

## NORTH PORTLAND WILLAMETTE GREENWAY

### Description of the Demonstration Project

The Willamette River Greenway trail system has been a long term vision in Oregon, the Willamette Basin and Portland since the 1970's. The City's policy goal (Greenway Plan, followed by River Renaissance Vision) was to build a continuous recreational trail along or close to the river's edge on both sides of the Willamette. Implementation issues have led to modifications of that alignment, particularly in the north where industrial properties are river dependent, but the concept remains intact.

A critical section of the greenway trail corridor in North Portland is being submitted as a 2009 Metro Active Demonstration Transportation Project. The proposed trail section for this grant begins at Willamette Cove and runs to Smith & Bybee Wetlands Natural Area. The North Portland Greenway is on the 2035 (RTP) Financially Constrained list as Project Number 10355. The combined elements of this four mile multiple use mobility corridor segment embrace and reflect all Metro's principles of **Urban to Nature** trail routes.

The proposed trail alignment takes riders and walkers north along the river from Willamette Cove natural area offering delightful peek a boo water vistas. The trail parallels the active UPRR railroad line, crosses Lampros Steel property and the BES water lab before entering Cathedral Park. The trail segment then travels the Baltimore Woods corridor and turns east along industrial property before it crosses Lombard St. into Pier Park. A new bridge over the UPRR (Union Pacific Railroad) connects Pier with Chimney Park. Finally, the trail safely crosses Columbia Blvd into the Smith and Bybee Wetland Natural Area. The trail section proposed for this grant will terminate at the Columbia Slough. Eventually, a bridge will connect the greenway trail to the Marine Drive and Peninsula Crossing trails – key components of the region's remarkable 40 mile loop trail system.

In its entirety the North Portland greenway trail system will provide access to and along the Willamette River from the Steel Bridge/Eastbank Esplanade in downtown Portland to Kelley Point Park. But in addition, the north Portland trail network makes a remarkable loop between the Columbia River, the Columbia Slough and the Willamette River. It connects two spectacular river parks with beautiful natural areas interspersed with residential, commercial and industrial activities.

The proposed trail segment links North Portland neighborhoods with the Willamette River for recreation and access to jobs. The completion of the North Portland Greenway corridor will connect a series of trail segments which provide users opportunities for walking, running, cycling, skating, skateboarding, fishing, boating and wildlife viewing. The North Portland Greenway will connect with the existing Willamette River greenway trail system loop in downtown Portland which serves residents and visitors throughout the region.

Below are the key trail segments as identified in previous studies and in the attached budget:

- Willamette Cove, Lampros Steel to Cathedral Park
- Cathedral Park
- Baltimore Woods Corridor
- Crown, Cork & Seal Property to Pier Park (or N. Edison St.)
- Pier Park to Chimney Park via new UPRR Bridge
- Columbia Blvd Crossing to Smith Bybee Wetlands Natural Area

### **Willamette Cove, Lampros Steel to Cathedral Park (NORTH BEACH)**

Currently, *Alta Planning and Design* is conducting a feasibility study for building the Willamette Cove trail section (.67 mile). The property is in public ownership. Completing this section will require reaching an agreement with UPRR to build a *Rails with Trails* (trail adjacent to an active RR line).

Currently a potential future connection to the Peninsula Crossing trail is being studied. Making that connection will provide a direct link to the 40 mile Loop Trail.

Metro is negotiating for a trail easement to complete the Lampros Steel trail gap. Unknown variables at Lampros include the future disposition and scheduled clean up of the property which could influence trail alignment.

### **Cathedral Park**

The 2009 Cathedral Park Master Plan provided both a street and a park greenway trail option. Someone in a hurry can travel up Pittsburgh St. turn left on Crawford, right on Baltimore and left on Decatur into the Baltimore Woods corridor. A slower route travels through the park and exits at the Baltimore St. park entrance.

### **Baltimore Woods Corridor**

The Baltimore Woods corridor will remain public right of way but access will be primarily local traffic. The segment is not heavily traveled by car so it will function more like a bike boulevard than a bike route. The trail will parallel a 30 acre linear corridor of woods and green space. Baltimore Woods provides a natural buffer, native oak habitat, wildlife area and watershed protection.

