



NPGT Comment Summary

Open House 5/16/12 (41 comment cards); **online comments received by 5/31/12** (12 comments)

General Comments

Agree on phasing process:

Northern portion-Columbia River (Kelley Point Park) to Swan Island (south)

Enables City and Metro to complete a portion and apply for grants this fall

Proposal needs to include City's adopted Bicycle Plan route(s) and City's adopted River Plan

Emphasis needs to continue to be trail as transportation as well as recreation trail.

Trail is a river oriented trail with emphasis on creating trail as close as possible to the river.

Place trail where there are views and green spaces! Show viewpoints.

I prefer a Greenway trail to be natural not just a residential street.

Keep the trail on "green" spaces/trail access not on public property.

General comments are that I prefer nature trails rather than street ways when possible, safe crossing of streets and avoiding high traffic streets at all times.

More neighborhood connections. Absolutely crucial element of this project that this regional trail is "owned" and revered by local neighborhoods with multiple, well-signed access points.

Access from neighborhoods needs to be addressed and planned for-expectations for type of access/improvements should be specified- accessible with trailer/bikes- family friendly.

I'd like to continue our discussion about the wording used to label the trail alternatives, i.e., "preferred" vs. "currently feasible"/"temporary designation" (or something)

We're on the same page!

10' isn't wide enough, 12' paved and where possible a soft surface trail adjacent.

Add interpretive/viewpoints- what are the menu of amenities that will be considered?

An over water aqueduct (bike que duct?)

Thank you for your hard work on this!

Thanks to staff for all your work.

Question 1. Segments 1 through 4 are proposed as the draft preferred alignment for the North Portland Greenway Trail. Do you have comments on any particular sections of this alignment?

Segment 1 – St Johns Landfill to Kelley Point Park

Please tell me what sort of obstacles are keeping segment 1 in the pink areas from being designed? Any specific businesses?

Connect trail to bikeway on Columbia Blvd. that ends at Burrage to gain access to jobs

Make the St. Johns Landfill into an off road biking area.

Landfill property-mark viewpoints

Segment 1: I think it is great, I would vote for a wider---12 foot path at least versus a ten foot one.

Segment 2 – Cathedral Park to Columbia Blvd

Place a Hawk light on Lombard that intersects with the west arm of Pier Park- keep the trail in the green space. That's what we are looking forward to!

People don't know how a Hawk works and Columbia gets freight traffic with a lot of people driving from out of the area which means even less comprehension of what to do. It's an understanding vs. safety- put a full signal in-everyone knows what to do. Aren't you supposed to stop at a signal if it's dark? Confusing.

Preferred needs to be through Crown Cork and Seal. Not Reno.

Crossing Lombard- long term- at Crown Cork and Seal preferred over Reno.

Crown, Cork and Seal property area- short term trail okay, long term Crown Cork, Seal preferred. Please look into whether N. Weyerhaeuser is a public right of way and use that route for the trail.

The North Reach Plan Trail alignment on N. Weyerhaeuser should be the preferred alignment- not the street! Baltimore Woods corridor is an ideal green space to place the trail. Keep the trail in the green spaces.

It would be wonderful to have the 10 acres if not; Weyerhaeuser would be a 2nd choice. It is a city street that's not used and borders the woods.

Let's keep the trail as green as possible. Neighborhood biking can be dangerous because of cross streets.

North of Decatur-use Reno as alternative, but continue to show Crown Cork and Seal property as is done in this version.

I share citizen concerns about importance of routing through Baltimore Woods.

Friends of Baltimore Woods commissioned a feasibility study about placing the trail in the Baltimore woods corridor by Alta Design a few years ago and the study showed it was possible. Please consult the FOBW Feasibility study 2008.

Keep the trail as close as possible to the River through Baltimore Woods and Cathedral Park.

The Lewis and Clark trail intersects with the NPGT at the north corner of the Baltimore Woods greenway, which is currently not part of the preferred route. This "10 acre woods" property behind the Crown Cork and Seal property lies directly uphill from the April 2, 1806, campsite of William Clark and is the obvious site for commemoration. Additionally, Clark followed the St. Johns shoreline, to Willamette Cove, so the trails intersect in close parallel throughout.

