

SOUTHWEST URBAN TRAILS PLAN



JULY, 2000

CITY OF PORTLAND

OFFICE OF TRANSPORTATION

ENGINEERING AND DEVELOPMENT

SOUTHWEST URBAN TRAILS PLAN PROJECT

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Purpose

The purpose of the Southwest Urban Trails Plan is to increase pedestrian access throughout Southwest Portland for recreation and transportation. The plan identifies an urban trail network linking pedestrians to schools, parks, transit, shopping, and recreation, as well as to regional trail systems and adjacent cities. Urban trails are a combination of existing public roads, sidewalks, stairs, trails and walkways with proposed trail routes and improvements, primarily through unimproved public right-of-ways and across parks and schools.

The plan supports the pedestrian transportation policy in Portland's Comprehensive Plan, which calls for the City to complete a pedestrian network that serves short trips and transit, improves the quality of the pedestrian environment, increases pedestrian safety and convenience, encourages walking, and explores a range of funding options for pedestrian improvements. The plan also supports Metro's Regional Transportation Plan's (RTP) regional pedestrian system policies, which are similar to the City's objectives to promote walking as a mode of travel.

Background

Southwest Portland is characterized by hilly terrain, numerous environmentally sensitive areas, and a circuitous street network. In the 1940's, the rural character of the area began to change with the increasing pressures of urbanization. Annexation of developed areas to the City of Portland occurred throughout the 1950's, and the district's population and vehicle travel grew. The increase in traffic along with a lack of walkways and connectivity severely limits pedestrian access to schools, parks, shopping, and transit.

In 1996, a group of Southwest Portland neighbors came together to address the need for convenient walking routes. This committed group of activists formed the SWTrails Group, which subsequently became an ad hoc committee of Southwest Neighborhoods, Inc. (SWNI), the district coalition of neighborhood associations. In addition to the 16 SWNI neighborhoods, participants included the Southwest Hills Residential League and Englewood neighborhoods. In 1998, the City of Portland Office of Transportation (PDOT) became a partner in the project. Working together with the community the Southwest Urban Trails Plan was developed. The guiding principle was "where do Southwest neighbors want to walk."

Scope

The Southwest Urban Trails Plan encompasses all of Portland's southwest district. The geographic boundaries are the Sunset Highway (Highway 26) to the north, the Willamette River to the east, and the Multnomah County line to the south and west. There are five east-west routes and two north-south routes, which are fairly well distributed throughout

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Southwest Portland. All trails connect to one or more of the major trail systems - the 40 Mile Loop, Willamette Greenway, Terwilliger Trail, and the future Fanno Creek Greenway Trail. Trail connections beyond Portland, to Beaverton, Tigard, Tualatin, and Lake Oswego, have been coordinated with Metro and Washington County, but are not within the plan's scope.

Plan Focus

Due to Southwest Portland's topography the plan is more suited for pedestrians rather than other modes of travel. Some trail segments of each route have low to moderate grades. But six of the seven urban trails have stairs and significant elevation changes along the full routes. Urban Trails 1 and 6 travel through Portland Heights and Council Crest, respectively, where the elevation gain is more than 900 feet. The lowest elevation gain is 330 feet along the proposed Red Electric Line, making it the only route appropriate for a full length multi-use trail for pedestrians and bicyclists. The Southwest Urban Trails Plan identifies this route as part of the proposed urban trail network, but no improvement plans are proposed. This is because Portland Parks and Recreation has been awarded federal TEA-21 funds by Metro for a feasibility study on developing a multi-use trail along this route. A short multi-use path between the end of Custer and 4th Avenue, and two proposed pedestrian overpasses will also help accommodate bicyclists.

Urban Trail Routes and Improvements

The term "urban trails" describes the nature of the pedestrian routes. More than 80% of the proposed routes are in the public right-of-way, on existing roads, sidewalks, stairs, trails and walkways. New or improved routes are proposed to make pedestrian connections with existing routes. About one-third of these proposed routes are through unimproved public right-of-ways where the street network is discontinuous. Other proposed improvements are crossing improvements, sidewalks, and signage.

About 20% of the urban trail routes not in the public right-of-way cross public schools, parks, or large institutions, like Oregon Health Sciences University (OHSU), Portland Community College, Sylvania, and Lewis and Clark College. Only three proposed trail segments cross private residential property. The plan identifies development constraints along the urban trail routes, and proposes what action needs to be taken, and by whom. Alternate routes are shown where proposed trails cross environmentally sensitive areas, private property, and where development might require significant funding and/or time to develop.

Implementation

Strategies for implementing the proposed improvements are addressed by providing a number of tools for prioritizing construction projects and securing funding. A cost/needs assessment identifies the relative importance and cost of improvements to assist with prioritizing

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construction projects and securing funding. Construction responsibilities and requirements, such as environmental reviews, park planning, etc, are identified for each improvement to further assist implementation. Potential funding sources are also identified. In conclusion the plan addresses trail maintenance and stewardship, proposes developing urban trail design standards and a signage program, and suggests opportunities for community volunteers.

The Southwest Urban Trails Plan will be referenced in the Transportation System Plan and include a map of the urban trail network. The Red Electric Line, one of the seven proposed routes, will not be shown on the map because Portland Parks and Recreation will be doing a feasibility study in the fall of 2000 to determine whether a multi-use trail is possible. It will be referenced in the section on studies.

Planning Process

The Southwest Urban Trails Plan project began in July of 1998 when a group of citizens, who had been meeting since 1996 to identify and protect neighborhood pedestrian routes, was formally recognized as the SWTrails Group, a committee of SWNI. At the same time PDOT began working with the group.



Project Goals

The first step for developing the plan was establishing project goals, which were:

- (1) identify a primary trail network from the potential pedestrian routes map
- (2) identify design, construction, and right-of-way issues
- (3) develop recommendations for funding and construction, including volunteer help
- (4) involve the community



The project starting point was a map developed by neighborhood residents showing all potential pedestrian routes in Southwest Portland. (See Appendix A.)

Route Selection

Identifying a primary trail network involved a refinement process of potential trail routes. An inventory was made during field walks by filling out evaluation forms about



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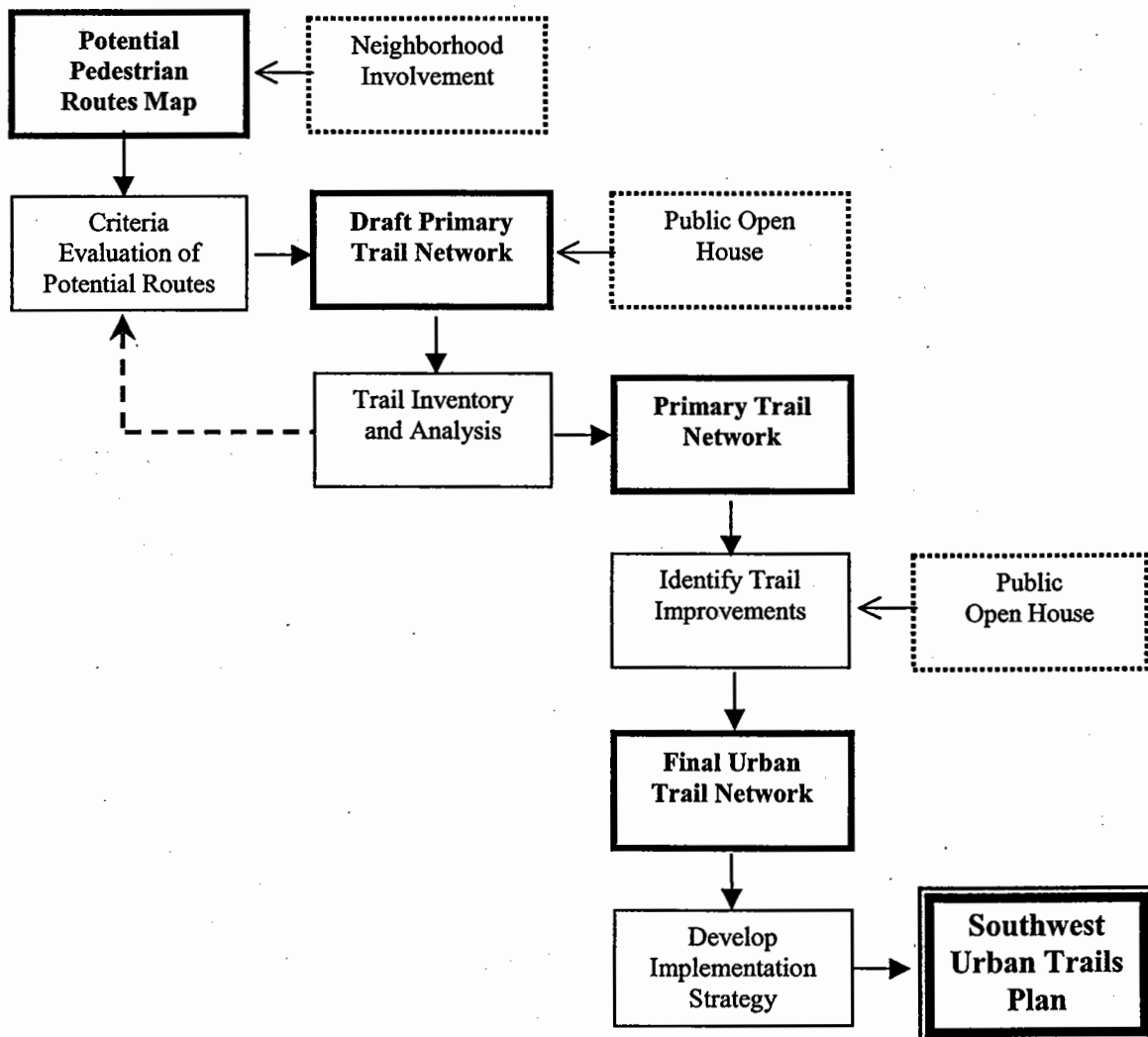


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existing and general conditions. Improvements that might be needed were also noted. Based on these findings, potential routes were reviewed against a criteria, "does the potential route ..."

- (1) have high expected use - is it where people want to walk
- (2) access multiple destinations
- (3) provide safer access to destinations
- (4) use the existing right-of-way
- (5) connect with other trail systems
- (6) keep design and construction costs moderate
- (7) use volunteers to build and maintain portions of the trail, wherever possible
- (8) have strong community support.

Diagram of Planning Process



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Once a draft of the primary trail network was established, a public open house was held to gather comments. The primary trail network was then refined. Trail segments with significant constraints were rerouted and evaluated again or researched further. Where a route was considered an important pedestrian connection despite constraints a temporary alternate route was selected.

Identification of Improvements and Implementation Strategies

The next planning step was identifying improvements, construction issues, and costs. A list of the proposed improvements were keyed to maps and presented at a second public open house. The final urban trail network was developed along with proposed improvements and strategies for implementation and incorporated into the final draft plan.

Public Involvement and Outreach

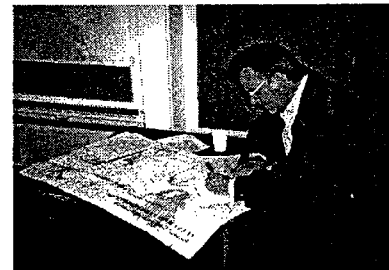
The Southwest Portland community has supported the goal of creating more opportunities for walking in their neighborhoods for a long time. Consequently, development of the Southwest Urban Trails Plan has been well received.

SW Trails Group Meetings

Because project boundaries cover all of Southwest Portland, developing the Southwest Urban Trails Plan was largely achieved through neighborhood association representation on the SWTrails Group committee. This enabled committee members to share the plan's progress with their neighborhoods, and to bring neighborhood concerns, ideas and proposals to the meetings. The SWTrails Group met every third Thursday of the month and attendance was open to the public.

Public Open Houses

The first public open house was held April 21, 1999 to gather comments about the draft primary trail network. A second public open house was held March 9, 2000 to present the



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refined primary trail and proposed trail improvements. Attendance at the public open houses were approximately 29 people at the first, and 54 at the second. Public responses and comments were generally very favorable. The variety and breath of the trail network and its connections with other trails and destinations were well received. Some overall concerns were a desire to avoid sensitive natural habitats and a need for signage. See Appendix D. for the public open house questionnaire results and comments.

Public Outreach

Prior to the March 2000 open house, members of the SWTrails Group and PDOT staff made presentations to seven neighborhood associations* to learn about concerns that might have been overlooked and to inform neighbors about the open house. Public outreach was furthered during the spring and summer of 1999 with scheduled trail walks. Interested neighbors had a chance to experience the various proposed routes and offer information about their neighborhood. Walks were lead by one or more SWTrail Group members.

Another opportunity to familiarize Southwest Portland residents with the Southwest Urban Trails Plan was the grand opening of the Southwest Community Center, the weekend of June 19th and 20, 1999. Members of the SWTrails Group and PDOT staff set up a booth to answer questions and hand out maps and information about each of the proposed routes. It is estimated that more than 5,000 people attended the weekend celebration. Many interested residents added their names to the project mailing list.

Currently, about 110 people receive SWTrails Group meeting notifications, minutes and other notices by mail. Approximately 500 receive this information by e-mail, and 40 receive it by fax. Invitations to the public open houses were sent by mail, e-mail, and fax. Neighborhood newspapers, including the Hillsdale Connection, Multnomah Village Post, and Southwest Neighbors News, gave coverage to the events. The Oregonian also carried a calendar note.

*Ashcreek, Corbett-Terwilliger-Lair Hill, Crestwood, Hillsdale, Homestead, Maplewood, and Multnomah

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CHAPTER 2: EXISTING CONDITIONS

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CHAPTER 2: EXISTING CONDITIONS

The existing conditions includes information about the physical, cultural and environmental characteristics of Southwest Portland. The type of trail surface and general conditions, such as grade, traffic, access to transit and points of interest, were collected during field inventory. Ownership information, environmental conditions, and transportation data were obtained from City databases. The following is a brief description of the five existing condition maps, which are in Appendix B.

Ownership

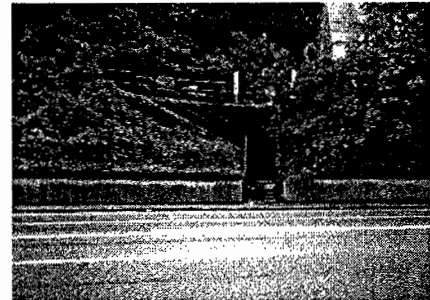
Map 2.1 indicates property ownership along the proposed urban trail network. As mentioned above, more than 80% of the proposed urban trails are in public right-of-way, and most of the remaining trail segments cross either parks, schools, or other institutional properties. Only three proposed trail segments cross private residential property. All urban trail routes that cross private property are discussed in Chapter 3, under "Trail Development Constraints."

Trail Type

The key word in the Southwest Urban Trails Plan is "urban." The greater part of the urban trail network is composed of existing infrastructure in the public right-of-way, which includes roads, sidewalks, stairs, and trails or pathways. Map 2.2 shows these trail types, along with unimproved right-of-ways, and undeveloped property.

The map also shows existing park paths or trails. Many of the undeveloped urban trail routes are through undeveloped parks or natural areas, which are in environmental zones. Whether the proposed routes are appropriate will need to be determined in a public planning process. These routes are discussed in Chapter 3, in Trail Development Constraints. Other trail systems are also shown, which include the 40 Mile Loop, Terwilliger Trail, and Willamette Greenway.

As the map clearly indicates there are very few segments on sidewalks or trails in proportion to existing roads. But, as the existing transportation conditions show on Map 2.4, only a few proposed urban trail segments are on major arterials, and usually for short distances.



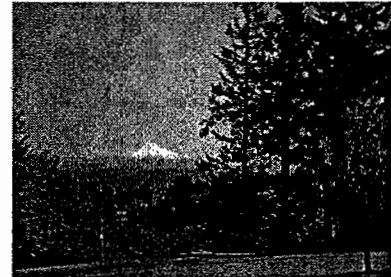
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Destinations

Providing pedestrian connections to important neighborhood destinations and attractions is one of the project goals. Map 2.3 shows parks, schools, libraries, community centers and other trail systems relative to the proposed urban trail alignments. Views are also noted. Descriptions of points of interest and special features for each urban trail route are noted in Appendix C., "Urban Trail Profiles."



Transportation

The urban trail network provides access to most of the major bus routes in Southwest Portland, as the transit stops on Map 2.4 indicate. See the Urban Trail Profiles in Appendix C. for specific transit connections for each route. The map also shows the major arterial streets, crosswalks or illuminated signs, and traffic signals.

Natural Systems

Most of Southwest Portland's terrain is hilly with great changes in elevation. Map 2.5 shows the topography in contour lines at 10 foot intervals. Steep terrain is clearly visible where the close contour lines create a tone. Existing streams and environmental zones are also indicated. However, the environmental zone boundaries are comprehensive and a distinction between protection or conservation type zones are not shown at this scale. More detailed delineation will be needed during trail planning and to determine what type of environmental review will be required. The Portland Bureau of Planning is currently updating environmental designations.

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CHAPTER 3: PROPOSED URBAN TRAIL NETWORK

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The proposed alignments of the urban trail network, and conceptual, alternate and potential future routes are shown on Map 3.1, in Appendix B. They are briefly explained below. Although the majority of the proposed urban trail routes are in the public right-of-way, the few that are not pose some development issues. Another concern are proposed urban trails that are within environmental zones. These issues and concerns are addressed below under "Trail Development Constraints."

Proposed routes that cross private property are shown on the map as conceptual, which indicates a desired connection by the SWTrails Group and PDOT. Conceptual alignments through undeveloped parks or natural areas will be assessed as part of a public planning process to decide whether trails are appropriate or will need to be relocated. In very environmentally sensitive areas it was requested that no alignment of any kind be shown.

Urban Trail Routes

The proposed urban trail routes are the "preferred" pedestrian routes recommended by the SWTrails Group and PDOT in the Southwest Urban Trails Plan. These were identified in the primary trail network, which provided the framework for developing the final urban trail network.

Overall the urban trail network is approximately 41 miles in length within Portland City limits, including the Red Electric Line. The table below identifies each route and includes some physical data. The urban trail names are descriptive of a routes beginning or ending points, or a special feature.

Map #	Urban Trail Name	Orientation	Approx. Length in Miles	Estimated Elevation Change in Feet
1	North Macadam to Hamilton/Scholls Ferry	East-West	5.4	940
2	Red Electric Line	East-West	2.8	330
3	Willamette Park to Multnomah/Garden Home	East-West	4.9	570
4	Stephens Creek	East-West	3.5	460
5	Lewis & Clark College to Metzger Park	East-West	5.9	630
6	Goose Hollow to Tryon Creek State Park	North-South	8.3	910
7	Washington Park to Lesser Park	North-South	10.3	680
			41.1 Total	

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Conceptual Routes

Conceptual routes are shown where pedestrian connections proposed by the SWTrails Group and PDOT cross private property. These routes do not necessarily imply actual trail alignments or viable routes. Property owner permission will need to be obtained.

Conceptual routes proposed through undeveloped parks or natural areas will require balancing environmental regulations with community needs in a public planning process to determine if a trail route is appropriate. Environmentally sensitive areas will require special attention, and route placement in conservation zones will be preferred over locations in protection zones wherever practicable. In some cases environmental conditions may preclude a trail route and require identifying another route. Portland Parks and Recreation sets forth its position regarding proposed conceptual routes that cross park property in a memo, included as Appendix E.

