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# Peninsula Crossing Trail Feasibility Study



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February 1995

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## **Portland General Electric**

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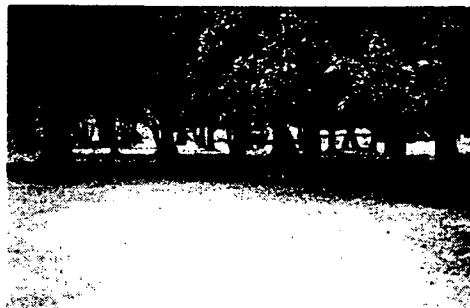
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# Peninsula Crossing Trail Feasibility Study



*Vacant public land adjacent to Carey Blvd. right of way. If developed the trail would be located to the west (left) in this photograph*

## Introduction

The Peninsula Crossing Trail corridor is parallel to (along the east side) and on the bluff above the Burlington Northern (BN) Railroad tracks. The tracks are located in a cut which ranges from 70 to 30 feet below street level. The majority of the proposed trail would utilize the undeveloped Carey Blvd. right-of-way (ROW) which is owned by the City of Portland. The proposed corridor is approximately three miles long, intermittently maintained, and in many places covered with blackberries. The right of way easement varies in width from 50 feet to 100 feet.

The proposed Peninsula Crossing Trail would connect Willamette Blvd. (and eventually the Willamette River Greenway) on the south to Marine Drive on the north. The trail would be of regional significance. It would provide north Portland with connections to the Columbia Blvd. Wastewater Treatment Plant, Smith and Bybee Lakes Regional Park and its proposed interpretive center, the 40 Mile Loop Trail, the Columbia Slough, the Willamette River, Kelly Point Park, Delta Park, and the Columbia River. The trail would provide the opportunity to connect north Portland to the west side (Forest Park, Germantown Road, Cornelius Pass, Sauvie Island, and Washington County) of the Metro area via Willamette Blvd. and the St. Johns Bridge and the proposed Burlington Northern Rail Trail. Industrial and commercial centers would also be interconnected to residential neighborhoods by the proposed trail and recreational and transportation benefits will be derived from the trail as commuters and pedestrians use this facility.

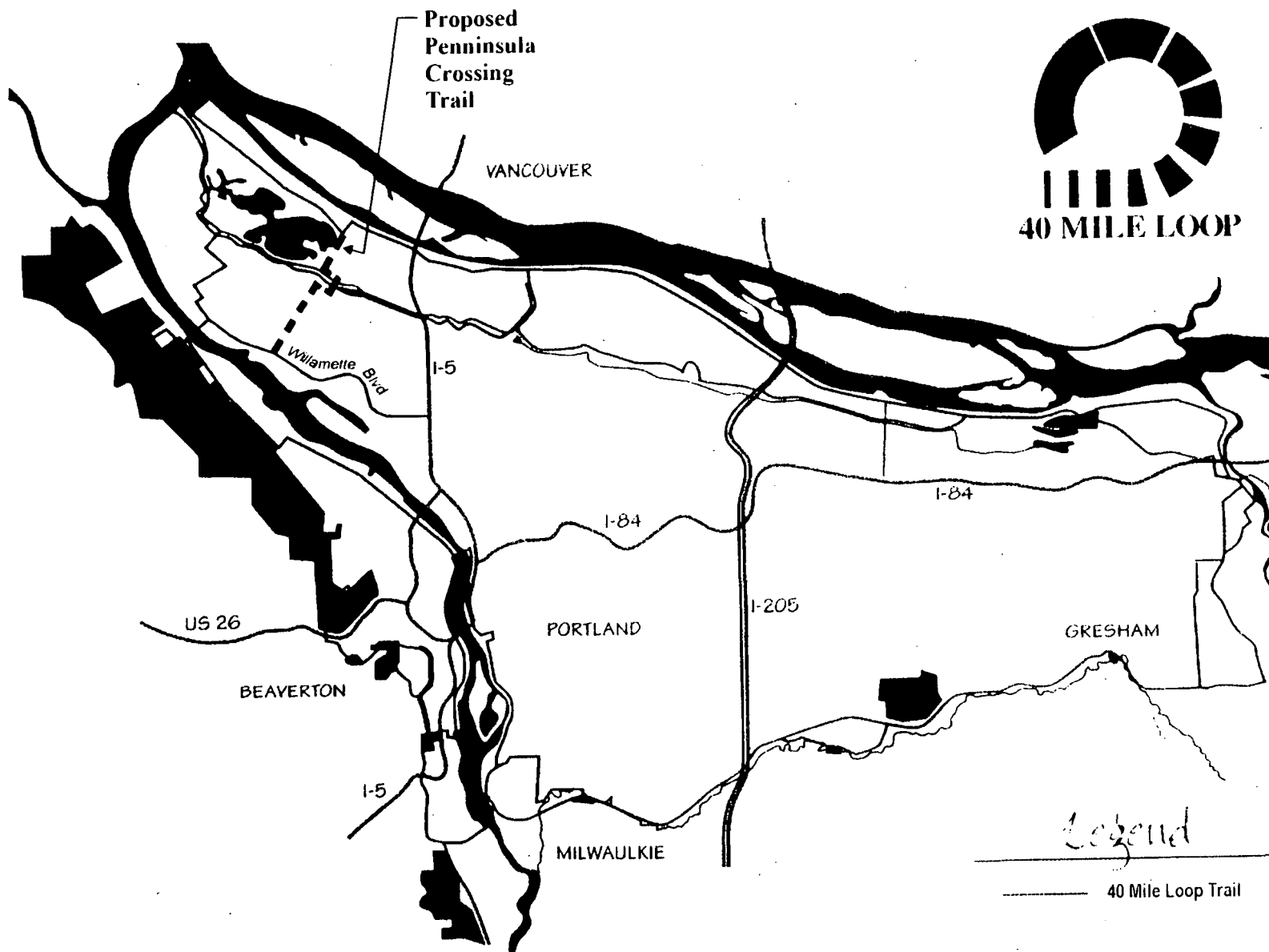
Within one half mile from the trail are Roosevelt High School, George Middle School, Portsmouth Middle School, John Jacob Astor School, Clarendon School, Columbia Villa Housing Project, Northgate Park, McKenna Park, Smith and Bybee

Lakes Regional Park, Multnomah Exposition Center, and Delta Park. Major activities located within a mile from the trail are the University of Portland campus, St. Johns business center, St. Johns Bridge, and University Park Recreation Center.

The original trail improvements were brought forward by the Portsmouth Crime Committee in 1992. The committee's interest was in response to crime related problems associated with homeless camps and youth gangs using the area near Carey Blvd. from Lombard to Columbia Blvd. In December of that year a community cleanup project was initiated in support of a Portland Police foot patrol that operated from Lombard to Fessenden. With the help of Inverness Jail Crews and neighbors, Carey Blvd. from Lombard to Columbia Blvd. was cleared of the camps, garbage, and nuisance vegetation. After the initial cleanup Northwest Natural Gas (NWNG) has maintained their pipeline area by mowing and spraying. NWNG also installed chain gates where Carey Blvd. crosses the major east/west arterials. Since the area has been cleared, crime has dramatically decreased to a point that the foot patrols are no longer needed; however, they are still on-call. Carey Blvd. from Willamette Blvd. to Lombard has been maintained by the City Bureau of Water and adjacent property owners and does not appear to have had the major type of crime problems as the Lombard to Columbia Blvd. section.

The trail proposal was brought to the Metro Greenspaces Program's attention by community based organizations in north Portland (Peninsula Crossing Trail Committee, 40 Mile Loop Land Trust, Smith and Bybee Lakes group, Portsmouth and Kenton Neighborhoods) after replacement of the headworks at the Columbia Wastewater Treatment Plant improvements were proposed. It was at this time that the link was established between the work started

Peninsula  
Crossing  
Trail  
Feasibility  
Study



VICINITY MAP

NOT TO SCALE

by the Portsmouth Crime Committee and the entire trail. From this point in 1993, discussions on the proposed trail have involved Metro Smith and Bybee Lakes staff, Portland Parks, Environmental Services and Transportation bureaus and City Bike Program, Multnomah County, Port of Portland, North Portland Enhancement Committee, and Metro Greenspaces.

The trail's proposed alignment was formalized when it was incorporated into Metro's Trail Greenspaces Master Plan and Trail System Map in 1993.

## Purpose

An initial public meeting was held in January 1994, to discuss the possibility of developing the trail. It was decided after this meeting to develop a feasibility study that could be used to document: if the trail could be built; any alternatives; preliminary cost estimates; and, potential funding sources. The feasibility study would then be used as documentation for grant applications to acquire funds that could be used to build the trail. For example, if the Metro Greenspaces bond measure passes in May 1995, it may be a source of funding.

David Evans and Associates Inc., were hired to conduct the feasibility study. The study is managed by the 40 Mile Loop Land Trust and funded by the Trust, Metro Greenspaces, City of Portland Parks and Recreation, Transportation, and Environmental Services, Portland General Electric, Smith and Bybee Lakes Trust Fund, North Portland Enhancement Committee, and the Conservation Fund.

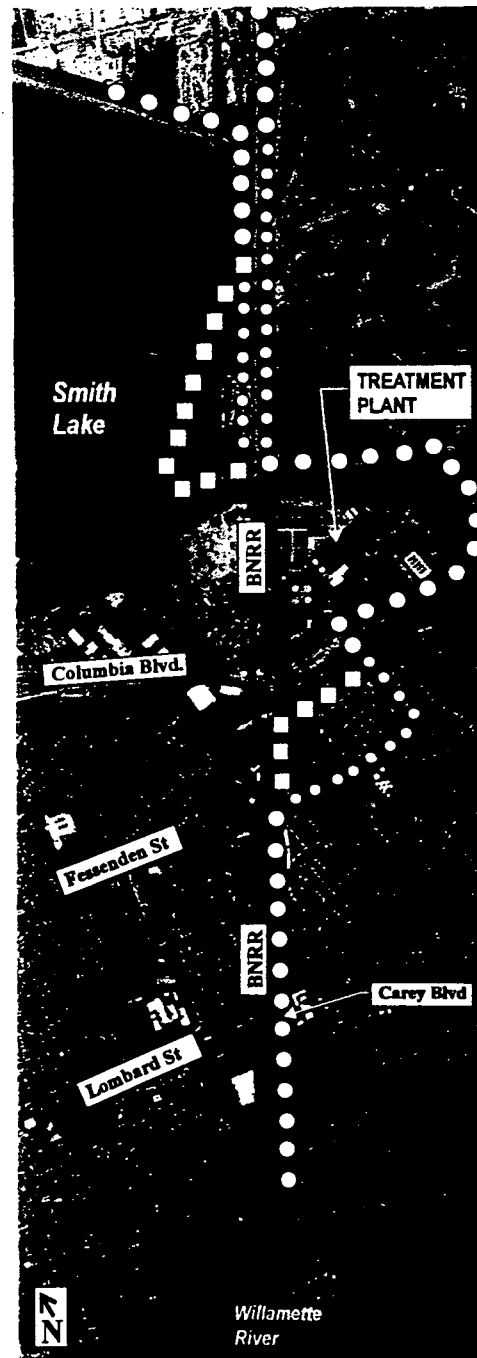
The study will determine if the proposed trail corridor is feasible, if there are any physical constraints to the development of a trail; if there are alternatives to a trail alignment, and the estimated construction costs.

## Vision

The Peninsula Crossing Trail is intended to provide local access as well as the regional connections to the 40 Mile Loop Trail. The trail will connect urban neighborhoods to regional open spaces and natural areas, close to home recreation, workplaces, schools and regional interpretive centers. It will provide short cuts to school as well as the last leg on a bike commute to work. It will be multi-use for pedestrians, joggers, and bicyclists. And, it will be for the adjacent neighbors and for the citizens of Portland.

### LEGEND

- PEDESTRIAN / BIKE
- BIKE LANE ON-STREET
- PEDESTRIAN ONLY



*Proposed Peninsula Crossing Trail  
Alignment*

# Site Analysis



*View to the south along the west right of way of Carey Blvd. The proposed trail would be located to the west (right) of the utility poles in this photograph.*

## Site Analysis

The first phase in the feasibility study is to determine the physical and manmade (cultural) opportunities or constraints.

To accomplish this Regional Land Information System (RLIS) was used. Features such as the 100 year flood plains, topography, natural areas, parks, open space and greenspaces, wetlands, vacant parcels, existing parcels, and comprehensive land use plan were mapped for the area. To augment this several on-site visits were made to verify the mapping and to assess the potential for a trail.

## Natural Features

### Topography

The trail corridor begins at the bluff above the Willamette River and slopes from south to north Marine Drive. At the bluff the elevation is approximately 130 feet mean sea level (msl) and 20 feet msl at Marine Drive. The corridor is relatively flat with slopes ranging from 1 to 10 percent. Near the Columbia Slough steep slopes occur at the railroad crossings where the tracks are placed on extensive levees and on the western edge of the corridor where steep slopes occur at the railroad cut.

### Hydrology

From south to north the trail moves from the bluff above the Willamette River to the Columbia River. The first 1.5 miles is on the upland. The next 1.5 is within the 100 year floodplain of the Columbia River. In this area (the Columbia Slough to the Columbia River) the elevation ranges from 5 to 20 feet. A majority of this area is protected from flooding by dikes constructed to protect industrial uses within the floodplain.

### Wetlands

Near the Smith and Bybee Lakes numerous wetland areas have been identified.

## Natural Areas

Areas defined by the Metro Natural Area Inventory (1989) are located along the Columbia Slough and in the Smith and Bybee Lake area.

## Vegetation

From Willamette Blvd. to Columbia Blvd. a 25 to 50 foot grassy swath has been cleared along the right of way. Over the years the corridor has been cleared of native vegetation in all areas except along the Smith and Bybee Lake area. Along the western edge of the corridor the BN railroad right of way is heavily covered with trees and dense undergrowth. Vegetation along the corridor is generally sparse except in the area between Fessenden and Columbia Blvd. Species identified are Bigleaf Maple, Douglas Fir, Pacific Madrone, Oregon Ash, willow and blackberry. Along the Columbia Slough and Smith and Bybee Lakes area more riparian vegetation is located such as willows, ash, and popular trees.





# Feasibility Study For Peninsula Crossing Trail

Topo and Hydrology

--- Topo



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# Feasibility Study For Peninsula Crossing Trail 100 Year Floodplain

100 Year Floodplain  
Hydrology



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# Feasibility Study For Peninsula Crossing Trail

## Wetlands

WETLANDS  
 Lacustrine  
 Palustrine




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# Feasibility Study For Peninsula Crossing Trail

Natural Areas from  
Metro NAI (1989)

 Natural Areas



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## Manmade Features

### Parks and Open Spaces

Within the trail corridor two regional and two neighborhood parks are located. The regional parks are West Delta and Smith and Bybee Lakes. And the neighborhood parks are Northgate and McKenna. In addition to these developed parks other unimproved open space areas are located along the corridor and include Bureau of Water and PGE property and City right of way.

### Existing Zoning and Land Use

From Willamette Blvd. to Portsmouth Avenue the land adjacent to the east and south side of the trail corridor is residential. Along the west side of the corridor is the BN right of way within which development cannot occur.

Specifically, along Carey Blvd. from Willamette to Syracuse the land is zoned single-family residential (5 to 7,000 sf lots) and from Syracuse south to Lombard the land is zoned multi-family (8-25 units/acre). This latter section is vacant Bureau of Water and Portland General Electric property. From Lombard to Hudson St. the land is zoned multi-family (8-25 units/acre). This area east and adjacent to the proposed trail has been developed by a self storage facility, duplexes and triplexes. From Hudson to Kimball the parcels are zoned and developed by single-family residential uses. From Kimball to Fessenden and from Fessenden to Columbia Blvd. the area is zoned and developed for multi-family (8-25 units/acre). Along Columbia Blvd. from the BN right of way to Portsmouth Avenue the area is zoned and developed for single-family residential uses. From Columbia Blvd. to the Treatment Plant is zoned and used by industry. The Treatment Plant and north across the Columbia Slough is used and zoned for Heavy Industry. North along North Portland Road the railroad and land along Marine Drive are zoned and used for Heavy Industry. The Smith and Bybee Lakes are maintained as natural/open space/park areas.

Within one half mile from Carey Blvd. there are two elementary schools (Clarendon and John Jacob Astor), one middle school (George) and one high school (Roosevelt).

### Parcelization

From south to north the first 2 miles of the corridor is developed into lots ranging from 5,000 to 10,000 square feet. From the Treatment Plant to Marine Drive the area has not been developed or parceled into larger industrial lots. The majority of these lots are under public ownership.

### Right-Of-Way/Easements

Carey Blvd. is a public right-of-way identified in the Arterial Street Classification Plan. Construction of a trail does not require a change in its designated use. However, to make it exclusively for pedestrians and bicycles would require a change to the Arterial Street Classification Plan.

Along Carey Blvd. to the Columbia Wastewater Treatment Plant there are no intrusions to the right of way. Along Columbia Blvd. to Portsmouth Avenue the right of way is narrow and may be limited to the sidewalk area. North from the treatment plant the trail would be located within an easement on City property (Treatment Plant and Smith and Bybee Lake Regional Park). From the proposed Smith Bybee Lake Interpretive Center site the trail would be located in the right of way of North Portland Road to the existing trail at Marine Drive.

In the Carey Blvd. right of way there are two utility easements. There is a 16 inch Northwest Natural Gas transmission line and overhead power lines. Neither are limitations to a trail.

### Circulation

Five major east/west arterials intersect the trail corridor. These are: Willamette Blvd., Lombard Street, Fessenden Street, Columbia Blvd., and Marine Drive. There is not a major north/south arterial in the study area.

Bikeways identified in the study area are on Willamette Blvd., Portsmouth Avenue, Fessenden Street, and North Portland Road. A difficult connection has been indicated on North Portland Road where the bikeway crosses a narrow bridge over the Columbia Slough. A planned bikeway is projected for Willamette Blvd.