### **Crown, Cork & Seal Property to Pier Park**

A remaining challenge is how to turn the trail east from Baltimore Woods to Pier Park. There are grade difficulties at the southern boundary of the Crown, Cork & Seal (lessee) property. A temporary solution is to put the trail on-street. Metro and Parks staff are now studying options for easement and land acquisition in this area. This may be a section that is phased in development, because trail alignment will depend upon easement or sale agreements with two large land owners in this gap

### **Pier Park to Chimney Park via new UPRR Bridge**

The trail must cross Lombard St. safely as it makes its way into Pier Park. Crossing locations are currently being studied. Once in Pier Park the trail uses existing paths up a hill on the north park boundary to a new pedestrian/bike bridge that crosses the UPRR line into Chimney Park. The trail moves through Chimney Park to a selected crossing location at Columbia Blvd. Again crossing locations are currently being studied.

The pedestrian/bike bridge location is currently being studied and funding is pending in Fall 2009 for 2010 implementation. The selected crossing, trail and outlet to Columbia Blvd will all be coordinated in one project. Cooperating agencies and the trail consultant are close to finalizing their recommendations.

### **Columbia Blvd Crossing, Smith Bybee Wetlands to North Slough**

Traffic on Columbia Blvd is heavy, fast and has an abundance of trucks.

## Active Transportation Demonstration Project Proposal

So, the safe design of the trail street crossing leading into the Smith Bybee Wetlands Natural Area is paramount. After entering the former landfill property the trail will follow an old roadway across the existing landfill bridge. The trail gap then turns east and affords users a great view into the Smith Bybee Wetlands. The trail turns north after .10 mile and travels .20 mile along the perimeter of Smith Bybee wetlands natural area to the temporary termination at the Columbia Slough. A bridge across the slough is needed here to connect the trail to the existing Port of Portland trail.

### Cost Estimate

Trail	Status	Notes	Estimate
Willamette Cove Gap	Alignment Study underway		\$1,144,138
Lampros Steel Gap	Metro negotiating easement		\$177,190
Cathedral Park	Per master plan	Park trail	\$365,000
Baltimore Woods Corridor		Bike blvd with local access	\$1,750,000
Crown Cork & Seal Properties	Will use separate funds	Acquisition/Easement Study – Metro & PPR	To be determined
UPRR Bridge Crossing	Grant award pending	(1.75 million)	<b>Funded</b>
Pier & Chimney Park Connections	Trail sections that connect to new bridge	<b>St. John's Gap</b>	
Columbia Blvd Ped/Bike Crossing	Location pending	<b>St. John's Gap</b>	
Smith Bybee Wetlands NA trail to Slough Bridge	Does not include new bridge	<b>St. John's Gap Without Slough Bridge</b>	\$4,350,000
<b>Estimated Project Cost</b>	Some costs are 2006 estimates		<b>\$7,886,328</b>

### Project Timeline: 1 to 6 year projection

**2009** – Willamette Cove Trail Alignment Study with alternate connection to Peninsula Crossing Trail completed

**2010/11** – UPRR bridge construction between Pier and Chimney Parks

**2011-13** – Easement negotiations & street crossings designs

Design and construction of easiest segments will be done first – Cathedral Park, Willamette Cove, Baltimore Woods and Smith Bybee.

**2013 -15 Remaining** segments: Rail with Trail, Lampros Steel, Crown, Cork & Seal.

### **Existing Public Policy Support**

North Portland Greenway trail is referenced and supported in the following adopted City and Regional policy documents:

- 1996 – City of Portland *Bicycle Master Plan*
- 1999 - The North Beach Vision and Action Plan
- 2000 – Metro's *Regional Transportation Plan*
- 2001 – Metro's *Regional Trails Plan* update
- 2002 – City of Portland *Transportation System Plan* (off-street path in bicycle classification)
- 2004 – City of Portland River Renaissance Vision Plan
- 2006 – Recreational Trails Strategy: A 20-Year Vision for Portland's Regional Trail System
- 2009 – City of Portland River Plan - North Reach
- 2009 – Portland Parks & Recreation Cathedral Park Master Plan
- 2009 – The Cathedral to Pier Park Connection – Feasibility Study (FOBW)
- 2009 – Willamette Cove Trail Feasibility Study (pending Nov 2009)

Additional studies and feasibility plans for the North Portland Greenway also support this project.

