud the repositioning of 40 Mile Loop trails in Forest Park to more accurately reflect the actual locations of Leif Erikson and Wildwood. However, the 40 Mile Loop is nothing without connectivity. It seems very odd to us that connectivity to and from Forest Park is weakened by the proposal and that obvious opportunities to strengthen connectivity have been overlooked. We strongly recommend the addition of connecting links toward the US Highway 30 bike paths and sidewalks in 3 locations: NW Saltzman Road (from Skyline Blvd.), NW Springville Road (from Skyline Blvd.), and Ridge Trail (from Wildwood to NW Bridge Ave.). And for the same reason, we oppose the removal of trail segments from NW Bridge Avenue, the St. Johns Bridge, and from NW Thurman (NW 27th to NW Naito Parkway).						
SW, NW	2533	Hoyt Arb. Existing Wildwood Trail into Forest Park just beyond Chestnut Trail.	addition on public property		support		
SW	2534	Hoyt Arb. Existing Wildwood Trail to LTR station in parking lot	addition on public property		support		
NW	2557	Forest Park existing Wildwood Trail from Chestnut Trail to NW Saltzman Road	addition on public property		support		Appears that some minor alignment discrepancies exist
NW	2576	Forest Park existing Wildwood Trail from NW Saltzman Road to city limit approaching NW Newberry Road	addition on public property		support		

Westside							
Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
NW	2619	north end of Forest Park on existing Wildwood Trail near Newberry Road	addition on public property		support		
NW	2543	NW 28th & Thurman via Thurman to Leif Erikson to NW Germantown	addition on public property		support		
NW	XXXX	Forest Park NW Saltzman Road to NW St. Helens Road	addition on public property		ADDITION	This a good existing route to link to St. Helens Road.	
NW	XXXX	Forest Park NW Springville Road to St. Johns Bridge Ramp (NW Bridge Ave.)	addition on public property		ADDITION	This is another existing route to link Leif Erikson and Wildwood Trail to St. Helens Road.	
NW	XXXX	Forest Park Ridge Trail from Wildwood Trail to St. Johns Bridge ramp (NW Bridge Ave.)	addition on public property		ADDITION	Ridge Trail was constructed less than 10 years ago with the intention of providing this 40 Mile Loop link to the St. Johns Bridge and the Willamette Greenway.	
NW	2819	NW Bridge Avenue	removal from public property	?	oppose		
NW	2820	NW Bridge Avenue	removal from public property	?	oppose		
NW	2817	St. Johns Bridge	removal from public property	?	oppose	The St. Johns Bridge is a critical link for the 40 Mile Loop and the Willamette Greenway Trails on both sides of the River.	
NW	2818	St. Johns Bridge	removal from public property	?	oppose	"	
NW	2801	St. Johns Bridge	removal from public property	?	oppose	"	
NW	2798	St. Johns Bridge	removal from public property	?	oppose	"	
NW	2802	St. Johns Bridge	removal from public property	?	oppose	"	
NW	2804	St. Johns Bridge	removal from public property	?	oppose	"	
N	numerous	St. Johns Bridge connections to Willamette Greenway on east side of River.	removal from public property	?	oppose	Why remove this links to the Willamette Greenway on the east side of the St. Johns Bridge?	The only "trouble spot" is between NW 19th Ave. & NW 20th Ave. and there is ample right-of-way available to make this connection work.
NW	2635, 2636, 2637	NW Thurman from NW 27th to NW 15th	removal from public property	?	oppose	Why remove this link between Forest Park and the Willamette Greenway?	
NW	XXXX	From NW 15th (see above) across NW Naito Pkwy / Front Ave. to Willamette Greenway Trail	addition on public property		ADDITION	Completes link between Forest Park and the Willamette Greenway.	
SW	2856	Red Electric alignment	addition on private property		support		
SW	2290	Red Electric alignment	addition on public property		support		
SW	2288	Red Electric alignment	addition on public property		support		
SW	2859	Red Electric alignment	addition on public property		support		
SW	RED ELECTRIC ALIGNMENT: The former Red Electric alignment in SW Portland is Portland's best opportunity to provide an east-west connection from the Willamette Greenway & downtown Portland to the Fanno Creek trail system operated by Tualatin Hills Park & Recreation District. Many of the obvious segments are now proposed as additions to the Comp Plan Trails Map and we strongly support that. The proposal does fail to include a strong connection to the Greenway and to downtown on the east end of the alignment and this oversight should be corrected.						

