

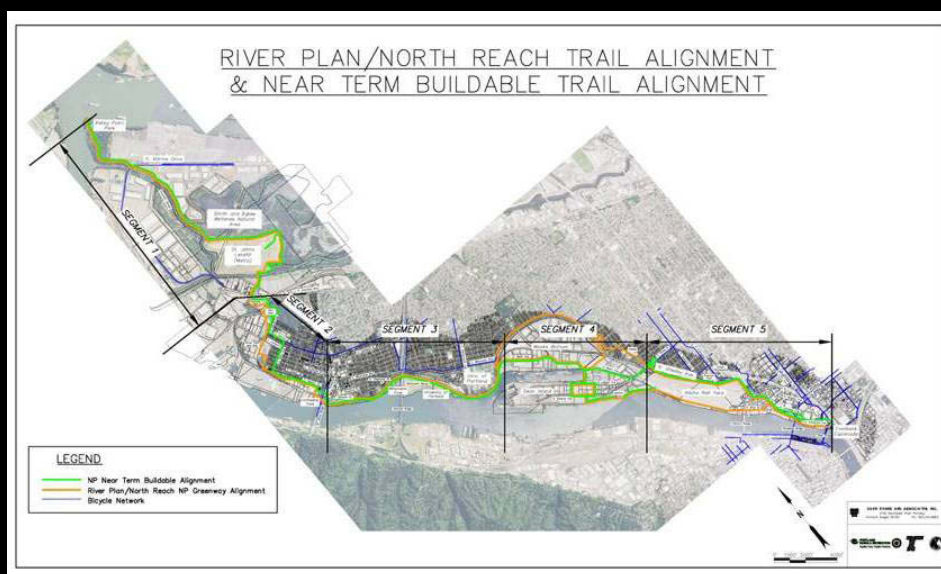
From Kelley Point Park to the Eastside Esplanade – bicycling and pedestrian trail.

The alignment to the Broadway Bridge was developed through the River Plan/North Reach – follows along the river, view points, mainly off-street.

The River Plan alignment is supported by the Community and the City and we will strive to build it as shown.

The planning process was lead by PP&R, joined by staff from PBOT, BES and BPS and Metro

North Portland Greenway Trail



This planning process developed a buildable alignment, showing alternatives, until property easements are obtained and railroad issues resolved to build out the alignment as shown in the River Plan. Included are 10% engineering and cost estimates that will allow the City and the Community to seek funding for trail construction.

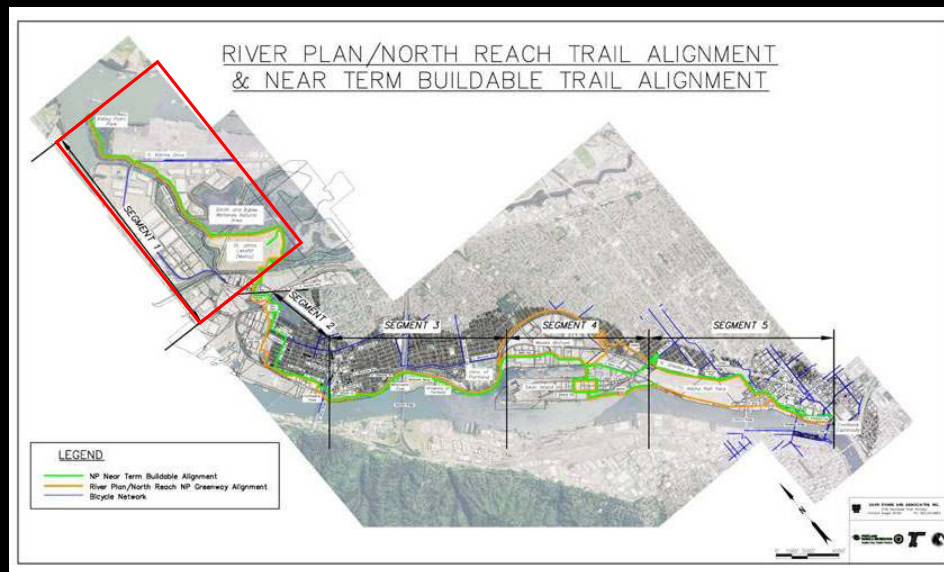
Regional Trail Standard minimum – 12 feet wide with 2 foot shoulders, also looking at opportunities for a wider trail and separate cycle track and pedestrian trail

Buildable alignment follows the River Plan/North Reach for 90% of the alignment. The trail was split into 5 segments the plan.

The estimated cost for total build out is over \$30 million.

One street alignments are consistent with the Bicycle Master Plan adopted in 2010.