### Public Improvements

Along the trail corridor three major public improvements are planned.

North Marine Drive is currently being realigned to provide better industrial access to Terminal 6 and Rivergate. A trail has been constructed along this right of way.

The Smith and Bybee Lakes Regional Park has been planned and a major public Interpretive Center has been proposed.

The Columbia Boulevard Wastewater Treatment Plant (CBWTP) is constructing a replacement Headworks facility, which will include a visitor's center and water features near the plant entrance. The City of Portland is also planning to construct a new pressure line (Inverness Force Main project) which will have to cross the Columbia Slough in some manner (either above or below ground) to reach the plant.

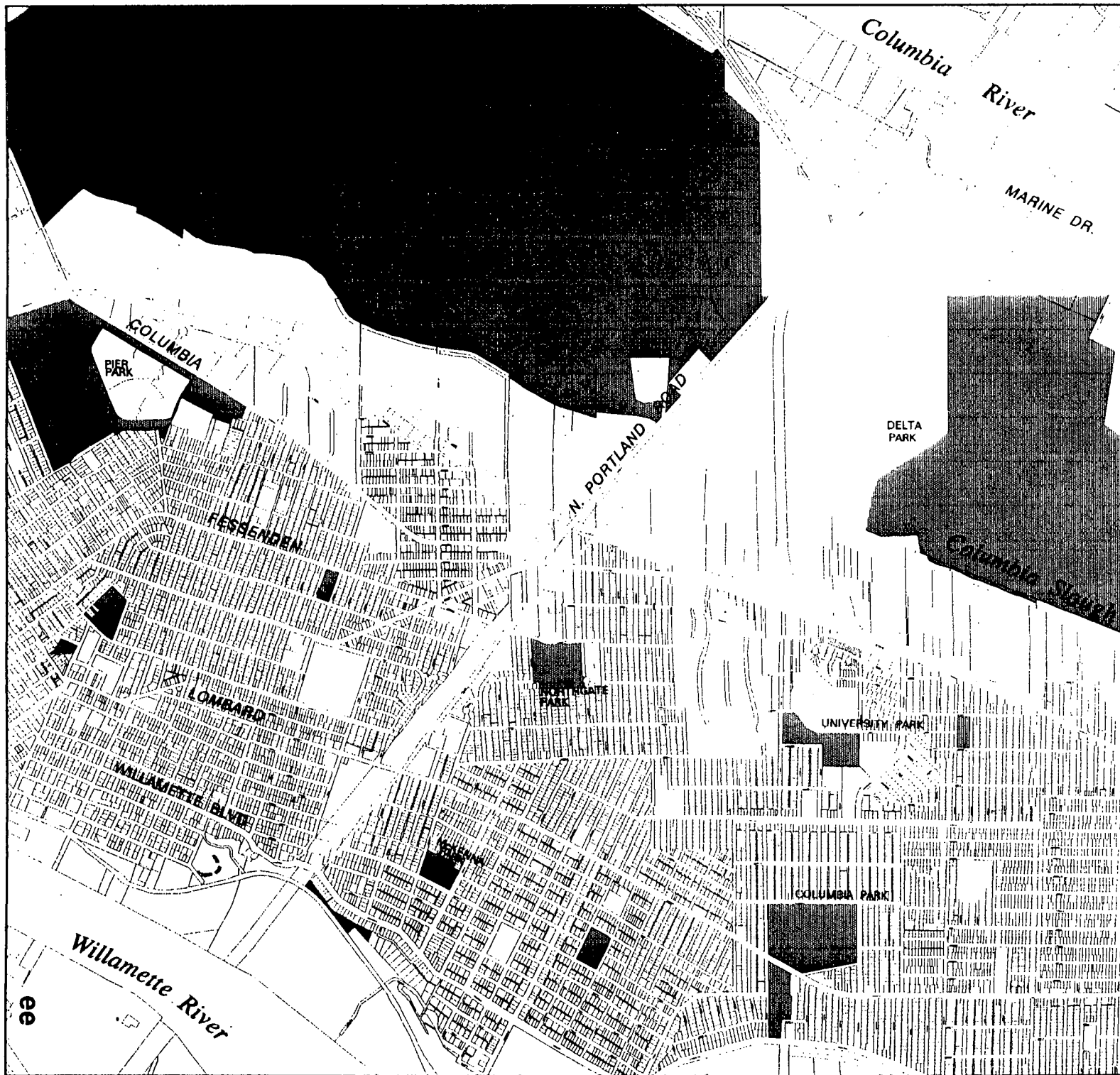
## Opportunities and Constraints

After the review of natural and manmade features the following opportunities and constraints have been identified.

### Opportunities

\* Existing right of way and Public Ownership - The majority of the trail would occur on public unimproved right of way or by easement on publicly owned land (Treatment Plant and Smith and Bybee Lake Regional Park). Further acquisition is not needed to complete the trail.





# Feasibility Study For Peninsula Crossing Trail

## Public Parks and Open Spaces

Parks



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Columbia Slough

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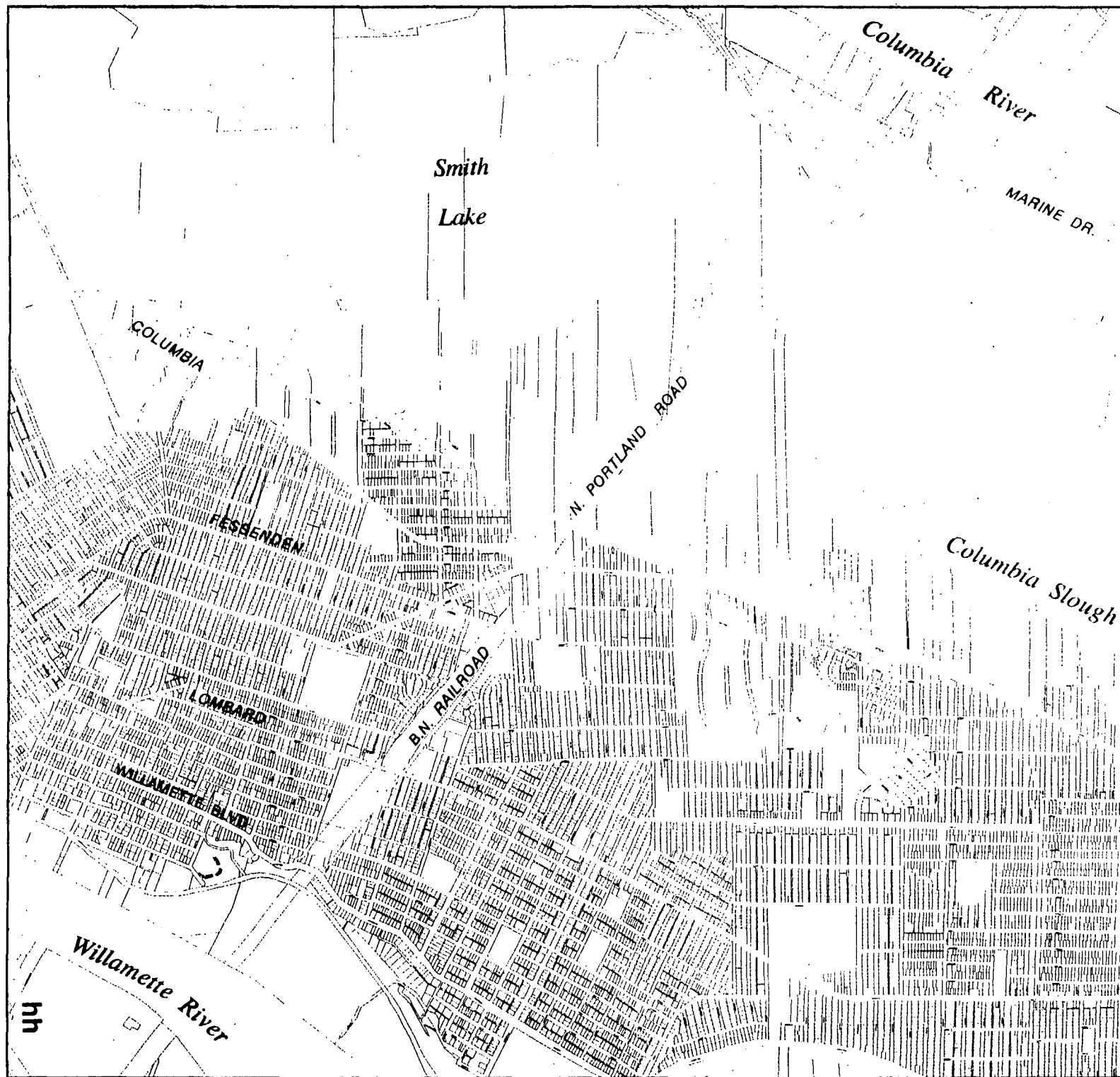
# Feasibility Study For Peninsula Crossing Trail Vacant Lands

 Vacant Land



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# Feasibility Study For Peninsula Crossing Trail Parcelization



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# Feasibility Study For Peninsula Crossing Trail Circulation

— Major Roads

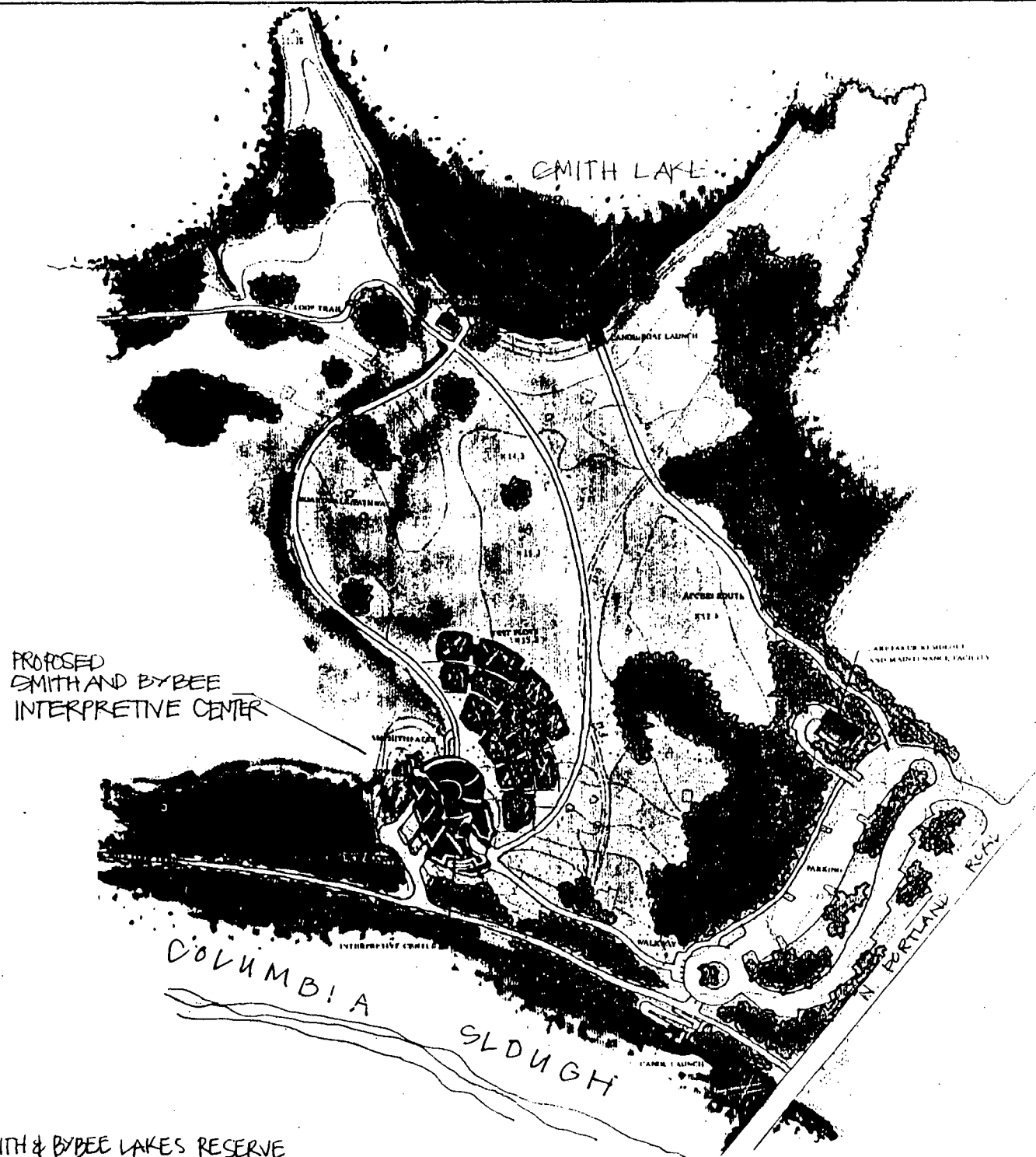


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# Feasibility Study For Peninsula Crossing Trail

Smith and Bybee  
Lakes Interpretive  
Center (PROPOSED)



PROPOSED  
SMITH AND BYBEE  
INTERPRETIVE CENTER

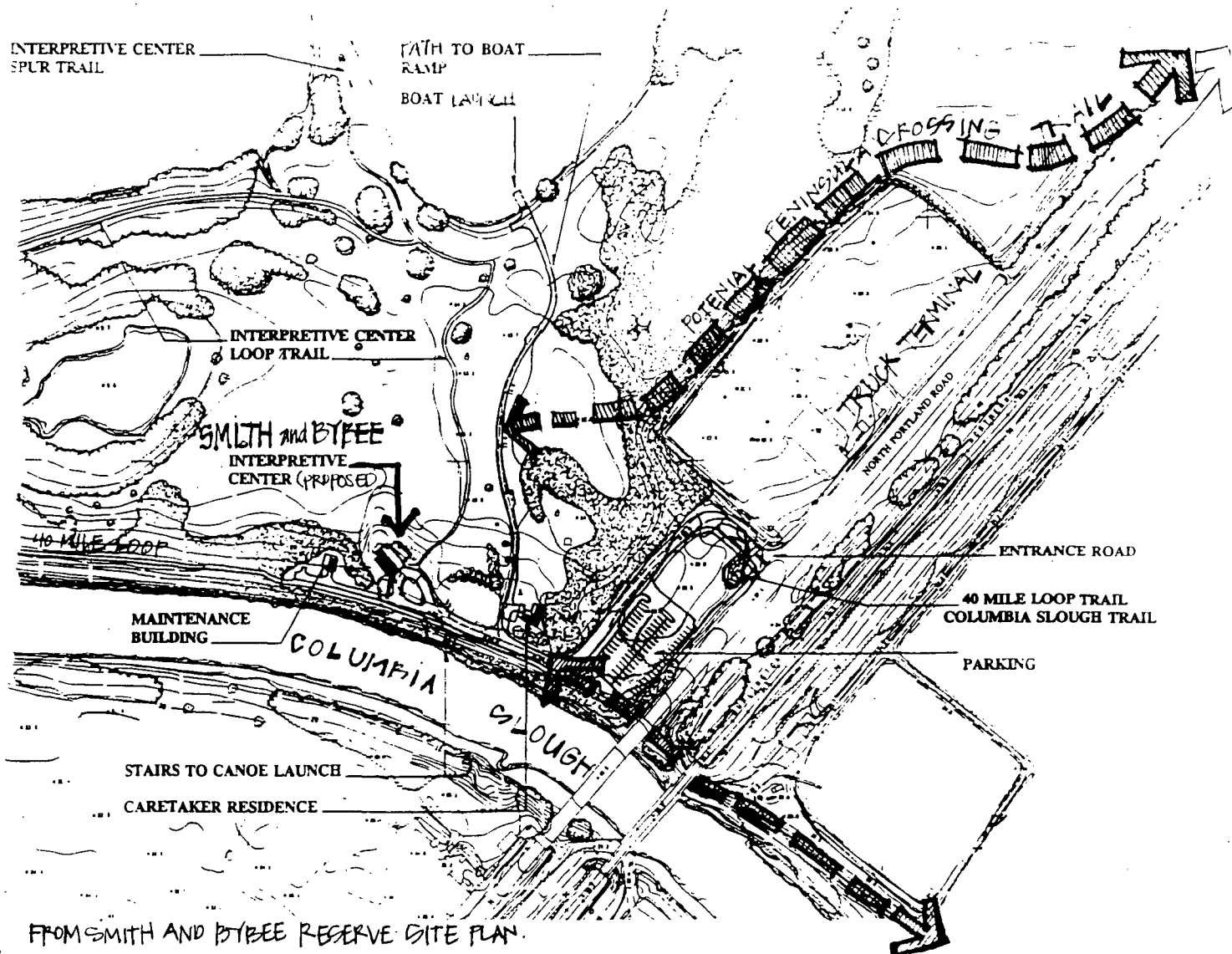
SMITH & BYBEE LAKES RESERVE  
SITE PLAN

**DCN**

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# Feasibility Study For Peninsula Crossing Trail

Smith and Bybee  
Lakes Interpretive  
Center (PROPOSED)



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- \* Adjacent Vacant Land - Along 80% of the right of way is either vacant public or utility (BN or PGE) land this should facilitate acceptance of a trail. Additionally, the ability to use vacant public land as open space would enhance the trail corridor.

- \* Columbia Blvd. Wastewater Treatment Plant Improvement Projects. - The trail could utilize Treatment Plant property to continue the trail from Columbia Court to Smith and Bybee Lakes Regional Park. The Inverness Force Main Project may be an opportunity to combine the trail crossing with the sewer line as it crosses the slough.

- \* Marine Drive Improvements - With the realignment of Marine Drive, old Marine Drive will become a pedestrian/bikeway making connections from this point to Kelly Point Park. If the pedestrian activated traffic signal remains, this would allow safe connections across North Portland Road.

- \* Interpretive Centers - The development of the Smith and Bybee Lakes Interpretive Center will enhance the Peninsula Crossing Trail as a major destination point on the trail.