Westside							
Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
SW	2858	Red Electric alignment	addition on private property		support		
SW	2497	Red Electric alignment	addition on public property		support		
SW	2287	Red Electric alignment	addition on public property		support		
SW	2493	Red Electric alignment	addition on public property		support		
SW	2283	Red Electric alignment	addition on public property		support		
SW	XXXX	A safe connection through Hillsdale area for bicyclists to Willamette Greenway and to downtown Portland, location TBD	additions on public and property		ADDITION		
SW	2286	SW Slavin & SW Corbett	addition on public property		support		
SW	GEORGE HIMES PARK TO WILLAMETTE GREENWAY: The 40 Mile Loop supports the historic linkages from SW Terwilliger to the Willamette Greenway and welcomes additional linkages.						
SW	XXXX	<u>Historic Linkage</u> . Existing trail from SE Terwilliger to a junction with segment 2486.			ADDITION		
SW	2486	Terwilliger at George Himes Park to Willamette Greenway (upper)	addition on public property		support		
SW	2484	<u>Historic Linkage</u> . Terwilliger at George Himes Park to Willamette Greenway (middle)	addition on public property		support		
SW	2481	<u>Historic Linkage</u> . Terwilliger at George Himes Park to Willamette Greenway (lower)	addition on public property		support		
SW	TERWILLIGER TRAIL: We strongly support including the Terwilliger Trail on the Comp Plan Trails Map. This scenic north-south connection is important for recreationalists and commuters. Along with the Willamette Greenway Trail on the River, the Terwilliger Trails offers the safest north-south connection from the south edge of Portland to downtown.						
SW	2506	Terwilliger Parkway Trail (existing - north of SW Barbur Blvd.)	addition on public property		support		
SW	2485	Terwilliger Parkway Trail (existing - north of SW Barbur Blvd.)	addition on public property		support		
SW	2515	Terwilliger Parkway Trail (existing - north of SW Barbur Blvd.)	addition on public property		support		
SW	2519	Terwilliger Parkway Trail (existing - north of SW Barbur Blvd.)	addition on public property		support		
SW	2522	Terwilliger Parkway Trail (existing - north of SW Barbur Blvd.)	addition on public property		support		
SW	2642	Terwilliger Parkway Trail (south)	addition on public property		support		
SW	2861	Terwilliger Parkway Trail (south)	addition on private property		support		
SW	2862	Terwilliger Parkway Trail (south)	addition on private property		support		
SW	2439	Terwilliger Parkway Trail (south)	addition on public property		support		
SW	2237	Terwilliger Parkway Trail (south)	addition on public property		support		
SW	2433	Terwilliger Parkway Trail (south)	addition on public property		support		
SW	WILLAMETTE GREENWAY (SW): A parallel trail system is ultimately needed along the Willamette Greenway in SW Portland. The number of recreational and commuter users is already high and will be higher still when the entire system is completed (meaning all of South Waterfront, a strong Sellwood Bridge connection, and a trail to Lake Oswego). Large numbers of higher speed commuters combined with recreational strollers is not always a happy mix. Therefore, the 40 Mile Loop supports retention of all current trail alignments in the Willamette Greenway in SW Portland, and proposes the addition of the entire length of the Willamette Shore Trolley to the City's Comprehensive Plan Trails map. An exception may be the proposed abandonment of some trail segments around the mouth of Stephens Creek, an environmentally sensitive area.						
SW	2704	Willamette Greenway immediately north of Willamette Park	removal from private property		oppose		This segment is needed to mitigate a "blind corner" at south end of condos.

