

# N PORTLAND GREENWAY TRAIL: EAST BANK TO KELLY POINT

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

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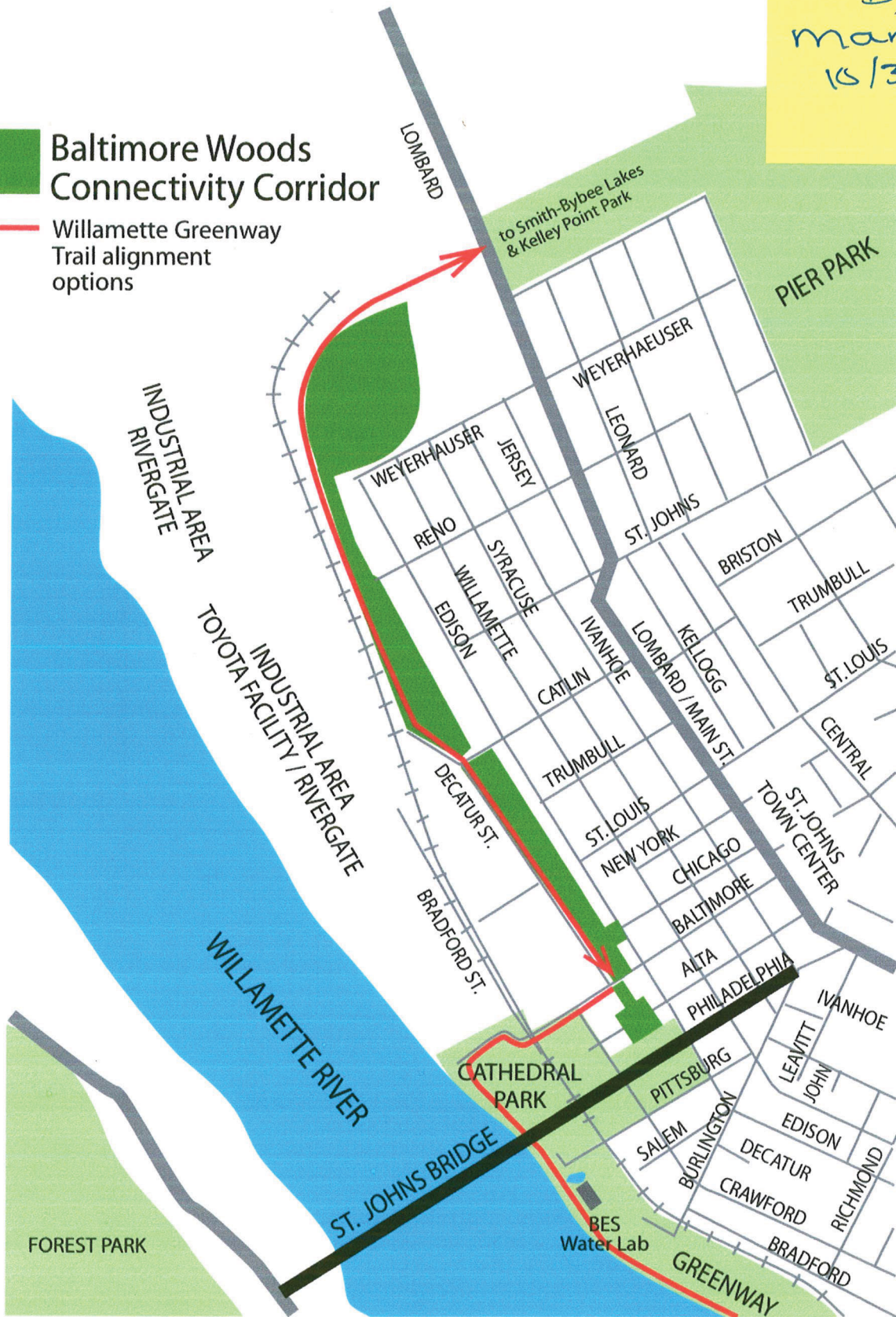


