

40 MILE LOOP MASTER PLAN

MAY 1983

PREPARED FOR: 40 MILE LOOP LAND TRUST

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40 MILE LOOP CONCEPT

The 40 Mile Loop is a system of parks and activity centers connected by open space corridors and hiking and bicycle trails. The corridor width and trail character vary greatly along the route. Some sections of the Loop must be on sidewalks and road shoulders while others traverse large open natural areas. The route is described in detail, segment by segment later in this report.

The Loop trail system includes accommodations for both hiking and bicycle traffic. Where appropriate the trails are separated but still in proximity to each other. Some sections allow and some require wide separation due to grade restrictions or other circumstances. Other sections require that the two types of trails be combined in one trail because of corridor width limitations.

The Loop system provides neighborhood access to parks, institutions, activity centers and other points of interest throughout much of the Portland Metropolitan area. The Loop will be reached from trailheads and spur trails and walkways from neighborhoods. Additionally the loop will pass through parks and other open space areas that will act as major access points.

From the Loop, hikers will be able to reach regional and state trails that will take them to parks, scenic areas and natural features outside the urban area. These trails include:

- Lower Elevation Columbia River Gorge Trail
- Sandy River Gorge Trail
- I-205 Trail
- Willamette River Greenway Trail
- Terwilliger Trail
- Portland to the Coast Trail
- City and County bicycle trail systems.

The Lower Elevation Columbia River Gorge Trail is a joint development mostly of the Oregon State Parks, the U.S. Forest Service and the U.S. Bureau of Land Management. The hiking trail connects with the Loop at Troutdale and then runs east up the Columbia Gorge to Hood River and beyond. Over one-third of the trail has already been completed. Additional sections of the trail are being completed each summer by the agencies.

The Sandy River Gorge Trail is a State of Oregon designated hiking trail slated for development in future years.

The I-205 Trail is an existing paved combination hiking and bicycle trail following the I-205 freeway. It provides a convenient cross connection dividing the loop nearly in half. It also provides connection to the City of Vancouver via the Glen Jackson Bridge.

Trails that will accommodate both hiking and bicycling are planned for major portions of both sides of the Willamette River in the City of Portland. The trails will connect with the loop at the Sellwood Bridge and run north through downtown Portland. The trails are planned to extend only a short distance south of the bridge. Much of the trail on the west side of the river is already complete.

The Terwilliger Trail is an existing paved hiking and bicycle trail that connects with the loop in the Southwest Hills area of the City of Portland. It connects the loop with the City Center to the north and the City of Lake Oswego to the south.

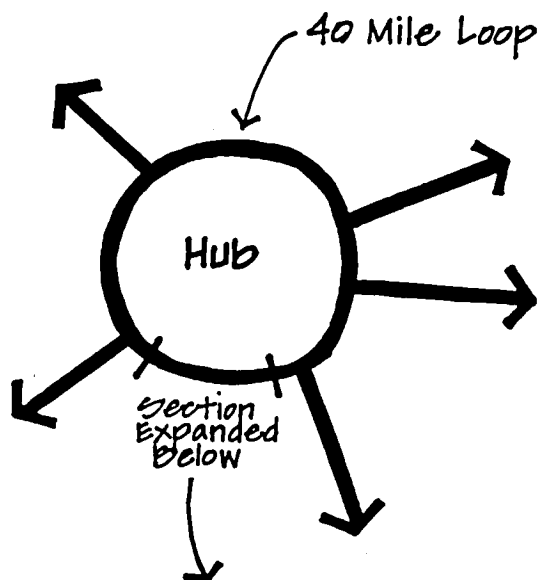
The Portland to the Coast Trail is a State of Oregon designated hiking trail proposed for future development. The hiking trail is proposed to run west from the City of Portland to its destination on the North Coast.

Each city and county jurisdiction and METRO have comprehensive bicycle trail systems planned or are planning systems for their areas. These networks of trails cross and connect to the loop providing neighborhood access and many mini-loop opportunities. Many miles of these trails have already been completed.

