



North Portland Greenway Trail (NPGT) Alignment Project – Open House
Wednesday, September 12, 2012, 6:30-8:30 pm
University of Portland, Chiles Center

Open House Goals:

- Introduce project and new project team
- Provide an overview of the project goals
- Provide updates on trail alignment
- Identify and address community concerns and suggestions

Approximately 50 community members participated.

North Portland Greenway Trail Project Goals

- To develop a 10% engineering study.
- To create a contiguous, multimodal route that allows a user to travel from the Eastbank Esplanade to Kelley Point Park, an approximate 10.5 mile distance.

Note: Portions of this route are interim as we continue to pursue full development of the Preferred Alignment of the North Portland Greenway Trail.

I. Welcome and introductions

The project team was introduced and changes to PP&R staffing were explained. The purpose of the meeting and the outcomes were described. The presentation focused on the areas of the trail that deviated from the North Reach River Plan. Deviations from the trail were only considered if:

- Access is not possible currently because of property ownership
- New information uncovers technical issues

II. Design Presentation – Attendees asked questions throughout the presentation. Responses are provided.

Segment 1:

Deviation from North Reach River Plan

1. Metro landfill – the trail will go around perimeter of site and not through
Rationale – Concerns about fumes and off-gassing

Questions/Comments

- Will Columbia Blvd crossing have a controlled signal? Columbia Blvd crossing is still unresolved but there will need to be a connection across Columbia between Chimney Park and the Metro landfill site.
- There is no access to the landfill now, but there will be once the trail is constructed? Yes, on trail with barrier between trail and landfill.
- Will there be kayak access along the Columbia Slough, under the trail? There is currently kayak access, which will remain.

Segment 2:

Deviation from North Reach River Plan

2. The alignment through Chimney and Pier Parks is moved
Rationale – The preferred alignment would not meet ADA requirements. Additionally, the preferred alignment passed closely along the edge of an existing play field, likely to cause user conflicts.

3. An interim on-street trail route on N Reno Ave
Rationale – The city does not have an easement on the Crown Cork & Seal property. Reno will be open to car, bicycle, and pedestrian traffic.
4. Directing commuters around park along N. Crawford St
Rationale – The park master plan calls for the trail to be on N. Crawford St. There will also be an internal trail system in the park.

Questions/Comments

- How will through access affect residents – regarding Baltimore Woods? Bringing more people (more eyes on the trail) through an area can help to displace negative activities. For example, the unimproved section of Decatur and wooded sections of Baltimore Woods were both areas where homeless sometimes gathered, and adding a trail and activating the space can help make it a less attractive place to gather or camp unseen. PP&R is actively working to make sure that impacted neighbors are aware of and have the opportunity to be involved in the development of the trail.
- There is no funding for this trail yet, correct? The overpass connecting Pier and Chimney Park is funded and construction will begin in spring of 2013. Metro and PP&R will be applying for a grant to construct a trail segment on the landfill site. The Waud Bluff connection is currently under construction, with completion anticipated in Spring 2013. There is no funding for any other work on this trail. Once 10% engineering is complete, we will be able to seek funding for additional work.
- When will it be too late to incorporate the desired or “ultimate goal” segments of the trail in the plan? Never. The North Reach River Plan will remain the ultimate goal until it is completed.
- When will trail construction begin? When funding is found – PP&R is continually seeking opportunities to apply for grants through a variety of sources.
- Is the yellow line on the segment maps destined to be built? The yellow line shown is ‘built existing trail,’ or trail segments that are already constructed or have funding sources to construct in the near future, e.g., Pier Bridge, Waud Bluff.
- Is it possible to put a trail through the Crown Cork & Seal (CCS) property? We cannot put a trail on the property until there is an easement for the trail on the site. The City of Portland and Metro are working to acquire the easement.
- When does the next phase of the trail project begin? Metro is currently working on an application to fund the landfill portion of the trail. If that application is successful, that will likely be the next segment built.
- Is the City of Portland looking for funding for the trail now? Yes

Baltimore Woods portion of the trail can be placed either on top of the existing sewer line, adjacent to the railroad, or lie as an indirect path that winds through the natural area above. Attendees were asked to indicate their alignment preference on the comment card.

Questions/Comments

- The railroad option through Baltimore Woods would be at-level, while the nature path would be elevated and have better views.
- Is the space northwest of CCS, along the railroad, available for the trail? [No. There is not enough space for the trail through that narrow section, and it is on railroad property.]

Segment 3:

Deviation from North Reach River Plan

5. Maintain the trail at the tree line at N. Richmond
Rationale – remove a 90° turn

Questions/Comments

- Why is the trail only on City of Portland property? The City of Portland needs an easement to ensure permanent access to the trail. Additionally, we need to access the trail for maintenance.

