

North Portland Greenway Trail Alignment Project

Project Advisory Committee Meeting #4 Wednesday, October 3, 2012 University of Portland, Chiles Center, Hall of Fame Room 6:30-8:30 pm

Attendees

Project Advisory Committee (PAC): Pam Arden, Thad Collins (UPS), Phyllis Harris (Daimler), David Lee, Francie Royce, Marian Rhys, Angela Wagnon (ONI), Jim Barnas

Project Staff: Mary Jaron Kelley (NPNS), Emily Roth (PP&R), Elizabeth Kennedy-Wong (PP&R), Adrian Esteban (DEA), Babs Adamski (NPNS), Barry Manning (BPS), Jane Hart (Metro)

Public: Joe Adamski, Curt Schneider, Beate Hoelscher, Betsy Valle, George Spaulding, Jackie Calder, Ryan Palmer

Meeting Notes

Introductions

- Attendees introduced themselves.
- Mary recapped the September 12 Open House which had 60 attendees, and site visits to University of Portland, Baltimore Woods, and St Johns Landfill in August.

Project Manager Update - Emily Roth

- Emily Roth, Project Manager for PP&R, introduced herself and mentioned past projects she has worked on in the area. She is the trail liaison for the Peninsula Crossing Trail, Marine Drive Trail, and Columbia Slough Trail. She is a Friend of Smith and Bybee Lakes.
- Emily reviewed the purpose for the project: To develop a 10% engineering study that creates a contiguous, multimodal route that allows a user to travel from the Eastbank Esplanade to Kelley Point Park.
- The project is engineering publicly owned lands those with public easement or with right of way easements from willing landowners.
- The City of Portland and Metro are looking to purchase land or public easements on properties identified in the North Reach River Plan.
- PP&R will meet with Union Pacific Railroad on Monday, October 15.
- Q When money was sought for the grant, weren't the positive and negatives to be identified for separate parcels?
- A The present PP&R plan doesn't go after parcels that are considered unlikely to be available in the short term.
- Q Discussion regarding Cement Road, several committee members were interested in pursuing access to and discussion of the Cement Road:

Can a second easement to Swan Island be made? Can Cement Rd be made into a city street? Has the city talked previously with Union Pacific?

A - Portland Parks & Recreation intends to continue to engage the railroad in dialogue regarding this and other trail projects. Currently, we are focusing discussion with the RR on the small right-of-way in the area of Waud Bluff that is needed to make the NPGT work for the near future.

Q - Is the 10% engineering plan limited because of financial restraints?

A - The ODOT grant requires that a contiguous trail be engineered that can be built in the near term. We are not doing 10% engineering on properties that have not given us access.

Q - How important is the 10% plan?

A - It is at the concept level; this planning effort does not preclude developing Cement Rd in the future.

Q - What if private land needs development?

A - Private landowners will go through the permit process at the City. If the land has a future alignment of a trail within that area, the landowner may be required to provide an easement for the trail at the time of permitting (BDS staff is checking on whether that applies to industrial landowners in the North Reach).

After discussions with the community, the North Reach River Plan alignment was added to the project maps.

Metro Update - Jane Hart

Metro has been asked to submit the detailed application for ODOT funding for the trail segment from Chimney Park to a viewpoint on the St Johns Landfill. Crossing Columbia Blvd is a challenge. PP&R, PBOT, and the freight community will be meeting to discuss next steps.

It is not known at present whether the crossing at Columbia Blvd will be an at-grade crossing or grade separated. Information is being collected from the freight community and other sources about the freight route.

The grant application is due December 13. Site visits are not yet scheduled.

Segments 1-5

Comment form was summarized and explained:

- There was a high response (167).
- Remember that this survey reflects the 167 respondents who took the time to fill out the form.
- There is a theme of disconnect between the purpose and the grant funding.
- Section 4 & 5 need further vetting as there are issues around use, effectiveness, and purpose (commuting vs. recreation).
- The job of the PAC is to balance feedback from the public, what they know as community members, and technical information to give us their best advice.
- Comments were made about taking varying uses (commuting, recreation) into consideration. This included the width of the trail and right of ways.

Section 1

There were few issues with this segment. The landfill alignment was set through a previous Metro planning project.

Section 2

The deviation from the North Reach Plan at Chimney Park is needed for ADA compliance. The River Plan shows Pier Park with a west path.

The trail is planned to be on Reno Ave as Crown, Cork & Seal is not city-owned. There is a signal at N. Lombard and N. Reno. At Decatur, the trail returns to the River Plan using the streets around Cathedral Park because there are other uses within the park. Recreational park users will be separated from cycling commuters.

Commuters want a straight line in Baltimore Woods while recreational users would rather have a trail meander through the site. The PAC can discuss regional or a softer surface trail. The commuter element may be eligible for MTIP funding.

Using the sewer easement makes sense. ADA standards will be used for the regional trail. PAC would like to see a soft surface trail too.

Section 3

No change to the alignment except at Willamette Cove where it is easily moved from Union Pacific property.

A trough for moving bikes will run along the steps that are part of the Waud Bluff spur.

Improvements to Edgewater Ave were proposed in the Willamette Cove study. This will allow a connection to the Peninsula Crossing trail.

Segment 4

Following Basin, the North Reach plan shows alignments along both N. Greeley and Cement Rd. The current alignment only engineers N. Greeley. The sidewalk on N. Basin Street is narrow and there are many trees. There was consensus in support of a sidewalk being kept on both sides of N. Basin.

The path will be designed creating a modal separation on N. Basin.

Emily Roth recently met with Lenny Anderson and Sarah Angell (ED, Swan Island Transportation Management Association). They discussed making a connection between Swan Island and N. Going/Greeley. They also talked about pedestrian access for lunch time walkers along the river.

A need for weekend connections to the river and public transit connections between Swan Island and the MAX line were discussed. Sidewalks on Port Center Way leading to Going St and continuing east were discussed.

The 10% engineering does not include truck counts or traffic analysis. There was discussion about PBOT or volunteers taking on this task.

Segment 5

The trail and connections between N. Going St, N.Greeley Ave, N. Interstate Ave, and N. Larabee St were discussed. The deviation from the River Plan exists because the city doesn't own Cement Rd. At Interstate there is a deviation to avoid private property and a steep grade on N. Thunderbird Way.

The trail section from N. Interstate Ave turning left (northwest) onto N. Greeley Ave was reviewed and discussed. It was agreed that the path is tight on the north side of Greeley. Given the cost of needed improvements for this section, several PAC members asked about using Interstate Ave rather than Greeley due to these costs and the loud environment of being alongside a trucking route.

Concerning the trail around the Rose Quarter, it was pointed out that cyclists will make their own decision on which route to take and that bike lanes (not necessarily part of the NPGT) will remain. This trail/street alignment is still being examined.

Next Steps

- Meeting notes will be made available to PAC members via email and will be posted on PP&R website.
- Next Open House: Wednesday, January 9, 2013, University of Portland, Chiles Center.
- Next PAC Meeting: Wednesday, January 30, 2013, University of Portland, Chiles Center.
- PP&R staff can visit smaller groups, as requested.

The meeting was adjourned.