Alternate Routes

Alternate routes have been identified where urban trail routes are conceptual, undeveloped, costly to develop, cross private property, or are inaccessible. Pedestrian access may be limited in parks or environmentally sensitive areas where there are currently no designated or formal trails, or on steep slopes that need stairs. In most cases, trail segments with development constraints are indicated as conceptual alignments on Map 3.1. Alternate routes are considered temporary until the proposed urban trail route can be developed, if determined appropriate during the public planning process.

Future Routes

All proposed pedestrian routes in the urban trail network connect with one or more regional trails - the 40 Mile Loop, Terwilliger Trail, Willamette Greenway, and the future Fanno Creek Greenway. Making connections with regional trail systems was a selection criterion used in developing the primary trail network. Several future trail routes to further enhance connectivity of urban trails to regional trails are proposed

The Red Electric Line

The Red Electric Line is a future route because its development potential is contingent on a feasibility study by Portland Parks and Recreation. The study is planned to begin in the fall of 2000 and will look at developing a multi-use trail.

The route was identified in the primary trail network because it provides a key east-west recreational and transportation route in Southwest Portland for both pedestrians and bicyclists.

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It would also create an important regional link to the new Fanno Creek Greenway Trail, which will travel through Beaverton, Tigard, Durham, and the City of Tualatin. Although it is included in the final urban trail network of the Southwest Urban Trails Plan but no development or improvements are proposed.

River View Cemetery

A future urban trail route is proposed through River View Cemetery, following existing roads. This would connect Urban Trail 5 from Lewis and Clark College to the OMSI to Springwater Corridor Trail at the Sellwood Bridge. A route through the cemetery has been proposed in the past as part of the 40-Mile Loop. Its potential as a future urban trail route has been discussed with a board member of the River View Cemetery and deemed a possible future development.

Marquam Nature Park

A future urban trail alignment from Marquam Hill Road just south of Gibbs through Marquam Nature Park to Fairmount Road is also proposed. This would provide a more pleasant and safer walking experience than along Marquam Hill Road for the proposed Urban Trail 1. Planning and development of this possible future urban trail will require working with the Friends of Marquam Nature Park and Portland Parks and Recreation.

Urban Trail Profiles

Urban trail profiles are included to help understand the character and walking experience along each proposed route. The profiles were initially developed for the first open house and have been regularly updated as the plan developed. They include a general route description, a list of destination points and transit and trail connections, and special features. They are in Appendix C.

Trail Development Constraints

Portland Public Schools

The primary trail network identified four trail alignments across public school property. Better pedestrian access from neighborhoods to schools is desirable, but concern for school ground security and safety is a high priority. Working with Portland Public Schools, two proposed trail alignments were approved, and two required rerouting. The final urban trail network shows a proposed trail route along Wilson High School and between Wilson and Rieke Elementary School (Urban Trail 3), and across Jackson Middle School (Urban Trail 5). Urban Trail 4 was rerouted around Capitol Elementary School, and Urban Trail 5 was rerouted along Capitol Highway rather than through Markham Elementary School grounds.

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Private Property

Urban trails using existing pedestrian routes or proposing new routes through private property will require obtaining permission from the property owner(s). In some cases liability is an issue, who assumes responsibility if a trail user is injured.

Six proposed urban trail alignments cross private property. Three of these cross private property belonging to institutions. In all cases, the main development constraint is obtaining permission to access either existing pedestrian routes or newly proposed routes. Permission is largely contingent on resolving liability concerns. In several cases, environmental regulations will apply. An example are the proposed stairs from Terwilliger Trail to Sam Jackson Park Road on OHSU property, which is within an environmental zone.

Development constraints are more complex where the three proposed alignments cross private residential property. The first case concerns partially developed private property located along Fairmount across from Sherwood Place. Acquisition of this property would provide a more direct connection from Fairmount to Gale, along Urban Trail 1. The major constraints are the cost of acquiring the property, Gale is a private road, and part of the property is in an environmental zone. Portland Parks and Recreation has expressed interest in acquiring property in this general vicinity and may find an alternative connection.

In the second case, Urban Trail 6 proposes a pedestrian route from the end of Cable Street to Montgomery. The route would continue south along 18th in the unimproved right-of-way to Jackson. The Portland Pedestrian Master Plan identifies trail and stair improvements along this route. The trail development constraint concerns a condition in a 1981 ordinance vacating the south end of Cable Street. The condition required the property owner to develop a foot path, with input from the neighborhood on location and design, when property abutting the vacated property was developed. Although the property owner agreed to the condition, subsequent development did not include a path. Whether the ordinance conditions are still applicable is unknown without further legal research. Developing this route will require working with the existing property owners. Strong neighborhood support may help in efforts to realize this pedestrian connection.

The third case proposes using what is popularly known in the neighborhood as the "Water Meter Trail." This would provide Urban Trail 7 with a more direct and safer pedestrian route from Fairmount on the west side of Council Crest Park south to Martins Lane. Currently, Portland Water Bureau operates a water main in the 6' easement along the rear property lines of 17 private residential properties. The trail development constraint is obtaining permission from adjacent property owners to allow public access along their property lines. Portland Water Bureau would require an agreement but has no objection to a public access easement overlaying the existing water main easement. Residents and neighbors have used this route for many years.

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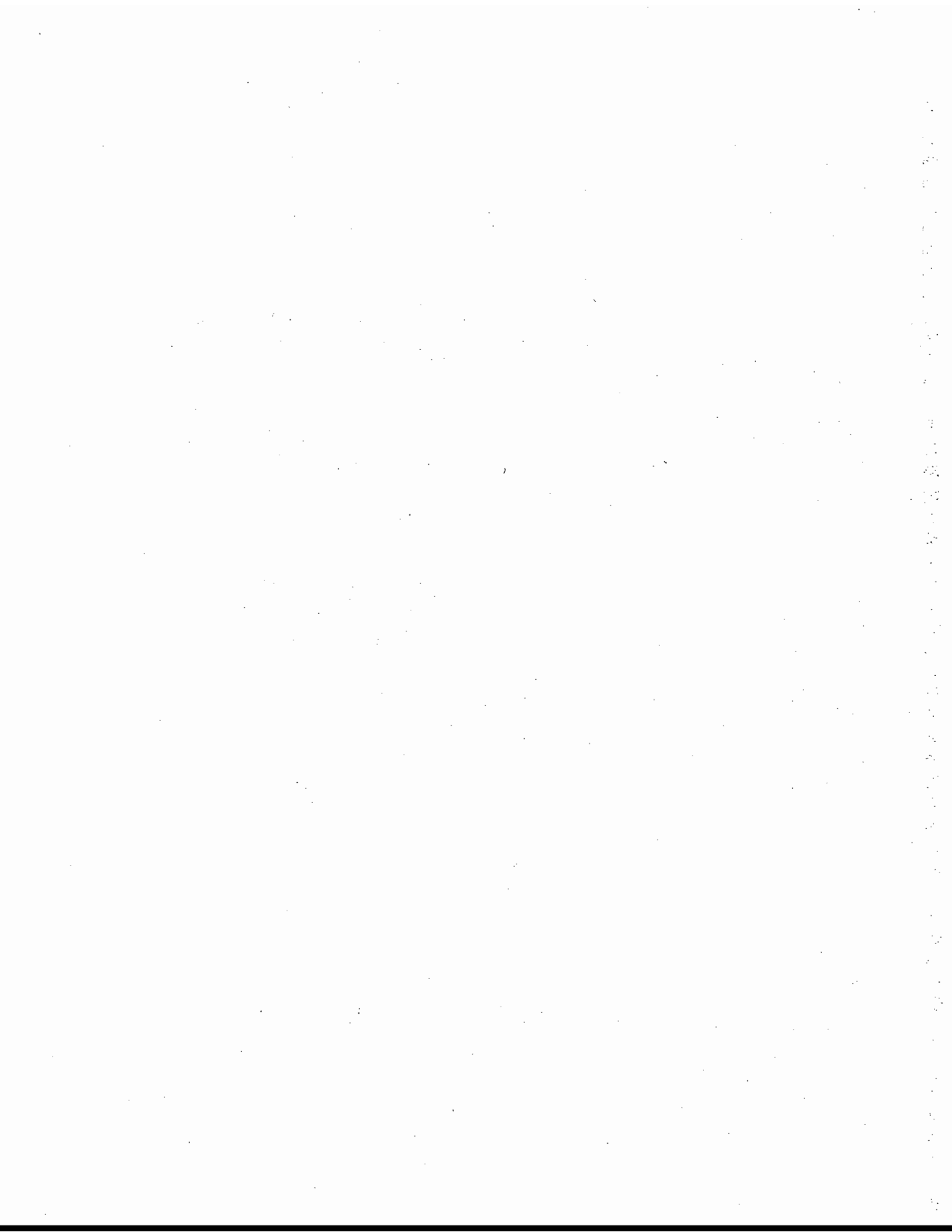
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Table 3.2 identifies each private property constraint, action needed, and the key players involved in trail development. (No letter designation after the trail number in the "Map Key" means there is no proposed improvement.)

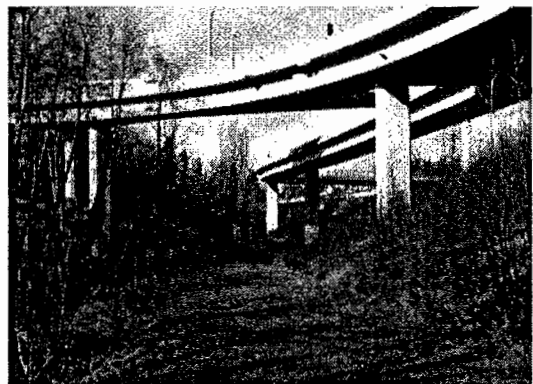
Table 3.2 - Trail Development Constraints on Private Property

Map Key	Property Owner	Trail Segment	Constraints	Action Needed	Key Players
1D	OHSU	Terwilliger Trail to Sam Jackson	Undeveloped; old stair remnants; steep site; in e-zone	Work with OHSU to include improvement in campus master plan; environmental review	OHSU; Homestead & Lair/Hill/Corbett/Terwilliger N.A.; SWTG*
1	OHSU	Terwilliger thru campus (alternate route until stairs are built)	Campus security and liability	Work with OHSU to resolve liability concerns	OHSU; Homestead & Lair/Hill/Corbett/Terwilliger N.A.; SWTG
1G	Private Developer	Fairmount to Gale	Partially developed; acquisition costly; Gale private road; in e-zone	Work with PP&R on property acquisition near this area; environmental review	PP&R; Homestead & Southwest Hills N.A.; SWTG
3N	Multnomah Presbyterian Church (MPC)	45 th to Miles	Undeveloped; Church concerns about liability; in e-zone	Work with Church to develop trail and resolve liability concerns; environmental review	MPC; Maplewood N.A.; SWTG
5	Lewis & Clark College	Radcliffe to Palatine Rd	Liability while on campus grounds	Work with Lewis & Clark to resolve liability concerns	Lewis & Clark College; Collins View N.A.; SWTG
6A	Private Developer	End of Cable St to Montgomery	Ordinance conditions for may no longer be binding.	Work with developer and/or property owners to meet ordinance conditions	Developer; Condominium Owners; Goose Hollow N.A.; SWTG
7	Adjacent Private Residences (17)	Fairmount (west side of Council Crest Park) to Martins Lane; known as the "Water Meter Trail"	Need property owners consent & easement or ROW acquisition; liability	Work with adjacent property owners and community to develop trail	Portland Water Bureau; Adjacent Property Owners; Hillsdale, Bridlemile & Southwest Hills N.A.; SWTG

* SWTrails Group



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CHAPTER 4: PROPOSED IMPROVEMENTS

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CHAPTER 4: PROPOSED IMPROVEMENTS

The Southwest Urban Trails Plan proposes 86 improvements at 77 locations throughout the urban trail network. Ninety percent of the proposed improvements are located in the public right-of-way or public parks. The proposed improvements will increase pedestrian connections, promote pedestrian safety, and enhance the walking experience.

The palette of improvements evolved from the field inventory and trail evaluations. The type and number of improvements for each urban trail varies, depending upon its length, surrounding land use, and topography. Nearly half of the proposed trail improvements are in unimproved right-of-ways, which neighborhood volunteers hope to build. Sidewalks and crossing improvements comprise about a third of the improvements. Thirteen stairs are proposed, several making key pedestrian connections. A small number of other improvements include signage, a bridge, and trail, road, and stair repair.

Proposed Improvements and ADA

Wherever possible design and development of urban trail improvements will provide accessibility to all pedestrians. Because of Southwest Portland's hilly terrain accessibility is difficult, but portions of the urban trail network are fully accessible. Signage will help inform users about points of transition by providing information about grade, distance, type of trail surface, and level of difficulty. Compliance with Americans with Disabilities Act (ADA) requirements pertain for the most part to building and facility accessibility. There is no ADA jurisdiction applicable to off-street path trail development, but design guidelines are available.

Environmental Reviews

Any proposed improvement within an environmental zone will require an environmental plan check to determine what environmental regulations apply and what type of environmental review is necessary. An ESA review may also be required where proposed trails in environmental zones cross or are near streams. Depending on specific environmental site conditions and environmental regulations an alternate route may be required.

Table 4.1 in Appendix B. identifies which proposed improvements will require reviews. Chapter 5, Implementation, covers this in more detail under "Agency Review Requirements." Proposed improvements on private property will need to obtain the property owners permission, as well as meet any environmental regulations.

The following symbols are used on the "Proposed Improvements," Maps 4.1 and 4.2 in Appendix B. The pictograms for trails, stairs, and crosswalk (used for general crossing improvements in the plan) are international pictogram standards. Pictograms for sidewalk, bridge, pedestrian overpass, and signage improvements were created for mapping purposes.

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CHAPTER 4: PROPOSED IMPROVEMENTS



Trails

Thirty-eight trail improvements are proposed throughout the urban trail network. About half of these are in unimproved public right-of-ways, and a significant number of are located in the less developed areas of Southwest Portland.

The type of trail surface will depend on its location and site conditions. Where urban trails are proposed through parks or private property, the owner will determine the trail type. Approximately five proposed trail improvements in unimproved public right-of-ways are in environmental zones. As mentioned above, these improvements will require an environmental review and need to meet specific trail design criteria.

A multi-use concrete trail will be built along Urban Trail 4 from the end of SW Custer to 4th Avenue under the Terwilliger Bridge Ramp. This is an Oregon Department of Transportation (ODOT) access road. PDOT received an ODOT Pedestrian and Bicycle Improvement Grant to develop a trail for both pedestrian and bicycle use.



Sidewalks

Thirteen sidewalk segments are proposed along roads to increase pedestrian comfort and safety. At least half of the proposed sidewalk improvements are along roads with limited sight visibility because of curves. All the proposed sidewalk improvements in the Southwest Urban Trails Plan are located on streets designated as City Walkways in the Comprehensive Plan, or proposed as City Walkways in the forthcoming Transportation System Plan.



Stairs

Thirteen stairs are proposed along urban trail routes. Nine are in unimproved public right-of-ways, and four are on private property. Most of the stair improvements are in the northern half of the district, where the terrain is steeper and elevation changes are greater. The proposed stair improvements are important pedestrian connections and provide more direct routes to destinations.

The type of stairs that can be built in unimproved public right-of-ways, whether concrete built to City standards or railroad tie built by volunteers, will be determined by PDOT. Site conditions, such as soils and slope stability, will be reviewed to determine the type of stairs. Seven of the proposed stairs are located in environmental zones, and will require an environmental review and meeting specific construction requirements. Stormwater



management and water quality requirements may be applicable depending on the stair type. Table 4.1 in Appendix B shows what improvements may require environmental reviews or other agency reviews.



Crossing Improvements

Fourteen crossing improvements where crossing the road is difficult due to heavy traffic, poor sight visibility, or high speed traffic are proposed. The type of crossing improvement, a crosswalk, stop sign, traffic light, or a combination of these, will need to be determined by PDOT from a traffic design and pedestrian safety standpoint. The international symbol above is for a crosswalk, but is used to represent any crossing improvement on maps in this report.

Two major crossing improvements proposed are pedestrian overpasses, which would also accommodate bicyclists. One is along Urban Trail 1 on Gibbs from Macadam to Hood. This would provide a link from the North Macadam waterfront to neighborhoods west of the freeway. This proposed improvement is also identified in the North Macadam Framework Plan, but no specific alignment has been determined. A second pedestrian overpass is proposed over I-5 from Barbur Boulevard to Alfred. This would provide pedestrian and bicycle connections along Urban Trails 5 and 7. The Portland Pedestrian Master Plan identifies this improvement as a high priority project with strong community support. It is also an identified project in Metro's 2000 RTP.

Another important crossing improvement with strong support is proposed at Arnold and Boones Ferry along Urban Trail 6. Both the SWTrails Group and Southwest neighbors attending the public open houses believe this intersection is a major safety concern. Urban Trail 6 connects with the entrance to Tryon Creek State Park.



Signage

Four signage improvements to help clarify trail identity and direction, and in one case, trail usage, are proposed. These signage improvements were identified to assist urban trail users until a comprehensive signage program is developed and implemented.

Future signage needs to clearly identify each urban trail, provide direction, mileage, and elevation information. Signage on trail etiquette may be appropriate along certain points of the urban trail network. Developing a signage program is discussed in Chapter 6.



Bridges

One bridge improvement is proposed across Stephens Creek along the unimproved public right-of-way in the undeveloped Stephens Creek Park. This would provide a pedestrian connection along Urban Trails 3 and 6 from Bertha Boulevard at Chestnut and Capitol Hill Road to Nevada Court. The Portland Pedestrian Master Plan identifies this as a Southwest improvement project. Hillsdale Neighborhood Association has developed a design for this improvement. Both trail and bridge improvements will need Portland Parks and Recreation review in conjunction with the community generated plans. An OPDR environmental review will also be needed.

Proposed improvements are presented in both map and table format. Maps 4.1 and 4.2, in Appendix B, show the type of improvements and where they are located. The number and letter designation refer to the "Map Key" column in Table 4.1, "Proposed Improvements and Implementation Guidelines," also in Appendix B. The table identifies improvement location, existing conditions, and ownership status. The table also includes implementation information, which is covered in Chapter 5.

The Southwest Portland district is divided into an upper and lower map. Improvements are only noted once where two urban trail routes meet and follow the same route.

- Map 4.1: Urban Trail 1: North Macadam to Hamilton/Scholls Ferry
Urban Trail 6: Goose Hollow to Tryon Creek State Park (upper half)
Urban Trail 7: Washington Park to Lesser Park (upper half)
- Map 4.2 Urban Trail 3: Willamette Park to Multnomah/Garden Home
Urban Trail 4: Stephens Creek
Urban Trail 5: Lewis & Clark College to Metzger Park
Urban Trail 6: Goose Hollow to Tryon Creek State Park (lower half)
Urban Trail 7: Washington Park to Lesser Park (upper half)

SOUTHWEST URBAN TRAILS PLAN



CHAPTER 5: IMPLEMENTATION

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CHAPTER 5: IMPLEMENTATION

Many trail segments of the proposed urban trail network are existing infrastructure in the public right-of-way and already function as pedestrian routes. Other segments will require implementing the proposed improvements to make them functional parts of the urban trail network. The first step in creating an effective implementation strategy required determining the importance of each improvement and its relative cost. The next step was to determine who would implement the proposed improvements and what requirements might be applicable. The third step was to identify possible funding sources.

