PORTLAND PARKS & RECREATION

Healthy Parks, Healthy Portland

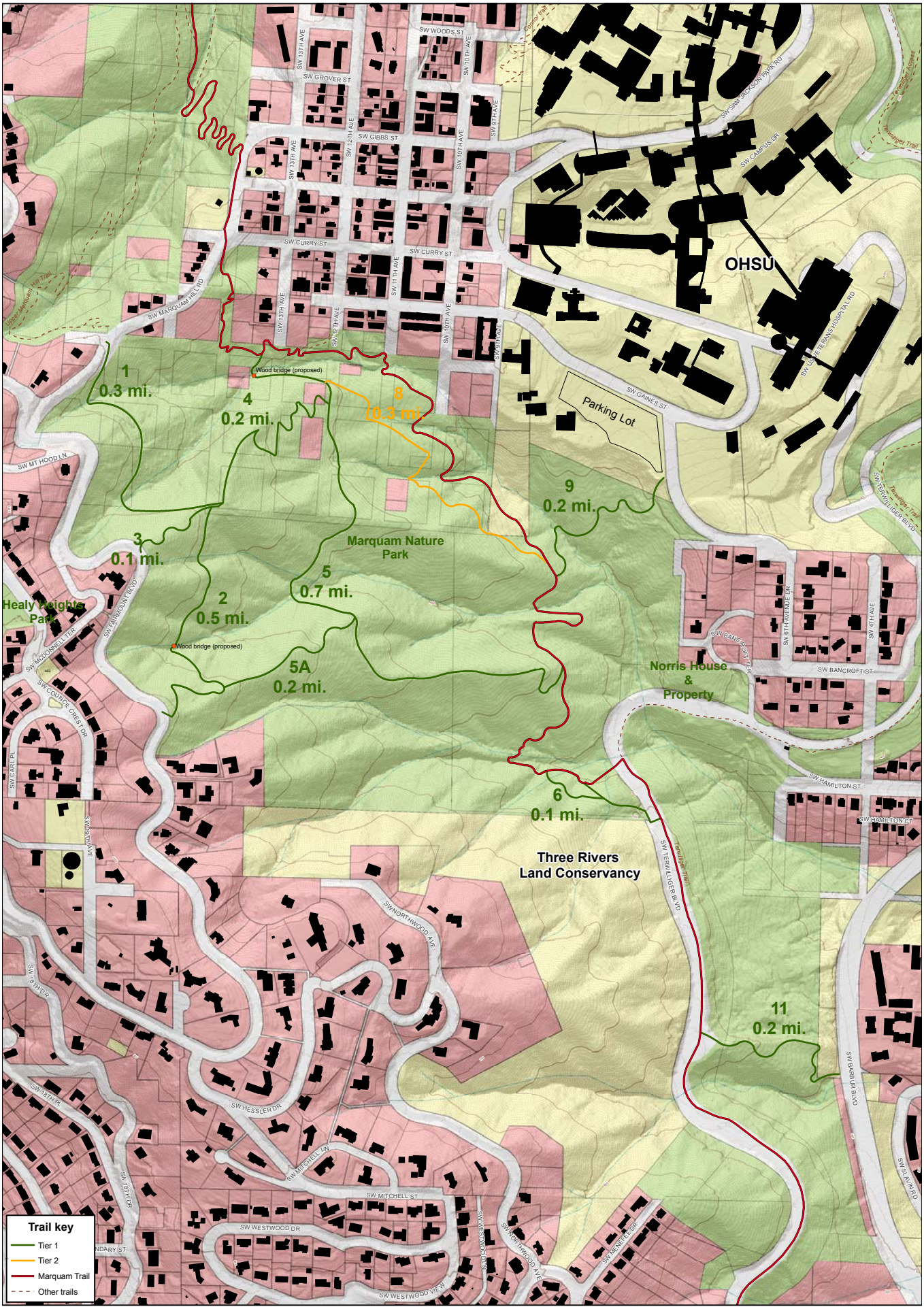
March 9, 2007

Marquam Trail Plan for Lakeman-Orkney & OHSU

Notes are organized by Trail Segment corresponding to the attached map. These notes include revisions made from input gathered by Fred Nilsen and Jim Sjulin at the Tuesday, February 27, 2007 public meeting. Changes and other recommendations are the following:

1. Re-align the south end of Segment 2 to the north side of the ridge to be less proximate to housing. Revised map now shows this re-alignment.
2. Develop a connecting route between Segment 2 and Segment 5 that is further south of interior connections proposed at the 2/27/07 meeting. Called Segment 5A, the new map shows this new segment.
3. Re-align the upper portion of Segment 8 (in the vicinity of SW 13th Ave.) to move it further away from Homestead Neighborhood residential area. This would be a continuation of the proposed re-alignment of the Marquam Trail (shown as the mid- and lower portions of Segment 8) that was also done to move the trail away from the developed residential area. The new map now shows this change.
4. Comments taken that the trail connections to SW Fairmount Blvd. will attract roadside parking. Noted that there's the usual dilemma where parking for trail users and guests of nearby residents is not objectionable, but parking used by OHSU staff and guests is not welcomed. No definite solutions for this issue, but parking time limits (2-3 hours) were mentioned as an idea.
5. Of the two trails connection Terwilliger to Barbur shown on the 2/27/07 meeting map, the northern one was determined to be infeasible due to a grade issue near Barbur. Only the southern connection is feasible.
6. Segments 7 and 10 were determined to be redundant and were removed from the proposal.
7. All Segments except Segment 8 were determined to be Tier 1 priorities. Segment 8 became a Tier 2 priority because the existing Marquam Trail in an adjacent alignment is in functional condition.