- Will there be a connection from this trail to NW Portland over the railroad bridge? That is not part of the scope of this project.
- Will the trail include docks along the river and viewpoints? Viewpoints are identified as part of the North Reach River Plan and are shown on the maps; docks were not part of the original plan.
- How will the trail connect to Waud Bluff? The Waud Bluff staircase and trail connector are now under construction.
- The trail is supposed to have 10% engineering design when this phase is complete. What does 10% engineered mean? What does it include? The 10% engineering includes surveys of the trail route and it will include the vertical and horizontal alignment of the trail with typical cross sections. We intend to have sufficient information on topography, access, use etc. to ensure the trail is buildable.
- Will the trail be designed to ADA standards? Permanent off-street alignment sections will be designed to ADA standards. Interim on-street sections that use existing constructed streets may not all meet ADA standards.
- Do all five segment need to adhere to ADA standards for the project to get federal funding? Federal funds must be used on portions that meet ADA standards. The entire length of the trail may not completely meet ADA standards.
- Is there a reason for not having neighborhood connections through the University of Portland section, for example, at N. Van Houten Ave? There are multiple neighborhood connections to the trail, not all of them are visible on the map as the map is focused on the trail route itself. There will be a neighborhood connection to the trail at N. Van Houten.
- Comment: Neighborhood connections to the trail should be emphasized. That is one of the weaknesses of the Springwater Corridor trail: not enough neighborhood access points to trail.
- Is there an option to access the trail at Waud Bluff with a stroller, avoiding the stairs? No

Segment 4:

Deviation from North Reach River Plan

6. Locate the trail on N. Basin

Rationale – Connect the trail via Going to the River and N. Greeley into the Rose Quarter

Questions/Comments

- Comment: There is a sewer easement along the lagoon.
- Were traffic counts conducted for Basin Ave? Not recently
- Why doesn't the trail alignment show the mile of the Riverwalk Trail? We will add this to the maps.
- Has an ADA analysis been done on N Going St and on the Greeley Ave ramp? Greeley Ave will be designed to meet ADA guidelines and requirements. N. Going Street improvements are ADA.
- Is the Basin St right-of-way wide enough to separate pedestrians from vehicle traffic? Yes, cross sections of the improvements are on the map. There is a 10' pedestrian/bike path.
- Are there bike paths proposed on both sides of Basin St? The trail is proposed to go along the east side of Basin Ave.
- Could there be a bike trail down the middle of N. Basin Ave? While it may be possible, it is unlikely that a trail would be built in the middle of Basin Ave. Basin carries a lot of freight traffic. It is the judgment of the consultant and PP&R that cyclists and pedestrians would be less likely to use this trail.
- The North Reach River Plan is the adopted alignment. I am concerned that the plan we are working on now will supersede that plan and it will never be completed. The North Reach River Plan is still the adopted alignment. This plan does not change the adopted alignment. The goal of this project is to get to 10% engineering where we can build that adopted alignment in the near term. In cases where we don't have an easement and may not get one in the near-term, we are proposing interim alignments that allow for a continuous trail experience. PP&R will continue to pursue acquisition of the permanent alignments.

Segment 5:

The North Reach River Plan identifies trail sections along both N. Greeley and the Cement Rd. This phase of the project is exploring engineering only along the segment from N. Greeley to the Eastbank Esplanade.

We are currently not exploring the trail along the Cement Rd because the trail is private property, we do not have an easement, and the property owner is publically opposed to the trail.

Deviation from North Reach River Plan

7. PP&R is working with the Office of Transportation and the consultants to identify a suitable route south of N. Tillamook St to the Eastbank Esplanade.

Rationale – PBOT concerns about bikes on Interstate, reduction of parking on Larrabee, access to Thunderbird Way – there are many issues that are in the process of being worked out.

Questions/Comments

- Can the project include the Ashgrove Cement road? The Cement Rd is owned by Union Pacific Railroad, and used by UPRR and Ashgrove Cement. UPRR has not been interested in conveying an easement to the City for the trail along that private road, and as a result Albina Yards is not seen as a near-term possibility.
- Comment: We must fight to have the trail located on the river. This is correct. PP&R is committed to working with UPRR to gain access to a riverfront trail. There is an important role for the community and businesses on Swan Island to support the work of the City. We all want the same thing.
- Comment: The will of the people is to have the trail along the river. City officials and public should stand together to request an easement from the railroad. We have and will continue to make that request.
- Why does the trail go around the Rose Quarter? It is a nightmare for bicycle traffic during events. We recognize that this section has challenges. We are still working out the details of this section.
- Why do we only think of commute hours when looking at the trail alignment? The trail should have 24-hour use. It is also necessary to identify issues that may arise during peak times.
- Continuing onto the Rose Quarter, there is public property available adjacent to N. Interstate Ave and greenway space? Sections of Thunderbird are both public and private.
- How does the North/Northeast Quadrant Study match with this trail? Project staff has met with Bureau of Transportation staff working on the North/Northeast Quadrant Study and will continue discussing how the trail and quadrant plan can complement each other.
- How does the trail work at the connection of N. Larrabee Ave and the blue line on the map? Heading north from what is proposed on Larrabee, the trail would connect to the existing bicycle lane/cycle track on Interstate, until it hits Greeley.