Columbia Wastewater Interpretive Center will enhance the trail as a major destination and as a part of the link between the Treatment Plant and Smith and Bybee Lakes.

- \* Proposed Willamette Cove - This is a potential greenway park on the Willamette River. The 27 acre site, between the St. Johns Bridge and the BN Railroad Bridge, is currently owned by the Portland Development Commission. If the Metro Open Space/Greenspaces bond measure is approved by the voters in May 1995, it will become a public park. The Peninsula Crossing Trail would have a key recreational part at its southern terminus.

- \* Linkages - The trail would complete the links between the Smith and Bybee Lakes Regional Park, 40 Mile Loop, and numerous local connections to schools and parks.

- \* Private Vacant Land - One private parcel (1.5 acres) is for sale and presents an opportunity to acquire additional right of way at Columbia Blvd., which is needed to eliminate potential conflicts if this parcel is developed as zoned (multi-family).

#### Constraints

- \* Arterial Crossings - Lombard Street and Columbia Blvd. have high volumes of traffic. All street crossings need to be studied to determine the need for traffic control devices. Lombard Street is also a State Highway By-Pass 30.

- \* Right of Way Limitations - At Columbia Blvd. the road section consumes nearly the entire right of way limiting the trail to the existing sidewalk. It may be difficult to develop a multi-use path on this section.

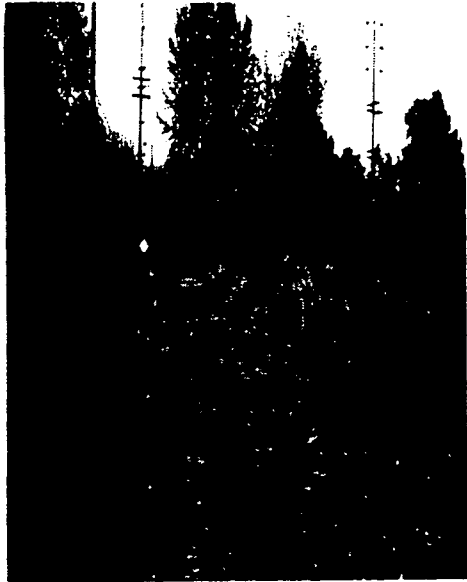
- \* Columbia Slough Crossing - The existing bridges (railroad and highway) are not capable of adding the trail. A new bridge will need to be pursued.

- \* Wetlands at Smith Lake - Near the proposed Interpretive Center to North Portland Road wetlands would have to be crossed by the trail. Mitigation would have to be done in this area.

*View in this photograph is to the north along Portsmouth Avenue to Columbia Court in this section the Peninsula Crossing Trail would be located on the sidewalk. Right at the far corner would be the proposed trailhead.*



# Trail Delineation



*View in this photograph is to the north along Carey Blvd. Fessenden Street is in the mid-ground, BN Railroad right of way is to the west (left) and apartments are to the east (right). The proposed trailhead at Fessenden Street is proposed in this area.*

## Trail Alignment

The Peninsula Crossing Trail would be within the Carey Blvd. right of way from Willamette Blvd. to Columbia Blvd. From Columbia Blvd. to Marine Drive the trail would use a combination of road right of way's, easements and public land. Distinct points of access are discussed below as they occur along the Carey Blvd. right of way. However, there are numerous other connections or linkages that can be made to this trail corridor that continue other trails and that add options to this and other trails. Although for feasibility purposes, the trail is viewed singularly, it also needs to be viewed as a part of the trail system for the City and region. As a part of the region the Peninsula Crossing Trail becomes the major north/south link between the Willamette and Columbia Rivers and between the urban area and Smith and Bybee Lakes Regional Park.

For this report the trail is broken down into three segments: Residential, Industrial, and Natural. The residential segment is from Willamette Blvd. to Columbia Blvd. The industrial segment is from Columbia Blvd. to the Smith and Bybee Lakes Interpretive Center. The natural area is from the Interpretive Center to Marine Drive.

## Residential Segment

### Willamette Blvd. to Lombard

This section would be located in the right of way along the paved road section from Willamette Blvd. to Princeton Street. From Princeton to Lombard the unimproved Carey Blvd. right of way would be used.

Princeton provides east/west access to John Jacob Astor School and McKenna Park.

Willamette Blvd. is the major east/west pedestrian/bicycle connection in North Portland. East along Willamette Blvd. provides access to the University of Portland

and west along Willamette Blvd. provides access to the St. Johns Business District, Cathedral Park, and the 40 Mile Loop as it crosses the St. Johns Bridge. In this area access to the Willamette River is from Willamette Blvd. A potential new riverfront park is located north of the BN Railroad Bridge below Willamette Blvd. at the foot of Edgewater Street.

From Princeton to Oberlin along Carey Blvd. the adjacent land is either vacant right of way or vacant Bureau of Water property. This area is maintained by the City.

From Oberlin to Lombard the adjacent property is vacant Portland General Electric property.

No single-family residences are adjacent to the Carey Blvd. right of way from Princeton Street to Lombard Street. Lombard Street provides access, west over the railroad tracks to a neighborhood shopping center and Roosevelt High School by way of Ida Avenue.

### Lombard to Fessenden

The crossing at Lombard is the first at a major arterial as you move from south to north. North of Lombard to Houghton and adjacent to the right of way is a Self Storage Development.

From Houghton to approximately Kimball Avenue, single-family and duplex units back on to the right of way. Along a portion of this reach, from Hudson to Kimball, one half of the right of way has been vacated (at the request of the property owners) and is at its narrowest width of 50 feet.

From Kimball to Fessenden multi-family units back on to the Carey Blvd. right of way.

Except for the duplex units and public right of way's this entire section of the Carey Blvd. right of way. is fenced along its eastern edge.

East/west access to this section is via Lombard, Fessenden, Houghton and

Hudson. East along Fessenden and within 1/2 mile is Northgate Park and Clarendon School. Access to the trail from the east could also be provided where the right of way's of Houghton and Hudson Streets intersect Carey Blvd. Houghton provides access to Portsmouth Middle School and Portsmouth Avenue.

An option, due to right of way constraints on Columbia Blvd., would be to route the bikeway function of the trail from the Carey Blvd. alignment to east along Fessenden to Portsmouth Avenue. From this point the trail would move north along Portsmouth to Columbia Blvd. where it again becomes part of the Peninsula Crossing Trail.

#### **Fessenden to Columbia Blvd.**

As the trail crosses Fessenden the trail section would be clearly marked to identify this point as a crossing. Multi-family units back on to this section of the trail from Fessenden to just past Ceceilia Street. At this point there is a large vacant parcel for sale and zoned for multi-family use.

This section of Carey Blvd. has a canopy of large shade trees and dense undergrowth which makes it more secluded than other sections of the right of way. Approximately 25 feet of the right of way is cleared through this section.

The eastern edge of the right of way is fenced along the apartments.

Lombard and Fessenden provide the only east/west access along this section. West along Columbia Blvd. and within 1/2 mile is George Middle School

#### **Carey Blvd. to Portsmouth**

From Carey Blvd. Along Columbia Blvd. to Portsmouth Avenue the existing three to five foot sidewalk is adjacent to the heavily traveled roadway.

There are at least two options available to mitigate this condition.

One is to widen the sidewalk into the existing right of way. Within this area there are numerous developments (small retaining walls, mature vegetation, cul-de-sac) that would make this option expensive. The other option would be to separate the bikeway and pedestrian movement along this part of the trail. The sidewalk would function as the trail for pedestrians and the bicyclists could split off and use on-street bikeways on Fessenden Street and Portsmouth Avenue.

At Portsmouth there is a pedestrian activated signal to allow crossing of Columbia Blvd.

East along Columbia Blvd. and within 1/2 mile of Portsmouth Avenue is Columbia Villa a large low income housing project.

### **Industrial Segment**

#### **Columbia Blvd. to Treatment Plant**

The trail in this segment is on the sidewalk of Portsmouth Avenue and the right of way of Columbia Court to the Columbia Blvd. Wastewater Treatment Plant.

The trail at this point would provide access, during normal working hours, to the Treatment Plant Headwork's Project that is proposing an interpretive area.

#### **Treatment Plant to the Smith and Bybee Lakes Interpretive Center**

From the Treatment Plant to the Interpretive Center the trail would be on easements through publicly owned land and/or BN right of way.

Two options for the trail exist through the Treatment Plant.

One route would be from the entry west to the BN right of way and north along the eastern edge of this right of way and the western edge of the Treatment Plant. This route would occur within a narrow easement because there is little land between

the BN right of way (bottom of fill slope) and the Treatment Plant property line. At the Columbia Slough the trail would traverse along the south shore under the BN Railroad Bridge. At this point the trail would cross over the slough on a new bridge for trail use only. It was determined, by a DEA bridge engineer, not to be feasible to attach a trail structure to the North Portland Road Bridge or the Railroad Bridge. After the landing on the north shore of the slough the trail would go west under the North Portland Road Bridge to the proposed interpretive center. Long range objectives are to connect this potential park to Cathedral Park along the Willamette River.

The other option would be to travel east along the Treatment Plant property line to the point where the new Inverness Force Main Project will be routed from East County. The trail would follow this alignment north to a crossing over the slough and then go west along the north bank of the slough under the railroad and North Portland Road bridges to the interpretive center. This is the preferred alternative.

The proposed trail will provide connections to the 40 Mile Loop Trail that is proposed on the north bank of the Columbia Slough at the interpretive center to the west and to the east at the crossing over the Slough.

### **Natural Segment**

#### **Interpretive Center to Marine Drive**

From the interpretive center to Marine Drive there are two possible routes.

One route would be to maintain both the pedestrian and bicycle use of the trail along the eastern edge of North Portland Road between the pavement and the railroad dike. The trail would be separated from the pavement by a landscaped buffer until it connects with the existing trail where it crosses North Portland Road to the west towards Kelly Point Park.

Another route would be to continue the trail from the interpretive center along the west side of North Portland Road. This route would skirt to the west of the existing truck terminal and be maintained in the right of way west of the road to Marine Drive. This route would have to cross an identified wetland area and may require special construction techniques such as elevated walk on wood structures. The bikeway portion of this route could be maintained on the east and west sides of North Portland Road with the pedestrian use on the boardwalk.

Within 1/2 mile to 1 mile of the trail at North Portland Road is Delta Park and the Exposition Center. Additionally, the 40 Mile Loop Trail along Marine Drive has been developed and provides connections to Jantzen Beach and points north across the Columbia River.



*View is to the east in this photograph along the north shore of the Columbia Slough. The slough crossing would be near the bridge crossing in the background. The trail would follow the existing access road with fencing and landscaping on the north (left) side to screen the sewage lagoons.*



*View in this photograph is to the west under the BN Railroad Bridge. The trail would be located under this bridge and the North Portland Road Bridge in the background to reach the Smith and Bybee Lakes Interpretive Center.*



*View in this photograph is to the north along North Portland Road at the Columbia Slough Bridge. The bike trail function would continue on both sides of the road in this location. Pedestrian uses would be to the west (left) of the ROW near the Interpretive Center.*



# Recommendations and Trail Design



*View in this photograph is to the south along Carey Blvd. Between Fessenden Street and Columbia Blvd. The trail would be located in this cleared area. Undergrowth would be removed to make this area more open.*

The proposed Peninsula Crossing Trail along the Carey Blvd. right of way and other public easements and right of way's is feasible.

The analysis has identified concerns that need to be addressed during design as well as decisions on alternative routes.

However, these are not fatal flaws.

## Proposed Trail Alignment

The location of the pedestrian/bike trail is recommended to be within a 16 foot section within the Carey Blvd. right of way from Willamette Blvd. to Columbia Blvd. This would allow the development of an all-weather trail with a paved section of 12 feet, per City of Portland standard. There are a number of surfacing options that should be explored prior to final design of the trail. The two most obvious are asphalt and sand seal (the surface on the Springwater Corridor). Additionally, options such as providing soft jogging/walking surface adjacent to a hard surface trail and/or separating the bike and pedestrian functions by landscaping or striping should be considered during design development.

From Willamette Blvd. to Columbia Blvd. pole lighting should be provided with cutoffs to eliminate glare into residential yards.

From Willamette Blvd. to Princeton Street the trail would be in the west portion of the right of way along the paved section of Carey Blvd. From Princeton to Lombard the trail would also be along the west portion of the improved Carey Blvd. The unused portion of the Carey Blvd. right of way should remain undisturbed and maintained similar to present conditions.

At the Lombard Street crossing, the provision of a signal should be considered which would allow pedestrians and bicyclist to activate the light on demand. Development of

a signal would require coordination with the Oregon Department of Transportation.

Bollards should be placed at Princeton and Carey and on both sides of Lombard Street. Emergency and maintenance vehicles only would be allowed access.

From Lombard Street to Fessenden Street the trail would be within the Carey Blvd. right of way. In this section of the trail, few fences would be provided along the residential backyards where they are not presently existing.

Access for the property owners that have improvements along this section of the right of way should be allowed to continue. Points of access could be either at Hudson Street ROW or Fessenden Street. Residents would be provided keys to access their property abutting the right-of-way.

As the trail crosses Fessenden Street a raised pavement section should be considered to alert motorists that this is a major pedestrian crossing.

It is also at this point that the Bikeway function of the trail would be rerouted on-street along Fessenden Street, east to Portsmouth Avenue, and then north to Columbia Blvd. where it would recombine with the pedestrian uses.

Bollards are recommended at both sides of Fessenden to block vehicle access to the trail, except for emergency or maintenance vehicles and abutting property owners.

From Columbia Blvd. to the Columbia Blvd. Wastewater Treatment Plant the trail is proposed to be located on the existing sidewalks and the right of way of Columbia Court. It is also recommended that a trailhead be developed at Columbia Court and Portsmouth Avenue at the entry to the Treatment Plant.

From the Treatment Plant to the Smith and Bybee Interpretive Center the trail



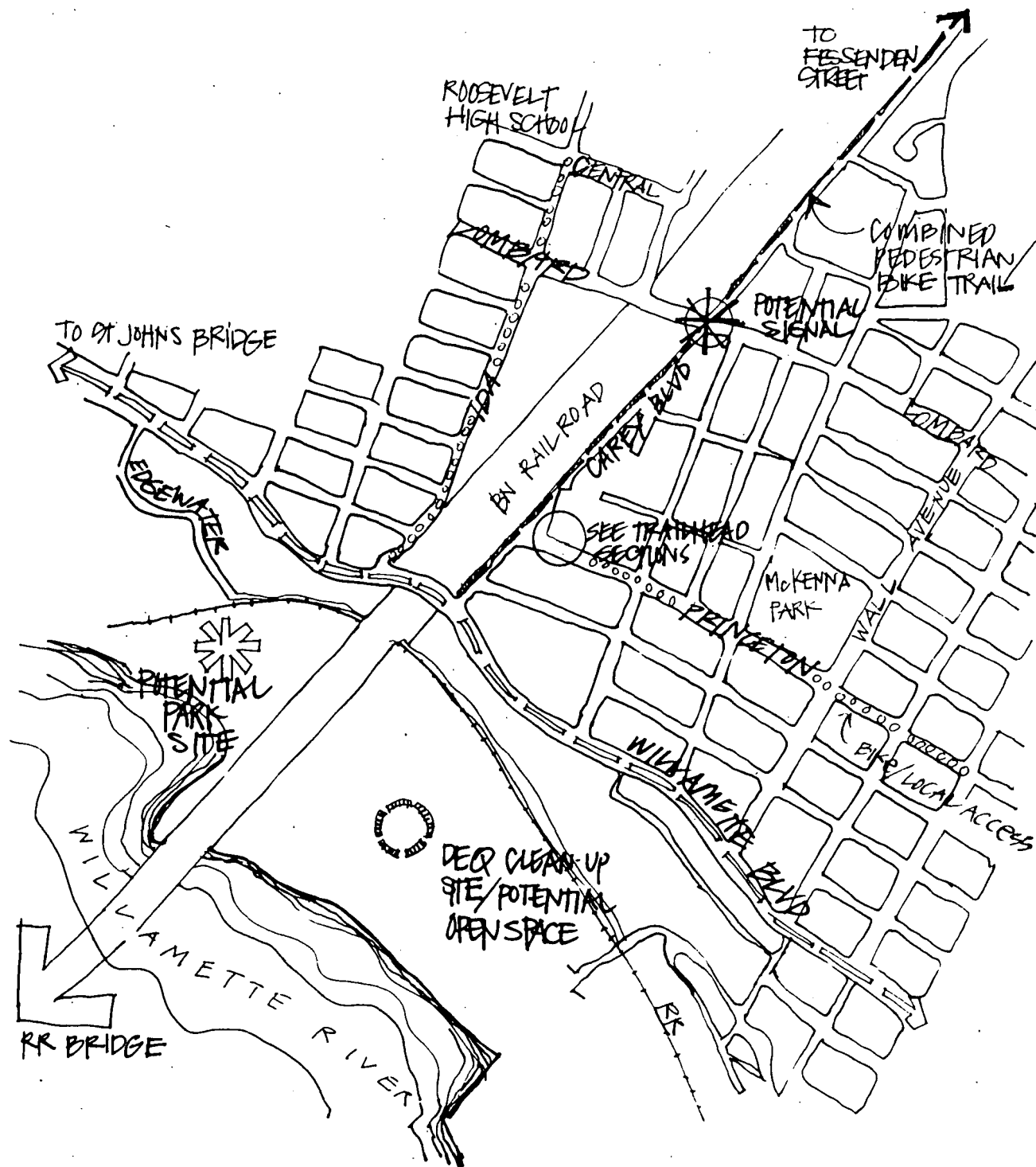
# Feasibility Study for Peninsula Crossing Trail

## Recommended Trail System

- LOCAL ACCESS
- REGIONAL ACCESS
- SEWER TREATMENT PLANT
- SCHOOLS
- PARKS
- PROPOSED PENINSULA CROSSING TRAIL
- BIKEWAY ONLY ON STREET
- TRAILHEAD
- POTENTIAL OPPORTUNITY AREAS




Scale: 1" = 2100'





# Feasibility Study For Peninsula Crossing Trail

## Recommended Trail

-  MULTI USE TRAIL
-  LOCAL ACCESS ON STREET BIKE LANES, ETC.
-  MAJOR BIKEWAY



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**■ ■ ■** MULTI USE TRAIL  
**■ ■ ■** PEDESTRIAN ONLY  
**○ ○ ○** BIKE LANE ON-STREET

000 BIKE LANE ON-STREET

-BIKE LANE  
ON-STREET

BIKE LANE  
ON STREET

NORTHEAST  
PARK

COMBINED PEDESTRIAN/BIKE TRAIL

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is recommended to be along the Inverness Force Main route across the Columbia Slough, if it is possible to build, a new structure for the sewer or on a separate bridge for trail use.