North Portland Greenway Trail – Segment I



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Segment I – Kelley Point Park to Columbia Blvd

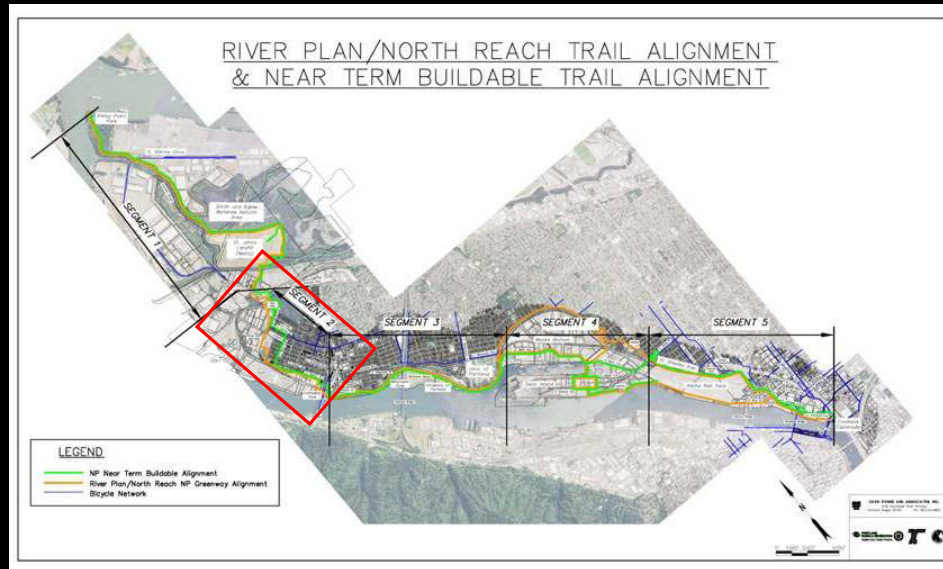


Follows the River Plan/North Reach

Allow access to the St Johns Landfill with outstanding views of Smith and Bybee Wetlands Natural Area.

Funding to design/construct a ped/bike bridge over Columbia Blvd – 2016 ODOT Active Transportation Grant.

North Portland Greenway Trail – Segment 2



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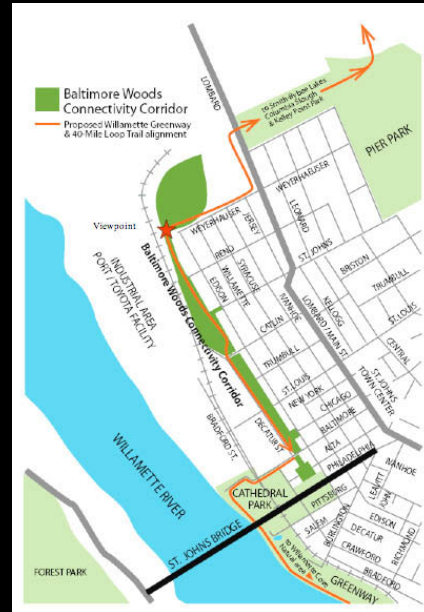
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Segment 2 – Chimney Park to Cathedral Park



Completing the bridge between Chimney and Pier parks

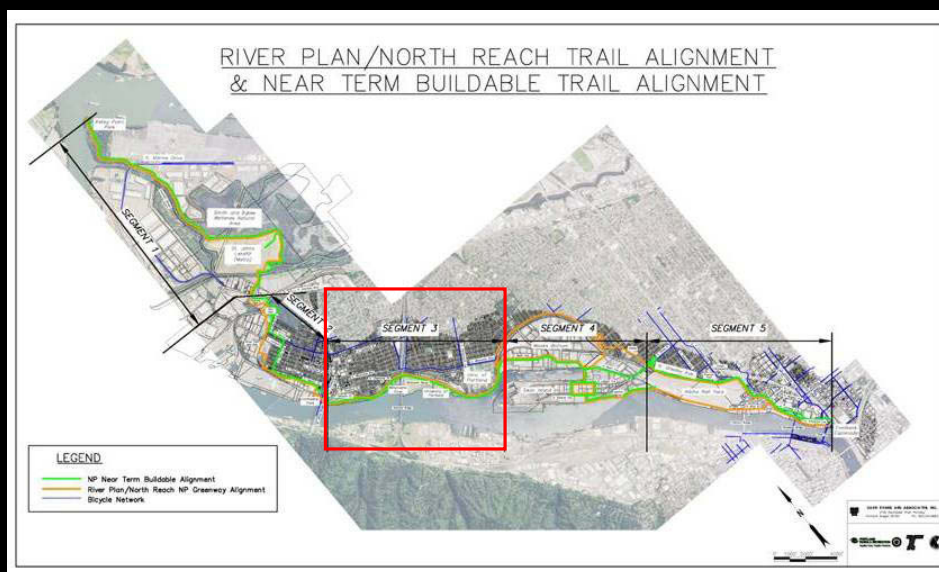
Constructed the ADA accessible trail in Pier Park

Continue to work with Metro to secure easement at Crown, Cork and Seal to Baltimore Woods.

