

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)
GREENSPACES MASTER PLAN AND MAP)
OF NATURAL AREAS, TRAILS AND)
GREENWAYS OF REGIONAL)
SIGNIFICANCE BY ADDING THE)
PENINSULA CROSSING TRAIL IN)
NORTH PORTLAND)

RESOLUTION NO. 93-1872

Introduced by
Executive Officer
Rena Cusma

WHEREAS, On February 9, 1989, by Resolution No. 89-1043, the Metro Council established five specific tasks for regional natural areas planning, one of them being to coordinate and assist in the planning, acquisition and development of regional trails, greenways and wildlife corridors; and

WHEREAS, On July 23, 1992, by Resolution No. 92-1637, the Metro Council adopted the Greenspaces Master Plan, which outlines and maps natural areas, trails and greenways of regional significance; and

WHEREAS, The Greenspaces Master Plan proposes the establishment of a regional trails system which interconnects natural areas, open spaces and parks; and that provide means of access including bicycle and pedestrian commuting to commerce and jobs, recreation and natural areas; and

WHEREAS, Restoration opportunities for natural areas and open spaces in North and Northeast Portland are viewed as regionally significant and are recommended as a means to provide greenspaces in this intensely urbanized part of the region; and

WHEREAS, The proposed Peninsula Crossing Trail has been brought to Metro's attention by community based organizations (e.g. Peninsula Crossing Trail Committee, 40-Mile Loop Land Trust, Kenton

Neighborhood, Smith and Bybee Lakes groups) and local agencies (e.g. Portland Bureau of Parks and Recreation, Portland Bureau of Environmental Services, Multnomah County and Port of Portland); and

WHEREAS, The proposal for the Peninsula Crossing Trail as outlined in Exhibit A attached hereto was reviewed by Greenspaces staff and determined to be of regional significance; and

WHEREAS, The Regional Trails and Greenways Working Group, Greenspaces Technical Advisory Committee, and Greenspaces Policy Advisory Committee have unanimously recommended to the Metro Council that the Greenspaces Master Plan and map of regionally significant natural areas, trails and greenways be amended to include the Peninsula Crossing Trail in North Portland; and

WHEREAS, The proposed Peninsula Crossing Trail is of regional significance due to the fact that it interconnects the key natural areas, greenspaces, parks and water bodies in north Portland; and

WHEREAS, The proposed trail is of regional significance in that it directly ties together three regionally significant natural areas: the Willamette River and Greenway; Smith and Bybee Lakes Regional Park; and the Columbia River and Columbia Slough; and

WHEREAS, The proposed trail is of regional significance because it offers connections to other parts of the metropolitan region including: the west side (Forest Park, Sauvie Island, Multnomah Channel, Cornelius Pass, Washington County, Forest Grove, Hillsboro, and Beaverton via the proposed Burlington Northern Rails to Trail and Bikeway on Hwy. 30; downtown Portland via the Willamette Greenway; and Vancouver via the 40-Mile Loop and I-5 Bridge; and

WHEREAS, The proposed trail and potential for it being a linear park is of regional significance because it is a restoration opportunity (nearly 3 miles of contiguous land with a general width of 50 feet) in the North/Northeast densely urbanized area; and

WHEREAS, Nearly all of the need land for the trail is owned by the city of Portland and is in its right of way; and

WHEREAS, The city owned right of way, commonly known as Carey Blvd. is an unimproved area and is covered by grass and blackberry bushes; and

WHEREAS, The Greenspaces Master Plan is a living document which needs to be updated and amended on a regular basis to meet current situations and opportunities; now, therefore,

BE IT RESOLVED,

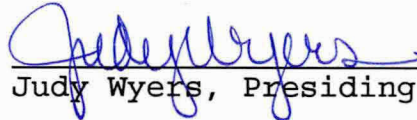
1. That the Metro Council designates the proposed Peninsula Crossing Trail corridor in North Portland, which runs parallel to (on the east side) and above the Burlington Northern Railroad line which is in its own right of way which is below street level, and which stretches approximately three miles from the Willamette Greenway on the south to the Columbia Slough on the north is of regional significance.

2. That the Metro Council amends the Greenspaces Master Plan and map of natural areas, trails and greenways of regional significance to include the Peninsula Crossing Trail.

3. That Greenspaces staff be directed to work with the community based Peninsula Crossing Trail Committee, City of Portland Parks, Environmental Services and Transportation bureaus, and other government agencies, citizens, neighborhood associations,

civic organizations, businesses, and property owners in developing a feasibility study and master plan for the trail.