On the north shore of the slough the trail would parallel the bank connecting the treatment plant with the proposed Smith and Bybee Lakes Interpretive Center. An easement to cross under the BN Railroad Bridge would have to be acquired along this segment of the trail.

At North Portland Road it is recommended that the Bike and pedestrian functions of the trail be separated. For north bound trips bicycles would travel along the eastern edge of North Portland Road's right of way to the existing trail at Marine Drive. The pedestrian function would travel north from the Smith and Bybee Lakes Interpretive Center, west of the truck terminal, then on the existing bench that parallels the western right of way of North Portland Road to the existing signal at Marine Drive.

Bicycle use for south bound trips would use the combined trail from Marine Drive along the bench and then separate to on-street along the western edge of North Portland Road where the potential boardwalk intersects the road from the west.

### Typical Trail Cross-section

The typical trail cross-section is a 12 foot paved path with two feet shoulders on each side, totally 16 feet.

The City of Portland standards are that the design speed on a path be 20 mph, with a maximum grade of 5% (for short 500 foot sections or less, 10% can be used), 8 feet of vertical clearance, and a minimum curve radius of 95 feet. Maximum grade should be limited to 5% to meet Americans with Disabilities Act (ADA) standards.

### Special Trail Sections

There are two special conditions that occur along the trail alignment.

#### Narrow On-Road Sections

As stated previously, along Columbia Blvd. the remainder of the right of way is too narrow to allow the use of both pedestrian and bicycles. The sidewalk section may be increased from the back of the right of way to the curb, approximately 8 feet.

#### Arterial Crossings

It is recommended at Willamette Blvd. and Fessenden that the trail section be raised to act as a traffic calming device and to further alert vehicles of the pedestrian/bikeway crossing.

In all cases for safety, the crossings at Willamette Blvd., Lombard, Fessenden and Columbia Blvd. should be designed to accentuate the crossing.

### Trail Structures

#### Bridge Crossings

There are two bridge options to carry the trail across the Columbia Slough.

One option is an independent bridge.

The existing highway bridge is over 60 years old and has a substandard roadway width for the high volume of truck traffic that uses this route. There is a high probability that this structure will be replaced with a wider bridge within 10 years. It would not be structurally or economically feasible to attach the pedestrian/bike crossing to the existing structure.

This new bridge could be constructed near the proposed sewer crossing. A major factor affecting the geometry of the bridge is the navigational clearance required for the Slough. In discussions with the US Coast Guard, the bridge clearance required would be in the 15 to 25 foot range. The development of a bridge at this height

would not require extensive approach ramps and trail passage under the existing highway and railroad bridges could occur (costs of a bridge range from \$730,000 to \$2,000,000).

The second and preferred option would be a crossing over the slough as a part of the Inverness Force Main Project. If this crossing were to occur, it is expected the location would be at the easterly end of the Treatment Plant property.

The City of Portland Bureau of Environmental Services (BES) is just beginning work on the Inverness Force Main Project. The bridge crossing is the Bureau's preferred alternative and will be the baseline by which other alternatives for crossing the slough will be evaluated.

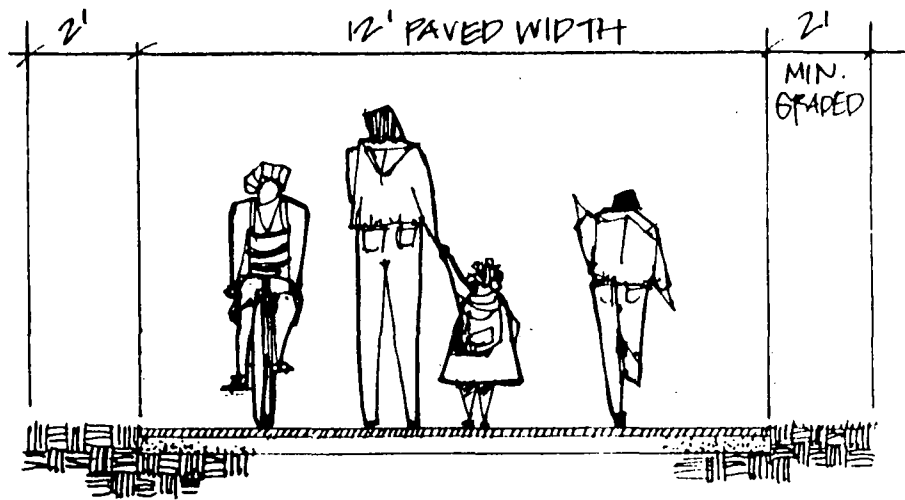
#### Overpass/Underpass

At the November public hearing concern was expressed about crossing of Columbia Blvd. and that an option studied should be an overpass.

An overpass was reviewed and determined not to be cost effective. Overpasses have been the location of crime in other areas of North Portland where they have been used. One overpass over I-5 has been closed down due to its use by vandals. Another overpass at North Going Street has had to be screened because of vandals creating problems for children using the overpass and to the traffic below.

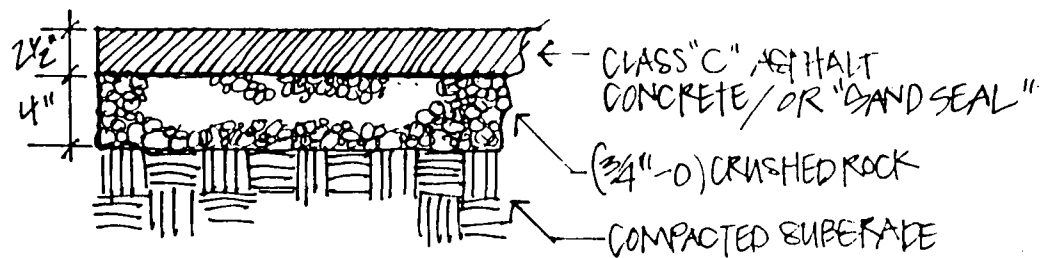
Additionally, underpasses were reviewed where the arterials cross over the BN railroad cut. Numerous drawbacks were discovered that make them impractical.

For example, ramps would have to be developed to meet ADA standards requiring accessibility for all users. To allow a 12 foot clearance two ramps (one down, one up) at 5% would be 240 feet long each. Additionally, because of their seclusion these underpasses may be prone to



## BICYCLE PATH CONSTRUCTION

CITY OF PORTLAND STANDARD - NTS



## PAVEMENT SECTION

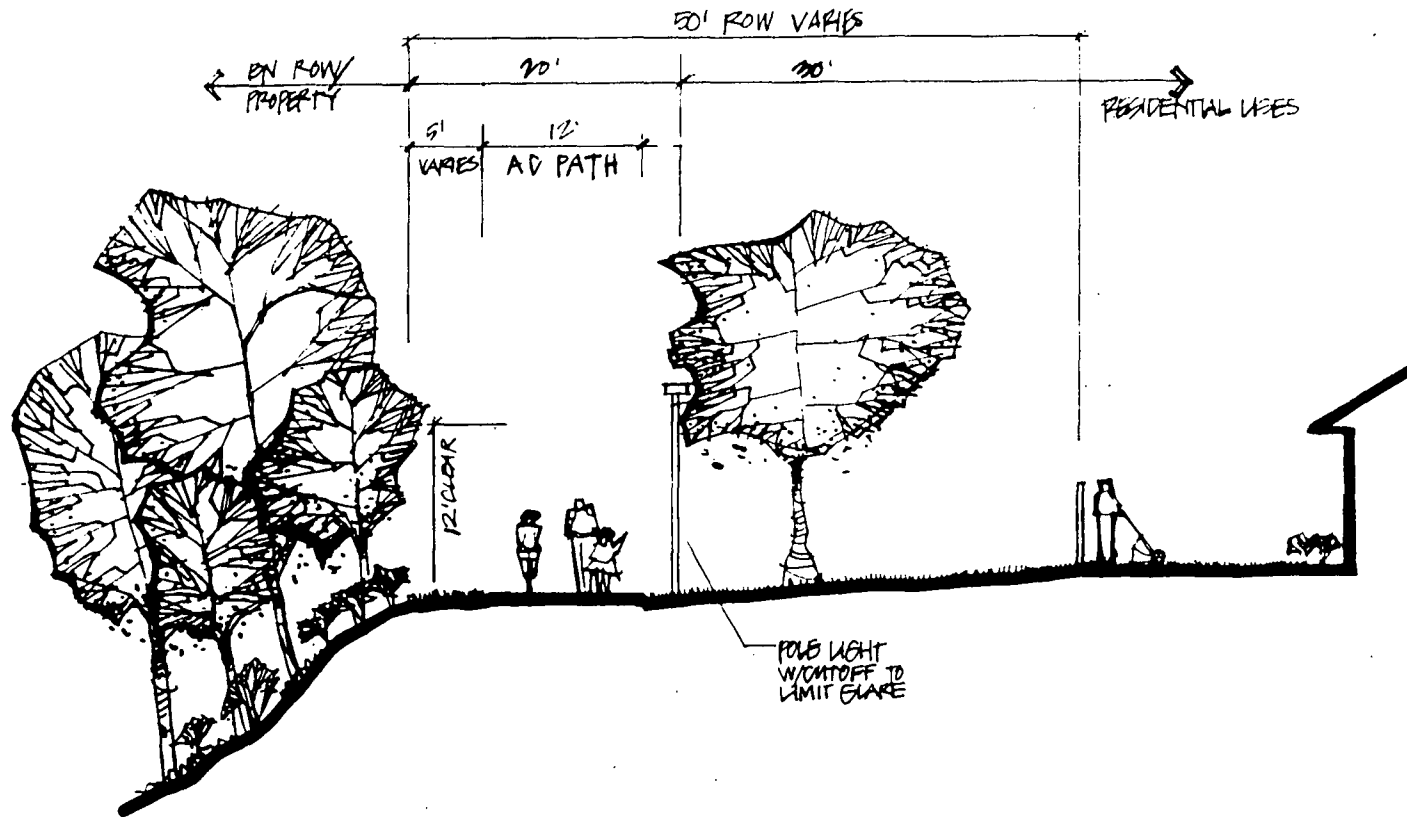
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## Feasibility Study For Peninsula Crossing Trail

### Typical Path Section

# Feasibility Study For Peninsula Crossing Trail

## Residential Trail Section



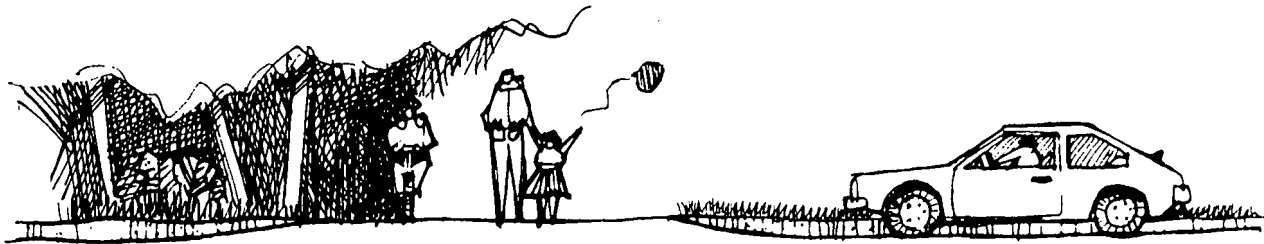
TRAIL SECTION C RESIDENTIAL AREA

NTS.

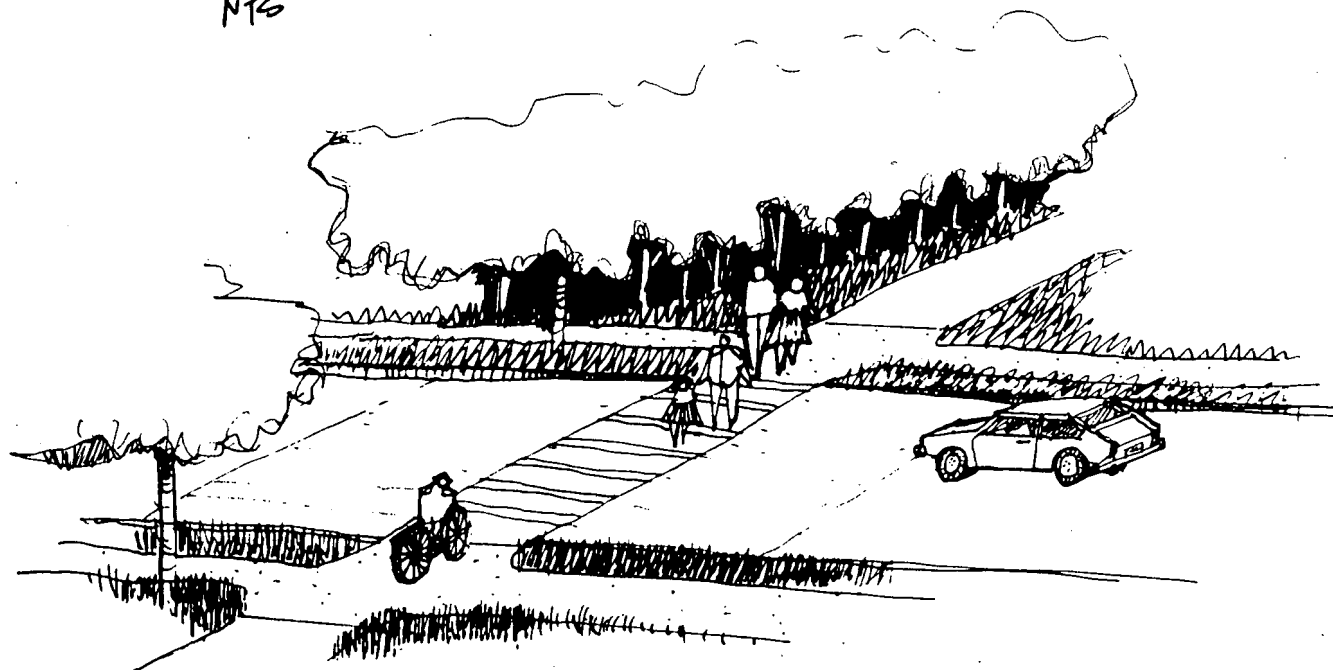


# Feasibility Study For Peninsula Crossing Trail

Typical  
Raised  
Crosswalk



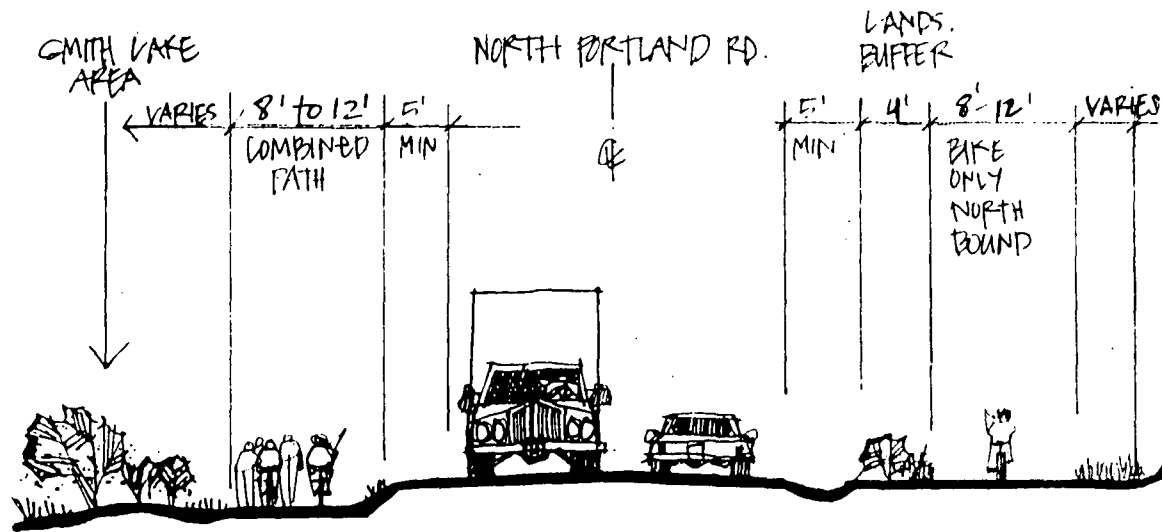
RAISED CROSSING @ ARTERIALS - SECTION  
NTG