Priority	Trail Segment
Tier 1	**Segment #1.** Upper Marquam Hill Trail Extension, south of SW Marquam Hill Road. (.28 miles) • Follow existing Cat grade south from Marquam Hill Road to big flat area ("flat spot junction") at a major Cat road junction. Flat Spot Junction is the south end of this segment. • Segment needs 2 low bridges (boardwalk style – no railings). • Needs rolling grade dips, turnpikes, and even boardwalks to deal with wet conditions.
Tier 1	**Segment #2.** Extension of Segment #1 from Flat Spot Junction south and up to SW Fairmount Blvd. (.48 miles) • Follow Cat grade south to end of Cat grade at gulley. • Segment needs 1 low bridge, grade dips, turnpikes on Cat grade portion of this segment. • Needs a short high bridge (with railings) to cross gulley. • South of bridge, needs to gain elevation and additional length is needed to achieve acceptable grade. Switch-back or climbing turn on approach to Fairmount. No special technical problems.
Tier 1	**Segment #3.** Fairmount Connection from Flat Spot Junction. (.09 miles) • Desire trail already exists, but is too steep at upper portion. • Needs steps at Fairmount and switch-backs on upper portion to reduce steepness. • Ties to Fairmount at same place as existing desire trail.
Tier 1	**Segment #4.** Connection from Flat Spot Junction to Marquam Trail. (.23 miles) • Exists now as a desire trail. • Use Cat grade on the upper portion.

	• Lower portion is too steep and needs more length. Add climbing turns and / or switch-backs. • May require property acquisition. • Lower end ties in to or very near junction of Segment #5 with Segment #8 (relocated Marquam Trail).
Tier 1	**Segment #5.** Marquam Loop. (.7 miles) • From Marquam Trail at SW 12th connection and reconnecting with Marquam Trail just above old Norris House. • Requires big high bridge (with railings) over gully near SW 12th. • From bridge it follows Cat grade about 90% of the time. • Needs rolling grade dips, turnpikes. • A second stream crossing requires a low bridge. And a new trail route will be needed here to avoid an extra wet cat grade, as well as maintaining elevation. • At end of Cat grade, re-route the existing desire trail connection to Marquam Trail. Desire trail is steep, needs more length to lessen grade.
Tier 1	**Segment #5A.** Upper South Interior Trail Connection. (.20 miles) • Connects Segment 2 to Segment 5. Provides a good link between SW Fairmount Blvd. and SW Terwilliger Blvd. through the south portion of the new property. • Follow a ridge from Segment 2 down to Segment 5. No bridges, no water, just a matter of finding a good grade to follow. • Should be built "off center" of the ridge-line to allow sheet drainage. • More field work needed.
Tier 1	**Segment #6.** New Approach and Crossing at Terwilliger. (.1 miles) • New approach to Terwilliger leads to a crossing point with much better visibility. • Needs a low bridge. • More field work needed.
	Segment #7. Upper Interior Trail Connection. • NOT RECOMMENDED. REMOVED FROM MAP.
Tier 2	**Segment #8.** Re-routed Marquam Trail section. (.3 miles) • Re-routes Marquam Trail from near SW 12th to a new intersection on Marquam where Segments #9 and #10 also connect to Marquam. • New route crosses stream at a better location than current bridge location and is further away from Homestead neighborhood structures. • Requires 1 low bridge. • Very walk-able grade. • Requires the deconstruction of existing Marquam Trail segment. • More field work needed.
Tier 1	**Segment #9.** Connection from Marquam Trail to OHSU at SW 6th Ave. (.2 miles) • Known as Trail #11 in Marquam Hill Plan. • 1 bridge needed. • Goes through big blackberry patch below OHSU parking lot. • Connects to SW 6th near parking lot entrance. • More field work needed.
	Segment #10. Lower Interior Trail Connection. • NOT RECOMMENDED. REMOVED FROM MAP.
Tier 1	**Segment #11.** Terwilliger to SW Barbur Blvd. Connection. (.2 miles) • Known as Trail #12 in Marquam Hill Plan. • For the most part, the alignment follows a ridge down to Barbur Blvd. • Need to investigate adding a "Y" near the top as the trail approaches Terwilliger.

Potential Trail System for Marquam Nature Park Additions