### **Partnerships:**

#### **Project Sponsor: Portland Parks & Recreation**

Contacts: Brett Horner - 503-823-1674  
Kathleen (Kip) Wadden - 503-233-0962

#### **Agency Partners:**

##### **Metro Parks and Greenspace**

Jane Hart – 503-797-1585

##### **Portland Office of Transportation**

April Bertelson – 502-823-6177

##### **Port of Portland**

##### **Portland Bureau of Environmental Services**

### **Key Community Partners:**

#### **npGreenway [www.npgreenway.org](http://www.npgreenway.org)**

Francie Royce- 503-228-3488

#### **Friends of Baltimore Woods**

Barbara Quinn - [barbaraquinn@clarion-design.com](mailto:barbaraquinn@clarion-design.com)

#### **40 Mile Loop Land Trust**

Pam Arden

**Neighborhood Associations:** Cathedral park, Overlook, St Johns & University Park

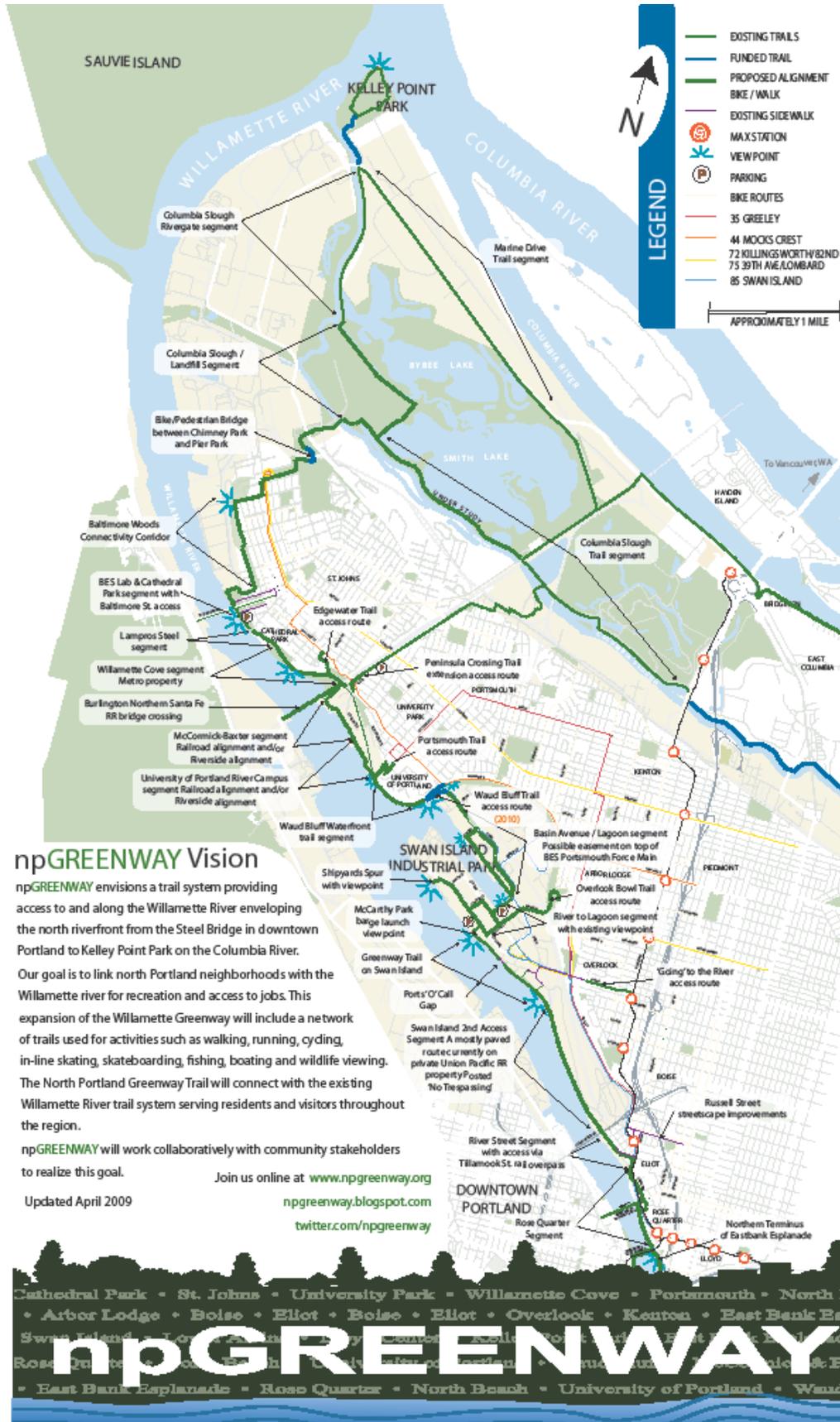
### **Additional Stakeholders**

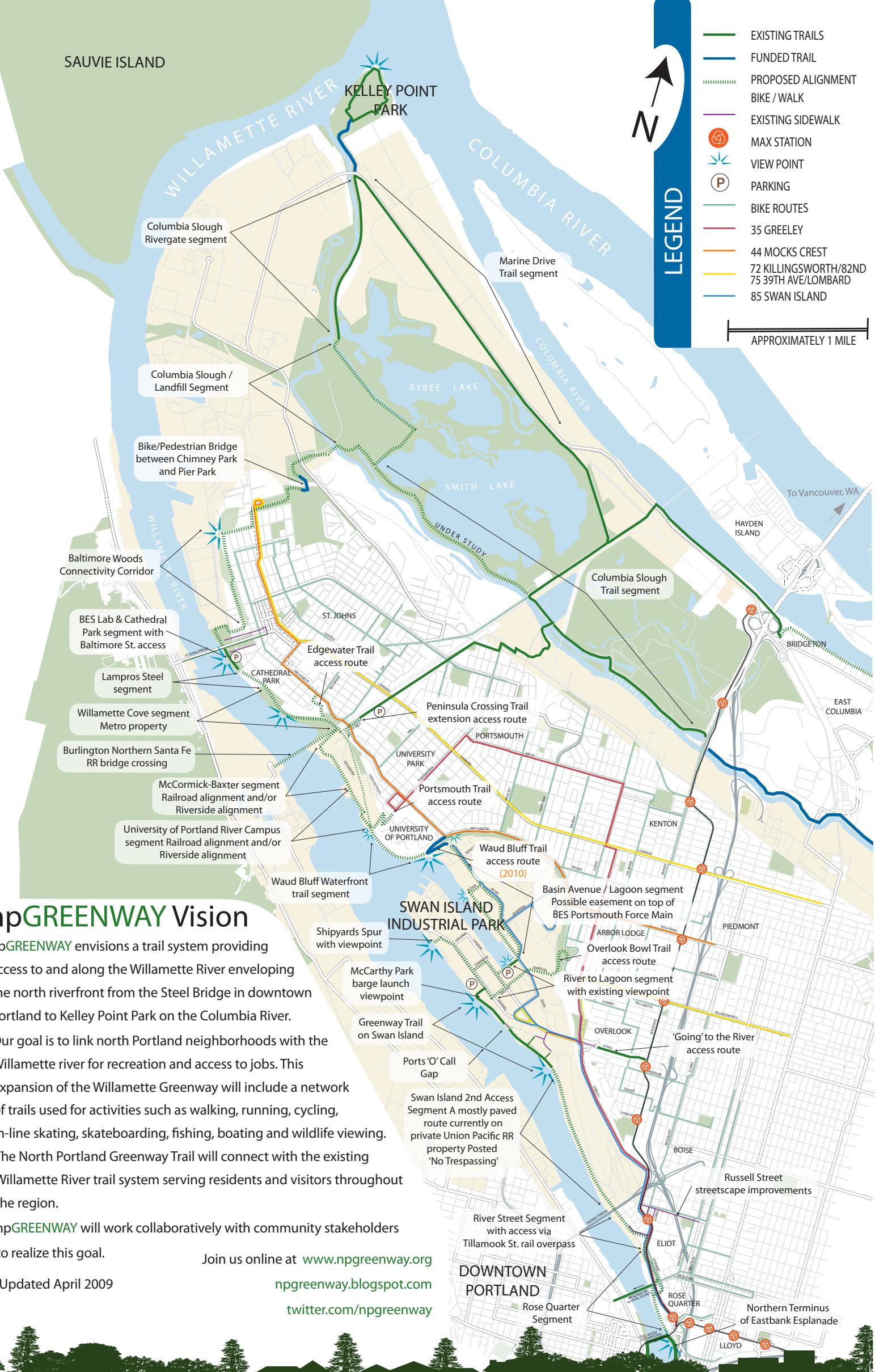
Bicycle advocates