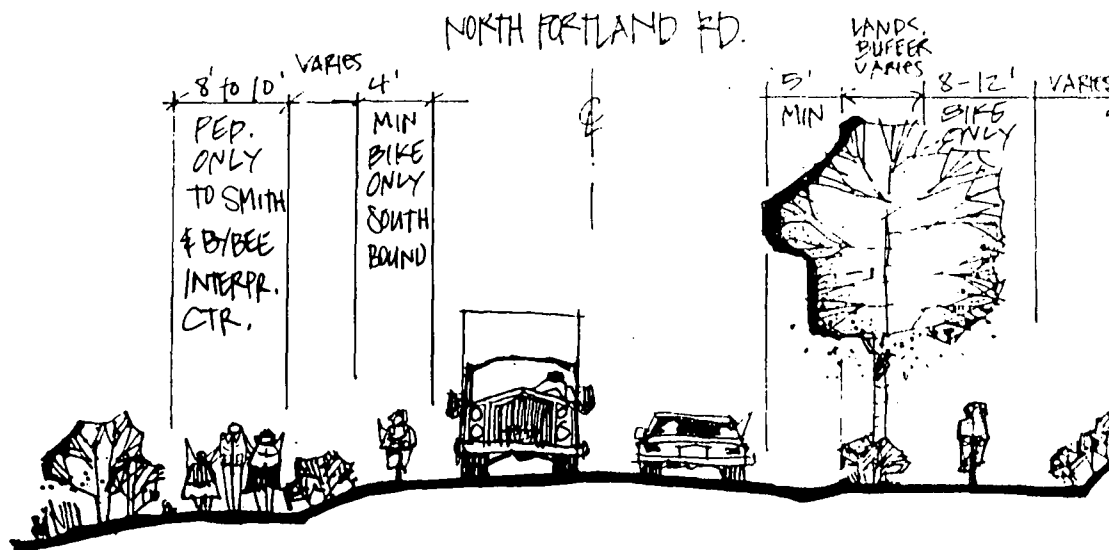
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BIKEWAY C NORTH PORTLAND ROAD  
NTS



SEPARATED BIKE/PEDESTRIAN USED  
NTS

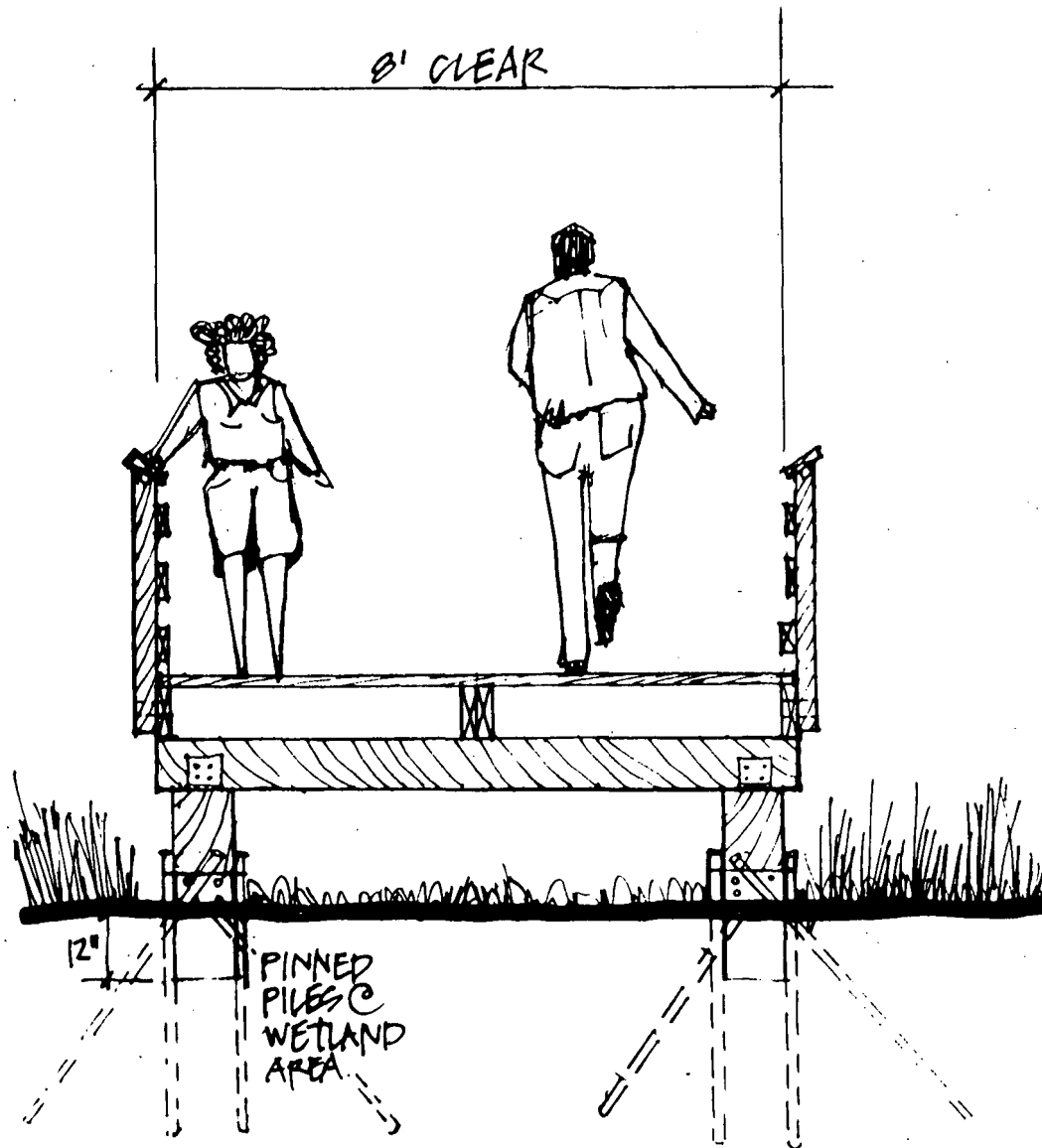
# Feasibility Study For Peninsula Crossing Trail

North Portland  
Road  
Trail Section



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## Elevated Walkway



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vandalism and have a high potential for crime.

#### **Boardwalk**

From the Smith and Bybee Lakes Interpretive Center one trail option has the trail being developed north between Smith Lake and North Portland Road. In this area wetland areas have been identified. A detailed wetland delineation would have to be done to determine the final options could be exercised. One possible design and mitigation solution would be to develop elevated walkways that would minimally impact the wetlands and provide viewing and interpretive opportunities enhancing the users experience along the trail. These sections would be for pedestrian use. Bicycle functions are recommended to be along North Portland Road in this area.

#### **Trailhead Locations**

##### **Princeton and Carey Blvd.**

This is a end/begin point for the trail. As such this point of the trail should provide handicap parking, maintenance, and emergency access. Normal trail use will be limited to pedestrian and non-motorized vehicles with bollards placed across access points. Two handicap parking spaces are recommended to be developed at this point.

##### **Lombard and Carey Blvd.**

This access point would be for emergency and maintenance vehicles only. Bollards should be installed to control vehicle access.

##### **Fessenden and Carey Blvd.**

On the south side of Fessenden a trailhead could be established that allows handicap parking and emergency access. This is also where the bikeway portion shifts from the path to the roadway along Fessenden to Portsmouth, to Columbia Blvd. Residents that abut the proposed trail, could be provided access to their backyards from this access point.

A minimum of two parking stalls should be provided for physically challenged users.

**Portsmouth and Columbia Court**  
Columbia Court from Portsmouth Avenue to the Treatment Plant entry could be vacated to allow the development of a major trailhead with parking for 10 to 20 cars (5 accessible).

This area is recommended to become the major staging area for access to the new Treatment Plant Interpretive Area, the Columbia Slough and to the 40 Mile Loop Trail.

##### **North Portland Road and Marine Drive**

Trailhead design at this point would be coordinated with development of the Smith and Bybee Lakes Regional Park. It would most likely occur on the west side of North Portland Road near Smith Lake and Marine Drive.

#### **Funding**

To develop the Peninsula Crossing Trail a number of funding sources will have to be approached.

Grants that may have available funding are the federal Intermodal Surface Transportation Efficiency Act (ISTEA) and the 40 Mile Loop Trust.

Metro Regional Parks and Greenspaces (if the bond measure passes) may also be a source of construction funding as a part of the regional trail system.

The Columbia Blvd. Wastewater Treatment Plant projects, although not directly contributing funds, may construct a portion of the trail as part of the Inverness Force Main Project. This would include the trail in and around the plant.

The gasoline tax should also be considered for its ability to provide capital funds as well as providing on-going funds for maintenance.

#### **Maintenance**

Maintenance of the trail is recommended to be taken over by the City of Portland. The trail is intended to be maintained as if it were a linear park. This would entail mowing, trash removal, clearing undergrowth, and repair and maintenance of the trail, both pavement and drainage. As mentioned previously the gasoline tax should be considered as a source of funding for maintenance.

#### **Coordination**

This feasibility study is not intended to stop here. This study is a tool to implement the development of the Peninsula Crossing Trail. The next steps are outside the scope of this study.

The trail needs to be incorporated into the City of Portland's Comprehensive Plan. This trail corridor should be formally identified to gain acceptance and to benefit from potential money (ISTEA, gas tax, etc.) accorded to projects in the comprehensive plan.

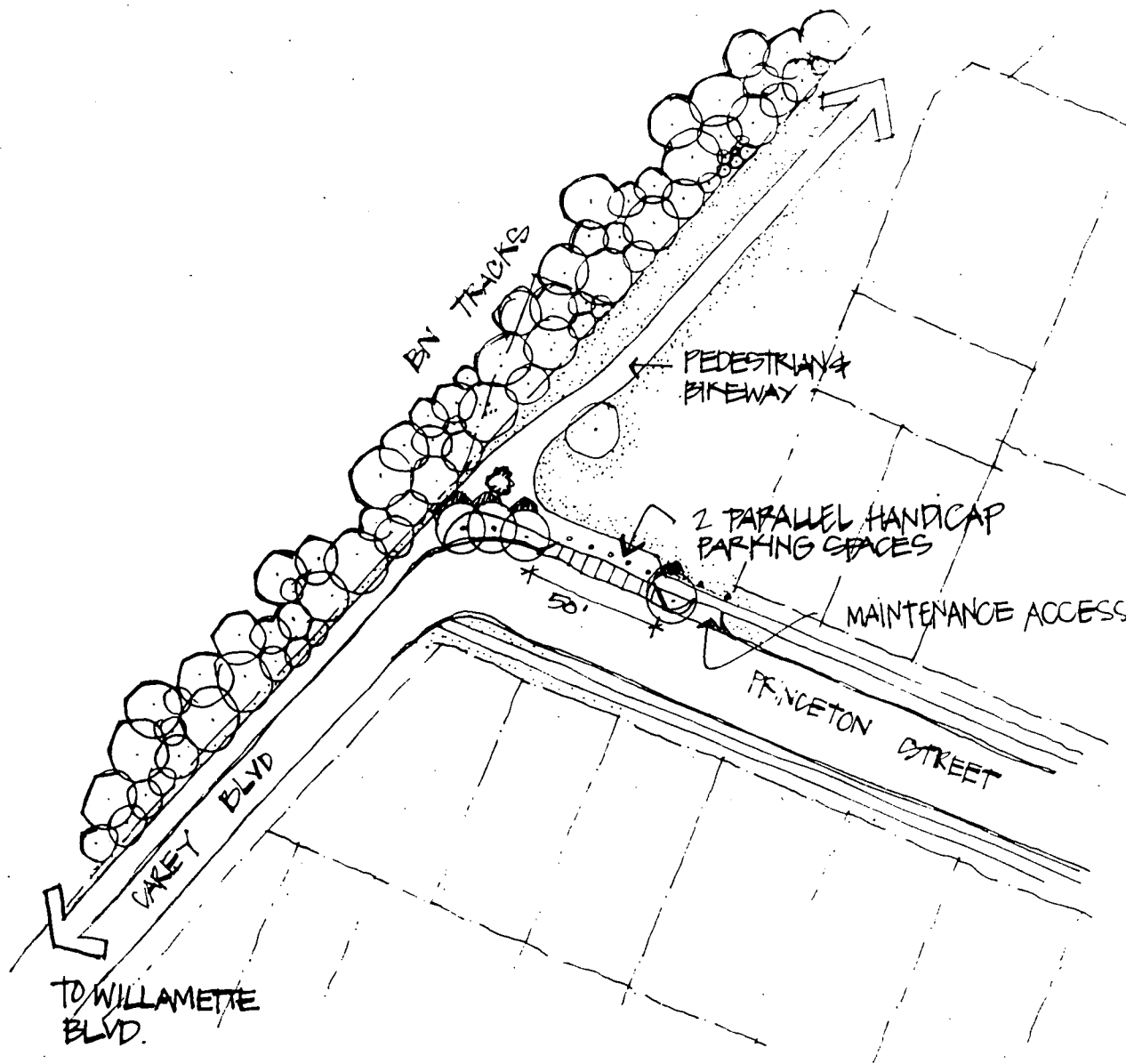
Metro has already incorporated this trail into their Regional Master Plan, and the planning process for the proposed 2040 Plan.

During design development, which would be the next phase, a review of the required City of Portland permits and conditions would be necessary.

Additionally, during design development the neighborhood groups, citizens and major property owners (City of Portland, Burlington Northern, and PGE) should be involved with the design of the trail and development of construction details such as bollards, fencing, lighting, etc.

# Feasibility Study For Peninsula Crossing Trail

Trailhead at  
Princeton  
Street



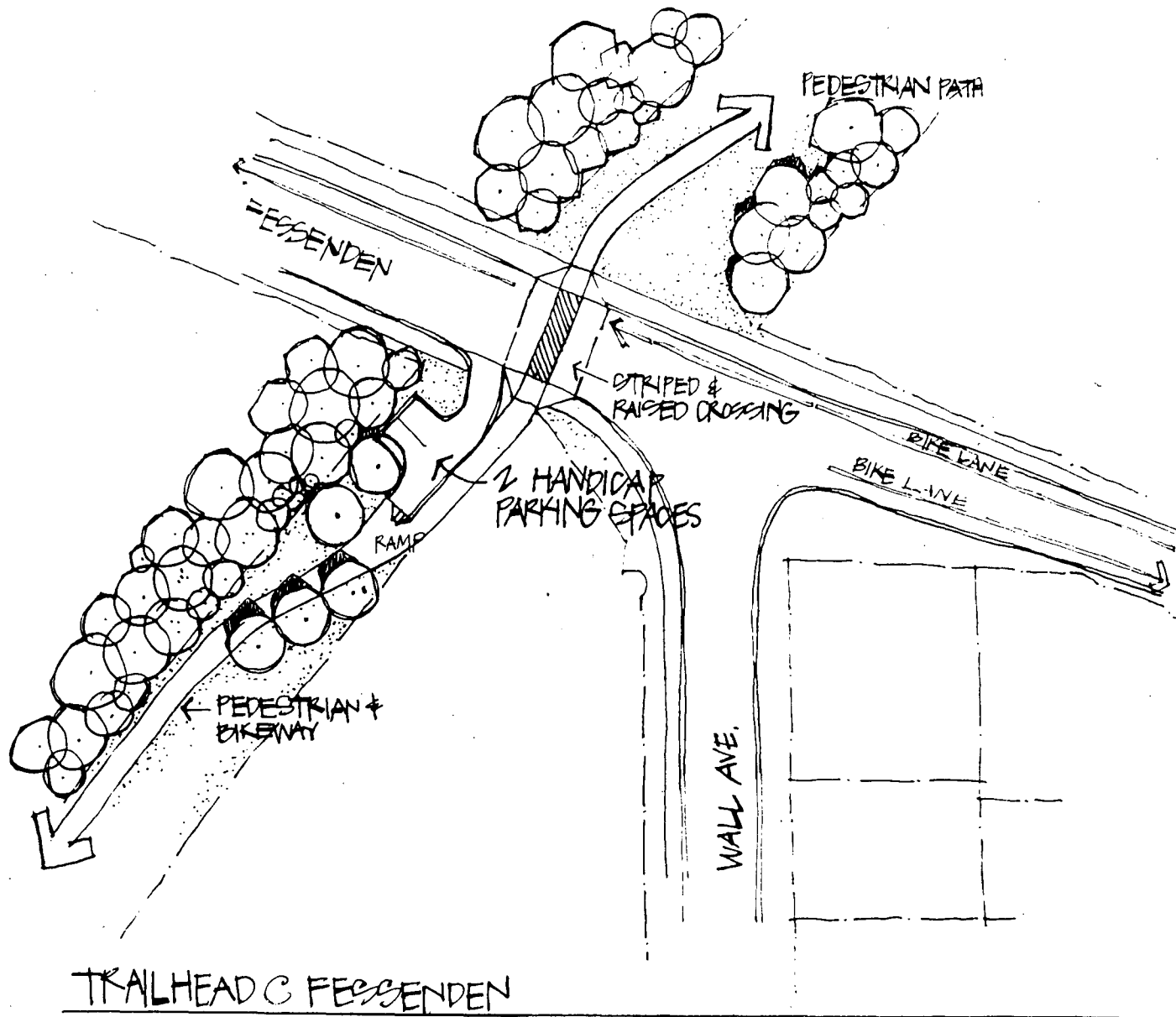
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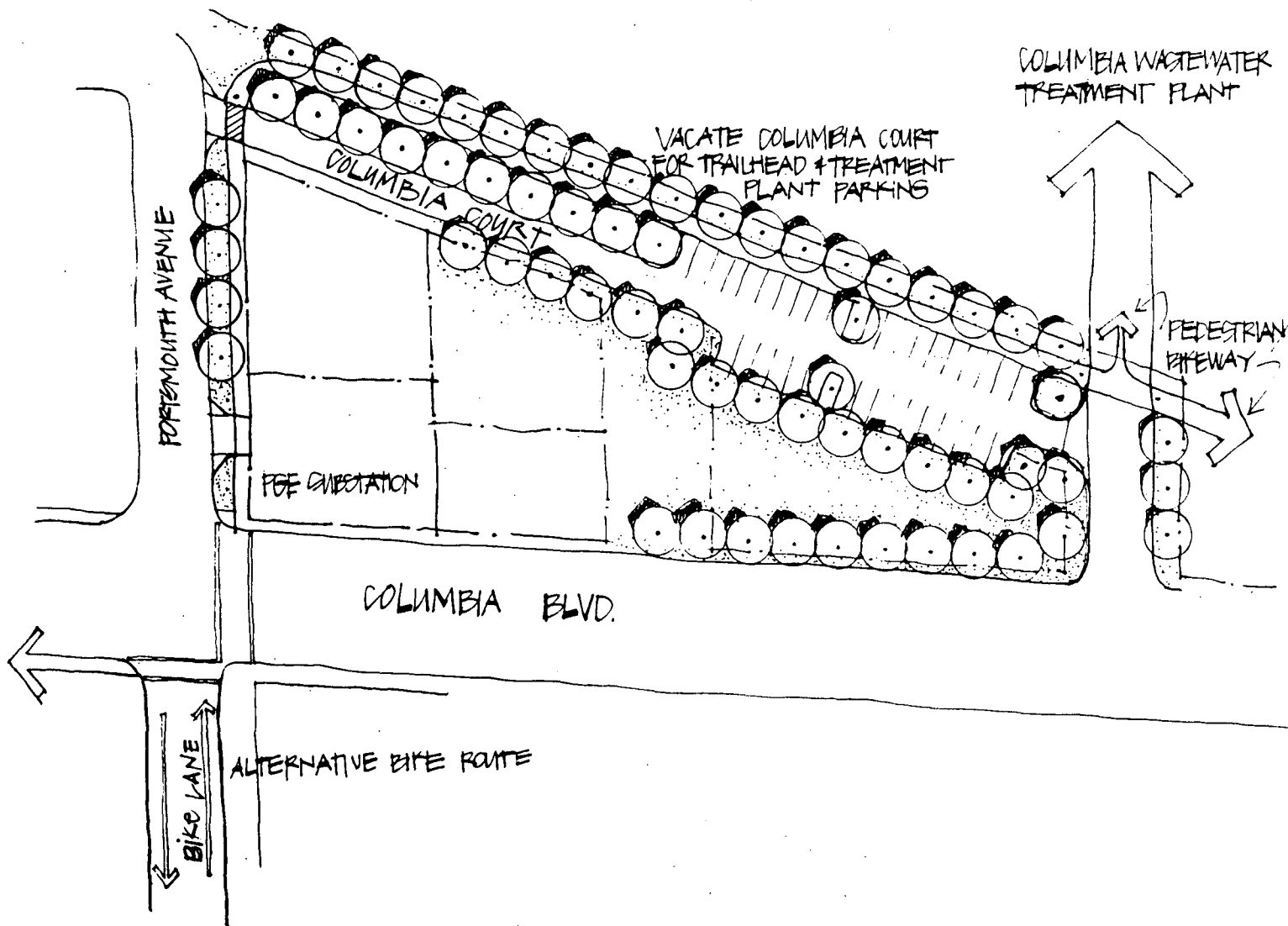
# Feasibility Study For Peninsula Crossing Trail