The North Reach alignment is the best choice beginning from N. Central and Bruce and going forward on the pink line. If necessary, purchase the Loomis property "10 acre woods" where Lewis and Clark camped. Also would like neighborhood access to the trail, if necessary go through the UP campus in order to see Clark statue, York and where Mt. Jefferson was named.

On Segment 2 of the Greenway Trail- the preferred alignment adjacent to the Crown Cork and Seal uses the street as the River Plan. I would prefer using the 10 acres of the old Loomis farm in the middle of those 10 acres for the trail.

The preferred alignment in Segment 2 would be far better, I think, to remain along the river after leaving the BES Lab, crossing Cathedral Park under the St. Johns Bridge, then ascending the far side of the boat ramp parking area and straight up to Decatur Street. This would keep more of the trail in the park and off the street.

Instead of trotting through neighborhoods, trail should continue through Cathedral Park then up Baltimore not into boat parking but alongside of the Park.

Check Cathedral Park Master Plan for trail location especially for Decatur Street access southerly of Baltimore.

Why the jog at Baltimore to North Crawford? There should be a continuous easement along Decatur to the Park.

Cathedral Park segment- Understanding Baltimore Crawford is preferred; an "optional" segment from Baltimore into the Park on Decatur should be included.

It is reprehensible that Friends of Cathedral Park neighborhood association representation has not been included in the advisory when you are planning a preferred trail alignment through the neighborhood streets. FOBW should be included in the Advisory for the trail since it commissioned a trail feasibility study for placing the trail alignment in the greenway.

Pier Park preferred as shown in red, however concern for proximity to ball field: new large proposal looks good.

Help people discover these little discovered green spaces and views in the St. Johns area. Crossing of Columbia Blvd at Chimney Park is of concern for pedestrians and bikes as well as for trucks. This also improves bike and pedestrian access along Columbia Blvd to Burgard as that is entry to jobs either westerly or northerly. Critical for commuters, to 5-10,000 jobs in Rivergate!

I agree with the suggestion submitted by Jim Barnas of Friends of Baltimore Woods. I think it is important to get the trail off streets for safety, convenience and quality of the experience reasons. Concerning Weyerhaeuser St. Here is a quote from an email sent to Barbara Quinn: "I called Lance Lindahl of PBOT to ask about whether N. Weyerhaeuser is a public right of way and he said the section adjacent to Crown Cork was annexed in the 80s, so no longer public. I asked if that could be reversed and he said yes there was a process for it." Even without public ownership of the "10 Acre Wood" at Crown and Cork, Weyerhaeuser could be used to avoid going on streets. Streets are a slow way to travel for a bike because of the intersections.

I have comments on Segment 2 As noted in the matrix of unresolved issues, the Lampros Steel property is currently for sale and the City and Metro are negotiating a trail easement. The Mecox Partners LP property (Crown Cork) is currently for sale. The NPGT Alignment committee has an opportunity to recommend to the appropriate entities at City/Metro that they use this opportunity to negotiate a (reclaimed, restored, revisited, reopened -- I don't know the term) ROW easement for a dedicated trail along the former Weyerhaeuser Av now within that property. All the north-south streets between the bluff and Lombard (Edison, etc.) feed into this street. If the trail follows this easement, it can turn north before it crosses Lombard and utilize the wide "boulevard"-type sidewalk/parking ROW along the front

of the Crown Cork building. The crossing to Pier Park would be at Commando Street (what better name for a trail?!). This street follows the TriMet bus layover area, ball fields and the skate park. An alignment here would stay on the Park side of the street, avoiding any driveway conflicts, which are all on the other side -- all commercial truck and auto-parts businesses. There would be some engineering issues and improvements would have to be made to that side of the street. The advantage of this street is that it is not used for parking and avoids the heavy traffic and parking and crowd conflicts of Bruce St., most of all whenever games are being played. It goes straight onto the existing gravel path that leads to the Pier/Chimney Bridge, avoiding conflicts with park patrons playing disc golf and other activities. This is a heavily used area for youth sports and their families, all coming and going across what would be a path used by cyclists in transit to Smith and Bybee or Kelley Point. There is a circular turn-around/parking area at the end of Bruce at James St., where a bike lane would enter the park. This turn-around is used by parents dropping off children going to play ball.