Adopted by the Metro Council this 23rd day of December,
1993.



Judy Wyers, Presiding Officer

EXHIBIT A

PENINSULA CROSSING TRAIL

Proposed By

Peninsula Crossing Trail Committee

Prepared by

**Century West Carollo
and
Metro**

November, 1993

I. GENERAL DESCRIPTION

An opportunity to establish a vital link in the regional trail system in the North Portland area has recently emerged. Trails of regional significance in North Portland include:

- * completed portions of the 40-Mile Loop Trail along Marine Drive, providing access to Kelly Point Park, the Columbia River, eastern Multnomah County, and eventually to proposed crossing to Vancouver, Washington;
- * portions of the 40-Mile Loop Trail along the Columbia Slough scheduled for completion, including sections north of Columbia Wastewater Treatment Plant and within Smith and Bybee Lakes Management Area; and,
- * proposed portions of the Willamette Greenway Trail that link St. Johns to central and south Portland, and Forest Park.

A key trail link is needed to connect these regional trails, the local communities, and local greenspaces. A trail crossing the peninsula that includes St. Johns, Kenton, and Portsmouth neighborhoods would serve this need. Such a trail is being proposed that will connect with the 40-Mile Loop Trail where it intersects North Portland Road on the Columbia Slough to the Willamette Greenway Trail along Willamette Boulevard.

UNIVERSITY
PARK area

II. TRAIL ROUTE

The proposed trail will mostly parallel the Burlington Northern Railroad following the Carey Boulevard right-of-way, which is currently unimproved and not used by motorized vehicles. The proposed route follows the natural geography and land use of the area as closely as possible. At the proposed trail southern terminus at Willamette Boulevard, the route follows Carey Boulevard, an unimproved roadway owned by City of Portland, in its northeasterly direction. Currently, the road right-of-way is heavily vegetated by mostly blackberries.

Where the north end of Carey Boulevard terminates at Columbia Boulevard, it is necessary for the path to follow Columbia Boulevard for several blocks to Portsmouth Avenue. From Portsmouth, the path parallels the west border of the Columbia Boulevard Wastewater Treatment Plant through to the Columbia Slough. While there is no room inside the treatment plant area for a pedestrian/bike path, there is a strip of property immediately west of the plant fence line that is wide enough for the path. One or more points of entrance to the plant could be included so that the path users could access the public facilities being constructed as part of the current headworks replacement project at the plant.

Upon reaching the Columbia Slough, the route must cross the slough to reach access to the 40-Mile Loop Trail, Smith and Bybee Lakes, the Marine Drive Trail, and Kelly Point Park. The existing bridge crossing at this point, the North Portland Road bridge, is inadequate for safe pedestrian/bike crossing. To allow safe crossing of the slough for pedestrians and bicycles, the bridge would have to be modified or a separate bridge crossing the slough dedicated solely to pedestrians and bicycles would have to be constructed.

III. TECHNICAL ISSUES

A. Slough Crossing:

There are no other suitable points for pedestrians and bikes to cross the slough in the vicinity of the proposed trail other than at the North Portland Road bridge. However, the bridge is currently not wide enough to accommodate both truck/car and pedestrian/bike traffic. Oregon Department of Transportation (ODOT) indicates the bridge is not structurally sound enough to allow a pathway to be added. The option of building a pedestrian bridge is being pursued.

B. Road Crossings:

Columbia Blvd. - A lighted signal and crosswalk is currently in place, allowing pedestrian to cross both North Portland Road and *Columbia Blvd.*

Portsmouth Avenue - A lighted signal and crosswalk is currently in place, allowing pedestrians to cross Columbia Boulevard at Portsmouth.

Fessenden Street - Provisions are needed to allow the path along Carey Boulevard to cross Fessenden. Crosswalk signs and pavement marking should be sufficient since it is not a major throughway.

Lombard Street - A lighted signal and crosswalk may be needed to allow the path across this major street.

Willamette Boulevard - Assuming the Willamette Greenway Trail will be on the south side of Willamette Boulevard, a lighted signal and crosswalk may be desirable. An alternative route would have the trail descend into the railroad cut at this point, allowing passage beneath Willamette Boulevard.

C. Fencing:

Because of the proximity to residential areas, medium duty roads, and railway lines, fencing may be needed on one side of the path in the section north of Columbia Boulevard, and on both sides for the section along Carey Boulevard. For making cost estimates, construction of a five-foot chain link fence was assumed adequate.