Trailhead at  
Fessenden  
With Raised Walk



TRAILHEAD @ FESSENDEN

NTS



# Feasibility Study For Peninsula Crossing Trail

Trailhead at  
Columbia Court



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## Summary

The analysis of the Peninsula Crossing Trail corridor has been comprehensive. The problems uncovered are ones that can be overcome by normal design and engineering practices and are outweighed by the positive opportunities that the development of a trail in this area will provide the residents of north Portland. The trail can be constructed and it can accommodate neighborhood needs.



*View in this photograph is to the south along North Portland Road. Trail would be located on the bench below the road to the west (right).*



*View in this photograph is to the north at North Portland Road and Marine Drive. The pedestrian crossing and the traffic signal should be maintained after the realignment of Marine Drive in this location.*



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# Appendix



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# Concerns

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## Concerns

Through the development of the feasibility report and the public meetings, the following concerns have been raised. These concerns are not believed to be obstacles that cannot be overcome. Some have been answered in the course of developing the feasibility study, but others would be more appropriately answered and discussed when the proposed trail moves into the next phase, design development, prior to actual construction.

1. *Crime will increase because more people will use the trail.*

See minutes of November 30, 1994 public meeting. Commander Orr related at that meeting that although there is no absolute data that an area will be safer after trail development in .."other locations such as Beaverton have had the experience that on similar trails it is indeed safer after the trail was developed." Decreased vandalism may be due to increased use of the area and people watching out for each other. The trail should be designed with safety in mind. Low shrubs, lighting and clearing the undergrowth would be helpful.

Burlington Northern has had problems with vandals throwing grocery shopping carts off the overpasses and trespassing in general along their right-of-way. One result of this is the placement of fencing on top of the overpass railing. Fencing the entire right-of-way was suggested by a BN real estate agent. However, BN security personnel have mixed feelings about the effectiveness of a fence. Fencing the entire length would be expensive and the maintenance of the fence is not budgeted for by the railroad nor is paying or contributing to the cost of its construction. Neighbors in the area expressed they generally prefer not to fence the right-of-way.

During the next phase, design development, BN would like to be involved in the actual planning of a trail to minimize access to their property. At this point in the process the pros and cons of fencing would be discussed in length.

2. *There is a graffiti problem now, and it will get worse with more people using the trail.*

As with the first concern the more responsible users of the trail will help to self-police the area. However, if the area gives the appearance of isolation it may attract the wrong type of user. Design of a trail would include lighting where appropriate that may deter "tagging".

3. *Rocks at Carey Blvd. and Princeton should not be removed. Access to the trail by motorized vehicles should be limited to emergency and maintenance vehicles.*

The feasibility study suggests bollards replace the rocks at Carey, Lombard and Fessenden. The bollards would restrict vehicular access, with the exception of authorized personnel, emergency and maintenance vehicles.

4. *Night users are the problem. The hours of operation should be limited.*

Lighting is recommended to be provided the length of the residential segments of the proposed trail (Willamette to Columbia Blvd.). The hours of operation needs to be considered as part of design development phase.

5. *Why not use existing streets for bikeways such as Portsmouth and Ida instead of Carey Blvd.*

The Peninsula Crossing Trail is not just for bicycles. The proposed trail is intended to be a multi-use which can accommodate pedestrian and bicycle users. Bicycle trails exist or are proposed for Portsmouth and Ida Avenues.

6. *Crossings at arterials need traffic control devices or under/overpasses.*

Traffic control devices have been recommended to be considered on all arterial crossings (see text). Over and under passes have been reviewed and at this stage they have been determined not be cost effective or practical. In design development these may be more closely reviewed prior to final design.

- 
7. *An elevated boardwalk should not be built in the Smith and Bybee Lakes natural area.*

The elevated walkway is proposed in areas where typical construction techniques are not appropriate. It is suggested that to provide a trail along the west side of North Portland Road would allow the user an aesthetic route and could be tied into educational use of the natural area.

8. *Residents who back onto the trail need access to their backyards.*

Residents that have backyards abutting the Carey Blvd. ROW could be given access to the trail through keyed access to the bollards.

9. *Residents of the apartments along the proposed trail could create problems for users of the trail. Clear undergrowth to limit hiding places along trail.*

See minutes of November 30, 1994. Commander Orr acknowledged there has been some problems with residents in this area. However, the police have been in contact with the managers of the apartments and have a program to help managers screen their renters more closely. Additionally, in this area the clearing of undergrowth and lighting is important to creating a safe passage. During design development the extent of clearing vegetation would be more thoroughly studied.

10. *Will fencing be provided?*

Fencing has not been proposed along the entire length of the trail. Upon request backyard fencing along the right-of-way may be repaired or installed. It is the feeling of many residents along the BN right-of-way that a fence is not needed and that the existing vegetation creates a natural buffer (See BN comments in #1 above).

11. *The design of trailheads should be carefully considered and no restrooms should be provided.*

Trailheads are proposed in three locations. At Princeton Street and Fessenden Street two parking spaces at each location is proposed to provide access only for physically challenged users. Restrooms are not proposed at either location. The trailhead recommended at Columbia Court is for all users and is capable of handling 20+ vehicles. This trailhead could be considered as a part of the development of the Columbia Blvd. Wastewater Treatment Plant projects. Parking could provide access to the Peninsula Crossing Trail as well as the Treatment Plant Visitor Center.

Public restrooms would be a part of the Smith and Bybee Lakes Interpretive Center and the CBWTP Visitor Center (these projects are not a part of this study). Restrooms are not proposed at the recommended trailheads. During the next phase, further study of the Columbia Court trailhead should be coordinated with the CBWTP and its planned improvements.

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# Public Input



## Carey Boulevard: the Peninsula Crossing Trail

North Portland's citizens have a dream... a two-mile hiking/bicycle pathway that crosses the peninsula. Completed, the Peninsula Crossing Trail would connect the St. Johns, Portsmouth, Kenton, and University Park neighborhoods to the 40-Mile Loop trail system.

### 40-Mile Loop

The 40-Mile Loop is a system of scenic urban hiking and bicycle trails that connect Portland area parks and recreational areas all around the city. Conceived in 1903 by the Omsted Brothers' master plan for Portland parks, the trail system has become one of Portland's most ambitious long-range projects.

The 40-Mile Loop is intended to offer the chance for close-to-home recreation, retreat and renewal. It is also an easy opportunity to learn about our relationship with our natural environment.

Current plans call for the 40-Mile Loop to extend more than 140 miles along the Columbia, Sandy and Willamette Rivers.

In a few years, several sections of the 40-Mile Loop trail system will be completed in North Portland, along the Columbia Slough, to Kelley Point Park, the new Smith & Bybee Lakes trail system, and Heron Lakes golf course. The trail already runs along Marine Drive and North Portland Road, ending less than a mile from nearby homes and schools. There are also plans to construct an interpretive center for the Smith & Bybee Lakes natural area, just across the Slough from the Portsmouth and Kenton neighborhoods.

### Poor Access Blocks

#### North Portland Citizens

Today, it's almost impossible to get there from here. Access is very limited. Only a few bridges cross the Columbia Slough, and there's no safe pedestrian or bicycle route.

As a result, the 40,000 residents of North Portland can't enjoy the wetlands and wildlife along the Slough. Bicycle commuters trying to reach their Rivergate jobs are stymied. There's no way for school children to transport themselves to the proposed interpretive center at Smith Lake. And bicyclists, joggers and hikers who are out traveling the 40-Mile Loop trails can't get into North Portland's neighborhoods.

### Peninsula Crossing Trail

The Peninsula Crossing Trail could provide the missing link to open these recreational opportunities to all of North Portland citizens.

In August, the 40-Mile Loop Land Trust agreed to assume leadership for the Peninsula Crossing project. In partnership with North Portland neighborhood groups, The Trust is a non-profit organization that over-

sees development of the regional trail system. Three City of Portland Bureaus--Environmental Services, Parks and Recreation, and the Office of Transportation--have also offered to participate.

Components of the Peninsula Crossing Trail would include:

- A two-mile paved bicycle/pedestrian pathway stretching from Willamette Boulevard to Smith Lake.
- A pedestrian bridge across the Columbia Slough, along North Portland Road, near the Columbia Boulevard Treatment Plant.
- Connections to existing and planned sections of the 40-Mile Loop: to Kelley Point Park, east along Marine Drive, Smith-Bybee Lakes trail system, and Columbia Slough trails.
- Connection to Willamette Boulevard bikeway.
- Road crossings to prevent pedestrian/vehicle conflicts at Willamette Blvd., Lombard, Fessenden, and Columbia Blvd.

While a route hasn't been chosen for the Peninsula Crossing, one possible alignment would be along Carey Boulevard, an unimproved public right-of-way which borders the Burlington Northern rail line. Some local historians believe this route may be close to the original trail used by the Lewis and Clark party in 1803 to cross the peninsula between the Columbia and Willamette Rivers.

Where the north end of Carey ends at Columbia Boulevard, it would be necessary for the path to follow Columbia several blocks to Portsmouth Avenue. From Portsmouth, the path would parallel the west border of the treatment plant site up to the banks of the Columbia Slough.

### Next Steps

The Peninsula Crossing Trail is a new idea--still a dream. The project is just getting started, and will rely on the broad-based community support from North Portland and the entire region.

The cost of the Peninsula Crossing Trail isn't known. One initial estimate is \$1.4 million. The highest cost items would be building a pedestrian/bicycle bridge across the Slough (over \$400,000) and pathway construction (\$350,000).

An estimated \$30,000 is needed to complete a preliminary feasibility study. North Portland Enhancement Committee has offered to contribute funds, and other agencies will also be asked to join the effort.

One key participant will be Oregon Department of Transportation (ODOT), which owns and maintains North Portland Road (north of the Slough) and the existing bridge. ODOT also oversees the federal and state ISTEA funds, which can be used for bicycle/pedestrian projects such as the Peninsula Crossing Trail.

## TRAILS AND RIVERS AND LAKES... OH MY!

By Sandi Hansen, Metro Councillor

A busload of gawking visitors certainly realized that they were not in Kansas when they toured potential greenspaces sites in North and Northeast Portland. In fact, the participants, led by Metro Councillors Sandi Hansen and Ed Washington, were so impressed by the wealth of greenspaces and natural areas found in our urban settings, that they could hardly believe that they were in the heart of a city.

The purpose of the Nov. 6th tour was to show urban dwellers and planners that Portland *does* have significant areas in which to develop or enhance greenspaces, trails and natural areas. Members of the tour included planning staff from Metro, City of Portland, Multnomah County as well as citizens from the neighborhoods. Also, sight-seeing were representatives from Trust for Public Lands, a national organization that purchases land for preservation of open areas.

With brilliant autumn trees, blue skies and unexpectedly bright sunshine, the northern end of Portland brazenly 'showed its stuff'. And, what a show it has! A blue heron posed politely for excited photographers at the two small lakes behind the old Whitaker School. Smith and Bybee Lakes sparkled in the sun as the group got a chance to try out the new trails recently laid by students from Roosevelt High School (a project funded by Metro enhancement money and Oregon Fish and Wildlife). Geese and ducks flew overhead, creating a feeling of being miles from the city.

The tour also included the viewing of areas that are not now trails or greenspaces, but have wonderful potential. Both ends of Carey Boulevard were explored along the railroad cut, and people immediately saw how easy it would be to create a wide walkway and bikepath along its route.

This would link the 40-Mile Loop, from the Columbia Slough, with the proposed trail along Mock's Crest that will follow the bluff clear over to the intersection of Greeley and Interstate. Also explored was the 29-acre parcel of vacant land at the

foot of Edgewater Drive. This piece is for sale by Portland Development Commission and would make a wonderful waterfront greenspace.

By the end of the tour, people were excited with the many possibilities in their communities. They were eager to tell others about these places and to visit them, again. But the question remained... What will happen to all these properties?

There is some very good news. The Trust for Public Lands appears to be strongly interested in purchasing Edgewater Cove and some acreage around the Whitaker School lakes. That would ensure those two pieces as future greenspaces. Metro is proposing that Carey Boulevard be added to the Greenspaces Masterplan and thus be included in future grants for development. Smith and Bybee Lakes are receiving more grant money for continuing restoration by the high school students and construction of viewing blinds on the lakes is near completion.

There is, however, no promise that anything more will be done, soon. The purchase of other vacant Willamette River properties and the actual development of trails and bikepaths will take considerable money. Applying for private and public grants is one way to accomplish this goal, but it is an extremely slow process. And, it is unlikely to produce the money at times when a specific piece of property is for sale. A bond measure could result in the needed money, but only with voter approval.

Of course people interested in greenspaces, trails and natural areas won't give up. We will continue working together with government agencies, private organizations and neighborhood groups to provide our community with the spaces that enhance our quality of life. If you would like to become more involved in this process, please call Mel Hule, Metro Greenspaces Coordinator, at 797-1731 and get on Metro's mailing list.

If you have questions or concerns in general, call me, Sandi Hansen, your Metro Councillor, at 797-1555.

## COMMUNITY MEETING PROPOSED BIKE/PEDESTRIAN PATH ON CAREY BOULEVARD

January 26th, 7pm

Kenton Firehouse Community Center  
8105 N. Brandon

Join your neighbors in a discussion about a dream  
for North Portland.

Feasibility Study / Workshop Meeting

PENINSULA CROSSING TRAIL

WORKSHOP MEETING

November 30, 1994

A G E N D A

6:00 - 7:00 PM OPEN HOUSE AND REVIEW OF IMPROVEMENT OPTIONS  
UNDER STUDY

Please feel free to look at maps / photographs and discuss issues and ideas regarding specific properties and areas with representatives from the 40-Mile Loop Land Trust, Metro, and city of Portland. Ask any questions. Make any comments. Give us your suggestions.

7:00 - 9:00 PM WORKSHOP MEETING ON ISSUES AND IDEAS

1. Welcome  
Metro Councilor Sandi Hansen  
and North Portland Resident
2. Overview and History of Proposal to Date  
Pam Arden, 40-Mile Loop Land Trust  
and North Portland Resident
3. Regional Context and North Portland Connection  
Relationship to Smith and Bybee Lakes Natural Area  
Jim Morgan, Metro Regional Parks & Greenspaces
4. Presentation on Feasibility Study and Slide Show  
Mel Stout, David Evans and Associates
5. Discussion of Issues and Ideas, Trail Segment by Segment
  - o Special Concerns and Opportunities
  - o Fatal Flaws
  - o Anything Left Out?
  - o Ideas and Solutions
6. Where Do We Go From Here
7. More Time for Comments and Questions

## MINUTES PENINSULA CROSSING MEETING - NOVEMBER 30, 1994

Kenton Fire Hall

Meeting called to order by Sandi Hansen, Metro Councilor and north Portland resident.

Brief introduction of Metro and its role in the north Portland area. Ms Hansen relayed to those in attendance that Metro had acted on an option to buy the PDC property west of the BN railroad bridge along the Willamette River (Willamette Cove). This will become a vital piece of North Portland's open space along the river and with the Peninsula Crossing project, being discussed here tonight, a connection can be made between Smith and Bybee Lakes and the Willamette River.

Pam Arden, 40 mile Loop Land Trust member and North Portland resident, gave a brief overview of the Peninsula Crossing history and work to date. Since the last meeting in January, when discussion of the trail began, we have hired David Evans and Associates to conduct a feasibility study. This study is managed by the 40 mile Loop Land Trust and funded by the Trust, City of Portland Bureaus of Parks, Transportation, and Environmental Services, Portland General Electric, Smith and Bybee Lakes Trust Fund, North Portland Enhancement Committee, Conservation Fund, and Metro.