Improvement Costs and Needs

Improvement needs were established by determining how important each improvement is to creating a functional urban trail network. Needs were broken down into three categories: "functional" if the improvement is essential to a functioning trail; "enhancement" if the improvement is desirable but not essential; and "future" need is applied to long term improvements such as road repair, or more costly improvements like pedestrian overpasses and long stretches of sidewalk.

At the same time, relative costs were developed for the palette of proposed improvement types. A cost category ranging from low to high was assigned to each improvement rather than a fixed dollar amount. More detailed cost estimates need to be developed taking into account specific site conditions. Improvement costs may also be impacted by environmental and stormwater/water quality requirements.

In some cases it was difficult to determine the cost category for an improvement and these are specified as "unknown" costs. Table 4.1, "Proposed Urban Trail Improvements and Implementation Guidelines" shows both the costs and needs determination for each improvement. The cost categories and cost range for each are as follows:

- low is up to \$1,000
- low/medium is between \$1,000 to \$10,000
- medium is \$10,000 to \$50,000
- medium/high is \$50,000 to \$100,000
- high is more than \$100,000

Most trail improvements in unimproved public right-of-ways are low cost items, while many sidewalk and stair improvements fall into the medium to medium/high range. High cost improvements include pedestrian overpasses and some sidewalk improvements.



Construction Responsibilities and Requirements

Who is responsible for construction of the proposed trail improvements depends largely on ownership and the complexity of the project. Generally, any construction improvements and maintenance in streets within the public right-of-way that are built to City standards are the responsibility of PDOT. Sidewalks and unimproved public right-of-ways are the responsibility of the abutting property owner. The Bureau of Maintenance, as a matter of policy, assumes responsibility for public stairs built to City standards. Portland Parks and Recreation is responsible for building and maintaining park paths and trails.

Table 4.1, "Proposed Improvements and Implementation Guidelines," in Appendix B., shows who would take the implementation lead, and what reviews would be required by the City prior to construction. These are discussed below in further detail.

Volunteer Projects

It is a community desire to implement many of the proposed improvements using volunteer work parties. Approximately 31 of the 86 proposed improvements are low cost and simple construction projects which volunteers could build. Table 4.1 in Appendix B shows what improvements might be possible volunteer projects and what agency reviews would be required prior to construction. Twelve of the 31 projects are within environmental zones, which will require an initial environmental plan check to determine what environmental review and regulations will apply. Additionally, improvements like stairs will require PDOT and BES reviews to address structural and stormwater/water quality concerns.

Types of simple construction projects that volunteer work parties could perform include spreading gravel along unimproved right-of-ways, or building railroad-tie steps. PDOT has worked with community volunteers in Southwest Portland to establish an agreed upon criteria for volunteer projects of this nature. The criteria are:

- Each project needs to be sponsored by SWNI in order to cover volunteers under their insurance policy;
- Residents and adjacent property owners need to be notified about the proposed improvements and should be supportive. Opposition to the improvements could require a more formal public process requiring City staff participation;
- According to City Code requirements, projects without a permit can only be built using hand tools; and
- Work must comply with all other state and local traffic and street-use laws and regulations, and environmental regulations.

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Agency Review Requirements

PDOT - Transportation Review: In some cases, proposed volunteer projects in unimproved public right-of-ways will require PDOT review to determine construction feasibility. An example are stairs. Specific site conditions need to be examined prior to development to determine what type are appropriate. This is noted in Table 4.1.

OPDR - Office of Planning and Development Review: Three planning overlay zones apply to the Southwest Urban Trails Plan - environmental, design, and scenic resource zones. In the OPDR column of Table 4.1, initial environmental plan checks to determine what reviews and regulations apply are designated with an "e", possible design reviews with a "d", and a scenic resource review is designated with a "s".

- **Environmental Review:** Approximately one-third of the proposed trail improvements are in environmental zones. (See Map 2.5, Existing Conditions: Natural Systems, in Appendix B.) Any improvements, including trail maintenance, in an environmental zone, either a conservation or protection zone, will require an initial Environmental Plan Check by OPDR prior to any development, construction, or maintenance. The plan check will determine if the proposed improvement or trail maintenance meets all applicable development standards or is exempt. If the proposal does not meet development standards and is not exempt, then an environmental review is required.

For proposed improvements that are public recreational trails in resource areas of environmental zones the Portland City Code, Chapter 33.430.250 C. covers environmental review approval criteria. It sets forth that an applicant's impact evaluation must demonstrate that the following are met:

1. Proposed development locations, designs, and construction methods are less detrimental to identified resources and functional values than other practicable and significantly different alternatives;
2. The public benefits of the proposal outweigh all significant detrimental impacts;
3. Areas disturbed during construction, that do not contain permanent development, will be restored with native vegetation that is similar to the vegetation existing on the site and found on the Portland Plan List; and
4. There will be no significant detrimental impact on resources and functional values in areas designated to be left undisturbed.

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CHAPTER 5: IMPLEMENTATION

Several improvement projects can be "bundled" (several projects together) for one review and application fee. See Portland City Code, Chapter 33.430 "Environmental Zones." The Planning Bureau document "Southwest Hills Resource Protection Plan" provides information on how development projects are evaluated.

- **Design Review:** Six proposed improvement projects are in the Macadam, Lair Hill, and Terwilliger design districts. Any new development or modifications to existing development within a design zone may require a design review. The Portland Zoning Code, Chapter 33.825, "Design Review," requires a design review for nonstandard improvements in the public right-of-way such as street lights, street furniture, planters, public art, sidewalk and street paving materials, and landscaping, which have received prior approval of the City Engineer. Improvements that meet the City Engineer's standards are exempt from design review. It further states that repair, maintenance, and replacement with comparable materials or the same color of paint do not require a design review. It is unlikely that any urban trail improvements will require a review, except perhaps for future signage.
- **Scenic Resource Review:** Two proposed improvement projects are in a scenic resource zone. A review might be required if changes are made in landscaping, either adding vegetation or removing it. Some sign restrictions apply. See the Portland Zoning Code, Chapter 33.480, Scenic Resource Zone.

BES - Stormwater Management and Water Quality Review: Development projects where more than 500 square feet of a new impervious surface is constructed may require stormwater treatment and quantity control measures. The specific requirements will depend on the type, size and location of the proposed improvements. Sidewalks, widened shoulders, and concrete stairs and bridges may be required to comply with specified requirements. These improvements are identified in Table 4.1. For detailed information see the Bureau of Environmental Service "Stormwater Management Manual," adopted in July 1999. Other water quality reviews may be required to comply with DEQ water quality regulations.

PP&R - Parks Review: Any proposed urban trails in undeveloped parks will be evaluated during a public planning process for park development, or for new trails in existing parks. Any proposed trail repair using volunteer groups will require an initial Parks review and will need to be coordinated with PP&R's volunteer program coordinator.

ESA - Endangered Species Act Program Review: City ESA program staff in coordination with BES and OPDR will review proposed improvements within environmental zones. Trail design and location will be evaluated for impact on any listed fish species and/or their habitat.

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Trail design and construction will be required to meet the guidelines of the Endangered Species Act 4(d) rule as it relates to listed species in Portland. Proposed urban trail alignments with potential impact on listed species and/or habitat may rule out trail construction in sensitive areas, and require relocating the trail.

State/Federal Review: Proposed trail construction with potential impact on state or federal water resources and/or wetlands may require permits from the Oregon Division of State Lands and the U.S. Army Corps of Engineers.

Development of proposed urban trails on private property will require working with property owners and other key players in addition to any other review requirements. These are identified in Table 3.2 - "Trail Development Constraints on Private Property," in Chapter 3.

Potential Funding Sources and Partnership Opportunities

Securing funds for improvements to the urban trail network may be possible from several different sources. Some of the proposed improvements meet the criteria set for PDOT projects and will be able to compete for transportation dollars. Other trail improvements may require grants, donations, or funding from other agencies. A large proportion of the proposed improvements are pathways in unimproved rights-of-way, and depending on site conditions or applicable environmental regulations or other requirements, might be candidates for volunteer construction projects. Another possible partnership opportunity is between community volunteers and public agencies. Southwest neighborhoods or community groups could help with fund raising efforts, or apply for private grants or funding.

Implementation of larger or more complex trail improvements will require identifying appropriate funding source(s). Local Improvement Districts (LIDs) are a means for property owners adjacent to the urban trail network to implement sidewalk improvements. Enlisting partnerships is another implementation strategy. Possible partners are the local business communities, Portland Parks and Recreation, METRO, the State of Oregon, the Regional Arts and Culture Council, and corporate sponsors. Potential funding sources at the local, state, and federal level are defined.

Volunteer Partners

Community volunteers are willing to partner with public agencies to help implement trail improvements and provide trail maintenance. This might include simple construction projects and maintaining trails in unimproved public right-of-ways. Portland Parks and Recreation's Adopt-a-Park is an example of a volunteer program where citizens assist in the general care and maintenance of Portland Parks.

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Local Funding: City of Portland and Other Sources

General Transportation Revenue (GTR): Over the last few years, PDOT has allotted about \$5 million per year to capital projects. Based on recent budget shortfalls the capital allocation is just over \$2 million in 2001 and may be restricted further in 2002. The money comes from motor fuel taxes, parking revenue and other transportation sources. The gas tax portion is limited by the state constitution to transportation improvements in public right-of-way. Decisions about how these funds are spent are made through a process that culminates annually with City Council adopting a Capital Improvement Program (CIP) for the following two fiscal years.

Most of the proposed sidewalk improvements in the Southwest Urban Trails Plan are classified as city walkways in either the Transportation Element of the Comprehensive Plan or proposed to be included in the new Transportation System Plan (TSP). The Pedestrian Master Plan, adopted in April, 1998, identifies a number of pedestrian improvement projects that are identified in the Southwest Urban Trails Plan. Given the limited funds available and the other significant needs, getting these projects from the TSP or master plan to the CIP will be the challenge.

Local Improvement Districts (LIDs): A Local Improvement District (LID) allows a group of property owners to share the cost of large common projects such as street improvements and sanitary and storm sewers. Transportation LIDs have been used to build full street improvements on local neighborhood streets, although they are also used for improvements in business districts.

Public/Private Partnerships: Partnerships with adjacent property owners is a funding strategy to be developed further. It may be possible that a partnership program could be developed for some of the Southwest trails improvements, with LIDs subsidized by GTR.

Partnerships with Portland Parks and Recreation and Metro's Metropolitan Urban Greenspaces Program may be possible for funding trail construction and signage in parks and open spaces. Funding for signage as an art element also might be sought from arts organizations.

Another type of partnership opportunity could be finding corporate sponsors for trail improvements, such as promoters of athletic footwear, backpacks, sports drinks, trail snacks, etc.

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State Funding: Oregon Department of Transportation (ODOT)

ODOT Bicycle and Pedestrian Grants: The State of Oregon Department of Transportation (ODOT) issues grants to local jurisdictions to design and construct pedestrian and bicycle improvements on local roadways. This program is managed through the ODOT Bicycle and Pedestrian Program. The program makes grants to cities, counties and ODOT through a competitive application process. Up to \$200,000 per project can be awarded for sidewalk infill, ADA street crossings, and intersection improvements on local and state roads. A match is encouraged and a higher percentage match will count heavily toward selection. Projects are selected by OBPAC (state advisory committee). Applicants must agree to administer projects.

ODOT also accepts recommendations each year from local jurisdictions for pedestrian and bicycle projects on state Highway right-of-ways within the jurisdiction. The proposed multi-use trail that will be built from SW Custer to SW 4th Avenue under the Terwilliger Bridge ramp is an example of this kind of funding.

ODOT Enhancements: A portion of the Enhancements funding is allocated directly to ODOT and they decide how to spend the funds, usually on projects of statewide importance or multi-jurisdictional projects. The Southwest Urban Trails Plan may not be eligible for this funding. But linking urban trails with the 40 Mile Loop, Willamette Greenway and Fanno Creek Greenway Trail might be considered multi-jurisdictional.

Federal Funding: Transportation Equity Act for the 21st Century (TEA-21)

TEA-21 was signed into law in June, 1998. The new six-year federal transportation legislation increased bike and pedestrian transportation enhancements funding by almost 20% over the previous ISTEA (Intermodal Surface Transportation Efficiency Act) program. There are several sources that might be used to help fund pedestrian improvements recommended in the Southwest Urban Trails Plan.

Regional Flexible Funds: Funds are allocated by formula to the Metropolitan region from three TEA-21 sources: the Surface Transportation Program (STP), the Enhancements Program, (includes bicycle, pedestrian, rails-to-trails, signage, and historic preservation improvements), and the Congestion Mitigation and Air Quality Program (CMAQ).

Decisions on how to spend the regional funding are made by Metro through the Metropolitan Transportation Improvement Program (MTIP). The MTIP for

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2000-2005 will begin development in the fall of 2000. Planning, project development, and construction are all eligible for funding.

Urban trail improvements identified in the Southwest Urban Trails Plan that are within a regional pedestrian district may be strong competitors in future MTIP funding cycles. Portions of Urban Trails 2, 3, and 6 intersect with the pedestrian district in the Hillsdale Town Center, and portions of Urban Trails 5 and 7 intersect active pedestrian districts.

Transportation Projects from Metro's Regional Transportation Plan (RTP)

Project List: Six projects in the 2000 RTP are in close proximity to trails in the Southwest Urban Trails Plan. Development and implementation of urban trail improvements might be coordinated with these projects to provide cost savings. The projects are located within 2040 Growth Concept Town Centers and are identified within pedestrian districts of the RTP.

- Project 1168 (Hillsdale Intersection Improvements) in Hillsdale Town Center to redesign the intersection with "boulevard design;"
- Project 1176 (Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements) connecting Hillsdale and Raleigh Hills Town Centers, with sidewalk construction, crossing improvements for access to transit, and bicycle improvements;
- Project 1177 (SW Sunset Pedestrian and Bicycle Improvements) in Hillsdale Town Center, with sidewalk construction, crossing improvements for access to transit, and bicycle improvements;
- Project 1193 (West Portland Safety Improvements), including signalization at Capitol Highway/Taylor's Ferry and Huber/Barbur, and sidewalks and crossing improvements;
- Project 1200 (Pedestrian Overpass near Markham School) in West Portland, which includes a pedestrian crossing over I-5; and
- Project 1201 (West Portland Pedestrian District) to improve sidewalks, lighting, crossings, bus shelters and benches.

Transportation and Community and System Preservation Pilot Program

(TCSP): This federal program is targeted to build a transportation system that provides for economic growth, preserves quality of life, and minimizes environmental impacts. It requires coordination between land-use and transportation decisions. The program favors project teams that include non-traditional partners like community groups, non-profit organizations and business groups.

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Recreational Trails Program (Symms Fund): Oregon Parks and Recreation Department administers this federal program. The money is awarded through a grants process. In 1999, the total allocation for Oregon was \$651,631. By 2003, this amount will be around \$1 million. Thirty percent of the funding is allocated to motorized recreational uses, 30% to non-motorized uses, and 40% to "diverse" uses, which include motorized, bicycle, pedestrian and in-line skating use. The typical grant ranges from \$2000 to \$60,000, and the money is supposed to be spent within two years. This is a reimbursable program, so the jurisdiction spends the money first and then gets reimbursed by the state.

The funds can be spent on preliminary engineering, right-of-way acquisition, trail construction, signage and on maintenance equipment. Funds cannot be used for planning or sidewalks for streets. This funding would be a good match for segments of the primary urban trail network that need construction of off-street trails.

Trail Maintenance and Stewardship

Keeping trails clean and safe is vital to promoting their use. Responsibility for maintenance of the urban trail network depends on the existing or proposed urban trail type, whether it is roads, stairs, sidewalks, park trails, or gravel paths in an unimproved public right-of-way.

Generally, urban trail alignments on roads and stairs in the public right-of-way built to City standards are the responsibility of PDOT. Portland Parks and Recreation is responsible for maintaining park trails. It is proposed that urban trails developed in unimproved public right-of-ways be the responsibility of neighborhood volunteer work parties, sponsored by SWNI. The same conditions set forth by PDOT for volunteer work parties on trail construction projects would apply (see Chapter 5, "Volunteer Projects").

As mentioned above maintenance activities within environmental zones will require an environmental plan check. This will determine what maintenance activities are exempt and which require an environmental review. To help facilitate volunteer maintenance, Chapter 6, Next Steps, suggests developing volunteer guidelines for building and maintaining trails, especially in environmentally sensitive areas.

The types of maintenance activities might include removing litter, pruning invasive vegetation (like blackberries hanging over the trail), and minor surface repairs. Volunteer maintenance work parties would be organized and coordinated by the SWTrails Group in conjunction with



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CHAPTER 5: IMPLEMENTATION

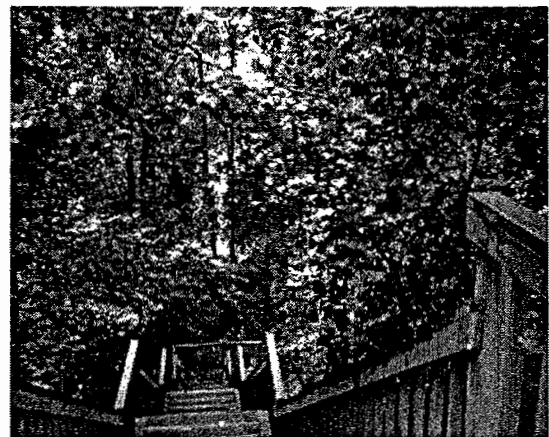
neighborhood associations or community groups. Portland Parks and Recreation, through its "Adopt-A-Park" program, recruits and trains volunteers to assist in caring for and maintaining neighborhood parks.

Trail stewardship is an on-going educational process, and all trail users are potential stewards, setting an example for others. The following Portland City Code restrictions apply to urban trail routes through public parks, along greenways, and in public right-of-ways. Other guidelines may also apply that are not listed in the City Code.

- no littering
- keeping dogs on a leash and cleaning up after
- no operating radios or other sound devices loudly
- no drinking of alcoholic beverages

Good stewardship includes respecting natural areas and adjacent private property by staying on designated urban trail routes. At certain points along the urban trail network, signage on trail etiquette or use restrictions may be necessary. Interpretive signage may help to educate trail users about sensitive environmental conditions and explain the reasons why certain trail use restrictions are in effect.

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CHAPTER 6: NEXT STEPS

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CHAPTER 6: NEXT STEPS

The Southwest Urban Trails Plan proposes developing an urban trail network to increase pedestrian access to recreation and transportation throughout Southwest Portland. In order to implement the urban trail network several important next steps are recommended.

Develop Cost Estimates

The Southwest Urban Trails Plan indicates the relative cost for improvements along the urban trail network. These were used to help determine implementation priorities. An important next step is to develop detailed cost estimates based on specific site conditions. Many of the urban trail improvements require more research and analysis in order to determine the specific type of improvement. Crossing improvements will require traffic design analysis and stairs may require structural analysis before a cost can be determined. Improvements in environmental zones may be required to meet specific requirements. Storm water management requirements may also be applicable to improvements such as sidewalks, and stairs and bridges, depending on the structural type.

Developing a preliminary cost estimate for each proposed urban trail route will be necessary to seek and secure funding for the larger and more complex improvement projects.

Establish Urban Trail Design Standards and Guidelines

Development and implementation of the urban trail network will benefit from establishing urban trail design standards and guidelines for City agencies and volunteer groups. Considerations for trail design are transportation and recreational use, environmental protection, accessibility, construction costs and maintenance, and aesthetics.