D. Sidewalk Improvement:

Improvement of the existing sidewalk along Columbia Boulevard may be necessary to handle both pedestrian and bike traffic. The existing sidewalk ends approximately 150 feet east of the intersection of Carey and Columbia Boulevards, requiring construction of 150 linear feet of new sidewalk.

E. Easements/Property Acquisition:

The existing easement along Carey Boulevard is 50 feet in most place, increasing to 60 feet in several areas. This width is adequate for the permanent easement needed for the pathway, although temporary easement may be needed from adjacent landowners for construction.

The boundary of the City's property north of Columbia Boulevard lies 100 feet southeast of Burlington Northern Railroad line, except along the southernmost 950

feet of the boundary, where the property line is 250 feet southeast of the railroad line. It may be necessary to lease land from the railroad for construction along this section of the path. An easement from the railroad may also be necessary for the path section running along the southeast side of North Portland Road.

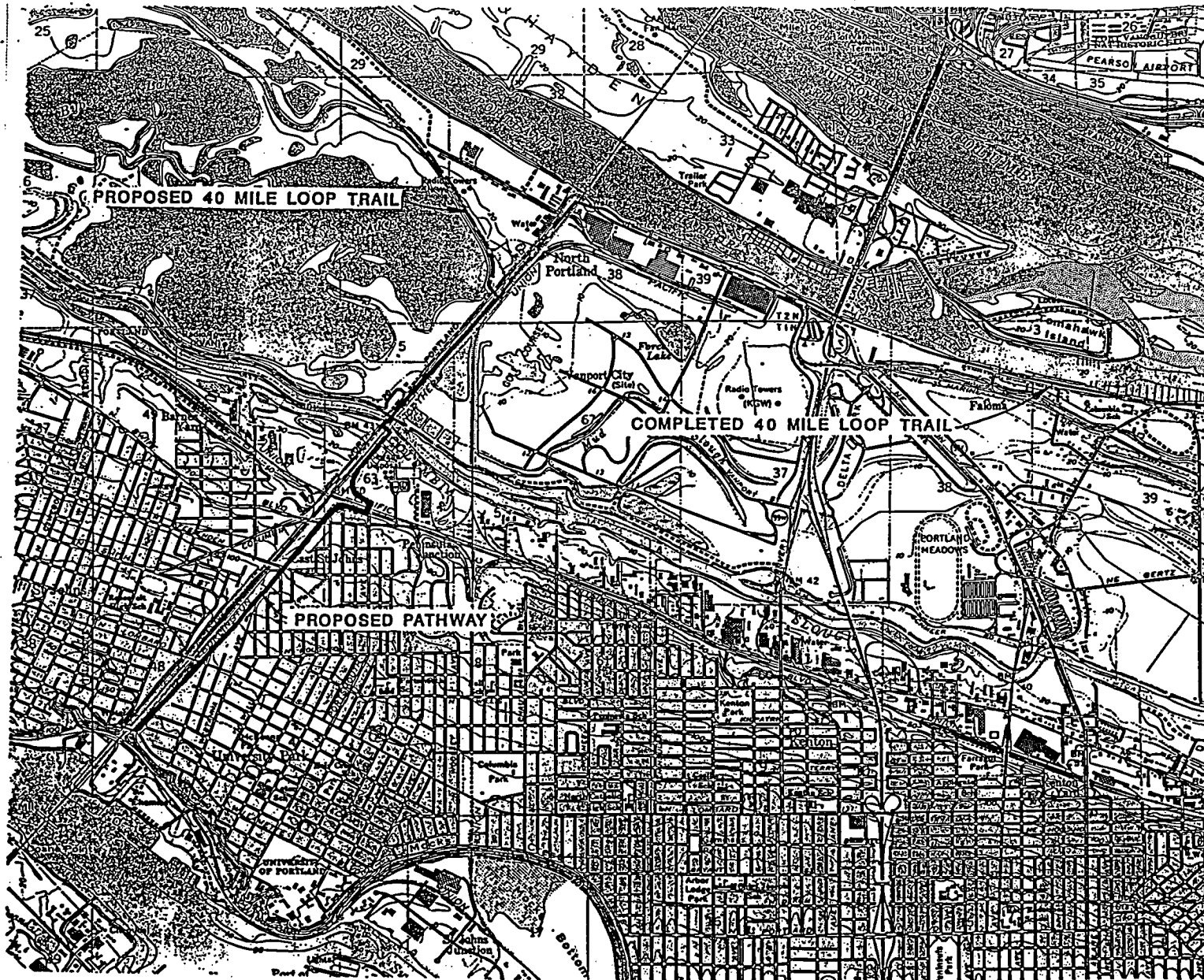
IV. COST ESTIMATES

Excluding the Columbia Slough and road crossings, the length of the proposed path is 10,500 lineal feet (LF). The cost of constructing a 12-foot wide asphalt concrete path with a drainage swale, 0.5 foot gravel shoulder on each side and fencing as required is listed below.




