PORTLAND PARKS & RECREATION
Healthy Parks, Healthy Portland

North Portland Greenway

Total Items: 88

In April 2012, Portland Parks & Recreation convened a team of consultants, community members, and staff to continue work on the design of the North Portland Greenway Trail, as outlined in the North Reach/River Plan, adopted by City Council in 2010. The outcome of this work will be a buildable trail alignment that consolidates all the previous trail research, planning, and design work; fills information gaps; and creates a 10% engineering package for a near-term buildable trail alignment.

Methodology - An Open House was held at the University Of Portland on January 9, 2013. The Open House was advertised in the St. Johns Review, notifications were distributed electronically directly to persons indicating an interest in this project and to organizations including the St. Johns Neighborhood Association, Friends of Baltimore Woods, BikePortland.org etc. The comment form was available online through January 25th.

88 individuals completed this comment form. The responses below represent the perspective of those individuals who completed the comment form.

Themes – The following themes and ideas were recurring throughout these comments. Additionally, they were reflected in a letter submitted during the comment period from the Friends of the North Portland Greenway Trail.

- Safety is important, especially for families and children using the segments
- There is strong desire to pursue an alignment that is consistent with the North Reach River Plan especially:
    - Keeping alignments along the river
    - Pursuing the Cement Road, Thunderbird Road and the Crown, Cork and Seal segments
- Respondents strongly suggested maximizing the trail width
- Respondents strongly prefer keeping the alignment off-road

There is a marked difference between the responses to this comment form and the previous feedback solicited in September 2012. The previous comment form asked respondents to identify their support for individual trail segments. Each of the first three segments received strong approval (Segment 1 = 81% approval, Segment 2 = 63% approval, Segment 3 = 80% approval) with segments 4 and 5 dropping to 35% and 32% approval respectively.

These responses suggest that the strong community concern about Sections 4 and 5 are driving the overall negative response to the entire trail.

What is your general reaction to the draft trail alignment for the near-term buildable North Portland Greenway Trail?	
Strongly Dislike / Dislike	55%
Strongly Support / Support	37%
Neutral	7%

Principles
The following principles measure what we wanted to accomplish with this design. Please tell us how well we accomplished this.

1 - very well 2 - well 3 - no opinion 4 - not well 5 - not at all

Principle 1. Create a safe multiuse trail from Kelley Point Park to the Eastbank Esplanade.	
4/5 – not well / not at all	57%
1/2 – very well / well	36%

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3 – no opinion	7%
Principle 2. Create a trail that is comfortable and accessible for a range of users and uses.	
4/5 – not well / not at all	57%
1/2 – very well / well	31%
3 – no opinion	12%
Principle 3. Create a direct multiuse trail that provides connections to centers, neighborhoods, and the city's bicycle network.	
4/5 – not well / not at all	46%
1/2 – very well / well	37%
3 – no opinion	17%
Principle 4. Minimize impacts to private properties.	
1/2 – very well / well	55%
3 – no opinion	35%
4/5 – not well / not at all	10%
Principle 5. Create a trail that has the support of the community and is acceptable to the property owners who are impacted by the trail.	
4/5 – not well / not at all	48%
1/2 – very well / well	33%
3 – no opinion	19%
Please tell us how which trail segment you would prioritize for future development. Please rank them 1, 2, 3, 4, 5 with 1 - highest priority (invest in this segment first) 5 - lowest priority (invest in this segment last)	
Segment 3 - N. Pittsburg Ave to connection with the Waud Bluff Trail	2.7
Segment 4 - N. Basin Ave to the intersection of N. Going & Greeley (Swan Island)Total	2.9
Segment 5 - N. Greeley to Eastbank Esplanade	2.9
Segment 2 - N. Columbia Blvd (including crossing) to N. Crawford	3.0
Segment 1 - Kelley Point Park to N. Columbia Blvd	3.1
Comments	
Greeley Disapprove, this is not a good investment, unsafe, wait to build it	28
Interstate Disapprove, this is not a good investment, unsafe	16
Cement Road Need more cooperation from the railroad. Work harder to get it.	15
Trail Widths Trails that are too narrow are unsafe. Make them wider. Need room for kids, families, strollers, etc.	8
Do it right, or don't do it at all. We want it to be done right, and are willing to wait for it. Don't do it halfway.	8
Bridge over interstate to Thunderbird Connect Esplanade to Thunderbird UNDER Steel Bridge/Connect to Thunderbird	8
Segment 5 – Dislike/Unsafe	7
Trail should be direct Needs to be connected to rest of greenway. Trail does not connect to Esplanade.	6

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Avoid signal crossings/impeding traffic	5
Segment 4 – Dislike/Unsafe	5
Trail would not be attractive for new riders	5
Separate pedestrians and bikes where possible	4
Make it 100% off-street	3
Baltimore Woods Decatur needs to be pedestrian and bike only	3
Historical Landmarks/Signage Lewis & Clark	3
Recreation & Commuting Keep in mind the many potential uses for this trail. Families and commuters have separate needs.	3
Waud Bluff Staircase doesn't work as part of main alignment	2
Segment 2 – Dislike/Unsafe	2
Pedestrian bridge across Columbia Blvd (seg 1)	2
Willamette Should be limited to local traffic only.	1
Floating path	1
Shuttle in section 5 Suggestion from The History Collection	1
Segment 1 – Dislike/Unsafe	1
Segment 3 – Dislike/Unsafe	1
Separated path on Greeley Too narrow to be worth investment	1
Crossing at Going – dislike	1
Access to viewing the "working river"	1
Building segments should be reversed Start from Esplanade and move North towards Kelly Point	1
Work with Friends of Overlook Bluff To create access from Greeley Blvd to Overlook Park	1
Please tell us about yourself!	
I am age	
35-44	28.0%
25-34	25.6%
45-59	23.2%
60-79	20.7%
16-24	2.4%
I am	
male	76.5%
female	23.5%
Regarding residence, I	
own	82.1%
rent	17.9%
I identify as: (please check all that apply)	

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Latino	
No	100.0%
African American/Black	
No	100.0%
Asian/SE Asian	
Yes	2.3%
Pacific Islander	
Yes	2.3%
Native American/Alaska Native	
Yes	1.1%
Caucasian/White	
Yes	76.1%
No	23.9%