Alternative design and construction standards, other than the City's full urban standard of concrete curb and sidewalk, need to be developed for trail routes inside and outside the public right-of-way. Construction standards on trail dimensions, paving and surfacing, grading and drainage, etc., and guidelines on use and application to various site and environmental conditions will help produce better and more consistent levels of trail design. Two documents that address alternative design are:

- The *Portland Pedestrian Design Guide*¹ addresses design and implementation of alternatives along roadways within the public right-of-way. These include separated pathways, and widened shoulders, which are used where sidewalk improvements are limited by steep slopes, existing vegetation, or significant structures.

¹ *Portland Pedestrian Design Guide*, June, 1998, City of Portland Office of Transportation, an element of the *Pedestrian Master Plan*.



The application of these alternative treatments are intended as interim improvements for city arterial streets where a full urban standard is unlikely to be built. The guidelines include construction and materials information for a variety of site conditions.

- The *Pedestrian Facilities Guidebook*,² a document produced for incorporating pedestrians into the state of Washington's transportation system, has a design toolkit section on trails and pathways. It provides design recommendations on trails and pathways that are not typically located parallel to streets or within road right-of-ways. The toolkit includes recommended dimensions and surfacing for various trails and types.

Establishing design standards and guidelines for urban trails, especially off-street paths within environmentally sensitive areas, will help ensure protection of resources while providing pedestrian access. Standards could include design options for various environmental conditions, which could help expedite the environmental review process and compliance with ESA regulations. Including a set of guidelines for volunteer projects, especially in environmentally sensitive areas, will help enable citizens build and maintain trails in an environmentally responsible manner.

Sources of information that address trail design standards applicable to off-street path conditions are the *Willamette Greenway Plan*³ and the *40 Mile Loop Master Plan*.⁴

Develop Signage Program

It is recommended that a comprehensive signage program be developed for the urban trail network. Identification of the urban trail network is key to its being used. A symbol to represent the Southwest Urban Trail Network, as well as a symbol for each of the seven routes, needs to be created. Signage should be consistent, use international symbols, and be visible but not obtrusive. It was suggested, at the second public open, that pictograms for each of the urban trails similar to Tri-Met's system for the different bus routes be developed. A color code system for each urban trail could also be used.

Signage in marker format should provide trail identity and information on trail direction, mileage, and changes in elevation. Directional information might indicate recreational facilities or other significant destinations. Trail surface type and elevation change information will help users determine accessibility. Markers should also indicate where urban trails

² *Pedestrian Facilities Guidebook*, Incorporating Pedestrians into Washington's Transportation System, September 1997, sponsored by Washington State Department of Transportation, Puget Sound Regional Council, County Road Administration Board, and Association of Washington Cities.

³ *Willamette Greenway Plan*, January 1988, Portland Planning Bureau.

⁴ *40 Mile Loop Master Plan*, May 1983, 40 Mile Loop Land Trust.

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CHAPTER 6: NEXT STEPS

connect with the 40 Mile Loop, the Willamette Greenway, and Terwilliger Trail, using existing trail logos. Signage along existing trail systems or in parks should be coordinated with Portland Parks and Recreation, the 40 Mile Loop Land Trust, and Friends of Marquam Nature Park.

Interpretive signage, in a different format, might be developed for historic points of interest or for environmental education purposes. Instructing trail users about sensitive environmental conditions and explaining why certain trail use restrictions are in effect may promote environmental stewardship. Signage on trail etiquette may also be desirable or necessary where urban trail routes travel through private property.

The *40 Mile Loop Master Plan* includes guidelines on developing a trail signage plan. Creating symbols to represent the urban trail network and the individual routes might be an opportunity to incorporate art and develop a creative wayfinding system. A community design competition might be one way to generate ideas for trail symbols or the urban trail network logo. Potential federal funding sources for signage are TEA-21's Enhancements Program and the Recreational Trails Program (Symms Fund). These are summarized in Chapter 5, under "Potential Funding Sources and Partnership Opportunities."

Promote Community Support and Volunteer Opportunities

The Southwest Urban Trails Plan began as a desire by a small group of Southwest neighbors to identify where people want to walk. During the last four years community support has been growing as more Southwest neighbors learn about the proposed plan. Continuing neighborhood support is essential to the future success of developing, implementing, and maintaining the proposed urban trail network.

Many opportunities are available for community volunteers who would like to become involved in helping with further planning, design, and implementation of the Southwest Urban Trails Plan. The SW Trails Group, a special committee of SWNI, plans to continue its efforts to develop and implement the plan. Also they will continue to work with neighborhood associations and public agencies to coordinate volunteer work parties for trail improvements and maintenance. They welcome and will coordinate other volunteer services, which might include the following activities:

- lead trail walks
- produce maps and other promotional materials
- talk at schools or community groups
- create and maintain a website
- secure funding

SOUTHWEST URBAN TRAILS PLAN



CHAPTER 6: NEXT STEPS

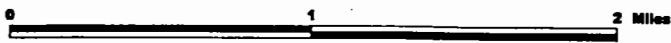
- secure financial support from local businesses
- coordinate volunteer work parties for construction or maintenance projects
- help develop a comprehensive trail signage program

As urban trails are implemented walking opportunities will increase throughout Southwest Portland. Whether the destination is a short walk to the park or the bus stop, or a long hike for recreation or exercise, the urban trail network will provide more pleasant and safer pedestrian routes.

SOUTHWEST URBAN TRAILS PLAN



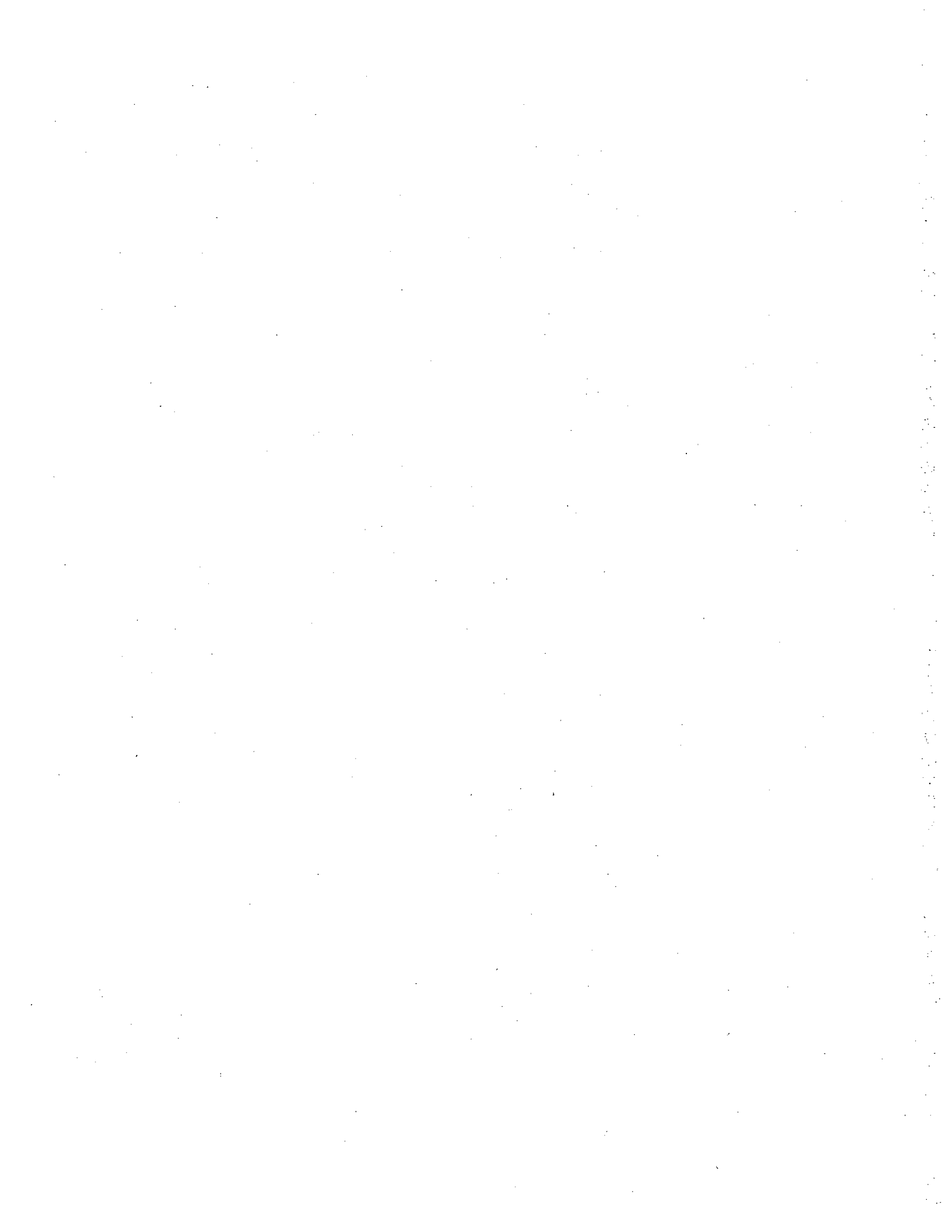
APPENDICES



Parks Jurisdiction
 Other Open Space
 Schools
 Metro
 City of Portland

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SOUTHWEST URBAN TRAILS PLAN



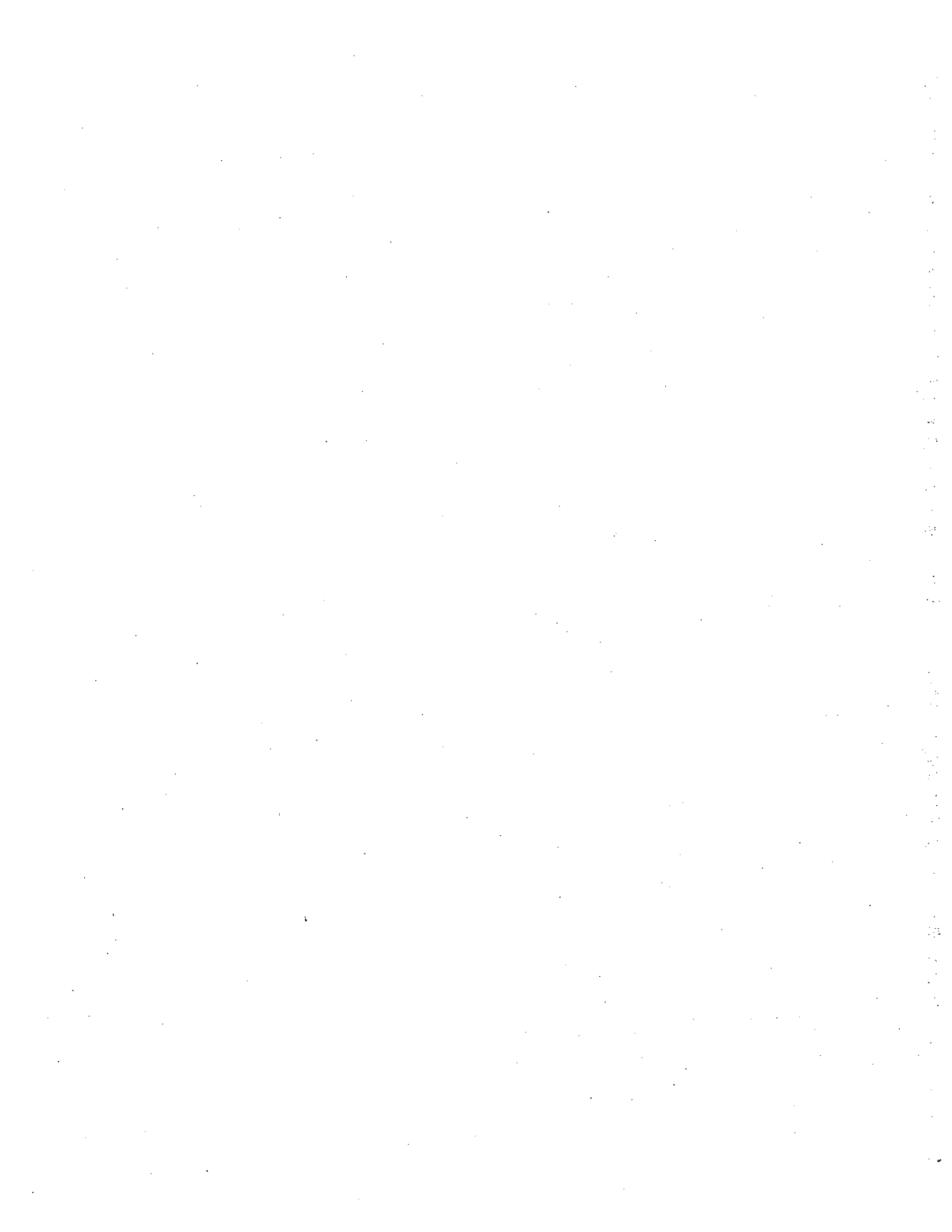
MAPS AND TABLE - APPENDIX B.

Map 2.1 - Existing Conditions: Ownership
Map 2.2 - Existing Conditions: Trail Type
Map 2.3 - Existing Conditions: Destinations
Map 2.4 - Existing Conditions: Transportation
Map 2.5 - Existing Conditions: Natural Systems

Map 3.1 - Proposed Urban Trail Network

Map 4.1 - Proposed Improvements, Urban Trails 1, 6 & 7
Map 4.2 - Proposed Improvement, Urban Trails 3, 4, 5, 6 & 7

Table 4.1- Proposed Improvements and Implementation Guidelines

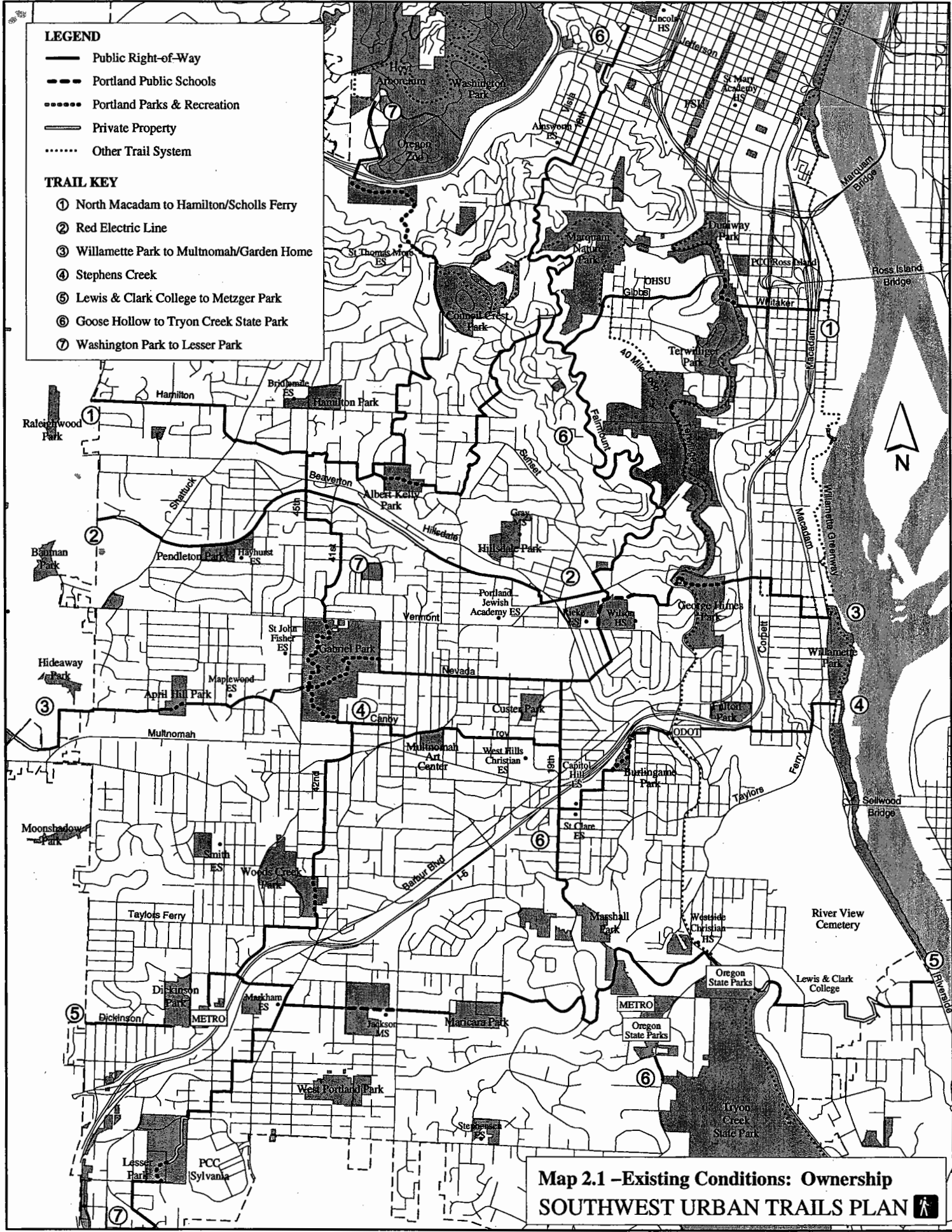


LEGEND

- Public Right-of-Way
- - - Portland Public Schools
- Portland Parks & Recreation
- Private Property
- Other Trail System

TRAIL KEY

- ① North Macadam to Hamilton/Scholls Ferry
- ② Red Electric Line
- ③ Willamette Park to Multnomah/Garden Home
- ④ Stephens Creek
- ⑤ Lewis & Clark College to Metzger Park
- ⑥ Goose Hollow to Tryon Creek State Park
- ⑦ Washington Park to Lesser Park



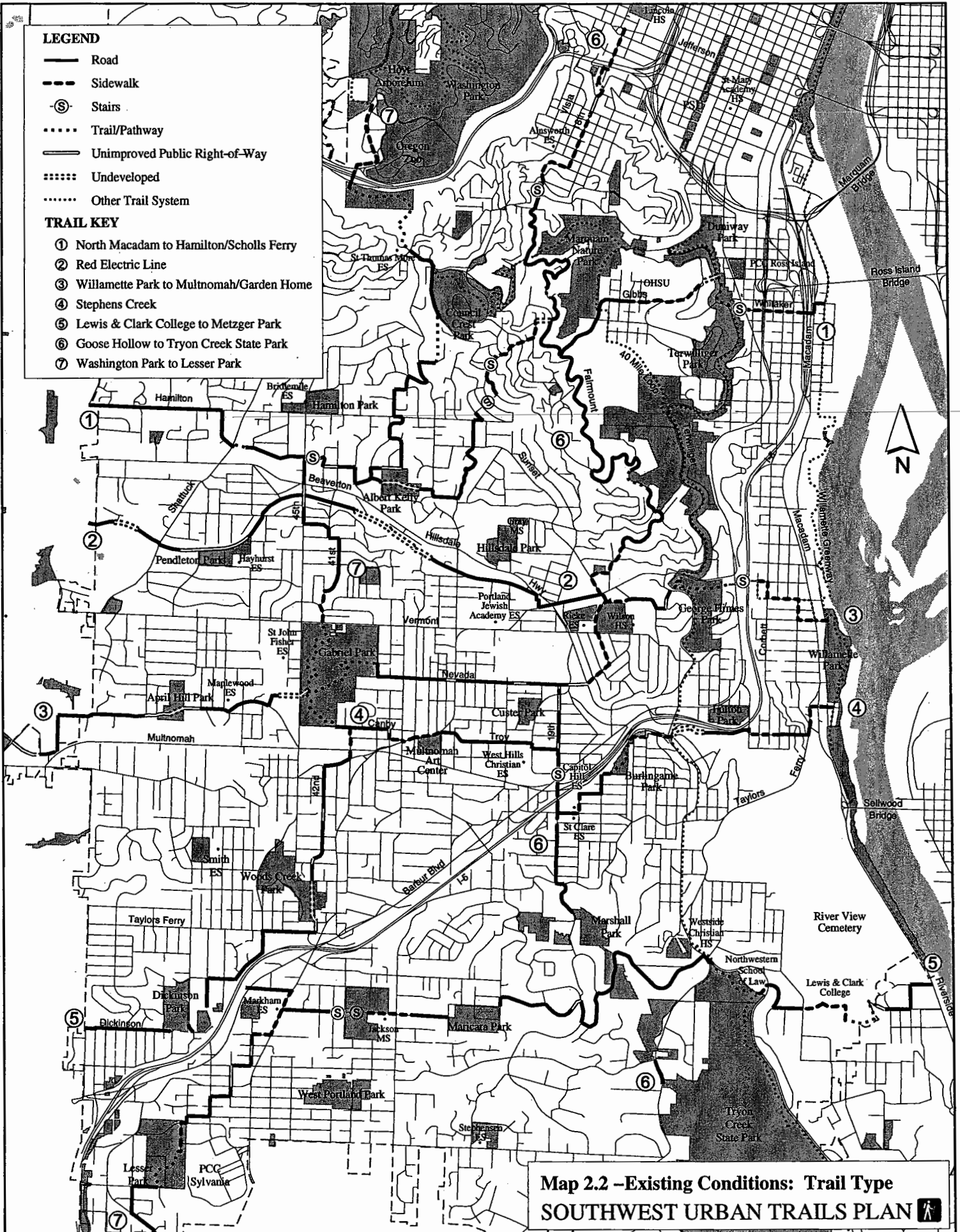
Map 2.1 - Existing Conditions: Ownership
SOUTHWEST URBAN TRAILS PLAN