Until then, the alignment will follow the bicycle route shown in the Bicycle Master Plan

Working with PBOT on the alignment on N Decatur - a freight route in the industrial area adjacent to Cathedral Park. Want to find a solution for bicycles and pedestrians in this area to travel safely, preserve large native trees and to find an alternative route for freight trucks.

North Portland Greenway Trail – Segment 3



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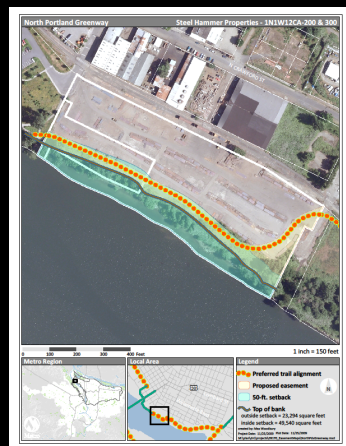
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Segment 3 – Cathedral Park to Waud Bluff

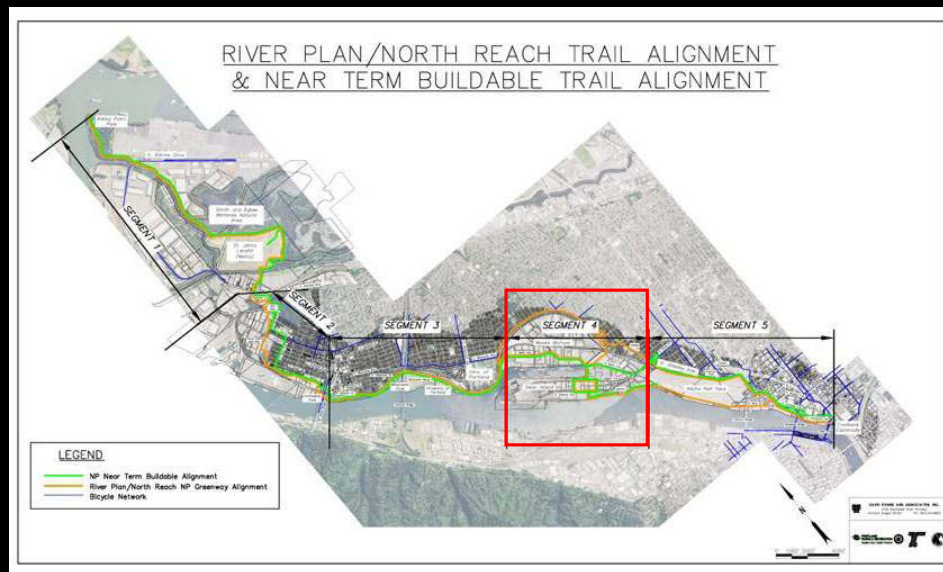


From the park to the BES Water Quality Laboratory, Lampross Steel, Willamette Cove, McCormick Baxter, U of Portland River Campus to Waud Bluff Trail. Follows the River Plan/North Reach, travels along the river.

Opportunities – U of Portland will build the trail when they develop the River Campus; connection to Waud Bluff trail to Willamette Blvd.

Challenges – Easements on Lampross Steele and McCormick Baxter; Contamination at Willamette Cove; Railroad easement around Waud Bluff. Will need to work with Council and the Community to secure easements, clean-up and work with the railroad.

North Portland Greenway Trail – Segment 4



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Segment 4 – Swan Island to Albina Yard



Both routes are shown in the River Plan – Willamette Blvd and Swan Island. We looked at Swan Island possibilities. Industrial area where there is a large demand for safe connections from all directions.