Segment 2: Again, I think this is a good plan. Having a trail in the Baltimore woods would be really nice if you do not have to remove many trees, but I think it is ok to add it later and just have the "Green Street" connection for the time being (or just build a short signed "spur" with a local MUP (less width) that winds through the park, thus eliminating the need to remove any trees

Much effort has been spent restoring Baltimore Woods and time and money in terms of lot acquisition will continue to extend its impact. The section of segment 3 should continue along Decatur as a walking path rather than just as a street route.

On Section 2, It would be good if the unpaved part of N. Decatur was trail only (closed to motor vehicles).

Segment 2: I am concerned about the trails in Pier Park meeting up with the bridge across to Chimney Park. The trails are steep and I have never been able to make it up the hill on my bike to where I think the bridge would be located. Will the trail be improved or will a different way to access the bridge across to Chimney Park be implemented? I also worry about crossing Columbia Blvd. The trucks will be coming down the overpass fast. Anyway to get the bicyclists and walkers to the other side without having to cross Columbia Blvd would be a priority for me.

Segment 2: My preference would be to follow the River Plan alternative for the trail alignment. I fully agree with the proposed use of Decatur St. as a trail segment. I have personally used this route myself while biking, even though the current condition of the road is not good.

Segment 2: Would like Baltimore Woods to become an Alternate Trail Route once it is completed. Trail should be as none intrusive as possible for animal and plant life should be first priority. Would also suggest another look at a bike/walk crossing on Columbia Blvd that does not stop truck traffic ? Corky Collier suggested going under Columbia Blvd on the north side of the tracks. When the bicyclists come out the east end of the undercrossing, they are right at the short road. This is different from Mark Hill's suggestion and I would like to see if this is a possibility.

Segment 3 – University of Portland to BES Water Lab

Sections 3-4 –propose some traffic calming for Willamette. The section of Willamette further south with limited car access, is great for bikes. This could easily be extended. Local autos only.

Future access to Peninsula Crossing- show as future desired

Incorporate trail connections as part of NPGT- work with PBOT to designate and fund: Edgewater, Van Houten

Include BNSF Bridge crossing long term. University of Portland crossings good. Add pink to map- definitely long term-BNSF trail is part of the River Plan.

Cantilever around University of Portland on riverside is preferred.

A smaller soft trail closer to the river in McCormick and UP property.

University Park neighborhood association is very interested in Segment 3 esp at RR bridge, could be nice to have access from Big Dig bike path and Willamette.

Willamette Cove: add Edgewater St access to Willamette Blvd. future route from Willamette Cove trail to Peninsula Crossing trail per Willamette Cove Study (developed by Portland Parks and Rec) needs to be added as long term, add viewpoints, check Edgewater right-of-way in Willamette Cove, McCormick Baxter/Triangle property etc.

Trail can be away from RR tracks per Willamette Cove Study (Portland Parks and Rec).

Trail proposal thru Willamette Cove fails this test. (Trail is a river oriented trail with emphasis on creating trail as close as possible to the river).

See Willamette Cove Study by PDX Parks and Rec completed 3-4 years ago. Includes long term access to Peninsula Crossing Trail. Some reference needed.

Segment 3: Connecting all the parks is a great idea and having multiple bike route connections along the way is also important. The cantilevered path around the bluff is WONDERFUL (have a built-in overlook with a few benches), but again I would recommend as wide of a MUP as possible to accommodate future bike traffic on popular summer days and commute time. My BIG worry is the connection to the Waud Bluff trail. If you have to use the stairs for the NP Greenway trail connection it will really destroy the whole trail and make it impossible for tourists with trailers, or families with babies, to use the trail effectively if they have to go down or up a 25 foot stair. That MUST be avoided even if it means a major added expense. Since I have not seen the Waud Bluff plans and cannot tell how it would connect to this new trail, I am not sure if this is a problem or not. If the stairway will have to be used (Other than for a connection to the top of the bluff), I think it would be a MAJOR mistake.