Westside							
Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
SW	XXXX	Willamette Shoreline Trolley alignment from downtown Portland through Powers Marine Park (to south City Limit.)	addition on public property		ADDITION		
SW	2254, 2253, 2442, 2836, 2701 and others	Trail segments on Sellwood Bridge and its west and east end connections.			??? Hard to know ???		Map should first accurately reflect the new ramps and routes connecting to trails on both sides of the River and should also allow the under-passage of a Shoreline Trolley alignment to the south City Limit on the west side.
NE		SULLIVAN'S GULCH / BANFIELD TRAIL: The 40 Mile Loop strongly supports the addition of the Sullivan's Gulch Trail parallel with Interstate 84 in NE Portland. This alignment will be a very important connection of the I-205 Bikeway & BANFIELD Trail to the Eastbank Esplanade / downtown Portland with access links to and from residential areas near the alignment. When completed, it will have user numbers similar to the Springwater Corridor and the Eastbank Esplanade.					
SE		Springwater Corridor east of SE 23rd Avenue where the trail "dips" south of the City Limit.					As suggested above, show all routes that run outside the City Limits in another color with a notation that the City has no land use jurisdiction.
SE	2837	Link between Brooklyn neighborhood and Springwater Corridor	removal		oppose		This link between the Springwater Corridor and Brooklyn neighborhood is important to retain.
SE		Existing stairway southward off the east side of the Burnside Bridge. Also extends southward to junction with designated trail (approx. SE Ash).					This is an important link between Burnside Bridge & eastside neighborhoods and the Eastbank Esplanade.
SE	XXXX	Link on SE 17th Ave. between Springwater Corridor and Milwaukie's Trolley Trail.	addition on public property		ADDITION		The Trolley Trail, currently under construction, will stop 1 block short of connecting to the Springwater Corridor. This connection must be shown.
SE	XXXX		addition on public property		ADDITION		
SW		SW TRAILS: The 40Mile Loop applauds the efforts of SW Portland citizens to include what appears to be the entire system of SW Trails in the City's Comprehensive Plan. However, since the rest of the City looks impoverished by comparison, it may beg the question of whether bike boulevards and significant walkways should be added in the long term on a City-wide basis.					
Downtown		DOWNTOWN CONNECTIONS: It seems odd that some trails lead to downtown but don't actually get into downtown. Why isn't there a north-south connection using the park blocks? Why isn't there an east west connection on SW Salmon? Terwilliger Trail stops abruptly at SW Sheridan, but could connect to the South Park Blocks, and SW Trails segment 2657 could extend another block to SW Salmon. SW Salmon could connect Wildwood Trail in Washington Park to the Willamette Greenway & Tom McCall Waterfront Park. Why aren't the Hawthorne Bridge and the Tilikum Crossing included as links between the east and west Willamette Greenway Trails? The 40 Mile Loops proposes a couple of "low hanging fruit" as immediate additions.					
SW	XXXX	Hawthorne Bridge and connections to Willamette Greenway on east and west sides of River.	addition on public property		ADDITION		Important link between east and west Willamette Greenway Trails

Westside							
Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
SW	XXXX	Tilikum Crossing and connections to Willamette Greenway on east and west sides of River.	addition on public property		ADDITION	Important link between east and west Willamette Greenway Trails	

npGreenway

Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
<p>NORTH PORTLAND GREENWAY: We are happy with the very significant set of additions to the Comp Plan Trails Map that will help make the North Portland Greenway a reality. However, we oppose removals where the exact route is either not certain or has not been secured. Until such time a preferred route is secured, we believe it best to keep viable options open. See our specific comments below to see where this applies. In addition, we strongly support the addition of the BNSF Railroad Bridge crossing over the Willamette and we strongly oppose the removal of the St. Johns Bridge. We support an additional route on North Basin Avenue. We support a trail alignment into Willamette Cove recommended by Parks in 2009. We support an alignment through Baltimore Woods and offer technical adjustments for an existing trail alignment in Pier Park.</p>							
N	2710	Former Thunderbird Hotel/Paul Allen Prop	no change - keep on map		support		
N	2907	From waterfront to Interstate toward Laramie	addition on private property		support		
N	2318	From Interstate on grassy land between Interstate and Larrabee North under flyover back to Interstate	addition on public property		support		
N	2711a	On Broadway Bridge From railroad tracks to Larrabee	removal from public property		support		
N	2711b	Larrabee and North past flyover back to Interstate	removal from public property	?	oppose		
<p>Lower Albina: Keep alternatives through Lower Albina and North of Rose Quarter until one of the options is built. We need to keep our options open in these locations.</p>							
N	2712	Lower Albina Alternatives	removal from public		oppose		
N	2713	Lower Albina Alternatives	removal from public property		oppose		
N	2715	Lower Albina Alternatives	removal from public property		oppose		
N	2821	Lower Albina Alternatives	removal from public property		oppose		
N	2822	Lower Albina Alternatives	removal from public property		oppose		
N	2823	Lower Albina Alternatives	removal from public property		oppose		
N	2824	Lower Albina Alternatives	removal from public property		oppose		
N	2825	Lower Albina Alternatives	removal from public property		oppose		
N	2826	Lower Albina Alternatives	removal from public property		oppose		
N	2338	Cement Road to Swan Island	no change - keep on map		support		