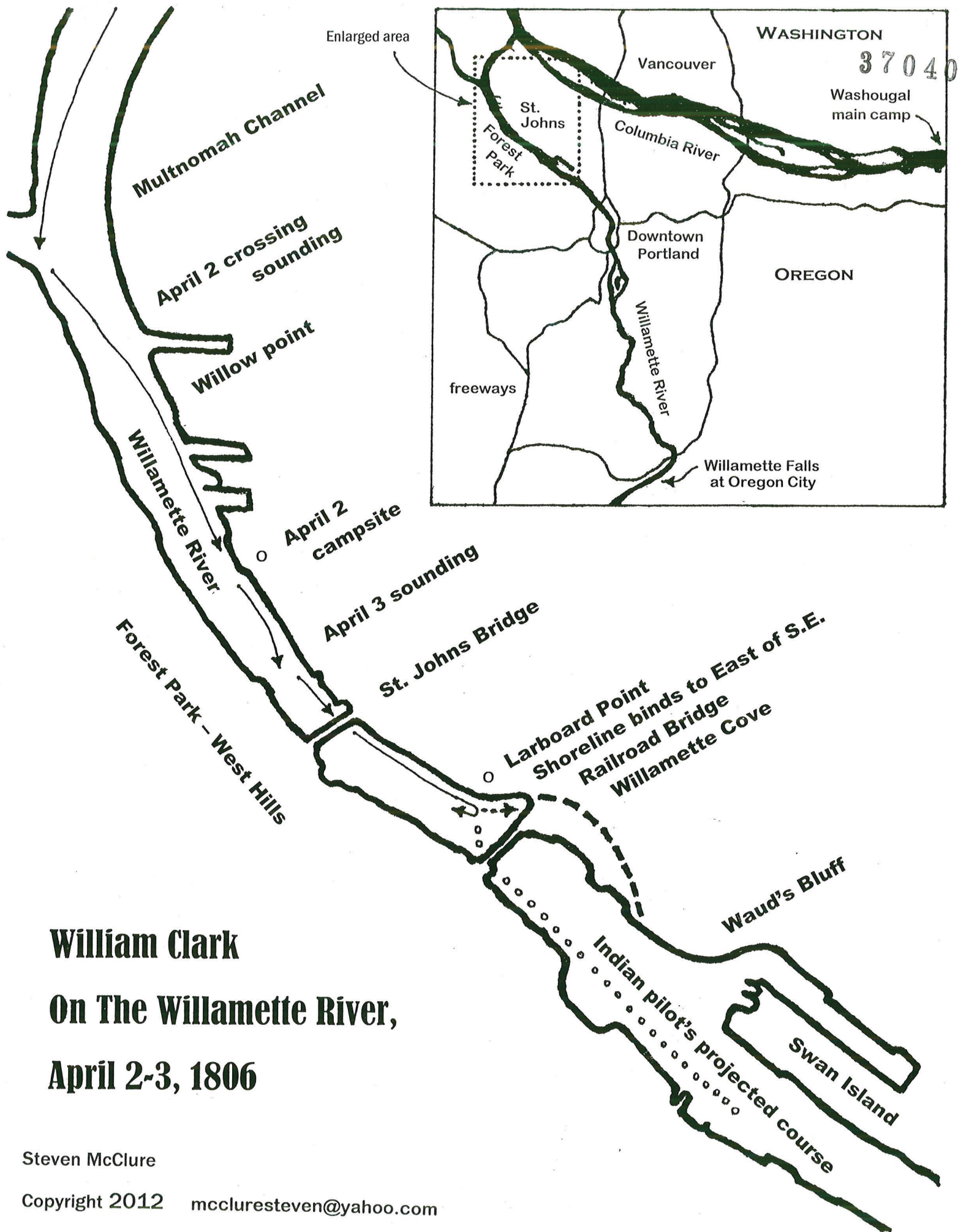
37040

Submitted  
by  
mark Hill  
10/30/13

 Baltimore Woods  
Connectivity Corridor

 Willamette Greenway  
Trail alignment  
options







**Moore-Love, Karla****37040****From:** Jackie Calder [cleanriveroregon4@yahoo.com]**Sent:** Wednesday, October 30, 2013 9:24 AM**To:** Moore-Love, Karla**Subject:** npGreenway Trail Preservation 1026

Written testimony may be emailed or mailed to the Council Clerk prior to the meeting.

To schedule a Communication, email or mail your request to the Council Clerk.

Include your name, address, phone number and a brief description of the subject you will be addressing. For full details, see Testimony Policies and procedures.