Segment 3: I would strongly encourage creating a connection from the Peninsula Crossing Trail. This would likely require a switch back or two. The downward slope could begin anywhere from Princeton to Willamette, then switch back either once or twice as necessary to drop all the way down to the north/south railroad level. At this level, it should then cross over the lower east/west railroad and the Greenway trail, then continue parallel to the north/south railroad with a split at some point before the bridge, so that one trail will cut back and drop down to the Greenway trail and another trail will continue to the bridge so that a future bridge crossing can be constructed, similar to the bicycle crossing associated with the Steel Bridge. This can connect the Greenway Trail to the Peninsula Crossing Trail, and allow for a future Willamette River crossing which can establish a connection to Northwest Portland.

Section 4 – Swan Island

Sections 3-4 –propose some traffic calming for Willamette. The section of Willamette further south with limited car access, is great for bikes. This could easily be extended. Local autos only.

Where is the path from the Dog Bowl to the trail?

Put neighborhood connection from the Dog Bowl (at Willamette).

Incorporate trail connections as part of NPGT- work with PBOT to designate and fund: Dog bowl, as Going to the River is shown.

Areas to emphasize include: Shenanigan's old restaurant is preferred long term route-okay.

Swan Island- barrier to separate trucks from bikes on Basin.

Basin alternative is preferred or at the boat launch. I think the trail could extend to the Waud Bluff trail. This should be the preferred route.

We've got to build some serious traffic calming on Swan Island/Basin Ave.

Basin could use a cycle track type separation. Lenny Anderson should be involved.

Having sharrows on an outer lane on the Swan Island segment would be dangerous given the amount of industrial traffic. Bad idea.

Put on street parking in front of Fed Ex and on the other side. Get rid of the center turn land and put street parking.

Put parking signs in the private Daimler parking lot so I can use it.

You need car parking north of the BES Pump Station.

Show spur to Shipyard viewpoint

Segment 4: Well thought out, but I would hope that the on-street portions through this industrial zone are well buffered. I would envision a cross-traffic bike corridor with a yellow center line AND physically separated from car traffic either by a planting strip or some concrete barrier.

Segment 4: When looking at this from a commuter perspective, the preferred alignment through Swan Island winds around too much to be of use. For getting to the river front, it's fine, so for the purpose of a Greenway trail along the river, the alignment looks good, but I would like to add a request to also have a connection that follows Basin Ave, then crosses Channel/Going to N. Port Center Way, then uses the existing bike trail to connect to the new Greenway Trail alignment.

Segments 3-4: I think the alternative route up Van Houten and along Willamette is viable and has a good connection (visually) to the river. This is likely to be the preferred routes for families to the inaccessible stairs being built at Waud Bluff (is that even legal?). Anyway, to make this function for kids, bikes, joggers with strollers, etc., Willamette should be switched to local traffic only from Portsmouth to Rosa Parks, like it is from Rosa Parks south. People are simply using this as traffic-light-free shortcut to avoid Greeley. Putting additional bikes on this stretch of Willamette with making this minor traffic change would be irresponsible. Please consider this recommendation as a critical part of your report, and one that should be enacted immediately to foster safe biking along the river!

Question 2. A buildable alignment for Segment 5 is still being studied. Do you have comments on the alternatives being considered for Segment 5?

Segment 5 – Rose Quarter & Albina Yard

Currently, the bike lane on Interstate is striped at a fixed width (4'?). If you striped the drive lane, it could vary from 4-10' or so. This would greatly improve the route. The underpasses at Broadway should be widened.

Interstate should not be an alternative-too far away, too much congestion, and conflicts.

Short term- utilize road adjacent to Interstate (river side) then proceed by separating Interstate traffic and trail route to East bank Esplanade

A cantilever trail along Union Pacific from Ash Grove to Sakrete (still required access around both to get to Swan Island segment and N. River Road)

Follow river plan route from N. River Road above to Broadway-then use Larrabee through signal at Interstate.

Connection from N. River Road to Albina Max stop?

From Larrabee- long term-follow River Plan route

Cement Road-get it done.

If an esplanade style path can be buried below the UP bluff, the same design could work along the RR property/Cement Rd (unless they still need water access for grain silos)

Use Cement Road and run along the river as much as possible.

Since the railroad is willing to negotiate the use of the underpass in Segment 4, please push to have the same type of easement rights in Segment 5 (from Rose Quarter to Esplanade).