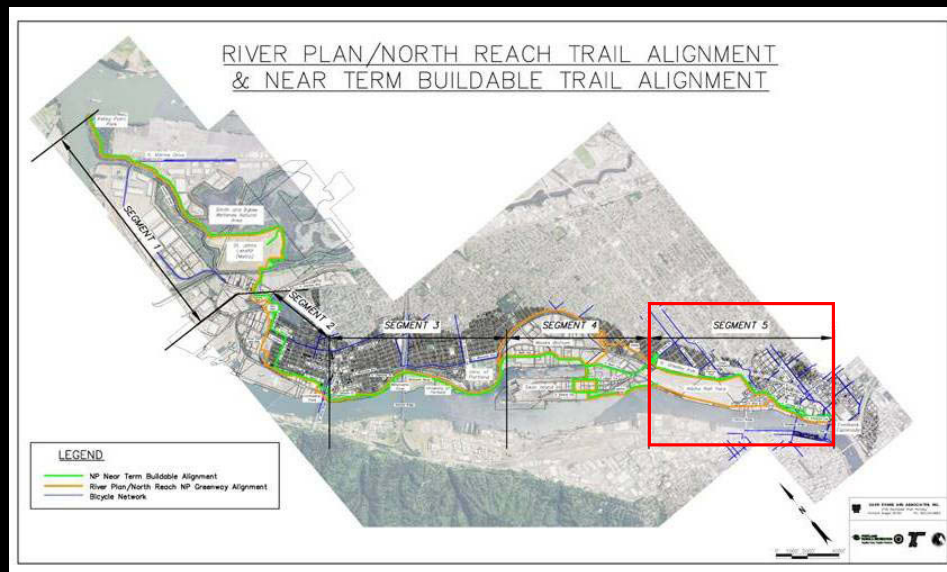
Cycle track / sidewalk along Basin Ave. – would require a rebuilding of Basin Ave to move utilities.

Connection to and along the Willamette River

Connect to N Greeley along the recently completed Going to the River project

Need to improve the connection at the Waud Bluff trail to make ADA

North Portland Greenway Trail – Segment 5



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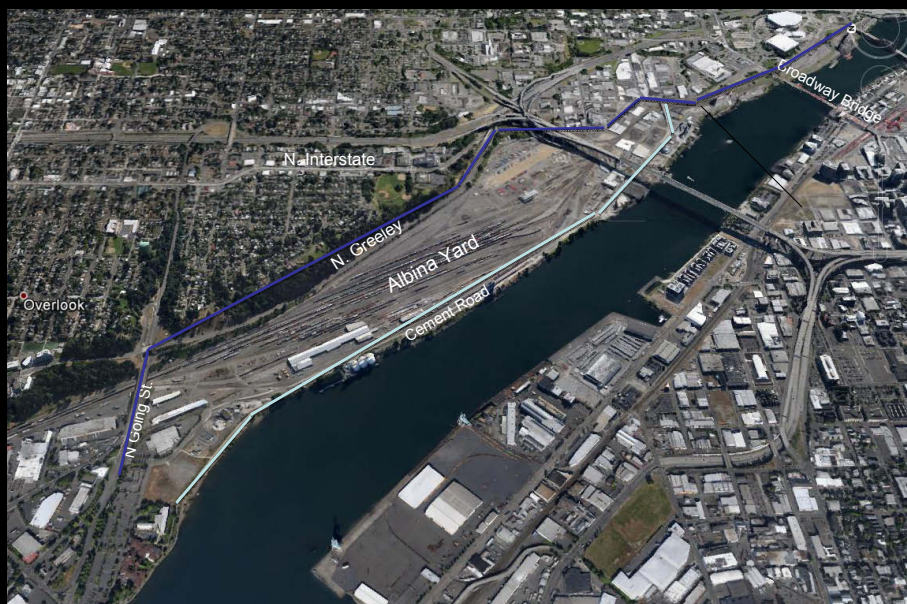
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Segment 5 – Albina Yard to Eastside Esplanade



From the Albina Yard to the Eastside Esplanade has the most challenges.

The River Plan/North Reach shows two alignments – along N. Greeley and through the Albina Yard, adjacent to the River. The Community strongly prefers the alignment along through the yard, along the river. The Mayor's office started discussions with UPRR about access through the yard and PBOT and PP&R are working to sight an alignment that ties in on both ends. The Railroad has stated that at this time the trail cannot go along the Cement Road.

We are continuing to work on refining the alignment from the Broadway Bridge to the Steel Bridge as part of the River Plan/Central Reach and the Comprehensive Plan update.

Acknowledgements

Project Advisory Committee

Pam Arden, 40-Mile Loop
 Aaron Brown, Boise NA.
 Mark Freeman, St. Johns NA
 Rich Hatfield, Overlook NA
 David Lee, Eliot NA
 Heather Mickler, University Park NA
 Marian Rhys, Willamette Pedestrian Coalition
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 Thad Collins, United Parcel Service
 Jim Barnas, Friends of Baltimore Woods
 Cathedral Park NA

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We hear from the community that people want the trail along the river with access and views. As we continue to design and construct the trail we will strive to meet that vision.

Questions & Discussion





PORTLAND PARKS & RECREATION

Healthy Parks, Healthy Portland