LEGEND

- Road
- - - Sidewalk
- ⊙ Stairs
- ⋯ Trail/Pathway
- Unimproved Public Right-of-Way
- ⋮⋮⋮ Undeveloped
- ⋯⋯⋯ Other Trail System









TRAIL KEY

- ① North Macadam to Hamilton/Scholls Ferry
- ② Red Electric Line
- ③ Willamette Park to Multnomah/Garden Home
- ④ Stephens Creek
- ⑤ Lewis & Clark College to Metzger Park
- ⑥ Goose Hollow to Tryon Creek State Park
- ⑦ Washington Park to Lesser Park



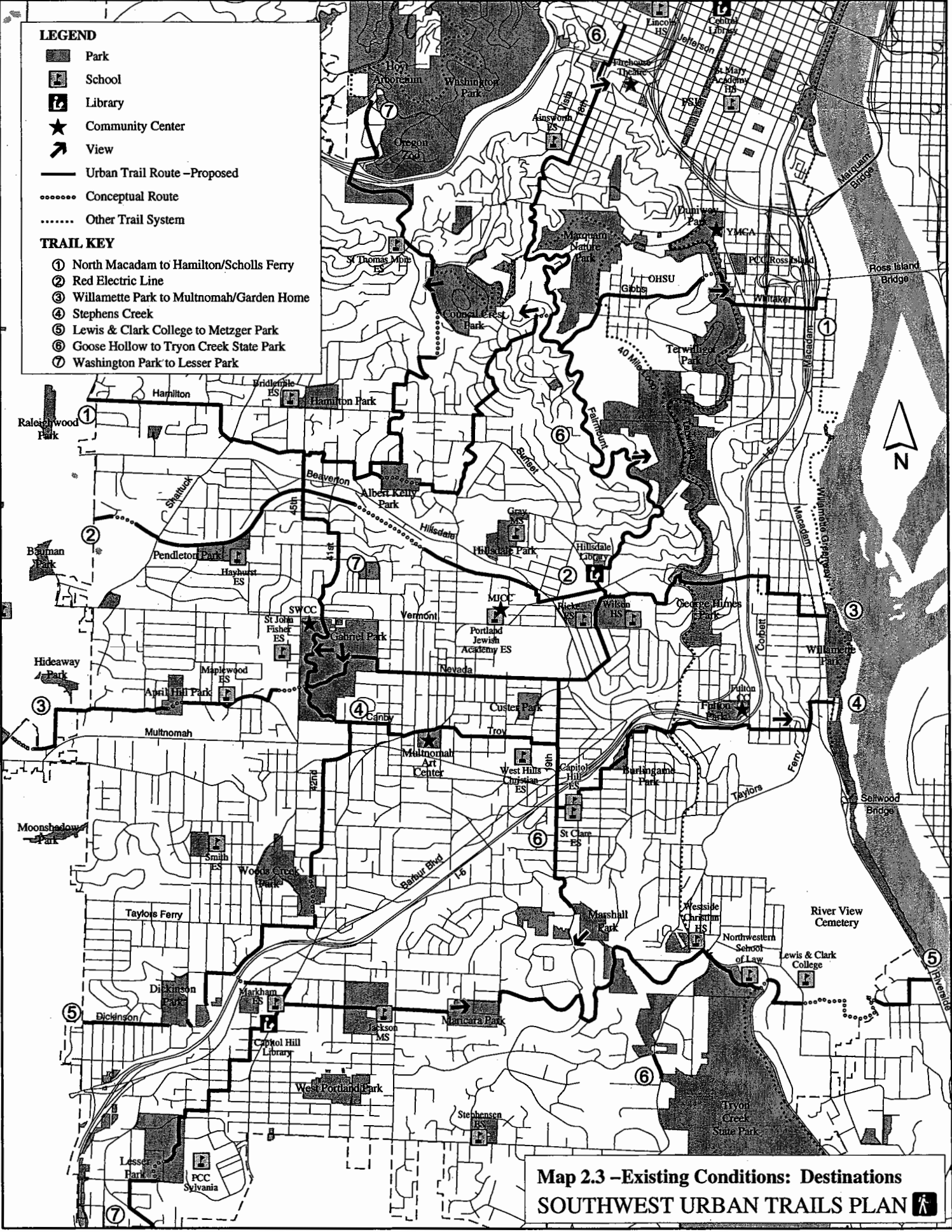
Map 2.2 - Existing Conditions: Trail Type
SOUTHWEST URBAN TRAILS PLAN

LEGEND

-  Park
-  School
-  Library
-  Community Center
-  View
-  Urban Trail Route - Proposed
-  Conceptual Route
-  Other Trail System

TRAIL KEY

- ① North Macadam to Hamilton/Scholls Ferry
- ② Red Electric Line
- ③ Willamette Park to Multnomah/Garden Home
- ④ Stephens Creek
- ⑤ Lewis & Clark College to Metzger Park
- ⑥ Goose Hollow to Tryon Creek State Park
- ⑦ Washington Park to Lesser Park



Map 2.3 – Existing Conditions: Destinations
SOUTHWEST URBAN TRAILS PLAN

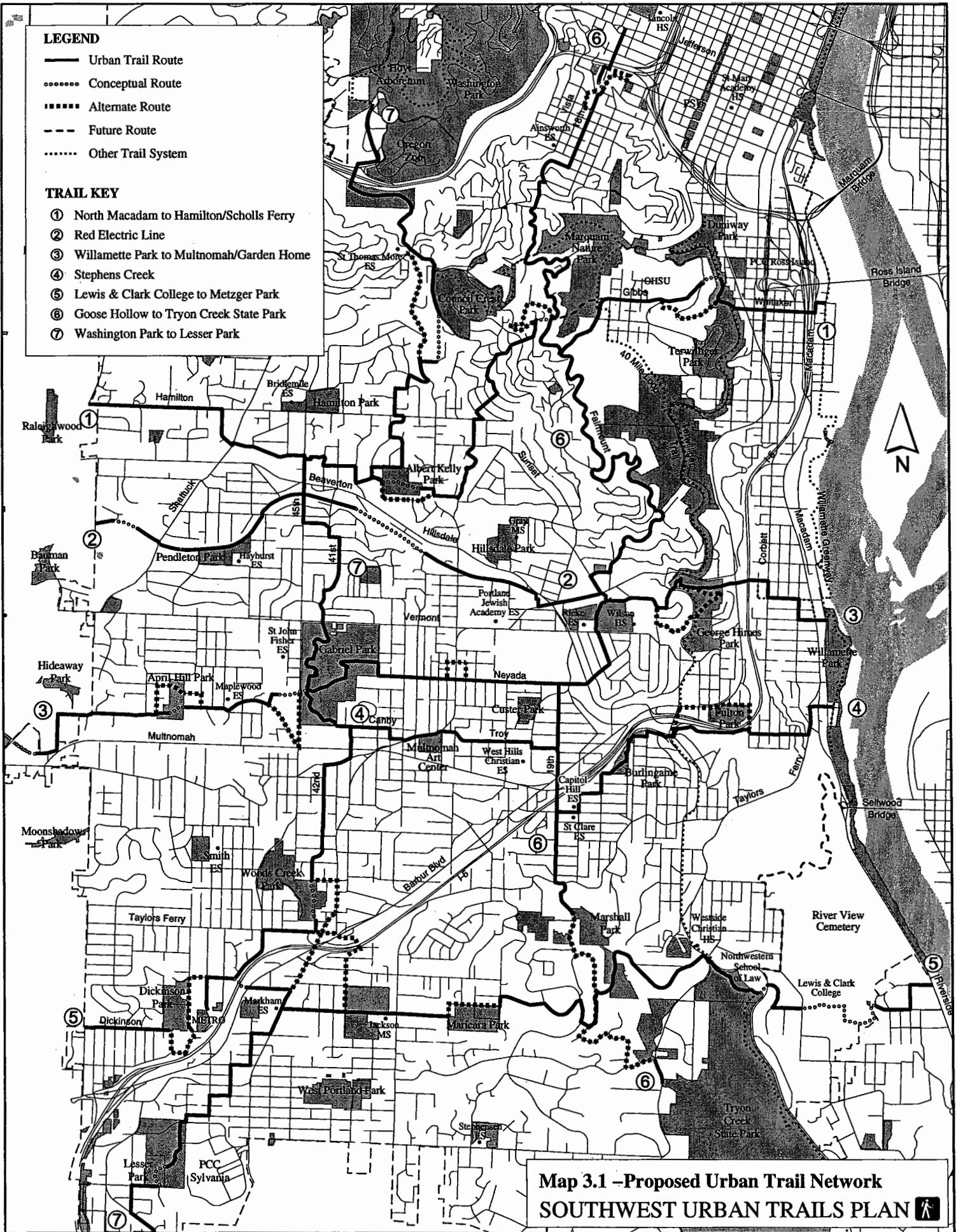


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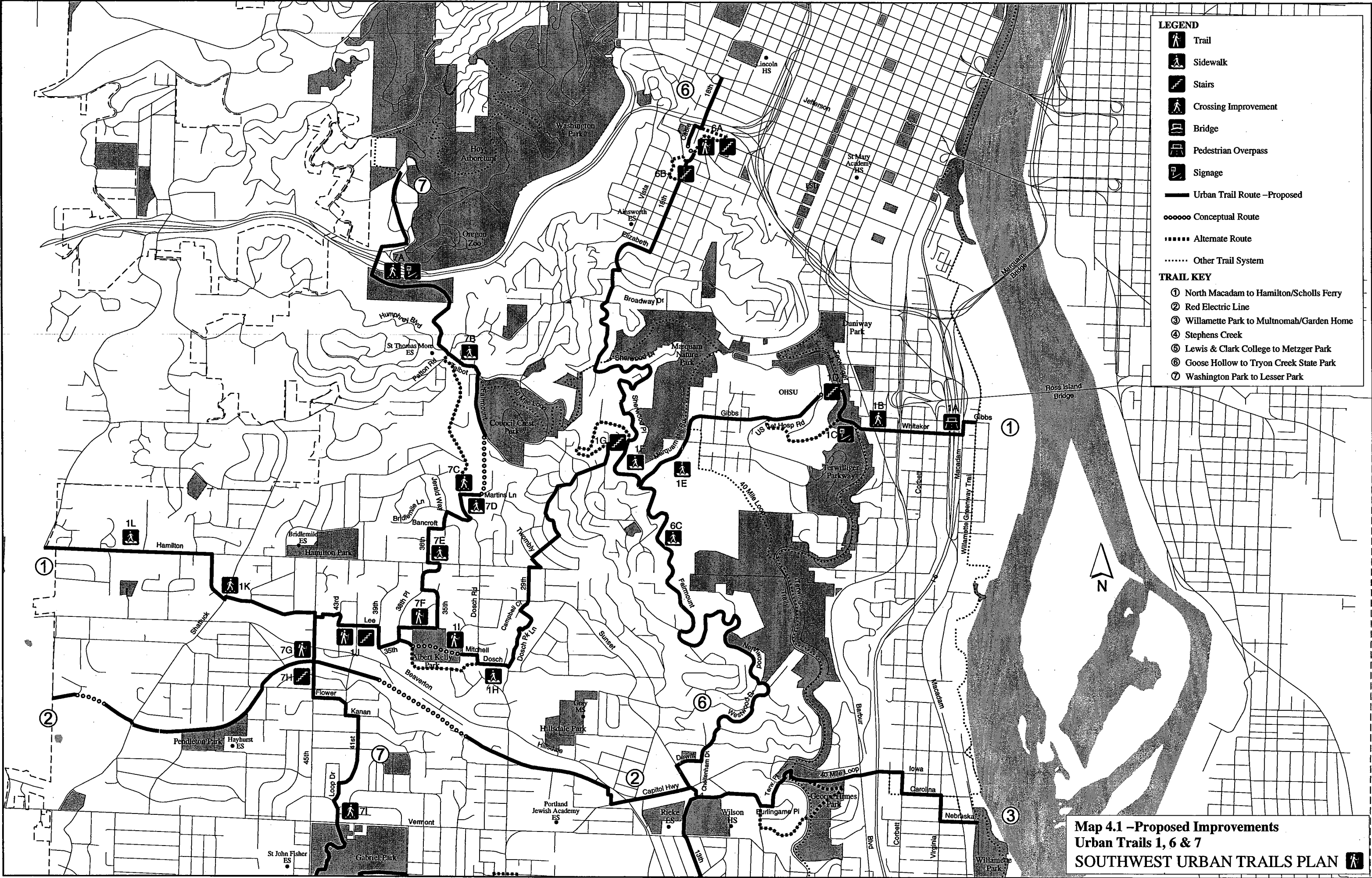
- Urban Trail Route
- Conceptual Route
- Alternate Route
- - - Future Route
- Other Trail System

TRAIL KEY

- ① North Macadam to Hamilton/Scholls Ferry
- ② Red Electric Line
- ③ Willamette Park to Multnomah/Garden Home
- ④ Stephens Creek
- ⑤ Lewis & Clark College to Metzger Park
- ⑥ Goose Hollow to Tryon Creek State Park
- ⑦ Washington Park to Lesser Park



Map 3.1 - Proposed Urban Trail Network
SOUTHWEST URBAN TRAILS PLAN 



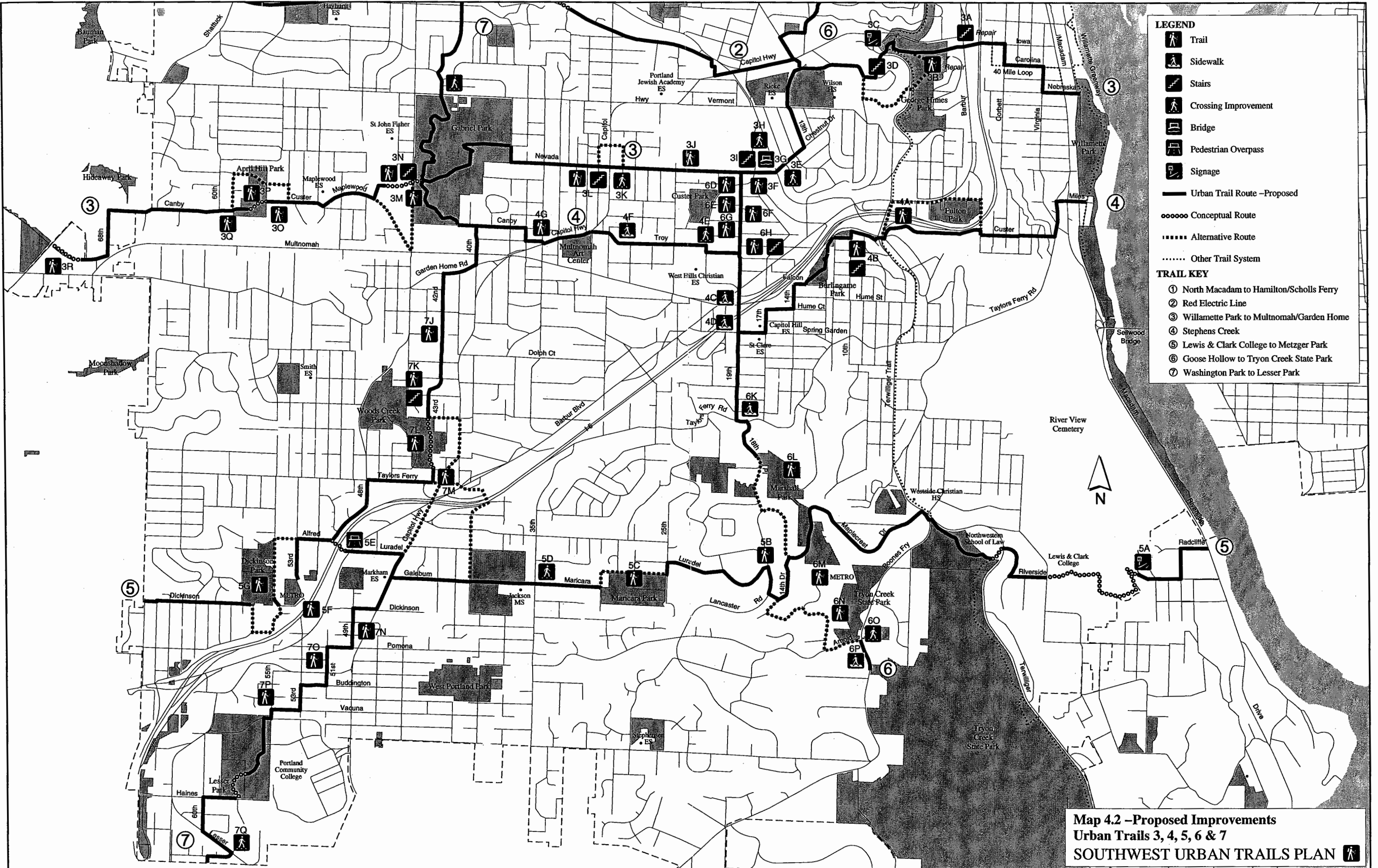
LEGEND

- Trail
- Sidewalk
- Stairs
- Crossing Improvement
- Bridge
- Pedestrian Overpass
- Signage
- Urban Trail Route - Proposed
- Conceptual Route
- Alternate Route
- Other Trail System

TRAIL KEY

- ① North Macadam to Hamilton/Scholls Ferry
- ② Red Electric Line
- ③ Willamette Park to Multnomah/Garden Home
- ④ Stephens Creek
- ⑤ Lewis & Clark College to Metzger Park
- ⑥ Goose Hollow to Tryon Creek State Park
- ⑦ Washington Park to Lesser Park

**Map 4.1 - Proposed Improvements
Urban Trails 1, 6 & 7
SOUTHWEST URBAN TRAILS PLAN**



LEGEND

- Trail
- Sidewalk
- Stairs
- Crossing Improvement
- Bridge
- Pedestrian Overpass
- Signage
- Urban Trail Route - Proposed
- Conceptual Route
- Alternative Route
- Other Trail System