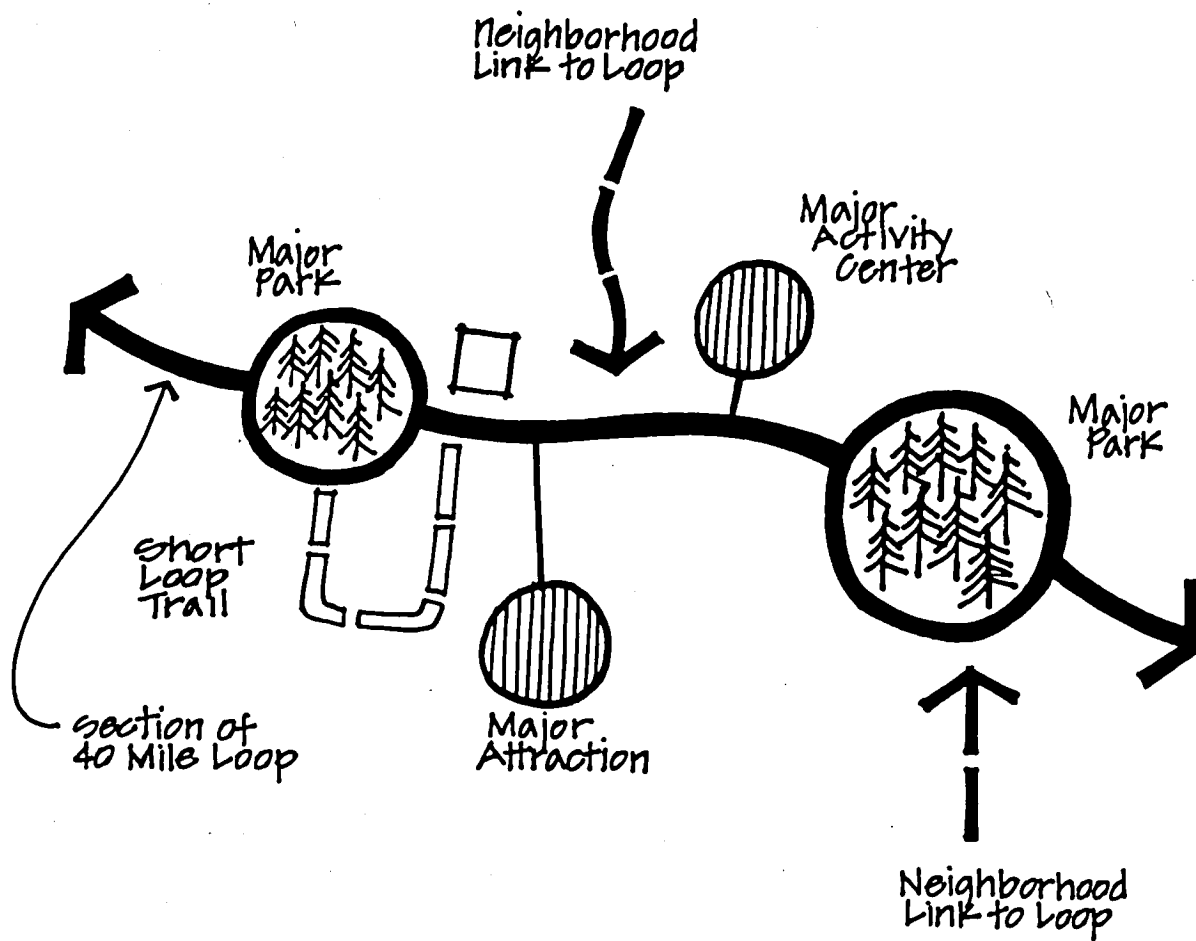
Throughout most jurisdictions the bicycle routes are generally oriented to commuter versus recreational use. This is a major difference between the bicycle trail systems and the loop trails. The loop is oriented primarily to recreational use.

In summary, the 40 Mile Loop connects isolated parks, open spaces and activity centers throughout the Portland Metropolitan area. Neighborhoods are connected to the loop through local hiking trails and bicycle trail systems. The loop acts as a hub for connections to regional and state trails radiating out from the area.