npGreenway

Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
N	2718	Going Street area Loop	removal from public property		oppose	Need to connect on N Basin between N Anchor and N Emerson	
N	XXXX	N Basin from N Anchor to N Emerson	new addition to public property		ADDITION	Need to connect on N Basin between N Anchor and N Emerson for faster commuter cyclists and more direct walking route for pedestrians to and from Overlook Bowl	
N	2377	Around Bluff below U of Portland	addition on private property		support		
N	2788	In front of U of Portland on Willamette	removal from public property		support		
N	2789	In front of U of Portland on Willamette	removal from public property		support		
N	2792	In front of U of Portland on Willamette	removal from public property		support		
N	XXXX	BNSF Railroad Bridge from McCormick & Baxter under BNSF along UPRR toward Willamette Cove	new addition to private property	don't know why this was not added? It was part of the River Plan North Reach and the npGREENWAY Vision which City Council supports	ADDITION	This is analogous to the Steel Bridge Pedestrian path cantilever facility. It is needed as a connection to Walker Siltronic West Willamette Greenway and Forest Park. Also has potential to create a North Portland/St Johns Loop like Esplanade downtown	
N	2915	from BNSF R.O.W. into Willamette Cove	new addition to public property		support		
N	2916	from BNSF R.O.W. into Willamette Cove	new addition to public property		support		
N	2719	along UPRR R.O.W. through Willamette Cove	no change	old existing route along railroad is less difficult than cleaning up Willamette Cove? And avoids wildlife conflict concerns?	oppose	This alignment needs to follow the alignment that is in the PPR Study completed in the Summer of 2009. Willamette Cove will be cleaned up enough to support a trail through this area and the public deserves to see this beautiful eco-system up close.	

npGreenway

Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
N	2799	St Johns Alternatives On Street	removal from public property		support		
N	2806	St Johns Alternatives On Street	removal from public property		support		
N	2805	St Johns Alternatives On Street	removal from public property		support		
N	2807	St Johns Alternatives On Street	removal from public property		support		
N	2800	St Johns Alternatives On Street	removal from public property		support		
N	2795	St Johns Alternatives On Street	removal from public property		support		
N	2803	St Johns Alternatives On Street	removal from public property		support		
N	2812	St Johns Alternatives On Street	removal from public property		support		
N	2811	St Johns Alternatives On Street	removal from public property		support		
N	2804	St Johns Alternatives On Street	removal from public property		support		
N	2802	St Johns Alternatives On Street	removal from public property		support		
N	2796	St Johns Alternatives On Street	removal from public property		support		
N	2797	St Johns Alternatives On Street	removal from public property		support		
N	2810	St Johns Alternatives On Street	removal from public property		support		
N	2809	Edison to Reno on Street	removal from public property		support		
N	2398	Decatur through Baltimore Woods to Reno	new addition to public property		support	Baltimore Woods is Critical	