N. Greeley totally unacceptable as alternative- multi-purpose Willamette Greenway Trail

Greeley alignment is absolutely unacceptable. Can not in any good faith consider this route for NPGT. Please add N. Michigan neighborhood greenway to Segment 5 map.

Move Greeley 10" east and put a bike path on the west side of Greeley. Take out the small cherry trees and add a path.

Greeley is a freight route not compatible as a trail!

Greeley- poor choices even separated. I have major concerns about Going interchange. I'm gonna bring a 5 yr. old on a bike through that?

My **STRONG** preference is to find a way to utilize the existing private road on the river side of the Albina Rail yard, as proposed in the River Plan.

Please consider cantilevering a bridge from the top of the East bank ramp, under the Steel Bridge to the space behind the Grain Towers to avoid having to cross traffic coming off the bridge. It looks feasible to support a bike path over the RR access road under the bridge. Secondly, Greeley is an unmitigated hellscape for anyone or anything outside of a car. Even a separated bike path would be extremely uncomfortable. I have walked my dog in the grass on the north side of Greeley and my dog and I were both terrified. It makes sense on a map, and considering grades, but you should really go stand out there

with a four year old and see how it feels before showing this as an alternative. One simple mistake on this stretch will be fatal. I would take a closer look at Interstate, developing that path on the west side of the street. as it goes up the hill, maybe cutting through Overlook Park 20 west of the sidewalk, then up concord to Willamette. Willamette could be local traffic only up to UP (part of it is already) then down Van Houten to the River. The stretch of Interstate between Greeley and Multnomah could definitely be improved. A first step would be to stripe a continuous 12' auto lane, and leave the remainder for bikes (this would help with crowding in spots). The expensive fix is that there is not enough width under the bridges. There is currently not enough room for a bike and a bus or freight truck to get through these spots comfortably and it really needs to be widened.

Please meet with Friends of Overlook Bluff with regards to the land for sale North of Overlook Park - located on Overlook Terrace. See the "ee" in Greeley Ave on the map. That is the location of the land that is for sale. Friends of Overlook Bluff are trying to preserve, restore and connect Greeley Ave to Interstate through this land that is pristine with a 250 year old Heritage white oak tree and commanding views of downtown Portland. The land is for sale through private ownership. We are trying to reach a commitment from the City of Portland and other organizations with grants to purchase this property for preservation. Ruth Oclander at (503) 417-7884 can be reached for further information. This is the perfect "access" point from Greeley to Interstate (MAX) for the bike trail. Please learn more about the efforts on this preservation project.

Segment 5: I realize that this is just "conceptual" at this point, but this alignment is by far the most important. This trail will have regional tourist attraction and serve as a much needed commuter route from SE and downtown to Swan Island and needs to be built for this trail to work long term. "Going to the River" will be nice for some more experienced commuters, but will not work for families. Also, if only the northern end is built it could appear to the public as a "Path to nowhere," even though standing alone the northern and middle sections are sorely needed and could be a starting point that could be added on to later, like the Springwater was built in stages. The same concept that is talked about along the bluff/ river I think could work along the Albina rail yards. There are only four or five river front industries that would have to be worked around (looking from the west side over the river). Maybe a cantilevered path next to the river? With lookouts over the river? It may need to "duck under" a dock or two.....which would require rebuilding of the docks, but that may be workable, unique and architecturally fascinating. Another thing to think about is its connection to the Broadway Bridge. There is plenty of room to run a trail underneath and then alongside Interstate if it is kept high enough above the rail tracks. Connect it to the north end of the rose quarter somehow, then go up a ramp (there is publicly owned space for it) to an elevated bridge above the monstrosity of roads and rail tracks thus tying into the Eastside Esplanade via a new Iconic bike bridge. There is room, although it would require creative use of space and architectural engineering, plus the possible removal of Peace Park. This connection could be added later after both Sullivan's Gulch and the North River trails are finished and create a huge bottleneck in the rose quarter with the higher bike traffic (particularly for the lower deck of the Steel bridge), but should be planned for now. I doubt there is room to duck under the Steel bridge since there is too much infrastructure related to the freight trains: there is not enough height to squeeze in an underpass. Thank you for your time and effort.