Clerk Email: [karla.moore-love@portlandoregon.gov](mailto:karla.moore-love@portlandoregon.gov)

US Mail: Council Clerk, 1221 SW Fourth Ave., Room 130, Portland OR 97204

Jackie Calder  
6825 N McKenna Avenue  
Portland OR 97203  
503-799-7855

npGreenway Trail Preservation

As a volunteer with *Friends of Baltimore Woods*, I would like to reiterate our request to have an trail easement in place through the Crown, Cork and Seal Property for all of the reasons below.

1) Trail Easement—For the sake of all citizens who value the refuge of a forest and meadow as a respite from the adjacent large and formidable industrial area, we would like to request a breathing space and reprieve as this is next to our homes.

2) In a addition, this would preserve the small native oak area that has and will give us an escape and help establish the beginnings of the meadow that has been planted by the neighbors.

3) This area overlooks one of Lewis and Clark's encampments which is means so much to those who appreciate this place of

history and needs to be protected.

4) As a viewpoint to our beautiful Willamette, we treasure the ability to enjoy both the attractiveness and refresher that it allows.

In order to achieve and maintain a complete and proper locale, acquisition is needed for the entire acreage because of how vital it is as a community asset.

Yours truly,  
Jackie Calder

AUDITOR 10/29/13 PM 1:16

30 October 2013

Re: North Portland Greenway Trail Alignment (NPGTA)

Dear City Council,

First we all want to thank you for the many years of planning and support you have shown for a trail along the eastbank of the Willamette River. And thank you on behalf of npGreenway for this opportunity to comment on the North Portland Greenway Trail Alignment Study.

The central point that has surfaced through our discussions with citizens and especially pedestrians and bikers is that the trail needs to be: (1) as close to the river as possible, (2) safe, separated multipurpose trail away from auto and truck traffic and not located on public streets, (3) connect adjoining neighborhoods in as many locations as is feasible and (4) be constructed as flat as is feasible. In other words, this NPGTA needs to be a world class trail connecting 20-30,000 jobs, residences, adjoining neighborhoods and the wonderful parks along and near the Willamette River! That would accomplish the goals of the River Plan's adopted trail.

We have reviewed the five (5) segment maps and provide you with the following comments:

Segment One (1) Columbia River to Columbia Blvd: Looks just fine and we're ecstatic that Parks and Recreation and the Bureau of Transportation developed a grant to help complete this link!!!! and it was approved!!!

Segment Two (2) Columbia Blvd to Cathedral Park: npGreenway supports the proposed trail around the ballfields at Pier Park in order to provide direct access to the Chimney Park/Pier Park Bridge instead of the River Plan North Reach route. npGreenway also supports the proposed trail around the westerly side of Chimney Park which enables direct access to the future bridge/overpass over Columbia Blvd. The adopted trail alignment needs to include access through Crown, Cork and Seal (N Lombard and N Weyerhauser Way) from Pier Park to the Baltimore Woods section of the trail. This would accomplish getting bike/vehicle conflicts resolved by locating the trail off-road. A temporary trail using streets is acceptable

while negotiations and funding are pursued for this part of the segment. The trail necessarily needs to utilize Decatur Street. However, for the portion of Decatur that is not constructed at present, the trail needs to be constructed so any traffic that might utilize it is completely separated from pedestrians and bikers. Further, Decatur St right-of-way extends to the northern edge of Cathedral Park. npGreenway prefers this entry/exit to the park versus the steeper route proposed on N Baltimore.

Segment Three (3) Cathedral Park to Swan Island: A delightful segment exists along the river at the City's Water Quality Lab and sets a good example of the future trail. Portland Parks and Recreation (2010) has a plan for Willamette Cove prepared by ALTA Planning + Design. Utilize the route and neighborhood connections shown in it. Include in the plan the connection proposed in the River Plan that utilizes the BNSF Railroad Bridge to connect the trail to the west side of the river. The cantilever section along the Union Pacific Railroad tracks going around the University of Portland Bluff is excellent. It would be nice to design such a structure with pullouts and view points for trail users. We request that the trail include a sloped connection to the existing Waud Buff trail bridge platform on the northwest side, similar to that at the Steel Bridge to Esplanade.

Segment Four (4) Swan Island: Utilizing a grade separated multipurpose path (cycle track) alongside N Basin works well for both the large number of trucks utilizing this street and for pedestrians and bikers. However, utilizing N Basin all the way to N Going St is completely unacceptable. We recommend that an extension of the trail cut through the south side of the lagoon and .....to connect with Daimler, a major employer on the island. Daimler has committed to fixing the trail gap along the river as part of constructing their new building.