npGreenway

Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
N	2911	Baltimore Woods through Crown Cork & Seal	new addition to private property	? Different from North Reach and npGREENWAY VISION plan. Those plans keep trail on south side of Crown Cork and Seal. Suspect change to North side of CCS&S is to avoid trail section on Lombard from N Weyerhaeuser to N Bruce Avenue	support with comments	Perhaps a pedestrian trail through the forested area of Baltimore Woods would be a good addition. Could keep the orthogonal trail on the property edge as shown for bicycles and skateboards (round off corners to a workable radius-- great access point for skateboarders to skate park)	
N	2910	N Bruce to Pier Park	new addition to public property		support		
N	2613	Pier Park to Pier Park to Chimney Bridge	no change		oppose	This segment needs to be removed and realigned to show actual trail that was built around other side of softball fields	
N	2415	Pier Park to Pier Park to Chimney Bridge	no change		oppose	This segment needs to be removed and realigned to show actual trail that was built around other side of softball fields	
N	2616	Pier Park to Pier Park to Chimney Bridge	no change		oppose	This segment needs to be removed and realigned to show actual trail that was built around other side of softball fields	
N	2419	Chimney Park	no change		support		
N	2720	Landfield Road	no change		support		
S	2244	Spingwater	New				The link between SE 13th and SE 19th needs to be connected and a connection south along SE 17th to the Trolley Trail.
S		3 Bridges	new addition to public property		ADDITION	Need to show the existing 3 bridges section of the Sprinwater between segments 2245 and 2247	

npGreenway

Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
S	2684	SE Johnson Creek Blvd	removal from public property	Outside Portland City Limits	oppose	The existing segments of trail the run just outside of the City limits need to be shown in a different color to show overall conductivity of the system.	
S	XXXX	SE 73rd Ave	new addition to public property	None	ADDITION	Need to show the existing section of the Sprinwater between segments 2684 and 2458	
S	2698	I-205	new additional in public right-of-way		support		This segment is currently in place.
S	2459	I-205	new additional in public right-of-way		support		This segment is currently in place.
S	2453	I-205	new additional in public right-of-way		support		This segment is currently in place.
S	XXXX	I-205	new addition to public property	None	ADDITION		Need to show that trail continues to south outside City limits from 2453
S	XXXX	SE Mt Scott Blvd	new addition to public property	None	ADDITION		Need to show that trail continues to south outside City limits from 2255
S	XXXX	SE Vradenburg Road	new addition to public property	None	ADDITION		Need to show that trail continues to south outside City limits from 2243
S	XXXX	Springwater	new addition to public property	None	ADDITION		Need to show that trail continues to east outside City limits from 2490

Springwater Corridor

Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
N	2810	St Johns Alternatives On Street	removal from public property		support		
N	2809	Edison to Reno on Street	removal from public property		support		
N	2398	Decatur through Baltimore Woods to Reno	new addition to public property		support	Baltimore Woods is Critical	
S	2244	Springwater	New		support		The link between SE 13th and SE 19th needs to be connected and a connection south along SE 17th to the Trolley Trail.
S		3 Bridges	new addition to public property		ADDITION	Need to show the existing 3 bridges section of the Sprinwater between segments 2245 and 2247	
S	2684	SE Johnson Creek Blvd	removal from public property	Outside Portland City Limits	oppose	The existing segments of trail the run just outside of the City limits need to be shown in a different color to show overall conductivity of the system.	
S	XXXX	SE 73rd Ave	new addition to public property	None	ADDITION	Need to show the existing section of the Sprinwater between segments 2684 and 2458	
S	2698	I-205	new additional in public right-of-way		support		This segment is currently in place.
S	2459	I-205	new additional in public right-of-way		support		This segment is currently in place.
S	2453	I-205	new additional in public right-of-way		support		This segment is currently in place.
S	XXXX	I-205	new addition to public property	None	ADDITION		Need to show that trail continues to south outside City limits from 2453
S	XXXX	SE Mt Scott Blvd	new addition to public property	None	ADDITION		Need to show that trail continues to south outside City limits from 2255
S	XXXX	SE Vradenburg Road	new addition to public property	None	ADDITION		Need to show that trail continues to south outside City limits from 2243

Springwater Corridor

Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
S	XXXX	Springwater	new addition to public property	None	ADDITION		Need to show that trail continues to east outside City limits from 2490

