

## Summary Notes from River Plan/South Reach Riverside Recreation Meeting - 9/13/18, at SMILE Station

Approximately 30+ members of the public attended the meeting. City staff from the Bureau of Planning and Sustainability (BPS), Parks and Recreation (PP&R) and Bureau of Transportation (PBOT) were present to facilitate the meeting, hear public comments and respond to questions from participants.

After a welcome and introductions, BPS staff provided a project overview, described the purpose of the meeting and the materials for discussion. Attendants then participated in two table discussions on a range of topics. The following highlights the comments made by members of the public pursuant to topics: access to the riverfront, trail and other recreational improvements and then scenic views.

### TABLE A

#### ACCESS TO RIVERFRONT

- Brooklyn
  - Successful connections would accommodate all ages / abilities
  - Would like to have access to Oaks Bottom that leads north towards downtown
  - A connection to Ross Island would be shortest via Brooklyn neighborhood
  - Connections should consider context of neighborhood: Traffic, bicycles routes, etc.
- Westside
  - Difficult to understand what parts of trail are public/private
  - Land acquisition for parks- large tracts along the river. We need this vision!

#### TRAIL AMENITIES

- Restrooms
- Lighting
- Directional signage, wayfinding
- Walking/ biking maps w/ current accurate information
- Bike racks closer to river and trails including soft-surface trails, (useful for families who bike to Oaks Bottom and then want to walk on trails)
- Oaks Bottom informal trails need to be cleaned up
- Need on-street bicycling connections to relieve volume pressure on Springwater Corridor Trail
- Concern about greenway trails as transportation corridors
- Would prefer 100' setback

#### PARK IMPROVEMENTS

- Enforcement at Powers Marine is nonexistent
- Sellwood Riverfront Park has too many dogs; they're taking over the park
- Need to have more parks, period
- Include budget for enforcement
- Good design promotes positive use
- Plan for Sellwood Riverfront Park to Oaks Crossing, and Oaks Amusement Park

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- Trail to Lake Oswego would be a valuable connection
- Transit along west side should consider connections to trails and river
- Transit stops should be provided on each side of road.

### COMMENTS ON THE DRAFT BIG IDEA FOR RECREATION

- Historic/scenic train/trolley to Oaks Amusement Park (with connections to trail) obvious access from transit (Powell) and (19th) greenways
- All ages and abilities need to be able to access both trail and water
- Reserve some protected/natural areas inside of Ross Island water area
- Access from transit from SE Tacoma St.

### TABLE B

#### ACCESS TO RIVERFRONT

- Will need parking. Others will also use it. Which areas can support additional traffic?
- Additional locations for putting in a kayak are needed
- More views of wildlife and the river
- Brooklyn access Point
  - Haig St- preferred -. In 1980, the City committed to restoring Brooklyn's access. In the North Reach process, the City provided the University Neighborhood with access to the Greenway Trail below exactly as Brooklyn seeks. It's the Waud's Bluff Trail = a model
  - Powell Blvd- alternate. In 2000 the city/ Metro/ State considered access from the Ross Island Bridge (spiral staircase) to the Springwater trail. While not the preferred alternative (Haig St. is), it would be better than no access.
  - Holgate Blvd- alternate. Not the preferred point (That's Haig St) but still an option that is feasible. It has Mcloughlin crossing possibility. There was once a road down to a parking lot for houseboats on Holgate Slough in the 1940's. Access here is better than no access.
  - Access to river through Ross Island Sand and Gravel property?

#### TRAILS

- Fill in gaps for Greenway Trail and Springwater Corridor Trail
  - Connect trail gap south of Sellwood Bridge (across Portland Rowing Club), would need an easement from the Portland Rowing Club
  - Oaks Park: greenway trail established. Focus on connectivity to the Springwater Corridor Trail. Use resources that would be used on the Greenway trail on the connections and improve the viewpoints and the Greenway Trail. Don't work about the gaps.
  - Support a trail extension to Lake Oswego
- Improve accessibility of trails
  - ADA trails & tactile guide lanes for seeing impaired / wayfinding signs in braille
  - Separated trails for pedestrians/walk vs bike separation; also wheelchairs
  - Separate bikes from pedestrians on Springwater Corridor Trail
  - Pendleton Street provides great access to river
- Trail improvements/modifications
  - Speed limits for bike riders? Currently, speed limits are often ignored

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- Prevalence of houseless individuals in some areas makes them feel unsafe
- More benches, places to rest. Too long of stretch between them.
- Maintenance of existing and any new trails
  - Westside condo owners have never given PP&R an easement to maintain the trail
  - Security, safety, operating hours, trash pick-up – if Parks manages. Enforcement is an issue. PP&R's Rangers are stretched thin.

### PARK IMPROVEMENTS

- North end of Springwater Corridor Trail: Picnic tables would be great. The more you activate the area the fewer homeless people will be around. Previous tables had to be removed by Parks due to misuse by transients.
- Create riverside park for Brooklyn – east of Haig St
- Add fenced dog area at Sellwood Riverfront Park
- Dogs kept off beach during busy season
- It would be great to have a small area on Ross Island where people could land on the beach, not near rookery

### SCENIC RESOURCES

- Maintain SE Linn St. overlook; eventual stairs?

### TRANSPORTATION

- Transportation Issues/Suggestions
  - McLoughlin Blvd. should not be a bike classification
  - Bottleneck and safety issue at Springwater Corridor Trail at SE Spokane St.; SE Spokane intersection by Oaks Amusement Park is a problem
- Make connections between transit and the river
  - Transit (stops) should say next stop river access – signage or other notifications on buses/train

### COMMENTS ON SCENIC VIEWS MAP

- Consider a viewpoint on the riverfront between SE Haig and Rhone streets
- Holgate viewpoint – retirement of this viewpoint is short-sighted for a 20-year plan. Couldn't it be made "inactive" or something to preserve for the future? A pedestrian-activated crosswalk would solve the problem, like the one at the gravel company. Or even that one for access to the viewpoint.