We want your input. This is the beginning of the process and it is important that we and the consultants hear your ideas.

The Feasibility Study will discuss issues such as safety, lighting, accessibility, and the best location for crossings. Crossings like the one proposed at the Treatment Plant will be reviewed, keeping in mind that multi-modal (a number of transportation options) has a better chance of getting grant funds. Additionally, I have been involved with the Treatment Plant's Headwork's Project and this project will develop a visitor center with a major goal from the start was and is to welcome the community. The Peninsula Crossing Trail will connect to the Treatment Plant and any visitor center development as part of the Headwork's project.

Jim Morgan, Metro Regional Parks and Greenspaces, explained the regional context of the project. The Smith and Bybee Lakes area will be connected by this trail to North Portland. The interpretive center at Smith and Bybee Lakes will become a major destination for North residents and students from Clarendon School, George Middle School and Roosevelt High School. The proposed trail connection will allow a person, in the future, to walk or bike from downtown to Smith and Bybee Lakes. The Smith and Bybee Lakes comprise one of the largest natural areas in the urban area, over 2,000 acres, and to have this amenity connected by pedestrian oriented trails to North Portland will enhance the area.

Mel Stout, Landscape Architect from David Evans and Associates, explained their role in the Feasibility Study and what was anticipated to be accomplished. Three items are to be answered by the Feasibility Study.

1. Is it Doable? Can a trail be built along Carey Blvd.
2. What are the Alternatives? We will develop an analysis with enough detail to show alternatives and to discuss issues.
3. Prepare Preliminary Cost Estimates. This is a reality check, how much will this cost?

We are here because we need your input and thoughts on issues, ideas and problem areas.

We have conducted a site analysis (maps on the wall) that includes mapping the natural areas, comprehensive plan, floodplains, wetlands, parks and open space, parcels, ownership, easements, vacant lands and the Inverness Sewer Expansion alignment. Through this analysis we have found a 16 inch gas pipeline, a large parcel for sale, PGE vacant property, lots of apartments along the ROW, and a City of



Portland Water Bureau "park". To this point we have found no fatal flaws that would preclude a trail and in fact much of the trail is being informally used.

James Seeley, Landscape Architect for David Evans and Associates, reviewed slides of the trail corridor.

Commander Orr, North Portland Police Precinct, spoke about safety issues along the trail. There is no absolute data that a trail will be safer after development for this area. Every location is different and until a trail is built I do not want to give anyone the impression that there will not be safety issues. Other locations such as Beaverton have had the experience that in similar trails it is indeed safer after the trail was developed.

Some in attendance questioned the data and stated that is Beaverton and this is North Portland. And they have already had trouble with the accessibility of the Water Bureau property until the rocks were installed to block traffic.

Comdr. Orr responded that if an area give the appearance like no one will bother them and is rather isolated some people will have parties and create problems for neighbors. This has happened in all areas of the City. One thing that can be done is to design the trail with that in mind. "Environmental Design" as the police term it includes keeping the shrubbery low and trees limbed up, opening up areas so police patrols can view the area, clearing the blackberries, and providing lighting to make an area safe for neighborhood use.

A citizen asked if the access to the trail for emergencies would make it safer? There has been a fire along the bluff to the railroad tracks and other vandal problems over the years.

Although access to the trail is important, it is not required by the police for its entire length. Police officers would rather approach the problem on foot which gives them an element of surprise.

Fire access couldn't be addressed (The Fire Department (Jim Everett) has no requirement unless a structure is being built. However, they would like a 20 foot easement (15 minimum) that can accommodate a 25 ton vehicle. Locked gates, bollards, etc., are acceptable with locks approved by the Department).

Bollards and chains with locks that the police have keys for is possible along the trail to allow emergency access.

Another citizen raised the question of the apartments and problems associated with them along the proposed corridor.

The police have been in contact with the managers of the apartments and have a program to help the managers screen their renters more closely. If three crimes of a certain type occur within a three month period the police can close down the apartments. This has the effect of getting the owners attention and has helped in other areas to reduce the crime in the area of the apartments. As mentioned before clearing the brush, lighting and fencing can in combination make for a safer trail.

The residents near the Water Bureau property expressed their concern that more access would create problems for them. They have a graffiti problem and with people prowling around their property.

Comdr. Orr stated the burglaries would occur whether a trail is built or not and what helps the most is people looking out for people. Neighbors looking out for neighbors, trail users looking out for neighbors and trail users, and neighbors looking out for trail users. It is people helping each other that deters the most crime.

Mel Stout began walking those in attendance through the trail, segment by segment.

### **Willamette to Lombard**

We have heard some of the issues -- The Water Bureau land has been too accessible until the rocks were placed to stop traffic. What other issues are there in this area?

Residents responded that

- \* the trail would bring more people to the area and create problems.
- \* day time is not the problem it is the night users
- \* why not use Ida and a path along the bluff?
- \* limit the hours of use
- \* build a fence
- \* the crossing at Lombard is dangerous
- \* what are trailheads? Will there be restrooms
- \* sign trail for non-motorized vehicles
- \* use Fred Meyer's parking lot for a trailhead
- \* go under the overpasses at the major streets (Lombard, Fessenden, and Columbia)

Trailheads are to provide signing, a limited number of parking spaces, handicap and emergency access. They are not to provide restrooms or other intensive developments and the parking would be limited to minor 2 to 5 spaces.

The Lombard crossing will have to be further studied. A pedestrian activated light is a possibility. Going under the overpasses is probably not an option since it is railroad property and it is difficult to do anything within their right-of-way.

### **Lombard to Fessenden**

The issues we have heard tonight so far are -- emergency access, local access and safety. What are other issues.

Residents responded that:

- \* clear out the blackberries
- \* allow local access to their property
- \* Fessenden is also hard to cross

### **Fessenden to the Treatment Plant**

The issues we have heard tonight so far are -- safety concerns by the apartments. What are other issues.

Residents responded that:

- \* limit places to hide
- \* clean up areas by the apartments
- \* city has to take over the responsibility
- \* crossing at Portsmouth is too busy, need overpass at Columbia Blvd.
- \* who is to maintain trail if it is built

Jim Sjulín of the Portland Parks and Recreation, stated he believed that it would make sense that if the trail were constructed the Parks would do the maintenance. He also stated that since it is a public ROW that the gas tax may be able to be used to help the parks do this task.

### **Treatment Plant to Marine Drive**

The issues we have heard tonight so far are --crossing the slough. Are there any other issues?

- \* are there alternatives to a bridge over the slough

- 
- \* it would be nice to go through the plant instead of going around
  - \* can you go under the North Portland Road bridge
  - \* there is a storm sewer on the west side of No Portland Road along Smith Lake

The crossing proposed utilizes the Inverness sewer line extension. The City Council and Treatment Plant want to develop a multi-purpose facility and the use of the trail on this crossing is encouraged. An alternative will be looked at that traverses the west side of the plant and will require a new pedestrian bridge. The cost of this alternative will be estimated as well as other features discussed tonight.

Those in attendance expressed concern about a few general issues that cover more than these segments. These were:

- \* what are the impacts of this trail to adjoining property values?

(The Multnomah County Assessment and Taxation office report that the trail would probably not have an effect one way or the other. Properties are assessed based on recent sales of surrounding similar type developments and if there are effects the positive or negative seem to off set each other)

- \* what about developing crime statistics for this area so we can judge if there is a problem or increase in a problem?

- \* are there studies on other trails that are similar to this proposal?

- \* there was talk of a ramp from the bluff to the PDC optioned property, what has become of that idea?

The consultants will review existing data to see if other studies have been done. Pam Arden with Comdr. Orr will look at crime statistics for the area. Comdr. Orr cautioned that it was not as simple as it sounded.

The storm sewer alignment will be investigated along North Portland Road.

We have not looked at a ramp connection since that is outside the scope of our study.

The meeting was adjourned until a Draft Feasibility Study has been prepared. The Draft will be mailed to all of those in attendance tonight prior to the next meeting. This should be sometime in January 1995.

TO: BOB AKERS, MEL HUIE, PROJECT FILE

FROM: MEL STOUT

DATE: DECEMBER 5, 1994

SUBJECT: NEIGHBORHOOD MEETING-PENINSULA CROSSING TRAIL

On Saturday December 3, 1994, Pam Arden and me met with six of the neighbors that have properties abutting the proposed trail between Lombard Street and Fessenden Street. They live on North Fortune Ave. We met at 9229 N. Fortune Ave. at the home of Herman and Genevieve Burrichter. Others present included Louis Alvarez, Kathy and Wayne Parker, and Bob Lundborg, the person that has the red barn with access onto N. Carey Blvd.

There was concern that the trail wasn't needed because sidewalks were available. We explained the regional concept for trails and the proposal to provide a more natural experience linking neighborhoods with the Willamette and interpretative facilities planned for the treatment plant and Smith and Bybee lakes. One or two of the neighbors expressed understanding for the more natural trail.

I explained the ability to look at individual needs and circumstances along the trail route and we walked in back of the homes along the proposed trail. After much discussion, the neighbors present said they would be pleased if it were built as we proposed. This would include the following: The trail would be built eight or ten feet wide with one foot shoulders and capable of being used by emergency vehicles. The trail would be blocked from use by general private vehicular traffic, signed as such and the neighbors would have keys to allow their occasional access to their back yards. After much discussion about fencing, the neighbors suggested leaving the railroad bank as is with no fence. They think the blackberries and vegetation give them some protection from the smoke and noise coming from the railroad. They enjoy being able to go to the edge and view the trains in some locations.

Most of the neighbors have fencing along their back yards which they will maintain or improve. They want the area in back of their homes in grass and mowed as is current situation. They have planted the grass that is there now and they mow it. It would be expected that what ever agency is responsible for maintaining the trail would mow the grass in the future.

The trail would be located in the existing vehicular track near the railroad property boundary. The boundary is thought to be along the line of the existing power poles.

Lighting would be provided in conjunction with the individual needs and desires of each property owner. The property owner near the apartments desires lighting. Some of the others don't or at least want it to not shine in their back yards.

All agreed that the corridor should look mostly like it does behind their back yards meaning cleaning the blackberries and understory from along the back yard fence lines behind the apartments, leaving the railroad bank vegetation mostly as is with no fencing, and keeping the corridor open and in mowed grass for safety and visibility.

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If the trail is built in the manner described above, the neighbors present said they would be happy. Pam feels the neighbors present represent those interested because she asked Mrs. Burrichter to invited all of them who had concerns



**METRO**  
Regional Parks and Greenspaces  
600 NE GRAND AVE. PORTLAND, OR 97232-2736 (503) 797-1850

## MEETING NOTICE

### PENINSULA CROSSING TRAIL (Willamette River to Columbia River)

January 20, 1994  
10:00 a.m. to 11:30 a.m.

Metro Regional Center  
Conference Room 101

You are invited to a briefing on the preliminary draft of the **Peninsula Crossing Trail Feasibility Study**. David Evans and Associates (DEA) staff will present their work products, maps, research and proposed recommendations to date for the proposed trail corridor. We are asking for your review and input prior to the public release of the draft feasibility study.

For your information, the next community meeting on the study is tentatively scheduled for February 2, 1995 from 6:00 p.m. to 9:00 p.m. at the Kenton Fire Hall.

For more information and questions, contact:

**Mel Huie**  
Metro Regional Parks and Greenspaces  
(503) 797-1731

cc    Mike Burton, Metro Executive Officer  
      Ed Washington, Metro Councilor  
      Charlie Ciecko, Metro Regional Parks & Greenspaces  
      Pat Lee, Metro Regional Parks & Greenspaces  
      Jim Morgan, Metro Regional Parks & Greenspaces  
      Dave Drescher, Metro Data Resource Center  
      David Ausherman, Metro Growth Management  
      Bill Barber, Metro Transportation  
      Larry Shaw, Metro Office of General Counsel  
      Katie Dowdall, Metro Solid Waste Department

      Bob Akers, 40-Mile Loop Land Trust  
      Pam Arden, 40-Mile Loop Land Trust and  
          Kenton Neighborhood and Comm. Gary Hansen's Office  
      Sandi Hansen, Overlook Neighborhood

(continued on reverse side)

Commissioner Earl Blumenauer, City of Portland  
Julia Pomeroy, Commissioner Blumenauer's Office  
Commissioner Charlie Hales, City of Portland  
Jim Sjulín, City of Portland Parks & Recreation  
Rob Birchfield, City of Portland Transportation Dept.  
Mia Burke, City of Portland Transportation Dept.  
Jeff Smith, City of Portland Transportation Dept.  
Lt. Orr, City of Portland Police Bureau  
Jim Everett, City of Portland Fire Bureau  
Michael Reed, City of Portland Bureau of Environmental Services  
Nea Lyn Robinson, City of Portland Bureau of Environmental Services

Brain Campbell, Port of Portland  
Barbara Sochacka, Port of Portland  
Pete Bond, Oregon Parks and Recreation Department

Mel Stout, David Evans and Associates  
Jim Seeley, David Evans and Associates



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**Regional Parks and Greenspaces**  
600 NE GRAND AVE. PORTLAND, OR 97232-2736 (503) 797-1850

**GREENSPACES OPPORTUNITIES in NORTH and NORTHEAST PORTLAND**  
**TOUR**

**January 28, 1995 (Sat)**  
**8:30 a.m. to Noon a.m.**

**Tour Begins and Ends at Metro Office, 600 N.E. Grand Ave. (old Sears Bldg.)**  
Enter building from North Plaza / Free Parking in Visitors Lot  
Meet in Conference Room 363 / Next to Council Chambers

We will van pool from Metro to the sites

**The tour is free. Reservations are required.**  
**Call Eric Sample at (503) 797-1728 to reserve a spot.**

**ITINERARY**

1. Meet at Metro for a Brief Overview of the Greenspaces Program and Bond Measure Election scheduled for May 16, 1995
2. Brief Overview / Review Maps and Aerial Photographs of the Sites That We Will Be Visiting
3. Board Mini-Vans / Tour Begins
  - o Potential Inner-Northeast Greenspace Linkages
  - o Mocks Crest / Willamette Blvd.
  - o Overlook Neighborhood Greenspace Opportunities and Vistas
  - o Greenspace on the Willamette River (east bank between St. Johns Bridge and the Railroad Bridge)
  - o Peninsula Crossing Trail (Willamette River to Smith and Bybee Lakes Natural Area) Next to the Railroad Cut
  - o Smith and Bybee Lakes Natural Area
  - o Whitaker Ponds Area on the Columbia Slough (time permitting)

**For more information or questions, call:**  
**Mel Huie, Greenspaces Staff at 797-1731**



NOTICE

PUBLIC WORKSHOP

**Review the Draft Feasibility Study  
for a Proposal to Build the**

**PENINSULA CROSSING TRAIL**

Willamette River to Columbia River  
(via N. Carey Blvd. and N. Portland Rd.)

**Thursday, February 2, 1995**

**KENTON FIREHOUSE COMMUNITY CENTER**

8105 N. Brandon  
Portland, Oregon

- 6:00 - 7:00pm**    **Open House** review of trail improvement options under study. View maps and aerial photos of the proposed trail corridor. Meet representatives from the 40-Mile Loop Land Trust, Metro, City of Portland and the consultants from David Evans & Associates. Make comments. Ask questions on a one-to-one basis.
- 7:00 - 9:00pm**    **Workshop Meeting** to Review the Draft FEASIBILITY STUDY. This is where **YOU** get involved. We need your input and comments about the STUDY.

The 40 Mile Loop Land Trust, Metro, and the City of Portland have joined together to conduct a Feasibility Study of improving N. Carey Boulevard and N. Portland Road for a pedestrian and bicycle trail link between N. Willamette Blvd. and the Smith & Bybee Lakes Natural Area.

You are invited to come share your thoughts and suggestions. If you would like a copy of the FEASIBILITY STUDY to review before the meeting or need additional information, please call Pam Arden at 289-9475.

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**MINUTES PENINSULA CROSSING MEETING** - February 2, 1995  
Kenton Fire Hall

Meeting called to order by Pam Arden and Ed Washington, Metro Councilor and north Portland resident.

Brief introduction of Metro and its role in the helping with the development of this opportunity for North Portland.

Pam Arden, 40 mile Loop Land Trust member and North Portland resident, gave a brief overview of the Peninsula Crossing history and work to date. Since the last meeting in November, David Evans and Associates has prepared a draft feasibility study. This study is managed by Metro and the 40 mile Loop Land Trust and funded by the Trust, City of Portland Bureau of Parks, Transportation, and Environmental Services, Portland General Electric, Smith and Bybee Lakes Trust Fund, North Portland Enhancement Committee, Conservation Fund, and Metro.

We want your input. The plan was mailed out the previous week to all that inquired or attended the November meeting. It is important that we and the consultants hear your ideas and that these ideas will have the opportunity to be included in the final draft due in March 1995.

The project started when the neighborhood association and I became involved with the Treatment Plant's Headwork's Project. This project will develop a visitor center and a major goal from the start was to welcome the community. The Peninsula Crossing Trail will connect to the Treatment Plant and any visitor center developed as part of the Headwork's project.

Additionally, an interpretive center is planned for Smith and Bybee Lakes natural area will be connected by this trail to North Portland and will become a major destination for trail users.

Mel Stout, Landscape Architect from David Evans and Associates, explained their role in the Feasibility Study and what was accomplished.

A site analysis has been conducted (maps on the wall) that includes mapping the natural areas, comprehensive plan, floodplains, wetlands, parks and open space, parcels, ownership, easements, vacant lands and the Inverness Force Main Project. Through this analysis no fatal flaws were discovered that would preclude a trail and in fact much of the right-of-way today is being informally used as a trail.

We need your input and thoughts on issues and ideas as they relate to the draft report mailed to you last week or for those that did not attend the last meeting, handed out tonight.

A citizen asked whether a meeting was scheduled with the residents along Carey Blvd. north of Lombard prior to the last public meeting.

