

THE SULLIVAN'S GULCH TRAIL

Description of the Demonstration Project

Sullivan's Gulch tells an interesting and important story that has influenced the development of transportation in our river city. The landscape element known as Sullivan's Gulch is indeed a gulch but it was once filled with trees, waterfalls and a spring. The Union Pacific Railroad line changed the park like character of the gulch in 1894 when the old firs were harvested. During the Great Depression era the gulch served as a large homeless camp but a fire mostly destroyed the Shantytown in 1941. The Banfield Expressway paved the gulch for good when completed in 1957. Today, the growing interest in developing a trail corridor would serve to reclaim this formerly pristine area to public recreational trail use and provide a new bicycle and pedestrian mobility corridor along side the existing railroad and freeway.

At this juncture in time, the gulch landscape is offering an opportunity for Portland to achieve critical carbon reduction and transportation goals. More than 39,000 people live within a half mile of the Sullivan' Gulf Trail corridor. No off-street bike paths have been built in this section of town and existing bike routes are all on streets.

Sullivan's Gulch Trail is envisioned as a five mile commuter and recreational trail that will provide a vital east-west link in the Portland Metropolitan area's bike network. Users will have direct access into and out of the city with connections to light rail, transit and urban amenities at the Rose Quarter, Convention Center, Lloyd Center, Hollywood District and the Gateway Regional Center. Access points into neighborhoods will be provided at the majority of the 17 streets that bridge the north and south sides of the corridor. Even more direct and efficient than the Springwater Corridor Trail, commuter safety risks and travel time will be greatly reduced with a direct trail route in Sullivan's Gulch.

Project Trail Segment

A critical section of this proposed trail corridor in Northeast Portland is being submitted as a 2009 Metro Active Demonstration Transportation Project. The proposed trail section for this grant begins at Eastbank Esplanade and runs to NE 21st Street. The Sullivan's Gulch Trail is on the State RTP list. The project has been chosen to fit Metro's criteria and principles of **an urban project** that serves a large and significant city population "commute shed".

The overarching goal of Sullivan's Gulch Trail is to enhance the existing regional bicycle and pedestrian network's connectivity from the Gateway District to the Willamette River. This trail would offer an uninterrupted alignment for bicycle commuters into or out of the downtown core. The entire trail will be located in the open space on the north side of the UPRR freight rail tracks in the Banfield Corridor extending from the Eastbank Esplanade at the Willamette River to the I-205 Bike Path and NE 122nd.

Effectively the project is a "Rails with Trails" project. The trail corridor benefits from separation from road traffic but must be safely separated from the active freight line. Issues of expense, freeway noise, air pollution and general user safety must also be addressed. However the trail corridor is direct and uninterrupted, and it will connect to 14 neighborhoods and provide access to several light rail (MAX) and transit stops.

Project Opportunities and Challenges

About 76 percent of the trail (for the full alignment) is located on property owned by Union Pacific Railroad. 7 percent of the trail is in public ownership and the remaining 17 percent is owned by private parties. In addition to engineering challenges a large hurdle in completing this project is the need for acquisition of easements or properties from 19 property owners. And, of course a strong and lasting partnership with Union Pacific Railroad must be achieved.

The advantage of beginning development at the west end of the trail is that this one mile section will reach a large number of pedestrian and bike commuters who live in the denser neighborhoods of inner northeast. And, the trail will immediately connect with an existing commuter route across the Steel Bridge into downtown Portland.

The trail will be noisy and it will be very urban. It will attract a diversity of users going different speeds and different directions. For safety purposes a width of 14-16 feet is recommended, if the space allows. However, neighborhood connections will enhance the safety of the trail. Developing the facility will clean up a vastly overgrown corridor and the trail will provide extensive restoration opportunities.

What community goals will be met besides more bikers and walkers?

- Decreases pollution and road congestion.
- Upgrades public safety in the Gulch.
- Puts vacant land in north portion of corridor to productive use.
- Encourages higher density along the transit corridor.

Recommended design measures to address safety concerns:

- Appropriate lighting to deter illegal activity, especially under bridges
- Frequent access points to provide for routes of escape from danger
- View corridors to allow surveillance
- Signage to prevent disorientation
- Adequate width to allow access by emergency vehicles
- Encourage development to place eyes on the trail
- Web cams for monitoring of trail access
- Separation from rail tracks
- Construct a high fence at the bottom of slope as a physical barrier to the rail line
- Install a sturdy railing on downhill side of trail to prevent falls from the trail

Cost Estimate

The following sections of trail would be included in the overall 1 mile trail project segment. The cost includes both the trail and the connections to the neighborhood

- Lloyd Blvd at Oregon St
- Oregon St., Under I-5 to Martin Luther King
- Martin Luther King to NE 7th
- NE 7th to NE 12th
- NE 12th to NE 16th
- NE 16th to NE 21st

Estimated cost for easements, land acquisition, design, engineering and community outreach for this segment and for four neighborhood trail connections.