Marine Drive Trail

Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
	<p>MARINE DRIVE TRAIL: We are very pleased with the alignments shown on the proposed Comp Plan Trails Map. However, we do caution that the alignment near NE 13th Avenue is tricky with several unresolved issues regarding exact placement. In addition, we are opposed to the removal of many north-south segments that serve as important connecting routes to adjacent neighborhoods. Why build a system if you can't get there?</p>						
NE	2353	Marine Dr @ NE 185th	no change		support		
NE	2561	Marine Dr	no change		support		
NE	2352	Marine Dr	no change		support		
NE	2562	Marine Dr @ 122nd	no change		support		
NE	2955	Marine Dr	new addition on Private property		support		
NE	2956	Marine Dr	new addition on Public property		support		
NE	2375	Marine Dr @ 112nd	new addition on Private property		support		
NE	2579	Marine Dr @ I-205	no change		support		
NE	2727	Marine Dr under I-205	no change		support		
NE	2582	Marine Dr to Broughton Beach	no change		support		
NE	2757	Marine Dr on Shoulder	remove	clean up - trail is built along river	support		
NE	2756		remove		support		
NE	2755		remove		support		
NE	2751		remove		support		
NE	2749		remove		support		
NE	2750		remove		support		
NE	2748		remove		support		
NE	2744		remove		support		
NE	2752		remove		support		
NE	2753		remove		support		
NE	2743		remove		support		
NE	2745		remove		support		
NE	2747		remove		support		
NE	2746		remove		support		
NE	2728	Broughton Beach grade crossing Marine Dr	no change		support		
NE	2401	Marine Dr under 33rd Dr	no change		support		
NE	2605	Marine Dr along Golf Course	no change		support with comments	This is a unbuild tricky part of the Marine Dr Trail. This is the original designation. Is the alignment specific enough?	

Marine Drive Trail

Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
NE	2403	Marine Dr Trail on Bridgeton Road	no change		support		
NE	2606		no change		support		
NE	2407		no change		support		
NE	2408		no change		support		
NE	2607		no change		support		
NE	2409		no change		support		
NE	2609		no change		support		
N	2410		no change		support		
N	2610		no change		support		
N	2411		no change		support		
N	2412		no change		support		
N	2612		no change		support		
N	2413	End Trail on Bridgeton Road	no change		support		
N	2615	Start Bridgeton Trail	no change		support		
	2729	New Connector	new addition on Private property	The way trail connects without CRC	support		
	2414	Cross N Anchor Way	new addition on Public property	The way trail connects without CRC	support		
	2614	Hook up to ODOT Intersection Sidewalk	new addition on Private property	The way trail connects without CRC	support		
	2416	ODOT intersection Sidewalk	no change		support		
	2418	Marine Dr @ Expo	no change		support		
	2421	Marine Dr @ Expo	no change		support		
	2724	Marine Dr @ Expo	new addition on Public property	Clean up - Trail is already constructed	support		
	2620	Marine Dr @ Heron Moorage	new addition on Private property	Clean up - Trail is already constructed	support		
	2422	Marine Dr @ Utility crossing	new addition on Public property	Clean up - Trail is already constructed	support		
	2623	Marine Dr @ Diversified Marine Storage	new addition on Private property	Clean up - Trail is already constructed	support		
	2427	Marine Dr @ Utility crossing	new addition on Public property	Clean up - Trail is already constructed	support		
	2624	Marine Dr @ Diversified Marine Storage	new addition on Private property	Clean up - Trail is already constructed	support		
	2426	Marine Dr under Railroad bridge	new addition on Public property	Clean up - Trail is already constructed	support	Railroad owned property is public?	

Marine Drive Trail

Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
	2723	Northern Terminus of Peninsula Crossing Trail	no change		support		
	2425	Peninsula Crossing Trail	no change		support		
	2420	Peninsula Crossing Trail connection Marine Dr	no change		support		
	2721	Marine Dr by Bybee	new addition on Public property	Clean up - Trail is already constructed	support		
	2626	Marine Dr Trail Head	new addition on Public property	Clean up - Trail is already constructed	support		
	2627	Marine Dr	new addition on Public property	Clean up - Trail is already constructed	support		
	2628	Marine Dr	new addition on Public property	Clean up - Trail is already constructed	support		
	2630	Marine Dr	new addition on Public property	Clean up - Trail is already constructed	support		
	2631	Marine Dr @ Columbia Slough	new addition on Public property	Clean up - Trail is already constructed	support		
	2632	Columbia Slough	new addition on Public property	Clean up - Trail is already constructed	support		