TRAIL KEY

- ① North Macadam to Hamilton/Scholls Ferry
- ② Red Electric Line
- ③ Willamette Park to Multnomah/Garden Home
- ④ Stephens Creek
- ⑤ Lewis & Clark College to Metzger Park
- ⑥ Goose Hollow to Tryon Creek State Park
- ⑦ Washington Park to Lesser Park

**Map 4.2 - Proposed Improvements
Urban Trails 3, 4, 5, 6 & 7
SOUTHWEST URBAN TRAILS PLAN**

Table 4.1 - Proposed Improvements and Implementation Guidelines							Cost					Need			Implementation Responsibility					Agency Review Required				Legend	
Map	Map Key	Location	Trail Segment	Ownership	Existing Condition	Proposed Improvement	Low	Low/Medium	Medium	Medium/High	High	Unknown	Functional	Enhancement	Future	Volunteers	PDOT	PP&R	State Parks	Private Prop.	PDOT	OPDR	BES		PP&R
TRAIL - NORTH MACADAM TO HAMILTON SCHOOL SITE																									
4.1	1A	Gibbs	Macadam to Hood	Public ROW	Intersection	Pedestrian Overpass ³					X				X		X							X	
	1B	Whitaker	Barbur to Stairway	Public ROW	Intersection	Crossing Improvement						X	X				X								
	1C	Whitaker	Whitaker to Terwilliger Trail	Public ROW	Trail	Sign-Trail ID	X						X			X	X	X							X
	1D	Terwilliger	Terwilliger to Sam Jackson	Private	Undeveloped	Stairs ²					X		X							X			eds		
	1E	Marquam Hill	13th to Fairmount	Public ROW	Road	Sidewalk ¹					X			X			X						e		X
	1F (6)*	Fairmount	Marquam Hill to Sherwood Pl	Public ROW	Road	Sidewalk ¹					X				X		X						e		X
	1G	Fairmount	Near Sherwood Pl to Gale	Private	Undeveloped	Stairs					X				X					X			e		X
	1H	Dosch	Dosch Pk Ln to Mitchell	Public ROW	Road	Sidewalk ¹				X				X			X								X
	1I	Kelly Park	Mitchell to Mitchell	PP&R	Undeveloped	Park Trail						X		X					X				e		
	1J (7)	Lee	42nd to 43rd	Public ROW	Unimproved	Gravel Trail & Stairs ²			X					X		X					X				
	1K	Shattuck	Public easement at Julia to 53rd	Public ROW	Intersection	Crossing Improvement						X	X				X								
	1L	Hamilton	53rd to Scholls Ferry	ROW	Road	Sidewalk ¹					X			X			X						e		X
TRAIL - WILKINSON PARK TO MILES/NOVA/CARDEN HOME																									
4.2	3A	Iowa	Iowa to Barbur	Public ROW	Stairs	Repair RR Tie Stairs	X						X			X						ed			
	3B	George Himes Park	Barbur to Terwilliger	PP&R	Existing Trail	Repair Park Trail	X						X			X						ed		X	
	3C	Terwilliger Pl	Terwilliger to Terwilliger Place	Public ROW	Road	Sign-Trail Usage	X							X		X	X					ed			
	3D	Temporary St	Terwilliger Pl - Burlingame Pl	Public ROW	Unimproved	Stairs ²				X				X			X						ed		X
	3E (6)	Nevada Ct	At Betha	Public ROW	Intersection	Crossing Improvement						X	X				X								
	3F (6)	Nevada Ct	Bertha to 19th	Public ROW	Unimproved	Gravel Trail		X						X		X							e		
	3G (6)	Nevada Ct	Stephens Creek Park	Public ROW	Unimproved	Bridge ²			X					X			X	X					e		X
	3H (6)	Nevada Ct	At Capitol Hill	Public ROW	Intersection	Crossing Improvement						X	X				X								
	3I (6)	Nevada Ct	Capitol Hill to just before 19th	Public ROW	Unimproved	Stairs			X					X		X					X		e		X
	3J	Nevada Ct	East of 23rd to mid-block	Public ROW	Unimproved	Gravel Trail	X							X		X									
	3K	Nevada Ct	At Capitol Hwy	Public ROW	Intersection	Crossing Improvement						X	X				X								
	3L	Nevada Ct	Capitol Hwy to 31st	Public ROW	Unimproved	Gravel Trail & Stairs			X					X		X	X				X			X	
	3M	Gabriel Park	Existing park trail to Miles	PP&R	Undeveloped Trail	Park Trail						X	X						X				e		
	3N	Miles	45th to beginning of Miles Rd	Private	Undeveloped	Gravel Trail & Stairs			X					X		X				X			e		
	3O	Custer	54th to April Hill Park	Public ROW	Unimproved	Gravel Trail	X							X		X									
	3P	April Hill Park	Custer to Canby	PP&R	Undeveloped Trail	Park Trail						X	X			X		X					e		
	3Q	Canby	April Hill Park to 60th	Public ROW	Unimproved	Gravel Trail	X							X		X									
3R	OR Electric ROW	Railroad to Oleson	Private	Gravel Road	Gravel Trail						X		X						X						
TRAIL - STEPHENS CREEK																									
4.2	4A	Custer	End of Custer to 4th	ODOT	Gravel Road	Concrete Trail ²					X		X			X						e		X	
	4B	Canby	End of Canby to 10th to Canby	Public ROW	Unimproved	Gravel Trail & Stairs			X				X			X					X		e		X
	4C (6)	19th	Barbur to I-5 Bridge	Public ROW	Road	Sidewalk ¹			X					X		X								X	
	4D (6)	19th	End I-5 Br to Spring Garden	Public ROW	Road	Sidewalk ¹			X					X		X								X	
	4E	Troy	At Capitol Hill	Public ROW	Intersection	Crossing Improvement						X	X				X								
	4F	Troy	28th to Canby	Public ROW	Road	Sidewalk ¹				X				X			X								X
	4G	36th	Canby to Troy (midway)	Public ROW	Unimproved	Gravel Trail	X							X		X									

Relative Cost	
Low	up to \$1,000
Low/Medium	\$1,000-\$10,000
Medium	\$10,000-\$50,000
Medium/High	\$50,000-\$100,000
High	over \$100,000

Need	
Functional	Essential improvement
Enhancement	Desirable improvement
Future	Long-term improvement

BES	Bureau of Environmental Services
OPDR	Office of Planning and Development Review
	e=environmental zone
	d=design zone
	s=scenic resource zone
ODOT	Oregon Department of Transportation
PDOT	Portland Department of Transportation
PP&R	Portland Parks and Recreation

- * Number in parentheses indicates trail sharing same improvement
- ¹ Comprehensive Plan or forthcoming Transportation Systems Plan
- ² Portland Pedestrian Master Plan
- ³ North Macadam Framework Plan
- ⁴ Woods Park Functional Plan

Table 4.1 - Proposed Improvements and Implementation Guidelines
SOUTHWEST URBAN TRAIL PLAN



Table 4.1 - Proposed Improvements and Implementation Guidelines							Cost					Need			Implementation Responsibility				Agency Review Required				Legend		
Map	Map Key	Location	Trail Segment	Ownership	Existing Condition	Proposed Improvement	Low	Low/Medium	Medium	Medium/High	High	Unknown	Functional	Enhancement	Future	Volunteers	PDOT	PP&R	State Parks	Private Prop.	PDOT	OPDR		BES	PP&R
TRAILS - HOWES & CLARK CORRIDOR TO WOODS PARK																									
4.2	5A	Radcliffe Rd	End of road to L&CC trail	Public ROW	Unimproved	Gravel Trail & ID Sign		X					X			X	X								
	5B	Ridgeview Ln	End of road to Lancaster	Public ROW	Unimproved	Gravel Trail		X					X			X						e			
	5C	Maricara Park	25th to 30th	PP&R	Undeveloped	Park Trail						X			X			X					e		
	5D	Maricara	At 35th	Public ROW	Intersection	Crossing Improvement						X	X				X								
	5E	I-5	Barbur to Alfred	Public ROW	Intersection	Pedestrian Overpass ²					X				X		X							X	
	5F	Taylors Wood	53rd to Dickinson	METRO	Undeveloped	Park Trail						X	X					X					e		
	5G	Dickinson Park	Alfred to 55th	PP&R	Undeveloped	Park Trail						X	X					X					e		
TRAIL - ROOSEVELT HOLLOW TO TRYON CREEK STATE PARK																									
4.1	6A	Cable	End of Cable to Montgomery	Private	Undeveloped	Gravel Trail & Stairs ²			X				X			X				X			X		
	6B	18th	Montgomery to Jackson	Public ROW	Unimproved	Stairs ²				X			X			X					X	e	X		
	6C	Fairmount	Marquam Hill to Mitchell	Public ROW	Road	Sidewalk ¹				X					X		X					e	s	X	
	6D	19th	Nevada Ct to mid-block	Public ROW	Unimproved	Gravel Trail		X					X			X									
	6E	19th	Capitol Hill to Miles	Public ROW	Unimproved	Gravel Trail		X					X			X									
	6F	19th	Miles to Custer	Public ROW	Gravel Road	Regrade Road						X			X					X					
	6G	19th	Custer to Canby	Public ROW	Gravel Road	Regrade Road						X			X					X					
4.2	6H	19th	Troy to Moss	Public ROW	Unimproved	Gravel Trail & Stairs ²			X				X			X					X				
	6I	19th	Moss to Evans	Public ROW	Road	Road Repair		X							X	X									
	6J	19th	Marigold to Taylors Ferry	Public ROW	Road	Road Repair		X							X	X									
	6K	18th	Taylors Ferry to Collins	Public ROW	Road	Sidewalk ¹				X					X	X								X	
	6L	Marshall Park	18th to Maplecrest Dr.	PP&R	Undeveloped	Park Trail						X			X			X					e		
	6M	Wilson Property	Marshall Pk to Tryon Crk St Pk	METRO	Undeveloped	Park Trail						X			X			X					e		
	6N	Tryon Crk St Pk	South of Wilson Property	Oregon State Parks	Undeveloped	Park Trail						X			X				X				e		
	6O	Arnold	At Boones Ferry	Public ROW	Intersection	Crossing Improvement						X			X	X									
	6P	Boones Ferry	Arnold to Tryon Crk St Park	Public ROW	Road	Sidewalk ¹				X					X	X								X	
	TRAIL - WASHINGTON PARK TO GUNNERS PARK																								
4.1	7A	Sunset Hwy	40 Mile Loop, south side	Public ROW	Intersection	Crossing Improvement & Signage						X	X			X	X								
	7B	Talbot	Patton to Fairmount	Public ROW	Road	Sidewalk ¹				X				X		X								X	
	7C	Dosch	At Martins Ln	Public ROW	Intersection	Crossing Improvement						X	X			X									
	7D	Dosch	Martins Ln to Bridlemile	Public ROW	Road	Sidewalk ¹			X						X	X								X	
	7E	Hamilton	36th to Hamilton Ct	Public ROW	Road	Sidewalk ¹			X						X	X								X	
	7F	Lee	35th to beg. of Lee	Public ROW	Unimproved	Gravel Trail		X					X			X									
	7G	45th	BH Hwy S to Cullen Fairvale	Public ROW	Unimproved	Gravel Trail		X					X			X							e		
	7H	45th	Cullen Fairvale to Cullen	Public ROW	Unimproved	Stairs			X				X			X						X	e	X	
	7I	Vermont	At Idaho	Public ROW	Intersection	Crossing Improvement						X	X			X									
	4.2	7J	42nd	Carson midway past Freeman	Public ROW	Unimproved	Gravel Trail		X					X			X								
7K		43rd	North of Primrose	Public ROW	Unimproved	Gravel Trail & Stairs			X				X			X					X				
7L		Woods Park	Alice to Collins	PP&R	Undeveloped	Park Trail ⁴						X	X					X					e		
7M		43rd	Collins to Taylors Ferry	Public ROW	Unimproved	Gravel Trail ⁴		X					X			X									
7N		49th	Comus to Pasadena	Public ROW	Unimproved	Gravel Trail		X					X			X									
7O		51st	Pomona to Capitol Hwy	Public ROW	Unimproved	Gravel Trail		X					X			X									
7P		55th	Vacuna to PCC Rd	Public ROW	Unimproved	Gravel Trail		X					X			X									
7Q		Lesser	At Kruse Ridge	Public ROW	Intersection	Crossing Improvement						X	X			X									

Relative Cost	
Low	up to \$1,000
Low/Medium	\$1,000-\$10,000
Medium	\$10,000-\$50,000
Medium/High	\$50,000-\$100,000
High	over \$100,000
Need	
Functional	Essential improvement
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BES	Bureau of Environmental Services
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* Number in parentheses indicates trail sharing same improvement	
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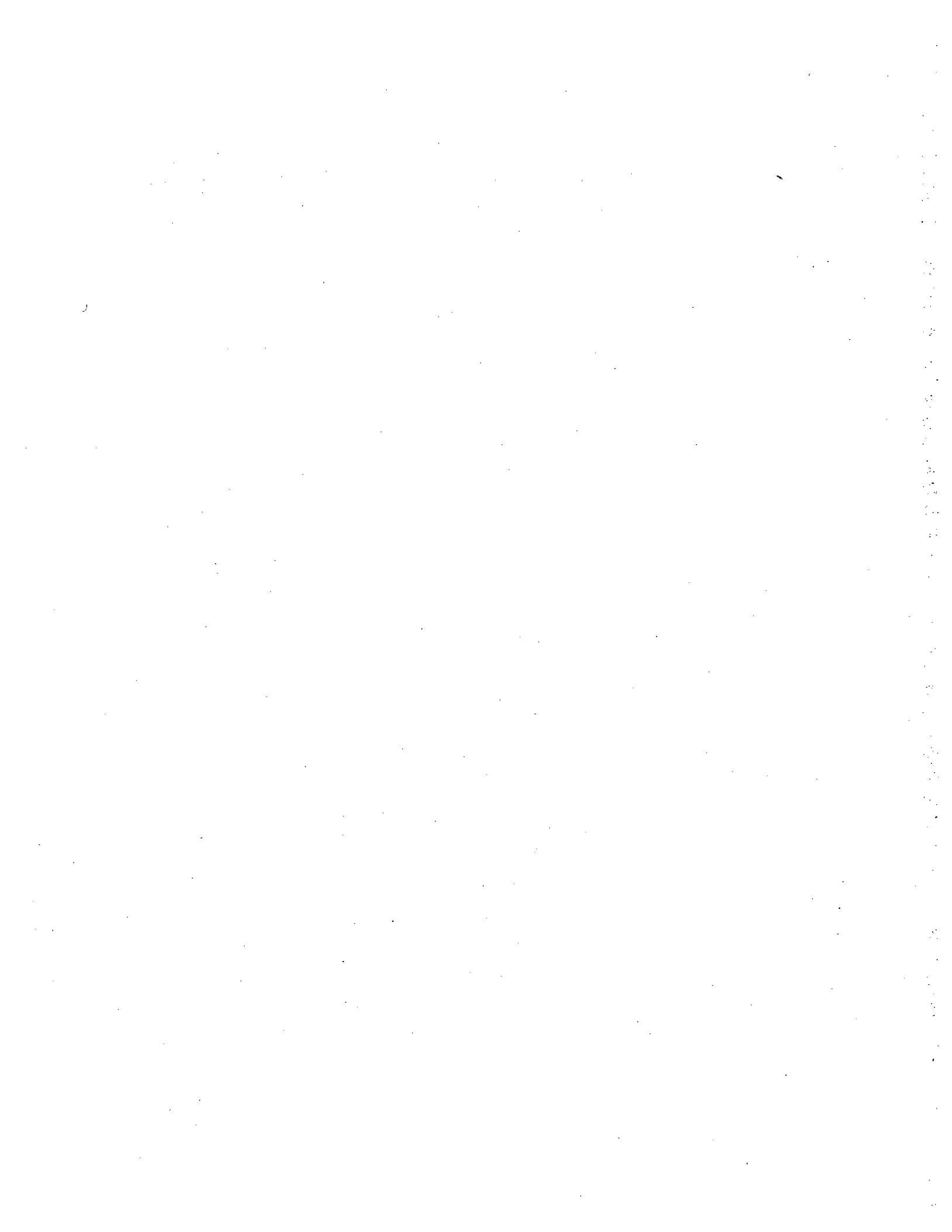
Table 4.1 - Proposed Improvements and Implementation Guidelines
SOUTHWEST URBAN TRAIL PLAN



SOUTHWEST URBAN TRAILS PLAN



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URBAN TRAIL PROFILES - APPENDIX C.



SOUTHWEST URBAN TRAILS PLAN



URBAN TRAIL 1: NORTH MACADAM TO HAMILTON/SCHOLLS FERRY

This is the northernmost east-west trail and has the greatest variety of elevation change and some spectacular views. It begins in North Macadam at the Willamette Greenway on Moody Avenue. It continues west crossing Macadam and Corbett Avenues and Barbur Boulevard along Whitaker and connects with Terwilliger Parkway. Stairs will be required to connect Terwilliger with Sam Jackson. The temporary alternate route is through the OHSU Campus, contingent on resolving liability concerns. The trail continues along Gibbs turning south on Marquam Hill Road where it connects to the 40 Mile Loop in Marquam Nature Park. Turning north on Fairmount, the terrain becomes steep. The route turns west across from Sherwood Place and climbs toward Gale. This will require acquisition of partially developed private property. The route then heads south again toward Albert Kelly Park and continues west through the Bridlemile neighborhood ending at Hamilton and Scholls Ferry.

Destination Points:

Parks

Terwilliger Parkway
Lair Hill Park
Duniway Park
Marquam Nature Park
Council Crest Park
Albert Kelly Park
Hamilton Park

Schools

PCC Ross Island
OHSU
Bridlemile School

Shopping

Corbett Avenue
Gibbs

Community Facilities

YMCA
Water & Gibbs Community Garden

Transit Connections: 1-Vermont, 5-Capitol Highway, 8-Jackson Park, 12-Barbur Boulevard, 35-Macadam, 36-South Shore, 40-Tacoma, 43-Taylor's Ferry, 45-Garden Home, and 55-Hamilton.

Trail Connections: Connects with the Willamette Greenway at Moody Avenue, Terwilliger Trail at Whitaker, and 40 Mile Loop at Marquam Hill Road. It connects with Urban Trail 6 at Fairmount, which travels north to Goose Hollow and south to Tryon Creek State Park. At Albert Kelly Park it connects with Urban Trail 7, which goes north to Washington Park and south to Lesser Park. Urban Trails 1 and 7 are contiguous from Albert Kelly Park to 45th Avenue, where Trail 7 heads south.

Special Features: An old brick trail through woodland exists along Whitaker from Barbur to Terwilliger. A heritage white oak, over 200 years old, is located on 29th Place near the Sunset Boulevard crossing. Located at the end of Campbell Court are apple trees planted by Henry Dosch. The original Dosch farmhouse is located nearby on Dosch Park Lane.



SOUTHWEST URBAN TRAILS PLAN



URBAN TRAIL 2: RED ELECTRIC LINE

The Red Electric Line trail runs from Alpenrose Dairy to the Hillsdale District. Its name comes from the old rail alignment the trail follows. Southern Pacific operated an inter-urban rail system called "the Red Electrics." The trail begins at Capitol Highway and Sunset and runs just south of Beaverton-Hillsdale Highway to 45th. The trail then moves westward through a quiet wooded landscape to Pendleton Court at the county line.