The 40 Mile Loop is a recreational trail for both hiking and bicycling. In some sections of the loop steep terrain demands that routing for the two user groups be separated. In these areas paralleling routes at appropriate grades are proposed.



state, regional or
other major trails
connect to 40 Mile
Loop



Concept

40 MILE LOOP OBJECTIVES

1. Institutionalize the 40 Mile Loop in private and public organizations and agencies.
2. Provide a trail and open space system that connects existing parks and future parks into a visually and mentally comprehensible park system for the regions citizens and visitors.
3. Plan and encourage neighborhood and community access to the 40 Mile Loop.
4. Serve as a "hub" for long distance regional and state trails including the Lower Elevation Columbia River Gorge Trail, the Portland to the Coast Trail and the Sandy River Gorge Trail.
5. Help protect and utilize the natural resources and physically attractive aspects of the urban environment.
6. Solicite and foster cooperative planning and development efforts between relevant governmental jurisdictions.
7. Guide implementation and opportunities through the 40 Mile Loop Master Plan and agency work plans.
8. Complete the 40 Mile Loop by the year 2000.

ROUTING PROCESS AND CRITERIA

Since original conception and especially since revival of the 40 Mile Loop the process and criteria for selecting the specific trail route has evoked continuous activity and change. Completing an ambitious park project in a heavily populated metropolitan area seems to demand such dynamics.

Both process and criteria for routing rely heavily upon the concept for the loop and the objectives of the loop. Also important are existing and proposed park facilities and plans, other public development and private development.

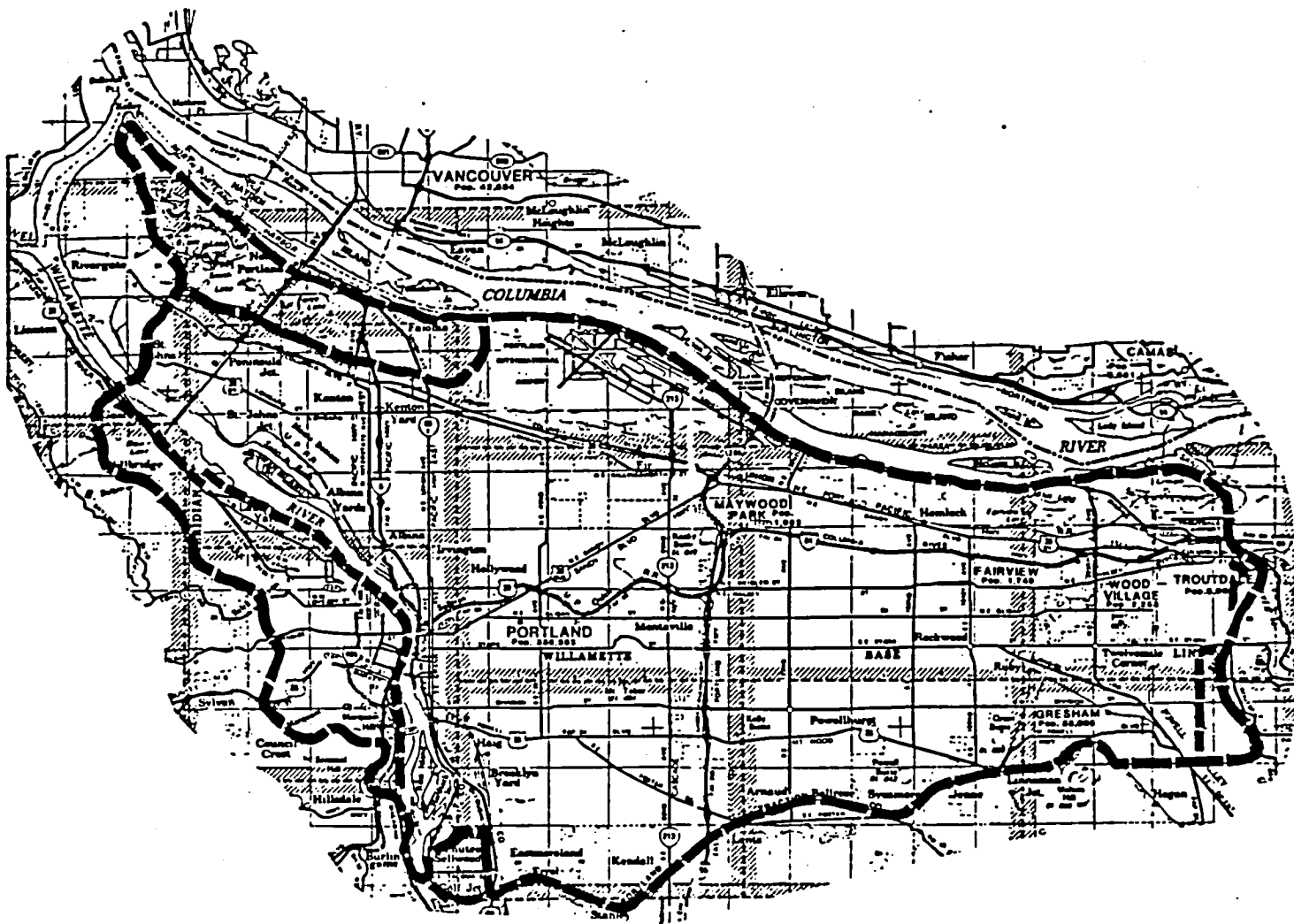
The process simplified involves:

1. Evaluating previous planning and development.
2. Evaluating site conditions and opportunities.
3. Comparing opportunities with concept and objectives.
4. Selecting one "loop" trail route.
5. Selecting separate but approximately paralleling bicycle and trial routing in areas of steep terrain.
6. Providing appropriate connection to existing and proposed hiking and bicycle trails.

Criteria involves:

1. Utilizing existing trails, parks and public and semi-public open spaces to the fullest extent.
2. Connecting significant parks and activity centers.
3. Connecting with significant neighborhood, regional and state trail systems.
4. Connecting significant natural, scenic, historic and cultural areas and features.
5. Capitalizing upon land acquisition opportunities.
6. Capitalizing upon funding opportunities.

The completed sections of the 40 Mile Loop and the master plan for the loop have involved considerable planning but mostly are resultant of connecting existing trails and open space with logical route opportunities. Opportunities that meet most of the criteria for routing selection will continue to guide development of the loop.



- Hiking and or Bicycle Trail
- Bicycle Trail Only



40 Mile Loop Trail Route

The trail route angles northwest along an old logging road, passes through Portland School District No. 1 property and follows unimproved street rights-of-way to Marquam Hill Road across from the City of Portland Water Bureau property. The route crosses the street, enters the property and runs north parallel to the street until reaching Marquam Nature Park.

The trail exists through Marquam Nature Park to Fairmont Boulevard and then through Council Crest Park to the corner of Fairmont and Humphrey. The route then follows Humphrey to Patton Road. Negotiations are underway with Mr. Scott for access through his property to Washington Park.

Once in Washington Park (the portion of the park south of Sunset Highway) the trail route runs west until it can cross over Sunset Highway at the Zoo-OMSI exit. The trail will utilize an existing walkway on the overpass.

Once over Sunset Highway the trail will pass west of OMSI and the Western Forestry Center and connect with the existing Wildwood Trail. The trail route follows the Wildwood Trail through Washington Park, Macleary Park and Forest Park to an area near the St. Johns Bridge.

There the trail will leave the Wildwood Trail and traverse down hill to intersect the approach road to the St. Johns Bridge. It will cross the bridge and double back under to Cathedral Park.

St. Johns Section

From Cathedral Park the trail will follow streets to Pier Park. It will leave Cathedral Park on N. Decatur, jog northeast to N. Catlin, turn back northwest on N. Edison and then turn northeast on N. Reno through Sitton School to Pier Park.