Item	Total Cost	Unit Cost
Pathway Construction	\$354,480	\$33.76/LF
Fencing	\$135,358	\$8.34/LF
Non-Signalized Crossing (signs and striping)	\$2,260	\$1,130/Crossing
Signalized Crossing	\$19,500	\$19,500/Crossing
Construct 150 LF of sidewalk along Columbia Boulevard	\$1,568	\$2.09/SF
Construct Pedestrian/ Bicycle Bridge across Columbia Slough	\$405,600	\$100/SF
	SUBTOTAL	\$918,766
Engineering and Administration (20%)		\$183,753
Contingency (30%)		\$275,630
	TOTAL	\$1,378,149

V. IMPLEMENTATION

Currently, a Peninsula Crossing Committee composed of neighborhood associations, the 40-Mile Loop Committee, and government agencies, is developing a feasibility study for the proposed trail. Funding sources for the study are being pursued. The committee is forming strategies for funding construction and long-term maintenance responsibilities of the trail.



LEGEND:

-  COMPLETED 40 MILE LOOP TRAIL
-  PROPOSED 40 MILE LOOP TRAIL
-  PROPOSED PATHWAY

PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 93-1872, AMENDING THE GREENSPACES MASTER PLAN AND MAP OF NATURAL AREAS, TRAILS AND GREENWAYS OF REGIONAL SIGNIFICANCE BY ADDING THE PENINSULA CROSSING TRAIL IN NORTH PORTLAND

Date: December 15, 1993

Presented By: Councilor Devlin

Committee Recommendation: At the December 14 meeting, the Planning Committee voted unanimously to recommend Council adoption of Resolution No. 93-1872 .
Voting in favor: Councilors Van Bergen, Devlin, Gates, Kvistad, Monroe, and Moore.

Committee Issues/Discussion: Mel Huie, Senior Regional Planner, presented the staff report. The proposed trail connects Willamette Blvd and eventually the Willamette Greenway to Smith and Bybee Lakes, the Columbia Slough and the Columbia River. Portions of the 40-Mile Loop, the Marine Drive Trail and Kelly Point Park, would also be interconnected. Passage of this resolution ties together three regionally significant natural areas: 1) the Willamette River and Greenway; 2) Smith and Bybee Lakes Regional Park; and 3) the Columbia River and Slough.

Councilor Van Bergen asked whether there were any easement difficulties associated with this trail, similar to those experienced by the Willamette Shore Trolley. Mr. Huie explained that it is unknown at present. If the resolution is approved, staff will begin conducting a feasibility study to make such a determination. Pam Arden, Chair of the Kenton Neighborhood Association and member of the 40-Mile Loop Land Trust, added that in 1974 there are ten homeowners that back up to Carey Blvd. went to the City of Portland to request that part of Carey Blvd. be vacated for their use. This was granted and appears to be the only easement question. All necessary easements appear to be solvable without condemnation proceedings.

Ms. Pam Arden explained that this project resulted from a committee formed to help with the Columbia Blvd. Wastewater Treatment Plan and new head works project. This group identified the problem of access across the Columbia Slough to the 40-Mile Loop. Also needing access was the new interpretive center being built at Smith and Bybee Lakes. The North Portland Road bridge is a hinderance to access because it is dangerous and has a lot of truck traffic. A new pedestrian bike bridge is planned to provide safer access.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 93-1872 TO AMEND THE GREENSPACES MASTER PLAN AND MAP OF NATURAL AREAS, TRAILS AND GREENWAYS OF REGIONAL SIGNIFICANCE BY ADDING THE PENINSULA CROSSING TRAIL IN NORTH PORTLAND

Date: December 14, 1993

Presented by: Mel Huie

FACTUAL BACKGROUND AND ANALYSIS

This resolution would amend the Greenspaces Master Plan and map of natural areas, trails and greenways of regional significance by adding the proposed Peninsula Crossing Trail in North Portland. The trail corridor runs parallel to (on the east side) and above the Burlington Northern Railroad line which is in its own right of way which is below street level. The trail would follow the Carey Blvd. right-of-way owned by the city of Portland. Carey Blvd. was never developed into a street. It is unimproved and covered by grass and blackberry bushes. The corridor is approximately three miles long. The right-of-way easement is 50 feet, and in some places is 60 feet wide. In a few segments of the corridor one-half of the right-of-way was abandoned by the city and reverted to adjacent property owners.