The Red Electric Line is included as one of the seven urban trails in the Southwest Urban Trails Plan, but no improvements are proposed. Portland Parks and Recreation received funding for a feasibility study on developing a multi-use trail for pedestrians and bicyclists. The original right-of-way was abandoned, and portions of the alignment are now in private ownership.



Destinations:

Parks

Dewitt Park
Hillsdale Park
Pendleton Park

Schools

Wilson High School
Rieke Elementary School
Hayhurst Elementary School

Shopping

Hillsdale District

Community Facilities

Hillsdale Library
Wilson Pool
Rieke Field
Mittleman Jewish Community Center
Vermont Hills Community Garden

Transit Connections: 1-Vermont, 45-Garden Home, 54-Beaverton-Hillsdale, 56-Scholls Ferry Road, and 92X-South Beaverton Express.

Trail Connections: At its western end, the Red Electric will connect with the future extension of the Fanno Creek Greenway Trail. At SW 45th and Fairvale, the trail connects with Urban Trail 7, which goes north to Washington Park and south to Lesser Park. At Wilson High School, it connects to Urban Trails 3 and 6. Trail 3 continues eastward to Willamette Park. Urban Trail 6 travels north to Goose Hollow and south to Tryon Creek State Park.

Special Features: Walking east from Pendleton Court toward Shattuck, the trail passes the Alpenrose Dairy. It has been a family owned and operated business since the early 1900's. Today, it also sponsors events and recreational activities.

SOUTHWEST URBAN TRAILS PLAN



URBAN TRAIL 3: WILLAMETTE PARK TO MULTNOMAH/GARDEN HOME

The east end begins in Willamette Park, where it connects with the Willamette Greenway. It follows the 40 Mile Loop west, with a few exceptions, through George Himes Park to Terwilliger Parkway. The route continues south Terwilliger Place to Burlingame Place. It then continues west to Wilson High School and the nearby Hillsdale Shopping district. The trail goes south between Wilson and Rieke Schools and continues along 13th to Chestnut. The trail turns southwest to Nevada Court and continues west to Gabriel Park. Currently, there are no west connections from Gabriel Park along 45th Avenue to the Maplewood neighborhood. One possibility is across the Multnomah Presbyterian Church to Miles. An alternate route is south on 45th Avenue to Multnomah Boulevard and then west to Maplewood. The trail continues west to April Hill Park, where a desired connection in the lower half of the park is proposed. The trail continues along Canby and the west end of the trail will link up with the Fanno Creek Greenway in Washington County.

Destinations:

Parks

Willamette Park
George Himes Park
Stephens Creek Park
Custer Park
Gabriel Park
April Hill Park

Shopping

Macadam Avenue
Hillsdale Shopping Center

Schools

Wilson High School
Rieke Elementary School
St. John Fischer School
Maplewood Elementary School

Community Facilities

Wilson Pool
Rieke Field
Southwest Community Center
Garden Home Recreation Center

Transit Connections: 1-Vermont, 12-Barbur Boulevard, 35-Macadam, 36-South Shore, 40-Tacoma, 43-Taylor's Ferry, 45-Garden Home, 54-Beaverton-Hillsdale, 56-Scholls Ferry Road, and 64X-Marquam Hill-Tigard TC.

Trail Connections: Urban Trail 3 connects with the Willamette Greenway and 40 Mile Loop in Willamette Park, and with the Terwilliger Trail in George Himes Park. It will also connect with the new Fanno Creek Greenway Trail at the west end. It connects with Urban Trail 6 near Wilson High School, and the two trails follow the same alignment until just past Capitol Hill Road, where Trail 6 turns south on 19th Avenue and continues south to Tryon Creek State Park. It also connects at Wilson High School with Urban Trail 2, which travels west to Alpenrose Dairy. At Gabriel Park, it connects with Urban Trails 4 and 7.



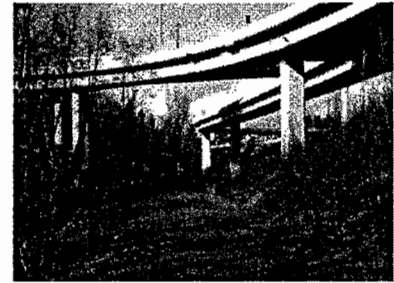
Special Features: Urban Trail 3 begins in the Willamette River basin, crosses the Stephen Creek, Tryon Creek, and Vermont Creek drainages.

SOUTHWEST URBAN TRAILS PLAN



URBAN TRAIL 4: STEPHENS CREEK:

The trail travels east from Willamette Park on Miles and turns south on Taylors Ferry. It travels about 700 feet on this busy street to Custer Way. At this point, the trail goes west and up a challenging set of stairs, four block long. It continues along Custer to the end of the street. Here a concrete multi-use trail for pedestrians and bicyclists will be built along ODOT's existing gravel road. The route passes under the Terwilliger Bridge ramp and then heads south up a steep incline to 4th Avenue. It connects with Burlingame Park and then turns southwest and zig-zags to 19th Avenue passing Capitol Hill and St. Clare Elementary Schools. It follows 19th north and over the I-5 and Barbur Boulevard to Moss. The trail travels a short distance on Moss to Troy, where it then continues west to Multnomah Village. At 35th Avenue, the trail goes north to Canby and continues west to the southeast corner of Gabriel Park. At this point, the trail connects with Urban Trails 3 and 7.



Destinations:

Parks

Willamette Park
Fulton Park
Burlingame Park
Custer Park
Gabriel Park

Schools

St. Clare Elementary School
Capitol Hill Elementary School
West Hills Christian Elementary School

Shopping

Burlingame Fred Meyer
Safeway Burlingame
Multnomah Village

Community Facilities

Fulton Community Center
Fulton Community Garden
Multnomah Art Center
Southwest Community Center

Transit Connections: 5 Capitol Highway, 12-Barbur Boulevard, 45-Garden Home, and 96-Tualatin I-5.

Trail Connections: The trail connects with the Willamette Greenway in Willamette Park and the Terwilliger Trail just east of Burlingame Park. It connects with Urban Trail 6 at 19th and Spring Garden, and they follow the same route north over I-5 and Barbur Boulevard to Moss. At this point, Urban Trail 6 continues north to Goose Hollow. At the west end, it connects with Urban Trail 3 and 7 in Gabriel Park. Trail 3 continues west to Washington County or east to Willamette Park, and Trail 7 travels north to Washington Park and south to Lesser Park.

SOUTHWEST URBAN TRAILS PLAN



URBAN TRAIL 5: LEWIS & CLARK COLLEGE TO METZGER PARK

This trail is the southernmost east-west trail in the urban trail network. It travels west from Lewis and Clark College to Terwilliger and Boones Ferry Road, where it continues west on Maplewood Drive through Marshall Park. It then does a half loop on 14th Drive to Lancaster and travels north about 550 feet to connect with an unimproved public right-of-way at Ridgeview. It continues west on Luradel to Maricara Park, which is currently undeveloped. Until a public park planning process determines if the desired connection through the park is environmentally appropriate an alternate route is proposed along the north side of the park. The trail continues west to Jackson Middle School, and up the long set of stairs to Galeburn. From 40th and Galeburn, the trail travels a short distance north on Capitol Highway to Luradel. A pedestrian overpass is proposed over I-5 from Barbur to Alfred. An alternate route is north on 40th to the pedestrian overpass to the Barbur Transit Center to Taylors Ferry and then west to 48th and south to Alfred. The trail travels along Alfred to 53rd and then south with a desired connection through Taylor Woods and Dickinson Park. However, this area is currently undeveloped and environmentally sensitive and alternate routes are shown on Map 3.1. The trail continues west along Dickinson through the Ashcreek neighborhood and connects with Metzger Park in Washington County.

Destinations:

Parks

Tryon Creek State Park
Marshall Park
Maricara Park
Dickinson Park
Metzger Park

Shopping

Washington Square

Schools

Lewis and Clark College
Northwestern School of Law
Westside Christian High School
Jackson Middle School
Markham Elementary School

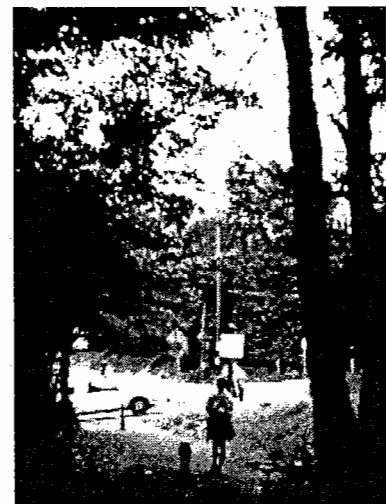
Community Facilities

Capitol Hill Library

Transit Connections: 5-Capitol Highway, 12-Barbur Boulevard, 39-Lewis and Clark, and 43-Taylors Ferry Road. The Barbur Transit Center is several blocks north across I-5 and can be reached by the pedestrian overpass.

Trail Connections: Urban Trail 5 connects with the Terwilliger Trail at Northwestern School of Law. It also connects with Urban Trail 7 at Capitol Highway at Galeburn to the south and Luradel to the north.

Special Features: There are a number of beautiful trails on the Lewis and Clark Campus and there is a bicycle route just south of Northwestern School of Law. A proposed future route connection through River View Cemetery would provide a link to the Sellwood Bridge and the OMSI to Springwater Corridor Trail in Southeast Portland. At the west end of the trail it is possible to connect to Metzger Park in Washington County.



SOUTHWEST URBAN TRAILS PLAN



URBAN TRAIL 6: GOOSE HOLLOW TO TRYON CREEK STATE PARK

This is one of the two north-south trails in the urban trail network, the other is Trail 7. The trail begins at the Goose Hollow Max Light Rail Station and winds its way up to the Portland Heights neighborhood. It meets Urban Trail 1 at the southwest edge of Marquam Nature Park and continues south skirting the edge of Terwilliger Parkway. The elevation gain is great but offers spectacular views east as the trail makes its way south to Hillsdale. It meets Urban Trails 2 and 3 at Sunset and Capitol Highway and joins Urban Trail 3 until just past Capitol Hill Road, where it then heads south on 19th. It continues south to Marshall Park. The SWTrails Group proposes a connection from here to Tryon Creek State Park, but this is contingent on a public planning process and the need to protect the area's natural resources. At this time there are no designated trails through this scenic and sensitive environmental area. An alternate route is along 18th to Maplecrest, south on 14th to Kari, then to 11th, which connects with Arnold. Here the trail goes east to Boones Ferry Road. A short distance south on Boones Ferry Road is the entrance to Tryon Creek State Park.

Destinations:

Parks

Council Crest Park
Marquam Nature Park
Dewitt Park
Marshall Park
Tryon Creek State Park

Shopping

Hillsdale District
Burlingame Safeway

Schools

Ainsworth Elementary School
Wilson High School
Rieke Elementary School
Capitol Hill Elementary School
St. Clare Elementary School

Community Facilities

Firehouse Theater
Hillsdale Library
Wilson Pool
Rieke Field

Transit Connections: MAX Goose Hollow Light-Rail Station at 18th and Jefferson, 5-Capitol Highway, 38-Boones Ferry Road, 43-Taylor's Ferry Road, 45-Garden Home, 54-Beaverton-Hillsdale, and 56-Scholls Ferry Road.

Trail Connections: Urban Trail 6 connects with the Marquam Nature Trail and Urban Trail 1 at the south end of Marquam Nature Park. It connects with Urban Trails 2 and 3 at Hillsdale and continues south with Urban Trail 3 to Nevada Court. It connects with Urban Trail 4 at I-5 and 19th. In the future it may connect with Urban Trail 5 in Marshall Park, and to Tryon Creek State Park's trail system further south.

Special Features: Cable Street at the north end of the route was an old trolley car alignment that served the Portland Heights neighborhood. Further south, the trail follows SW Northwood through a beautiful wild area now belonging to the Nature Conservancy. It is possible to continue all the way to downtown Lake Oswego using the Tryon Creek State Park trail system.



SOUTHWEST URBAN TRAILS PLAN



TRAIL 7: WASHINGTON PARK TO LESSER PARK

This is the longest trail in the urban trail network, and, like Urban Trail 6, crosses all east-west trails. It begins in Washington Park and follows the 40 Mile Loop to Council Crest Park. It travels south from Fairmount to Martins Lane along the "Water Meter Trail." This is a water main easement that backs private property. An alternate route is Patton to Dosch and then south to Martins Lane. The trail continues south to the north side of Albert Kelly Park, and joins Urban Trail 1, travelling west just north of Beaverton-Hillsdale Highway. At 45th it goes south up a steep grade and then gently downhill to Gabriel Park. It continues south on 40th, then 42nd, travelling through the Multnomah and Crestwood neighborhoods to Woods Park. Until the park plan is implemented, an alternate route is Alice to Capitol Highway. From the south end of the park the trail travels west along Taylors Ferry to 48th and then south to Alfred. It will cross the proposed I-5 pedestrian overpass to Barbur and go west to Capitol Highway. It turns south again and continues southwesterly to the PCC Sylvania Campus and Lesser Park. It is possible to continue walking to Kruse Way in Lake Oswego.

Destinations:

Parks

Washington Park
Council Crest Park
Albert Kelly Park
Gabriel Park
Woods Park
Lesser Park

Shopping

Multnomah Village

West Portland

Schools

St. Thomas More
St. John Fischer
Markham Elementary School
PCC Sylvania

Community Facilities

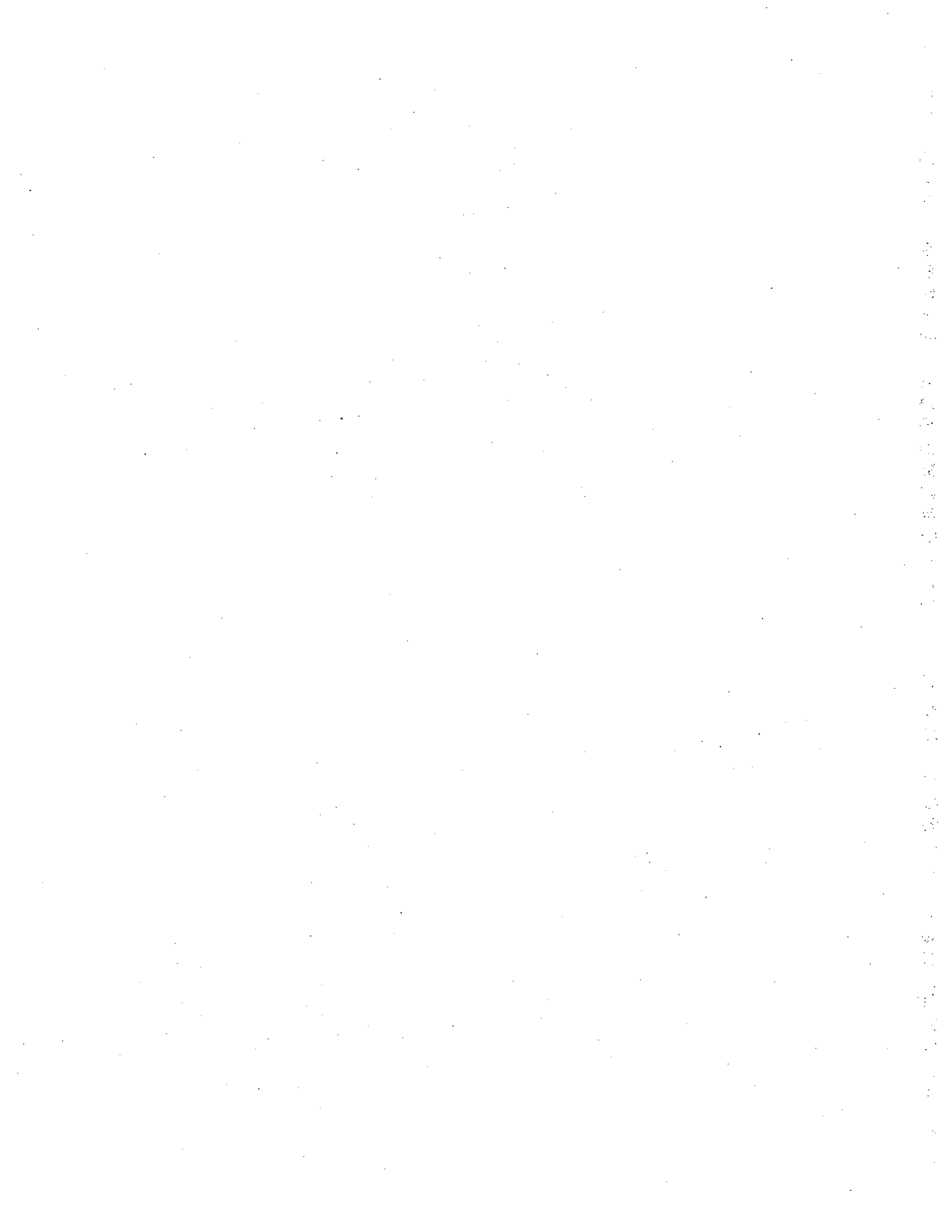
Southwest Community Center
Capitol Hill Library

Transit Connections: Max Light-Rail at the Washington Park Station, 1-Vermont, 5-Capitol Highway, 12-Barbur Boulevard, 38-Boones Ferry Road, 45-Garden Home, 54-Beaverton-Hillsdale, 56-Scholls Ferry Road, 78-Beaverton-Lake Osego, and the Barbur Transit Center.

Trail Connections: Urban Trail 7 connects and runs contiguous with the 40 Mile Loop from Washington to Council Crest Park. It joins Urban Trail 1 at Albert Kelly Park and continues to SW 45th. It crosses the Red Electric Trail at 45th and Fairvale. It meets Urban Trails 3 and 4 at Gabriel Park. Further south it joins Urban Trail 5 at Alfred, and both continue across the proposed pedestrian overpass and east to Capitol Highway.

Special Features: Washington Park features many of Portland's prime attractions - the Oregon Zoo, World Forestry Center, Hoyt Arboretum, International Rose Test Garden, and Japanese Garden. Trail 7 also connects with many other trails throughout Washington Park and the Hoyt Arboretum.