\$7.7 million

Project Timeline – 1 to 6 Year Projection

2010-11	Sullivan's Gulch Trail Planning Study completed
2011-13	Easements, technical studies and permitting approvals resolved
2012-13	Engineering design work for proposed trail segment
2013-15	Construction
2015	Trail segment opening

Existing Policy Support and Studies

1996	Bicycle Master Plan adopted; Sullivan's Gulch Trail included as "Priority 3" project (BMP currently being revised)
2000	Metro Council adopted the proposed trail route in Metro's Regional Transportation Plan.
2003	Placed on Metro's Financially Constrained List, making the project eligible for feasibility study funding. Trail on <i>Metro's Regional Trail Plan</i>
2004	PSU Urban Planning Workshop Study looks at whole alignment
2008	PPR submits application to Metro for Feasibility Study. \$250,000 grant awarded for 2009 -10.
2009	Sullivan's Gulch added to Portland RTP Financially Constrained List

Partnership

Project Sponsor: Portland Parks & Recreation
Contacts: Brett Horner 503 823 1674
Sarah Coates Huggins 503 823 3385

Agency Partners:

Metro Parks and Greenspaces
Portland Bureau of Transportation
Roger Geller 503 823 7671
Tri-Met
Portland Development Commission
Convention Center Urban Renewal Area
Gateway Urban Renewal Area
Bureau of Environmental Services

Corporate Partner:

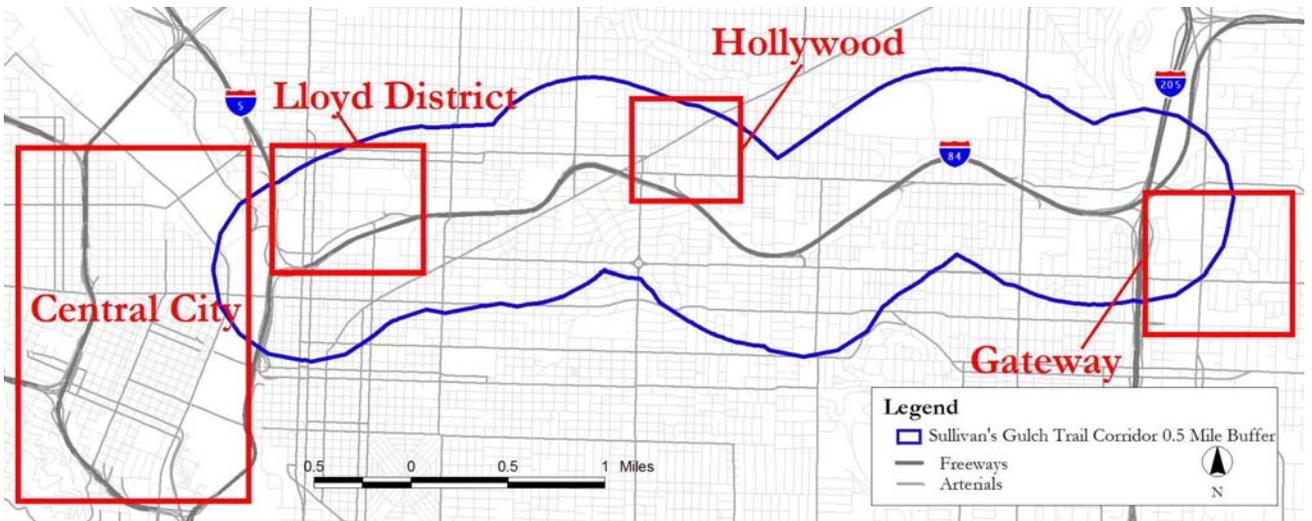
Union Pacific Railroad

Community Partners:

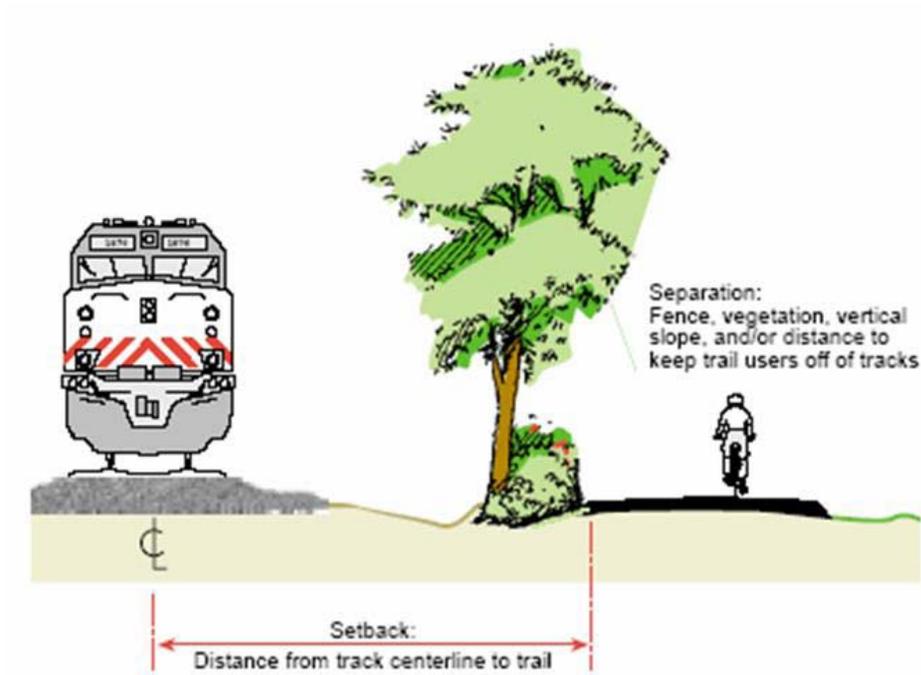
Sullivan's Gulch Trail Committee: www.sullivansgulchtrail.org/
Susan Hathaway Marxer 503 281 5629
Gateway Green
Linda Robinson: linda@gatewaygreenpdx.org
Central Eastside and Lloyd District neighborhoods

Stakeholders include, but are not limited to:

- Private landowners and companies along the corridor
- Neighborhood associations on both sides of I-84
- Lloyd Transportation Management Association
- Bicycle advocates and organizations such as the Bicycle Transportation Alliance
- Pedestrian advocates such as the Willamette Pedestrian Coalition



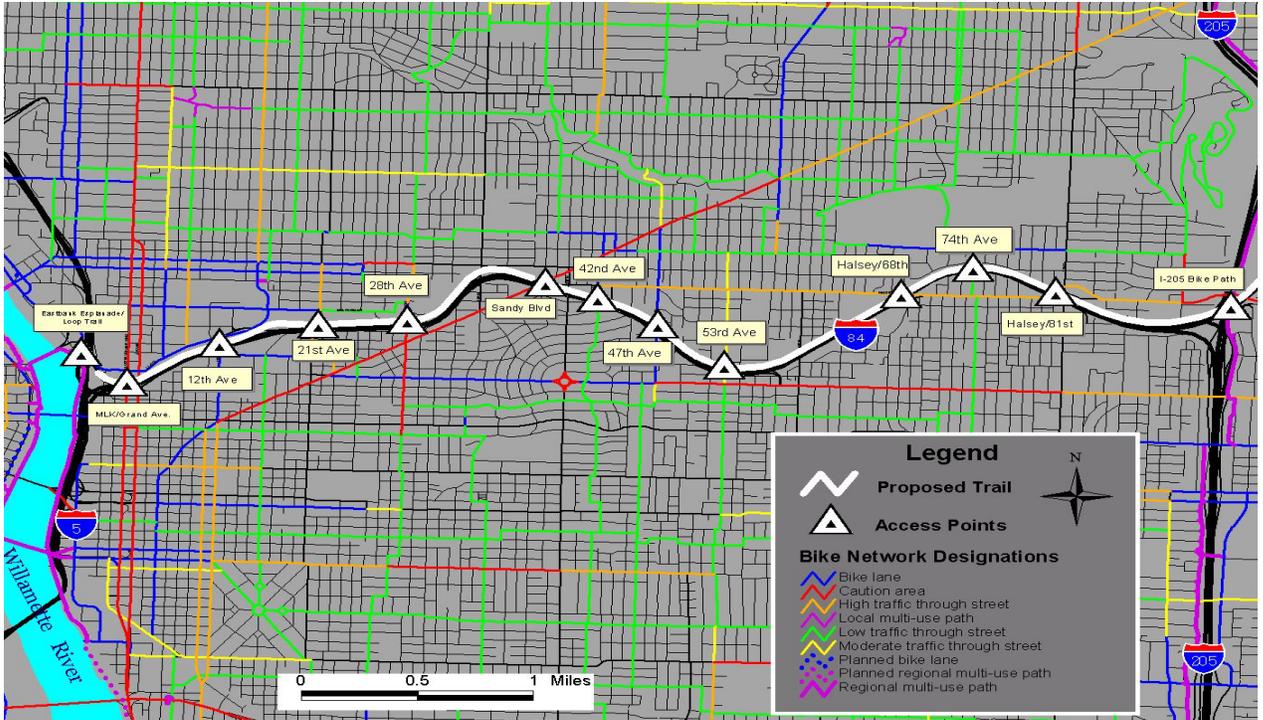
Major Employment, Transit and Growth Centers near the Corridor



Rail with Trail concept: Source - Alta Planning & Design

** Report Images from June 2004 PSU Urban Planning Workshop Project

Active Transportation Demonstration Project Proposal



Trail map of proposed route as it relates to regional bike network



Examples of trail alignment concepts and property lines along the corridor