Segment Five (5) Swan Island to the Steel Bridge: This is easily the most complicated section of the proposed NPGT. npGreenway strongly supports the lower level trail along the river, "cement road," located between Union Pacific tracks in Albina Yards and industrial uses along the river, it is an existing private road connect to a public street, River Road then to the existing Tillamook Overpass with bike lanes and sidewalks. The proposal for construction on the east side of Greeley is completely unacceptable! (1) Its nowhere near the river and defeats the purpose of trying to have a low level easily traversed trail, (2) The Going St/Greeley route proposed is not a viable a trail connecting Swan Island and the Steel Bridge. The incline from Swan Island up Going to Greeley will deter moderate bike riders. Given the terrain along Greeley constructing a trail would be very expensive. The



route is simply a 'truck route' with the accompanying noise and pollution. If the trail portion adjacent to Greeley is approved and constructed, the chances and incentive of constructing the trail near the river on the 'cement road' would be slim to none. (3) The overwhelming testimony at the Open Houses was for the City of Portland to pursue purchase/trade for access through the Union Pacific property to connect with River St. **We advocate for use of the 'cement road' either as a shared use facility or by using the cement road but by bridging the tracks.** This is the most direct and level route between Swan Island and the Steel Bridge. It is shorter and more convenient for commuters from NE and SE Portland both in terms of time and distance and for that reason would likely attract more users. Fencing, or the like, can be designed that minimize exposure to the railroad operations adjoining the trail.

Rails with Trails are operating in the Minneapolis/St. Paul area as well as Seattle, north of the downtown. Look what New York has done with an abandoned elevated commuter train bridge! Lets get it done here! We know cost will be a factor. But, if Eugene can build three (3) pedestrian/bike bridges across the Willamette River, the City of Portland together with Metro should be able to find a way to bridge the tracks. It will take cooperation of Union Pacific as well as our congressional delegation to accomplish.

For the portion of Segment Five (5) between the N Tillamook and N Interstate and the N Larrabee Interstate signalized intersection. (4) The existing route being utilized by cyclists and shown utilizing the Larrabee ramp/overpass over N Interstate can be used by devoting up to one-half of the ramp/overpass for vehicles separated by a Jersey Barrier from the other half which could be used for the trail. Unfortunately, the proposed NPGT Alignment proposal appears to either use N Interstate or cross N Interstate at N Tillamook and head up N Larrabee and not use the ramp/overpass----we think the ramp is a far superior route--- users can turn from Tillamook and not have to cross N Interstate ---a far safer and more convenient route for users. South from this ramp/overpass and on the westerly side of N Larrabee is public property (where the eastside streetcar project stored track and other supplies) where the trail together with viewpoints and points-of-interest can be located. The working waterfront can be viewed from here. (5) From this point the trail can parallel N Larrabee cross N Broadway and curve on down to N Interstate just north of the Veterans Memorial Coliseum. The trail can cross N Interstate at the signalized intersection and connect into N Thunderbird Way (which parallels N Interstate and shown on Portland Maps online to be public; has public no-parking signs and a Dead End sign on it)

and return to N Interstate at the south end. This temporary route could be utilized until such time as the former Thunderbird Motel property is developed when a river view trail could be developed. (6) npGreenway supports the trail alignment from the old Thunderbird Motel site southerly to the Steel Bridge as it is near the river and good design can alleviate some of the traffic issues that abound there.

Much is good about this plan!!! But there are also several areas as noted above that require refocusing. Adopt a plan that places the trail near the river where it belongs and work with our policy makers to fund it. That is where the North Portland Willamette River Greenway Trail needs to go and together work with our Metro, state and federal partners to get this accomplished.

We understand that the city is in conversation with Union Pacific Railroad regarding trail access through or around their Albina yard and that no decision has occurred regarding that section of the plan. We, therefore, request that the Council's adopting resolution include language that directs PBOT and/ PP&R staff to continue discussion with UP and come back to council at a date certain with an alignment recommendation (either cement road or another alternative to N Greeley).

Thank you,

On Behalf of npGreenway Core Group

Francie Royce, Co-Chair  
Curt Schneider, Co-Chair  
Pam Arden, Treasurer  
Joe Adamski, Secretary  
Sarah Angell

Beate Hoelscher  
Shelley Oylear  
Lenny Anderson  
Babs Adamski

CJS:cjs









Baltimore Woods  
Connectivity Corridor