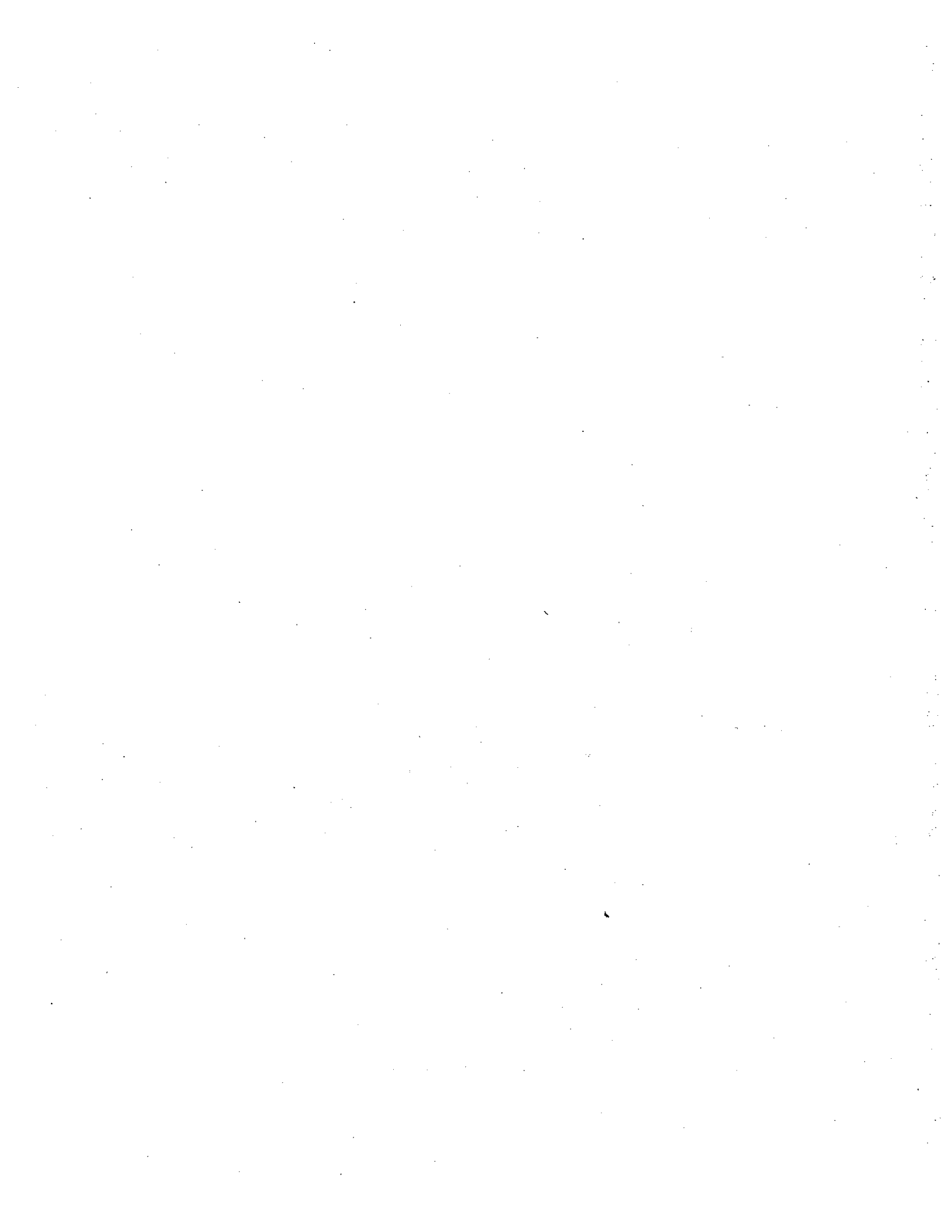




SOUTHWEST URBAN TRAILS PLAN



.....
PUBLIC OPEN HOUSE QUESTIONNAIRS AND COMMENTS - APPENDIX D.



**SOUTHWEST URBAN TRAILS PLAN - OPEN HOUSE 4/21/99
SUMMARY OF QUESTIONNAIRE RESULTS**

Number of Responses: There were 19 questionnaires filled out. A copy of the questionnaire with the tabulated responses and the narrative comments is attached.

Selection of Primary Trails: The overall response was very favorable, with eighteen responses agreeing with the selection of the primary trail network, and only one negative response. Generally, people liked the variety and breadth of trails and the connections to other trails and features. Some comments were to avoid sensitive natural habitats and make routes direct and doable. See attached narrative comments.

Suggestions for Alternative Routes: For specific alternatives see the attached narrative comments. Overall some suggestions were to show other trail systems and how they connect to the primary network. Another comment was to make the loops more apparent.

Reasons for Using Urban Trails: Practically everyone responded they would use the trail for the "pleasant walking experience" and for "exercise." It was also important to be able to walk to the park. About half responded they would use the trail to walk to the bus. A little less than half would use the trails for walking to shopping, community facilities, or as a shortcut. A small percentage said they would use the trail for walking to school or work.

Important Elements of Urban Trails: The most important trail elements were an attractive setting and avoiding busy streets. The least important element was easy elevation change, although accessibility was important. Other very important trail elements were feeling safe and connections to regional trails. Somewhat important were signage and directness of route.

Important Urban Trail Issues: Lack of sidewalks and intersection crossings were very important issues. Somewhat important were rough trail surfaces and security. Stairs and steep terrain were not important issues.

Other Concerns: Need to involve park and trail neighbors and community groups in the planning process in developing park and urban trails. A need was expressed for directional and interpretive signage and a need for restroom and telephone availability. Another concern was providing a plant buffer to separate pedestrians from traffic. See the attached narrative comments.

**SOUTHWEST URBAN TRAILS PLAN – OPEN HOUSE 4/21/99
QUESTIONNAIRE TABULATED RESULTS**

After looking at the maps and learning about the proposed primary trails tell us what you think. Please take a few moments and answer the following questions. We appreciate your help.

1. Do you agree with the selection of trails included in the primary trail network? *(Circle one.)*

1	2	3	4	5
Strongly Agree		Agree		Strongly Disagree
10	4	4	0	1

2. What do you like or not like about the selection of trails? See **separate narrative**.

3. Do you have suggestions for alternative routes or improved connections to existing routes? See **separate narrative**.

4. Tell us why you would use the trail(s)? *(Check all that apply.)*

<input type="checkbox"/> Shortcut to a destination, if so, the destination?	8 (42%)
<input type="checkbox"/> To get to the bus	10 (53%)
<input type="checkbox"/> Walk to work	3 (16%)
<input type="checkbox"/> Walk to school	4 (21%)
<input type="checkbox"/> Walk to the park, if so, name of the park?	13 (68%)
<input type="checkbox"/> Walk to community facility, if so, which facility?	7 (37%)
<input type="checkbox"/> Pleasant walking experience	18 (95%)
<input type="checkbox"/> Shopping	8 (42%)
<input type="checkbox"/> Exercise	17 (89%)
<input type="checkbox"/> Other, please explain	5 (26%)

Other explanations: discovering and exploring other parts of the southwest; hiking opportunities; by foot you see things in a different way.

SW URBAN TRAILS PLAN		OPEN HOUSE QUESTIONNAIRE NARRATIVE COMMENTS AND MAP STATION COMMENTS	
No.	Q2. What you like/not like about trail selection?	Q3. Alternative/improved routes?	Q7. other concerns that need to be addressed?
1	Neighborhood by neighborhood trails more important than long routes through SW. More attention to routes that are doable - don't have access, right-of-way or environmental concerns.	See #2. Add Tryon Creek State Park, Riverview Cemetery and Marshall Park trails.	How trails will be planned in parks and open spaces for environmental impact; involving community groups in decision-making, especially NA's.
2	Like - it covers large area - makes sense		
3	Although I understand the need for urban trails I liked the original neighborhood based trail loops, they were more appealing for interconnection	No	All proposed new improved trails through parks must go through the larger planning process for parks. Trails should avoid travel in and through EP zone. There should be outreach to property owners where trails are planned through or near so they have a change to give input.
4	Like complete network, connects to existing trail networks and greenways	35th Ave North South is straight and would connect Mountain Park, Multnomah, and tie into Washington Park Trail.	Trail construction/types
5	They connect a lot of activity points and stay away from heavy traffic		No
6			
7	Going to try them. Need detail.	Not yet	
8	Variety so everyone lives near a trail	I'd make loops more apparent	Dogs? Historical signage (eg. Red Electric stops); shelters; links to Tri-met
9			
10	Like main NS EW access routes. Good overall network. Don't like twists and turns, not very direct routes, need a diagonal in area 4	Need to know site conditions more; need something on Boones Ferry to St. park entrances	

**SOUTHWEST URBAN TRAILS PLAN
PUBLIC OPEN HOUSE – March 9, 2000
QUESTIONNAIRE RESPONSES**

1. Are there any trail segments that you have specific concerns about?

8 No; 6 Yes

Trail 2: - Want Red Electric Trail opened all the way past Hayhurst School (west).
- Section near Hillsdale

Trail 3: - Nice connection across the school parking lot at Reike.
- Need to make good safe connection between Maplewood area and Gabriel Pk.

No Trail: - Not the main trails just a concern for “connectors”

2. Do you agree with the proposed trail improvements?

All 14 responses were Yes.

3. Do you agree with the trail improvement priorities proposed?

All 14 responses were Yes. One comment: to be pragmatic, use volunteers.

4. Are there any concerns or issues you think have been overlooked or need to be addressed further? 3 Yes; 9 No; 2 No response.

- The Barbur and Capitol Hwy connections...sidewalks can also make good walking surfaces...need to get as many connections in southwest as possible.

- The City needs to be more active in getting rights-of-way that were once in public ownership but turned over to private use back into public ownership.

- Retaining multiple links between SW Barbur and SW Terwilliger.

5. Was the information presented clear and informative?

All 14 responses were Yes. Following are the comments.

- Great job – excellent project.

- Great work!

- Excellent maps – thank you.

- Great maps! Also, great color coding!

6. My concerns were listened to and my questions were answered.

All 14 responses were Yes.

Additional Comments:

- I'd really like to see the Red Electric Line be a bike and pedestrian trail (much like Springwater Corridor). That'd be great! Thank you for all your work!!!

- It would be helpful to have this information available on the web. Also it would be great if the maps could indicate the construction type over parts of the trails (sidewalk, gravel, stairs, etc.), so that people with disabilities or bikes would know which sections would work for them.
Thanks for the great work!

- Thanks to everyone who has worked so hard to get this far!

- I strongly support the concept of a network of urban trails.

- Keep it up!!

- This is a terrific undertaking and supports the community in every way. Please fund fully!

- Connectors that allow pedestrians to avoid main traffic routes are very important to encouraging more walking and bicycling.

- Poetic trail names could be fun and interesting – the “Beaver Trail” or “Bertha Trail” or the “Red Trail, rather than trail 1,2,3. Keep the colors though – its clear and readable.

- Great job!

**SOUTHWEST URBAN TRAILS PLAN
PUBLIC OPEN HOUSE – March 9, 2000
COMMENT CARD RESPONSES**

Trail #1 (Station A) North Macadam to Hamilton/Scholls Ferry

- Issues or Concerns: Alternate trail alignment through OHSU campus will require agreement with OHSU regarding liability issues and will depend on the master planning process underway at OHSU.
- Hopefully the alternative paths currently linking SW Terwilliger with SW Barbur will not lose value by selecting one of them as the primary route for Trail 1. All these paths have value and would benefit from upgrading and repair.
- Hook up trail north/south to Bridelmile Elementary School and Hamilton Park.
- North of along Marquam Hill Rd. there is a triangular shaped parcel that I believe was acquired for Marquam Park. A trail might be able to leave the road at the water tank, pass behind the houses and reconnect at the upper trailhead.

Trail #2 (Station B) Red Electric Line

- Suggest for Red-Electric Line - continue it east along Capitol Highway to Terwilliger on new sidewalk to be constructed as part of Capitol Highway Plan - to link up at Terwilliger to Trail #3.
- Add SW 25th to a north/south connecting Robert Gray School. There seems to be a lack of north/south.
- Red Electric Line looks like the most ambitious project on the plan. Does PDOT have a willingness to take on the public acquisition task that is required?

Trail #3 (Station B) Willamette Park to Multnomah/Garden Home

- Really need to work with the school people to connect this trail through Mary Riekie / Wilson H.S. parking lot...nice path/trees/terraced banks, etc.

SOUTHWEST URBAN TRAILS PLAN
PUBLIC OPEN HOUSE – March 9, 2000
COMMENT CARD RESPONSES
Page - 2

Trail #3 (Station B) Willamette Park to Multnomah/Garden Home

- Cars for soccer/school, yes, but really need to remember that schools are for people not just cars...bring the community feel into the school yard and on into Hillsdale Shopping Center (Duane Hunting - ZGF).
- Strongly support Crossing 3C [*Terwilliger to Terwilliger Place, but signage proposed not crossing*]- Terwilliger has few safe places to cross, and sidewalks on one side only.
- Let's get Wilson HS on board with community needs.

Trail #4 (Station B) Stephens Creek

No comments.

Trail #5 (Station C) Lewis & Clark College to Metzger Park

- 5E stoplight or some type of protective crossing is needed where the trail crosses SW 35th in front of Jackson M.S. This has been a goal of the school for many years - getting one might be a bargaining point for access across school property.
- It would be preferable to use the ROW north of Maricara Park rather than go through the park - it is often very wet in the park, is environmentally sensitive and would probably require a wooden walkway. Also, with the wet weather, many of the trees in the park are in great risk of falling.
- Route from Boones Ferry to SW 35th is problematic - takes walkers through sensitive habitat areas. Would be better along SW Arnold which has enough space in ROW to develop trail separated from roadway. Then from 35th should follow Galeburn not Alfred.

Trail #6 (Station D) Goose Hollow to Tryon Creek State Park

- Too much in stream corridor from Marshall Park to Tryon Creek State Park - should respect Title 3 buffer area and EP zone, especially stay out of wetland near Tryon Creek State Park. Keep trail further upland.
- A future link. The Terwilliger path that goes outbound terminates at State Street in Lake Oswego. I know it's all private property from there down to the Willamette, but I really believe we ought to be able to walk from the Terwilliger path down the hill to the river and the Willamette Greenway Trail. I have talked to City of Lake Oswego staff about this (Ms. Lev). I have never investigated the possible routes or potential easements down to the river (Jay Mower).

Trail #7 (Station D) Washington Park to Lesser Park

- It would be good to be able to walk from Council Crest Park to martins - much more direct that the alternate route.

General Comments

- Most informative and well thought out. The amount of information to be processed is overwhelming at this point. Good Work!
- On behalf of the Multnomah Neighborhood Association, I convey its enthusiastic support of the proposed trail system. It is a monumental achievement and represents the very finest spirit and dedication in these heroic volunteers. To the City: Thanks for the support the City has given, and please maximize financial commitment and political “investment” in this. (Martie Sucec, Chair, Multnomah Neighborhood Association)
- Marvelous! I will be following your efforts, and, in the future I hope I can get more involved. Thank you, J. Branden.

**SOUTHWEST URBAN TRAILS PLAN
PUBLIC OPEN HOUSE – March 9, 2000
COMMENT CARD RESPONSES**
Page - 4

General Comments

- Let people know right away the sheet colors match the trails! Great idea! (I know it seems obvious – but it took awhile to catch on).
- Overall - great job on boiling down the many options to the vital few that service SW Portland.
- This urban trail concept is really good and should be strongly supported by the City of Portland.

1120 SW Fifth Ave, Rm.1302
 Portland, Oregon 97204
 (503) 823-PLAY



*Dedicated to enriching
 the lives of citizens
 and caring for
 Portland's natural beauty*

February 16, 2000

To: April Keithly, Project Management Program
 City of Portland Office of Transportation

From: Dawn Uchiyama, Natural Resources Senior Planner
 Portland Parks and Recreation

Subject: Southwest Urban Trails Plan, Proposed Routes to Park Destinations

Thank you for your memo dated December 10, 1999 requesting Parks input on the proposed Southwest Urban Trails Plan. Your office has done an excellent job of pulling this information together and presenting it in an organized, easy to understand format.

I requested that a number of Parks staff review this proposal including representatives from Planning and Development, Property Management, Natural Resources, Operations and Districts. I have summarized the comments received below. Please do not hesitate to contact me if you need more information or further clarification.

Portland Parks supports the Southwest Urban Trails Plan in concept and recognizes the need to address trail issues in southwest Portland. Parks has not had the resources to examine the concept of "urban trails," (i.e. trail alignments that take advantage of existing streets, sidewalks, undeveloped right-of-way, and small footpaths, etc.). To date, most of Portland Parks trail efforts have been focused on implementing the 40 Mile Loop which follows specific design guidelines to maintain a certain type of recreational experience (i.e. a 10 foot wide, paved, road-separated alignment). The terrain and existing infrastructure of Southwest Portland present many challenges to this trail planning approach and the Southwest Urban Trails Plan has taken the next logical steps to identify potential alignments.

Parks staff concur that the trail alignments should take trail users to or through parks while connecting as many parks and greenspaces and other civic facilities as possible. With that said, we must point out that:

1. All "sanctified" trail alignments through park property must be the result of a comprehensive, site-specific park planning effort that takes into account all existing conditions and uses of the park, as well as future recreation and protection needs. This point applies to all park property but is particularly important where the Southwest Urban Trail Plan proposes a conceptual alignment in an undeveloped park. Any planning effort undertaken will be a public process that follows Park Bureau policies and procedures and will be handled on a case by case basis as park properties are planned.

2. Many of the conceptual alignments mapped out in the Southwest Urban Trails Plan cover very steep or sensitive natural resource property. We are responsible to protect these resources to the greatest extent practicable and are subject to all local, regional and federal laws and regulations that restrict development in these areas.
3. At this time Portland Parks has no funding available to address many of the proposed planning and development needs of the Southwest Urban Trails Plan. It would be useful to have the Southwest Urban Trails Plan indicate priorities and potential funding strategies so that as we consider which Park plans to do, we can take the trail needs into account. (Please note that Dickenson Park is beginning a Master Planning process and trail alignments will be identified in the plan. Other parks are also slated for Master Planning and we will keep your group informed of that schedule when confirmed.)
4. Portland Parks is responsible for trails on Park property only. We are not responsible for trail construction or maintenance on property not owned or managed by Portland Parks.

Portland Parks is aware of the importance of trails and trail connectivity and want to work with you on these issues as we are able. Please continue to keep us informed of the status of this plan and any trail proposals that are in or near Parks. Thank you for all of your work on this project.

LEGEND

- Urban Trail Route - Proposed
- Conceptual Route
- Regional Connections
- Other Trail System
- Park/Open Space

TRAIL KEY

- 1 North Macadam to Hamilton/Scholls Ferry
- 2 Red Electric Line
- 3 Willamette Park to Multnomah/Garden Home
- 4 Stephens Creek
- 5 Lewis & Clark College to Metzger Park
- 6 Goose Hollow to Tryon Creek State Park
- 7 Washington Park to Lesser Park



RESOLUTION No. 35907

As Amended

Adopt the Southwest Urban Trails Plan to increase pedestrian access throughout Southwest Portland. (Resolution)

WHEREAS, pedestrian access to schools, parks, transit, recreational facilities, shopping, and regional trails is limited in Southwest Portland by hilly terrain and a street network that is not well connected and circuitous; and

WHEREAS, the SWTrails Group, a recognized committee of Southwest Neighborhoods, Inc. (SWNI), and Portland Office of Transportation came together to develop a plan to provide more pedestrian travel opportunities in Southwest Portland; and

WHEREAS, the Southwest Urban Trails Plan proposes an urban trail network of pedestrian routes that:

- identifies where people want to walk
- accesses multiple destinations
- provides pleasant, convenient, and safe access to destinations
- uses the existing right-of-way wherever possible
- connects with other trail systems; and

WHEREAS, urban trail segments that are in parks or the public right-of-way, both improved and unimproved, and in an environmental zone will be required to meet all environmental protection requirements, and

WHEREAS, urban trail segments that are not in the public right-of-way will require the property owner(s) permission, and, if undeveloped and/or in an environmental zone, will require planning an appropriate alignment that meets environmental protection requirements and community needs; and

WHEREAS, the Southwest Urban Trails Plan is recommended for approval by the SWTrails Group and the SWNI Board of Directors; and

NOW THEREFORE, BE IT RESOLVED that the City of Portland recommends adoption of the Southwest Urban Trails Plan, substantially in conformance with the final revised draft attached as Exhibit A.; and

BE IT FURTHER RESOLVED that the City Council gratefully acknowledges the time and dedication of the SWTrails Group and the many other community members who helped shape the Southwest Urban Trails Plan.

Adopted by Council,

JUL 26 2000

Commissioner Charlie Hales
April Potter Keithly:slg
July 26, 2000

GARY BLACKMER

AUDITOR OF THE CITY OF PORTLAND

BY 

DEPUTY