The proposed trail would connect Willamette Blvd. and eventually the Willamette Greenway on the south to Smith and Bybee Lakes, the Columbia Slough and Columbia River on the north. The 40-Mile Loop, Marine Drive Trail and Kelly Point Park would be interconnected by the proposed trail as well.

The University of Portland campus, Holly Cross School, Roosevelt High School, George Middle School, Portsmouth School, and Astor School are within walking distance of the proposed trail.

The trail is of regional significance due to the fact that it interconnects the key natural areas, greenspaces, parks, and water bodies in north Portland. It directly ties together three regionally significant natural areas: the Willamette River and Greenway; Smith and Bybee Lakes Regional Park; and the Columbia River and Slough. It would also tie the north Portland area to the west side (Forest Park, Cornelius Pass, Washington County, Forest Grove, Hillsboro and Beaverton) via the St. Johns Bridge and proposed Burlington Northern Rails to Trail. Downtown Portland would be connected by the Willamette Greenway. Vancouver would be connected to north Portland via the 40-Mile Loop and I-5 bridge.

The communities of St. Johns, the north peninsula area, and northeast Portland will be connected by this trail. Industrial and commercial districts will be interconnected to residential areas. Recreational and transportation benefits will be derived from the trail. Commuters on bikes and pedestrians would find this trail user-friendly. Three Tri-Met bus lines cross the trail right of way.

In addition, the trail offers a major restoration opportunity in an area where large open spaces and natural areas are limited. The Greenspaces Master Plan calls for restoration activities to be undertaken in the North / Northeast Portland area. The Peninsula Crossing Trail could also be developed into a linear park. This trail meets that specific recommendation.

HOW THE IDEA WAS BROUGHT TO METRO'S ATTENTION

The trail proposal was brought to the Greenspaces Program's attention by community based organizations in north Portland (Peninsula Trail Crossing Committee, 40-Mile Loop Land Trust, Smith and Bybee Lakes group and Kenton Neighborhood). Initial discussions on the proposed trail have involved Metro Smith and Bybee Lakes staff (Jim Morgan), Portland Parks/Environmental Services/Transportation bureaus and city bike program, Multnomah County, Port of Portland, North Portland Enhancement Committee staff and Greenspaces staff.

Councilor Sandi Hansen, and Pam Arden representing Multnomah County Commissioner Gary Hansen, Jim Sjulín of the Portland Parks and Recreation Bureau have requested that Metro add the Peninsula Crossing trail to the Greenspaces Master Plan and map.

The proposal was presented to and reviewed by the Greenspaces Trails and Greenways working group (9/21/93), Greenspaces Technical Advisory Committee (10/15/93), and Greenspaces Policy Advisory Committee (11/3/93). Each committee voted unanimously to recommend to the Metro Council that the Peninsula Crossing Trail is of regional significance and that it be added to the Greenspaces Master Plan and map.

Inclusion in the Greenspaces Master Plan will assist in seeking federal, state, regional, local grants, as well as private contributions from foundations, corporations and individuals.

FEASIBILITY STUDY, MASTER PLAN AND IMPLEMENTATION

Following inclusion of the trail to the Greenspaces Master Plan, the Peninsula Crossing Trail Committee will undertake a feasibility study to outline all the planning and community involvement steps necessary to construct the trail. Issues to be addressed include detailed planning and design, title search, easement and property acquisition where necessary, preliminary engineering, road and slough crossings, fencing, sidewalk improvements, determining costs, fund raising plan and strategy, and operations and maintenance/management plan. Extensive citizen involvement activities and planning efforts with cooperating agencies will be required to realize the Peninsula Crossing Trail.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution 93-1872.

LEGEND:

- COMPLETED 40 MILE LOOP TRAIL
- - - - - PROPOSED 40 MILE LOOP TRAIL
- PROPOSED PATHWAY