MLK Connections

Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
<p>Connections: The CRC proposed TWO Exceptional BIKE connections from the new arterial bridge. One to the Vancouver/Williams Corridor and a second connection to the Interstate Corridor. Neither of these formerly high priority connections are shown in the new plan. Instead a new trail is proposed through Delta Park and along Whitaker. This new trail would connect to the Columbia Slough trail and then connect to Interstate or Vancouver-Williams. The trail through Delta Park is a nice addition, but the MLK to Vancouver-Williams needs to remain, too.</p>							
N	2608	Marine Drive Interchange	no change		support		
N	2781	MLK Route	Remove		oppose		
N	2783	Connection to Vancouver/Williams	Remove		oppose		
N	2725	Under MLK	new addition on Public property		support		
N	2396	Through Delta Park	new addition on Public property		support		
N	2785	Along Whitaker the Street	Remove		support		
N	2784	Route Between Whitaker and I-5 remove	Remove		support		
					Question		

Columbia Slough

Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
	<p>COLUMBIA SLOUGH TRAILS: In general, we applaud the effort to realign trails where they already exist on tops of levees, rather than to continue to show alignments in the middle of Columbia Slough. However, the 40 Mile Loop cannot support many of the proposed trail segment removals from the Columbia Slough Trail System. The system's proposed trail alignments have long been documented including the detailed Columbia South Shore Slough Trail Master Plan produced by Parks & Recreation in 1993 and adopted by City Council. There appear to be two significant impacts of the many trail segment removals proposed. A reduction in pedestrian access to natural resource areas along the Slough and a reduction in connectivity with neighborhoods to the south as well as with the Marine Drive Trail to the north. We are willing to hear from City staff to gain an understanding why proposals for removal have been recommended, but we cannot agree with any removals at this time. As with other major trail systems, we particularly oppose removals where an alternative preferred alignment has not been secured. In addition, we do not prefer pedestrian trail alignments along roadways where other, safer alignments are already on the map. See our specific comments below.</p>						
NE	2553	Columbia Slough @ Marine Dr East	no change		support		
NE	2558		no change		support		
NE	2351	Airport way and 138th	no change		support		
NE	2737	Connector to Marine Drive	no change		support		
NE	2740	Airport Way Crossing	no change		support		
NE	2957	Airport Way Crossing	no change		support		
NE	2742	Sandy Crossing	remove		oppose	Not sure why removed	
NE	2738	Sandy Crossing	remove		oppose		
NE	2739	Sandy Crossing	remove		oppose		
NE	2741	Sandy Crossing	remove		oppose		
NE	2565	Columbia Slough @ Airport Way	no change		support		
NE	2356	Columbia Slough	no change		support		
NE	2736	Connector to Airport Way	remove		oppose	Replaced with New Connector	
NE	2361	New Connector	new addition on Public property		support		
NE	2367	New Connector	new addition on Public property		support		
NE	2368	New Connector	new addition on Private property		support		
NE	2566	Columbia Slough	no change		support		
NE	2359	Columbia Slough	no change		support		
NE	2360	Columbia Slough @ 122nd Ave	no change		support		
NE	2733	Remove 122nd Ave	remove		oppose		
NE	2734	Remove 122nd Ave	remove		oppose		
NE	2735	Remove 122nd Ave	remove		oppose		
NE	2369	Columbia Slough	no change		support		
NE	2570	Columbia Slough	no change		support		
NE	2569	Columbia Slough	no change		support		

Columbia Slough

Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
NE	2368	Columbia Slough to NE Holman	no change		support		
NE	2573	Under I-205 along Streets to 82nd	no change		oppose	There are two existing trail routes designated now. This update keeps the designation entirely along the roadway and removes the trails along the slough	
NE	2732	Alternate Trail Route	remove		oppose	Notice problem going under elevated 82nd	
NE	2379	On Street Route for most of Cornfoot	no change		oppose	more two already designated routes	
NE	2730	Along Slough Route	remove		oppose		
NE	2731	Along Slough Route	remove		oppose		
NE	2726	Boardmore Golf Course	new addition on Private property		oppose		
NE	2926	Connector to 33rd	new addition on Public property		oppose		
NE	2584	Along Elroad Rd	new addition on Public property		oppose	This is already built and is a trail parallel to narrow road	
NE	2778	Alternate Slough Trail Route	remove		oppose		
NE	2768	Alternate Slough Trail Route	remove		oppose		
NE	2769	Alternate Slough Trail Route	remove		oppose		
NE	2772	Alternate Slough Trail Route	remove		oppose		
NE	2774	Alternate Slough Trail Route	remove		oppose		
NE	2775	Alternate Slough Trail Route	remove		oppose		
NE	2766	Alternate Slough Trail Route	remove		oppose		
NE	2767	Alternate Slough Trail Route	remove		oppose		
NE	2771	Alternate Slough Trail Route	remove		oppose		
NE	2770	Alternate Slough Trail Route	remove		oppose		
NE	2780	Alternate Slough Trail Route	remove		oppose		
NE	2779	Connection to East Columbia	remove		oppose		
				Marine Dr @ Levee along Columbia Slough to Kelly Point Park			
NE	2762	Columbia Slough Trail Marine Dr @ Pen 2 Plug	East to West remove		support		
NE	2761	In Slough	remove		support		
NE	2766	In Slough	remove		support		
NE	2764	In Slough	remove		support		