Pam Arden responded that she had talked to the residents prior to the meeting and stated she would set up a meeting with them but encourage them to attend the meeting. At the meeting Mel Stout and I offered to meet with anyone on site and that I would also arrange a field trip to other trails. There was a meeting held on December 5, 1994, with six neighbors who live adjacent to Carey Blvd. between Lombard and Fessenden.

The minutes for that meeting are in the Appendix of the feasibility study and assured nothing was being withheld from residents. Mel and I will continue to offer to meet on site if you would like that to occur.

A citizen questioned whether they were being heard. At the last meeting concern was expressed that they did not like the trail and crime would increase and that was not reported in the draft study. Prior to the rocks being placed on the Carey Blvd. right-of-way (ROW) they had problems.

It was pointed out to the concerned citizen that the minutes from the last meeting are a part of the report and those concerns were noted. At that meeting (and in the minutes from November 1994) it was noted that Commander Orr of the North Portland Precinct believed that their area was somewhat isolated or gave the impression that it was isolated and that condition, in all areas of the city, is an opportunity for people to have parties and create problems for the neighbors. Commander Orr further stated that although there is no absolute data that a trail will be safer, experience in Beaverton on similar trails is that it is safer after the trail is developed.

James Seeley, Landscape Architect for David Evans and Associates, briefly reviewed the trail, in segments, from the Willamette River to the North Portland Harbor along Marine Drive (see handout or begin at page 9, Recommendations and Trail Design).

From Willamette to Lombard it is recommended that the trail would be a 12 foot paved section located as far as possible to the western edge of the Carey Blvd. ROW. A trailhead is recommended that would provide handicap parking for two vehicles would be located at Carey and Princeton. Lighting would be provided and fencing at the request of the adjacent property owner.

Concern was expressed that removing the rocks and making the area more accessible would create problems for the neighbors.

It was pointed out that bollards (steel posts) would replace the rocks and only emergency and maintenance vehicles would be allowed on the trail. It is also believed, by many trail advocates, that allowing more people to use the trail decreases vandalism.

At Lombard, where the proposed trail crosses, it is recommended that the use of a pedestrian activated light be considered.

A question from a citizen was "why not use Portsmouth for the trail since it already connects Willamette Blvd. to Columbia Blvd."

Portsmouth Avenue has or it proposed to have on-street bike lanes. However, the Peninsula Crossing is not just for bicycles. The Crossing Trail is to be multi-purpose to provide pedestrian and bike access from the Willamette River to Marine Drive.

From Lombard to Fessenden the proposed trail would be similar to the first segment. Lighting would be provided and fencing on the residential side would be provided upon request. The west side along the BN right-of-way would not be fenced.

The crossing at Fessenden is recommended to be raised, similar to a speed bump. A trailhead to provide parking for two handicap spaces is also recommended for the south side of the street. Access in this section would be allowed for residents (with permits) to their backyards off of the ROW.

A citizen questioned whether a traffic light is needed at Fessenden as well as Lombard. The concern is that the traffic is too fast along Fessenden and further to the west at Six Point the bike lane is confusing and will cause an accident.

The use of a light will be studied during design development (the next phase) if the trail gets funding to be constructed. The Six Point intersection is not a part of the study area.

The bicycle function is recommended to be separated from the trail and be an on-street bike lane along Fessenden from Carey to Portsmouth and turning north along Portsmouth to Columbia Blvd. The pedestrian function would continue along Carey Blvd. to Columbia Blvd. and Columbia Blvd. to Portsmouth.

From Portsmouth the trail would again be multi-purpose and travel north to Columbia Court (frontage road) which is recommended to be vacated from Portsmouth to the Columbia Blvd. Wastewater Treatment Plant (CBWTP) entry. This vacated area could be developed as a trailhead and serve the Peninsula Crossing Trail and the proposed Visitor Center at the CBWTP Headworks Project.

The trail from the CBWTP entry would follow the proposed Inverness Force Main Project north to the Columbia Slough. At this point it is recommended that the trail cross the slough with the Inverness Force Main Project, if feasible. If not, a separate bridge for the trail would have to be constructed.

The trail is recommended to be developed along the north shore of the slough from the crossing west under the BN Railroad and the North Portland Road Bridges to the proposed Smith and Bybee Lakes Interpretive Center.

It is recommended that the bike function and pedestrian functions be separated at North Portland Road. The north bound bicycles could use the North Portland Road ROW from the slough to Marine Drive. The north bound pedestrian use is recommended to be developed north of the proposed Interpretive Center along a raised walkway or boardwalk (to mitigate any impact to potential wetlands) to a point where it intersects with North Portland Road. At this point it would re-combine with the south bike function and continue to Marine Drive. The south bound bicycle function would continue on North Portland Road from this intersection to the bridge where it would recombine with the pedestrian functions (see maps).

A citizen raised concern that a boardwalk be built in the Smith Lake area at all and that the trail could stay on North Portland Road.

Questions were asked about the surface material for the trail. The surface is cost out to be asphalt (most expensive surface) but sand seal is a recommended alternative that is being used on the Springwater Trail.

A few citizens suggested that a list of concerns be listed in the report to show readers just what the citizens thought.

Concerns will be listed in the appendix of the report.

The final report will be mailed to all in attendance or who have asked to receive a copy.



## MEETING NOTICE

**What** **PENINSULA CROSSING TRAIL**  
(North Portland area)

**Why** Opportunity to Review and Comment on Draft Feasibility Study  
Copy of document is enclosed.

**When** February 8, 1995 (Wed)  
10:00 a.m. to 11:30 a.m.

**Where** PacWest Bldg. (S.W. Fifth Ave. / Across from Portland City Hall)  
8th Floor / Mt. Hood Conference Room

You are invited to a briefing on the draft **Peninsula Crossing Trail Feasibility Study**. David Evans and Associates (DEA) staff will present their work products, maps, research and proposed recommendations to date for the proposed trail corridor.

This meeting is a follow-up of a meeting for Metro and city of Portland staff held on January 20 and a community meeting scheduled for February 2. For your information, the next community meeting on the feasibility study is scheduled for February 2, 1995 from 6:00 p.m. to 9:00 p.m. at the Kenton Firehouse Community Center, 8105 N. Brandon, Portland.

The feasibility study needs to be reviewed by Portland staff and officials, because of the proposed trail's impact on: the city's right-of-way on Carey Blvd.; adjacent residents and property owners; city maintenance costs, including fire and police services; street crossings and traffic signalization; and the wastewater treatment facility expansion.

Your attendance is very important. If you can not make the meeting, please send an alternate.

For more information and questions, contact:

**Mel Huie**  
**Metro Regional Parks and Greenspaces**  
**(503) 797-1731**

cc Mike Burton, Metro Executive Officer  
Ed Washington, Metro Councilor  
Charlie Ciecko, Metro Regional Parks & Greenspaces  
Pat Lee, Metro Regional Parks & Greenspaces  
Jim Morgan, Metro Regional Parks & Greenspaces  
Dave Drescher, Metro Data Resource Center  
David Ausherman, Metro Growth Management  
Bill Barber, Metro Transportation

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Doug Butler, Metro General Services  
Berit Stevenson, Metro General Services  
Larry Shaw, Metro Office of General Counsel  
Katie Dowdall, Metro Solid Waste Department

Bob Akers, 40-Mile Loop Land Trust  
Pam Arden, 40-Mile Loop Land Trust and  
Kenton Neighborhood and Comm. Gary Hansen's Office  
Sandi Hansen, Overlook Neighborhood

Commissioner Earl Blumenauer, City of Portland  
Julia Pomeroy, Commissioner Blumenauer's Office  
Commissioner Mike Lindberg, City of Portland  
Linda Dobson, Commissioner Lindberg's Office  
Commissioner Charlie Hales, City of Portland  
Susan des Camp, Commissioner Hale's Office  
Charles Jordan, City of Portland Parks & Recreation  
David Judd, City of Portland Parks & Recreation  
Jim Sjulín, City of Portland Parks & Recreation  
George Hudson, City of Portland Parks & Recreation  
Rob Birchfield, City of Portland Transportation Dept.  
Mia Burke, City of Portland Transportation Dept.  
Jeff Smith, City of Portland Transportation Dept.  
Commander Orr, City of Portland Police Bureau  
Jim Everett, City of Portland Fire Bureau  
Michael Read, City of Portland Bureau of Environmental Services  
Nea Lyn Robinson, City of Portland Bureau of Environmental Services

Brain Campbell, Port of Portland  
Barbara Sochacka, Port of Portland  
Pete Bond, Oregon Parks and Recreation Department

Mel Stout, David Evans and Associates  
Jim Seeley, David Evans and Associates



METRO

February 9, 1995

RECEIVED  
FEB 13 1995  
JEW

Catherine Hall  
Dept. of Transportation  
1120 S.W. Fifth  
Portland, OR 97204

Dear Catherine:

Enclosed is the draft Peninsula Crossing Feasibility Study for your review and comments. Note that the major portion of the trail will occupy Carey Boulevard, an unimproved city street right-of-way. We anticipate incorporating comments and adoption of the plan by Metro Council in March, 1995.

As indicated in our telephone conversation today, construction of the trail and street crossing will require PDOT approval. This approval process may be incorporated into the design process if we chose to contract the design work to PDOT. Funds for construction of the Peninsula Trail will come from the greenspaces bond measure, assuming it passes in May, 1995. As you indicated, construction of the trail will not require a change in designated use, but, for future use, exclusive use for pedestrians and bicycles will require a change in the Arterial Street Classification Plan. The contact person at PDOT for applying for this change is Greg Jones (823-7733).

I appreciate any time you may spend in reviewing this proposed project, since it does have potential impacts on PDOT. Please do not hesitate to call me (797-1727) if you have any questions.

Sincerely,

Jim Morgan  
Regional Parks & Greenspaces



METRO

February 9, 1995

Tom McGuire  
Planning Bureau  
1120 S.W. Fifth  
Portland, OR 97204

Dear Tom:

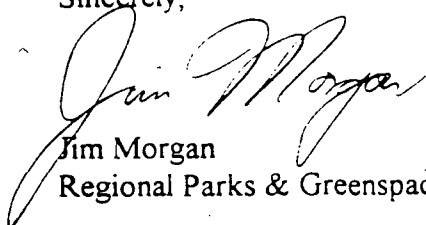
Enclosed is the draft Peninsula Crossing Feasibility Study for your review and comments. Note that the major portion of the trail will occupy Carey Boulevard, an unimproved city street right-of-way on which you have walked during a field trip with us last year. We anticipate incorporating comments and adoption of the plan by Metro Council in March, 1995. Funds for construction of the Peninsula Trail will come from the greenspaces bond measure, assuming it passes in May, 1995.

Two issues for your consideration are:

- (1) what conditional permits will be required for construction of this trail; and,
- (2) what is the process for incorporating this trail into the city's comprehensive plan?

I appreciate any time you may spend in reviewing this proposed project. Please do not hesitate to call me (797-1727) if you have any questions.

Sincerely,

  
Jim Morgan  
Regional Parks & Greenspaces



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## Summary Concept Cost Estimates

ITEM	DESCRIPTION	TOTAL PRICE
1.	MOBILIZATION & BOND	\$ 45,000.00
2.	BIKE PATH IMPROVEMENTS	
	A. N. Willamette Blvd. to N. Columbia Blvd. includes clearing, grubbing, demolition, site preparation, base rock, AC paving, sidewalk ramps, drainage, fencing, lighting, raised crossings, pedestrian, traffic signals, and trailheads N. Willamette. Blvd. to N. Columbia. Blvd.	\$ 440,000.00
	B. Along Columbia Blvd. to CBWTP includes clearing, grubbing, demolition, site preparation, base rock, AC paving, sidewalk ramps, drainage, fencing, and trailhead at Columbia Court Along Columbia. Blvd. to CBWTP	\$ 175,000.00
	C. CBWTP to N. Portland Road includes clearing, grubbing, demolition, site preparation, base rock, AC paving, drainage, and fencing and landscape at lagoons CBWTP to N. Portland Road	\$ 120,000.00
	D. Bridge Crossing at Columbia Slough Bridge Crossing	\$ 2,000,000.00
	D. N. Portland Road to Interpretive Center includes clearing, grubbing, demolition, site preparation, base rock, AC paving, drainage, and bridge headwall improvements Total N. Portland Road to Interpretive. Center.	\$ 45,000.00
	E. Interpretive Center to Rivergate Entrance includes clearing, grubbing, demolition, site preparation, base rock, AC paving, drainage, wetland mitigation, and elevated boardwalk at Smith Lake Total Interpretive. Center. to Rivergate	\$ 135,000.00
	SUB-TOTAL CONSTRUCTION IMPROVEMENTS	\$ 2,460,000.00
	Engineering and Surveying, Permits, Fees, Admin., Level I Analysis, and Contingency subtotal	\$787,200.00
	TOTAL PRELIMINARY ESTIMATED COST TO CONSTRUCT	\$3,747,200.00

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## Right-of Way Summary Report

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Twenty Eight (28) separate parcels have been identified abutting the proposed Peninsula Crossing Trail corridor. There appears to be twenty four individual owners, City of Portland, Multnomah County, PGE, and the Burlington Northern Railroad. There are at least 38 separate parcels, nine are in City ownership and one in County ownership. PGE owns three parcels and the BN Railroad owns at least one. The remaining 24 parcels are in private ownership.

The only obvious encroachment may be a basketball court at approximately 912 N Westanna Court.

Address	Parcel Number	Improvements
City of Portland	R87500 0590	Vacant Land
no site address	R87500 0270	
1220 SW 5 <sup>th</sup> Ave	R87500 1310	
Portland, OR 97204	R87500 0970	
	R87500 0950	
	R87500 0750	

The full report is on file with Metro Regional Parks and Greenspaces.

October 4, 1994

LLTX0002.20

Properties Abutting Peninsula Crossing Trail  
(N. Carey Blvd.)

<u>Address</u>	<u>Parcel No.</u>	<u>Improvements</u>
Larry J. Harper 6845 N. Willamette Blvd. P.O. Box 83191 Portland, OR 97283	R91280 1230	Auto Related Commercial
Stanley R. Herman 6833 N. Amherst St. 2817 SW Bertha Blvd. Portland, OR 97201	R91280 1110	Single Family
Donna M. Allen Barbara L. Hurst 7040 N. Carey Blvd. 10601 NW 4th St. Portland, OR 97231	R91280 0670	Duplex
Mike J. Tabshy 6743 N. Princeton St. Portland, OR 97203	R91280 0530	Single Family
City of Portland City Hall Portland, OR 97204	R91280 0150 R91280 0550 R91280 0170	Vacant Land
City of Portland 1120 SW 5th Ave. Portland, OR 97204	R61510 4760 R61510 4570	Vacant Land
Portland General Electric 121 SW Salmon St. Portland, OR 97204	R61510 2520 R61510 2560 R61510 2600	Vacant Land
Public Storage Prop. VI 6525 N. Lombard St. 600 N. Brand Blvd. Glendale CA. 91203	R61510 0870	Comm/Ind Mini-Warehouse
Douglas & Muriel Thwaite 8917 N. Newell Ave. 3025 Highway 47 Rd. McMinnville, OR 97128	R94107 0070	Single Family

<u>Address</u>	<u>Parcel No.</u>	<u>Improvements</u>
Michael & Tanya Lockwood 8961 N. Westanna Ave 2610 S. Shore Blvd Lake Oswego, OR 97034	R94107 0860	Apartments
Elda O. Wittman 9011 N. Westanna Ct Portland, OR 97203	R35300 1110	Single Family
Jeffrey & Vicki Bowers 9109 N. Westanna Ct Portland, OR 97203	R35300 1090	Single Family
Noel & Lori Coulson 9117 N. Westanna Ct. Portland, OR 97203	R35300 1070	Single Family
Patrick & Sherry Fihn 9125 N. Westanna Ct. PO Box 1517 Walla Walla, WA 99362	R35300 1050	Single Family
Ramon & Lois Alvarez 9131 N. Westanna Ct. Portland, OR 97203	R35300 1030	Single Family
Gassan & Graciela Farah 9215 N. Fortune Ave. Portland, OR 97203	R35300 0990	Single Family
Robert & Alice Lundborg 9221 N. Fortune Ave. Portland, OR 97203	R35300 0970	Single Family
Herman Burrichter, Etux. 9229 N. Fortune Ave. Portland, OR 97203	R35300 0950	Single Family
John A. Rotelli 9233 N. Fortune Ave. Portland, OR 97203	R35300 0930	Single Family
Kathryn M. Krivanek 9243 N. Fortune Ave. Portland, OR 97203	R35300 0910	Single Family

<u>Address</u>	<u>Parcel No.</u>	<u>Improvements</u>
Anders Karlman 9249 N. Fortune Ct. 2154 NE Broadway St. Portland, OR 97232	R94107 0490	Apartments
Leonard Popick 5943 N. Fessenden St. 1 SW Columbia St. # 2 Portland, OR 97258	R21830 0160	Apartments
Spokane Portland; Seattle RR Co.	R21830 0100	Vacant Land
Robert Randall Co. 5801 N. Fessenden St. 9500 SW Barbur Blvd. # 300 Portland, OR 97219	R57220 0010	Apartments
Bradford D. Hill No Site Address 3210 M St. Vancouver, WA 98663	R94106 0250	Vacant Land
Norman E. Walker 5608 N. Columbia Blvd. Portland, OR 97203	R16980 8190	Single Family
City of Portland No Site Address 1120 SW 5th Ave. Portland, OR 97204	R16980 8170 R16980 7790 R16980 7770 R16980 7400	Vacant Land
K. Luangphasy & K. Inpng 9836 N. Exeter Ave. Portland, OR 97203	R16980 7350	Single Family
Janis Youth Programs Inc. 9833 N. Portsmouth Ave 738 NE Davis St. Portland, OR 97232	R16980 7010	Single Family
Multnomah County Tax Title No Site Address 610 SW Alder St. # 200 Portland, OR 97205	R16980 6990	Vacant Land