Organizations such as the Bicycle Transportation Alliance

Pedestrian advocates

Organizations such as the Willamette Pedestrian Coalition





- EXISTING TRAILS
- FUNDED TRAIL
- PROPOSED ALIGNMENT BIKE / WALK
- EXISTING SIDEWALK
- MAX STATION
- VIEW POINT
- PARKING
- BIKE ROUTES
- 35 GREELEY
- 44 MOCKS CREST
- 72 KILLINGSWORTH/82ND
- 75 39TH AVE/LOMBARD
- 85 SWAN ISLAND

APPROXIMATELY 1 MILE

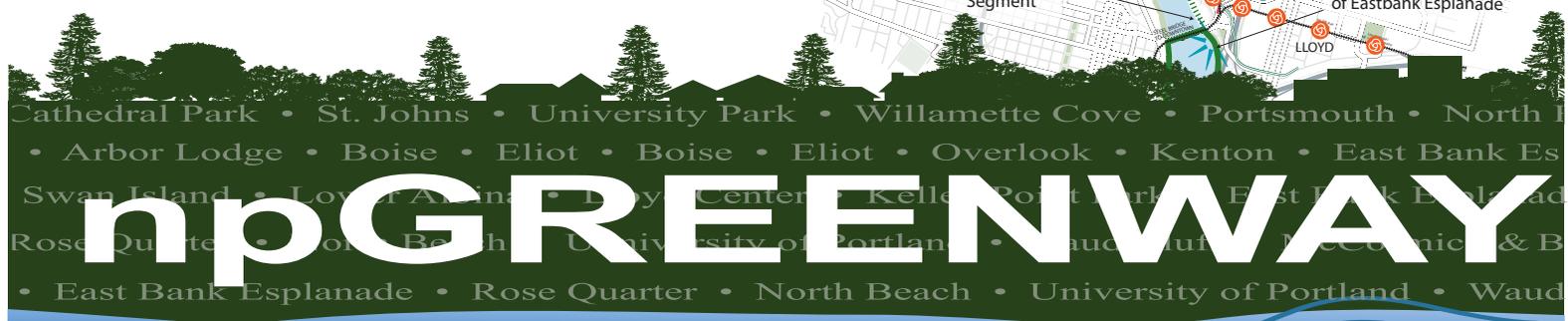
## npGREENWAY Vision

npGREENWAY envisions a trail system providing access to and along the Willamette River enveloping the north riverfront from the Steel Bridge in downtown Portland to Kelley Point Park on the Columbia River. Our goal is to link north Portland neighborhoods with the Willamette river for recreation and access to jobs. This expansion of the Willamette Greenway will include a network of trails used for activities such as walking, running, cycling, in-line skating, skateboarding, fishing, boating and wildlife viewing. The North Portland Greenway Trail will connect with the existing Willamette River trail system serving residents and visitors throughout the region.

npGREENWAY will work collaboratively with community stakeholders to realize this goal.

Join us online at [www.npgreenway.org](http://www.npgreenway.org)  
[npgreenway.blogspot.com](http://npgreenway.blogspot.com)  
[twitter.com/npgreenway](https://twitter.com/npgreenway)

Updated April 2009



Cathedral Park • St. Johns • University Park • Willamette Cove • Portsmouth • North I  
 • Arbor Lodge • Boise • Eliot • Boise • Eliot • Overlook • Kenton • East Bank Es  
 Swan Island • Loyd • Center • Kelley Point Park • East Bank Esplanade  
 Rose Quarter • Boise • University of Portland • Waud Bluff • McCormick & B  
 • East Bank Esplanade • Rose Quarter • North Beach • University of Portland • Waud