Columbia Slough

Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
NE	2767	In Slough	remove		support		
NE	2765	In Slough	remove		support		
NE	2763	In Slough	remove		support		
NE	2760	In Slough	remove		support		
NE	2759	In Slough	remove		support		
NE	2758	In Slough	remove		support		
NE	2782	In Slough to Vancouver	remove		support		
NE	2787	In Slough to I-5	remove		support		
NE	2399	Columbia Slough - New Route	new addition on Public property		support		
NE	2922	Columbia Slough - New Route	new addition on Private property		support		
NE	2923	Columbia Slough - Over Plug	new addition on Public property		support	Drainage District Property?	
NE	2924	Elrod Connector	new addition on Public property		support		
NE	2385	North Side of Slough	new addition on Private property		support		
NE	2381	End of 13th	new addition on Private property		support		
NE	2382	End of 13th	new addition on Private property		support		
NE	2586	End of 13th	new addition on Private property		support		
NE	2383	Slough	new addition on Private property		support		
NE	2591	Slough	new addition on Private property		support		
NE	2918	Slough	new addition on Private property		support		
	2921	Under MLK	new addition on Public property		support		
	2919	Slough	new addition on Private property		support		
	2920	At Grade Crossing @ Vancouver	new addition on Public property		support		

Columbia Slough

Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
	2386	Slough	new addition on Public property	This is Built	support		
	2389	Slough	new addition on Private property	This is Built	support		
	2388	Slough	new addition on Private property	This is Built	support		
	2392	Slough	new addition on Private property	This is Built	support		
	2393	Slough	new addition on Private property	This is Built	support		
	2394	Slough	new addition on Private property	This is Built	support		
	2395	To I-5	new addition on Private property	This is Built	support		
	2601	Under I-5	no change		support		
	2397	To Denver	no change		support		
	2603	Golf Course Columbia Slough Trail	no change		support		
	2912	Route Preferred	new addition on Public property		support with comments		
	2423	Route Preferred	new addition on Private property		support with comments		
	2913	Route Preferred	new addition on Public property		support with comments		
	2842	Alternative Route to Remain Too	remove		support with comments	Keep this alternative until the preferred route has been constructed	
	2840	Alternative Route to Remain Too in Slough	remove		support with comments	Keep this alternative until the preferred route has been constructed	
	2841	Alternative Route to Remain Too in Slough	remove		support with comments	Keep this alternative until the preferred route has been constructed	
	2839	Alternative Route to Remain Too in Slough	remove		support with comments	Keep this alternative until the preferred route has been constructed	

Columbia Slough

Quad	Segment	Location	Comp Plan Proposed Action	Comp Plan Rationale	40 ML Position	Alternative Proposal	Comment
	2836	Alternative Route to Remain Too in Slough	remove		support with comments	Keep this alternative until the preferred route has been constructed	
	2843	Alternative Route to Remain Too in Slough	remove		support with comments	Keep this alternative until the preferred route has been constructed	
N	2424	Landfill Trail	no change		support		
N	2629	Landfill to Marine Drive Connection	no change		support		
	2632	To Kelley Point Park	no change		support		
	2633	To Kelley Point Park	no change		support		
	2429	To Kelley Point Park	no change		support		
	2634	Kelley Point Park	new addition on Public property	Clean up	support		