Columbia Slough Section

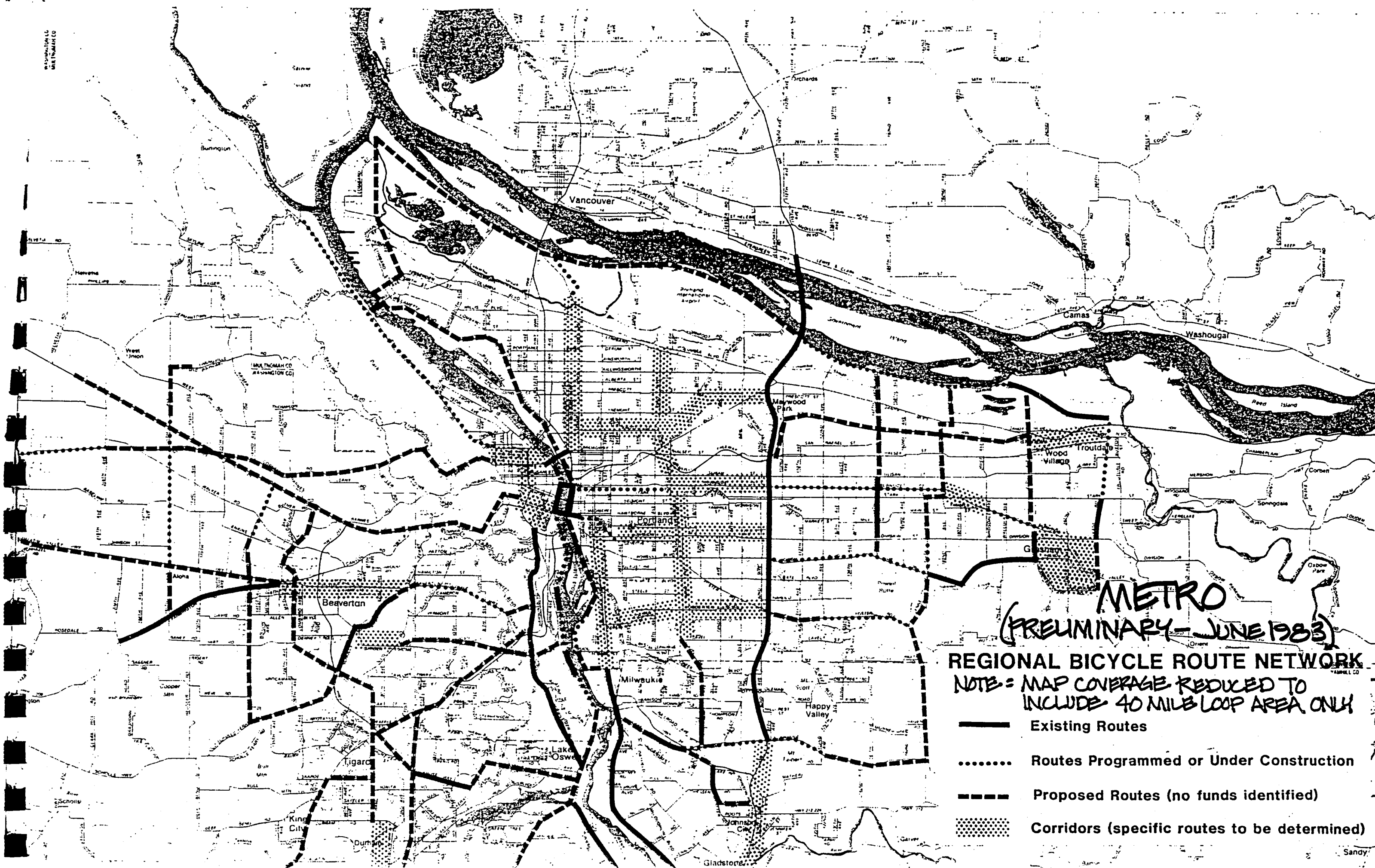
The trail will run through Pier Park and adjacent Chimney Park, cross N. Columbia Boulevard and enter the city landfill which will eventually become a City of Portland park. The trail will cross the Columbia Slough over the existing landfill service bridge and go both directions along the Columbia Slough to form

a "mini" loop. The main trail connects to this "mini" loop again near 33rd and Marine Drive.

Running clockwise from the landfill the trail follows the edge of the Columbia Slough through City of Portland Property (landfill) to the inlet to Smith and Bybee Lakes. A bridge will be required to cross the inlet. The trail will continue along the Columbia Slough on Port of Portland Property to Kelly Point Park. From Kelly Point Park the trail will follow the road shoulder along N. Marine Drive to the railroad bridge over the Columbia Slough. The trail will then run on top of the Columbia Slough Dike to near the Multnomah County Exposition Center before returning to the road shoulder of Marine Drive. It will then follow Marine Drive East to near 33rd Avenue.

Counter clockwise from the landfill the trail will follow the Columbia Slough dike past Smith Lake and West Delta Park. It continues on top of the dike and crosses the slough over an existing land bridge before reaching the Columbia Edgewater Country Club. The trail follows north atop the dike of the Peninsula Drainage Canal until entering Port of Portland property and meeting the Marine Drive section of the trail.

This completes the "mini" loop. It is also the point of beginning of the trail route description.



METRO (PRELIMINARY - JUNE 1983)

REGIONAL BICYCLE ROUTE NETWORK

NOTE: MAP COVERAGE REDUCED TO
INCLUDE 40 MILE LOOP AREA ONLY

- Existing Routes
- Routes Programmed or Under Construction
- Proposed Routes (no funds identified)
- Corridors (specific routes to be determined)